

BIBLIOGRAPHY & ACKNOWLEDGEMENTS

BIBLIOGRAPHY

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ACKNOWLEDGEMENTS

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California Native Plant Society - Santa Clara Chapter

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Attendees of workshop meetings

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APPENDIX A

MEETING NAME

DATE

Community Workshop #1..... March 19, 2013

Community Workshop #2..... May 29, 2013

Community Workshop #3..... July 24, 2013

COMMUNITY WORKSHOP 1 COMMENT MATRIX

(E = comments received by email)
(F = comments received through Flickr account)

Source of Input	Issue #	Comment - (#) indicates number of comments when multiple comments were received	Incorporated	Response
A. Trail Design				
Workshop #1, E	1	Pave trail to insure wheelchair accessibility.	yes	Trail will be paved with 12' wide asphalt trail with compacted aggregate shoulders on each side. Ramps at cross-streets will meet ADA guidelines. Cross slope of pavement will not exceed 2%. Longitudinal slope will be less than 5%.
Workshop #1, F	2	Provide smooth transitions- curb cuts, and street crossings, bridge joints. Use large radius curves, no small radii. Current draft has 52 foot radius near gates which is dangerous. (2)	yes	Trail design will provide smooth transitions and wide turning radii. See additional information from response #1.
Workshop #1	3	Provide separate lanes for pedestrians and bikes whenever possible (2). Have elevation change between.	no/yes	The narrow property width and city's design approach will provide a single, but wide alignment. The 12' wide paved trail meets multi-use guidelines, and compacted aggregate shoulders will be widened on one side (up to 5') for greater access and 2' on the remaining side. There will be small walks off the trail to use areas.
Workshop #1	4	Make trail wide enough for cyclists to pass a stroller.	yes	Trail will be paved with 12' wide asphalt trail with compacted aggregate shoulders on each side. This design is consistent with Caltrans and County multi-use trail guidelines.
Workshop #1	5	Add sinuosity to the trail reminiscent of a creek channel. This would evoke the historic character of the watershed. Willow Glen was once a wet meadow with lots of Guadalupe side channels.	yes	Trail will have a sinuous curve alignment. This design approach will help to minimize bike speeds but it will not be so curved that cyclists will cut through the landscaping.
Workshop #1	6	Provide meandering offshoot trails for pedestrians possibly in garden areas. (2)	yes	Trail design will incorporate separated walks at strategically designed feature/interpretive areas.
Workshop #1	7	Provide passing lanes for bikes.	no	Trail will be 12' wide which meets Caltrans and County multi-use trail guidelines. The gravel shoulders will be hard-packed, and provide space for passing. Signs will encourage safer passing.
Workshop #1	8	Put red paint on curbs on both sides of trail intersections with roads.	yes	During design process, staff will coordinate with City's Dept. of Transportation (DOT) for on-street signage and striping. DOT typically supports red curb at approaches to trail entries to enhance visibility.
Workshop #1	9	Put posts at all gateways to keep motorcycles from entering the trail. (2)	no	Posts (bollards) do not effectively prevent motorcycle access and are discouraged by regional (VTA) Bicycle Design Guidelines. The ADA-required width is 3'; sufficient for motorcycle passage. Bollards may be installed to prevent vehicular access if such trespassing becomes an issue.
Workshop #1	10	Trail markings should look natural- like stone.	no	The City has developed a set of Trail Signage and Striping guidelines. The trail design will be consistent with other trail systems in the Trail Network so users are familiar with warning and directional signage. The design will consider natural materials for paved and vertical surfaces as part of interpretive areas or other special features.
Workshop #1, E	11	Light the trail (3) provide adequate light along trail for safety at late night.	no	Design will be coordinated with City's DOT to determine intersections require further lighting. The City does not light its trails (typically because within creeks' riparian zones) but also wishes to avoid light intrusion and pollution along this narrow alignment (adjacent to homes). Signage and striping will have reflective surface for cyclists using bike lights.
Workshop #1	12	Look for opportunity to connect Padres Drive to trail near the end of Falcon Place.	yes	Design team is investigating possibility of connecting through Santa Clara Valley Water District property and will introduce the idea as part of Workshop 2.
Workshop #1	13	Interim- put wood chips on trail.	yes	Save Our Trails volunteers are spreading wood chips this month. The Master Plan seeks to define the future trail's design elements.
Signage				
Workshop #1	1	Trail crossings at streets should be clearly identified and built as a unique trail crossing space.	yes	Design team is working with City's DOT to pursue crossing designs that are unique and high visibility. The design team is looking at various themes, based on the public input, to use for these trailheads
Workshop #1	2	Add variety of treatments at each major street.	yes	Design concepts to propose unique gateway treatment at each cross-street.
Workshop #1	3	Crossings should be raised crosswalks with flashing pedestrian lights- automatically triggered by bikes. (2) Timing visibility of crosswalk signals needs to encourage cyclist and pedestrian use. And be bright enough to stop motorists.	yes	Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming and/or traffic control elements that will meet traffic standards for our project.

Workshop #1	4	Minnesota Avenue - Concern about mid block crossing - consider flashing lights, imbedded flashing lights, pedestrian activated signal similar to Murphy St in Sunnyvale (4 comments)	yes		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project. Project team is discussing a signalized solution.
Workshop #1	5	Bird and Willow: Concern about signalized crossing	yes		Design concepts will consider how to visually connect the trail through the intersection and maximize safety and visibility.
Workshop #1	6	Bird and Willow: Create safe way to cross/connect intersection (6).	yes		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #1	7	Bird and Willow: Add traffic calming devices	yes		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #1	8	Install a pedestrian specific signal diagonal across Willow and Bird- Example is Monroe and San Tomas in Santa Clara.	investigating		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #1	9	Bird and Willow: Is it possible to add a bike lane on Bird?	investigating		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #1	10	Bird and Willow: Add a lot of traffic calming and re-design the intersection for bike and pedestrian priority. Consider bulb- outs.	yes		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #1	11	Bird and Willow: Use green colored crosswalks here.	investigating		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #1	12	Bird and Willow: Redesign intersection to place protected trail along west side of street. Have a raised/ separated trail on west side of Bird within right of way.	no		The southwest triangular parcel is not City-owned. The property owner Union Pacific indicated they were not willing to sell this parcel. Any redesign would involve encroaching onto southwest triangular parcel.
Workshop #1	13	Bird and Willow: What is the status of the grant application to improve intersection? Will there still be stop lights? Was there outreach on a roundabout? How will bikes trigger lights?	investigating		City's DOT submitted a grant application, still waiting to hear back if application is approved. Design team to obtain update from DOT.
Workshop #1	14	Bird and Willow: Build an overcrossing/ bridge to avoid busy intersection(2).	no		Bridge would infringe on privacy of adjacent neighbors. Ramping structure required to meet ADA could consume substantial trail property. Signalized at-grade intersection might remain most popular option since no climbing is required.
Workshop #1	15	Bird and Willow: Scary dangerous approach.	investigating		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #1	16	Bird and Willow: Make intersection 15 MPH.	investigating		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #1	17	Bird and Willow: Cyclist ingress/ egress conflict at triangle below intersection is dangerous.	investigating		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #1	18	Broadway: Protect against drivers rounding the right corner from the north.	investigating		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #1	19	Lonus: Provide direct connection to Los Gatos Creek Trail without getting on Lonus	yes		Right of way has been purchased to allow this connection. Master Plan will show a direct connection and access remaining from Lonus Street.
Workshop #1	20	Coe, Lonus: Modify left turns at Coe and Lonus to provide ease of access from Lincoln Avenue.	investigating		Design team will coordinate with City's Dept. of Transportation (DOT) that will meet traffic standards for our project.
Workshop #1	21	Leona Court: Paint curbs red as is too narrow and has no turn-around. Respect residents.	investigating		Will coordinate with City's Dept. of Transportation (DOT). Need to determine final street improvements along Leona Court (curb and gutter, etc)
#1, E	22	Broadway, Coe, Minnesota: painted crosswalks with flashing crossing lights (like Lincoln in shopping district)	investigating		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
#1, E	23	Bird and Willow: consider design of interface with 'narrowing' the road.	investigating		Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
C. Amenities					
Workshop #1	1	Develop a trail with park elements that appeal to all family members (a play area, a dog park, a seating area, park space). A linear park experience can encourage people to walk and explore to find the next experience.	yes		Proposals will seek to include a rhythm of amenities to attract all types of users. Limited width and proximity to homes may limit active recreation elements. Proposals will seek to achieve a balance that obtains broad support.
Workshop #1	2	Like the High Line, have places for people to gather, sunbathe, and enjoy the space.	yes		Proposals will incorporate amenities including spaces for people to gather. Design team will seek to repurpose railway elements - but ensure that all amenities are safer and meet park standards.
Workshop #1	3	Use railroad cars and containers to make places stages, seating, coffee kiosks.	no		Trail is intended as passive space, and signage will point trail users to existing retail (and perhaps spur more retail activity).
Workshop #1	4	Have places for people to sit. (3) Provide seating for short sit but not comfortable enough to sleep on.	yes		Proposals will incorporate seating at numerous locations. Seating will support the project's overall thematic design (for example, seating could be "fruit boxes" formed in concrete.). All benches will include a central arm to prevent sleeping.

Workshop #1, E	5	Provide picnic tables (tree shaded) or picnic pavilion.	investigating	Proposals will consider installation of picnic tables in high-visibility areas that could complement nearby retail. Design team wants to avoid furniture that could become an attractive nuisance.
Workshop #1	6	Provide drinking fountains (2).	investigating	Incorporating a drinking fountain near the centrally located Bird/Willow intersection.
Workshop #1	7	Coe and Lonus: Picnic Trellis	investigating	Design team will coordinate with PD and other experts to determine if dining furniture is appropriate at this and other locations along the alignment. Concern about on-going vagrancy issue at nearby creek.
Workshop #1	8	Coe and Lonus: Play Area to encourage exercise, walk to school, community amenity where people will gather. Increase of activity would decrease negative activity by homeless.	investigating	Proposals will include amenities for play, exercise and gathering.
Workshop #1	9	Bird/Willow Triangle Parcel: Develop something whimsical for folks to gather and sit using re-purposed railroad cars.	no	The southwest triangular parcel is not City-owned. The property owner Union Pacific indicated they were not willing to sell this parcel.
Workshop #1, F	10	Dog park	no	Are looking at seating with railroad baggage car theme at Delmas/Milton.
Workshop #1	11	Add historic element to honor founders of Willow Glen	yes	Property is not wide enough to meet City's minimum standards for a dog park; a minimum 50- wide is needed for even a "small" dog park.
Workshop #1	12	Railroad cars placed here to be restaurant with outdoor eating and/or flatcars with outdoor vegetable garden for the café. Can surround with Lexan walls. Commerce will attract people.	no	Working with community historians to develop interpretative content including history of the area
Workshop #1	13	Have an area that allows children and adults to exercise, practice sports and outdoor activities	yes	No commerce on City trails. Trail is intended as passive space, but directional signage can encourage commerce nearby. City's charter does not permit private commercial operations on parkland.
Workshop #1	14	Consider installation of a playground in the wider portion from Coe to the bridge.	yes	Design will incorporate linear park play amenities and exercise stations
Workshop #1	15	Incorporate community gardens.(2) Have raised beds (indication of this at Bird /Willow)	investigating	Design will incorporate linear park play amenities. Trail will provide a direct connection to new Del Monte Park that will have a playground.
Workshop #1, E	16	Community garden at Coe and the Los Gatos Creek trail in Willow Glen as there is room on the site and it would improve safety and security with eyes on the trail daily by gardeners from the neighborhood.	investigating	City is conducting a Citywide Community Gardens plan which will determine locations of gardens based on need in areas. The future Community Garden plans would determine minimum space requirements, geographic distribution, optimum placement, etc. We will designate a space in the Master Plan should this neighborhood be identified by the Community Garden plan.
Workshop #1	17	Have community bulletin boards for folks to posts neighborhood announcements. (2)	no	City is conducting a Citywide Community Gardens plan which will determine locations of gardens based on need in areas. The future Community Garden plans would determine minimum space requirements, geographic distribution, optimum placement, etc. We will designate a space in the Master Plan should this neighborhood be identified by the Community Garden plan.
Workshop #1	18	Dog clean-up bags and trash cans.	no/yes	Community appears to be using social media successfully for public engagement. Bulletin boards are no longer a common amenity along trails due to low usage and regular maintenance.
Workshop #1	19	Minnesota Avenue: Basketball court	no	City does not provide dog clean up bags due to the high annual cost (\$20,000 Citywide). The San Jose Parks Foundation can support "mutual" installations with designated contributions. Small trash receptacles will be provided at trail entry points.
Workshop #1	20	Minnesota: Skate Park	no	Design team seeks to provide recreational amenities while be sensitive to noise issues for nearby residents. Noise from basketball court would conflict with adjacent homes. Signage along trail will direct trail users to amenities at nearby (future) Del Monte Park.
Workshop #1	21	Install benches only at gateways.	no	Skate parks are being located by City in larger parks. The narrow corridor of the trail will not accommodate a skate park and would create noise issues for residents.
Workshop #1	22	Bird and Willow: Dog park (3) by Walgreens	no	May locate in other locations along the trail other than gateways but will incorporate seating not suitable for sleeping either with a center armrest or individual seats
Workshop #1, E	23	Phones/Call Boxes	no	Property is not wide enough to meet City's minimum standards for a dog park, a minimum 50- wide is needed for even a "small" dog park.
Workshop #1	24	Restroom (2) similar to one at San Mateo Shoreline	no	Trail rules encourage people to carry a cell phone. Mileage Markers will be included in project to help people report their location to 911.
Workshop #1	25	Small commerce at major streets (such as pad for food or flower carts)	no	Signage will direct people to nearby (future) restroom planned for new Del Monte Park
Workshop #1	26	Consider car wash	no	Design concepts will seek to leverage existing retail. Informal vending may occur, but the City's charter does not permit private commercial operations on parkland.
Workshop #1, E	27	GPS walking tour for railroad enthusiasts such as celebrating the 'searles spiral'	yes	No cars allowed on trails and a commercial operation is inconsistent with a trail / park project. City's charter does not permit private commercial operations on parkland.
Workshop #1, E	28	Climbing Sculpture	yes	Interpretive signage will include website references so that persons can learn more via established historical sources.
D. Design Themes				
Workshop #1	1	Consider canneries and their histories.	yes	Play equipment will be selected to offer a variety of physical experiences.
Workshop #1	2	Add historic element to honor founders of Willow Glen- possibly at triangle at Bird Ave below Willow.	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.

Workshop #1	3	Use history of Iris farm.	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.
#1, E	4	Offer 'whimsical' themes for signage/mileposts. Create a 'logo' or other defining symbol.	yes	Gateways will be relevant to the surrounding area and contribute to Willow Glen's character.
E. Plant Materials				
Workshop #1	1	Support for native/drought-tolerant material.	yes	Proposals will use native, adapted and drought-tolerant species. Use of these plants is in line with City's new direction to leverage local environment resources and reduce maintenance and water consumption.
Workshop #1, E	2	Plant orchard trees to honor history of the Valley	yes	Proposals will consider orchard-like tree species but with minimal or no fruit drop to avoid hazard for cyclists
Workshop #1	3	Plant wildflowers on side of trail	yes	Proposals will consider areas defined for California native wildflower landscapes - this approach may need community volunteer involvement.
Workshop #1	4	Make trail an arboretum with signage	yes	Information about the project's landscape plan will be available on the Three Creeks Trail website for reference. Design will seek to minimize signage to reduce maintenance.
Workshop #1	5	Install lots of trees, particularly shade trees.	yes	Proposals will define trail alignment, which will permit an assessment of existing tree coverage and where supplemental shade may be offered.
Workshop #1	6	Landscape open area with large shade trees and scattered shrubs for a natural park-like setting. Request that we keep the palette simple by not using too many varieties of plant material.	yes	Proposed landscape will seek to achieve this objective with native, adapted and drought-tolerant species, and locate them to create shaded and visually interesting spaces. The need for high visibility will also influence landscape plan.
Workshop #1	7	Use rain gardens for infiltration and cleansing of stormwater (3 comments)	investigating	Proposals will support the City adhering to State of California stormwater retention requirements which may include detention and bio retention basin (used on previous trail projects - visit Albertson Parkway for a local example).
Workshop #1	8	Use low vegetation for safety. Planting along Guadalupe is too high.	yes	Proposals will balance the desire for a variety of landscaping and sustaining high visibility. Site lines with high visibility will be part of the design proposal. Trees will be selected for high canopies with good visibility.
Workshop #1	9	Minnesota and Falcon Place: Install planting along existing trail to screen the parking lot.	investigating	Proposals will consider existing treatment and seek to further obscure negative views while supporting visibility. Chain link fencing might be replaced with a more visually appealing tubular steel fence type that can also support plant material.
Workshop #1	10	Blend native landscaping with river and creek (2).	yes	Proposals will address the riparian (creek side) edge per local and regional guidelines. Proposals will strive to blend well between a valley floor and riparian zone.
Workshop #1	11	Use Canary island, date, or Mexican fan palms in Palm Haven area.	no	Palms require maintenance beyond typical city standards and frond dropping can be a safety issue along trail. Proposals will look to Palm Haven for design inspiration but it may not be through use of palms. Seek to preserve existing palms found on site if there is a community consensus to preserve.
Workshop #1	12	Remove weeds and dead trees (2)	yes	Proposals will define a landscaped trail which will include a variety of plan material and ground covers. Removal of weeds and dead trees will be a first item of work for construction contractor.
Workshop #1	13	Maintain mature Canary Island Date Palms	investigating	Proposals will align trail to avoid frond dropping from palms and permit them to remain on site if there is a community consensus to preserve on-site.
Workshop #1, E	14	Consider 'vigorous, drought tolerant, low maintenance plants' versus many smaller, slower-growing plants. Choose plants that can handle water removal (after nursery)	investigating	
Workshop #1, E	15	Consider dwarf version of Mulberry trees and provide interpretive panel. Silk worms were raised on mulberries, keep off trail as fruit stains, but birds love fruit.	investigating	
F. Interpretation/Art				
Workshop #1	1	Add interpretive signage along the trail- on both the historical features and the natural (2)	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.
Workshop #1	2	Work with local artists (2).	yes	Proposals will identify opportunities for art elements (possibly pavement, sculpture, murals) and be a future component for develop by San Jose's Public Art staff (with associated community outreach).
Workshop #1	3	Use wood from original trestle in art work/ sculpture/ gateway.	investigating	Design team investigating condition and safety of trestle timbers - the EPA has studied health issues pertaining to creosote preservative and the City seeks to ensure safety prior to defining a re-use strategy: http://www.regulations.gov/#documentDetail;D=EPA-HQ-OPP-2003-0248-0062;oldLink=false
Workshop #1	4	Provide historic plaque for WPRR/ Fishhook.	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.
Workshop #1	5	End of trestle at is a good location for an historical plaque about the history of the Railroad and use of the trestle.	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.
Workshop #1	6	Include stories of a couple of original property owners and residents such as Dairy at Coe.	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.
Workshop #1	7	Provide opportunities for local artist to interpret Willow trees and long lost agriculture.	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.
Workshop #1	8	At milepost 21 along old Railroad, there is an historic house and area where railroad ties were stored.	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.
Workshop #1	9	At Delmas Avenue, original homes back up to trail. See if people who live there can give history.	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.

Workshop #1	10	Use history of Iris farm	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.
Workshop #1, E	11	Climbing Sculpture, similar to 'Peach' idea for Del Monte Park. Train engine climbing structure.	investigating	
Workshop #1, E	12	Possible sculpture celebrating tomato/train crash at Minnesota Avenue (1960's)	investigating	
Workshop #1, E	13	Possible sculpture 'wig-wag' crossing elements along with interpretation element.	investigating	
Workshop #1, E	14	Art interpretation regarding lumber yard history	investigating	
G. Gateways				
Workshop #1	1	Gateways- Valley of the Hearts Delight orchard trees of different variety at each gateway.	yes	Will plant orchard like tree species to interpret orchards but with minimal fruit drop to avoid hazard for cyclists
Workshop #1	2	Create entrance structures to represent the Willows.	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area. Proposals will be further developed as the "Willows" topic and other history is more fully researched.
Workshop #1	3	All gateways, please, garbage bags, dog poop bags, and signs to pick up after dogs.	yes/no	Signs and small trash cans will be installed. City does not provide poop bags but can be made available through donations to the San Jose Parks Foundation.
Workshop #1	4	The Palm Haven gates are unique to Palm Haven. They look good, but shouldn't be a signature element for the trail. Find a unique signature. No Palm Haven Pillars for entrances. How about simple industrial like High Line (2).	yes	Concepts will include distinct gateways at each intersection and may seek inspiration from nearby elements. Designs to evolve around historical themes of the area and community input to be gathered during Workshop 2 and 3.
Workshop #1	5	Coe Avenue gateway: rail trellis from bridge.	yes	Will design distinct gateways at each intersection. Designs to evolve around historical themes of the area. If re-use of timbers is not practical, an alternative material could be used to recall the structure.
Workshop #1	6	Gateway at Lonus - Palm Haven pillars.	yes	Will design distinct gateways at each intersection. Designs to evolve around historical themes of the area. Gateways for Palm Haven are unique and specific to that neighborhood. Trail gateways will have a different visual solution.
H. Signage				
Workshop #1	1	Install way-finding signs at Minnesota to Lincoln Ave, the LRT/Caltrain, Highway 87 Bikeway, etc.	yes	Way finding signs will be on trail
Workshop #1	2	Add way-finding signage at Willow/ Bird to Guadalupe Trail.	yes	Way finding signs will be on trail
Workshop #1	3	Install signs on Lincoln directing users to trail.	yes	Way finding signs will be on trail
Workshop #1, E	4	Where is the zero mark related to trail markings?	yes	The Milestone Marker for Three Creeks Trail occurs at Lonus Street.
Workshop #1, E	5	Install trail sign at end of Lonus to direct users to Los Gatos Creek Trail	yes	Way finding signs will be on trail
Workshop #1, E	6	Install trail signs at south end of trail to indicate that trail ending at bridge (end of Falcon Place). Provide signage that alerts users of plans to connect to Guadalupe Creek Trail	yes	Signage will identify "Upcoming Guadalupe River Trail connection".
Workshop #1, E	7	Provide milestones and signposts that list names of attractions, facilities, etc. and direction and distance.	yes	Trail signage will point to area attractions (community input required)
Workshop #1, E	8	Interpretive signage or historical plaque Willow and Coe regarding Streetcars - possibly sculptural element	investigating	The interpretive signage topics are: San Jose / Willow Glen Agricultural History: Orchards and Farming, "Valley of Heart's Delight"; Canneries and Dairy; Railroad Impact and Legacy; Railroad alignment (through WG and San Jose); History of Willow Glen: early settlement to suburban development; History of Willow Glen: formation of city and relevance to railroad
Workshop #1, E	9	Interpretive signage regarding census data from 1900's noting the demographics of the area during that time.	investigating	The interpretive signage topics are: San Jose / Willow Glen Agricultural History: Orchards and Farming, "Valley of Heart's Delight"; Canneries and Dairy; Railroad Impact and Legacy; Railroad alignment (through WG and San Jose); History of Willow Glen: early settlement to suburban development; History of Willow Glen: formation of city and relevance to railroad
Workshop #1, E	10	Interpretive signage at Hervey noting hydrologic changes to area over time	investigating	The interpretive signage topics are: San Jose / Willow Glen Agricultural History: Orchards and Farming, "Valley of Heart's Delight"; Canneries and Dairy; Railroad Impact and Legacy; Railroad alignment (through WG and San Jose); History of Willow Glen: early settlement to suburban development; History of Willow Glen: formation of city and relevance to railroad
Workshop #1, E	11	Interpretive signage regarding purchasing practices of RR during 1920's.	investigating	The interpretive signage topics are: San Jose / Willow Glen Agricultural History: Orchards and Farming, "Valley of Heart's Delight"; Canneries and Dairy; Railroad Impact and Legacy; Railroad alignment (through WG and San Jose); History of Willow Glen: early settlement to suburban development; History of Willow Glen: formation of city and relevance to railroad

I. Materials			
Workshop #1	1	Save money by repurposing infrastructure (bridge superstructure, power poles, rail cars).	Proposals will seek to incorporate historical elements and infrastructure if available and suitable. This may not be a cost savings, but historical references are an objective of the designs.
Workshop #1	2	Use materials from trestle for features along the trail.	Design team investigating condition and safety of trestle timbers - the EPA has studied health issues pertaining to creosote preservative and the City seeks to ensure safety prior to defining a re-use strategy: http://www.regulations.gov/#documentDetail;D=EPA-HQ-OPP-2003-0248-0062;oldLink=false
J. Fencing			
Workshop #1	1	Enhance fencing along the trail- suggest something such as cultural murals or natural landscape paintings.	Fencing is privately owned. However, will contact owners of properties with blank walls for possible future public art elements.
Workshop #1	2	Question continuity of fencing materials along trail.	Fencing is privately owned and the concepts will not propose a consistent fence type.
Workshop #1	3	Remove backyard fences extending into trail corridor.	City owns property along corridor and has notified property owners that fence relocation will be required in the future - relocations to occur as design work gets underway.
Workshop #1	4	Encourage more open fencing.	Owners have chosen to use more open fencing on some City trails, the City cannot dictate to private property owners how to fence their parcels but does not discourage visually-open fence material.
K. Guadalupe Connection			
Workshop #1	1	Obtain easement from SCVWD for access to locked section at the end of Falcon Place; People are jumping the fence anyway. (2)	Project team to coordinate with Santa Clara Valley Water District to determine if access and an easement is available.
Workshop #1	2	Can Guadalupe Bridge be saved?	The Guadalupe River Bridge is privately owned and is referenced in the master plan as a possible crossing point. A determination on its use as part of the trail can not be made at this time.
L. Trestle Bridge at Lonus			
Workshop #1	1	Was historic assessment done on wooden trestle? Did the report go to Historic Landmarks Commission?	Bridge assessment was sent to State of California's Office of Historic Preservation (Department of Parks and Recreation) and is confirmed to not be an historical structure.
Workshop #1	2	Revise original trestle.	Council has directed staff to remove and replace. Design of new bridge will incorporate historical references.
Workshop #1	3	Any way to keep the trestle? Can't recreate look and feel of this with steel.	Council has directed staff to remove and replace. Design of new bridge will incorporate historical references.
Workshop #1	4	Add Bridge overlook on new bridge(2)- wide resting place with views of the Creek, similar to Willow Glen way Bridge over the Guadalupe.	New bridge will explore opportunities to maximize views toward the creek.
Workshop #1	5	Provide new bridge with interpretative information about railroad (photos, etc.)	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.
Workshop #1, E	6	Having a park at the trestle area should be seriously considered.	Concepts will seek to include recreational experiences along the trail. Design team is sensitive to high rate of vagrancy in the trestle area and is seeking to avoid an attractive nuisance along the alignment.
M. Fundraising			
Workshop #1	1	Incorporate commemorative bricks (3)	The City is pursuing project funds through grants and City resources. The San Jose Parks Foundation could pursue a community fundraising effort and bricks could be a means of acknowledgement.
N. General			
Workshop #1	1	People want to use it now- don't have to make it perfect.	Property is open for use by the public
Workshop #1, E	2	Let people do some of the work	The Save Our Trails organization conducts periodic clean-up of the site. The chosen concept will ultimately be installed by licensed contractors due to the project's complexity. The City encourages community involvement through Adopt-A-Trail and Trail Watch programs.
Workshop #1	3	Homeless encampment by old trestle and Lonus creates concern for public safety. Consider lighting this area. Consider posted hours of use.	Cannot light near the creek due to animal habitat in this area. However, increased recreation use in the area should discourage camping as area will no longer be remote. Hours of use are posted as Sunrise to Sunset, but new funding generally requires 24/7 operations. City exploring alternate means to enforce existing "no camping" laws.
Workshop #1	4	PG&E easement- Can it be used?	City has obtained easement to connect to Los Gatos Trail along the creek bank. The PG&E property does not provide sufficient space, so steps were taken in 2004 to acquire the additional land required.
Workshop #1	5	Long term maintenance is critical- not taken care of well now.	Proposals will define high quality but lower maintenance solutions that align with existing resources and can be enhanced by community involvement.
Workshop #1	6	Use eminent domain to put trail along the Los Gatos creek between Meridian Ave to Lincoln	The Los Gatos Creek Trail's extension through Willow Glen is not part of this master plan. Past studies, limited right of way, and bank stability issues do not support trail development between Meridian and Lincoln. Low volume neighborhood streets and striped bike lanes along Willow Street provide some continuity options.
Workshop #1, E	7	Graffiti between Bird and Broadway.	The trail system is part of the City's Adopt-A-Trail Program, known to the anti-graffiti staff, and routinely visited by Parks Maintenance staff.

COMMUNITY WORKSHOP 2 COMMENT MATRIX

Source of Input	Issue #	Comment - (#) indicates number of comments when multiple comments were received	Incorporated	Response
A. General Gateway				
Workshop #2	1	Use a combination of all three gateway types rather than a single style throughout	yes	We are showing three types of gateways on the trail.
Workshop #2	2	Use functional art as seating at gateways	yes	We are incorporating a variety of gateway types some of which incorporate seating in the art form
Workshop #2	3	Install water fountains at each gateway	yes	There will be one drinking fountain at Bird Avenue - and signage will direct trail users to a fountain at (future) Del Monte Park along Los Gatos Creek Trail.
Workshop #2	4	Invite local artists to create imaginative designs	yes	Areas for art have been identified including murals at Bird and tile mosaics at Delmas as possible areas
Workshop #2	5	Use native planting as a theme rather than the orchard	yes, but	The project will seek to maximize use of native plant material. We are using many native plants as understory plants and as shade trees but are going forward with the orchard plantings in some areas as they are representative of this area's historic planting structure
Workshop #2	6	Create a hybrid design that incorporates both orchard and railroad history as the two are directly connected	yes	We are using both in our gateways and in our playground design
Workshop #2	7	Pay homage to farm workers through a themed gateway including a commissioned sculpture	yes	Proposals will identify opportunities for art elements (possibly pavement, sculpture, murals) which will be a future component for development by San Jose's Public Art staff (with associated community outreach).
Workshop #2	8	At the Bird Ave gateway make a space for gathering including something like a small performance stage	yes	There is no specific space identified for performances - but a plaza at Delmas/Milton and maze near Coe Avenue offer spaces for informal use.
Workshop #2	9	All gateway elements should be very high quality and well designed. Avoid a 'Disneyland' look.	yes	We have modified the designs from workshop two to be more abstract and less representational. We are using murals at the playground to portray the history of the area.
Workshop #2	10	Use murals and paving at gateways to convey information rather than using elements that look unrealistic	yes	We have modified the designs from workshop two to be more abstract and less representational. We are using murals at the playground to portray the history of the area.
Workshop #2	11	Use native plants to make gateways blend in with surrounding vegetation	yes	We are using natives and other drought tolerant adapted species
Workshop #2	12	Ensure plenty of seating at gateways	yes	We are providing seating adjacent to all gateways
Workshop #2	13	Gateways should function as social gathering places	yes	We are providing seating adjacent to all gateways
(f) Orchard Inspired				
Workshop #2	1	Crates should look more realistic	no	We can not create a highly realistic "crate" that will be sustainable in a public environment, and are therefore taking a different direction. We have modified the designs from workshop two to be more abstract and less representational. We are using corten steel and concrete rather than mosaics shown in Workshop 2.
Workshop #2	2	Proposed crate design is inviting to vandals	yes	We have modified the designs from workshop two to have less surface area and be more vandal resistant.
Workshop #2	3	Crates could be made longer to accommodate seating	yes	Crates will be gathered at gateways and not necessarily serve as seating, but they will also be used at Delmas / Milton for individual seating, paired with benches.
Workshop #2	4	This design provides good visibility	yes	Visibility was considered and trail meanders through center of corridor, with strategically placed plant material to maximize views.
Workshop #2	5	Design is inviting to users	yes	Users were considered; quiet seating areas added, play ground for children, distributed play features, and exercise equipment for adults.
Workshop #2	6	Incorporate the trestle bridge into this design while maintaining open visibility	yes	New gateway design incorporates truss design typology
Workshop #2	7	Increase visual strength of the gateway, the depicted crate labels seem a little weak	yes	Gateways shall be revise accordingly. Labels are no longer proposed at the gateways.
Workshop #2	8	The interpretation of the orchard theme may be better incorporated along the trail rather than at gateways	no	The orchard plantings create a strong statement at the gateways and contribute to the street tree canopy. They occur at all trail entry points.
Workshop #2	9	Incorporate imagery into paving rather than on crates	yes	Imagery is being incorporated into paving at Delmas and into rubber matting of the playground. The fruit crates have been redesigned

Workshop #2	10	Use this theme at Broadway Ave, Bird Ave, and Delmas Plaza	yes	This theme is being used at Broadway and at Delmas. Using similar materials and historical images, we propose a vertical truss element for Bird and Willow due to the distance between these two trail heads.
Workshop #2	11	Crates are too small	yes	We have modified the designs from workshop two to be more abstract and less representational. We are using corten steel and concrete rather than mosaics shown in Workshop 2.
(ii) Railroad Inspired				
Workshop #2	1	Railroad crossing gate looks too realistic	yes	We are not using the railroad inspired design shown.
Workshop #2	2	Paving design is good	yes	We are incorporating paving patterns into gateways.
Workshop #2	3	The railroad element should be emphasized at gateways because it is the reason the trail is there	yes	We are using Railroad truss themes at the gateways
Workshop #2	4	The design should look authentic	yes	We are using materials and forms that are representational and will be valued for their forms, instead of being seen as seeking to mimic unsuccessfully.
Workshop #2	5	The design should be high quality	yes	The design intent is to have beautiful and long lasting materials and forms both for visual impact and to reduce maintenance.
Workshop #2	6	Use this design at Willow St and Minnesota Ave gateways	yes	We are using Railroad truss themes at the gateways
(iii) Trestle Bridge Inspired				
Workshop #2	1	Ensure the trestle design is accurately represented - avoid 'Disneyland Historic Preservation'	yes	We have modified the designs from workshop two to be more abstract and less representational.
Workshop #2	2	Add interpretive signage to explain the history	yes	We have identified interpretative themes and potential locations
Workshop #2	3	Use pieces of the existing structure in new gateway structure or sculpture	no	We cannot reuse timber from the structure as creosote treated wood waste (TWW) has been determined to be pose a risk to human health and the environment per the State of California Department of Toxic Substances Control, as reported in: http://www.dtsc.ca.gov/PollutionPrevention/ToxicinProducts/Treated_Wood_Waste.cfm?CFID=26576992&CFTOKEN=86762074 . Harmful exposure to the chemicals in TWW may result from touching, inhaling or ingesting.
Workshop #2	4	The 'phony' orchard detracts from the trestle design	yes	The orchard trees are being planted behind gateway elements to permit better visibility.
Workshop #2	5	This option should be used at Coe Ave gateway	yes	A truss design shall be used at Coe
B. Delmas Plaza				
Workshop #2	1	Include design elements to prevent motorized vehicles on the trail. This is area is currently being used by local families to race their electric scooters (between Milton Pl and Minnesota Ave).	yes/no	We will not be able to stop small motorized vehicles like scooters as they have the same dimensions as bicycles. The gateways are designed to discourage cars and trucks. City maintenance vehicles will occasional be on the trail as well.
Workshop #2	2	Use this area as a play zone for younger children	yes	There will be a paved play feature at this location, and the larger play yard can be viewed at nearby Bird Avenue.
Workshop #2	3	Mark parking areas on Delmas Ave and Milton Pl clearly to avoid illegal parking by trail users	yes	During design process, staff will coordinate with City's Dept. of Transportation (DOT) for on-street signage and striping.
C. Seating				
Workshop #2	1	Do not include middle armrest as it restricts use	no	Benches will have middle armrests to prevent extended sleeping
Workshop #2	2	Consider maintenance costs when choosing a bench	yes	Benches will be either commercial-grade designed for public spaces or custom corten benches with a very sturdy construction.
Workshop #2	3	Install memorial plaques on benches that are donated by citizens	investigating	The City is pursuing project funds through grants and City resources. The San Jose Parks Foundation could pursue a community fundraising effort and memorial plaques could be a means of acknowledgement.
Workshop #2	4	Use anti-graffiti materials if possible	yes	Vertical surfaces will be treated with anti-graffiti coating
Workshop #2	5	ensure benches are comfortable	yes	Benches will be designed for comfort
Workshop #2	6	Support for the single seat	yes	We are incorporating 'living rooms' with both single and double seating to encourage interaction
Workshop #2	7	Use moveable seating where appropriate	no	Moveable seating in public unsupervised spaces is usually stolen rapidly. A "living room" seating area will occur along trail to include individual chairs and related benches.
Workshop #2	8	Use single seats in clusters of 2 or 3	yes	We are incorporating 'living rooms' with both single and double seating to encourage interaction
Workshop #2	9	Use a railroad inspired seating with backs	yes	We will incorporate railroad inspired seating

D. Play Trail Elements				
Workshop #2	1	Create a streetscape for kids	yes	We have designed a linear playground at Bird and also have play elements along the trail
Workshop #2	2	Play equipment should be thematic	yes	We have designed a playground that interprets the history of Willow Glen
Workshop #2	3	Playground elements should be clustered in groups of at least three to encourage social play	yes	We have designed a linear playground at Bird and also have play elements along the trail
Workshop #2	4	Include a separate trail for kids riding bikes away from the main trail	yes	We have included a child's trail that leads to the Bird Avenue play area, and the trail has a 5' wide shoulder to accommodate all users.
Workshop #2	5	The use of 'Unique Games' in paving can look old	yes	We will use these in small garden areas, not directly on the trail. The paved play areas will be designed with a strong graphic quality so that they do not appear dated.
Workshop #2	6	Play equipment should be chosen on the basis of durability	yes	Proposals will define high quality but lower maintenance solutions that align with existing resources and can be enhanced by community involvement.
Workshop #2	7	Install swings and a slide	yes	These have been incorporated
Workshop #2	8	Place 'playground games' off the trail	yes	We will use these in small garden areas, not directly on the trail
Workshop #2	9	Play elements should be as attractive as possible. The proposed play elements are unattractive and will not be used as a result.	yes	We have designed a playground that interprets the history of Willow Glen
Workshop #2	10	The area designated for play between Los Gatos Creek and Coe Ave would be best suited for older children. These activities tend to be louder and more populated and should, therefore, help keep the homeless away from the area.	yes	We are limiting the play experience to a maze so that there is no equipment to be vandalized or areas for loitering. Play areas to be located to Bird / Willow that offers much greater visibility.
Workshop #2	11	The section between Coe Ave and Broadway Ave would be an appropriate place for a curved play element that celebrates the Searles Spiral which is at this location.	yes	We are using curved loops here that can have interpretative signage about the Searles Spiral
Workshop #2	12	Stay away from the par course type play elements, these are underutilized and therefore are not a good use of resources	no	We are locating some exercise components on the trail as this was supported by the voting in Workshop 2. We seek to provide equipment for all ages to enjoy the trail.
Workshop #2	13	Condense play elements into one area, kids will not walk to different areas for play.	yes	We have designed a linear playground at Bird and also have play elements along the trail
Workshop #2	14	Use sculptural play elements that are designed using the canneries and railroad themes such as a giant can. Use railroad cars, tracks, and ties to construct play equipment	yes/no	We have designed a linear playground at Bird that interprets the history of Willow Glen including canning and the railroad
Workshop #2	15	Include more adult play elements	yes	We are locating some exercise components on the trail s this was supported by the voting in Workshop 2.
Workshop #2	16	Place play elements near gateways so that they can get in and out quickly	yes	We have designed a linear playground at Bird and also have play elements along the trail - the gateway and play area are themed consistently.
Workshop #2	17	Use both active and passive play elements	yes	The playground at Bird has both types of elements. We have incorporated not only different types of physical play but opportunities for social and cooperative play.
E. Trail Amenities				
Workshop #2	1	Patrol trail 24 hours a day, with increased police presence in summer months	yes	Police and Park Rangers are aware of the trail in its interim form and will be updated as we construct the trail system.
Workshop #2	2	Install solar lighting to prevent crime	no	The City does not light its trails (typically because within creeks' riparian zones) but wishes to avoid light intrusion and pollution along this narrow alignment (adjacent to homes).
Workshop #2	3	Install offset gates to slow down bikers at gateways	no	Offset gates are hazards for cyclists. This trail is designed for both recreational and transportation use
Workshop #2	4	Don't use bollards at gateways, they are a hazard to bikers	yes	The City of San Jose is removing bollards from trails
Workshop #2	5	Add a water fountain at every gateway	yes	There will be one drinking fountain at Bird and directional signage to (future) Del Monte Park.
Workshop #2	6	Install dog bag dispensers along the trail	yes	City does not provide dog clean up bags due to the high annual cost (\$20,000 Citywide). The San Jose Parks Foundation can support "mutt mitt" installations with designated contributions. Small trash receptacles we be provided at trail entry points.
Workshop #2	7	Install signs along the trail pointing people to public amenities such as restrooms	yes	There will be directional signage to major destinations along the trail such as the commercial area along Lincoln Avenue. Directional signage will point to (future) Del Monte Park restroom.

F. Interpretation				
Workshop #2	1	There should be signage at the Mimesota gateway that explains why the trail along Falcon place is so different from the rest of the trail	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.
Workshop #2	2	Install interpretive stations to educate people about planting, history, etc. (Spoonier Lake is a good example)	yes	Concepts will include interpretive stations to explore layers of history of the Willow Glen area.
Workshop #2	3	Do not include the iris garden - it wasn't a city garden and shouldn't be honored	no	Local historians support this interpretive element. The project seeks to reference places that occurred along the trail - the railroad and canneries were also private but are reflected in the design.
G. Planting				
Workshop #2	1	There are areas that are very shady between Bird Ave and Delmas Plaza so there is concern for the viability of plants. Consider Ceanothus sp.	yes	We will provide a plant list that incorporates both shade and sun tolerant species
Workshop #2	2	The area along Leona Ct would be an excellent place for a native demonstration garden due to its visibility from the trail and the road	yes	We are showing a garden area adjacent to Leona Court
Workshop #2	3	Suggestion to add Myrtus compacta (dwarf myrtle) to shrubs and ground cover	yes	We have added this
Workshop #2	4	Suggestion to add more evergreen plants such as rhododendrons and azaleas to liven up shady areas	yes	The planting list includes a variety of plant materials including evergreen species. The goal to reduce water consumption does not permit rhododendrons and azaleas.
Workshop #2	5	Consider using rebud as flowering 'orchard' tree	yes/no	We have added rebuds but their form does not mimic an orchard tree
Workshop #2	6	Acer rubrum is not drought tolerant, consider substituting with Red Oak	no	Acer rubrum is recommended by the City arborist
Workshop #2	7	Do not use Lavandula stoechas, it needs constant maintenance	yes	We have removed this from the list
Workshop #2	8	Use community involvement in planting	yes	Proposals will consider areas defined for California native wildflower landscapes and maintenance of the iris - this approach may need community volunteer involvement.
Workshop #2	9	Use local college students to help with maintenance of the plants	yes	Proposals will consider areas defined for California native wildflower landscapes - this approach may need community volunteer involvement.
Workshop #2	10	water table may be too high for Quercus natives east of Lincoln	yes	There are large oaks directly adjacent and in the trail right of way
Workshop #2	11	Use Bay Area trees such as Oaks, Madrone, and Manzanita. Refer to 'Our City Forests' by Rhonda Berry as a reference for tree selection	yes	We have added these to the list.
Workshop #2	12	Who is responsible for the weeds against private fences but still in the trail area?	yes	Proposals will define a landscaped trail which will include a variety of plan material and ground covers. Removal of weeds and dead trees will be a first item of work for construction contractor.
H. Crossings				
Workshop #2	1	To determine what type of signal should be used at Broadway Ave crossing, traffic volume count should be done when traffic is heaviest before and after school	yes	Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #2	2	Install stop signs, warnings, and lights at crossings	Refer to DOT	Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #2	3	Install a pedestrian activated signal at all crossings	Refer to DOT	Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #2	4	Don't remove the 'pork chops' at the Willow/Bird intersection. This will not improve safety	Refer to DOT	Design team will coordinate with City's Dept. of Transportation (DOT) for traffic calming elements that will meet traffic standards for our project.
Workshop #2	5	The original alignment of the railroad should be maintained through the Willow/Bird intersection	no	The original alignment would put trail users in jeopardy as it crosses not at a corner.
Workshop #2	6	Use any land reclaimed from 'pork chop' removal should be used for seating or public art	no	The plan seeks to focus seating and aesthetic element within the more quiet trail corridor. Installations along a roadway are not necessarily desirable for seating or quiet enjoyment.

Other					
Workshop #2	1	It was noted that the storage facility may eventually be converted to residential units. Trail design should be flexible enough to accommodate this change.	yes		Parks Staff participates in the Planning Department's Planning Review process and would advocate for any new residential development to relate well to the play ground.
Workshop #2	2	Incorporate a meditative element to the trail	yes		We are providing small garden and seating areas. We are also incorporating a maze.
Workshop #2	3	It was noted that the area adjacent to Iris Court may be a good location for a play area because there is already a basketball court on the other side of the wall.	no		We have located the playground at Bird as this location is not directly adjacent to residences and is more easily monitored from the street.
Workshop #2	4	Concern for the privacy of people living along Leona Ct	yes		The trail will be pulled back from the edge.
Workshop #2	5	When designing the descent from the new bridge over Los Gatos Creek, do not include a curve as was done at Los Alamitos near Greystone. This causes small children to panic and cause a back up of flow	yes		There is a T-intersection that leads to Los Gatos Creek Trail. The design seeks to increase turning radii space at this location.
Workshop #2	6	Concern for the privacy of people living along Falcon Pl	yes		The master plan makes no alterations to the current trail layout - and no seating spaces are proposed which might cause people to pause at this location.
Workshop #2	7	Make renderings more realistic by including bollards or other vehicular traffic control devices	no		Regional guidelines discourage the installation of bollards due to risk of injury for trail users. The City reserves the right to install them if vehicle trespassing becomes an issue once developed.
Workshop #2	8	Place a viewing area with seating and interpretive signs at the bottom of the trestle bridge. This will deter the homeless from using the area	no		The City can not make improvements within the creek channel. They are both not supported by permitting agencies and create a recurring maintenance challenge due to storm waters. A viewing platform is planned for the creek bank to permit views of the channel.

COMMUNITY WORKSHOP 3 COMMENT MATRIX

Source of Input	Issue #	Comment - (#) indicates number of comments when multiple comments were received	Incorporated	Response
A. General Gateway				
Workshop 3	1	How will these gateway designs be cleaned and maintained?	yes	The materials and designs used at gateways have lower maintenance solutions that align with existing resources and can be enhanced by community involvement. Corten steel can be brushed or power washed to remove any vandalism and its rusted appearance offers a lower contrast for persons tagging in black or in pen.
(i) Fruit Crates				
Workshop 3	1	The gateway at Coe Avenue is an improvement over the first design. The openness and the visibility of this design are much better.	yes	Visibility was an objective in the design process with strategically placed crates and plant material to maximize visibility.
Workshop 3	2	What happened to fruit labels on crates?	yes	We have modified the designs from workshop two to be more abstract and less representational - we were unable to define highly durable surfaces that could represent the labels accurately. We are using Corten steel and the fruit label imagery is being incorporated as a tiled label at the Deimas Avenue/Milton Way plaza, into the Heart's Delight playground at Bird Avenue, and labels will be incorporated in interpretive panels found at seating areas.
Workshop 3	3	Crates should be substantially larger.	no	The size of the crates was chosen to maximize openness and visibility. They are larger than initially proposed, but not so large that they create "play equipment" which would require special surfacing, fall zones and create a potential safety risk.
(ii) Truss Fence				
(iii) Water Tower				
Workshop 3	1	Add wood to water tower design. (6)	no	Corten steel is a more durable, vandalism resistant material.
Workshop 3	2	Add solar lighting in or on the water tower.	no	The City does not light its trails (typically because within creeks' riparian zones) but wishes to avoid light intrusion and pollution along this narrow alignment (adjacent to homes).
Workshop 3	3	The water tower looks like a target for graffiti.	yes	The water towers have few solid surfaces that can be vandalized, the design has open concept; and the structure's height is such that it is not easily climbable. The material proposed for the structure, Corten steel, can be brushed or power washed to remove any vandalism and its rusted appearance offers a lower contrast for persons tagging in black or in pen.
Workshop 3	4	This design is only attractive to certain age groups.	no	The water tower design theme is taken from the region's history of fruit processing, which is also seen at a future Del Monte Park, and the railroad is aimed to be appealing to a wide range of trail users.
Workshop 3	5	Use plants around the water towers to allow space for kids to play. Please do no plant taller shrubs that would prevent kids from playing.	yes	The gateway design proposes to use low ground cover plantings in front of the gateway structures and keep all orchard plantings behind the structures to ensure maximum visibility. This will also allow for multiple uses of the space including children's' play.
Workshop 3	6	Request to light the tower gateways at night.	no	The City does not light its trails (typically because within creeks' riparian zones) but wishes to avoid light intrusion and pollution along this narrow alignment into adjacent homes.
Workshop 3	7	Separate or attached artwork on the storage building wall would reduce tagging.	yes	A large mural related to the fruit processing theme is proposed to be installed along this wall. It will be designed to depict the stages of fruit processing that correspond to the play equipment, offering both aesthetic and interpretive value. We will coordinate with San Jose's Public Art staff (with associated community outreach) to identify opportunities for art elements (possibly pavement, sculpture, murals) which will be a future component for development.
Workshop 3	8	Consider re-locating a historic water tower, e.g. the newly submitted PDC zoning for 5000 Pearl near Branham has a water tower. Perhaps, as mitigation, the developer could re-locate rather than destroy it. Historic community/ SJPF might help get funding to restore and secure the tower.	no	The master plan does not propose a site for Relocation of a historic structure.

B. Delmas Plaza			
1	Positive feedback on the plaza design.	yes	
The new plaza was designed to address comments from previous workshops.			
D. Play Areas			
Workshop 3	1	Is it necessary to have a fence between the Heart's Delight playground and the trail?	yes
The Heart's Delight playground at the Bird Avenue gateway will need to be fenced to avoid potential conflicts with speedy trail users. Typically our City standard is to provide fencing separating children's play parks from adjacent streets or trail for promote increase safety for the children.			
Workshop 3	2	The maze should be located adjacent to the trail not adjacent to private property	yes
All play and adult exercise areas will be located in areas where there is more space between the trail and the private property lines. They will be adjacent to the trail with some separation for safety purposes, but will always have a minimum clearance of 10 feet from the fences.			
Workshop 3	3	The maze would be improved if planting is added around it.	yes
Although the plan may not have clearly shown planting surrounding the maze feature, planting has been proposed in this area. Landscaping will be considered around the perimeter not within			
Workshop 3	4	The maze would be better at a smaller scale.	investigating
The exact scale of the maze will be defined by the content of the maze and the context of the site. The photograph represented was an example of the type of maze, the design will be refined.			
Workshop 3	5	Positive feedback on the railroad themed climbing structure in the Heart's Delight playground.	yes
New playground was designed to address comments from previous workshops.			
Workshop 3	6	Fence all play areas in to prevent kids from running out into the trail.	yes
The large playground at the Bird Avenue gateway will be fenced due to the scale of the area and number of elements that children can move between. Typically our City standard is to provide fencing separate children's play parks from adjacent streets or trail for promote increase safety for the children. Fence will be installed where there is a higher density of play equipment			
E. Trail Amenities			
Workshop 3	1	Concern the garden seating 'living room' will attract the homeless population	yes
The design of the garden seating 'living room' will be purposely designed to discourage sleeping through the use of single occupant chairs and short benches with middle armrests.			
F. Signage - General			
Workshop 3	1	Add signs for trail meetings and 'news'.	no
Community appears to be using social media successfully for public engagement. Bulletin boards are no longer a common amenity along trails due to low usage and regular maintenance. City does not have sufficient budget to maintain these bulletin boards.			
Workshop 3	2	Make signage lower and larger.	yes
The signage used on the trail will be standard City of San Jose Trail signage. The newly adopted guidelines result in larger, more visible signage.			
(f) Etiquette			
Workshop 3	1	Don't overdo the trail etiquette signs.	yes
The signage used on the trail will be standard City of San Jose Trail signage. The sizes, placement, language and symbols will be consistent with those used on the San Jose trail network. The City deploys signage sparingly.			
Workshop 3	2	Address the speed limit on the trail. Please limit the speed to 15 mph to improve safety.	yes
15 mph is posted on all trail signs. This is a commuter trail with regulations consistent with the San Jose commuter trail network.			
Workshop 3	3	Limit bikes to riding single file when passing.	yes
The trail will be consistent with San Jose trail network. A sign will be included that shows safer passing.			
Workshop 3	4	Signs need to use universal symbols to be understood by all trail users.	yes
The signage used on the trail will be standard City of San Jose Trail signage. Our graphics and text are intended to be clear to all users.			
Workshop 3	5	Remind people that it is a mixed use trail	yes
The signage used on the trail will be standard City of San Jose Trail signage. Graphics show pedestrians and cyclists.			
Workshop 3	6	Have signs that teach biking conventions such as saying 'on your left' when overtaking another rider.	yes
The signage used on the trail will be standard City of San Jose Trail signage. We will deploy a sign that says 'Pass On Your Left'			
Workshop 3	7	Remind trail users to be careful because often people are wearing headphones and may not hear you.	no
The signage used on the trail will be standard City of San Jose Trail signage. The Trail Rules signs remind people about safe earphone use.			

