

The trail alignment, shown on pages 47-50, is the community preferred route. These graphics summarize trail planning efforts to date, including TAC, Task Force, and community outreach input. The trail alignment incorporates the goals and objectives previously defined in this feasibility study. The trail alignment is illustrated in this chapter through the use of the following:

- narrative description by segments
- Trail Alignment Map
- Detail Plans/Enlargement Area
- Sections

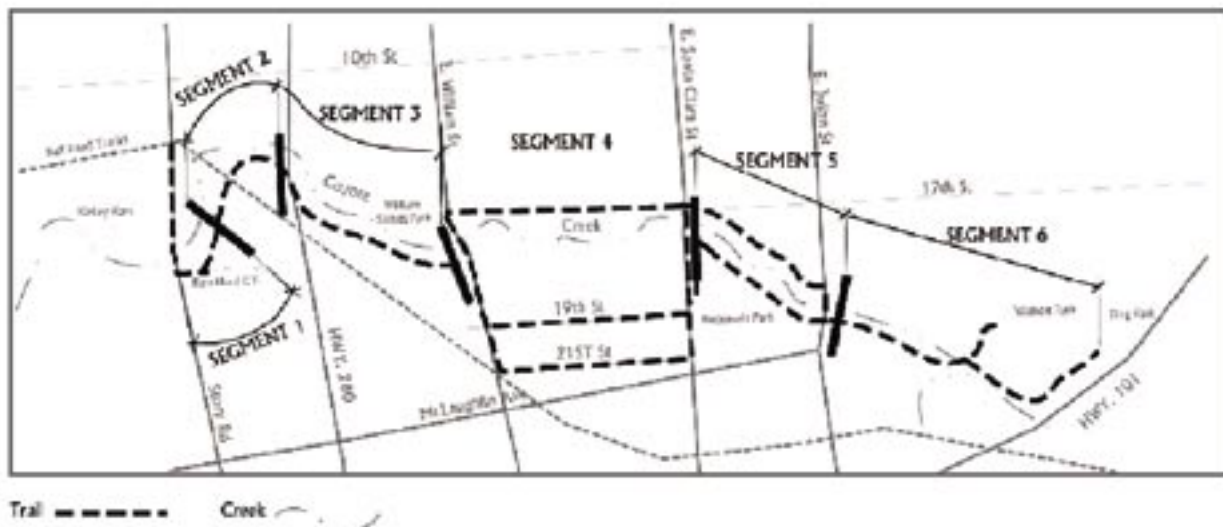
The trail segments outlined in this chapter relate to further detail in the cost estimate in Chapter 7.

Alignment Plan

The alignment connects Story Road to Watson Park, near Highway 101. Existing service roads, trails, bike routes, bridge infrastructure, established parking areas and public amenities were incorporated into the alignment as much as possible. The Trail Alignment Map illustrates the proposed Coyote Creek trail route.

Segment 1: Story/Keyes Road to Remillard Court

The alignment starts at Story Road and travels downstream to the north. A new pedestrian sidewalk is proposed along Story Road, on the north side to permit access from the Spartan Keyes neighborhood.



Segment Key Map

Traveling down Remillard Court, just east of the creek, a new trail head/staging area is proposed. This may include such features as trail map, bike rack, gateway feature, benches, signage, and parking. This area is seen as a key link to the adjacent shopping area that is undergoing development and as a future link to Kelley Park. Continuation of the trail to the south via a traffic signal is proposed at the future park entrance on Story Road.

Segment 2: Remillard Court to I-280

From Remillard Court the trail follows an existing maintenance road through the Story Road Landfill site. On-going environmental mitigation and monitoring efforts are underway in the vicinity, particularly along the creek boundary and in the newly installed pond area.

The railroad trestle to Senter Road is viewed as a potential trail connection in the future, should rail operations be abandoned and the property becomes available. Union Pacific Rail Road (UPRR) operations will be explored in more detail as part of the proposed Coyote Creek Trail Master Plan.

Mid-way between Story Road and Interstate 280 a new bridge is proposed to connect to the Spartan/Keyes neighborhood. The proposed bridge would align with Martha Street. This would align with a San José Water Company parcel, avoiding private residential property.

A “special use” area may be possible along the creek near Interstate 280 which would provide short spur trails providing users with a closer look at the creek, educational signage, and bench resting areas.

Segment 3: I-280 to East William Street

Under Interstate 280 special provisions would be taken to help improve safety of trail users. While trail lighting is not anticipated for the length of the trail, lighting of the underpass would be provided. Suggested to be developed as a “quiet area”, this space will undergo more detailed design development during the proposed Story Road Landfill master planning process.

On the north side of Interstate 280, the trail splits. Coyote Creek Trail continues to the north and the Five Wounds¹ Trail is contemplated to travel to the northeast along an existing rail alignment. It connects to a proposed trail head at the end of Woodborough Place, a residential cul-de-sac, which borders Selma Olinder Park. The trail would also connect to and utilize the planned trail through Selma Olinder Park, near the creek edge. A new bridge crossing from Selma Olinder Park to the Bible College is proposed, though this campus is anticipated to be relocated and replaced by new multi-family development. Development of this bridge would be studied as a change in use occurs.

The proposed trail continues to the backside of Selma Olinder Elementary School on an existing path and connects to

¹ "Five Wounds" is a working title for this proposed alignment, in reference the church and neighborhood it links to.

William Street Park, on the west side of the creek, accessible by an existing pedestrian bridge that would need improvements for ADA accessibility.

A more central pedestrian bridge was contemplated between the two parks; however, preservation of the existing bridge was deemed necessary by the narrow width of the existing Williams Street vehicular bridge.

Segment 4: East William Street to Santa Clara Avenue

At East William Street, the trail divides into two alternative routes, traveling along city streets and sidewalks. These on-street pathways are the only feasible routes due to the significant amount of privately owned property along the creek and limited right-of-way along the embankments in this area.

The western route is described as follows. From the William Street bridge, the trail follows South 16th Street. Crossing over



E. William and 16th intersection

the bridge to the west side of the creek, the route turns right, to the north. A class III bicycle route (signed as an on-street bicycle route) would extend down 16th Street at E. William traveling north, turning to St. John's Street along the creek, then to 17th Street all the way to a proposed pedestrian bridge. This pedestrian bridge would link the Thirteenth SNI neighborhood with Roosevelt Park. Sidewalk improvements would have to be made on this route to improve accessibility and recognition as a trail alignment.

The eastern route is described as follows. From Selma Olinder Park, a new class III bike route is proposed on E. William east to 19th Street. East 19th Street would also be a proposed bike route, continuous to Santa Clara Street. Here, the trail crosses Santa Clara Street, via an existing traffic signal and crosswalk, to a new Class I trail on the parkside of the street. This route takes advantage of existing street infrastructure and signals, yet would also need sidewalk improvements for accessibility. Signage would also be necessary. A detail plan illustrates this intersection at Roosevelt Park.

Segment 5: Santa Clara Avenue to East Julian Street

From Santa Clara Street, the trail follows an eastern creek alignment until Empire Gardens Elementary School at the confluence with Lower Silver Creek. A raised boardwalk is proposed along San Jose High School due to a narrow right-of-way at the top of the creek embankment and close proximity of school buildings. A solid perimeter fence between any trail segment and the school, as well as highly visible strategically placed trail and school access points, will be present. Trail users will be directed to cross Julian Street at the proposed mid-block crosswalk located just east of Coyote Creek, aligned with the trail.

Segment 6: East Julian Street to Watson Park

The trail continues along the east side of the creek, adjacent to San José High School. This school campus is on the north side of Julian Street. Behind the school, a residential complex called Wooster Gardens is adjacent to Coyote Creek. Between the creek and Wooster Gardens housing complex, an existing SCVWD service road alignment would be developed into a joint use trail segment. A new pedestrian/bicycle bridge is proposed for the alignment to connect to Watson Park, at the confluence of Lower Silver Creek and Coyote Creek. The trail would then connect to the existing parking area and restroom at Watson Community Center, in conjunction with the new

skateboard park being constructed. This is a proposed staging area to the trail. A detail plan illustrates this juncture.

A secondary trail would also travel along the west side of the creek, from the proposed bridge, connecting to the Watson Park dog park area. The dog park area would be the terminus for the Coyote Creek trail at this time. Additional signage for dog safety, higher frequency of “mutt mitts” and trash receptacles are anticipated for this area of the trail. This area along the creek could also provide another opportunity for development of a “special use” area to experience and enjoy the natural creek habitat on a spur trail or lookout area.

Trail Alignment Plan (1)

Trail Alignment Plan (2)

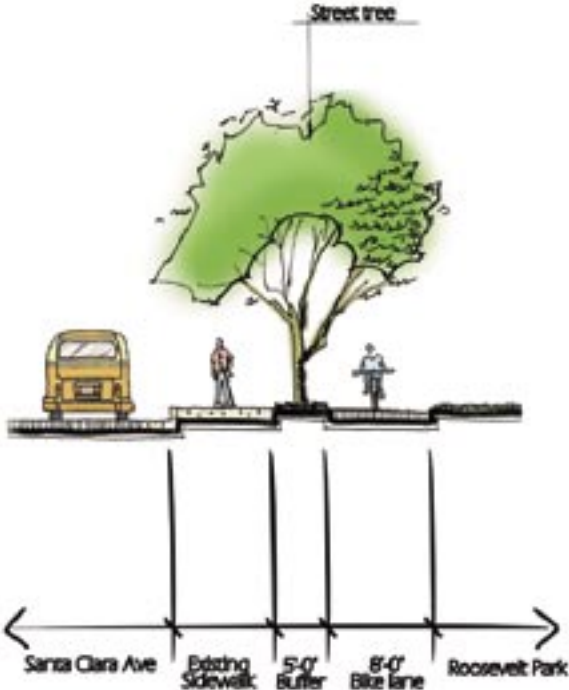
Trail Alignment Plan (3)

Trail Alignment Plan (4)

Detail Plans / Enlargement Area

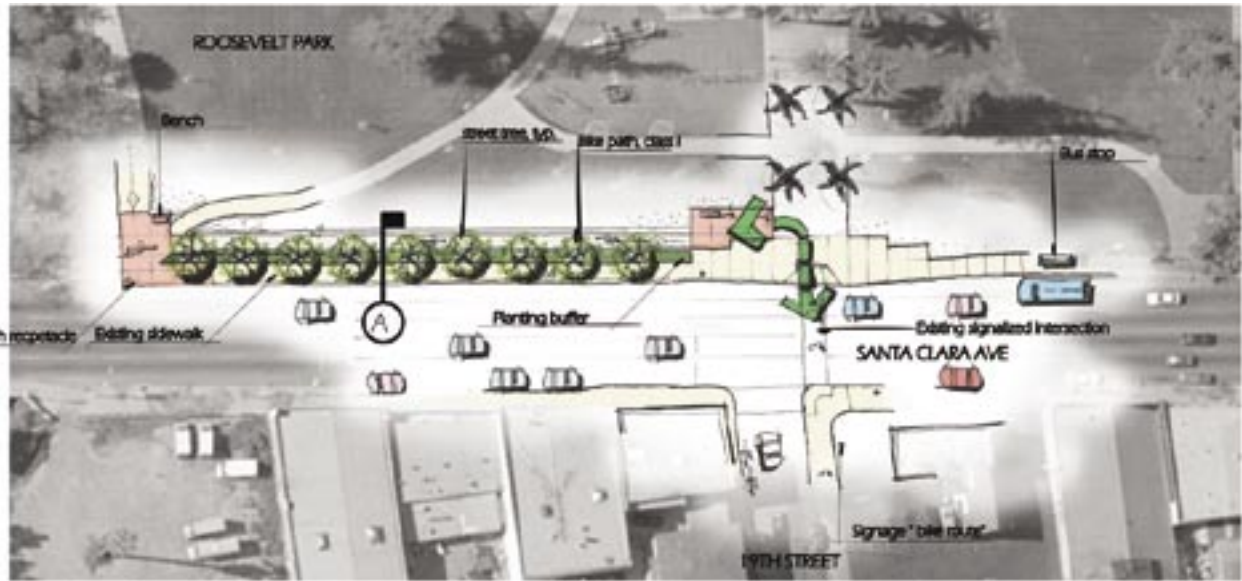
Three detail plans (pages 45-47) illustrate concept ideas of the trail at key areas. They illustrate how the trail might be developed in these locations.

- Roosevelt Park.** This plan and section illustrate the area from the 19th Street/Santa Clara Avenue intersection to the existing park trail along Coyote Creek. Connection from the on-street proposed new bicycle route on 19th Street crosses Santa Clara Avenue at an existing traffic signal light. A new Class I trail segment would be proposed on the park side of the sidewalk, away from the street. This would keep bicycle travel off of the street and buffered from pedestrian use on the sidewalk with a planting strip. The planting strip could provide space for new street trees,



Section A: Proposal Buffer and Sidewalk

providing a green edge to the park. The trail could then connect to the existing path along the creek at an enlarged plaza area.

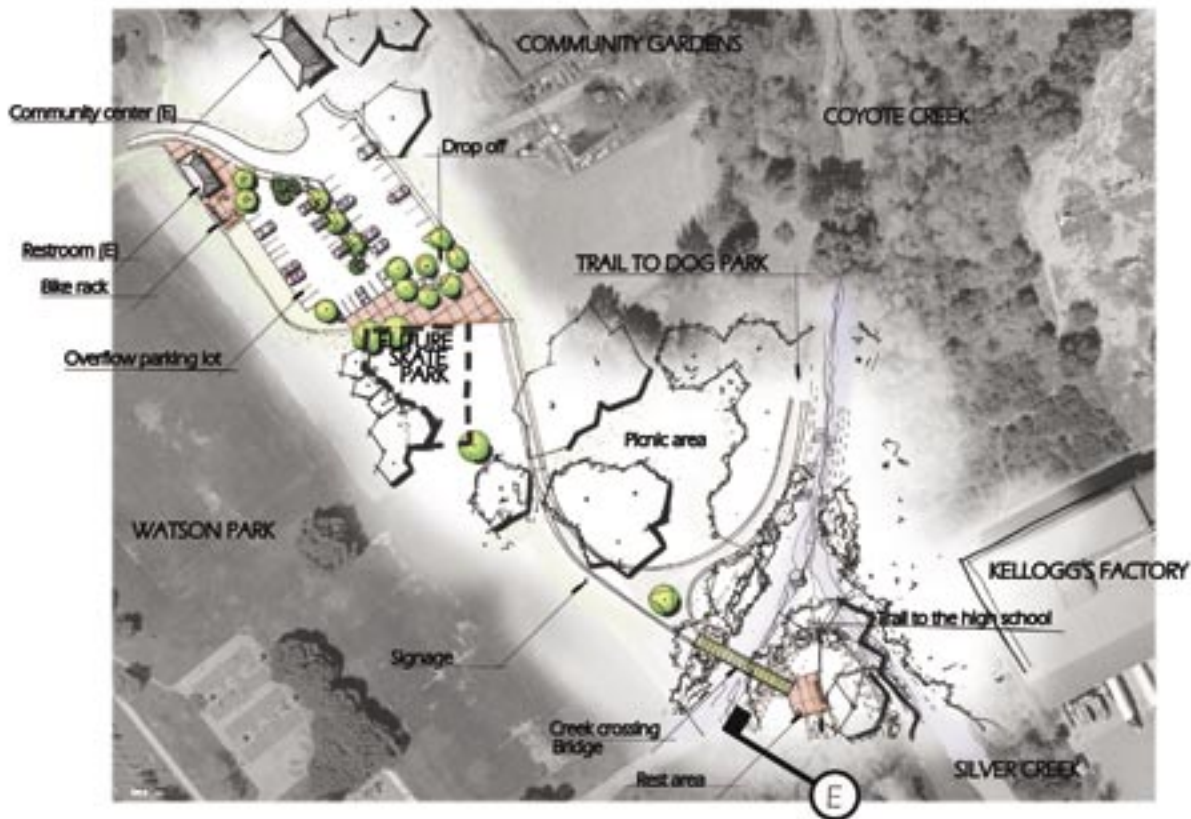


Roosevelt Park Detail Plan

Trail Alignment

- **Watson Park.** This plan illustrates the northern end of the trail as it crosses Coyote Creek to Watson Park at the parking and restroom area. This plan highlights how, through carefully designed trail connections, existing amenities such as restrooms and parking areas can be successfully utilized by trail users. Additional

signage, bike racks, and drop-off areas are also illustrated. Here the trail would link with current efforts to construct a new skate park at the end of the parking lot. A second trail is also illustrated to connect with the Watson Dog park just down stream.



Detail Plan of Watson Park trail connection

- **Special Use Area.** A “special use” area is an area along the trail that would provide opportunities for a heightened “creek experience”. This would occur in an area that is not highly environmentally sensitive, (i.e. one with endangered species). Here a viewing area or spur trail of decomposed granite could occur as a side loop off the main trail. This would give trail users seeking a creek look-out, interpretive signage or just a passive recreational use this choice. Trail intersections would

be identified through signage inset into the pathway surface, called “awareness strips”. Nodes for rest and interpretive signage are also illustrated along the main trail.

Awareness strips and other trail design features are outlined in the Santa Clara Valley Water District document, titled *Coyote Watershed Aesthetic Guidelines*. This document may be found at the following website link: http://www.valleywater.org/media/pdf/Coyote_Watershed_Aesthetic_Guidelines.pdf



An example of a “special use” area, Los Alamitos Creek in San José



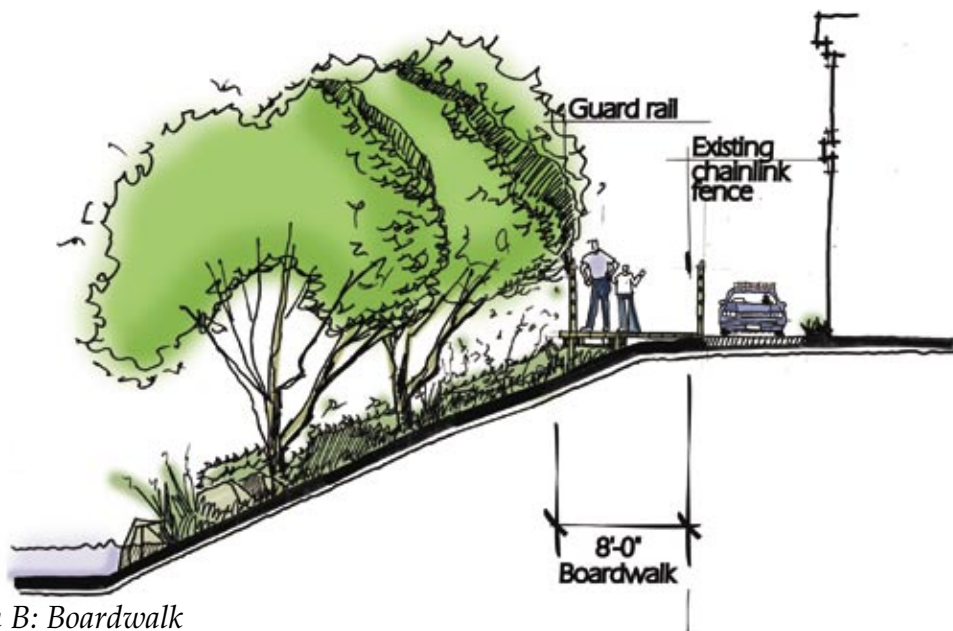
Detail Plan of “special use” area

Sections

The sections illustrate conceptual designs proposed for the Coyote Creek Trail. They are described as follows:

- **Boardwalk.** A raised 8' wide boardwalk is proposed for a limited segment along the San José High School property edge. This occurs near the Julian Street intersection, only in the creek corridor area that is constrained in width at the top of the creek embankment. The boardwalk would provide accessibility along the creek, without impacting school operations. School buildings are built near

the property line to the creek and inhibit trail realignment higher on the embankment. The width of the boardwalk is narrowed, compared to the typical trail of 16' (12' width, 2' shoulders) to help minimize construction costs and reduce impact to creek habitat. A solid perimeter fence between any trail segment and the school would be maintained for security of the campus, with strategically placed emergency gate exits from campus to the trail at designated intervals that are highly visible.

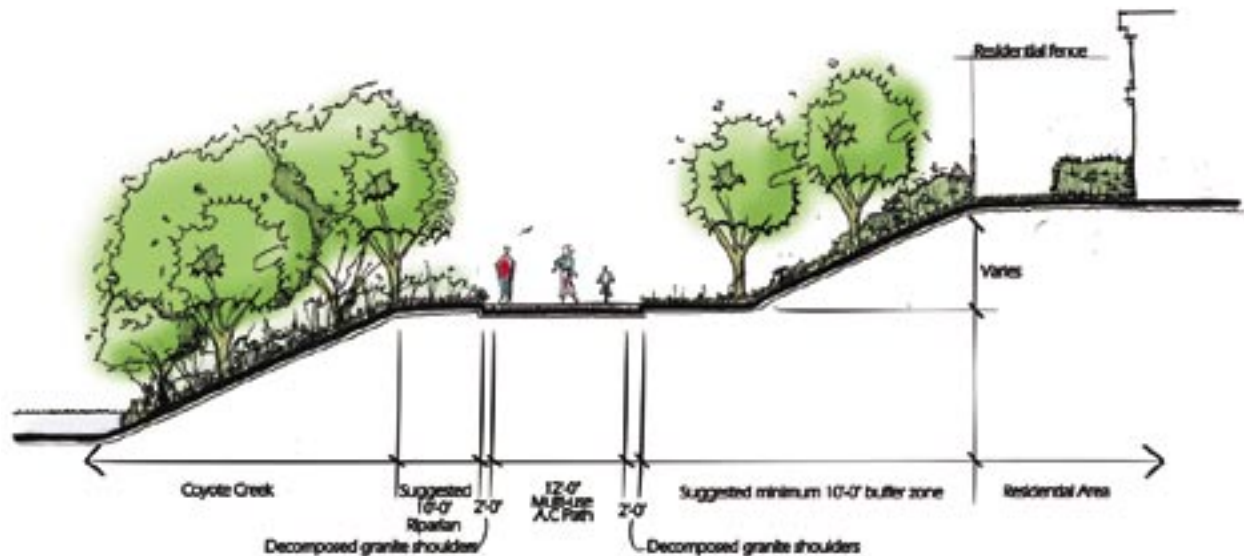


Section B: Boardwalk

- **Access Road.** This trail design illustrates the segment from the most northern corner of the San José High School campus (north side of Julian Street), past Wooster Gardens to Silver Creek. Here the trail would be developed on top of an existing maintenance road, nestled between the riparian area and below multi-family residents. Minimum 10' wide vegetative buffer zones is suggested to occur on either side of the trail, while maintaining clear lines of sight on the trail for trail users. (Reference the *Riparian Corridor Policy Study*, City of San José (May 1994) for further trail setbacks near riparian areas.)

Some new plantings along the residential edge may be installed to soften the boundary but the visibility of residents to the trail would be preserved to support safety.

Ground covers and shrubs that can limit access would be used strategically to deter trespassing.



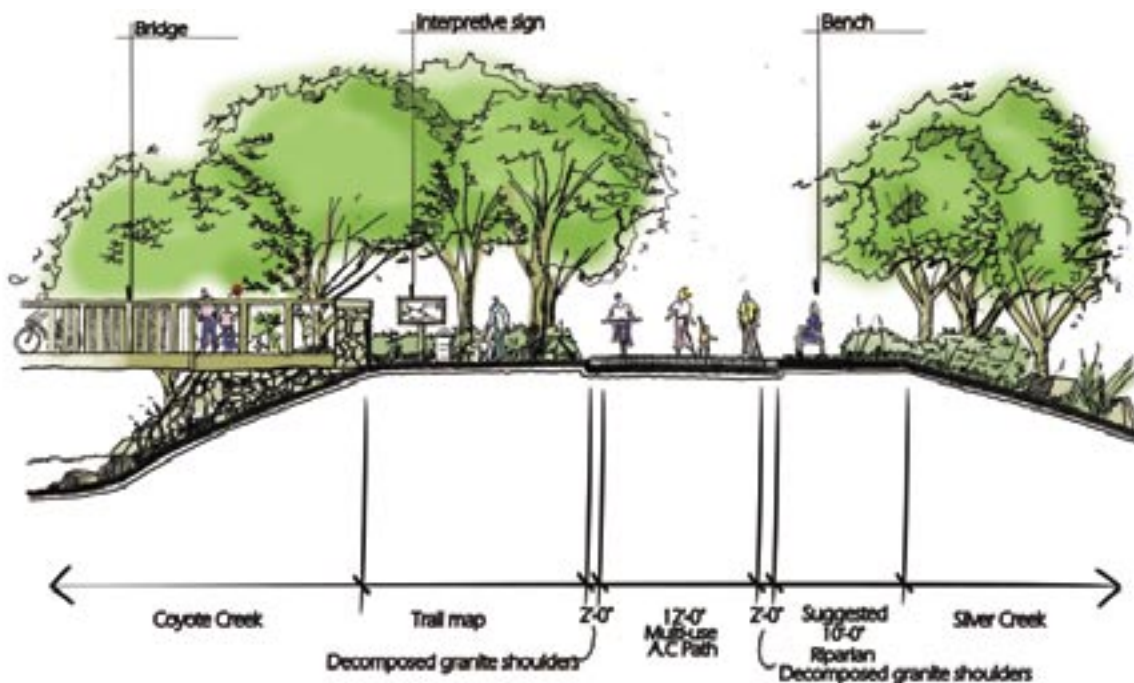
Section C: Access road connection

Trail Alignment

- **Bridge Crossing.** This drawing illustrates the trail intersection looking north to a new proposed bridge at Coyote Creek to Watson Park. This occurs just south of Silver Creek. Here multiple activities may occur to encourage safe trail use, provide environmental education, passive recreation and social areas.
- **Special Use Area.** The section, on the following page, illustrates the area described previously as a detailed plan. Seating and overlooks may be provided here as well.

In general, this 3.1 mile reach is conceptually designed as a multi-use trail for bicyclists, pedestrians, wheelchairs and other modes of non-motorized transportation. Equestrian use was considered, but found to be unfeasible, due to the following constraints:

- on-street alignment
- urban conditions
- trees that are poisonous to horses
- on-street trail crossings
- narrow boardwalks
- limited right-of-way clearance at the top of creek banks in some areas
- no staging area for horse trailer parking



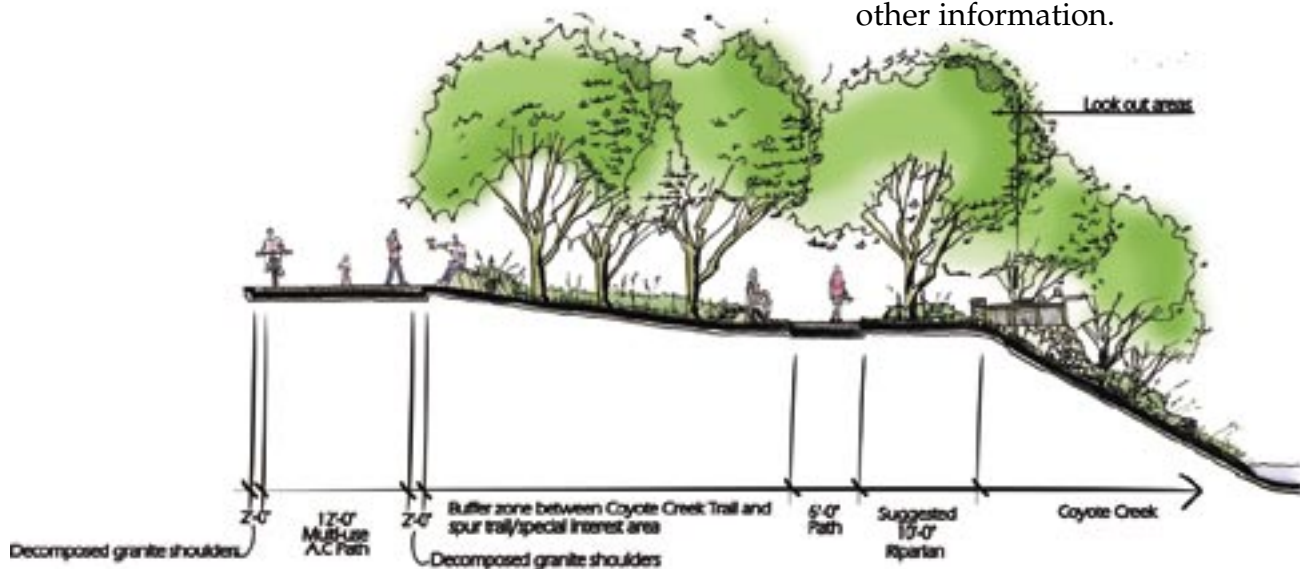
Section E: Watson Park trail connection

While the *Santa Clara County Countywide Trails Master Plan Update* (1995) identifies the intended use of this reach to include equestrian use, this should be relabeled in the County's Trails Master Plan to exclude equestrian use at this reach. It should be noted that the Coyote Creek Trail, adjacent to this reach, from Penitencia Creek to Alameda County Line, according to the County's Trails Master Plan, does not include equestrian use as an intended trail use. The conceptual design proposed would only continue this non-equestrian segment length.

Please note that these concept ideas: the alignment plan, detailed plans, and sections, are conceptual illustrations only and would need further development before they could be implemented.

Design Recommendations:

- 12' wide paved trail with 2' decomposed granite shoulders
- special use areas (2)
- 8' wide boardwalk along segment of San Jose High School
- new pedestrian bridges (3 + 1) depending on site redevelopment
- trail head/staging/ gateway areas (4)
- lighting under I-280
- mid-block crossing at Julian Street
- service road trail (between San Jose High School and Silver Creek) with 10' buffer zones each side for visibility
- signage for rules and regulations, interpretive/educational, directional, trail map, safety and other information.



Section: "special use" area