

STEVENS CREEK CORRIDOR VISION STUDY

Corridor Tour



Aerial view of Stevens Creek Boulevard. Photo credit Dick Lyon.

Corridor Tour Observation Points

#1: Diridon Station: Connections to Downtown/Diridon/SJC

#2: West San Carlos Street at Meridian: Urban Village

#3: Bascom Avenue – Future Complete Streets Project

#4: Valley Fair / Santana Row/ Winchester

#5: San Tomas - County Signal, Intersection Improvements

#6: Auto Dealerships / Stevens Creek Promenade (Lopina Way/Kiely Blvd)

#7: Lawrence Expressway – Interchange configuration and bike/ped connections

#8: Main Street – Urban form and relationship to the roadway

#9: De Anza College – Crossing at Stevens Creek / Arroyo Village, De Anza Bus Center & Rail Crossing, SR-85 Interchange

#10: Corridor West End at Foothill Boulevard - Residential Character and Stevens Creek Trail connection

#1 Diridon Station

Description

Historic Diridon Station is a major Silicon Valley transportation hub served by Amtrak and commuter trains, local and regional bus lines and light rail.

Connecting Services

VTA: 22, 522, 64a, 64b, 68

VTA Rapid 500, 568

Light Rail Green Line

Valley Medical Center Shuttle (via I-280)

Highway 17 Express

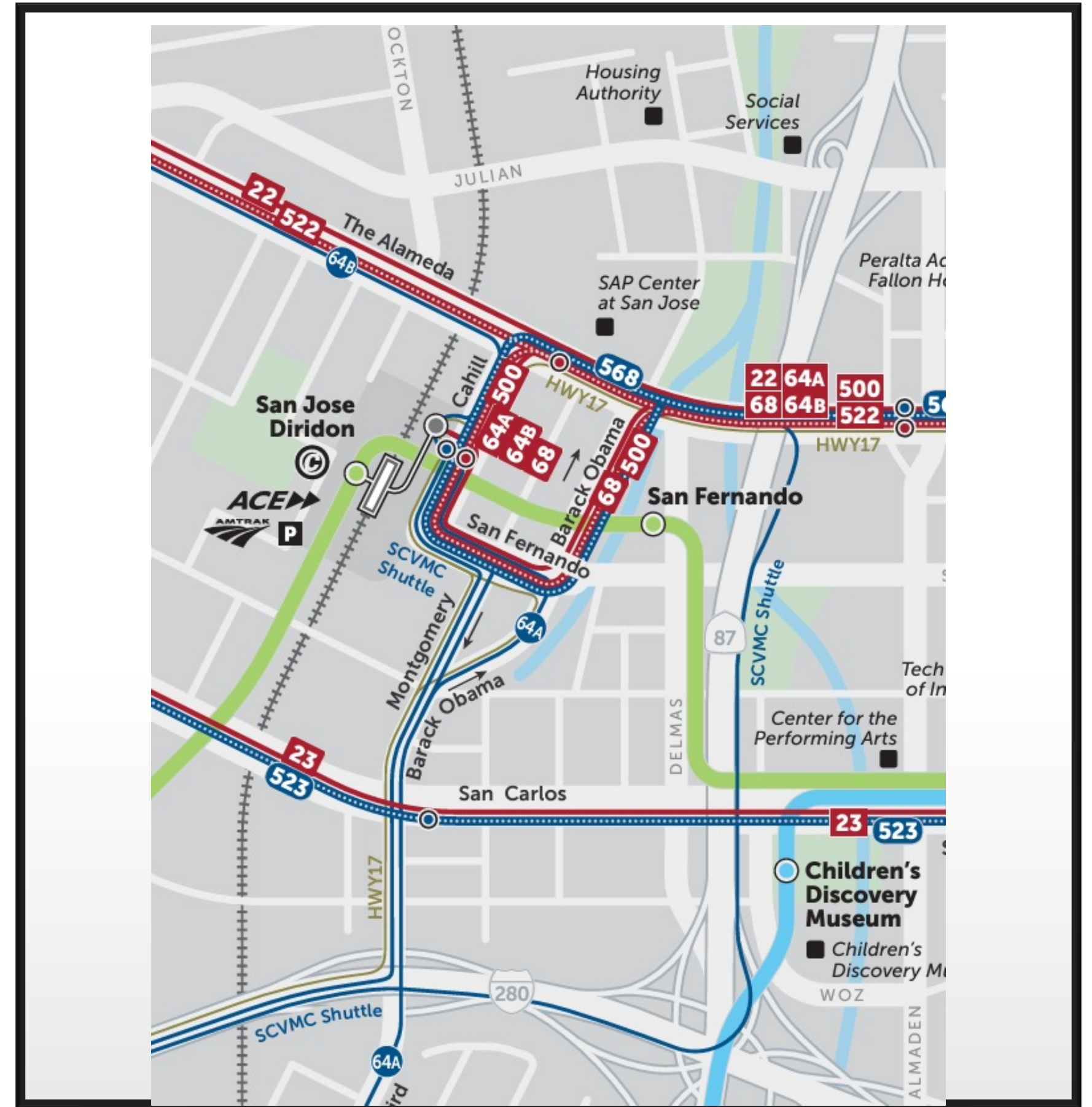
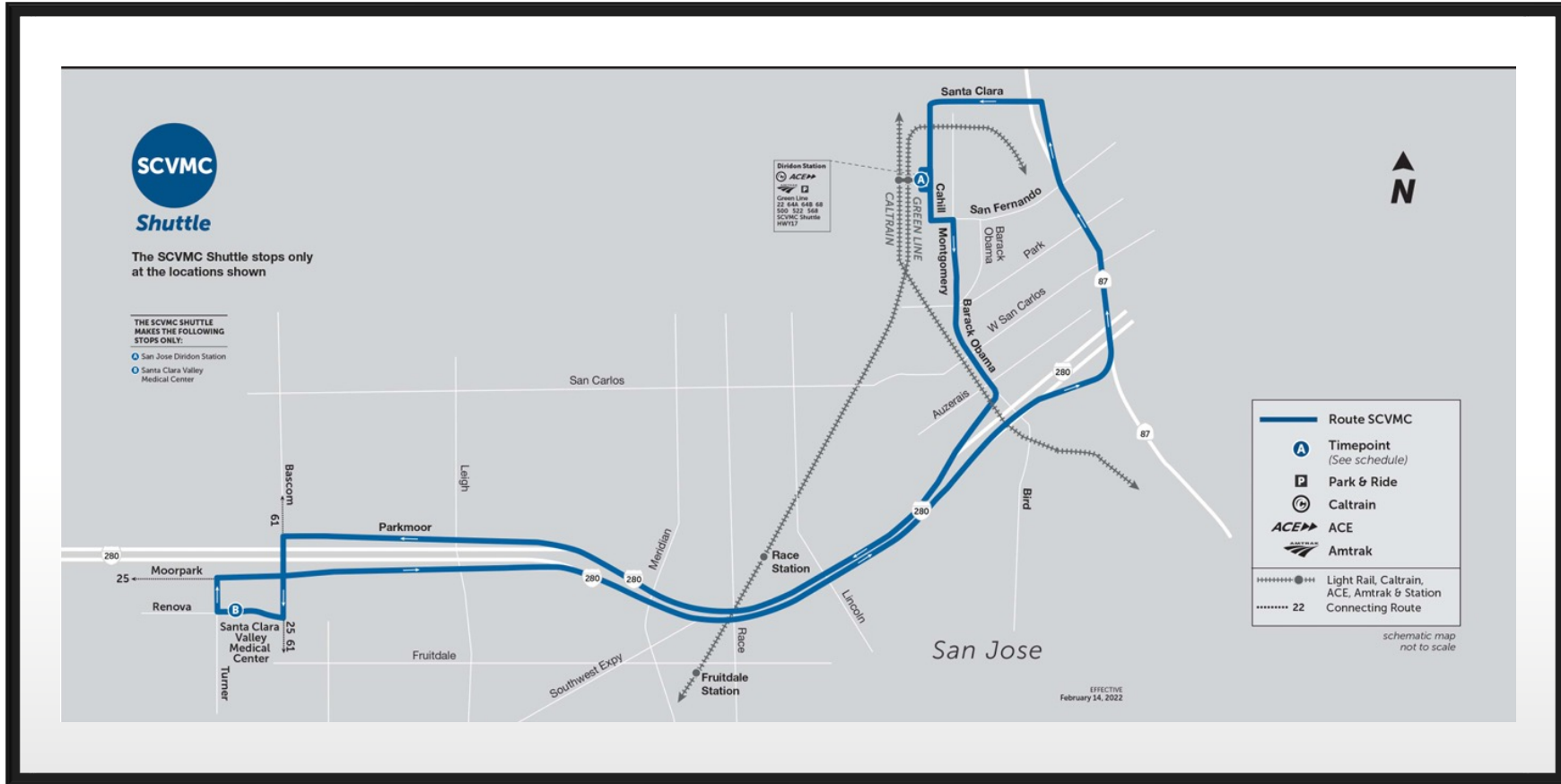
Future BART station



Diridon Station Area Map



Transit Connections



Community Input – Diridon Station and Downtown Connections

- VTA is ok, but slow and not many options to get to the corridor by foot or bike. Driving downtown is better on 280.
- Bus is slow. In a car I would take freeway instead.
- Bus service is decent. Better improved with dedicated lanes, or consider grade separated (elevated) LRT service.
- It's too slow to take the bus to downtown because of the traffic that the bus has to get into.
- I fly from SJC regularly and would LOVE to have the VTA light rail extended onto Stevens Creek Bld
- It's easier to drive on other roads to SJC Airport. San Carlos is too slow.
- We need to get from Diridon to Lawrence/280. No bus service
- I was an airport screener that rode a bike from Lawrence Station to SJC. CalTrain to Diridon.
- NO LIGHT RAIL....We do not need the crime, traffic and noise it brings. The rail would bisect neighborhoods and delineate as in "wrong side of the tracks".
- The section between Diridon station and West San Carlos needs a transportation connection synced with the train schedules
- Stevens Creek is not an idea route for an airport trip, but for trips to Diridon Station and Downtown San Jose, the route should be more transit focused to improve access to the region's main transit hub.

#2 West San Carlos at Meridian

Segment Description

The roadway is two lanes in each direction with a balance of bicycle facilities and on-street parking

Major Plans: West San Carlos Urban Village

The West San Carlos Urban Village Plan provides a vision for the transformation of West San Carlos Street into a more urban and walkable corridor, building upon the street's unique character.

Corridor Metrics

Level of Comfort by Different Modes

| |
|------------|
| Auto |
| Bus |
| Bike |
| Walking |
| Wheelchair |

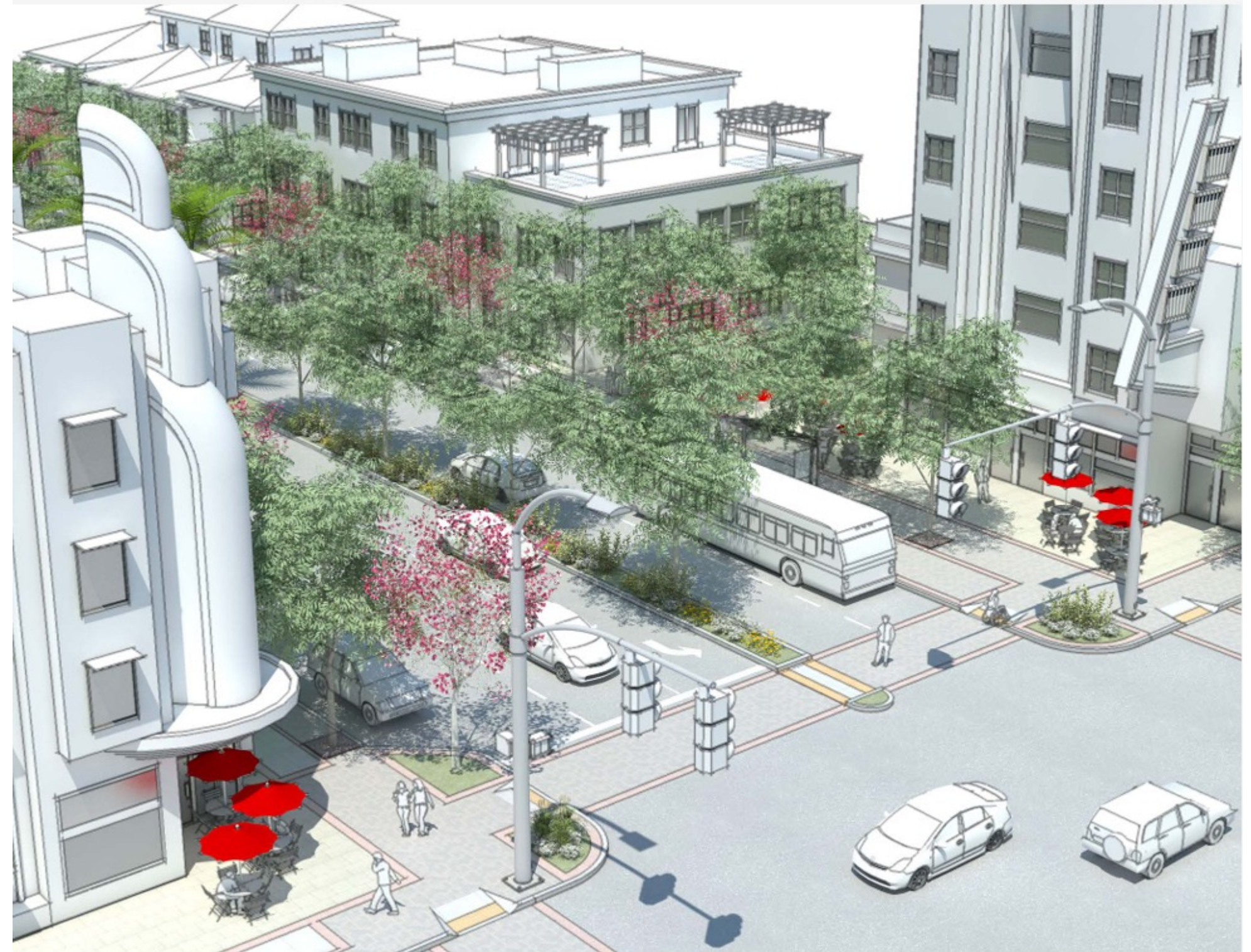
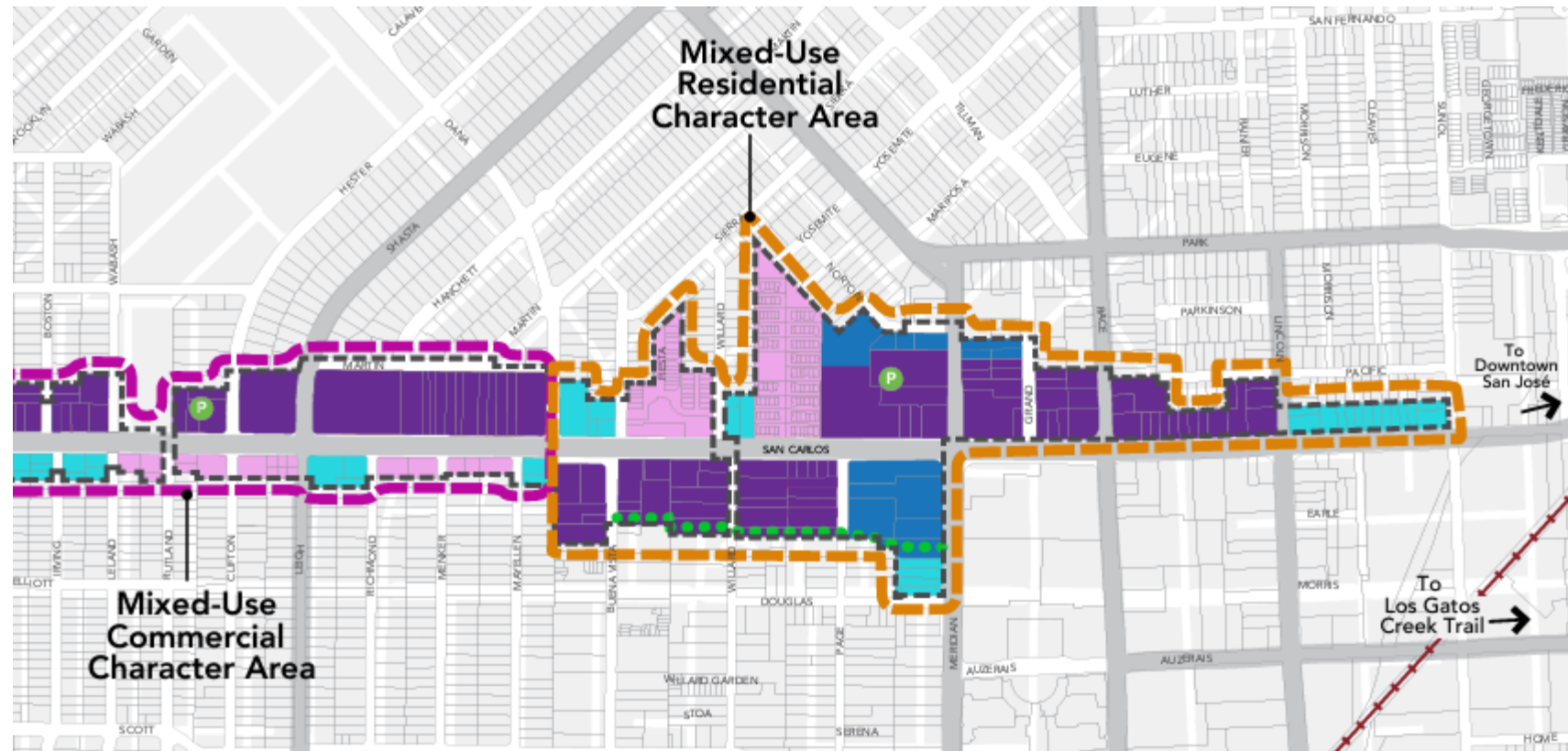
Average Speed

| Time | Eastbound | Westbound |
|----------|-----------|-----------|
| 8 AM | 22.6 | 23.3 |
| 5 PM | 9.5 | 21.0 |
| Midnight | 31.2 | 31.5 |

| |
|---|
| Very comfortable and convenient |
| Somewhat comfortable and convenient |
| Somewhat uncomfortable and inconvenient |
| Very uncomfortable and inconvenient |

WEST SAN CARLOS URBAN VILLAGE VISION

Community input gathered during the planning process provided the basis for an overarching Vision for the West San Carlos Urban Village. **The Village is envisioned as an accessible, well-connected neighborhood and vibrant business district.** The Vision consists of four defining elements that form the foundation of this Plan's policy and action framework. Together, these elements represent the West San Carlos community's preferred future for development and transformation of the corridor.



West San Carlos Street Area Map



Striped Bicycle Lane / Loading Zone



Bikeshare Station in front of McDonalds



Community Input - West San Carlos Street

- Continuous paths & lighting needed. Safety and homeless concerns
- Bike lanes go away on much of San Carlos which means I don't go there as often.
- Bus is slow. This segment can be congested at rush hour for cars. Very unsafe for bike with intermittent bike lanes and fast vehicle speeds. Some ok pedestrian areas with community retail etc.
- Walking here is possible.
- Better with the biking with more dense and residential streets to allow for safer streets.
- Sidewalks on this section are too narrow. Bike lanes are limited by parking and high car travel speeds. Drivers do not seem to obey speed limit.
- Anywhere down is horrible and risky and unsafe and even children shouldn't witness things that happen even in the what was safe and quiet areas
- I avoid this stretch of road.
- Good luck with that transition
- Many lights on timers that lead to several stops. Sidewalk quality leaves it as a rough experience walking or biking. Cars do not yield to bikers.
- This is the most uncomfortable stretch between Valley Fair and Diridon. I think we can all admit that it's a bit seedy along there.
- some of this w san carlos feels a bit sketchy, some run down businesses and homeless presence make this feel questionable to walk
- Being more developed, the area is more pleasant to walk in, however, it is still too car dependent.

#3 Bascom Avenue

Segment Description

The Cross Street of Bascom Avenue is planned for a major complete streets project which can inform elements for the Stevens Creek Boulevard Corridor

Major Plans: Bascom Complete Streets Project, Bascom Urban Village

The Santa Clara Valley Transportation Authority (VTA), in partnership with the City of San Jose, the City of Campbell, and the County of Santa Clara, is looking at ways to improve approximately three miles of Bascom Avenue between the I-880 interchange and south toward Hamilton Avenue. The goal is to enhance pedestrian and bicycle mobility and safety, improve bus and light rail transit accessibility and reliability, improve the streetscape, and ensure the roadway serves all modes of transportation.

Corridor Metrics

Level of Comfort by Different Modes

| |
|------------|
| Auto |
| Bus |
| Bike |
| Walking |
| Wheelchair |

Average Speed

| Time | Eastbound | Westbound |
|----------|-----------|-----------|
| 8 AM | 20.8 | 20.6 |
| 5 PM | 12.3 | 17.2 |
| Midnight | 26.7 | 28.6 |

Project Schedule

Environmental Clearance Fall 2022 – Winter 2023
 Design and Engineering Spring 2023 – Fall 2024
 Construction Summer 2025 - Fall 2026

| |
|---|
| Very comfortable and convenient |
| Somewhat comfortable and convenient |
| Somewhat uncomfortable and inconvenient |
| Very uncomfortable and inconvenient |

#4 Valley Fair/Santana Row/ Winchester

Segment Description

The corridor transitions to three lanes in each direction west of I-880. The regional mall area has high levels of activity crossing Stevens Creek, accessing I-880 and accessing Winchester Boulevard/I-280.

Corridor Metrics

Level of Comfort by Different Modes

| |
|------------|
| Auto |
| Bus |
| Bike |
| Walking |
| Wheelchair |

Average Speed

| Time | Eastbound | Westbound |
|----------|-----------|-----------|
| 8 AM | 22.5 | 20.5 |
| 5 PM | 15.8 | 14.9 |
| Midnight | 27.1 | 25.4 |

| |
|---|
| Very comfortable and convenient |
| Somewhat comfortable and convenient |
| Somewhat uncomfortable and inconvenient |
| Very uncomfortable and inconvenient |



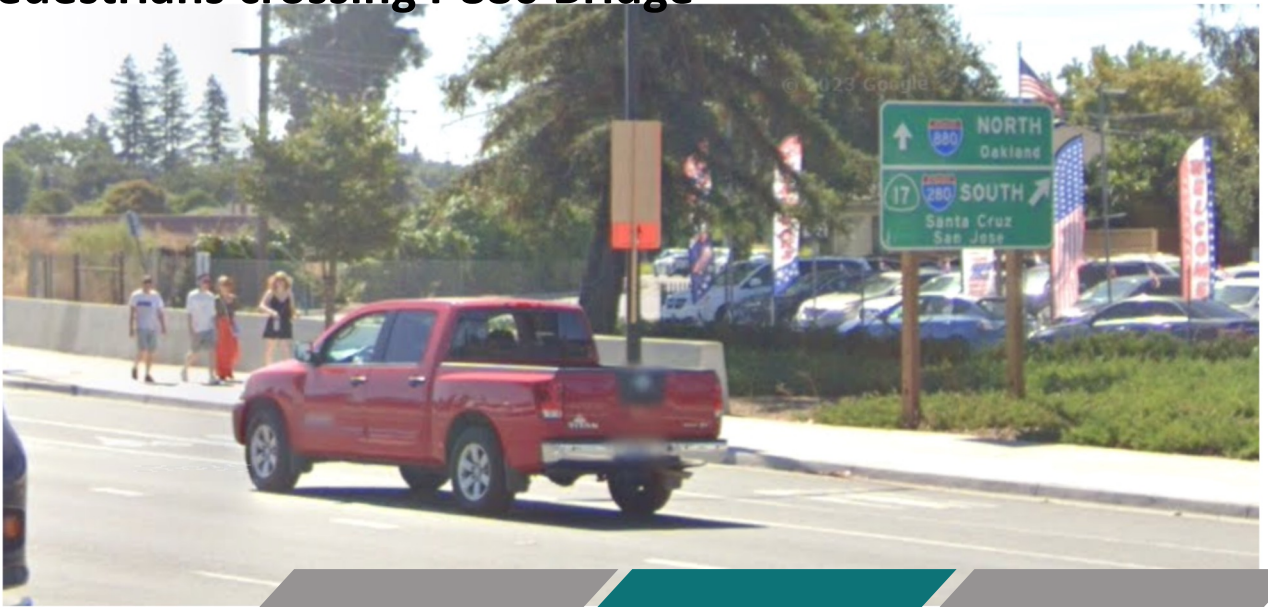
Warning Signs at Interchange



Bicycle Lane/I-880 Merge Area



Pedestrians crossing I-880 Bridge





**Winchester
Boulevard
Intersection**

**New
Pedestrian
Crossing**

Community Input – Valley Fair/Winchester

- Scary intersections. Don't feel safe. No good place to get dropped off. Sidewalks again are inconsistent.
- Need safety barriers between cars and bicycles
- A pedestrian over or under crossing between Santana Row and Westfield is desirable.
- Need a lot of pedestrian, bike, and bus improvements in the Santana Row area. No shade on the north side of SCB, fast cars, -- hostile environment for pedestrians. Lots of congestion.
- Its a busy area to get to by any means of transportation, but once in that area its easy to walk the streets
- Unsafe for bikes. Not much to see when walking at sidewalk. No shade.
- Crossing at Santana Row is ok; but everything else is dangerous garbage. Too many cars.
- Traffic is terrible to deal with between Santana Row and Valley Fair; I do not want to drive around that location if I can help it.
- Sidewalks aren't as bad, but this section of the corridor has WAY too many car travel lanes and is a pain to cross. That also makes it very dangerous bike through especially when drivers are focused on getting through traffic or getting onto 880. Have almost been hit while biking multiple times.
- I like the bus area at Valley Fair for convenience and safety.
- Definitely not for bike riders. Way too congested around Santana Row.
- There is not enough shade and the big windows and buildings make it very hot.
- Improvements to traffic flow and intersections must be improved. It's a nightmare trying to access the businesses in this area.
- This area is very congested at times, but still easy and convenient.

Community Input – Valley Fair/Winchester

- It's always a traffic jam
- Wow, now we are talking about a lot of car traffic at soon to be or coming off 880 at high speed.
- Traffic nightmare. Great walkability in this area though (as long as you aren't trying to cross either road).
- The Winchester/Stevens Creek intersection is hazardous for pedestrians. There are no islands or they are very small, putting pedestrians too close to vehicles.
- Makes me nervous at Winchester because people not seeing pedestrians
- Crossing I-880 is a nightmare. I won't do it unless I'm driving.
- Unsafe approach to I-880/280 going east on Stevens Creek from Winchester
- The crossing of SC Boulevard is very wide, and drivers who wish to turn can get impatient. Better pedestrian infrastructure is needed at the crossings, and to have more of them.
- This area is very dense in both traffic and developments. There is reasonable walking comfort, though better pedestrian, transit, and cycle amenities are still needed (widened sidewalks may be turned into multi-use paths with steel bollards for protection).

#5 San Tomas Expressway

Segment Description

The San Tomas Expressway signal is the only signal operated by the County of Santa Clara in the Corridor. The San Tomas Expy/Saratoga Ave/Stevens Creek triangle presents signal operation challenges.

Major Plans:

Stevens Creek Urban Village (San Jose)
3941 Stevens Creek Boulevard - The Meridian (Santa Clara)

Corridor Metrics

Level of Comfort by Different Modes

| |
|-------------------|
| Auto |
| Bus |
| Bike |
| Walking |
| Wheelchair |

Average Speed

| Time | Eastbound | Westbound |
|----------|-----------|-----------|
| 8 AM | 26.8 | 19.4 |
| 5 PM | 14.3 | 17.5 |
| Midnight | 26.3 | 29.7 |

| |
|---|
| Very comfortable and convenient |
| Somewhat comfortable and convenient |
| Somewhat uncomfortable and inconvenient |
| Very uncomfortable and inconvenient |

City of San Jose Stevens Creek Urban Village (west of Mall area to west City border near Lawrence Expressway)

VISION STATEMENT

Establish the Stevens Creek Urban Village as an **innovation corridor utilizing new technology for transportation movement**, providing an **interconnected network of open spaces** enriched with **placemaking elements designed for people**, respecting the existing residential neighborhoods and small commercial businesses, and **improving bicycle and pedestrian connections** within and through the Village.

Develop Stevens Creek Boulevard into a **more walkable, bikeable, and transit-accessible street while maintaining vehicle mobility**, and transform Albany Drive and Kiely Boulevard into multimodal streets which prioritize pedestrians and bicyclists over vehicles.

Reestablish a connection between the Stevens Creek Urban Village neighborhoods and the neighborhoods to the south that were severed by the construction of Interstate 280 through support of a cap over Interstate 280. Allow new mixed-use and open space development on top of the cap.



Illustration of what a vibrant Stevens Creek Urban Village could look like (Stevens Creek Boulevard at Harold Ave)



- Neighborhood/Community Commercial
- Urban Village
- Mixed-Use Commercial
- Urban Residential
- Mixed-Use Neighborhood
- ▭ Urban Village Boundary
- Floating "P" - Parks and Plazas
- ▭ Parcels
- ▭ Public Quasi-Public

3941 Stevens Creek Boulevard - The Meridian (Santa Clara)

The Meridian is a 59-unit affordable housing development located at the corner of Stevens Creek Boulevard and Buckingham Drive in Santa Clara.





Channelized Turns in Median

**San Tomas
Expressway
Intersection**

Community Input – San Tomas

- Long car queues at San Tomas light at rush hour. Needs queue jump for bus.
- Saratoga Ave is too busy thanks to Harker, Strawberry Park, and the Lion Market plaza; I do my best to keep to my trips short around that area.
- Too car-dependent to feel safe biking. Land use is all low density and limits ability to walk or take transit.
- Once construction along Stevens Creek Blvd is completed, traffic conditions should improve.
- Feels urban. Greenery would help.
- Not much shade options for walking/biking. Extremely car centric.
- I would feel great when they extend San Tomas Bike Trail/Saratoga Creek Trail to sister's house.
- If anything, giving some of the neglected business an overhaul would be nice. My commute here's fine otherwise.
- The ent of 3737 stevens creek, and trenched homeless encampment on the sidewalk in front the crazy homeless man at Saratoga Ave keep me from walking in this area.
- Even when I am in a car I hate it because the lights are not timed. If they were timed, even at 25MPH, if that is stated/posted and I know I will hit every light, Please time lights (on San Thomas too please!). Might get more folks walking and biking if you slow traffic too, hence, safety benefits to people.

#6 Auto Dealership Area

Segment Description

The auto dealerships along Stevens Creek Boulevard provide a major source of sales tax revenue to Santa Clara and San Jose and are regional destinations for high-end vehicle sales. Vehicles are unloaded and loaded in the roadway median and at the curbside.

Major Plans: The Stevens Creek Promenade (Fortbay) Signature Project provided approximately 1.3 acres of publicly-accessible open space/plaza to satisfy one of the signature project requirements.

Corridor Metrics

Level of Comfort by Different Modes

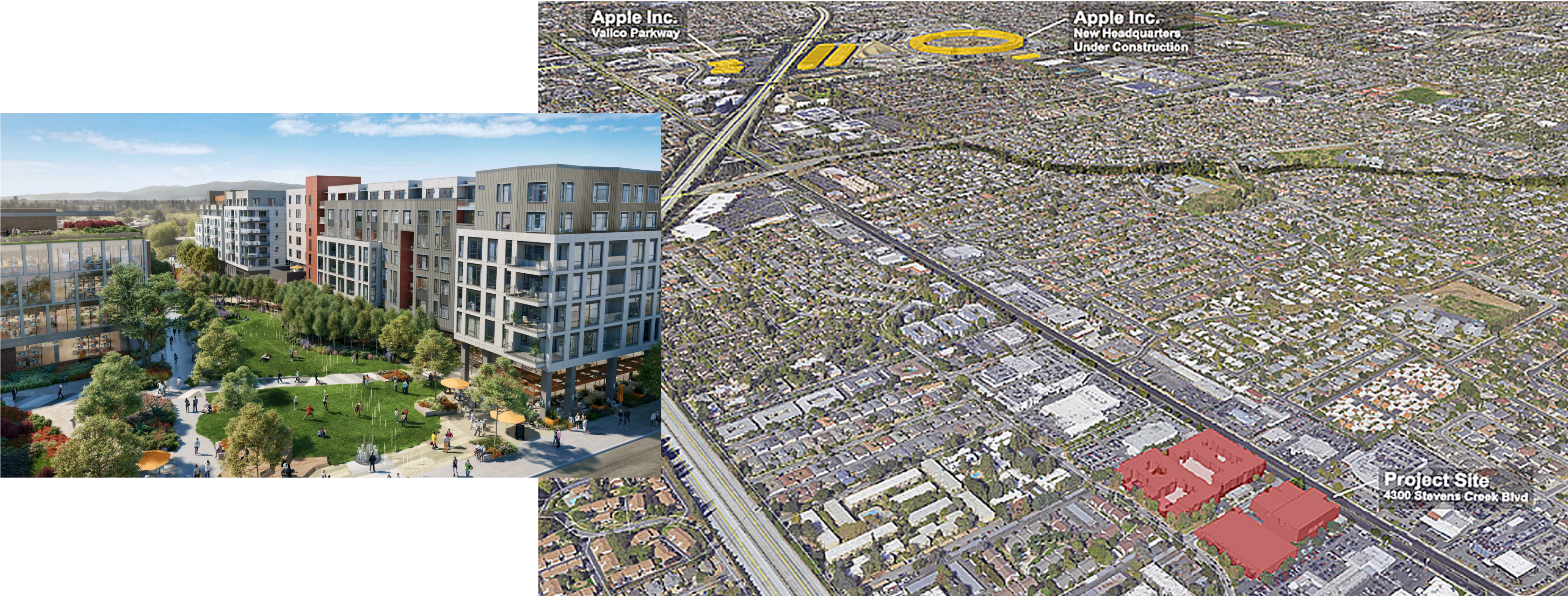
| |
|------------|
| Auto |
| Bus |
| Bike |
| Walking |
| Wheelchair |

Average Speed

| Time | Eastbound | Westbound |
|----------|-----------|-----------|
| 8 AM | 23.6 | 26.8 |
| 5 PM | 21.6 | 25.2 |
| Midnight | 33.3 | 34.2 |

| |
|---|
| Very comfortable and convenient |
| Somewhat comfortable and convenient |
| Somewhat uncomfortable and inconvenient |
| Very uncomfortable and inconvenient |

Stevens Creek Promenade Project





New Resurfacing and Restriping with Bicycle Lanes

Two-Way Left Turn Median Often Used for Vehicle Loading

4347 Stevens Cree...
Santa Clara, CA 95051

Community Input – Auto Dealership Area

- I don't know if there's a bike lane there. There's really nothing that draws me to that area on a bicycle.
- Awful and everything is too far away from each other. It's a driving-only zone.
- Too car-dependent to feel safe biking. Land use is all low density and limits ability to walk or take transit.
- I am seeing more bike infrastructure near here, which is nice.
- Not much shade options for walking/biking. Extremely car centric.
- No Issues but it will get bad when new construction begins
- Cars go too fast
- I will not bike on this stretch due to the high speeds on SCB, and the sidewalks are very hot with little shade.
- Extremely car dependent section of the corridor. I wouldn't trust walking or biking here at all.
- Cypress and Blaney have no way over I-280

#7 Lawrence Expressway

Segment Description

Lawrence Expressway and I-280 cross but do not interchange at Stevens Creek Boulevard. Stevens Creek Boulevard is used to connect all movements except southbound Lawrence Expy to southbound I-280. North/south bicycle and pedestrian connections are limited to only the sidewalk on the east side of Lawrence Expy between Calvert Drive and Saratoga Avenue.

Corridor Metrics

Level of Comfort by Different Modes

| |
|------------|
| Auto |
| Bus |
| Bike |
| Walking |
| Wheelchair |

Average Speed

| Time | Eastbound | Westbound |
|----------|-----------|-----------|
| 8 AM | 21.7 | 20.6 |
| 5 PM | 19.4 | 16.5 |
| Midnight | 29.1 | 29.7 |

| |
|---|
| Very comfortable and convenient |
| Somewhat comfortable and convenient |
| Somewhat uncomfortable and inconvenient |
| Very uncomfortable and inconvenient |

Community Input – Lawrence Expressway

- Terrible merge for bikes and cars
- Too much speed from automobiles
- Because of the bus, much of the traffic is diverted to this area, which is dangerous
- Unsafe bike crossing
- Unsafe to turn into the shopping center from Stevens Creek going east from Lawrence
- Lawrence drivers going north and turning right at Stevens Creek: pedestrian crossing - blind to drivers
- I rode it today. The bike lane was nice.
- I drive, walk on this segment of SCB frequently
- Too car-dependent.
- Coming east from Lawrence towards Kiely specifically later at night when nobody is there all cross streets lights are red and you have to stop at each one and the lights don't change so I have go through the red light
- Crosswalks don't feel safe, particularly with cars entering Lawrence expressway
- Traffic is moderate because so many businesses have left the area.
- much nicer especially since they have repaved it.
- Sterile. Greenery would help
- Assault to senses when walking. I would love to get out of the car more, but it is not pedestrian or bicycle friendly.
- The undercrossing for SCB at Lawrence Expwy is terrible for bikes and pedestrians--narrow, loud, and dangerous. The entire intersection at Lawrence is dangerous for all bikes and pedestrians; cars are quite impatient after waiting on the off-ramp.
- The crossing across the off-ramp is also dangerous, even with flashers, as it's a blind curve with cars leaving Lawrence going 50mph+.

Community Input – Lawrence Expressway

- Pedestrians have sidewalks on this stretch, but crossings are few and far between and the sidewalks tend to be very close to the curb. To make this area bike and pedestrian friendly will take some real change, not just minor bandaids.
- More trees, greenery and shade are also needed to make this more pedestrian friendly.
- Extremely car dependent, bike infrastructure is non-existent, the pedestrian experience feels unwelcome. This section of the corridor feels like a wasteland.
- Lawrence drivers going north and turning right at Stevens Creek: pedestrian crossing - blind to drivers
- Protected lanes are a bike awkward when a car is blocking my path. The 280 entrance and Lawrence exit are sketchy - cars are moving quickly, so it feels like a kill zone on a bicycle.
- It is incredibly confusing and difficult to navigate from Lawrence onto SCB or from SCB to the 280.
- Too car-dependent.
- Crossing highway entrances is always annoying as a pedestrian/biker
- Somebody needs to rethink how cars get on/off Lawrence Expwy.
- Walking or biking on Steven's creek is the best option, but it does not connect to surrounding neighborhoods
- The painted bike lanes just east of Lawrence--with traffic exiting Lawrence--are very dangerous, as there is crossing traffic which must cross the bike lanes. It's congested and with a lot of exits/entrances, which increases the danger.



**Northbound Connection from
Lawrence Expressway to I-280**

Only Pedestrian Crossing of I-280 in Area

#8 Main Street Cupertino

Segment Description

Stevens Creek Boulevard transitions to a roadway with a largely protected bicycle lane with limited street parking in the City of Cupertino. Tree plantings and median treatments are also more common in this segment of the corridor.

Corridor Metrics

Level of Comfort by Different Modes

| |
|------------|
| Auto |
| Bus |
| Bike |
| Walking |
| Wheelchair |

Average Speed

| Time | Eastbound | Westbound |
|----------|-----------|-----------|
| 8 AM | 15.8 | 16.0 |
| 5 PM | 10.8 | 16.7 |
| Midnight | 32.9 | 32.3 |

| |
|---|
| Very comfortable and convenient |
| Somewhat comfortable and convenient |
| Somewhat uncomfortable and inconvenient |
| Very uncomfortable and inconvenient |



Community Input – Main Street Area

- The Cupertino portion is nice, and has protected bike lanes (which currently end abruptly). The portion between Lawrence and 280 is a complete dead zone.
- Biking on it is not as bad as stretches of SCB east of Tantau, as cars go a bit slower due to the narrower lane width (with the center median).
- There are a reasonable number of signaled crossings, and about half of the sidewalk space has trees planted nearby to add sun relief and enjoyment.
- Some businesses still have the large parking lot/business behind model, such as Target, but many do not (or have outbuildings near the street) which give it a more community feeling.
- Biking east of Tantau toward Wolfe is much better. The protected bike lanes significantly improve safety, the road width (due to the median) reduces speeds somewhat, and the new sidewalks especially at Main Street Cupertino are wide and enjoyable for pedestrians, with shade trees and more to make walking more pleasant. There are also bus pulloffs, which help keep traffic flowing and drivers less distracted by buses stopping.



Main Street Cupertino



Buffered Bicycle Lane

#9 De Anza College

Segment Description

De Anza College is served by a transit center within the parking lots on the northeast side of campus. The Rapid 523 service stops at Stelling Road north of Stevens Creek Boulevard.

Major Plans: Westport Cupertino

Across Stevens Creek Boulevard from De Anza College.

Corridor Metrics

Level of Comfort by Different Modes

| |
|------------|
| Auto |
| Bus |
| Bike |
| Walking |
| Wheelchair |

Average Speed

| Time | Eastbound | Westbound |
|----------|-----------|-----------|
| 8 AM | 20.3 | 16.0 |
| 5 PM | 16.6 | 16.8 |
| Midnight | 33.5 | 28.9 |

| |
|---|
| Very comfortable and convenient |
| Somewhat comfortable and convenient |
| Somewhat uncomfortable and inconvenient |
| Very uncomfortable and inconvenient |

Westport Cupertino





Westport Cupertino

De Anza Transit Center

Community Input – De Anza

- Aggressive Intersection
- Very dangerous for cyclists due to speed and volume of traffic
- Lots of accidents, lots of lanes, lots of traffic because folks use this area to bypass the freeway.
- I fear biking in this area; People drive too fast.
- There should be a pedestrian path around De Anza's perimeter road so we aren't walking through parking lots or across this road which is unsafe with students in a hurry. Also students leaving the high school make the Stelling Mclellan area unsafe as well. Even walking from De Anza to Whole Foods has minimal sidewalks, though there is one on the opposite side of the street from Whole Foods. There also should be more trees to provide shade for pedestrians and the buses should come inside De Anza's parking lot A where there's a nice bus stop that only the 23 services.
- If there is a safety barrier between bikes and cars
- Traffic just moves fast for a cyclist that needs to make a left turn.
- East bound has some problem with far right lane being interrupted or blocked in some areas
- Too car-dependent.
- Too busy too many people won't even go anywhere near
- I have walked comfortably along Stevens Creek Blvd, from Kiely to De Anza College and back. A very nice walk.
- Assault to senses when walking. I would love to get out of the car more, but it is not pedestrian or bicycle friendly.
- Even when I am in a car I hate it because the lights are not timed. If they were timed, even at 25MPH, if that is stated/posted and I know I will hit every light, I'll drive it. Please time lights (on DeAnza too please!). Might get more folks walking and biking if you slow traffic too, hence, safety benefits to people.
- Biking in Cupertino is great, except the divided bike lanes on Steven's creek need to go!
- I take bus to DeAnza

#10 SR-85 Interchange

Segment Description

Stevens Creek Boulevard over SR-85 connects De Anza College to points west in Cupertino. There are bicycle lanes through the interchange area and on the west side of the interchange is the corridor's only at-grade (freight) rail crossing.

Corridor Metrics

Level of Comfort by Different Modes

| |
|------------|
| Auto |
| Bus |
| Bike |
| Walking |
| Wheelchair |

Average Speed

| Time | Eastbound | Westbound |
|----------|-----------|-----------|
| 8 AM | 20.3 | 16.0 |
| 5 PM | 16.6 | 16.8 |
| Midnight | 33.5 | 28.9 |

| |
|---|
| Very comfortable and convenient |
| Somewhat comfortable and convenient |
| Somewhat uncomfortable and inconvenient |
| Very uncomfortable and inconvenient |



Freight Rail Crossing

**Bicycle, Pedestrian and
Median Treatments**

Community Input – SR-85 / Foothill

- Appreciate the landscaped sidewalks. SR85 interchange is a mess and creates dangerous conflicts with peds and cyclists.
- There are too many lanes between De Anza Blvd and SR-85, but once over the overpass it's alright. This section is still too asphalt heavy, however. Additional trees should be planted for shading and potential cycle protection.
- Use up tracks for LRT
- I bike the real Stevens Creek Trail including bridge. Foothill has wide shoulders for bike riding.

#11 Foothill Boulevard

Segment Description

The roadway narrows to two lanes west of SR-85 and has a residential collector character. The Boulevard crosses Stevens Creek at Blackberry Farm and connects to the recreational trail from Stevens Creek Boulevard to the McClellan Ranch Reserve and Linda Vista Park. Future trail connections three miles north to connect to the trail in Sunnyvale and Mountain View

Corridor Metrics

Level of Comfort by Different Modes

| |
|------------|
| Auto |
| Bus |
| Bike |
| Walking |
| Wheelchair |

Average Speed

| Time | Eastbound | Westbound |
|----------|-----------|-----------|
| 8 AM | 22.3 | 22.5 |
| 5 PM | 22.4 | 24.4 |
| Midnight | 31.2 | 32.2 |

| |
|---|
| Very comfortable and convenient |
| Somewhat comfortable and convenient |
| Somewhat uncomfortable and inconvenient |
| Very uncomfortable and inconvenient |

Stevens Creek Trail

