



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: John Ristow

SUBJECT: Guadalupe River Trail Bike
Connections Plan

DATE: March 23, 2026

Approved

Date:

4/2/26

COUNCIL DISTRICTS: 3, 4, 6

RECOMMENDATION

Adopt a resolution approving the Guadalupe River Trail Bike Connections Plan.

SUMMARY AND OUTCOME

The Guadalupe River Trail (GRT) is an 11-mile north-south Class I trail and the backbone of San José's active transportation network. However, low points on the trail at major undercrossings are heavily impacted by seasonal weather and are frequently rendered impassable due to standing water, mud, and debris. Because many of these segments double as Valley Water flood control infrastructure, raising the trail elevation is not feasible in many places.

In response to community feedback, the Department of Transportation (DOT) conducted a 20-month planning process to develop high-quality, on-street detours. The Guadalupe River Trail Bike Connections Plan (Plan) proposes design interventions near three critical flood-prone undercrossings to ensure year-round connectivity without replacing or delaying future on-trail improvements.

BACKGROUND

The City is implementing the City Council-adopted *Better Bike Plan 2025* (Bike Plan) to make bicycling safe and convenient for people of all ages and abilities. The Bike Plan outlines a vision for a safe and connected network of on-street bikeways that will empower people of all ages and abilities to travel by bike. Providing seamless connections between the city's on-street bikeways into its off-street trail network is a key recommendation of the Bike Plan.

With the opening of the Guadalupe River Park in 2005 and the completion of the trail north to Alviso in 2013, the GRT has seen significant increases in use, with over 433,000 annual users in 2025. The City partners with Valley Water to operate publicly accessible trails as a City service on Valley Water's levees and flood control infrastructure. Raising the trail would require major modifications to flood control infrastructure and, in many locations, require raising adjacent street intersections to maintain accessible connections. These improvements would require a long-term, multi-agency effort, and could affect flood protection and Americans with Disabilities Act accessibility.

Increased trail use has led to greater community reliance on the trail as a safe and convenient route for transportation and recreation purposes. The 2024 Annual Trail Count indicated that nearly 30% of GRT users primarily use the trail for commuting; when numerous sections of the GRT flood, depositing debris, mud, and silt onto the trail, this creates regular, lengthy disruptions for trail users.



Figure 1: Flooded section of the GRT under Highway 237. (Image Source: Tim Oey)



Figure 2: Flooded section of the GRT south of Highway 101. (Image Source: [Richard Masoner](#))

Feedback from members of the San José Bicycle and Pedestrian Advisory Committee (BPAC) and members of the public emphasized the impact of flooding events, which typically occur at underpasses where the trail goes below arterial streets, highways, and expressways. During the engagement process for the Plan, as well as in previous communications with the City, many community members reported the need to navigate various undesirable choices during flood events, such as riding through water and mud, detouring on the streets with insufficient bike facilities, or crossing streets at grade without safe, dedicated crossings. Figures 1 and 2 above show examples of flooded sections of the GRT. When people riding bikes must make these choices, they are faced with a significant barrier to bicycling. Community members have requested that the City address this issue.

ANALYSIS

Plan Goals

The Plan's three main goals are:

- *Transportation Safety* – provide safe ways for people walking and biking to navigate around flooded trail segments;
- *Multimodal Connectivity* – provide a convenient on-street network for people to complete their journey when sections of the GRT are flooded; and
- *Wayfinding and Placemaking* – preserve the comfort and ease of GRT trail users when taking alternate on-street routes.

In addition to the Bike Plan, this Plan is informed by and designed to support the goals and strategies in the following City Council-adopted plans:

- **Envision San José 2040 General Plan** (2011, updated 2025): promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.
- **Vision Zero San José** (2015, updated 2025): eliminate traffic fatalities and severe injuries.
- **Trail Program Strategic Plan** (2016): functionality of the trail network is supported by the development of an on-street bikeway system.
- **Climate Smart San José** (2018): achieve 20% of trips by bike by 2050; create clean, personalized mobility choices.
- **Move San José** (2022): enhance bike connectivity; make signals work better for people walking or biking.

Project Recommendations:

The Plan recommends three targeted design interventions that create safe, convenient detour connections around flooding hotspots along the GRT as an immediate next step, along with a set of broader recommendations along the rest of the corridor. Selection criteria for these projects will be discussed in the following section.

- *Trimble Road Detour:* The Trimble Road detour proposes a new, signalized crossing connecting the GRT trailheads on either side of Trimble to address the unsignalized crossing across the high-volume four-lane arterial. This detour also proposes upgraded, bidirectional protected bikeways that better connect the GRT to the fully separated bikeway built as part of the US 101 / De La Cruz Boulevard / Trimble Road Interchange Improvements project. By offering redundant connections, these improvements would allow users to either immediately re-enter the GRT or more safely access their destinations west of the trail.
-
- *Tasman Drive Detour:* The Tasman Drive detour recommends new shared-use paths that connect to an upgraded crossing of Tasman Drive and the light rail tracks at Renaissance Drive to connect GRT trailheads. This concept also includes an enhanced crossing one block east at Vista Montaña, which would allow users to more safely access destinations east of the trail.
- *Highway 237 Wayfinding:* The Plan recommends a series of wayfinding signs to help users navigate between the Alviso community and the GRT access point at Highway 237. This concept introduces a wayfinding strategy that could be employed elsewhere to help facilitate biking on the street network adjacent to the GRT.

For greater detail on these three projects and how they would interface with existing facilities, see Attachment, the full Guadalupe River Trail Bike Connections plan.

Additional Recommendations:

The Plan also makes recommendations for places where the City could strengthen detour routes by implementing protected bicycle and pedestrian facilities on key corridors, adding trail access points, and closing network gaps in 16 additional locations. These locations include Montague Expressway and Highway 101, which fall outside of the jurisdiction of the City and would require multi-agency coordination. Flood data and pointed community feedback spoke to the necessity of including recommendations for these two locations. For the complete list of additional recommendations, see Attachment - Guadalupe River Trail Bike Connections Plan dated March 10, 2026.

Project Selection

To select the priority locations for developing the three proposed projects, the Plan uses an evaluation framework based on the City's goals and priorities, community input, and transportation planning best practices. The following criteria were used to prioritize the locations discussed in the Plan:

- Community Input;
- City of San José level of influence;
- Synergy with the *Connect North San José* plan (in development);
- Level of complexity;
- User volume/patterns;
- Bike network gap closure opportunity or alignment with other projects; and
- Known detour routes.

DOT staff, in conjunction with Toole Design Group, Arup, and Winter Consultants, completed a detailed existing conditions analysis of flooding conditions on the GRT. This analysis, combined with in-depth feedback recorded during a series of engagement efforts, allowed the project team to narrow in on the most impactful flooding hotspots along the GRT.

This engagement included meeting with the project's Technical Advisory Committee (TAC), a group comprising partner agency members and representatives from other City departments. The TAC helped to ensure the Plan's development was aligned with the work and mission of the numerous stakeholders along the GRT. In addition to the TAC, engagement included presenting to BPAC, hosting pop-up engagement events alongside the trail, and conducting an online survey of GRT users. Projects located entirely within the City right-of-way were given additional precedence due to the relative ease of implementation. This project prioritizes locations where change can be made in the near term to help people walk and bike as soon as possible.

Table 1 shows which flooding locations were noted during various forms of engagement.

Table 1: Flooding Locations by Engagement Strategy

Location	TAC #1	BPAC #1	Pop-Ups	Survey	Existing Conditions Report
Highway 237			X	X	X
Tasman Dr			X	X	X
Montague Ex	X		X	X	X
Trimble Rd	X	X	X	X	
Highway 101	X		X	X	X
Airport Pkwy					X
Highway 880 / Hedding St			X		
Taylor St		X			
Guadalupe River Park			X	X	
Coleman Av				X	
Highway 280			X		

Following this evaluation and scoring rubric, the project team selected Trimble Road, Tasman Drive, and Highway 237 for advancement to the concept design phase.

Climate Smart San José Analysis

Successful implementation of the projects outlined in the Plan will contribute toward achieving *Climate Smart San José* goals, specifically Strategy 2.4: “Developing integrated, accessible public and active transport reduces the dependency on the car to move within the City.” These projects would contribute to reducing vehicle miles traveled and facilitate the choice of mobility options other than single-occupancy, gas-powered vehicles.

EVALUATION AND FOLLOW-UP

The status of the Plan implementation will be included with the Bike Plan and Trail Network Annual Report to the Transportation and Environment Committee in April 2027.

COORDINATION

This memorandum has been coordinated with the City Attorney’s Office, City Manager’s Budget Office, and the Departments of Parks, Recreation, and Neighborhood Services, and Planning, Building, and Code Enforcement.

PUBLIC OUTREACH

This memorandum will be posted on the City Council Agenda website for the April 14, 2026 City Council meeting.

DOT staff and the consultant team designed a robust outreach process to reach a wide-ranging group of trail users. Outreach was conducted to learn from the public, receive input on the proposed projects, and develop the Plan to align with community needs.

Outreach during the 20-month long planning process included:

- Four pop-up events along the GRT;
- Three community workshops (two in-person, one online);
- An online community survey that received 195 responses;
- Four TAC meetings;
- Two BPAC presentations; and
- A bike and walk audit of the GRT with TAC and BPAC members.

In each phase of outreach, a group of dedicated community members made detailed, nuanced suggestions to inform the Plan based on their own lived experience.

BOARD, COMMISSION, COMMITTEE RECOMMENDATION AND INPUT

The Plan was presented to the BPAC twice for review during the planning process, on December 2, 2024, and August 25, 2025. Input from BPAC included prioritizing individual projects within the scope of the planning work; considering current flood conditions and their impact on the GRT rather than future flooding scenarios; coordinating with partner agencies to deliver projects outside of this Plan's scope; and creating redundancy in the proposed concept designs to ensure that the simplest, shortest detours are included.

CEQA

Categorically Exempt, File No. ER24-313, CEQA Guideline Section 15301(c) Existing Facilities.

PUBLIC SUBSIDY REPORTING

This item does not include a public subsidy as defined in section 53083 or 53083.1 of the California Government Code or the City's Open Government Resolution.

/s/
JOHN RISTOW
Director, Department of Transportation

HONORABLE MAYOR AND CITY COUNCIL

March 23, 2026

Subject: Guadalupe River Trail Bike Connections Plan

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For questions, please contact Scott Karoly, Transportation Specialist, Department of Transportation, at scott.karoly@sanjoseca.gov.

ATTACHMENT:

Guadalupe River Trail Bike Connections Plan



Guadalupe River Trail Bike Connections Plan

City of San José, CA
March 10, 2026



Acknowledgments

This project was funded by a Caltrans Sustainable Transportation Planning Grant and local matching funds.

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Executive Summary

Executive Summary

The Guadalupe River Trail Bike Connections Plan (the Plan) is a community-driven study to identify on-street bicycle network connections to serve as alternative routes to seasonally flooded areas of the trail, while also considering improvements for people walking.

The Guadalupe River Trail (GRT) is a heavily-used corridor that provides vital connectivity for people on bikes to reach neighborhoods, job centers, and community assets both within and outside of San José. However, seasonal rain storms cause flooding at low points on the trail – particularly underpasses – making sections of the trail impassable. Trail closures resulting from flood waters and residual mud and debris force people to take longer, and potentially riskier, on-street routes.

The Plan focuses on short-term solutions through on-street improvements that would keep trail users connected all year. Using flood data and community input, the Plan proposes design interventions at three key flood-prone locations. The Plan includes conceptual designs for detour routes on Trimble Road and Tasman Drive, as well as a wayfinding plan near the Highway 237 underpass. Guided by the project

goals for improving transportation safety, multimodal connectivity, and wayfinding and placemaking, these designs aim to provide safe and continuous access for GRT users when flooding impacts the usability of the trail.

The Plan includes the following:

A summary of the Plan’s project **background and purpose, goals and objectives, and planning process;**

An **overview of existing conditions and community engagement activities** that informed the development of, and locations for, proposed design interventions;

Design recommendations for the **Tasman Drive detour, Trimble Road detour, Highway 237 wayfinding concept**, as well as **recommendations for future considerations at other locations;**

Implementation guidelines including potential funding sources and relevant partners and programs.

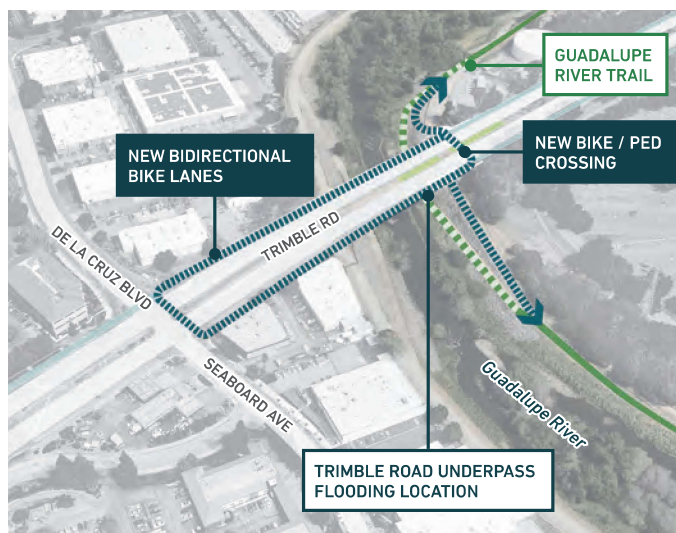
The following pages provide a high-level synopsis of the existing conditions, design concepts, and related recommendations intended to support connectivity, safety, and wayfinding along the GRT.



*Looking south along the Guadalupe River Trail towards Montague Expressway during a flood event
(Credit: Richard Masoner)*



*Looking north along the Guadalupe River Trail towards Highway 101 during a flood event
(Credit: Richard Masoner)*

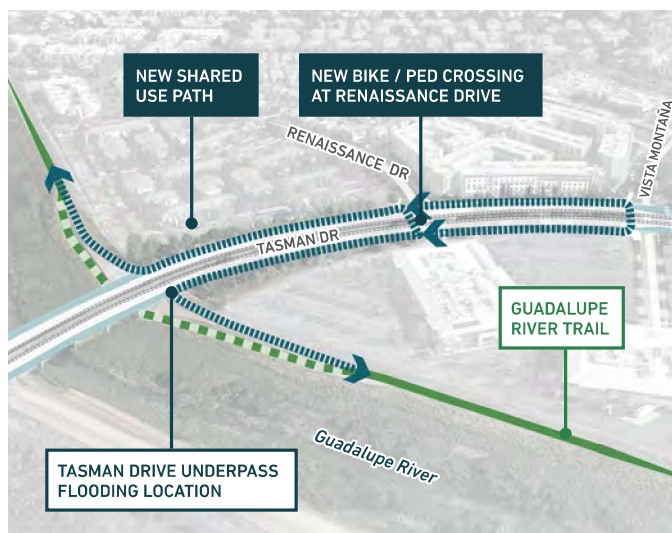


Overview of the flood detour concept for Trimble Road

Trimble Road Detour Concept

Located just north of Highway 101 and the San José Mineta International Airport, Trimble Road is a very busy east-west route for auto traffic that crosses a frequently-flooded section of the GRT. Creating a new crossing opportunity at the street-level trail entrances would allow for safe, direct north-south connections during and after flooding events. This concept would strengthen the GRT's north-south bike route and sustain the year-round utility of the GRT.

The proposed design solution for Trimble Road is centered on a new bicycle and pedestrian crossing that would link the two trail entrances via an at-grade traffic signal, allowing bikes to directly cross Trimble Road, while preserving maintenance vehicle access to the trail. Additionally, the concept proposes upgrading the existing protected bikeways on Trimble Road between the trail entrances and De La Cruz Boulevard to two-way bicycle facilities on both sides of Trimble Road, creating redundant links to De La Cruz Boulevard and strengthening the east-west connections in the bike network.

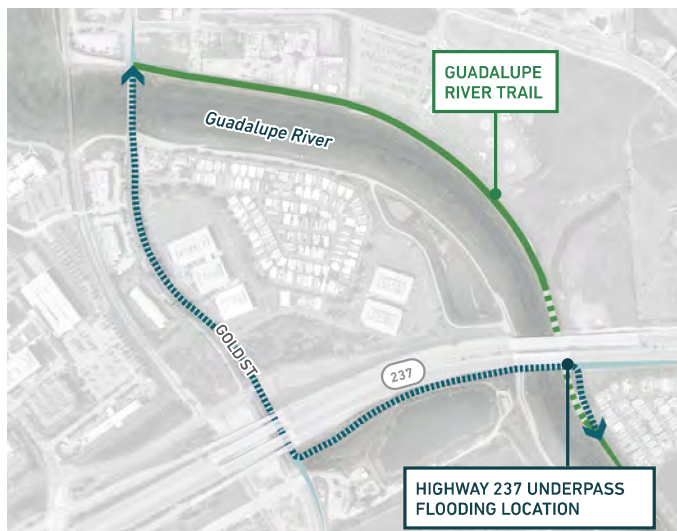


Overview of the flood detour concept for Tasman Drive

Tasman Drive Detour Concept

Located in North San José, the Tasman Drive underpass is another flooding hotspot along the GRT. Tasman Drive is a key east-west link connecting residential neighborhoods and office campuses in North San José to regional destinations in Santa Clara and Milpitas, including Levi's Stadium and the Milpitas BART Station.

Tasman Drive presents a more complex design intervention than Trimble Road, as the center-running light rail tracks do not allow for a new crossing directly between the trail entrances. However, upgrading the existing intersection at Renaissance Drive to include a new bike/pedestrian crossing would shorten the detour route. New shared-use paths on both sides of Tasman would improve east-west connectivity from the trail entrances all the way to Vista Montaña, which connects to the larger bike network in North San José.



Overview of the wayfinding concept for Highway 237

Highway 237 Concept

Located at the northern tip of North San José, the Highway 237 undercrossing is the northernmost major flooding hotspot on the GRT before it reaches the neighborhood of Alviso and the San Francisco Bay. The proposed detour intervention focuses on improving on-street wayfinding as a pilot approach to help cyclists easily navigate existing detour routes and reconnect with the trail.

Because of the lack of direct crossing opportunities on Highway 237, a longer detour is necessary during flooding events. The design solution for this area is focused on adding wayfinding at key decision points that link both the Guadalupe River Trail, the Highway 237 Bikeway, and the Bay Trail to Gold Street. Improved pavement markings are also proposed where street crossings are required.



Public art in a trail underpass (Credit: San José DOT)

Additional Recommendations

Along with the three focus area projects, the following corridor-wide strategies are recommended as additional steps towards an improved Guadalupe River Trail:

- + Interagency Coordination
- + Flood Advisory Alert Systems
- + Wayfinding and Signage
- + Placemaking

Additionally, several other locations were identified as either challenging areas or bicycle network gaps that could be improved either through partnerships or future projects. These include Montague Expressway, Highway 101, and North First Street, among others.





Project Overview

Project Overview

The Guadalupe River Trail Bike Connections Plan proposes strengthening the GRT's resiliency through near-term solutions that help keep trail users connected all year, particularly when the trail is impacted by flood events.

The Guadalupe River Trail (GRT) is a scenic, 11-mile shared-use path along the banks of the Guadalupe River from North San José through the heart of Downtown San José. The GRT is a dynamic community asset for recreational users and commuters alike to enjoy the outdoors and access key destinations throughout San José and the South Bay.

Efforts to address flooding along the Guadalupe River evolved from the first flood mitigation study by the Army Corps of Engineers in 1941 to the major Downtown Guadalupe Flood Control Project in 2004. Work over the last two decades has focused on integrating community benefits into flood protection infrastructure. Guadalupe River Park opened in 2005 and the first paved sections of the GRT were unveiled in 2013. Current GRT projects seek to balance flood control with public access. There are unfortunately no easy solutions to reduce flooding under these crossings built to hold

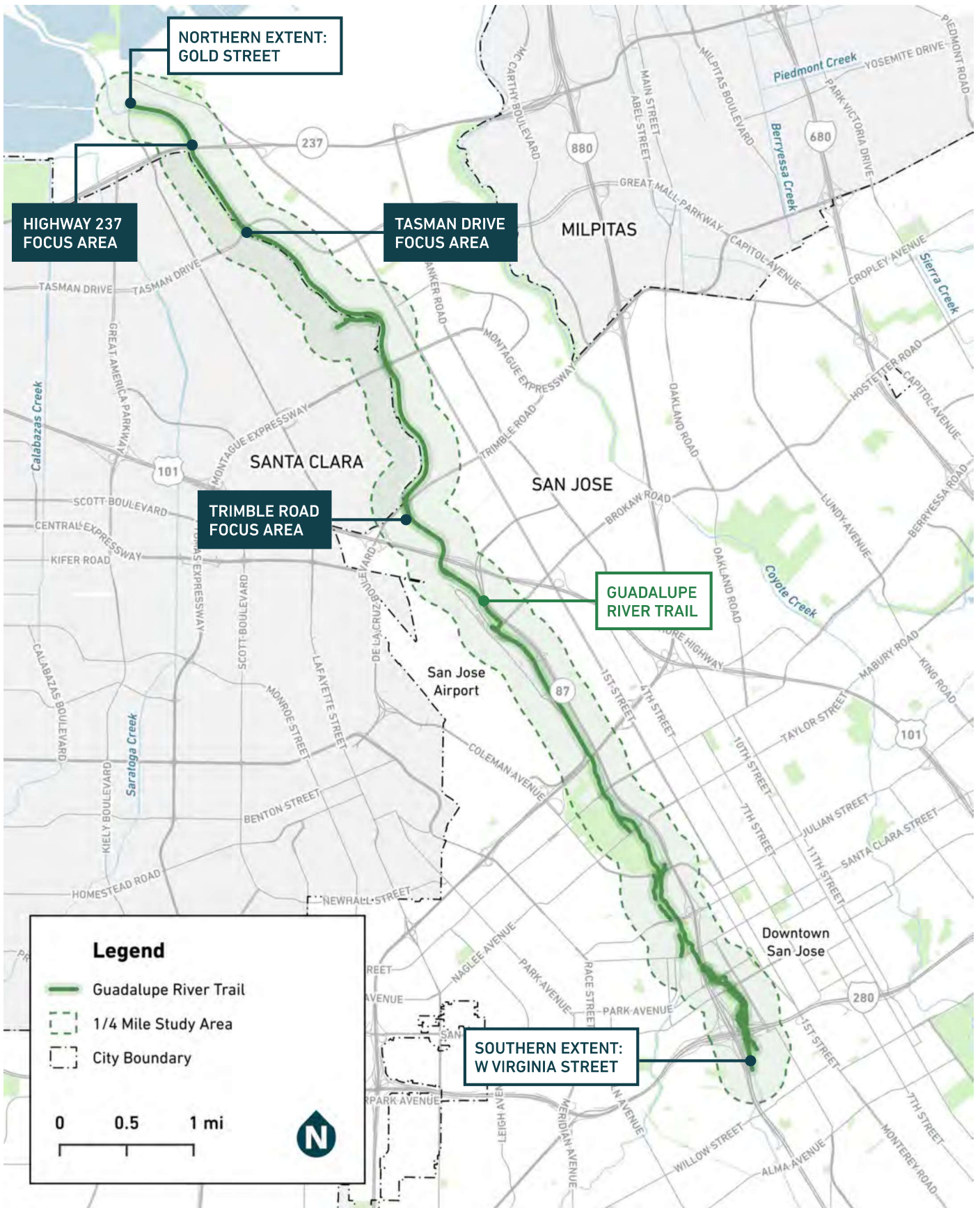
flood waters. The City is thankful to partner with Valley Water to operate publicly accessible trails on their levees and flood control infrastructure.

The Plan focuses on street improvements that address flood-related trail closures by:

- + Identifying connections or parallel on-street routes to use when the trail floods;
- + Proposing design solutions for these parallel routes to make them safer and more convenient for people biking and walking; and
- + Creating safe, clear, and well-marked routes that are easy to follow.

Scope and Project Extents

The 11-mile northern stretch of the GRT begins at Gold Street in the neighborhood of Alviso and terminates at West Virginia Street just south of Downtown San José. A quarter-mile buffer was used to narrow focus for on-street connection opportunities during flood events that impact the GRT. The project scope encompasses several key neighborhoods and districts across San José and Santa Clara, including North San José, San José Mineta International Airport, Rosemary Gardens, Civic Center, Coleman, Delmas Park, Diridon, Guadalupe Washington, and Downtown San José. The Plan is focused on the northern section of the GRT, as the flooding hotspots identified through the community engagement process were concentrated in that area.



Study area / project extent map

Project Process

The Guadalupe River Trail Bike Connections Plan is the culmination of a 20-month planning process that began in September 2024 and concluded in April 2026.

Phase 1: Existing Conditions

To develop a comprehensive understanding of trail use, conditions, and flooding-related challenges, the project team collected and analyzed data about flooding and climate vulnerabilities; trail usage; active transportation facilities and performance; and future forecasts and planned improvements. The Existing Conditions Assessment identified challenges, opportunities, and preliminary recommendations to provide continuous GRT access using the on-street network when flooding occurs. See Appendix A for the full Existing Conditions Assessment.

Phase 1 Engagement

The project team engaged trail users and other key stakeholders to understand the locations most affected by flooding, define common detour routes, and document other on-street network challenges. Engagement efforts included:

- + The formation of and consultation with a Technical Advisory Committee*** (TAC) in November 2024;
- + Consultation with the San José Bicycle and Pedestrian Advisory Committee (BPAC) in December 2024; ;
- + A pop-up event along the GRT in December 2024 that engaged 35 people; and
- + An online survey that received 195 responses.

Phase 2: Technical Analysis

Data collected through the existing conditions assessment and community engagement phases revealed several sections of the GRT that are routinely impacted by flooding. To select the top locations for design interventions, the project team developed an evaluation framework tied to the City's goals and priorities, engagement feedback, and sound transportation planning principles. The following criteria were used to prioritize GRT focus areas:

- + Community input
- + City of San José level of influence
- + Synergy with the Connect North San José plan (currently in development)
- + Level of complexity
- + User volume/patterns
- + Gap closure opportunity or alignment with other projects
- + Known detour routes

From this evaluation and scoring rubric, Trimble Road, Tasman Drive, and Highway 237 were selected for design interventions.

Phase 2 Engagement

Additional feedback on the top seasonal flooding locations and input on alternative street routes, signage, and on-street improvements was collected through various engagement activities, including:

- + A pop-up event on the GRT in April 2025 that engaged over 100 people;
- + A community workshop in April 2025 that engaged 30 people;
- + A bike and walk audit of the GRT corridor in April 2025 that included City staff and BPAC members;
- + Meeting with the TAC in June 2025; and
- + Meeting with the BPAC in August 2025.

Phase 3: Concept Development

Preliminary conceptual designs seek to address the network gaps between priority flooding locations and the on-street network through strategic detours and wayfinding. These designs are informed by technical analysis and guided by both community feedback and the project goals around transportation safety, multimodal connectivity, and wayfinding and placemaking (described in the “Goals and Objectives” section of this Plan).

The concept development phase included design refinement, additional rounds of community engagement with GRT users, TAC, and BPAC, and input from City staff.

Phase 3 Engagement

During a third round of community engagement, the project team solicited feedback and revision suggestions on the design concepts and wayfinding. These efforts to help refine the final designs included:

- + A pop-up event along the GRT in September 2025 that engaged 30 people;
- + A community workshop in September 2025 that engaged 15 people; and
- + A TAC meeting in October 2025.

Phase 4: Final Report

The final Plan is the result of an iterative engagement and design process. The analysis and recommendations crafted over the 20-month planning period prioritize design interventions that strengthen on-street detour routes at some of the most significant flooding locations along the GRT.

Phase 4 Engagement

For the fourth and final round of engagement, the project team sought input on a draft version of the Plan. These efforts included:

- + A final TAC meeting in January 2026; and
- + An online community forum in January 2026 that engaged 23 people.

*** The purpose of the TAC was to ensure that the projects proposed by the Plan were aligned with and vetted by City of San José departments beyond DOT, as well as partner agencies in the South Bay. The TAC comprised members from stakeholder agencies such as VTA, the City of Santa Clara, Valley Water, Caltrans, and the Santa Clara County Roads and Airports department as well as the Guadalupe River Park Conservancy. Findings from these events informed the technical analysis in Phase 2.

Existing Conditions Analysis Summary

A robust existing conditions assessment of present and future flooding, trail usage, on-street bike and pedestrian network, and collisions along the network supported the identification of priority study locations and the development of design recommendations. This analysis used various data sources and community engagement activities to identify challenges, opportunities, and recommendations for providing continuous trail access using the on-street network when flooding occurs.

This section contains a summary of existing conditions by topic area; for a complete analysis refer to **Appendix A: Existing Conditions Report** or view the interactive [StoryMap](#) online.

Trail Usage

The GRT is one of the most popular trails in the South Bay. It is San José's primary north-south bikeway and is also heavily used by people walking and running. Over 433,000 people used the trail in 2025, according to automated trail counters operated by the City of San José Department of Parks, Recreation, and Neighborhood Services. The most commonly reported reasons for using the trail include health and fitness, recreation, commuting, and transportation for shopping and errands. Most trail users' trips originate adjacent to the trail in primarily residential neighborhoods. The most popular trail access points are at Julian Street, Montague Expressway, and the River Oaks Pathway.

Issues such as flooding, presence of encampments, graffiti, debris, insufficient landscape maintenance, insufficient wayfinding, and an unwelcoming atmosphere discourage use of the trail, particularly south of Trimble Road.

Collision Analysis

Over the last five years, there have been almost 90 severe or fatal crashes on the streets within a quarter mile of the GRT project area. About half of these crashes involved drivers hitting pedestrians or cyclists. The intersection of West Taylor Street and Coleman Avenue and the trail entrance at Julian Street are safety hotspots within the project area.

Two fatal collisions between cyclists riding on the GRT occurred within the past five years – one collision at the Union Pacific Warm Springs railroad corridor underpass between Coleman Avenue and Julian Street and one at the Tasman Drive underpass.



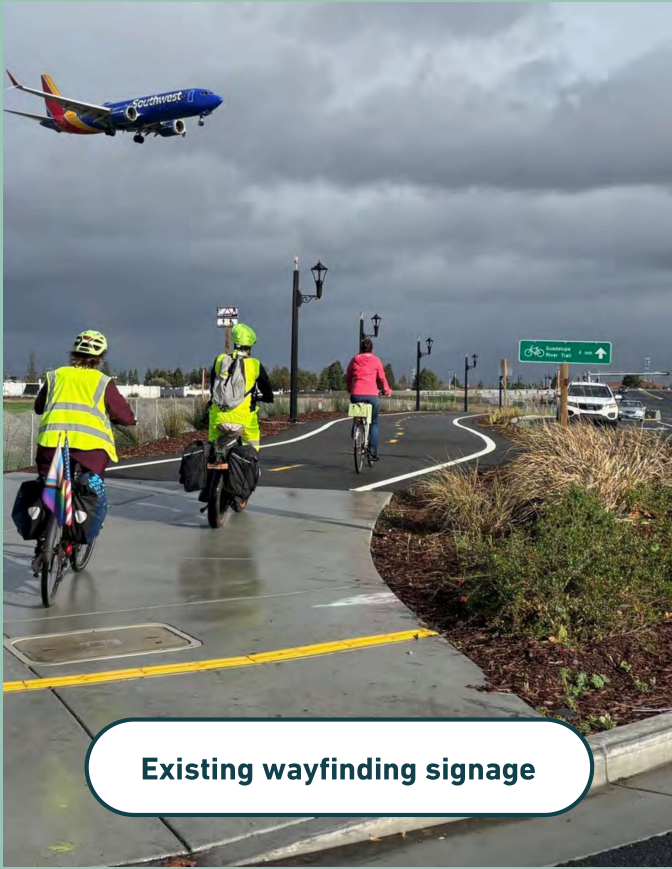
Guadalupe River Trail



Existing warning signage



Typical underpass



Existing wayfinding signage



Trail to street connections

Existing conditions within the project study area. (Bottom Right credit: Tim Oey)

Present and Future Flooding

Segments of the Guadalupe River Trail flood frequently during rainy weather, resulting in debris, mud, and silt deposited on the trail. This causes regular, lengthy disruptions and detours for trail users, especially during the winter months. The project team analyzed common and extreme flood scenarios to identify segments of the trail that require alternate on-street access points due to current and future flooding events.

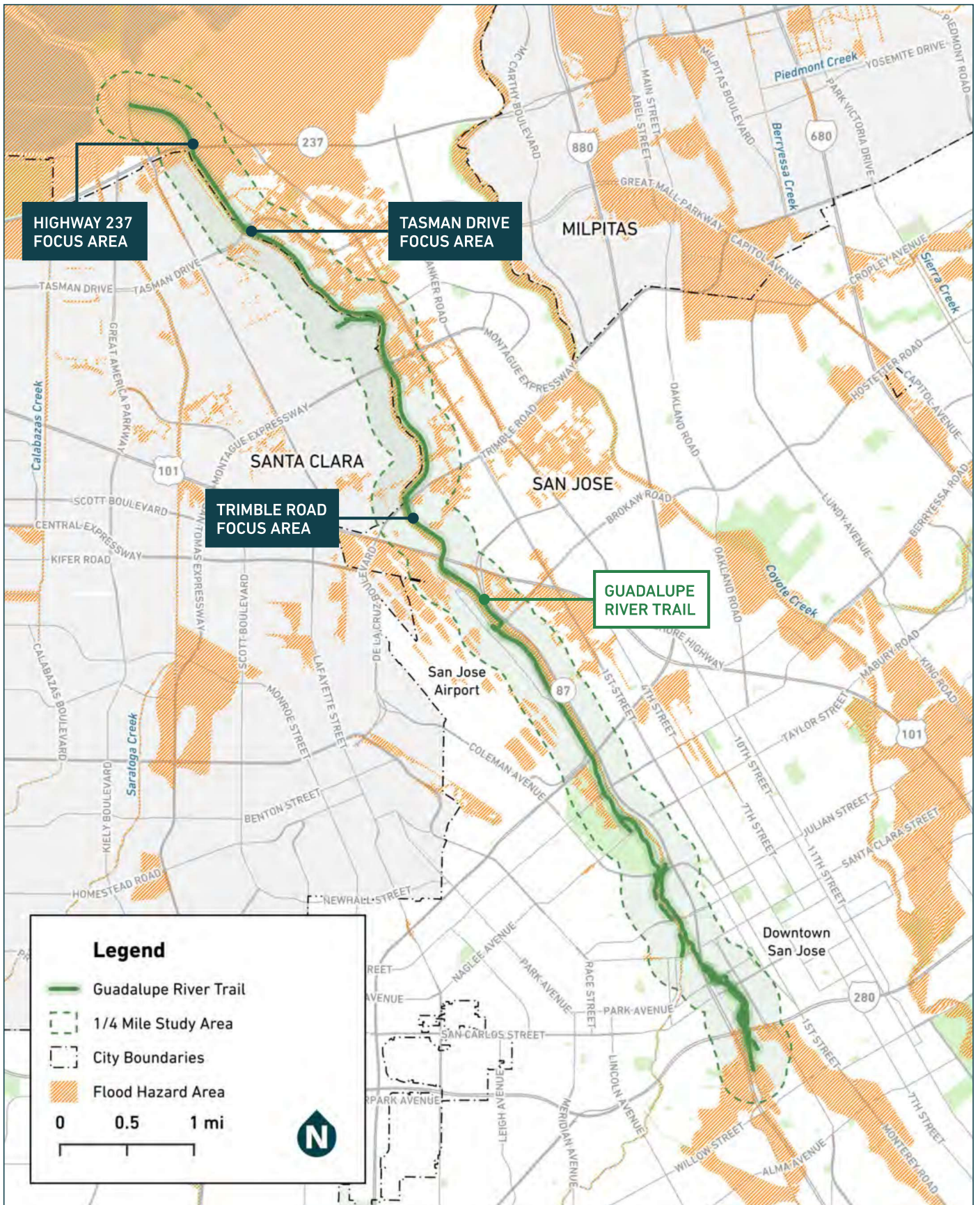
According to flood data and community input, common flood events – which have about a 20% chance of occurring during an individual year – make trail underpasses at Highway 237, Tasman Drive, and Montague Expressway impassable. More extreme flooding conditions impact these sections, as well as under Highway 101 and along low-bank trail sections from San José Mineta International Airport south through Guadalupe River Park.

Many of the GRT under-crossings were designed and engineered as part of flood control improvement projects. Each location has site-specific challenges that must remain in place to maintain flood channel performance. In certain cases, additional engineering and infrastructure was required to ensure structural integrity. As this infrastructure was built to hold flood waters, most changes will increase flood risk of adjacent land or reduce ADA accessibility.

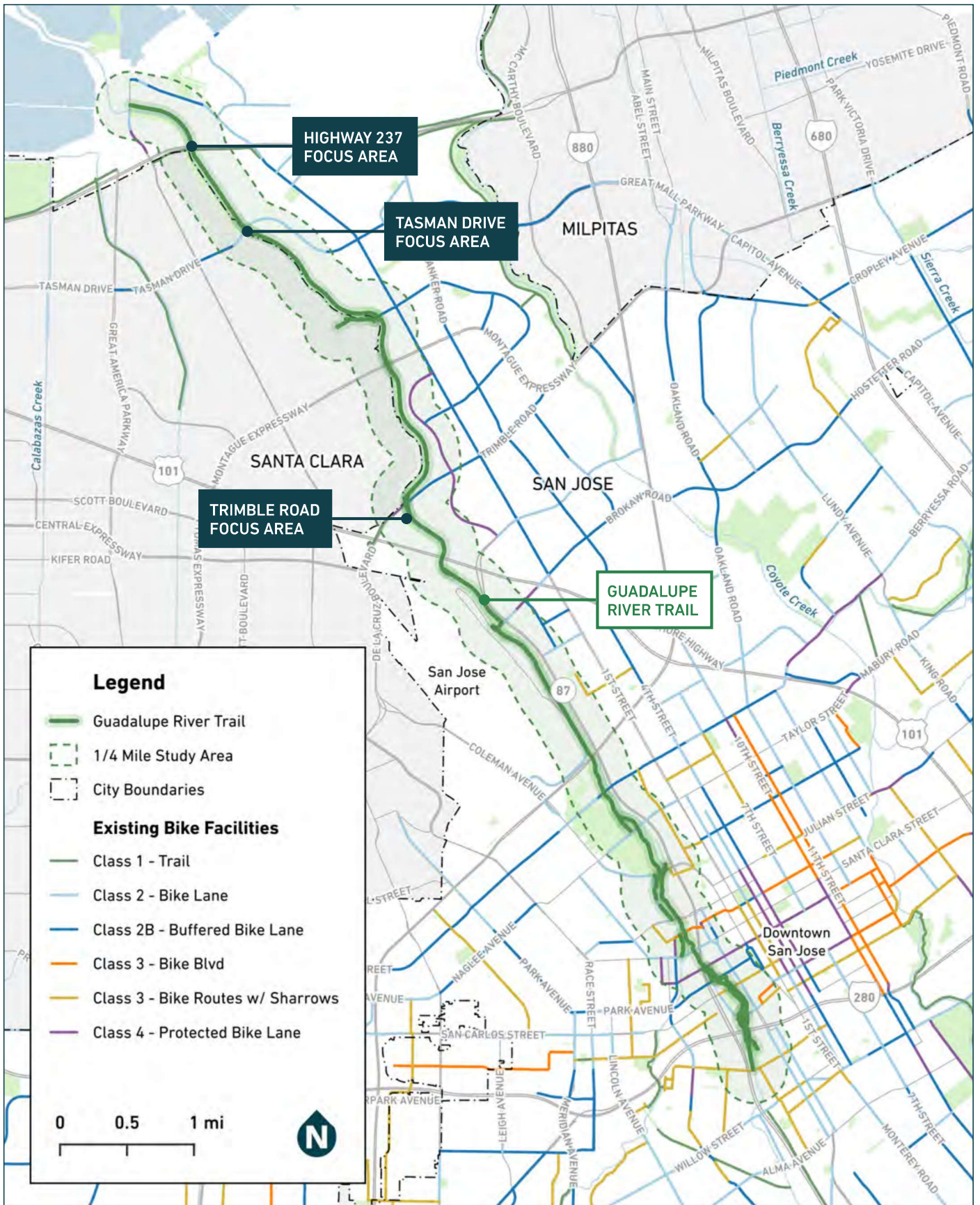
Bike and Pedestrian Networks

While the City of San José has developed a robust on-street bike and pedestrian network, many bikeways are not yet built out to match the planned bikeway class identified in Better Bike Plan 2025, the City's council-adopted bike plan. The City of San José and the City of Santa Clara both have plans to upgrade existing bicycle facilities adjacent to the GRT corridor to improve the continuity of the low-stress bike network, including separated bike facilities on north-south routes. Future bike projects adjacent to the trail present opportunities to incorporate green infrastructure that supports flood mitigation efforts.

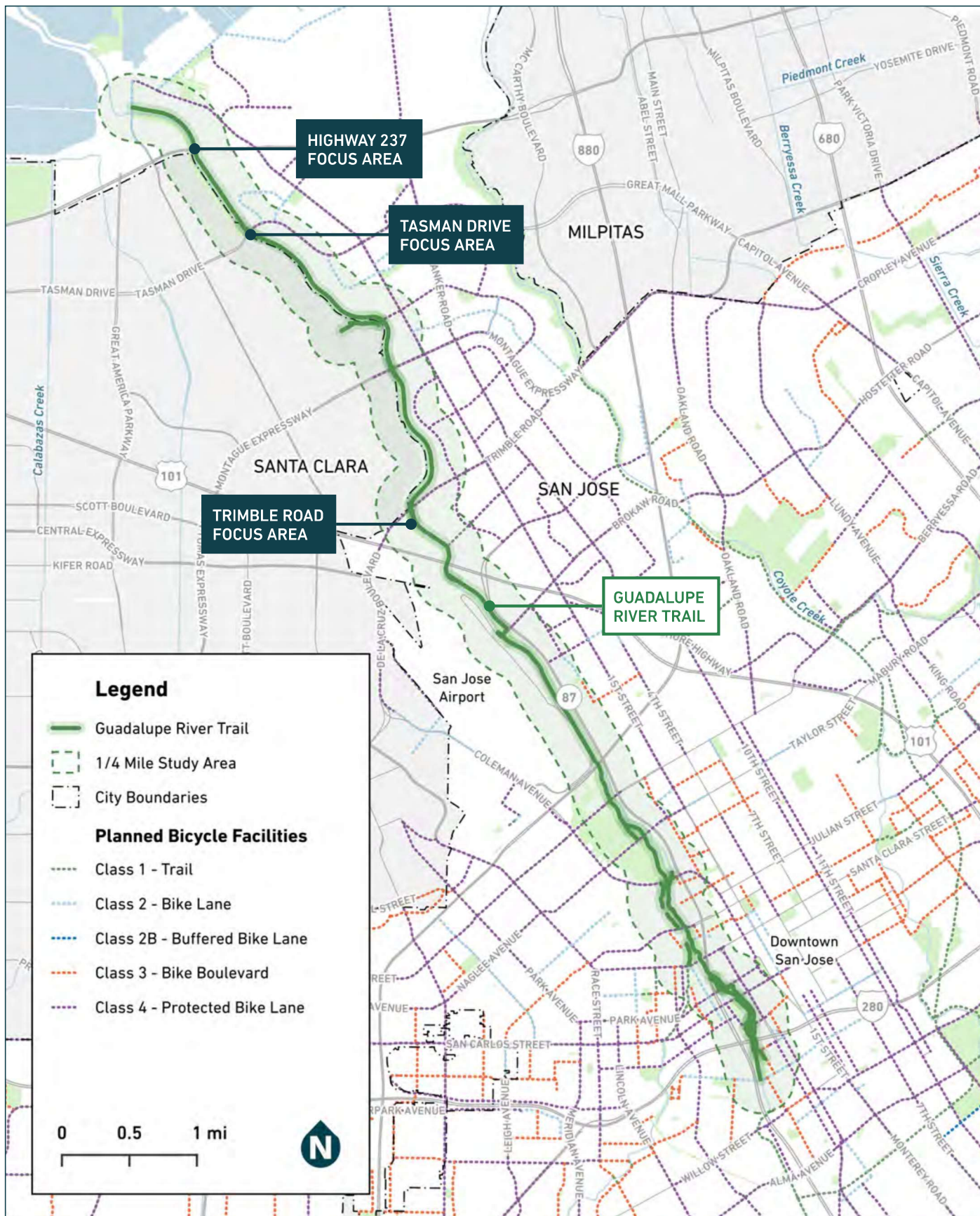
Downtown San José has a well-connected and well-lit sidewalk network that facilitates pedestrian access to the GRT. North San José, however, is characterized by large blocks with long intersection crossing distances and sparse lighting that makes trail access for pedestrians more challenging. Gaps in the sidewalk network at key GRT access points like Gold Street, Montague Expressway, and Coleman Avenue diminish safety and connectivity for people walking.



Existing flood hazard areas in proximity to the GRT



The City of San Jose's existing bicycle network within proximity to the GRT



The City of San Jose's planned bicycle network within proximity to the GRT

Policy Alignment

Several plans, projects, and policies have been studied or implemented that support safer and more multimodal travel in San José. Many of these efforts include specific transportation projects that improve the safety and connectivity for people who use the GRT. The recommendations in the Plan are designed to complement related proposed projects and maximize connectivity between the GRT and the on-street network.

A more detailed overview of how these plans and policies relate to the Plan can be found in **Appendix A: Existing Conditions Report.**

Transportation Plans

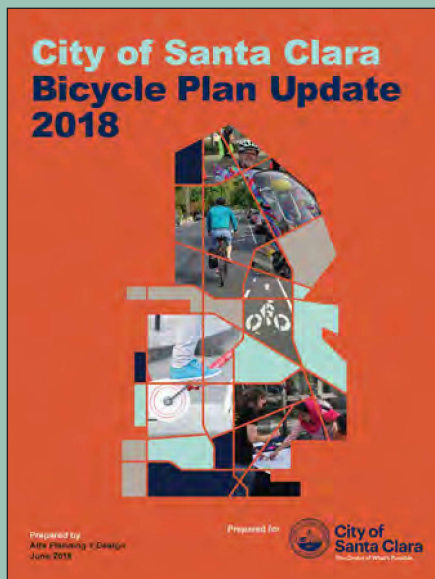
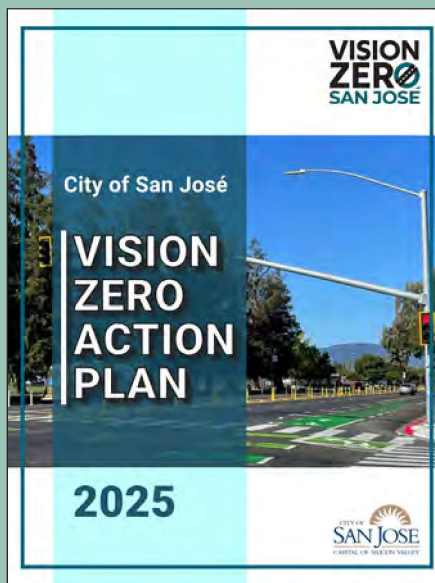
- + [San José Vision Zero Action Plan](#) (2025)
- + [San José Better Bike Plan 2025](#) (2020)
- + [Active Santa Clara County](#) (2025)
- + [VTA Countywide Bicycle Plan](#) (2018)
- + [VTA Central Bikeway Study](#) (2022)
- + [VTA Tasman Complete Streets Improvements](#) (2021)
- + [VTA Bicycle Superhighway Implementation Plan](#) (2025)
- + [City of Santa Clara Bicycle Plan Update](#) (2018)
- + [Move San José](#) (2022)

Area Plans

- + Connect North San José Multimodal Transportation Improvement Plan (2025) (Draft)
- + [San José Downtown Transportation Plan](#) (2022)

Trail Specific Plans

- + [Guadalupe River Trail Master Plan](#) (2017)
- + [North San José Access and Ramp Study for Guadalupe River and Coyote Creek Trails](#) (2017)
- + [San José Trails Program Strategic Plan](#) (2016)



Some of the key plans that inform the Plan work

Goals and Objectives

The following goals and objectives guide the project and ensure recommendations align with priorities and policies. These goals correspond with the related plans and studies led by DOT and partner agencies.



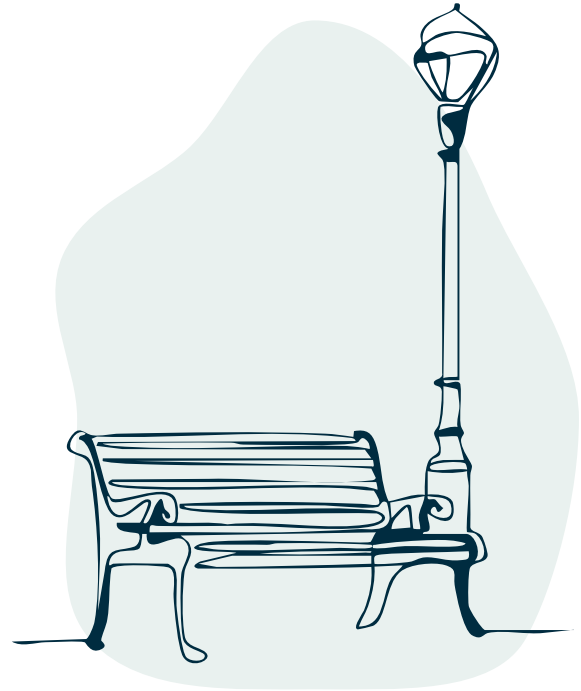
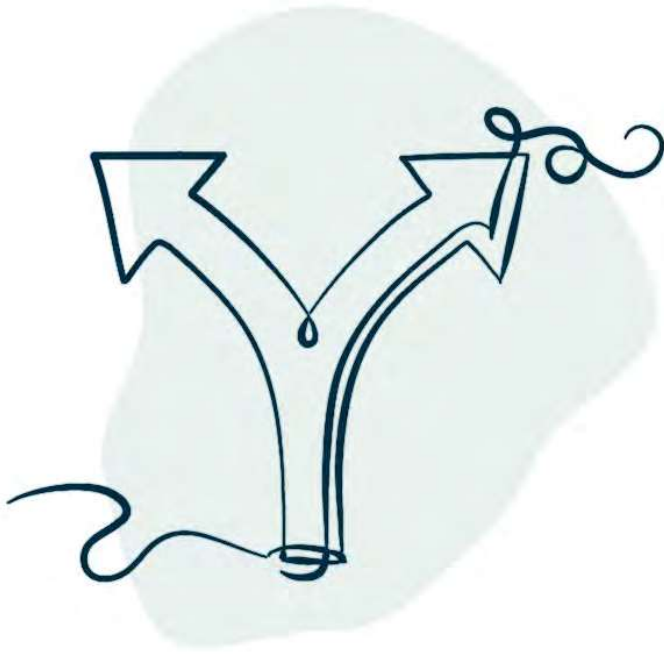
Transportation Safety

Goal

Help people walking and biking to safely navigate around flooded trail segments.

Objectives

- + Design bike and pedestrian routes that accommodate people of all ages and abilities.
- + Encourage slower vehicle speeds and safe driving through roadway design.
- + Minimize conflicts between vehicles and people walking and biking.



Multimodal Connectivity

Goal

Provide a convenient on-street network for people to complete their journey when sections of the GRT are flooded.

Objectives

- + Limit the number of turns and avoid circuitous routing along on-street detour routes.
- + Provide direct connections to the surrounding bicycle and pedestrian networks and neighborhoods.
- + Provide connections to community destinations such as parks, businesses, schools, transit stops, and cultural resources.

Wayfinding and Placemaking

Goal

Preserve and enhance the comfort and ease of GRT trail users taking alternate on-street routes.

Objectives

- + Establish clear, properly timed, intuitive, and well-marked routes to and from the trail.
- + Preserve and enhance the comfort of the Guadalupe River Trail experience by maximizing the separation between vehicles and people walking or biking.
- + Identify potential locations along the on-street route for paseos, parks, gardens, and other features that provide a sense of place and contribute to the vibrancy of San José's streets.

Engagement Findings

Community engagement was integrated into all three project phases to ensure the final Plan and design concepts are both technically rigorous and informed by the lived experience of trail users. Engagement efforts included surveys; pop-up events on the trail and nearby; community workshops; consultation with a Technical Advisory Committee (consisting of members from eight peer agencies); and meetings with the San José Bicycle and Pedestrian Advisory Committee.

Phase 1 + 2 Takeaways

Key takeaways from the first two phases of community engagement revealed important trends in GRT use, identified common seasonal flooding locations, and highlighted alternative street routes currently in use.

Guadalupe River Trail Use

The GRT is an important asset used by community members for recreation, commuting, and local travel. Safety, accessibility, and cleanliness are key issues that impact usage of the GRT and the adjacent on-street network.

Priority Flooding Locations

The undercrossings at Trimble Road, Highway 101, Montague Expressway, Tasman Drive, and Highway 237 were the most frequently cited flooding locations. Respondents noted that while flooding from rain water causes the initial closure of the trail, leftover debris and silt prolong the closure.

Alternative Routes

Community members identified several alternative routes that are used when flooding occurs. Key routes mentioned included North First Street, Lick Mill Boulevard, and Airport Parkway, along with several minor segments.

Phase 3 Takeaways

In the third round of engagement, GRT users provided important feedback on draft design concepts. Key takeaways include:

Safe Crossings

Workshop participants generally approved of proposed crossings that were safer and more visible and made detours more convenient.

Preference for Shorter / More Direct Detours

Participants preferred shorter detours such as the Tasman Road crossing at Renaissance Drive and expressed enthusiasm for the mid-block traffic signal across Trimble Road. While participants preferred shorter detours, they also supported having multiple options available.

Wayfinding and Signage

Participants agreed that more detour wayfinding and additional signage were desired. Participants looked at several different sign designs and expressed a preference for sign language to include “Guadalupe River Trail Flood Detour” when providing feedback on the design and layout of detour signage.

For a more detailed summary of all engagement activities, see **Appendix B: Community Engagement Reports**.



Pop-up events



Stakeholder engagement



Open house events



Site tours / fieldwork



Public feedback

Stakeholder and community engagement were key to developing and vetting the conceptual designs





Recommendations

Recommendations

This Plan recommends targeted design interventions that create safe, convenient detour connections around flooding hotspots along the Guadalupe River Trail.

While additional flooding locations were identified through the existing conditions analysis and community engagement process, this Plan's recommendations focus on three primary project locations within the City of San José's jurisdiction: Trimble Road, Tasman Drive, and the streets around Highway 237. These locations were selected in consultation with community stakeholders, the project's Technical Advisory Committee, the City's Bicycle and Pedestrian Advisory Committee, and City staff as being the most crucial areas to address in the near term. Because they fall within the City of San José's jurisdiction, these three projects have the fewest barriers to implementation.

It should be noted that for both the Trimble and Tasman concepts, this Plan recommends redundant on-street improvements that assist people biking to both re-access the GRT when detouring around a flooded underpass and seamlessly connect to other on-street facilities to reach their final destinations. The recommendations section is organized by focus area, moving from south to north.

Trimble Road Detour (Pg. 28)

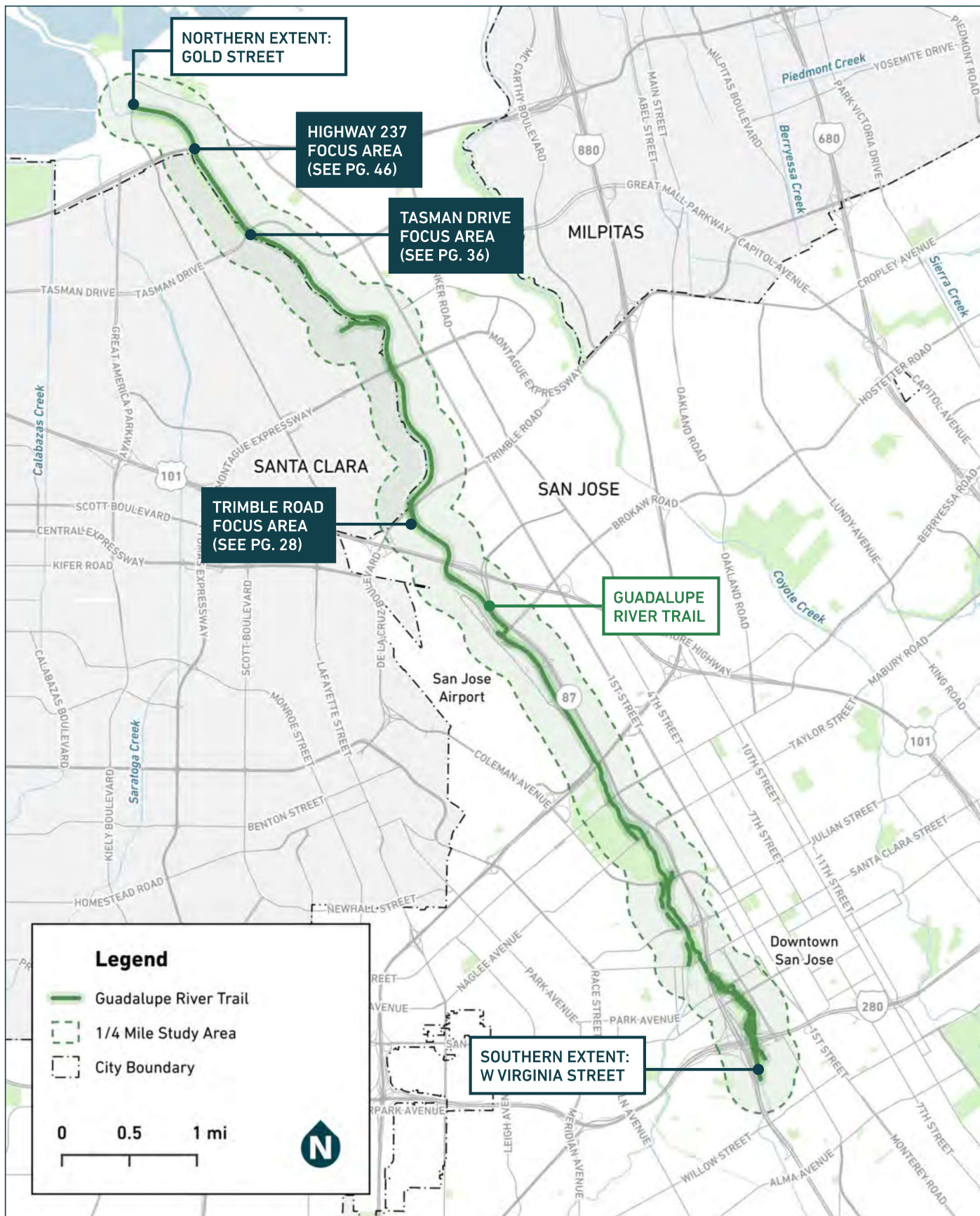
The Trimble Road detour introduces a new, direct, signalized at-grade crossing of Trimble for people walking and biking as well as upgraded, bidirectional bike paths that connect Trimble to where it becomes De La Cruz Boulevard and crosses over Highway 101. By offering redundant connections, these improvements would allow users to either immediately re-enter the GRT or more safely access their destinations west of the trail.

Tasman Drive Detour (Pg. 36)

The Tasman Drive detour employs new shared-use paths that would take people walking and biking to and from an upgraded crossing of Tasman Drive and the VTA light rail line at Renaissance Drive. This concept also includes an enhanced crossing further east (at Vista Montaña) which would allow users to more safely access destinations east of the trail. (See page 34 for more details.)

Highway 237 (Pg. 46)

For the GRT flooding hotspot at Highway 237, this Plan recommends a series of wayfinding signs that would help users navigate between the Alviso community and the trail access point at Highway 237. In so doing, this concept introduces a wayfinding strategy and sign types that could be employed elsewhere to help facilitate biking on the street network adjacent to the GRT.



Study area / project extent map

Trimble Road Flood Detour Concept

Located just north of Highway 101 and the San José Mineta International Airport, Trimble Road is a key east-west connection that crosses a frequently flooded section of the GRT. Creating a new crossing opportunity at the trail entrances allows for safe, convenient north-south connections during and after flooding events.

Key Opportunities + Constraints

- + Flooding in this area affects both Trimble Road and Highway 101. The focus of the detour concept is limited to Trimble, due to the Plan's focus on streets that are within the jurisdiction of the City of San José. A longer-term solution should consider both locations holistically, understanding that crossing Highway 101 would be a larger project.
- + Cyclists currently use De La Cruz Boulevard, Ewert Road, and Airport Boulevard to detour around flooding at both Trimble Road and Highway 101.
- + Ewert Road is planned to be closed to bikes following the final completion of the US-101/Trimble/De La Cruz interchange project.



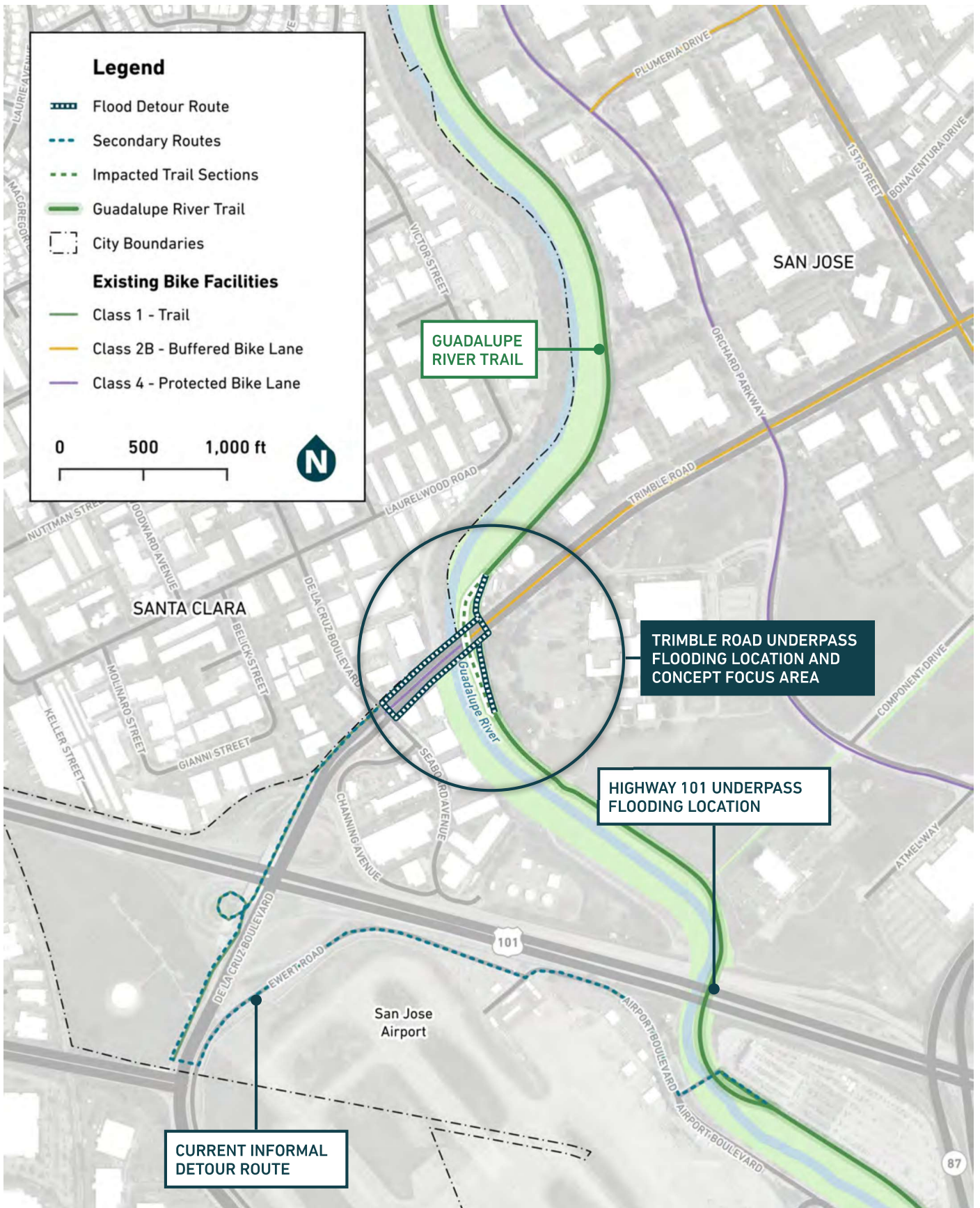
Existing GRT ramp entrance and buffered bike lane at south side of Trimble Road



Rain water and mud on the GRT underpass at Trimble Road impedes connectivity

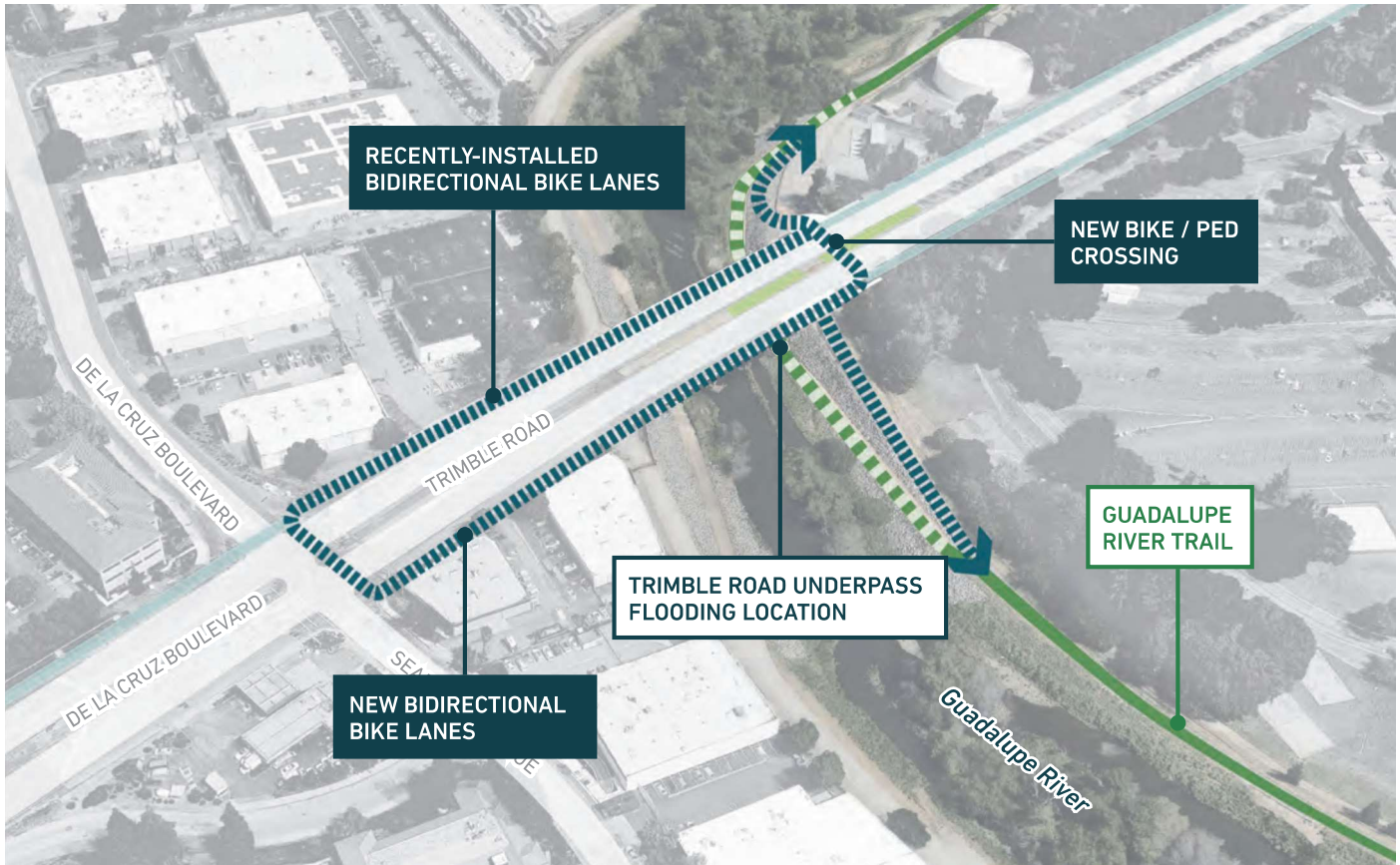


Existing GRT ramp entrance at north side of Trimble Road



Trimble Road detour context map

Trimble Road Concept Overview



Overview of the flood detour concept for Trimble Road

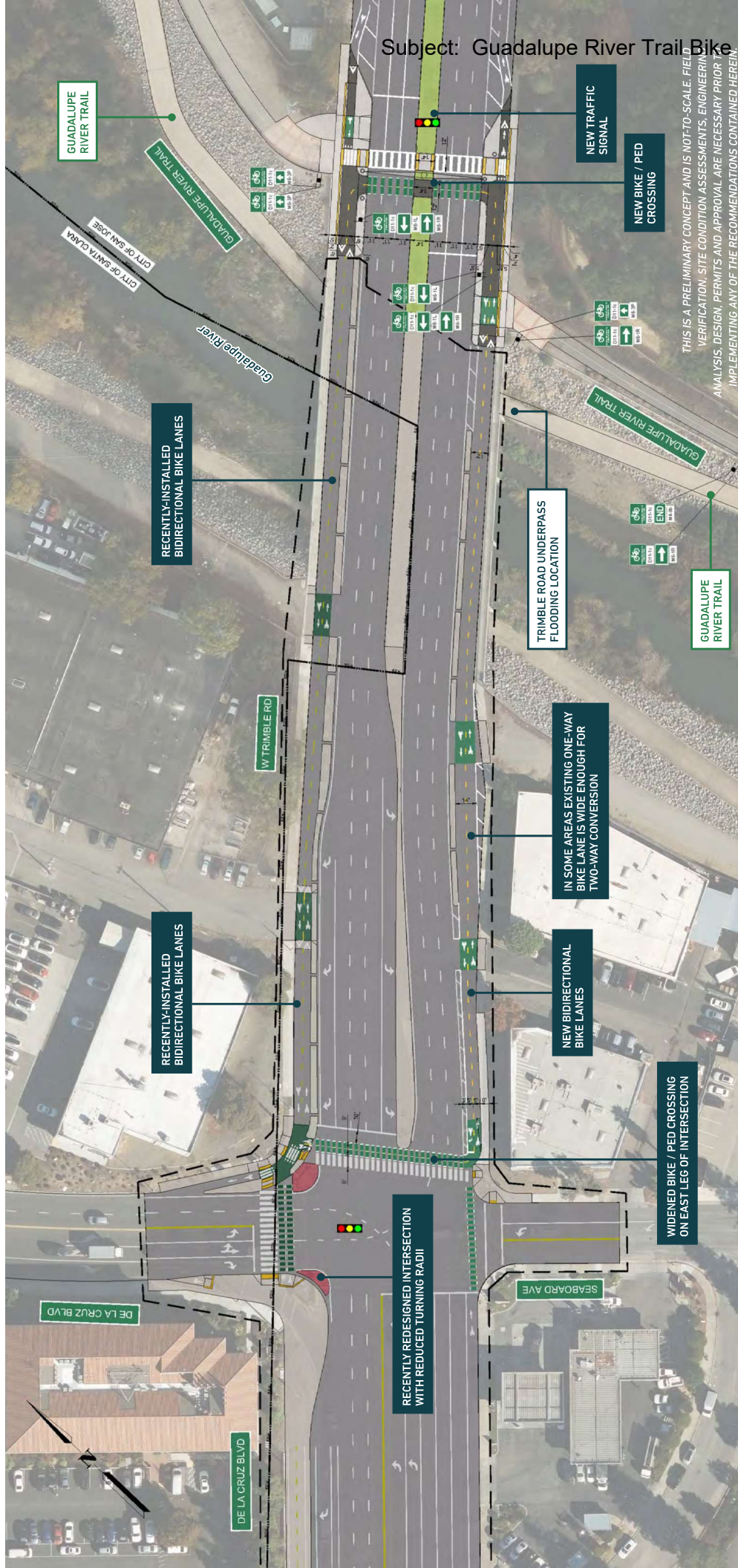
Concept Overview

The design solution for Trimble Road is centered on a new signalized at-grade bicycle and pedestrian crossing that would link the two trail entrances directly across Trimble Road, while preserving maintenance vehicle access to the trail. Additionally, upgraded two-way bicycle facilities on both sides of Trimble would create redundant links to De La Cruz Boulevard and strengthen the east-west connections in the bicycle network, creating a first phase of implementation.

Proposed Design Elements

- + New direct mid-block bicycle and pedestrian crossing between the two trail entrances.
- + Upgraded bidirectional bike lanes on both the north and south sides of Trimble Road between the Guadalupe River Trail entrances and De La Cruz Boulevard. Currently, the north side of Trimble has a bidirectional bike lane, but the south side has only an eastbound bike lane.
- + Shifted bicycle and pedestrian crossing to the east leg of De La Cruz Boulevard.

Trimble Road Full Concept

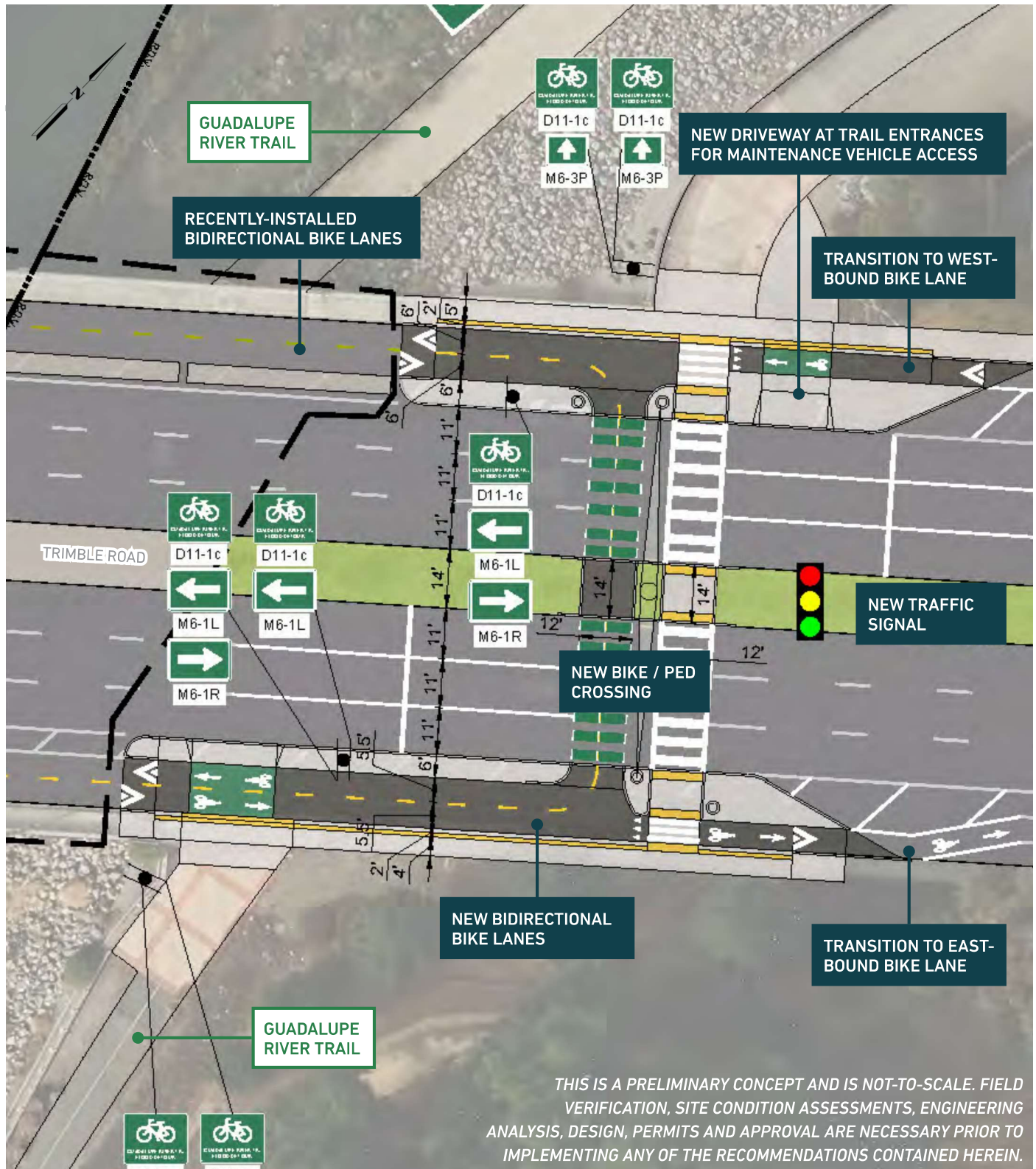


The full concept for the Trimble Road Detour - from De La Cruz Boulevard (left) to the GRT (right)

Note: Potential refinements or design feedback that will be addressed in future design development are listed in Appendix D.

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Trimble Road Concept Detail



Detailed design concept at the GRT / Trimble Road intersection



Proposed shared-use path and new signalized crossing of Trimble Road between the GRT access points (looking north)

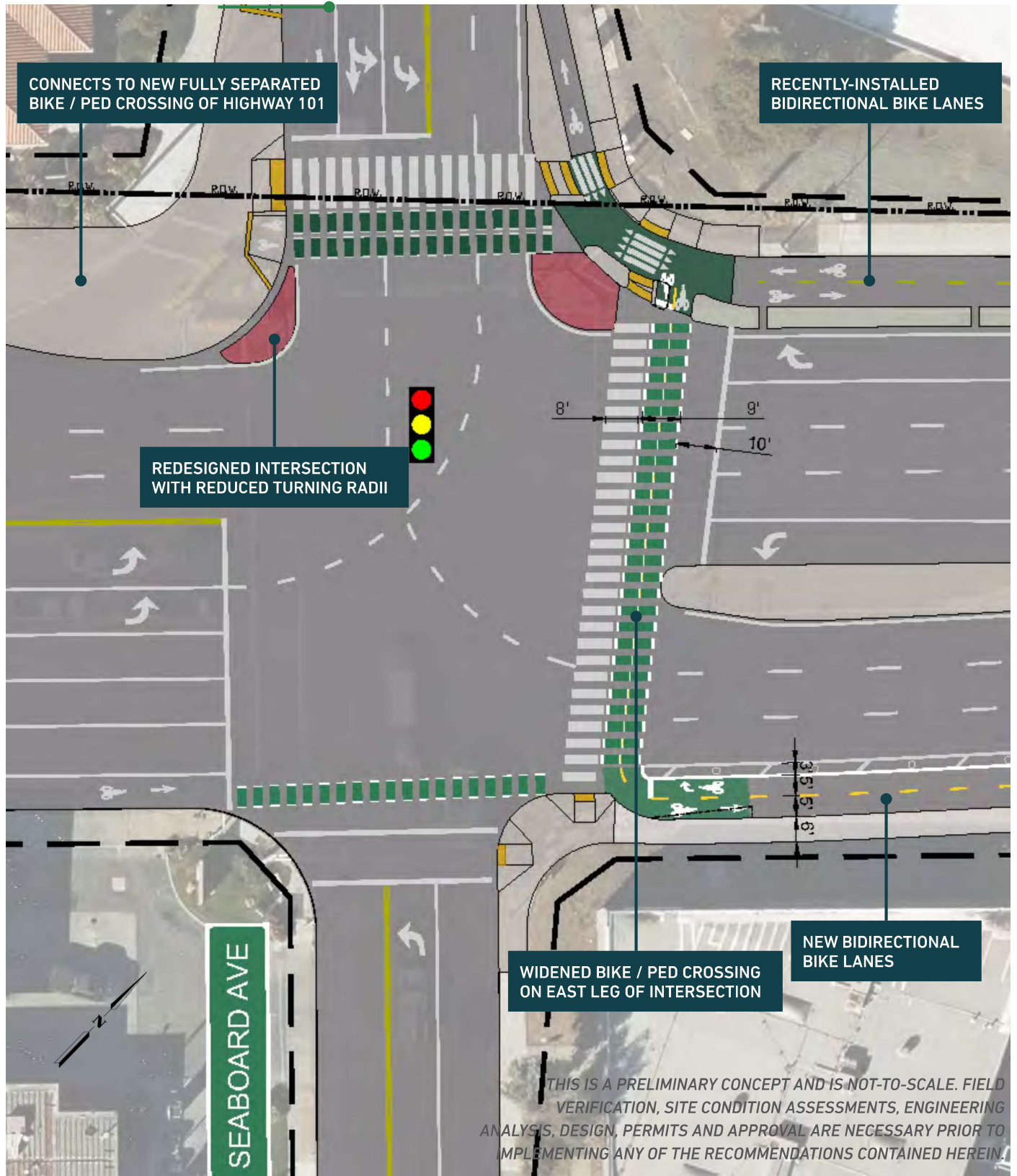


Existing conditions at Trimble Road looking north from the southern GRT access ramp

Trimble Road Crossing

The key recommendation for the Trimble Road location is a direct, mid-block, signalized crossing for cyclists and pedestrians to allow immediate re-entry onto the GRT. Separated, bidirectional bike lanes on both the north and south sides of Trimble connect westward to De La Cruz Boulevard, and connections are made to existing bike lanes to the east. This concept also includes bike-oriented wayfinding signage and a new driveway at the trail entrance on the north side of Trimble to allow Santa Clara Valley Water District and City of San José maintenance vehicles to access the trail while minimizing conflicts with bikes and pedestrians.

Trimble Road Concept Detail



Detailed design concept at the intersection with De La Cruz Boulevard (and Seaboard Avenue)

De La Cruz Boulevard Connection

While the primary detour route described above is a new, direct crossing of Trimble Road at the GRT trail entrances, this Plan also recommends additional improvements between the GRT and De La Cruz Boulevard. In so doing, the Plan recognizes that trail users may ultimately need to access destinations to the west of the GRT and that flooding at other locations (e.g., Montague Expressway or Highway 101) may hinder their ability to do.

Specifically recommended are bidirectional bike lanes on the south side of Trimble to mirror those recently installed on the north that connect riders from the GRT westward to De La Cruz Boulevard and the new Class 1 trail that connects people biking over Highway 101. These bidirectional bike lanes have been included in the designs on both sides of Trimble as a near-term improvement to allow both northbound and southbound cyclists to exit the GRT during a flood event and access the existing crossing at De La Cruz. While the direct crossing at the trail entrances was identified as the preferred route during community engagement, it is a more expensive and complicated project to implement. Upgrading the existing south side bikeway in the near term would provide a safe, albeit slightly longer detour connection until the direct crossing can be funded and constructed.

Collectively, these proposed improvements would improve overall safety while facilitating a flood detour and bike access to the larger network.



Existing one-way protected bike lane on south side of Trimble Road (looking east from De La Cruz Boulevard)



Recent crossing improvement of Trimble Road (looking south at De La Cruz Boulevard)



Recently-installed bi-directional bike lanes on the north side of Trimble Road (looking east from De La Cruz Boulevard)

Tasman Drive Flood Detour Concept

Located in North San José, the Tasman Drive underpass is another flooding hotspot along the River Trail. Tasman Drive is a key east-west link leading between residential neighborhoods and offices in San José to regional destinations in Santa Clara and Milpitas, including Levi's Stadium and the Milpitas BART Station.

Key Opportunities + Constraints

- + Center-running light rail track along Tasman Drive limits new crossing opportunities.
- + Providing crossings at Renaissance Drive and Vista Montaña creates resilience and improves the overall bicycle and pedestrian network.



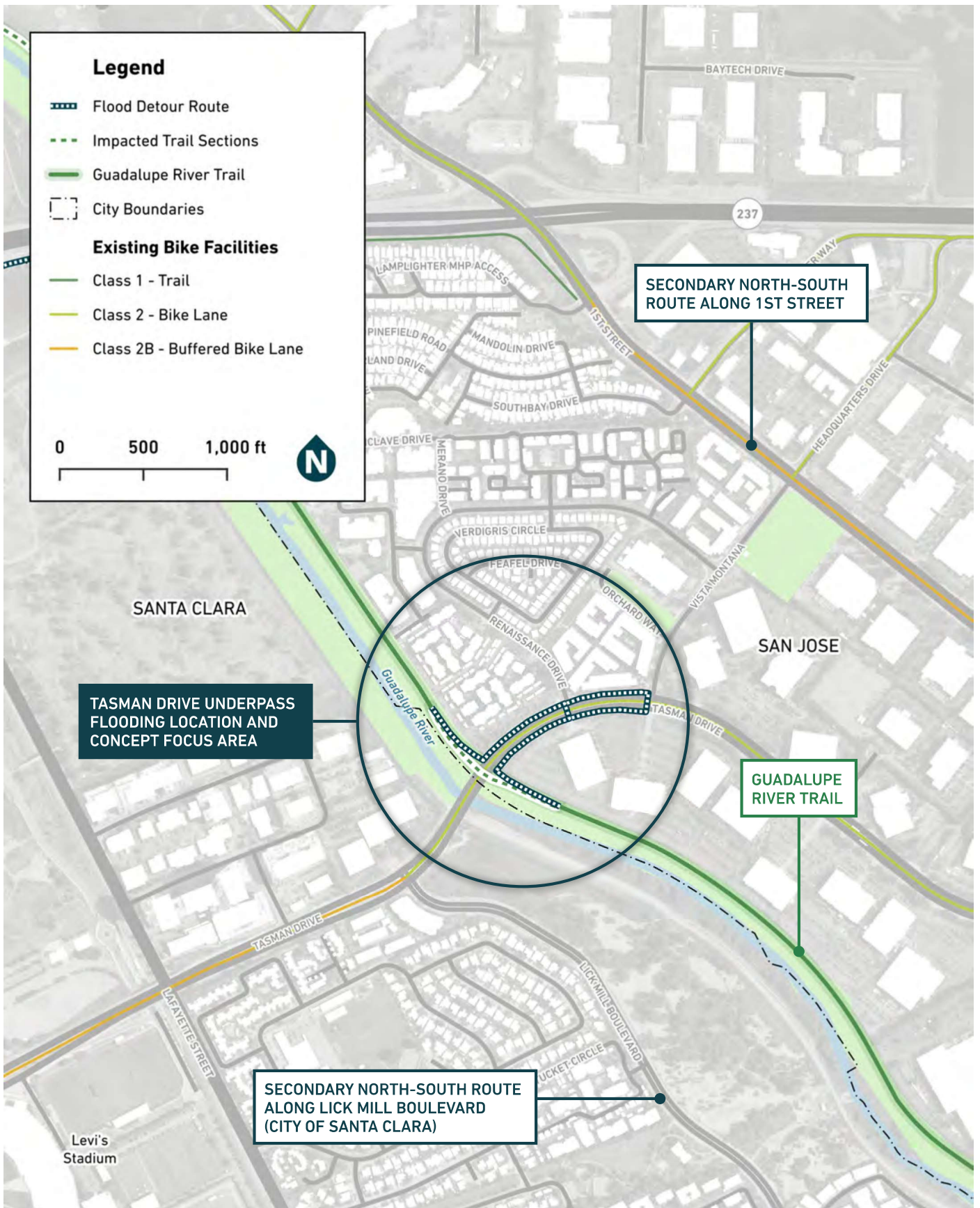
Existing GRT ramp entrance and bike lane on south side of Tasman Drive (looking east)



Existing GRT underpass at Tasman Drive (which frequently floods during heavy rain events)

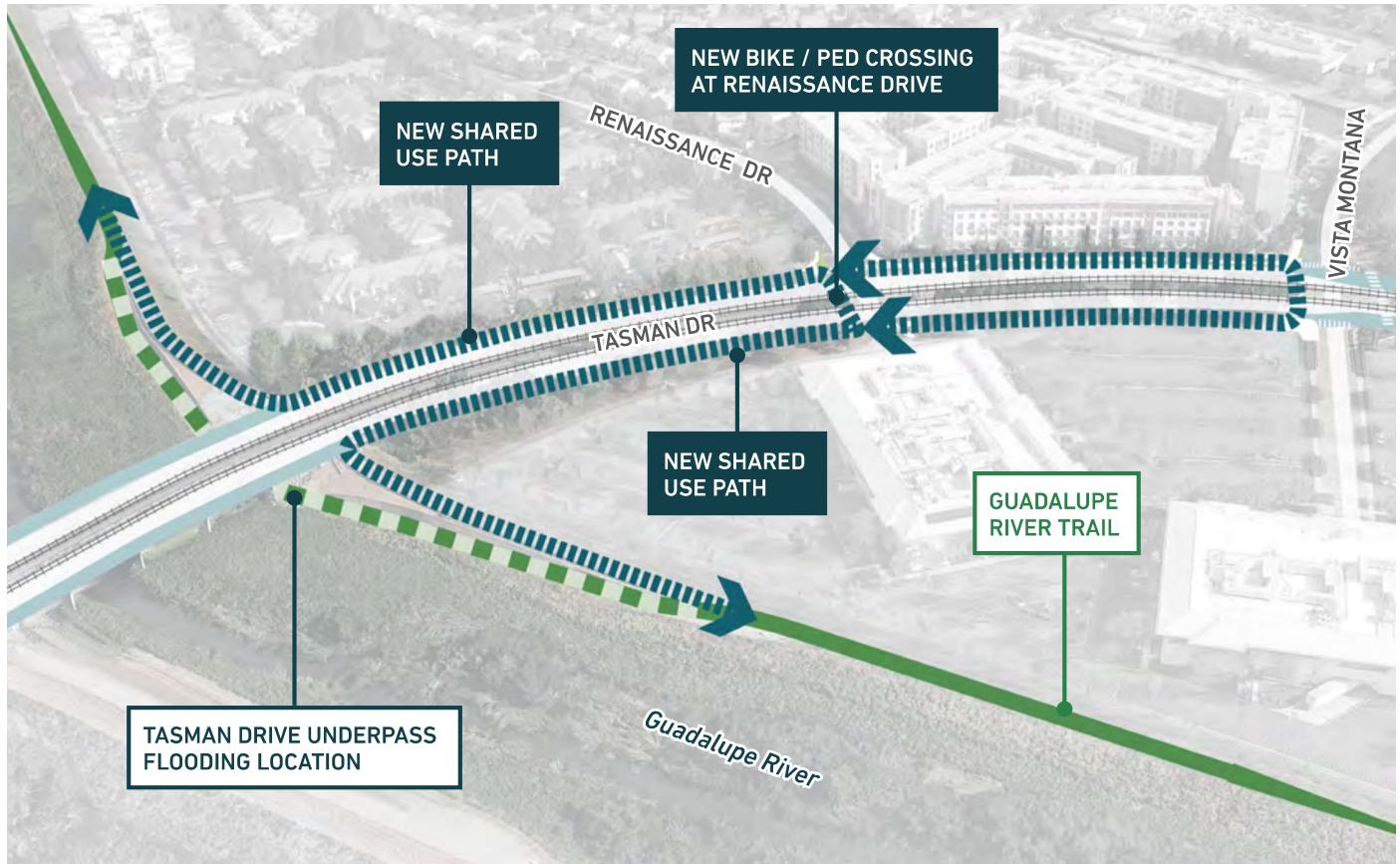


Existing GRT ramp entrance at north side of Tasman Drive (looking east)



Tasman Drive detour context map

Tasman Drive Concept Overview



Overview of the flood detour concept for Tasman Drive

Concept Overview

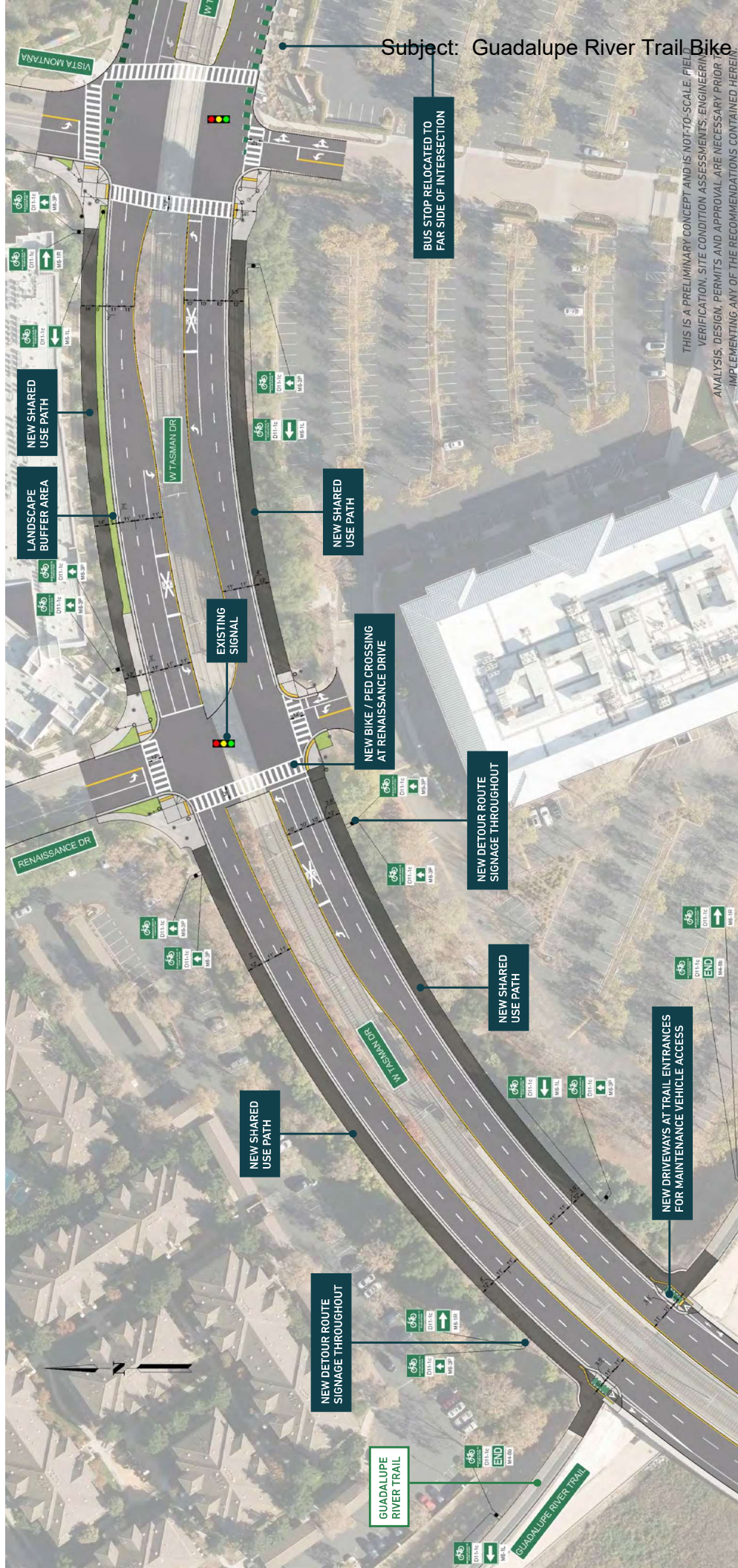
Tasman Drive presents a more complicated set of conditions than Trimble, as the center-running light rail tracks do not allow the possibility of a new crossing directly between the trail entrances. However, upgrading the existing intersection at Renaissance Drive to include a new bike and pedestrian crossing would shorten the detour route. New shared-use paths on both sides of Tasman would improve east-west connectivity all the way to Vista Montaña, which links to the larger on-street bike network.

Proposed Design Elements

- + New shared-use paths on both the north and south sides of Tasman Drive between the Guadalupe River Trail entrances and Vista Montaña. This aligns with the recommendation for raised bike lanes and improved connections contained in VTA's Tasman Complete Streets Study.
- + Upgraded bike and pedestrian crossing opportunity at Renaissance Drive allows for a shorter bicycle detour between the Tasman Drive trail entrances, especially for people biking northbound, where estimated trail detour times would be cut in half.

DRAFT

Tasman Drive Full Concept



The full concept for the Tasman Drive detour - from the GRT (left) to Vista Montana (right)

Note: Potential refinements or design feedback that will be addressed in future design development are listed in Appendix D.

RECOMMENDATIONS

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Trail Access Improvements

Because a direct crossing of Tasman and its light rail line presents significant technical, financial, and jurisdictional challenges, this Plan recommends new bidirectional shared-use paths on both the north and south sides of Tasman that would connect eastward to crossings at both Renaissance Drive and Vista Montaña. These shared-use paths would transition to/from single-lane on-street bike lanes west of the GRT. Existing maintenance driveways would be reconstructed at both the north and south trail entrances to safely allow Santa Clara Valley Water District and City of San José vehicles to access the trail corridor for routine and as-needed maintenance work while avoiding conflicts with pedestrians and cyclists.

The design concept advances and compliments related plans for Tasman Drive. A separated shared-use path on Tasman Drive is aligned with the recommendations in Better Bike Plan 2025. The concept also aligns with the recommendations in the Tasman Complete Streets Study, which calls for a raised bike lane on both sides of Tasman Drive within the City of San José. Lastly, in 2025, Sunnyvale City Council approved a project for elevated multi-directional paths on both sides of Tasman Drive between Fair Oaks Avenue and Vienna Drive.



Northbound approach to Tasman Drive on the GRT

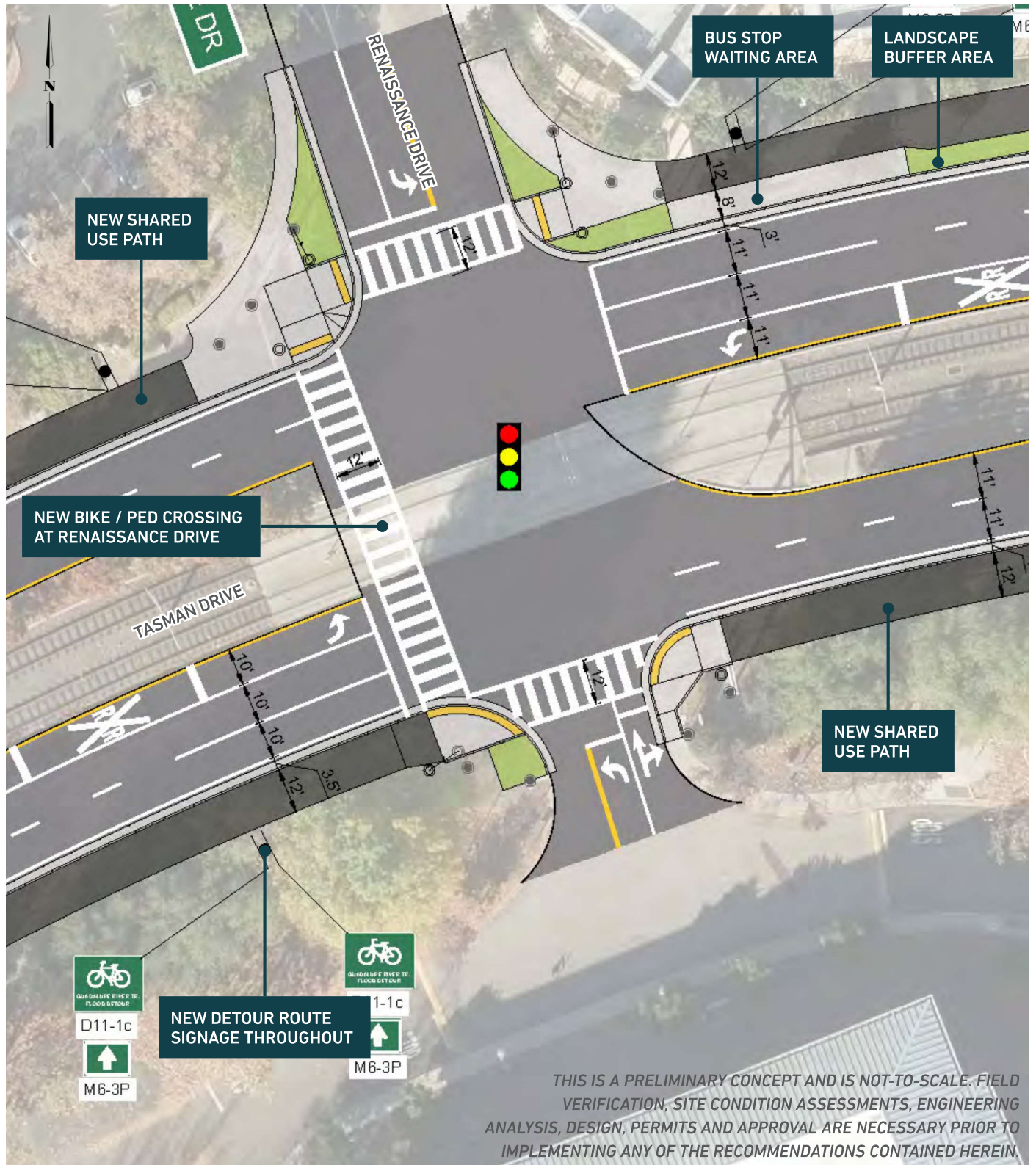


Northbound exit from the GRT to Tasman Drive



Looking north across Tasman Drive and the VTA light rail tracks

Tasman Drive Concept Detail



Concept plan detail at Tasman Drive and Renaissance Drive



Proposed shared-use path and new crossing at Tasman Drive and Renaissance Drive (looking west from Renaissance)

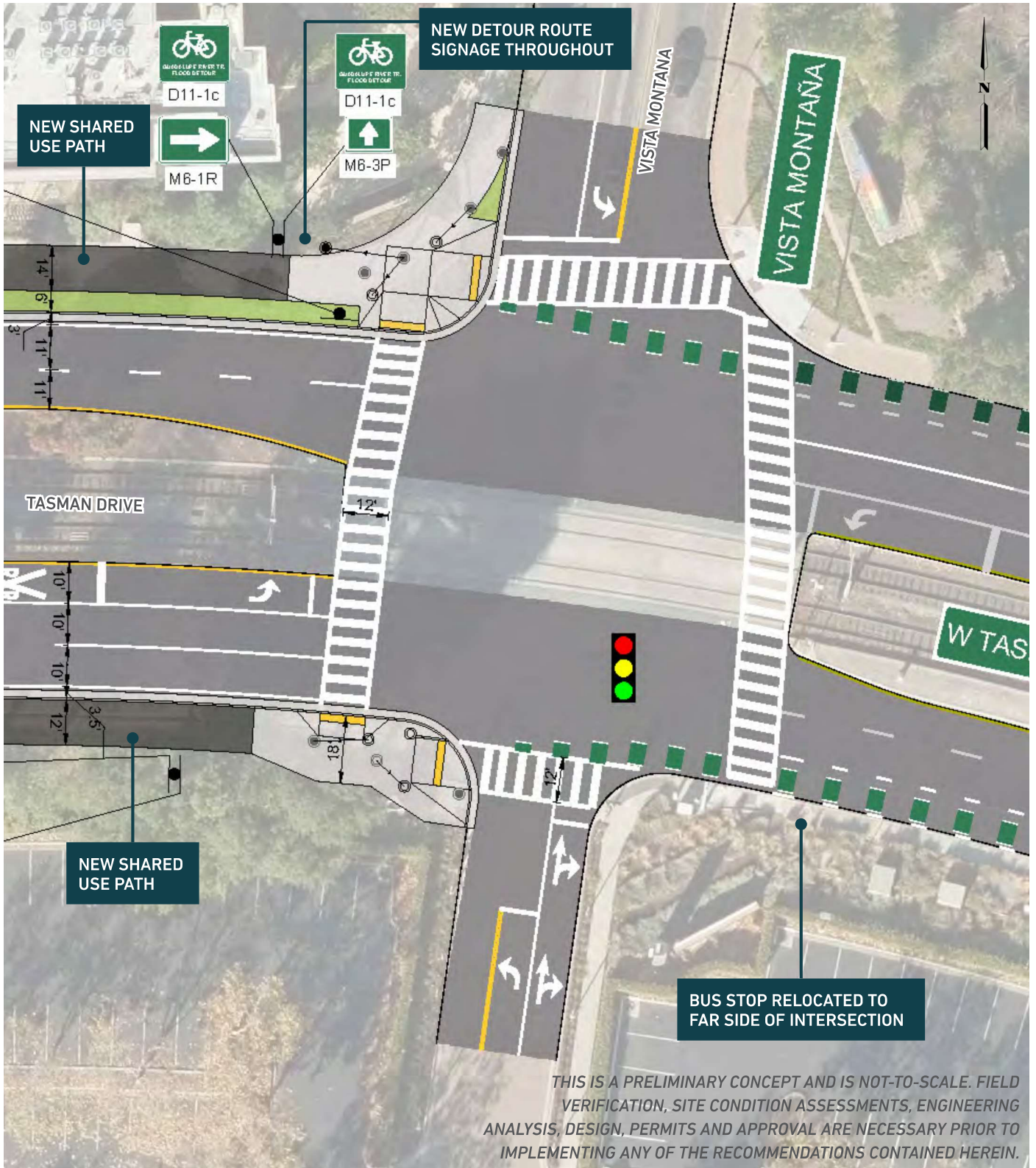


Existing conditions at Tasman Drive and Renaissance Drive

Renaissance Drive Crossing

The central recommendations for the Tasman Drive detour are new shared-use paths on both the north and south sides of the roadway, coupled with a modified bike and pedestrian crossing over the light rail tracks at Renaissance Drive. These improvements together would allow people walking and biking to safely cross Tasman Drive and its center-running light rail tracks at a signalized intersection. Any light rail crossing modifications would require approval by both VTA and the California Public Utilities Commission staff

Tasman Drive Concept Detail



Concept plan detail at Tasman Drive and Vista Montaña

Vista Montaña Crossing

In addition to the primary crossing at Renaissance Drive, the Plan recommends extending the shared-use paths eastward to Vista Montaña to allow cyclists to safely access the broader on-street bike network and destinations on the east side of the GRT. East of Vista Montaña, the shared-use path would transition to/from a standard sidewalk and an on-street bike lane. Constructing the Tasman Drive concept as outlined in this Plan would set up the corridor for a further extension of the raised bikeway east of Vista Montaña, as called for in the Tasman Complete Streets Study. This concept proposes relocating the eastbound (south side) bus stop to the far side of Vista Montaña to reduce conflicts.



Vista Montaña looking north across Tasman Drive



Tasman Drive / Vista Montaña intersection (looking west)



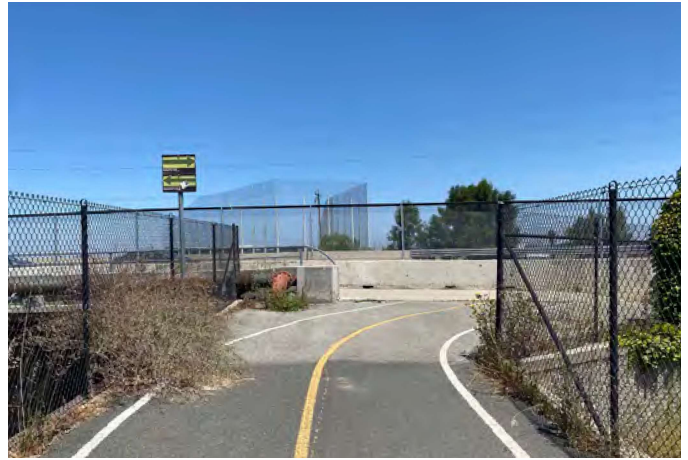
Tasman Drive looking west from Vista Montaña

Highway 237 Wayfinding Concept

Located in North San José, the Highway 237 undercrossing is the last major flooding hotspot on the GRT before it reaches Alviso and the San Francisco Bay. The proposed detour intervention is focused around on-street wayfinding as a method to help people biking find a safe detour route to reconnect with the trail.

Key Opportunities + Constraints

- + Because of the lack of crossing opportunities on Highway 237, a longer on-street detour using Gold Street is necessary.
- + The detour route is also an on-street connection between two regional trail facilities, the Guadalupe River Trail and the Bay Trail.



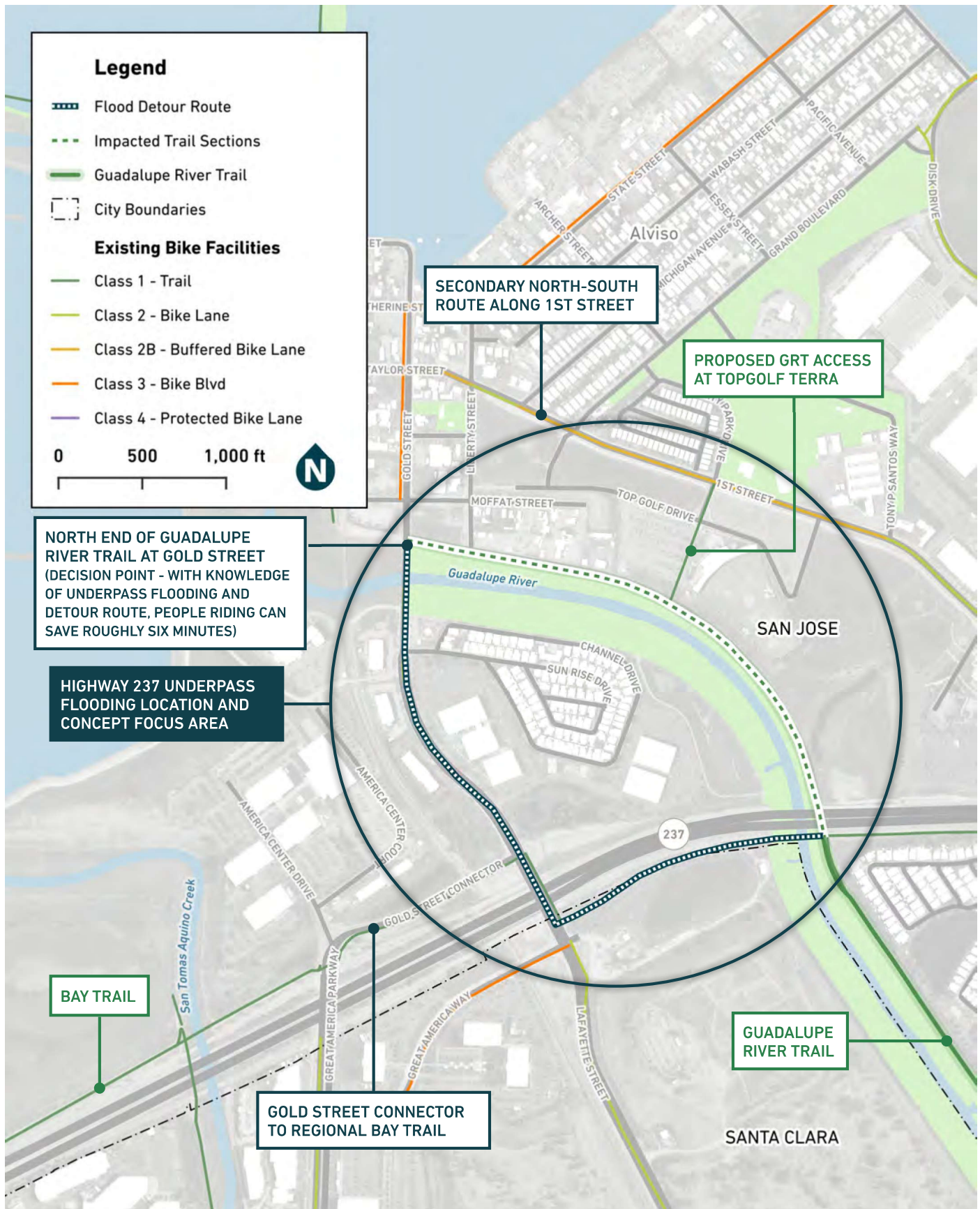
Existing junction of GRT and Highway 237 Bikeway



Flooding of the GRT underpass at Highway 237. Credit: Ray Hosler

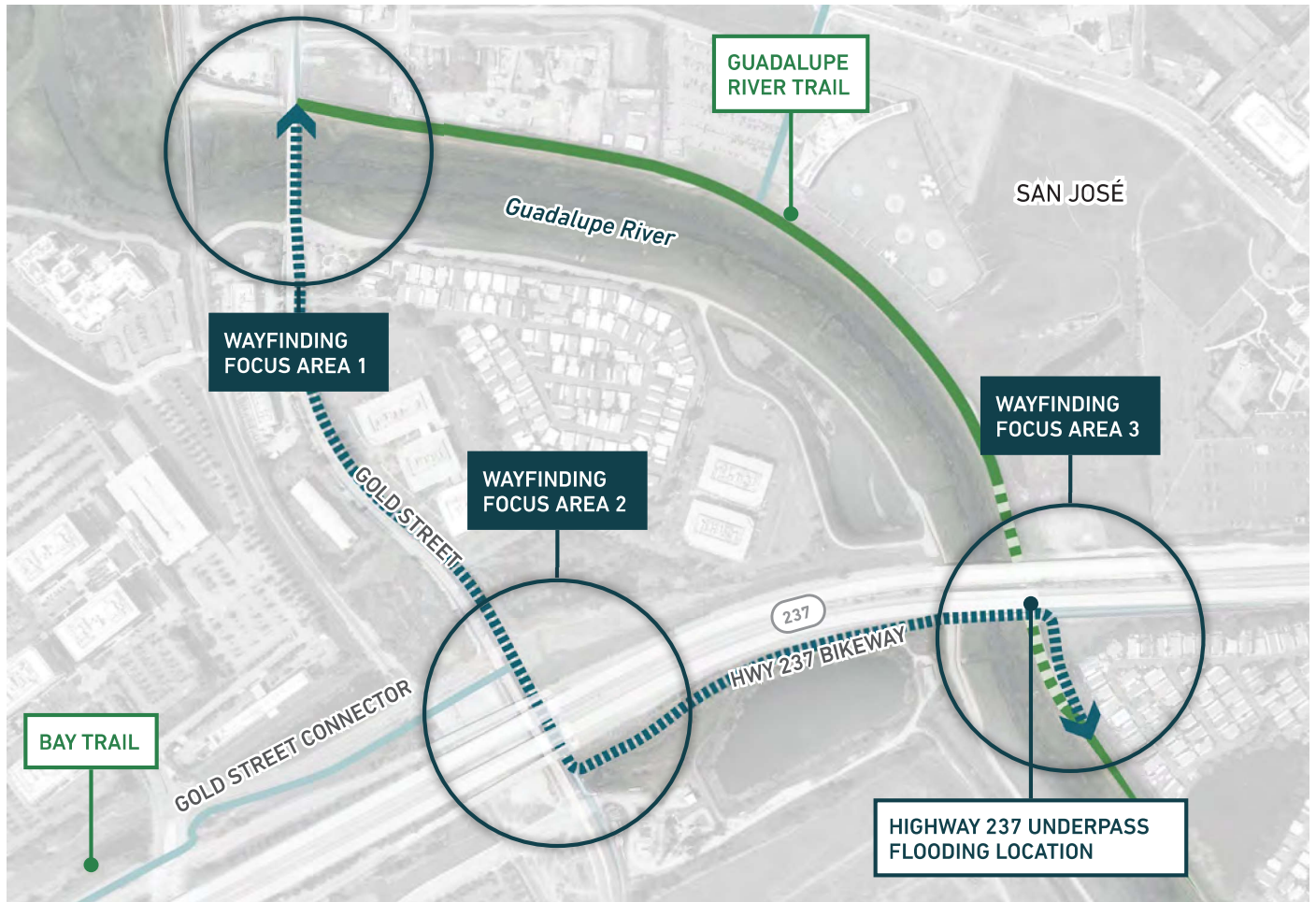


Existing Highway 237 bikeway near the GRT



Highway 237 wayfinding concept context map

Highway 237 Concept Overview



Overview of the wayfinding concept for Highway 237

Concept Overview

Because of the lack of direct crossing opportunities on Highway 237, a longer detour is necessary during flooding events. The design solution for this area is focused on improving wayfinding at key decision points that link the Guadalupe River Trail, the Highway 237 Bikeway, and the Bay Trail to Gold Street. Improved pavement markings are also proposed where the detour routes require street crossings.

Proposed Design Elements

- + Additional wayfinding elements at intersections between the trail, Highway 237, and Gold Street that would direct trail users to the detour route.
- + Improved crossing treatments at key intersections and decision points, including Gold Street/Guadalupe River Trail entrance and Gold Street/Bay Trail/Gold Street Connector.



Focus Area 1



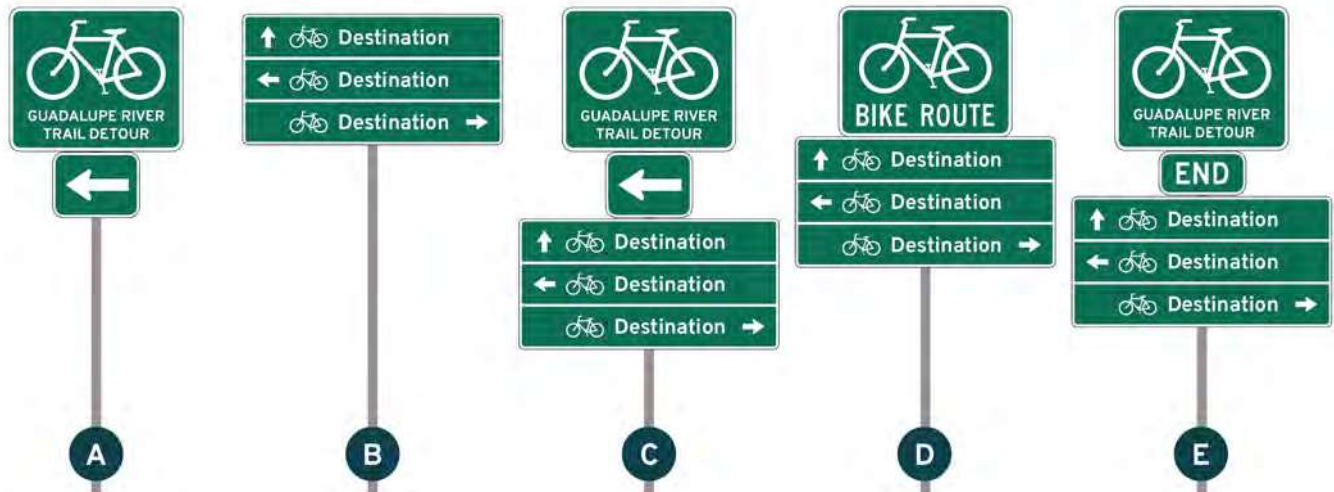
Focus Area 3



Focus Area 2

Both the placement and specific sign types shown here are intended as a model for how bike detour and wayfinding signage could be applied elsewhere throughout the Guadalupe River Trail corridor.

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Sign Family

Additional Recommendations

There are several corridor-wide strategies that would further the Plan's goals around transportation safety, multimodal connectivity, wayfinding, and placemaking on and around the Guadalupe River Trail.



Credit: East Fork State Park

Interagency Coordination

The Guadalupe River Trail passes through several jurisdictions, including that of the City of San José, the City of Santa Clara, Santa Clara County, the Santa Clara Valley Water District, and the Santa Clara Valley Transportation Authority (VTA). Continued interagency collaboration is necessary to advance safety and connectivity along key areas of the GRT. For example, there are opportunities to coordinate with the County on projects that increase connectivity across Montague Expressway, and with the City of Santa Clara on bike facility upgrades on alternate routes west of the GRT (such as Lick Mill Boulevard).

Flood Advisory Alert System

A trail advisory system could preemptively alert trail users to flood-related trail closures and direct them to detour routes. This could be a GIS-based advisory system that integrates within the City website, a targeted notification system, or permanent signage that could be manually uncovered when flooding occurs. The system could leverage data from the Santa Clara Valley Water District and the United States Geological Survey that tracks water levels at watersheds along the Guadalupe River. A citizen-driven website using these data sources and crowdsourcing to alert cyclists to conditions along trails through the South Bay may serve as a precedent. Additional research is needed to identify the operational system, funding mechanisms, and lead City agencies necessary to implement and maintain an alert system.



Credit: Shoal Creek Conservancy

Improve Signage and Wayfinding

The wayfinding concepts developed for Highway 237 can contribute to a comprehensive wayfinding system that supports clear and direct routes on and off the GRT. In the near-term, adding signage in high-impact locations such as Montague Expressway, Highway 101, Highway 880, West Taylor Street, and Gold Street would help users navigate from the GRT closures to the on-street network. Signs should be positioned before decision points and conform with the standards outlined in the MUTCD; they should also align with bike wayfinding currently in use by the San José DOT.

In the mid-term, the City may pursue a cohesive wayfinding strategy to implement signage before all key decision points along the GRT. The design parameters should align with the City of San José's Parks, Recreation, and Neighborhood



Credit: San José DOT

Services (PRNS) trail signage standards and the wayfinding strategy outlined in Connect North San José.

Gateway Treatments at trailheads and crossings can also enhance the visibility and continuity of the GRT. Various treatments options, including public art, may be incorporated into future design phases.

Placemaking

The Guadalupe River corridor is an environmentally and culturally significant area with layers of history. Its sense of place can be enhanced through short-term, site-specific projects or a long-term strategy that creates a cohesive theme or identity along the trail. Placemaking and placekeeping efforts could include the development of gateway treatments, parks, paseos, installations, or programming that activate sections of the trail.

Long-Term Connection Opportunities

Improvements to the on-street bike and pedestrian network are critical to expanding access to the GRT. The City can strengthen detour routes by implementing protected bicycle and pedestrian facilities on key corridors, adding trail access points, and closing network gaps. The following sections highlight proposed projects that would maximize connectivity between the GRT and the on-street network.

The following opportunities for long-term connections are keyed to area maps that can be found on pages 57-59. For more information on potential implementation strategies for these trail ramps, see Public /Private Partnerships on page 63.

A Montague Expressway

Community members identified the Montague Expressway undercrossing as a location that, when flooded, impedes connectivity and safety along the GRT. Frequent flooding forces trail users to either double back along the trail or navigate across or alongside a seven-lane road without protected crossings or bike and pedestrian facilities. While Montague Expressway is owned by Santa Clara County, there are opportunities to improve detour routes through projects within City of San José right-of-way and cross-jurisdictional partnerships. Feedback during community workshops strongly expressed the desire for a mid-block signalized crossing at the Montague Expressway trail entrances.

The Montague Expressway/North First Street Grade Separation Study in the Connect North San José Plan outlines a long-term vision to grade separate Montague Expressway traffic from the light rail and local street movement. The Plan encourages future designs to activate the street through enhanced pedestrian and bicycle connections and other public amenities to create a safe and welcoming environment that supports east-west connectivity.

Recognizing the importance of expressways in limiting or facilitating pedestrian and cyclist connectivity, the Santa Clara County Active Transportation Plan (ATP) proposes constructing shared-use paths along County-owned expressways. There may be opportunities for the City to partner with the County on a feasibility study for Montague Expressway, which the ATP identifies as a Higher-Priority Corridor. The Foothill Expressway Multimodal Feasibility Study, currently underway, will help set a precedent for future work related to Montague Expressway.

B Plumeria Drive

The Plumeria Drive Access Project, as proposed in the North San José Access and Ramp Study for the Guadalupe River and Coyote Creek (Ramp Study) would create a new trail access point south of Montague Expressway. The Connect North San José Plan recommends the Plumeria Drive Bicycle-Priority Improvements Project. This project would upgrade buffered bike lanes to protected bike facilities extending from a new GRT access point along East Plumeria Drive. Together, these projects would provide a safe alternative route around the Montague Expressway undercrossing that connects to north-south detour routes such as North First Street, Orchard Drive, and River Oaks Parkway.

Even on its own, constructing the trail access ramp at Plumeria Drive would significantly improve detour routes when Montague Expressway is flooded, as it would provide a closer decision point for people biking northbound to detour off the trail than what currently exists at Trimble.

C River Oaks Parkway

The trail access ramp at River Oaks Parkway, as mentioned in the 2017 Ramp Study, has been constructed. This is currently the only existing detour route between Tasman Drive and Montague Expressway that connects the GRT to the on-street network. The River Oaks Parkway Bicycle-Priority Improvement project would upgrade Quick-Build protected bike lanes to permanent materials and add protected intersections at Zanker Road and other cross streets.

While people riding bikes can access the existing ramp via the neighboring VTA parking lot driveway, a dedicated bike and pedestrian curb cut in line with the existing ADA access ramp would improve accessibility and not require people walking or biking to share an active driveway with people driving.

D Highway 101 / Airport Parkway / Brokaw Road

Community members cited Highway 101 as another undercrossing routinely impacted by flooding. This undercrossing poses a unique challenge because there are no immediate connecting roads for pedestrians and cyclists.

Airport Parkway is currently the closest trail access point south of Highway 101. Quick-Build protected bike lanes along Airport Parkway connect trail users to Technology Drive, a southbound detour route. These Quick-Build materials should be upgraded to permanent materials.

Bike facilities on Airport Parkway terminate when the road turns into Brokaw Road before intersecting with North First Street. As proposed in the Better Bike Plan, protected bike facilities should be installed on Brokaw Road to improve safe access for people biking and strengthen east-west connectivity.

E Component Drive

The Ramp Study's proposed Component Parkway Access Project and Connect North San José's Component Drive Bicycle-Priority Improvements Project would add a new continuous detour route from north of Highway 101. These projects would add an access point between Highway 101 and Trimble Road and a protected bike facility along Component Drive to connect trail users to north-south detour routes on Orchard Parkway and North First Street.

In April 2025, the City entered an agreement with Microsoft, who owns the land where Component Drive meets the Guadalupe River Trail, to provide funding to build this trail connection. For more information, please see the [Memorandum](#) to City Council from April 22nd, 2025.

F Highway 101 Overcrossing

The US-101 and related undercrossing is a significant barrier to connectivity along the GRT. While there is not yet a comprehensive strategy to address the challenge, recent proposals such as the I-880 Bicycle and Pedestrian Overcrossing put forth by Connect North San José demonstrate a model that could serve as a precedent for Highway 101.

The VTA's forthcoming Across Barriers Connection Plan is another opportunity to improve connectivity across Highway 101. The Plan will identify barriers to pedestrian and bicyclist access across Caltrans' limited access freeways and propose recommendations to improve mobility in neighborhoods most impacted by environmental and transportation inequities.

I North First Street

North First Street is the “spine” of North San José, running parallel to much of the 11 miles of the Guadalupe River studied in the Plan. Its continuity makes it an important part of detour routes to bypass undercrossings such as Highway 101, Tasman Drive, Interstate 880, and West Taylor Street. However, the lack of protected bike and pedestrian facilities – or in some cases, the lack of any bike facilities – elevate it as a priority corridor in San José’s Vision Zero Action Plan, Better Bike Plan, and Connect North San José.

Connect North San José recommends improving pedestrian and bicycle infrastructure along North First Street, including protected bikeways, protected intersections, and the removal of slip lanes to encourage multi-modal transportation.

H Orchard Parkway, Orchard Drive, O’Nel Drive, Karina Court

Upgrading existing bike and pedestrian facilities and filling in small network gaps would help create a continuous, low-stress network along the GRT and to key neighborhoods and destinations throughout San José.

Currently, the protected bike lane on Orchard Parkway is an alternate GRT route from south of Montague Expressway to Charcot Avenue. Adding bike facilities and wayfinding on Orchard Drive, O’Nel Drive, and Karina Court would fill in small network gaps to expand this low-stress route from Montague Expressway to just north of Airport Parkway.

G Technology Drive, Forrestal Avenue, West Rosemary Street

Technology Drive’s buffered bike lane connects GRT users from Airport Parkway to the northern end of Rosemary Gardens. Adding a bike boulevard and wayfinding along Forrestal Avenue and West Rosemary Street could extend this parallel route to the southern end of Rosemary Gardens.

Additionally, improving the curb cut at the south end of Technology Drive to improve bike access through Rosemary Gardens Park would be a useful addition to the bike network; currently the only curb cut is not aligned with the existing path and requires people biking to use a narrow sidewalk for a short distance.

J Zanker Road

Zanker Road is a major north-south corridor that runs parallel to the GRT, east of North First Street. Implementing Connect North San José’s Zanker Road Bicycle and Pedestrian Connection would close sidewalk gaps. It would also upgrade buffered bike facilities to protected bike facilities to create a safe and continuous route for pedestrians and cyclists. The project would also add protected intersections at Zanker Road and east/west corridors that are used as alternative GRT routes including Tasman Drive, Plumeria Drive, Trimble Road, Charcot Avenue, and Brokaw Road. Bike and pedestrian facility upgrades would also improve safe access to the elementary, middle, and high school campus on Zanker Road north of River Oaks Parkway.

K Highway 101, Zanker Road, Skyport Drive, Fourth Street

The long-term US 101/Zanker Road/Skyport Drive/Fourth Street Improvement Project would extend Zanker Road over Highway 101. The project would include protected bikeways and sidewalks to dramatically improve connectivity across North San José.

L Skyport Drive

As part of Connect North San José, the existing bike lanes on Skyport Drive will be upgraded to protected lanes, making the corridor a safer and more comfortable route between North First Street and the airport.

M Fourth Street

The Connect North San José project will also upgrade existing basic bike lanes on North Fourth Street to protected bike lanes. Along with the Zanker / 101 Interchange project, this will better connect the north side of the Plan area to Rosemary Gardens, Japantown, and Downtown San José.

N Hetch-Hetchy Trail

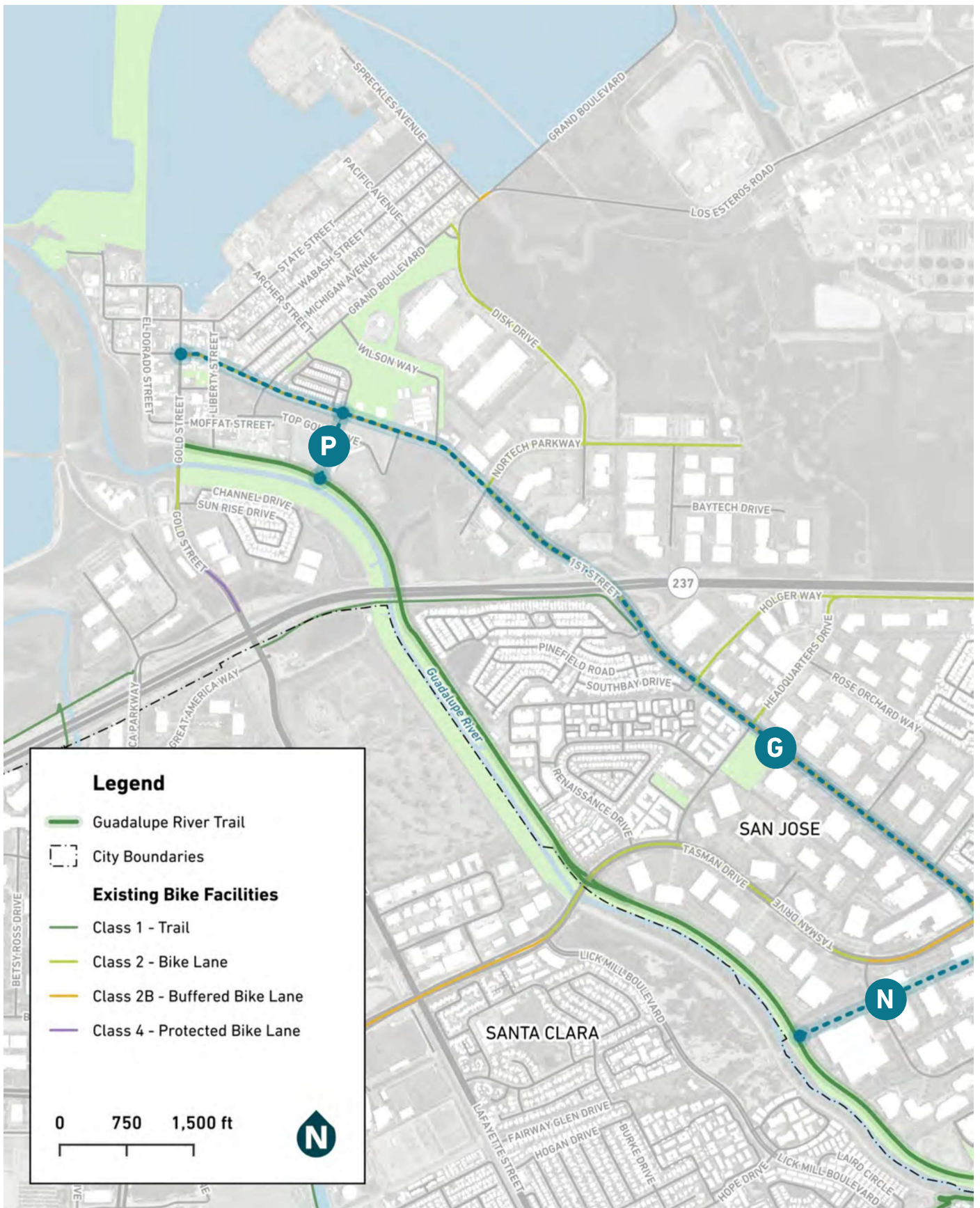
The proposed Hetch-Hetchy Trail extension would add a GRT access point south of Tasman Drive. This would strengthen east-west connectivity from the GRT to North First Street, and ultimately all the way to Coyote Creek.

O East Trimble Road

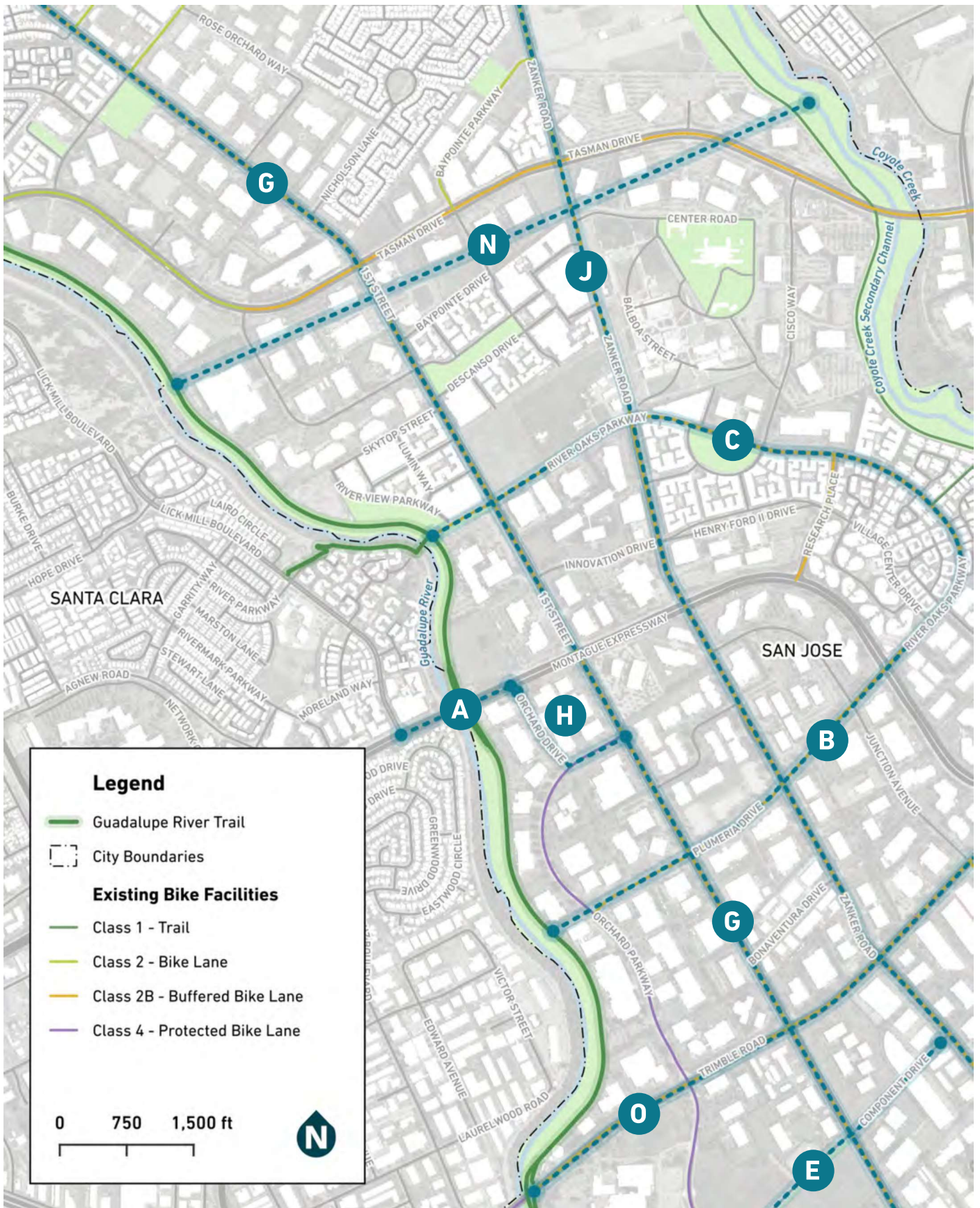
The Better Bike Plan recommends upgrading the buffered bike lane on Trimble Road from Highway 101 to Montague Expressway to a protected bike lane. Doing so would enhance the Trimble Road design recommendations, making it safer for cyclists to travel east-west and connect with the GRT.

P Topgolf Terra

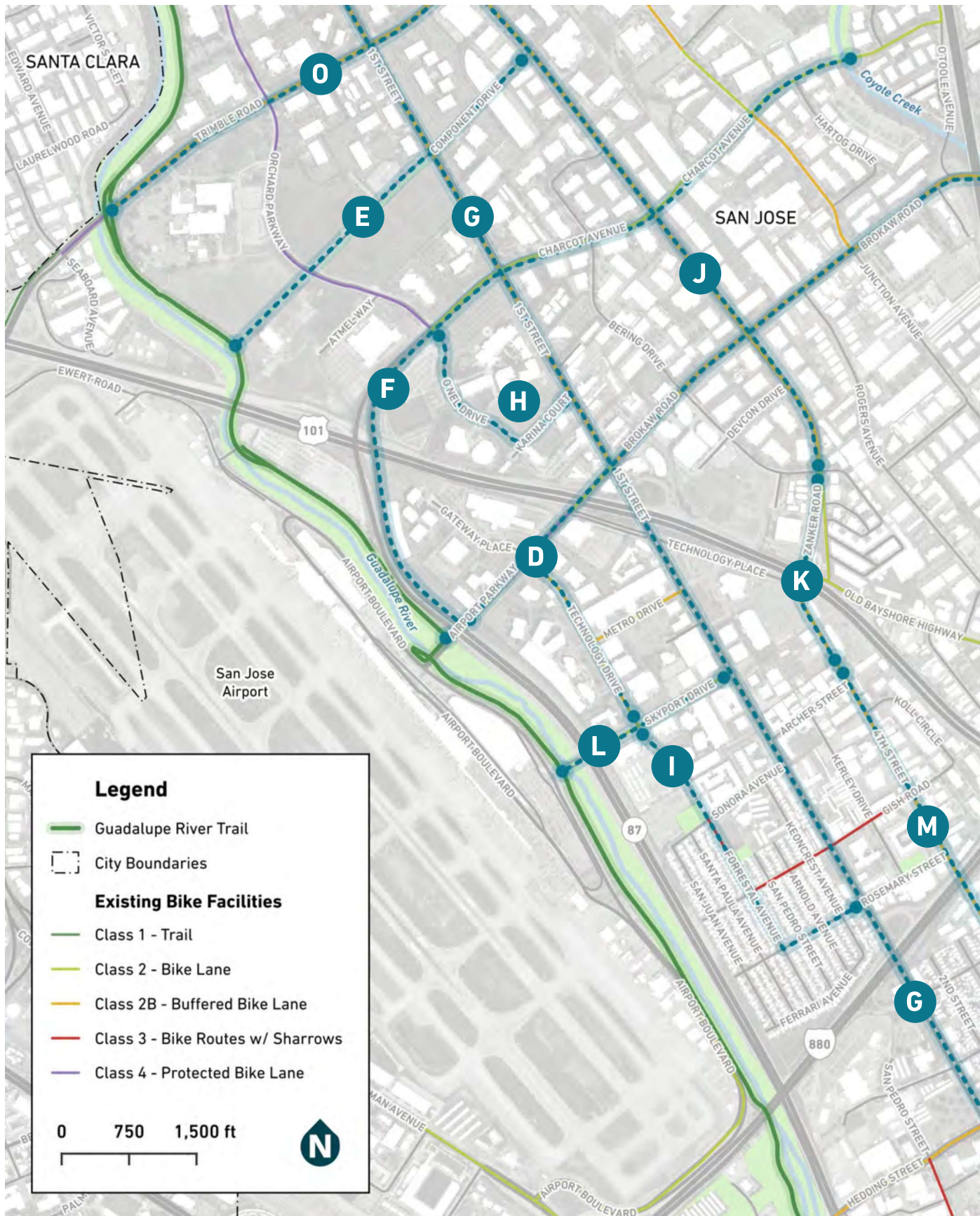
As part of the North San José Access and Ramp Study for Guadalupe River and Coyote Creek Trails, an access ramp to the GRT was proposed at the Topgolf location near the north end of the GRT.



Additional recommendations around the northern portion of the GRT study area



Additional recommendations around the central portion of the GRT study area



Additional recommendations around the southern portion of the GRT study area



A large, stylized number 4 with a white outline, positioned over a photograph of a road and utility poles. The background shows a paved road with a metal guardrail, a utility pole with multiple power lines, and a multi-story building in the distance under a clear sky.

Implementation

Implementation

Close collaboration between City departments and among partner jurisdictions will be necessary to acquire funding and strategically implement high-priority projects to create a safe and accessible detour system along the GRT.



Credit: Margot Duane / MTC

Coordinate with other Plans and Programs

The Plan's goals and recommendations have strong alignment with other local and regional active transportation planning documents, particularly with Connect North San José. Projects that are recommended in multiple plans may be more competitive for grant funding and should be prioritized for implementation. Future updates to active transportation planning documents should integrate and build upon this Plan's recommendations.

While the Plan focuses on infrastructure improvements, programs and policies that emphasize a culture of safe walking, bicycling, and driving behaviors are also necessary to encourage a vibrant GRT.

Grant Opportunities

The City should pursue a mix of local, regional, and state funding sources that target trails, bike and pedestrian facilities, and climate resiliency projects. Recent budget cuts, particularly to California's Active Transportation Program, create a highly competitive grant environment. Emphasizing the co-benefits of connectivity across trails, on-street bike and pedestrian facilities, and transit may strengthen grant applications. **Appendix C** details current and future funding opportunities.

GRT detour routes pass through multiple jurisdictions, which require additional coordination but can realize region-wide benefits. Collaborating with the County, VTA, and the City of Santa Clara will help maximize existing funding to enhance regional connectivity.



Credit: City of San José

Pavement Maintenance Program

On-street bicycle and pedestrian projects are often implemented as part of other road resurfacing or construction projects as well as through mitigation associated with new development. The City's Pavement Maintenance Program is actively working to improve and maintain San José's streets. Coordinating around the resurfacing of segments of the on-street network highlighted in the Recommendations section can help leverage existing funds for GRT detour routes.



Credit: City of San José

Public / Private Partnerships

Development along project corridors presents opportunities to implement recommended bike and pedestrian facilities. Large-scale developments that require repaving should upgrade facilities as recommended in the Plan or related plans. These projects may also contribute to placemaking along or near the trail.

Current property owners can also support connectivity along the GRT. New access points between the existing on-street network and the GRT, as recommended in the North San José Access and Ramp Study, may require collaboration with owners whose property abuts the GRT. Privately maintained but publicly accessible roads parallel to GRT could be incorporated into detour routes with owner support.

Funding Source	Administering Agency	Availability of Funding	Eligible Improvements
Local Funding	City of San José	Annually; approved by City Council.	New construction, replacement, and/or renovation of City facilities or infrastructure, including transportation facilities.
Capital Improvements Program	City of San José	Annually; approved by City Council.	New construction, replacement, and/or renovation of City facilities or infrastructure, including transportation facilities.
Regional Funding	City of San José	Annually; approved by City Council.	New construction, replacement, and/or renovation of City facilities or infrastructure, including transportation facilities.
Measure B	Santa Clara Valley Transportation Authority (VTA)	Varies; Cycle 3 closed February 2026.	Bicycle and pedestrian projects of countywide significance. Not for engineering phases exceeding 25%.
One Bay Area Grant Program (OBAG4)	Metropolitan Transportation Commission (MTC) / VTA	Next call for projects opens early 2026.	Regional projects that advance critical climate and focused growth goals identified in Plan Bay Area 2050, including those related to Vision Zero, Complete Streets, the Regional Active Transportation Plan, and climate initiatives.
Regional Active Transportation Program	MTC	Cycle 8 opens Spring 2026; Expected deadline is June 15, 2026.	Bikeways, crossing improvement, planning and most programmatic activities.
Standard Grants Program	Santa Clara Valley Water District	Varies.	Education, planning, or stewardship grants are available to support projects that promote safe, clean drinking water, water conservation, flood protection, and environmental stewardship.
Urban Grant Program	Santa Clara Open Space Authority	Varies.	Projects that improve the quality of life for urban residents through Environmental Stewardship and Restoration; Parks, Trails and Public Access; Environmental Education; Urban Agriculture/ Food Systems.
20% Funding Program	Santa Clara Open Space Authority	Annually.	Urban open space projects, including Land acquisition; Environmental restoration; Improvements that provide or enhance open space; including increasing public appreciation of open space, such as trails, overlooks and interpretive signage or converting surplus or abandoned lands.
State Funding	Caltrans	Varies; Cycle 8 opens March 2026.	Bikeways, crossing improvement, planning and most programmatic activities.
State Active Transportation Program	California Department of Parks and Recreation and Caltrans Active Transportation Program	Varies; Next anticipated application due date 2026/2027.	Recreational trails and trail-related projects, including facilities and amenities that support train use.
Highway Safety Improvement Program	Caltrans	Every two years; HSIP Cycle 12 selections were announced in February 2025.	Safety-related pedestrian, bikeway and crossing projects. Certain activities under the SR2S, safety/education and enforcement programs; certain spot improvement.
Affordable Housing and Sustainable Communities Program	California Strategic Growth Council	Annually; Applications typically due in March.	Affordable housing developments and transportation infrastructure.
State-Local Partnership Program (LLP)	California Transportation Commission	Every two years; next cycle will open in FY 2026.	Funding to local and regional agencies to improve aging infrastructure, road conditions, active transportation, and health and safety benefits.
Transformative Climate Communities (TCC) Program	California Strategic Growth Council	Varies; Round 6 Draft Guidelines are open until January 2026.	Develop active transportation and public transit projects; support transit ridership programs and transit passes for low-income riders; expand first/last mile connections, build safe and accessible biking and walking routes, and encourage education and planning activities to promote increased use of active modes of transportation.
Local Streets and Roads Program (LSRP)	California Transportation Commission	Annually; next cycle will open for FY 2026-2027	Infrastructure projects that improve or add pedestrian crosswalks, accessible sidewalks, road repair, lane reconfiguration, and bike facilities.

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Guadalupe River Trail Bike Connections Plan