

From: Rachel Moriconi
Sent: Thursday, November 16, 2023 12:04 PM
To: Regional Transportation Commission <info@scrtc.org>; Ben Vernazza <ben@benvcpa.com>
Cc: Guirguis, Paul@DOT <Paul.Guirguis@dot.ca.gov>
Subject: RE: Materials for ITAC 11/16 meeting. Please distribute

Hello Mr. Vernazza – Please see the response below from Paul Guirguis at Caltrans District 5.

Caltrans can only answer design standard questions for projects on the State Highway System or somehow under Caltrans' jurisdiction. Segments 9, 10, and 11 of the MBSST are neither within Caltrans right-of-way or under Caltrans' jurisdiction, so Caltrans standards have no direct bearing on the project. Separately but related, Chapter 800 of the Highway Design Manual is entitled, "General Aspects". References to the Highway Design Manual should be taken from the most up-to-date version, as available on the Caltrans website: <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>.

-Rachel Moriconi, SCCRTC

Please note: The RTC office has moved. Our new address is 1101 Pacific Ave - Ste 250, Santa Cruz, CA 95060. I primarily work from home and the best way to reach me is by email.

From: Ben Vernazza <ben@benvcpa.com>
Sent: Tuesday, November 14, 2023 11:25 AM
To: Regional Transportation Commission <info@scrtc.org>
Subject: Materials for ITAC 11/16 meeting. Please distribute

See our attached one-page explanation of why the Ultimate Trail cannot be called Class 1 and why it is potentially UNSAFE and also your two-page flyer which claims a SAFE Class 1 Bike and Pedestrian Trail.

** 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.)."

Please ask the ITAC Caltrans member to comment on this and attachments enclosed at item 6 a or b and also see that all committee members receive copies.

I will speak at Item 12.

J. Ben Vernazza CPA/PFS TEP emeritus
Aptos CA – Ben@BenVCPA.com

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

* 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.)."

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!

J. Ben Vernazza CPA, PFS TEP(UK) emeritus - resident of Aptos since 1967

SANTA CRUZ COUNTY

COASTAL RAIL TRAIL SEGMENTS 10 & 11

CYCLE 6
SITE VISIT &
BRANCH
WORKSHOP



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