



# Memorandum

**TO:** TRANSPORTATION AND ENVIRONMENT COMMITTEE

**FROM:** John Ristow  
Jon Cicirelli

**SUBJECT:** Bike Plan 2025 and Trail Network Annual Report

**DATE:** March 23, 2026

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Approved

Date:

3/26/2026

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## **RECOMMENDATION**

Accept the annual report on the *Better Bike Plan 2025* and the trail network.

## **BACKGROUND**

A high-quality, interconnected network of on-street bikeways and off-street trails advances City of San José goals for safety, equity, and transportation mode shift. This memorandum provides background on:

- The goals, policies, and planning efforts that guide implementation of the City's bikeways and trail network;
- The implementation status of bikeways and trails;
- Maintenance and operational needs; and
- The City's approach to funding bikeway and trail implementation.

Implementing the City's bikeway network is a collaborative effort. The Department of Transportation (DOT) leads on-street bikeway development; the Department of Parks, Recreation and Neighborhood Services (PRNS) leads off-street trail development.

## **ANALYSIS**

### **Goals, Policies, and Plans**

The City has adopted several plans that guide its bikeway and trail network development. Together, these documents identify goals and strategies to increase bicycle trips and safety, as well as to reduce automobile use and greenhouse gas emissions. These plans include:

- **Trail Program Strategic Plan (2016):** plan for a 100-mile world-class trail network
- **Climate Smart San José (2018):** achieve 20% of trips by bike by 2050
- **ActivateSJ (2019):** 20-year strategic plan for Parks, Recreation and Neighborhood Services
- **Better Bike Plan 2025 (2020):** complete a 550-mile low-stress bikeway network
- **Move San José (2022):** transportation plan for safety, equity, and mode shift
- **Vision Zero San José (2025):** eliminate traffic fatalities and severe injuries

### Implementation Updates

#### *On-Street Bikeways and Related Work Completed in 2025*

In 2025, the City installed 7.4 miles of new on-street bikeways and upgraded 6.7 miles of existing on-street bikeways. The current 491-mile on-street bikeway network combines with the City’s existing 67 miles of off-street trails to provide a 558-mile usable network.

Figure 1 shows year-to-year progress of completed on-street bikeways. Note that mileage for certain bikeway types will decrease over time as facilities are upgraded to higher-quality bikeways. See Appendix A for examples of each bikeway type and Appendix B for a map of the City’s existing bikeway network.

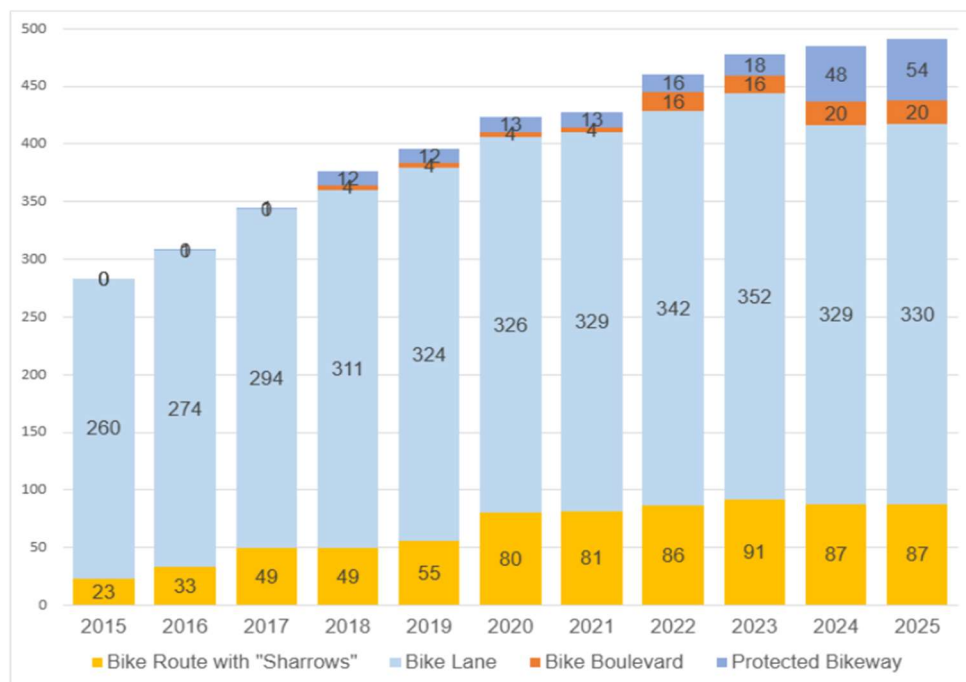


Figure 1: Existing bikeway mileage by type per year.

Notable on-street bikeways and related work completed in 2025 include:

- **A lane reduction for a new bikeway** on Alma Avenue as part of annual pavement maintenance
- **New and upgraded bikeways to portions of Vision Zero corridors** as part of annual pavement maintenance, including Almaden Expressway, Blossom Hill Road, Camden Avenue, Meridian Avenue, and Moorpark Avenue
- **Upgrades of existing bike lanes to protected bikeways** using pavement maintenance funds on Coleman Avenue, Communications Hill Boulevard, McLaughlin Avenue, and Quimby Road, and through one-time grant funds on Matrix Boulevard and Oakland Road
- **A new Bay Wheels bike share station and public bike lockers** at Berryessa BART and the Bascom Community Center, respectively

See Appendix C for a map of on-street bikeways completed in 2025 and Appendix D for photo examples of these projects. Appendix D also includes photo examples of in-progress bikeways discussed below. Appendix E provides a table of all on-street bikeways work completed in 2025, including the Council District and funding source for each corridor.

### *On-Street Bikeways in Progress*

In 2025, construction began on upgrades to approximately 12.9 miles of existing bikeways, with work set to be complete in 2026. This work includes:

- **Upgrades from painted bike lanes to protected bikeways** on 10<sup>th</sup> Street, Hedding Street, Jackson Avenue, River Oaks Parkway, and Silver Creek Valley Road via pavement maintenance and one-time grant funds
- **Upgrades to five miles of the Downtown bikeways network** and the bikeway connection from Downtown to Berryessa BART via federal funding as part of Better Bikeways – Phase II; work began on Third Street in 2025 and will continue along various Downtown corridors in 2026
- **Installation of new comprehensive bicycle wayfinding signage** as part of the 2025 pavement maintenance program, with work continuing into 2026; coordination is underway to include new wayfinding signage along bikeways corridors in future pavement maintenance work

### *Upcoming On-Street Bikeways and Related Work*

Several projects are planned to begin work in 2026, including:

- **Pavement Maintenance Bikeways** - the annual pavement maintenance program continues to be one of the main vehicles for on-street bikeways implementation, as it allows for roadway design improvements to be made in a cost-effective manner. DOT is currently in the process of developing its 2026 pavement maintenance bikeways plan.
- **San Fernando Street** - As part of Better Bikeways – Phase II, major improvements along San Fernando - including upgrades from plastic bollards to concrete and landscaping, modified traffic signals and pedestrian bulbouts, and a two-way bikeway along San José State University’s frontage - are scheduled to begin in spring 2026.
- **Bike Share Expansion** - DOT is currently in the planning and implementation phases of an expansion of its Bay Wheels bike share program, adding approximately 34 new stations to the system in 2026, including new stations Downtown and bringing bike share to East San José for the first time, using state and regional funding sources.

### *Off-Street Trails and Related Work Completed in 2025*

#### Completed Trails

Two sections of the Coyote Creek Trail, Mabury Road to Watson Park and Phelan Avenue to Tully Road, were completed in 2025. Figure 2 shows the ribbon cutting ceremony held on December 12, 2025, at Galveston Avenue.



Figure 2: Ribbon cutting ceremony for new sections of the Coyote Creek Trail, December 12, 2025.

### *Off-Street Trails in Progress*

The following work for the City's off-street trails network is underway:

- **Coyote Creek Trail, Watson Park to Julian Street:** 35% Design of the 0.65-mile Coyote Creek Trail segment began in August 2025 and is anticipated to be completed by summer 2026. This segment will cross Coyote Creek and connect to East Julian Street, while also preserving the opportunity for a future connection to the Lower Silver Creek Trail. Project design is funded through Santa Clara Valley Transportation Authority (VTA) Measure B. Upon completion, this trail segment will provide a continuous multi-use trail connection between the Berryessa BART Station and San José High School.
- **Five Wounds Trail, Santa Clara Street to Story Road:** Master Plan and CEQA for this 1.69-mile trail is underway. The project began in July 2025 and is estimated to be complete by spring 2027. The project is funded through VTA Measure B. Staff are currently seeking grants for remediation and construction phases.
- **Guadalupe River Trail, Branham Lane to Chynoweth Avenue:** 95% Design and Construction Documents for the 0.54-mile Guadalupe River Trail began in August 2025 and is estimated for completion by spring 2027. This trail will connect the Guadalupe River Trail from its southern terminus at Lake Almaden through the percolation pond loop to Branham Lane. The design phase is funded through VTA Measure B.

Other trail development projects include:

- **Lower Silver Creek Trail:** Due to jurisdictional ambiguity along the Lower Silver Creek corridor, the City is carefully coordinating with Valley Water and the United States Army Corps of Engineers to determine reviews and permits required for the project. This coordination effort could take an additional two years.
- **Los Gatos Creek Trail:** Repaired bank erosion and re-opened trail between Meridian Avenue and Saint Elizabeth Drive.
- **Bay Trail:** PRNS is applying for Proposition 4 funds for 95% Design of Alviso Slough to Alviso County Park.

### **Maintenance and Operations**

Maintenance, safety, and operations must be appropriately resourced as the City continues to implement its bikeway and trail networks. Appendix F provides a

discussion of the City's approach and challenges, including work completed by the City's Environmental Services Department and BeautifySJ.

## **Funding Strategies and Needs**

While the City continues to make significant steps toward implementation of its planned bikeway and trail networks, funding remains a challenge.

### *Better Bike Plan 2025 Funding*

Capital costs for build-out of the on-street bikeway network in *Better Bike Plan 2025* were estimated between \$263 to \$370 million at time of plan adoption by the City Council in 2020, dependent upon the types of materials used for protected bikeway separation. The Transportation Development Act, Article III (TDA3) state grant is the only guaranteed (non-competitive) source of funding received annually for bikeway improvements. TDA3 funding from Fiscal Year 2025-2026 was \$1,171,000, with \$971,101 dedicated to constructing bikeways. Total TDA3 funds for Fiscal Year 2026-2027 will be released by VTA this spring; a significant portion of this will be allocated to building bikeways. Successful implementation of *Better Bike Plan 2025* requires securing additional funding.

To best leverage resources, DOT coordinates with City programs such as pavement maintenance and Vision Zero; pursues grant funding; incorporates bikeway elements in major infrastructure projects; and coordinates with private development. DOT currently manages approximately \$21 million in multiple grants explicitly for constructing bikeways. This does not include larger projects that include bikeway elements but are not solely bikeway projects. Additionally, DOT has seen incredible success in leveraging the City's increased pavement maintenance program as part of Measure T funding to expand the City's bikeways network. This funding is set to sunset at the end of Fiscal Year 2027-28.

*Better Bike Plan 2025* emphasizes quick-build implementation to allow for cost-effective near-term implementation of protected bikeways. However, quick-build materials can carry ongoing maintenance needs, such as replacement of damaged bollards. Three percent of bikeway bollards are forecasted to be replaced annually. When funding is identified, quick-build bikeways are upgraded with permanent materials, such as concrete, which will reduce ongoing maintenance needs.

### *Trail Network Funding*

The pursuit and management of external funding sources is an essential role in the development of the trail network. PRNS currently manages approximately \$14 million through multiple grant contracts for trail development from various local, state, and federal funding sources. In addition, PRNS has five trail projects awarded under the VTA Measure B grant program: Coyote Creek, Five Wounds, Guadalupe River, Los

Gatos Creek, and Thompson Creek Trails. PRNS staff continually monitor grant opportunities to best match external funding sources with prioritized trail projects to strategically build out the trail network.

Estimated costs for build-out of the remaining segments of the trail network range from \$300-\$400 million, including costs for studies, master plans, environmental work, design, construction, and project management. The 2016 *Trail Program Strategic Plan* confirms that there is no defined funding to build the remaining trail network. To date, the trail network has mostly been built by aligning and leveraging local resources to competitive grants.

## **COORDINATION**

This memo has been coordinated with the City Attorney's Office, the City Manager's Budget Office, and the Department of Environmental Services.

/s/  
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## **ATTACHMENTS**

Appendix A - Bikeway Typology  
Appendix B - San José Existing Bikeway Network Map  
Appendix C - On-Street Bikeways Completed in 2025 (Map)  
Appendix D - Examples of Completed and In-Progress Work from 2025  
Appendix E - On-Street Bikeways Completed in 2025 (Table)  
Appendix F - Maintenance and Operations