

# Which **RAIL TRAIL** would be best for people who live and work in **Santa Cruz County**?



Artist's rendering of Greenway near 41st Ave



## SANTA CRUZ COUNTY GREENWAY'S VISION

An affordable, eco-friendly solution that would improve our community's quality of life and make Santa Cruz County a safer place to walk, run, skate, ride a bicycle, or use a wheelchair.

## Rail-with-Trail

### THE SCCRTC'S CURRENT PLAN

A much more costly plan that proposes major infrastructure building in our protected coastal zone to keep the tracks in place for a train that in all likelihood will never be funded

Stays <b>SAFELY</b> off of dangerous streets	Detours onto busy <b>UNSAFE</b> streets
<b>SEPARATES</b> cyclists from walkers, dogs, etc.	<b>MIXES</b> cyclists, walkers, dogs, strollers, etc.
Wide enough for fast cyclists & <b>E-BIKES</b>	<b>UNSAFE</b> for fast cyclists and <b>E-BIKES</b>
<b>ACTIVE TRANSPORTATION</b> & recreation	<b>RECREATION</b> more than transportation
<b>LOWERS STRESS</b> & gets people out of cars	<b>WILL NOT</b> encourage people to stop driving
<b>BEAUTIFUL</b> and spacious linear park setting	<b>PLAIN</b> narrow path next to a <b>FENCE</b>
Conveniently <b>CONNECTS</b> neighborhoods	<b>FENCE</b> makes access more difficult
<b>LOW IMPACT</b> on our fragile <b>ECOSYSTEM</b>	Harmful <b>RETAINING WALLS</b> and engineering
Preserves <b>TREES</b> and <b>PLANTS</b>	Removes 1,000's of <b>TREES</b> and <b>PLANTS</b>
<b>PRESERVES OPTIONS:</b> Railbanking	<b>PRESERVES OPTIONS:</b> Leaves tracks <b>IDLE</b>
<b>100% FUNDED</b> with Measure D	<b>NOT 100% FUNDED</b> with Measure D
<b>AFFORDABLE NOW</b>	<b>MAY NEVER BE FULLY FUNDED</b>

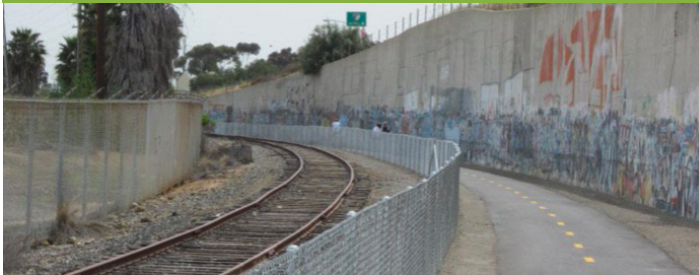
## ACTIVE TRANSPORTATION = a healthier county

Visit [www.sccgreenway.org](http://www.sccgreenway.org) to sign our petition and join a Greenway Group TODAY.

# Why is the current RTC plan **Rail-with-Trail** & why do we need to switch gears **NOW?**



**Rail-with-Trail DOESN'T FIT**



**The tracks RUIN the trail!**



## **A HEALTHIER vision for our people and our PLANET**

We can address **climate change** and become a **healthier community** by creating a wide Greenway able to accommodate many people on bicycles, electric bicycles, e-boards, and in wheelchairs—vehicles that create almost no greenhouse gases. The Copenhagen bicycle route pictured above shows how popular cycling for pleasure and transportation can be when it feels safe. Closer to home, cities like Portland, Minneapolis, and Philadelphia have created Greenway routes and redefined their transportation priorities with healthy, bicycle-friendly community values. As a result, many more people in these cities are riding bicycles to school, work, and around town. Let's stop dreaming about trains and **imagine a healthier future now.**

**To build a SAFER trail for MORE PEOPLE that we can PAY FOR NOW**

- 2012**—Santa Cruz County Regional Transportation Commission (SCCRTC) purchases the rail corridor using **\$11M** in **California Proposition 116** funds and Iowa Pacific signs freight and tourism contract.
- 2013**—**The Monterey Bay Sanctuary Scenic Trail Master Plan** (MBSST) estimates **\$127M** to install a trail next to the existing tracks.
- 2015**—**SCCRTC Rail Feasibility Study forecasts low ridership for up to 60 diesel trains per day**—resulting in noise, pollution, and harm to the environment and says **90%** of current steel rails and ties will need to be replaced. The capital cost of the train and the annual operating subsidies for 30 years equal **\$700M**. The RTC has none of this money now. The California Transportation Commission (CTC) says **Proposition 116** funds can be returned if we do not want a train.
- 2016**—**Great Santa Cruz Trail Study** estimates trail-only construction costs at **\$70M**. Measure D passes allocating **\$85M** for a trail in the corridor.
- 2017**—**Great Santa Cruz Trail Group** becomes **Santa Cruz County Greenway**

## **Why do some people support the current Rail-with-Trail plan?**

SCCRTC purchased the Coastal Rail Corridor in 2012 using \$11M in **CA Prop 116** funds that mandated an operational rail line. To fulfill Prop 116 commitments, SCCRTC signed a contract with Iowa Pacific and drafted the MBSST plan and later the Rail Feasibility Study. In the beginning, building just a trail was not an option—now it is.

## **Game-Changing Developments**

Since that time, many community members have expressed fears that there will never be funding for a train and that the enormous expense, safety issues, and extensive environmental impacts of the MBSST plan make it unwise and unbuildable. In 2016, the **Great Santa Cruz Trail Group (GSCT)** hired Nelson Nygaard to study a trail-only option. Shortly after that, **Measure D** passed allocating enough money to pay back the Proposition 116 funds and build Greenway's trail-only plan. Further analysis of MBSST plans on the Westside and the North Coast, and safety concerns about Capitola and other trestles **confirm fears that the MBSST plan is unrealistic.**

**SPEAK UP! Tell the RTC we want**  **Greenway!**  
SANTA CRUZ COUNTY

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