

Coastal Rail Trail Update



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Transportation Policy Workshop
February 17, 2022



Coastal Rail Trail Update - Agenda

1. Update on the Phased Approach – All Segments
2. Segment 12 – State Park Drive to Rio del Mar
(Included in Highway 1 Project)
3. Segments 10-11 – 17th Avenue to State Park Drive
4. Segments 8-9 – Pacific Avenue to 17th Avenue
5. Upcoming Grant Opportunity for Hwy 1/Seg 12

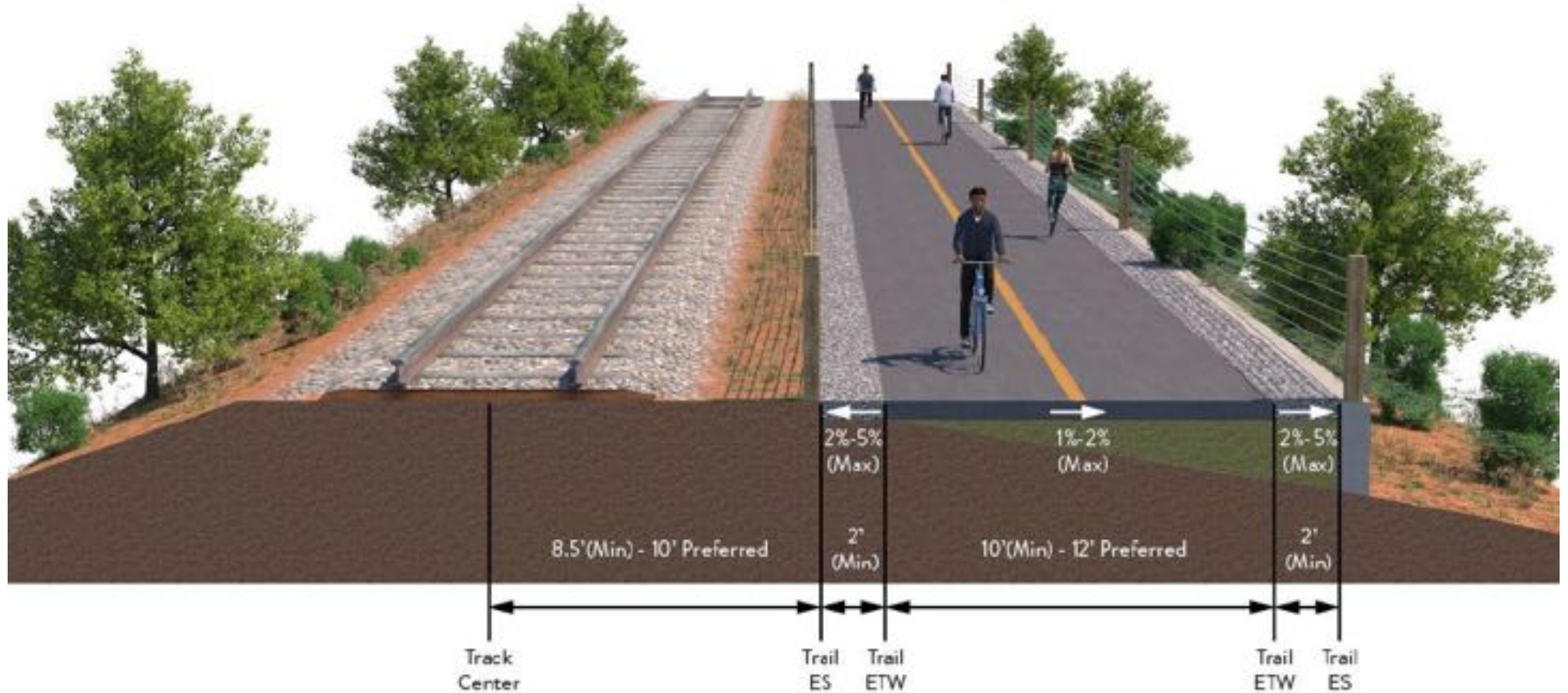


Coastal Rail Trail Update





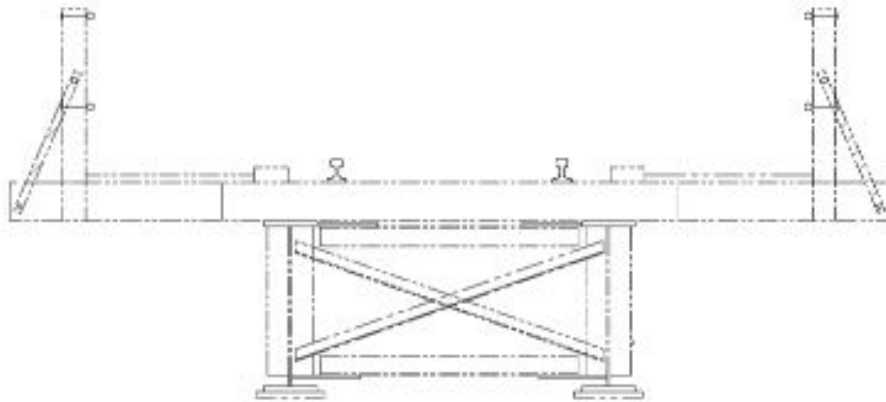
Coastal Rail Trail – Phased Approach



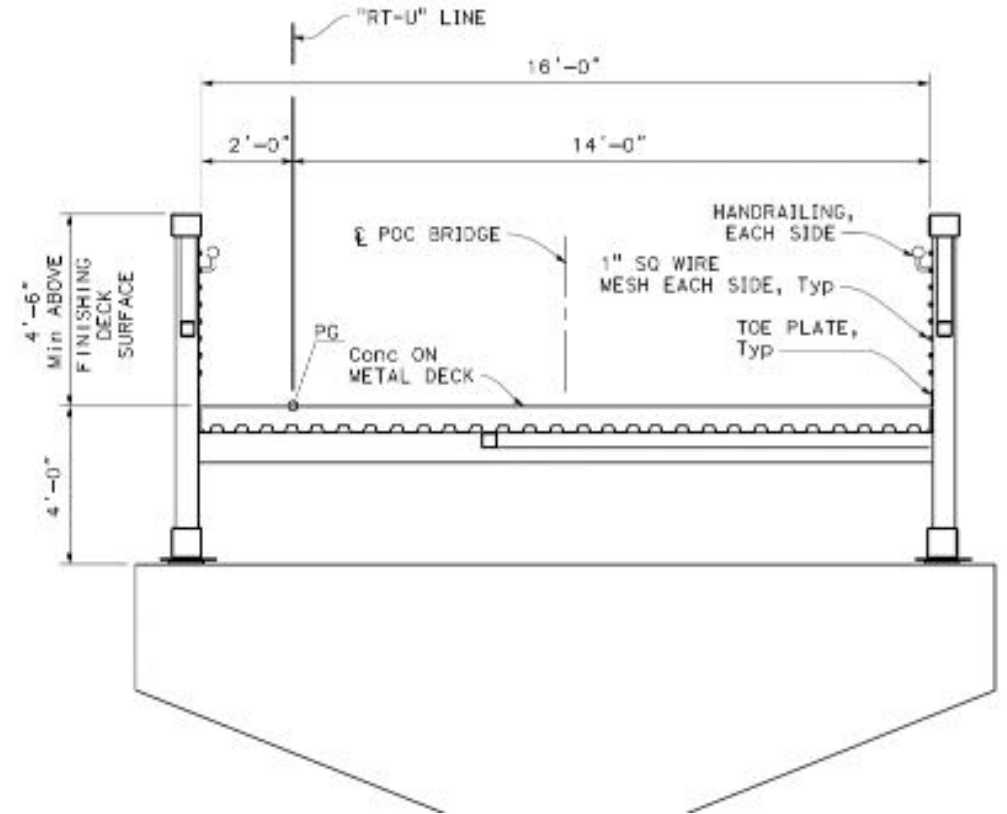
Ultimate Trail Configuration – Trail Next to the Railroad Tracks



Coastal Rail Trail – Phased Approach



Existing Railroad Bridge

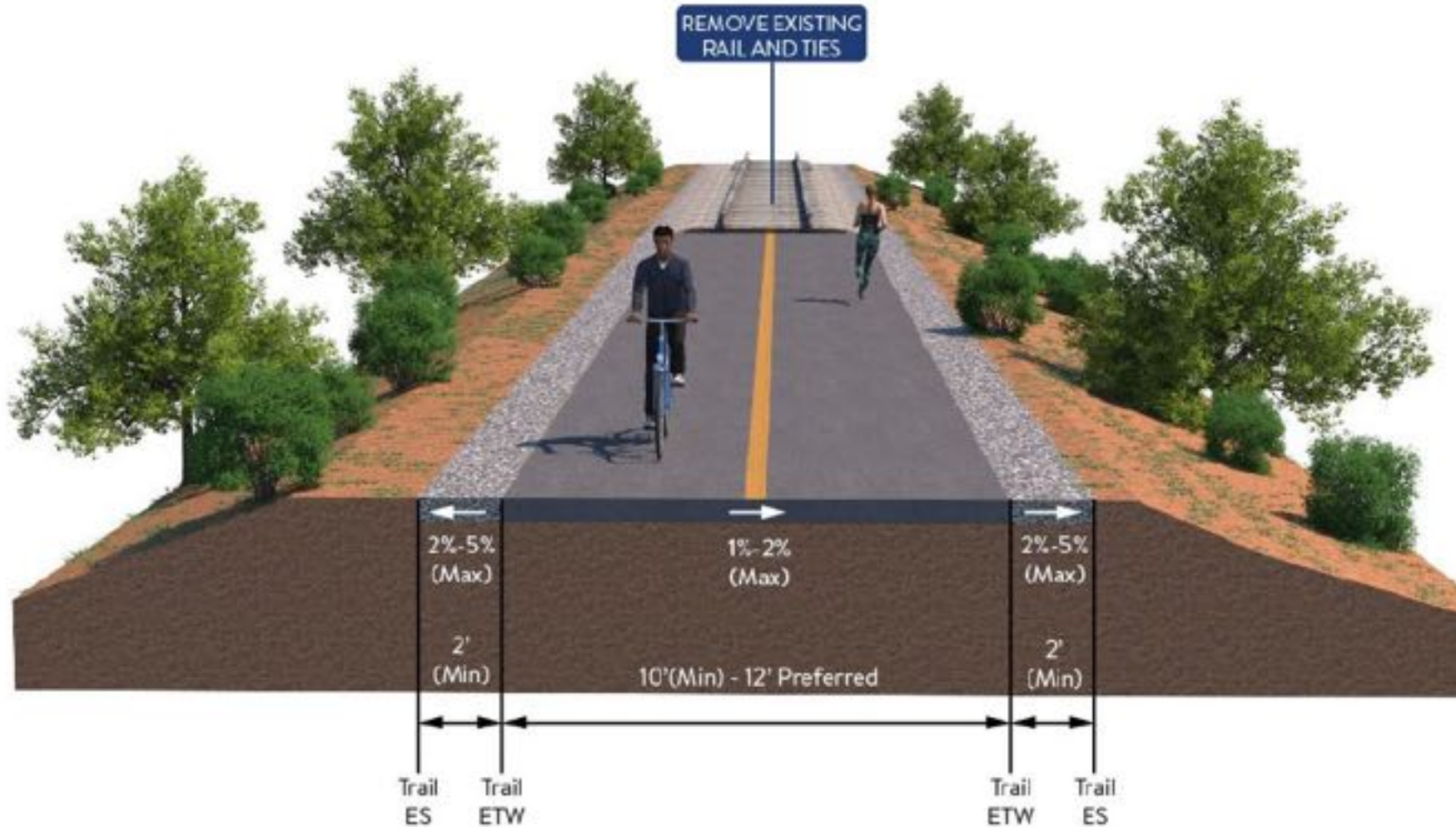


New Trail Bridge

Ultimate Trail Configuration – Trail Next to the Railroad Tracks



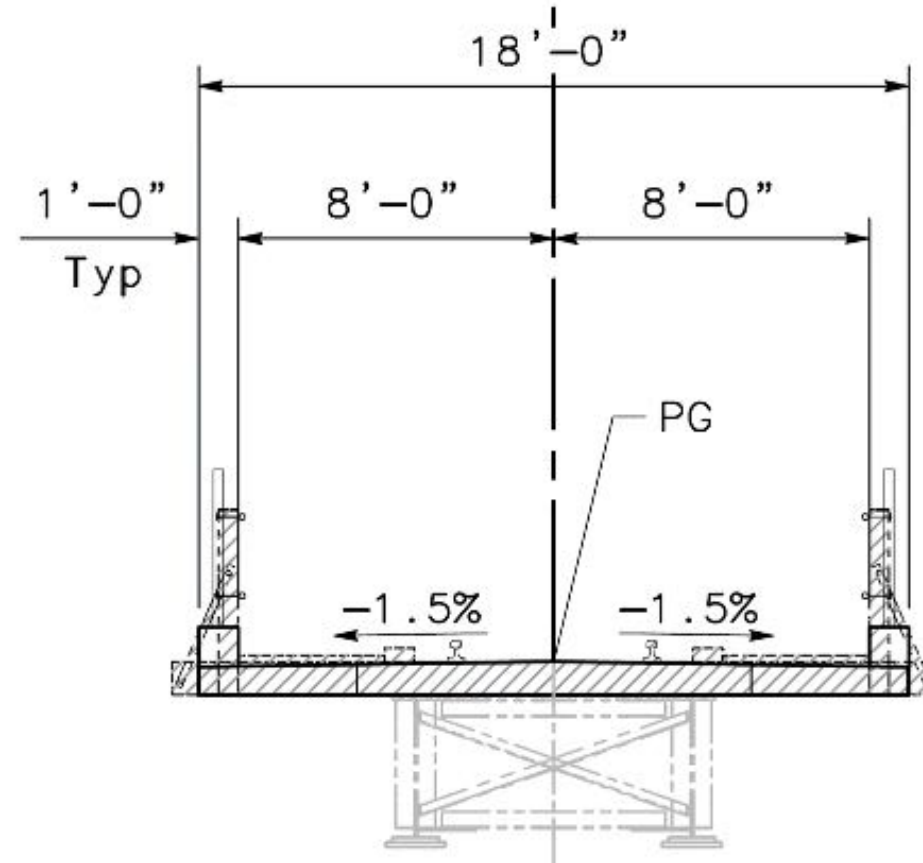
Coastal Rail Trail – Phased Approach



Interim Trail as Optional First Phase = Trail on the Railroad Track



Coastal Rail Trail – Phased Approach



Bridge conversion from railroad bridge to trail bridge

Interim Trail as Optional First Phase = Trail along the Railroad Tracks



Coastal Rail Trail – Phased Approach

Environmental Analysis & Preliminary Engineering Approach

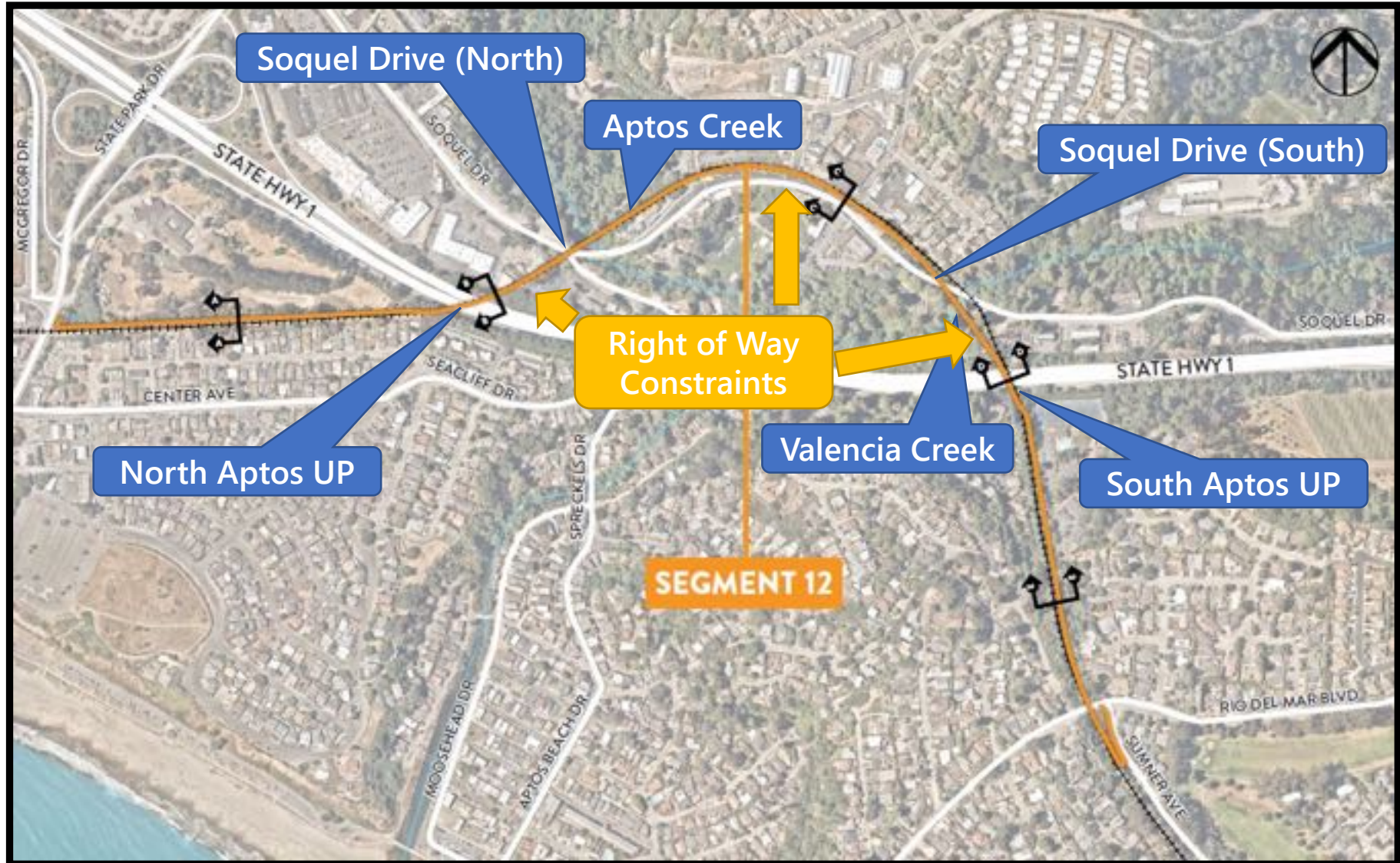
Analyzes the whole of the project:

1. **Ultimate Trail Configuration (Trail Next to Railroad Track Alignment)**
2. **Interim Trail (Trail along the Railroad Track Alignment) as an optional first phase, where all or a portion could be implemented**
3. **Removal of the Interim Trail and reconstruction of the railroad tracks for freight service (if optional first phase is implemented)**

This approach is consistent for all 3 Coastal Rail Trail projects

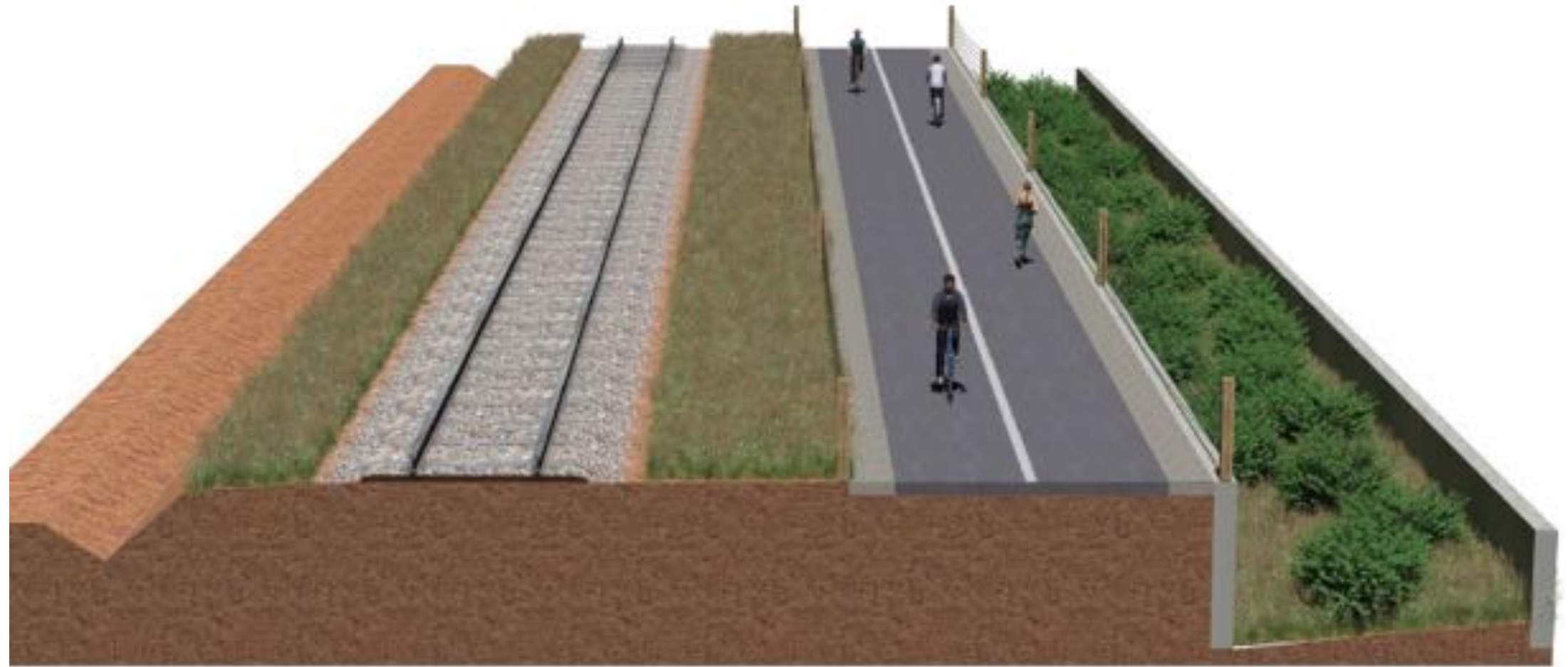


Coastal Rail Trail – Segment 12





Seg 12 – State Park to Hwy 1

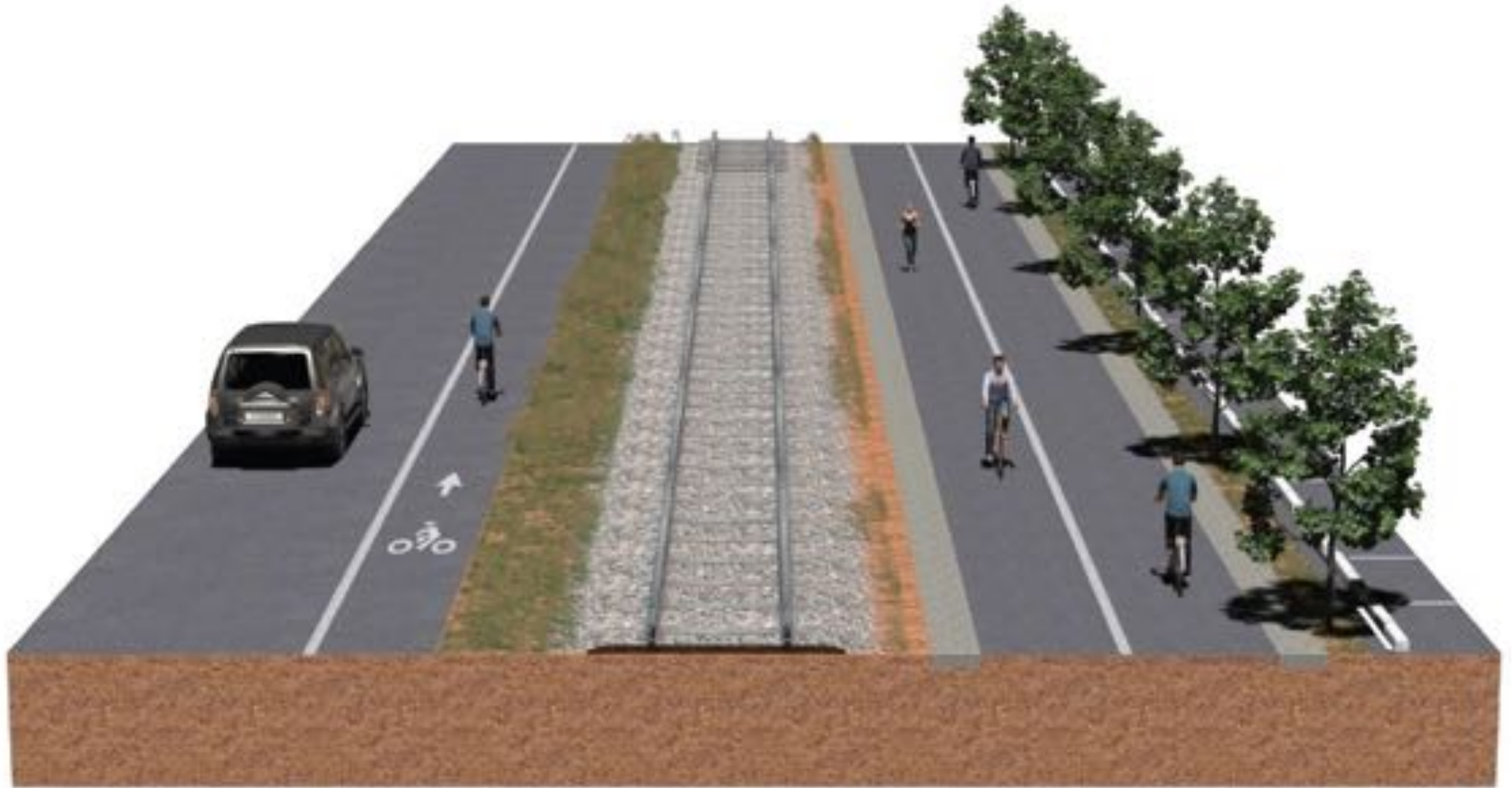




Seg 12 – North & South Aptos UP



Seg 12 – Aptos Village



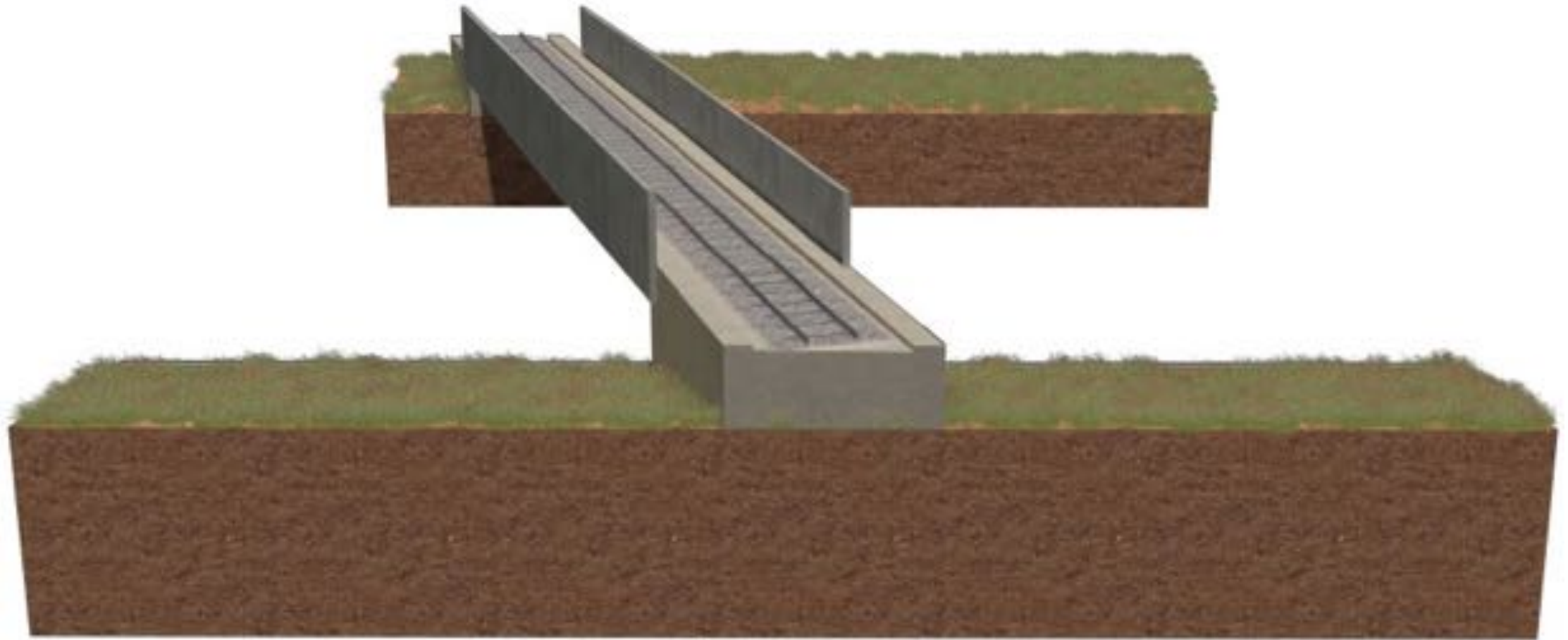


Seg 12 – Hwy 1 to Rio del Mar





Hwy 1 Bridges - Engineering Approach



Existing Railroad Bridge



Hwy 1 Bridges - Engineering Approach



Optional First Phase – Build Abutments and Single Span Trail Bridge



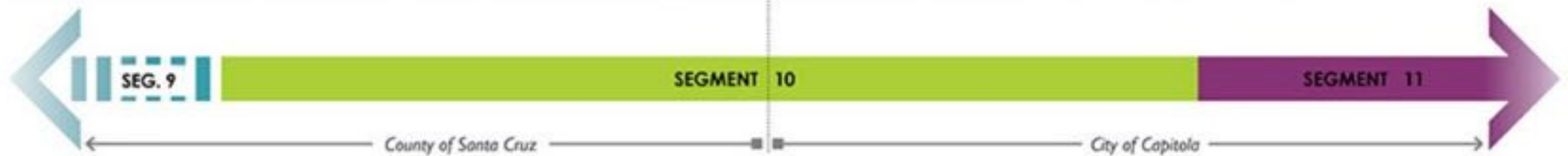
Hwy 1 Bridges - Engineering Approach



Ultimate Trail Configuration – Shift Trail Bridge Over and Build RR Bridge

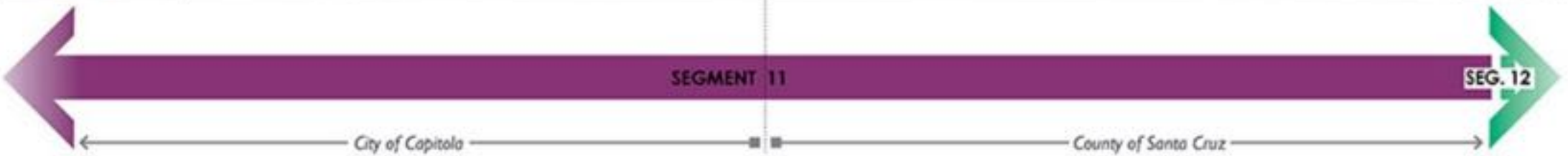
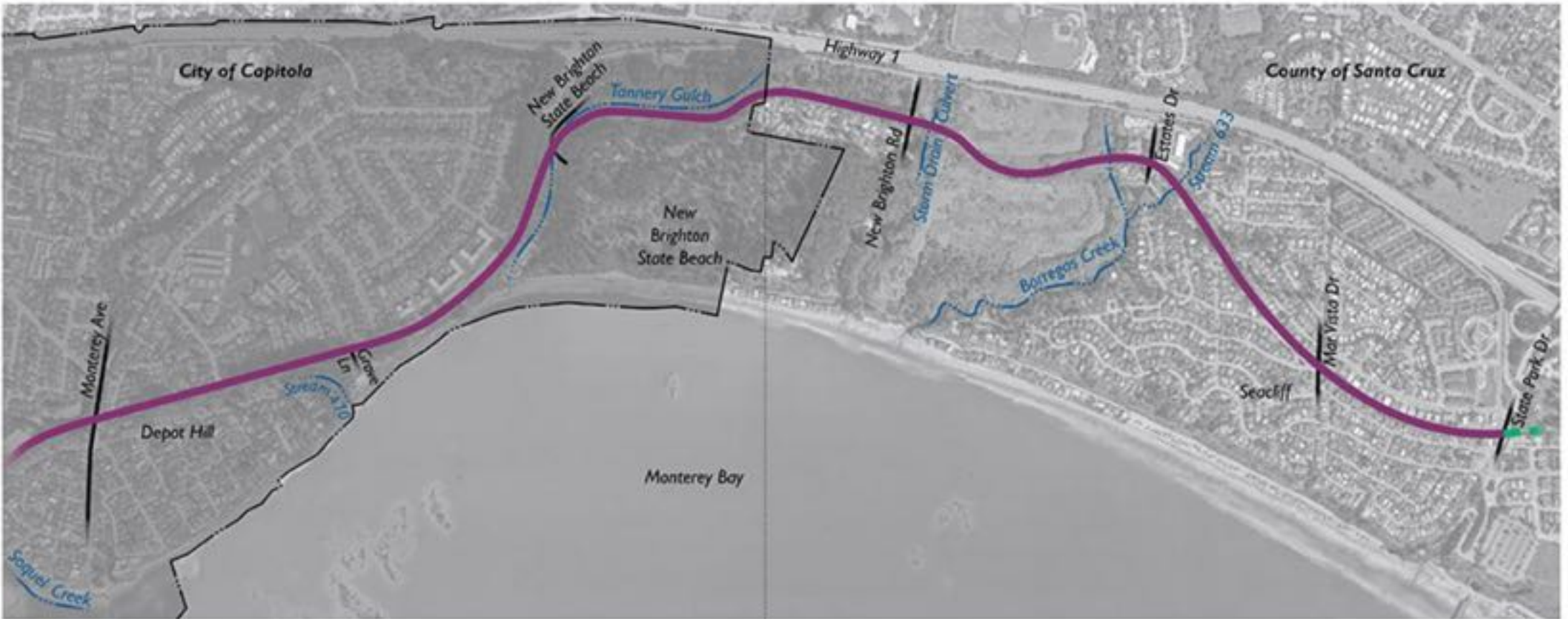


Coastal Rail Trail – Segments 10 & 11





Coastal Rail Trail – Segments 10 & 11





Coastal Rail Trail – Segments 10 & 11



Rodeo Gulch clear span bridge.



Coastal Rail Trail – Segments 10 & 11



Depot Hill retaining wall and storm drain solution.



Coastal Rail Trail – Segments 10 & 11



Borregas Creek Floating Bridge



Coastal Rail Trail – Segments 10 & 11



17th Avenue to 47th Avenue Track Relocation

Coastal Rail Trail – Segments 10 & 11

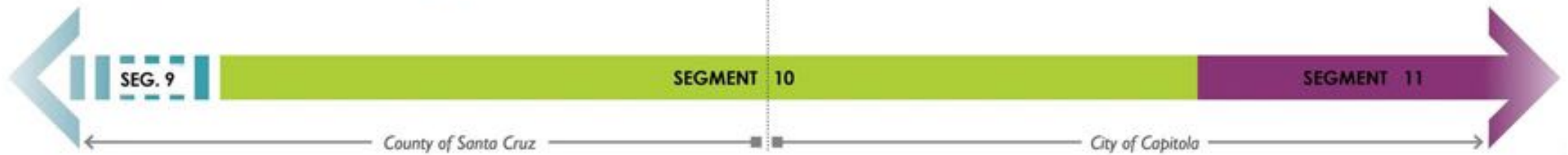
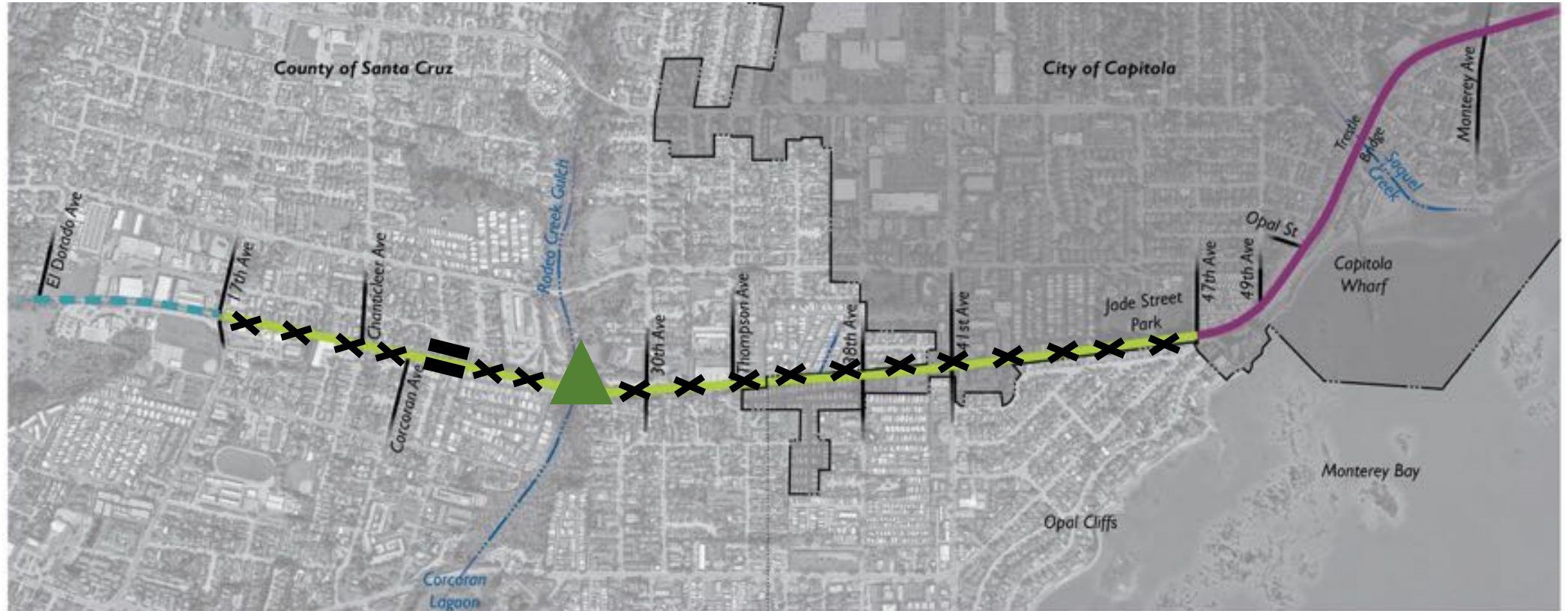
Capitola Trestle:


- *Ultimate Trail Configuration- excluded*
- *Interim Trail Configuration - included*





Coastal Rail Trail – Segments 10 & 11



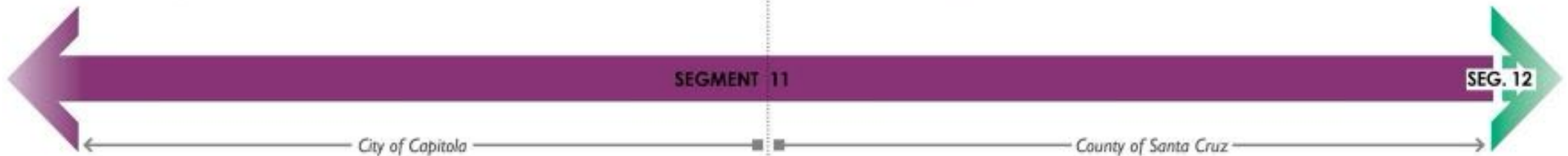
 Bridges or Viaducts

 Retaining Walls > 6 feet

 Railroad Track Relocation



Coastal Rail Trail – Segments 10 & 11



Bridges or Viaducts



Retaining Walls > 6 feet



Railroad Track Relocation



Segment 8 through 11 - Design

➤ Schematic Plans

- 2 trail alignments
 - Ultimate Trail Configuration = Trail next to the Railroad Track Alignment
 - Interim Trail - Optional First Phase = Trail on the Railroad Track Alignment

➤ Public Input

- Spring 2022
- Virtual Open House
- Citizen Advisory Committees
 - RTC Bicycle Committee
 - RTC Elderly & Disable Transportation Advisory Committee
 - City of SC Transportation Commission (Segments 8 & 9)

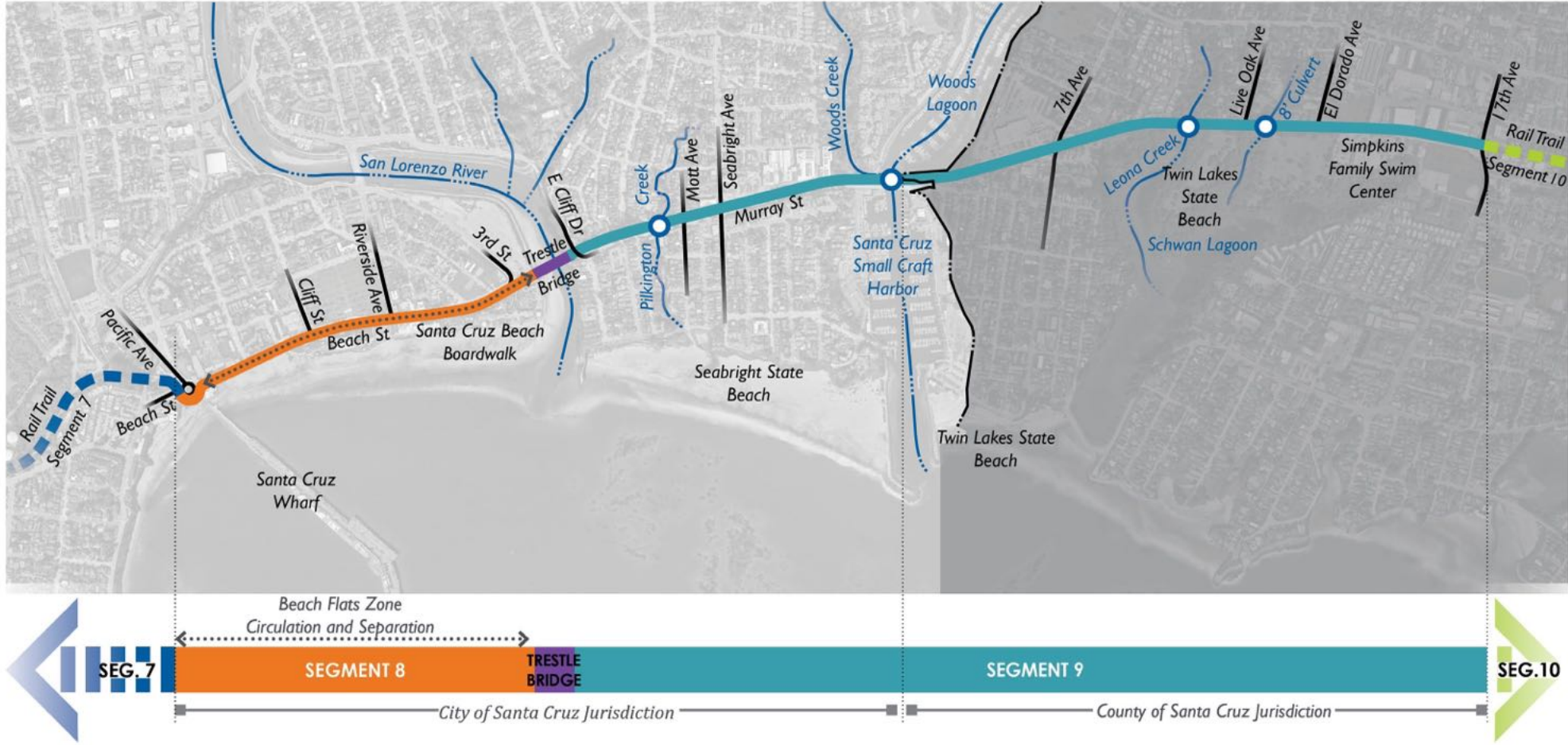


Segment 8 through 11 - Funding

	Segment 8 & 9	Segment 10 & 11
Environmental & Preliminary Design	<ul style="list-style-type: none">• Measure D Local• Land Trust of SC County• Cycle 3 State Active Transportation Program (ATP)	<ul style="list-style-type: none">• Measure D Regional Active Transportation (\$4 M)
Final Design	same as above	<ul style="list-style-type: none">• Unfunded• Cycle 6 State ATP Grant Application (June 2022)• SB1 Solutions for Congested Corridors
Construction	<ul style="list-style-type: none">• Unfunded• Cycle 6 State ATP Grant Application (June 2022)• Measure D Regional Active Transportation (\$2M)	<ul style="list-style-type: none">• Unfunded• Cycle 6 State ATP Grant Application (June 2022)• SB 1 Solutions for Congested Corridors



Coastal Rail Trail – Segments 8 & 9





Coastal Rail Trail – Segments 8 & 9



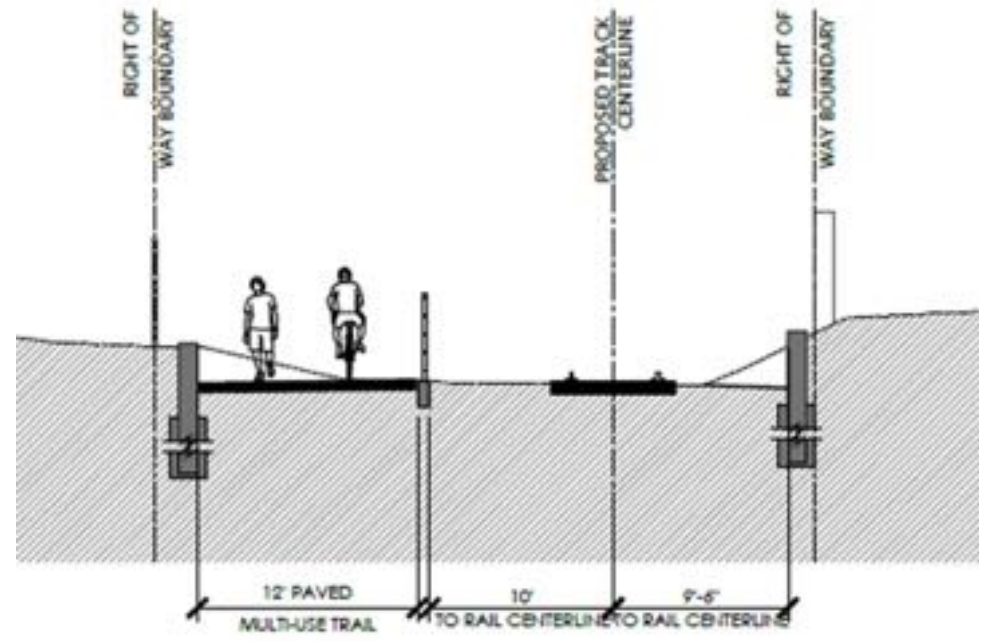
Retaining Walls Near Murray Street



Viaduct at Leona Creek



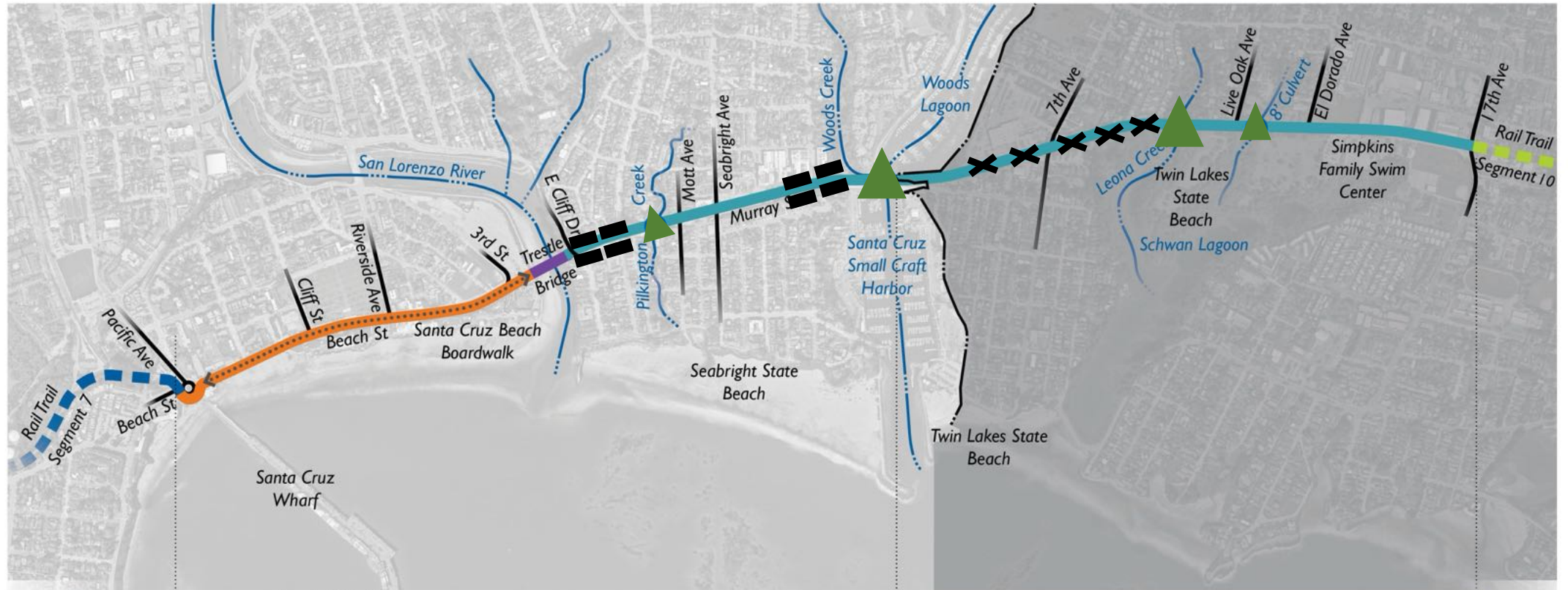
Coastal Rail Trail – Segments 8 & 9



Right of Way Constraint: East of 7th Avenue- Track Relocation



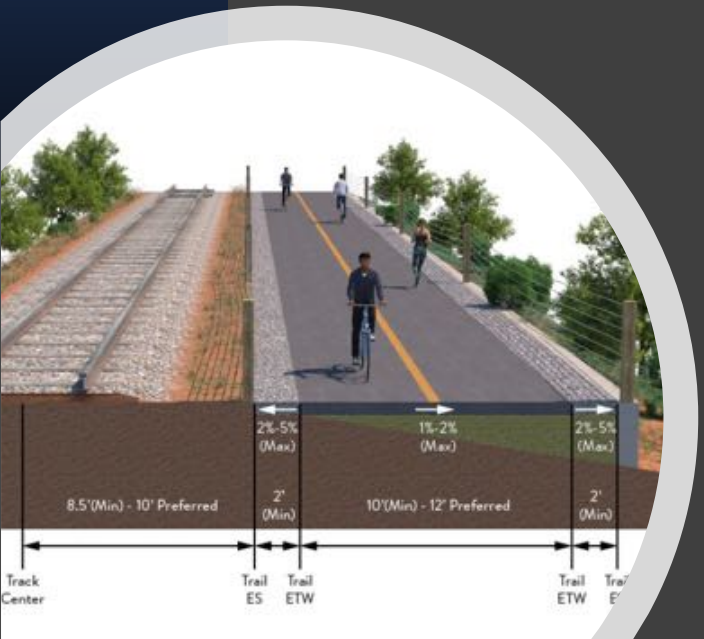
Coastal Rail Trail – Segments 8 & 9



- Bridges or Viaducts
- Retaining Walls > 6 feet
- Railroad Track Relocation

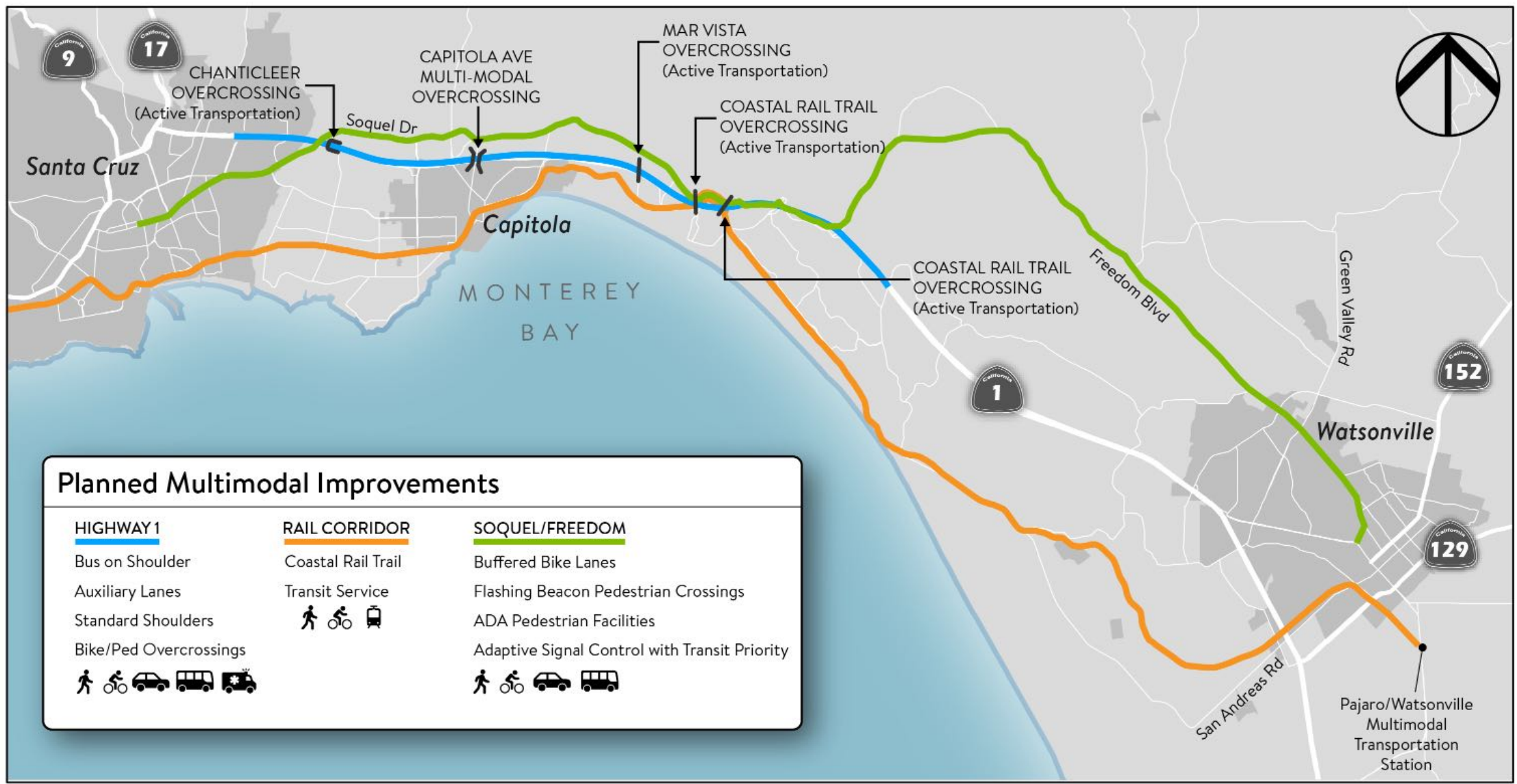


SB1 Cycle 3 Application





Watsonville to SC Multimodal Corridor





SB1 Cycle 3 Project

Soquel Drive



- ✓ Upgrades to signals with adaptive signal control
- ✓ Transit priority at signals
- ✓ Buffered/protected green bike lanes
- ✓ Sidewalk gap closures and upgrades, connections to Aptos schools
- ✓ ADA curb ramps at intersections
- ✓ Crosswalk upgrades & rapid flashing beacons

Highway 1



- ✓ 2 sets of auxiliary lanes (State Park to RDM, RDM to Freedom)
- ✓ Widening of Highway 1 bridge over Aptos Creek
- ✓ Soundwalls & Retaining Walls
- ✓ A Bus on Shoulder (BOS) hybrid facility between the State Park and Freedom interchanges
- ✓ 4 Zero Emission Buses for SC Metro's Cross-County Route (91X)
- ✓ 2 Bicycle and Pedestrian Overcrossing Bridges

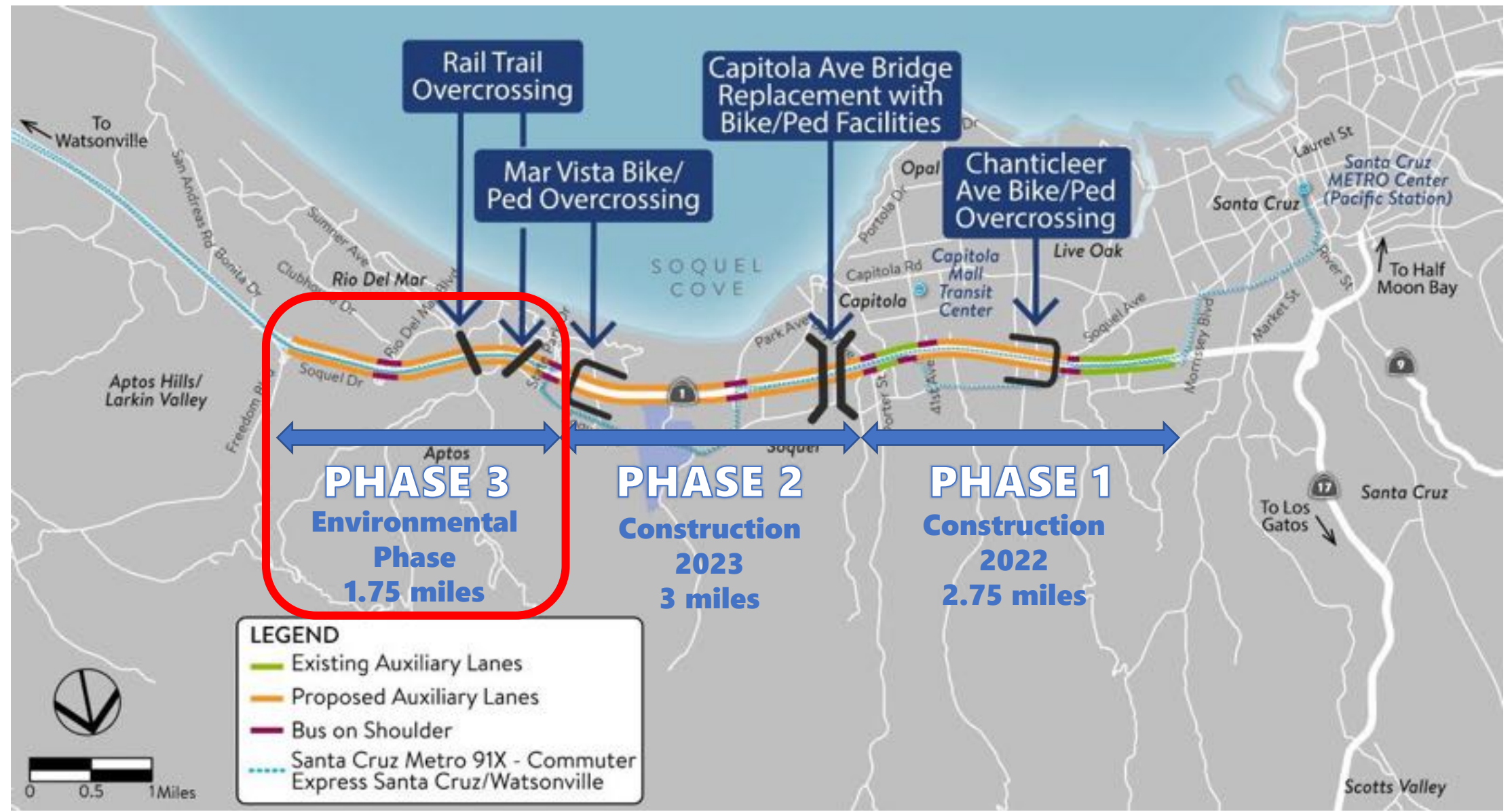
Coastal Rail Trail



- ✓ 1.25 miles of Coastal Rail Trail along RTC-owned SCBL
- ✓ New crosswalks & rapid flashing beacons at 5 at-grade intersections
- ✓ 2 Bicycle and Pedestrian Overcrossing Bridges over Soquel Drive/Aptos Creek, and Soquel Drive/Valencia Creek
- ✓ Connections to Aptos Park, Aptos Village, Seacliff & Rio del Mar neighborhoods



SB1 Cycle 3 Project – Highway 1





SB1 Cycle 3 Grant Opportunity

- Only Construction Component of the project is eligible for funding
- Local Match includes preconstruction (environmental, design, and right of way) and a percentage of the construction component
- Available Funding will be ~\$500M SCCP and ~\$170M LPP statewide
- A competitive application includes a minimum of 20% local matching funds on the construction component of the project
- Capacity of the grant programs is limited – a large “ask” may price the project out of being competitive.



Hwy 1/Seg 12 Cost Estimates

Ultimate Trail Configuration – Trail Next to Railroad Tracks

Project Component	Hwy 1	Trail	Total
Construction	\$119.0M	\$37.0M	\$156.0M
Right of Way	\$6.9M	\$10.9M	\$17.8M
Total	\$125.9M	\$47.9M	\$173.8M



Hwy 1/Seg 12 Cost Estimates

Optional First Phase – Trail Along the Railroad Tracks

Project Component	Hwy 1	Trail	Total
Construction	\$94.5M	\$23.7M	\$118.2M
Right of Way	\$6.9M	\$0.9M	\$7.8M
Total	\$101.4M	\$24.6M	\$126.0M



Cycle 3 Funding - Ultimate

Funding	Hwy 1/ Seg12	Soquel Dr	Transit Upgrades	Total
Pre-Construction	\$34.0M	\$1.3M	-	\$35.3M
Construction (Local Match)	\$67.2M	\$3.7M	\$1.0M	\$71.9M
Construction: Proposed LPP/SCCP	\$88.7M	\$14.7M	\$4.0M	\$107.4M
Total	\$189.9M	\$19.7M	\$5.0M	\$214.6M



Cycle 3 Funding – Optional 1st Phase

Funding	Hwy 1/ Seg12	Soquel Dr	Transit Upgrades	Total
Pre-Construction	\$20.8M	\$1.3M	-	\$22.1M
Construction (Local Match)	\$29.5M	\$3.7M	\$1.0M	\$34.2M
Construction: Proposed LPP/SCCP	\$88.7M	\$14.7M	\$4.0M	\$107.4M
Total	\$139.0M	\$19.7M	\$5.0M	\$163.7M



Questions/Discussion