



Active Transportation: Coastal Rail Trail Segments 10 & 11

Project Description

The Coastal Rail Trail Segments 10 and 11 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 4.7 miles of the MBSST's rail trail spine between 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak through Jade Street Park in the City of Capitola, then down the coast to State Park Drive.

The goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a proposed 32-mile Coastal Rail Trail network that parallels the entire coastline of Santa Cruz County.

Segment 10 is particularly challenging due to right-of-way constraints requiring realignment of one mile of the railroad track bed. The project includes a 200-foot span pre-engineered bicycle and pedestrian bridge over Rodeo Gulch Creek on the inland side of the rail trestle bridge.

Segment 11 is particularly challenging due to extreme topography, including bridge structures at Soquel Creek, New Brighton State Beach, and Borregas Creek.



Project Highlights

- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- ▶ Includes three new bicycle and pedestrian bridges
- ▶ Over 49,000 residents live within one mile of the corridor
- ▶ 14 schools, 26 parks, and New Brighton and Seacliff State Beaches are within one mile of the corridor
- ▶ Enhances mobility and transportation for disadvantaged communities

Project Delivery Strategy

The County is advancing the environmental, design, and right-of-way phases of the project (between 17th Avenue and Live Oak) with \$4 million of Measure D in order to position the project for construction grants, including SB1-Active Transportation Program and potential federal grant opportunities. This project can be phased to smaller sections as funding becomes available. This project currently does not include the Capitola trestle. The Capitola trestle is being studied separately to determine whether it could be retrofitted to accommodate an interim multi-use trail.



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Total Programming

Estimated Total Cost	\$	66M
Funding Sources		
Measure D (Active Transportation)	\$	4M
Other Secured	\$	0
Need	\$	62M



Project Status/Schedule

The project, with the exception of the Capitola trestle, began the environmental phase in 2021, which is expected to be completed in 2023. The final design phase is expected to begin in early 2023 and be completed by the end of the year. The project is expected to go to construction in 2024 pending funding availability.

