

23-24

SAN JOSE
PARKS, RECREATION &
NEIGHBORHOOD SERVICES



Building Community Through Fun

ANNUAL TRAIL REPORT

IDENTIFY 16.77 MILES

UNDEVELOPED PROJECTS IDENTIFIED IN THE CITY'S GREENPRINT OR TRAIL DATABASE.

STUDY 22.12 MILES

PROJECTS THAT HAVE BEEN OR ARE CURRENTLY STUDIED TO DETERMINE A FEASIBLE ALIGNMENT.

PLAN 36.06 MILES

PROJECTS THAT HAVE BEEN OR ARE CURRENTLY MASTER PLANNED FOR FUTURE DEVELOPMENT.

DESIGN 5.78 MILES

PROJECTS THAT HAVE BEEN OR ARE CURRENTLY DESIGNED (CONSTRUCTION DOCUMENTS)

BUILD 7 MILES

PROJECTS THAT HAVE BEEN OR ARE CURRENTLY BEING CONSTRUCTED.

OPEN 64.75 MILES

PROJECTS THAT ARE OPEN TO THE PUBLIC.

64.75 MILES, COMPOSED OF:

58.13 MILES (PAVED)

6.62 MILES (INTERIM)

PROGRAM OVERVIEW

The widespread adoption of remote work, often referred to as ‘work-from-home’, during the pandemic has fundamentally changed the patterns of trail use since 2020. San José once celebrated active transportation use of trails as high as 30-50%, but the shift has led to a significant reduction in active transportation, while a higher percentage of trail users now engage in recreational activities and prioritize health benefits.

The transition to remote work has redirected trail use away from San José’s downtown core and toward residential areas, where people now live and work. The decentralization has resulted in higher usership of the City’s suburban and rural trail systems. The pandemic-induced shelter-in-place restrictions played a crucial role in this shift, as residents began exploring outdoor areas near their homes, leading to a surge in local trail use.

The increase in users of all types has led to an increased need for maintenance, infrastructure improvements and safety measures. At the same time, trail development has not slowed down and the City celebrated over 5-miles of new Class I trail over the past four years, including:

- Coyote Creek Trail
 - Selma Olinder Park to Story Road
 - Story Road to Phelan Avenue
 - Singleton Bridge
- Thompson Creek Trail
 - Quimby Road to Aborn Court
- Three Creeks Trail
 - Lonus Street to Coe Avenue



Coyote Creek Trail (Story-Phelan)

Funding for trail projects in Fiscal Year 2023-2024 was \$30.9M. This amount was larger than prior years. This report provides an update for many of the active projects over the past five years. Below is a table showing a comparison of the past five fiscal years, with the number of trail projects and approved budget for trails.

Timeframe (fiscal year)	Trail Projects Approved Budget*	Number of Trail Projects**
FY 19-20	\$26.6M	21
FY 20-21	\$25.5M	21
FY 21-22	\$22.8M	25
FY 22-23	\$27.8M	26
FY 23-24	\$30.9M	26

*Due to the large dollar amounts, budget numbers are rounded to the nearest hundred thousand dollars.

**Trail project development occurs through multiple phases (Study, Plan, Design & Right of Way, Permitting, and Construction) over the course of several years to complete the project.

TRAIL COUNT 2022 AND 2023

The City completed the 17th year of Trail Count in 2023, an annual count and survey conducted along San José Trails. Trail Count continues to grow in number and diversity. The City has aimed to increase survey responses through changes in distribution and notification measures, and staff also introduced translated versions of the surveys. The enhanced outreach effort has resulted in 394% increase in survey responses, or, from 156 responses in 2019 to 616 responses in 2023.

Volunteer involvement in trail count has decreased overall since 2020, and the City experimented with different methods to boost volunteer availability and engagement, with varying results. Because of the drop in volunteers and the large number of staff hours required to conduct the trail count and survey, the City’s Capital Team has partnered with the Parks Division, San Jose Conservation Corps, and i8labs to implement automatic counters along many of our trail systems. Automatic counters offer the additional benefit of increased accuracy of the trail counts, and the counters on San José trails also count cars and trucks to alert City staff of trespassing vehicles.

2022 Trail Count Compared to 2019: [A pre & post covid comparison]

Between 2019 to 2023, the annual trail survey saw an increase in the number of female survey respondents, bringing a stronger balance to the feedback received. Since 2020, work modes have shifted, and the amount of people who access trails for active transportation or commuting has reduced, while the number of people who access trails for health & fitness and recreational purposes has increased.

Below is a table showing comparisons between the percentage of responses received from the 2019 and 2023 annual trail survey:

Trail Count & Survey Data	2019	2023
Female Survey Respondents	29%	44%
Male Survey Respondents	68%	52%
Active Transportation Users	31%	10%
Health & Fitness Users	47%	66%
Recreational Users	18%	22%



Trail count survey posted at Thompson Creek Trailhead

ACTIVE TRAIL PROJECTS

Since the San José Trail Network was first conceptualized, its aim was to provide a high-quality, accessible, and inviting web of Class I Trails to allow people to arrive at their destination without the use of a motorized vehicle. The City uses the Highway Design Manual Chapter 1000 to guide City trail design, and in doing so ensures that the trails have high visibility, adequate separation from motorized traffic, proper accessibility, and allow for emergency access and response to provide maximum comfort to the trail user. The Highway Design Manual shares that a growing number of private vehicles have been reported on trails in recent years.

Bay Trail Reach 9

(Design & Right-Of-Way Phases)

The Valley Water maintenance road that the 1.1 Mile section of the Bay Trail is planned on may change based on the results of the Calabazas/San Tomas Aquino Creek - Marsh Connection Project. The City of San José is following the project closely and collaborating to ensure the new alignment takes into account the needs of trail users. City staff are also working to obtain easements from property owners along the



Bay Trail Reach 9 near Marriott

known portion of the alignment, which will extend from Gold Street to the Marriott near Alviso.

Coyote Creek Trail

Mabury Road to Empire Street

(Construction Phase)

Construction work is now underway for a paved trail, pedestrian bridge and under-crossing connecting Berryessa BART and Watson Park. This construction project was funded through the Federal Active Transportation Program grant.



Coyote Creek Trail pedestrian bridge installation

Phelan Ave to Tully Road

(Construction Phase)

This 1.34 mile project was master planned in 2008. In April 2023, the project team secured an easement to a long-awaited parcel, which was the final item needed to move the project into construction. This project was funded through the California Affordable Housing Sustainable Communities grant.

Empire Street to Julian Street

(Design Phase)

The next phase of trail development south of Watson Park is set to begin design in 2024. The project is undergoing procurement now and is set to begin before year-end.

Five Wounds Trail & Three Creeks Trail Story Road to Santa Clara Street

(Master Plan)

City staff have procured a consultant and plan to begin master plan and environmental clearance phase of the trail this year. Staff are also identifying funds for remediation and construction. The challenges from land acquisition and funding could impact the final master plan boundaries and scope.

Five Wounds Trail

(VTA Property Acquisition)

Funding arrangements were solidified with two other public agencies to support multi-agency ownership of the former rail corridor and its future use as an urban trail. Negotiations are on-going with the property owner.

Lower Silver Creek Trail

(Feasibility Study)

A Technical Study for the Lower Silver Creek Trail between Sunset and 680 has started. This study will determine whether or not the trail will meet environmental compliance standards.



Lower Silver Creek near E San Antonio Street

Three Creeks Trail & Los Gatos Creek Trail

(Design Phase)

Connection between the Three Creeks Trail design was halted by a major erosion of the Los Gatos Creek banks after the 2023 storms. There is also a private property infrastructure conflict.

Guadalupe River Trail

Blossom River Drive Ramp

(Design Phase)

The Blossom River Drive Ramp will connect to a senior facility and Blossom River Drive to the Guadalupe River Trail. The project is with permitting agencies and will begin construction once permitted.

St. John to Julian

(Feasibility Phase)

A feasibility study for Guadalupe River Trail between St. John and Julian is complete, and a full CEQA should not be needed. Staff are looking to fund the Master Plan and CEQA addendum.



Rendering: feasibility study near Autumn Court

UPRR Undercrossing

(Feasibility Phase)

The Guadalupe River Trail Union Pacific Railroad undercrossing near Coleman Ave is undergoing redesign to improve sight distance, flatten the ramp and increase the turning radii. Conceptual Design Plan will be completed by 2025.

Branham to Chynoweth

(Design Phase)

The next segment of Guadalupe River Trail north of Chynoweth Avenue will undergo design in 2024/2025. Design contract for this phase is almost secured.

RECENT BUILT TRAIL PROJECTS



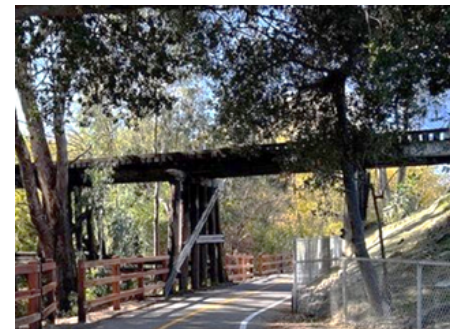
Coyote Creek Trail (Singleton Br.)



Thompson Creek Trail



Three Creeks Trail



Coyote Creek Trail (William-Story)



Thompson Creek Trail



Coyote Creek Trail (Story - Phelan)



Coyote Creek Trail (Story-Phelan)



CCT (William-Story)

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