

**From:** [Zenk, Jessica](#)  
**To:** [Jim Goddard](#)  
**Cc:** [paul.pkrupkaconsulting.com](#); [Khattab, Zahi](#); [Lapustea, Florin](#); [Eidlin, Eric](#); [Tam, Wilson](#)  
**Subject:** RE: Bird at 280  
**Date:** Tuesday, November 10, 2020 4:23:17 PM

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Thanks, Jim – Great question.

The effort is in a conceptual phase -- looking at the various ways of arriving at the intended outcomes of safer and easier walking (primary) and bicycling/scooting/etc. (secondary) across 280 at roughly Bird Avenue.

Through the DSAP update (led by Eric and Wilson), we have explored a variety of options for how to accomplish these outcomes, including:

- Along Bird Avenue over 280; we have not explored whether that could be accomplished within the existing ROW or would require an expanded bridge structure
- A potential Pedestrian/Bicyclist Overcrossing that would be additional to the existing Bird Avenue bridge structure
- A new “trail-like” alignment that would follow and/or reuse the Caltrain/RR track alignment when DISC is built out
- Through improvements to the existing Los Gatos Creek Trail 280 undercrossing

To date, our internal team (led by Zahi and Florin) has done some basic geometric work to understand the Overcrossing option mentioned above.

Clearly these all require different resource levels and could occur over diverse timeframes. Moreover, we may not only pursue one – for example, I could see that we might prioritize walking along expanded sidewalks along Bird Avenue but then focus on improvements to the existing LG Creek Trail undercrossing for people bicycling.

One thing that is contained in the DRAFT LTA is that a contribution to this improvement is proposed to be required of Google/DTW.

We can bring in ideas and the DRAFT conceptual work to a future meeting, if you’d like! Would be great to get your insight.

Best,  
Jess

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**From:** Jim Goddard [mailto:JGoddard@sapcenter.com]  
**Sent:** Tuesday, November 10, 2020 11:18 AM  
**To:** Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>  
**Cc:** paul.pkrupkaconsulting.com <paul@pkrupkaconsulting.com>  
**Subject:** Bird at 280

[External Email]

Over the years at various public meetings, including last night, I've heard a lot of discussion about pedestrian and bicycle improvements where Bird crosses over 280. What is the status of this project? Design, schedule, process, etc.? What if any impact would there be on automobile lanes/capacity, etc.?

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