

City of Santa Clara  
Trail Network Expansion Feasibility Study

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**Public Meeting No. 1 (Residential)  
Responses to Public Comments**

MEETING LOCATION: Central Park Library, Redwood Meeting Room  
2635 Homestead Road, Santa Clara 95051

MEETING DATE: May 31, 2011

MEETING TIME: 6:30 p.m. to 8:00 p.m.

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Questions	Responses
1. How would the development of the trails be funded?	Planning, design, and construction funds have come from a variety of sources including development contributions; federal, state and regional grants; City funds; and contributions from other cities and County of Santa Clara.
2. Would Redevelopment (RDA) funding be used to build trails in the redevelopments areas? What happens if redevelopment agencies are disbanded by the State?	Redevelopment funding has been used in the past to fund segments of trails in redevelopment areas. It is not clear how the loss of redevelopment agencies would impact trail projects.
3. Is a trail crossing feasible along Calabazas Creek at Lawrence Expressway?	The creek corridor was surveyed in this area. A trail underpass at Lawrence Expressway on Calabazas Creek is not feasible for a variety of reasons, but the most significant is the presence of a hydraulic structure that creates a vertical drop in the channel.
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.

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5. Is there currently a trail connection along Hetch Hetchy through Ulistac Natural Area to the Guadalupe River Parkway? There is no connection across Lick Mill Blvd. from the Hetch Hetchy corridor into the Ulistac Natural Area. There are two access points from Ulistac Natural Area pathways up to the Guadalupe River Parkway via the north and south levee ramps. Precisely how the Hetch Hetchy Trail would integrate into the Ulistac Natural Area pathways will be addressed in the master plan.
6. What are the plans for the Calabazas Blvd. Bikeway? Santa Clara has been working on a road diet plan for Calabazas Blvd. The plan requires approval from Caltrans due to impact to El Camino Real/Calabazas Blvd. Intersection. The plan currently calls for elimination of the two auto travel lanes adjacent to Calabazas Creek. These lanes would be converted to two left-side buffered bicycle lanes – 6-foot bicycle lanes with an 8-foot buffer. This design, if approved, would be implemented on an experimental basis.
7. Has the trail alignment been determined? Do you know on which bank the trail will be located? 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. A preliminary alignment has been identified based upon the best information obtained through the feasibility study. This alignment will be further refined through these public meetings and later more fully developed through the trail master plan.