

**REGIONAL TRANSPORTATION COMMISSION**  
**MISREPRESENTS THE ULTIMATE TRAIL**  
**AS A SAFE CLASS 1 TRAIL!**

**SEGMENT 9, 10 & 11 ULTIMATE TRAILS ARE UNSAFE AND DANGEROUS**

The MBSST Master Plan describes the ‘*Ultimate Trail*’ for Seg 9-10-11 as a 12 feet wide shared Trail. Caltrans, however, explains that Class 1 bikeways must have two 2-foot shoulders (3 feet where feasible) within fixed objects (i.e., fences, posts, walls etc.) and they are not considered part of the “traveled way.”\* \*\* **Since Ultimate Trails are primarily contained between fences/walls, the path widths (“traveled way”) is 8 ft. wide, and occasionally as a narrow 5’ 6”.** Additionally, where bicycles and pedestrians share the same facility, the minimum safe “traveled way” must be 10 feet or else the trail does not qualify as a Class I Trail. **SCCRTC has misrepresented the Ultimate Trail as a Class1 safe trail!**

It is clear why these rules exist and even recommends 3 ft shoulders: If most bikes’ wheels went into the 2 ft safety curb a handlebar could hit the concrete or wire wall/fence by only the wheels entering the buffer zone by 6-9 inches (6 inches when a rear-view mirror is at the end of the handlebar). That could bounce the bike and rider all around an 8 ft. *shared trail* with dire safety results!

**The InteremTrail Design overcomes this stunning SAFETY RISK** by creating a 16 ft. “traveled way” which would also allow for separation between bikes and pedestrians (including their own separate to-from lanes) and without the need for walls or fences – a SAFE Sanctuary Trail as originally planned!

RAILBANK/ The Interim Trail **SAVES LIVES** and saves Millions!

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\* Caltrans Highway Design Manual, Chapter 800: Bicycle Facilities, Section 801.1: Definitions (Page 801-1): "Class I bikeway: A bicycle facility that is physically separated from both motor vehicle traffic and pedestrians by an open space or a barrier.

\*\* Caltrans Highway Design Manual, Chapter 800: Bicycle Facilities, Section 802.2.1: Cross Sections (Page 802-2): "Class I bikeways shall have a minimum paved width of 8 feet. Where bicycles and pedestrians share the same facility, the minimum paved width shall be 10 feet. Shoulders on either side of a Class I bikeway shall be a minimum of 2 feet wide (3 feet wide where feasible) within fixed objects (i.e., fences, posts, walls, etc.)."

# SANTA CRUZ COUNTY



## COASTAL RAIL TRAIL SEGMENTS 10 & 11



### PROJECT SUMMARY

The completed Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) will connect five cities within the County of Santa Cruz to cities in Monterey County with a 32-mile Class I multi-use trail along the Santa Cruz Branch Rail Line. The trail is divided into 20 segments – this project will design and build Segments 10 and 11 which comprises 4.15 miles of this transformative project.

In total, these two segments will provide safe, attractive, and easy non-motorized access to 10 schools, 1 college, 18 parks, 13 public beaches, 4 libraries, 2 community centers, and numerous senior and affordable housing projects.

TOTAL PROJECT COST:  
**\$84,672,000**

TOTAL ATP REQUEST:  
**\$67,599,000**



ATP FUNDS WILL  
BENEFIT  
DISADVANTAGED  
COMMUNITIES



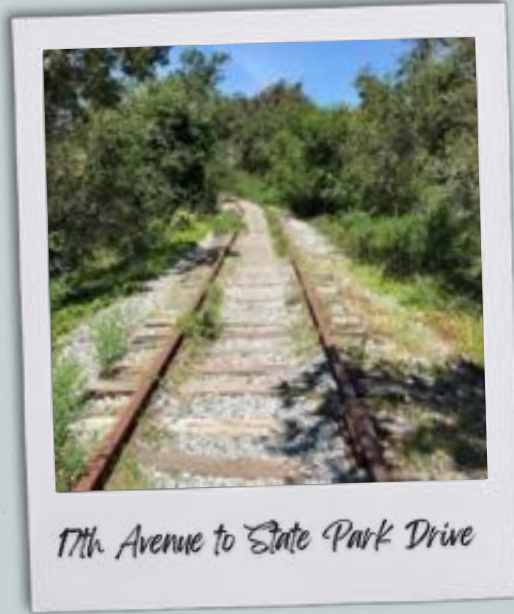
SRTS PROJECT  
CONNECTING TO  
10 SCHOOLS



17th Avenue to State Park Drive



New Brighton State Beach Access Road



17th Avenue to State Park Drive

## PROPOSED PROJECT

### DETAILS

- CLASS I MULTI-USE TRAIL
- SIDEWALKS
- ADA RAMP IMPROVEMENTS
- CURB BULB-OUTS
- SHORTEN CROSSINGS
- CROSSING-SURFACE IMPROVEMENTS
- BICYCLE/PEDESTRIAN BRIDGES
- VIADUCTS
- NON-INFRASTRUCTURE PROGRAM
  - PEDESTRIAN SAFETY CLASSES
  - COMMUNITY WORKSHOPS
  - SCHOOL BIKE/PED EDUCATION
  - BIKE RODEOS
  - SRTS ENCOURAGEMENT DAYS



## PROPOSED SCHEDULE

PA&ED

PS&E

ROW

CON

NI

Expected Completion: August 2023      Expected Completion: January 2025      Expected Completion: October 2024      Expected Completion: September 2026      Expected Completion: December 2027

ATP Funded Components

**From: Rick Hyman**

**Subject: Public Comment on Item 11 (AMBAG Complete Streets policy)**

Hi: My suggestion for complete streets policy:

All streets should be evaluated for complete streets features. The Monterey Bay Area Complete Streets Guidebook gives the wrong impression by its prioritization choices (Table 2 User Prioritization). For example, on Rural Roads pedestrians are given the lowest priority. In reality these roads typically lack adequate places for pedestrians to safely walk. So, they should receive highest priority. That is not to say that all rural roads need sidewalks or pathways added. But, they do need priority analysis of: current pedestrian use, possible pedestrian safety issues, any crash data, etc. The result may be targeted improvements to benefit pedestrians. Same goes for cyclists who are shown as second lowest priority. Again, for example, adding a bike lane may not be feasible or even desirable, but a variety of other measures, such as turnouts, widened shoulders, better placement of rumble strips, speed limit adjustments, signing, smoother shoulder pavement, etc, etc. may be in order.

Unfortunately, the quoted FHWA guidance from 2000 ("Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls.") is also unwelcome. It should instead say something to the effect that accommodation may not be necessary on facilities where specific users are prohibited, but the corridor that they are in does need to be evaluated. For example, bikes and pedestrians are prohibited on interstate freeways. But, they can be accommodated on separate pathways and need to be accommodated to be able to cross the interstate (e.g., on over or underpasses) within the freeway corridor. Similarly for pedestrian malls, for example, delivery trucks need to have a place to load or unload, otherwise they will block the path of pedestrians.

Such evaluations should be tied to Vision Zero initiatives which are not specifically mentioned in the document.