



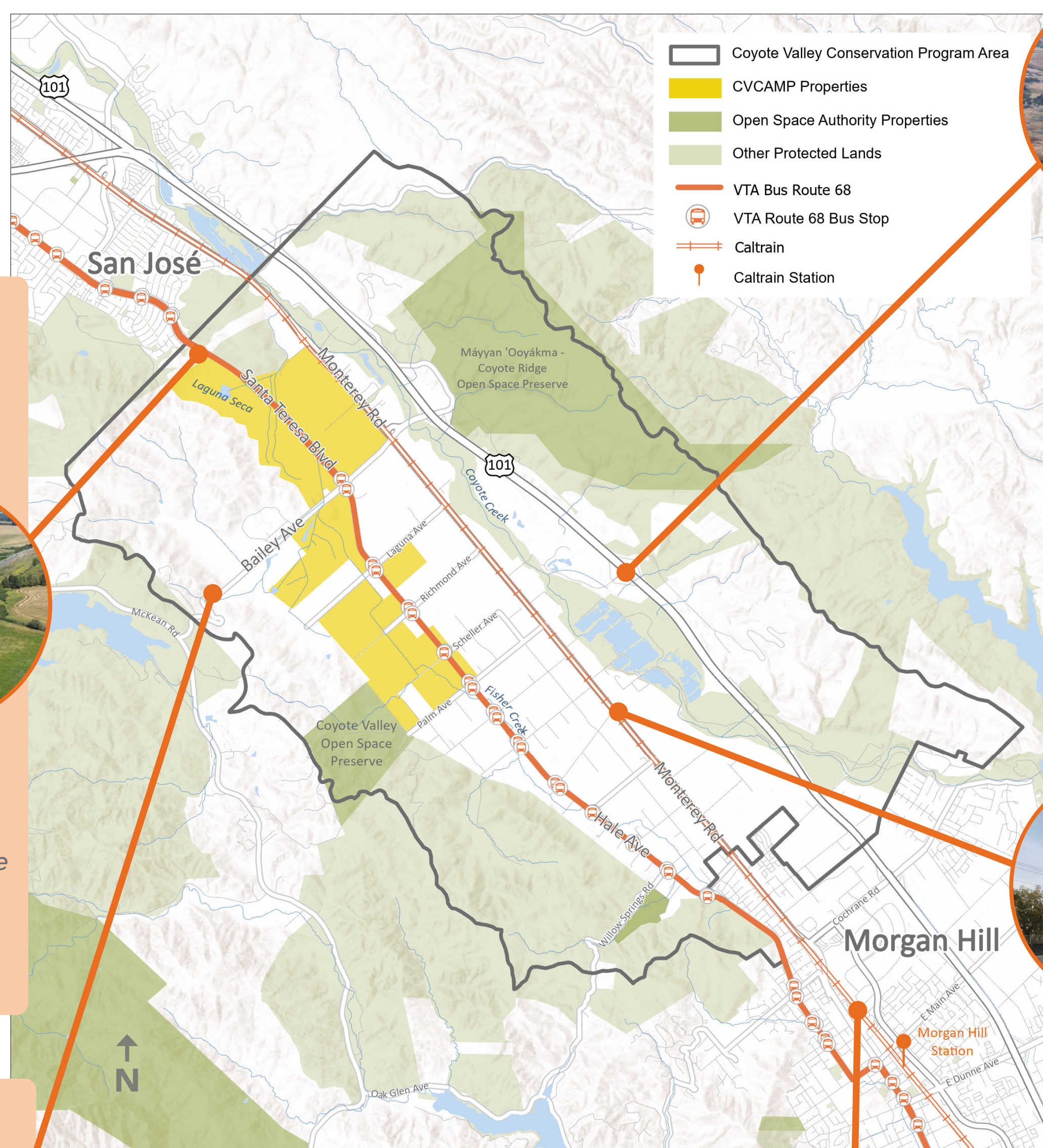
Transportation

The narrow gap in the coastal mountain ranges created by Coyote Creek—known as the Coyote Narrows—has long made Coyote Valley an important transportation corridor. Today, hundreds of thousands of people use Coyote Valley’s highways, roads and railroads every day—creating challenges and opportunities for safe access to open space for both wildlife and people.

Photo: US Route 101, Monterey Road and Santa Teresa Boulevard/Hale Avenue

Major Transportation Infrastructure

- Speed limit
- Bike facilities
- Traffic volume
- Notable facts



Santa Teresa Boulevard/Hale Avenue

Runs north-south through the middle of Coyote Valley, connecting San José with Morgan Hill.

- 45 mph
- ~8,800 vehicles per day
- Bike lane
- Primarily built in the 1960s (north of Scheller Avenue)
- VTA Route 68 offers frequent bus service
- Officially designated Scenic Road by County of Santa Clara



US Route 101

Runs north-south along the eastern side of Coyote Valley, extending from Los Angeles to Washington.

- 65 mph
- ~150,000 vehicles per day
- N/A
- Coyote Valley segment built in 1984
- Bridge over Coyote Creek is important wildlife undercrossing

Bailey Avenue

Runs east-west through North Coyote Valley, connecting US 101 to Santa Teresa Boulevard and McKean Road.

- 50 mph
- ~9,400 vehicles per day
- Planned bike lane
- Potential alignment of Bay Area Ridge Trail
- US 101 interchange did not exist until 2004



Union Pacific Railroad

Runs north-south parallel to Monterey Road providing passenger (Amtrak, Caltrain) and freight rail service to the region.

- Coyote train station operated c. 1869 to 1959
- Historic Coyote depot relocated to San José History Park in 2024
- Planned route of California High Speed Rail



Monterey Road

Runs north-south through Coyote Valley, extending from Downtown San José to Gilroy.

- 55 mph
- ~10,900 vehicles per day
- None (Proposed VTA Bike Superhighway)
- Historic/former route of US 101
- Median barrier prevents safe wildlife crossing

KEY FINDINGS

Photo credits: Nick Perry, Jordan Plotsky, Andrea Laue, Matt Dolkas



Collision and roadkill data indicate many roads in Coyote Valley are unsafe for both people and wildlife. Changes to roadway design, speed limit reductions and safer crossings could enhance pedestrian, motorist and wildlife safety.



Traffic analysis indicates the short, multi-lane segments of Bailey Ave and Santa Teresa Blvd are overly wide. This encourages speeding and increases the risk of collisions and roadkill.



Pedestrian routes are lacking. Dedicated footpaths parallel to key roads could provide safer pedestrian routes between destinations and serve as part of Coyote Valley’s larger regional trail network.



Bus service could provide sustainable open space access. Improving existing VTA Route 68 bus stops with amenities like shade structures and pathways to future trailheads would make accessing open space via public transit more comfortable and convenient.