

Wyatt, Rosie

From: Barry Scott <barry_scott@sbcglobal.net>
Sent: Wednesday, April 16, 2025 1:25 PM
To: Goldstein, Jamie (jgoldstein@ci.capitola.ca.us); City Council; Gautho, Julia
Cc: Regional Transportation Commission
Subject: From Barry Scott, Please Approve Park Avenue - Do not wait for the ZEPRT report.
Attachments: Capitola Three Trail Segments.png; Park Ave Ultimate notes copy.jpeg

Dear Capitola City Council, Staff, and others.

The ZEPRT report in September will neither assure rail transit nor end planning for a rail transit project.

The report will inform the RTC on the benefits and challenges of the initial plans and how to proceed with revised plans.

It will not result in a way to build the Coastal Trail on the railbed through railbanking, as many trail-only advocates insist.

Please resist using the ZEPRT report as a reason to take no action at the April 17th meeting.

Park Avenue Options A and B save the City expenditures and expedite City Traffic-Calming plans for Park Avenue without running a trail "onto streets and sidewalks."

This section is entirely disconnected from the trestle and the Village, so claims that CMC 8.72 violations are in play are questionable.

Collaboration between City and County governments has been working well for other parts of the Coastal Trail project, and I hope Capitola will join them now.

Aware of the pressure and intimidation you are being subjected to by a minority of activists, I urge all of you to find the courage and resolve needed to support the City staff recommendation to permit the County to pursue the inclusion of Option A or B as an included alternative so that state funds are not lost and a superior trail is built in this section.

I am sharing with you two documents: one describing how Park Avenue is a separate project from the rest of the trail through your city and a second image showing the new Park Avenue alignment next to the prior "Ultimate Trail" alignment on the coastal side of the tracks.

PS, A trail-only option with raibanking and track removal is not achievable within the timeframe required of grants, if it's attainable at all.

We can't have a California Coastal Trail without Capitola's collaboration.

Please come together with the other cities and approve the Park Avenue Option.

Warm regards,

Barry Scott in Aptos

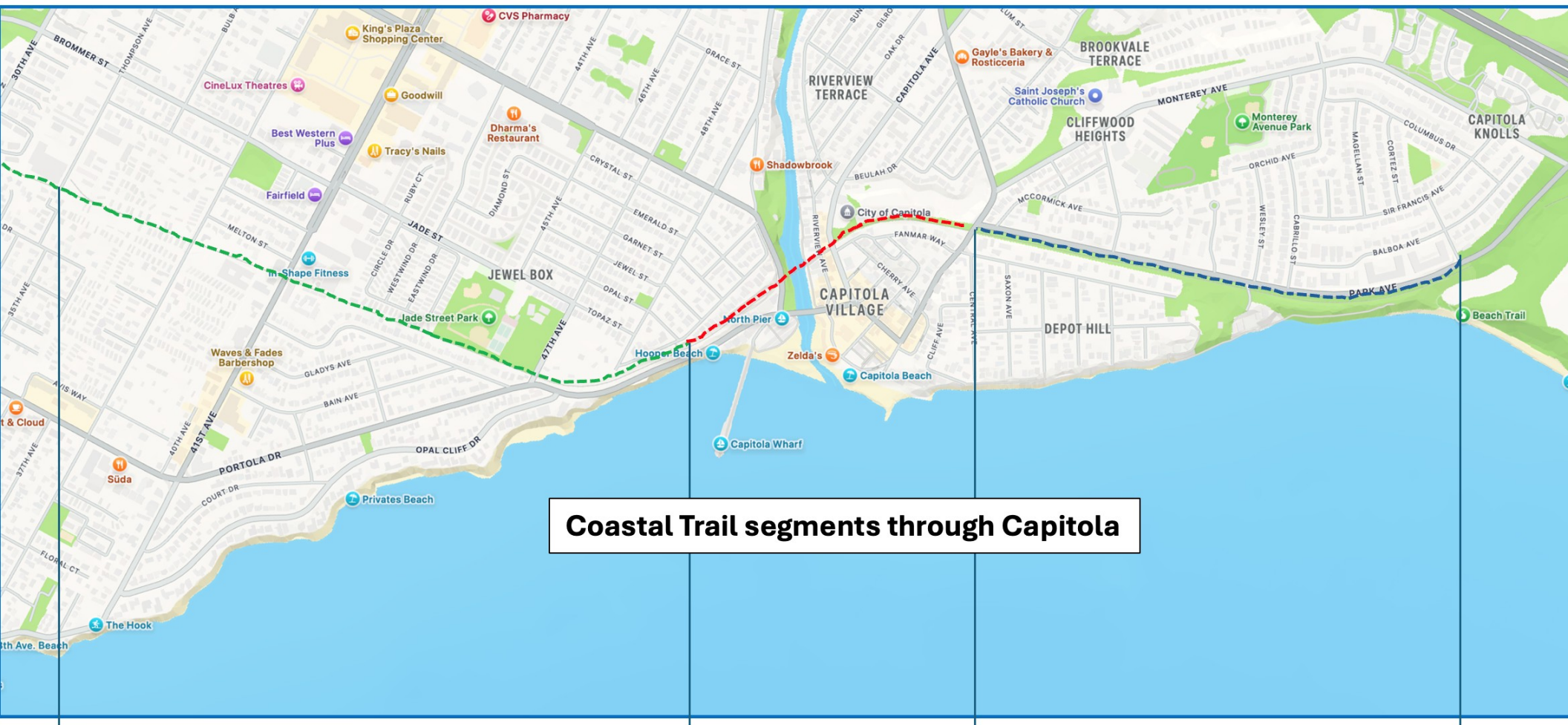
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Coastal Trail segments through Capitola

The RTC and County don't need to solve all three sections to build any one of them. Park Ave. may be the simplest section to build.



Coastal Trail segments through Capitola

Segment 10 Trail Constraints

Narrow right of way, property encroachments

Option 1: Trail along Jade St, Brommer, Thompson

Option 2: Trail along Nova, Melton, Garden, Thompson

Option 3: Narrower trail adjacent to rail where needed

Segment 11B over Soquel Creek

Existing bridges are at end of useful life

MBSST provides for two different trail solutions:

Option 1: New dedicated trail bridge next to existing

Option 2: New iconic combined-use bridges

Park Avenue Alternatives

Original plans are too expensive and impact Monarchs

Option A: 12-foot separated trail next to Park Ave with

3-ft buffer & additional bike lane on inland side of Park

Option B: 12-foot separated trail next to Park Ave with

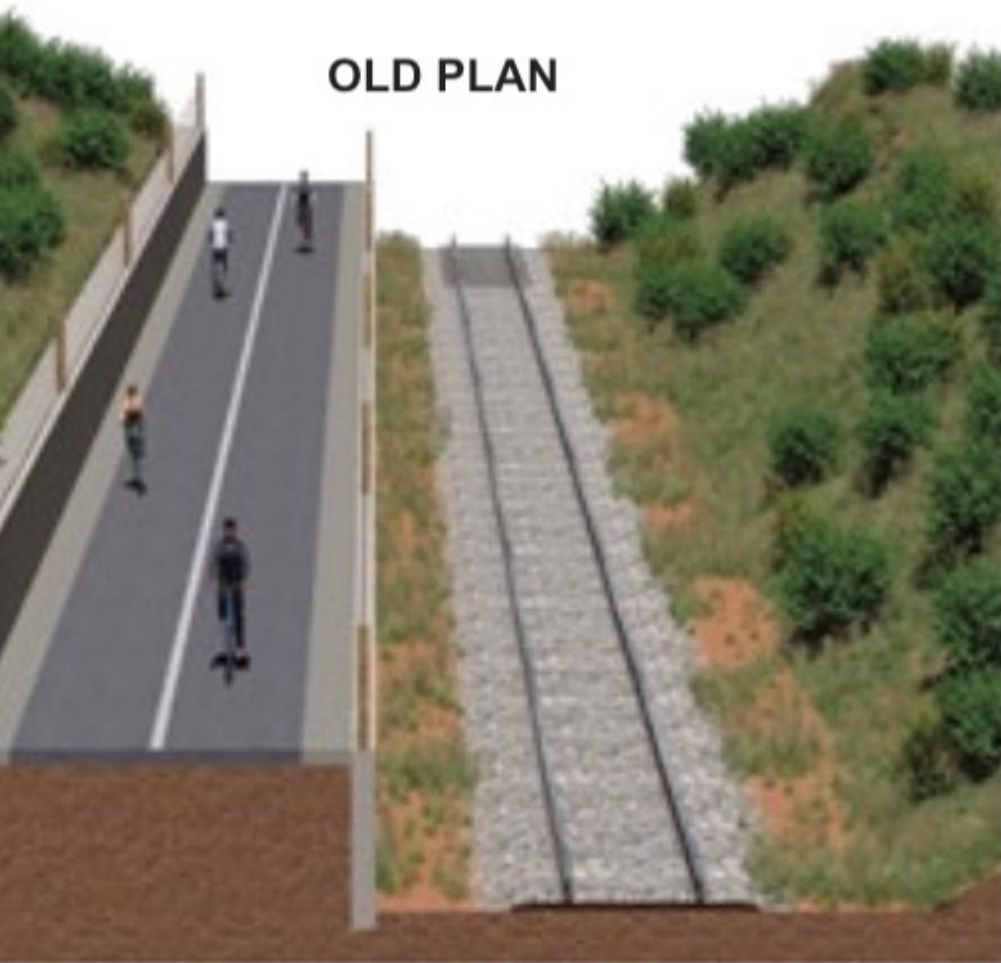
wider 5-foot-wide raised buffer between traffic and trail

Figure 1: Previously Approved Coastal Rail Trail Alignment Coastal Side of Rail Line (Looking Northwest)

Coastal Side of Project
Capitola Homes above trail

Park Avenue Side of Project →
Neighborhoods & Schools →

OLD PLAN



← The former Ultimate Trail would be separated from Park Avenue by the trail and fencing.

City of Capitola and RTC Staff recommend a better and more affordable plan adjacent to the rail line but separated from traffic lanes on Park Avenue ↓ ↓ ↓

NEW PLAN!

