

Prepared for:



Unified Corridor Investment Study Preferred Scenario

Final Draft
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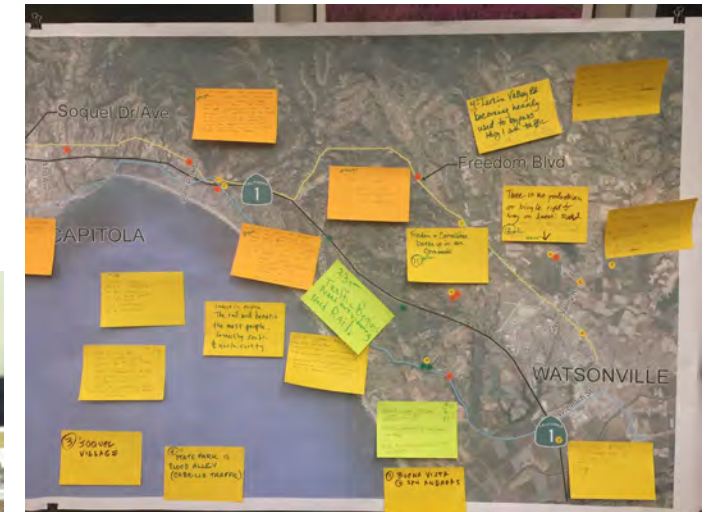
GOALS

- Safety
- Reliability and efficiency
- Environment and health
- Economic vitality
- Equitable access








































































OUTREACH

- More than 40 outreach activities between December 2012 and December 2018 including:
 - 12 RTC Commission Meetings
 - 5 Stakeholder Meetings
 - 4 ITAC Meetings
 - 4 Bicycle Advisory Committee Meetings
 - 4 Elderly & Disabled Transportation Advisory Committee Meetings
 - 4 City Council Meetings
 - 1 Metro Board Meeting
 - 4 Public Workshops
 - 3 Online Surveys
 - 2 Rounds of Focus Groups



Preferred Scenario

	2035 Preferred	Beyond 2035	Scenario A	Scenario B	Scenario C	Scenario E
Highway 1 Projects						
Buses on shoulders						
High occupancy vehicle lanes (HOV) and increased transit frequency		 	 			 
Auxiliary lanes to extend merging distance IN ADDITION TO MEASURE D						
Metering of on-ramps						
Additional lanes on bridge over San Lorenzo River						
Mission St intersection improvements						
Soquel Avenue/Drive and Freedom Blvd						
BRT lite (faster boarding, transit signal priority and queue jumps)						
Increased frequency of transit with express services						
Buffered/protected bike lanes						
Intersection improvements for auto						
Intersection improvements for bikes/pedestrians	 	 	 	 	 	 
Rail Corridor						
Bike and pedestrian trail	 	 	 	 	 	 
High-capacity public transit service	 	 				
Local rail transit with interregional connections						
Bus rapid transit						
Freight service on rail					 <small>Only Watsonville</small>	

Selection Factors

- **Safety:** Enhance safety for all modes
- **Reliability and Efficiency:** Improve travel time and reliability with a growing population
- **Economic Vitality:** Attract investment
- **Environment and Health:** Increase multimodal options
- **Equitable Access:** Responsive to needs of all users



Key Considerations

- Protects the Rail Right of Way for transit, freight and bike and walk trail
- Provides direction to work with Metro to evaluate high capacity transit in the rail right of way
- Emphasizes regional projects and improves connections between Santa Cruz and Watsonville
- Provides for the widest array of transportation options to meet needs of all users
- Supports a sustainable transportation system based on the triple bottom line
- By prioritizing a mix of projects and being “shovel ready” with environmental review and project design completed, Santa Cruz County can be more competitive for funding.

PREFERRED SCENARIO

