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 InterimTrail 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!

* 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.)."
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
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**
  - Expected Completion: August 2023
- **PS&E**
  - Expected Completion: January 2025
- **ROW**
  - Expected Completion: October 2024
- **CON**
  - Expected Completion: September 2026
- **NI**
  - Expected Completion: December 2027

ATP Funded Components
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 (Table2 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.