

# Park Avenue Alignment Coastal Rail Trail Segments 10 & 11

City Council  
April 17, 2025

# Park Ave Alignment – Coastal Rail Trail

## Project Overview: Key Elements



- Regional effort led by the County of Santa Cruz & RTC
- 4.5-mile Class I multi-use trail from 17th Ave (Live Oak) to State Park Dr (Aptos)
- Segment through Capitola faces unique design and permitting challenges



SEGMENT 10

SEGMENT 11

Cruz

City of Capitola





SEGMENT 11

City of Capitola

# Park Ave Alignment – Coastal Rail Trail

## Funding Overview (2023)



Funding Source	Amount
Measure D (Active Transportation)	\$17.4 million
State ATP Grant	\$67.6 million
Federal RAISE Program Grant	\$8.4 million
Total Funding	\$93.4 million
Total Estimated Costs	\$111.7 million
<b>Funding Need*</b>	<b>\$18.3 million</b>

*\*Funding need is based on 2023 cost estimates and does not incorporate design changes and savings from the RTC value engineering analysis or the removal of track relocation costs from the project.*

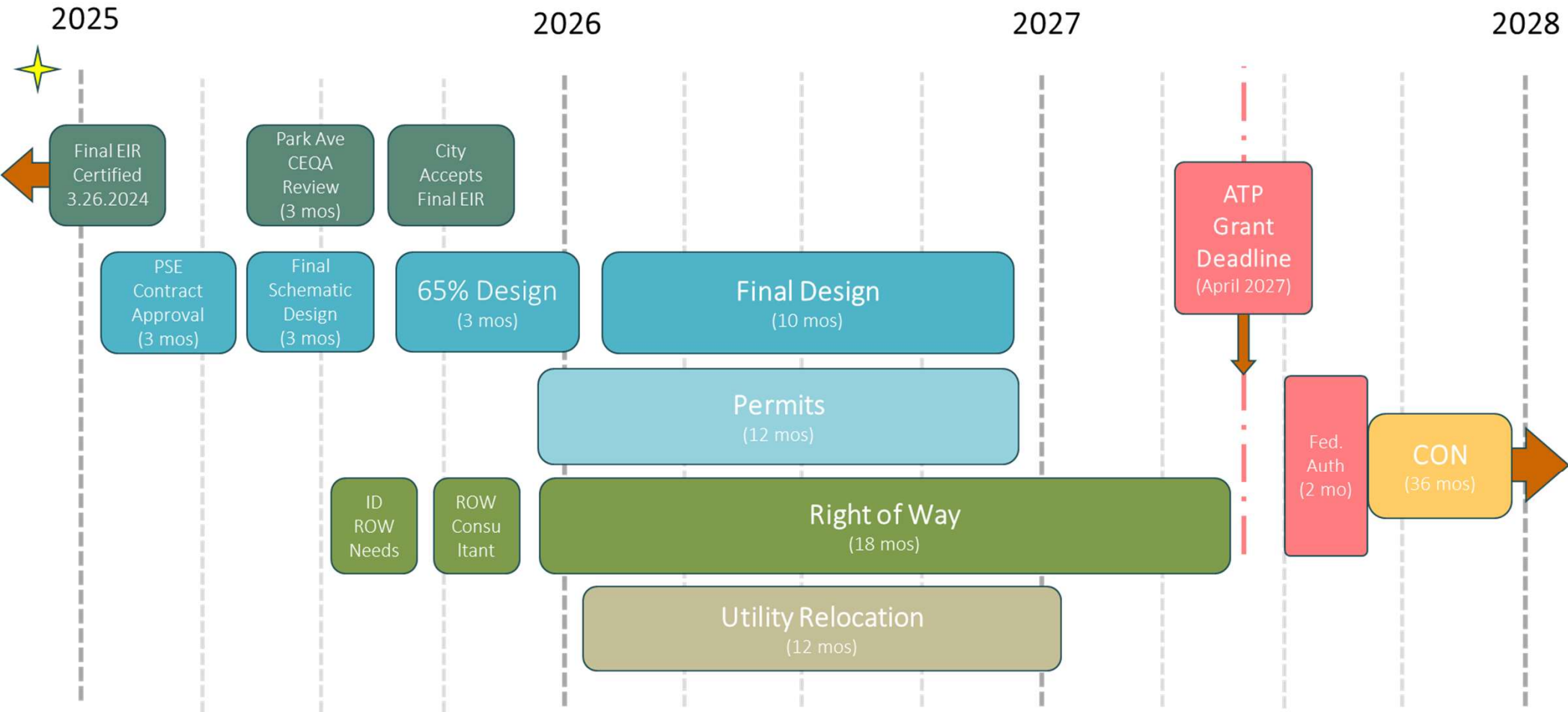
# Park Ave Alignment – Coastal Rail Trail

## Grant Timeline & Design Coordination



- Grant deadline to request construction funding by **April 2027** for the \$67.6M ATP grant
- Final design, permitting, utility coordination, and ROW require full timeline
  - County cannot proceed with final design scope until an alignment is selected
  - Project delay risks missing the ATP funding window

# DRAFT PROJECT SCHEDULE





# Park Ave Alignment – Coastal Rail Trail

## Prior Meetings



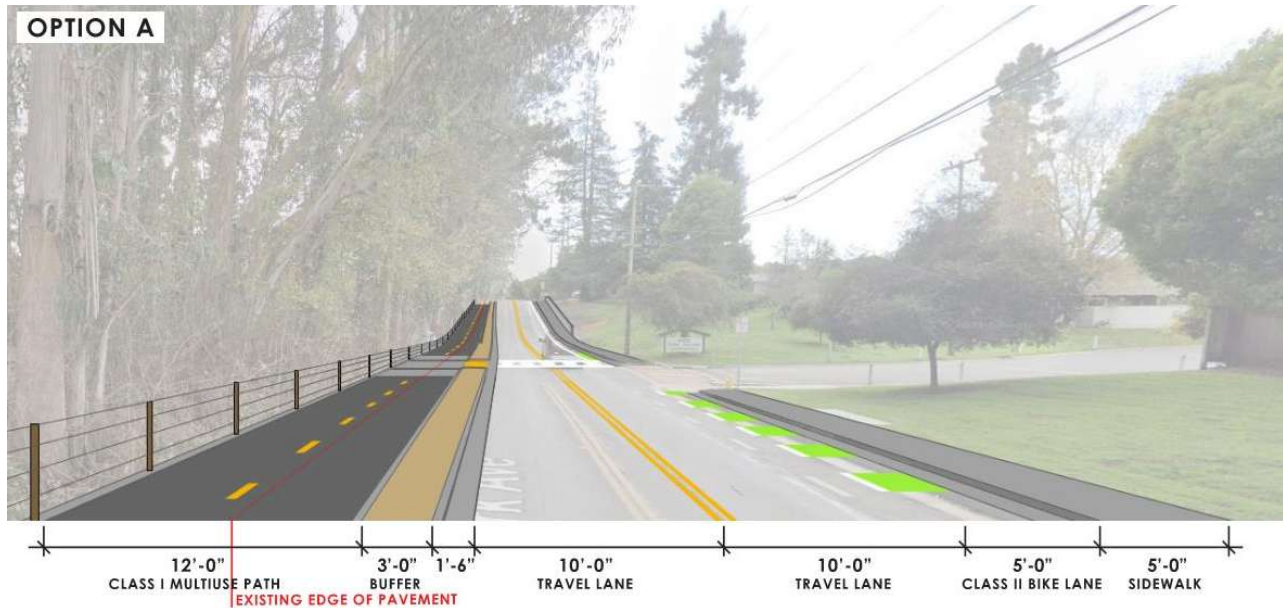
- Feb 13, 2025: Staff presented Park Avenue Alignment
- April 2, 2025: Town hall held at New Brighton Middle School
  - Over 170 attendees and 400+ questions submitted
  - Key topics: safety, funding, environmental impact, trestle use





# Park Ave Alignment – Coastal Rail Trail

## Park Avenue Alignment Options



- Option A – preserves inland Class II bike lane



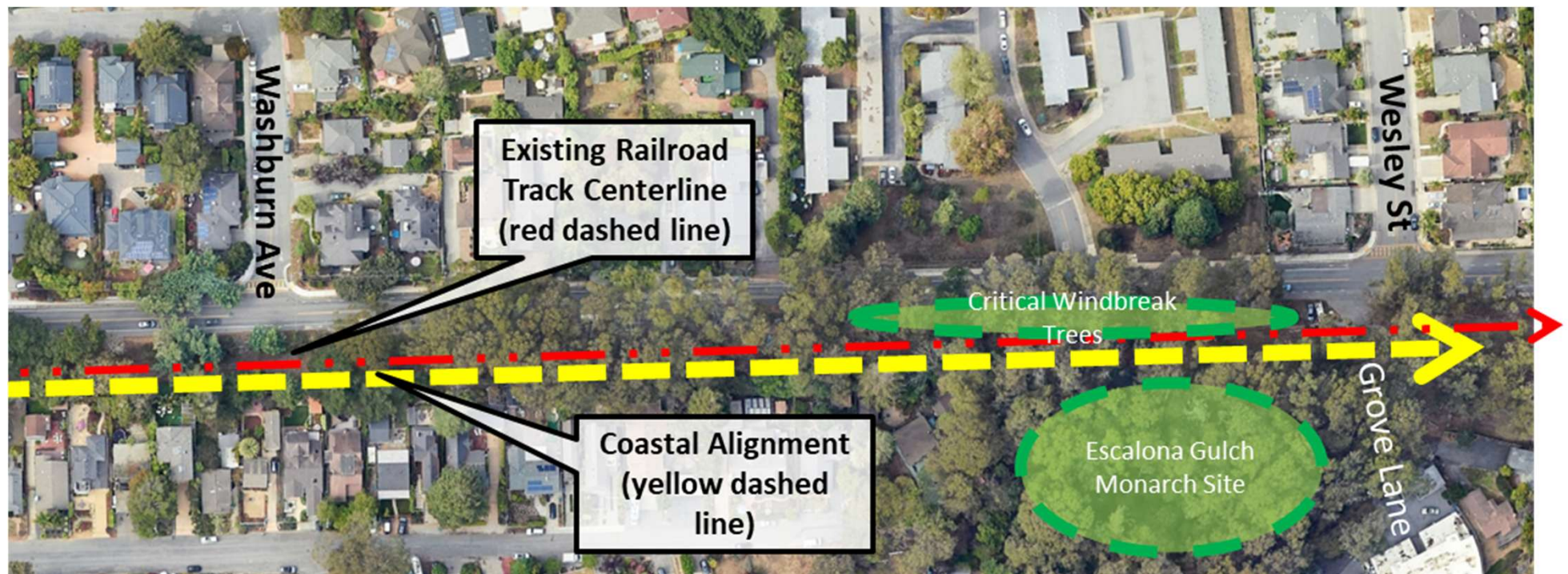
- Option B – maximizes use of ROW for trail (removes bike lane)

# Park Ave Alignment – Coastal Rail Trail Environmental Considerations



## Escalona Gulch (Monarch habitat)

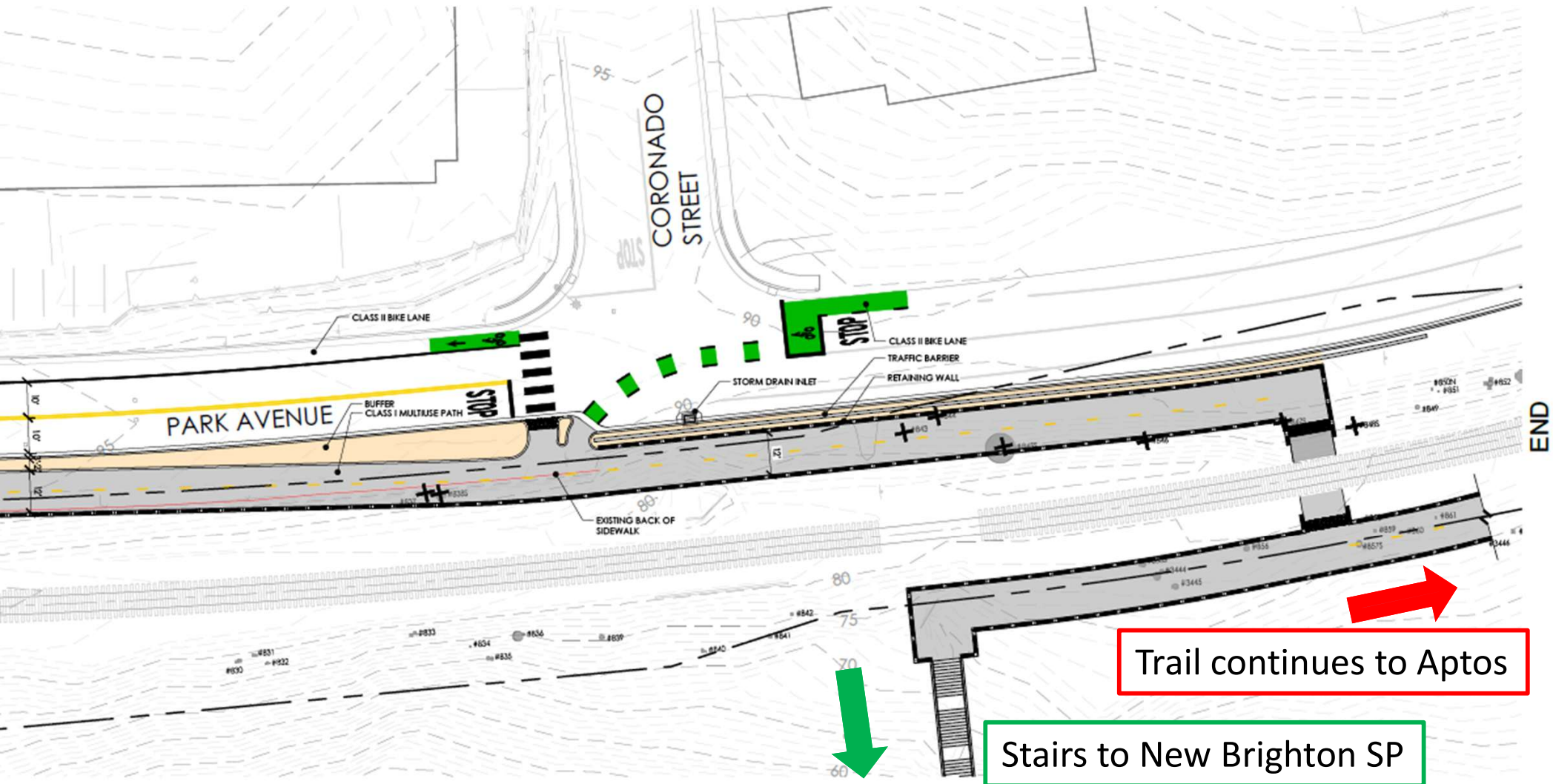
- Coastal alignment: 141 trees removed
- Option A: 122 trees | Option B: 94 trees





# Park Ave Alignment – Coastal Rail Trail

## Coronado ADA Pedestrian Crossing

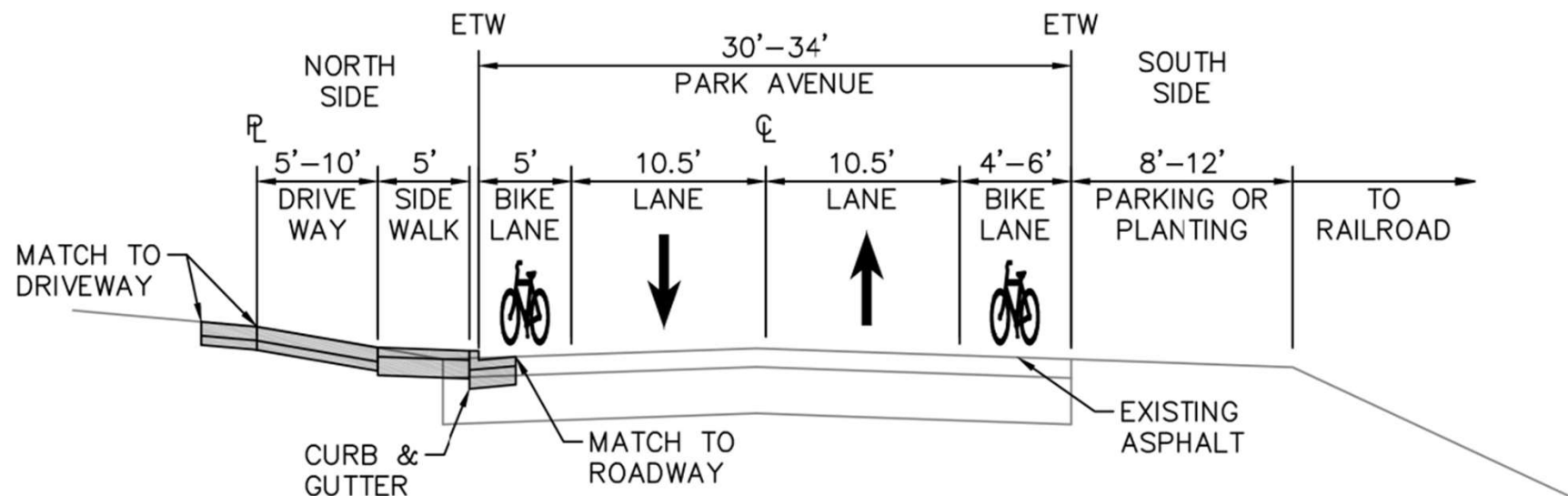


# Park Ave Alignment – Coastal Rail Trail

## City Traffic Calming Project



- **Existing Conditions – Park Avenue**
  - Sidewalk sections are failing
  - Bike lane width and surface conditions are inconsistent
  - Road edge is undefined
- **2020 Speed Study**
  - Identified community concerns about vehicle speeds





# Park Ave Alignment – Coastal Rail Trail

## City Traffic Calming Project



### Community Outreach (2022–2024): Key Concerns



**Traffic Safety:** Need for bike separation, radar signs, and speed bumps



**Road Diet:** Support for wider bike lanes, narrower travel lanes



**Traffic Patterns:** Unsafe cut-through routes



**Community Input:** Desire for transparency and engagement



**Visual Impact:** Concerns about neighborhood character



**Parking:** Worries about reduced spaces

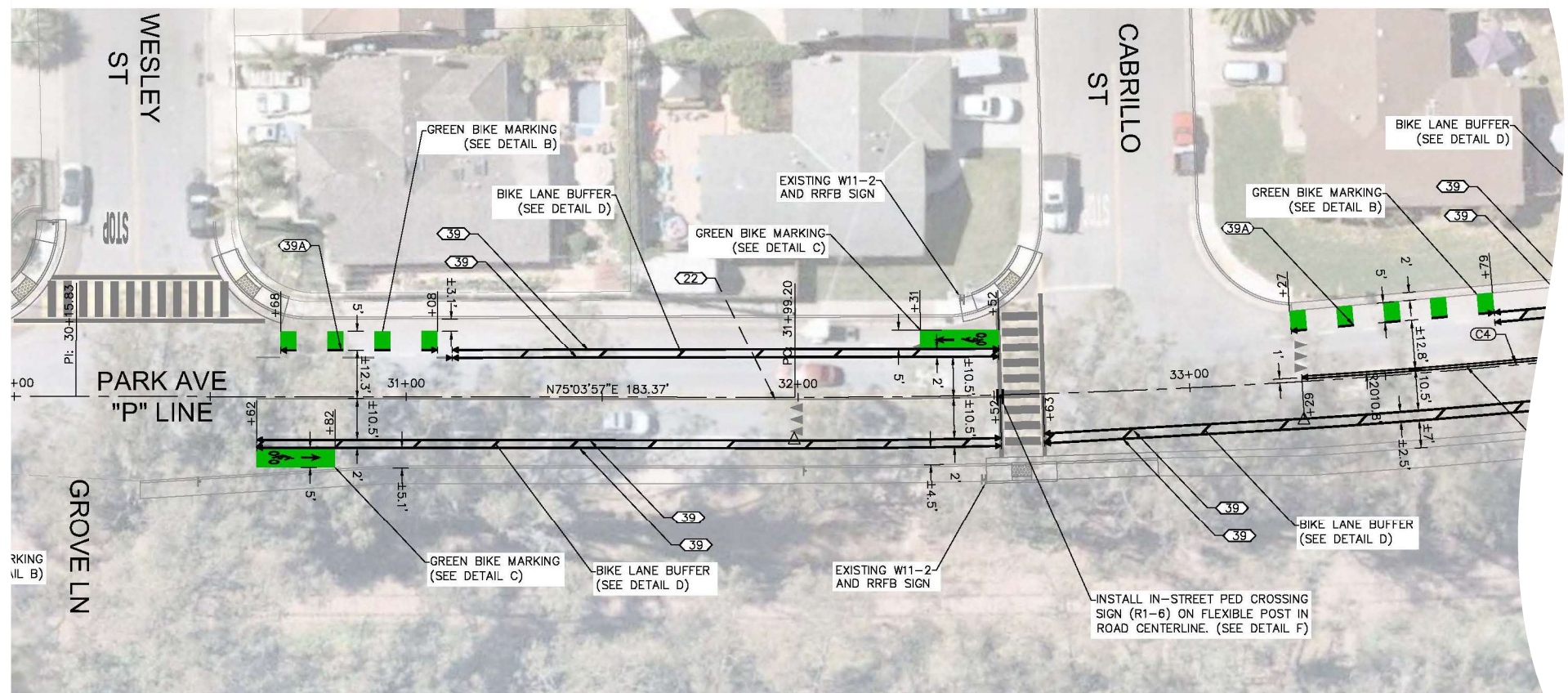
# Park Ave Alignment – Coastal Rail Trail

## City Traffic Calming Project



### Preliminary Plan (Limited Budget)

- Narrow lanes (10.5 ft)
- Pedestrian safety improvements
- Speed feedback signs
- Buffered bike lanes + green markings
- Intersection upgrades (e.g., Park & Monterey)





# Park Ave Alignment – Coastal Rail Trail

## Options A and B Traffic Calming Benefits



12-ft trail on coastal side  
with 5-ft buffer

- Trail design includes traffic calming features:
  - Narrower drive lanes
  - Signage, lighting
  - Safer pedestrian crossings
- May eliminate need for separate traffic calming project



# Park Ave Alignment – Coastal Rail Trail

## Recommendation for Park Ave Alignment



### If Council moves forward with the Park Avenue alignment

#### Option A

- Preserves bike lane and aligns with transportation goals
- Improves connectivity for on-street cyclists accessing Capitola Village

#### Additional Environmental Review

- Addendum or Supplemental EIR
- Council must accept final EIR



# Park Ave Alignment – Coastal Rail Trail

## If Park Avenue Alignment is Not Approved



County will likely pursue the trail alignment within the rail corridor

- Requires erosion control and retaining structures
- Private encroachments
- Environmental impacts
- Fewer neighborhood connections



# Park Ave Alignment – Coastal Rail Trail Grant Funding Impacts



## **Caltrans Feedback**

- Caltrans advised against eliminating Park Avenue segment
- CTC would likely not support a new trail gap due to:
  - Reduced connectivity
  - Decreased project benefits
  - Risk of ATP grant reduction

## **RTC Considerations**

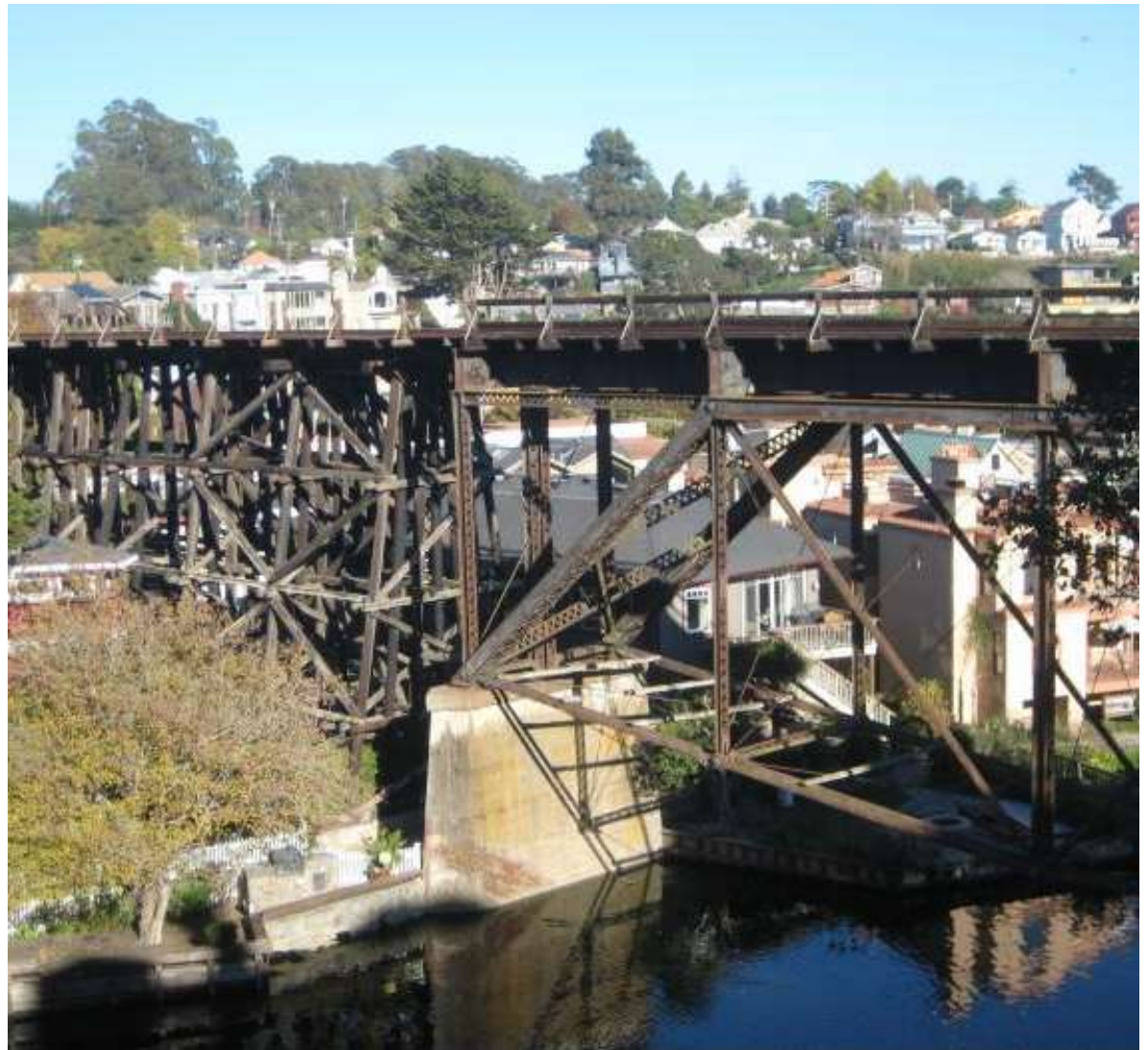
- Coastal alignment not included in April 2024 value engineering strategy
- Coastal alignment is more expensive
- Potential conflict with future passenger rail plans

# Park Ave Alignment – Coastal Rail Trail

## Capitola Trestle & Future Trail Use



- Trestle spans Soquel Creek; 5 segments of varied construction
- 2021 study estimated \$7M to retrofit for trail
- Cantilever path infeasible due to limited ROW
- Not part of the currently funded Segment 10 & 11









# Park Ave Alignment – Coastal Rail Trail Capitola Trestle & Future Trail Use



Trail use requires:

- Railbanking or abandonment via Surface Transportation Board (STB)
  - Railbanking preserves corridor for potential rail reactivation
  - Abandonment permanently removes railway designation
  - Both require outside Counsel
- Design, environmental clearance, permitting, and new funding
  - Project EIR allow for future trail use if feasible



# Park Ave Alignment – Coastal Rail Trail

## Fiscal Impact



### No immediate cost for approving Park Avenue alignment

- Construction (\$3M–\$5M) funded through grants and RTC
- Improvements would be infeasible for City
- Future obligation: Trail maintenance (\$16K–\$22K annually, est.).

### Park Avenue Traffic Calming Funds

- \$100,000 allocated in FY 2024–25
- \$19,500 spent to date
- Remaining \$80,500 may be redirected or returned to General Fund