

## Wyatt, Rosie

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**From:** Jim MacKenzie <jimmo@cruzio.com>  
**Sent:** Tuesday, April 15, 2025 11:37 AM  
**To:** City Council  
**Subject:** Capitola City Council Meeting, April 17, 2025: Park Avenue Alignment of the Coastal Rail Trail

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Mayor Clarke, Vice Mayor Pedersen, and Councilmembers Jensen, Morgan, and Ohrbach:

I strongly urge you to APPROVE either Option A or Option B of the SCCRTC's proposed alignment of Segment 11 of the Monterey Bay Sanctuary Scenic Trail (MBSST) along Park Avenue, without fear of favor, and notwithstanding the numerous threats, veiled or overt, made by various members of the public during the Oral Communications period of your April 10, 2025, meeting.

These individuals included the principal sponsor of Greenway's Capitola Measure L\*, which, following its narrow passage by only 206 votes in 2018 became codified as Section 8.72 of the Capitola Municipal Code.

Threats included:

- Recall proceedings against any Capitola Councilmember who votes YES on the RTC's Park Avenue trail alignment;
- A lawsuit against the City of Capitola for not applying Section 8.72 of the Capitola Municipal Code to reject the RTC's proposed Park Avenue trail alignments;
- Lawsuits by residents of rail-adjacent Pine Tree Lane for something (not sure what).

I would like to add that this is not a vote for or against RTC's passenger rail project. It is solely about approving a proposed alignment of the Monterey Bay Sanctuary Scenic Trail Segment 11 — a section of the California Coastal Trail, as established and codified as a statewide initiative in the California Coastal Act(s) of the 1970s — alongside, and physically separated from, Park Avenue in the City of Capitola.

This is also not a vote having anything to do with the Capitola Rail Trestle.

No "promises" were ever made in the MBSST master plan, adopted by the Capitola City Council on April 9, 2015, to keep the all sections of the MBSST completely within the Santa Cruz Branch Rail Line right-of-way.

In fact, regarding trail alignment, the MBSST Master Plan ([https://sccrtc.org/wp-content/uploads/2012/10/MBSST-NETWORK-FULL\\_MASTER\\_PLAN.pdf](https://sccrtc.org/wp-content/uploads/2012/10/MBSST-NETWORK-FULL_MASTER_PLAN.pdf)) stated the following in its Executive Summary (CAPs are mine, for emphasis):

"The spine, or primary alignment, of the MBSST Network will be built parallel to (not in place of) the operational rail line, within the rail right-of-way, TO THE EXTENT POSSIBLE..."

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\* Measure L was never really about “saving the trestle” — it was about forcing the RTC to route the MBSST onto the trestle, railbanking the rail right-of-way, and putting an end to passenger rail planning in Santa Cruz County.