

BAILEY AVENUE OVERCROSSING

PHASE I DESIGN SUMMARY



JUNE 2022

BAY AREA RIDGE TRAIL - TRAIL PROGRAM



THE PROJECT

DESIGN PHASING

PHASE I - Traffic Study & Conceptual Design

PHASE II - Schematic Design, Environmental & Topographic Survey

PHASE III - 70% Engineering Plans, Specs & Estimates

PHASE IV - Bid-ready Design & Engineering Documents

CONSULTANTS

BKF ENGINEERS - Conceptual Design & Proposed Intersection Geometry

FEHR & PEERS - Traffic Operations Analysis

PATHWAYS FOR WILDLIFE - Wildlife Suitability Review

TRAILPEOPLE - Initial Design Concept (developed in 2020)

FUNDING PROVIDED BY...



After 30 years of planning, study, and partner coordination, the Bailey Avenue Overcrossing has been identified as the optimal connection, the linchpin, for a 40-mile continuous stretch of Ridge Trail and the connection between Coyote Ridge Open Space Preserve to Santa Teresa County Park.

In 2017, the Bay Area Ridge Trail Council (Council) led an effort with local partners to identify the most feasible route to link the Diablo Range to the Santa Cruz Mountains through North Coyote Valley. The result was the [North Coyote Valley Ridge Trail Route Study](#).

The route study identified several near-term actions including the development of this project, the Bailey Avenue Class I Trail Overcrossing – a cost effective trail route to connect the Ridge Trail along the existing Bailey Avenue overcrossing of US 101, Monterey Road, the High Speed Rail Corridor, and the Coyote Creek Trail. The first phase of design for this project started in 2020 with funding provided by the Santa Clara Valley Open Space Authority and Santa Clara County Parks & Recreation Department.

PROJECT OVERVIEW

The Bailey Avenue Overcrossing is a proposed 0.8-mile Class I Trail connection along the existing Bailey Avenue overpass and overcrossing of Monterey Road, U.S. 101, the high speed rail corridor, and the Coyote Creek Trail. This design leverages existing, under-utilized road infrastructure by reducing one lane of vehicular traffic on the north side of the Bailey Avenue overcrossings to accommodate a 12-foot trail corridor.

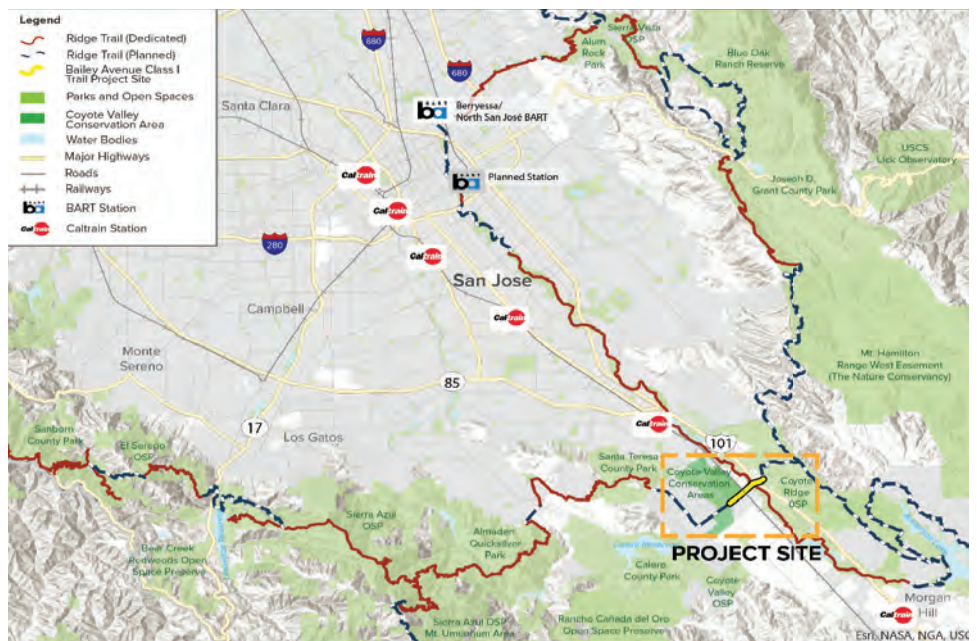


Figure 1. Regional project site overview map with regional transit locations

PROJECT BENEFITS

As regional partners open new trails nearby, within the next five years, the Bailey Avenue Overcrossing will be the sole barrier to the Ridge Trail connecting 40 contiguous miles of trail from the Diablo Range to the Peninsula. The creation of a safe trail crossing in this location will not only close a gap for trail users to cross Coyote Valley, but it will also include wildlife-friendly design to reduce the number of animal/vehicle interactions. Once complete, benefits of the new connection will include the following:

- Potential for facilitating wildlife movement between Coyote Creek County Park and Coyote Ridge Open Space Preserve ([see Pathways for Wildlife project review and recommendations](#)).
- An increase in transit to trails connections with multiple public transit access points
- Greater connection between urban centers and local parks, preserves, open spaces
- Expansion of sustainable transportation & recreation options in Coyote Valley

THE RESULTS

► CONCEPTUAL DESIGN

The proposed conceptual design for the 0.8-mile Class I Trail includes the following elements:

- 12-ft trail corridor to accommodate either an (a) 8-ft trail with 2-ft shoulders or (b) 10-ft trail with 1-ft shoulders.
- 6-ft road separation
- Elimination of one (1) vehicle traffic lane on Bailey Ave
- Elimination of two (2) channelized turns on Monterey Rd ramps and revegetation of the areas

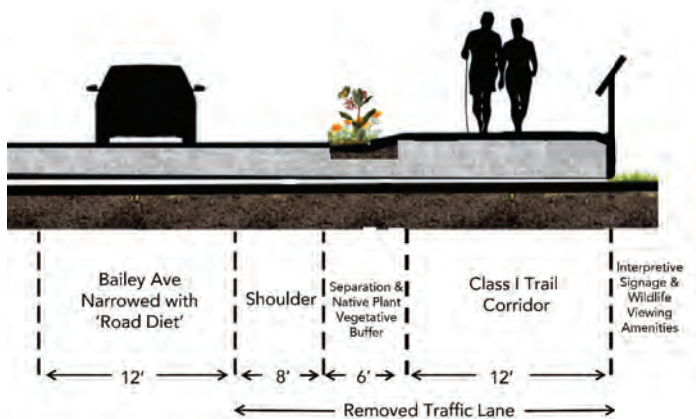


Figure 2. Proposed project cross section

► TRAFFIC STUDY

The Council conducted a traffic study to determine whether reducing the number of vehicle lanes on Bailey Avenue to accommodate a Class I Trail would be feasible while maintaining acceptable traffic operations of the road and major intersections. The results of the study found that if the project were to be implemented:

- The trail can be accommodated while maintaining acceptable traffic operations.
- Average vehicle delay is estimated to remain at acceptable levels with slight increases during peak traffic hours.
- The level of service (LOS), a measure used by transportation agencies to measure the quality of road service, is expected to remain stable at all intersections, except for a slight drop at the Monterey Road ramp.
- The percent of vehicle demand served is expected to remain at 100%.
- No vehicles are expected to be backed up on Monterey Rd or U.S. 101.



Figure 3. Proposed design treatment to Bailey Avenue at the intersection of Monterey Road

THE NEXT STEPS

Below are the next steps and cost estimates to complete the design and engineering for the project. The design for this trail segment has been broken into four phases to complete bid-ready construction documents.

➤ FUNDRAISING

The Council has raised over \$140,000 and devoted hundreds of hours in staff time to this gap alone over the past three decades. An additional \$286,000 is required to complete the design and engineering, making this project bid-ready for construction.

➤ ADVOCACY & OUTREACH

The Council is in conversation with partner agencies including Santa Clara County Parks & Recreation Department, Santa Clara Valley Open Space Authority, and City of San Jose to complete the project. A Lead Agency needs to be identified to guide the project through CEQA (or the permitting process). Additionally the Council is conducting outreach with local community groups and working to include the project in upcoming agency planning efforts.

BID READY DESIGN COST ESTIMATE

Route Feasibility Study - COMPLETE	\$75,000
Design Phase I - COMPLETE Traffic Study & Conceptual Design	\$65,000
Design Phase II: Environmental Review (Categorical Exemption) Topographic Survey Schematic Design (35%)	\$85,000
Design Phase III: Engineering Plans, Specs & Estimates (65%) Finalized Traffic Study	\$101,000
Design Phase IV: Bid-ready Design & Engineering Documents Encroachment Permit	\$100,000
Total Project Costs	\$426,000
Funding Secured	\$140,000
Total Remaining to Raise	\$286,000



Figure 4. Project site overview map showing government jurisdictions and connections to nearby parks and open spaces.