



## APPENDIX D

# Trail Crossing Descriptions

**TABLE D-1 - Crossing Description and Cost**

Segment #	Crossing Location #	Crossing Location Description	Recommended Crossing Treatment Type	Recommended Crossing Treatment Description	Jurisdiction
4	1	Private Crossing	J	The trail is on the east side of the tracks. Provide a standard private road crossing	County
4	2	Private Driveway (RMC Pacific)	F	The trail is on the east side of the tracks. Provide a standard midblock crossing, as use is expected to exceed 20 pph at least once daily by employees.	County
4	3	State Route 1(SR1	A,D	To/from the north the trail aligns on the east side of the tracks and to/from the south it's on the west side. This creates a trail at-grade rail crossing, which will need to be integrated into the existing SR 1 crossing of the rail. The addition of the trail crossing requires modifying the rail signal, together with the addition of an active enhanced crossing for trail users to cross SR 1.	County
5.1	4	Davenport parking lot	A	The proposed trail is on the west side of the tracks. A new railroad crossing is proposed to formalize a popular pedestrian crossing between a parking lot on the east side of the tracks and Davenport Beach on the west side, and to allow east-west access to the trail. The new railroad crossing could be accomplished with installation of a new pedestrian-only rail signal.	NEW CROSSING County
5.1 (1) 5.2 (3) 5.3 (12) 6 (4)	5-24	Private crossings, including Wilder Ranch Park (7), Scaroni Rd (2) & agricultural crossings (11)	J	The trail is on the west side of the tracks. Provide standard private road crossings at all 20 locations.	County

Notes: pph = pedestrians per hour

Table prepared by W-Trans



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Segment #	Crossing Location #	Crossing Location Description	Recommended Crossing Treatment Type	Recommended Crossing Treatment Description	Jurisdiction
6	25	Shaffer Road	A,F	The trail is on the west side of the tracks. A new railroad crossing is proposed to formalize a popular pedestrian crossing between two existing dead ends of Shaffer Road on either side of the tracks. The new railroad crossing should include pedestrian rail signal improvements. The City plans new roadway crossing with bike lanes. Additional markings would be required on street crossing for bike guidance.	NEW CROSSING Santa Cruz
7	26	Natural Bridges Dr	F	The trail is on the west side of the tracks. Provide a standard midblock crossing.	Santa Cruz
7	27	Swift St	E	The trail is on the west side of the tracks. Provide a passive enhanced crossing.	Santa Cruz
7	28	Fair Ave	E	The trail is on the west side of the tracks. Provide a passive enhanced crossing.	Santa Cruz
7	29	Almar Ave	E	The trail is on the west side of the tracks. Provide a passive enhanced crossing.	Santa Cruz
7	30	Rankin St	H	The trail is on the west side of the tracks. Provide connection facilities, adding a crosswalk and AWSC at the intersection of Rankin St/ Seaside St., together with a path on the south side of Seaside St. between Rankin St and the rail crossing location 100 ft east.	Santa Cruz

Notes: AWSC = All-Way Stop Controlled

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Segment #	Crossing Location #	Crossing Location Description	Recommended Crossing Treatment Type	Recommended Crossing Treatment Description	Jurisdiction
7	31	Seaside St	F,I	The trail is on the west side to/from the north and on the east side to/from the south. Rather than the trail crossing Seaside St, it may be possible to locate the trail in a vacant triangular parcel on the SW corner of Seaside/Younglove St. While the trail will not cross Seaside, it will cross the rail, with the crossing to be oriented perpendicular to the tracks. The existing vehicular rail crossing of Seaside St will remain, and since it is unsignalized, it's recommended that the new rail-trail crossing also be provided without signal equipment.	Santa Cruz
7	32	Younglove Ave	H	The trail is on the east side of the tracks. Provide a pedestrian connection to the intersection of Younglove Ave and Seaside St and adding a crosswalk on the southeast leg of the intersection.	Santa Cruz
7	33	Bellevue St	F	The trail is on the east side of the tracks. Provide a standard midblock crossing.	Santa Cruz
7	34	Dufour St	F	The trail is on the east side of the tracks. Provide a standard midblock crossing.	Santa Cruz
7	35	Palm St	J	The trail is on the east side of the tracks. Provide a standard private crossing (existing barricades prohibit vehicle travel across rail tracks).	Santa Cruz
7	36	Lennox St	F,H	The trail is on the east side of the tracks. Provide pedestrian connection along the north side of the street and a bicycle connection via SLM in Lennox Street, to minimize the distance pedestrians and bicyclists have to travel in the street at this acute angled crossing. Provide a standard midblock crossing at the far easterly end of the existing rail-street crossing.	Santa Cruz
7	37	Bay St	D	The trail is on the east side of the tracks. Provide an active enhanced midblock crossing.	Santa Cruz

Notes: SLM = Bicycle Shared Lane Markings  
 NB = Northbound  
 SB = Southbound

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Segment #	Crossing Location #	Crossing Location Description	Recommended Crossing Treatment Type	Recommended Crossing Treatment Description	Jurisdiction
7	38	California St	E,G	The trail is on the east side of the tracks. Provide traffic calming at the intersection of Bay St/California St (north) to reduce the curb radii and travel speeds of NB right turning vehicles. Move the trail crossing 20 feet north of the existing crossing on California Street, to increase the distance from the Bay St intersection. The path should shift to the north side of the City's water treatment plant access road so that it minimizes interference with truck movements at the intersection with California Street. Curb extensions and a passive enhanced crossing should be provided at the relocated street crossing. Barriers should be installed as necessary to discourage crossings at the existing location.	Santa Cruz
7	39-40	Neary Lagoon Park (2)	A	The trail is on the east side of the main line tracks. The 2 new railroad crossings are spur track crossings rather than mainline crossings. May need to tie into rail signal controls due to high volume of trail pedestrians/bicyclists expected at this popular Santa Cruz location.	2 NEW CROSSINGS Santa Cruz

Notes: NB = Northbound  
SB = Southbound

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Segment #	Crossing Location #	Crossing Location Description	Recommended Crossing Treatment Type	Recommended Crossing Treatment Description	Jurisdiction
8	41	Pacific Ave	A	The trail is on the east side of the tracks. The city has designed a roundabout to control the intersection of Pacific Ave/Beach St, which includes pedestrian and bicycle crossing facilities of the streets but does not extend north to the railroad. There is an existing sidewalk crossing of the tracks on the west side of Pacific Avenue, while the street crossing has signalized rail equipment, the sidewalk/ pedestrian facility is not. Modify this railroad signal to include pedestrian crossing signals, allowing trail users to use the new roundabout to cross Beach Street, and travel along the boardwalk, some distance west of the tracks. Concept plans also include the recommended trail crossing features for the existing intersection conditions should the roundabout not be pursued by the City.	Santa Cruz
8	42	Main St	K	The trail is on the west side of the tracks. No additional improvements.	Santa Cruz
8	43	Westbrook St	K	The trail is on the east side of the tracks. No additional improvements.	Santa Cruz
8	44	Cliff St/Beach St	K	The trail is on the east side of the tracks. No additional improvements.	Santa Cruz
8	45-50	Boardwalk crossings (6)	K	The trail is on the east side of the tracks. No additional improvements.	Santa Cruz
8	51	Mott Ave	F	The proposed trail is on the east side of the tracks and this street crossing of Mott Ave is approximately 20 feet north of the north leg of the intersection of Mott Ave/ Murray Street. However there is a partial road closure of Mott Ave at the crossing, with SB traffic prohibited at the crossing. The NB crossing is situated such that a standard midblock crossing is recommended.	Santa Cruz

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Segment #	Crossing Location #	Crossing Location Description	Recommended Crossing Treatment Type	Recommended Crossing Treatment Description	Jurisdiction
9	52	Seabright Ave	B	The trail is on the east side of the tracks. Modify the traffic signal at the intersection of Seabright Ave/Murray Street to add pedestrian phases to north leg of the intersection for crossing Seabright Ave. There may be concern for westbound queuing in the through/right turn combined lane on Murray Street. Although not part of these concept plans, the need and feasibility in providing a westbound right turn lane should be explored.	Santa Cruz
9	53	7th Ave	A,D	To/from the north the trail is on the east side and to/from the south the trail is on the west side. This represents a rail crossing, which will need to be integrated into the existing signalized rail crossing. Trail users can use the existing sidewalks on both sides of the street to travel south of the tracks approximately 50 feet, and cross 7th Avenue on the north leg of the intersection of 7th Ave/Harbor Beach Court. As an alternative, the crosswalk could be located north of the crossing. This street crossing includes an active enhanced crosswalk, and the rail signal should be modified to add pedestrian gates and barriers on either side of 7th Ave. One parking space would be eliminated on the west side of the street.	Live Oak
9	54	El Dorado Ave/ Simkins Swim Center	A	The trail is on the west side of the tracks. A new railroad crossing is proposed, to formalize a popular pedestrian crossing between El Dorado Ave and the Simkins Swim Center. The new railroad crossing should include a new pedestrian-only rail signal.	NEW CROSSING  Live Oak

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**TABLE D-1 - Crossing Description and Cost**

Segment #	Crossing Location #	Crossing Location Description	Recommended Crossing Treatment Type	Recommended Crossing Treatment Description	Jurisdiction
10	55	17th Ave	A,C	To/from the north the trail is on the west side and to/from the south the trail is on the east side. This represents a rail crossing, which will need to be integrated into the existing signalized rail crossing. Trail users can use the existing sidewalks on both sides of the street to travel south of the tracks approximately 30 feet, and cross 17th Avenue on the north leg of the intersection of 7th Ave/Simkins Swim Center driveway. This street crossing includes an active enhanced crosswalk and improved median. The rail signal should be modified to add pedestrian gates and barriers on either side of 17th Ave.	Live Oak
10	56	30th Ave	E	The trail is on the east side of the tracks. Provide a passive enhanced midblock crossing	Live Oak
10	57	38th Ave	E	The trail is on the east side of the tracks. Provide a passive enhanced midblock crossing.	Live Oak
10	58	41st Ave	C	The trail is on the east side of the tracks. There is sidewalk on both sides of the street between the railroad and Melton St to the north. Install a HAWK signal on either th south leg of Melton Street or just on the north side of the tracks.	Capitola
11	59	47th Ave	A,H	To/from the north the trail is on the east side and to/from the south the trail is on the west side. This represents a rail crossing, which will need to be integrated into the existing signalized rail crossing. Trail users can use the existing crosswalk on 47th Ave at the intersection of 47th Ave/Portola Dr. This leads the trail users outside the railroad crossing barrier on the east side and also to a controlled crossing of 47th Ave. The existing walkway on the west side of 47th Ave should be extended across the tracks to the crosswalk. Pedestrian gates and barriers should be added to the rail signal.	Capitola

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Segment #	Crossing Location #	Crossing Location Description	Recommended Crossing Treatment Type	Recommended Crossing Treatment Description	Jurisdiction
11	60	49th Ave/Cliff Dr	A,D	The trail is on the west side of the tracks. A new railroad crossing is proposed, to formalize a popular pedestrian crossing between 49th Ave/Propsect Ave and Cliff Drive/Capitola Wharf. The new railroad crossing should include a new pedestrian-only rail signal and be located in proximity to the existing crosswalk on Cliff Drive.	Capitola
11	61	Monterey Ave	E	The trail is on the west side of the tracks. To avoid expensive railroad signal changes, the trail users will be directed to cross Monterey Avenue in a new midblock crosswalk 50 feet south of the tracks. Barriers at the back of sidewalk must be placed to prevent pedestrians crossing within the existing rail barriers. Existing sidewalk is available on both sides of Monterey Ave. Provide a passive enhanced midblock crosswalk.	Capitola
11	62	Grove Ln	J	The trail is on the west side of the tracks. Provide a standard private crossing treatment.	County
11	63	New Brighton Rd	J	The trail is on the west side of the tracks. Provide a standard private crossing treatment.	County
11	64	Estates Dr	J	The trail is on the west side of the tracks. Provide a standard private crossing treatment.	County

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Segment #	Crossing Location #	Crossing Location Description	Recommended Crossing Treatment Type	Recommended Crossing Treatment Description	Jurisdiction
11	65	Mar Vista Dr	A,H	To/from the north the trail is on the west side and to/from the south the trail is on the east side. The existing rail signal must be modified to add pedestrian gates and barriers on both sides of Mar Vista Dr, and the trail users must be provided guidance (barriers) and connection facilities to cross 2 streets, including a new sidewalk on the west side of the street between the tracks and Cedars Street, a new crosswalk on Cedar Street at its intersection with Mar Vista Dr, and a new crosswalk on the south leg of Mar Vista Dr at Cedar St. A sidewalk connection is also needed on the east side of Mar Vista Dr between Cedar St and the new trail entrance on the north side of the tracks.	County
12	66	State Park Dr	C, G, H	The proposed trail is on the east side of the tracks. Provide a HAWK signal and medians on State Park Dr at the south leg of its intersection with Sea Ridge Rd. This HAWK signal location should eliminate the need to modify the railroad signal on State Park Dr. Sidewalk must be added on the east side of State Park Dr between the new trail and Sea Ridge Rd, to connect to the new HAWK crossing.	County
12	67	Aptos Creek Rd	E,G	The trail is on the east side of the tracks. Provide a passive enhanced midblock crossing on Aptos Creek Rd and install a striped or raised curb extension on the SE corner of the intersection of Aptos Creek Rd/Soquel Dr., in an effort to reduce the speed of right turning vehicles. Crossing should consider planned traffic signal installation at Soquel Drive intersection.	County
12	68	Parade Street	J	The trail is on the east side of the tracks. Provide a standard private crossing, and if the private crossing is paved, add a marked crosswalk.	County

Notes: EVA = emergency vehicle access

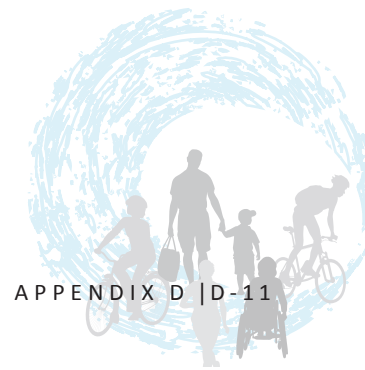
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Segment #	Crossing Location #	Crossing Location Description	Recommended Crossing Treatment Type	Recommended Crossing Treatment Description	Jurisdiction
12	69	Trout Gulch Rd	A,H	To/from the north the trail is on the east side and to/from the south the trail is on the west side. A trail at-grade rail crossing should be added to the north side of Trout Gulch Rd, including a 10 foot long sidewalk between Aptos St and Soquel Dr, and incorporated into the rail signal controls, including pedestrian barriers and gates. Provide a marked crosswalk on Trout Gulch Rd on the west leg of its intersection with Aptos St. The trail to/from the north appears to require removal of 7 parking spaces in a shopping center. Crossing should consider planned traffic signal installation at Soquel Drive intersection.	County
13	70	Clubhouse Dr	H	The proposed trail is on the east side (it appears on RRM May update as switching from the west to the east at Hidden Beach Park to the north, which is not a study crossing). Provide connection facilities, including a curvilinear sidewalk from both trail heads that lead to a new crosswalk on Clubhouse Dr at its intersection with Sumner Ave, which is presently a stop-controlled approach. Install pedestrian barriers to guide trail users to the new intersection crosswalk.	County
14	71	Seascape Blvd	H	The trail is on the east side of the tracks. The trail must deviate towards Sumner Ave to align the trail outside the existing rail signal at Seascape Blvd. There is a landscaped area that appears sufficiently wide to accommodate the necessary sidewalks. Provide a new crosswalk on the west leg of the intersection of Seascape Blvd/Sumner Ave. The landscaped median in Seascape Blvd will need to be reconstructed to accommodate the new crosswalk.	County

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Segment #	Crossing Location #	Crossing Location Description	Recommended Crossing Treatment Type	Recommended Crossing Treatment Description	Jurisdiction
15	72	EVA (Seascape)	J	The proposed trail is on the east side of the tracks. The EVA for Seascape currently is equipped with rail signal equipment, including lights and signs but no barriers. Consistent with this approach, pedestrian should be permitted to pass the EVA without modifying the rail signal equipment. Provide a standard private crossing treatment, as the EVA is cordoned off, restricting vehicular crossing of EVA and therefore functioning like a private street.	County
15	73	Camp St. Francis/ agricultural access	J	The trail is on the east side of the tracks. Provide a standard private crossing treatment.	County
15	74	Private agricultural access	J	The trail is on the east side of the tracks. Provide a standard private crossing treatment.	County
15	75	Camino Al Mar	I, J	To/from the north the trail is on the east side of the tracks and to/from the south the trail is on the west side of the tracks. A connection across the tracks is necessary but signalization appears unnecessary. In addition, provide a standard private crossing across Camino Al Mar.	County
16	76	Private driveway	J	The trail is on the west side of the tracks. Provide a standard private crossing treatment.	County
16	77	Spring Valley Rd	A,E,H	To/from the north the proposed trail is on the west side of the tracks and to/from the south the trail is on the east side. This creates a trail at-grade rail crossing, which will need to be integrated into the existing Spring Valley Rd crossing of the rail. The proposed trail crossing requires modifying the rail signal, together with the addition of connecting sidewalks or paths to the adjacent school campus and a passive enhanced midblock crosswalk on Spring Valley Road east of the tracks. Barriers should be installed at trail/street intersections to guide trail users towards the new crosswalk.	County

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Segment #	Crossing Location #	Crossing Location Description	Recommended Crossing Treatment Type	Recommended Crossing Treatment Description	Jurisdiction
17	78	Elicott Slough Rd	J	The trail is on the east side of the tracks. Provide standard private crossing treatment.	County
17	79	Buena Vista Dr	J	The trail is on the east side of the tracks. Provide standard private crossing treatment.	County
18	80	Private crossing	J	The trail is on the east side of the tracks. Provide standard private crossing treatment.	County
18	81	Private crossing	J	The trail is on the east side of the tracks. Provide standard private crossing treatment.	County
18	82	Lee Rd	H	The trail is on the east side of the tracks. Lee Rd is stop-controlled at the rail crossing. This is an unsignalized rail-street crossing. Provide a new crosswalk on Lee Road at the trail, with no additional railroad modifications due to the existing controls.	Watsonville
18	83	Ohlone Parkway	F,H	The trail is on the east side of the tracks. This is an existing signalized rail crossing and in order to avoid the expense associated with modifying the signal for pedestrian controls, the trail should be redirected north 50 feet. Both the existing and proposed crossing locations represent a standard midblock crossing of a low-volume road that has excellent sight distance. New connection facilities are needed on both sides of the street.	Watsonville
19	84	Walker St/ Beach St	H	The trail is on the east side of the tracks. Add a new crosswalk on the east leg of the intersection of Walker St/Beach St, to provide a connection to the existing bike lanes on Walker St.	Watsonville

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