

Countywide Trails Prioritization and Gaps Analysis

Informational Report
March 17, 2015



County of Santa Clara
Parks and Recreation Department

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I: INTRODUCTION

In 2012 the County Board of Supervisors approved the *Santa Clara County Parkland Acquisition Plan Update* along with recommendations to prioritize countywide trails planning. To follow this direction, this Countywide Trails Prioritization and Gaps Analysis Report presents the status of the *Santa Clara Countywide Trails Master Plan Update* (CWTMP), adopted by the County of Santa Clara Board of Supervisors on November 14, 1995. This report has the following goals:

1. Report the current status of the trail alignments in the CWTMP
2. Prioritize remaining gaps in the CWTMP trail network
3. Identify barriers and challenges to completion of the CWTMP trail network
4. Outline next steps and strategies for overcoming barriers to completing CWTMP network

This analysis will provide a basis for determining the appropriate next steps for the County of Santa Clara Department of Parks and Recreation (County Parks) in regional trail planning, and future partnership opportunities in acquisitions and development of regional trails.

County Parks' Role in the Implementation of the Countywide Trails Master Plan

The CWTMP is a collaborative document between jurisdictions, and clearly identifies each local jurisdiction as the lead agency for trail development within their borders. The County of Santa Clara Parks and Recreation Department (County Parks) has the following primary roles in the implementation of the CWTMP:

1. Lead agency in trail implementation in unincorporated areas
2. Potential funding partner in land acquisition for countywide trails in incorporated and unincorporated areas
3. Lead partner in updates to the CWTMP and related countywide trail planning partnerships

Since the adoption of the CWTMP in 1995, and while operating within this role, the County has participated in numerous trail related projects, as further outlined and discussed in the remaining sections of this report.

II: COUNTYWIDE TRAILS MASTER PLAN STATUS

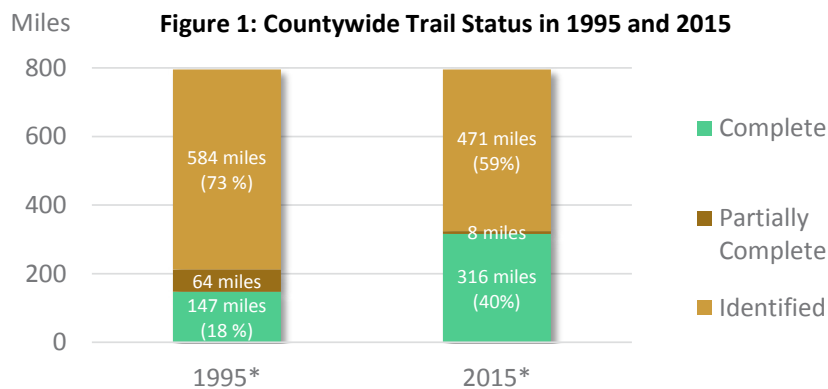
The CWTMP is a long-term planning effort, and the envisioned trail network is in various stages of implementation throughout the county.

Progress since 1995

The vision of the countywide trail network has taken its shape over several decades. While predated by individual master plans for specific trails, the first countywide trail plan was the *Santa Clara County Trails and Pathways Master Plan*, adopted in 1978. Since then, the plan was last updated and adopted by the County Board of Supervisors in 1995 as the CWTMP. Since 1995, agencies throughout the county have made significant progress in implementing the vision of the CWTMP. As further outlined in Figures 1 and 2, a total of 169 miles of trail, and a total of 123 miles of off-street trail have been completed since 1995.

There is no exact definition of when a trail is complete. For the purposes of this report, a trail is considered complete when the local jurisdiction identifies it as a trail open to the public. However, trails that are complete according to this definition (Figures 1 and 2) may require additional improvements in order to become consistent with the design guidelines in the CWTMP. The following situations occur throughout the County for trails counted as complete:

- Trails do not accommodate all intended trail uses as specified in the CWTMP (e.g. allows hiking but not bicycling).
- Trails do not meet the design guidelines included in the CWTMP and the *Uniform Interjurisdictional Trail Design, Use, and Management Guidelines*.
- On-street bicycle trails are identified as bike routes by the local jurisdiction, but could be improved for bicycle safety.
- Local jurisdictions have plans or desire to improve existing trails in some way (e.g. add a parallel trail, redesign the trail, remove need for temporary closures, pave the trail, etc.).
- Trails require maintenance and improvements.



*Based on the status included in Table D-1 of the CWTMP

**Based on status as indicated by each jurisdiction in January, 2015

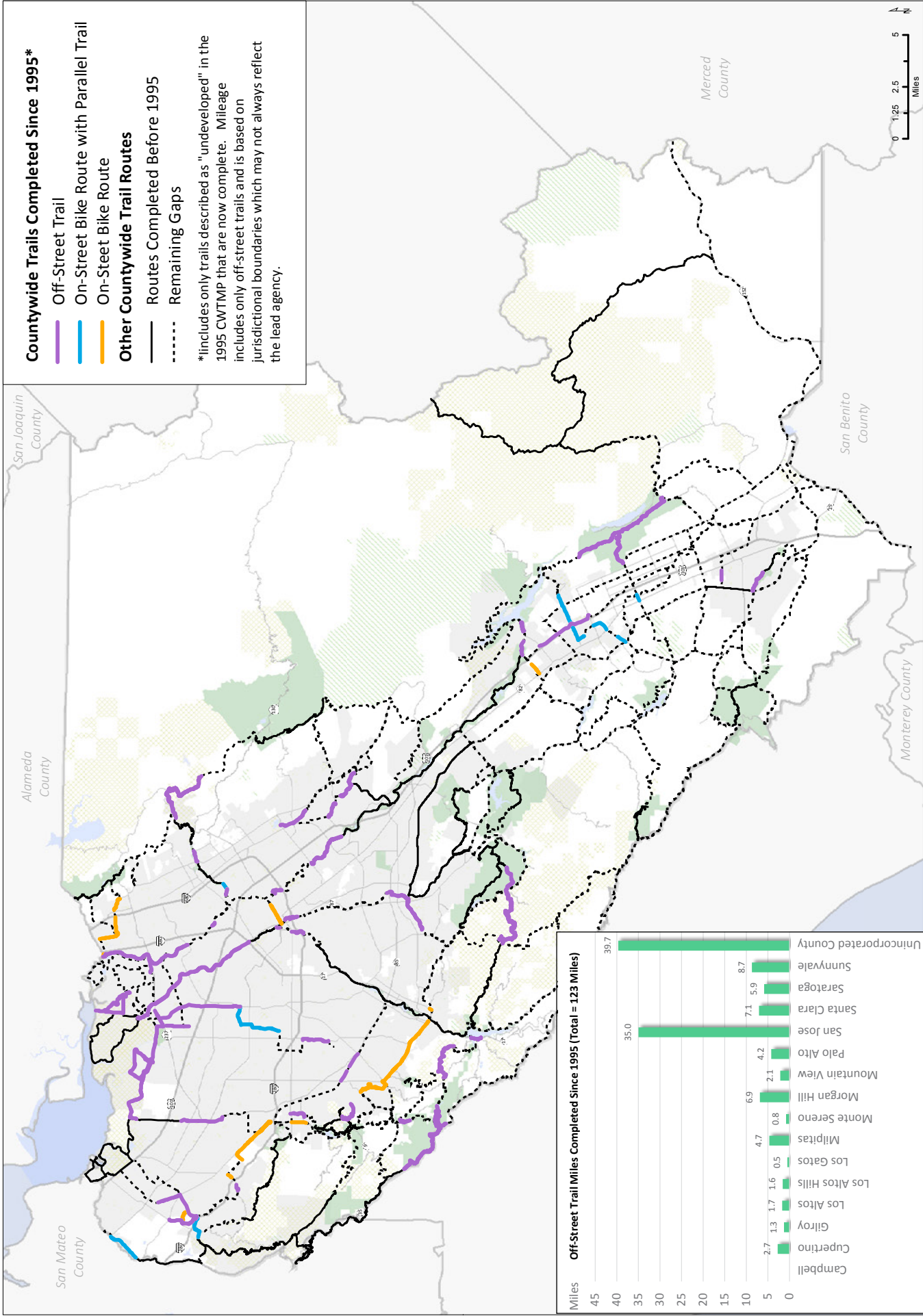
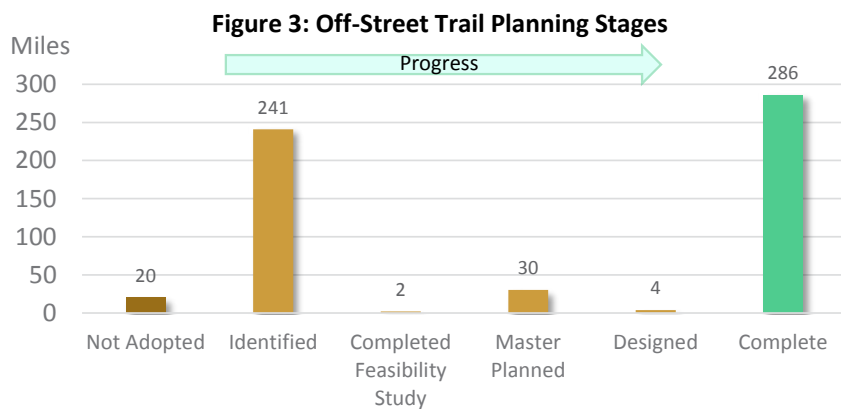


Figure 2: Countywide Trails Completed Since 1995



Some remaining gaps are not complete but have undergone further feasibility planning, master planning and design, as shown in Figure 3. While this progress is not as visible to residents until trail construction begins, these preliminary planning stages represent significant progress in the overall process of trail completion. The following stages of trail development describe the process of trail implementation, each requiring funding and staff time (adopted from the City of San Jose’s Trail Program):

1. **Adoption.** The first stage of trail development is for the lead agency to identify the trail in the jurisdiction’s planning documents such as the general plan, bicycle plan, and/or trail master plan. In most cases, local jurisdictions show the routes from the CWTMP in local planning documents.
2. **Acquisition.** For trails with segments located on private property, the lead agency must acquire property in form of easement or fee title from a willing landowner.
3. **Feasibility Study.** Feasibility studies identify a physically feasible and appropriate alignment.
4. **Master Planning.** Master plans include detail specifics about trail alignment, uses, and design.
5. **Environmental Review.** Trail projects require project-level review through CEQA, and NEPA if applicable.
6. **Design.** Trail segments must be designed for construction.
7. **Permitting.** Most trail segments will require attaining permits from regulatory agencies.
8. **Construction.** Most trails will require construction prior to opening for public access.



Note: Numbers include off-street trails only

Alignment Status

The trail network included in the CWTMP is currently in various stages of development. Additional trails of countywide significance have been identified and planned since the CWTMP was last updated in 1995. These additions will be considered for incorporation into the CWTMP during the next update to the CWTMP, which is anticipated to occur as part of a future update to the Parks and Recreation Element of the County General Plan. The current status of the trail alignments in the CWTMP includes about 795 miles of trail, which are about 40 percent complete (Figure 4). The off-street trail network envisions in the CTWMP includes about 583 miles of trail, which are about 49 percent complete (Figure 5). The mileages of trail are spread throughout the jurisdictions in the county, with the largest share of complete countywide trails (135 miles) and remaining gaps of identified countywide trails (307 miles) being located within the unincorporated areas (Figure 6).

Since 1995, other opportunities for regional-serving trails or realignments of trails have been planned by local jurisdictions. Additional trail alignments that are consistent with the goals and policies and definition of regionally-significant trails as defined in the CWTMP are shown in Figure 7, and may be considered for inclusion in the CWTMP during the next update to the plan. These trails represent additional opportunities for agencies to collaborate on the planning and provision of countywide trails.

Remaining Gaps

There are two general trends that can be taken from the analysis of the current status of trail alignments. First, as shown in Figure 6, the majority of remaining miles of the countywide trails network are located within the unincorporated portions of the county, and County Parks is one of the primary agencies responsible for implementing these trails. Much of the off-street trail network in the unincorporated areas is located on private property, and trail development is a long-term process that hinges on property acquisition from willing land owners. Second, as shown in Figure 5, very few of the trails that are within the street right-of-way, including on-street bicycle routes and both on-street bicycle routes with parallel trail, have been implemented throughout the County.

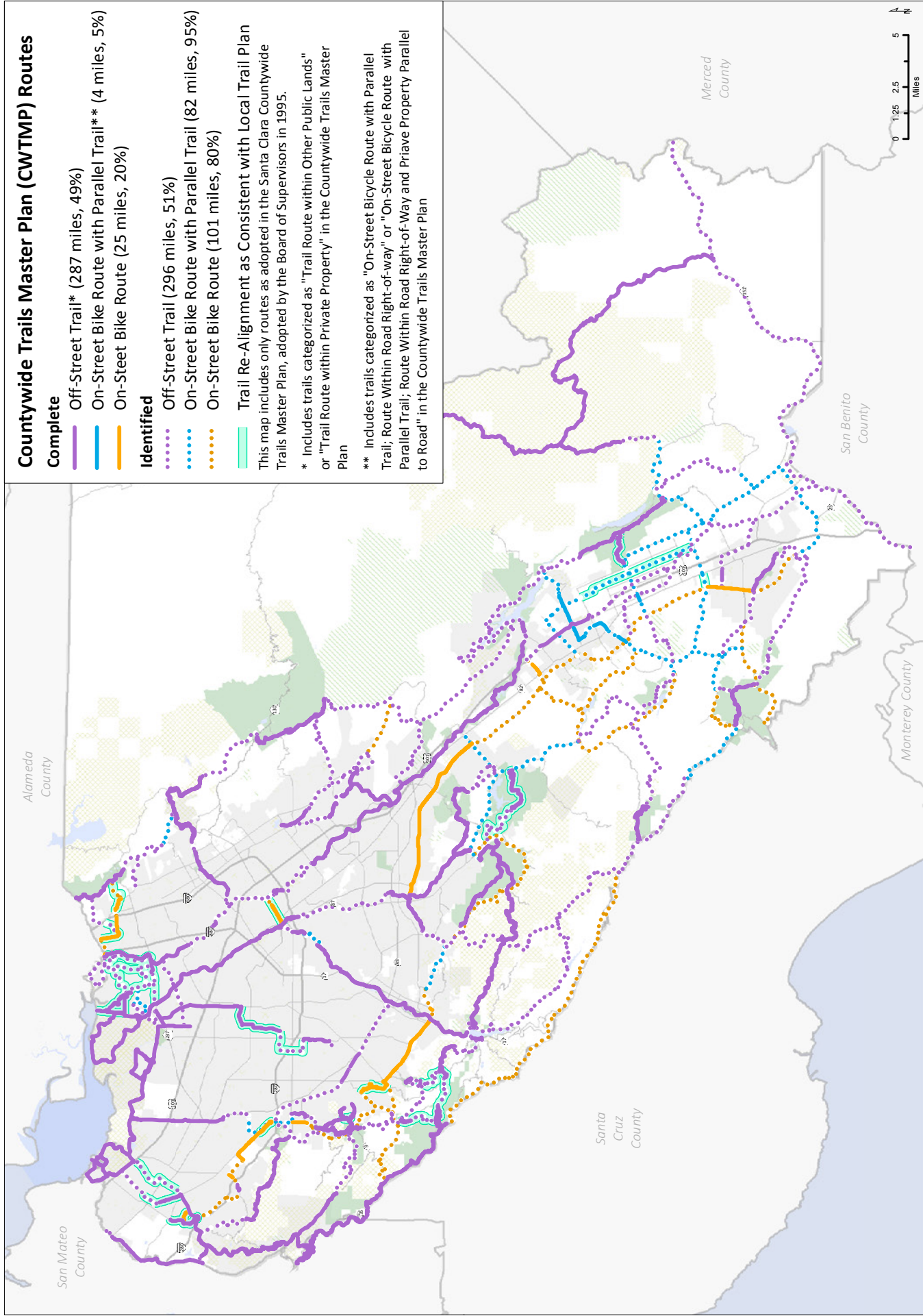
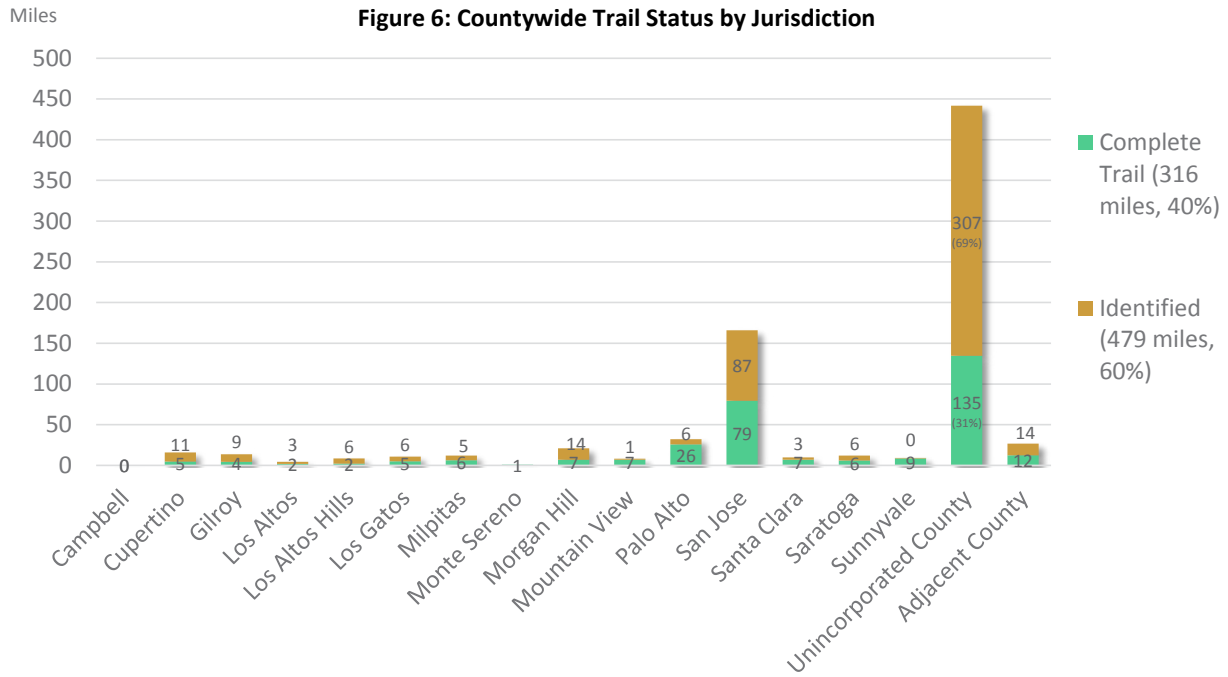
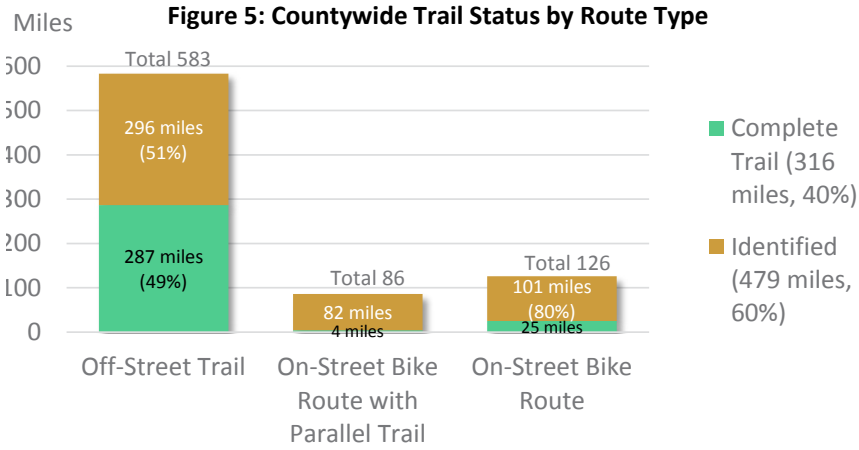


Figure 4: Countywide Trails Master Plan Status



Note: Mileage based on jurisdictional boundaries which may not always reflect the lead agency

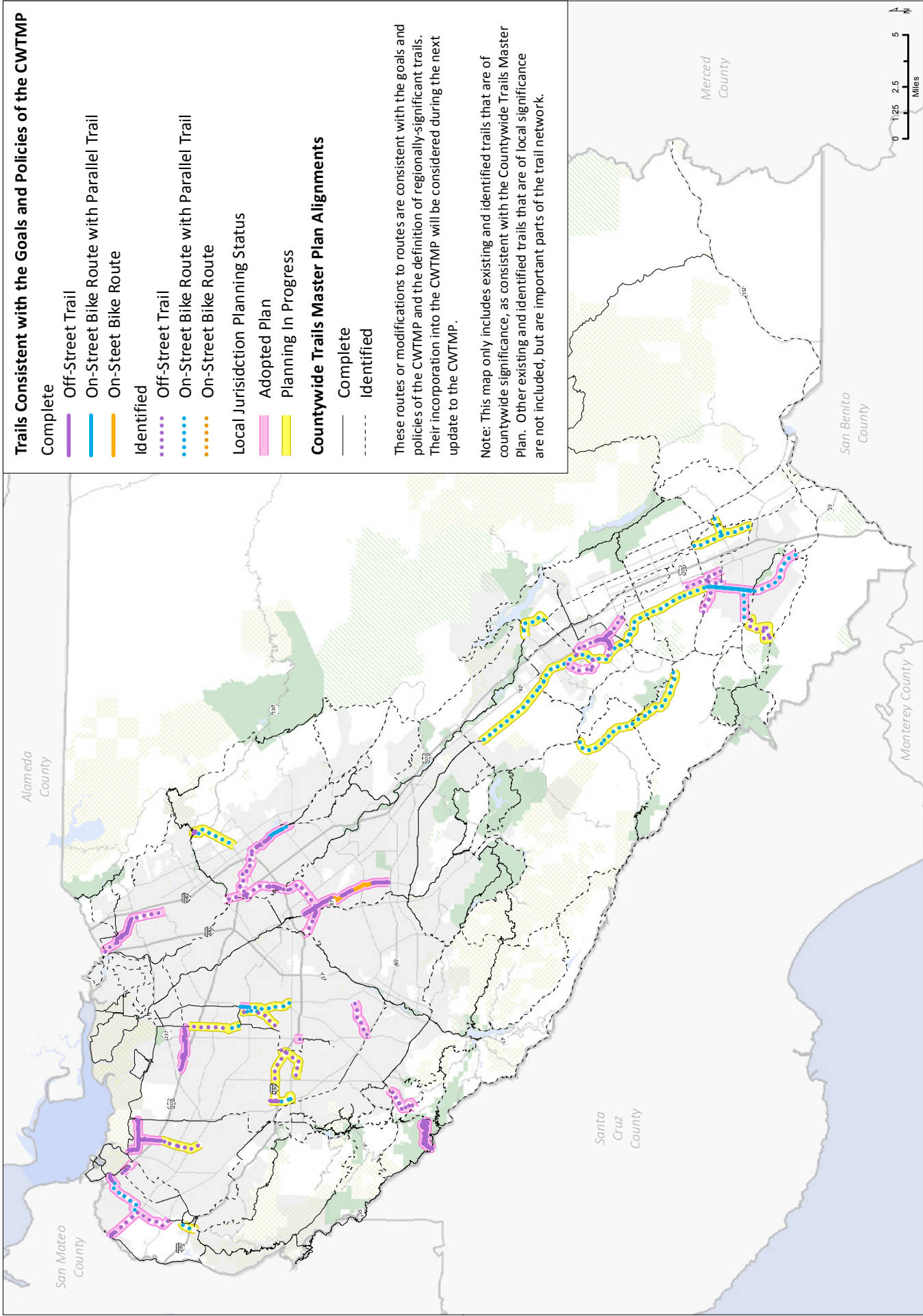


Figure 7: Potential Additional Countywide Trails

III: TRAIL PRIORITIZATION

Trail prioritization is a key component of the CWTMP, and this report assesses the current status of the priority trails established in the CWTMP as it was adopted by the County Board of Supervisors in 1995.

Prioritization Process

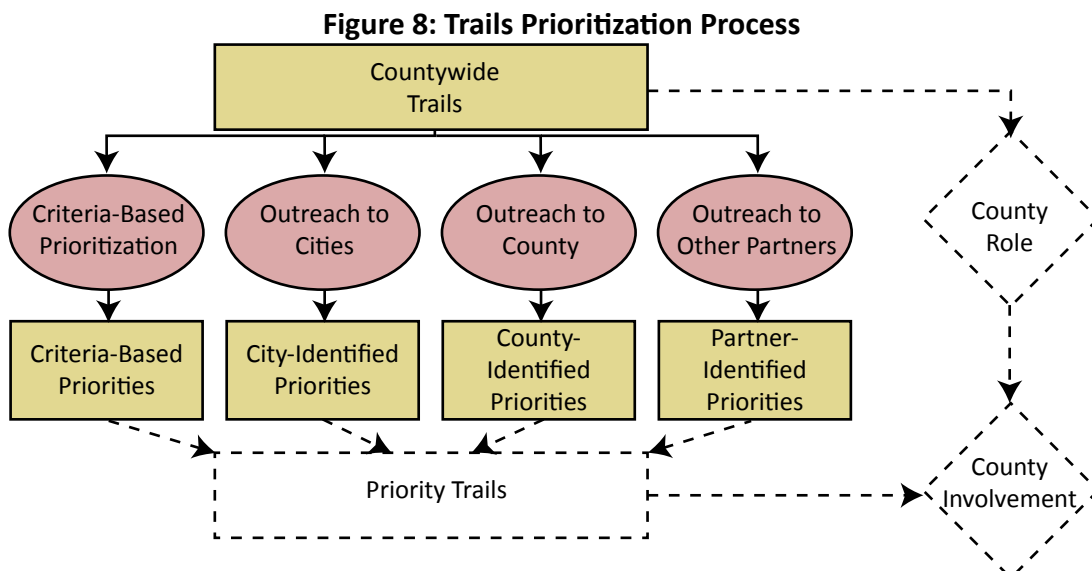
Trail priorities change with time based on opportunities and needs of the changing urban context and population. All trails included in the CWTMP are a high priority, and agencies may prioritize involvement through implementing any trail in the CWTMP as opportunities arise. Because of this fluidity, this report presents a snapshot of current trail priorities as based on the priorities in the CWTMP, input from partnering agencies, and review of trail planning documents throughout the county. For the purposes of this report, trails are prioritized through four processes, as shown in Figure 8:

1. Identification through the application of the trail prioritization criteria
2. Identification by a local city
3. Identification by the County
4. Identification by other partnering agencies

These four processes are consistent with the policies in the CWTMP, as described under “Strategy #5: Establish Priorities” (CWTMP, page 34).

Criteria-Based Prioritization

The CWTMP includes a list of nine criteria used for prioritizing trails. For the purposes of this report, County Parks staff has collaborated with staff from each of the cities and partnering



organizations to discuss the current applicability of the criteria included in the CWTMP to trails in both the incorporated and unincorporated areas. This collaboration confirmed that the list of criteria is applicable to the current context of trail planning throughout the County.

Note that all trails of countywide significance are a high priority and that agency actions and funding will be prioritized based on opportunities; and that this list of countywide prioritization criteria does not limit or replace existing prioritization processes employed by other agencies.

The following criteria are included in the CWTMP, and are grouped into three categories with Group 1 being weighted the highest, Group 2 in the middle, and Group 3 weighted the lowest:

Group 1

1. **Need:** as expressed through public workshops and other community forums; as evaluated based on quantifiable data about existing trail supply, trail use, and projections of future populations; and as considered in terms of identifiable “benefits” to the residents of Santa Clara County, including recreation, transportation, education, and health and safety.
2. **Compatibility of Trails with Adjoining Private Property:** based on the existing uses now on property adjacent to trail routes and on the land use designations shown on the County General Plan Map.
3. **Trail Usefulness:** where a trail connects two County parks, links County parks with other public lands, connects two existing trails, completes or extends an existing trail segment, or disperses use away from overused areas.

Group 2

4. **Complexity of Land Acquisition:** including the number of property owners; availability of public lands; presence of existing easements; and the potential for pending land use changes which could provide opportunities for trail implementation.
5. **Opportunities for a Large Number of Users:** if a trail is accessible to residents throughout the County; is located parallel to a transportation corridor; and/or provides access to such features as schools, libraries, parks, or employment, commercial or retail centers.
6. **Safety Concerns:** including visibility along the trail; separation from motorized traffic; ability to maintain and patrol; liability protection for adjacent private property; and

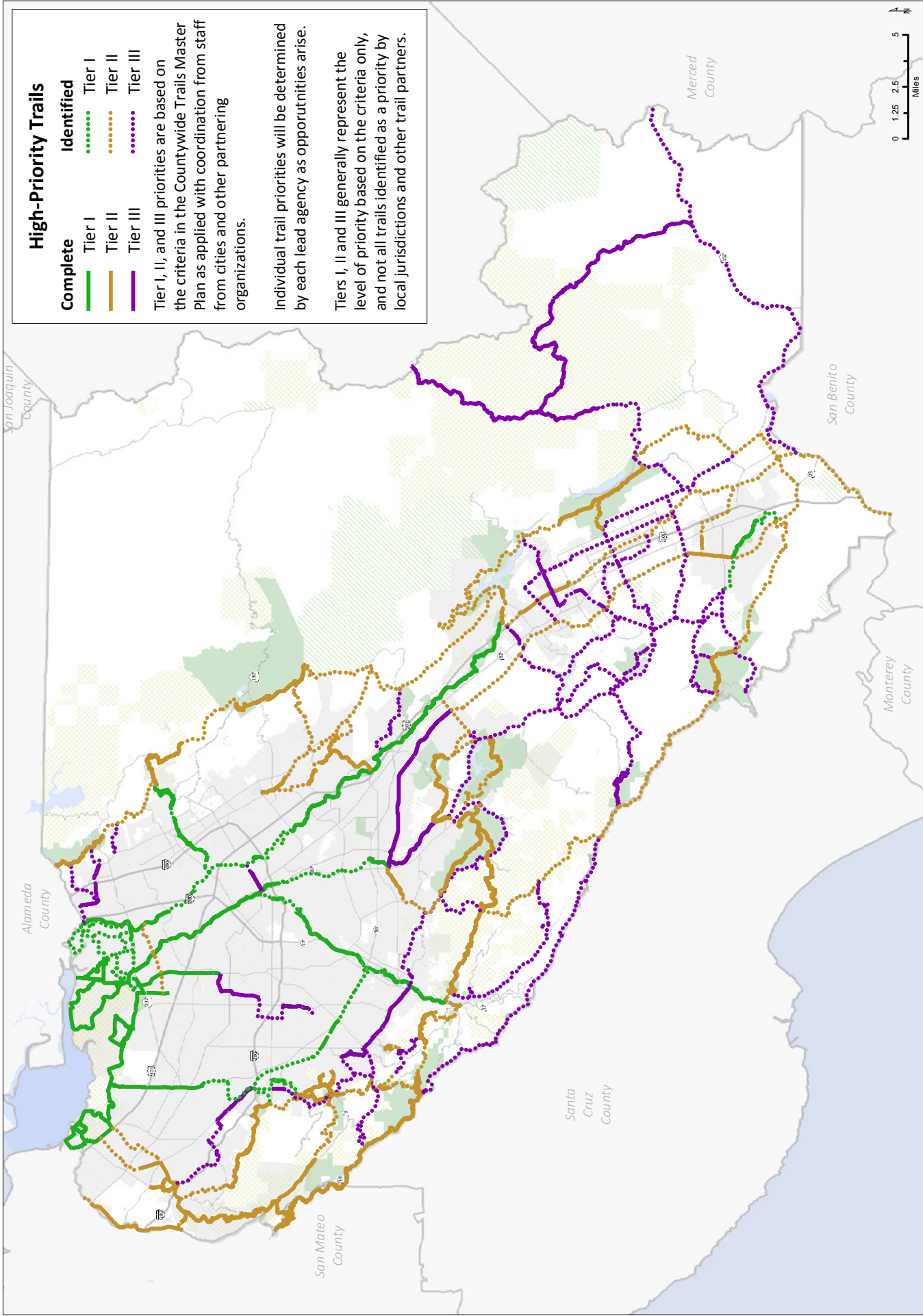


Figure 9 : High-Priority Countywide Trails

availability of emergency services.

Group 3

7. **Financial Considerations:** including costs for acquisition, development, operations, management, and monitoring. Also included are opportunities that may arise for funding partnerships; and revenue-generating potential.
8. **Need for Trail Settings:** to provide for a variety of trail experiences by offering trails in urban, suburban, rural, and remote areas.
9. **Opportunities for a Sense of Remoteness:** to have trails in areas where the sights and sounds of people seem remote, whether or not they are.

Staff has applied the criteria to entire trails as defined in the CWTMP when trails have contiguous character. When longer trails have distinct segments with different character, staff has split trails into cohesive segments with unifying trail characteristics. Staff has applied criteria as conditions exist in January, 2015. Figure 9 shows the application of the prioritization criteria to the trail network. In the future, as more trails are completed, other recreational opportunities are developed, and residential and commercial development occurs, some trails will score differently.

The criteria-based prioritization shown in Figure 9 groups trails into three tiers, representing relative priority. Tier I trails generally meet the prioritization criteria most completely, Tier III

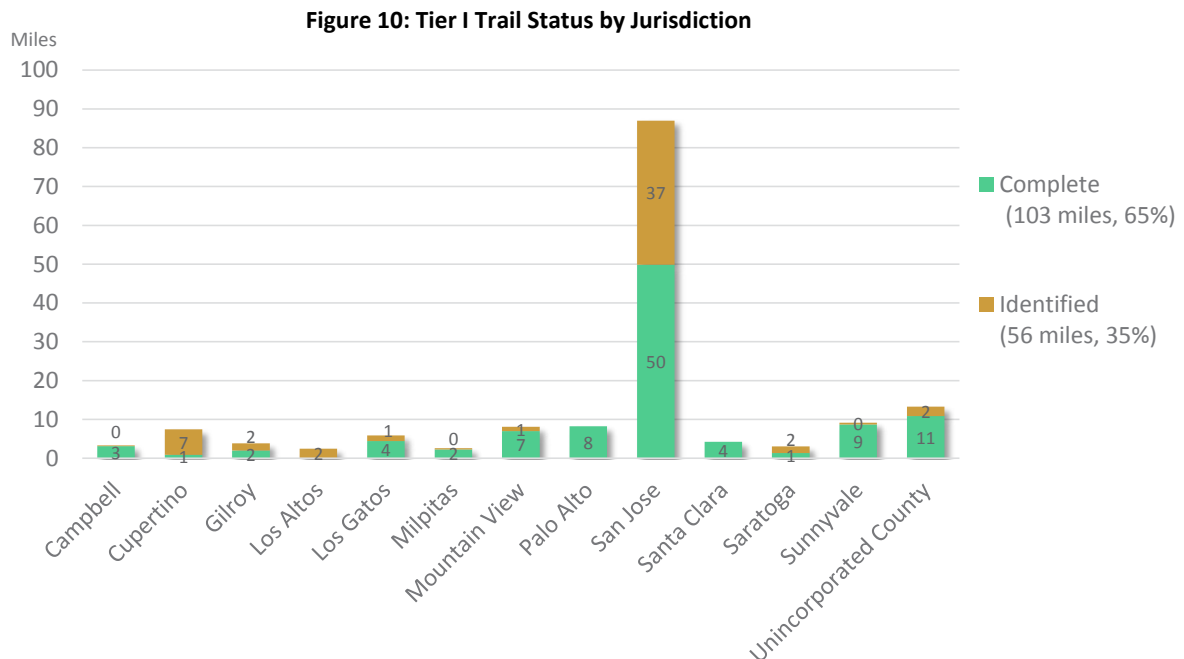
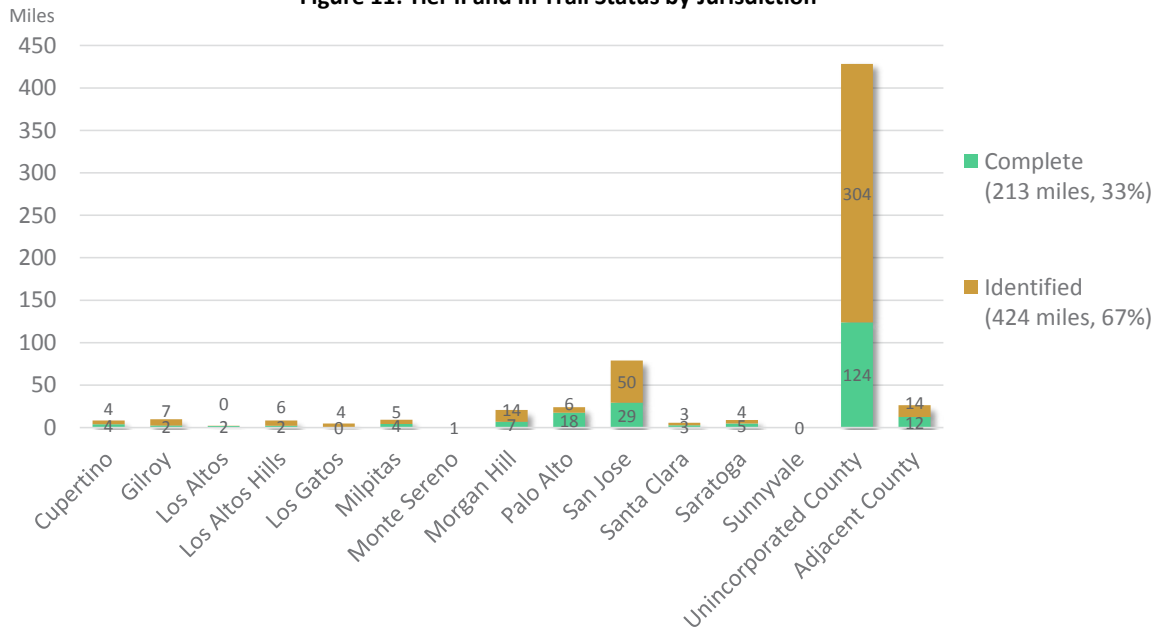


Figure 11: Tier II and III Trail Status by Jurisdiction



trails meet some of the criteria completely and other criteria partially, and Tier II trails are in between.

The Tier I trail network has fewer remaining gaps than the Tier II and III network, and most of the Tier I network is within the incorporated areas. Figure 10 shows mileage of complete and incomplete Tier I trails, including 103 miles of complete Tier I trail and 56 miles of remaining gaps in the Tier I trail network. Figure 11 shows mileage of Tier II and III trails, including 213 miles complete and 424 miles of remaining gap.

Most of the Tier I trails are located within the incorporated areas, because trails through more urban parts of the county will tend to score higher based on the criteria-based prioritization process. The remaining 56 miles of gap in the Tier I network have significant challenges to completion, which are discussed in more detail in Section IV and detailed in Appendix A.

Priorities Identified by Cities

Most cities have not formally prioritized trail routes within their General Plans or individual trail master plans or through action from their City Councils. As shown in Table 1, staff members from individual cities have identified specific countywide trails as general priorities in conversations and informal meetings with County Parks staff.¹ Trail priorities are based on general staff knowledge and may change according to future opportunities and future trail planning efforts.

¹ This process is similar to the trail priorities summarized in the *Santa Clara Countywide Trails Master Plan* in Table 2 on page 57.

Table 1: Priorities Identified by Cities

Note: this table summarizes countywide trails that were identified in conversations and informal meetings between County Parks staff and individual city staff as general priorities.¹ Cities have not formally prioritized trail routes within their General Plans or individual trail master plans or through action from their City Councils. Trail priorities are based on general staff knowledge and may change according to future opportunities and future trail planning efforts.

City	Key	Trail Route	Location	Notes
<i>Campbell</i>	S4	Los Gatos Creek Trail	Campbell Ave to Hamilton Ave	Desired additional parallel trail on other side of creek
	N/A	San Tomas Aquino Trail	Hwy 85 to Virginia Ave	
<i>Cupertino</i>	S2	Stevens Creek Trail	Four Cities Stevens Creek Trail Feasibility Study Area, including spur connection along Stevens Creek Blvd to Rancho San Antonio County Park; McClellan Ranch Preserve to Stevens Creek County Park	
<i>Gilroy</i>	S6	West Valley Trail	Hwy 152 to Santa Teresa and Gilroy Sports park to Santa Teresa	
	C32	West Branch Llagas Creek Trail	Unbuilt segments from Santa Teresa to Llagas Creek, and northern extensions along Lions Creek and West Branch Llagas Creek	
<i>Los Altos</i>	S2	Stevens Creek Trail	Four Cities Stevens Creek Trail Feasibility Study Area	
<i>Los Altos Hills</i>				
<i>Los Gatos</i>	R1-A (Bike)	Juan Bautista de Anza Bicycle Route	Hwy 17 overcrossing to Hicks Road	Blossom Hill or Lark may be more feasible alternate crossing points for R1-A (Bike)
<i>Milpitas</i>	N/A	Berryessa Creek Trail		
	S5	Coyote Creek Trail		
	C6	Calera Creek Trail		
	R5-B	Bay Area Ridge Trail		
<i>Monte Sereno</i>				
<i>Morgan Hill</i>	S5 and R1-A	Llagas Creek Trail	From Burnett to Cochrane and from Tennant to Gilroy	
	S5	Coyote Creek Trail	Equestrian trail improvements from Burnett south to paved Coyote Creek Trail	
	R1-A (Bike)	Juan Bautista de Anza Bicycle Route	On-Street Bicycle improvements on Hale from San Jose to Morgan Hill	

¹ This process is similar to the trail priorities summarized in the *Santa Clara Countywide Trails Master Plan* in Table 2 on page 57.

Table 1: Priorities Identified by Cities, Continued

<u>City</u>	<u>Key</u>	<u>Trail Route</u>	<u>Location</u>	<u>Notes</u>
	N/A	West Little Llagas Creek Trail		
	C25	Main Street Trail	101 to Hill	
<i>Mountain View</i>	S2	Stevens Creek Trail	Four Cities Stevens Creek Trail Feasibility Study Area	
	N/A	Permanente Creek Trail	Rock St to McKelvy Park	
<i>Palo Alto</i>	S1	Matadero Creek Trail	Deer Creek Rd to 280	Parallel trail along Page Mill Rd in County Roads ROW
	S1	Matadero Creek Trail	Bay Trail to El Camino	
	N/A	Stanford Perimeter Trail	Page Mill Rd to Quarry Rd	
	N/A	Sterling Canal	Adobe Creek to Matadero Creek	
<i>San Jose</i>	S3	Guadalupe River Trail	West Virginia St to Chynoweth Ave	
	S4	Coyote Creek Trail	Montague Expressway to Tully Rd	
	R4	Bay Trail	Reach 9/9B: Gold Street to San Tomas Aquino	
	N/A	Five Wounds Trail	Story Road to Berryessa BART	
	S3	Guadalupe Trail	Almaden Expressway to Almaden Quicksilver County Park	
	S4	Los Gatos Creek Trail	Auzerais Ave to Guadalupe River Park	
	R5-C	Penitencia Creek Trail	Coyote Creek to Alum Rock Park	
	N/A	Lower Silver Creek Trail	Coyote Creek to Tully Road	
	C22	Thompson Creek Trail	Tully Road to south city limit	
	N/A	Three Creeks Trail	Lonus Stree/Los Gatos Creek Trail to Coyote Creek/Five Wounds Trail connection	
<i>Santa Clara</i>	N/A	Saratoga Creek	Central Park to Homeridge Park	Part of original C5 alignment
	C3	Calabazas Creek	237 overcrossing	
	C5	San Tomas Aquino Trail	Levi Stadium area	Keeping trail open during game days
<i>Saratoga</i>	R1-A	Juan Bautista de Anza Trail	Stevens Creek County Park to Sanborn County Park	
	N/A	Saratoga-to-the-Sea Trail	Downtown Saratoga to Sanborn County Park	
	C14	El Sereno Trail	Villa Montalvo County Park to El Sereno Open Space Preserve	
<i>Sunnyvale</i>	S2	Stevens Creek Trail	Four Cities Stevens Creek Trail Feasibility Study Area	
	C3	Calabazas Creek Trail	Hwy 237 Barrier Crossing and Tasman Dr Crossing Improvements	

Priorities Identified by the County

County priorities are based on opportunities. Additionally, countywide trails that are within County Parks are a priority to the Parks Department, as identified in the *Santa Clara County Parks and Recreation Strategic Plan (2003)*. Acquisition and partnership for acquisition that are needed to implement countywide trails are also a priority to the Parks Department, as identified in the *County of Santa Clara Parkland Acquisition Plan 2012 Update*.

Priorities Identified by other Partners

The **Midpensinsula Regional Open Space District (MROSD)** and the **Santa Clara Open Space Authority (OSA)** are both lead agencies for trail development within their agencies' preserves, mostly in the unincorporated portions of the county. Additionally, both of these agencies have been involved as partners with other jurisdictions in property acquisition for countywide trail projects, including within the incorporated areas. The voters within in each of these agencies' jurisdictions have passed funding measures in the last year that identify countywide trail projects as priorities, including projects throughout the incorporated and unincorporated portions of the county.

Other partners involved with implementation of the CWTMP include the following entities are listed below. Priorities for each of these partnering entities depends on the partner's role, and opportunities.

- **Santa Clara Valley Water District (SCVWD)**. This agency does not prioritize trail projects but is involved in trail planning through their permitting process for trail projects on District property, as well as through the provision of trail grant money through their trail grant program.
- **Bay Area Ridge Trail Council (BARTC)**. This non-profit organization prioritizes all countywide trails that are part of or connect to the Bay Area Ridge Trail.
- **Association of Bay Area Governments (ABAG)**. This regional planning agency works with local jurisdictions on the implementation of the San Francisco Bay Trail. All countywide trails that are part of the San Francisco Bay Trail are a priority to ABAG.
- **Valley Transportation Authority (VTA)**. VTA identifies projects for bicycle and pedestrian transportation funding, including countywide trail projects. Two predominant avenues that projects are identified are through the Countywide Bicycle Plan and the Bicycle Expenditure Program (BEP). VTA prioritizes bicycle and pedestrian projects through a set of criteria adopted by the Board of Directors.
- **California Department of Transportation (Caltrans)**. The State Department of Transportation is involved with countywide trails that are within the Caltrans right-of-way, as well as through funding for trail projects allocated through the Active

Transportation Program.

- **California State Parks and the State Recreational Trail Program.** The State Recreational Trail Program identifies specific trails, including the Bay Area Ridge Trail, the San Francisco Bay Trail, and the Juan Bautista de Anza National Historic Trail.
- **National Parks Service (NPS) and the National Recreation Trails Program.** The NPS works with local jurisdictions to promote the Juan Bautista de Anza National Historic Trail, which extends throughout Santa Clara County.
- **County Roads and Airports Department (“County Roads Department”).** The County Roads Department is involved with trail implementation for trails that are within the County Road right-of-way.

Countywide Trail Priorities

When combining the priorities identified through the criteria-based prioritization process, by cities, by the County, and by other parterres, any trail in the CWTMP could be considered a high priority countywide trail. Because of this reality, County Parks’ priority involvement in regional trail projects continues to be based on projects identified as a priority through any of these four processes, where there is an opportunity within the role of lead agency in the unincorporated areas and funding partner in acquisition in the incorporated areas. This prioritization process is shown in Figure 8.

Table 2: Challenges Summary for Tier I Trails

Trails	CHALLENGES						
	Funding	Property Acquisition	Pending Flood Protection Improvement Projects	Physical Barriers	Riparian Zone Permitting	Remediation	Infeasible Segments: Portion of Trail must use ROW
Calabazas Creek Trail (C3)	•			•	•		
San Tomas Aquino/Saratoga Creek Trail (C5)	•						
Southern Pacific Rail Trail (C9)	•	•		•			
San Francisco Bay Trail (R4)	•	•	•	•	•		•
Penitencia Creek Trail (R5-C)	•		•		•		•
Stevens Creek Trail (S2)	•	•		•	•	•	•
Guadalupe Trail (S3)	•		•	•	•		
Los Gatos Creek Trail (S4)	•	•		•	•	•	•
Coyote Creek Trail (S5)	•	•	•		•		•
West Valley Trail (S6)	•				•		

IV: CHALLENGES AND STRATEGIES

Countywide Challenges

There are challenges that apply to multiple situations and multiple trails throughout the County that constrain the completion of the remaining gaps in the countywide trail network. These challenges, and possible strategies for overcoming these challenges are summarized below, and displayed for the Tier I trail network in Table 2. Appendix A includes maps and descriptions of Tier I gaps in more detail, including unique challenges to each trail segment. It is important to note that while the types of challenges can be summarized and displayed in a table such as Table 2, the underlying complexities of individual trail projects are more significant than can be summarized in a table or list of bullet points. These projects require coordination with multiple agencies, can be controversial and can be technically complex. These issues take time to resolve, and trail projects can span over decades because of the variety of issues involved.

A great deal has been achieved in furthering the vision of the CWTMP. As agencies add miles to the countywide trail network, the remaining gaps are more and more challenging to implement. Solutions to the challenges such as acquisition, flood protection improvement projects, physical barriers, environmental compliance, and use of the street right-of-way will require increased cooperation, coordination, planning, design, and construction efforts, with the accompanying fiscal costs. The challenges summarized below are relevant to many of the trails contained in this report.

Funding

Challenges

Funding for all stages of trail development is a critical need for all agencies involved with countywide trail implementation. While there are multiple funding sources available for trail projects, remaining trail projects are increasingly expensive and existing funding sources cannot adequately fund all needed regional trail projects throughout the County. In addition, certain funding sources have restrictions that make certain trail projects ineligible, particularly in the planning stages, making funding for these trails or phases of trail planning particularly challenging.

Strategies

Many of the remaining gaps in the countywide trails network are eligible for multiple sources of funding, including federal transportation money allocated through VTA, the Active Transportation Program funding, the SCVWD trail grant program, and others.

Property Acquisition

Challenges

Trail alignments on private property require participation from a willing landowner prior to trail planning and development. Most trails that would require property acquisition are in the unincorporated portions of the County, and acquisition is only an issue in a few locations in the Tier I trail network. Negotiating entitlement for public trail access on land owned by public agencies, such as SCVWD, needs to consider protecting existing land uses and operations concurrently with trail development and use.

Strategies

Acquisition for countywide trails must be opportunity-based. County Parks has been a partner in acquisition for countywide trails throughout the County, and will continue this role. The County Parks Charter amendment in 2006 requires at least 15 percent of Charter funds to be set aside and used for acquisition, and this policy is important for maintaining funding partnerships for countywide trail projects.

Pending Flood Protection Improvement Projects

Challenges

Many identified trail segments are within stream corridors that have planned flood protection improvement projects that will alter the channel and potential trail alignments. Trail planning may wait for the completion of the planning process undertaken by SCVWD and the Army Corps of Engineers for the flood protection improvement projects.

Strategies

Lead agency coordination with SCVWD is crucial to successful trail planning. Where there are planned flood protection improvement projects, there are three potential strategies for trail planning. First, agencies may develop trail plans prior to flood protection improvement projects where trail plans may be included in eventual flood protection projects. Second, agencies may work with SCVWD to develop interim trail alignments where flood protection improvement projects are scheduled further in the future. Third, agencies may work with SCVWD during flood protection improvement project planning to incorporate facilities that are appropriate for trail use.

Physical Barriers

Challenges

Trail alignments must cross freeways and major roadways, watercourses and other physical barriers. These overcrossings are relatively expensive to build for a short distance of trail, and funding and permitting are key challenges for developing trail connections across physical barriers.

Strategies

Many physical barriers have been identified as trail projects and/or Across Barrier Connections (ABCs) in the Countywide Bicycle Plan and the Bicycle Expenditure Program through VTA, increasing their eligibility for transportation funding.

Riparian Zone Permitting

Challenges

Many trail alignments are located within stream corridors and could have potential to impact streams and riparian habitat. In order to obtain encroachment permits for trail development from SCVWD and environmental permits from regulatory agencies, trails in proximity to streams must minimize impacts to the stream and to riparian habitat, which may exclude paved trail surfaces, trail lighting, trail access at night, trails being located too close to streams, and trails being located on both sides of a stream segment. In many cases, meeting both these environmental requirements and the transportation requirements for certain types of federal transportation funding (including lighting, hard trail surface, and 24-hour access) is challenging.

Strategies

For trails in riparian areas, coordination with SCVWD and regulatory agencies is essential. To meet environmental compliance requirements, permeable hard trail surfaces may be required. In order to use transportation funding, lead agencies must coordinate with VTA and SCVWD on solutions for providing lighting and hard trail surfaces.

Remediation

Challenges

Many trail alignments are located on contaminated sites or disturbed sites with unstable slopes that require environmental remediation prior to trail development. Agencies responsible for trail implementation may not be able to acquire property that needs remediation because of

associated costs and liability concerns.

Strategies

Conditioning remediation of contaminated sites prior to acquisition by a public agency is an important issue in distinct locations for countywide trail projects.

Trails within the Street Right-of-Way

Challenges

There are three types of trails that may use the street right-of-way (ROW). First, many off-street trails have segments that are not feasible, meaning that trail users must use the street network to connect completed off-street segments. Second, on-street bicycle routes with parallel trail alignments, as included in the CWTMP, are intended to be distinct multi-use trails that are within the street right-of-way, but have often been implemented as bike lanes and sidewalks. The third type are trails that are specified as on-street bicycle routes in the CWTMP. These three types of on-street trails have a unique set of challenges for implementation. Completing on-street bicycle and pedestrian improvements, branding these street segments as part of the trail network, and providing directional signage to link trail segments requires working with transportation departments and dedicating trail planning staff and funding to on-street projects that are not traditional trails. On-street bike routes do not have a clear definition or brand in the CWTMP, and trail planning agencies have a limited role in implementing on-street bicycle improvements.

Strategies

For off-street trails that have segments that must use the ROW, lead agencies can work with transportation departments to implement improvements. For example, the County of Santa Clara Department of Roads and Airports (County Roads Department) is the lead in updating the Circulation and Mobility Element to the County's General Plan. This project is currently underway and includes the countywide trails that are within the County Road right-of-way in the unincorporated portions of the County. County Parks will continue to coordinate with the County Roads Department on these potential projects. For on-street bicycle routes, County Parks will continue to coordinate with VTA in the upcoming update to the Countywide Bicycle Plan.

V: NEXT STEPS FOR COUNTY PARKS

County Parks has been involved and will continue to be involved in the three roles of (1) as lead agency in the unincorporated areas, (2) funding partner in acquisition in the incorporated areas, and (3) lead partner in countywide trail planning efforts. With the existing role of lead agency in the unincorporated areas, County Parks is responsible for more miles of the countywide trail network than all other agencies combined, including 135 miles of completed trails and 307 miles of remaining gaps, as shown in Figure 7. Implementation of these remaining miles of the unincorporated portions of the countywide trails network will require significant capital investment, as well as coordination with other agencies and significant staff resources as opportunities for trail projects arise.

Examples of recent and potential future projects within unincorporated and incorporated areas of the County are articulated below. Figure 12 graphically shows recent and identified potential future projects.

Role I: Lead Agency in the Unincorporated Areas

Recent Projects (last 5 years)

Calero Trails Master Plan (S6, C18, C19)

The *Calero County Park Trails Master Plan* was adopted by the County Board of Supervisors in 2013, and plans for the expansion of an existing trail system in Calero County Park. Planned trails include limited use trails for equestrians, hikers, and dogs on-leash; and multi-use trails, which will allow all users (bikers, equestrians, hikers, dogs on-leash, carts). The plan also includes opening the recently acquired Rancho San Vicente property to the public, and to provide regional trail connections as identified in the *Santa Clara County Countywide Trails Master Plan*.

Sanborn County Park Trail Master Plan Implementation (R1-A, R5-A, C13)

The newly constructed and opened 3.4-mile multi-use trail John Nicholas Trail, which is part of the Bay Area Ridge Trail, connects the Skyline Trail to Sanborn Road, as part of Sanborn County Park. Implementation of this trail is consistent with the Sanborn Park Trails Master Plan and the CWTMP, and is the first phase of implementation of the Sanborn Park Trails Master Plan.

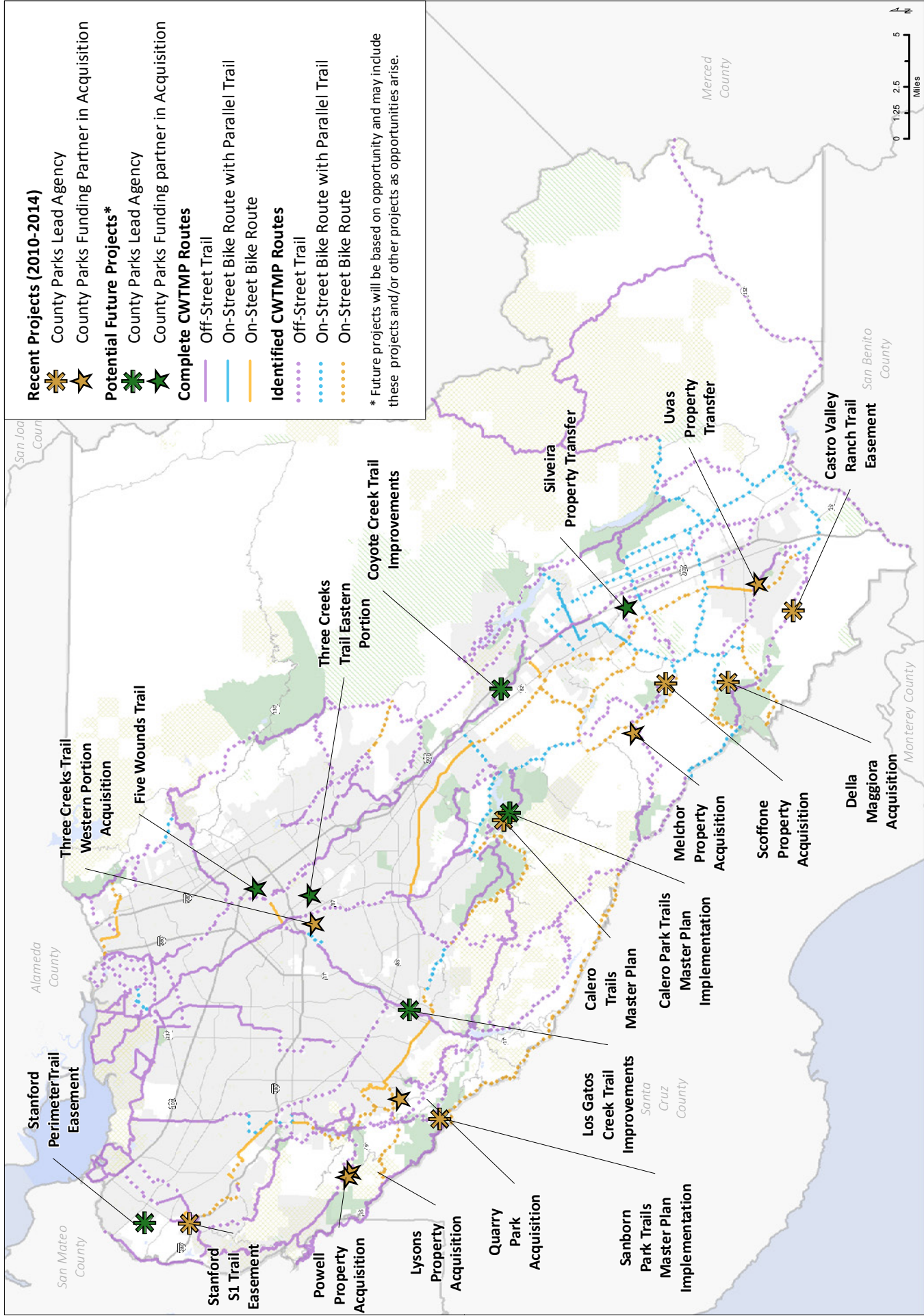


Figure 12: Recent and Potential Future County Parks Projects

Santa Clara Countywide Trails Prioritization and Gaps Analysis
Draft, March 17, 2015



Della Maggiora Acquisition (C29)

The 490-acre Della Maggiora property Acquisition, was made possible through a partnership with Peninsula Open Space Trust (POST) and the California Coastal Conservancy. The acquisition will enable County Parks to expand a portion of Mt. Madonna County Park to Redwood Retreat Road, and allow a future trail linkage from the Little Arthur property to Mt. Madonna County Park, as consistent with the CWTMP.

Scoffone Property Acquisition (S6)

Working with Peninsula Open Space Trust (POST), the County acquired approximately 358 acres allowing for expansion of Uvas Reservoir County Park, and associated future trail opportunities as consistent with the CWTMP.

Castro Valley Ranch Easement (R5-E)

Associated with the approval of a development permit application, the County and Castro Valley Properties, LLC. developed and agreed to the provision of a 25 ft. floating easement, allowing for a future multi-use trail (a segment of the Bay Area Ridge Trail) to be built. Final trail construction and public use of the easement cannot occur until all off-site trail easements for a continuous trail from Mt. Madonna County Park to Santa Teresa Road are secured and recorded.

Stanford S1 Trail Easement

The County of Santa Clara and Stanford University agreed to an easement for trail purposes across University property representing a portion of trail designated as S1-C. The agreement calls on the University to provide, operate and maintain a multi-use trail, open to the public, within an easement ranging from 18 to 25 ft. in width, from Junipero Serra Blvd. to Arastradero Road.

Potential Future Projects

Los Gatos Creek Trail Improvements (S4)

County Parks has capital improvement money allocated for the improvement of the Los Gatos Creek Trail through Vasona County Park.

Coyote Creek Trail Improvements (S5)

County Parks has capital improvement money allocated for the improvement of the Coyote Creek Trail from Silicon Valley Road to Malaguerra Ave.

Calero County Park Trails Master Plan Implementation (S6, C18, C19)

With the completion of the Calero Trails Master Plan, County Parks will be the lead agency in implementing trail construction and improvements and increasing public access within Calero County Park, including Countywide Trails S6, C18, and C19.

Stanford Perimeter Trail Easement

The City of Palo Alto and Stanford University are currently implementing the planned Stanford Perimeter Trail, which is a regional-serving trail connecting the Matadero Creek Trail (S1) to the San Francisquito Creek Trail (C1). The County is currently working with Stanford University on the possibility of holding an easement for public trail access for the portions of trail that are located in unincorporated areas.

Role II: Funding Partner in Acquisition in the Incorporated Areas

Recent Projects (last 5 years)

Lysons Property Acquisition (S2)

This joint 60-acre acquisition with MidPeninsula Regional Open Space District provides a corridor for future trail development of the Stevens Creek Trail (S2) within an expanded open space corridor linking two County parks with several MidPeninsula Regional Open Space preserves. Each agency provided half the funds needed for purchase, and the property is protected through a conservation easement.

Three Creeks Western Portion Acquisition

The 0.9-mile section of trail (former Union Pacific Railroad ROW) connects the Los Gatos Creek Trail to the Guadalupe River Trail within the City of San Jose. In partnership with the City of San Jose, the State of California (through the Roberti Z'berg Harris Grant), the Santa Clara County Open Space Authority, and the Santa Clara Valley Water District, County Parks provided funding for the acquisition of property for countywide trail purposes.

Quarry Park Acquisition

In partnership with the City of Saratoga and the Midpeninsula Regional Open Space District, County Parks provided \$500K in 2011 toward the acquisition of 66.4 acres of land connecting the City of Saratoga's Hakone Gardens to the County's Sanborn Park, paving the way toward the development of the Saratoga-to-the-Sea trail.

Powell Property Acquisition (S2)

In 2011, County Parks provided partnership funding for the purchase of lands for the Midpeninsula Regional Open Space District in Monte Bello Open Space Preserve. This property is needed for completion of the Stevens Creek Trail (S2).

Uvas Property Transfer (S6)

County Parks transferred lands within Uvas Creek Park to the City of Gilroy in 2014 for trail and staging area purposes as part of the Uvas Creek Trail, or West Valley Trail (S6). County Parks has retained a conservation easement over transferred lands.

Melchor Property Acquisition (C28)

County Parks was a funding partner to the Santa Clara County Open Space Authority for the purchase of the Melchor property, which provides parkland and trail opportunities for the Uvas Reservoir to Uvas Canyon Trail (C28).

Potential Future Projects

Future projects will be based on opportunity and may include the following projects and/or other projects as opportunities arise.

Silveira Property Transfer (R3)

County Parks is working with the Santa Clara Valley Water District to transfer ownership of the Silveira property for use as a mitigation site, and for provision of recreational trails.

Three Creeks Eastern Portion

The future acquisition of the eastern portion of the Three Creeks Trail would run from Hwy 87 to the City of San Jose's Kelley Park, turning north and connecting to the Coyote Creek Trail. Once complete, the Three Creeks Trail will provide a major east- west corridor connecting three significant trails (Los Gatos Creek, Guadalupe River, and Coyote Creek).

Five Wounds Trail

This potential 2.2-mile Railroad ROW to trail conversion is a high priority of the City of San Jose providing linkage from Kelley Park (Story Road) to the future Alum Rock and Berryessa BART stations. County Parks staff has facilitated meetings with the City of San Jose and the Valley Transportation Authority (VTA) with the end goal of acquiring the needed ROW.

Role III: Lead Partner in Updates to the CWTMP and Related Countywide Trail Planning Efforts

Recent Projects (last five years)

County Roads Department and Circulation and Mobility Element Update

The County Roads Department is the lead in updating the Circulation and Mobility Element to the County's General Plan. This project is currently underway and includes identifying and planning for the countywide trails that are within the County Road right-of-way. County Parks staff has been involved in the outreach and route identification process countywide trails included in the Circulation and Mobility Element Update. This update provides a significant step in the progress towards implementing countywide trail routes that are within the county road right-of-way.

Stanford Trails Grant Administration

County Parks staff was involved with reviewing grant applications for potential countywide trail projects to receive mitigation funding associated with approval of the Stanford General Use Permit approval. This grant application process resulted in the allocation of mitigation money paid to the County from Stanford University in lieu of completion of the entire C1 trail alignment, as required during approval of the General Use Permit. Three trail projects in Santa Clara County were allocated funding by the County Board of Supervisors on November 20, 2012, including the Stanford Perimeter Trail (N6), the Matadero Creek Trail (S1) and the Adobe Creek Trail (C2).

Potential Future Planning Efforts

With the provision of a full-time trail planner with County Parks, County Parks will be able to participate effectively in some of the following efforts related to countywide trail planning.

Coordination with VTA on the Countywide Bicycle Plan Update

As VTA updates the Countywide Bicycle Plan, County Parks will coordinate with VTA regarding appropriate integration of countywide trail routes. This significant planning effort will potentially set the stage for funding opportunities for countywide trail projects.

Maintaining Uniform Interjurisdictional Trail Guidelines

The *Uniform Interjurisdictional Trail Design, Use and Management Guidelines* include standards for trail planning and design. County Parks will be the lead in updating this document as

necessary, including coordinating with cities and other jurisdictions in the county. A future update to these standards may include more detailed standards for trails within the street right-of-way. County Parks may also coordinate with SCVWD and VTA on appropriate trail design standards within riparian areas including appropriate standards for trail surfaces and lighting that may accommodate both environmental requirements and transportation funding requirements.

Facilitation between other Agencies

As described in Section III, there are distinct issues in policy between agencies that stand in the way of multiple trail projects. While resolving some of these issues is extremely challenging and will not be accomplished through a single set of meetings, County Parks could serve as an intermediary and arrange issue-specific meetings between key agencies to help begin to address some of these issues, and to identify future steps to resolving key issues.

Regional Trail Planning Information Sharing

County Parks could coordinate research and distribute information as available on best practices and pertinent issues related to provision of regional trails. This type of information could include relevant information and available research on trail impacts to property values and crime rates, trends in planning for electric-assist bicycles, and other related topics.

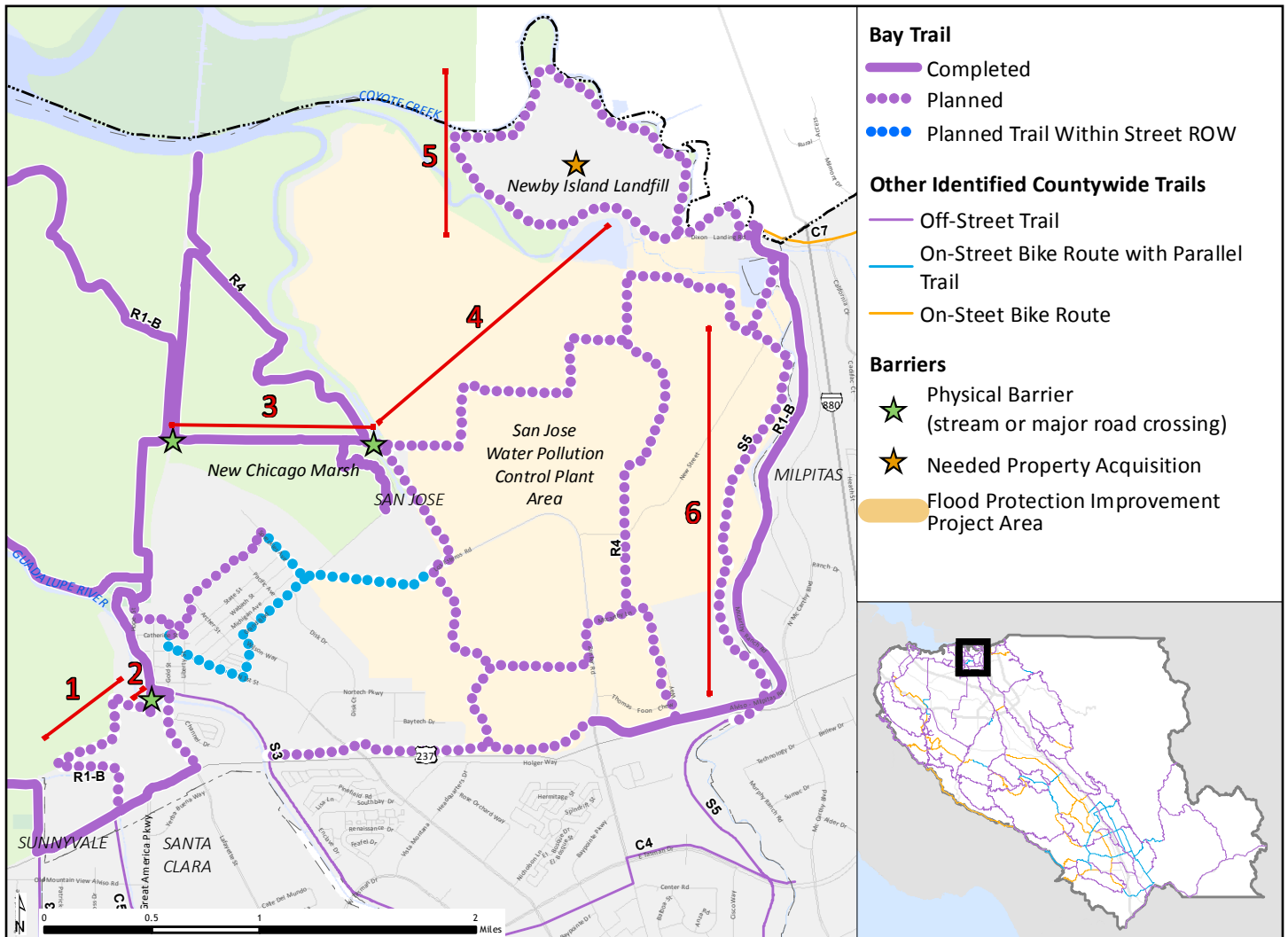
Future Update of CWTMP

County Parks will be the lead in updating the CWTMP during the next update to the Parks and Recreation Element of the County General Plan.

**Appendix A:
Tier I Trail Network Gaps Analysis**

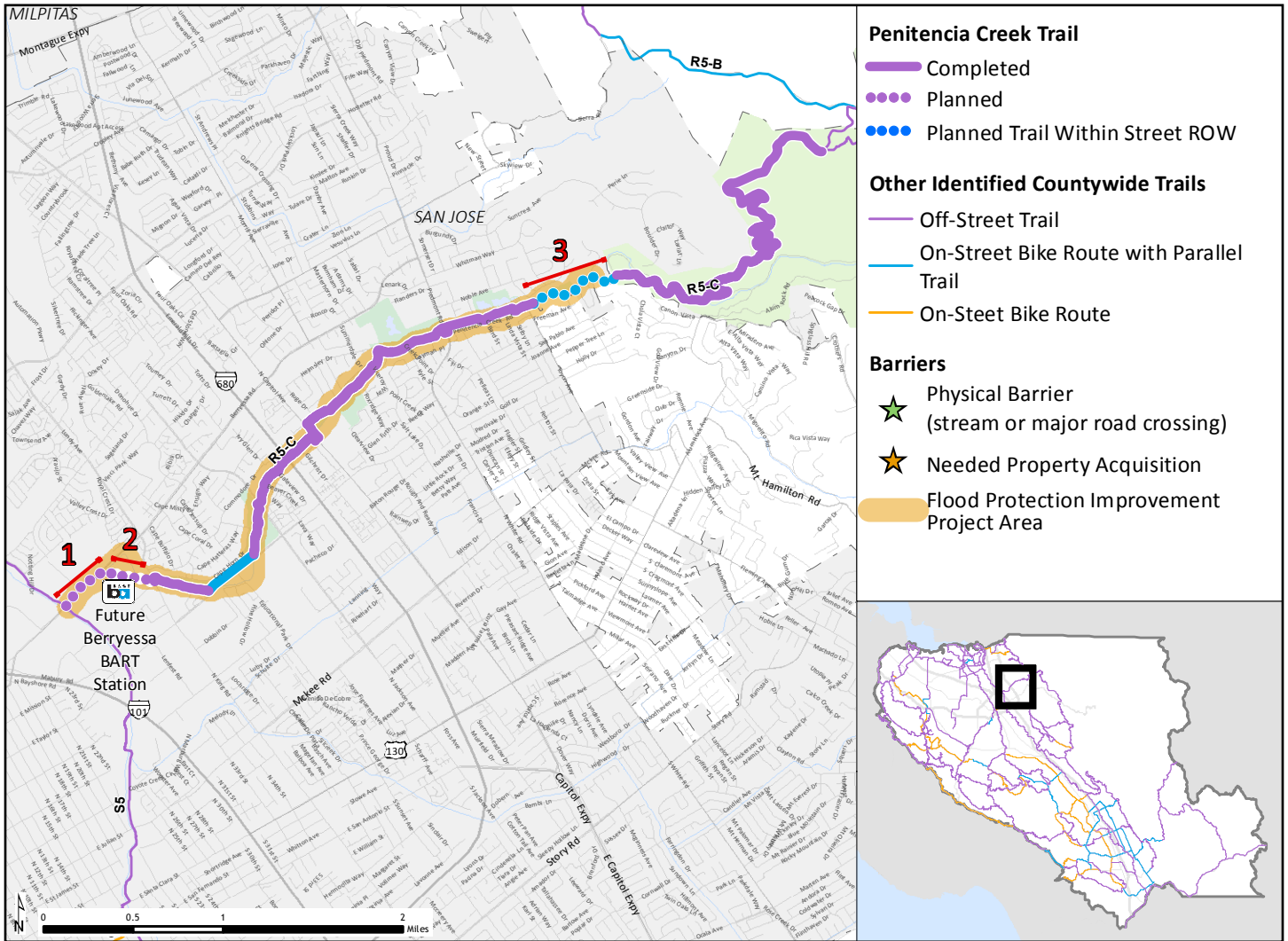
Countywide Trails Prioritization and Gaps Analysis
Draft, March 17, 2015

R4: San Francisco Bay Trail



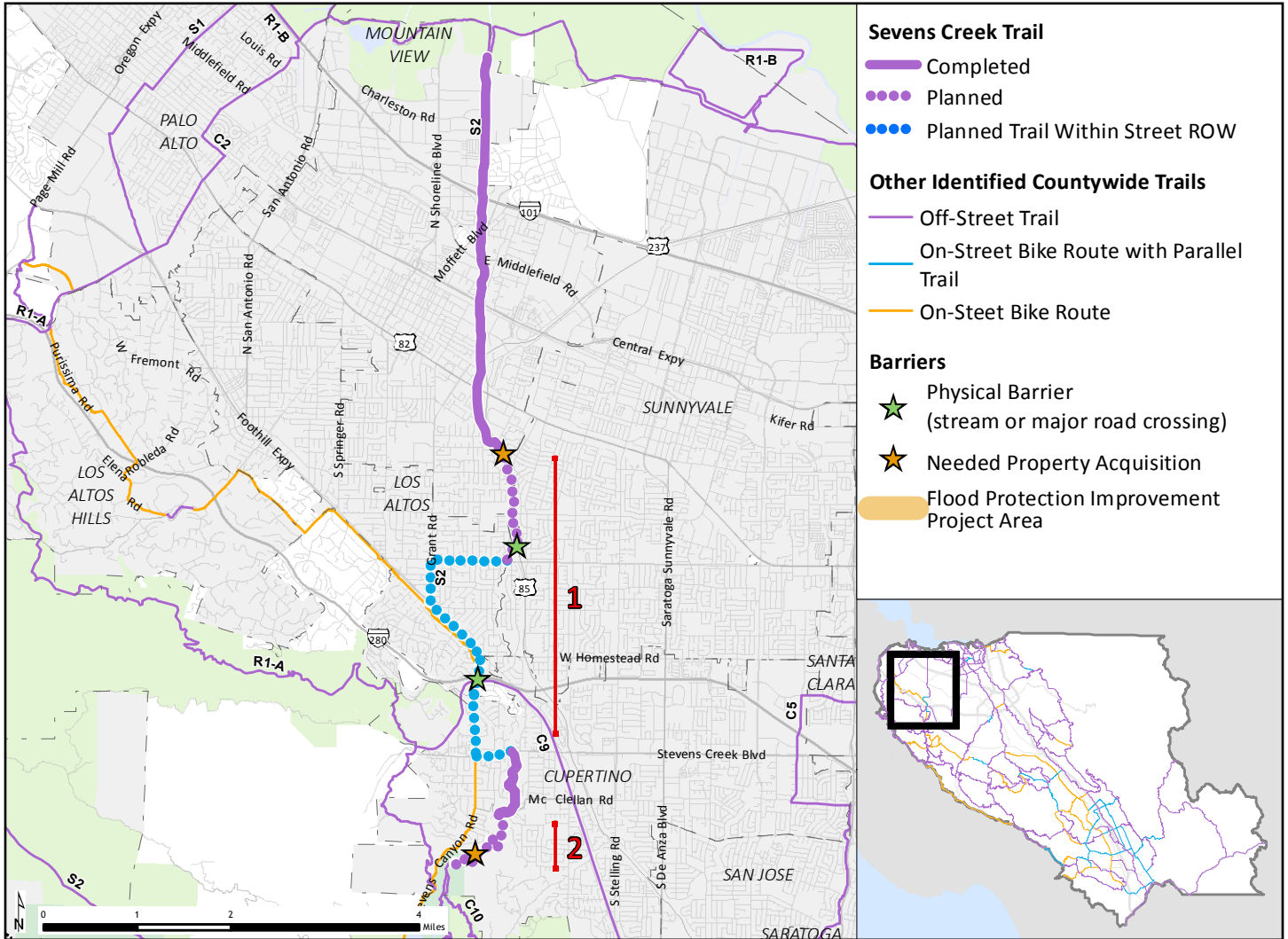
Gap	Location	Lead Agency	Status	Next Steps	Challenges to Next Steps	County Parks' Role
1	Highway 237 to Guadalupe River	City of San Jose	95% design completed	Design, permitting and construction	Funding for Guadalupe River crossing (gap 2)	None
2	Guadalupe River crossing	City of San Jose	35% design completed	Design, permitting and construction	Securing full funding (\$7 million)	None
3	Alviso County Park to San Jose Water Pollution Control Plant Area	City of San Jose, SCVWD	Alviso Neighborhood alignment Master Planned; New Chicago Marsh alignment included in Draft <i>South San Francisco Bay Shoreline Phase I Study</i>	Approving South Shoreline plans	Environmental review process	None
4	San Jose Water Pollution Control Plan Area	City of San Jose	Master Planned	Design, permitting, construction	Permitting and environmental clearance; Coordination with Pollution Control Plant processes	None
5	Newby Island Landfill loop	Unknown	Identified	Acquisition and Master Planning	Active landfill operations, private property	Potential future funding partner in acquisition
6	West bank Coyote Creek Levee	City of San Jose	Identified	Master Planning	Special-status bird species would limited access; alternative alignment likely	None

R5-C: Penitencia Creek Trail



Gap	Location	Lead Agency	Status	Next Steps	Challenges to Next Steps	County Parks' Role
1	Coyote Creek Trail to Berrysa BART station	City of San Jose	Identified as future trail by City of San Jose	City to condition design and construction of trail as part of approval for development of Flea Market Site.	Relies on developer	None
2	Berrysa BART to King Road	VTA	Design complete	Completion of construction	None	None
3	Noble Lane to Alum Rock City Park	City of San Jose	Master Planned	Design and permitting	Trail is in street ROW; Private property encroachment into County Road ROW must be resolved prior to City's trail implementation.	None

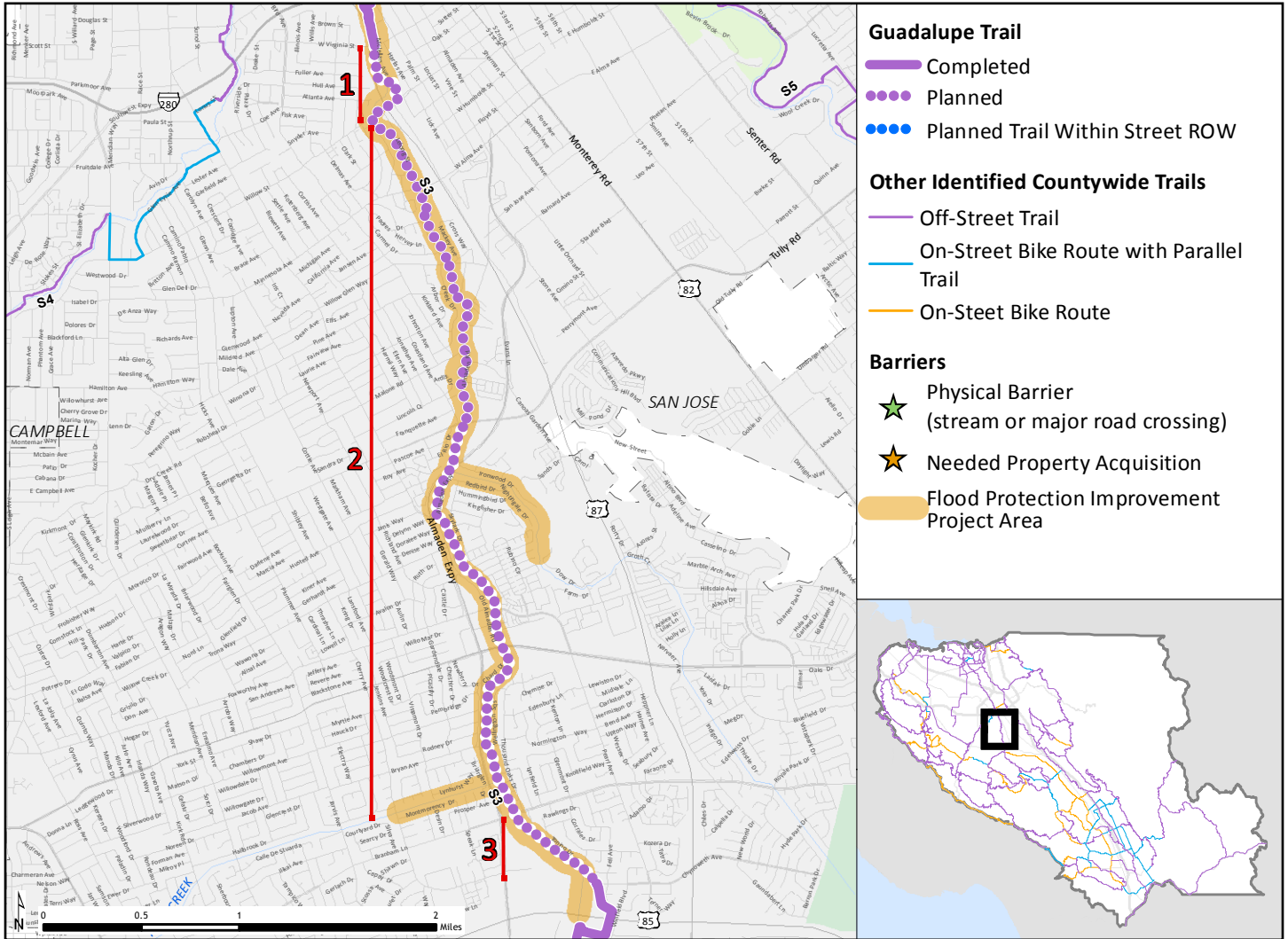
S2: Lower Stevens Creek Trail



Note: This alignment is currently being evaluated by the Four Cities Working Team, and there is no preferred alignment at this time. The alignment on this map may change.

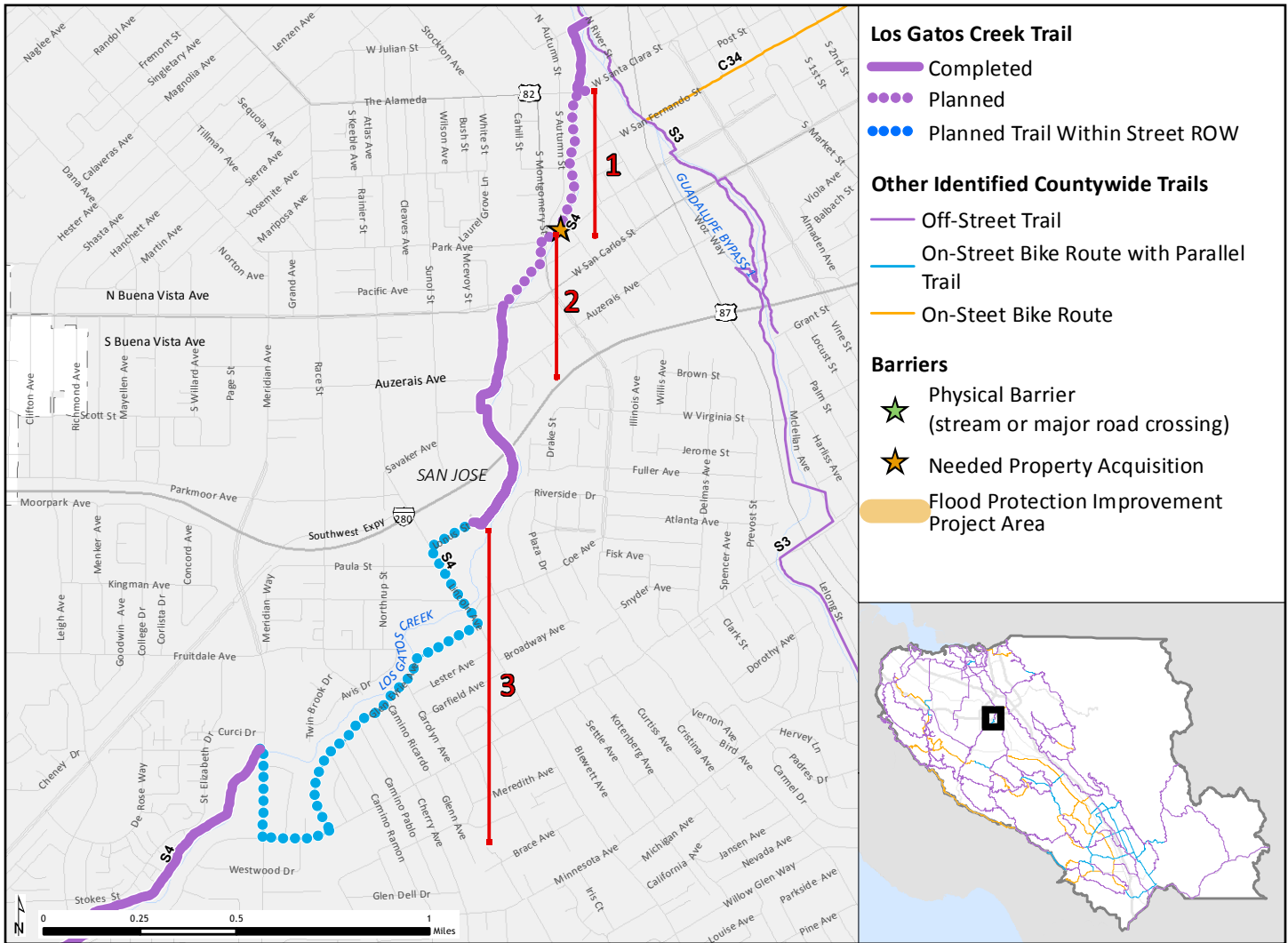
Gap	Location	Lead Agency	Status	Next Steps	Challenges to Next Steps	County Parks' Role
1	Four Cities Coordinated Stevens Creek Trail Feasibility Study Area	Cities of Sunnyvale, Cupertino, Mountain View and Los Altos	Administrative Draft <i>Four Cities Coordinated Stevens Creek Trail Feasibility Study</i> Completed	Completion of Feasibility Study; Coordinated Selection of preferred alignment; Master planning	Inter-Jurisdictional coordination; Lack of community support; Use of street right-of-way	None
2	McClellan Ranch to Stevens Creek County Park	City of Cupertino, Santa Clara County Parks	Feasibility study completed by City of Cupertino	Acquisition, Master planning	Needed remediation at abandoned quarry site; Compatibility of trail use and riparian habitat	Potential funding partner for acquisition; Lead agency for portion of trail in County Park

S3: Guadalupe River Trail



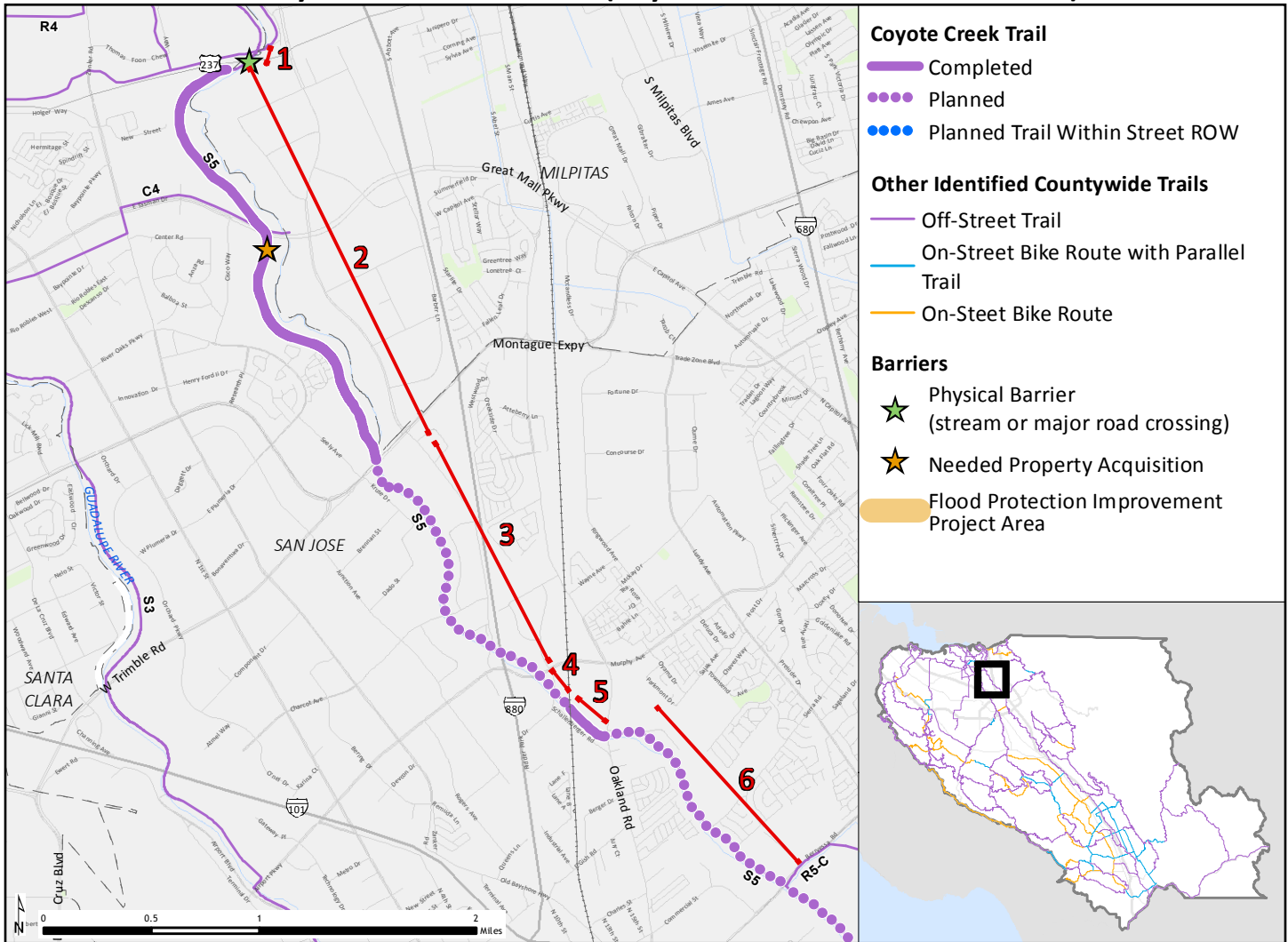
Gap	Location	Lead Agency	Status	Next Steps	Challenges to Next Steps	County Parks' Role
1	Virginia Street to Willow Street	City of San Jose	Master planned in the Woz to Willow Street Guadalupe River Trail Master Plan; City considering an alternative river-side alignment as part of on-going revisit of master plan.	Permitting, design, construction	Pending flood protection improvement project; Funding for design and construction	None
2	Willow Street to Branham Lane	City of San Jose	Currently being master planned	City now preparing master plan for future trail development, consistent with existing and/or planned flood protection improvements.	Pending flood protection improvement project; Funding for design and construction	None
3	Branham Lane to Chynoweth Avenue	City of San Jose	Currently being master planned	Permitting and Construction	Funding for design and construction	None

S4: Los Gatos Creek Creek Trail



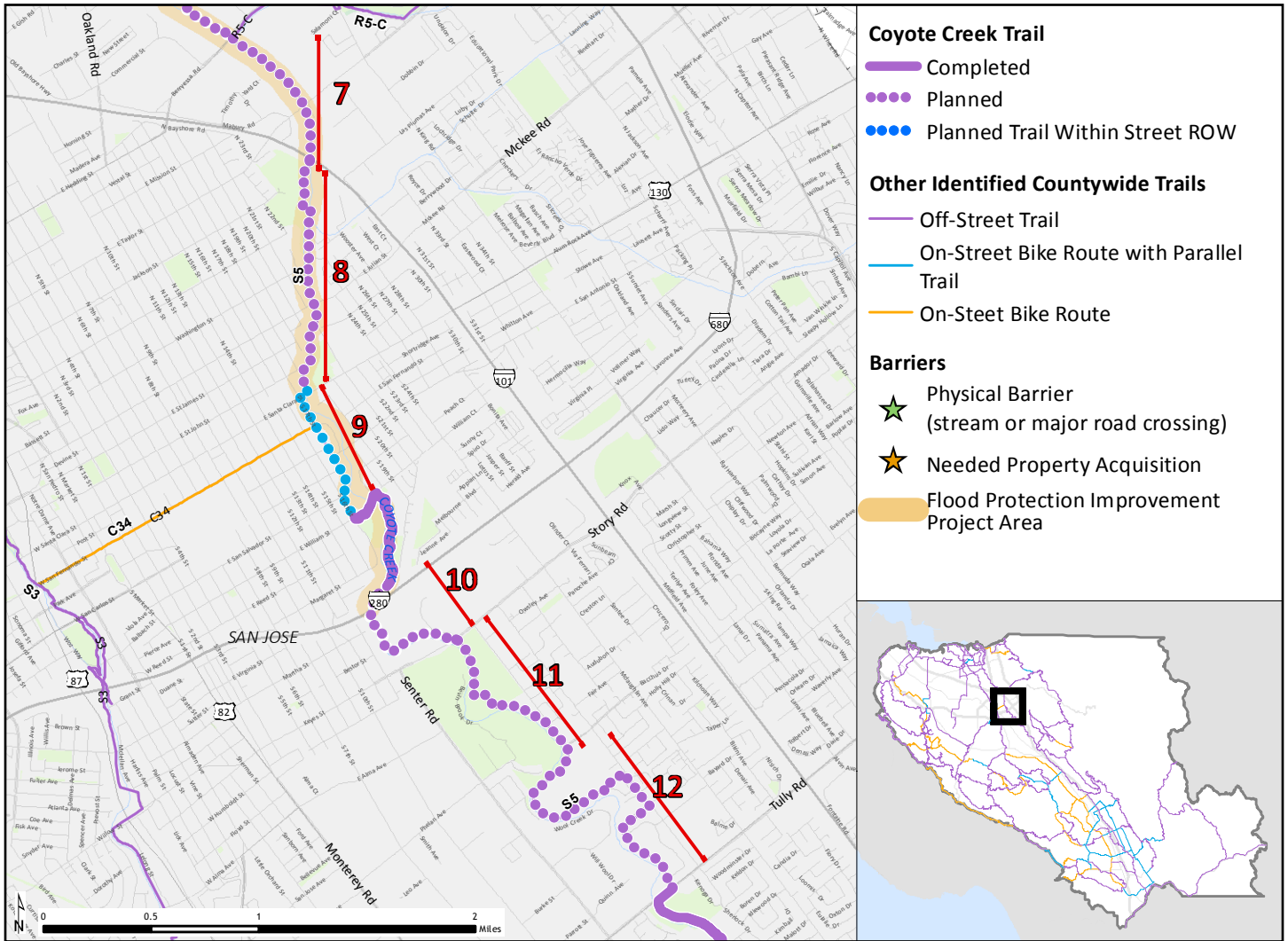
Gap	Location	Lead Agency	Status	Next Steps	Challenges to Next Steps	County Parks' Role
1	Santa Clara Street to Park Avenue	City of San Jose	Master Planned in <i>Los Gatos Creek Trail-Reach 5 Master Plan</i> (2008)	Acquisition; Design, permitting	Needed private property acquisition; Use of street right-of-way; Working with SCVWD on environmental regulations in riparian corridor	Potential funding partner in acquisition
2	Park Avenue to Auzerais Avenue	City of San Jose	Master Planned in <i>Los Gatos Creek Trail-Reach 5 Master Plan</i> (2008)	Design, permitting for trail	Preparing NEPA for work in highly impacted corridor; Coordinating and potential cost sharing with Caltrain as they develop a replacement bridge; Altering master planned alignment as necessary due to new bridge; Defining a viable under-crossing with sufficient clearance while elevated above normal water flows.	None
3	Lonus Street to Meridian Avenue	City of San Jose	Off-street alignment found to be infeasible in Master Plan process; Funding sought to study Meridian Avenue under-crossing to extend trail to Westwood neighborhood	Planning improvements in ROW may be only option	Use of street right-of-way rather than off-street trail; Meridian and Westwood are not proposed bikeways in the City's Bicycle Plan	None

S5: Coyote Creek Trail North (Bay Trail to Penitencia Creek Trail)



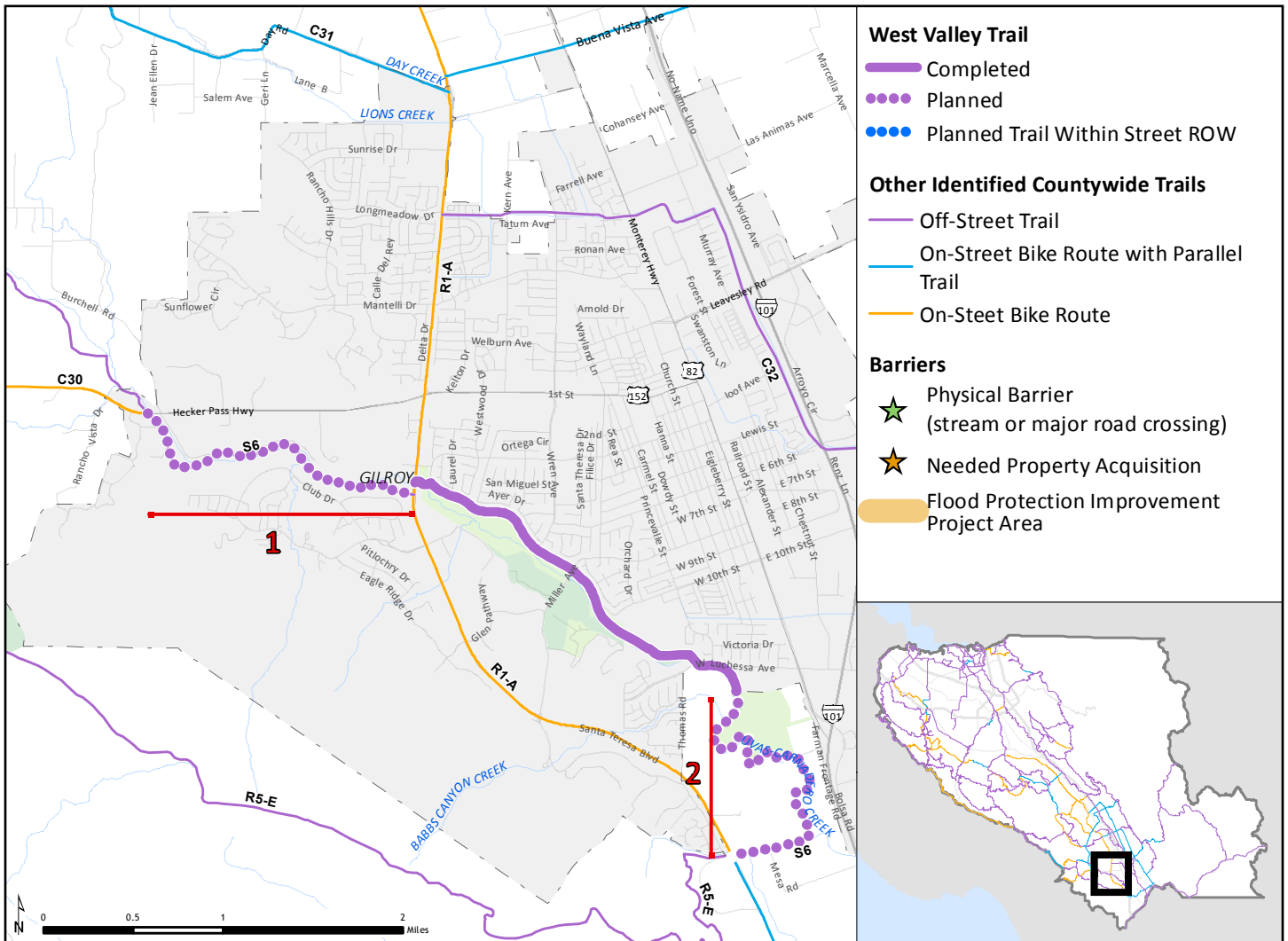
Gap	Location	Lead Agency	Status	Next Steps	Challenges to Next Steps	County Parks' Role
1	Highway 237 Pedestrian Overcrossing	Cities of San Jose and Milpitas	Not identified in local plan	Overcrossing Feasibility Study	Inter-jurisdictional coordination; under-crossing not feasible	None
2	Highway 237 to Montague Expressway	City of San Jose	Interim unpaved trail exists; plans in development for paving trail; construction is funded.	City to negotiate property purchase from State for construction of permanent paved trail	Negotiating property purchase from State of California	Potential funding partner in acquisition
3	Montague Expressway to Brokaw Rd	City of San Jose	Master Planned	Collaboration with SCVWD on Flood Protection Improvement Project; design and permitting	Significant flood protection improvement project prevents independent trail planning.	None
4	Brokaw Rd to Railroad Bridge	City of San Jose	Master planned, funding secured for design	Design, permitting, construction	Funding for permitting, construction; working with UPPR on rail under-crossing	None
5	Railroad Bridge to Oakland Rd	City of San Jose	Trail is constructed	Opening to public	Should open in 2015	None
6	Oakland Rd to Berryessa Rd	City of San Jose	Master Planned and NEPA document completed	Design, permitting, construction	Funding for design and construction, including two bridges.	None

S5: Coyote Creek Trail South (Penitencia Creek Trail to Tully Road)



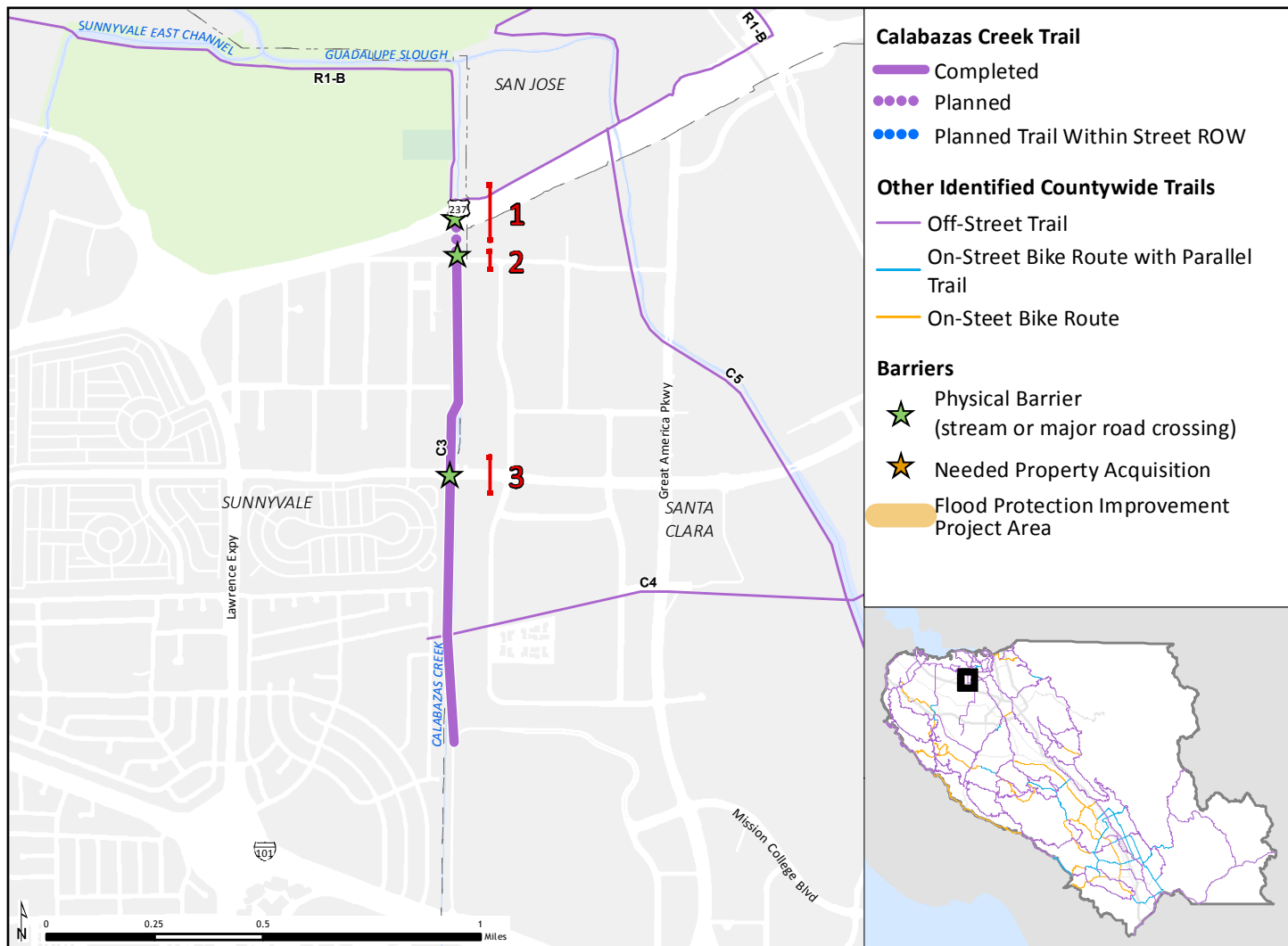
Gap	Location	Lead Agency	Status	Next Steps	Challenges to Next Steps	County Parks' Role
7	Berryessa Road to Watson Park	City of San Jose	Master Planned; ATF grant application complete	Design and permitting	Funding (\$3.2M to \$4M) required for bridges and under-crossings	None
8	Watson Park to Santa Clara Street	City of San Jose	Master Planned	Design and permitting	Funding for expensive reach that includes boardwalk and two pedestrian bridges	None
9	On-Street alignment from Santa Clara Street to William Street Park	City of San Jose	Master Planned	Design and permitting for signs and on-street pedestrian and bicycle improvements	Completing adjacent segments; funding for higher than normal investment in local roadway as part of trail system; use of street right-of-way	None
10	Selma Olinder Park to Story Road	City of San Jose	Master Planned; funds secured for construction	Permitting; construction	Construction - should be underway in 2015	None
11	Kelley Park	City of San Jose	95% design complete; CEQA document in review	Permitting and construction	Funding for construction	None
12	Kelley Park to Tully Road	City of San Jose	Master Planned	Design and permitting	Funding for design, permitting and construction	None

S6: West Valley Trail



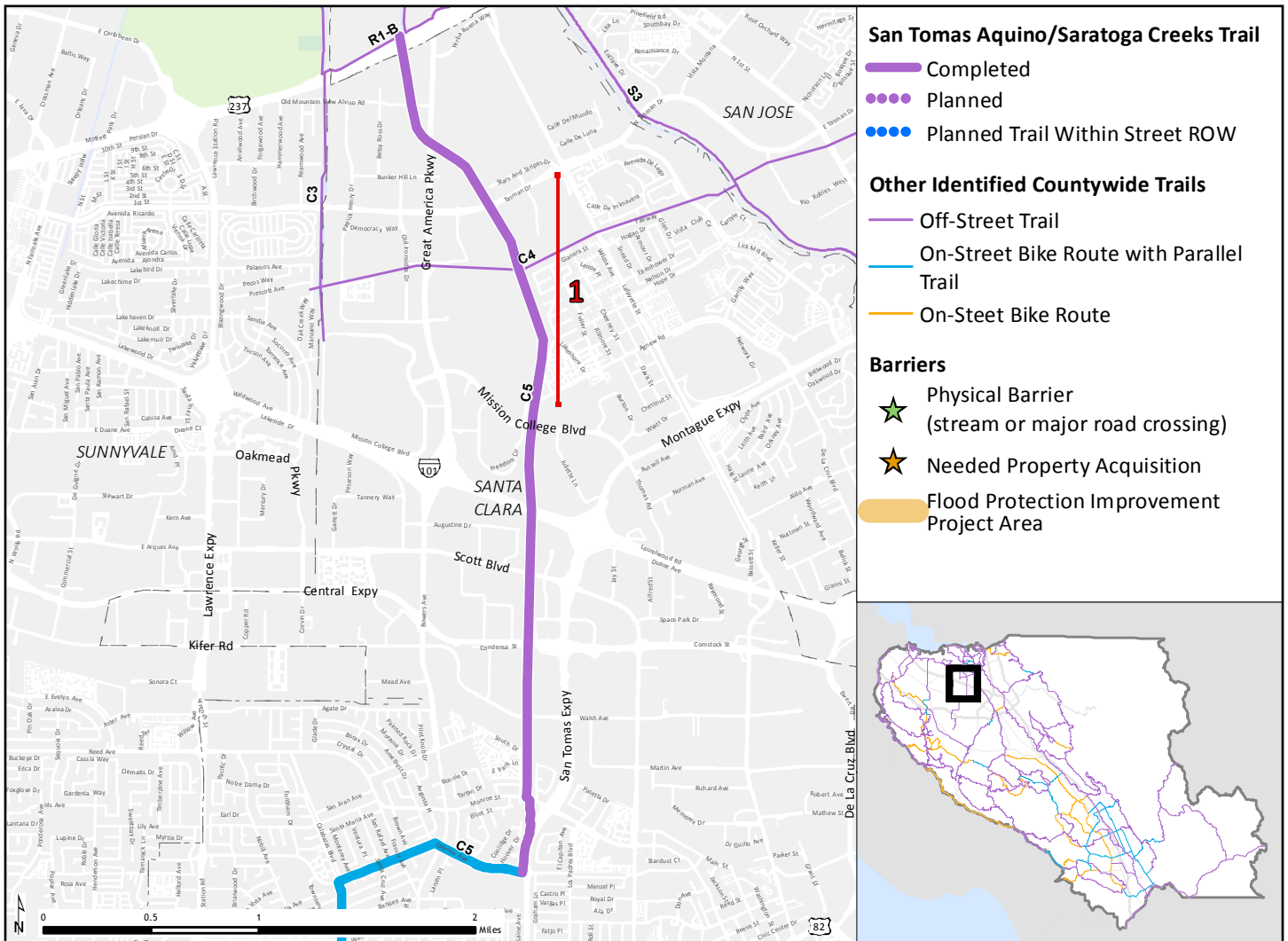
Gap	Location	Lead Agency	Status	Next Steps	Challenges to Next Steps	County Parks' Role
1	Hecker Pass Highway to Santa Teresa Blvd	City of Gilroy	City undergoing feasibility study; Adopted in Hecker Pass Specific Plan	Completion of feasibility study, securing full funding, design and permitting	To be coordinated with development of Hecker Pass Specific Plan	None
2	Gilroy Sports Park to Santa Teresa Blvd	City of Gilroy	Identified in Gilroy Trails Master Plan; Funding secured through BEP	Planning, design, permitting	Riparian and wetland habitat constraints.	None

C3: Calabazas Creek Trail



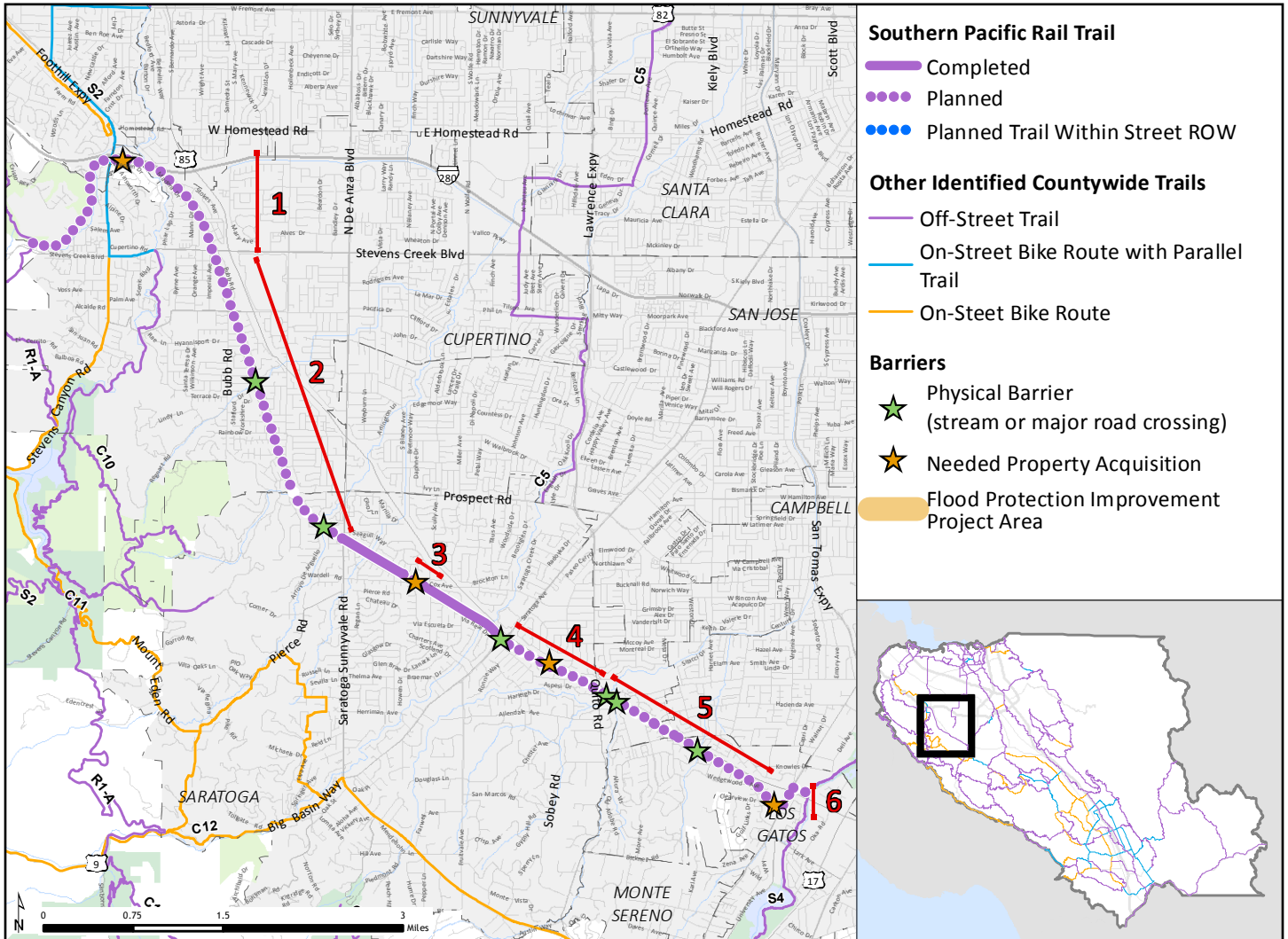
Gap	Location	Lead Agency	Status	Next Steps	Challenges to Next Steps	County Parks' Role
1	Highway 237 overcrossing	Cities of Santa Clara and Sunnyvale	Feasibility Study completed by City of Santa Clara; Design underway.	Completion of design, permitting, construction	Securing funding for construction	None
2	Improvements to Old Mountain View-Alviso Rd crossing	City of Sunnyvale	Tier I BEP project	Design, permitting and construction	Securing funding through BEP program	None
3	Improvements to Tasman Dr crossing	City of Sunnyvale	Tier I BEP project	Design, permitting and construction	Securing funding through BEP program	None

C5: Lower San Tomas Aquino/Saratoga Creek Trail



Gap	Location	Lead Agency	Status	Next Steps	Challenges to Next Steps	County Parks' Role
1	Tasman Dr to Agnew Rd	City of Santa Clara	Complete but requires temporary closures during events at Levi Stadium	City Planning is working with Police Department and Homeland Security to identify potential solutions.	Homeland security concerns	None

C9: Southern Pacific Rail Trail



Gap	Location	Lead Agency	Status	Next Steps	Challenges to Next Steps	County Parks' Role
1	Rancho San Antonio Park to Stevens Creek Blvd	Cities of Cupertino and Los Altos	Feasibility Study completed (2001)	Acquisition of full width of rail line required	Rail line is active	Potential funding partner in acquisition
2	Stevens Creek Blvd to Saratoga Sunnyvale Rd	Cities of Cupertino and Saratoga	Feasibility Study completed (2001)	Partial acquisition or easement from UPRR for rail-with-trail option	Working with private landowner on acquisition of trail easement; Inter-jurisdictional coordination	Potential funding partner in acquisition
3	Cox Avenue crossing	City of Saratoga	Feasibility Study completed (2001)	Acquisition of full width of rail line required	Rail line is active	Potential funding partner in acquisition
4	Saratoga Ave to Quito Rd	City of Saratoga	Feasibility Study completed (2001)	Acquisition of full width of rail line required	Rail line is active	Potential funding partner in acquisition
5	Quito Rd to Wedgewood Ave	Cities of San Jose and Campbell, Town of Los Gatos	Feasibility Study completed (2001)	Partial acquisition or easement from UPRR for rail-with-trail option	Working with private landowner on acquisition of trail easement; Inter-jurisdictional coordination	Potential funding partner in acquisition
6	Wedgewood Ave to Los Gatos Creek Trail	Town of Los Gatos	Feasibility Study completed (2001)	Acquisition of full width of rail line required	Rail line is active	Potential funding partner in acquisition

Appendix B: Strategies for Unincorporated Urban Pockets

As part of the *Parkland Acquisition Plan 2012 Update*, the County Board of Supervisors adopted staff recommendations to prioritize the assessment of opportunities to provide additional regional-serving park and trail facilities in or near the unincorporated urban areas within the County. Following this direction from the Board, County Parks has completed the *Alum Rock and Burbank Unincorporated Urban Islands Recreational Needs and Opportunities Assessment*, which identified potential opportunities for regional park and trail facilities that could serve the two largest unincorporated urban pockets in the county. Building on this report, County Parks staff has investigated potential opportunities for regional countywide trails serving the two largest unincorporated urban pocket in the county, summarized below.

Alum Rock

The following strategies could allow County Parks and the County Roads Department to be involved in providing countywide trail opportunities serving the Alum Rock neighborhood (see Figure 1):

1. **Penitencia Creek Trail.** County Parks is a potential partner with the City of San Jose in the completion of the Penitencia Creek Trail between Noble Avenue and Alum Rock City Park. This partnership could include funding for any opportunities for property acquisition.
2. **Alum Rock Ave Trail.** County Parks is the lead agency in assessing the potential for a trail within the right-of-way for Alum Rock Ave, which could potentially be a regional-serving trail connecting the urban neighborhood center around White Road with Alum Rock City Park.
3. **Local Bikeway and Pedestrian Improvements.** The City of San Jose has identified several on-street bike routes through the unincorporated community of Alum Rock, which would improve bicycle safety and provide connections to regional-serving countywide trails including the Penitencia Creek Trail and Lower Silver Creek Trail. The County Roads Department will provide staff participation in City feasibility studies and concept development for establishing new bike routes.

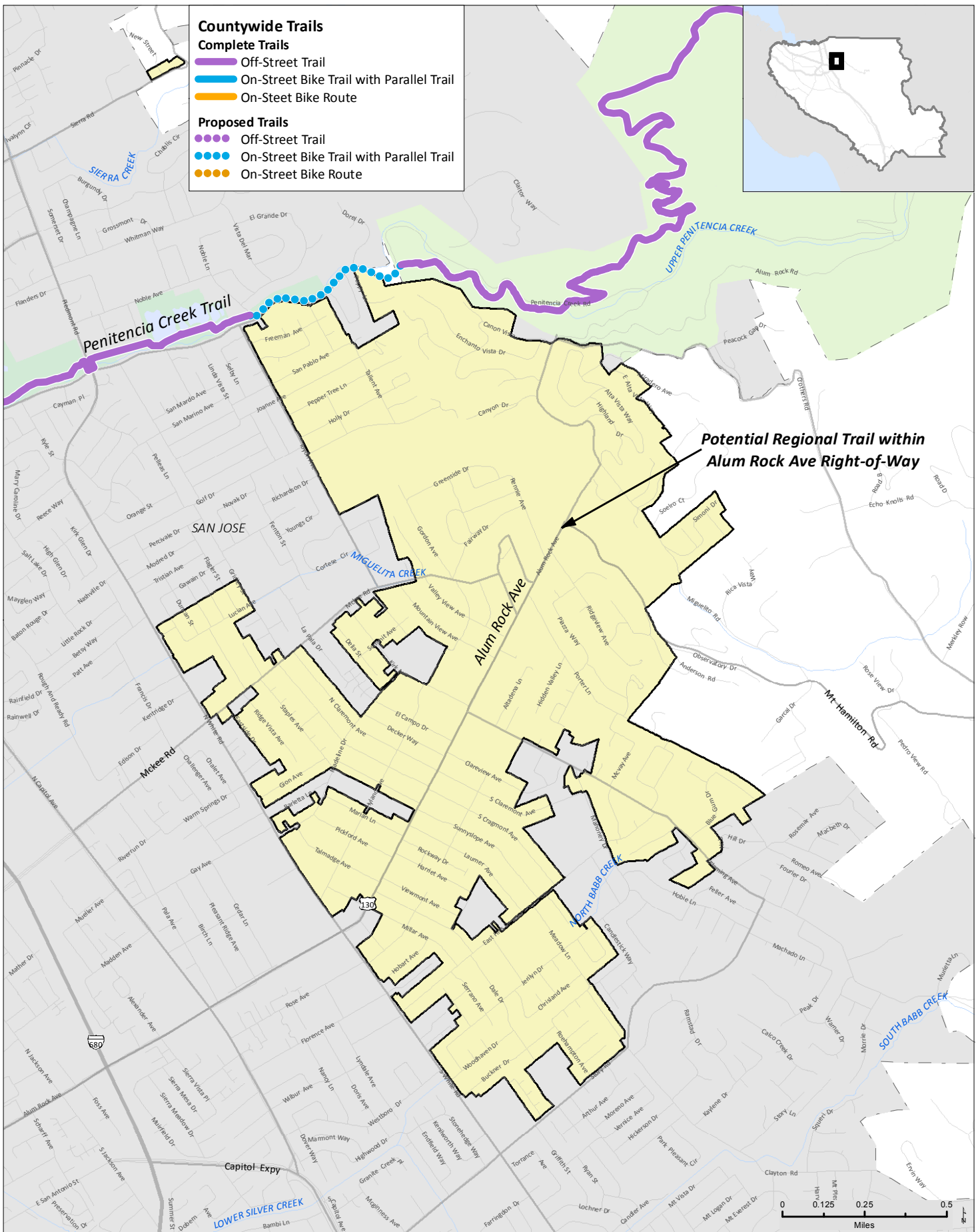


Figure 1: Alum Rock Unincorporated Urban Pocket

Burbank

There are no countywide trail routes through the Burbank neighborhood, and there are currently no opportunities for County Parks to be involved with countywide trail projects in the Burbank neighborhood. However, the following strategies could allow the County Roads Department to be involved in providing connections to countywide trail opportunities serving the Burbank neighborhood (see Figure 2):

- 1. South Bascom Ave.** The City of San Jose's *Draft South Bascom Urban Village Plan* includes a cycle track within the South Bascom Ave ROW, including the city and county portions of the street. These improvements would potentially connect urban neighborhoods, San Jose City College and the Valley Medical Center to the Los Gatos Creek Trail. The Santa Clara Valley Transportation Authority (VTA) has initiated a Complete Streets study for South Bascom Avenue that would consider the City's plan as well as other options. The County Roads Department and City of San Jose are participating in the Study.
- 2. Local Bikeway and Pedestrian Improvements.** The City of San Jose has identified several on-street bike routes through the unincorporated community of Burbank, which would improve bicycle safety and provide connections to regional-serving countywide trails including the Los Gatos Creek Trail. The County Roads Department will provide staff participation in City feasibility studies and concept development for establishing new bike routes.

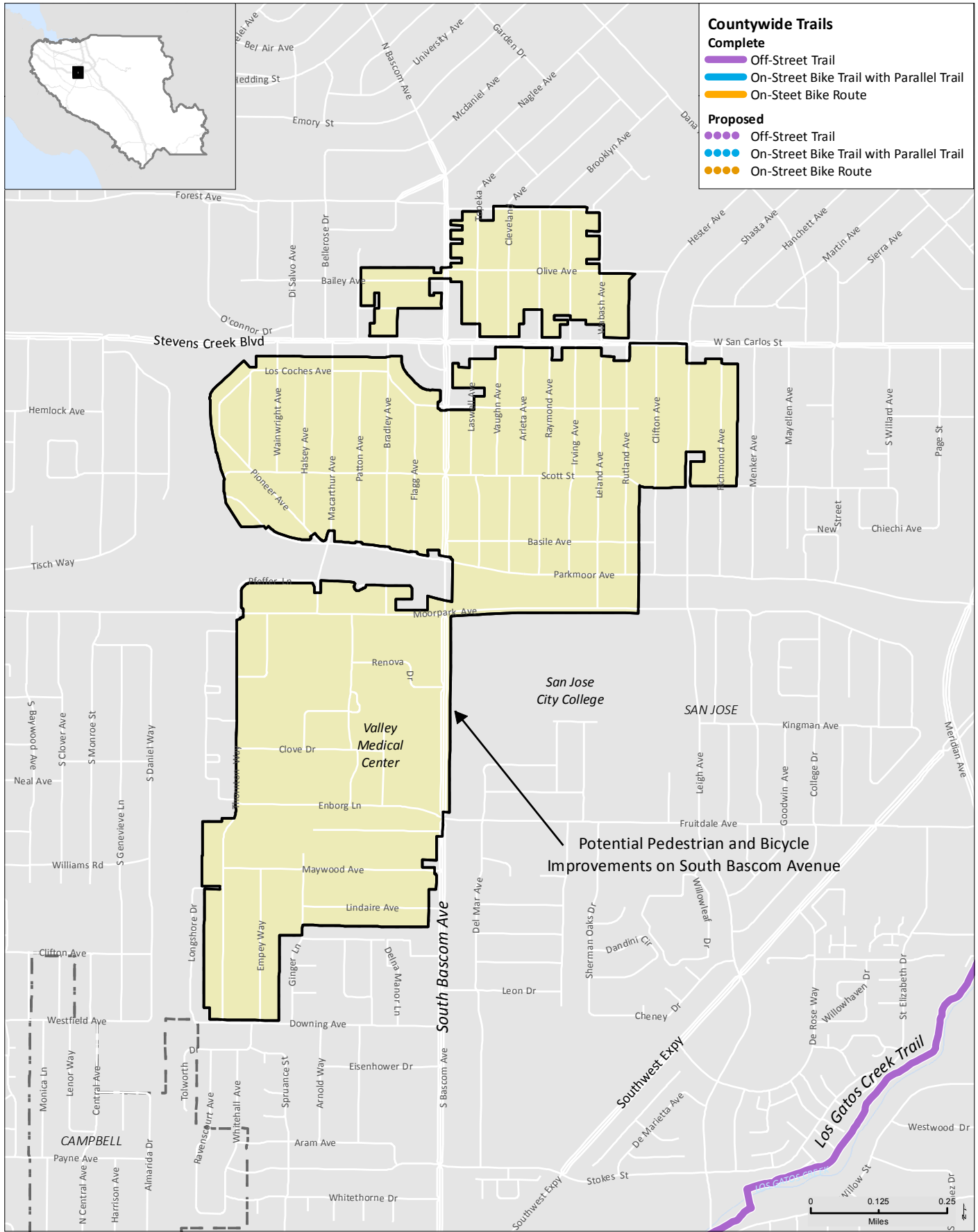


Figure 2: Burbank Unincorporated Urban Pocket