

**Council Meeting: May 6, 2008****SUBJECT: Sunnyvale Stevens Creek Trail Update – INFORMATION ONLY****REPORT IN BRIEF**

Recently the City has received several inquiries about Sunnyvale's activities regarding the Stevens Creek Trail. This report summarizes City policy, recent activities, and the City's plans for the Stevens Creek Trail.

**BACKGROUND**

The Stevens Creek Trail is a partially realized concept for a bicycle and pedestrian route along the Stevens Creek corridor. The trail corridor, originally proposed by County of Santa Clara trail planners in 1961, stretches from San Francisco Bay in Mountain View to the mountains around Stevens Creek Reservoir in Cupertino. Hiking trails abound around Stevens Creek Reservoir at the south end of the corridor, maintained by the County of Santa Clara and the Mid-Peninsula Regional Open Space District. The City of Mountain View has constructed a paved bicycle and pedestrian path at the northern end of the corridor, from Shoreline Park south, to El Camino Real (See Attachment A – Mountain View Stevens Creek Trail Map.)

Mountain View has completed detailed planning for extending the trail further south through their City to a terminus at Mountain View High School. Mountain View recently completed a trail extension to El Camino Real, and is midway through the design of an extension from El Camino Real to Sleeper Avenue. This extension is funded for construction in Fiscal Year 2008/09. Mountain View is also funding the design of a further trail extension from Sleeper Avenue east across Highway 85 to Dale Avenue/Heatherstone Way. The City of Mountain View anticipates design completion in 2009, but construction of this project is not yet funded.

A final trail extension from Dale Avenue/Heatherstone south to Mountain View High School is planned, but not yet funded. The Mountain View City Council will consider funding priority of this final segment as part of its Fiscal Year 2008/09 budget deliberations. A Council budget task force has preliminarily recommended that funding for this extension of the trail not be included in the FY 2008/09 budget. The most recent timeframe estimate received from Mountain View staff for possible construction initiation is 2015, although this could change if the Mountain View City Council advances funding.

From Dale Avenue/Heatherstone south to Fremont Avenue, the Creek itself forms the border between Mountain View and Sunnyvale. South from Fremont Avenue, the city limits of Los Altos and Sunnyvale are at the Creek. Sunnyvale established policy on the Stevens Creek Trail in 1994. The City considered a trail alignment along the Creek within the Sunnyvale City limits. Due to resident opposition and physical and technical obstacles to trail construction, the City Council determined that a trail alignment along the Creek in Sunnyvale was not feasible, and directed staff to coordinate with neighboring jurisdictions on determining potential surface street trail alignments between the City of Mountain View and the City of Cupertino to ensure a regional trail connection.

The cities of Cupertino and Los Altos have also done some planning for trails in the corridor. Cupertino has identified trail alignment concepts (Attachment B), and is proceeding with a project to build a trail segment from McClellan Ranch Park to Blackberry Farm. Trail alignments to the north would be routed away from the Creek, extending through San Antonio Open Space Preserve to the City border with Los Altos at St. Joseph's Avenue or an on-street alignment on Foothill Boulevard. The Trail would also use existing trails at Rancho San Antonio Open Space Preserve.

Los Altos recently published a draft trail alignment feasibility study. This study proposes five alignment alternatives utilizing City streets to connect Mountain View and Cupertino trail alignments (Attachment C). Four alternatives feature Mountain View city streets to reach Los Altos; one alternative proposes a trail extension along the Creek to Fremont Avenue. This alternative would feature trail construction along the Creek in Sunnyvale.

Since establishment of the City's policy on the Trail in 1994, staff has met with Mountain View and Cupertino as appropriate to monitor progress on developing the trail, and most recently participated in coordination meetings with Los Altos on their trail planning study. Also, in response to a Sunnyvale Bicycle and Pedestrian Advisory Commission (BPAC) suggestion to consider a connection from Sunnyvale streets to Mountain View's planned trail corridor, the City Council included an unfunded future trail connection project in the Resource Allocation Plan. This project is proposed to be initiated in 2016, which coincides with Mountain View staff's estimated timing for construction of the last Mountain View trail segment.

### **EXISTING POLICY**

Council Policy 2.2.C.5. Determine that a regional trail connection within the Stevens Creek corridor in Sunnyvale is not feasible and should not be constructed along the Stevens Creek corridor on the Sunnyvale side (within City limits). Coordinate with neighboring jurisdictions on determining potential

surface street trail alignments between the City of Mountain View and the City of Cupertino to ensure a regional trail connection. (This does not preclude consideration of creating Sunnyvale access points to the Mountain View Stevens Creek Trail Segment 2, Reach 4, between Heatherstone and Fremont Avenues.)

Council Policy 2.2.C.4. Support a regional trail system by coordinating with adjacent jurisdictions to facilitate trail connections wherever possible.

Bicycle Plan BPA.3, Expand Sunnyvale’s network of off street bicycle and pedestrian paths for recreation and utility cycling by facilitating bicycle access to the Baylands and along flood control channels.

Land Use and Transportation Element R1.2 Support coordinated regional transportation system planning and improvements.

Land Use and Transportation Element R1.9.1, Support state and regional efforts to provide High Occupancy Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling, and Intelligent Transportation Systems.

Land Use and Transportation Element C3.5.4, Maximize the provision of bicycle and pedestrian facilities.

Land Use and Transportation Element N.1.3.2, Study the adequacy/deficiency of bicycle and pedestrian access and circulation within neighborhoods.

## **DISCUSSION**

Recent inquiries have urged Sunnyvale to do planning for a Stevens Creek Trail segment. As presented in the Background section of this report, Sunnyvale has established policy regarding the Stevens Creek Trail and is actively planning for a trail access from Sunnyvale. While a specific access point has not been identified, one possible location that has been suggested is from Remington Court at the west end of Remington Drive. Staff believes some of the recent concern may stem from the Los Altos proposal for a trail segment along the Creek in Sunnyvale. This proposal is contrary to Sunnyvale’s established policy, and staff has communicated this to Los Altos staff.

The City Council also approved a BPAC generated 2008 study issue regarding connections to regional bicycle facilities (Attachment D). Work has not been initiated on this study. The city has several General Plan and other policies supporting trail and bike facility development, and access and planning for trails. Also, the city has the aforementioned future project to pursue a Stevens Creek Trail connection to Sunnyvale city streets. It is not clear what refinements of existing policy will result from the Study Issue.

The City is actively coordinating with neighboring jurisdictions, consistent with City policy. Staff will continue with this direction and adjust Sunnyvale's planning for Stevens Creek Trail access accordingly.

**FISCAL IMPACT**

This is an Information only report and will have no fiscal impact.

**PUBLIC CONTACT**

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, in the Council Chambers lobby, in the Office of the City Clerk, at the Library, Senior Center, Community Center, and Department of Public Safety; posting the agenda and report on the City's Web site; and making the report available at the Library and the Office of the City Clerk.

**RECOMMENDATION**

This item is for information only.

Reviewed by:

Marvin Rose, Director, Public Works

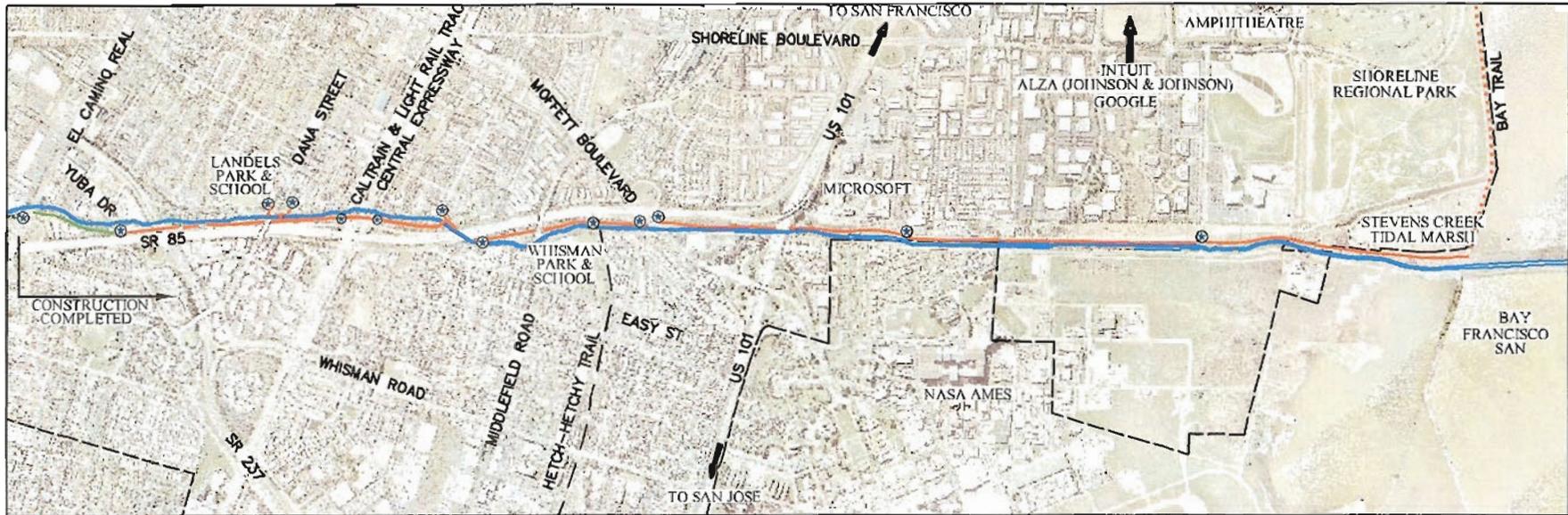
Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:

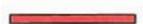
Amy Chan  
City Manager

**ATTACHMENT**

- A. Mountain View Stevens Creek Trail Map
- B. Cupertino Stevens Creek Trail Feasibility Study Trail Alignment Maps
- C. Los Altos Stevens Creek Lint Trail Feasibility Study Alignment Alternatives
- D. Study Issue Paper: Policy Supporting Connections to Regional Bike Facilities



LEGEND:

-  EXISTING TRAIL
-  CURRENT TRAIL PROJECT
-  NEXT TRAIL PROJECT - PHASE I
-  NEXT TRAIL PROJECT - PHASE II
-  FUTURE TRAIL
-  TRAIL HEAD/NEIGHBORHOOD ACCESS POINT
-  STEVENS CREEK



**STEVENS CREEK TRAIL**  
**CONSTRUCTION COMPLETED**



SCALE: 1"=1500'

APRIL 2008



LEGEND:

-  EXISTING TRAIL
-  CURRENT TRAIL PROJECT
-  NEXT TRAIL PROJECT - PHASE I
-  NEXT TRAIL PROJECT - PHASE II
-  FUTURE TRAIL
-  TRAIL HEAD/NEIGHBORHOOD ACCESS POINT
-  STEVENS CREEK



## FUTURE CONSTRUCTION

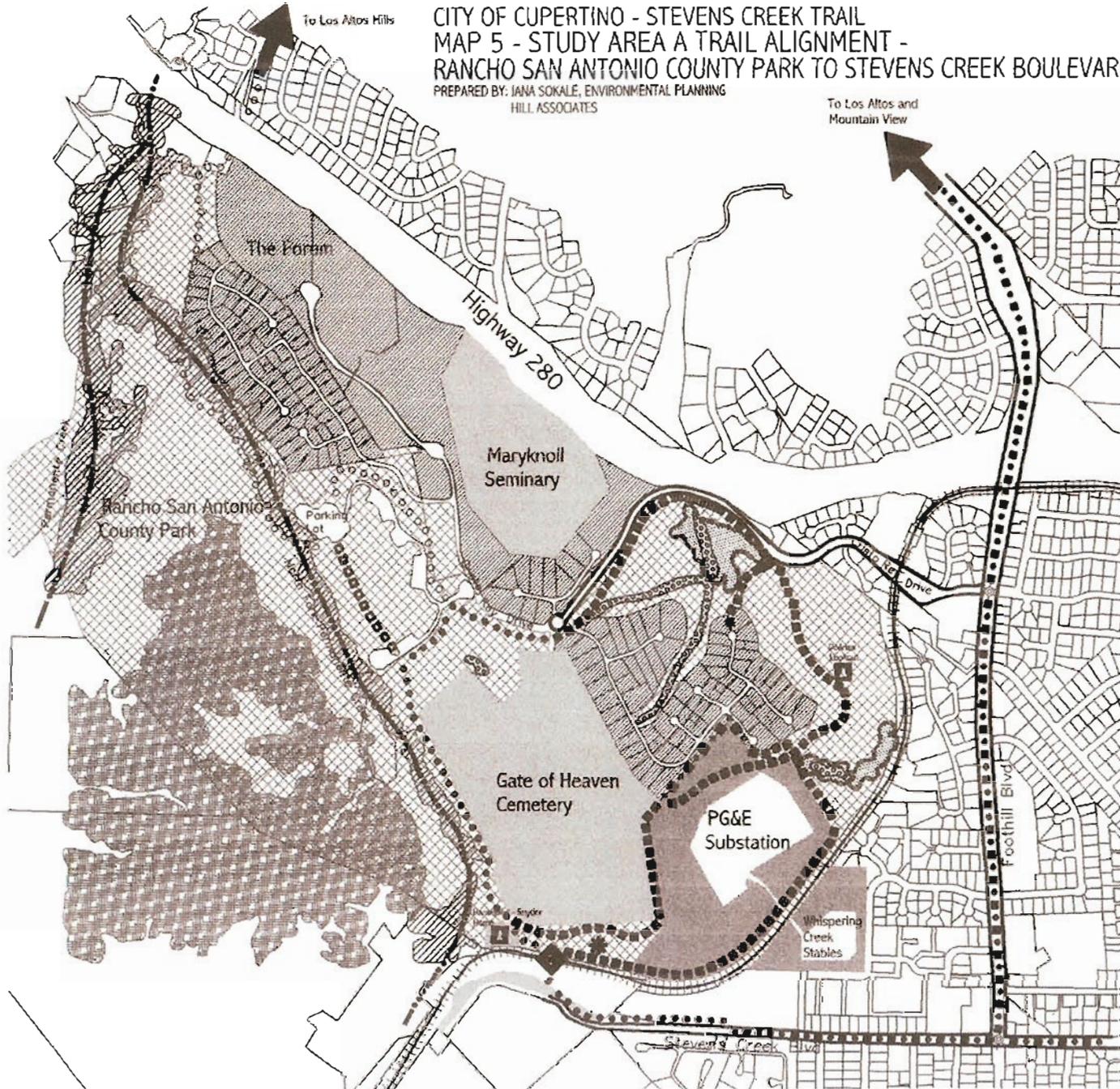
SCALE: 1"=1500'



APRIL 2008

CITY OF CUPERTINO - STEVENS CREEK TRAIL  
 MAP 5 - STUDY AREA A TRAIL ALIGNMENT -  
 RANCHO SAN ANTONIO COUNTY PARK TO STEVENS CREEK BOULEVARD

PREPARED BY: JANA SOKALE, ENVIRONMENTAL PLANNING  
 HILL ASSOCIATES



LEGEND

Features of the Trail

- Creek Channel (Low Flow)
- Proposed Soft Surface
- Existing Soft Surface
- Proposed Hard Surface
- Existing Hard Surface
- Proposed Single-Track Interpretive Trail
- Existing Single-Track Interpretive Trail
- Boardwalk Alignment
- Sidewalk Alignment
- On-Street Alignment
- Winter Trail Alignment
- Ramp
- Tunnel
- Underpass
- Pedestrian / Bicycle Bridge
- Natural Scientific Interpretive Area
- Historical / Cultural Interpretive Area
- Staging Area
- Access Point
- Mid-Block Crossings
- Proposed Signalized Intersections
- Existing Signalized Intersections
- Sign Intersections
- At-Grade Railroad Crossing

Bicycle/ Transit Systems

- Bike Lanes
- Bike Routes
- Union Pacific Railroad

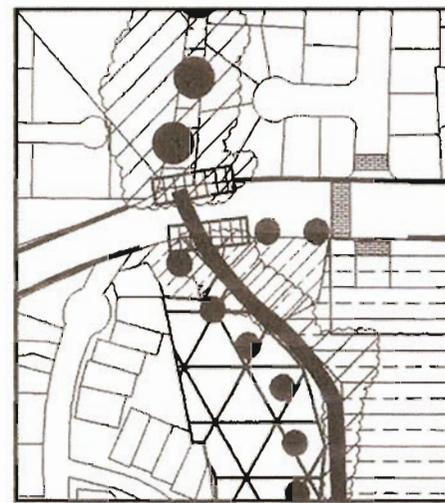
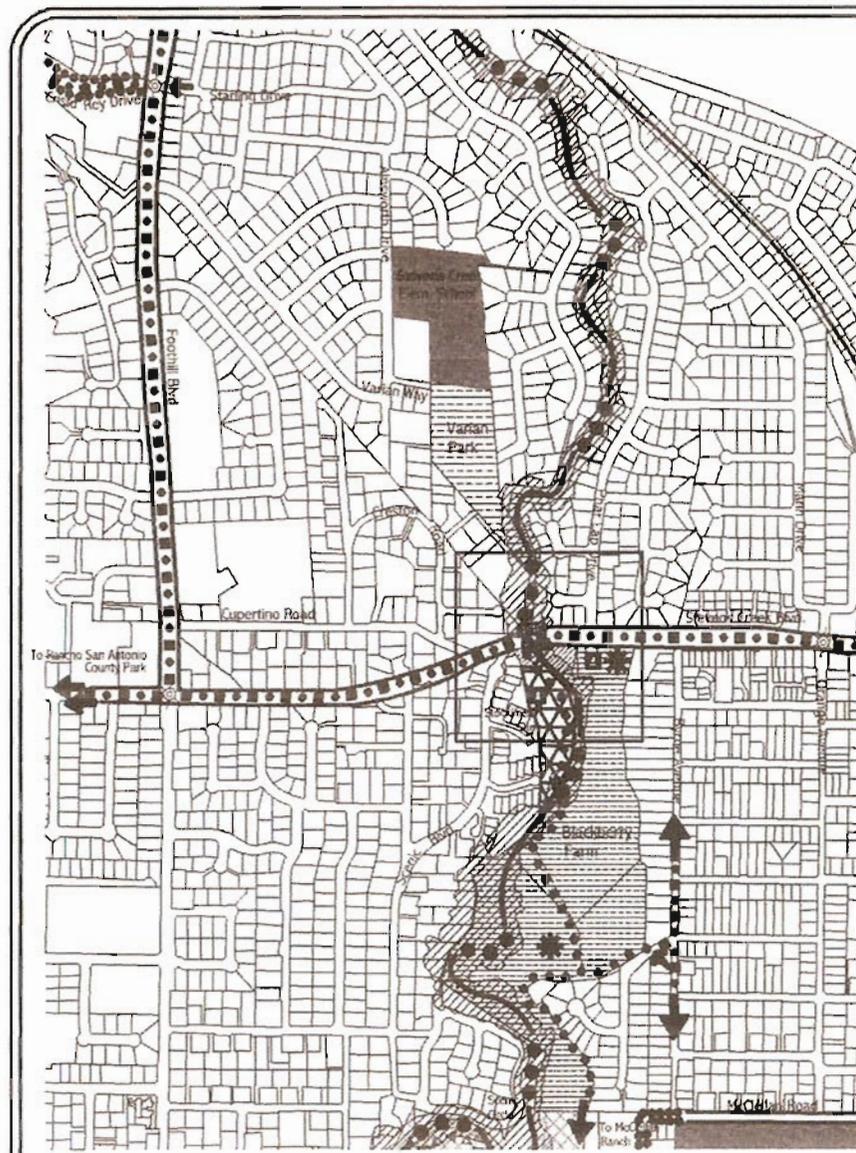
Land Uses

- Educational Campus
- R & D / Commercial
- Evic Center / Institutional

Habitat Types

- Open Grassland
- Riparian Vegetation
- Oak Woodland/ Chaparral
- Oak Woodland/ Grassland
- Freshwater Wetlands
- In-stream Habitat
- Orchard
- Parks/ Golf Course
- Suburban Development





**LEGEND**

**Features of the Trail**

- Creek Channel (Low Flow)
- ..... Proposed Soft Surface
- ..... Existing Soft Surface
- ..... Proposed Hard Surface
- ..... Existing Hard Surface
- ..... Proposed Single-Track Interpretive Trail
- ..... Existing Single-Track Interpretive Trail
- ..... Boardwalk Alignment
- ..... Sidewalk Alignment
- ..... On-Street Alignment
- ..... Winter Trail Alignment
- ..... Ramps
- ..... Tunnel
- ..... Underpasses
- ..... Pedestrian / Bicycle Bridges
- ..... Crosswalk
- ..... Natural Science Interpretive Area
- ..... Historical / Cultural Interpretive Area
- ..... Staging Area
- ..... Access Points
- ..... Mid-Block Crossings
- ..... Proposed Signalized Intersections
- ..... Existing Signalized Intersections
- ..... Stop Sign Intersections
- ..... At-Grade Railroad Crossing

**Bicycle/ Transit Systems**

- ..... Bike Lanes
- ..... Bike Routes
- ..... Union Pacific Railroad

**Land Uses**

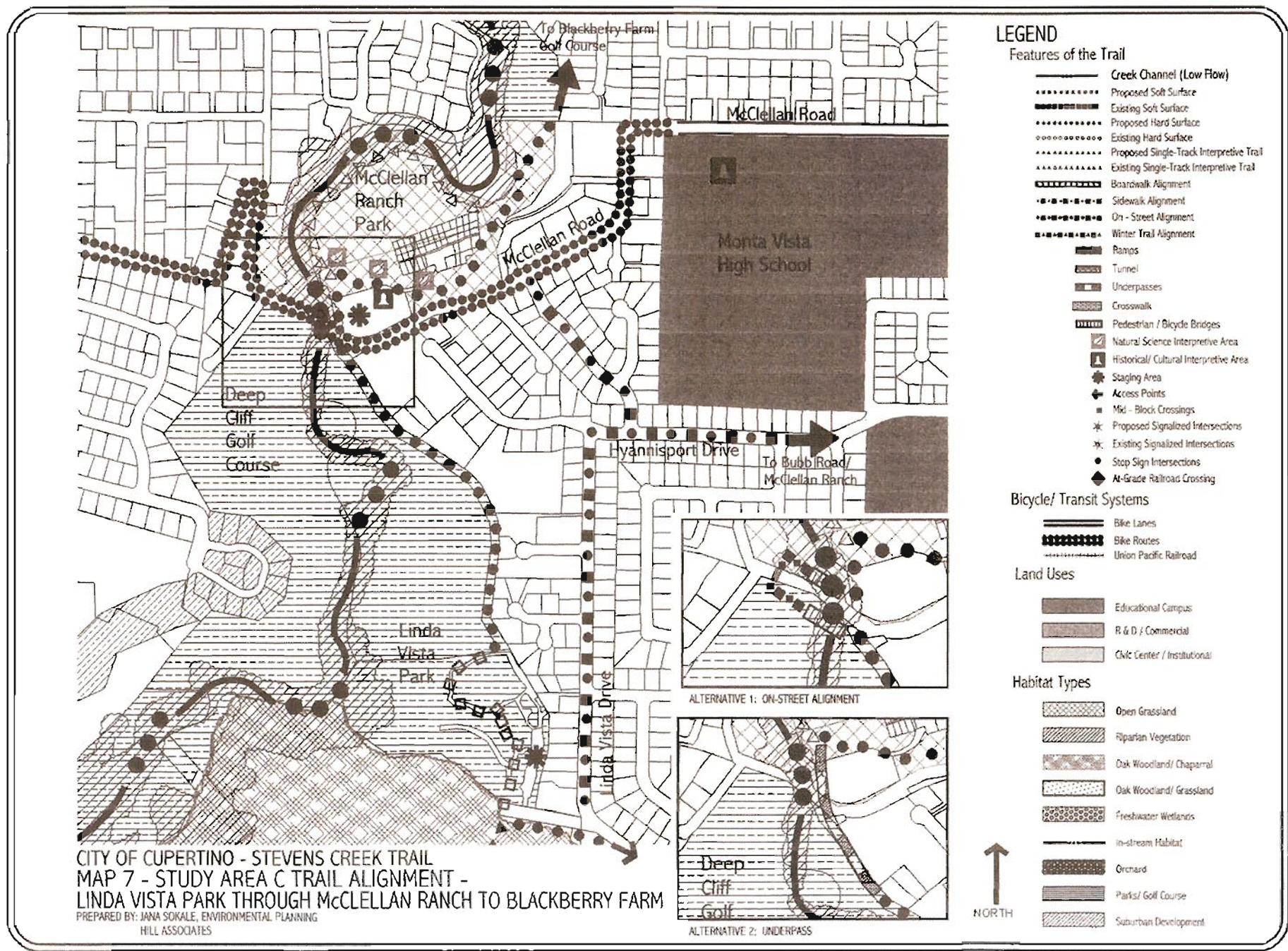
- ..... Educational Campus
- ..... R & D / Commercial
- ..... Civic Center / Institutional

**Habitat Types**

- ..... Open Grassland
- ..... Riparian Vegetation
- ..... Oak Woodland/ Chaparral
- ..... Oak Woodland/ Grassland
- ..... Freshwater Wetlands
- ..... In-stream Habitat
- ..... Orchard
- ..... Parks/ Golf Course
- ..... Suburban Development

**CITY OF CUPERTINO - STEVENS CREEK TRAIL  
 MAP 10 - STUDY AREA D TRAIL ALIGNMENT -  
 McCLELLAN RANCH THROUGH BLACKBERRY FARM TO STEVENS CREEK BOULEVARD**  
 PREPARED BY: JANA SOKALE, ENVIRONMENTAL PLANNING  
 HILL ASSOCIATES

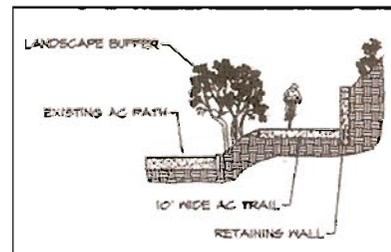
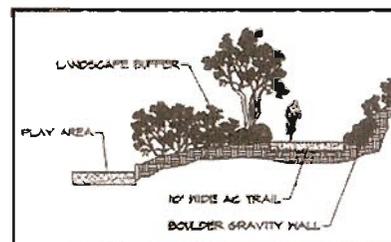
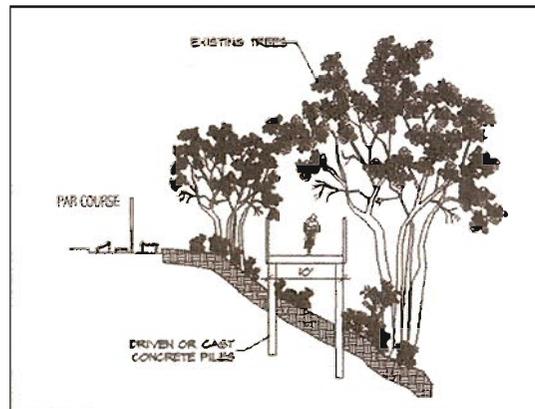
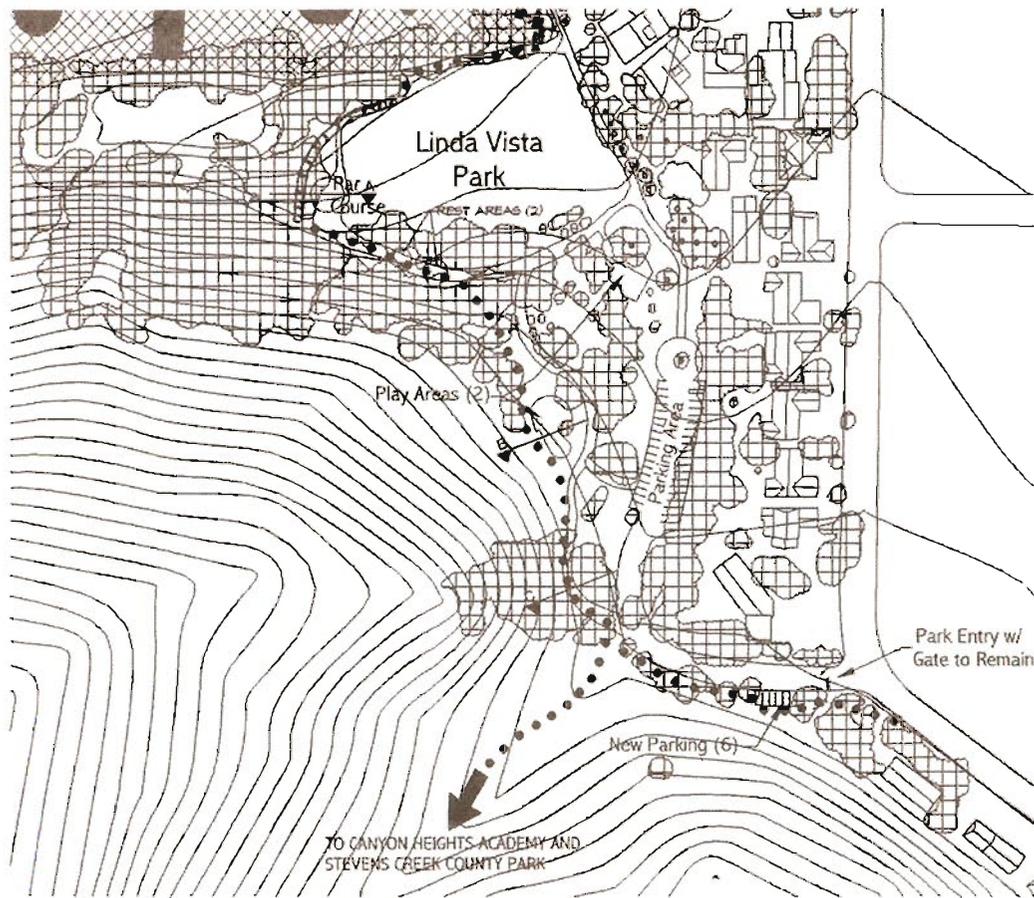






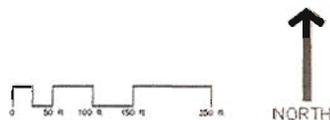
**LEGEND**

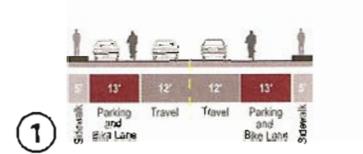
-  Stevens Creek
-  Future Boardwalk or Cut with Retaining Wall
-  Future Trail
-  Future Elevated Trestle Bridge
-  Existing Tree Canopy
-  Existing Golf Course
-  Golf Course Playing Areas
-  Golf Course Lake



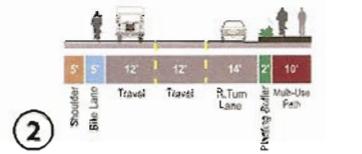
**CITY OF CUPERTINO - STEVENS CREEK TRAIL  
MAP 8 - STUDY AREA C - LINDA VISTA PARK TRAIL ALIGNMENT**

LINDA VISTA DRIVE TO HAUL ROAD  
PREPARED BY: JANA SOKALE, ENVIRONMENTAL PLANNING  
HILL ASSOCIATES

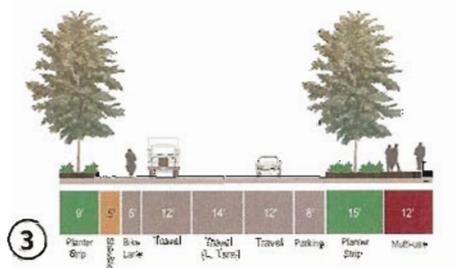




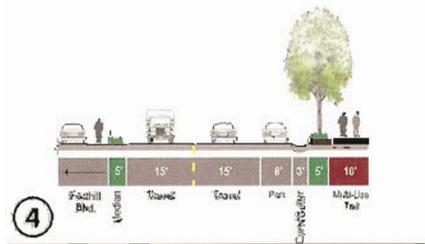
**Bryant Avenue**  
Existing Class II Bike Lanes & Sidewalks  
Install Class II Bike Lanes at existing gaps



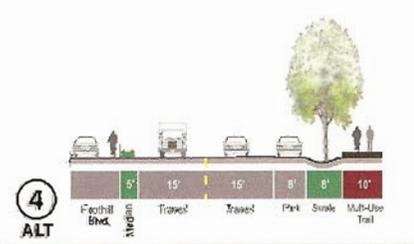
**Grant Road**  
Multi-Use Path with 60' ROW  
Install Class II Bike Lanes on west side at existing gaps



**Grant Road**  
Multi-Use Path with 90' ROW



**Grant Road adj. to Foothill Expy**  
Multi-Use Path with 60' ROW  
Curb and gutter with planting strip buffer



**Grant Road adj. to Foothill Expy**  
Multi-Use Path with 60' ROW  
Swale buffer

**Stevens Creek Link Trail Feasibility Study**  
Alternative 1- Bryant Avenue Connector







**Stevens Creek Link Trail Feasibility Study**  
*Alternative 3- Stevens Creek / Fremont Ave. Connector*



**1**

**Steven's Creek Multi-Use Path**  
 Path begins on east side of SR 85 at Mountain View High School Over Crossing and continues along the west side of the Creek

**2**

**I-85 Freeway Crossing Multi-Use Path**  
 Alignment adjacent to south abutment on graded fill

**3**

**Fremont Avenue Multi-Use Path with 120' ROW**  
 Path on north side

**4**

**Grant Road Multi-Use Path with 90' ROW**

**5**

**Grant Road adj. to Foothill Expy. Multi-Use Path with 60' ROW**  
 Curb and gutter with planting strip buffer

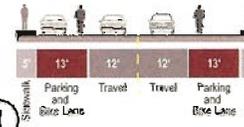
**5 ALT**

**Grant Road adj. to Foothill Expy. Multi-Use Path with 60' ROW**  
 Swale buffer

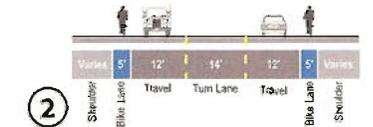


**Stevens Creek Link Trail Feasibility Study**  
 Alternative 4 - Split Bicycle / Pedestrian Option

**BIKE OPTION**

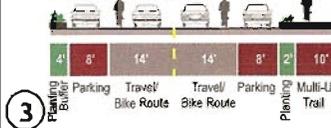


**1**  
**Bryant Avenue**  
 Existing Class II Bike Lanes  
 Install Class II Bike Lanes at existing gaps

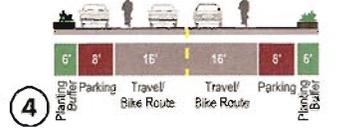


**2**  
**Grant Road**  
 Existing Class II Bike Lanes  
 Install Class II Bike Lanes at existing gaps, connecting to Foothill Expressway

**PEDESTRIAN OPTION**



**3**  
**Truman Avenue**  
 Multi-Use Path with 60' ROW  
 Path on the east side of Truman Avenue

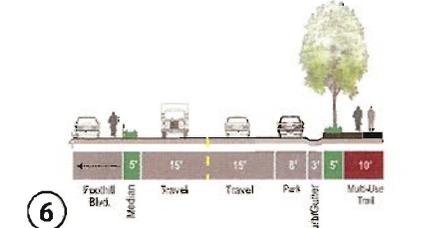


**4**  
**Newcastle Drive**  
 Class III Bike Routes with 60' ROW

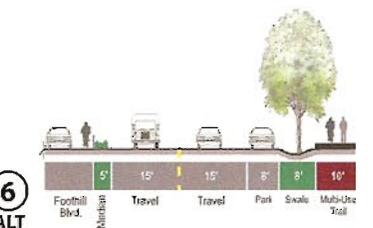


- 1 Directional Signage**  
Signage directs trail users to the crosswalks to facilitate street crossings
- 2 Curb Extension**  
Paving an extension to the sidewalk reduces the crossing distance for cyclists and pedestrians
- 3 "Ladder-Style" Crosswalk**  
Crosswalk is more visible to motorists.
- 4 Pedestrian Refuge**  
Allows pedestrians to focus on one direction of traffic at a time and wait in a location for traffic to stop.
- 5 ADA-Compliant Curb Ramps**  
Facilitate safe and convenient street crossings for wheelchair users and pedestrians with strollers.
- 6 10' Multi-Use Path**

**Fremont Pedestrian Crossing**  
 The multi-use path installed on the east side of Truman Ave. and on the north side of Fremont Ave. connects to Class III bike routes on Newcastle Dr.



**6**  
**Grant Road adj. to Foothill Expy**  
 Multi-Use Path with 60' ROW  
 Curb and gutter with planting strip buffer



**6 ALT**  
**Grant Road adj. to Foothill Expy**  
 Multi-Use Path with 60' ROW  
 Swale buffer





**Proposed New Council Study Issue**

**Number** DPW 08  
**Status** Pending  
**Calendar Year** 2008  
**New or Previous** New  
**Title** Policy Supporting Connections to Regional Bike Facilities  
**Lead Department** Public Works  
**Element or SubElement** Land Use and Transportation

**1. What are the key elements of the issue? What precipitated it?**

This study issue would consider policy alternatives for connections to regionally significant bicycle facilities such as the Stevens Creek Trail, the Mary Avenue/Route 280 Bicycle Footbridge, or VTA-designated Cross-County Bicycle Corridors. Policy alternatives to be considered could describe the level of effort or priority for designating connections or constructing improvements to provide connections.

**2. How does this relate to the General Plan or existing City Policy?**

Land Use and Transportation Element R1.2, Support coordinated regional transportation system planning and improvements.

**3. Origin of issue**

- Council Member(s)
- General Plan
- City Staff
- Public
- Board or Commission Bicycle and Pedestrian Advisory Committee

**4. Multiple Year Project? Yes Planned Completion Year 2009**

**5. Expected participation involved in the study issue process?**

Does Council need to approve a work plan? No  
 Does this issue require review by a Board/Commission? Yes  
 If so, which?  
 Bicycle and Pedestrian Advisory Committee, Parks and Recreation Commission  
 Is a Council Study Session anticipated? No  
 What is the public participation process?  
 BPAC and Parks and Rec Commission public hearing, Council public hearing

**6. Cost of Study**

Operating Budget Program covering costs

115 Transportation and Traffic

Project Budget covering costs

Budget modification \$ amount needed for study

Explain below what the additional funding will be used for

7. Potential fiscal impact to implement recommendations in the Study approved by Council

Capital expenditure range \$101K - \$500K

Operating expenditure range None

New revenues/savings range None

Explain impact briefly

This policy could lead to the development and adoption of new capital projects to provide or enhance bike facility connections in Sunnyvale to regional facilities such as the Stevens Creek Trail or VTA Cross County bicycle corridors.

8. Staff Recommendation

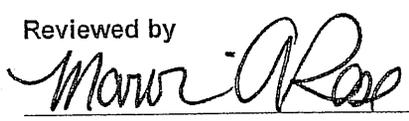
Staff Recommendation None

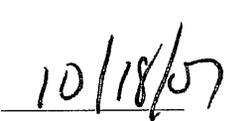
If 'For Study' or 'Against Study', explain

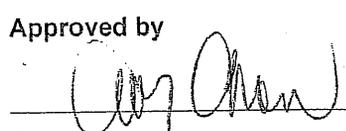
9. Estimated consultant hours for completion of the study issue

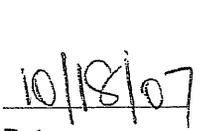
Managers	Role	Manager	Hours
	Lead	Witthaus, Jack	Mgr CY1: 80
			Mgr CY2: 0
			Staff CY1: 0
			Staff CY2: 0
Total Hours CY1: 80			
Total Hours CY2: 0			

Note: If staff's recommendation is 'For Study' or 'Against Study', the Director should note the relative importance of this Study to other major projects that the Department is currently working on or that are soon to begin, and the impact on existing services/priorities.

Reviewed by  
  
 Department Director

Date  


Approved by  
  
 City Manager

Date  


### Addendum

**A. Board / Commission Recommendation**

Issue Created Too Late for B/C Ranking

Board or Commission	Rank	Rank 1 year ago	Rank 2 years ago
Arts Commission			
Bicycle and Pedestrian Advisory Committee	2		
Board of Building Code Appeals			
Board of Library Trustees			
Child Care Advisory Board			
Heritage Preservation Commission			
Housing and Human Services Commission			
Parks and Recreation Commission			
Personnel Board			
Planning Commission			

**Board or Commission ranking comments**

**B. Council**

**Council Rank** (no rank yet)  
**Work Plan Review Date** (blank)  
**Study Session Date** (blank)  
**RTC Date** (blank)  
**Actual Complete Date** (blank)  
**Staff Contact**