

Junipero Serra Trail

Feasibility Study

February 5, 2019

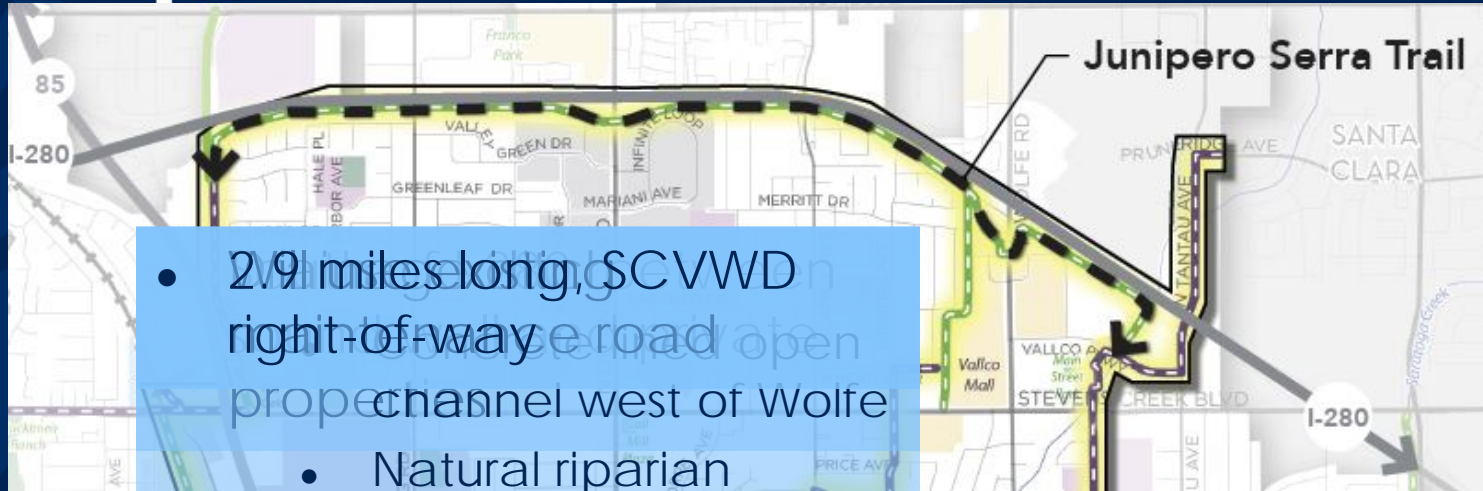


CUPERTINO

Staff Recommendation

- Adopt Resolution 19-020,
Approving the Findings of the
Junipero Serra Trail Feasibility
Study

Where is the Trail?

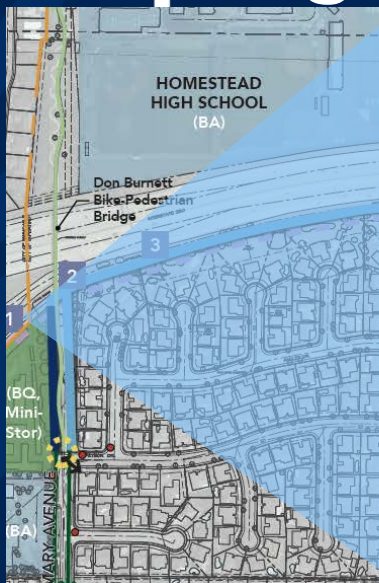


- 2.9 miles long, SCVWD right-of-way road proper channel west of Wolfe
- Natural riparian channel east of Wolfe

Why a Trail?

- 2016 Cupertino Bike Plan
 - Highlighted as one component of Loop Trail
 - East-West connection
 - Tier 1 High Priority Project
- 2018 Cupertino Pedestrian Plan – Tier 1
- Consistent with General Plan policies

Segment #1



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Segment #2

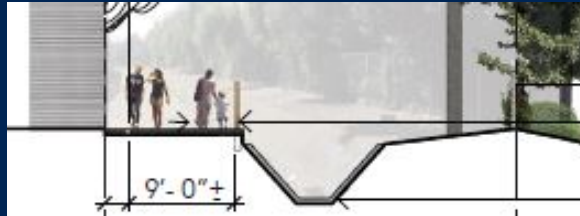


Segment #3



Segment #1 - Challenges

- Existing maintenance road narrow as 7.5 feet
 - Bike/ped shared use challenging
 - Option to enclose channel in culvert
 - Culvert allows Class I trail, but costly and would require City maintenance



Existing Open Channel



Box Culvert

Segment #1 - Challenges

- Stelling Road Crossing
 - Busy major collector
 - No controlled intersection at trail crossing
 - Grade separation necessary



Segment #1 - Challenges



Proposed undercrossing at Stelling Road

Segment #2 - Challenges

- De Anza Blvd Crossing
 - Major Arterial Roadway
 - I-280 SB Ramp Proximity
 - Existing Signalized Intersection
 - Three Options for Crossing:
 - At-grade, Bridge, Tunnel



Segment #2 - Challenges



Segment #2 - Challenges



Tunnel Undercrossing

Segment #2 - Challenges



Segment #2 - Challenges



Public Outreach

- Robust Outreach Process
 - Four community meetings
 - Tables at Diwali and Earth Day Festivals
 - Three BPC meetings
 - Advertised thru social media, mailings, door hangers, emails, SR2S





Public Outreach

- Mixed, generally positive feedback
- Primary concerns raised:
 - Safety and security of trail users
 - Long distances between access points
 - Crossings of major streets
 - Constrained trail width
 - Safety and security of adjacent property owners
 - Neighborhood-specific concerns near Don Burnett Bridge and Lucille Ave



Public Outreach

- Measures to Address Concerns Include:
 - Installation of lighting and/or security cameras
 - Sheriff patrols
 - New fencing for resident security
 - Grade-separated crossings of major streets
 - Trail location and design to minimize impact to affected neighborhoods



Technical Advisory Committee

- TAC formed to give affected utilities and public agencies opportunity to identify concerns
 - Cal Water, Caltrans, City of Sunnyvale, PG&E, Santa Clara Valley Water District (SCVWD), Santa Clara Valley Transit Authority (VTA) participated
 - Two full meetings held, plus individual meetings as necessary



Bicycle Pedestrian Commission

- BPC discussion on March 21, October 17, and December 19, 2018
- BPC endorsed option that does not construct box culvert, and improves at-grade crossing at De Anza Blvd (no grade separation)

Trail Costs

Costs, \$M				
		Engineering	Construction	Total
Segment 1		0.5	3.0	3.5
Segment 2	De Anza At-grade	0.5	3.5	4.0
	De Anza Bridge	1.9	15.7	17.6
	De Anza Tunnel	2.6	22.2	24.8
Segment 3		0.3	1.5	1.8

No concrete box culvert

Trail Costs

Costs, \$M				
		Engineering	Construction	Total
Segment 1		1.5	9.6	11.1
Segment 2	De Anza At-grade	2.5	16.3	18.5
	De Anza Bridge	3.8	28.6	32.4
	De Anza Tunnel	4.6	35.1	39.5
Segment 3		0.3	1.5	1.8

With concrete box culvert

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