

City of Santa Clara  
Trail Network Expansion Feasibility Study

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**Public Meeting No. 2 (Business/Commercial/Industry)  
Responses to Public Comments**

MEETING LOCATION: Santa Clara Convention Center, Room 204  
5001 Great America Parkway, Santa Clara 95054

MEETING DATE: June 21, 2011

MEETING TIME: 2:30 p.m. to 3:30 p.m.

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1. How were the “preferred” trail alignments determined? The technical feasibility of the trail segments has been assessed through this study. In some areas a trail may only be feasible along a single bank of the creek or certain portion of the Hetch Hetchy right of way. In other instances a trail may be feasible on either bank. In some areas the feasibility of the trail is driven by in-channel constraints and access requirements of the Santa Clara Valley Water District (SCVWD). A preliminary alignment has been identified based upon the best information obtained through the feasibility study. This “preferred alignment” will be further refined through these public meetings and later more fully developed through the trail master plan.

2. Will there be any study for a trail under Lawrence Expressway? A trail alignment passing beneath Lawrence Expressway along Calabazas Creek just upstream of Benton Street was investigated as part of this feasibility study. In this location the creek banks do not meet the minimum width for a trail. On the east bank the SCVWD maintenance access route ramps down into the channel changing the elevation of the top of bank. The most significant challenge in this area is a hydraulic structure in the channel beneath Lawrence Expressway that creates a vertical

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drop in the channel bed making it impossible to create a trail underpass.

A trail alignment paralleling Lawrence Expressway along Saratoga Creek between of Pruneridge Avenue and Highway 280 was investigated as part of this feasibility study. In this area the top of bank is constrained by residential development and Lawrence Expressway. At Highway 280 Saratoga Creek flows through an extended box culvert that creates a slide as the creek daylight. This structure poses no opportunity for a trail underpass. A proposal to cross Stevens Creek Boulevard at-grade and pass beneath the elevated Highway 280 has potential. This route would extend through Jenny Strand Park and cross Stevens Creek Boulevard near Agilent Technologies.

3. Are there any plans to remove the unsightly concrete “eco-islands” installed by the Santa Clara Valley Water District near Wilcox High School?

The removal of these concrete structures has not been evaluated as part of the trail feasibility study. However, a concept proposal to permanently remove two travel lanes on Calabazas Boulevard and remove channel lining to create a trail and restore the Calabazas Creek has been floated. If this concept were to gain traction with SCVWD and the City of Santa Clara the potential to extend this creek corridor “regreening” through the Wilcox campus could be explored.

4. Who owns the land along Caltrain?

The property ownership at Caltrain south of the Lawrence Expressway Station and adjacent to Calabazas Creek includes a variety of quasi-public and private landowners.

5. Will there be any artwork associated with trail undercrossings?

The feasibility study has not addressed this level of design detail. However, there will be a number of concrete trail underpasses that will

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provide a canvas for artwork. Santa Clara may consider the use of artwork in these areas in a manner similar to the San Tomas Aquino/Saratoga Creek Trail, which extends from Cabrillo Avenue to the San Francisco Bay Trail. This trail includes eight underpasses with dimensional murals within the concrete.

6. Does the proposed trail alignment to Homeridge Park preserve the large existing oak trees in that area?

The alignment in this area was selected to minimize the impact on large trees. The alignment uses the existing maintenance access road to the north of Homestead Road and would connect with existing trail in Homeridge Park. The use of existing facilities minimizes the impact to vegetation. The one potential area of impact would be in the immediate vicinity of the trail underpass on either side of Homestead Road. This potential impact will be further evaluated in the trail master plan.

7. Has the design team considered trail alignments past Forbes Avenue?

The design team has evaluated the area south of Forbes Avenue along Saratoga Creek. Potential exists to connect the trail to Sutter Elementary School. However, a trail underpass is not feasible at Forbes. Thus, a street connection will need to be evaluated. This will be further investigated by the design team and included in the feasibility report.

8. Where would the trail crossing occur at Great America Parkway?

The trail crossing at Great America Parkway would occur at the intersection of Great America Parkway with Old Glory Lane. An at-grade trail crossing at the signalized intersection is feasible. A trail overpass that would extend from the entrance of Great America amusement park to the median island on Old Glory Lane is being evaluated as an alternative crossing approach.

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9. About 100 students travel from Alviso by bus to attend Wilcox High School. Would the proposed trail alignment provide them with a safer way to bike to school?

Students traveling from Alviso could bicycle along Gold Street to the San Francisco Bay Trail to connect with the Calabazas Creek Trail that would extend to Monroe Street. This would create an approximately 5 mile bicycle ride from downtown Alviso to school.

10. There is a large unused parcel adjacent to Highway 101 just as you exit onto Great America Parkway from the north. Could any of that land be used to access the San Tomas Aquino Creek Trail?

This land directly along Highway 101 is likely owned by Caltrans. The large parcel adjacent to San Tomas Aquino Creek is private property. There is a potential to work with these two property owners over time to evaluate a spur trail connecting Freedom Circle to the creek trail.

11. Has there been any large-scale study to determine the main destination points and major routes users are currently taking in an effort to connect people's routes to work?

Unfortunately, due to the current economic situation and workload, the City is not able to conduct a large scale study of main destinations/routes on the City's trail and bicycle network. The City is unaware of any similar study undertaken by agencies or organizations in the area that could be used to supplement this project. We will look into the possibility of such a study in the future when funding and time allows.