



Active Transportation: Coastal Rail Trail Segment 18

Project Description

The Coastal Rail Trail Segment 18 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 1.2 miles of the MBSST's rail trail spine from Lee Road to Walker Street in the City of Watsonville connecting the downtown to the existing trail network in the Watsonville Slough Wetlands and a future trail to Pajaro Valley High School. The facility will be along the publicly-owned railroad right-of-way.

The goals of this project are to increase the number of people biking and walking, improve safety and mobility of non-motorized users, and provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of a planned 32-mile rail trail network that parallels the entire coastline of the Santa Cruz County.



Project Highlights

- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, residential areas, and employment centers
- ▶ 1.2-mile continuous paved bicycle and pedestrian trail connecting the City of Watsonville to the Watsonville Slough Wetlands trail network
- ▶ Connects to the Monterey County Monterey Bay Sanctuary Scenic Trail Network
- ▶ Over 22,000 residents live within one mile of the trail
- ▶ 12 schools and 12 parks are within one mile of the trail
- ▶ Enhances mobility and transportation for disadvantaged communities

Project Delivery Strategy

The City of Watsonville is leading the project delivery. The City is delivering Segment 18 in stages due to funding availability and the time needed to get new crossing agreements approved by the California Public Utilities Commission (CPUC). Phase I, from Ohlone Parkway to a Watsonville Slough Trail Network trailhead, is completed. The remainder requires additional funds for construction. The City is targeting SB1-Active Transportation Program (ATP) and federal grant opportunities to fully fund the remainder of the segment.



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Total Programming

Estimated Total Cost	\$12.67M
Funding Sources	
Measure D (Active Transportation)	\$2.95M
Measure D (Local-Neighborhood)	\$1.29M
Other Secured*	\$2.8M
Need	\$5.63M

*Includes ATP, County, FORT, Land Trust, RTC and STIP funds.



Project Status/Schedule

The environmental phase was completed in 2020. Phase I opened in spring 2021. Phase II is in the design phase, which is expected to be completed in 2023. Phase II is expected to go to construction in 2024, depending on approval of CPUC crossing agreements and securing remaining funds needed to fully fund construction.



Segment 18, Phase 1