



# Memorandum

**TO:** TRANSPORTATION AND ENVIRONMENT COMMITTEE      **FROM:** John Ristow  
Jon Cicirelli

**SUBJECT:** BIKE PLAN AND TRAIL NETWORK ANNUAL UPDATE      **DATE:** March 13, 2023

Approved

Date

3/23/23

## RECOMMENDATION

Accept the Bike Plan and Trail Network Annual Update.

## SUMMARY AND OUTCOME

A high-quality, interconnected network of on-street bikeways and trails advances City goals for safety, equity, and transportation mode shift. This memorandum describes the implementation status of the bikeways network, provides an overview of the work performed in 2022, and lists several notable accomplishments. Additionally, the memorandum provides background on the goals, policies, and planning efforts that provide direction on how staff implements the City's bikeways network. Finally, this memorandum describes the City's approach to funding the implementation of on-street bikeways and trails.

During 2022, the City installed 33 miles of new on-street bikeways and upgraded 18 miles of existing on-street bikeways. Much of this work was completed as part of the City's annual pavement maintenance program. The current 460-mile on-street bikeways network combines with the City's existing 63 miles of off-street trails for a 523-mile usable network.

Key projects in 2022 include the opening of the Blossom Hill Road-Highway 101 Bicycle and Pedestrian Bridge; the completion of lane reductions for new bikeways on Pearl Avenue and Quimby Road; the opening of the Three Creeks Trail bridge over Los Gatos Creek; and on-going construction of the Thompson Creek Trail, with completion anticipated for summer 2023.

Funding of on-street bikeways remains a challenge with only a minimal amount of guaranteed funding provided annually. Approximately \$1 million in state tax funding is provided annually for on-street bikeways. In order to implement its bikeways network, the City must pursue competitive grant funding from federal, state, and local sources. Similarly, the City must also compete for grant funds in order to complete its Trail Network. This memorandum describes the costs, funding sources, and implementation strategies in greater detail.

## **BACKGROUND**

The City of San José (City) has adopted many plans that guide development of its planned 550-mile on-street bikeway network and its planned 100-mile trail network:

- *Envision San José 2040 General Plan (2011)*: achieve 15% of trips by bike by 2040;
- *Vision Zero San José (2015)*: reduce traffic fatalities and severe injuries and improve safety for all road users;
- *Climate Smart San José (2018)*: update and implement the City’s Bike Plan and Better BikewaySJ to enable bicycling as transportation for people of all ages and abilities;
- *ActivateSJ (2019)*: 20-year strategic plan for Department of Parks, Recreation and Neighborhood Services (2020-2040);
- *Trail Program Strategic Plan (2016)*: Benchmarking and strategic plan for funding, staff and development of world class Trail Network;
- *Better Bike Plan 2025 (2020)*: complete a low-stress, citywide bikeway network that emphasizes safety, equity and mode shift; and
- *Move San José (2022)*: strategies to achieve citywide mode shift goals.

Together, these documents identify goals and strategies that will increase bicycling trips and safety, as well as reduce automobile use, traffic congestion, and greenhouse gas emissions. Implementation of the City’s bikeway network is a collaborative effort. The Department of Transportation (DOT) leads on-street bikeway development, and the Department of Parks, Recreation and Neighborhood Services (PRNS) leads development of off-street trails. This report provides an update of DOT and PRNS efforts toward achieving these goals.

This report also provides an annual update of the City’s efforts toward building out its on-street bikeways and trail networks. Together, implementation of these networks advances several City goals, including those related to mode shift, safety, equity, and environmental sustainability.

Additionally, this report describes funding needs and challenges for implementation of these networks, including the funding shortfall for build-out of the City’s *Better Bike Plan 2025*.

## **ANALYSIS**

The analysis section of the report includes the following subsections:

- A. *Better Bike Plan 2025* and Trail Network;
- B. Equity Impact Analysis;
- C. Project Updates;
- D. Funding Needs

### **A. BETTER BIKE PLAN 2025 AND TRAIL NETWORK**

### **On-Street Bikeways Implementation Status**

On October 6, 2020, City Council approved a new bike plan called *Better Bike Plan 2025*. The plan identifies three high-level goals: safety, equity, and mode shift. *Better Bike Plan 2025* defines a roughly 550-mile network of all-ages-and-abilities, low-stress, on-street bikeways which connect with the City’s off-street trail network. Low-stress, on-street bikeways generally include two types of facilities: protected bikeways and bike boulevards.

The following list describes the bikeway types implemented throughout the City. The class number indicates the legal classification for each bikeway type. See below for an example image of each bikeway type.

- *Trail (Class I)* - multi-use paths for bikes and pedestrians that are fully separated from motorized transportation modes
- *Basic bike lane (Class II)* - an area for bikes indicated only by a paint stripe
- *Buffered bike lane (Class II)* - the addition of a painted buffer to a striped bike lane to increase visibility and physical biking space on the roadway
- *Bike Route (Class III)* - a shared roadway that uses a combination of signs and markings (bike symbols commonly referred to as “sharrows”) that are installed in vehicle travel lanes, indicating a shared space for users; bike routes are typically implemented on calmer, neighborhood streets with lower speeds and traffic volumes
- *Bike Boulevard (Class III)* - a bike route that features traffic calming elements such as traffic circles, curb extensions, or traffic diverters intending to slow vehicle speeds, reduce vehicle volumes, and create a comfortable space for biking
- *Protected Bikeway (Class IV)* - a bikeway that features vertical elements physically separating bicyclists and motorized traffic, typically on higher-volume streets; elements may include features such as plastic posts, concrete islands, or parked cars



– *Trail (Class I), Coyote Creek Trail, Council District 2*  
1



*Basic Bike Lane (Class II), Winchester Blvd., CD*



*Buffered Bike Lane (Class II), Redmond Ave., CD 10*



*Bike Route with Sharrow (Class III), Bird Ave., CD 6*



*Bike Boulevard (Class III), San Antonio St., CD 3*



*Protected Bikeway (Class III), Senter Rd., CD 7*

During 2022, DOT installed 33 miles of new on-street bikeways and upgraded 18 miles of existing on-street bikeways. The current 460-mile on-street network combines with the City's existing 63 miles of off-street trails for a 523-mile usable network. *Figure 1* shows the existing trails and on-street bikeways network as of February 2023. *Figure 2* shows the implementation status of on-street bikeways beginning in 2015 and through calendar year 2022. *Figure 3* shows the on-street bikeways work completed in 2022 as compared to the existing and planned network.

### Existing Bikeways Network

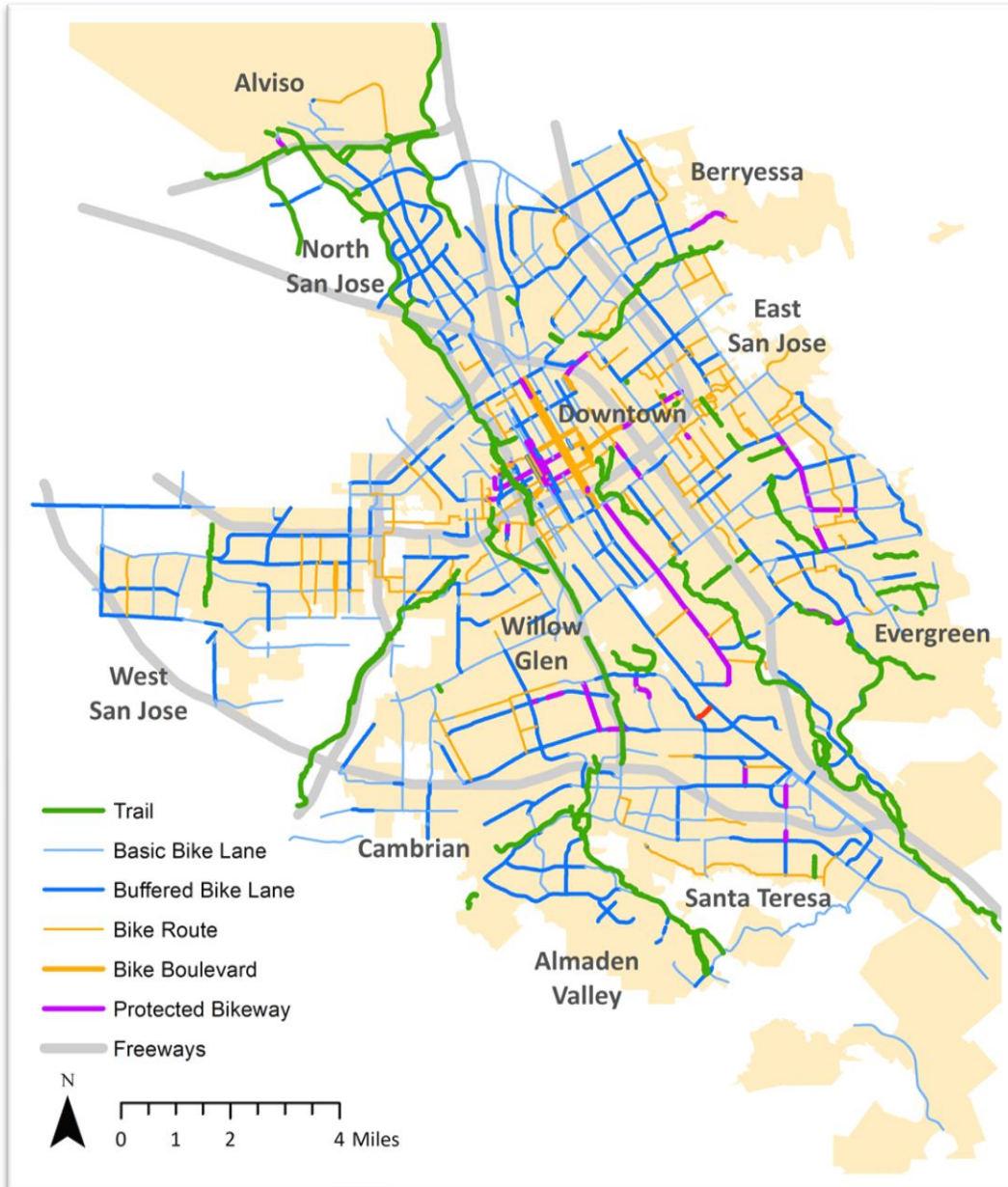


Figure 1: Existing Trails and On-Street Bikeways Network as of February 2023

### On-Street Bikeway Mileage by Year

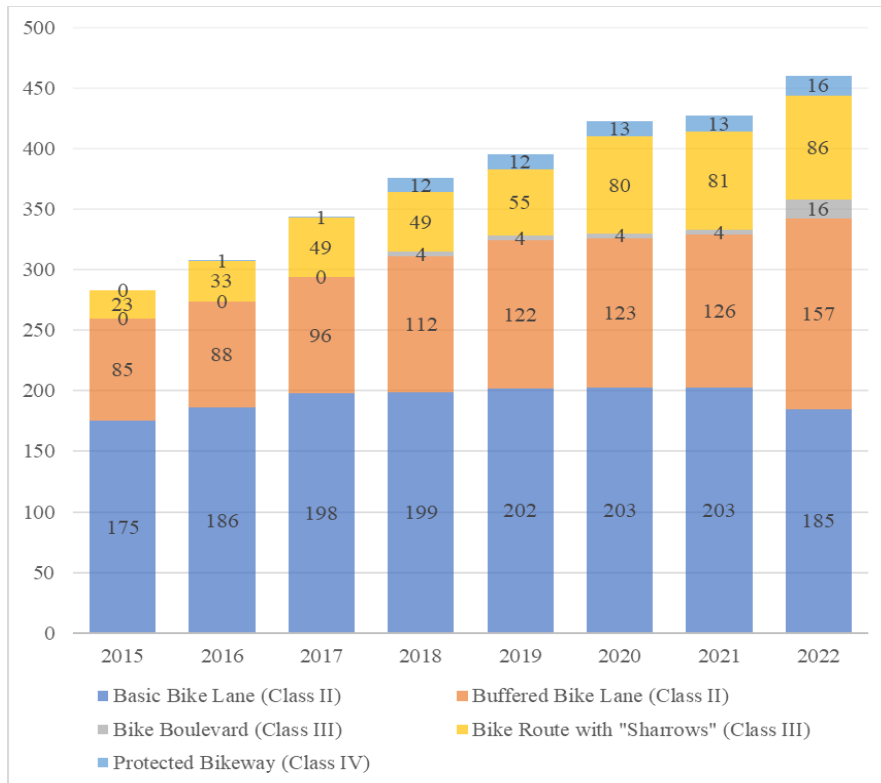


Figure 2: On-Street Bikeway Mileage by Year, 2015-2022<sup>1</sup>

<sup>1</sup> The total mileage of bikeways listed in Figure 2 differs slightly from last year's memo; the City's internal database was recently updated to reflect additional mileage of Class III bike routes completed in 2020 during COVID-19.

### On-Street Bikeways Completed in 2022



Figure 3: On-Street Bikeways Completed in 2022.

The total mileage for basic bike lanes decreased from 2021 to 2022 as existing striped bikeways were upgraded to higher-quality bikeway types, including buffered bike lanes, protected bikeways, and bike boulevards. Mileage of basic bike lanes and bike routes with sharrows<sup>2</sup> will continue to decrease as these facilities are upgraded to protected bikeways and bike boulevards. Many of the Class II buffered bikeways added in 2022 will be upgraded to Class IV in the future with the installation of bollards and other physical separation.

Notable projects completed in 2022 include the construction of protected bikeways on Quimby Road and Pearl Avenue; the completion of the 10<sup>th</sup> and 11<sup>th</sup> Street Bikeway; and continued expansion of the bikeway network through DOT's annual paving program. These projects will be discussed below.

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<sup>2</sup> A "sharrow" is a type roadway marking installed in vehicle travel lanes to indicate a shared space for bicycle and motorized vehicle use; see the image of Bird Avenue above for an example.

### **Trail Network Implementation Status**

San José's Trail Network is one of the nation's largest. The City established a goal to provide 100 miles of off-street trails designated for use by pedestrians, cyclists, and other non-motor vehicles, and 63.23 miles are open to the public as of March 2023. Paved trails account for 85% of the network. The remaining 15% have a gravel (interim) surface and may be subject to future pavement per related master plans. The urban Trail Network is composed of Core Trails (major routes) and Edge Trails (most often these are neighborhood connector trails). An additional 13 miles are available via Hiking Trails, found currently at Alum Rock Park and Guadalupe Oak Grove Park.



*Figure 4: Example of an off-street trail (Coyote Creek Trail at Phelan Avenue)*

A few recent accomplishments along San José's Trail Network are the improvements and completion of the Three Creeks Trail between Coe Avenue and Lonus Street, the completion of the Feasibility Study for the Five Wounds Trail, and completion of the design phase for the Five Wounds Trail.

### **B. EQUITY IMPACT ANALYSIS**

*Better Bike Plan 2025* acknowledges that past transportation decisions have prioritized more exclusive, expensive forms of transportation, built highways through low-income neighborhoods, and disproportionately paved, rebuilt, and upgraded streets in more affluent neighborhoods. The plan also recognizes that access and availability of transportation options are not experienced equitably. As a result, *Better Bike Plan 2025* incorporates inclusive planning practices and provides a project list aimed at prioritizing investments in communities that have historically experienced a lack of investment.



The bike plan includes these communities in its investment strategies, identifying these neighborhoods in the plan’s focus areas and listing projects from these communities among the Five-Year Priority Projects. Rapid implementation of a dense, interconnected bikeways network in focus areas will allow City to make quick gains in advancing equity goals. For more details on focus areas, Five-Year Priority Projects, and funding strategies, see Section D, Funding Needs, below.

## **C. PROJECT UPDATES**

### **Select On-Street Bikeways Updates**

#### **Lane Reductions for Protected Bikeways: Quimby Road and Pearl Avenue**

In 2022, the City constructed a Class IV protected bikeway on Quimby Road (White Road to Ruby Avenue) in Council District 8 and neared completion of a protected bikeway on Pearl Avenue (Chynoweth Avenue to Hillsdale Avenue) in Council District 9. See figures 5 and 6 below.. In addition to installing protected bikeways , the total number of travel lanes for vehicles on each corridor was reduced from four to two. A center turn lane was also added to each corridor.. . Final touches, including bollards and green pavement markings, are currently being implemented as of February 2023. The local communities for each project were engaged during the design process. These projects were implemented as part the City’s annual pavement maintenance program.



*Figure 5: Quimby Road Protected Bikeway*



*Figure 6: Pearl Avenue Lane Reduction*

Additionally, work toward a Class IV protected bikeway on Skyway Drive in Council District 2, including a lane reduction, began with paving maintenance in 2022; this work is expected to be completed in 2023.

#### **Completion of 10<sup>th</sup> and 11<sup>th</sup> Street Bikeway**

The 10<sup>th</sup> and 11<sup>th</sup> streets couplet in Council District 3 underwent a transformation from buffered bike lanes to frontage lanes in 2021. These frontage lanes are separated from through auto traffic

with a concrete curb, plus plastic posts at intersections. The frontage lanes are shared between bicycles and automobiles, serving both as driveway access and as Class III bike boulevards. In 2022, the 10<sup>th</sup> and 11<sup>th</sup> Street Project was completed with the addition of concrete islands at intersections and transit stops. See figure 7 and 8 below. The project also features Class IV protected bikeways on 10<sup>th</sup> Street adjacent to San José State University.

Peak-hour utilization rates of the 10<sup>th</sup> and 11<sup>th</sup> Street Bikeway were conducted in May 2022 at nine locations, showing an average of twenty bikes per peak period along the corridor, with an estimated 50 – 75 bikes per day. Usage rates are expected to increase following completion of the project. Additionally, utilization rates of bikeways are expected to increase following the COVID-19 pandemic as the economy reopens and workers and students return to Downtown. Post-project utilization rates from spring 2023 are currently being analyzed. The 10<sup>th</sup> and 11<sup>th</sup> Street Bikeway began as part of the City’s Downtown Better Bikeways program. An earlier phase of Better Bikeways showed a 38% increase in bike use in the Downtown area after several protected bikeways were installed, based on peak-hour averages from counts conducted at 19 locations along 15 corridors.



*Figure 7: Transit Boarding Island on 10<sup>th</sup> Street* *Figure 8: 10th Street Bikeway frontage lane*

### **Continued Implementation of *Better Bike Plan 2025* through Pavement Maintenance**

By leveraging the City’s pavement maintenance program, DOT has been able to continue the build-out of the City’s bikeways network in all ten City Council Districts, including both new bikeways and enhancements to existing bikeways. Examples of new bikeways in 2022 include portions of Alum Rock Avenue, Fruitdale Avenue, N. Winchester Boulevard, and Gold Street. Examples of enhancements to existing bikeways include portions of White Road, Silver Creek Road, S. Winchester Boulevard, and Redmond Avenue.

## San Fernando Street

DOT is in the design phase of permanent bikeway upgrades on San Fernando Street, funded by a \$10 million Active Transportation Program state grant. Outreach for this project is ongoing; design plans are expected to be available for public feedback in 2023. The project is being coordinated with Downtown stakeholders, private development, and San José State University.



*Figure 9: The “quick-build” bikeway on San Fernando Street will be upgraded with permanent materials, such as concrete islands, using state grant funds.*

## Safe and Seamless Mobility “Quick Strike” Program

During COVID-19, the Metropolitan Transportation Commission (MTC) established the Safe and Seamless Mobility Quick Strike program, a competitive grant funding program to help cities quickly implement projects that help communities adapt to COVID-19. The City secured \$6.7 million in grant funding for four projects:

1. Downtown Better Bikeways – upgrade plastic post “quick-build” materials in the Downtown area and the quick-build bikeway connecting Downtown to Berryessa BART via Taylor Street and Mabury Road to permanent concrete features (see Figure 10 below);
2. Bascom Avenue Class IV Separated Bikeway;
3. Julian-McKee Corridor Complete Streets Improvements; and
4. *En Movimiento* East San José Multimodal Transportation Improvement Plan (MTIP) - implementation of bike boulevard recommendations from the East San José MTIP.

Each of these projects is in a varying stage of design and community outreach, with construction schedules staggered throughout the later part of 2023 and early 2024.



*Figure 10: Plastic bollards along the Class IV bikeway on Mabury Road near the Berryessa BART Station will be upgraded using funding from the Quick Strike grant program.*

### **Funding Secured for Story-Keyes Complete Streets Project**

During 2022, the City received \$32.7 million in construction funding for the Story-Keyes Complete Streets Project through the One Bay Area Grant (OBAG) program, with an additional \$3.65 million from the Active Transportation Program (ATP). The Story-Keyes project will build upon a planning study completed by the Santa Clara Valley Transportation Authority (VTA) in 2019, in coordination with the City. The project will construct protected bikeways, pedestrian safety improvements, transit enhancements, and other safety enhancements along the Story-Keyes corridor from 3<sup>rd</sup> Street to King Road in Council Districts 3, 5, and 7. Extensive community engagement was completed during the study; further outreach will be conducted as the project is implemented. Construction of the Story-Keyes Complete Streets Project is slated for completion in 2027. The \$32.7 million award was the largest award amount of all Bay Area projects in this cycle of OBAG funding.

### **Completion of the Blossom Hill Road/Highway 101 Bicycle and Pedestrian Overcrossing**

The City, in partnership with Caltrans and the Santa Clara Valley Transportation Authority (VTA), completed major safety upgrades to the freeway interchange at U.S. 101 and Blossom Hill Road. As part of the project, a Class I bicycle and pedestrian overcrossing and path was constructed. The new overcrossing significantly improves mobility and access for people walking and biking in South San José. The overcrossing connects the Coyote Creek Trail to Xander's Crossing, the existing bicycle and pedestrian bridge over Monterey Road and the Caltrain right-of-way.



*Figure 11: The new bike/ped bridge over U.S. 101*     *Figure 12: Ribbon cutting for the new bridge*

### **Bicycle Friendly Community Silver-Level Award**

In 2022, the City was awarded silver-level Bicycle Friendly Community status by the League of American Bicyclist (LAB). LAB, founded in 1880, is the nation’s largest non-profit bike advocacy organization. LAB’s Bicycle Friendly Community Program ranks cities from bronze to platinum using the “Five E Framework” for engineering, education, encouragement, equity and engagement. The silver-level award recognizes the hard work and innovation of City staff and leadership.

The City previously received a bronze-level Bicycle Friendly Community ranking. The upgraded silver-level ranking reflects the progress made in continuing implementation of *Better Bike Plan 2025*, along with the many other efforts made by the City to increase transportation safety and advance City transportation goals. According to LAB, the City’s greatest strengths in its bike plan implementation lie in its engineering practices, bikeways infrastructure, and encouragement programs, particularly with protected bikeways throughout Downtown. The City also received praise for its Viva CalleSJ open streets event. For more information on the Bicycle Friendly Communities Program, please visit <https://www.bikeleague.org/community>.

### **Select Trail Project Updates**

PRNS’ Trail Program has over 30 projects in various stages of development. Trail development occurs in phases as seen in Figure 13. Each phase allows the City to understand, price, and fund the different elements of the following phase. Each phase of development typically takes between one and five years to complete. Below are select active projects from various phases.



*Figure 13: Phases of trail project development.*

### **Open - Three Creeks Trail (Lonus Street to Coe Avenue)**



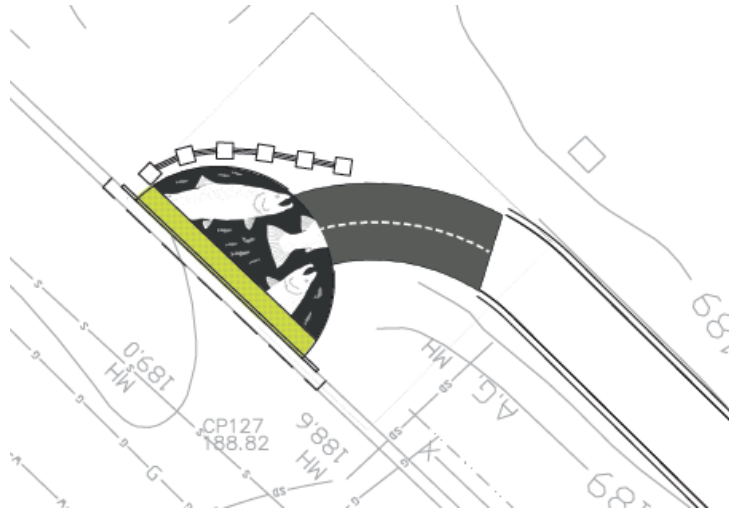
*Figure 14: Street entrance prior to trail, 2014.*



*Figure 15: Street entrance with trail, 2022.*

San José opened the Three Creeks Trail between Lonus Street and Coe Avenue in summer of 2022. This trail connects Lonus Street and Coe Avenue past the new Three Creeks Bridge that was opened in January 2021. Construction of the 0.15 miles of Class I bikeway trail was funded through City Park Trust Funds. Previously in 2018, DOT installed a flashing beacon crosswalk for trail users to cross Coe Avenue to access the new trail segment.

**Construction: Thompson Creek Trail (Quimby Road to Aborn Court)**



*Figure 16: Concept of decorative gateway design on the Thompson Creek Trail*



*Figure 17: Sample of decorative gateway*

The Thompson Creek Trail is almost fully constructed and is scheduled to open over the summer of 2023. The project includes decorative gateways and pavement along 1.06 miles of Class I Bikeway Trail. Construction is being funded through Santa Clara Valley Transportation Authority (VTA) Measure B grant funds, City Park Trust Funds and City Construction Tax and Property Conveyance Tax Funds.

In 2022, DOT completed a new bikeway on Quimby Road from Capitol Expressway to Ruby Avenue, including protected bike lanes and a lane reduction. This facility intersects with the new trail segment and will facilitate safe access for trail users approaching from the east and west.

**Bid and Award: Coyote Creek Trail (Mabury Road to Empire Street)**

San José completed the design phase of the Coyote Creek Trail from Mabury Road to Empire Street in May 2022. Right-of-way negotiation with the Santa Clara Valley Water District (Valley Water) is also now complete. Recently advertised, construction is planned to begin summer 2023. The new trail will cross Coyote Creek via a new pedestrian bridge and pass Highway 101 using a new undercrossing. The trail will provide access between the Berryessa/North San José BART Station and Watson Park in Downtown's northside neighborhood. City Park Trust Funds and Parks City-Wide Construction and Conveyance Tax Funds are budgeted for this project. Funding also comes from federal earmarks and the Active Transportation Program (administered through the California Department of Transportation and the California Transportation Commission). Staff has worked closely for the past three years to coordinate access with Valley Water, an agency working on a flood protection program along the same corridor. A Class IV

protected bike lane along Mabury Road to the east and west of the designed trail will facilitate safe access for trail users approaching the trail from Mabury Road.

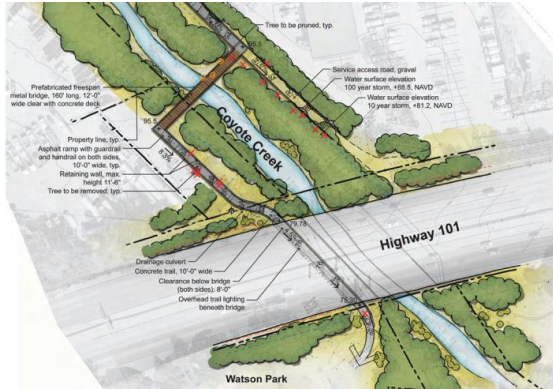


Figure 18: Drawing from the 2011 Coyote Creek Trail Master Plan



Figure 19: Photo of Coyote Creek edge near Watson Park

### Feasibility Study: Five Wounds Trail (Whitton Avenue to Story Road)



Figure 20: Valley Transportation Authority-owned Tracks that be converted to trail



Figure 21: Rendering of street crossing along proposed trail alignment, prepared in collaboration with DOT

In summer 2022 the City completed the feasibility study of the Five Wounds Rail-Trail between Story Road and Whitton Avenue. Three community meetings were held during the study, which focused on the City-owned railroad alignment. The master plan and environmental studies will begin the summer of 2023 or as soon as the acquisition of the corridor between Whitton Ave and Santa Clara Street and Julian Street and Lower Silver Creek is finalized. The feasibility study for this future 1.15-mile Class I Bikeway trail was funded by the State of California Coastal Conservancy Priority Conservation Area grant program and City Construction Tax and Property Conveyance Tax Funds. The project will use VTA Measure B grant funds, City Construction Tax and Property Conveyance Tax Funds, and Parks City-Wide Construction and Conveyance Tax Funds to support master plan and environmental work.



PRNS will continue to collaborate with DOT to further the design of trail intersections with on-street bikeways begun during the study. A staff member from DOT will be on the technical advisory committee for the master plan.

#### **D. FUNDING NEEDS**

##### **Better Bike Plan 2025 Funding**

Build-out of the Council-adopted *Better Bike Plan 2025* is not fully funded. Full build-out would require between \$14 - \$19 million annually. Aggressive pursuit of grant funding is expected to provide \$3 - \$5 million per year, leaving a significant shortfall. Successful implementation of *Better Bike Plan 2025* requires identification of additional funding.

To best leverage resources, implementation of *Better Bike Plan 2025* is being delivered in coordination with existing City programs and plans; via specific grant-funded projects; and in coordination with private development. Examples include the City's pavement maintenance program; the Vision Zero program; Multimodal Transportation Improvement Plans (MTIP) such as *En Movimiento*; and regional highway projects, including improvements to the Blossom Hill/101 and Trimble/101 interchanges. Opportunities for build-out through private development include coordination with projects such as the CityView Plaza and Downtown West developments. Finally, the City actively seeks funding through competitive grant programs, such as the State of California Active Transportation Program (ATP) and the regional One Bay Area Grant (OBAG) program.

The Transportation Development Act, Article III, (TDA3) annual state grant program represents the only guaranteed (non-competitive) grant funding the City receives for bike and pedestrian improvements. TDA3 funding from Fiscal Year 2022-2023 was approximately \$1.4 million, with \$1.1 million dedicated to building bikeways. Fiscal Year 2023-2024 funding amounts will be provided by the Metropolitan Transportation Commission (MTC) to the City in spring 2023; DOT will bring the funding amounts to the City Council for a Council Resolution in June 2023.

*Better Bike Plan 2025* emphasizes the use of quick-build construction strategies as interim solutions. Quick-build materials provide the opportunity for near-term implementation of bikeway corridors to quickly advance City goals, though materials can carry on-going maintenance needs, such as replacement of bollard separators. Quick-build bikeways may be upgraded with permanent materials, including concrete hardscape separation, as funding becomes available. Permanent separated bikeway treatments, such as concrete islands, have higher up-front costs but can have lower ongoing maintenance needs.

To capture the variety of bikeway separation options, a low and high range of implementation costs was developed in *Better Bike Plan 2025*. This range and the plan's implementation strategy are provided below. The ranges in Figure 22 provide the costs for constructing new bike facilities and upgrading existing ones; they do not include the cost of ongoing and long-term maintenance costs. Quick-build materials have a significant lower installation cost but require higher

maintenance costs as damaged bollards need to be replaced over time. Installing permanent materials such as concrete, whether for new bike facilities or upgrades to existing bikeways, will reduce ongoing and long-term maintenance needs. It is forecasted that five percent of bikeway bollards will need to be replaced annually.

	<b>Cost Range – Quick-Build vs. Permanent Materials (\$M)</b>
<b>Total On-Street Network</b>	\$263 – 370
<b>Focus Areas</b>	\$121 – 162
<b>Five Year Priority Projects</b>	\$70 – 94

Figure 22: Better Bike Plan 2025 Buildout Costs.

The Total Network costs provide a range for funding needs for the 550-mile on-street bike network. The focus areas represent five geographic areas of the city where the plan’s three goals (safety, mode shift, equity) have the greatest opportunity and/or need. The Five-Year Priority Projects define an ambitious implementation strategy for the first five years of the plan, focusing on opportunities for coordination with other city plans, programs, and projects. The Focus Areas and Five-Year Priority Projects are highlighted in Figures 23 and 24.

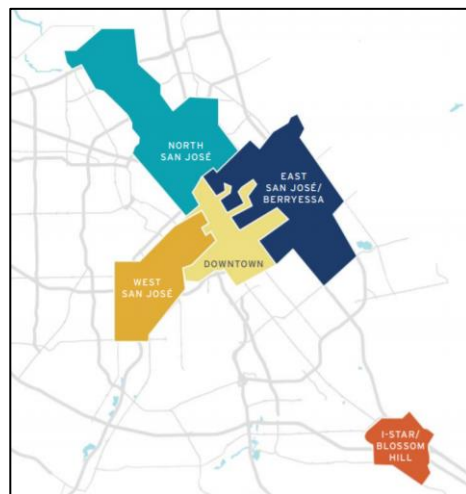


Figure 23: Better Bike Plan focus areas

At this time, funding has not been identified for full implementation of the Five-Year Priority Projects. Figure 24 shows the status of each bikeway in the Five-Year Priority Network, based on facilities in the Better Bike Plan 2025 bikeways network. Many of these corridors currently have Class II basic and/or buffered bikeways. The majority of these corridors are planned Class IV protected bikeways that need to be upgraded as part of plan implementation.

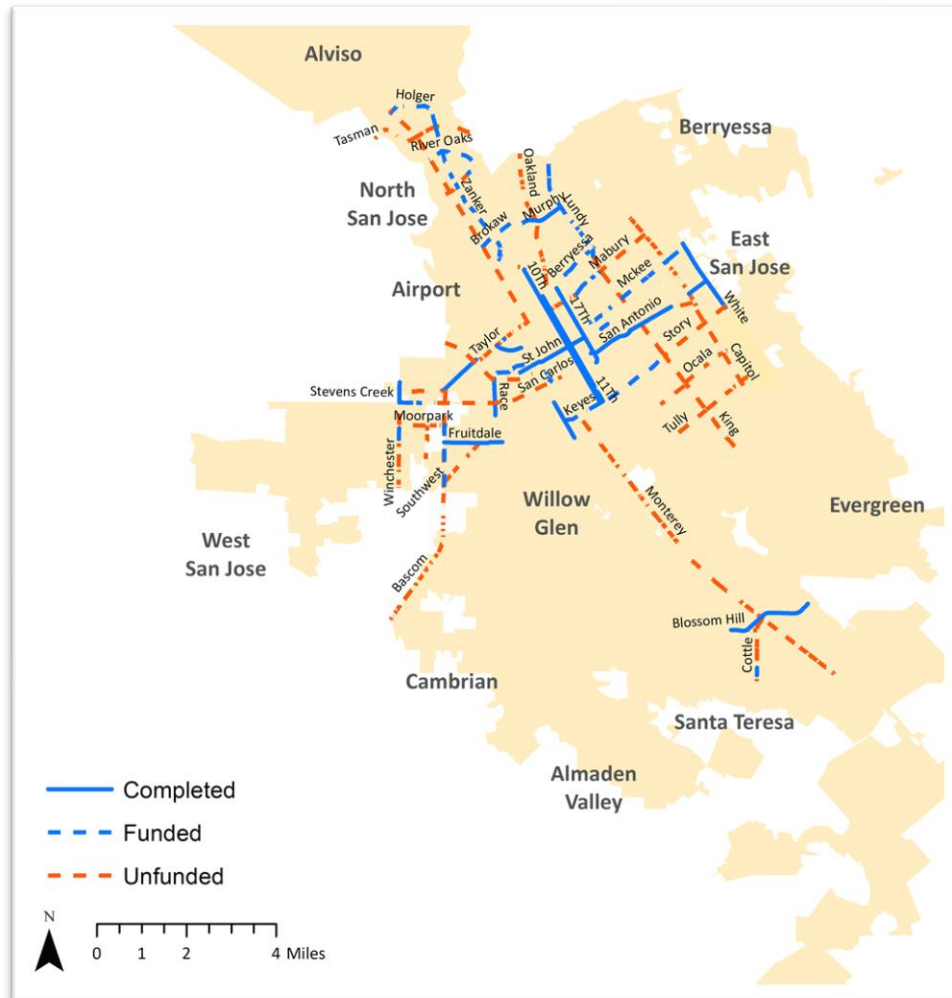


Figure 24: Status of Five-Year Priority Projects in Better Bike Plan 2025

### **Trail Network Funding**

Estimated costs for build-out of the remaining segments of the Trail Network range from \$300 - \$400 million. This estimate assumes a per-mile construction cost of \$4 million and includes studies, master plans, environmental work, design, construction, and project management. The 2016 Trail Program Strategic Plan confirms that there is not defined funding to build the remaining network. Build-out of the Trail Network to date has mostly been accomplished by aligning and leveraging local resources to competitive grants and does not align with the *Better Bike Plan* five-year implementation schedule.

The two-person Trail Program staff currently manages over 30 funded trail projects across various phases of development. The pursuit and management of external funding sources is an essential role in the development of the Trail Network. The Trail Program currently manages multiple, active grant contracts, equaling over \$15 million, from a variety of local, state and

federal funding sources. In addition, the Trail Program has five projects awarded under the local VTA Measure B grant program, available under VTA's current Measure B 10-year Priority List, including Coyote Creek Trail, Five Wounds Trail, Guadalupe River Trail, Los Gatos Creek Trail, and Thompson Creek Trail. The Trail Program Team continually monitors grant opportunities to best match external funding sources with active, prioritized trail projects to strategically build out the Trail Network.

### **EVALUATION AND FOLLOW-UP**

DOT and PRNS will continue implementation of their respective work plans, pursue additional funding opportunities, and report back to the Transportation and Environment Committee in spring 2024 with an annual progress report.

### **COORDINATION**

This memo has been coordinated with the City Attorney's Office and the City Manager's Budget Office.

/s/  
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Director of Transportation

/s/  
JON CICIRELLI  
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Neighborhood Services

For questions, please contact Ryan Smith, DOT Active Transportation Program Manager, at [ryan.smith@sanjoseca.gov](mailto:ryan.smith@sanjoseca.gov), and Liz Sewell, PRNS Trail Program Manager, at [liz.sewell@sanjoseca.gov](mailto:liz.sewell@sanjoseca.gov).