

# There Are Sensible Solutions to Traffic

## Transit on the rail corridor

The Rail Transit Feasibility Study estimates 6,800 trips per day on the rail corridor, with a 36-minute travel time from Watsonville to Santa Cruz. Electric rail vehicles can be quiet and non-polluting.

(SOURCE: <http://scrtc.org/projects/rail/passenger-rail>)



## Improve Metro

Running express buses on the shoulder of Highway 1 should be studied. “Bus-on-Shoulder” has been successfully implemented in the Twin Cities, Cleveland, Miami, Ottawa, San Diego and Atlanta. More frequent and convenient bus connections will offer an alternative to automobile dependency.



## Safer routes for bikes and pedestrians

A majority of trips during commute hours are less than 3 miles. A greater portion of these trips could be made by bicycle and walking if routes are made safe and convenient. Full funding of the Watsonville-Davenport multi-use trail (Rail-Trail) is a top priority.



## What Can We Do?

Join the Campaign for Sensible Transportation’s advocacy for a sales tax measure we can support. Sign the petition at [sensibletransportation.org](http://sensibletransportation.org) and/or write to the Regional Transportation Commission ([info@scrtc.org](mailto:info@scrtc.org)).

# Highway Widening Doesn’t Work

The Regional Transportation Commission (RTC) is drafting a half-cent sales tax for transportation for the November, 2016 ballot. Included in the current draft is \$102 million to widen Highway 1 for auxiliary lanes between Soquel Avenue and State Park Drive.

We are urging the RTC to eliminate highway widening from the sales tax draft before it is finalized in July 2016. Here’s why:

The Caltrans Environmental Impact Report (EIR) on Highway 1 widening indicates that congestion relief as a result of auxiliary lanes will be negligible:

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“Adding capacity to roadways fails to alleviate congestion for long.”  
— Susan Handy, PhD  
“Increasing Highway Capacity Unlikely to Relieve Traffic Congestion” (2015)

- The project “would result in a very slight improvement in traffic congestion when compared to the No Build Alternative.”
- The EIR projects that a wider Highway 1 will fill up with even more traffic, resulting in a state of “severe breakdown by year 2035.”
- The EIR projects more traffic—and a 25% increase in greenhouse gas emissions—if the project is built.

The public supports commuter alternatives, not highway widening. Recent polling shows 72% support for reducing congestion on Highway 1. However, only 46% support actually widening the highway. (SOURCE: Fairbank, Maslin, Mauldin, Metz & Assoc., May 2015 RTC meeting.)

**We need a tax measure to support effective and sustainable transportation options. (See other side.)**

**Campaign for Sensible Transportation**  
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