

RAIL TRAIL SEGMENT 7

NATURAL BRIDGES DRIVE TO BEACH STREET



Final Schematic Plan

PROJECT OVERVIEW

- Rail Trail Segment 7 is a **12'-16' wide** multi-use trail that runs contiguous to the existing rail line from **Natural Bridges Drive to Pacific Avenue (2.1 miles)**.
- The **City** is the lead agency implementing Segment 7 and shall be **responsible** for the on-going **maintenance** of the trail.
- The Regional Transportation Commission (**RTC**) **owns the rail line** and is the overall lead agency **responsible for the development** of the 32-mile Coastal Rail Trail as adopted by the RTC and City in the Monterey Bay Scenic Sanctuary Trail Network **Master Plan**.
- The City hired **RRM Design Group** for the Design and Environmental Services of Rail Trail Segment 7; same designer who successfully completed the **Master Plan** and recent **Arana Gulch** Multi-Use Trail Projects.

COST & SCHEDULE

- **Design and Construction** funding is currently **\$5.3M**; roughly \$1M for design and permitting and \$4.3M for construction.
- \$5.3M Breakdown: **\$4.1M RTC grants** secured by Congressman Sam Farr along with local private and nonprofit donations from Coastal Conservancy (\$50K), Friends of the Rail Trail and Bike Santa Cruz County (\$100K); **\$1.1M City match**.
- **Next step** is **Council approval** of Final Schematic Plans to **begin** the construction set of plans, specifications, & estimate (**PS&E**) and final permitting.
- In the **next 6+ months**, complete environmental clearance, CPUC permitting, right-of-way certification, and **bid set of PS&E**.

ALIGNMENT & SCHEMATIC PLANS

- Initial schematic plans shared at **January 28, 2016 Open House** event. Comments were received, evaluated, and when possible were incorporated into Final Schematic Plan.
- To improve emergency access and security, in May a major alignment change was sought through **La Barranca Park** but was **not pursued** due to potentially significant impacts to the park and its users. Fire and Police agreeable with **cameras** and **wider trail** for emergency vehicles.
- In June, major alignment change achieved at **New Leaf** allowing for the **entire 2.1 mile trail** to be constructed on the **coastal side** of the rail line.
- **Final Schematic Plan** incorporates the New Leaf alignment change and concludes the **preliminary engineering** phase of Segment 7.



City of Santa Cruz

Transportation and Public Works

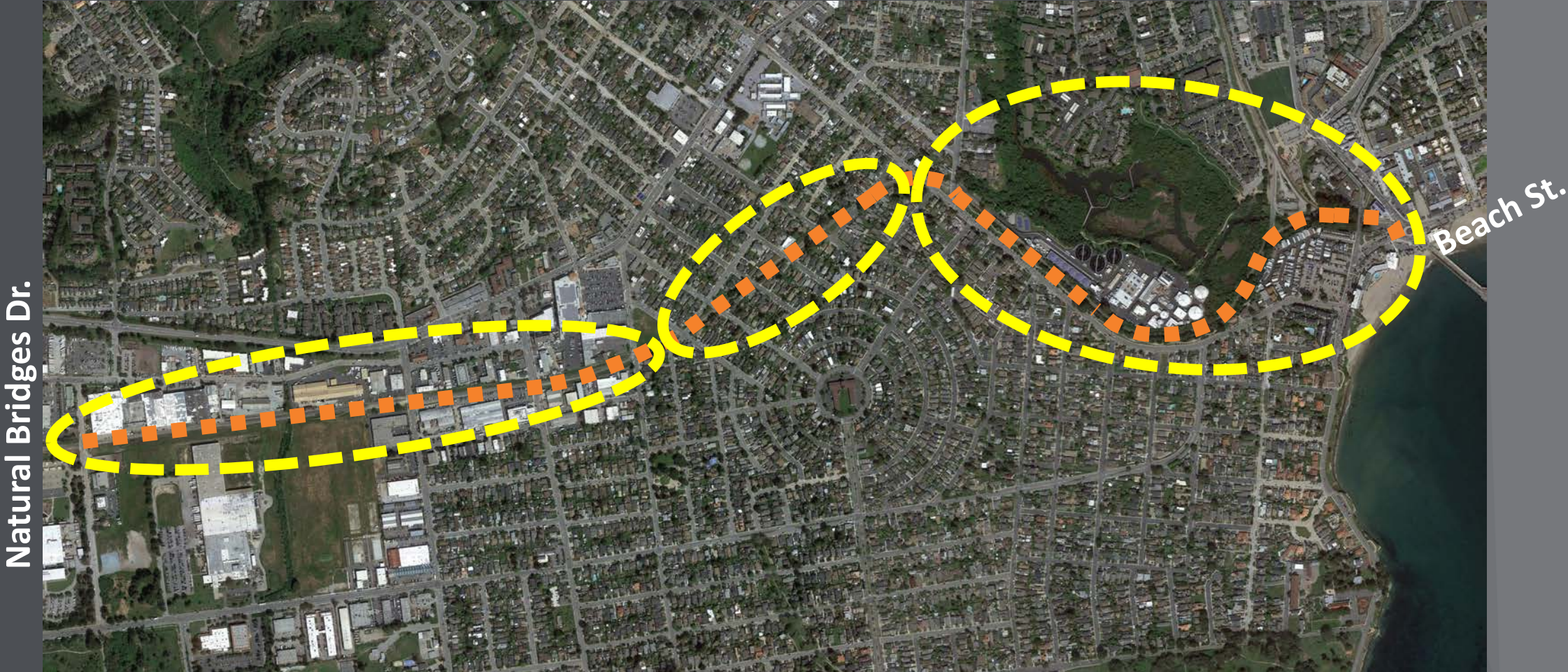
Commission

Rail Trail Segment 7

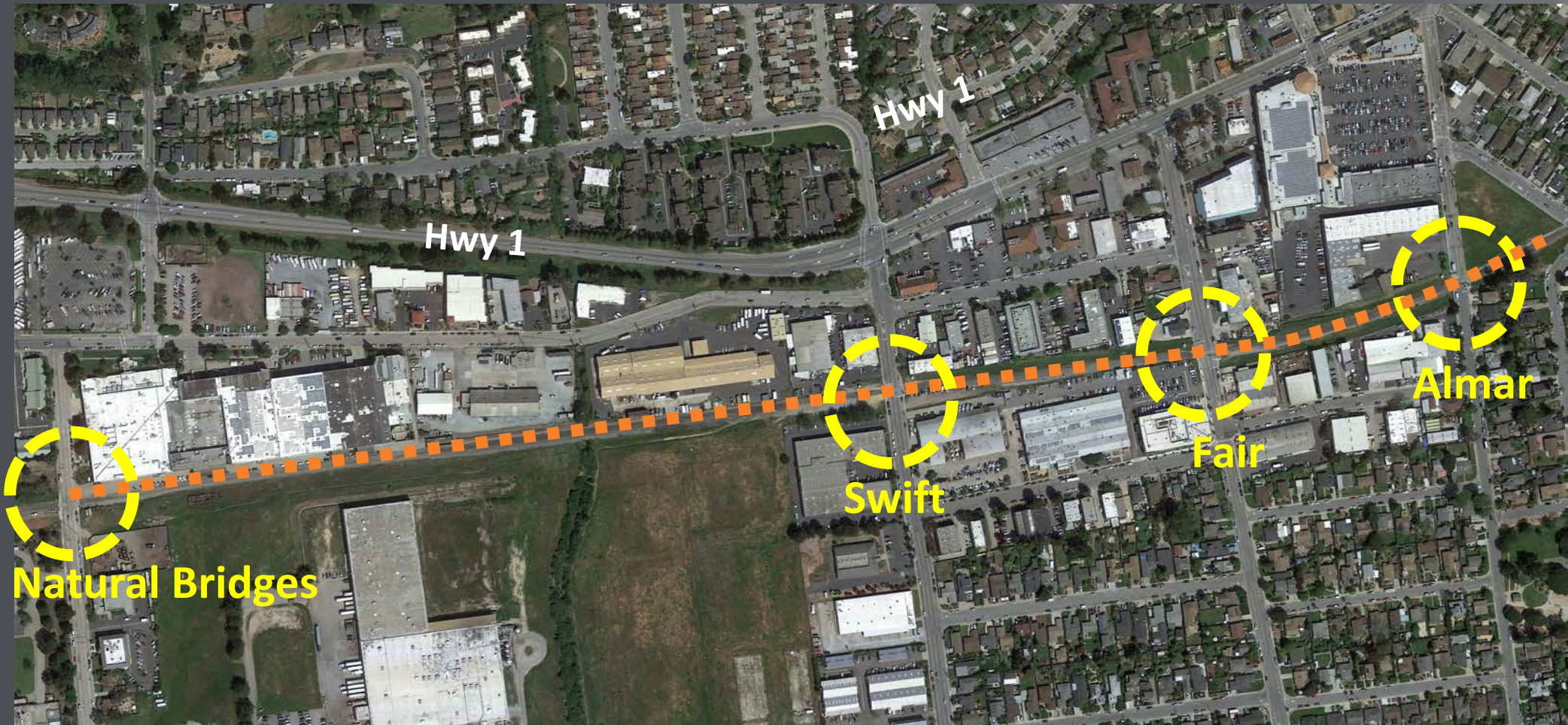
Crossing Treatments

Santa Cruz Rail Trail Segment 7

2.1 Miles Long – 3 Zones



Commercial/Industrial Zone Four Street Crossing Points





Swan and 3rd Street. Tucson, Arizona

Digital image. Bicycle Tucson. Michael McKisson. n.d. Web.



Davis, California

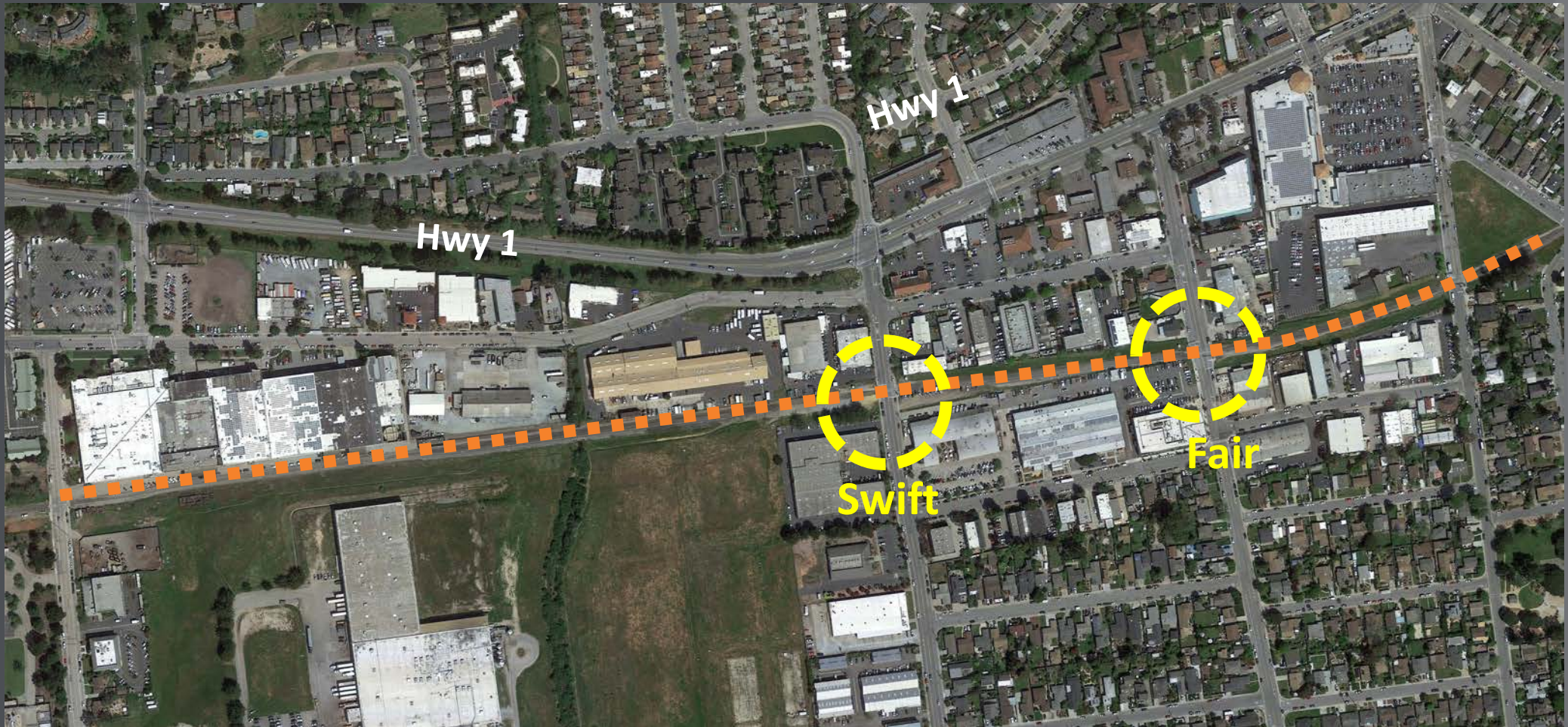
Digital Image. "Amtheirerica's First Protected Intersection Is Open in Davis - and Working like a Charm." PeopleForBikes. N.p.. 1 Aug. 2015. Web

A Crossbike is

a crosswalk enhancement that allows cyclist to remain mounted to continue across the roadway rather than dismounting and walking their bike through the pedestrian crosswalk.

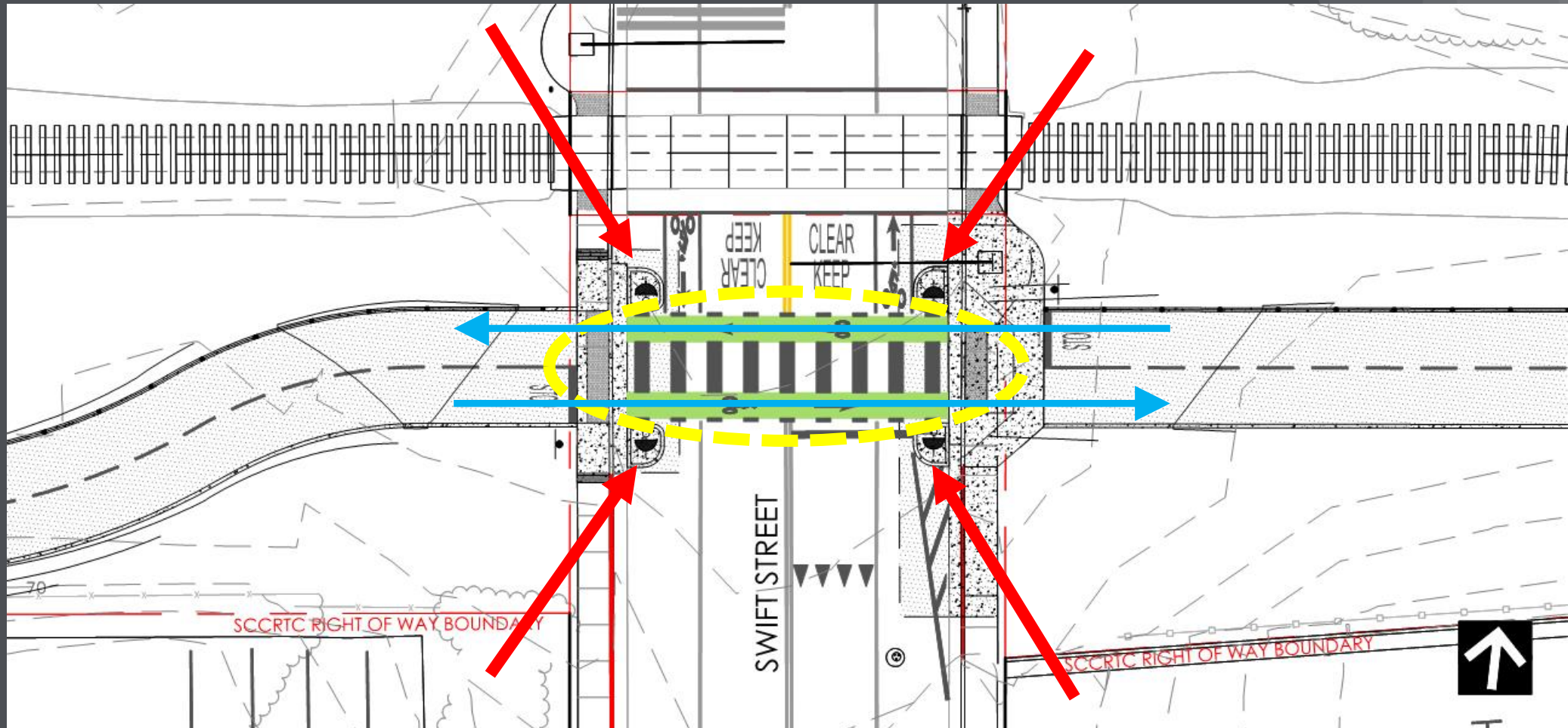
Green Lane Crossbike w/Activation

Example: Swift Street



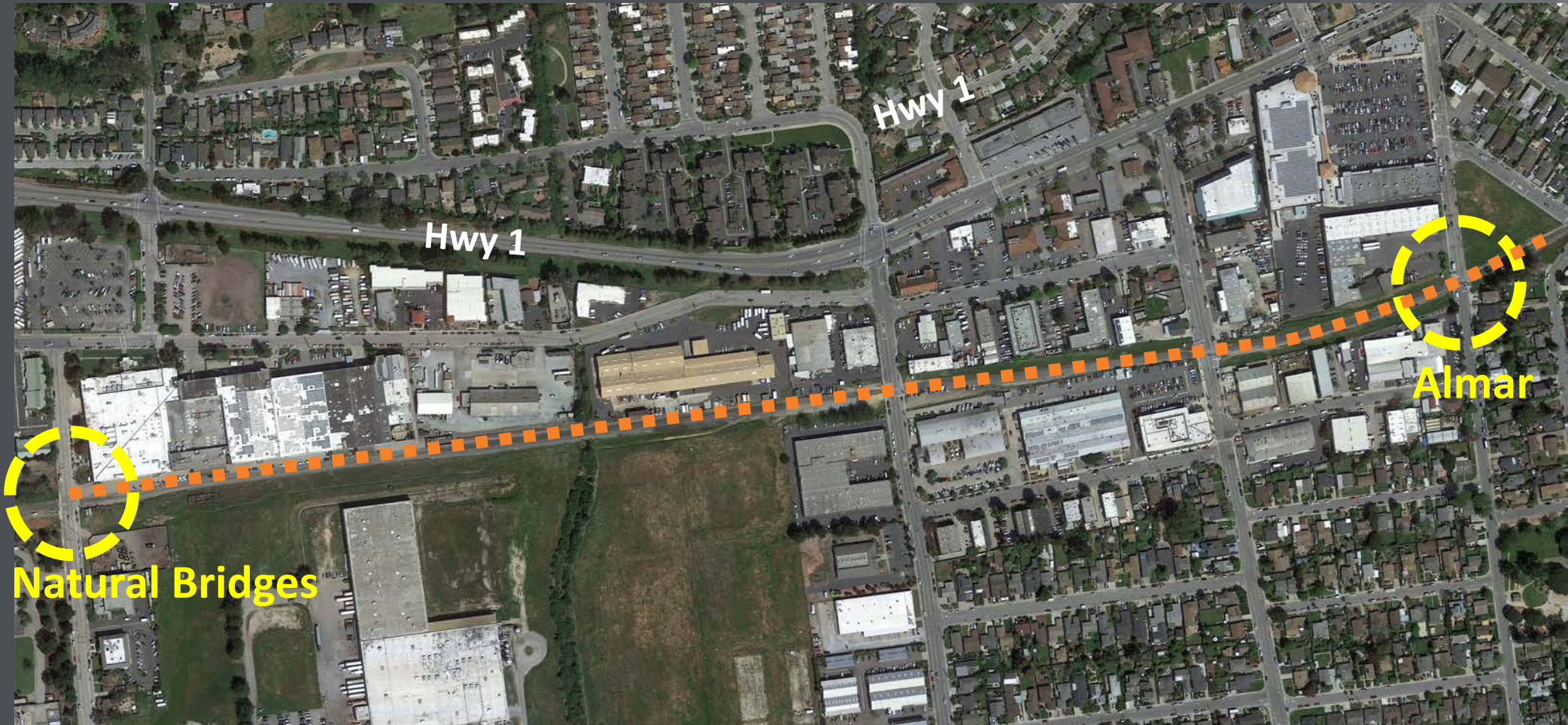
Green Lane Crossbike w/Activation

Example: Swift Street



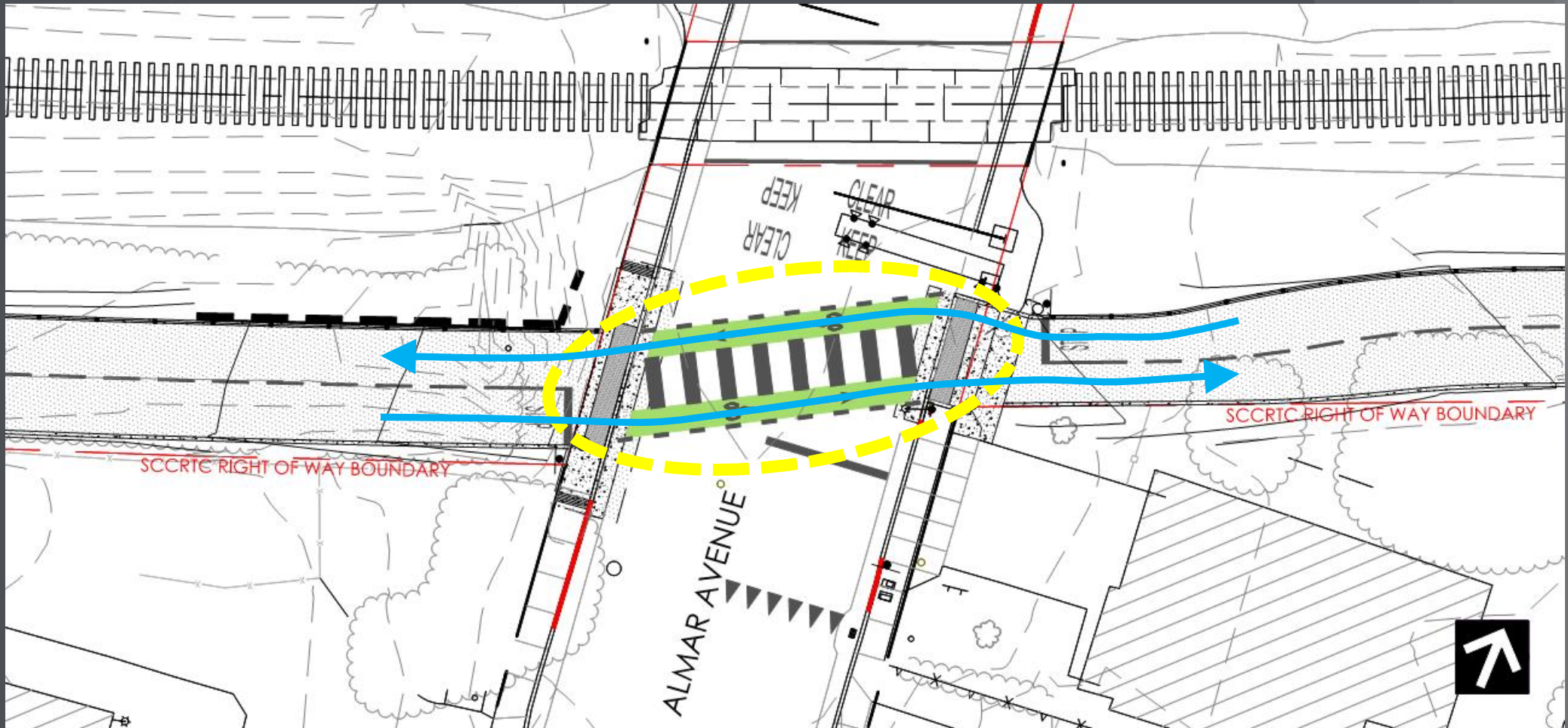
Green Lane Crossbike no Activation

Example: Almar Avenue



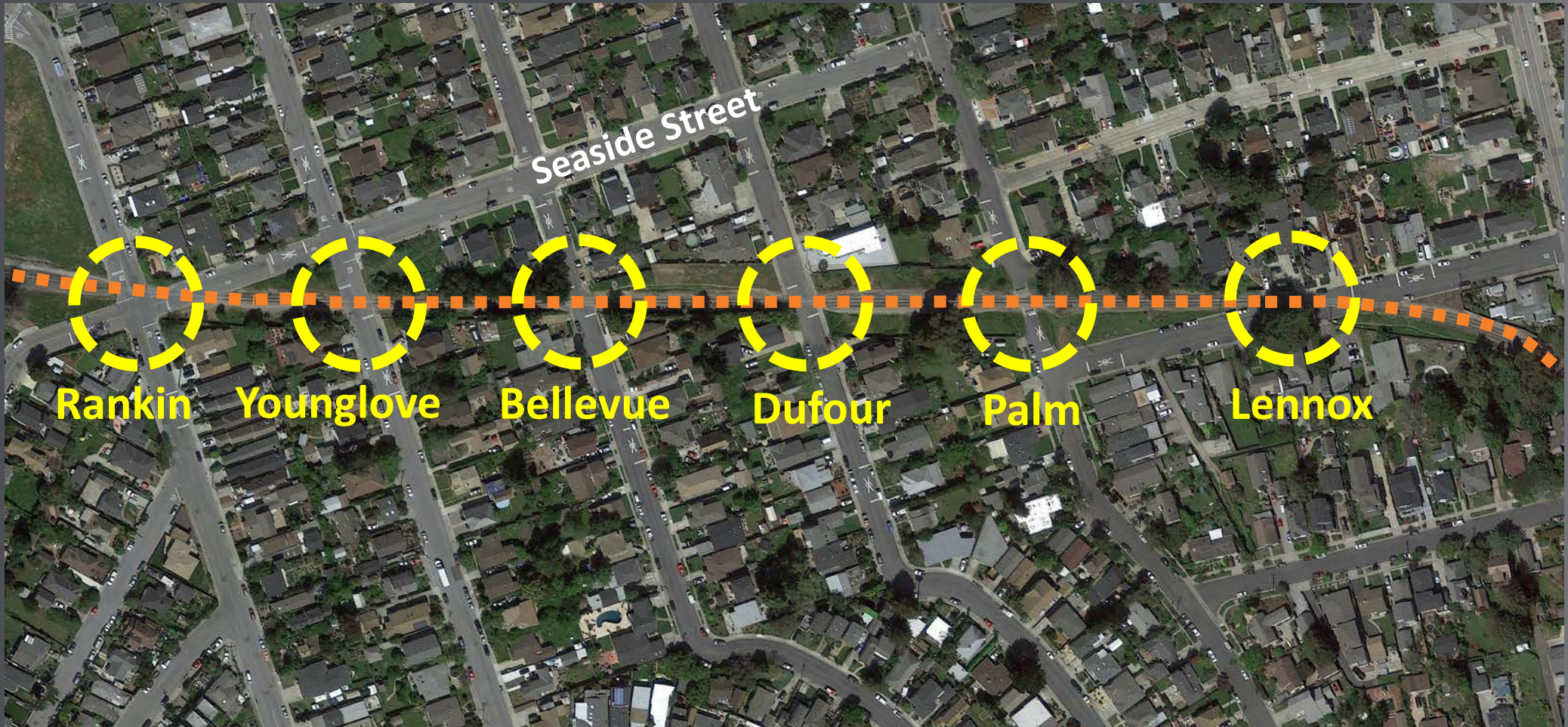
Green Lane Crossbike no Activation

Example: Almar Avenue



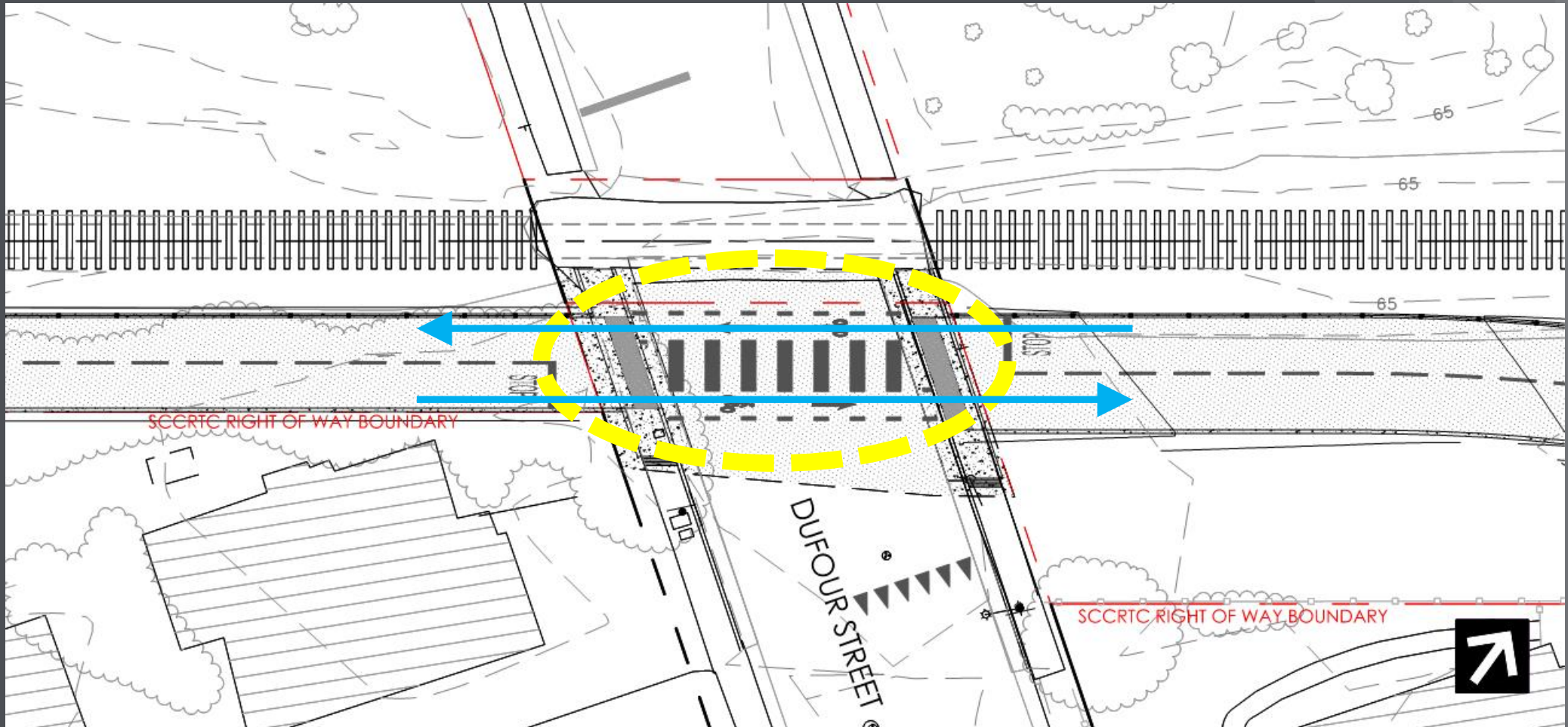
Neighborhood Zone

Six Street Crossing Points

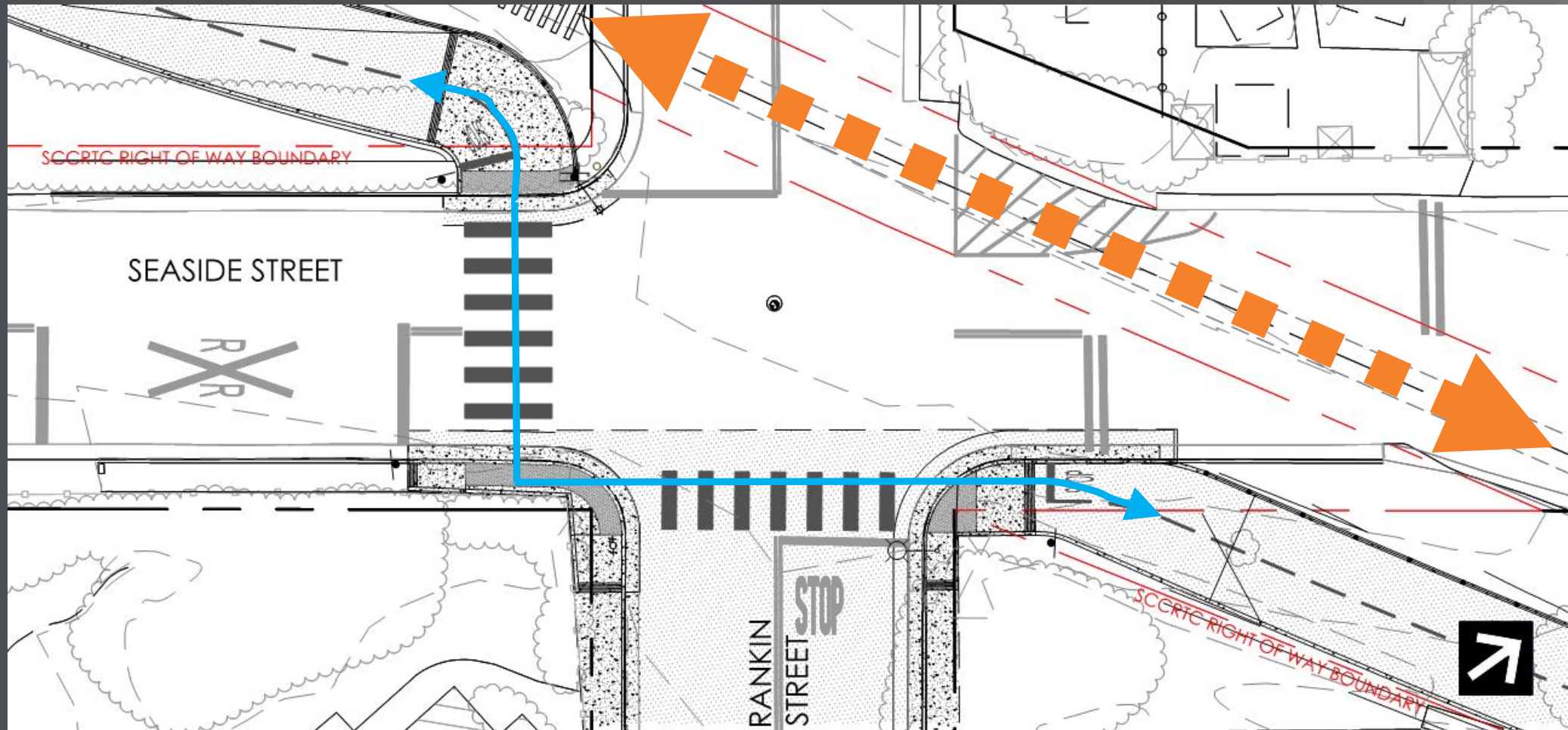


Crossbike

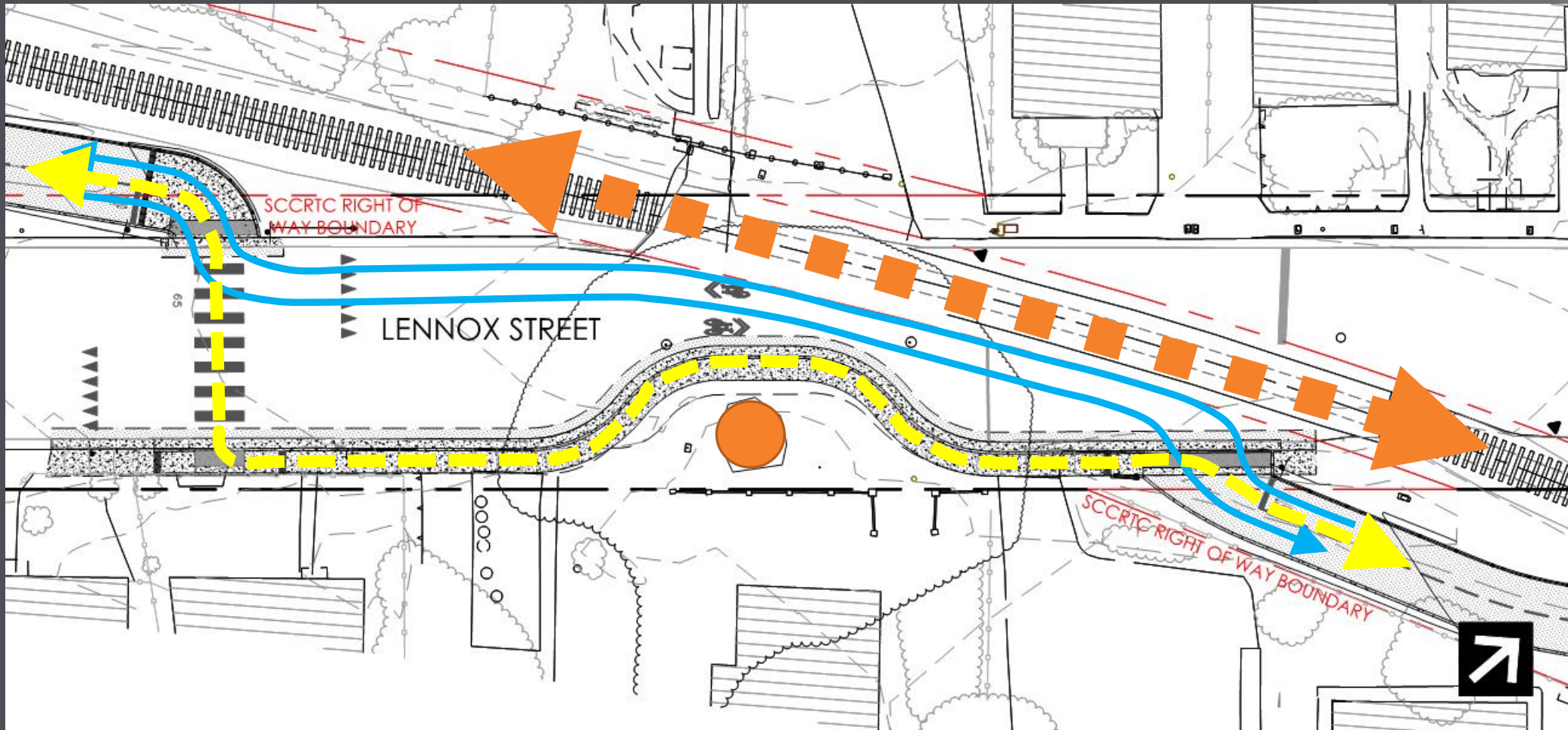
Example: Dufour Street



Offset Intersection Crossing Rankin & Seaside Street

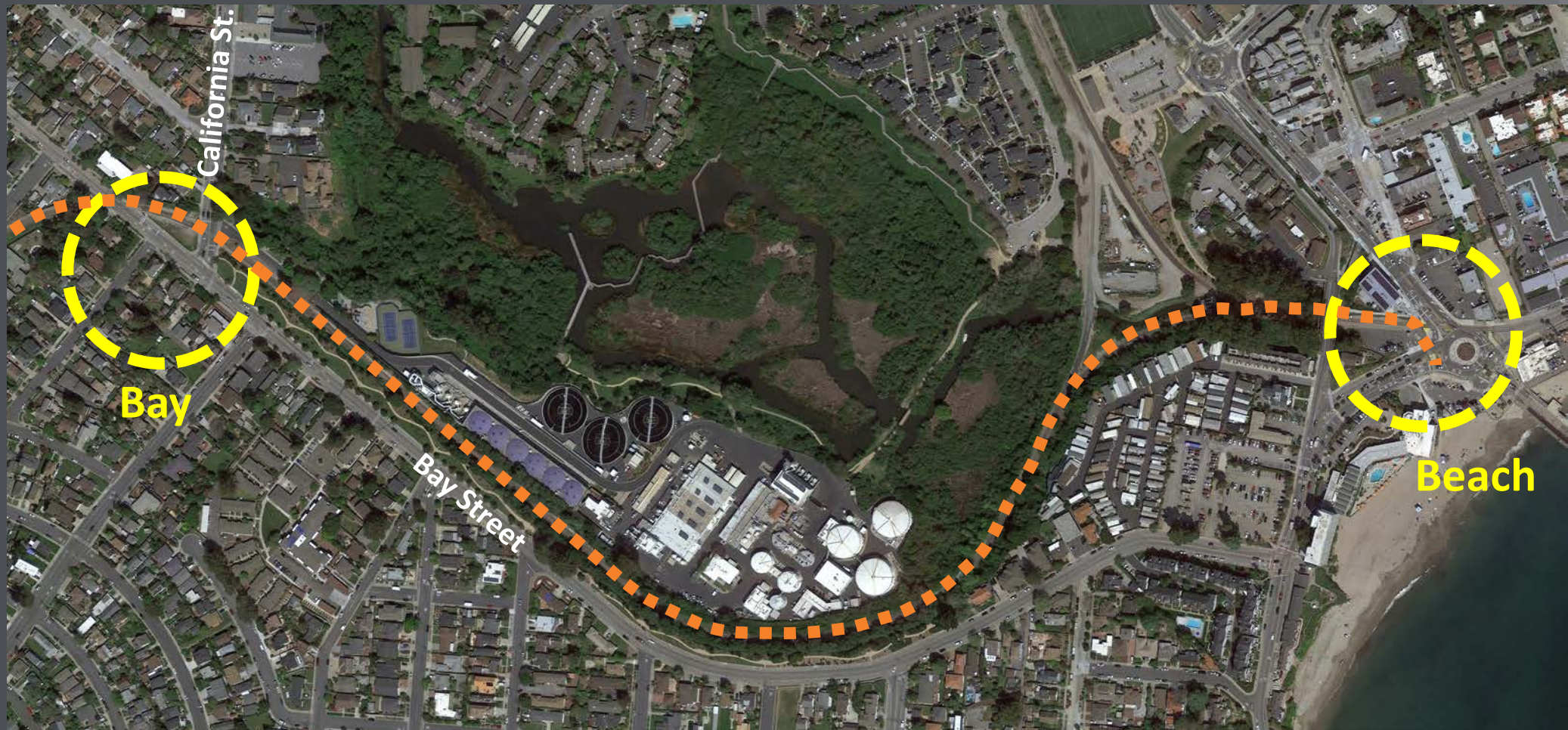


Offset Midblock Crossing Lennox Street

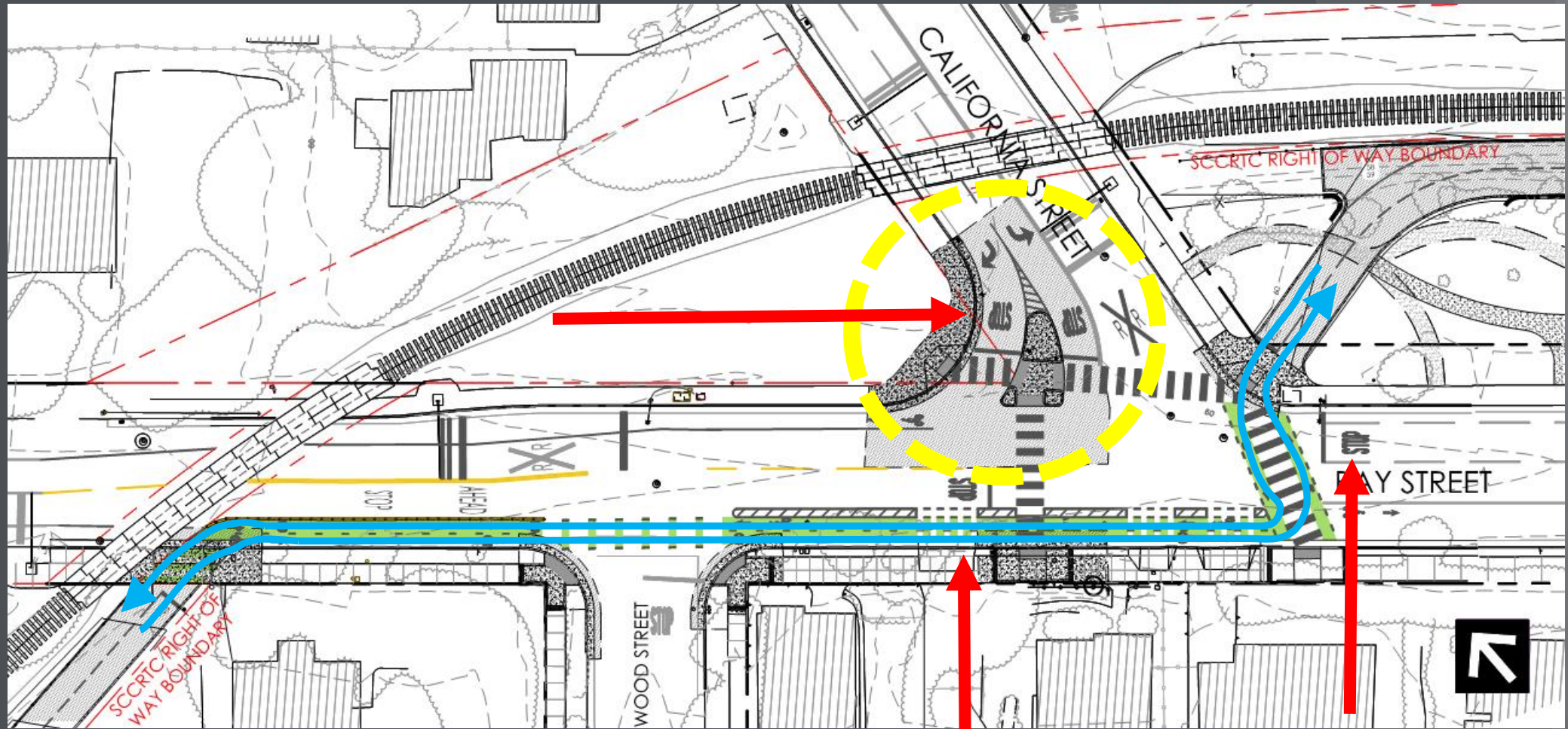


Railroad Cut Zone

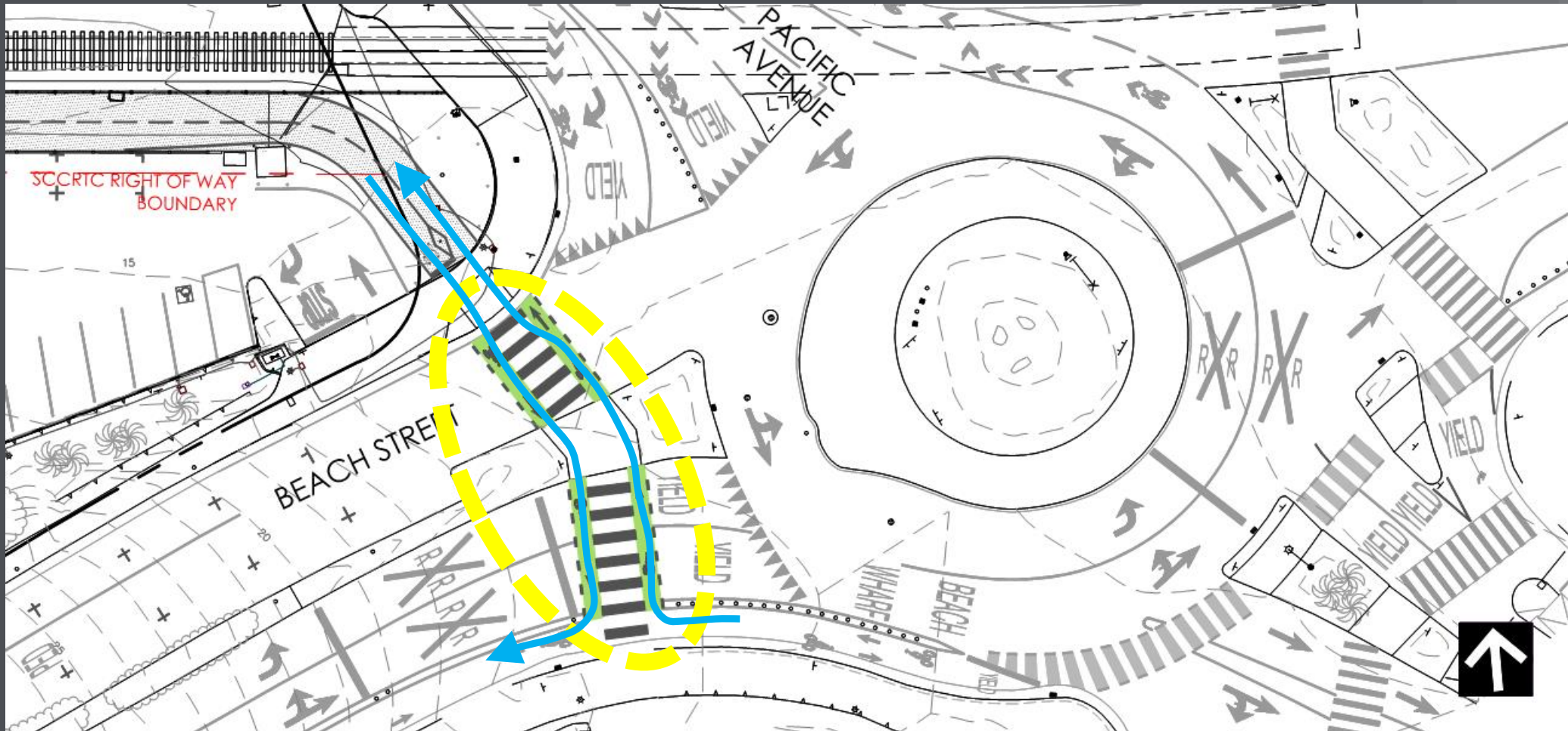
Two Street Crossing Points



Green Lane Crossbike & Class IV California Street and Bay Street



Green Lane Crossbike Enhancement Beach Street



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