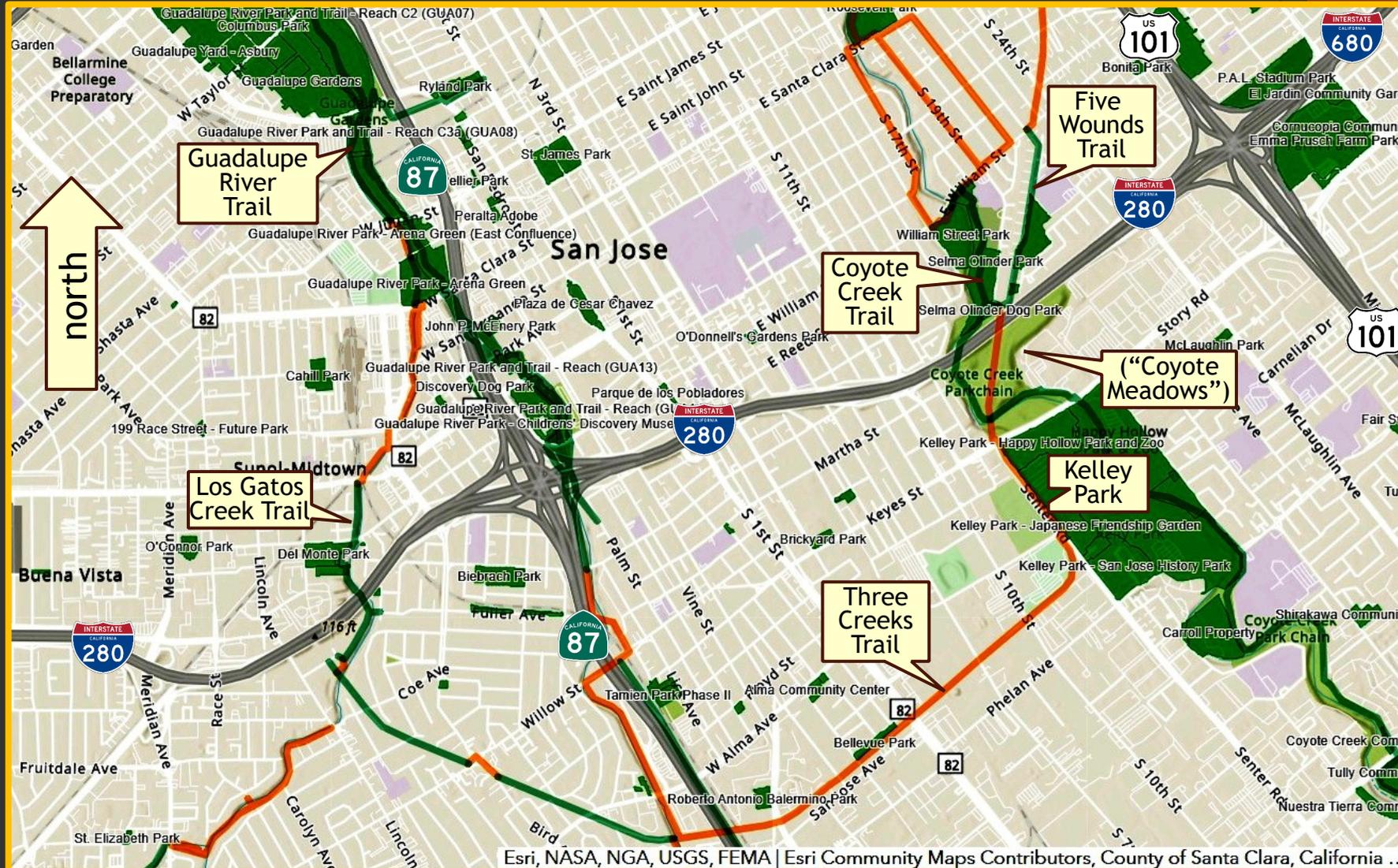


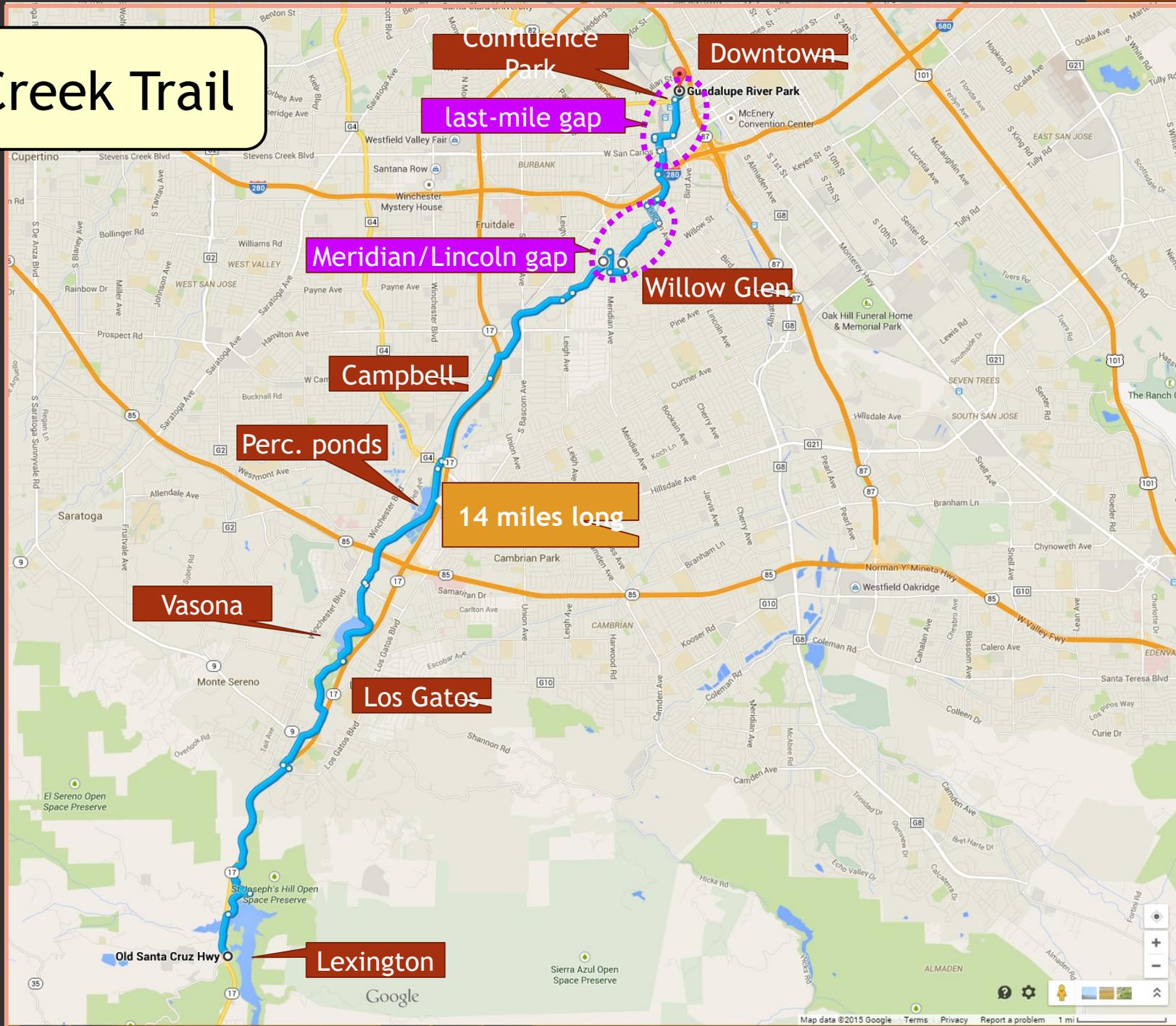
Possible projects for Save Our Trails

a presentation by Larry Ames, 1/19/26

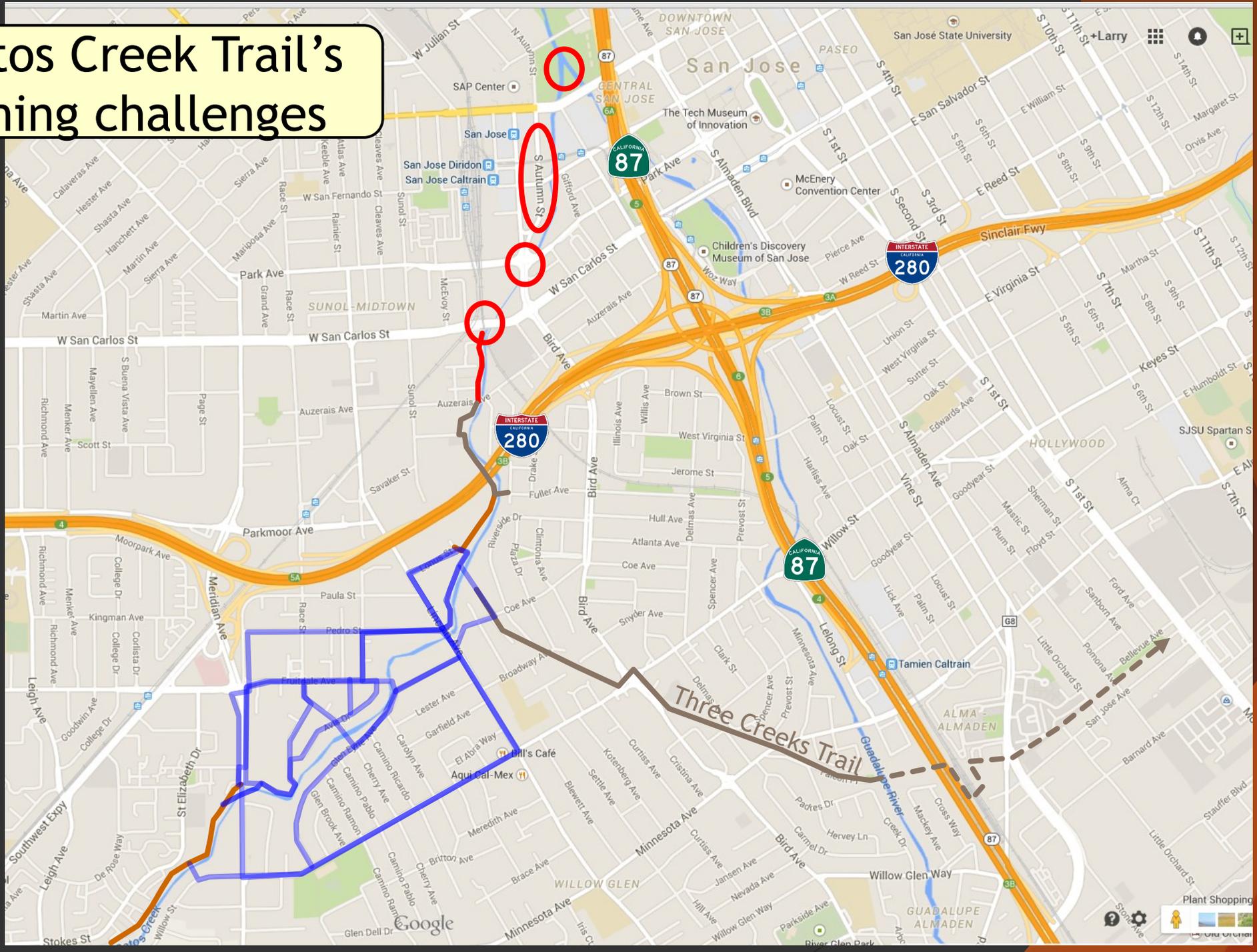
the planned & built trails in central SJ



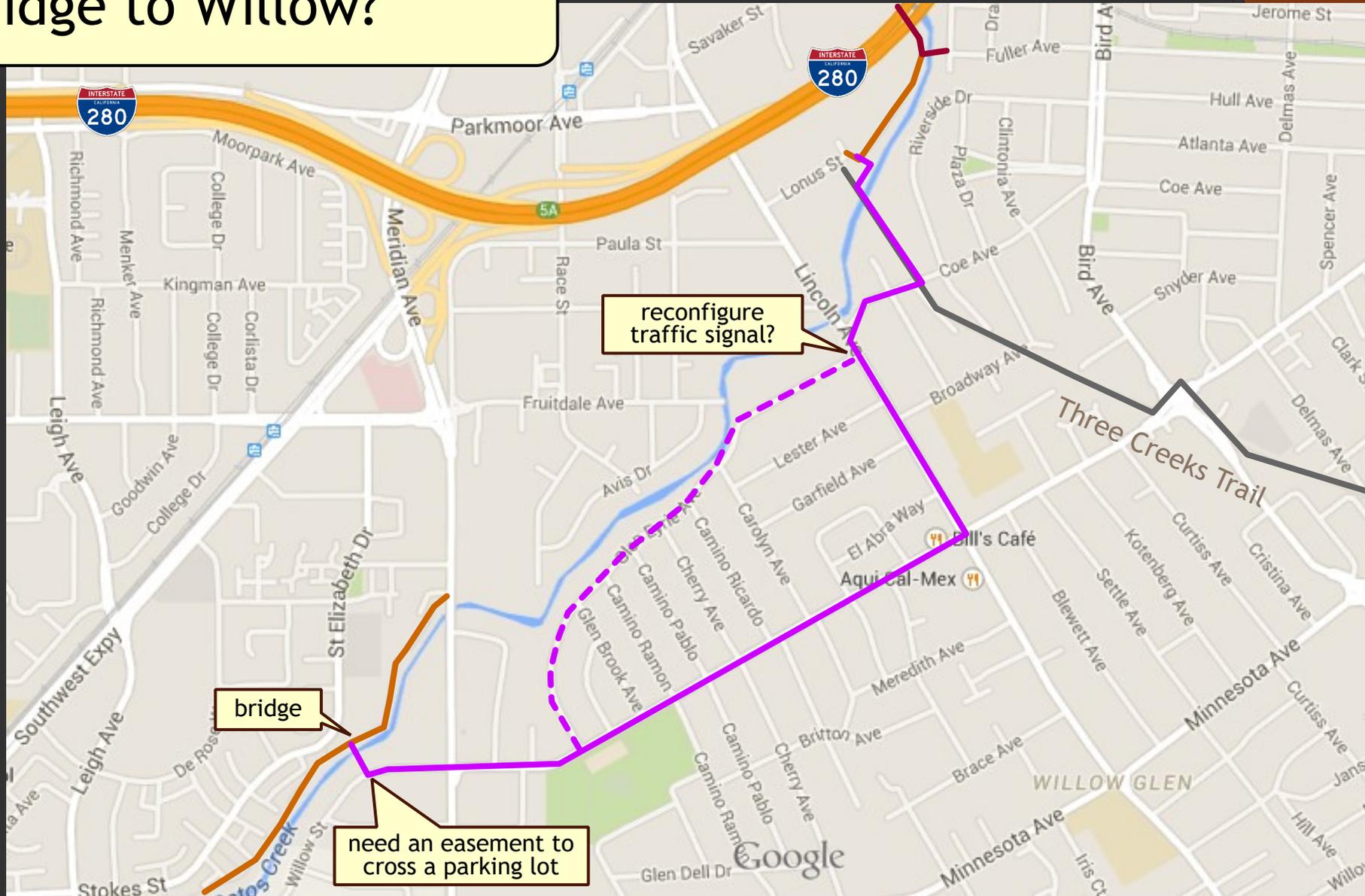
Los Gatos Creek Trail



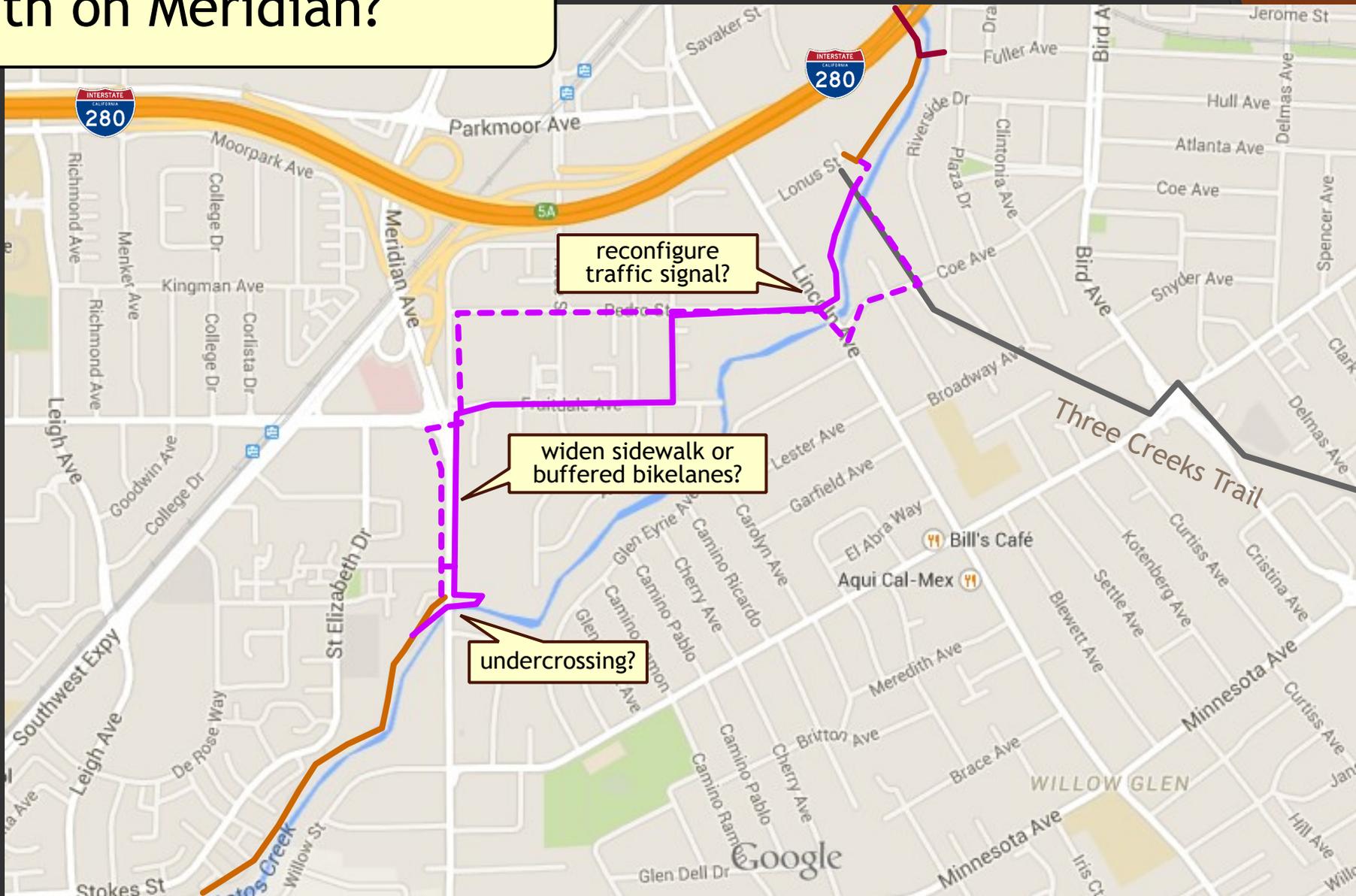
Los Gatos Creek Trail's remaining challenges



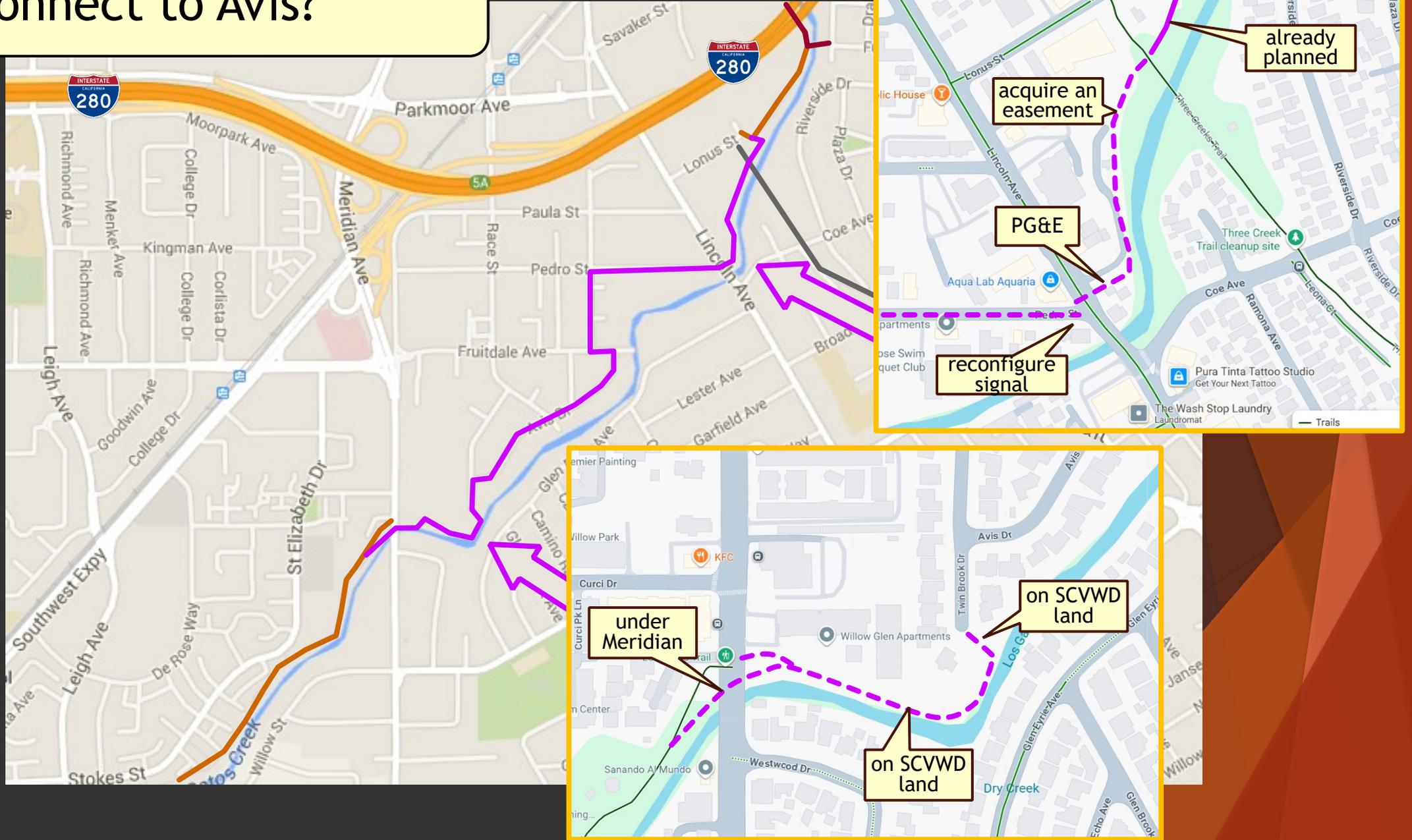
Bridge to Willow?



path on Meridian?



connect to Avis?



Also: the Coyote Creek Trail at Five Wounds / 3 Creeks



Esri, NASA, NGA, USGS, FEMA | Esri Community Maps Contributors, County of Santa Clara, California ...

remember
the now-demolished
Willow Glen Trestle?



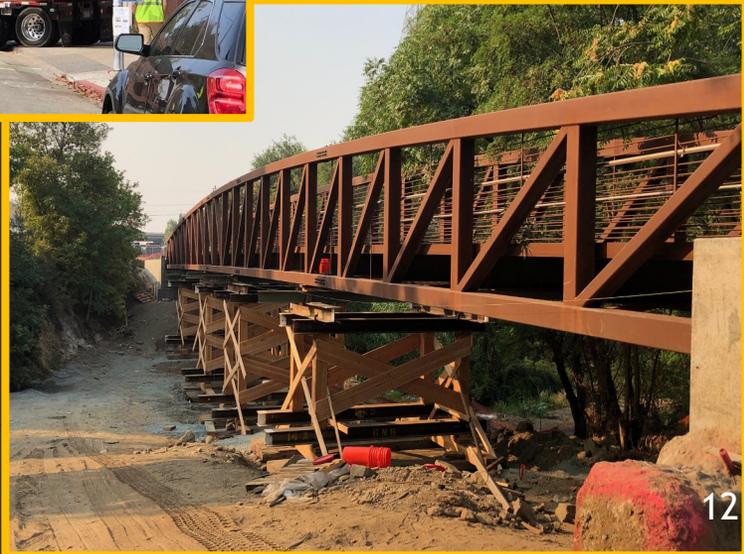


we tried
to save
it...





... unsuccessfully;



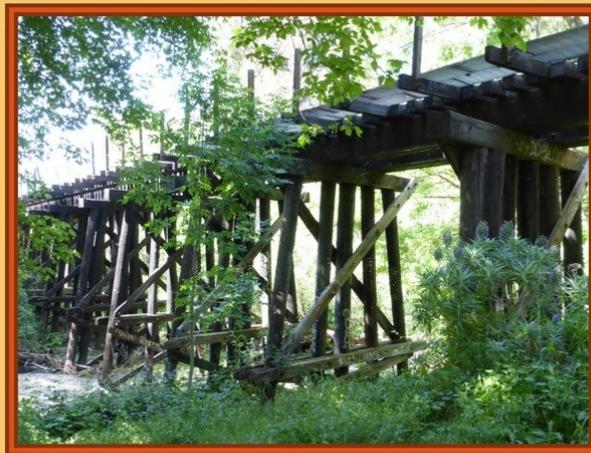
it's now been replaced with a perfectly adequate (and boring) bridge.



(see book
for details.)

The Willow Glen Trestle (1922 - 2020)

a Community's Efforts
to Save a Historic Bridge



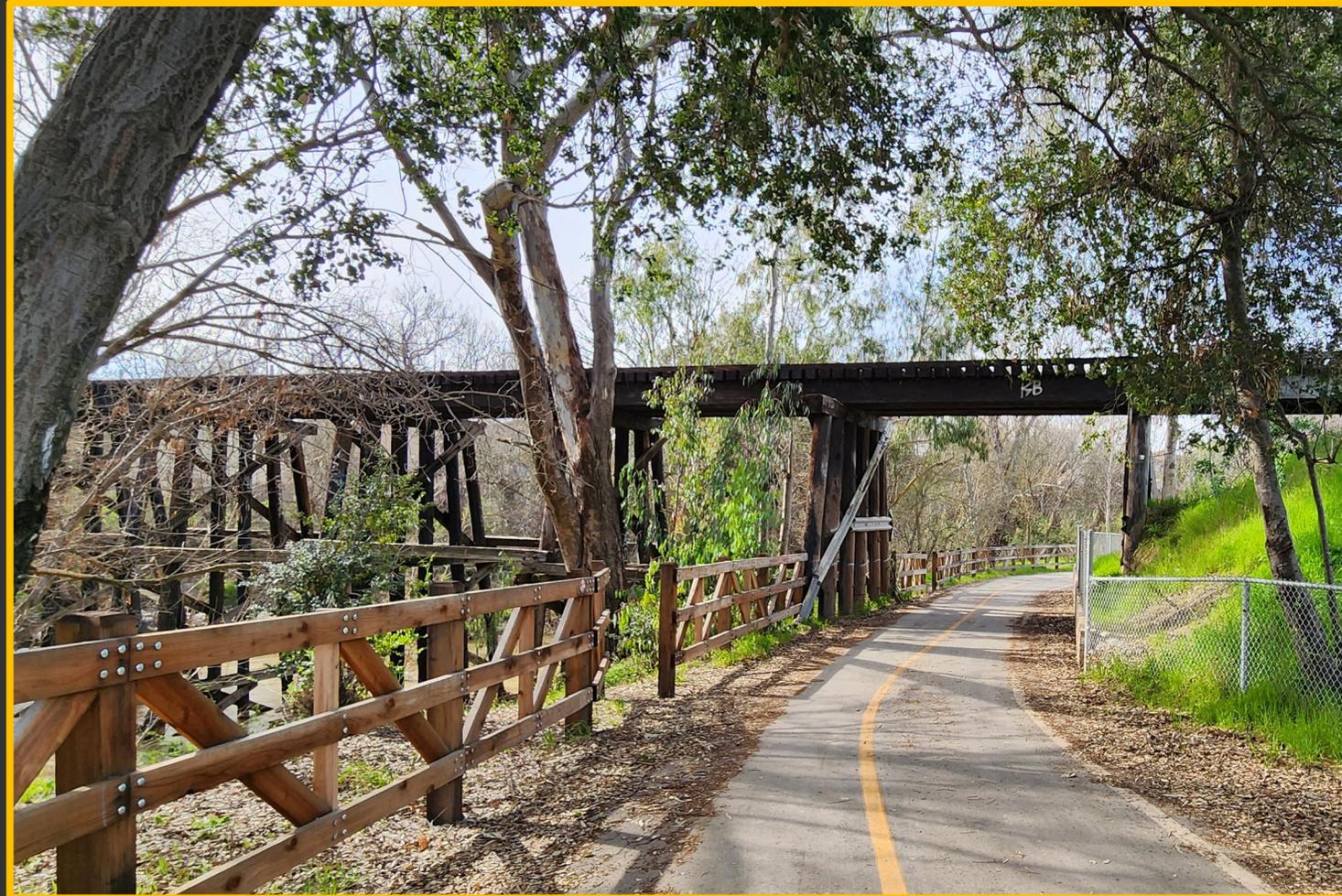
Larry Ames

The Willow Glen Trestle was a modest old Western Pacific Railroad bridge, hidden in plain sight just blocks from downtown Willow Glen, a historic neighborhood of San Jose, California. No longer needed for carrying freight from the local canneries, it was ready for a second life carrying bicyclists and joggers. Community members and City officials worked together to acquire the trestle to become a key link in our regional trail network – but then the City abruptly decided to replace it instead with a new prefab bridge. As community members challenged this capricious decision, they uncovered the trestle's fascinating past: not only had it shaped the town of Willow Glen, but it also had broken Southern Pacific Railroad's monopoly and transformed the shipping of fruit from the "Valley of Heart's Delight." This book documents our findings and relates the many steps (and missteps) in the yearlong saga of the community's efforts to save this crown jewel of the trails.

Larry Ames is a retired "mad scientist" (day job: designing satellites to measure the stars) and a "professional citizen" (over 40 years of service on numerous committees, commissions, taskforces, and boards for creeks, trails, parks, historic preservation, and the local community). He drew in friends from all these groups to form *the Friends of the Willow Glen Trestle*. Dr. Ames now tells the Tale of the Trestle, as seen from the heart of the group that strove to save not only an interesting trail connection but also a historic connection to our agricultural past.

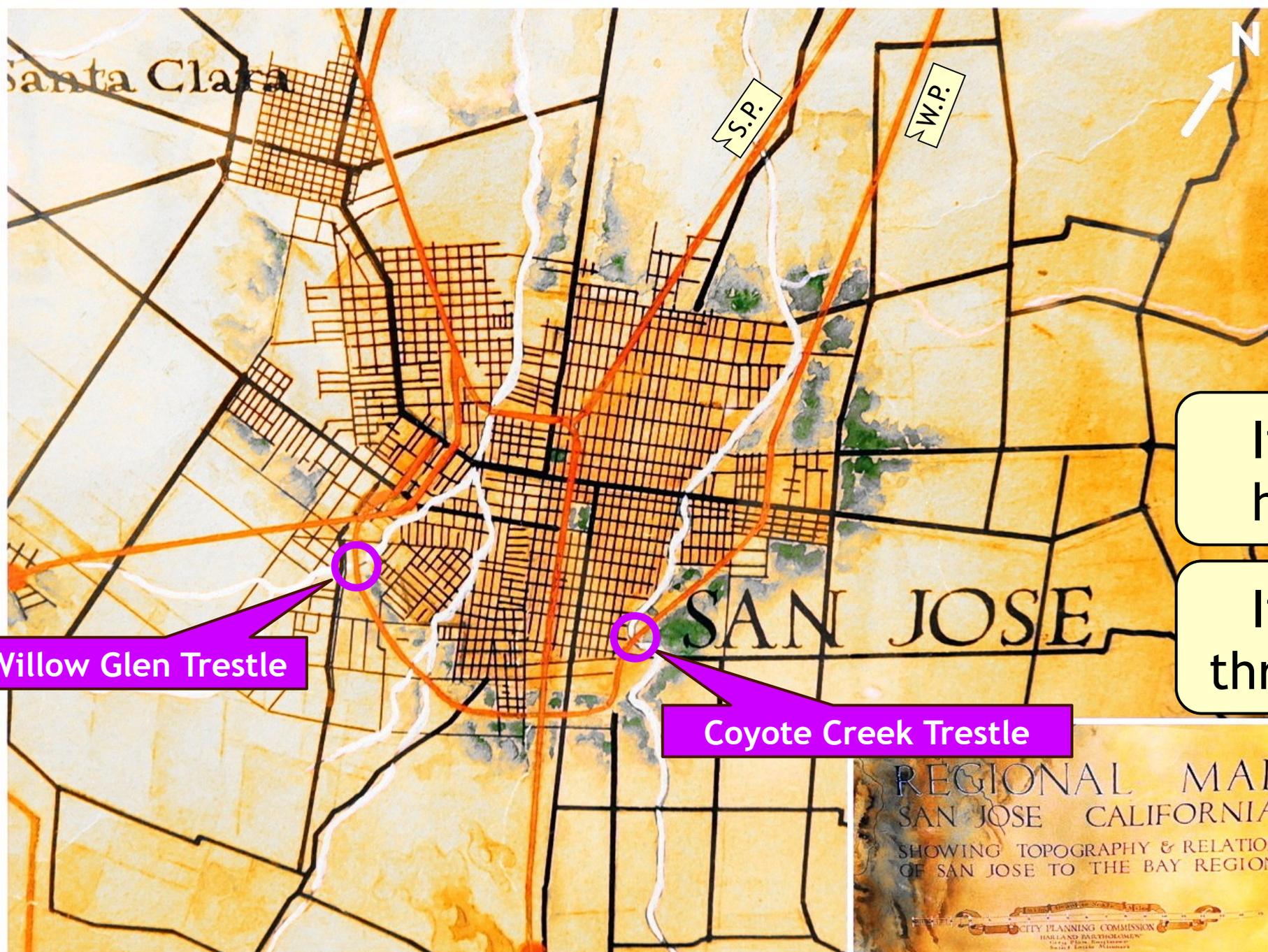


The Coyote Creek Trail at the junction with the Five Wounds and 3 Creeks Trails





The Coyote
Creek Trestle is
the last trestle
in San José.

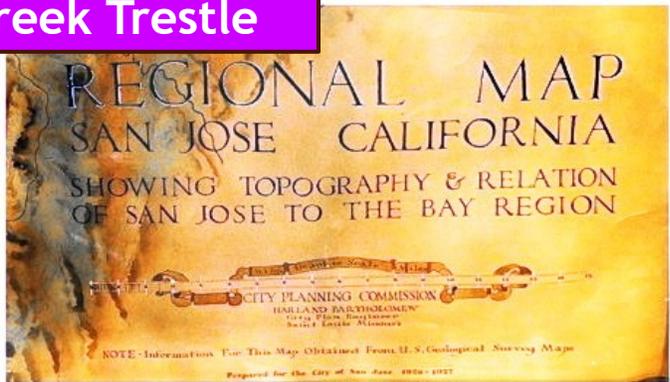


Willow Glen Trestle

Coyote Creek Trestle

It also is historic.

It also is threatened.



(Map dated 1927)

City is evaluating 3 trestle options:

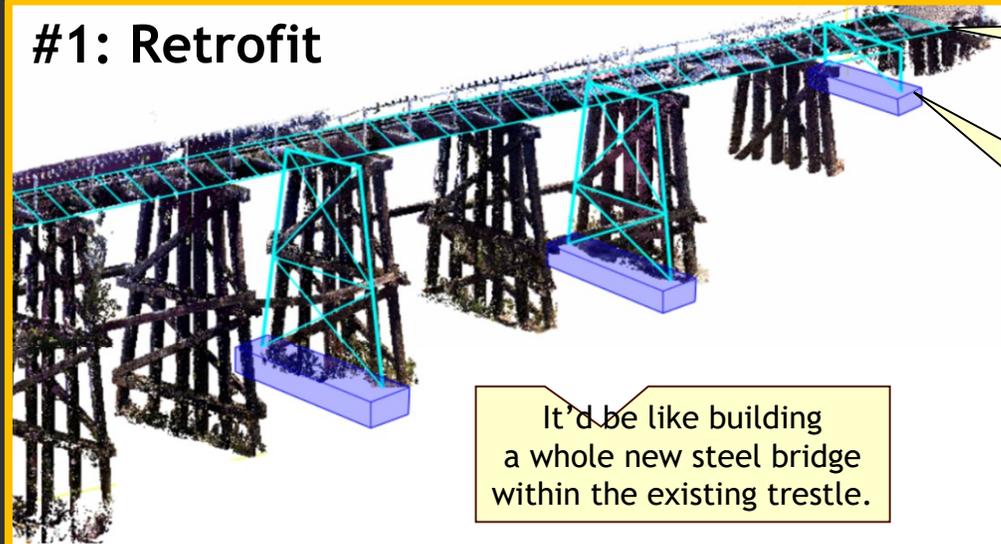
Option 1: Fully retrofit the existing trestle bridge for multi-purpose trail use.

Option 2: Demolish the trestle and construct a new single-span steel bridge.

Option 3: Minor fixes to the existing trestle for collapse prevention, and construct a new single-span steel bridge alongside it.

City favors #2;
we want #3.

#1: Retrofit



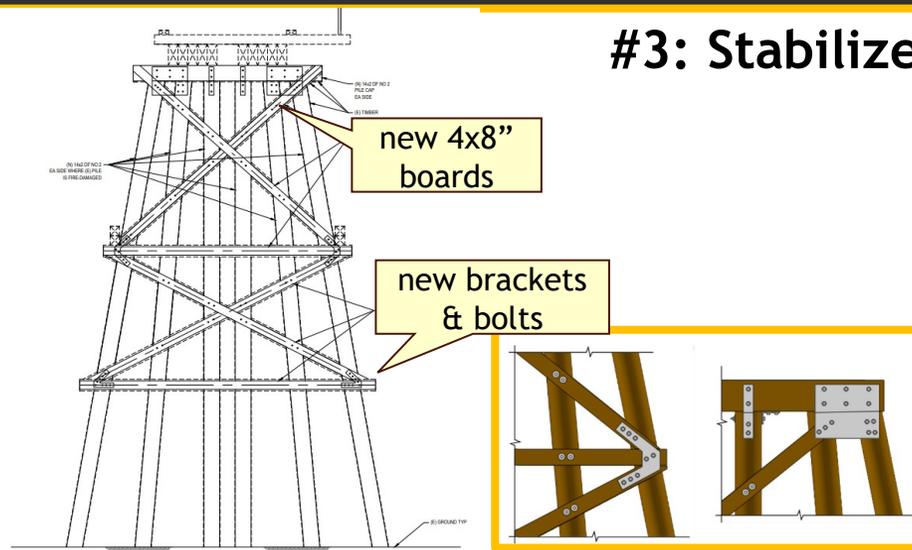
It'd be like building a whole new steel bridge within the existing trestle.

add concrete slabs as deck for trail

But then have to reinforce trestle to survive earthquakes.

significant impacts to the historic character of the trestle.

#3: Stabilize



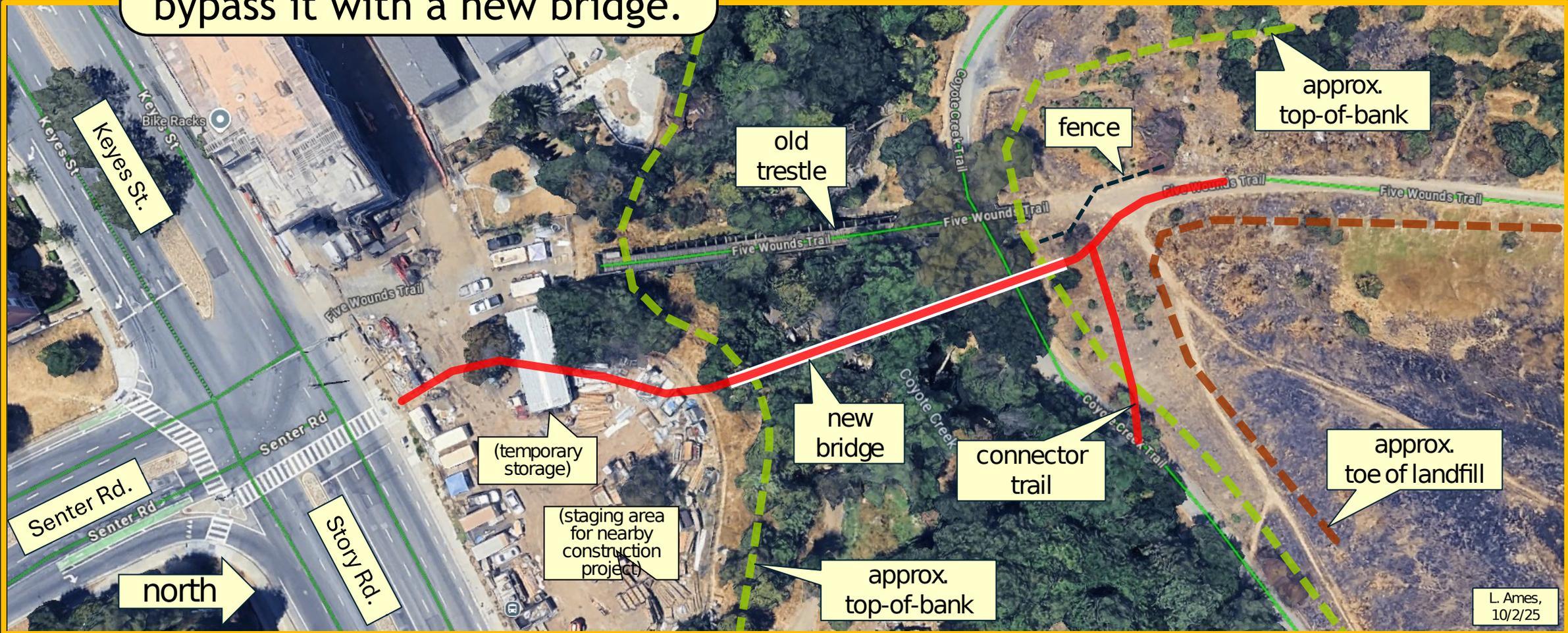
new 4x8" boards

new brackets & bolts

trestle is closed to the public: trail crosses on a new bridge.

minimal impacts to the historic character of the trestle.

There's lots of room to leave the trestle in place and bypass it with a new bridge.



Faster: no demolition.
Cheaper: shorter span.



It is an important trail connection.

Trestle is historic:

The city-hired consultant team determined that “the Coyote Creek Trestle appears to be individually *eligible for listing on the National Register of Historic Places* (NRHP) and California Register of Historical Resources (CRHR), and as a San Jose City Landmark.”

Their report says they “reviewed three alternatives for the proposed work at the Coyote Creek Trestle, an eligible historic resource. Alternative 1 [retrofit and adapt] was found to be partially compliant with the [the Secretary of the Interior’s] Standards [for the Treatment of Historic Properties]; Alternative 2 [replace] was found to not be compliant with the Standards; and Alternative 3 [stabilize and parallel] was found to be in full compliance with the Standards.”

Trestle is sturdy:

City report’s “Structural Evaluation” says “The Coyote Creek Trestle is built with, generally, high-quality piles and timbers. With some repairs and limited replacement of members, the trestle can provide service ... for decades with minimal maintenance.”

Coyote Creek Trestle & the 100-year flood



Details of the Coyote Creek Trestle



Some of the sashes and braces need replacing.

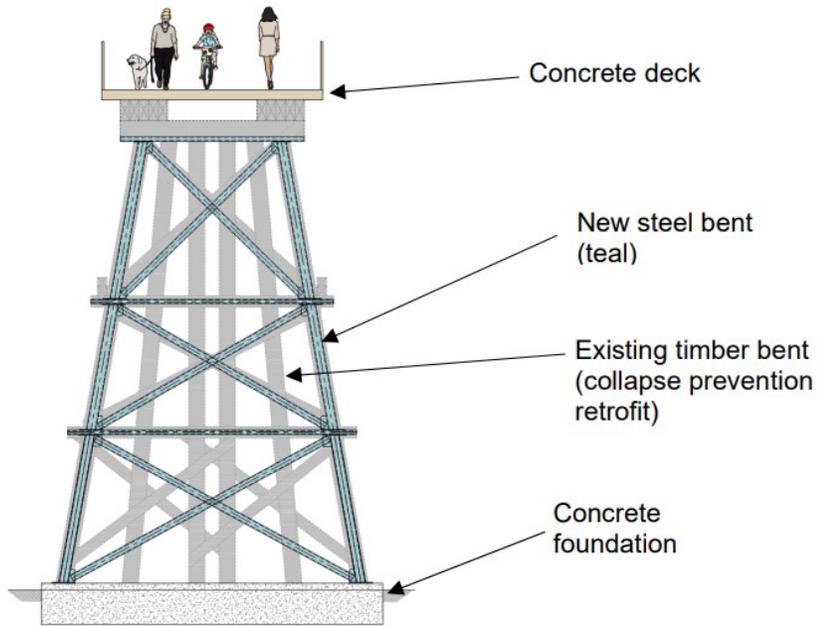


Figure 5 Typical bent elevation (life safety retrofit)

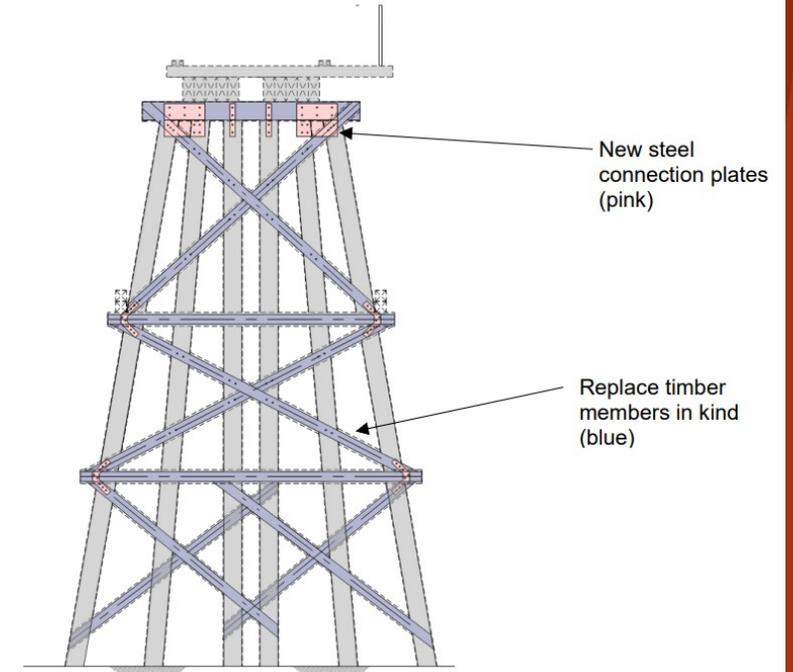


Figure 3 Typical bent elevation (collapse prevention retrofit)

Option 2:
demolish & replace

Option 1:
fix & use

Option 3:
stabilize & bypass

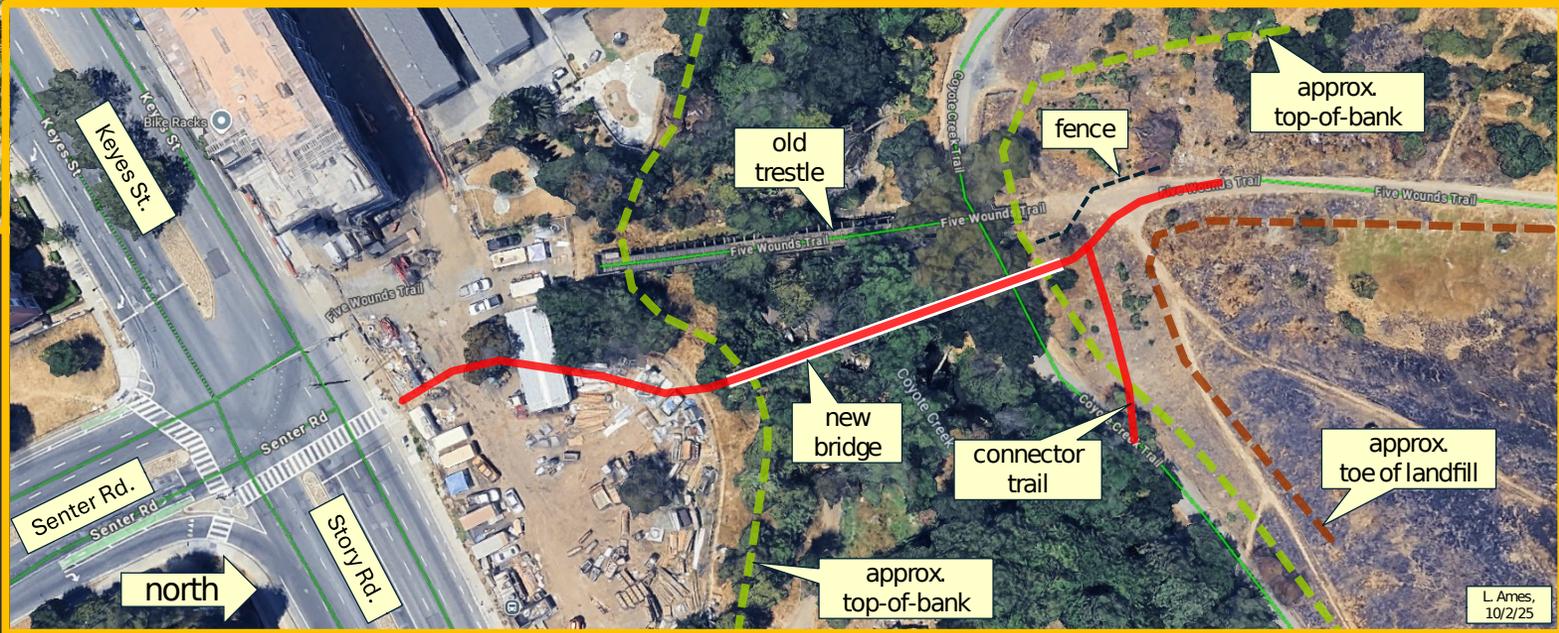
Construction: \$7.42M	Construction: \$7.69M	Construction: \$6.91M
Construction Contingency: \$0.74M	Construction Contingency: \$0.76M	Construction Contingency: \$0.69M
Design/Engineering: \$0.89M	Design/Engineering: \$0.92M	Design/Engineering: \$0.83M
City Staff Cost: \$2.23M	City Staff Cost: \$2.32M	City Staff Cost: \$3.75M
Annual Inspect. Cost: \$13k	Annual Inspect. Cost: \$7k	Annual Inspect. Cost: \$20k
Annual Maint. Cost: \$12k	Annual Maint. Cost: \$3.7k	Annual Maint. Cost: \$15k
Potential Fire Damage: \$100k	Potential Fire Damage: \$100k	Potential Fire Damage: \$100k
47 months	57 months	47 months

construction time



It can be saved!

It is worth saving!



Thank you!

