



**Santa Cruz County Regional  
Transportation Commission's  
BICYCLE ADVISORY COMMITTEE**

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**MEETING AGENDA**

**Monday, May 11, 2026**

**5:30 pm to 8:00 pm**

**In-Person Meeting**

**SCCRTC Office: 1101 Pacific Ave, Suite 250A, Santa Cruz, CA**

**Remote Participation**

Remote participation for a) members of the public, b) nonvoting alternates, or c) voting Committee members unable to attend in person due to an emergency or for cause per AB 2449 (see p. 3 below for more information):

<https://us02web.zoom.us/j/8264127748?pwd=ToBqYhvg46VkuUcsivDz04HgiqblCx.1>

Online meeting ID: 826 4127 7748

Dial-in: +1 669 900 9128 or +1 669 444 9171

**COMMITTEE MEMBERSHIP**

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Vacant	Corrina McFarlane	District 1
Jack Brown	Vacant	District 2
Sally Arnold	Alex Santiago	District 3
Anna Kammer	Steven Jonsson	District 4
Rick Hyman	Theresia Rogerson	District 5
Paula Bradley	Christopher O'Connell	City of Capitola
Matt Farrell	Jae Riddle	City of Santa Cruz
Vacant	Vacant	City of Scotts Valley
Gina Cole	Catherine Weber	City of Watsonville
Matt Miller	Jennifer Villegas Moreno	Ecology Action/Bike To Work
Alexander Yasbek	Kelly Curlett	Comm. Traffic Safety Coalition

The majority of the Committee constitutes a quorum for the transaction of business.

1. Call to Order
2. Introductions
3. Consider any AB 2449 requests by voting members to participate remotely.

4. Announcements – RTC staff
5. Oral communications – members and public

*The Committee will receive oral communications during this time on items not on today’s agenda. Topics must be within the jurisdiction of the Committee and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.*

6. Additions or deletions to consent and regular agendas

### **CONSENT AGENDA**

*All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.*

7. Approve draft minutes of the April 13, 2026 Bicycle Advisory Committee Meeting
8. Receive Summary of Hazard Reports

### **REGULAR AGENDA**

9. Receive information and provide input on Draft North Coast Transportation Demand Management (TDM) Plan – Max Friedman, RTC
10. Receive information and provide input Zero Emission Passenger Rail and Trail Project Update – Riley Gerbrandt, RTC
11. Updates related to committee functions – Committee members (oral updates)
12. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for June 8, 2026, from 5:30pm to 8:00pm at the RTC offices. Members of the public and non-voting committee alternates may join remotely.

### **SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES**

*Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200.)*

## **HOW TO REACH US**

Santa Cruz County Regional Transportation Commission | 1101 Pacific Avenue Ste. 250, Santa Cruz, CA 95060  
phone: (831) 460-3200 | email: [info@sccrtc.org](mailto:info@sccrtc.org) | website: [www.sccrtc.org](http://www.sccrtc.org)

## **AGENDAS ONLINE**

To receive email notification when the Bicycle Advisory Committee meeting agenda packets are posted on our website, visit <https://sccrtc.org/about/esubscriptions/> and choose “BAC Interest – Bicycle”

## **REMOTE PARTICIPATION –Committee Members (AB 2449)**

This meeting is being held in accordance with the California Ralph M. Brown Act as amended by AB2449 of 2022 and AB2302 of 2024 and as interpreted by Attorney General Opinion 23-1002.

1. Members of the committee may attend by teleconference if the location from which they are attending is open to the public to participate and the remote meeting location is listed on the agenda.
2. Members of the committee may attend via zoom up to two times per year due to an emergency or for cause according to requirements set forth in Government Code Section 54953, as long as a quorum of the committee is present in person at one meeting location within the county. The remote location from which the member is participating does not need to be listed on the agenda and does not need to be available to the public.
  - Government Code Section 54953(j) defines “just cause” as:
    - Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;
    - a contagious illness that prevents a member from attending in person;
    - a need related to a physical or mental disability as defined by statute; or
    - travel while on official business of the RTC or another state or local agency
  - Government Code Section 54953(j) defines “emergency circumstances” as a physical or family medical emergency that prevents a member from attending in person. The committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The ITAC must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.
3. Per Attorney General Opinion 23-1002, members with an Americans with Disabilities Act (ADA) qualifying disability that precludes their in-person attendance may participate remotely as a reasonable accommodation due to their disability.
4. **Under any circumstance that a member is participating remotely:** The members must be connected in real time through both audio and visual means, and they must disclose the identities of any adults present with them at the remote location.

## **REMOTE PARTICIPATION - Public**

The public may participate in the meetings of the Regional Transportation Commission (RTC) and its committees in person or remotely via the provided Zoom link. If technical difficulties result in the loss of communication for remote participants, the RTC will work to restore the communication; however, the meeting will continue while efforts are being made to restore communication to the remote participants. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

## **PARTICIPACIÓN REMOTA – El público**

El público puede participar en las juntas de la Comisión Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente.

## **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, Please attend the meeting smoke and scent-free.

## **TITLE VI NOTICE**

*The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1101 Pacific Avenue Ste. 250, Santa Cruz, CA, 95060 or online at [www.sccrtc.org](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.*

[https://rtsc.sharepoint.com/sites/Planning/Shared Documents/Bicycle Advisory Committee/Agenda Packets/BC2025/7. October/BAC\\_October\\_2025\\_Agenda.docx](https://rtsc.sharepoint.com/sites/Planning/Shared Documents/Bicycle Advisory Committee/Agenda Packets/BC2025/7. October/BAC_October_2025_Agenda.docx)



**Santa Cruz County Regional  
Transportation Commission's**

**BICYCLE ADVISORY COMMITTEE**

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**MEETING  
DRAFT MINUTES  
Monday, April 13, 2026  
5:30 pm to 8:00 pm**

This meeting was held in person at the RTC Offices, 1101 Pacific Ave #250, Santa Cruz, CA 95060  
Remote participation was via Zoom and followed AB 2449 requirements.

1. Call to Order: Chair Gina Cole called the meeting to order at 5:33 pm.

2. Introductions

**Members Present, in Person:**

Corrina McFarlane, District 1 (Alt.)  
Jack Brown, District 2  
Sally Arnold, District 3  
Anna Kammer, District 4  
Rick Hyman, District 5  
Paula Bradley, City of Capitola  
Matt Farrell, City of Santa Cruz  
Gina Cole, City of Watsonville (Chair)  
Matt Miller, Ecology Action (Vice Chair)  
Alexander Yasbek, CTSC

**Members Remote, Voting under Just  
Cause or Emergency:**

**Staff:**

Tommy Travers, Transportation Planner  
Max Friedman, Transportation Planner  
Marshall Ballard, Supervising Transportation  
Planner  
Jaeden Gales – Transportation Planner

**Members Remote, Not Voting:**

Steven Jonsson, District 4 (Alt.)  
Theresia Rogerson, Dist. 5 (Alt.)  
Kelly Curlett, CTSC (Alt.)

**Unexcused Absences:**

**Excused Absences:**

Alex Santiago, District 3 (Alt.)  
Christopher O'Connell, City of Capitola (Alt.)  
Jae Riddle, City of Santa Cruz (Alt.)  
Catherine Weber, City of Watsonville (Alt.)  
Jennifer Villegas Moreno, Ecology Action  
(Alt.)

**Vacancies:**

District 1 - Primary  
District 2 - Alternate  
City of Scotts Valley – Primary and Alternate

**Guests:**

Nadene Thorne, Member of the public

3. Considered any AB 2449 requests by voting members to participate remotely:

None.

4. Staff announcements

None.

5. Oral communications

Corrina McFarlane encouraged the committee to review an article titled *Car Culture is Costing Our Kids*. Alexander Yasbek advocated for more communication and collaboration with other bike focused advocacy groups in Santa Cruz County and suggested forming a subcommittee to focus on this task. Gina Cole announced monthly Women’s Rides in Watsonville.

6. Additions or deletions to consent and regular agendas:  
Replacement page for item 7 posted online

**CONSENT AGENDA**

- 7. Approve draft minutes of the February 9, 2026, Bicycle Advisory Committee Meeting
- 8. Receive Summary of Hazard Reports
- 9. Recommend to the Regional Transportation Commission approval of the Ecology Action’s TDA request for the Bike Encouragement and Walk and Roll to School (Bike to Work) Program

**Item 9 was pulled from the consent agenda.** The committee recommended incorporating existing e-bike education programs for students into the Walk and Roll to School Program. A committee member also suggested that Ecology Action incorporate, or the RTC pursue separately, installing safe places to lock bicycles at schools as part of the program.

**A motion was made (Kammer/Farrell) to approve the consent agenda, excluding item 9. The motion passed unanimously with McFarlane, Brown, Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, and Yasbek voting in favor.**

**For Item 9, a motion was made (Hyman/Arnold) to recommend approval of Ecology Action’s TDA request for the Bike Encouragement and Walk and Roll to School (Bike to Work) Program. The motion passed unanimously with McFarlane, Brown, Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, and Yasbek voting in favor.**

**REGULAR AGENDA**

- 10. Receive information and Recommend to the Regional Transportation Commission approval of HSA’s TDA request for the Vision Zero Program – Kelly Curlett, County of Santa Cruz

Kelly Curlett provided a presentation on HSA's Vision Zero Program as part of their request for TDA funds. The Committee received information on bicycle and pedestrian crashes and the work that is being done throughout the County as part of the Vision Zero program to prevent these crashes. A Committee Member asked for clarity in where the funds would be going in the work plan. Curlett explained that the funds would cover the entirety of the work plan in conjunction with other funding sources, and clarified that Office of Traffic Safety grants fund the car safety seat program. A committee member flagged 17th Ave and Rodriguez St as a dangerous intersection that should be prioritized when developing Vision Zero solutions. A committee member flagged the addition of a Vision Zero media and public education campaign and asked what that would entail. The planning for this campaign is still in the works. Committee members also discussed public perception of traffic enforcement cameras.

12. Receive information and provide input on RTC's Active Transportation Program (ATP) Cycle 8 application – Jaeden Gales, RTC

Jaeden Gales provided a presentation on RTC's Active Transportation Program (ATP) Cycle 8 application, circulated a survey for committee members to provide their feedback, and explained that staff is undertaking public and stakeholder outreach prior to applying. The conversation focused on targeting e-bike safety and education with a potential ATP application. Committee members suggested better interagency coordination when working on active transportation programs as to not duplicate efforts, specifically when it comes to e-bike education. The committee also discussed that active transportation efforts should be aimed at colleges in addition to high schools. A committee member suggested creating a best practices curriculum to encouraging adoption of e-bikes in disadvantaged communities.

13. Nominate and vote for a Chair and Vice Chair to serve on the Bicycle Advisory Committee – Committee members

**A motion was made to nominate Gina Cole to serve as Chair of the Bicycle Advisory Committee (Bradley/Arnold). The motion passed unanimously with McFarlane, Brown, Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, and Yasbek voting in favor.**

**A second motion was made to nominate Matt Miller to serve as Vice Chair of the Bicycle Advisory Committee (Farrell/Brown). The motion**

**passed unanimously with McFarlane, Brown, Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, and Yasbek voting in favor.**

16. Updates related to committee functions – Committee members (oral updates)

The ad hoc subcommittee on safety for pedestrians and cyclists in construction zones provided an update on their work. They are creating a pamphlet and educational video with safety information for members of the public and developers to better understand safety standards and best practices in construction zones.

17. Adjourn

The meeting adjourned at 8:07 p.m.

**NEXT MEETING:** The next Bicycle Committee meeting is a special meeting scheduled for May 11, 2026, from 5:30pm to 8:00pm at the RTC offices. Members of the public and non-voting committee alternates may join remotely.

Minutes respectfully prepared and submitted by:  
Max Friedman, Transportation Planner

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
05/04/26	Jack	Brown	Soquel Dr	Park Ave	Soquel	Bike: Plant Overgrowth or Interference	Plant overgrowth in bike lane blocking access	DPW	05/05/26		<b>05/05/26 Brittni Smrz:</b> Good morning Daniel & Jack,  Thank you for submitting a bicycle hazard report. I will forward to our Road Operations division for review.
04/30/26	Peter	Levy	Seascape Boulevard	Dolphin Drive	Rio Del Mar	Bike: Rough Pavement or Potholes		DPW	05/04/26		<b>05/04/26 Brittni Smrz:</b> Good morning Daniel & Peter,  Thank you for submitting a bicycle hazard report. I will forward to our Road Operations division for review.
04/28/26	Jack	Brown	6000 Soquel Dr		Aptos	Bike: Rough Pavement or Potholes	Rough pavement where trench was dug and poorly paved over creating a trap for bike wheels in the bike lane	DPW	04/29/26		<b>04/29/26 Brittni Smrz:</b> Good morning Daniel & Jack Thank you for submitting a report. I will forward to our Road Operations division for review.
04/28/26	Paula	Bradley	680 Casserly Rd		Interlaken	Bike: Rough Pavement or Potholes	3-4 inches deep, 12" wide or so, been there a couple of months	DPW	04/29/26		<b>04/29/26 Brittni Smrz:</b> Good morning Daniel & Paula, Thank you for submitting a report. I will forward to our Road Operations division for review.
04/28/26	Juan Perez	Alvarez	Mt. Hermon Rd		Felton	Bike: Debris on Shoulder or Bikeway	Both sides but specifically, side from Scotts Valley into Felton has tons of debris, and sand in the bike lane.	DPW	05/01/26	SR 26-000889	<b>05/04/26 Brittni Smrz:</b> Good morning Daniel & Juan,  Thank you for submitting a bicycle hazard report. I will forward to our Road Operations division for review.
04/28/26	Jack	Brown	Santa Cruz Riverwalk		Santa Cruz	Bike: Plant Overgrowth or Interference	ree branches overgrown extending down to handlebars completely blocking northbound lane. Photo (optional):	Dan Estranero, Joanna Edmonds	04/28/26		
04/28/26	Jack	Brown	827 Water St	Braniciforte Ave	Santa Cruz	Bike: Rough Pavement or Potholes	Patched asphalt is extremely rough on the westbound bike lane side as bikes are increasing in velocity causing an unsafe condition. Totally smooth for the traffic lanes. Appears they didn't bother to use the steam roller on the bike side that needed it. Very sloppy work.	Dan Estranero, Joanna Edmonds	04/28/26		

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
04/28/26	Jack	Brown	911 Water St		Santa Cruz	Bike: Construction Hazard	Once again, 9 construction trucks lined up and blocking the westbound bike lane for the construction site at Branciforte and Water street before the site is open and during the height of commuting traffic. No warning signs this time at all (At least yesterday there was a sign wedged between two trucks). The trucks should stage at the county yard until needed. Each morning they are a safety hazard for riders.	Dan Estranero, Joanna Edmonds	04/28/26		<b>04/28/26 Joanna Edmonds:</b> Good morning, Public Works staff will talk to the contractor.
04/27/26	Jack	Brown	State Park Dr	Soquel Dr	Aptos	Bike: Traffic Signal Problem	Bike signal button/camera is not working for bike riders. Pressed button waiting for Bike crossing signal (On State Park on Southeast side of street - Safeway Gas Station side to cross Soquel Dr) waited multiple cycles without the button working while bike was in bike box which also I assume should have been picked up by the signal camera. Light finally turned green after a car approached on State park to turn left on Soquel Westbound.	DPW	04/28/26		<b>04/28/26 Brittni Smrz:</b> Hello Daniel & Jack, Thank you for submitting a bicycle hazard report. I will forward to our Traffic division for review.
04/27/26	Jack	Brown	911 Water St		Santa Cruz	Bike: Construction Hazard	Trucks queueing to enter construction site at Branciforte and Water are blocking the bike lane in a dangerous fashion forcing bikes into the traffic lane (See biker in photo forced into traffic to avoid tucks)	Dan Estranero, Joanna Edmonds	04/28/26		<b>04/28/26 Joanna Edmonds:</b> Good morning, Public Works staff will talk to the contractor.
04/25/26	Jack	Brown	McGregor Drive		Sea Cliff	Bike: Construction Hazard	Wile the sound wall was being put up and K-rails were placed on McGregor Drive blocking the bike lane. After reporting the serious safety issue (SCCRTC Hazard Report #2046) and waiting months for a bike detour that was never implemented, all we got was No Bike Signs. Well the construction is done that was blocking the roadway, the K-Rails are removed, but still there are "No Bikes" signs at Sea Ridge Road and McGregor Drive and at Mar Vista Drive and McGregor Drive. The bike lane could also use a good sweeping, debris and foliage removal as the weeds are overgrown and there are some large chunks of asphalt still in the bike lane. Do better!	DPW	04/28/26		<b>04/28/26 Brittni Smrz:</b> Good morning Daniel & Jack, Thank you for submitting a bicycle hazard report. I will forward to our Road Operations division for review.

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
04/23/26	Jack	Brown	Soquel Drive/ Soquel Avenue		Soquel	Bike: Bikeway Not Clearly Marked	Currently 24(15 westbound and 9 eastbound) bike lane delineators bases are missing delineators posts. The number may seem low, and that is because I am taking the ones I find in the road and stuffing them back on their bases (Today I picked up 21 and put them back on their bases). I am also marking the ones I replace with a date stamp. Many are getting knocked off multiple times. It also appears rather than fixing the delineators, you are removing bases altogether. While a black base is in itself dangerous, bikes would prefer you put a leftover delineator up in it's place. There were 337 delineators until recently. It looks like more were removed today. <a href="https://docs.google.com/spreadsheets/d/1-ewGvYAW9rGV2JKzDG842Wg-NoJt7KnkBBhjYv_spgc/edit?usp=sharing">https://docs.google.com/spreadsheets/d/1-ewGvYAW9rGV2JKzDG842Wg-NoJt7KnkBBhjYv_spgc/edit?usp=sharing</a>	DPW	04/28/26		<b>04/28/26 Brittni Smrz:</b> Good morning Daniel & Jack,  Thank you for submitting a bicycle hazard report. I will forward to our Road Operations division for review.
04/23/26	Jack	Brown	6000 Soquel Dr		Aptos	Bike: Construction Hazard	Steel plate left in bike lane. No warning signs. Not flush with pavement surface. Very dangerous to bike riders.	DPW	04/28/26		<b>04/28/26 Brittni Smrz:</b> Good morning Daniel & Jack,  Thank you for submitting a bicycle hazard report. I will forward to our Road Operations division for review.
04/23/26	Jack	Brown	2950 Maplethorpe Ln		Soquel	Bike: Construction Hazard	Construction work in bike lane, cones and barricade blocking lane, no warning signs. Steel plate not flush with ground surface creating tire hazard. Very rough and unprofessional cement job.	DPW	04/27/26		<b>04/27/26 Arizza Murillo:</b> Hello,  Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
04/23/26	Ernesto	Anguiano	Portola Drive		Live Oak	Bike: Other	Both devices are placed directly within the designated bicycle lane, forcing cyclists to merge into the adjacent vehicle travel lane. This creates a significant and immediate safety risk, particularly given vehicle speeds and limited reaction time. Additionally, the placement encroaches into pedestrian space, creating potential conflicts for individuals walking along the corridor. * Cyclists forced into vehicle lanes, increasing collision risk * Reduced driver reaction time and visibility * Obstruction within a designated bike facility * Pedestrian pathway encroachment appreciate the efforts to improve roadway safety and remind drivers about their speed. Speed feedback devices can play a role in raising awareness. However, in this case, the current placement introduces a new and immediate hazard by obstructing the bicycle lane and encroaching on pedestrian space. Safety improvements should not come at the expense of vulnerable road users. Relocate both radar/speed monitoring devices to areas that do not interfere with bicycle or pedestrian pathways. Feasible alternatives are immediately available, including: * Placement within nearby bus stop pullouts or parking areas * Positioning fully outside of the bicycle lane and pedestrian path there is sufficient space within the adjacent bus stop parking area where the equipment could be installed without creating a hazard while still achieving its intended purpose.	DPW	04/27/26		<b>04/27/26 Arizza Murillo:</b> Hello,  Thank you for your email. I am forwarding to our Traffic division for review & response.

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
04/17/26	Jeff	Delossantos	High St		Santa Cruz	Bike: Rough Pavement or Potholes	Eastbound lane has several large pot holes. Safety issue for bikes	Dan Estranero, Joanna Edmonds	04/21/26		
04/17/26	Corrina	McFarlane	Sunny Cove	East Cliff Drive	Sunny Cove	Bike: Damaged Bikeway Signs	Bollard Vandalism	DPW	04/21/26		<p><b>04/21/26 Brittni Smrz:</b> Good morning Corrina &amp; Daniel,</p> <p>Thank you for submitting a report. I will send to our Road Operations division for review.</p>
04/15/26	Sandrine	Georges	2130 Brommer St		Live Oak	Bike: Debris on Shoulder or Bikeway	Broken glass on roadway.	DPW	04/21/26		<p><b>04/21/26 Brittni Smrz:</b> Good morning Sandrine &amp; Daniel,</p> <p>Thank you for submitting a report. I will send to our Road Operations division for review.</p>
04/06/26	Jack	Brown	2801 Soquel Ave		Live Oak	Bike: Rough Pavement or Potholes	Tree roots are heaving asphalt parallel to curb reducing the width of bike lane	DPW	04/08/26		<p><b>04/08/26 Arizza Murillo:</b> Hello,</p> <p>Thank you for your email. This seems to be a duplicate request.</p> <p>I am forwarding to our Road Maintenance division for review &amp; response.</p>

**TO:** Transportation Advisory Committees  
**FROM:** Max Friedman, Transportation Planner  
**RE:** North Coast TDM Plan: Milestone 3: Final Report

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## **RECOMMENDATIONS**

Staff recommend that the Transportation Advisory Committees:

1. Receive and review the North Coast Transportation Demand Management (TDM) Plan Final Report; and
2. Provide feedback prior to finalization.

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## **BACKGROUND**

[The North Coast Transportation Demand Management \(TDM\) Plan](#), led by Santa Cruz County Regional Transportation Commission (SCCRTC), will help improve how people travel to, from, and around the 17-mile coastal corridor along Highway 1 from the northern end of the City of Santa Cruz to the Santa Cruz/San Mateo County line, also known as the Santa Cruz North Coast. This scenic coastal area is home to popular beaches, parks, and public lands which attract residents, workers, and visitors throughout the year. The growing number of travelers accessing the North Coast has put strains on the transportation system (including the highway, trails, parking areas, and other facilities) especially during busy weekends and peak travel seasons.

As visitation on the North Coast continues to grow, there is a clear need for a coordinated approach that enhances the overall travel experience on the North Coast and encourages mode shift to options other than the private vehicle. The purpose of the North Coast TDM Plan is to identify solutions that reduce dependence on driving while improving access by walking, biking, transit, and shared transportation. Building on previous planning efforts and shaped by community input, the North Coast TDM Plan provides a roadmap for managing travel demand in a way that supports safety, protects the

natural environment, provides alternatives to driving, and preserves the unique character of the North Coast for current and future generations.

Development of the North Coast TDM Plan was funded through a Caltrans Strategic Partnerships Planning Grant with an RTC funding match and was completed in collaboration with Caltrans District 5, local agencies, technical advisory committees, stakeholders, and the public.

The North Coast TDM Plan was developed through three primary milestones:

- Milestone 1: Introduction of the Plan and existing conditions;
- Milestone 2: Traveler profile development and needs assessment, TDM vision and objectives creation; and
- Milestone 3: Development and refinement of TDM strategies and priority projects and preparation of the Final North Coast TDM Plan.

## **DISCUSSION**

### *Final North Coast TDM Plan*

The Final North Coast TDM Plan provides a coordinated framework to improve safety, access, and travel options along the North Coast. Key elements of the Plan include:

- Overall TDM Plan Vision and Objectives;
- Evaluation of traveler behavior & needs and development of traveler profiles;
- Comprehensive set of strategies and individual TDM projects, programs, and services;
- Project concepts for priority projects; and
- A framework to advance TDM improvements through both capital projects and complementary programmatic actions and services, consistent with available funding and agency priorities.

The North Coast TDM Plan is intended to function as a flexible implementation framework rather than a fixed project list and should be continually adjusted and evaluated based on TDM success. Adoption of the Plan establishes a clear roadmap for addressing traveler needs on the North Coast today and in the future.

The Draft North Coast TDM Plan is currently available for public review

and comment through May 15, 2026. Advisory Committee members and members of the public are encouraged to provide feedback through the Draft North Coast TDM Plan Feedback Survey or by email to [info@scrtc.org](mailto:info@scrtc.org).

### *Traveler Profiles and Key Needs*

To reflect the diversity of travel patterns, perspectives, and mobility needs along the North Coast, the project team developed five traveler profiles.

**These profiles present a list of typical user identities and associated existing travel patterns that assist in identifying range of needs for TDM solutions on the North Coast.** For example, the TDM strategies aimed at improving transportation for residents will differ from those designed for day visitors. The five traveler profiles are summarized below.

- **North Coast Residents** rely on Highway 1 and local roads for daily travel. They prioritize safety, reliable access, and strategies that reduce visitor related conflicts while preserving community character.
- **Recreational Travelers** travel in large groups or with many things (recreational gear, bags, picnic supplies, etc.,) and arrive by car and are likely to continue doing so. They would benefit from opportunities to park once and safely walk, bike, or use transit between beaches, trails, and other destinations.
- **Zero Vehicle Travelers** access the North Coast without a personal vehicle and depend on transit, walking, bicycling, or shared rides. Continuous trails, reliable transit service, and clear travel information are essential for convenient travel to, from, and around the North Coast.
- **Visitors and Tourists** may be unfamiliar with the North Coast and seek low stress travel options, clear wayfinding, and managed parking that helps them navigate the North Coast safely and responsibly. They currently often travel by car out of necessity for convenience but could be interested in non-driving travel options if it is comfortable and easy to access.
- **Residents and Visitors with Mobility Challenges** require mobility assistance such as a walker or wheelchair and require predictable, accessible routes, ADA-compliant parking and amenities, and infrastructure that supports independent and dignified travel.

Several shared needs emerged across all profiles, reflecting corridor-wide challenges and opportunities:

- **Safe and Connected Travel:** Safe crossings, sidewalks, trails, and bike facilities that accommodate people of all ages, abilities, and mobility levels;
- **Clear Access and Navigation:** Easily identifiable parking, intuitive routes, and legible transit and wayfinding information;
- **Inclusive and Equitable Experiences:** Facilities and services that support participation by zero-vehicle visitors and people with mobility challenges;
- **Environmental Stewardship and Guidance:** Tools and information that protect sensitive resources while supporting safe, responsible use; and
- **Comfort and Support Amenities:** Rest areas, seating, shade, and restrooms that support longer visits and diverse users.

#### *Recommended TDM Framework and Strategies*

The North Coast TDM Plan organizes recommendations into five complementary TDM strategies that together create a comprehensive approach to managing travel on the North Coast:

- **Accessible Pedestrian and Bicycle Connections** include TDM projects, programs, and services that allow for accessible, comfortable, and connected pedestrian and bicycle access for all ages and abilities. Connections include new trails, pathways, roadway crossings, bike parking and other related walking and biking improvements.
- **Well-Planned Vehicle Access** includes TDM projects, programs, and services that help to manage how vehicles operate on Highway 1, reduce conflicts between users and enhance safety. TDM projects, programs, and services are focused on physical roadway improvements to clarify how vehicles can more easily enter and exit Highway 1.
- **Clear Signage and Traveler Information** includes TDM projects, programs, and services that provide information to travelers about how to get around. Information can be provided online to help travelers understand their travel options, encouraging non-driving access and supporting parking

management strategies. Once on the North Coast, signage and maps on Highway 1 and at key destinations and trails can help reduce travel stress and improve navigation.

- **Convenient Transit Services** includes TDM projects, programs, and services that improve transit by expanding existing bus transit service and adding new transit options such as shuttle services and/or rail service focused on visitors.
- **Park Once Supportive Facilities** are TDM projects, programs, and services that make it easy for travelers to park once in a central location and then walk, bike, or use transit to access multiple destinations on the North Coast without needing to drive and re-park.

### Priority Projects

From the full range of recommended TDM projects, programs, and services, five priority projects were identified as the most impactful and actionable investments for improving transportation access and managing travel demand along the Highway 1 corridor and may require the most conceptual development to be competitive for grant funding.

- **Highway 1 Pedestrian and Bicycle Crossings:** Provide formal, safe, and accessible crossings between parking, transit stops, and destinations on both sides of Highway 1.
- **Bus Stop Improvements and Service Upgrades:** Upgrade existing stops and expand service to improve comfort, reliability, and access to transit along the corridor.
- **Trail Connections:** Close key gaps in the trail network to support safe, continuous pedestrian and bicycle travel between destinations.
- **New Formalized Parking:** Construct and enhance formal parking areas to consolidate access, reduce informal roadside parking, and support a park once strategy.
- **Paid Parking on the North Coast:** Implement priced parking, where appropriate, to manage demand and generate revenue for transportation improvements.

To support implementation of these priority projects, the North Coast TDM Plan developed conceptual plans and feasibility considerations for each priority project.

## *Implementation and Sequencing*

Successful implementation will require coordination among multiple partners, including SCCRTC, Caltrans, Santa Cruz METRO, state and federal land-managing agencies, and the community. SCCRTC's role includes supporting planning, securing funding, coordinating partners, and monitoring implementation outcomes.

Implementation is organized into short, medium, and long-term phases to align with funding availability, staffing capacity, and interagency coordination needs.

- **Short-term** TDM projects, programs, and services focus on lower-cost, high-impact improvements such as improved traveler information, bike parking, parking enforcement, and targeted transit enhancements.
- **Medium-term** TDM projects, programs, and services include priority capital projects such as improved Highway 1 crossings, connecting trail segments, bus stop upgrades, and formal parking.
- **Long-term** TDM projects, programs, and services include more complex initiatives such as paid parking districts, reservation systems, and potential rail or shuttle services that should be implemented if needed as visitation increases.

This phased approach allows the North Coast TDM Plan to remain flexible and responsive to changing conditions and increased visitation.

## **FISCAL IMPACTS**

There are no fiscal impacts associated with adoption of the North Coast TDM Plan at this time. Adoption of the Plan does not commit the RTC to funding or implementing specific projects; future TDM improvements identified in the North Coast TDM Plan would be subject to separate project development, funding availability, and Commission approval.

## **SUMMARY**

[The North Coast TDM Plan](#) provides a roadmap for managing travel demand in a way that supports safety, protects the natural environment, provides alternatives to driving, and preserves the unique character of the North Coast for current and future generations. Adoption of the North Coast TDM

Plan aligns with local and state climate and safety goals and will help to support current and future implementation efforts. Staff recommends that the Advisory Committees receive and review the North Coast TDM Plan and provide any minor comments prior to finalization.

**ATTACHMENTS:**

- 1.** Draft North Coast TDM Executive Summary
- 2.** North Coast TDM Priority Projects
- 3.** Draft North Coast TDM Plan Feedback Survey (will be provided as a handout prior to the meeting)

Santa Cruz County

# North Coast Transportation Demand Management (TDM) Plan



**Fehr & Peers**

MAY 2026

# Executive Summary





## Introduction

The Santa Cruz North Coast is a unique coastal corridor defined by its scenic landscapes, state and federal public lands and trails, and popular recreational destinations and beaches. Stretching approximately 17 miles along Highway 1 between the City of Santa Cruz and the San Mateo County line, the North Coast attracts travelers year-round. Ongoing and planned investments are expected to further increase visitation in the coming years, such as the California Coastal Trail, the North Coast Rail Trail, and the recently opened Cotoni-Coast Dairies National Monument, which is expected to receive approximately 200,000 – 350,000 visitors annually.

The purpose of the North Coast TDM Plan is to identify solutions that reduce dependence on driving while improving access by walking, biking, transit, and shared transportation. Building on previous planning efforts and shaped by community input, the North Coast TDM Plan provides a roadmap for managing travel demand in a way that supports safety, protects the natural environment, provides alternatives to driving, and preserves the unique character of the North Coast for current and future generations.

**As visitation on the North Coast continues to grow, there is a clear need for a coordinated approach that enhances the overall travel experience on the North Coast.**

# Vision and Objectives

The vision for the North Coast TDM Plan was created in partnership with stakeholders and the community and establishes the framework for developing strategies and prioritizing TDM projects, programs, and services.

The following TDM objectives provide the framework to achieve this transportation vision. These objectives help identify specific, actionable outcomes for the North Coast TDM Plan. The six overarching North Coast TDM objectives listed below represent common themes and values that apply to all people traveling on the North Coast. Specific objectives by traveler profile (different types of North Coast travelers) are included in **Section 1.4**.

The vision for the North Coast TDM Plan is to make **alternatives to driving more appealing, safe, accessible, and affordable for all**, which enhances the experience of residents and visitors alike. For individuals choosing to drive, this plan envisions managing parking in a way that reduces conflicts between users and improves functionality on Highway 1.



Provide **flexible transportation options** within the North Coast that support diverse groups



**Preserve the natural environment** for future generations by managing the amount of driving



Ensure there is **local input** in planning



Make the North Coast more **accessible to more people**, including non-drivers



Improve **parking management** to reduce conflicts



Improve **access, safety, and navigation** to the North Coast for those who do drive

# Understanding Travel Needs on the North Coast

To ground the TDM strategies in real conditions, the project team conducted a comprehensive assessment of existing travel patterns and transportation conditions along the North Coast. Additional information on existing conditions and travel needs is included in **Chapter 2**.

## Travel Patterns and Visitation

Analysis of available travel data shows that most visitors to the North Coast originate from Santa Cruz County and the broader San Francisco Bay Area. Travel demand is highly seasonal and peaks on weekends, holidays, and during spring and summer months. The most active times of day typically occur between 12 PM and 4 PM, which is when parking demand is highest.

Most visitors travel to the North Coast by car due to limited transit service and constrained non-motorized connections. Once on the corridor, visitors often make multiple stops at beaches, parks, and trailheads, leading to repeated vehicle circulation and competition for limited parking.

### When is the North Coast Most Popular?



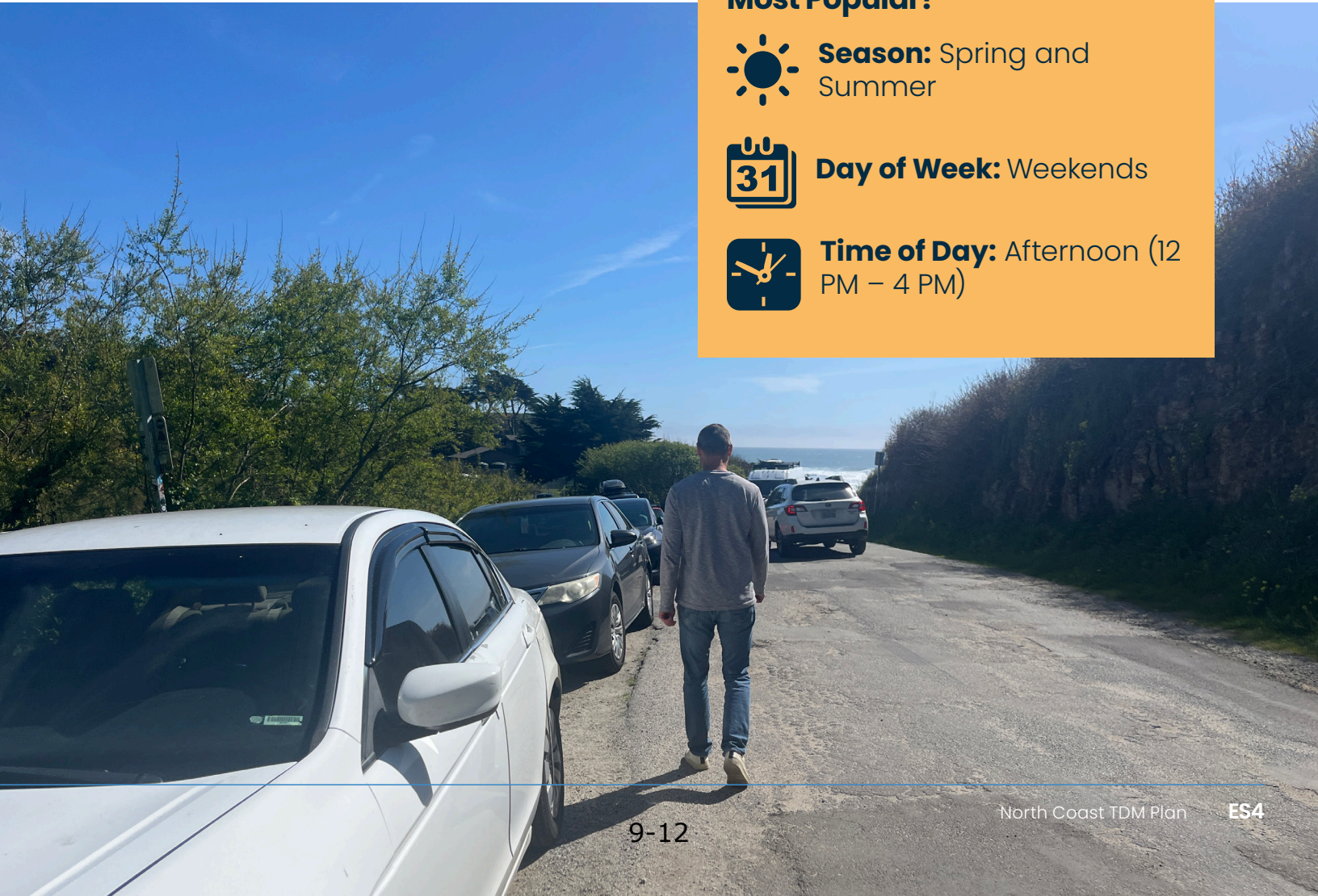
**Season:** Spring and Summer



**Day of Week:** Weekends



**Time of Day:** Afternoon (12 PM – 4 PM)



# Existing Transportation Conditions

The North Coast transportation system includes Highway 1, local roads, trails, beaches, parking areas, and limited transit service. Key existing transportation conditions and challenges include:

- Highway 1 functions as both a regional connector and local access roadway resulting in **high traffic volumes and temporary back-ups** during peak periods, including **delays** from cars entering and exiting parking areas and slower recreational vehicles.
- Pedestrian and bicycle infrastructure is fragmented, with **significant gaps, limited crossings** of Highway 1, and **barriers for users with mobility challenges**.
- **Transit service is limited** and primarily oriented toward commuter and school travel, with **minimal amenities at bus stops**.
- Parking supply is **constrained** and

**unevenly distributed**, leading to informal roadside parking, unexpected vehicle turning and merging movements and potential conflicts between vehicles, bicyclists, and pedestrians.

The **mobility challenges** identified in the existing conditions analysis (Chapter 2 and Appendix C) define specific access limitations and constraints that are unique to the North Coast and are addressed in the North Coast TDM Plan.

**The Existing Conditions analysis highlights multimodal network gaps, current and anticipated capacity constraints, and points of confusion.**

## Traveler Profiles and Key Needs

Several shared needs emerged across all profiles, reflecting corridor-wide challenges and opportunities. Additional details are included in **Chapter 2**.

### Safe and Connected Travel

Safe crossings, sidewalks, trails, and bike facilities that accommodate people of all ages, abilities, and mobility levels.

### Clear Access and Navigation

Easily identifiable parking, intuitive routes, and legible transit and wayfinding information.

### Inclusive and Equitable Experiences

Facilities and services that support participation by zero-vehicle visitors and people with mobility challenges.

### Comfort and Support Amenities

Rest areas, seating, shade, and restrooms that support longer visits and diverse users.

### Environmental Stewardship and Guidance

Tools and information that protect sensitive resources while supporting safe, responsible use.

To reflect the diversity of travel patterns, perspectives, and mobility needs along the North Coast, the project team developed **five traveler profiles**, summarized below and additional detail is included in **Section 2.3.1**.



**North Coast Residents** rely on Highway 1 and local roads for daily travel. They prioritize safety, reliable access, and strategies that reduce visitor related conflicts while preserving community character.



**Recreational Travelers** travel in large groups or with many things (recreational gear, bags, picnic supplies, etc.,) and arrive by car and are likely to continue doing so. They would benefit from opportunities to park once and safely walk, bike, or use transit between beaches, trails, and other destinations.



**Zero Vehicle Travelers** access the North Coast without a personal vehicle and depend on transit, walking, bicycling, or shared rides. Continuous trails, reliable transit service, and clear travel information are essential for convenient travel to, from, and around the North Coast.

**These profiles present a list of typical user identities and associated existing travel patterns that assist in identifying range of needs for TDM solutions on the North Coast.**

For example, the TDM strategies aimed at improving transportation for residents will differ from those designed for day visitors.



**Visitors and Tourists** may be unfamiliar with the North Coast and seek low-stress travel options, clear wayfinding, and managed parking that helps them navigate the North Coast safely and responsibly. They currently travel by car out of necessity but could be interested in non-driving travel options if they are comfortable and easy to access.



**Residents and Visitors with Mobility Challenges** require mobility assistance such as a walker or wheelchair and require predictable, accessible routes, ADA-compliant parking and amenities, and infrastructure that supports independent and dignified travel.



<b>Milestone 1: Existing Travel Patterns</b>	<b>Milestone 2: Draft Vision, Objectives, and Travel Profiles</b>	<b>Milestone 3: Draft North Coast TDM Plan</b>
<b>Spring 2025</b>	<b>Winter 2025-2026</b>	<b>Spring 2026</b>
<b>Activities</b>		
<ul style="list-style-type: none"> <li>• Five pop-ups</li> <li>• One hybrid stakeholder workshop</li> <li>• Online survey</li> </ul>	<ul style="list-style-type: none"> <li>• Three pop-ups</li> <li>• One hybrid stakeholder workshop</li> <li>• One virtual community workshop</li> </ul>	<ul style="list-style-type: none"> <li>• Online public comment period</li> <li>• One virtual stakeholder meeting</li> </ul>
<b>Goals</b>		
<ul style="list-style-type: none"> <li>• Introduce the North Coast TDM Plan</li> <li>• Confirm existing conditions and travel patterns</li> <li>• Gather input on barriers and opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Share and refine the Draft Vision, Objectives, and Traveler Profiles</li> <li>• Gather preferences on potential TDM strategies</li> </ul>	<ul style="list-style-type: none"> <li>• Collect feedback on the Draft North Coast TDM Plan document</li> </ul>
<b>Key Feedback</b>		
<ul style="list-style-type: none"> <li>• Safety, parking, and wayfinding are top needs</li> <li>• Participants want to see more travel options for getting to and around the North Coast including transit and trail connections</li> </ul>	<ul style="list-style-type: none"> <li>• There was strong support for TDM projects, programs, and services that closed trails gaps and expanded transit service</li> <li>• Participants felt that the traveler profiles accurately reflected their needs and travel patterns</li> </ul>	<ul style="list-style-type: none"> <li>• Feedback is currently being collected on the Public Draft North Coast TDM Plan</li> </ul>

# Recommended TDM Framework and Strategies

The North Coast TDM Plan organizes recommendations into five complementary TDM strategies that together create a comprehensive approach to managing travel on the North Coast:



## Accessible Pedestrian and Bicycle Connections

TDM projects, programs, and services that allow for accessible, comfortable, and connected pedestrian and bicycle access for all ages and abilities. Connections include new trails, pathways, roadway crossings, bike parking and other related walking and biking improvements.



## Well-Planned Vehicle Access

TDM projects, programs, and services that help to manage how vehicles operate on Highway 1, reduce conflicts between users and enhance safety. TDM projects, programs, and services are focused on physical roadway improvements to clarify how vehicles can more easily enter and exit Highway 1.



## Clear Signage and Traveler Information

TDM projects, programs, and services that provide information to travelers about how to get around. Information can be provided online to help travelers understand their travel options, encouraging non-driving access and supporting parking management strategies. Once on the North Coast, signage and maps on Highway 1 and at key destinations and trails can help reduce travel stress and improve navigation.



## Convenient Transit Services

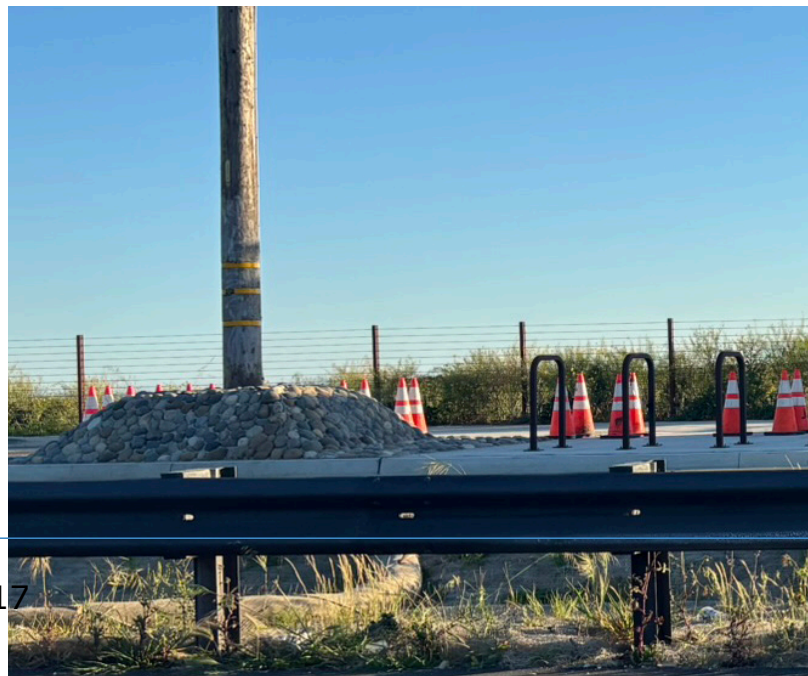
TDM projects, programs, and services that improve transit by expanding existing bus transit service and adding new transit options such as shuttle services and/or rail service focused on visitors.



## Park Once Supportive Facilities

TDM projects, programs, and services that make it easy for travelers to park once in a central location and then walk, bike, or use transit to access multiple destinations on the North Coast without needing to drive and re-park.

Additional information about the TDM strategies and individual TDM projects, programs, and services is included in **Chapter 4**.



# TDM Strategies

Categories of projects and programs that collectively achieve the TDM vision.



Accessible Pedestrian and Bicycle Connections



Well Planned Vehicle Access



Clear Signage and Traveler Information



Convenient Transit



Park Once Supportive Facilities

# Projects, Programs, and Services

Specific implementable actions organized by category

- ADA Improvement Plan
- Bike Parking
- Micromobility Stations
- Trail Connections
- Highway 1 Crossing Improvements

- Passing and Turn Lane Study
- New Scenic Pull-Outs
- Shared Use Shoulders and Bicycle Separation

- Cell Tower Upgrades
- Visitor Hubs
- Traveler Information Website and Outreach
- Wayfinding Plan

- Expanded Transit Service
- Shuttle Service
- Bus Stop Improvements and Service Upgrades
- On-Demand Microtransit Service
- Rail Service Designed for Visitors

- EV Charging Stations
- New Formalized Parking
- Paid Parking
- Parking Reservation System
- Parking Data Collection
- Parking Enforcement
- Real-Time Parking Information

# Priority Projects

Selected high-impact projects that are key to achieving the TDM vision.



# Priority Projects

From the full range of recommended TDM projects, programs, and services, five priority projects were identified **as the most impactful and actionable investments for improving transportation access and managing travel demand along the Highway 1 corridor** and may require the most conceptual development to be competitive for grant funding.

- Highway 1 Pedestrian and Bicycle Crossings
- Bus Stop Improvements and Service Upgrades
- Trail Connections
- New Formalized Parking
- Paid Parking on the North Coast

To support implementation of these priority projects, **Section 4.3** includes conceptual plans and feasibility considerations for each of the five priority projects.



# Implementation Approach

The North Coast TDM Plan outlines a phased implementation strategy including short-, medium-, and long-term TDM projects, programs, and services to align with funding availability, staffing capacity, and interagency coordination needs. Early actions focus on lower-cost, high-impact improvements such as traveler information, bike parking, and transit enhancements, while longer-term efforts address more complex infrastructure and parking management strategies and should be implemented as needed based on future visitation levels.

Successful implementation will require collaboration among SCCRTC, Caltrans, state and local agencies, transit operators, land managers, and the community. Ongoing monitoring and data collection will help track progress, evaluate effectiveness, and adapt strategies over time. **Chapter 5** includes additional guidance on implementation including general implementation considerations and roles and responsibilities as well as feasibility considerations for priority projects and potential funding sources.

Agency	Roles & Responsibilities	
<b>SCCRTC</b>	<ul style="list-style-type: none"> <li>• Access funding opportunities for project design and construction, as well as services and supporting measures.</li> <li>• Establish innovative regional policies that increase mobility and connectivity on the North Coast</li> <li>• Implement TDM strategies, as appropriate.</li> </ul>	<ul style="list-style-type: none"> <li>• Facilitate collaboration between Caltrans, the public, and other stakeholders.</li> <li>• Provide technical and staffing support on TDM implementation.</li> <li>• Monitor implementation efficacy.</li> </ul>
<b>Caltrans</b>	<ul style="list-style-type: none"> <li>• Review and permit projects lead by partner agencies within Caltrans right-of-way.</li> <li>• Lead improvements within Caltrans right of way.</li> <li>• Provide information about permit process, required data and design standards for improvements subject to Caltrans permits.</li> </ul>	<ul style="list-style-type: none"> <li>• Integrate appropriate TDM projects, programs, and services into Caltrans lead projects, including SHOPP projects.</li> <li>• Monitor implementation efficacy for TDM projects, programs, and services within Caltrans right-of-way.</li> </ul>
<b>Other State &amp; Local Agencies</b>	<ul style="list-style-type: none"> <li>• Support and permit TDM projects, programs, and services where applicable, (for example, paid parking).</li> </ul>	<ul style="list-style-type: none"> <li>• Lead improvements within owned and managed property.</li> </ul>
<b>Residents</b>	<ul style="list-style-type: none"> <li>• Provide feedback on implementation of TDM projects, programs, and services.</li> </ul>	

# Moving Forward

Ultimately, the North Coast TDM Plan provides a roadmap for managing travel demand in a way that enhances safety, expands access, protects the natural environment, and preserves the character of the North Coast for future generations. With thoughtful implementation and continued partnership, the recommendations in the North Coast TDM Plan can help ensure that the North Coast remains a place where people can move safely, responsibly, and enjoyably today and in the future.





# 1 Highway 1 Pedestrian and Bicycle Crossings

Provide formalized pedestrian crossings such as at-grade crosswalks, overcrossings, or undercrossings. Crossings will be designed to meet ADA accessibility needs and Caltrans criteria. The timing and location of bus stop improvements may affect the design and need for crossings.

Under and over crossings provide increased separation from vehicles and minimize effects on vehicle throughput on Highway 1. However, there can be greater feasibility constraints including cost, available space, security and maintenance needs, and environmental and geological considerations. At-grade crossings provide the most direct path of travel for pedestrians and bicyclists and are often less costly to construct.



## Goals Addressed

- Provide flexible transportation options
- Make the North Coast accessible to more people
- Improve access, safety, and navigation for drivers

## User Needs Addressed



Requires coordination with Priority Project 2 – Bus Stop Improvements and Service Upgrades

## Crossing Treatments

- Marked high visibility striping
- Physical separation (over crossing or under crossing)
- Speed management
- Wayfinding and advanced warning signs
- Traffic controls (signal, pedestrian hybrid beacon, or rectangular rapid flashing beacon)
- Connections to pedestrian facilities (trails or sidewalks) on Highway 1
- ADA access (curb ramps)



Photo 1. San Luis Obispo, CA

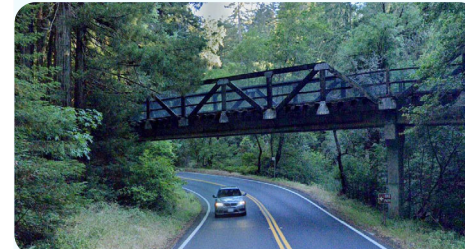


Photo 2. Cross Marin Trail Overcrossing Sir Francis Drake Blvd. – Marin County, CA



Photo 3. Trail Underpass

## At-Grade Crossing

### Considerations

- Adequate visibility
- Vehicle speeds are slow enough to stop in time for crossing pedestrians
- Effects on vehicle travel time
- Advanced warning signs
- Crossing control such as pedestrian hybrid beacon, signal, or rapid rectangular flashing beacon

## Over Crossing

### Considerations

- Adequate vertical clearance
- ADA requirements
- Connections from over-crossing to key destinations on Highway 1
- Lighting and maintenance
- Existing embankments, soil, drainage, overhead utilities affect feasibility and placement constraints
- Visual effect of overcrossings on natural environment

## Under Crossing

### Considerations

- Adequate vertical clearance
- Connections from under-crossing to key destinations on Highway 1
- Lighting, security, and maintenance
- Space, clearance, soil, utilities, drainage affect feasibility and placement constraints



## 2 Bus Stop Improvements and Service Upgrades

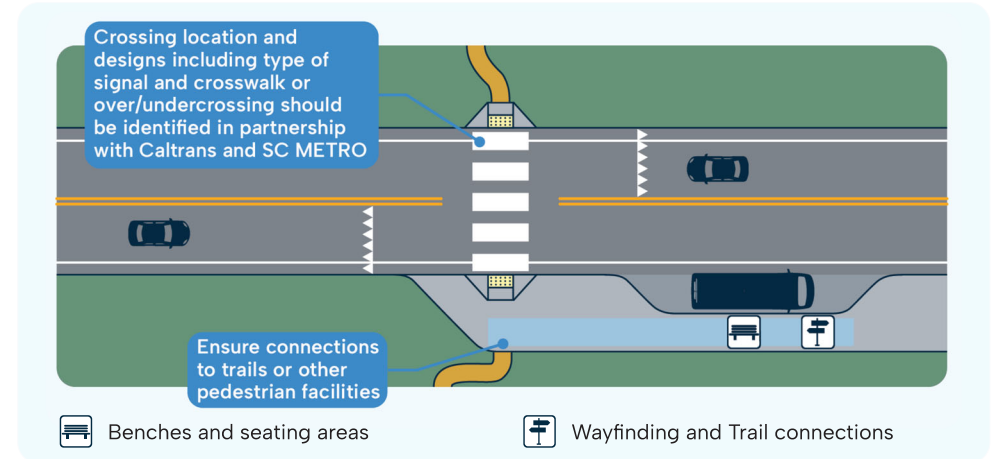
Expand transit service to Waddell Beach and add new stops at key locations such as Wilder Ranch. Upgrade existing bus stops to include waiting and loading areas, real-time arrival information, signage, and map, benches, and shelters.

These improvements will support the North Coasts "park once" approach by improving access for those who need or want to travel without a car.

Bus stops should be located at convenient locations to support those traveling between destinations along the North Coast and for people traveling between Santa Cruz city and the North Coast. Bus stops should include amenities such as seating, wayfinding, shade, waiting and loading areas, and adequate bicycle and pedestrian connections.



### Bus Stop Improvements



### Feasibility Considerations

- Adequate pull-out space for on-street stops
- Separated and comfortable waiting areas that are visible to drivers
- Amenities and wayfinding to increase rider access and comfort
- Off-street stops where feasible (coordinate with future parking developments) and add turn/merge/acceleration lanes where appropriate



Photo 4. Yosemite Village – Yosemite National Park, CA

### Goals Addressed

- Provide flexible transportation options
- Ensure there is local input
- Make the North Coast accessible to more people
- Improve access, safety, and navigation for drivers

### User Needs Addressed



### Service Improvements

#### Off Season (Fall/Winter)

Weekday: maintain existing school service with limited stops  
Weekend: all stops with 6 buses per day

#### Potential Peak Season (Spring/Summer)

Monday – Wednesday: maintain existing school service with limited stops  
Thursday – Friday: all stops with 1 hour headways from 2 PM – 6 PM  
Weekend: all stops with 1 hour headways from 11 AM – 2 PM and 30 minute headways from 2 PM – 7 PM

Requires coordination with Priority Project 1 – SR 1 Pedestrian and Bicycle Crossings, Priority Project 4 – New Formalized Parking



# 3 Trail Connections

Close gaps in trail network to support bicycle and pedestrian access to key destinations. Build out and close gaps in the California Coastal Trail network and include visitor amenities (sign posts, maps, rest areas) for trail users every 2–5 miles.

Trails should be located along Highway 1 where space allows to provide the most direct connections. In some locations, where space parallel to the highway may be constrained, alternative low infrastructure options that are farther from Highway 1 may be considered.



## Goals Addressed

- Provide flexible transportation options
- Preserve natural environment
- Make the North Coast accessible to more people

## User Needs Addressed



Requires coordination with all Priority Projects

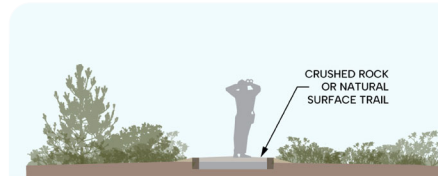
## Feasibility Considerations

Trail connections are determined based on feasibility and the level of infrastructure required. Minor infrastructure improvements include new segments alternatives along existing collector roads, as well as existing primary sections of the California Coastal Trail that need improvements. Medium infrastructure improvements consist of paved trail sections located adjacent to the highway. In areas where these approaches are not feasible, higher infrastructure solutions may be necessary, such as bridge structures or elevated trail segments separated from the highway.

### Low Infrastructure

#### Considerations

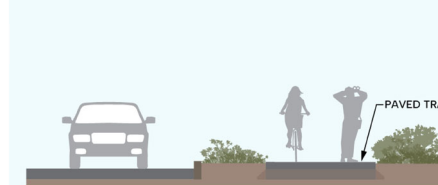
- Crushed rock or natural surface trail
- ~5ft wide, pedestrian only
- Coastal bluff trail
- Low/medium cost



### Medium Infrastructure

#### Considerations

- Paved trail
- ~8ft wide, bike and pedestrian use
- Potentially in Highway and/or railroad right-of-way with buffer
- Medium/high cost



### High Infrastructure

#### Considerations

- Elevated trail
- ~8ft wide, bike and pedestrian use
- Bridged or cantilivered off of SR-1
- Highly constrained areas
- Highest cost



## Case Study Examples



Photo 5. El Granada Coast Trail - El Granada, CA



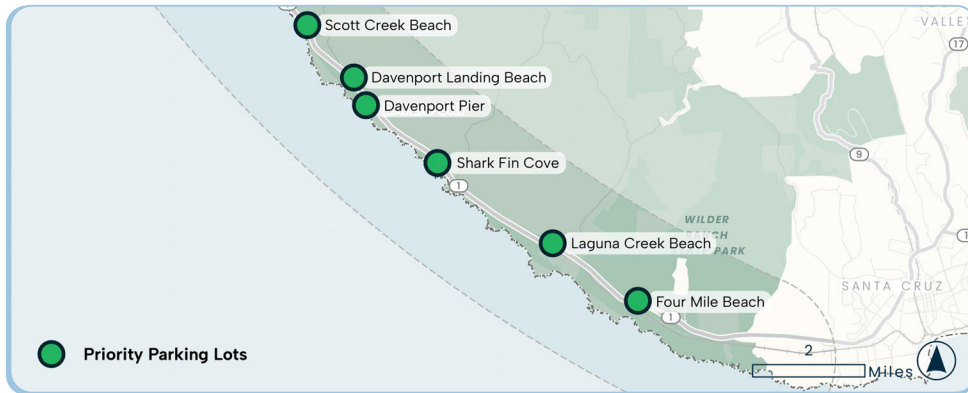
Photo 6. Midcoast Multi-Modal Trail - San Mateo County, CA



# 4 New Formalized Parking

Construct formalized parking lots and off-street parking areas and restrict, limit, or discourage parking at informal locations. Build amenities and supportive infrastructure (bike parking, visitor signage, and bus stops). Formalized parking areas at key locations can help to better organize parking supply and reduce informal shoulder parking. This supports a “park once” approach, where visitors park in a single location and access multiple destinations on foot, by bike, or by transit rather than driving between sites.

Formalized parking areas should include designated separated spaces for parking, regrading and paving to improve accessibility and clearly delineated entrance and exit points to help reduce unexpected movement on Highway 1. Parking improvements include safe pedestrian and bicycle connections, wayfinding, potential accommodation for future transit access, and amenities such as bathrooms. Construction should prioritize high-demand locations with fewer feasibility constraints first.



## Feasibility Considerations

- Coordination with property owners and partner agencies (e.g., Caltrans, State Parks, County of Santa Cruz) for siting, design and implementation required.
- Design may be constrained by environmental, grading, coastal, and right-of-way considerations.
- Complementary enforcement to prevent parking in informal areas and after hours may be require to be effective.
- Parking areas should have be opened sunrise to sunset. Operating hours should be enforced.
- Maintenance required.

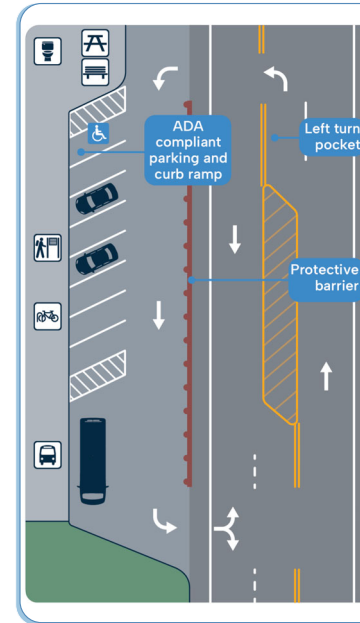
## Goals Addressed

- Provide flexible transportation options
- Ensure there is local input
- Improve parking management
- Improve access, safety, and navigation for drivers

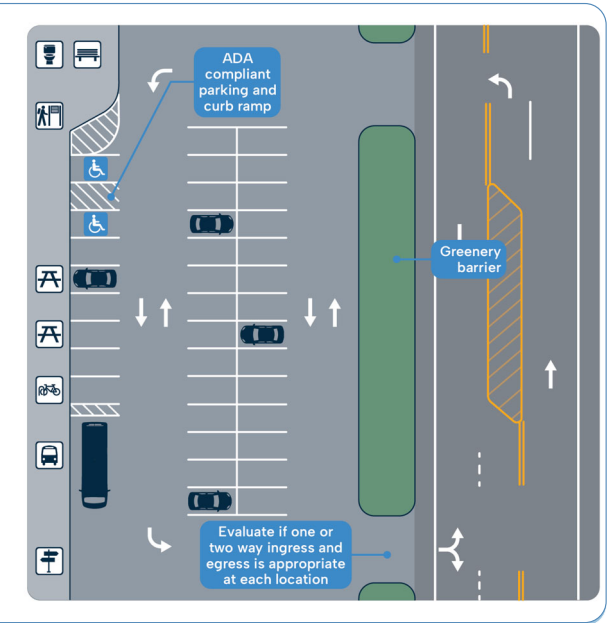
## User Needs Addressed



## Off-Street Parking



## Parking Lot



- |                                  |               |   |
|----------------------------------|---------------|---|
| Benches and seating areas        | Bike parking  | Toilet facility   |
| Kiosk or interpretive signage    | Picnic tables | Bus stops and shelters  |
| Wayfinding and Trail connections |               | <ul style="list-style-type: none"> <li>• Out of the Caltrans ROW</li> <li>• Should be placed at formalized lots, where possible</li> <li>• Out of the Caltrans ROW</li> </ul> |

## Case Study Examples



Photo 8. Yellowbank Parking - Santa Cruz County, CA



Photo 9. Greyhound Rock Parking - Davenport, CA

Requires coordination with Priority Project 2 - Bus Stop Improvements and Service Upgrades, Priority Project 5 - Paid Parking



# 5 Paid Parking on the North Coast

Designate priced parking at select parking lots to manage demand. Paid parking on the North Coast can help to manage demand for parking, reduce conflicts from cars searching for parking or parking on shoulders, and support increased access to the North Coast. Paid parking also supports the "park once" approach and helps to encourage alternative travel modes. Parking revenue could be used to improve non-driving options such as trails, visitor information, transit options, and bicycle amenities, such as bike racks.

## Considerations for Paid Parking on the North Coast

- Collect data: Monitor parking demand at all parking locations to identify high demand and spillover parking. This will demonstrate the need.
- California Coastal Commission: Regulates land use in the coastal zone, covering most of the parking locations. Early coordination recommended.
- Revenue: Parking revenue is typically used to fund maintenance of lots and direct improvements for access to the coast.
- Spillover Parking: Regulations and enforcement will be need to prevent parking on shoulders to avoid parking fees.
- Affordability: Most paid parking programs within the Coastal Zone have some form of resident or low-income parking pass.



Photo 10. Paid Parking Kiosk - Point Lobos, CA

## Goals Addressed

- Provide flexible transportation options
- Ensure there is local input
- Improve parking management
- Improve access, safety, and navigation for drivers

## User Needs Addressed



Requires coordination with Priority Project 3 - New Formalized Parking

## Case Study: Poplar Beach, City of Half Moon Bay

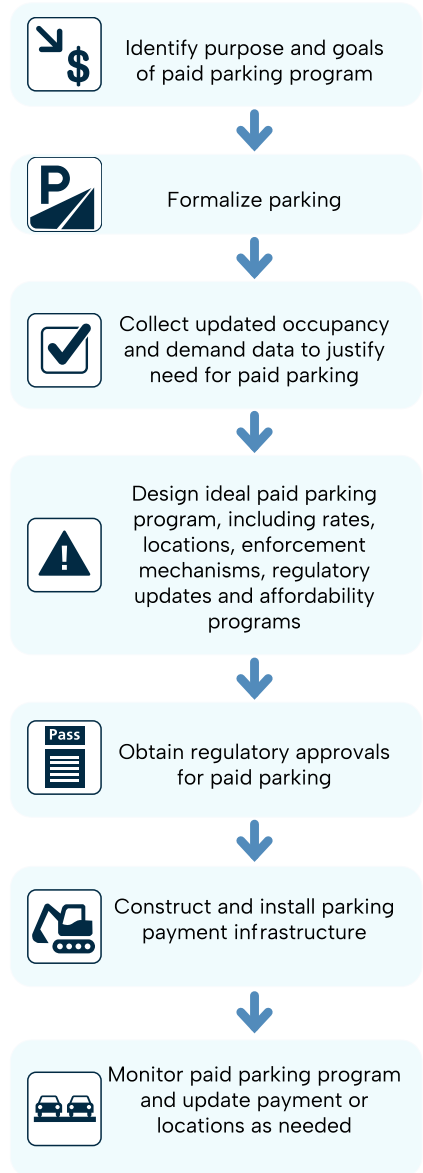
- Owned and maintained by the City of Half Moon Bay.
- Paid parking established in 2009.
- Parking fees were set to align with nearby State Parks' prices.
- Free on-street parking available in nearby neighborhoods, alleviating Coastal Commission concerns about losing access to the coastside for low-income visitors.
- Accepts the State Parks' Golden Bear Pass for low-income residents.
- Fees are used to offset the expense of maintaining the lot.



Photo 11. Poplar Beach Parking - Half Moon Bay, CA



Photo 12. Poplar Beach Parking - Half Moon Bay, CA





# © Photo Credits

9-27



Photo 1. San Luis Obispo, CA

Source: City of San Luis Obispo website  
 Pedestrian Hybrid Beacon crosswalk  
<https://www.slocity.org/government/department-directory/public-works/programs-and-services/transportation-planning-and-engineering/pedestrian-hybrid-beacon>



Photo 2. Cross Marin Trail Overcrossing Sir Francis Drake Blvd. - Marin County, CA

Source: Google Maps, Image Capture: July 2024  
 (c) 2026, Google  
<https://maps.app.goo.gl/Pz56wnNVoKGYzimg7>



Photo 3. Trail Underpass

Source: Picryl website  
<https://picryl.com/media/underpass-passage-tunnel-architecture-buildings-452cf0>



Photo 4. Yosemite Village - Yosemite National Park, CA

Source: National Parks Service website  
 YARTS STOP: Yosemite Village  
<https://www.nps.gov/places/000/yarts-stop-yosemite-village.htm>

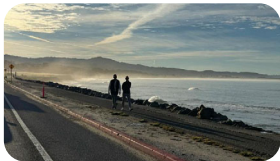


Photo 5. El Granada Coast Trail - El Granada, CA

Source: Nela Rullan, Zander Westbrook Design



Photo 6. Midcoast Multi-Modal Trail - San Mateo County, CA

Source: Sofia Zander, Zander Westbrook Design



Photo 7. Yellowbank Parking - Santa Cruz County, CA

Source: Google Maps, Image Capture: October 2025  
 (c) 2026, Google  
<https://maps.app.goo.gl/Q2UMcpQU5oVSfCvw8>



Photo 8. Greyhound Rock Parking - Davenport, CA

Source: Santa Cruz County Parks website  
 Greyhound Rock Coastal Access  
<https://parks.santacruzcountyca.gov/Home/ExploreOurParksBeaches/BeachesCoastalAccess/GreyhoundRock.aspx#park-gallery-3>



Photo 10. Paid Parking Kiosk - Point Lobos, CA

Source: Alexandra Lee-Gardner, Fehr & Peers



Photo 10. Poplar Beach - City of Half Moon Bay, CA

Source: Google Maps, Image Capture: January 2014  
 (c) 2026, Google  
<https://maps.app.goo.gl/VHHdm69VbxtZLPpy2>



Photo 11. Poplar Beach - City of Half Moon Bay, CA

Source: Google Maps, Image Capture: April 2016  
 (c) 2026, Google  
<https://maps.app.goo.gl/7jR7zCBnTyxak5bbA>

# Introduction

This document serves as a supplement to the priority project concepts and informational factsheets above and provides additional details about potential locations and implementation timing.

Priority projects address the North Coast's most pressing transportation challenges while laying the foundation for long-term investments. The five selected priority projects are:

- Priority Project 1 Highway 1 Pedestrian and Bicycle Crossings
- Priority Project 2 Bus Stop Improvements and Service Upgrades
- Priority Project 3 Trail Connections
- Priority Project 4 New Formalized Parking
- Priority Project 5 Paid Parking on the North Coast

Many priority projects can also support investments in other priority projects.

## Priority Project 1 Highway 1 Pedestrian and Bicycle Crossings

### Description

Highway 1 pedestrian and bicycle crossings provide formalized pedestrian crossings such as at-grade crosswalks, overcrossings, or undercrossings. Crossings will be designed to meet ADA accessibility needs and Caltrans criteria.

### Phasing and Locations

Tier 1 locations are areas where crossing demand is expected to be higher and there are fewer expected feasibility constraints. Tier 2 locations may have additional feasibility constraints.

- Demand
  - Crossing demand (are there destinations on both sides of the highway)
  - Destination demand (are there areas on either side of highway that were ranked as major attractors based on community feedback)
  - Pedestrian crashes hot spots (based on pedestrian crash data on Highway 1 from 2014–2023 from the RHSP)
  - Priority bus stop location (see Bus Stop Improvements and Service Upgrades)
- Feasibility
  - Ongoing projects (are there opportunities to include improvements as part of ongoing projects)
  - Physical constraints (are there potential sight distance, property, or space constraints)
  - Is there access from the end of the crossing to pedestrian facilities (trails/parking lots)

## Priority Locations

### TIER 1

- Waddell Beach
- Four Mile Beach
- Wilder Ranch

### TIER 2

- Davenport Landing
- Bonny Doon Beach
- Yellowbank Beach
- Coast Road

### ADDITIONAL CONSIDERATIONS

- Greyhound Rock
- Scott Creek Beach
- Laguna Creek Beach
- Rodoni Farms

This priority project is dependent on Priority Project 2 Bus Stop Improvements and Service Upgrades and Priority Project 3 Trail Connections. In some areas, consider constructing crossing and bus stop improvements simultaneously. The timing and location of bus stop improvements may affect the need for crossings. For example, the Greyhound Rock crossing may not be needed if the bus stop is located in the parking lot. Additionally, the need for the Scott Creek crossing may be dependent on which side of the highway future trail connections are located.

## Priority Project 2 Bus Stop Improvements

### Description

Bus stop improvements and service upgrades include expanding transit service to Waddell Beach and adding new stops at key locations such as Wilder Ranch. Upgrades to existing bus stops will include waiting and loading areas, real-time arrival information, signage and maps, benches, and shelters.

### Phasing and Locations

Tier 1 locations are areas with higher expected demand and serve key gaps in the transit network. These locations are identified to be important to support the park once approach and have fewer feasibility constraints. Tier 2 locations are secondary locations that may warrant additional stops and should be evaluated based on demand with future increases in visitation.

- Demand
  - Park once approach support (are there formal parking lots, would this location support overall corridor park once approach)
  - Destination demand (are there areas on either side of highway that were ranked as major attractors based on community feedback)

- Distribution (is there an existing or proposed stop nearby)
- Feasibility
  - Ongoing projects (are there opportunities to include improvements as part of ongoing projects)
  - Off-street space constraints (are there opportunities to locate the bus stop off-street – this is preferred)
  - On street space constraints (is there potentially space for an on-street bus stop)

## Priority Locations

### TIER 1

- Waddell Beach (consider off-street stop)
- Davenport Beach (new stop proposed as part of Davenport Beach parking lot)
- Four Mile Beach
- Wilder Ranch (consider off-street stop)

### TIER 2

- Greyhound Rock (consider off-street stop)
- Davenport Landing Beach (consider adding in coordination with formalizing parking lot)
- Yellowbank Beach (consider off-street stop)

### ADDITIONAL CONSIDERATIONS (UPGRADES TO EXISTING STOPS TO UPGRADE STOP FACILITIES AND ADD STOPS ON BOTH SIDES OF HIGHWAY IF FEASIBLE)

- Scott Creek Beach
- Davenport (Highway 1 & Davenport Avenue (Cash Store))
- Ocean (Pacific Elementary School)
- Bonny Doon Beach
- Coast Road

This priority project is dependent on Priority Project 1 Highway 1 Pedestrian and Bicycle Crossings and Priority Project 4 New Formalized Parking. SC METRO and Caltrans may require planned or existing pedestrian and bicycle access is available at new bus stop locations including appropriate crossing infrastructure if applicable.

## Project 3 Trail Connections

### Description

Trails connections include closing gaps in the trail network to support bicycle and pedestrian access to key destinations. This priority project includes building out and closing gaps in the California Coastal Trail network and providing visitor amenities (signposts, maps, rest areas) for trail users every 2-5 miles.

### Phasing and Locations

The North Coast Rail Trail currently planned and under construction will build out the trail network from the City of Santa Cruz border to Davenport. Additional trail segments were prioritized based on

feasibility and space constraints and potential demand based on community priorities and high demand locations.

## Priority Locations

### TIER 1

- Big Basin to Greyhound Rock
- Scott Creek Beach to Davenport

### TIER 2

- Greyhound Rock to Scott Creek Beach

The type of infrastructure (low, medium, and high) may vary based on environmental and geologic constraints and right-of-way space.

# Project 4 New Formalized Parking

## Description

New formalized parking consists of constructing formalized parking lots and off-street parking areas and restricting, limiting, or discouraging parking at informal locations. This includes building amenities and supportive infrastructure (bike parking, visitor signage, and bus stops) to support the park once approach.

## Phasing and Locations

The Tier 1 locations are areas with high parking demand, safety concerns (where would paved parking improve safety), future improvements, and land that RTC owns or could coordinate with Caltrans on.

- Demand
  - Existing condition (is the current informal parking off-street, on-street, unpaved, paved, etc)
  - Parking demand (what is the parking occupancy as documented parking occupancy observations, number of google reviews, parking hotspot map)
  - Safety concerns (from community feedback and North Coast Facilities Management Plan)
- Feasibility
  - Future improvement alignment (North Coast Facilities Management Plan and Rural highway Safety Plan identified projects)
  - Basic feasibility (who owns the land and is it on-street or off-street)

# Project 5 Paid Parking on the North Coast

## Description

Paid parking on the North Coast includes designating priced parking at select parking lots to manage demand. Funds from parking could be used to improve non-driving options such as trails, visitor information, transit options, and bicycle parking.

## Phasing and Locations

Paid parking should be implemented at formalized parking areas only. The timing and location of paid parking areas should be informed by future parking occupancy counts that are collected after additional formalized parking areas are constructed. Paid parking should be regularly evaluated as visitation increases overtime.

TO: Bicycle Advisory Committee (BAC)  
FROM: Riley Gerbrandt, P.E., Associate Transportation Engineer  
RE: Zero Emission Passenger Rail and Trail Project Update

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## RECOMMENDATIONS

Staff recommends that the Committee receive an informational update and provide input on the Zero Emission Passenger Rail and Trail Project (ZEPRT)'s Trail Segments 13-20 Memo.

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## BACKGROUND

The Regional Transportation Commission (RTC) prepared a Project Concept Report for passenger rail transit between Pajaro and Santa Cruz and the multi-use bicycle and pedestrian trail (Coastal Rail Trail) along the Santa Cruz Branch Line, including between Rio del Mar and Pajaro (Segments 13 through 20) and the Capitola Trestle (Segment 11, Phase 2). Since late 2023, work has included development of the purpose and need statement; guidelines for railroad bridge repairs and replacements; typical design cross sections; horizontal setback guidelines; initial and revised conceptual alignments; analysis of rail transit vehicle types and station locations; consideration of funding opportunities and integration with state and interregional rail plans; and regulatory requirements. Information on the project is online at: <http://www.sccrtc.org/zeprt>.

In December 2025, the Commission accepted the ZEPRT Final Project Concept Report and directed staff to continue to pursue state and federal funding and coordination to advance passenger rail. In addition, the Commission directed staff to return with a proposal for construction and implementation of the Interim Trail for Segments 9-11.

## DISCUSSION

As a supplement to the ZEPRT Final Project Concept Report, RTC has prepared a Draft Memo summarizing the ZEPRT conceptual trail alignments for Segments 13-20. The memo details the proposed conceptual alignment of the Ultimate Trail configuration to accommodate future passenger rail service as presented in the Final Project Concept Report. The memo

describes the boundary determination and presents the proposed alignments for each segment, which were developed through an iterative process including conceptual level engineering design, technical analysis, evaluation of potential constraints and impacts, and input gathered through community and stakeholder engagement.

The memo includes maps indicating the proposed Class I or Class IV trail facilities for each segment. Cross-section exhibits are also provided to illustrate potential future configuration of the roadway, trail, and passenger rail components. The rail and trail alignment will continue to be further defined as the ZEPRT project advances.

Conceptual cost estimates were developed for each segment. Quantities were assigned to bid items for specific items of work such as signage, pavement, earthwork, structures, and trackwork. Items with minimal design detail but included in the project scope were estimated through a parametric quantity or as a lump sum allowance. General condition items such as mobilization, quality control, traffic control, survey, and temporary erosion control were estimated as a percentage of total construction costs. Right-of-way (ROW) items such as acquisition costs and temporary construction easements, and utility relocations were assumed as a percentage of construction costs or as a lump sum allocation.

The pricing of the bid items were determined through historical unit prices from recent transit and roadway projects and based on engineering experiences. Due to the level of design the pricing for unquantified items are assumed as allowances and lump sum costs based on elements of work from similar projects. These assumptions allow for sufficient costs to be allocated to the items as the project scope develops. Overall, given the conceptual level of design, a 40% contingency was added to the construction and ROW items to account for potential design and project scope uncertainties.

“Hard Cost” in 2026 dollars were developed and include for costs for construction item, ROW, and contingency. Soft costs for design, administration and right of way acquisition were estimated by applying allocated percentages to the hard cost for each category. Preliminary engineering and environmental was assumed to be 15% of the hard cost subcategory. Final design was assumed to be 12% of the hard cost subcategory. Construction administration was assumed to be 15% of the hard cost subcategory.

Escalation was calculated at 4% annually of the Hard and Soft costs to the anticipated start Year of Expenditure (YOE) of 2035.

The following table summarizes the 2026 and YOE 2035 costs. To accommodate the Ultimate Trail configuration, estimates include costs associated with grading and track shifts necessary for future rail construction. Efficiencies of building the rail and trail projects together would considerably reduce costs of some rail segments. Trail cost savings of roughly 50 percent would be anticipated if the trail was built in conjunction with the rail project.

Segment	Grand Total (2026)	Grand Total YOE (2035)
Segment 13	\$ 59,900,000	\$ 85,300,000
Segment 14	\$ 83,100,000	\$ 118,300,000
Segment 15	\$ 74,400,000	\$ 105,900,000
Segment 16	\$ 144,500,000	\$ 205,700,000
Segment 17	\$ 71,500,000	\$ 101,800,000
Segment 18	\$ 36,000,000	\$ 51,300,000
Segment 18 Alt 1	\$ 83,100,000	\$ 118,200,000
Segment 19	\$ 3,800,000	\$ 5,400,000
Segment 20	\$ 26,400,000	\$ 37,600,000
<b>Grand Total</b>	<b>\$ 582,700,000</b>	<b>\$ 829,500,000</b>

Figure 1: Conceptual Cost Estimate

**NEXT STEPS**

Following the Commission’s acceptance of the Final Project Concept Report in December 2025, the next phase of the ZEPRT Project would be to complete the preliminary engineering and environmental analysis of the Project. Staff continues to seek full funding to complete this phase, however, there are very few available funding sources at the state and federal level for pre-construction components of capital projects.

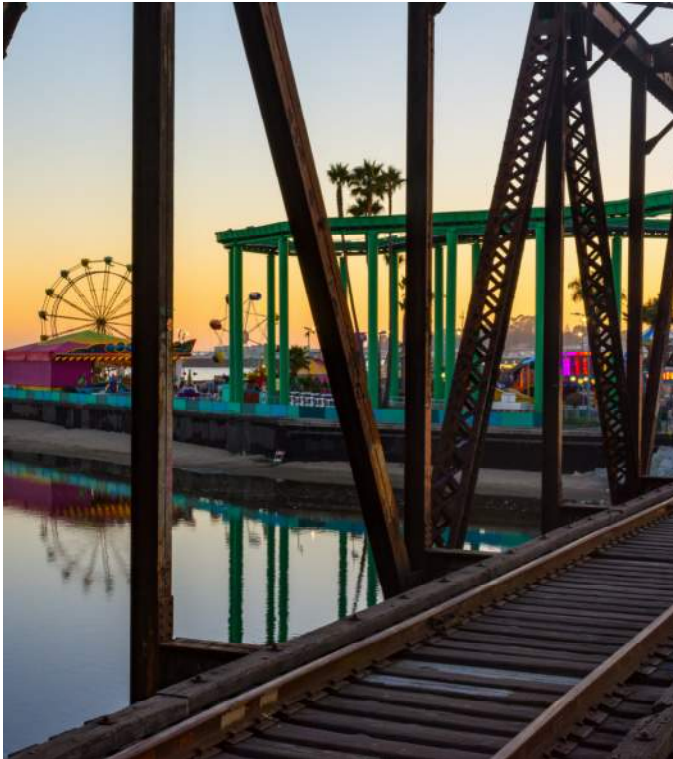
**SUMMARY**

Staff will provide an update on the Zero Emission Passenger Rail and Trail Segments 13-20 Memo. Input can be provided via email to [zeprt@sccrtc.org](mailto:zeprt@sccrtc.org).

**ATTACHMENTS**

- 1) ZEPRT Trail Segments 13-20 Memo Draft

**ZERO EMISSION**  
PASSENGER RAIL AND TRAIL



Trail Segments 13-20

Memo

**DRAFT**

March 20, 2026

SCCRTC Zero Emission  
Passenger Rail and Trail Project



The Santa Cruz County Regional Transportation Commission (SCCRTC) is committed to ensuring that no person is excluded from participation or subjected to discrimination in any SCCRTC activities. To request this file in an alternative format or an auxiliary aid or service for effective communication, contact the SCCRTC at (831) 460-3200 or [info@sccrtc.org](mailto:info@sccrtc.org).

DRAFT

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## Project Summary

The ZEPRT Project proposes implementation of new passenger rail service and stations on approximately 22 miles of the SCBRL from Pajaro in the east with the city of Santa Cruz in the west. The Project also proposes to develop 12 miles of the Coastal Rail Trail – Segments 13-20 from Rio Del Mar Boulevard through the community of La Selva Beach and the city of Watsonville – and the Capitola Trestle reach (Segment 11, Phase 2) to enhance local bicycle and pedestrian safety and connectivity. This Santa Cruz County Regional Transportation Commission (SCCRTC) Zero Emission Passenger Rail and Trail (ZEPRT) Trail Segment 13 through Segment 20 Memo presents a summary of the developed to-date proposed conceptual trail alignment within or close to the SCCRTC-owned Santa Cruz Branch Rail Line (SCBRL) corridor right-of-way.

The initial conceptual trail alignment presented for the ZEPRT Project in 2024 was designed to fit within the existing SCBRL corridor, where feasible, while accommodating both the rail and trail infrastructure. Consideration was taken for trail segments within the SCBRL that have already been constructed or are currently in design. This proposed alignment resulted from a robust iterative process consisting of conceptual level engineering design, technical analysis, assessment of potential constraints and impacts, and extensive community and stakeholder engagement. The rail and trail alignments will be further refined as the ZEPRT Project advances.

## Segment 13

Length: 0.91 miles (4,798 LF) – Rio Del Mar Boulevard to Cliff Drive/Hidden Beach

### Segment 13 Boundary Determination

The northern boundary of Trail Segment 13 begins in the railroad right of way under the Rio Del Mar Boulevard overcrossing of the right of way connecting to the Trail Segment 12 Class I facility creating a continuous trail southward from Aptos. This location provides for a connection with the existing Class III bike route along Rio Del Mar Boulevard as well as the existing bike facilities along Sumner Avenue. The southern end of the trail segment terminates at the end of the Hidden Beach rail trestle adjacent to Sumner Avenue.

### Segment 13 Description

Trail Segment 13 will provide both pedestrian and bike access from the Rio Del Mar Boulevard vehicular overcrossing to Hidden Beach. At Hidden Beach, the proposed pedestrian and bike trail will connect to an existing trail facility allowing users to have direct coastal access from the Segment 13 trail. Due to the grade differential between the roadway at Rio Del Mar Boulevard and the trail, a vertical ingress and egress will be required to allow for user access from Rio Del Mar Boulevard to the trail. The proposed trail will run adjacent to the rail tracks on the inland-side under the Rio Del Mar Bridge and continue along the inland-side of the tracks until Hidden Beach. This section of track is in a depressed corridor, with steep side-slopes on either side separating the proposed rail and trail from residential parcels. Due to the narrow corridor the tracks may need to be reconstructed away from the trail to the coastal side of the corridor and small structures, such as retaining walls, may be needed along the north side of the corridor to support the steep side-slopes to allow for the required 12' trail width.

As previously noted, Segment 13 terminates at the end of the Hidden Beach rail trestle adjacent to Sumner Avenue. This trail crossing will require a new pre-engineered pedestrian and bike bridge that will align adjacent to the rail trestle. Once south of the Hidden Beach rail trestle, and over the new trail bridge, pedestrian and bike access will continue along the coastal side of Sumner Ave. At this location trail users can connect to the Hidden Beach parking lot through the existing trail that crosses under the Hidden Beach rail trestle from Sumner Ave to Hidden Beach.

### Segment 13 Proposed Improvements

- 0.91 miles (4,798 LF) multi-use paved path (Class I) along the inland side of the railroad right-of-way

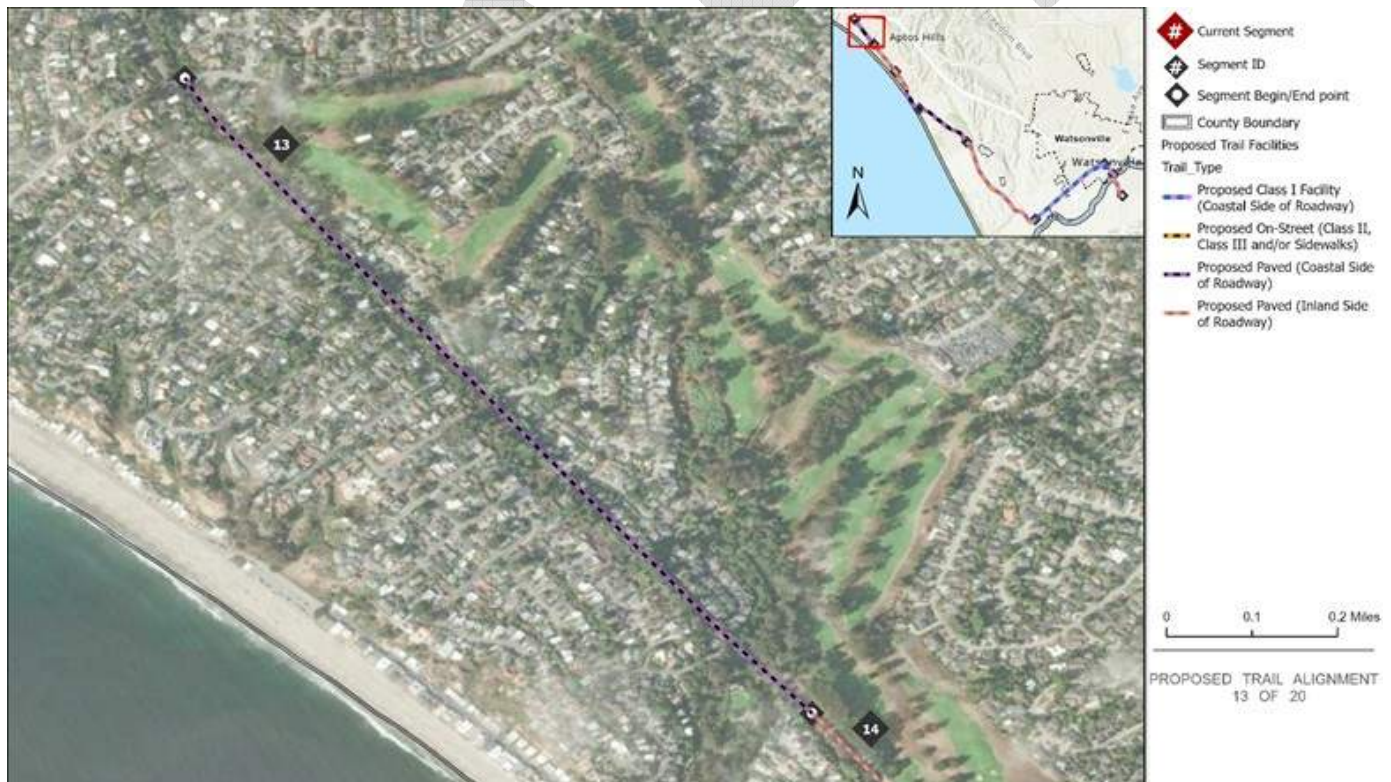
- Two vertical connections: One (1) at the Rio Del Mar Boulevard roadway overcrossing, One (1) at the Hidden Beach structure
- One (1) pre-engineered bike/pedestrian bridge, spanning a distance of four-hundred (400 ft) feet using three (3) different span lengths. Span lengths shall include one (1) eighty (80 ft) foot span, one (1) two-hundred and forty (240 ft) foot span, and one (1) eighty (80 ft) foot span.
- 2200 ft of track realignment and reconstruction and retaining walls
- Fencing to separate Segment 13 trail from the rail alignment within this same segment.

## Segment 13 - Cost

Total Segment cost is \$59,900,00 in 2026 dollars.

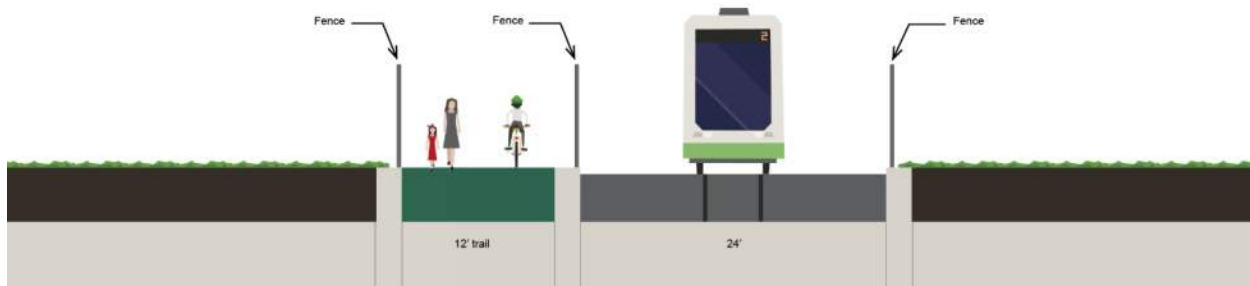
See Appendix A for additional details

## Segment 13 – Map



Source: HDR

## Segment 13 - Cross Section



Source: HDR

## Segment 14

Length: 1.13 miles (5,967 LF) - Cliff Drive/Hidden Beach to Seascape Park

### Segment 14 Boundary Determination

Segment 14 starts beyond the end of Hidden Beach rail trestle and south of the Coastal Rail Trail parking lot at the end of the new trail bridge adjacent to Sumner Ave. Segment 14 is considered on the inland-side of the Coastal Rail Trail within Sumner Avenue right-of-way. Segment 14 remains on the inland-side of the rail tracks between Sumner Ave and the railroad right-of-way and ends at the Seascape Park parking lot.

### Segment 14 Description

Segment 14 starts at the end of the Segment 13 bridge adjacent to the Hidden Beach rail trestle and continues south along the coastal side of the Sumner Avenue right-of-way. Due to the topography along this segment and its proximity to the coast small retaining walls may be required on the inland-side of the trail to secure the uphill slope along the Sumner Avenue corridor. The proposed trail will maintain an inland-side orientation of the tracks along Sumner Avenue, including an at-grade street crossing of the trail at Clubhouse Drive intersection where improvements will be implemented to allow for a safe crossing for bicyclists and pedestrians. These proposed traffic improvements include modifying traffic lane striping, implementation of new railroad vehicular gates with flashing light warning signal, pedestrian flashing lights and gates, signage, and a swing gate for emergency access. This trail alignment option maintains a right-of-way orientation along Sumner Avenue towards an at-grade signaled street crossing Sumner Avenue and Seascape

Boulevard. The current at-grade crossing will need to be modified by traffic safety treatments that include either active (e.g. flashing light signal, moving gates) or passive warning devices (e.g. railroad crossbucks and signage). This crossing will require relocating electrical control boxes and other utilities to accommodate the proposed trail. Segment 14 terminates on the inland-side of the rail tracks at an existing non-signalized, at-grade rail crossing inland of the Seascapes Park public parking lot. This location also provides the proposed Coastal Rail Trail with existing trailhead parking, staging area access, and a good concluding point for segmented implementation phasing.

#### Segment 14 Proposed Improvements

- 1.13 miles (5,967 LF) multi-use paved path (Class I) along the inland rail right-of-way
- Two (2) at-grade (street-level) road crossings (Clubhouse Drive, Seascapes Blvd) with proposed traffic safety improvements including physical and visual enhancements
- One (1) pre-engineered bike/pedestrian bridge, spanning a distance of four-hundred (400 ft) feet using three (3) different span lengths. Span lengths shall include one (1) eight (80 ft) foot span, one (1) two-hundred and forty (240 ft) foot span, and one (1) eighty (80) foot span.
- Fencing to separate Segment 14 trail from the rail alignment withing this same segment.

#### Segment 14 - Cost

Total Segment cost is \$83,100,000 in 2026 dollars.

See Appendix A for additional details

## Segment 14 – Map



## Segment 14 – Cross Section



## Segment 15

Length 1.37 miles (7,256 LF) - Seascapes Park to Manresa State Beach Railroad Bridge at San Andreas Road

### Segment 15 Boundary Determination

Segment 15 starts at the northern limit of the Seascapes Park with a portion along Sumner Avenue until the end and of the street and back into the railroad right-of-way to cross the railroad bridge over San Andreas Road near Manresa State Beach. This segment poses

engineering, grading, and grade-separated crossing challenges. The location of this segment lends to significant multi-use connectivity with safe accessible trail possibilities to access the nearby California Coastal Trail.

## Segment 15 Description

As previously noted, Segment 15 starts right past the entrance of Seascapes Park on the coastal side of Sumner Avenue and continues down the road adjacent to the railroad right-of-way on the inland-side of the tracks. Sumner Avenue dead ends to the south past Seascapes Park, near Camp St. Francis, where the proposed trail alignment continues past the end of Sumner Avenue back into the railroad right-of-way on the inland-side of the tracks, bordering a short stretch of agricultural land. Continuing along the inland side of the tracks the alignment then crosses to the coastal side of the tracks at the Camino Al Mar at-grade crossing, approximately 2000 feet south of the end of Sumner Avenue. The proposed trail continues southward along the coastal side of the tracks where it crosses the gulch at La Selva Beach on a new trail bridge adjacent to the existing rail bridge.

The proposed trail bridge crossing at the La Selva Beach may require the following options for the crossing:

1. A prefabricated truss bike/pedestrian bridge on the coastal side of the existing rail trestle, with a landing near the south bridge abutment.
2. A concrete arch bridge bike/pedestrian structure adjacent to the existing rail trestle, with a landing near the south bridge abutment.

The trail alignment continues down the coast from the La Selva Beach crossing along the coastal-side of the rail corridor. The proposed trail stays on the coastal-side and when it reaches the end of the Manresa bluffs, crosses an existing private at-grade driveway to continue along the coastal-side of the tracks. Once the proposed trail is on the coastal side of the tracks, the physical constraints vary from steep slopes, private roadways, adjacent private property lines and narrow railroad right-of-way. To accommodate the trail within the corridor segments of the track will need to be reconstructed to a location further inland, away from the trail. In addition, walls will be needed to support the trail and railroad in these locations due to the narrow railroad corridor. Trail Segment 15 terminates just east of San Andreas Road where a new prefabricated bridge will be constructed over San Andreas Road.

### Segment 15 Proposed Improvements

- 1.37 miles of multi-use paved path (Class I) along the inland rail right-of-way

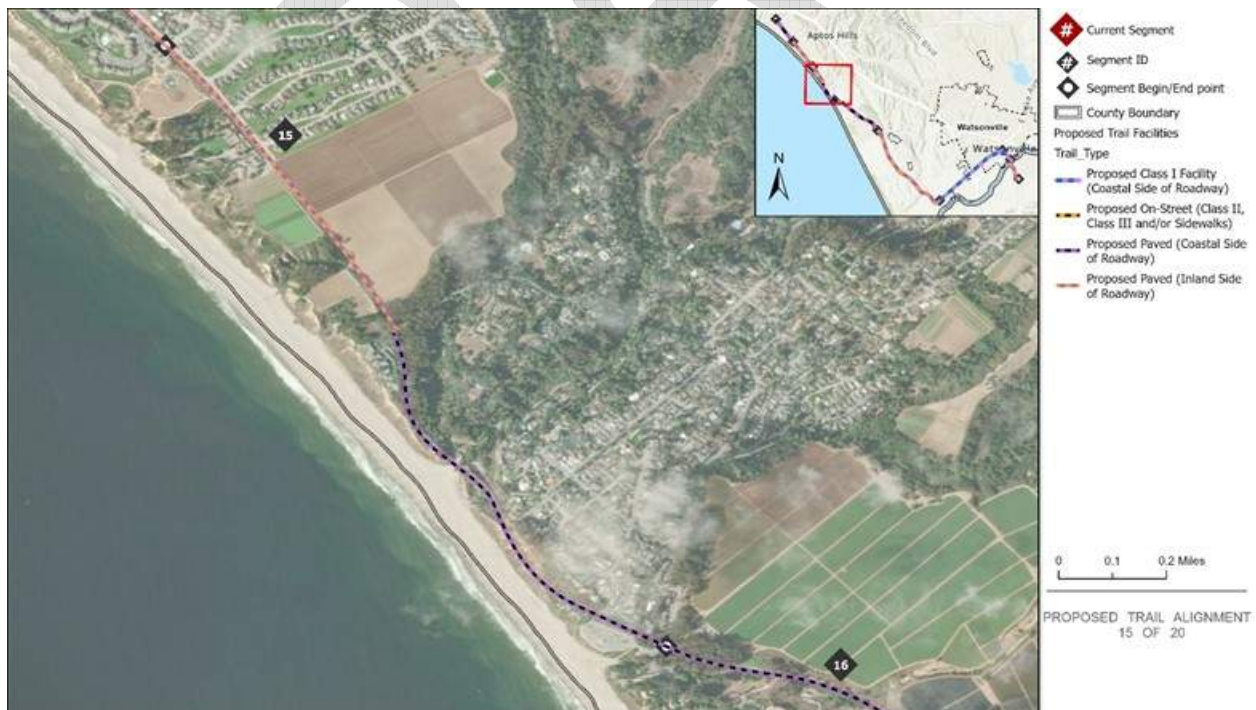
- Two (2) private at-grade road crossings (Sumner Avenue, Camino Al Mar) and two (2) additional private crossings
- One (1) pre-engineered trail bridge crossing at San Andreas Road, spanning a distance of one hundred and eighty (180 ft) foot span at San Andreas Road
- One (1) pre-engineered trail bridge crossing at La Selva Beach, spanning a distance of four-hundred (400 ft) using three (3) different span lengths. Span lengths shall include three (3) fifty (50 ft) feet spans on each side of the one-hundred eighty (180 ft) feet main span. The one-hundred eighty (180 ft) main span has two alternatives, either a prefabricated truss or an arch span.
- 4800 ft of track realignment and reconstruction and retaining walls
- One (1) rail at-grade crossing (Camino Al Mar)
- Fencing to separate the trail segment from the rail alignment within the same segment.

## Segment 15 - Cost

Total Segment cost is \$74,400,000 in 2026 dollars.

See Appendix A for additional details

## Segment 15 – Map



## Segment 16

Length 1.79 miles (9,475 LF) down the coast from Railroad Bridge abutment at San Andreas Road to Buena Vista Drive

### Segment 16 Boundary Determination

Beginning at the southernmost side of the existing rail bridge crossing of San Andreas Road at Manresa State Beach, Segment 16 runs along the rail corridor and adjacent to the San Andreas Road/Pacific Bike Route to the railroad grade crossing at Buena Vista Drive. The trail continues moving down the San Andreas Road corridor as the rail line heads inland toward Watsonville. Segment 16 sees the trail move away from direct beach access and towards greater access to regional transit lines, commercial land uses, and denser residential areas.

### Segment 16 Description

As previously stated, the beginning of Segment 16 starts at the southern end of the San Andreas Road rail bridge where the rail line begins to diverge from the coastal edge and heads inland toward Watsonville.

The trail then continues within the railroad right-of-way on the coastal side of the tracks, where the trail will pass farm land, forested areas, and various residential/recreational land uses towards Spring Valley Road. At Spring Valley road, the trail crosses the roadway at the at-grade railroad crossing as it continues southward within the railroad right-of-way along the coastal-side of the tracks. In the areas between the beginning of segment 16 and Spring Valley Road it is anticipated that the tracks will need to be reconstructed to a location further inland to accommodate the trail within the railroad right-of-way. After the Spring Valley Road crossing, the trail passes large parcels of farm/agricultural land and, notably, the Ellicott Slough National Wildlife Refuge area. This ecologically diverse trail section is also adjacent to the Santa Cruz Long-Toed Salamander Ecological Reserve on lands owned by the U.S. Fish and Wildlife Service, California Department of Fish and Game, and private land dedicated in conservation easements. Past the Ellicott Slough, the trail continues down the coastal side of the railroad right-of-way where it crosses at the Peaceful Valley Road at-grade railroad crossing continuing on the coastal-side of the track before intersecting with Buena Vista Drive and San Andreas Road. Both of the crossings at Peaceful Valley Road and Buena Vista Drive will have challenges due to sightline and elevation differences between the roads, trail, and rail line. The trail will end south of Buena Vista Drive and San Andreas Road intersection.

Segment 16 Proposed Improvements

- 1.79 miles multi-use paved path (Class I) along the rail right-of-way
- 12,700 ft of track realignment and reconstruction and 4800 ft of retaining walls
- Two (2) at-grade road crossings (Spring Valley Road, Peaceful Valley Road)
- One (1) at-grade rail crossing (Spring Valley Road)
- Fencing to separate trail from the rail alignment within this same segment.

## Segment 16 - Cost

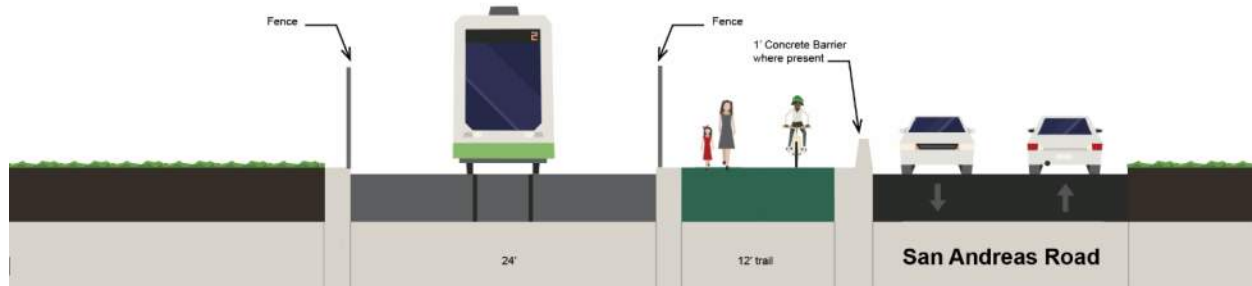
Total Segment cost is \$144,500,000 in 2026 dollars.

See Appendix A for additional details

## Segment 16 – Map



## Segment 16 - Cross Section



## Segment 17B – Watsonville Slough

Length: 3.49 miles (18,008 LF) – San Andreas Road from Buena Vista Drive to West Beach Street, then continuing eastbound on West Beach Street to Thurwachter Road.

### Segment 17B Boundary Determination

The boundary is determined by the intersection of the end of Segment 16 at Buena Vista Drive and San Andreas Road and proceeding downcoast to West Beach Street via a new 12 foot wide San Andreas Road Class I Bikeway to the intersection of West Beach Street and Thurwachter Road.

### Segment 17B Description

Starting from just south of the intersection crossing at Buena Vista Drive and San Andreas Road, the project would construct a new 12 foot wide Class I Bikeway along the eastside of San Andreas Road to provide connectivity to West Beach Street. The existing Intersection at San Andreas Road and West Beach Street will be realigned and signalized with pedestrian and bicycle signals. The trail will then continue northeast, on the south side of West Beach Street, to the intersection of West Beach Street and Thurwachter Road. This segment of San Andreas Road serves as the Pacific Coast Bicycle Route which continues down the coast via Thurwachter Road to Monterey County. The Class I Bikeway will be separated by concrete barriers except at intersections and driveways to allow traffic flow and access to adjacent properties. At Thurwachter Road the trail will connect to Trail Segment 18B to allow for trail access into Downtown Watsonville.

In the area between Buena Vista Drive and West Beach Street there are two Segment 17 alternatives for consideration. Alternative A provides for a trail along the railroad corridor,

through Harkins Slough, along the agricultural land adjacent to the railroad right of way. Alternative A has substantial environmental challenges in Gallagher and Harkins Sloughs as well as right of way impacts to the adjacent agricultural land. In addition, access and connectivity throughout this segment is limited due to the slough and agricultural land constraints. Constructing a trail through this area will be challenging and costly. Due to these challenges it was decided during the ZEPRT project to further investigate Alternative B along San Andreas Road. Alternative B provides for better connectivity along San Andreas Road to transit and to the coastal points of interest. In the end Alternative B was selected as the preferred alternative to provide a feasible connection throughout the area minimizes environmental impacts.

Segment 17B proposed improvements include:

- 3.2 miles – Class I Bikeway along the eastside of San Andreas Road to West Beach Street
- 2.58 miles – Concrete barriers between the Class I Bikeway along San Andreas Road to West Beach Street
- 0.17 miles - Class I Bikeway along southside of West Beach Street to Thurwachter Road
- 0.17 miles - Concrete barriers between the Class I Bikeway on West Beach Street to Thurwachter Road
- 0.02 miles – New prefabricated bridge on San Andreas Road over the Watsonville Slough
- 8.25 Acres of ROW Acquisition
- Reconstruction San Andreas Road and West Beach Street, including signalization and Class II Bikeway connection to westbound West Beach Street.

### Segment 17B - Watsonville Slough - Cost

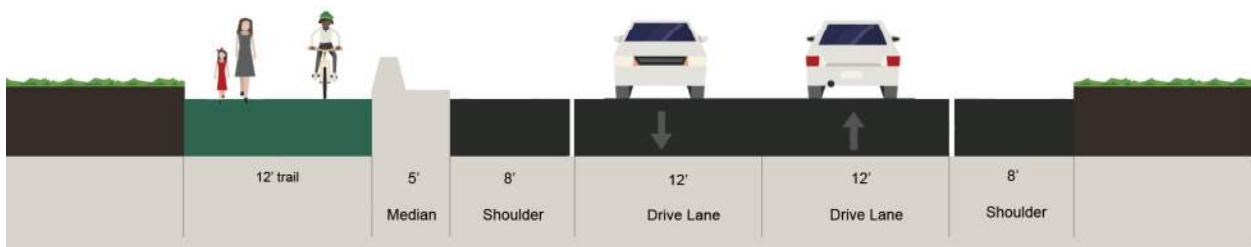
Total Segment cost is \$71,500,000 in 2026 dollars.

See Appendix A for additional details

## Segment 17B - Watsonville Slough - Map



## Segment 17B – Watsonville Slough – Cross Sections



## Segment 18A – West Beach Street

Length: 2.72 miles (14,361 LF) - Thurwachter Road to Rodriguez Street

### Segment 18A Boundary Determination

Segment 18A starts at the intersection on West Beach Street and Thurwachter Road and continues inland to Rodriguez Street. This segment connects Downtown Watsonville to the existing trail network in the Watsonville Slough Wetlands.

### Segment 18A Description

Segment 18A begins at Thurwachter Road, and travels east-west along West Beach Street adjacent to large parcels of agricultural and municipal land uses, such as the Watsonville Wastewater Plant, connecting to Downtown Watsonville. This trail segment will require extensive coordination with stakeholders such as the Caltrans, Santa Cruz County and City of Watsonville, and the local farm owners and operators that border this segment.

Along this segment two options were investigated; Option 1 to provide a Class I facility immediately adjacent to and off the edge of travelway along the south side of the existing West Beach Street and Option 2 a Class I facility along West Beach Street, south of the existing open drainage ditch, along the existing frontage agricultural farm field roads. The Option 1 alignment will require the reconstruction of a portion of Beach Street as well as extensive utility relocations due to an existing overhead powerline and a recycled waterline and drainage modifications to enclose the existing open ditch in a large culvert with a series of inlets to drain runoff from Beach Street. Option 2 proposes to put the Class I facilities just south of West Beach Street along the existing frontage agriculture field roads. This option will result in additional right-of-way needs but will limit the reconstruction of West Beach Street as well as impacts to utilities and drainage.

As previously stated, this segment begins at the intersection of West Beach Street and Thurwachter Road, and will consist of constructing a new 12 foot wide Class I facility that continues on the southside of West Beach Street, crossing under the Highway 1 bridge structure near Lee Road into Watsonville to Industrial Road where it transitions to a Class IV Bikeway until it ends at the intersection of West Beach Street and Rodriguez Street. Except for access points and roadways, the Class I Bikeway will be protected by concrete barriers between Thurwachter Road and Industrial Lane and along the Class IV bikeway from Industrial Lane to Walker Street vertical plastic delineators will be used instead of the concrete barriers. From Industrial Lane to Walker Street, parking will be provided on the side of Beach Street between the travel lanes and bikeway. Segment 18 proposed improvements include:

- 1.96 miles - Class I Bikeway along southside of West Beach Street
- 0.76 miles – Class IV Bikeway along southside of West Beach Street
- 1.71 miles - Concrete barriers between the Class I Bikeway and West Beach Street
- 0.36 miles - Installation of Plastic Delineator Bollards between Bikeway and West Beach Street
- Rail Crossing improvements at Walker Street

## Segment 18A – West Beach Street - Cost

Total Segment cost of option 1 is \$83,100,000 in 2026 dollars.

Total Segment cost of option 2 is \$36,000,000 in 2026 dollars.

See Appendix A for additional details

## Segment 18A - West Beach Street - Maps



## Segment 18A - West Beach Street - Cross Sections

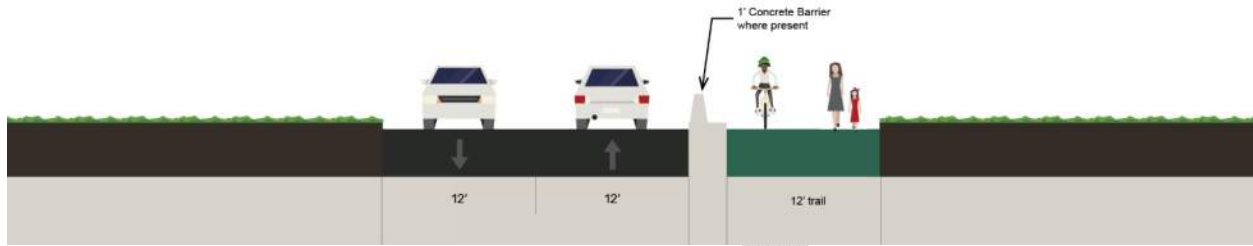


Figure 1 Beach Street (Eastbound) East of San Andreas Road to West of Lee Road

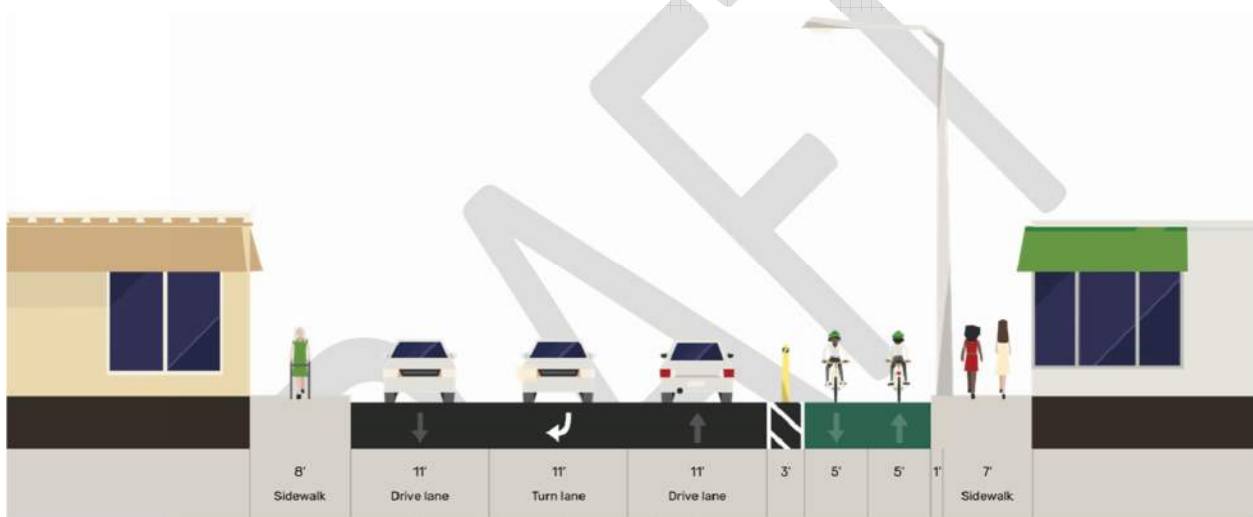


Figure 2 Beach Street (Eastbound) East of Industrial Rd to Walker Street

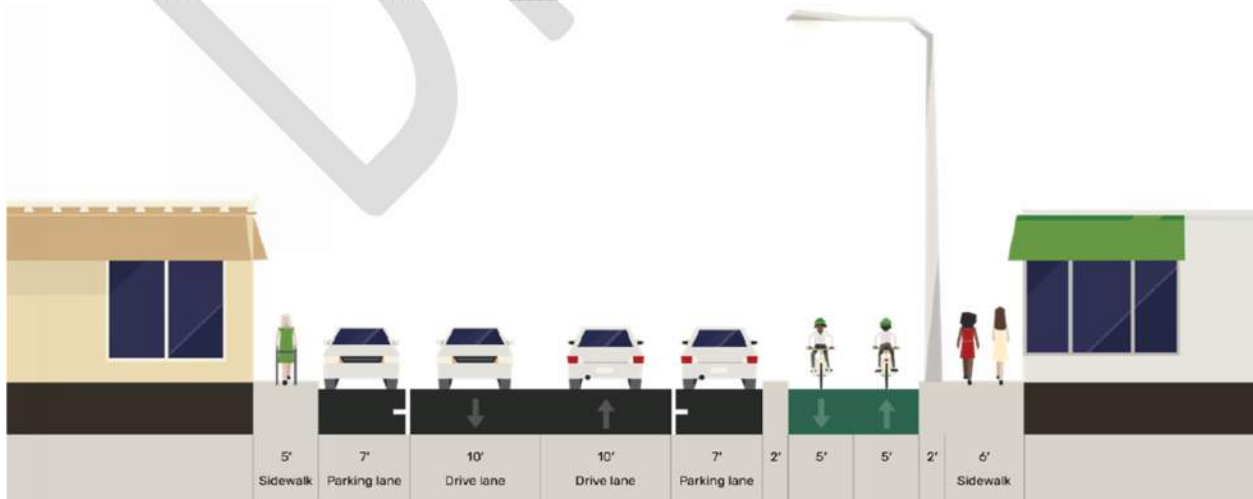


Figure 3 Beach Street (Eastbound) East of Walker Street to Rodriguez Street - Proposed

## Segment 19 – West Beach/Rodriguez Street, City of Watsonville

Length: 0.41 miles (2,200 LF) – Along the west side of Rodriguez Street from Beach Street to West Front and the North Bank of the Pajaro River.

### Segment 19 Boundary Determination

Segment 19 along Rodriguez Street consists of a Class IV protected Bikeway. It begins at the intersection of West Beach Street and Rodriguez and travels for approximately 4 city blocks along Rodriguez Street where it terminates at the North Bank of the Pajaro River, between 24 and 25 West Front Street, where it will connect to the Trail Segment 20 pedestrian/bike bridge.

### Segment 19 Description

As part of the ZEPRT project alternative alignments for Segment 19 were investigated. The original MBSST alignment along Walker St was determined to be challenging to implement due to the railroad, 2-way traffic movements and adjacent commercial businesses and truck traffic. The Walker Street roadway section was reviewed to determine if all modes could exist within the limits while providing for access to adjacent properties and it was determined that was not feasible. Through stakeholder coordination it was determined the best alternative solution is to route Segment 19 along Rodriguez St due to the existing bike facilities, lower traffic volume and neighboring businesses that support foot traffic.

Segment 19 will be part of Watsonville's bike facility network. Segment 19 starts as a 10 foot wide protected Class IV bikeway at the intersection of West Beach Street and Rodriguez Street traveling down the westside of the Rodriguez street with either concrete barriers or vertical plastic delineators as protection depending on geometry. This section will require a signal modifications at the intersection of Rodriguez Street and West Riverside Drive. This section ends at a proposed pedestrian/bike bridge that is to be constructed over the Pajaro River. Segment 19 proposed improvements include:

- 0.40 miles - Class IV 2-way Protected Bikeway along Rodriguez Street
- New Signal at the intersection of Rodriguez Street and West Riverside Drive

### Segment 19 - West Beach/Rodriguez Street, City of Watsonville – Cost

Total Segment cost is \$3,800,000 in 2026 dollars.

See Appendix A for additional details

### Segment 19 - West Beach/Rodriguez Street, City of Watsonville – Map



### Segment 19 - West Beach/Rodriguez Street, City of Watsonville – Cross sections

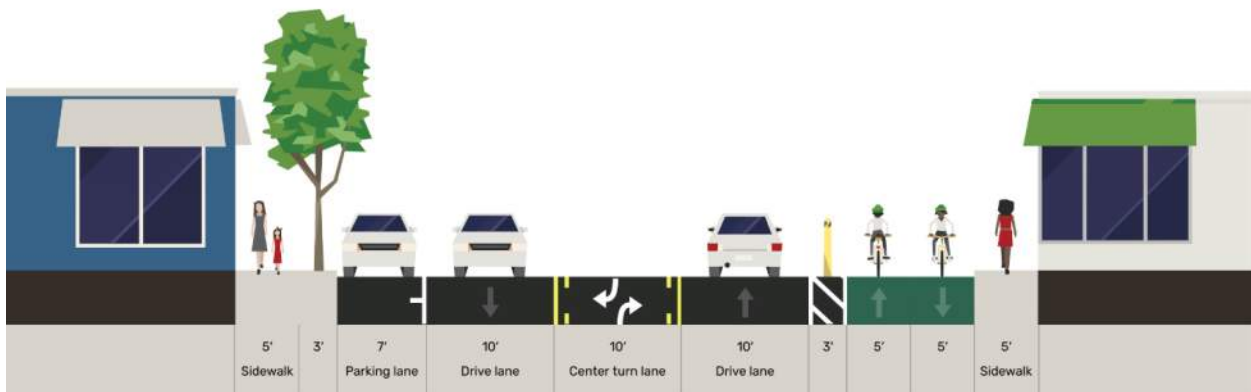


Figure 4 Rodriguez (North) going Eastbound- Proposed

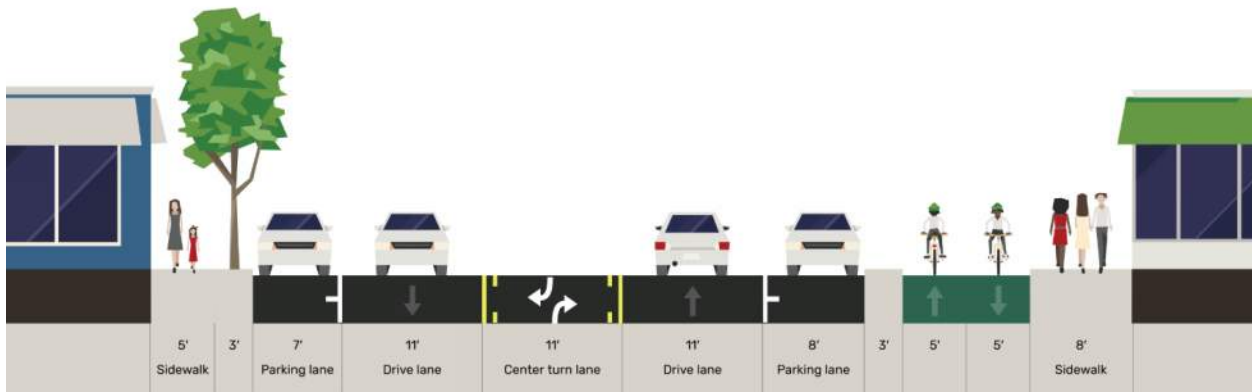


Figure 5 Rodriguez (Middle) going Eastbound- Proposed

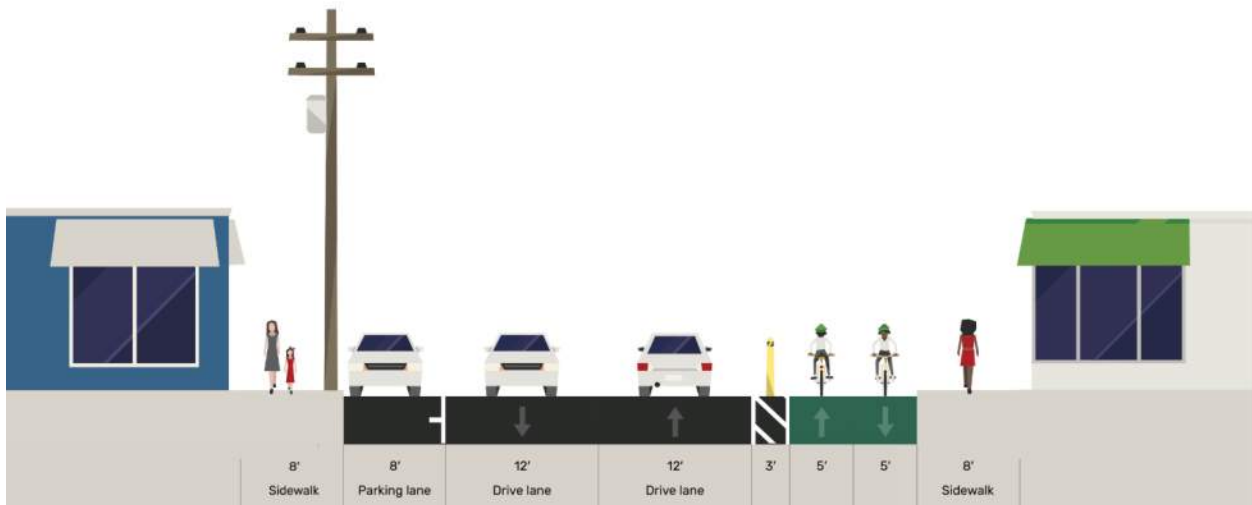


Figure 6 Rodriguez (South) going Eastbound- Proposed

## Segment 20 - Pajaro River

Length: 0.83mile (4,342.5LF) - North Bank of the Pajaro River to Salinas Road

### Segment 20 Boundary Determination

Segment 20 is the last segment of the trail starting at the pedestrian/bike bridge crossing of the Pajaro River at Rodriguez Street and West Front Street and concluding where the rail line meets Salinas Road, just south of Railroad Avenue.

### Segment 20 Description

This segment is a short connection that includes a new pre-engineered bridge crossing at the Pajaro River. This segment will need to construct a new switchback bike and pedestrian ramp to climb the elevation from street level at the intersection of Rodriguez Street and

West Front Street to the North Bank of the Pajaro River levee and cross a new pedestrian/bike bridge that will touchdown near San Juan Road and the entrance to the Pajaro Park facility. It was determined during the ZEPRT project that constructing a new trail bridge immediately adjacent to the existing rail bridge would be difficult and costly due to right-of-way constraints and construction challenges. Since a new trail bridge was necessary for this segment it was decided to move it to align with the end of Rodriguez St to provide a direct connection across the Pajaro River. Once over the river the trail will provide regional connection to the existing and proposed Pajaro River levee-top trail in Watsonville where will continue towards the coast along the levee-top road and back into the railroad right-of-way. The proposed rail trail alignment will then continue along the inland side of the tracks, just south of the baseball field, connecting adjacent neighborhoods and schools and ending at the Salinas Road at-grade railroad crossing where the SCCRTC railroad right-of-way ends. This terminus at Salinas Road is planned to someday continue inland from Salinas Road to the future Transportation Agency of Monterey County (TAMC) Pajaro train station on Salinas Road and a regional connection inland of the county line toward San Benito County and the city of Gilroy. The terminus of Segment 20 connects to the Monterey County bike path along Salinas Road to the Pajaro Train Station, as identified by the TAMC Pajaro Train Station Project.

The new pedestrian/bike bridge will provide a high-quality, safe crossing of the Pajaro River from Watsonville to the proposed levee top trail. These links are regionally important as the levee-top trail proposed by the City of Watsonville Trails and Greenways Master Plan will provide coastal beach access from the city of Watsonville, as well as access to the Coastal Rail Trail around the southern reach of the Monterey Bay.

Segment 20 proposed improvements include:

- 0.83 miles - Multi-use paved path (Class I) along the south bank of the Pajaro River Levee, from southern landing of the pedestrian/bike bridge to just inland of the railroad tracks
- 0.61 miles - Multi-use paved path (Class I) on the inland side of the railroad tracks to the terminus at Salinas Road
- 0.61 miles - Fencing between the Class I facility and the Santa Cruz Branch Rail Line
- One (1) switch-back ramp to connect Rodriguez Street to the new bridge on the North Bank of the Pajaro River.
- One (1) pedestrian/bike bridge at the Pajaro River crossing, 462 foot span

## Segment 20 – Pajaro River – Cost

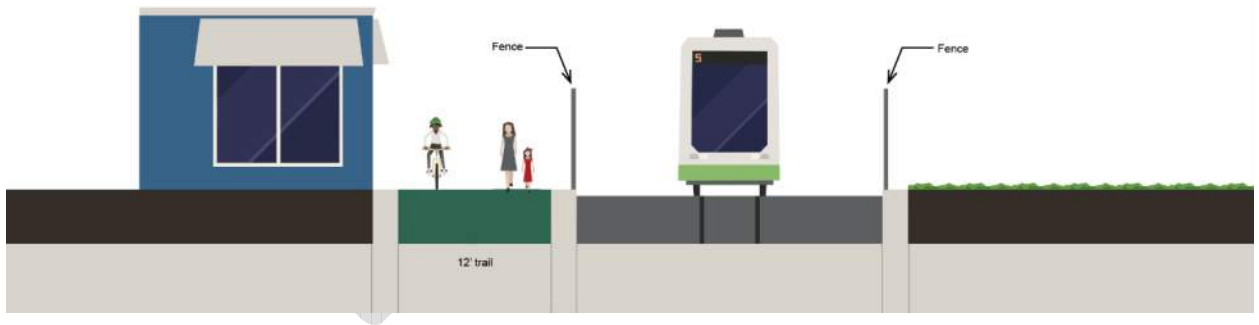
Total Segment cost is \$26,400,000 in 2026 dollars.

See Appendix A for additional details

### Segment 20 - Pajaro River – Map



### Segment 20 - Pajaro River – Cross Section



# Appendices

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## A – Trail Segment Conceptual Cost Estimates

### Basis of Estimate

The estimating approach is based on an AACE Class 4 estimate. Quantities were developed by the design team using roll plots and typical sections using parametric values such as lineal feet or square feet of an item. The quantities were then assigned as bid items to specific types of work such as signage, pavement, earthwork, structures, and trackwork. Items with insufficient detail in the drawings but still included in the scope were developed using a parametric quantity or as a lump sum allowance. General condition items such as mobilization, quality control, traffic control, survey, and temporary erosion control are based on a percentage of total construction costs. Right of way (ROW) items consist of acquisition costs, temporary construction easements and utility relocation.

Pricing for the bid items are derived from historical unit prices from recent transit and roadway projects and based on engineer experience. Pricing for unquantified items is set as allowances and lump sum and based on elements of work from similar projects to allow for sufficient costs to be set aside as the project scope develops. Due to the conceptual level of the design a 40% contingency was added to the construction and ROW to account for variances in pricing, quantities, project unknowns, and possible design adjustments in scope that could occur as the project develops. The costs for construction items, ROW, and contingency were subtotaled and rounded to develop the “Hard Cost” in 2026 dollars.

Soft Costs for design, administration and right of way acquisition were determined by applying an allocated percentage to the hard cost for each soft cost category. Preliminary engineering and environmental was assumed to be 15% of the hard cost subcategory. Final design was assumed to be 12% of the hard cost subcategory. Construction administration was assumed to be 15% of the hard cost subcategory.

Escalation was calculated at 4% annually of the Hard and Soft costs to the anticipated start Year of Expenditure (YOE) of 2035.

**PLANNING LEVEL COST ESTIMATE**

3/25/2026  
ATTACHMENT 1

Coastal Rail Trail Segment 13
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Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Mobilization	1	LS	\$ 1,920,000	\$ 1,920,000	
Traffic Control	1	LS	\$ 549,000	\$ 549,000	
Temporary Erosion Control	1	LS	\$ 206,000	\$ 206,000	
Preconstruction Survey	1	LS	\$ 206,000	\$ 206,000	
Quality Control	1	LS	\$ 165,000	\$ 165,000	
Unquantified Removals	1	LS	\$ 138,000	\$ 138,000	
Clearing and Grubbing	2	ACRE	\$ 10,200	\$ 25,000	
Track Guideway Excavation	30,499	CY	\$ 102	\$ 3,111,000	
Finish Subgrade	187,934	SF	\$ 1	\$ 245,000	
Track Shift Excavation	28,081	CY	\$ 102	\$ 2,865,000	
Track Guideway Embankment	4,038	CY	\$ 70	\$ 283,000	
Track Shift Embankment	3,080	CY	\$ 70	\$ 216,000	
Underdrain - Trail	3,759	LF	\$ 110	\$ 414,000	
Unquantified Drainage	1	LS	\$ 206,000	\$ 206,000	
Class 2 AB - Trail	1,392	CY	\$ 90	\$ 126,000	
HMA (Trail)	1,669	TON	\$ 220	\$ 368,000	
Pavement Markings - Roadway & Trail	3,759	LF	\$ 10	\$ 38,000	
Signing - Unquantified	5,997	LS	\$ 10	\$ 60,000	
Fence - Trail	7,517	LF	\$ 40	\$ 301,000	
Unquantified Landscaping	2	ACRE	\$ 4,500	\$ 11,000	
Top Soil	3,480	CY	\$ 83	\$ 289,000	
Retaining Wall	7,200	SF	\$ 200	\$ 1,440,000	
Retaining Walls Track Shift	26,242	SF	\$ 210	\$ 5,511,000	
Ballast (to protect rail during wall install)	3,481	CY	\$ 130	\$ 453,000	
Existing Track/Guidway Demo	3,759	TF	\$ 389	\$ 1,463,000	
Track Shift	4,900	TF	\$ 186	\$ 912,000	
New Track	1,300	TF	\$ 280	\$ 364,000	
Unquantified Environmental Mitigation	224,922	DOL	\$ 10	\$ 2,250,000	
Unquantified Hazardous Materials	14,645	CY	\$ 390	\$ 5,712,000	
Contingency (40%)	1	LS	\$ 11,939,000	\$ 11,939,000	
<b>Roadway Subtotal</b>				<b>\$</b>	<b>41,790,000</b>
Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	-	SF	\$ -	\$ -	
TCE	10,000	SF	\$ 30	\$ 300,000	
Utility Relocation (Est)	-	LS	\$ -	\$ -	
ROW Contingency (40%)	1	LS	\$ 120,000	\$ 120,000	
<b>Right of Way Subtotal</b>				<b>\$</b>	<b>420,000</b>
<b>Subtotal "Hard Costs" (year 2026)</b>				<b>\$</b>	<b>42,210,000</b>
Cost Escalation (4% per year)			Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2030)			\$ 42,210,000	\$ 7,170,000	\$ 49,400,000
Future Costs (Year 2035)			\$ 42,210,000	\$ 17,870,000	\$ 60,100,000
Future Costs (Year 2040)			\$ 42,210,000	\$ 30,890,000	\$ 73,100,000
Soft Costs <sup>2</sup>	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (15%)	1	LS	\$ 6,269,000	\$ 6,269,000	
Final Design (12%)	1	LS	\$ 5,015,000	\$ 5,015,000	
Construction Administration (15%)	1	LS	\$ 6,269,000	\$ 6,269,000	
R/W Engineering/Acquisition (20%)	1	LS	\$ 84,000	\$ 84,000	
<b>Subtotal "Soft Costs" (year 2026)</b>					<b>\$ 17,640,000</b>
<b>Escalated Soft Costs (Year 2035)</b>					<b>\$ 25,110,000</b>
<b>Grand Total (2026)</b>				<b>\$</b>	<b>59,900,000</b>
<b>Grand Total YOY (2035)</b>				<b>\$</b>	<b>85,300,000</b>

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.  
2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

**PLANNING LEVEL COST ESTIMATE**

3/25/2026  
ATTACHMENT 1

<b>Coastal Rail Trail Segment 14</b>
--------------------------------------

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Mobilization	1	LS	\$ 2,897,000	\$ 2,897,000	
Traffic Control	1	LS	\$ 828,000	\$ 828,000	
Temporary Erosion Control	1	LS	\$ 311,000	\$ 311,000	
Preconstruction Survey	1	LS	\$ 311,000	\$ 311,000	
Quality Control	1	LS	\$ 249,000	\$ 249,000	
Unquantified Removals	1	LS	\$ 207,000	\$ 207,000	
Clearing and Grubbing	4	ACRE	\$ 10,200	\$ 38,000	
Track Guideway Excavation	46,310	CY	\$ 102	\$ 4,724,000	
Finish Subgrade	428,033	SF	\$ 1	\$ 557,000	
Track Shift Excavation	42,199	CY	\$ 102	\$ 4,305,000	
Track Guideway Embankment	6,132	CY	\$ 70	\$ 430,000	
Track Shift Embankment	2,234	CY	\$ 70	\$ 157,000	
Underdrain - Trail	5,707	LF	\$ 110	\$ 628,000	
Unquantified Drainage	1	LS	\$ 311,000	\$ 311,000	
Class 2 AB - Trail	2,114	CY	\$ 90	\$ 191,000	
HMA (Trail)	2,534	TON	\$ 220	\$ 558,000	
Pavement Markings - Roadway & Trail	5,707	LF	\$ 10	\$ 58,000	
Pavements Messages - Intersections	2	EA	\$ 10,200	\$ 21,000	
Signing - Unquantified	9,106	LS	\$ 10	\$ 92,000	
Fence - Trail	11,414	LF	\$ 40	\$ 457,000	
Unquantified Landscaping	4	ACRE	\$ 4,500	\$ 17,000	
Top Soil	7,927	CY	\$ 90	\$ 714,000	
Retaining Walls Track Shift	51,226	SF	\$ 210	\$ 10,758,000	
Ballast (to protect rail during wall install)	4,222	CY	\$ 130	\$ 549,000	
Existing Track/Guideway Demo	5,707	TF	\$ 389	\$ 2,221,000	
Track Shift	6,900	TF	\$ 186	\$ 1,284,000	
Unquantified Environmental Mitigation	430,184	DOL	\$ 1	\$ 431,000	
Unquantified Hazardous Materials	22,127	CY	\$ 382	\$ 8,453,000	
Contingency (40%)	1	LS	\$ 16,703,000	\$ 16,703,000	
<b>Roadway Subtotal</b>				<b>\$</b>	<b>58,460,000</b>
Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	-	SF	\$ -	\$ -	
TCE	-	SF	\$ -	\$ -	
Utility Relocation (Est)	-	LS	\$ -	\$ -	
ROW Contingency (40%)	-	LS	\$ -	\$ -	
<b>Right of Way Subtotal</b>				<b>\$</b>	<b>-</b>
<b>Subtotal "Hard Costs" (year 2026)</b>				<b>\$</b>	<b>58,460,000</b>
Cost Escalation (4% per year)			Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2030)			\$ 58,460,000	\$ 9,930,000	\$ 68,400,000
Future Costs (Year 2035)			\$ 58,460,000	\$ 24,750,000	\$ 83,300,000
Future Costs (Year 2040)			\$ 58,460,000	\$ 42,780,000	\$ 101,300,000
Soft Costs <sup>2</sup>	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (15%)	1	LS	\$ 8,769,000	\$ 8,769,000	
Final Design (12%)	1	LS	\$ 7,016,000	\$ 7,016,000	
Construction Administration (15%)	1	LS	\$ 8,769,000	\$ 8,769,000	
R/W Engineering/Acquisition (20%)	-	LS	\$ -	\$ -	
<b>Subtotal "Soft Costs" (year 2026)</b>					<b>\$ 24,560,000</b>
<b>Escalated Soft Costs (Year 2035)</b>					<b>\$ 34,960,000</b>
<b>Grand Total (2026)</b>				<b>\$</b>	<b>83,100,000</b>
<b>Grand Total YOE (2035)</b>				<b>\$</b>	<b>118,300,000</b>

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.

2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

**PLANNING LEVEL COST ESTIMATE**

3/25/2026  
ATTACHMENT 1

<b>Coastal Rail Trail Segment 15</b>
--------------------------------------

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Mobilization	1	LS	\$ 2,569,000	\$ 2,569,000	
Traffic Control	1	LS	\$ 734,000	\$ 734,000	
Temporary Erosion Control	1	LS	\$ 276,000	\$ 276,000	
Preconstruction Survey	1	LS	\$ 276,000	\$ 276,000	
Quality Control	1	LS	\$ 221,000	\$ 221,000	
Unquantified Removals	1	LS	\$ 184,000	\$ 184,000	
Clearing and Grubbing	4	ACRE	\$ 10,200	\$ 40,000	
Track Guideway Excavation	48,009	CY	\$ 102	\$ 4,897,000	
Finish Subgrade	212,994	SF	\$ 1	\$ 277,000	
Track Shift Excavation	45,943	CY	\$ 102	\$ 4,687,000	
Embankment for Bridge	4,000	CY	\$ 90	\$ 360,000	
Track Guideway Embankment	6,357	CY	\$ 70	\$ 445,000	
Track Shift Embankment	5,183	CY	\$ 70	\$ 363,000	
Underdrain - Trail	5,917	LF	\$ 110	\$ 651,000	
Unquantified Drainage	1	LS	\$ 276,000	\$ 276,000	
Class 2 AB - Trail	2,191	CY	\$ 90	\$ 198,000	
HMA (Trail)	2,627	TON	\$ 220	\$ 578,000	
Pavement Markings - Roadway & Trail	5,917	LF	\$ 10	\$ 60,000	
Signing - Unquantified	9,440	LS	\$ 10	\$ 95,000	
Fence - Trail	11,833	LF	\$ 40	\$ 474,000	
Unquantified Landscaping	4	ACRE	\$ 4,500	\$ 18,000	
Top Soil	4,338	CY	\$ 83	\$ 361,000	
La Selva Bluffs Bridge	5,760	SF	\$ 610	\$ 3,514,000	
Retaining Walls Track Shift	13,118	SF	\$ 210	\$ 2,755,000	
Ballast (to protect rail during wall install)	1,852	CY	\$ 130	\$ 241,000	
Existing Track/Guideway Demo	5,917	TF	\$ 389	\$ 2,302,000	
Track Shift	3,200	TF	\$ 186	\$ 596,000	
New Track	1,600	TF	\$ 280	\$ 448,000	
Unquantified Environmental Mitigation	145,731	DOL	\$ 1	\$ 146,000	
Unquantified Hazardous Materials	23,488	CY	\$ 390	\$ 9,161,000	
Contingency (40%)	1	LS	\$ 14,882,000	\$ 14,882,000	
<b>Roadway Subtotal</b>				<b>\$</b>	<b>52,090,000</b>
Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	-	SF	\$ -	\$ -	
TCE	7,500	SF	\$ 30	\$ 225,000	
Utility Relocation (Est)	-	LS	\$ -	\$ -	
ROW Contingency (40%)	1	LS	\$ 90,000	\$ 90,000	
<b>Right of Way Subtotal</b>				<b>\$</b>	<b>320,000</b>
<b>Subtotal "Hard Costs" (year 2026)</b>				<b>\$</b>	<b>52,410,000</b>
Cost Escalation (4% per year)			Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2030)			\$ 52,410,000	\$ 8,910,000	\$ 61,400,000
Future Costs (Year 2035)			\$ 52,410,000	\$ 22,190,000	\$ 74,600,000
Future Costs (Year 2040)			\$ 52,410,000	\$ 38,350,000	\$ 90,800,000
Soft Costs <sup>2</sup>	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (15%)	1	LS	\$ 7,814,000	\$ 7,814,000	
Final Design (12%)	1	LS	\$ 6,251,000	\$ 6,251,000	
Construction Administration (15%)	1	LS	\$ 7,814,000	\$ 7,814,000	
R/W Engineering/Acquisition (20%)	1	LS	\$ 64,000	\$ 64,000	
<b>Subtotal "Soft Costs" (year 2026)</b>				<b>\$</b>	<b>21,950,000</b>
<b>Escalated Soft Costs (Year 2035)</b>				<b>\$</b>	<b>31,250,000</b>
<b>Grand Total (2026)</b>				<b>\$</b>	<b>74,400,000</b>
<b>Grand Total YOE (2035)</b>				<b>\$</b>	<b>105,900,000</b>

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.  
2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

**PLANNING LEVEL COST ESTIMATE**

3/25/2026  
ATTACHMENT 1

<b>Coastal Rail Trail Segment 16</b>
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Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Mobilization	1	LS	\$ 5,045,000	\$ 5,045,000	
Traffic Control	1	LS	\$ 1,442,000	\$ 1,442,000	
Temporary Erosion Control	1	LS	\$ 541,000	\$ 541,000	
Preconstruction Survey	1	LS	\$ 541,000	\$ 541,000	
Quality Control	1	LS	\$ 433,000	\$ 433,000	
Unquantified Removals	1	LS	\$ 361,000	\$ 361,000	
Clearing and Grubbing	6	ACRE	\$ 10,200	\$ 63,000	
Track Guideway Excavation	76,106	CY	\$ 102	\$ 7,763,000	
Finish Subgrade	468,956	SF	\$ 1	\$ 610,000	
Track Shift Excavation	45,300	CY	\$ 102	\$ 4,621,000	
Track Guideway Embankment	10,077	CY	\$ 70	\$ 706,000	
Track Shift Embankment	2,352	CY	\$ 70	\$ 165,000	
Underdrain - Trail	9,379	LF	\$ 110	\$ 1,032,000	
Unquantified Drainage	1	LS	\$ 541,000	\$ 541,000	
Class 2 AB - Trail	3,474	CY	\$ 90	\$ 313,000	
HMA (Trail)	4,164	TON	\$ 220	\$ 917,000	
Pavement Markings - Roadway & Trail	9,379	LF	\$ 10	\$ 94,000	
Pavements Messages - Intersections	2	EA	\$ 10,200	\$ 21,000	
Signing - Unquantified	14,965	LS	\$ 2	\$ 30,000	
Fence - Trail	18,758	LF	\$ 40	\$ 751,000	
Unquantified Landscaping	6	ACRE	\$ 4,500	\$ 28,000	
Top Soil	8,339	CY	\$ 90	\$ 751,000	
Retaining Wall	5,600	SF	\$ 200	\$ 1,120,000	
Retaining Walls Track Shift	124,553	SF	\$ 210	\$ 26,157,000	
Ballast (to protect rail during wall install)	8,667	CY	\$ 130	\$ 1,127,000	
Existing Track/Guideway Demo	9,379	TF	\$ 389	\$ 3,649,000	
Track Shift	8,800	TF	\$ 186	\$ 1,637,000	
New Track	600	TF	\$ 279	\$ 168,000	
Unquantified Environmental Mitigation	334,834	DOL	\$ 1	\$ 335,000	
Unquantified Hazardous Materials	30,351	CY	\$ 382	\$ 11,595,000	
Contingency (40%)	1	LS	\$ 29,023,000	\$ 29,023,000	
<b>Roadway Subtotal</b>				\$	<b>101,580,000</b>
Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	-	SF	\$ -	\$ -	
TCE	5,000	SF	\$ 30	\$ 150,000	
Utility Relocation (Est)	-	LS	\$ -	\$ -	
ROW Contingency (40%)	1	LS	\$ 60,000	\$ 60,000	
<b>Right of Way Subtotal</b>				\$	<b>210,000</b>
<b>Subtotal "Hard Costs" (year 2026)</b>				\$	<b>101,790,000</b>
Cost Escalation (4% per year)			Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2030)			\$ 101,790,000	\$ 17,290,000	\$ 119,100,000
Future Costs (Year 2035)			\$ 101,790,000	\$ 43,090,000	\$ 144,900,000
Future Costs (Year 2040)			\$ 101,790,000	\$ 74,480,000	\$ 176,300,000
Soft Costs <sup>2</sup>	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (15%)	1	LS	\$ 15,237,000	\$ 15,237,000	
Final Design (12%)	1	LS	\$ 12,190,000	\$ 12,190,000	
Construction Administration (15%)	1	LS	\$ 15,237,000	\$ 15,237,000	
R/W Engineering/Acquisition (20%)	1	LS	\$ 42,000	\$ 42,000	
<b>Subtotal "Soft Costs" (year 2026)</b>					\$ 42,710,000
<b>Escalated Soft Costs (Year 2035)</b>					\$ 60,790,000
<b>Grand Total (2026)</b>				\$	<b>144,500,000</b>
<b>Grand Total YOY (2035)</b>				\$	<b>205,700,000</b>

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.  
2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

**PLANNING LEVEL COST ESTIMATE**

3/25/2026  
ATTACHMENT 1

Coastal Rail Trail Segment 17
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Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Mobilization	1	LS	\$ 2,339,000	\$ 2,339,000	
Traffic Control	1	LS	\$ 669,000	\$ 669,000	
Temporary Erosion Control	1	LS	\$ 251,000	\$ 251,000	
Preconstruction Survey	1	LS	\$ 251,000	\$ 251,000	
Quality Control	1	LS	\$ 201,000	\$ 201,000	
Remove - Milling	61,487	SY	\$ 6	\$ 369,000	
Unquantified Removals	1	LS	\$ 168,000	\$ 168,000	
Clearing and Grubbing	6	ACRE	\$ 10,200	\$ 57,000	
Roadway/Trail Excavation	44,834	CY	\$ 40	\$ 1,794,000	
Finish Subgrade	508,922	SF	\$ 1	\$ 662,000	
Embankment for Bridge	4,000	CY	\$ 89	\$ 356,000	
Unquantified Drainage	1	LS	\$ 251,000	\$ 251,000	
Class 2 AB - Trail	6,732	CY	\$ 83	\$ 559,000	
Overlay	13,650	TON	\$ 163	\$ 2,225,000	
HMA (Trail)	8,065	TON	\$ 220	\$ 1,775,000	
Pavement Markings - Roadway & Trail	72,703	LF	\$ 8	\$ 582,000	
Pavements Messages - Intersections	2	EA	\$ 10,164	\$ 21,000	
Signing - Unquantified	29,000	LS	\$ 2	\$ 59,000	
CIP Concrete Barrier - 42 inch	17,293	LF	\$ 204	\$ 3,528,000	
Unquantified Landscaping	6	ACRE	\$ 4,500	\$ 26,000	
Top Soil	2,989	CY	\$ 83	\$ 249,000	
Harkin/Watsonville Slough Bridge	1,440	SF	\$ 600	\$ 864,000	
Retaining Wall	48,000	SF	\$ 191	\$ 9,168,000	
Hawk Signal	1	EA	\$ 102,000	\$ 102,000	
Contingency (40%)	1	LS	\$ 10,611,000	\$ 10,611,000	
<b>Roadway Subtotal</b>					<b>\$ 37,140,000</b>
Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	121,051	SF	\$ 30	\$ 3,632,000	
TCE	12,250	SF	\$ 30	\$ 368,000	
Utility Relocation (Est)	1	LS	\$ 7,114,000	\$ 7,114,000	
ROW Contingency (40%)	1	LS	\$ 4,446,000	\$ 4,446,000	
<b>Right of Way Subtotal</b>					<b>\$ 15,560,000</b>
<b>Subtotal "Hard Costs" (year 2026)</b>					<b>\$ 52,700,000</b>
Cost Escalation (4% per year)			Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2030)			\$ 52,700,000	\$ 8,960,000	\$ 61,700,000
Future Costs (Year 2035)			\$ 52,700,000	\$ 22,310,000	\$ 75,100,000
Future Costs (Year 2040)			\$ 52,700,000	\$ 38,560,000	\$ 91,300,000
Soft Costs <sup>2</sup>	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (15%)	1	LS	\$ 5,571,000	\$ 5,571,000	
Final Design (12%)	1	LS	\$ 4,457,000	\$ 4,457,000	
Construction Administration (15%)	1	LS	\$ 5,571,000	\$ 5,571,000	
R/W Engineering/Acquisition (20%)	1	LS	\$ 3,112,000	\$ 3,112,000	
<b>Subtotal "Soft Costs" (year 2026)</b>					<b>\$ 18,720,000</b>
<b>Escalated Soft Costs (Year 2035)</b>					<b>\$ 26,650,000</b>
<b>Grand Total (2026)</b>					<b>\$ 71,500,000</b>
<b>Grand Total YOE (2035)</b>					<b>\$ 101,800,000</b>

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.  
 2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

**PLANNING LEVEL COST ESTIMATE**

3/27/2026  
ATTACHMENT 1

**Coastal Rail Trail Segment 18 Alt 1**  
Trail adjacent to Beach St. Drainage ditch filled in and replaced with concrete pipe

<b>Roadway Items:</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Item Total</b>	<b>Total</b>
Mobilization	1	LS	\$ 2,135,000	\$ 2,135,000	
Traffic Control	1	LS	\$ 763,000	\$ 763,000	
Temporary Erosion Control	1	LS	\$ 229,000	\$ 229,000	
Preconstruction Survey	1	LS	\$ 229,000	\$ 229,000	
Quality Control	1	LS	\$ 183,000	\$ 183,000	
Remove - HMA Pavement	53,602	SY	\$ 17	\$ 912,000	
Remove - Milling	8,284	SY	\$ 6	\$ 50,000	
Unquantified Removals	1	LS	\$ 153,000	\$ 153,000	
Clearing and Grubbing	7	ACRE	\$ 10,200	\$ 71,000	
Roadway/Trail Excavation	47,301	CY	\$ 40	\$ 1,893,000	
Finish Subgrade	172,854	SF	\$ 1	\$ 225,000	
Unquantified Drainage	1	LS	\$ 229,000	\$ 229,000	
Culvert Pipe	7,400	LF	\$ 190	\$ 1,406,000	
Intersection Improvements/Widening	3	EA	\$ 102,000	\$ 306,000	
Class 2 AB - Trail	4,221	CY	\$ 83	\$ 351,000	
Class 2 AB - Road	43,109	CY	\$ 79	\$ 3,406,000	
HMA (Mainline)	53,187	TON	\$ 172	\$ 9,149,000	
Overlay	1,839	TON	\$ 170	\$ 313,000	
HMA (Trail)	5,060	TON	\$ 220	\$ 1,114,000	
Pavement Markings - Roadway & Trail	24,693	LF	\$ 8	\$ 198,000	
Pavements Messages - Intersections	7	EA	\$ 10,200	\$ 72,000	
Signing - Unquantified	0	LS	\$ 128,000	\$ 13,000	
CIP Concrete Barrier - 42 inch	6,715	LF	\$ 210	\$ 1,411,000	
Unquantified Landscaping	7	ACRE	\$ 4,500	\$ 32,000	
Top Soil	3,708	CY	\$ 83	\$ 308,000	
Relocate Existing Intersection Signals	2	EA	\$ 571,722	\$ 1,144,000	
Passive Warning Signal	1	EA	\$ 44,500	\$ 45,000	
Unquantified Environmental Mitigation	2,906,784	DOL	\$ 1	\$ 2,907,000	
Contingency (40%)	1	LS	\$ 11,699,000	\$ 11,699,000	
<b>Roadway Subtotal</b>				\$	<b>40,950,000</b>
<b>Right of Way Items:</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Item Total</b>	<b>Total</b>
Acquisition costs	389,862	SF	\$ 30	\$ 11,696,000	
TCE	-	SF	\$ -	\$ -	
Utility Relocation (Est)	1	LS	\$ 3,100,000	\$ 3,100,000	
ROW Contingency (40%)	1	LS	\$ 5,919,000	\$ 5,919,000	
<b>Right of Way Subtotal</b>				\$	<b>20,720,000</b>
<b>Subtotal "Hard Costs" (year 2026)</b>				\$	<b>61,670,000</b>
<b>Cost Escalation (4% per year)</b>			<b>Subtotal "Hard Costs"</b>	<b>Escalation</b>	<b>Total</b>
Future Costs (Year 2030)			\$ 61,670,000	\$ 10,480,000	\$ 72,200,000
Future Costs (Year 2035)			\$ 61,670,000	\$ 26,110,000	\$ 87,800,000
Future Costs (Year 2040)			\$ 61,670,000	\$ 45,130,000	\$ 106,800,000
<b>Soft Costs<sup>2</sup></b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Item Total</b>	<b>Total</b>
Preliminary Eng/Envir (15%)	1	LS	\$ 6,143,000	\$ 6,143,000	
Final Design (12%)	1	LS	\$ 4,914,000	\$ 4,914,000	
Construction Administration (15%)	1	LS	\$ 6,143,000	\$ 6,143,000	
R/W Engineering/Acquisition (20%)	1	LS	\$ 4,144,000	\$ 4,144,000	
<b>Subtotal "Soft Costs" (year 2026)</b>					\$ 21,350,000
<b>Escalated Soft Costs (Year 2035)</b>					\$ 30,390,000
<b>Grand Total (2026)</b>				\$	<b>83,100,000</b>
<b>Grand Total YOY (2035)</b>				\$	<b>118,200,000</b>

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.

**PLANNING LEVEL COST ESTIMATE**

3/25/2026  
ATTACHMENT 1

**Coastal Rail Trail Segment 18 Alt 2**  
Trail south of open drainage ditch along frontage farm roads

<b>Roadway Items:</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Item Total</b>	<b>Total</b>
Mobilization	1	LS	\$ 287,000	\$ 287,000	
Traffic Control	1	LS	\$ 81,800	\$ 82,000	
Temporary Erosion Control	1	LS	\$ 30,700	\$ 31,000	
Preconstruction Survey	1	LS	\$ 30,700	\$ 31,000	
Quality Control	1	LS	\$ 24,600	\$ 25,000	
Unquantified Removals	1	LS	\$ 20,500	\$ 21,000	
Clearing and Grubbing	2	ACRE	\$ 10,200	\$ 16,000	
Roadway/Trail Excavation	6,243	CY	\$ 40	\$ 250,000	
Finish Subgrade	154,655	SF	\$ 1	\$ 202,000	
Unquantified Drainage	1	LS	\$ 30,700	\$ 31,000	
Intersection Improvements/Widening	3	EA	\$ 102,000	\$ 306,000	
Class 2 AB - Trail	4,221	CY	\$ 90	\$ 380,000	
HMA (Trail)	5,020	TON	\$ 220	\$ 1,105,000	
Pavement Markings - Roadway & Trail	12,888	LF	\$ 10	\$ 129,000	
Signing - Unquantified	20,563	LS	\$ 2	\$ 42,000	
Unquantified Landscaping	2	ACRE	\$ 4,500	\$ 7,000	
Top Soil	809	CY	\$ 90	\$ 73,000	
Relocate Existing Intersection Signals	2	EA	\$ 572,000	\$ 1,144,000	
Passive Warning Signal	1	EA	\$ 44,500	\$ 45,000	
Contingency (40%)	1	LS	\$ 1,683,000	\$ 1,683,000	
<b>Roadway Subtotal</b>					<b>\$ 5,890,000</b>
<b>Right of Way Items:</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Item Total</b>	<b>Total</b>
Acquisition costs	544,517	SF	\$ 30	\$ 16,336,000	
TCE	3,000	SF	\$ 30	\$ 90,000	
Utility Relocation (Est)	-	LS	\$ -	\$ -	
ROW Contingency (40%)	1	LS	\$ 6,571,000	\$ 6,571,000	
<b>Right of Way Subtotal</b>					<b>\$ 23,000,000</b>
<b>Subtotal "Hard Costs" (year 2026)</b>					<b>\$ 28,890,000</b>
<b>Cost Escalation (4% per year)</b>			<b>Subtotal "Hard Costs"</b>	<b>Escalation</b>	<b>Total</b>
Future Costs (Year 2030)			\$ 28,890,000	\$ 4,910,000	\$ 33,800,000
Future Costs (Year 2035)			\$ 28,890,000	\$ 12,230,000	\$ 41,200,000
Future Costs (Year 2040)			\$ 28,890,000	\$ 21,140,000	\$ 50,100,000
<b>Soft Costs<sup>2</sup></b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Item Total</b>	<b>Total</b>
Preliminary Eng/Envir (15%)	1	LS	\$ 884,000	\$ 884,000	
Final Design (12%)	1	LS	\$ 707,000	\$ 707,000	
Construction Administration (15%)	1	LS	\$ 884,000	\$ 884,000	
R/W Engineering/Acquisition (20%)	1	LS	\$ 4,600,000	\$ 4,600,000	
<b>Subtotal "Soft Costs" (year 2026)</b>					<b>\$ 7,080,000</b>
<b>Escalated Soft Costs (Year 2035)</b>					<b>\$ 10,080,000</b>
<b>Grand Total (2026)</b>					<b>\$ 36,000,000</b>
<b>Grand Total YOE (2035)</b>					<b>\$ 51,300,000</b>

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.  
2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

**PLANNING LEVEL COST ESTIMATE**

3/25/2026  
ATTACHMENT 1

<b>Coastal Rail Trail Segment 19</b>
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<b>Roadway Items:</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Item Total</b>	<b>Total</b>
Mobilization	1	LS	\$ 122,000	\$ 122,000	
Traffic Control	1	LS	\$ 34,600	\$ 35,000	
Temporary Erosion Control	1	LS	\$ 13,000	\$ 13,000	
Preconstruction Survey	1	LS	\$ 13,000	\$ 13,000	
Quality Control	1	LS	\$ 10,400	\$ 11,000	
Remove - Milling	16,763	SY	\$ 6	\$ 101,000	
Unquantified Removals	1	LS	\$ 8,700	\$ 9,000	
Unquantified Drainage	1	LS	\$ 13,000	\$ 13,000	
Intersection Improvements/Widening	1	EA	\$ 102,000	\$ 102,000	
Overlay	3,721	TON	\$ 170	\$ 633,000	
Pavement Markings - Roadway & Trail	17,803	LF	\$ 10	\$ 179,000	
Pavements Messages - Intersections	1	EA	\$ 10,200	\$ 11,000	
Signing - Unquantified	4,734	LS	\$ 10	\$ 48,000	
Relocate Existing Intersection Signals	1	EA	\$ 572,000	\$ 572,000	
Contingency (40%)	1	LS	\$ 745,000	\$ 745,000	
<b>Roadway Subtotal</b>					<b>\$ 2,610,000</b>
<b>Right of Way Items:</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Item Total</b>	<b>Total</b>
Acquisition costs	-	SF	\$ -	\$ -	
TCE	-	SF	\$ -	\$ -	
Utility Relocation (Est)	-	LS	\$ -	\$ -	
ROW Contingency (40%)	-	LS	\$ -	\$ -	
<b>Right of Way Subtotal</b>					<b>\$ -</b>
<b>Subtotal "Hard Costs" (year 2026)</b>					<b>\$ 2,610,000</b>
<b>Cost Escalation (4% per year)</b>			<b>Subtotal "Hard Costs"</b>	<b>Escalation</b>	<b>Total</b>
Future Costs (Year 2030)			\$ 2,610,000	\$ 450,000	\$ 3,100,000
Future Costs (Year 2035)			\$ 2,610,000	\$ 1,110,000	\$ 3,800,000
Future Costs (Year 2040)			\$ 2,610,000	\$ 1,910,000	\$ 4,600,000
<b>Soft Costs<sup>2</sup></b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Item Total</b>	<b>Total</b>
Preliminary Eng/Envir (15%)	1	LS	\$ 392,000	\$ 392,000	
Final Design (12%)	1	LS	\$ 314,000	\$ 314,000	
Construction Administration (15%)	1	LS	\$ 392,000	\$ 392,000	
R/W Engineering/Acquisition (20%)	-	LS	\$ -	\$ -	
<b>Subtotal "Soft Costs" (year 2026)</b>					<b>\$ 1,100,000</b>
<b>Escalated Soft Costs (Year 2035)</b>					<b>\$ 1,570,000</b>
<b>Grand Total (2026)</b>					<b>\$ 3,800,000</b>
<b>Grand Total YOY (2035)</b>					<b>\$ 5,400,000</b>

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.  
 2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

**PLANNING LEVEL COST ESTIMATE**

ATTACHMENT 1

**Coastal Rail Trail Segment 20**

**3/25/2026**

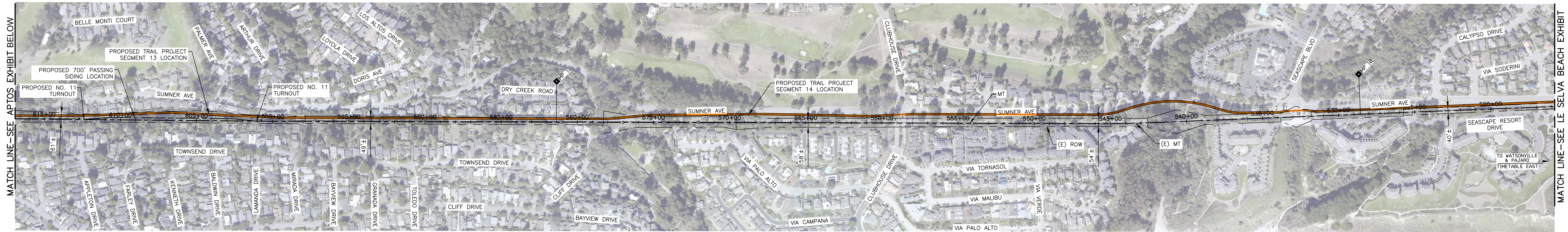
<b>Roadway Items:</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Item Total</b>	<b>Total</b>
Mobilization	1	LS	\$ 1,097,000	\$ 1,097,000	
Traffic Control	1	LS	\$ 314,000	\$ 314,000	
Temporary Erosion Control	1	LS	\$ 118,000	\$ 118,000	
Preconstruction Survey	1	LS	\$ 118,000	\$ 118,000	
Quality Control	1	LS	\$ 94,000	\$ 94,000	
Remove - Milling	5,687	SY	\$ 10	\$ 57,000	
Unquantified Removals	1	LS	\$ 78,400	\$ 79,000	
Clearing and Grubbing	3	ACRE	\$ 10,200	\$ 29,000	
Track Guideway Excavation	28,434	CY	\$ 102	\$ 2,901,000	
Finish Subgrade	194,121	SF	\$ 1	\$ 253,000	
Embankment for Bridge	4,000	CY	\$ 90	\$ 360,000	
Track Guideway Embankment	5,188	CY	\$ 70	\$ 364,000	
Underdrain - Trail	684	LF	\$ 110	\$ 76,000	
Unquantified Drainage	1	LS	\$ 118,000	\$ 118,000	
Class 2 AB - Trail	253	CY	\$ 90	\$ 23,000	
Overlay	1,262	TON	\$ 170	\$ 215,000	
HMA (Trail)	304	TON	\$ 220	\$ 67,000	
Pavement Markings - Roadway & Trail	3,882	LF	\$ 10	\$ 39,000	
Pavements Messages - Intersections	1	EA	\$ 10,200	\$ 11,000	
Signing - Unquantified	6,195	LS	\$ 10	\$ 62,000	
Fence - Trail	1,367	LF	\$ 40	\$ 55,000	
Unquantified Landscaping	3	ACRE	\$ 4,500	\$ 13,000	
Pajaro River Bridge	6,000	SF	\$ 600	\$ 3,600,000	
Existing Track/Guidway Demo	3,199	TF	\$ 389	\$ 1,245,000	
Unquantified Environmental Mitigation	1,870,023	DOL	\$ 1	\$ 1,871,000	
Contingency (40%)	1	LS	\$ 5,272,000	\$ 5,272,000	
<b>Roadway Subtotal</b>					<b>\$ 18,460,000</b>
<b>Right of Way Items:</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Item Total</b>	<b>Total</b>
Acquisition costs	-	SF	\$ -	\$ -	
TCE	3,000	SF	\$ 30	\$ 90,000	
Utility Relocation (Est)	-	LS	\$ -	\$ -	
ROW Contingency (40%)	1	LS	\$ 36,000	\$ 36,000	
<b>Right of Way Subtotal</b>					<b>\$ 130,000</b>
<b>Subtotal "Hard Costs" (year 2026)</b>					<b>\$ 18,590,000</b>
<b>Cost Escalation (4% per year)</b>			<b>Subtotal "Hard Costs"</b>	<b>Escalation</b>	<b>Total</b>
Future Costs (Year 2030)			\$ 18,590,000	\$ 3,160,000	\$ 21,800,000
Future Costs (Year 2035)			\$ 18,590,000	\$ 7,870,000	\$ 26,500,000
Future Costs (Year 2040)			\$ 18,590,000	\$ 13,610,000	\$ 32,200,000
<b>Soft Costs<sup>2</sup></b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Item Total</b>	<b>Total</b>
Preliminary Eng/Envir (15%)	1	LS	\$ 2,769,000	\$ 2,769,000	
Final Design (12%)	1	LS	\$ 2,216,000	\$ 2,216,000	
Construction Administration (15%)	1	LS	\$ 2,769,000	\$ 2,769,000	
R/W Engineering/Acquisition (20%)	1	LS	\$ 26,000	\$ 26,000	
<b>Subtotal "Soft Costs" (year 2026)</b>					<b>\$ 7,780,000</b>
<b>Escalated Soft Costs (Year 2035)</b>					<b>\$ 11,080,000</b>
<b>Grand Total (2026)</b>					<b>\$ 26,400,000</b>
<b>Grand Total YOY (2035)</b>					<b>\$ 37,600,000</b>

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.

2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

## B – Trail Exhibits

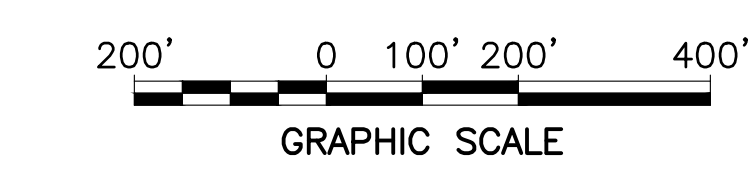
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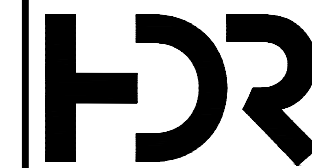



LEGEND

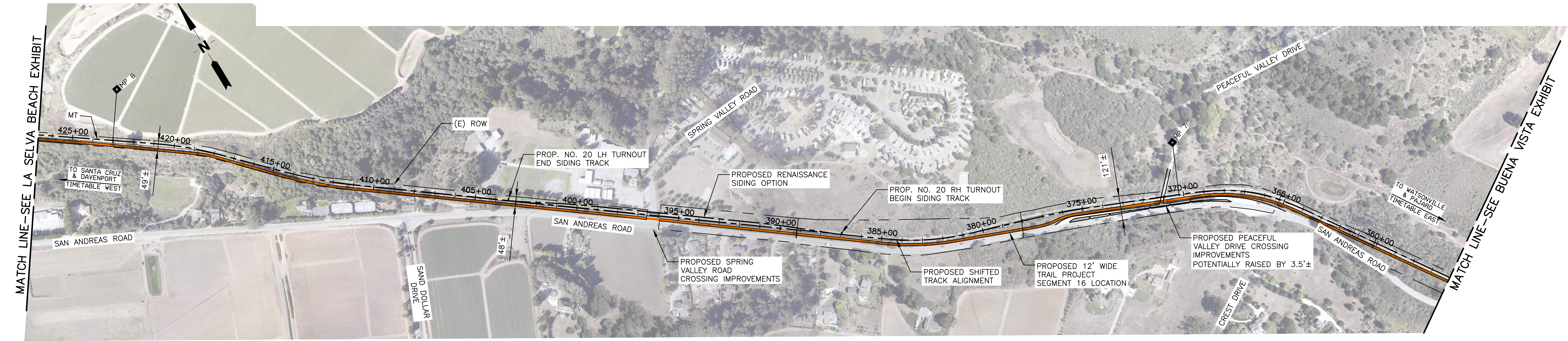
 TRAIL SEGMENT ALIGNMENT

**CONCEPTUAL DRAFT - FOR DISCUSSION ONLY**  
**OCTOBER 2025**



 <p>3003 Oak Road Suite 500 Walnut Creek, CA 94597 925-465-2700</p>		<p>SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION</p>
		<p>SC RTC ELEC PASSENGER RAIL</p> <p>RIO DEL MAR PROPOSED ALIGNMENT</p>

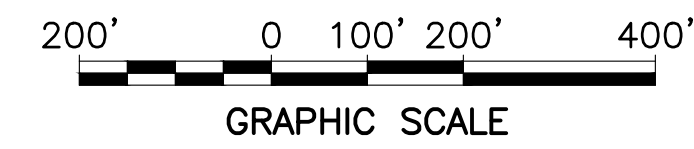




LEGEND

 TRAIL SEGMENT ALIGNMENT

CONCEPTUAL DRAFT - FOR DISCUSSION ONLY  
 OCTOBER 2025




 3003 Oak Road  
 Suite 500  
 Walnut Creek, CA 94597  
 925-465-2700



SANTA CRUZ COUNTY  
 REGIONAL TRANSPORTATION COMMISSION  
 SC RTC ELEC PASSENGER RAIL  
 RENAISSANCE  
 PROPOSED ALIGNMENT  
 PROFILE OPTIONS

T:\02 - Sep 26, 2025 - 4:33pm C:\pwworking\west01\cd\489856\EXH-TRK-PROP-S3.dwg  
 COUNTY: CITY: CONTROL POINT:

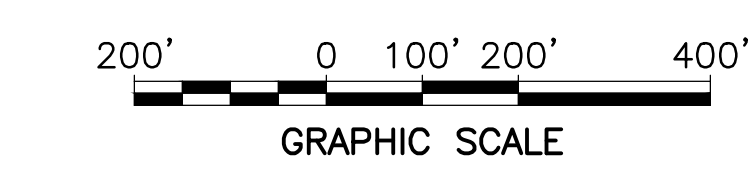


# CONCEPTUAL DRAFT - FOR DISCUSSION ONLY OCTOBER 2025



### LEGEND

 TRAIL SEGMENT ALIGNMENT



**HDR**  
3003 Oak Road  
Suite 500  
Walnut Creek, CA 94597  
925-465-2700



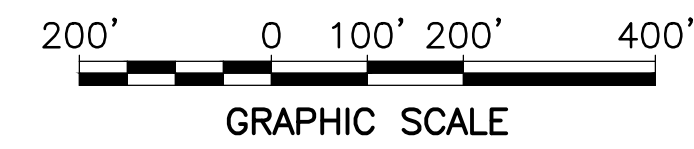
SANTA CRUZ COUNTY  
REGIONAL TRANSPORTATION COMMISSION  
SC RTC ELEC PASSENGER RAIL  
SAN ANDREAS RD TO BEACH ST  
SOUTH SIDE OPTION  
PROPOSED BIKE PATH ALIGNMENT

T:\02 - Jun 19, 2025 - 11:54am C:\working\west01\3859210\EXH-PROP-SEG04-CRT\_Beach Street Bike Path\CONCEPTUAL DRAFT - FOR DISCUSSION ONLY - OCTOBER 2025.dwg  
COUNTY: COUNTY OF SANTA CRUZ  
CITY: CITY OF SAN JUAN BAUTISTA



# CONCEPTUAL DRAFT - FOR DISCUSSION ONLY OCTOBER 2025

LEGEND  
 TRAIL SEGMENT ALIGNMENT



	3003 Oak Road Suite 500 Walnut Creek, CA 94597 925-465-2700		SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION SC RTC ELEC PASSENGER RAIL
	WEST SIDE OF WATSONVILLE SOUTH SIDE BEACH STREET OPTION PROPOSED BIKE PATH ALIGNMENT		

T:\02 - Jun 19, 2025 - 11:57am C:\pwworking\west01\34859210\EXH-TRK-PROP-5eg04-CRT\_Beach Street Bike (South Side).dgn  
 COUNTY:

MATCH LINE-SEE SOUTH BIKE PATH EXHIBIT

MATCH LINE-SEE PAJARO BIKE PATH EXHIBIT

