

The goals and objectives of the Feasibility Study were developed through the project's planning process, including public workshops. This chapter is divided into separate numbered "themes" each of which contains two subsections: goals and objectives. These goals and objectives form the basis for the development of the Alignment Plan outlined in this Feasibility Study. As noted in some "themes", additional information may be found in the Appendix of this document. This chapter will also serve as a checklist for the preparation of the project's final design documents once funded.

1. Accessibility

Goals

Create a trail that is accessible to people with all types of disabilities.

Provide for public access along the creek, while minimizing impact to neighbors, existing facilities, and existing riparian habitat.

Encourage trail parking to occur at existing park locations, consolidating parking to key locations.

Objectives

Provide design amenities and features, including furniture and signage, which are ADA compliant and encourage universal use.

Utilize directional, visual, tactile and audible markings or signals for Universal and ADA accessibility of the trail.

Include signage that accommodates the visually impaired by use of audible signals, Braille and raised letters.

Create new, and improve existing, sidewalk and trail-to-trail transitions for the visually impaired and other ADA accessibility.

Provide directional signage on the street for trail parking locations.

Provide side trails or spur trails that are flush with the main trail for accessibility.

Utilize design recommendations from the City's Disability Group.

Encourage connections to alternative transportation mode facilities and other non-motorized "facilities".

2. Adjacent Neighbors

Goals

Help mitigate or minimize additional increased traffic flow into residential areas due to trail patrons.

Provide alternative parking areas during peak user times (i.e. summer) where existing parking facilities are already at full capacity (i.e. Kelley Park) to minimize neighborhood impact.

Respect adjacent property owner need for privacy, security and screening from trail users.

Encourage trail visitors to bike or walk as this would have less impact on the neighbors, as opposed to driving.

Do not over develop access to the trail. Visitors should bike or walk to the trail preferably (instead of driving).

Objectives

Minimize parking and vehicular impact to neighborhoods through signage for acceptable trail head parking areas, and through the potential use of residential parking permits, restricted parking hours and time limits, or other regulations.

Obtain public input for potential solutions to parking nodes.

Explore seasonal parking alternates and areas of full parking capacity and areas of residential neighborhoods near new trailheads.

Create design guidelines and material recommendations for fencing and screening of adjacent property with the trail, as appropriate to land use.

Encourage alternative transportation travel to access the trail, thereby minimizing impact on neighbors, by establishing a corridor that is pedestrian- and bicycle-friendly with supportive signage and streetscape furniture.

3. Alignment

More detailed information regarding “public access” along Coyote Creek is included in the Appendix.

Goals

Design a trail that parallels the Coyote Creek wherever possible.

Provide a link to City's trail network, including other segments of Coyote Creek Trail. Current efforts include:

- Highway 101 to Williams Street (Feasibility Study underway);
- Story Road to Phelan Avenue (undeveloped);
- Phelan Avenue to Stonegate Park (Master Plan underway);
- Stonegate Park to Yuerba Buena Avenue (completed, paved);
- Yuerba Buena Avenue to Coyote Creek Park (completed, portions paved).

Provide a link to the regional, sub-regional, and City trail network; i.e. this creek trail is identified as the interior trail route for the Bay Area ridge trail route.

Establish a trail alignment that is accessible via alternative routes, when a direct creek Class I trail is not feasible. A Class I trail is a designated separate bicycle path that is its own trail network and based on Caltrans standards for width and setbacks.

Define reasons for creek frontage that is not publicly accessible (i.e. between William Street and E. Santa Clara Street).

Encourage a “creek experience” even when an adjacent Class I trail may not directly follow the creek edge.

Utilize the railroad existing right of way and infrastructure (i.e. trestle) as an opportunity for trail spur trails (i.e. at Watson Park) and alignment to key trail access nodes (i.e. Story Road / Senter Road).

Create opportunity for seasonal access under busy arterial streets where infrastructure and clearance are existing. Provide an alternative route too (i.e. Story Road and Kelley Park).

Provide opportunity for spur trail alternative routes when space is available.

Encourage an ease of use of the trail with continuous travel to other trail networks and loops in the trail.

Improve trail alignments that may not currently provide adequate or direct connections.

Objectives

Take advantage of City-owned parcels and several master planning park efforts to establish a designated Class I trail along Coyote Creek.

Explore potential routes through Brookwood Avenue or Arroyo Way as an alternative route to between E. William and E. Santa Clara Street.

Evaluate on-street trail route segments for paving and sidewalk accessibility revision, need for maintenance/improvements, and intersection crossing.

Research flood levels under all bridges of the alignment for trail accessibility (seasonal alternatives).

Explore status of railroad right-of-way as potential for trail alignment and spur trails.

Explore the potential for property acquisition along the creek as an alternative to a street alignment.

Evaluate right-of-way domain along the creek and reference applicable plans/guidelines the alignment should follow.

Create opportunities for trail 'look-outs' onto the creek in areas where the prime alignment deviates away from the creek.

Consider locations for spur trails or alternative routes when space is available.

Create loops in the trail for athletic training or frequent use by locals (i.e. by Selma Olinder Park and I-280).

Consider trail realignment to Martha Street.

4. Amenities

Goals

Provide streetscape furniture and amenities that are accessible, people-friendly, easily maintained per County standard, and encourage trail patronage.

Plan for 'special use' areas that accommodate more passive trail use and a peaceful creek experience.

Include bicycle racks in strategic locations along the trail, including near spur trails or sitting areas.

Make it convenient for dog owners to be responsible for their dog's clean up.

Provide the opportunity for the trail to serve as a linear park with other features such as a par course and picnic facilities.

Create areas for public art installation.

Provide areas for community gardens at strategic locations near parking areas.

Explore potential for varying material, used for trail construction based on its intended use, (i.e. soft surface for running and smooth surface for skating).

Create thematic gateway features to celebrate the trail and the history of the area.

Incorporate design elements along the creek to limit access to the creek in sensitive areas.

Objectives

Align spur trails flush with the main trail and provide opportunity nodes for quiet activities.

Provide seating areas and interpretive signage in 'special use' areas.

Provide benches and picnic tables at regular intervals along the trail.

Evaluate other spur trail options at the Story Road Landfill and mitigation site as part of the Story Road Landfill development process.

Create a trail experience that is enjoyable by many types of travelers by using alternate choices of experiences and trail alignments.

Strategically locate 'mutt mitts' and trash receptacles along the trail, especially near restrooms and dog parks (i.e. Watson Park).

Explore opportunity for a 'quiet area' as a special feature when developing the Story Road Landfill.

Provide public restrooms and water fountains or guidelines for placement if none existing.

Encourage efforts for public art installation.

Encourage park use of the trail area including gardening, picnicking, bird watching, running, biking, skating and environmental education.

Research varying trail materials including cost, availability, maintenance and desirability (inc.. asphalt, concrete, and rubberized surface).

Create unique art pieces, banners, and signage that serve as gateway features along the trail. SCVWD "Awareness Strips" across the trail should be included as one feature of the trail too.

5. Collaboration

Goals

Maintain a high level of community participation to help establish community ownership.

Involve community members, property owners, local residents, school district, SCVWD, related agencies and City staff in a collaborative planning process by encouraging public participation.

Focus the planning process into a streamlined effort with project input/insight from stakeholders, City staff and neighborhood planning groups related to current planning efforts.

Establish and maintain an open line of communication between the community and the City for information and input regarding the trail project.



*Public Workshop #2, January 21, 2004,
at Watson Community Center*

Objectives

Utilize a main trail coordinator that will coordinate information between citizens, City staff, and other related participant and stakeholders.

Encourage public involvement in the planning process by utilizing workshops, surveys, website information and other means.

Create a committee of representatives of related agencies and City department staff to serve as a spokesperson and resource for information relevant to this trail project, i.e. Task Force Committee and Technical Advisory Committee formation and the Countywide Interagency Trails Committee¹.

Update agendas, meeting minutes, and information on the City's website regularly.

Collaborate with SNI groups, bicycle advocates, bird and nature enthusiasts, and other interest groups for specific background information.

Establish mailing list of workshop participants, with notifications available via e-mail and flyers.

¹ Perhaps this project could tie into the purposes and objectives of the Countywide Interagency Trails Committee (Hosted by a Santa Clara County Parks & Recreation Department).

6. Connections

Goals

Improve and encourage trail use with connections to neighboring schools and parks for parents, children and students, including:

Schools:

- McKinley School (651 Macredes Avenue)
- Olinder (Selma) School - Elementary (890 E. Williams Street)
- SCVWD - Coyote Creek Outdoor Classroom (791 E. Williams Street)
- San José High Academy (275 N. 24th Street)
- Empire Gardens – Elementary (1060 E. Empire Street)
- SJSU (One Washington Square)

Parks:

- Kelley Regional Park
- Selma Olinder Park
- William Street Park
- Roosevelt Park
- Watson Park
- Penitencia Creek County Park
- Mayfair Park

Community Centers:

- Leninger Center (Kelley Park)
- Boys and Girls' Club (on Empire Street)

- Roosevelt Community Center
- Olinder Community Center
- Watson Community Center
- Mayfair Community Center

Provide connections to local shopping and employment hubs, including the Edenvale Industrial Center and the Wal-Mart District, near Story Road.

Provide good connection to the current Bible College campus, despite current planning efforts to develop multi-family housing at this location.

Provide neighborhood connections to regional parks, such as Penitencia Creek County Park, Kelley Regional Park, and Alum Rock Regional Park.

Provide neighborhood connections to regional trails, such as the Bay Area Ridge Trail, El Sombroso/Penitencia, and the San Francisco Bay Trail.

Consider connections to parks and destinations to sides of the creek opposite the trail.

Provide accessible connections at all existing street intersections near the trail.

Create safe routes to schools.

Maximize connections to transit including bus and key corridors to future BART.

Objectives

Improve access points to existing parks, including a wide pedestrian bridge to Williams Street Park and access to the trail from Watson dog park.

Sign the locations listed below for trail/bus/light rail network. These bus routes interface with Coyote Creek from Story Road to Hwy 101 as of January 1, 2004.

- **Bus Route 22** - Eastridge Transit Center to Palo Alto
Interfaces at East Santa Clara Street, runs 24 hours
- **Bus Route 25** – Story / White to DeAnza College
Interfaces at Story Road
- **Bus Route 64** – Alum Rock/ Miguelito to Almaden Light Rail Station
Interfaces at East Santa Clara Street
- **Bus Route 72** – Santa Theresa Light Rail Station to Downtown San José
Interfaces at San Antonio Street
- **Bus Route 81** – McKee / White to Vallco Fashion Park
Interfaces at Julian Street
- **Express Bus Route 300** – Palo Alto Caltrain Station to Alum Rock / White
Interface at East Santa Clara Street
- **Santa Clara Light Rail Station**
Interface near downtown

7. Infrastructure

Goals

Consider new bridges to improve links to the trail, encouraging the neighborhoods to interact.

Consider the location of the existing railroad trestle at Story Road and Senter Road for future trail alignment to this intersection and connection to existing bike lanes on Senter Road.

Provide adequate trail width to safely access the trail, without encouraging high-speed bicycle travel.

Objectives

Consider locations for new bridges from the following locations:

- John Street to Roosevelt Park
- Martha to Story Road (Spartan-Keyes)
- wide pedestrian bridge to Williams Street Park
- Empire Street

Coordinate with the planning efforts of the following SNI neighborhood groups and implement the features relating to Coyote Creek corridor development:

- Spartan/Keyes
- Thirteenth Street
- University
- Five Wounds/Brookwood Terrace
- Tully/Senter

Follow trail width guidelines/ standards created by the County to be 16' wide (12' paved with 2' gravel shoulders) to help provide safe operation by all users.

Consider under a separate trail study the existing active railroad right-of-way for future trail development once the rails are identified as inactive. Coordinate with the Rails-to-Trails Conservancy, if desired.

8. Safety

Goals

Educate trail visitors about the rules, regulations, navigation, and other trail travel modes to help encourage safe use for all.

Provide bicycle parking in locations that are a deterrent to vandalism and encourage use.

Utilize appropriate surface materials for identified uses, i.e. interpretive spur trail, jogging edge, creek overlook, and ADA-compliance.

Install amenities to help increase the sense of safety along the trail which will encourage trail use (e.g. call boxes, safety signage, lighting where needed, etc.).

Consider programs such as Adopt-a-Trail and other events (fundraisers, parties, runs, nature walks and the like) in order to promote a higher use of the trail. This will help deter crime.

Provide alternate trail routes for bridge under crossings that may be seasonally flooded.

Provide access to the trail at specified hours to protect neighbor's privacy, yet consider the trail as a part of the transportation network. (hours of operation)

Protect existing sensitive riparian and native habitat areas with planting buffers that deter human accessibility. Find a balance between personal safety and natural habitat protection.

Install surfaces that deter encampments and illicit behavior under bridges.

Address trail amenity (i.e. trash receptacles, graffiti removal) and maintenance issues along the trail.

Objectives

Create specific signage that addresses the goals of safety concerns.

Locate bicycle racks in areas of high travel and in sufficient quantity at all public places of interest.

Change material type, texture, or color of surface material at intersections or special areas of interest to help signify the location and draw attention to the landmark.

Install emergency call boxes after consultation with SJPD on all new trail sections.

Outline and implement a structured police/ranger enforcement plan.

Design plantings, connections, accessibility and alignment of the trail with personal safety of trail users in mind, minimizing opportunity for occurrences and maintaining a good distance for site visibility. This includes the following:

- low plantings / groundcover
- split rail fencing to minimize “surprise” areas
- maintained tree canopies
- soft trail curves
- milestone marker system and signage
- strategic call box locations
- lighting to be provided under wide, dark road crossings (i.e. under 280)
- trail nodes that are easily accessible by the police

Evaluate prior trail studies and police reports (including the Los Gatos Creek Trail, City of San José, and Campbell) on trails to help determine troubled areas and mitigate design areas.

Respect existing riparian corridor and native species, by not allowing for lighting as an amenity though it was desired for safety. Permitting agencies and the City will not allow such an impact.

Evaluate the potential for timed lighting along the trail for bicycle commuters, along with input from the California Department of Fish and Game on urban lighting. (down lighting or focused lighting; use of reflectors without lighting use)

Outline program efforts that would establish a network system for citizen-based reporting and volunteer patrol network. City will investigate this.

Identify hours of operation of the trail and provide access for trail use as part of the transportation network (i.e. bicyclist use during evening and early morning hours - seasonal). City will investigate this.

Specify prickly landscaping (i.e. wild rose and berries) at sensitive areas to be protected. Other plant species should be identified and listed by the City for recommendation.

Install boulders under bridges to deter human habitation at these locations.

Use traffic-calming techniques and avoid long straight-aways to prevent high-speed travel.

Identify a process for including trails as part of the patrol area for routine maintenance and policing.

9. Signage

- For further detailed development of “signage” see the Appendix of this document.
- For further information on potential “history themes” see the Appendix of this document.

Goals

Identify the trail with signage at major access locations to the trail.

Post signage for use and safety of the trail visitors, to encourage awareness of other travel modes. Signage to include:

- interpretive/historical
- directional
- safety
- allowable uses

Provide an opportunity for educational information at areas of special interest or unique environmental significance.

Install directional signage marking public restroom locations along the trail.

Consider gateway locations at bridges and major road crossings.

Identify gateway themes.

Objectives

Locate rules and regulations signage at key access points to the trail.

Create a “tactile” marker that designates a visual and textual change in trail features.

Create “safety” and “directional” signage to illustrate:

- bicycle commuter navigation
- dog leash laws
- dog maintenance “courtesy reminders”
- trail speed limit signs
- links to “remote” places, i.e. “Los Gatos”, similar to roads
- trail maps
- mileage markers, similar to European cities
- restriction of motorized ‘transit’, but not wheelchair use

Create “interpretive/historical signage”, which includes environmental education, cultural history and natural history information at respective locations along the trail, including the Story Road landfill mitigation site. (See the Appendix: White Papers for additional interpretive themes that may be considered.)

Incorporate “Interpretive” signage for the identification of common birds, migratory birds, wildlife, plant life, and creek hydrology.

Encourage trail parking to be consolidated at key locations of existing park parking lots with directional and regulatory signage.

Create public safety signage that lists emergency contact phone numbers for direct connection to dispatch, i.e. San José Police Department.

Continue collaboration with the City Police and Fire Departments to identify project needs and emergency services.

Consider the following topics for gateway themes:

- local history (archeological/cultural/historic)
- wildlife habitat including coyote, egret, marlin, and raccoons

Consider the following topics for signage themes:

- local history (cultural/historic)
- wildlife habitat
- wildlife mitigation/restoration repair at Story Road landfill
- “East San José” as its own town in 1920’s with celebration of its colorful past
- presence of brick manufacturing along the creek, previously

- use of the creek as a shipping route for produce from Morgan Hill to farmer’s markets
- Native American history
- History of the individual bridges
- creek as the City boundary at one time
- nearby Japantown neighborhood (Jackson Avenue)

Research site and local history at the suggested locations:

- *Historic San José - Tales of Naglee Park*, by Jack Douglas
- Dr. Martin Luther King Jr., California room
- Historical Museum

Establish allowable transit modes along the trail, determining the latest regulations concerning motorized scooters, motorized skateboards and Segways. Restrictions should not be placed on motorized wheelchairs.

Develop a signage plan during the Master Plan process.

10. User Conflict/Separated Use

Goals

Provide trail use to multiple trail user groups, without compromising the safety of trail users and minimize user conflict (i.e. between bicyclists and pedestrians). (See "intended trail users" in the Appendix of Countywide Trails Master Plan.)

Design a trail that limits impact to the surroundings by not providing too many recreational opportunities for too many people.

Include design parameters that consider stroller and wheelchair use when defining permitted uses on paved segments of the trail.

Consider whether equestrians will be permitted on the trail. (See "intended trail users" in the Appendix of Countywide Trails Master Plan.)

Identify as interior trail route for the Bay Area Ridge Trail route.

Objectives

Design a trail path that is ample enough to provide safe use by multiple user groups, including the following:

- provide accessibility at intersections with spur trail / sidewalk / road intersections / interpretive nodes and gateway / trail entries
- design the trail with a wide hardscape width for two travel lanes, one each way

- install striped lanes for one-way travel
- allow areas for spur trails for quiet and interpretive passive use
- accommodate unpaved trail shoulders for water run-off, jogging, and buffer from vegetation.

Research existing trail designs in other jurisdictions for design ideas of what works and what trail design concepts could be improved upon. Coordinate with County design guidelines.

Minimize user conflicts through education, enforcement and signage.

Encourage bicyclist to use courtesy and announce when passing, with use of verbal "heads up" or bell chime. Recommendations from the Department of Transportation will be sought for any on-going programs to increase safety.

Consider altering the County standard trail cross section to include a 4' shoulder to serve as a walking trail.

Explore use of the trail by equestrians, including a connection to the Tully Road stables and whether the trail is considered a link to the Bay Area Ridge trail. It should be noted that currently Black Walnut trees, which are poisonous to horses, are found along portions of the Coyote Creek.

11. Environment

Goals

Encourage interpretive/environmental education opportunities along the trail, including the viewing of steelhead, turtles, and birds.

Design the trail to preserve the natural characteristics of the creek riparian corridor.

Enhance the natural habitat to support wildlife, including the removal of trash for the safety of the wildlife.

Find a balance between the preservation of nature with the clearing of vegetation for safety.

Help to ensure environmental justice (resource distribution throughout the community) during trail development and implementation.

Objectives

Create an educational outreach program, including trail signage and school programs (i.e. at Empire Gardens, educational science magnet school), which relate to the creek and its adjacent park features (i.e. Story Road landfill mitigation).

Create trail spurs of “special areas” for interpretive and passive use along designated areas along the creek, that avoid highly environmentally sensitive areas, i.e. one with endangered species.

Research potential funding sources to identify opportunities for habitat enhancement.

Develop a site inventory list from the Audubon walk to identify wildlife amenities.

Follow through with the City's project manager for input on current project and opportunity for educational and interpretive signage at the Story Road Landfill mitigation site.

Conduct a thorough environmental analysis of the proposed trail route during the Master Plan process for the trail, in accordance with the California Environmental Quality Act (CEQA).

12. Maintenance

Goals

Minimize trail maintenance by the use of appropriate and durable materials to permit long-term use, suitable for trail users.

Minimize water runoff and erosion problems with appropriately selected trail surface materials.

Maintain the trail and provide amenities to limit deterioration of the corridor, encourage safety, and prevent vandalism.

Consider estimated additional staffing needs for future trail development, maintenance and operation during the Master Plan planning process.

Objectives

Consider providing smooth paving, since asphalt may deteriorate and provide maintenance issues and may not be suitable for skating.

Create a maintenance plan and determine resources for minimum and premium servicing. Research Steven Creek Trail's maintenance plan and review the *Santa Clara County Countywide Master Plan*.

Consider estimated additional staffing needs for future trail development, maintenance and operation during the Master Plan planning process.

Identify locations for trash and recycling receptacles along the trail.