

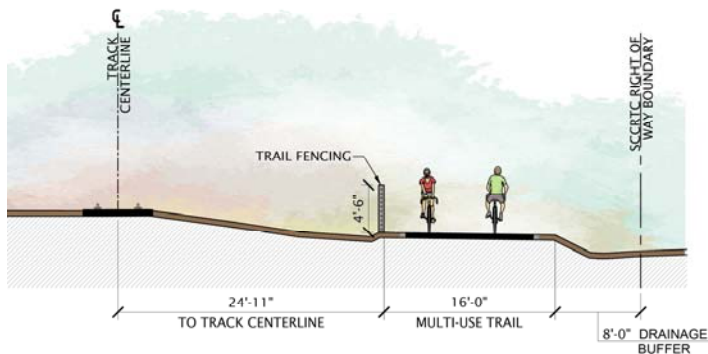


COASTAL RAIL TRAIL

MONTEREY BAY SANCTUARY SCENIC TRAIL NETWORK

FACT SHEET – SUMMER 2016

- The Monterey Bay Sanctuary Scenic Trail Network (MBBST) is a Regional Transportation Commission (RTC) proposed 50-mile bicycle and pedestrian trail project.
- The spine of the trail network will be the 32-mile rail trail from Davenport to Watsonville, to be built within the RTC-owned rail right-of-way. Remaining miles will be connecting paths, on-road bike lanes improvements or unpaved coastal spur trails.
- The trail will connect to neighborhoods, schools, parks, transit hubs, commercial and other activity centers.
- Half the county population, 92 parks and 44 schools are located within 1 mile of the rail line.
- Roughly 30% of the rail-with-trail project, or close to 11 miles, has been funded with construction to begin as soon as design, engineering and environmental permitting are completed.
 - North Coast: 7.5 miles from Wilder Ranch to Davenport (5.4 miles fully funded; 2.1 miles funded for prelim work only with construction funding yet to be secured)
 - Westside Santa Cruz: 2.1 miles from Santa Cruz Wharf to Natural Bridges Dr
 - Watsonville: 1.2 miles from Lee Road to Walker Street
- More than \$14.5 million in public funds and \$4.5 million in private funds have been secured to build those projects.
- 96% of the rail corridor is wide enough for a 12 foot trail next to the existing railroad tracks.* 1/3 of a mile, in small pieces spread out throughout the corridor, is narrower than the absolute minimum of 25 feet needed for a rail-with-trail system (8 feet for the trail and 17 feet for preservation of future train options) and solutions have been identified.**
- Following extensive public outreach, the RTC prepared and adopted a Master Plan which provides cost estimates, designs and divides the trail network into 20 segments to be built as funding becomes available (15 are within the rail corridor). Local jurisdictions have also adopted the Master Plan as a guide for implementation.



* Right-of-way width evaluations are based on planning level right-of-way maps and not field surveys. Not factored in the analysis are street crossings, Beach Street in Santa Cruz where a cycletrack exists, Walker Street in Watsonville where on-road improvements are proposed, and inland of the "Y" at the Santa Cruz Depot.

** Locations are primarily on the north coast and in the City of Santa Cruz where design solutions have been identified; other locations where the corridor is constrained are adjacent to public roads and public right-of-ways that may potentially be utilized.



STATUS OF FUNDED PROJECTS

NORTH COAST RAIL TRAIL: WILDER RANCH PARKING LOT TO DAVENPORT

- **Benefits:** Provides a car-free paved path as an alternative to Highway 1; connects to Wilder Ranch hiking and biking trails; provides access to numerous beaches; connects to the soon to be opened Coast Dairies trails and Davenport; includes parking lots and restrooms at Yellowbank beach and in Davenport; provides connection to Wilder Ranch path and links to the City of Santa Cruz Beach Street bikeway (providing approximately 11 miles of continuous and separated bike/pedestrian paths).
- **Distance:** 5.4 Miles (fully funded); 2.1 miles (partially funded) / **Cost:** \$10,550,000 (for 5.4-mile segment); \$1,000,000 (for design, preliminary engineering and environmental clearance of 2.1-mile segment) / **Schedule:** Preliminary design completed; 16-26 feet wide / **Construction:** Est. 2018 for 5.4 mile segment; remaining 2.1 miles TBD

CITY OF SANTA CRUZ RAIL TRAIL: PACIFIC AVE/SANTA CRUZ WHARF TO NATURAL BRIDGES DRIVE

- **Benefits:** Connects over 30,000 residents, who live within one mile of the trail, to schools, work, beaches, shopping and other activity centers. Provides safe car-free alternative to Mission Street and connects to the Beach Street bike-way. 9 schools and 28 parks are located within a mile of this section of trail.
- **Distance:** 2.1 Miles / **Cost:** \$5,300,000 / **Schedule:** Preliminary design completed; 14 -16 feet wide / **Construction:** Est. 2017/18

CITY OF WATSONVILLE RAIL TRAIL: LEE ROAD TO WALKER STREET

- **Benefits:** Close to 20,000 residents live within one mile of the corridor where 12 schools and 12 parks are also located. The new trail will link 850 homes along Ohlone Parkway with the City's 7 mile slough trail system and the downtown area; and provide a safe alternative to biking and walking on West Beach Street.
- **Cost:** \$2,050,000 / **Distance:** 1.2 miles / **Schedule:** Preliminary design completed; 12 feet wide / **Construction:** Est. 2018/19

FUNDING SOURCES - NORTH COAST PROJECT: FEDERAL LANDS ACCESS PROGRAM – \$6,300,000; LAND TRUST OF SANTA CRUZ COUNTY - \$4,000,000; COASTAL CONSERVANCY - \$950,000. RTC - \$300,000 **CITY OF SANTA CRUZ PROJECT:** RTC - \$4,060,000 (FROM FEDERAL EARMARK AND STATE TRANSPORTATION IMPROVEMENT PROGRAM; CITY OF SANTA CRUZ - \$1,090,000; CALIFORNIA COASTAL CONSERVANCY - \$50,000; FRIENDS OF THE RAIL & TRAIL, ECOLOGY ACTION AND BIKE SANTA CRUZ COUNTY CONTRIBUTED \$100,000. **CITY OF WATSONVILLE PROJECT:** RTC PROVIDED \$1,040,000 FROM FEDERAL EARMARK AND STATE TRANSPORTATION IMPROVEMENT PROGRAM; LAND TRUST OF SANTA CRUZ COUNTY - \$335,000; ACTIVE TRANSPORTATION PROGRAM - \$600,000; CITY OF WATSONVILLE - \$64,000; FRIENDS OF THE RAIL & TRAIL - \$11,000.

PARTNERS - CONGRESSMAN SAM FARR; CITIES OF SANTA CRUZ, CAPITOLA AND WATSONVILLE; THE COUNTY OF SANTA CRUZ; THE CALIFORNIA COASTAL CONSERVANCY; STATE PARKS; THE LAND TRUST OF SANTA CRUZ COUNTY; ECOLOGY ACTION; FRIENDS OF THE RAIL AND TRAIL; BIKE SANTA CRUZ COUNTY; FEDERAL HIGHWAY ADMINISTRATION'S CENTRAL FEDERAL LANDS DIVISION; IOWA PACIFIC HOLDINGS.