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## San Jose trails plan moves forward; neighbors organize to help secure land

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San Jose officials say they are ahead of schedule in the goal of building 100 miles of interconnected trails by 2022, but a group of Willow Glen neighbors is rallying to keep their part of the network included in the plans.

In early October, San Jose had nearly 53 miles of trails, including about 35 paved miles, but leaders warned that grants for trail development could become more competitive with shrinking state and city budgets.

"We've got a good track record of doing trail projects, and we've got a lot of projects to show the grant people, so that's good for us competitively," said San Jose trails manager Yves Zsutty. "But there are only certain pots of money out there." For many of the projects, San Jose is competing with dozens of other cities for grants from state Proposition 84, a \$62 million source set up in 2004.

In the Willow Glen and Rose Garden areas, many neighbors have been following the development of the western section of the Willow Glen Spur Trail that would connect Interstate 280 to Highway 87, mainly along a dismantled Union Pacific Railroad line.

Officials from the San Jose city manager's office are holding frequent meetings with Union Pacific to try to acquire the portion from Broadway Avenue to Minnesota Avenue.

Another part of the future trail controlled by Union Pacific connects Los Gatos Creek to Coe Avenue. Developers have proposed building houses on the land and constructing a sidewalk as part of the trail, but some neighbors said they want a separate paved trail.

A group called Save Our Trails supports a separate trail there, and it is pushing to connect all the segments of the Willow Glen Spur Trail from Los Gatos Creek to the Guadalupe and Coyote Creeks with what it calls the Three Creeks Trail.

"We need to take steps to connect the whole Willow Glen Spur, because a trail that doesn't connect to the Los Gatos Creek Trail is a trail to nowhere," said Taisia McMahon, chairwoman of Save Our Trails and a Willow Glen resident.

The group's main push is to include the Three Creeks Trail plan in San Jose's Envision 2040 General Plan, which is a plan for land use, growth and jobs that is being drafted by a city task force in monthly meetings.

Save Our Trails also is trying to have its Three Creeks Trail plan included in plans to expand Diridon train station.

City trail officials say the most difficult part of the Three Creeks Trail to secure has been the eastern alignment of the Willow Glen Spur Trail, which spans roughly from Highway 87 to Kelley Park along the old Union Pacific right of way.

Zsutty, the city's trails manager, said that segment trail would have to negotiate the Caltrain line and

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future California high-speed rail line with bridges or some other structure. Much of the land near the proposed trail is privately owned.

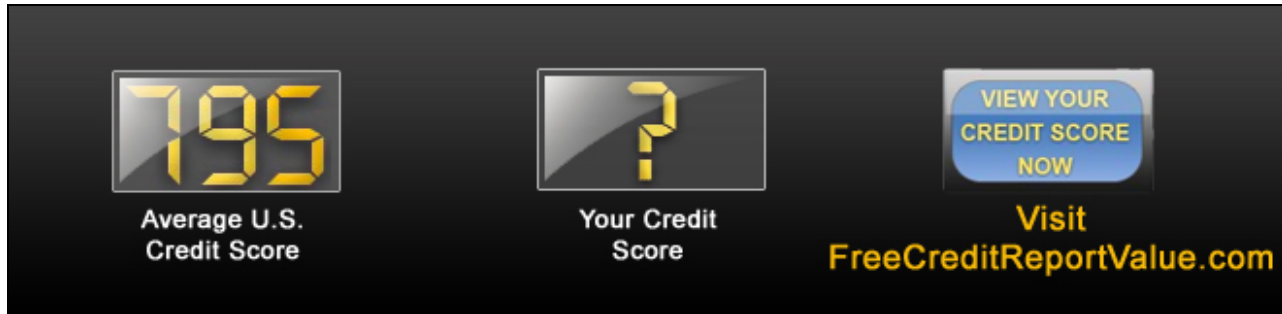
On that stretch of proposed trail, the San Jose Planning Commission recently decided to allow Stucco Supply Co. to build a storage building on its land near Little Orchard Road. A public trail there would now require some kind of access arrangement with the company.

In the Almaden Valley, city officials are trying to improve the gravel Guadalupe Creek Trail that now borders several percolation ponds along Guadalupe Creek.

San Jose officials submitted a grant application about eight months ago that would pay to pave the trail, and designs are being drafted to construct a pedestrian bridge over Almaden Expressway to connect trails on either side of the road.

**Save Our Trails plans to hold its next meeting on Oct. 24 from 10 a.m. to noon at Willow Glen Baptist Church, 1292 Minnesota Ave. For more information, visit [www.saveourtrails-scc.org](http://www.saveourtrails-scc.org).**

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