



**CITY OF SARATOGA
PEDESTRIAN, EQUESTRIAN & BICYCLE TRAILS
ADVISORY COMMITTEE
AGENDA
OCTOBER 20, 2020**

Teleconference/Public Participation Information to Mitigate the Spread of COVID-19

This meeting will be entirely by teleconference. All Committee members and staff will only participate via the Zoom platform using the process described below. The meeting is being conducted in compliance with the Governor's Executive Order N-29-20 suspending certain teleconference rules required by the Ralph M. Brown Act. The purpose of this order was to provide the safest environment for the public, elected officials, and staff while allowing for continued operation of the government and public participation during the COVID-19 pandemic.

Members of the public can view and participate in the meeting by:

Using the Zoom website <https://us02web.zoom.us/j/81063965107> or App Webinar ID: 810 6396 5107 and raising their hand to speak on an agenda item when directed by the Chair.

1. Calling 1.669.900.6833 or 1.408.638.0968 and pressing *9 to raise their hand to speak on an agenda item when directed by the Chair.

The public will not be able to participate in the meeting in person.

As always, members of the public can send written comments prior to the meeting by commenting online at <https://www.saratoga.ca.us/350/PEBTAC-Trails-Advisory-Committee> prior to the start of the meeting. These emails will be provided to the members of the Council and will become part of the official record of the meeting.

During the meeting the Chair will explain the process for members of the public to be recognized to offer public comment.

In accordance with the Americans with Disabilities Act and the Governor's Executive Order, if you need assistance to participate in this meeting due to a disability, please contact the City Clerk at debbieb@saratoga.ca.us or calling 408.868.1216 as soon as possible before the meeting. The City will use its best efforts to provide reasonable accommodations to provide as much accessibility as possible while also maintaining public safety.

TIME: 2:30 pm
LOCATION: Virtual Zoom Meeting

1. Call to Order

2. Roll Call: Stallman, Swan, Waltonsmith; City Liaison Burkhalter

3. Report on Posting of the Agenda: Pursuant to Government Code Section 54954.2, the agenda for this meeting was properly posted on October 15, 2020

4. Accept Agenda Items and Order: No additional items may be added pursuant to Government Code Section 54954.2.

5. Approval of Minutes.

6. Oral and Written Communication:

Any member of the public may address the Committee about any matter not on the agenda for this meeting for up to three minutes. *Committee Members may not comment on the matter but may choose to place the topic on a future agenda.*

7. Old Business

- A. Blue Hills School Safety Railroad Crossing Update
- B. Traffic Safety Projects Updates
- C. Saratoga to Sanborn Trail Construction Update

8. Staff Report

- A. Pending Trails Update
- B. Announcements

9. New Business

- A. Saratoga Retirement Community Project Condition of Approval – Pedestrian Easement
- B. Circulation Element Trails Map Revisions

10. Member Reports (information only, no actions to be taken)

11. Action Items Summary

12. Adjournment

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, contact Emma Burkhalter at eburkhalter@saratoga.ca.us. Requests must be made as early as possible and at least one full business day before the start of the meeting.

Pedestrian, Equestrian and Bicycle Trails Advisory Committee Agenda Note:

In accordance with the Ralph M. Brown Act, copies of the staff reports and other materials provided to the Pedestrian, Equestrian and Bicycle Trails Advisory Committee by City staff in connection with this agenda are available at the office of the City Manager at 13777 Fruitvale

Avenue, Saratoga, California 95070. Any materials distributed by staff after the posting of the agenda are made available for public review at the office of the City Manager at the time they are distributed to the Pedestrian, Equestrian and Bicycle Trails Advisory Committee.

Certificate of Posting of Agenda:

I, Emma Burkhalter, Associate Engineer for the City of Saratoga, declare that the foregoing agenda for the meeting of the Pedestrian, Equestrian and Bicycle Trails Advisory Committee of the City of Saratoga was posted on October 15, 2020 at the office of the City of Saratoga, 13777 Fruitvale Avenue, Saratoga, CA 95070 and was available for public review at that location. The agenda is also available on the City's website at www.saratoga.ca.us.



**CITY OF SARATOGA
PEDESTRIAN, EQUESTRIAN & BICYCLE TRAILS
ADVISORY COMMITTEE
DRAFT MINUTES**

DATE: Tuesday, January 21, 2020
TIME: 4:00 pm
LOCATION: City of Saratoga Administration Conference Room, 13777 Fruitvale Avenue,
Saratoga, CA 95070

1. Call to Order

- 2. Roll Call:** Stallman, Swan, Waltonsmith; City Liaison Burkhalter
- 3. Report on Posting of the Agenda:** Pursuant to Government Code Section 54954.2, the agenda for this meeting was properly posted on January 16, 2020. *So posted*
- 4. Accept Agenda Items and Order:** No additional items may be added pursuant to Government Code Section 54954.2. *No changes.*

5. Approval of Minutes. *Minutes for October 15, 2019 approved*

6. Oral and Written Communication:

Any member of the public may address the Committee about any matter not on the agenda for this meeting for up to three minutes. *Committee Members may not comment on the matter but may choose to place the topic on a future agenda.*

John Day and Bill Brooks attended to learn about new trails being discussed on the agenda.

7. Old Business

- Blue Hills School Safety Railroad Crossing Update - *Pursuing Measure B Grant*
- Traffic Safety Projects Updates - *New Bike Lane, Sharrows, Other Striping completed*
- Saratoga to Sanborn Trail Construction Update - *Construction completed up to first bridge crossing; pictures shared*

8. Staff Report

- Pending Trails Update - *None*
- Announcements
Marshall Lane Subdivision Pedestrian Improvements – *wider walkways and Accessible ramps*

9. New Business

- Upcoming Projects
 - SRC Trail – *City is requesting the Saratoga Retirement Community submit design for pedestrian trail passing through SRC from San Marcos Road to Via De Marcos. Location of “proposed trail” on 2010 Circulation element found*

to be incorrect. Potential PEBTAC site visit discussed, but nothing will be scheduled until after April meeting.

- Mountain Winery Trail – *Proposed trail should connect to De Anza Trail. Located approximate “proposed trail” alignment on 2010 Circulation map.*
- Trail Map Revisions – *PEBTAC to help revise 2010 Existing/Proposed Trails Map from Circulation Element to show more relevant information and ensure existing and proposed trails are in the correct location.*

10. Reports (information only, no actions to be taken)

- Members reports – *Douglass to Douglass trail needs to be cleared following recent storms*

11. Action Items Summary

- *Let the Parks Department know about the condition of Douglass to Douglass trail*
- *Discuss/plan SRC site visit at next meeting.*

12. Adjournment

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Pedestrian, Equestrian and Bicycle Trails Advisory Committee Agenda Note:

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Certificate of Posting of Agenda:

I, Emma Burkhalter, Assistant Engineer for the City of Saratoga, declare that the foregoing agenda for the meeting of the Pedestrian, Equestrian and Bicycle Trails Advisory Committee of the City of Saratoga was posted on January 16, 2020 at the office of the City of Saratoga, 13777 Fruitvale Avenue, Saratoga, CA 95070 and was available for public review at that location. The agenda is also available on the City’s website at www.saratoga.ca.us.

Draft Memo

From: Emma Burkhalter, Assistant Engineer
To: Project Planner- Cynthia Richardson
Application No(s): **PDR19-0023**
Applicant: Ankrom Moisan Architects
Owner(s): **Odd Fellows Home of California**
Location: 14500 Fruitvale Ave, Saratoga
Date: October 20, 2020

Public Works Comments for Applicant / Owner:

- A. Applicant / Owner shall obtain an encroachment permit for any and all improvements in any City right-of-way or City easement including all new utilities prior to commencement of the work to implement this Design Review.
- B. Applicant / Owner shall dedicate a pedestrian easement, starting at Fruitvale Avenue, and continuing along the existing and proposed sidewalk on the south side of Odd Fellows Drive. The easement will cross near McLaren Lane and exit the property to Chester Avenue. This pedestrian easement will conform with the proposed trail depicted on the Trails Master Plan included in the Open Space Conservation Element of the City of Saratoga General Plan.
- C. The Owner shall enter into an Improvement Agreement for the improvements associated with the pedestrian easement prior to issuance of Building Permit.
- D. The property owner shall record a deed restriction, satisfactory to the Public Works Department, dedicating a pedestrian easement to the City of Saratoga that follows the proposed alignment on the attached map. A legal description and plat plan or a verbal easement description shall be prepared for the pedestrian easement dedication and submitted to the City Public Works Department for review and approval. The width and exact location of the pedestrian easement is subject to approval by the Public Works Department. This Pedestrian Easement shall be recorded on the deed prior to issuance of Zoning Clearance for a Building Permit.

Proposed Pedestrian Easement

Legend
Proposed Alignment



S College Cir

E College Cir

Via Tesoro Ct

Campo Calle Way

San Marcos Rd

Odd Fellows Dr

Chester Ave

Fruitvale Ave

Manor Cir

Colfax Ln

McLaren Ln

Burgundy Way

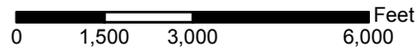
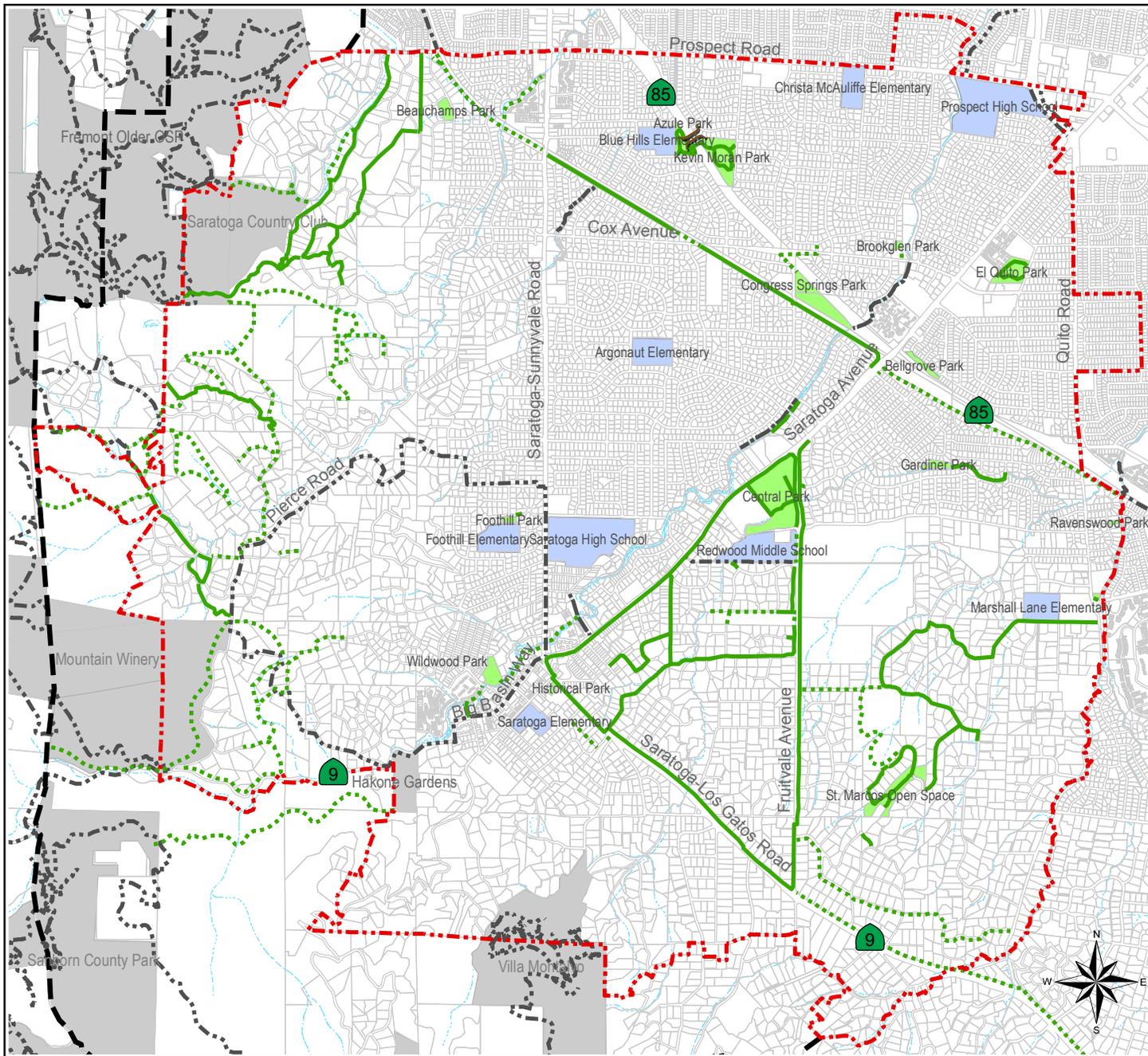
Pavilion Cr

Chablis Cr

W Cottages Ln

Granite Way





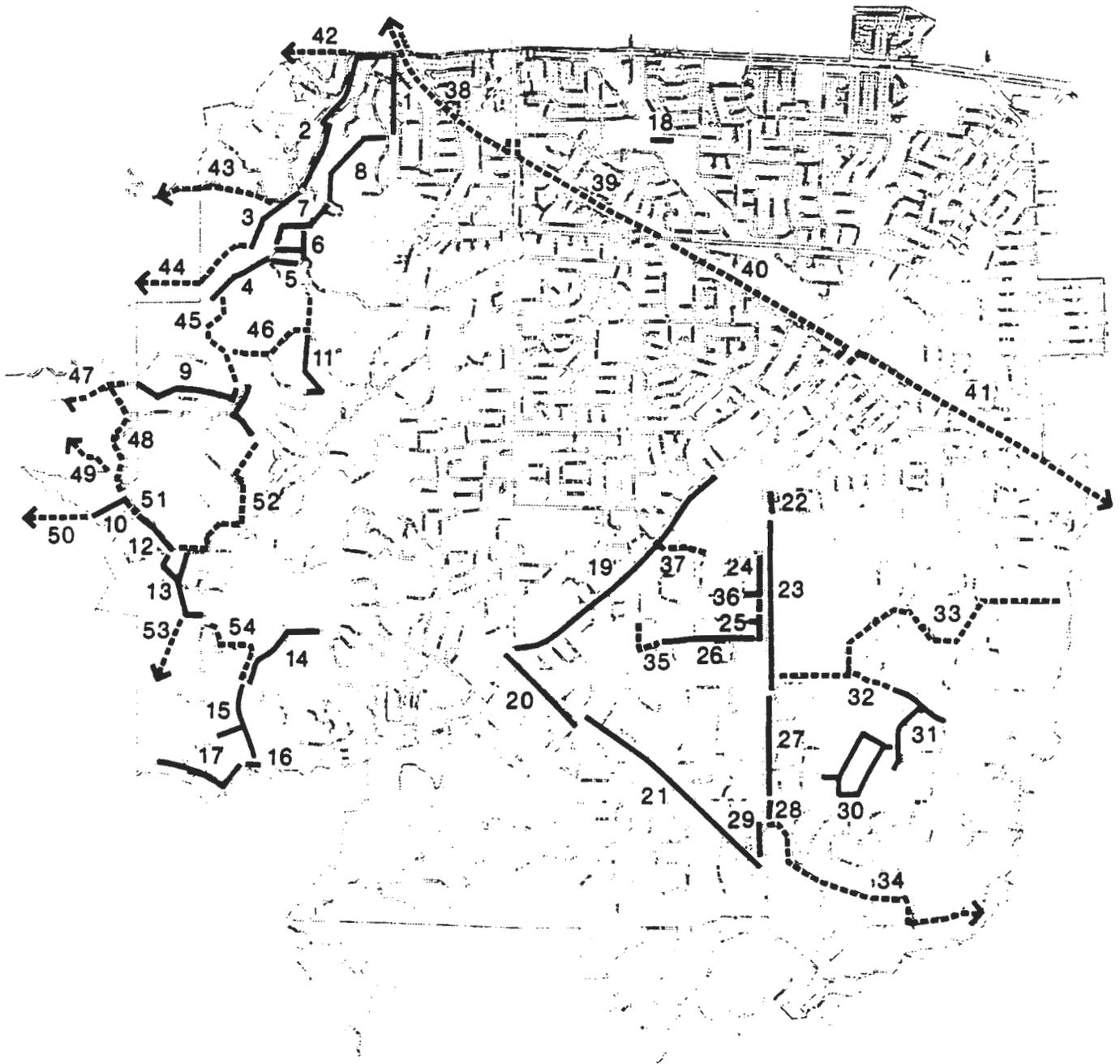
Legend:

- | | | |
|------------------------------|------------------------------|----------------------|
| Existing City Trails | Other Proposed Public Trails | Saratoga Parks |
| Proposed City Trails | City Limits | Other Park Resources |
| Other Existing Public Trails | Sphere of Influence | Public Schools |
| | Across Barrier Connections | |

Figure C-6
Revised August 2010

Existing and Proposed Trails





- EXISTING TRAIL EASEMENT
- - - PROPOSED TRAIL EASEMENT



EXISTING & PROPOSED TRAILS

Figure 6

CITY OF SARATOGA
 PARKS AND TRAILS MASTER PLAN
 WALLACE ROBERTS & TODD

3.6 Proposed Trail System Improvements

Segment:	1
Location:	See Section 2.4 for existing conditions
Action:	This segment is maintained and appears well used. The City needs to continue monitoring and maintaining the trail.
Cost Estimate:	N/A
Maintenance Cost:	\$765
Segment:	2
Location:	See Section 2.4 for existing conditions
Action:	The City needs to continue monitoring and maintaining the trail.
Cost Estimate:	N/A
Maintenance Cost:	\$1710
Segment:	3
Location:	See Section 2.4 for existing conditions
Action:	The easement has been dedicated but no trail exists. The City needs to clear the easement and construct the trail to City standards.
Cost Estimate:	\$22,800
Maintenance Cost:	\$855
Segment:	4
Location:	See Section 2.4 for existing conditions
Action:	The City needs to continue maintaining the trail and monitoring the status of the proposed roadway. If it is to be developed consideration should be given to realigning the trail.
Cost Estimate:	N/A
Maintenance Cost:	\$720
Segment:	5
Location:	See Section 2.4 for existing conditions
Action:	This segment is in good condition and appears well maintained. The City needs to continue monitoring and maintaining the trail.
Cost Estimate:	N/A
Maintenance Cost:	\$270
Segment:	6
Location:	See Section 2.4 for existing conditions
Action:	The trail is in good condition and signage is posted at both trail ends. The City needs to continue monitoring and maintaining the trail.
Cost Estimate:	N/A
Maintenance Cost:	\$495

3.6 Proposed Trail System Improvements

Segment:	7
Location:	See Section 2.4 for existing conditions
Action:	At this time only the length along Parker Ranch Road appears to be improved. The City needs to clear the additional lengths and construct the trail per City standards.
Cost Estimate:	\$9600 for 800 L.F. of undeveloped trail
Maintenance Cost:	\$720
Segment:	8
Location:	See Section 2.4 for existing conditions
Action:	This segment was recently blazed but the City needs to improve the surface and post signage per City standards.
Cost Estimate:	\$24,000
Maintenance Cost:	\$900
Segment:	9
Location:	See Section 2.4 for existing conditions
Action:	This trail segment has been neglected by the City and suffers a drainage problem as well as the need for bridge crossings at two points along the easement. The City should explore the opportunity to negotiate trail improvements with the land developer. As the existing easement running on the west side of Quarry Road is not needed to complete the trail loop it could be returned to the developer in exchange for trail improvements. The City will then need to post signage and monitor and maintain the trail.
Cost Estimate:	\$48,000
Maintenance Cost:	\$1800
Segment:	10
Location:	See Section 2.4 for existing conditions
Action:	This segment has been developed but is nonconforming with construction requirements. Proper drainage has not been provided and with every rainfall the path is flooded and the surface washes away. In addition the trail slope is too steep for equestrian use. The City should negotiate with the subdivision developer for the improvement of this trail.
Cost Estimate:	\$12,000
Maintenance Cost:	\$450

3.6 Proposed Trail System Improvements

Segment:	11
Location:	See Section 2.4 for existing conditions
Action:	This trail will be developed as the subdivision undergoes construction. Its location has not yet been defined. The City needs to insure the trail is constructed per City standards and that signage is posted.
Cost Estimate:	\$18,000
Maintenance Cost:	\$675
Segment:	12
Location:	See Section 2.4 for existing conditions
Action:	This segment has been developed but little maintenance is evident. The surface width varies and in places the bordering property owner has encroached on the easement. Because the drainage was improperly installed, with every rainfall the path floods and the surface washes away. The City needs to clear the area, improve the drainage and post signage.
Cost Estimate:	\$12,000
Maintenance Cost:	\$450
Segment:	13
Location:	See Section 2.4 for existing conditions
Action:	This trail is overgrown and has received very little maintenance. At the northern end a bordering resident has infringed on the easement thereby blocking the passage. The City shall have to regain the easement at this location prior to clearing the growth and generally improving the trail.
Cost Estimate:	\$27,600
Maintenance Cost:	\$1035
Segment:	14
Location:	See Section 2.4 for existing conditions
Action:	An easement has been dedicated for the length of this trail but no path is evident in the field. Since the time of the dedication surrounding property owners have encroached on the easement and the opportunity for development appears lost. The City should investigate the opportunity for regaining the easement.
Cost Estimate:	\$19,200
Maintenance Cost:	\$720

3.6 Proposed Trail System Improvements

Segment: 15

Location: See Section 2.4 for existing conditions

Action: A forty foot wide pedestrian and equestrian easement has been dedicated for this trail but nothing is evident in the field. The City will need to grade the hillside and construct switchbacks per City standards.

Cost Estimate: \$27,600

Maintenance Cost: \$1035

Segment: 16

Location: See Section 2.4 for existing conditions

Action: This section of trail has been dedicated but is not maintained. The path is overgrown and at the west end the bordering resident has piled some wood to stop trail users from traveling along the base of his property. The City needs to regain possession of the easement prior to clearing and posting signage.

Cost Estimate: \$4800

Maintenance Cost: \$180

Segment: 17

Location: See Section 2.4 for existing conditions

Action: The easement originally dedicated for this trail appears to now be lost to the development of Congress Springs Lane and a private drive. The City should investigate the opportunity to develop a trail alongside the road on the south side. The right-of-way could accommodate a trail.

Cost Estimate: \$24,000

Maintenance Cost: \$900

Segment: 18

Location: See Section 2.4 for existing conditions

Action: This path serves as temporary access from Azule Park to Kevin Moran Park, across the Highway 85 corridor. Although the trail condition is poor, improvements are not needed as a pedestrian bridge is under construction to replace this segment.

Cost Estimate: N/A

Maintenance Cost: \$90

3.6 Proposed Trail System Improvements

Segment: 19

Location: See Section 2.4 for existing conditions

Action: The City should explore the opportunities for improving this trail by providing a fence or landscape strip between it and the road.

Cost Estimate: \$67,200

Maintenance Cost: \$2520

Segment: 20

Location: See Section 2.4 for existing conditions

Action: This trail serves to connect segment #21 to Big Basin Way and the center of town. Its location varies from along the roadside to an elevated area behind a brick wall southeast of Historical Park. The City should explore the opportunity to better define the trail especially northwest of the Park, where the segment is nothing more than a City sidewalk.

Cost Estimate: \$25,200

Maintenance Cost: \$945

Segment: 21

Location: See Section 2.4 for existing conditions

Action: The condition of this segment varies with some areas requiring improved pavement and clearing of overgrown landscape and other sections requiring little or no improvements. The City needs to better monitor this trail and maintain accordingly.

Cost Estimate: \$60,000

Maintenance Cost: \$2250

Segment: 22

Location: See Section 2.4 for existing conditions

Action: This segment is very well maintained and requires no further improvement. The City should continue monitoring and maintaining the trail.

Cost Estimate: N/A

Maintenance Cost: \$225

3.6 Proposed Trail System Improvements

Segment:	23
Location:	See Section 2.4 for existing conditions.
Action:	This segment is well maintained and requires no further improvement. The City should continue monitoring and maintaining the trail.
Cost Estimate:	N/A
Maintenance Cost:	\$1620
Segment:	24
Location:	See Section 2.4 for existing conditions.
Action:	This segment is well maintained and requires no further improvement. The City should continue monitoring and maintaining the trail.
Cost Estimate:	N/A
Maintenance Cost:	\$540
Segment:	25
Location:	See Section 2.4 for existing conditions.
Action:	This segment is very well maintained and does not require any further improvements at this time. The City should continue monitoring and maintaining the trail.
Cost Estimate:	N/A
Maintenance Cost:	\$315
Segment:	26
Location:	See Section 2.4 for existing conditions
Action:	An easement has been dedicated along the north side of Douglass Lane but no trail has been developed. The City needs to clear the easement and construct a trail per City standards.
Cost Estimate:	\$24,000
Maintenance Cost:	\$900

3.6 Proposed Trail System Improvements

Segment:	27
Location:	See Section 2.4 for existing conditions.
Action:	This segment is well used but maintenance is poor. The asphalt surface is uneven and cracked and the landscape buffer separating the road and trail is neglected and overgrown. The City needs to improve the surface and maintain the landscape strip.
Cost Estimate:	\$26,400
Maintenance Cost:	\$990
Segment:	28
Location:	See Section 2.4 for existing conditions.
Action:	Concerning the series of connections along Fruitvale Avenue, this segment is the most in need of improvements. The path travels very near to the road and is in poor condition. The asphalt surface is cracked and at times slopes sharply toward the road. The City needs to level the trail and improve its surface.
Cost Estimate:	\$4200
Maintenance Cost:	\$160
Segment:	29
Location:	See Section 2.4 for existing conditions.
Action:	The surface of this segment is damaged and uneven. The City needs to make improvements and maintain the landscape strip running alongside.
Cost Estimate:	\$12,000
Maintenance Cost:	\$450
Segment:	30
Location:	See Section 2.4 for existing conditions.
Action:	This segment is located within the San Marcos subdivision which is now under construction. An open space easement was dedicated through development approval. The City needs to insure the trail is constructed per standards and signage posted accordingly. Once developed the trail must be monitored to insure property owners do not encroach on the trail easement.
Cost Estimate:	\$48,000
Maintenance Cost:	\$1800

3.6 Proposed Trail System Improvements

Segment:	31
Location:	See Section 2.4 for existing conditions.
Action:	A pedestrian and equestrian easement has been dedicated for the development of this segment but no trail is evident. The City has researched the opportunity to receive grant money for the improvements to this segment. If granted the trail will need to be constructed and signage posted per City standards.
Cost Estimate:	\$33,600
Maintenance Cost:	\$1260
Segment:	32
Location:	This segment travels along the south side of Chester Avenue connecting segments #31 and #33.
Status:	Proposed
Length:	900 L.F.
Type:	2
Ownership:	Public right-of-way
Surrounding Land Use:	Private residential, West Valley College
Notes:	
Action:	There exists along the roadside sufficient room to develop a trail. The City should investigate the development of a segment as it will serve as an important connection between segment #31 and Fruitvale Avenue.
Cost Estimate:	\$21,600
Maintenance Cost:	\$405
Segment:	33
Location:	This segment serves as a connection between Fruitvale Avenue and Quito Road. From the west end, the trail travels along San Marcos Road to the junction of Chester Avenue. At this point the path travels northeast to meet Ten Acres Road. From here the trail turns east and then northeast along Sobey Road until the crossing of Quito Road.
Status:	Proposed, was previously proposed in the Trails and Pathways Task Force Report, 1979.
Length:	7500 L.F.
Type:	2
Ownership:	Public right of way, West Valley College, and private lots
Surrounding Land Use:	West Valley College, residential property and the Odd Fellows Home.
Notes:	
Action:	The City needs to negotiate with the surrounding property owners for trail easements. This segment, if developed, could potentially link the City to the Los Gatos Creek Trail. By continuing east along Pollard Road through Los Gatos, trail users could reach this very popular creek trail.
Cost Estimate:	\$180,000
Maintenance Cost:	\$3,375

3.6 Proposed Trail System Improvements

Segment:	34
Location:	This segment serves as a connection between Fruitvale Avenue and Quito Road. From the west end the trail travels along Monte Vista Drive to cross an orchard and link with Monte Wood Drive. At this point the path turns directly east to reach Quito Road.
Status:	Proposed
Length:	5600 L.F.
Type:	2
Ownership:	Public right-of-way, orchard and private lots.
Surrounding Land Use:	Residential property
Notes:	
Action:	This trail alignment was proposed by a community member attending the Trails Community Workshop. The City should negotiate with private property owners and the orchard to establish a trail easement. This segment is important to serve as a connection with the Los Gatos Creek Trail and Vascna Lake County Park. In the Santa Clara County Trails and Pathways Plan a trail has been proposed along Los Gatos Road from Saratoga Avenue to the creek. If developed it would connect these two trail systems.
Cost Estimate:	\$134,400
Maintenance Cost:	\$2520
Segment:	35
Location:	This segment travels along the dedicated roadway easement that joins the north-south and east-west lengths of Douglass Lane.
Status:	Unofficial
Length:	800 L.F.
Type:	1
Ownership:	Dedicated roadway, private driveway
Surrounding Land Use:	Orchard and residential property
Action:	This segment appears to run along a private drive and at the eastern end a locked gate crosses the entrance. It appears to not be maintained but there are signs of use. As it serves as an important pedestrian connection between the two lengths of Douglass Lane the City should be consider it for establishment as an official trail.
Cost Estimate:	\$19,200
Maintenance Cost:	\$360

3.6 Proposed Trail System Improvements

Segment:	36
Location:	This segment travels along an orchard on the western side of Fruitvale Avenue linking segment #24 and #25.
Status:	Unofficial
Length:	250 L.F.
Type:	2
Ownership:	Orchard property
Surrounding Land Use:	Orchard, residential property and West Valley College.
Notes:	
Action:	A length of trodden earth already exists along the roadside and is used unofficially by trail users to travel between the two existing paths. The City should negotiate the establishment of an easement and then only need to provide minimal improvements and signage.
Cost Estimate:	\$6000
Maintenance Cost:	\$110
Segment:	37
Location:	This segment connects Saratoga Avenue to the Redwood School at Montauk Avenue. From the western cul-de-sac of Montauk the path travels northwest and crosses Wildcat Creek with a wooden footbridge. From this point it moves directly west across Shadow Oaks Way, past an orchard and out onto Saratoga Avenue.
Status:	Unofficial
Length:	1150 L.F.
Type:	1
Ownership:	Private property, Santa Clara Valley Water District, Redwood School
Surrounding Land Use:	Redwood Middle School, residential property and an orchard.
Action:	This segment appears in quite good condition with the exception of a few feet along the northeast boundary of the orchard where the path slopes sharply toward the fence. No trail easement exists but as the path serves as an important connection between Redwood School and Saratoga Avenue, it should be considered for establishment as an official trail and signage posted accordingly.
Cost Estimate:	\$27,600
Maintenance Cost:	\$520

3.6 Proposed Trail System Improvements

Segment:	38
Location:	This segment runs along the south side of the Southern Pacific Railroad from Prospect Road to Saratoga Sunnyvale Road. At the junction of Saratoga Sunnyvale Road the trail will have to travel north for one hundred feet to establish a safe crossing at Sea Gull Way.
Status:	Proposed
Length:	3000 L.F.
Type:	1
Ownership:	County Flood Control Land, PG&E easement and private property.
Surrounding Land Use:	Residential property and the railroad
Notes:	
Action:	The City needs to negotiate with owners to provide trail easements and then construct the trail and signage to City standards. As the railroad easement continues north through the City of Cupertino consideration should be given to their development of a trail as well. This would then serve to connect both cities to the San Francisco Bay and Shoreline Trail.
Cost Estimate:	\$72,000
Maintenance Cost:	\$1350
Segment:	39
Location:	This segment runs along the south side of the Southern Pacific Railroad from Saratoga Sunnyvale Road to Cox Avenue, crossing Rodeo Creek at the midpoint. At the northwest end a road crossing will be established at Sea Gull Way to connect to segment #38.
Status:	Proposed
Length:	3600 L.F.
Type:	1
Ownership:	PG&E land and Flood Control Land
Surrounding Land Use:	The railroad and private residential lots.
Notes:	
Action:	The City needs to negotiate with the Flood Control District and PG&E for easements across their land. A safe crossing at Saratoga Sunnyvale Road must be provided which will include warning signs and other safety features. A bridge must also be provided at the crossing of Rodeo Creek. Construct the trail and signage to City standards.
Cost Estimate:	\$86,400
Maintenance Cost:	\$1620

3.6 Proposed Trail System Improvements

Segment: 40

Location: This segment travels along the south side of the Southern Pacific Railroad from Cox Avenue to the junction of Saratoga Avenue. At the midpoint the trail crosses Saratoga Creek and forms a connection with the segment proposed to travel along it.

Status: Proposed

Length: 4500 L.F.

Type: 1

Ownership: PG&E land and easements, San Jose Water Works, and the railroad

Surrounding Land Use: Congress Springs School and residential property.

Notes:

Action: The City needs to negotiate with land owners for easements. When constructing the trail the City should incorporate Congress Springs Park. A bridge will be needed at the crossing of Saratoga Creek and a safe road crossing at Cox Avenue and Saratoga Avenue. By extending the segment southwest along Saratoga Avenue a crossing could be established at Dagmar Drive thereby safely connecting to segment #41. Construction of the trail should comply with City standards.

Cost Estimate: \$108,000

Maintenance Cost: \$2025

Segment: 41

Location: This segment runs along the south side of the Southern Pacific Railroad from Saratoga Avenue to the City's eastern boundary at San Tomas Acquino Creek.

Status: Proposed

Length: 5600 L.F.

Type: 1

Ownership: Ten foot wide easement for 2800 L.F. at the western end, private residential lots, PG&E land and the County Flood Control.

Surrounding Land Use: The railroad, Paul Masson Vineyards and residential property

Notes:

Action: The City needs to negotiate with land owners for easements. In the trail design, road crossings at Saratoga Avenue and Quito Road must be addressed as these are both busy roads and appropriate safety features will be necessary. A safe crossing could be established by extending the trail southwest along Saratoga Avenue to Dagmar Drive. A bridge crossing is also needed at Wildcat Creek. Negotiations should be made with the City of Los Gatos and the County to continue east along the railroad and link with the existing Los Gatos Creek Trail.

Cost Estimate: \$134,400

Maintenance Cost: \$2520

3.6 Proposed Trail System Improvements

Segment:	42
Location:	This segment travels west of the city from the junction of Prospect Road and Maria Lane. The trail could run along the city's northern boundary line between residential lots and serve as a connection to Fremont Older Park.
Status:	Proposed
Length:	N/A
Type:	
Ownership:	Private
Surrounding Land Use:	Residential
Notes:	
Action:	The City needs to investigate the ownership along this route and then negotiate the establishment of trail easements with the owners and Santa Clara County.
Cost Estimate:	
Maintenance Cost:	
Segment:	43
Location:	This segment travels along Prospect Road from trail #2, west to the city's boundary.
Status:	Proposed
Length:	2500 L.F.
Type:	1
Ownership:	Saratoga Country Club
Surrounding Land Use:	Saratoga Country Club, MROSD-Fremont Older, private residential and the Garrod Stables.
Notes:	
Action:	This segment serves as one of the alternatives in establishing a connection to the County parkland to the west of Saratoga. The City needs to investigate the likelihood of trail development along this route in contrast to segment #44.
Cost Estimate:	\$60,000
Maintenance Cost:	\$1125
Segment:	44
Location:	This segment travels along the southern boundary of the Saratoga Country Club from segment #3 to the city's western limits.
Status:	Proposed
Length:	1500 L.F.
Type:	1
Ownership:	Saratoga Country Club
Surrounding Land Use:	Stables, residential and the country club
Notes:	

3.6 Proposed Trail System Improvements

Action: This segment has been identified by the property owners during development as a trail easement. Negotiations should be made with the County to extend this segment west thereby making a connection with Fremont Older Park. The City would then need to construct the trail per City standards and post the appropriate signage. As the easement is already dedicated and the land available for development this route is a more feasible alternative to connect the City's trail system to the County parkland in the West.

Cost Estimate: \$36,000
Maintenance Cost: \$675

Segment: 45

Location: This segment travels along the eastern property line of Garrod Stables from trail segment #4 south to segment #9 and Quarry Road.

Status: Proposed
Length: 1800 L.F.
Type: 1
Ownership: Garrod Stables, Agricultural Preserve
Surrounding Land Use: Horse stables, Saratoga Country Club and residential property.
Notes:
Action: The establishment of a trail easement should be negotiated with the owners. If the property is to undergo development the trails could be constructed as a condition of development approval.

Cost Estimate: \$43,200
Maintenance Cost: \$810

Segment: 46

Location: This segments north end sits at the cul-de-sac of Chiquita Court. From here it travels directly south to potentially link with the proposed segment #11 and then turns southwest along the property line to Old Oak Way. The path continues west until a connection is made with segment #45 and the Garrod Stables.

Status: Proposed
Length: 2600 L.F.
Type: 1
Ownership: Vacant, Open Space Easement, Private residential and Agricultural Preserve.
Surrounding Land Use: Residential, orchards, stables
Notes:
Action: The City needs to negotiate with surrounding land owners for the establishment of this trail. It should then be constructed per City standards and signage posted. Consideration will have to given to the rather steep terrain in this area.

Cost Estimate: \$62,400
Maintenance Cost: \$1170

3.6 Proposed Trail System Improvements

Segment: 47

Location: This segment is located at the western boundary of town. The trail is proposed to travel west from link #9 across the northern edge of the Garrod property.

Status: Proposed

Length: N/A

Type: 1

Ownership: Garrod Stables

Surrounding Land Use: Horse stables, orchard, residential, and the Sphere of Influence.

Notes:

Action: The City should consider the negotiation of a trail in the future as a potential link to the County parkland in the West. This proposal is located in the Sphere of Influence outside of the city's jurisdiction therefore negotiations will have to be made with the County.

Cost Estimate: N/A

Maintenance Cost:

Segment: 48

Location: This segment is located on the west side of Mt. Eden Road from Nina Court in the north to the junction of segment #10.

Status: Proposed

Length: 2500 L.F.

Type: 2

Ownership: Private stables, the southern end is located on what the City classifies as "undeveloped land".

Surrounding Land Use: Stables, Sphere of Influence.

Notes:

Action: In the future the City should consider this as a potential connector in the trail loop. This could serve as an alternative to the proposed segments #47 and #49. Negotiations would have to be made with the stable owners along the western side of the road.

Cost Estimate: \$60,000

Maintenance Cost: \$1125

Segment: 49

Location: This trail is located within the Thomas Stable property traveling northwest from the junction of segment #48 and Mt. Eden Road.

Status: Proposed

Length: N/A

Type: 1

Ownership: Private property

Surrounding Land Use: Stables, Sphere of Influence

Notes:

3.6 Proposed Trail System Improvements

Action: This link could serve as a connection between the stables and County parkland to the city's trail system. The City should consider this segment for potential development pending negotiations with surrounding landowners.

Cost Estimate: N/A
Maintenance Cost:

Segment: 50

Location: This proposed connection is located within the City's Sphere of Influence west of the City. From the west end of segment #10, the path could travel along an existing fire road and connect the Hillsides to the surrounding County parkland and the Skyline Ridge.

Status: Proposed
Length: N/A
Type: 1
Ownership: County land
Surrounding Land Use: County parks, stables, and private residences.
Notes:
Action: The City will have to negotiate with Santa Clara County for the development of a trail.

Cost Estimate: N/A
Maintenance Cost:

Segment: 51

Location: This segment is proposed for the west side of Mt. Eden Road to link segment #10 at the north to segment #12 at the south end.

Status: Proposed
Length: 100 L.F.
Type: 2
Ownership: Private
Surrounding Land Use: Residential
Notes:
Action: The City should negotiate an easement along the property here to provide an important link between the two existing segments. Trail users are forced to move onto the road for the length of this segment.

Cost Estimate: \$2400
Maintenance Cost: \$45

3.6 Proposed Trail System Improvements

Segment: 52

Location: This segment is a proposed link to connect the existing segments #9 and #12. From the north end the trail travels south between properties to the junction of Via Regina Road. At this point it begins to travel along side the road until about 100' previous to reaching Pierce Road. From here the path moves west between lots until it reaches Mt. Eden Road. Continuing a few hundred feet west will connect this link to segment #12 and #13.

Status: Proposed
Length: 3400 L.F.
Type: 1
Ownership: Public right-of-way, private
Surrounding Land Use: Residential
Notes:
Action: The City should negotiate with land owners in order to gain easements for the development of this trail. It serves as an important connection and appears to already be used unofficially at this time.

Cost Estimate: \$81,600
Maintenance Cost: \$1530

Segment: 53

Location: This segment is proposed to connect link #13 through the vineyards and west into the surrounding County parkland.

Status: Proposed
Length: 1400 L.F.
Type: 1
Ownership: Vacant land.
Surrounding Land Use: Sphere of Influence, private residential, and the Paul Masson Vineyards

Notes:
Action: The City should negotiate with Paul Masson for the establishment of a trail. The vineyards may need, in the future, to establish a utility easement through this property and the City could then potentially form a development agreement for the shared use of the easement.

Cost Estimate: \$33,600
Maintenance Cost: \$630

3.6 Proposed Trail System Improvements

Segment: 54

Location: This segment is located on the north side of Saratoga Heights Drive from Pierce Road at the western end to the junction of segments #14 and #15 at the southeast end.

Status: Proposed

Length: 2000 L.F.

Type: 2

Ownership: Public right-of-way

Surrounding Land Use: Paul Masson Vineyards, dedicated open space and private residential

Notes:

Action: The opportunity to plan a trail along this road is good as the City already has the public right-of-way for development. This link would serve to connect all the series of trails planned in the hillsides.

Cost Estimate: \$48,000

Maintenance Cost: \$900