

Unified Corridors Investment Study

All Comments Received (August-November 2017)

- **Emailed Comments & Letters from Partner Agencies**
- **Emailed Comments & Letters from Public**
- **Public Workshop Comments**
- **Online Survey Comments**

Emailed Comments and Letters from Partner Agencies

Unified Corridor Investment Study Step 1 Scenario Analysis Results - Draft City of Watsonville Comments

The City of Watsonville supports those projects that benefit Watsonville residents and improve commute time and opportunities between the north and south county. These include the following projects:

Hwy 1 - HOV & Increased Transit Frequency

Hwy 1 - Buses on Shoulder

Hwy 1 - Rail Transit on Hwy 1

Hwy 1 - Auxiliary Lanes to Extend Merging Distance

Hwy 1 - Ramp Metering

Soquel/Freedom - Bus Rapid Transit Lite (BRTL)

Soquel/Freedom - Increased Transit Frequency with Express Service

Soquel/Freedom - Intersection Improvements for Autos (includes three intersections in Watsonville)

Soquel/Freedom - Dedicated Lanes for BRTL & Biking

Rail - Freight Service on Rail Line

Rail - Local Rail Transit with Inter-Regional Connections

Rail – Bus Rapid Transit with Watsonville Freight Service

The City recommends eliminating Scenarios A & D from further study as they eliminate existing rail freight service that several Watsonville businesses currently use.

The City supports the continued study of Scenarios C & E as they promote many of the projects listed above that would improve commute time and opportunities for Watsonville residents. They also retain Watsonville freight rail service and the City's proposed Rail Trail project.

The City suggests modifying Scenarios B & F to include Watsonville freight rail service. This appears to be feasible as both Scenarios leave the existing rails in place. If this change is made, the City supports further study of Scenarios B & F. If these changes are not made, the City does not support further study of these alternatives.

Prioritization of the Scenarios by the City would be as follows:

#1 – E

#2 – B (if revised as requested)

#3 – F (if revised as requested)

#4 – C

Eliminate – A & D

From: Barrow Emerson [<mailto:BEmerson@scmttd.com>]
Sent: Wednesday, November 22, 2017 10:39 AM
To: Ginger Dykaar
Cc: Pete Rasmussen
Subject: Unified Corridor Study Scenarios

In the Unified Corridor Study, METRO would like Scenario #3 to include the Bus On Shoulders concept as it would support the Bus Rapid Transit concept in the rail right of way, specifically south of State Park Drive.

Barrow Emerson
Manager, Planning & Development



Santa Cruz Metropolitan Transit District (Santa Cruz Metro)

110 Vernon Street

Santa Cruz, CA 95060

main phone - 831-426-6080 x1315

direct - 831-420-2537

cell - 619-865-7532

f - 831-426-6117

email - bemerson@scmttd.com

Emailed Letters and Comments from Public

From: emailthis@ms3.lga2.nytimes.com [<mailto:emailthis@ms3.lga2.nytimes.com>]

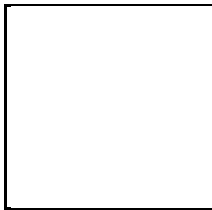
Sent: Thursday, September 07, 2017 7:52 AM

To: Ginger Dykaar

Subject: NYTimes.com: If You Build It, the Dutch Will Pedal

From today's NYT: A good example of what's happening in transportation in the most innovative cities around the world.

Sent by bud@colligans.com:



UTRECHT JOURNAL

[If You Build It, the Dutch Will Pedal](#)

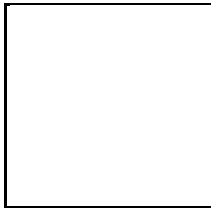
BY CHRISTOPHER F. SCHUETZE

Utrecht, the Netherlands' fastest-growing city, is one of the world's most bike-friendly places in one of the world's most bike-friendly countries.

Or, copy and paste this URL into your browser: <https://nyti.ms/2xaJvKJ>

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From: Bud Colligan [<mailto:bud@colligans.com>]

Sent: Tuesday, September 26, 2017 2:33 PM

To: George Dondero

Cc: Ginger Dykaar; Venter, Frederik; Damkowitz, Jim; Ryan Coonerty; Zach Friend; Bruce McPherson; greg.caput@co.santa-cruz.ca.us; John Leopold; Cynthia Chase; Randy Johnson; Bertrand, Jacques; oscar.rios@cityofwatsonville.org; Sandy Brown; ed bottorff; Donald Hagen

Subject: Performance Measures of Unified Corridors Investment Study

Dear George,

Attached please find a memo from the Board of Directors of Greenway. We have examined carefully the "Goals, Criteria and Performance Measures" of the Unified Corridors Investment Study. We are pleased that the RTC wants to use a scenario analysis to systematically evaluate the six proposed transportation scenarios. To do this, Greenway hopes that the RTC Commissioners will consider the performance measure recommendations in the attached memo to more fairly study the six potential transportation scenarios. Greenway believes that these suggestions will help the RTC conduct a fair and unbiased study, which would then be more widely accepted by the community.

Best regards,

Greenway Board of Directors

MEMO

To: Geroge Dondero, Regional Transportation Commission

From: Santa Cruz County Greenway

Cc: RTC Commissioners, Kimley Horn

Date: September 26, 2017

Re: Unified Corridor Investment Study – Performance Measure Review

The SCCRTC is conducting a Unified Corridor Investment Study that involves a scenario analysis using specified criteria and performance measures to evaluate six project scenarios. We strongly urge the RTC to conduct a study that fairly considers all modes in the six potential transportation scenarios.

The first observation is that the performance measures shown in the document titled ‘Goals, Criteria, and Performance Measures’ do not include sufficient explanation for how the measures will be developed and used, the source of the data, and other information. Without this background information, it is impossible to do more than speculate on the details of each measurement.

Greenway has reviewed these performance measures and believes that a number of performance measures should be changed or added to more accurately capture the costs and benefits of each scenario. The currently proposed approach lacks key performance measure elements necessary to capture the range of active transportation benefits while also understating the relative time and physical costs of scenarios that include a local rail transit component. Greenway proposes adding or refining the following performance measures as described below:

- **Peak period total trip time** – Greenway recommends the RTC measure peak period travel time by using an origin-destination model to provide a consistent measure between automobile and transit-based trips, and add both walking and bicycling options on the Greenway and connecting streets to this analysis. We also recommend analyzing peak period travel time for transit and rail, with the trip beginning at the point of origin and ending at the ultimate destination, rather than travel times on transit and rail alone. For example, when examining the peak period travel time for someone taking the proposed passenger rail, the model should consider the travel time to get to the rail station, travel time of the passenger rail trip, and the travel time from the rail station to a final destination. This gives a much more accurate comparison of travel times. We also observed that walking/bicycling were not analyzed in the SCCRTC “Travel Model Development Report” (July 2016).

We also would like to see an evaluation of **all trips** in the corridor be analyzed, not just trips over the length of the corridor. The vast majority of trips in most communities are very short trips—

trips that lend themselves to walking and bicycling. More efficient short trips can, of course, positively impact longer trips.

- **Mode Share/Person Trips** – It is unclear how a mode share analysis, even if it were to include all modes (including bicycling and walking), would function given that the Greenway does not currently exist. The model would need to be able to estimate future trips on the Greenway. Also, walking/bicycling do not appear in the SCCRTC ‘Travel Model Development Report’ (July 2016). The same issue applies to the ‘Person Trips’ performance measurement.
- **Cost-benefit of public investment with operations and maintenance** – Greenway strongly urges the RTC to amend the “level of public investment” measure to use a cost-benefit analysis. A cost-benefit analysis (CBA) can weigh the public investment costs (construction, capital, operations and maintenance) of each scenario while considering the benefits (environmental sustainability, quality of life, economic competitiveness, safety, and state of good repair) that would accrue during construction and over a 20-year evaluation period after completion of the project. Understanding the full cost of each scenario (not just the construction costs) over a 20+ year time horizon more accurately depicts the level of public funding commitment of each scenario.
- **Visitor Tax Revenues** – We recommend this be expanded to include all visitor expenditures, since this reflects the full benefit to the County. In order to accurately measure visitor tax revenues or expenditures, each mode would need to be considered as an attractor in itself to visitors, rather than simply a means of accessing the area. A forecast of future usage on the Greenway would need to be developed along with an estimate of the Greenway as a primary or secondary attractor of visitors. Studies show visitor revenues generated by Greenways can be substantial.
- **Cost of transportation by trip** – Greenway recommends that transportation costs be measured by cost by trip instead of by household. This measure will evaluate active transportation trips alongside transit and motor vehicle scenarios in the cost of transportation. For example, the cost should include the full cost of auto ownership and other costs broken down on a per-trip basis.
- **Automobile Vehicle Miles Traveled** – When developing this analysis, Greenway recommends that an established non-motorized demand model be used to forecast trips on the Greenway, and that all trips on the Greenway that remove automobile vehicle trips, including discretionary and recreational trips, be used to calculate reduced automobile vehicle miles in the corridor. The same methodology should be used to calculate reductions in **Greenhouse Gasses**.
- **‘Accessible and equitable transportation system that is responsive to the needs of all users’** – This goal and associated performance measures for some reason does not include walking and bicycling trips, which are by far the most affordable, accessible, and equitable forms of transportation. Walk/bicycle trips and miles traveled should be added as a performance measure. Under ‘Benefits and impacts to transportation disadvantaged communities’, which we assume includes access, cost, and O-D travel time, we’d expect that walking/bicycling on the Greenway and connecting routes would score at or near the top of all modes.

- **Scalability** – A measure of how easily, both in cost and time, a mode of transportation can scale should be included. If a mode of transportation is more popular than expected, what would the cost to scale and how long would it take. Conversely, if a mode of transportation is not as popular as predicted, what are the lost costs and possible extra costs to convert to another mode.
- **How are surges handled** – Alternative modes of transportation should be evaluated regarding how well they manage surges. For example, if there is a fireworks show at Main Beach, can the mode of transportation easily adjust to the large increase in rides?

Performance measure we did not see but recommend be added:

- **Public health benefits** – Under the goal to reduce adverse health impacts, the study should add a performance measure that specifically captures the public health benefits of the project scenarios. Currently there are no performance measures that address public health benefits even though some of the scenarios will provide opportunities for residents and visitors to do more physical activity and exercise. This performance measure can capture the reduced risk of mortality and health care savings that results from increased physical activity and a more active lifestyle.

We are pleased that the RTC wants to use a scenario analysis to systematically evaluate the six proposed transportation scenarios. To do this, Greenway hopes that the RTC Commissioners will consider these performance measure changes to more fairly study the six potential transportation scenarios. Greenway believes that these suggestions will help the RTC avoid conducting an analysis that might obscure the benefits of certain alternatives.

**STATE**

Yet another rail line option

By Ron Marquez

Autonomous — meaning driverless — transit is an option that can be accommodated along the existing rail line which would not preclude a multi-use trail for bicyclists and pedestrians and would be less costly than rail service.

The current conflict between maintaining and eliminating rail options stems in part from the notion that mass transit along the rail line is limited to trains or light-rail vehicles. These kinds of vehicles do indeed pose conflicts with pedestrians and bicyclists where right-of-way is narrow. Trains and street cars are larger and require significant clearance on both sides.

They are also costly to operate because they require an operator. Approximately 50 percent of the total Santa Cruz transit district budget is related to operator pay and fringe benefits. The sales tax recently approved by voters does not provide subsidy funding for the operation of rail service. New subsidies would be needed for any rail operation.

If a rail line option is favored it is not likely to be implemented in the near future.

However, within a few years driverless vehicles will be an integral part of our transportation system. Some communities are implementing driverless shuttles and transit vehicles. As these vehicles become mainstream they will become options for the Santa Cruz Metro system. Automated transit has the potential to expand local transit service. Autonomous technology is considered by some as the future of public transit. Nearby, Mountain View has embarked on a study of autonomous transit.

Removing rails and paving along the length of the corridor would provide a thoroughfare for automated transit vehicles

operated as part of the existing Metro transit system. This idea is not original but is a regeneration of a Personal Rapid Transit concept promulgated a few years ago in Santa Cruz. In that concept new overhead guideways were envisioned for small transit vehicles. The rail right-of-way with the rails removed would provide an ideal transitway for a system to circumvent the congestion on the roads in this county. Moderate sized automated vehicles could be accommodated even in the narrowest sections of the right-of-way. With modifications at bridges and trestles, this would allow a continuous multi-use trail adjacent to the transitway and avoid the planned diversion of pedestrians and bicyclists to busy roadways.

Thinking small in this instance may provide a solution to the train and trail conflict.

Ron Marquez a the former Santa Cruz City Traffic Engineer and was Executive Director of the Santa Cruz County Regional Transportation Commission from 1980 to 1985.

October 3, 2017

Unified Corridor Study Workshop
Live Oak Elementary School
1916 Capitola Rd., Live Oak

Honorable Members of the Santa Cruz County Regional Transportation Commission:

I urge you to fulfill the promise of Measure D that was approved by the voters and which allocated funds to:

- Protect and maintain the railroad right-of-way including existing infrastructure, and
- Perform in-depth environmental and economic analysis of future transit and other transportation options on the right-of-way through an open, transparent public process.

I wholeheartedly support the RTC going forward with this analysis.

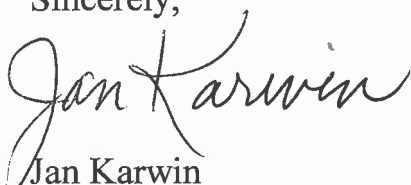
I belong to a weekly walking group whose members believe that a rail trail could be an unsafe place to walk, since much of the corridor is secluded and out of public view. Such a rail trail could become a policing problem. We prefer to walk along well-travelled roads, preferably with scenic views, such as West Cliff Drive and East Cliff Drive as well as supervised State Parks. I urge you to include safety considerations in studying future uses of the rail corridor.

Who exactly would make use of a rail trail to Davenport—bicycle clubs on the weekends? Do you really believe that commuters are likely to walk or ride their bikes to and from Watsonville and Davenport? Wouldn't a railcar for bicycles as provided by CalTrain between San Jose and San Francisco be more useful? We need an honest cost-benefit analysis before spending any more money on a rail trail. Maybe these funds could be better used for making our existing streets and roads safer for pedestrians and bicyclists as well as vehicles.

For example, Soquel Ave. between Morrissey Blvd. and Parkway desperately needs traffic calming measures and wider bicycle lanes. And how about that intersection at Frederick Street which literally forces drivers to change lanes in the middle of an intersection. I thought that was an illegal maneuver in California—and for good reason—it's unsafe.

I urge you to stop building a rail trail and move forward on a proper analysis of future uses of the rail corridor.

Sincerely,

A handwritten signature in black ink that reads "Jan Karwin". The signature is fluid and cursive, with the first name "Jan" and last name "Karwin" clearly distinguishable.

Jan Karwin
East Santa Cruz Resident

From: rutandan@comcast.net [mailto:rutandan@comcast.net]

Sent: Tuesday, October 03, 2017 12:57 PM

To: info@scrtc.org

Subject: Transportation Workshop this evening

Hello, Ginger -

I am interested in the workshop being held this evening at Live Oak Elementary School but have a conflict and may not be able to attend.

Will there be other meetings of this nature and, if so, where and when?

Also, how will the outcome of these 2 meetings this week (and others) be made available to the public?

Thank you,

Dan Rutan

Santa Cruz Gardens

475-4939

From: Ryan Whitelaw [mailto:ryan@pacificappraisers.com]
Sent: Wednesday, October 04, 2017 7:56 AM
To: Cory Caletti
Cc: George Dondero; Ginger Dykaar; Bud Colligan; Gail McNulty
Subject: Trail Width

Cory,

I appreciate you taking the time to speak with me last night. Per our discussion, I reviewed the Design of Shared Use Paths chapter in the most recent version of the AASHTO Manual. For your convenience, I've attached a copy with this email. As I mentioned last night, the AASHTO description is consistent with the Caltrans Design manual. Meaning, shoulder area is not included when referencing trail width. Please review the width description on page 5-3 and the corresponding illustration on page 5-4 in the AASHTO Manual.

It's frustrating to see what is characterized as an 8-foot trail by AASHTO and Caltrans presented to the public as 12-feet wide. This is an important distinction, as both manuals indicate an 8-foot trail (again, what the RTC now describes as 12-feet wide) is only meant to be used in very rare circumstances with limited traffic.

Interestingly, the cross section images in the MBSST Master Plan reference the shoulder width separately (consistent with AASHTO and Caltrans) whereas subsequent drawings for Segment 7 show the two components combined (see attached).

Question: Would the RTC agree what's now referenced as a 12-foot wide trail would qualify as an 8-foot trail as originally shown in the MBSST and described by AASHTO and Caltrans?

This is a critical question and will play a role in determining the trails Level of Service as part of the upcoming Unified Corridor Investment Study. Thank you in advance for your time.

Best regards,

Ryan Whitelaw

Santa Cruz County Greenway

From: Ryan Whitelaw [mailto:ryan@pacificappraisers.com]
Sent: Wednesday, October 04, 2017 7:56 AM
To: Cory Caletti
Cc: George Dondero; Ginger Dykaar; Bud Colligan; Gail McNulty
Subject: Trail Width

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This is a critical question and will play a role in determining the trails Level of Service as part of the upcoming Unified Corridor Investment Study. Thank you in advance for your time.

Best regards,

Ryan Whitelaw

Santa Cruz County Greenway

From: phil rockey [<mailto:philrockey@hotmail.com>]
Sent: Tuesday, October 03, 2017 4:27 PM
To: info@sccrtc.org
Cc: marilyn rockey
Subject: united corridor study...

We can not attend the meeting tonight so we are sharing our thoughts and concerns. We support the no build option as we see so many one driver vehicles--the millions spent on adding road lanes could be spent somehow (done in other places) whether encouraging monetary incentive etc. carpooling, public transit, biking and walking.

Since we both bike and walk a lot we have had close calls. The most recent being a car turning right at the last minute that Marilyn had to immediately avoid or be run into. She commutes daily by bicycle to her school where she is the principal. I am retired and was cut off while riding in the bike lane on Soquel Drive near State Park Dr. We live near Cabrillo College where the traffic is like a speedway. We see little or no enforcement of speed laws and no autos following the posted speed. Many more would bike or walk if it was safer to do so.

We also have observed the new green bike lanes on Park Avenue. Why are they broken lines instead of solid? Are they complete or will they go up to the stoplight at Cabrillo Collage avenue? Some kind of barrier or cones even would help with the speeding vehicles crossing the lane.

thank you for your consideration,

Phil and Marilyn Rockey

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From: aptoscalifornia95003 [<mailto:aptoscalifornia95003@gmail.com>]
Sent: Tuesday, October 03, 2017 8:29 PM
To: info@sccrtc.org
Subject: Watsonville Meeting...10-2-17

To whom it may concern,

I just wanted to make a comment on the meeting and the boards that were spread around the room for us to acknowledge our feelings on different scenarios/solutions for our county wide traffic problems. I'm concerned that what I saw last night still leans towards the train solution. We need to utilize that corridor asap...like now. The cost of the train will be prohibitive

simply because you will need to design a train that is electric, low to the ground and damn near silent. Those of us that live along the track (and we number in the thousands) would never put up with the sound, rumbling and pollution of a diesel train running back and forth all day and evening long not to mention the few passengers it would have on the trains looking into our yards and homes as they go by. It is time to get a grip and get to work utilizing the land for foot, bicycle and water transfer purposes...NOW. By the time you figure out what kind of low profile and quiet modules to use for transporting people along the 30 miles of track you could have already moved millions of people and billions of gallons of water for the aquifers! Get with the sensible solution now and move some people and water around! You need to attack each problem as it's own entity and get some things done NOW.

Concerned resident of Aptos/Santa Cruz County for over 50 years,

Gary Lindstrum

From: Brian Peoples [<mailto:brian@trailnow.org>]
Sent: Wednesday, October 04, 2017 3:51 AM
To: Ginger Dykaar
Cc: Cory Caletti; George Dondero
Subject: Unified Corridor Study

Ginger,

I understand the point about the Trail Only and Bike / Pedestrian Trail. We will not have a physical separation along the entire trail.

One thing I would suggest is that you clearly define the type of train (light-rail, diesel, trolley) - and you only have one type. Cost of system should be included.

Brian

From: Brian Peoples [<mailto:brian@trailnow.org>]
Sent: Wednesday, October 04, 2017 4:24 AM
To: George Dondero
Cc: Cory Caletti; Ginger Dykaar; Zach Friend; John Leopold; greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; cchase@cityofsantacruz.com; ebottorff167@yahoo.com; Jacques Bertrand; rj12@comcast.net; Luis Mendez; jimmy.dutra@cityofwatsonville.org
Subject: use Coastal Corridor NOW

George,

You do have a difficult job. Dealing with the public on the issue of traffic and using the Coastal Corridor is getting pretty heated. Based on last night's event, the public is getting pretty vocal on traffic congestion and the need for traffic relief NOW.

Having said that, I had a lengthy discussion with Frederich (RTC consultant on UCIS) about the need to use the Coastal Corridor ASAP for traffic relief. The fact is, we can use the corridor now as a gravel trail while the study continues on through 2019. The Federal Railroad Administration allows for removal of tracks while considering the rail line still active. Yes, the tracks can be removed without any special permits or environmental analysis, and RTC would not lose the right-of-way. We ask that the core section of the corridor be opened as a gravel trail while studies and debates continue over the next few years.

We believe that traffic congestion on Highway 1 and surface streets will be improved by allowing locals to use the Coastal Corridor for active transportation. Opening up the corridor to local transportation will improve transit for others from Watsonville and other parts of the community who must use their car for transportation. Designating railroad repairs would also allow for delays in additional taxpayer funds paying for Phase II of Aptos Village railroad upgrades.

With the current plan, the Coastal Corridor will not be opened for years and our community will continue to suffer in a transportation crisis. We encourage the RTC Commission to look at using the Coastal Corridor NOW for traffic relief.

Best regards,

Brian Peoples

Executive Director

Trail Now

From: danjobry@aol.com [<mailto:danjobry@aol.com>]
Sent: Wednesday, October 04, 2017 7:08 AM

To: info@sccrtc.org

Subject: RR/Trail routing suggestion

Hi,

Just a suggestion to reroute the RR/trail at Park Avenue and up through Monterey Drive and Kennedy Drive and then back to New Brighton Beach?

The New Brighton Beach cliffs are quickly eroding ie... trees are falling off the cliffs.... and will probably not withstand the constant train weight and motion, not to mention the construction. What geologic engineering studies have been done to support this project along this section 11 of the Rail/trail? We would like to see these recent (within the past year since last winter) studies if possible...

Other than this, the RR/trail sounds like a fantastic idea for all of the reasons mentioned on your site! :)

Please also videotape any meetings regarding this project and also post the videos on your website - Unified Corridor Study... as we are unable to attend these meetings.

Thank you,,
Joni and Dan Steele

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From: Tim Brattan [<mailto:timbrattan@yahoo.com>]

Sent: Wednesday, October 04, 2017 4:29 PM

To: info@sccrtc.org

Subject: ccaletti@sccrtc.org

Hi Cory and RTC staff,

Thanks for holding the meeting last night and for the presentation. I'm writing to you and the RTC with two request that I feel are extremely important that we get right in the coastal trail corridor.

#1) The trail must have separation between pedestrian and bike traffic. I really hope you understand how important this is. We don't want to transfer accidents from dangerous streets to the trail. Case in point: On September 19, 2017 I was following a rider as he got "leashed" on the trail that connects High Street to Harvey West Park near Hwy 1. As you know that's a downhill going into Harvey West, and the dog crossed over the path at the last second and the rider went flying, and the dog owner - an older woman - tumbled down the hill full of shrubs. I helped her up the hill with her face bloodied and helped the rider, who was severely shaken up. Separating transportation modality = safety.

One side note on this: you had mentioned last night that e-bike speed limit is 20 mph on the trail (I do not own one :(I wish we could keep cars and trucks from going over street speed limits on streets like Broadway, 7th Avenue and Soquel -

especially at the Hwy 1 overpass with the nice new green bike lanes. I almost got hit within inches last week by a speeding car trying to make it by me to the north bound on-ramp as I was accelerating downhill. I had to stop to calm down from shaking after that one.

#2) It's absolutely critical that we keep bikes and pedestrians on the trail through the entire length of the corridor - all 32 miles. If users have to exit the path to street traffic, we've lost the #1 intent of the trail - safety. Yes active, sustainable transportation is the over-arching goal as thousands of people begin to ride - removing cars from the Highway and streets.

But dangerous streets is what keeps people off their bikes. They want to ride. They want to commute the few miles to their jobs or for errands. I hear it all the time - they are stone-cold fearful of riding on the streets of Santa Cruz County. Even if you have to remove some of the more decaying tracks, e.g. Harken Slough, or north coast, and especially in the areas that will be packed with thousands of people - residents, tourists and visitors - between Santa Cruz and Aptos. Don't under-build and sacrifice safety, function and beauty for a sub-standard trail. Our County needs and deserves better.

Two final thoughts. European cities have found that every 1 Euro invested in bike infrastructure yields an 8 Euro ROI - including environmental benefits, reduced medical costs, carbon offset, etc. The other is that in the US, half of all car trips are under two miles - easy to bike, easy to walk.

Thank you so much for the great work you're all doing - we're counting on you!

With warm regards,
Tim Brattan
Suzi Mahler
Santa Cruz

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From: Brian Peoples [mailto:brian_peoples@rocketmail.com]
Sent: Thursday, October 05, 2017 7:41 AM
To: Ginger Dykaar
Subject: Fw: Segment 7 rail-with-trail approval?

Ginger,

Please include this in Unified Corridor Study comments.

Brian

----- Forwarded Message -----

From: Trail Now <brian@trailnow.org>
To: brian_peoples@rocketmail.com
Sent: Thursday, October 5, 2017 6:25 AM

Subject: Segment 7 rail-with-trail approval?

Today at 7 pm, the Santa Cruz City Council will vote on approving construction of a rail-with-trail along ½ of Segment 7 (Natural Bridges to Bay Ave). Trail Now does not support moving forward with construction of a rail-with-trail along Segment 7 for many reasons. Most important, the Unified Corridor Investment Study, intended to provide a guidance on the best use of the Coastal Corridor, has not been completed and moving forward with the rail-with-trail circumvents the public process established by the RTC. In addition, the current design of the trail is costing millions more than a simple rail-to-trail and is resulting in a substandard trail.

Unfortunately, we do expect the City Council to approve the rail-with-trail plan because they have already spent over a million dollars on the design (5x more than standard design of a trail). We also believe it to be a given that City Council will approve this substandard trail because we have had multiple “parties” ask us to consent for this one rail-trail section.

When we look at the millions of added costs to construct a rail-with-trail and the resulting substandard trail, we believe it is unethical for us to consent. We are asking that the rail-with-trail for Segment 7 not move forward and wait for Unified Corridor Investment Study to be completed.

From: Don Lauritson [<mailto:lauritson@sbcglobal.net>]

Sent: Saturday, October 07, 2017 10:03 AM

To: info@sccrtc.org

Subject: UCS Input

Thanks for the workshop in Live Oak. I looked at the handout and have the following comments:

Hwy 1 Bus on Shoulder	one thumb up
Hwy 1 HOV Lanes	"
Hwy 1 Aux Lanes	two thumbs up
Hwy 1 Metering Ramps	"
Hwy 1 SLV Bridge Lanes	"
Hwy 1 Mission St.	Neutral
Hwy 1 Rail Transit	Two thumbs down
Soquel-Freedom BRT	"
Soquel-Freedom Dedicated Lanes BRT Etc	One thumb up
Soquel-Freedom Increase Transit Freq	Two thumbs up
Soquel-Freedom Buff/Protected Bike Lanes	One thumb up
Soquel-Freedom Auto Inters Imps	Two thumbs up
Soquel-Freedom Bike-Ped Imps	"
Rail ROW bike ped	Two thumbs up (only with rail or bus transit also)
Rail ROW local rail	One thumb up

Rail ROW
Bus rapid transit

Two thumbs up

Rail ROW freight

Two thumbs down

Thanks

Don Lauritson
831-818-6853
Lauritson@sbcglobal.net

From: Pete Haworth [<mailto:pete@haworths.org>]
Sent: Thursday, October 05, 2017 1:19 PM
To: Cory Caletti
Subject: Re: FW: Rail/Trail Question

Hi Cory,
Different subject but wanted to let you know my thoughts on the Workshop meeting at Live Oak School on Tuesday of this week.

Essentially, the meeting was completely ruined by a small number of vocal attendees who insisted on interrupting the proceedings with questions and statements about their personal agendas instead of following the agenda for the meeting which was to meet individually with RTX staff after the initial presentation.

This effectively prevented the majority of the attendees from learning more about the UCS and being educated by the speakers. I walked out in the end because it was developing into chaos.

There is, of course, nothing you can do about this but I suspect I was not the only person disgusted by how things went.

Since I left early, I was not able to cast my votes for the various scenarios but I understand there will shortly be a way to do it online at the RTC website. I assume I will receive an email regarding that since I am on the mailing list.

Pete

10/03/2017
Dear George, et al

Given the long ago decision to borrow funds from the State of CA to purchase the rail ROW, its understandable that the Commissioner's Policy is to continue on with the endless HOPE of one day installing and operating a passenger rail line in SCC because it is the "right thing" to do. For many in the county, to sustain that mirage (or as you call it "policy) also means not widening Highway 1, it means reducing economic opportunity for a younger generation, and it means keeping our commitment to unsurpassed air quality.

My take on the frustration that arose tonight was that people are slowly beginning to realize the "doublespeak" that has become the norm with SCCRTC staff. An effective and tangible policy is defined as a course of action. By using the local politicians as policy cover, it has become apparent to the knowledgeable that SCCRTC continues to engage in yet another mind numbingly useless analysis of mobility in Santa Cruz County while that hopey things continues to waste the Measure D money. (How many report have we paid for sitting on the shelf?)

Not all is lost as I too have hope....I do hope that at least the less fortunate among us can continue to use the rail

ROW as place to live out their lives as I would hate to see all the iron go to waste.

Regards,

Robert Schneider

+

From: Brian Peoples [<mailto:brian@trailnow.org>]

Sent: Friday, October 06, 2017 6:35 AM

To: Ginger Dykaar

Subject: Trail Now proposed Unified Corridor Plans

Ginger,

Please include the following recommendations for Unified Corridor Plans:

- Widen Highway 1 past Larkin Valley Road according to Caltrans Tier I plan
- 5 Station Bus Rapid Transit (BRTs) along Highway 1 and extending to Highway 17 (Scotts Valley, Silicon Valley).
 - Five (5) BRT Stations:
 1. Watsonville
 2. Aptos / State Park Drive
 3. Capitola / 41st
 4. Soquel / Dominican Hospital
 5. Downtown
 - Three (3) 60 foot Electric Buses
 - Dedicated BRT / HOV / HOT lane on Highway 1
 - Added lane dedicated for BRT, Carpool, Vanpool and High-Occupancy Toll
 - Bus Rapid Transit stops in center of Highway 1 for Boarding
 - Bus Rapid Transit is most effective within the highway right-of-way that allows for passenger boarding without having to exit highway – making transit more attractive

- Long term plan to add more stations along Highway 1 and extend to Scotts Valley, Silicon Valley and Monterey County.
- World-class Rail-To-Trail
 - Separation of Pedestrians & Bicyclist
 - Rail-Trail width ranges from 20' to 30'
 - Designed for “Bike Commuting”
 - Under/Overpasses (Seabright Ave, 7th, 17th, 41st, Capitola/Park Ave, State Park)
 - Gravel trail during planning and development of trail
 - Aptos Village Plan
 - Only one (1) Highway bridge replaced (Northern Bridge) for trail
 - Trail parallel on Ocean side of Highway 1 between State Park and Rio Del Mar Exits
 - Aptos Village Southern Trestle will extend a dedicated bike path between Soquel & Highway 1 – extending to Rio Del Mar and Freedom Blvd
 - Trail running parallel to highway, “Ys” at Rio Health Club and extends to Rio Del Mar exit – along with continuing along rail corridor
 - Build bike / pedestrian Trestle from Soquel Drive to Valencia Elementary over canon
- Train Freight Operations
 - Watsonville Freight operations
 - No passenger rail study (implementation of BRTs is alternative)
- Santa Cruz Wharf Roundabout Improvements
 - Very dangerous roundabout for cyclist due railroad tracks
 - Move Roaring Camp Loading/Off-loading to space under West Cliff Trestle or Depot Station
 - New Roaring Camp Retail Center
- Surface-Street Improvements
 - Seabright / Murray Ave Intersection improvements

- Added turn lanes on Murray Ave
- Potential for roundabout
- Aptos Village Improvements
 - Increased width of Soquel Ave
 - Improve Soquel / Trout Gulch Intersection
 - Walkable Community
 - Divert Primary Rail-Trail along Ocean side of Highway 1

Best regards,

Brian Peoples

Executive Director

Trail Now

From: Nancy Faulstich [mailto:climateaction421@gmail.com]
Sent: Sunday, October 08, 2017 11:49 AM
To: info@scrtc.org
Subject: suggestion for getting more community input into Unified Corridor study

Hello,

I was glad to participate in the Watsonville workshop Oct 3.

I have a suggestion - I recommend you allot some time for staff, or recruit volunteers, to ride the bus back and forth between Watsonville and Santa Cruz and talk with commuters about the scenarios. Plenty of time and a captive audience.

I am quite concerned that the current options for input are not accessible to the majority of the population who a) don't have the time to attend meetings b) don't see themselves represented in public meetings and are intimidated to participate c) don't use the internet d) can't access the meetings or internet site in Spanish.

I think it's really important to hear from people who use public transportation what they want.

Please consider this suggestion!

--

Nancy Faulstich
 Regeneración Project Director

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Your donation will help us develop a cadre of environmental justice leaders in the Pájaro Valley! Donate securely online at:

www.regenerationpajarovalley.org

**Regeneración
Pájaro Valley Climate Action**

Regeneración - Acción Climática del Valle de Pajaro

Communicating about Climate Change

Simple ideas to repeat over and over in ways that people can hear and remember

1. Climate change is real.
2. It's caused by people.
3. Experts agree it's happening.
4. It's harmful to people - not just polar bears. All people are at risk, but especially people who are already vulnerable - children, elderly, low income people, people with disabilities and health conditions.
5. There are solutions!

-----Original Message-----

From: mark wegrich [mailto:wegrich@comcast.net]
Sent: Monday, October 09, 2017 8:38 PM
To: info@sccrtc.org
Subject: unified corridor study

Your attention please,
While reviewing your study the routes shown are in fact limited to the 3 major corridors. In fact, due to the failure of these three routes, other routes are being utilized. Currently commuters use Larkin Valley Rd. to the frontage rd. at Aptos Academy then along the freeway to Rio Del Mar Blvd. then to either Soquel or Sumner. Also commuters are using San Andreas to Seascap Blvd. then Sumner, then down to the Rio beach flats eventually to MacGregor along the freeway to Park and through Capitola to Portola or Capitola Rd. These routes become almost gridlocked if there's an accident on the freeway. These routes are also utilized in the afternoon return commute. There is simply no way Hwy 1 can handle the current traffic and it should be widened to 3 full lanes.
Also the rail corridor is considered in one scenario as useful for freight. This would be a ludicrous use of an incredibly valuable recreational corridor. The consultant needs to realize the days of freight are long gone and get with the current commute reality.

Mark Wegrich

From: Contact Request Form [<mailto:admin@sccrtc.org>]
Sent: Wednesday, October 11, 2017 8:33 PM
To: info@sccrtc.org
Subject: New submission from Contact Form

This Contact Request Form has been submitted by a member of the public to <http://sccrtc.org/contact-us/>.

Name
Bruno Kaiser
Email
brunokai@pacbell.net
Subject
Primary problem/solution
Your Message
Highway 1 between Aptos and Hwy. 17 seems to me to be the primary bottleneck for most people. Every day in both directions, for hours, the traffic slows to a crawl. My top priority would be to add the 3rd lane to the rest of that road. The piecemeal 3rd lanes don't help as long as any part of it is 2-lane. People need a car to get to the final destination, so public transit is not a solution that most people would use.

From: Brian Peoples [<mailto:brian@trailnow.org>]
Sent: Saturday, October 28, 2017 5:27 AM
To: info@sccrtc.org
Cc: kshultz@sccrtc.org; gdykaar@sccrtc.org
Subject: Support Tier I HOV Lane Alternative

We support RTC Staff recommendation to support the decision of the Project Development Team in selecting the HOV Lane Alternative as the preferred Tier I project alternative and the Build Alternative as the preferred Tier II alternative in the Tiered Environmental Document for the Highway 1 Corridor Investment Program.

We believe Highway 1 needs to be widened to keep big, heavy transit vehicles along the highway corridor and allow for the Coastal Corridor to be used for Active Transportation. This option allows Federal and State matching funds to be acquired to reduce the cost burden on the local community.

Approving Tier I HOV Lane Alternative, we ask that any continued planning for a train be ended. We also ask that the down-selection for Unified Corridor Investment Study eliminate any rail option.

Best regards,

Brian Peoples
Executive Director
Trail Now

From: Carolyn Israel [<mailto:cappy@baymoon.com>]
Sent: Saturday, October 28, 2017 11:11 AM
To: Regional Transportation Commission
Subject: EIR must consider alternatives to Hwy 1 widening

Dear Commissioners,
Widening Highway 1 is projected to increase traffic. Please include the results of the Unified Corridors Study in your EIR for Highway 1.
Thanks,
Carolyn Trupti Israel
831.459.8421

From: Gray, William H,III [<mailto:gray@wsu.edu>]
Sent: Saturday, October 28, 2017 12:10 PM
To: info@sccrtc.org
Subject: on Agenda

Please support the Highway 1, Tier 1 HOV lane alternative AND eliminate from consideration any future train studies.

Bill Gray
1440 Prospect Ave
Capitola, CA 95010
509/9919292

From: leeseve [mailto:leeseve@aol.com]
Sent: Saturday, October 28, 2017 2:58 PM
To: info@sccrtc.org
Subject: EIR must consider alternatives to Hwy 1 widening

Dear Commissioners,

Widening Highway 1 is projected to increase traffic. Please include the results of the Unified Corridors Study in your EIR for Highway 1.

Thanks,

Elissa Wagner
528 Encino Dr., Aptos 95003

-----Original Message-----

From: CYNTHIA DZENDZEL [mailto:cyndzen@earthlink.net]
Sent: Saturday, October 28, 2017 3:17 PM
To: info@sccrtc.org
Subject: Highway 1 corridor

To whom it may concern:

I do not support allowing an increase in population density in Santa Cruz County, or building out an HOV lane.

A rapid transit option and increasing the frequency of bus shuttles now operating in the Hwy 17/Hwy 1 corridor to Silicon Valley and improving access to those shuttles would be much less damaging to the community.

It does not make sense to encourage more "dumb" development in an area that does not have the water or infrastructure to support a larger population or more cars. Rather than increasing the area occupied by the transportation corridor, we should be looking for ways to increase the volume per hour of people that can be moved along that corridor within the same corridor width.

Increasing the number of people per vehicle or shortening the distance between vehicles to allow more vehicles per hour would not require a new lane to be built. Electromagnetically coupling cars would allow a "train" of cars, eliminating the frequency of accidents and slow-downs due to lane changes and poor driving. Many of the features of self-driving vehicles could be used in the "car train" to avoid collisions when decoupling at exits. This technology already exists. We just need to incorporate it into the plan, rather than planning for obsolete technology.

We need to make living near one's workplace or working at home more economically feasible than commuting. How can we make employers pay the true cost of their employees? Employers like UCSC and Apple already provide shuttles, which help reduce the environmental cost of their commuting work force. Other employers pay their new hires' moving expenses.

What if the cost of widening Highway 1 were spent to subsidize housing to keep commuters near their workplace? Help people commuting in opposite directions swap houses or swap jobs.

What if employees were assisted in finding overnight accommodations so that they did not have to return home to a distant location each night (spending all their leisure time driving)? Those rooms might then be available for weekend tourists.

My son's employer provided housing for him until his family could be moved closer to his work. Why not expand that concept and have the RTC study ways to assist businesses in reducing their employees' commute times? Many jobs could still be done over the internet.

During the drought we learned to conserve water. During the recession and gas shortages we learned to conserve gas and the freeways were remarkably less crowded. We should not have to turn into LA in order to have jobs. In fact, many jobs in this area depend on preserving the environment that visitors love.

Be creative!

Thank you for your service to the community.

Cynthia Dzendzel
5600 Lincoln Way
Felton, CA 95018

-----Original Message-----

From: cyclinggirl@me.com [mailto:cyclinggirl@me.com]
Sent: Saturday, October 28, 2017 3:31 PM
To: info@sccrtc.org
Subject: EIR must consider alternatives to Hwy 1 widening

Dear Commissioners,

Widening Highway 1 is projected to increase traffic and the "the cost of completing the entire HOV lanes project on Highway 1 (approximately \$600 million) is beyond the amount of discretionary funding that can be used for highway projects in our county through 2035. Additional Highway 1 Corridor projects, including several new interchanges, that would need to be designed and constructed in advance of HOV lanes are identified in the unconstrained project list as needs that are not currently financially feasible with revenues projected through 2035." p 6-4."

Please include the results of the Unified Corridors Study in your EIR for Highway 1. An EIR that fails to consider alternatives that are currently under study, is in violation of the CEQA.

Thank you,
Pam

From: Kristin Tosello [<mailto:ktosello@yahoo.com>]
Sent: Saturday, October 28, 2017 3:58 PM
To: info@sccrtc.org
Subject: New lanes and no trains

I would like to show my support of Highway [1 Tier I HOV Lane](#) Alternative, ending continuation of train studies, removal of rail as one of the UCIS studied options and use the Coastal Corridor NOW as a gravel trail until a final plan is developed.

Thanks,

Kristin

-----Original Message-----

From: totolove@cruzio.com [<mailto:totolove@cruzio.com>]
Sent: Saturday, October 28, 2017 4:14 PM
To: info@sccrtc.org
Subject: EIR must consider alternatives to Hwy 1 widening

Dear Commissioners,

Widening Highway 1 is projected to increase traffic. Please include the results of the Unified Corridors Study in your EIR for Highway 1.

Thanks,

Sharon Lee McGraham

-----Original Message-----

From: Tom Carr [<mailto:skyeranch@mac.com>]
Sent: Saturday, October 28, 2017 6:42 PM
To: info@sccrtc.org
Subject: Transportation crisis

Our community is in a transportation crisis. We need solutions NOW to get our community moving. We need to use the Coastal Corridor NOW for alternative to car and rail. I am in support of:

- o Highway 1 Tier I HOV Lane Alternative
- o Ending continuation of train studies
- o Remove rail as one of the Unified Corridor Study options
- o Use the Coastal Corridor NOW as a gravel trail until a final plan is developed.

Thank you, Anne Carr

Sent from my iPhone

-----Original Message-----

From: Jacquelyn Griffith [mailto:jkgriffith2@icloud.com]
Sent: Sunday, October 29, 2017 1:06 AM
To: info@sccrtc.org
Subject: EIR must consider alternatives to Hwy 1 widening

Dear Commissioners,
Widening Highway 1 is projected to increase traffic. Please include the results of the Unified Corridors Study in your EIR for Highway 1.
Thanks, and please remember CA is trying to reduce fossil fuel use, not increase it and waste every single possible dollar for buses and bikes and pedestrian improvements from now until 2035 on Highway 1 expansion projects!!

When I was a neighborhood chair in Portland,OR decades ago we managed to convert highway funds to a light rail running down the middle of the freeway. please explore such approaches that are consistent with reducing fossil fuel use.....just this week authorities are proclaiming that sea levels are rising much Faster than projected.

Jacquy Griffith

From: Gail Jack [mailto:gailsharon4.5@gmail.com]
Sent: Sunday, October 29, 2017 9:36 AM
To: info@sccrtc.org
Subject: EIR must consider alternatives to Hwy 1 widening

Dear Commissioners,
Widening Highway 1 is projected to increase traffic. Please include the results of the Unified Corridors Study in your EIR for Highway 1. Please do not spend our money on a project that will definitely make traffic worse.

Thank you,
Gail Jack
Santa Cruz

-----Original Message-----

From: Michael Jones [mailto:mgjones@mac.com]
Sent: Sunday, October 29, 2017 9:59 AM
To: info@sccrtc.org
Subject: Survey

I just completed the survey and have a suggestion. You use a rating system using 5 stars. In my opinion most of the alternatives you mention sound attractive and desirable. However, what I think you need is info about people's priorities, which would become clearer if you used a forced choice approach. For example, if the three options are rail transportation, bike trail, HOV lanes and having 3 lanes between Santa Cruz and Watsonville, I would give 5 stars to each. If I had to force a choice, I would give 3 stars to rail, 2 to 3 lanes, and 1 HOV lanes. I believe that would give a clearer picture of people's priorities. Good luck!

Michael G. Jones
(831)332-9754

From: Barry Scott [mailto:barry_scott@sbcglobal.net]
Sent: Sunday, October 29, 2017 9:15 AM
To: Regional Transportation Commission
Cc: George Dondero; Cory Caletti
Subject: The cost of short-sighted transportation investments, the 2018 state rail plan.

Commissioners:

In 2015 you received the Passenger Rail Feasibility Study which included a starter service scenario, J, that went past Watsonville to Pajaro. This scenario had a capital cost including new track, signals, and trains, of just \$92.7MM including 30% contingency and 30% soft costs. This scenario is rarely discussed but would be a terrific way to utilize our corridor while stepping up to meet the vision of the State Rail Plan and our own Regional Transportation Plan goals.

Our investments today will be paid for by generations yet to be born and the real costs to them are far greater than any tax we might levy-- the costs are what share of household income they're forced to spend on transportation, what share of time is lost in commuting, and their general quality of life and the impacts on our environment.

How we invest in transportation **today** determines how they will live long into the future; planning, housing, density, all follow transportation infrastructure.

If we spend more on highways, we perpetuate the current model of vehicle dependency. It doesn't matter very much if the vehicle is gas or electric or even self driving, we'll still be committing 40% of our land use to vehicles.

If instead we invest in a long term modern rail transit system, a backbone, by upgrading our existing permitted rail line, then planning and housing and commercial investment will follow, and it will create an entirely different future, one in which bikes and transit become the rule, not the exception.

Build the trail now but please lets return to the conversation of implementing modern rail transit connecting to other infrastructure at Pajaro.

Best regards,

Barry

Barry Scott

From: lyn dremalas [mailto:lyndrem@comcast.net]
Sent: Sunday, October 29, 2017 12:39 PM
To: info@sccrtc.org
Subject: EIR must consider alternatives to Hwy 1 widening

Dear Commissioners,
Widening Highway 1 is projected to increase traffic. Please include the results of the Unified Corridors Study in your EIR for Highway 1.
Thanks,

Nadelyn Dremalas

-----Original Message-----

From: Gabe Jameson [mailto:gabe.jameson@yahoo.com]
Sent: Sunday, October 29, 2017 5:43 PM
To: info@sccrtc.org
Subject: EIR must consider alternatives to Hwy 1 widening

Dear Commissioners,
Widening Highway 1 is projected to increase traffic. Please include the results of the Unified Corridors Study in your EIR for Highway 1.
Thanks,

Sent from my iPhone

From: joanne katzen [mailto:jokat9@hotmail.com]
Sent: Sunday, October 29, 2017 10:41 PM
To: info@sccrtc.org
Subject: EIR must consider alternatives to Hwy 1 widening

Dear Commissioners,
Widening Highway 1 is projected to increase traffic. Please include the results of the Unified Corridors Study in your EIR for Highway 1. I am against any project that will not decrease green house gases going into the atmosphere. We must stop funding projects such as this one.
Thanks,

Joanne Katzen

From: Cari Moore [mailto:cmooreclearly@gmail.com]
Sent: Saturday, October 28, 2017 7:31 AM
To: info@sccrtc.org
Subject: UCIS Study

Please consider removing the rail option from this study. Our county would greatly benefit from a trail along the coastal corridor ASAP. South county has very few safe biking options.

Thank you,
Cari Moore
Watsonville

From: Donald Hicks [mailto:JayHicks@yahoo.com]
Sent: Monday, October 30, 2017 7:53 AM
To: info@sccrtc.org
Subject: Highway 1 HOV lane

I'm sending this email as a resident of Santa Cruz county in support of Highway [1 Tier I HOV Lane](#) alternative, ending continuation of train studies, remove rail as one of the UCIS studied options and use the Coastal Corridor NOW as a gravel trail until a final plan is developed.

Thanks,
Donald Hicks
215 Camino Al Mar
Watsonville, Ca
Sent from my iPad

-----Original Message-----

From: fred geiger [mailto:fredjgeiger@yahoo.com]
Sent: Monday, October 30, 2017 9:55 AM
To: info@sccrtc.org
Subject: EIR must consider alternatives to Hwy 1 widening

Dear Commissioners,
Widening Highway 1 is projected to increase traffic. Please include the results of the Unified Corridors Study in your EIR for Highway 1. Money spent on widening will , necessarily ,have to come from other transpo projects that would be more effective. A study is pending and a Citizens .committee should be formed to arrive at the best solution Thanks, Fred J. Geiger

Sent from my iPad

From: joe martinez [mailto:joexmart@comcast.net]
Sent: Monday, October 30, 2017 4:10 PM
To: info@sccrtc.org
Subject: Highway 1 Widening Alternatives...

Dear RTC Members,
I understand that on Thursday, November 2, you will be deliberating and deciding on the Highway 1 widening alternatives.
I live in Aptos and the traffic on Highway 1 is completely unacceptable. I support the HOV Lane Alternative as the preferred Tier I project alternative and the Build Alternative as the preferred Tier II alternative in the Tiered Environmental Document for the Highway 1 Corridor Investment Program.
Please keep big, heavy transit vehicles along Highway 1. Please remove the rail option from UCIS. Please stop spending our tax dollars for further train studies.
Thank you.
Joe Martinez
118 Via Trinita
Aptos, CA

From: K Miller [mailto:redhector7115@gmail.com]
Sent: Tuesday, October 31, 2017 6:27 AM
To: info@scrtc.org
Subject: Hwy 1 HOV Lane Alternative

- I support Highway 1 Tier I HOV Lane Alternative
- Please end continuation of train studies
- Remove rail as one of the UCIS studied options
- Use the Coastal Corridor NOW as a gravel trail until a final plan is developed

Ken Miller
Aptos, CA

From: Nathan York [mailto:nathan.york@gmail.com]
Sent: Tuesday, October 31, 2017 8:40 AM
To: info@scrtc.org
Subject: Support Highway 1 Tier I upgrades

Our community is in a transportation crisis. I support Highway 1 Tier I upgrades and ending the continuation of train studies and investments. Please move forward with building a world-class rail-to-trail along the Coastal Corridor.

Sincerely,

Nathan York

From: Coral L.Brune [mailto:alohacoral@gmail.com]
Sent: Tuesday, October 31, 2017 8:57 AM
To: info@scrtc.org
Subject: EIR must consider alternatives to Hwy 1 widening

Dear Commissioners,
Widening Highway 1 is projected to increase traffic. Please include the results of the Unified Corridors Study in your EIR for Highway 1.

Thanks,

Coral Brune

30 year resident, Santa Cruz

UCS Public Comments November2017

From: Anthony Alsberg [mailto:anthonyalsberg@gmail.com]
Sent: Friday, November 03, 2017 3:24 PM
To: info@scrtc.org
Subject: Rails to Trails/Greenway canvassing

Dear Commissioners,

On October 10th my wife and I were approached by a woman on Younglove near the railroad tracks asking us if we were interested in signing a petition "for the Rails to Trails." We thought this was odd because we had just attended a meeting the night before when the City Planning Commission approved moving ahead with the building the trail between Bay and Natural Bridges. She also asked "do you want a bike path through your neighborhood?" Who doesn't want a bike path? We found the woman's approach to getting the petition signed misleading. Only after I asked her weather the petition was in favor of building the trail with the tracks in place or without tracks did she let me know what I was about to sign. Plus, when we started asking her questions about the petition, she seemed full of misinformation when compared to what we had heard the night before at the Council Meeting. We just thought you should know it's possible that a lot of the signatures on the petitions were gathered through misguided collection. Thank you.

Anthony (and Elizabeth) Alsberg

From: Contact Request Form [<mailto:admin@sccrtc.org>]
Sent: Saturday, November 04, 2017 11:22 AM
To: info@sccrtc.org
Subject: New submission from Contact Form

This Contact Request Form has been submitted by a member of the public to <http://sccrtc.org/contact-us/>.

Name
Toby Gray
Email
Lifesong@gmail.com
Subject
Unified Corridor Study online survey
Your Message
It needs to be pointed out that your online survey https://sccrtc-ucs.metroquest.com/ appears to allow folks to vote multiple times and is being promoted as such on various social media.

From: Dave Wade [<mailto:dmwade55@gmail.com>]
Sent: Sunday, November 05, 2017 8:54 AM
To: info@sccrtc.org
Subject: Concern about the Unified Corridor survey

I'm reading on facebook that you can take the survey and submit it multiple times, and this info is being distributed to various advocacy groups such as Trail Now and Greenway.

From: Jessica Evans [mailto:jesseevansfiddler@gmail.com]
Sent: Sunday, November 05, 2017 2:09 PM
To: info@scrtc.org
Subject: Attn. Ms. Blakeslee, Ms. Dykaar, Ms. Goodman, Mr. Dondero

Dear Madams and Sir,

I'm writing to express my deep concern with the way the online Unified Corridor Study is being conducted. I'm referring to the survey at <https://scrtc-ucs.metroquest.com/>

In the interest of full disclosure I want you to know that I personally took this survey 4 different times, twice from my mobile phone and twice from my PC. I am deeply disturbed that this was not only possible, it was easy.

Because the study has no safeguards in place to prevent people from taking it multiple times, it is an invitation to abuse. Yesterday I spoke with a young, personable, and deeply-uninformed paid signature-gatherer for Greenway. He came to my door asking me to sign a petition requesting the tracks be removed from the rail right of way. He was unaware that the Land Trust has done much of the work for raising funds to build the trail, and unaware that Segment 7 is scheduled to start construction in 2018. He told me the rail right-of-way is too narrow for a bike/pedestrian path along with railroad tracks. He told me if we keep the tracks, the bike path would have to be routed to surface streets at all bridges and trestles. This is what we have to contend with in the PR war being waged by Mr. Culligan under the guise of Greenway.

How does this relate to the survey? As far as I can tell you have done absolutely nothing to prevent Mr. Culligan or anyone else from hiring people to sit and take the survey over and over again. Similarly, the Trail Now folks seem to have nothing better to do with their time than spreading disinformation...do you really think they will balk at filling out a survey a few hundred times, if they believe it will advance their agenda?

Finally, relying on social media to spread the word about a survey like this is inherently problematic. Have you done outreach in South County, to let residents there know about the survey? Is the survey available in Spanish? If not, you should be doubly ashamed. This is not OK.

It is deeply disturbing to me that in a democratic society you are using an information-gathering survey that lends itself to this kind of abuse. There is no scientific or informational merit in a survey that is self-selected and un-controlled. It is a waste of taxpayer funds to use a survey like this, because it's garbage in, garbage out. You can't get good data this way.

I respectfully request that you immediately take down this survey, discard any existing results, and re-design it with safeguards in place so that it can be taken only once by each individual. I also request that the survey be administered in Spanish as well as English, and that there be social media or other outreach in the South County community. These steps are necessary to ensure the fairness and transparency of the planning process. Although we already know that in a democracy, those with money can amplify their voices, there is no need for a public agency such as the RTC to make existing inequity worse by creating surveys that are prone to abuse.

Sincerely,

Mrs. Jessica Evans

831-359-1864

Santa Cruz, CA
921 Seaside Street
Santa Cruz, CA 95060

From: Stanley Sokolow [<mailto:stanleysokolow@gmail.com>]
Sent: Monday, November 06, 2017 4:59 PM
To: Ginger Dykaar
Subject: Unified Corridors Investment Study -- additional data collection tools

Ginger,

Thank for sending the Kimley Horn contract which includes their scope of work in the UCS. I notice that this month of November 2017 they're scheduled to be doing data collection to establish baseline conditions on the corridors.

I've been thinking about the Soquel-Freedom BRT-Lite project and created a spreadsheet that may help K-H in the same way it's helping me. The attached spreadsheet shows the bus stops on the existing Metro Route 71, which runs from Santa Cruz Pacific Avenue Transit Center to the Watsonville Transit center largely on the Soquel-Freedom corridor.

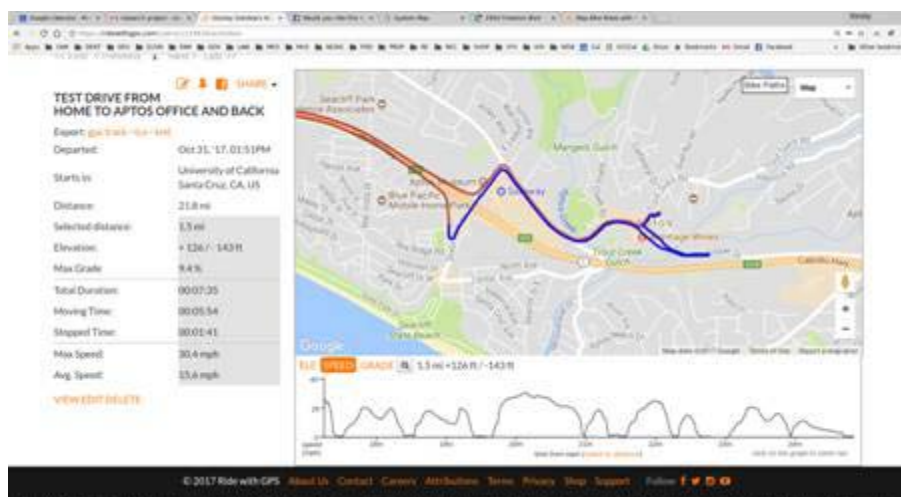
I started building the spreadsheet by "scraping" the data from Metro's own schedule data for route 71, including its bus stop identification numbers which are active links to the specific data on that stop. I supplemented Metro's data with observations I made using Google Maps' satellite views. This can help identify where queue jumps could be created. When you click on the link to the Google Map view, your browser brings up the street view at or near that bus stop or related intersections. Using the mouse and CTRL-key, you can look around within the map view. Since some stops are mid-block and some signalized intersections have no stop, I added data lines for the intersections that would be passed through on the way to the stops.

I also added my comments about where the stop is located relative to the intersection (near=before the signalized intersection; far=after the intersection). That may be useful because the effectiveness of TSP is different for near and far stops, with or without queue jumps.

Because Route 71 takes Front to Water Street and then onward to the merger of Water and Soquel Avenue, but Route 69 takes Front to Soquel Ave to reach that merge point, I also added a "71X outbound via Soquel" tab to the spreadsheet which gives data for the Soquel route, thinking that the two alternatives should be compared for their speed, number of on-street parking spaces, and possible queue jumping or TSP enhancements. For now, I'm calling the enhanced route 71 "route 71X".

The spreadsheet still need more work to create inbound route sheets, but since the timeline says that K-H is staring to gather the data now, I'm sending what I've created so far in the hope that it may assist the consultants and save some time.

Another tool I'm investigating is the use of a free smart-phone app that tracks the phone as you travel and maps its location and speed. I made one test trip from my house to a veterinarian office in Aptos and back home just to see the potential for using the app to record trips on the Metro route 71. Here's a sample of the data that I brought up on the app's website dashboard in my account after the phone uploaded the data. Here I zoomed into one segment of the journey, which is easy to do simply by click-and-drag across the timeline to highlight the desired time segment, which then zooms the map and timeline.



Notice that the timeline graph lets you see how fast my car was traveling at any moment, how long it stopped, how long it took to decelerate or accelerate. By moving the mouse pointer across the timeline, a colored dot also moves along the path in the map so you can see where the bus was on the map or optional satellite image. The screenshot photo here isn't the live map, which only I can see in my account. The consultants can install the free app from the website ridewithgps.com and try it themselves. One thing I noticed is that the limitation of accuracy of the GPS unit in my phone (Samsung S5) becomes apparent as I zoom in. At the most zoomed-in level, I can see a lot of data bobble (location zigs and zags that weren't really happening on the drive), but on a less-zoomed level of view, the locations look quite accurate. This app may be a reasonably efficient way to collect existing conditions of buses on the corridor simply by having someone ride the bus at an appropriate time and having the RideWithGPS app log the route for later analysis.

Another potentially useful tool is a free app called Waypoint Free. It displays your position coordinates, compass heading, and other data, but what's particularly interested is the GPS accuracy in feet at any one moment and the number of GPS satellite whose signal has been acquired at that moment. The best that my phone achieved was about 16 feet accuracy, so the data isn't accurate enough to know where the bus was within an intersection, but it's still useful data.

I have sent emails to the Public Works traffic departments of the City of Santa Cruz and the County asking for access to the traffic-signal phase timings at the intersections on the Soquel-Freedom corridor. I received replies, but so far, neither of them have been of any help to me toward getting that data, which is needed to calculate the potential time savings through the use of TSP algorithms. The consultants can't do a good estimate of TSP benefits without that data. I'd like to receive a copy of the timing data when K-H does get it from the City and County. I've been studying how to do that sort of TSP analysis and would like to give it a try along the corridor to estimate roughly how much delay could potentially be shaved off of a Route 71 bus.

Barrow Emerson of the Metro sent me an extensive spreadsheet containing ride-along observations (counts of "ons" and "offs" at each stop) made by Metro for their annual ridership reporting to the Federal Transit Administration. Unfortunately, the data doesn't have any observations on Route 71 inbound in the AM peak commute period, which would be the most interesting due to the potential for attracting some single-occupancy-car drivers onto the bus in that congested period.

Rick Longinotti and I and two UCSC interns have started to collect observations with the RideWithGPS app and passenger on/off counts along Route 71. We also have a civil engineer with many years of experience in transportation engineering coming to our meetings. If we can be of assistance to you and the Kimley Horn team, let me know.

Stan

Attachment: SC Metro stops - SC to Watsonville - Route 71.xlsx

From: Brett Garrett [mailto:brett@dolphyn.com]
Sent: Wednesday, November 08, 2017 8:22 AM
To: info@scrtc.org
Cc: gdykaar@scrtc.org
Subject: Unified Corridor Study -- feedback for next steps

To: Santa Cruz County Regional Transportation Commission

Regarding: Unified Corridor Investment Study and *Personal Rapid Transit (PRT)*

Thank you for your work on the UCS. As you know, this study will form the basis for many decisions over the next few decades, and so it is critically important to include the best options, including new technology, for the future of transportation.

In particular, I believe the scope of the study must be extended to include automated transit networks using elevated guideways, such as Personal Rapid Transit. PRT may be the best (or only) way to achieve the RTC's goals as stated in the *Vision for 2035* document and also in the UCS goals, criteria, and performance measures. Please consider the following advantages of PRT, compared to conventional rail or bus transportation.

Elevated guideways: Safety and travel time are profoundly improved by positioning the transit network up high, above the existing automobile traffic, out of the way of pedestrians and cyclists.

Cost-cutting through automation: The operating costs of a PRT system are so low that some vendors (including Transit X and JPods) are willing to build a system without relying on public funds. An automated system could help resolve Metro's budget shortfalls.

Solar power: PRT podcars require very little energy for propulsion. The entire system can be solar-powered, reducing the carbon footprint to zero.

"Offline" stations: A podcar can proceed directly to its destination without any need to stop at the stations along the way, improving efficiency and travel time.

On-demand service: PRT dramatically reduces the time spent waiting for transit.

Adding loops or extensions: Any PRT network can be extended to include service to nearby neighborhoods. For example, if there is a PRT guideway along the rail corridor, it could be seamlessly extended to provide direct service to Cabrillo College.

Potential for car-free communities: A community that includes a robust transportation system is much less dependent on automobiles. I believe improving transit will enable

increased supply of affordable housing in Santa Cruz County, helping to resolve our housing crisis.

Optimizing the rail corridor: An overhead transit system means that pedestrians and cyclists can use the full width of the corridor without compromising public transit. PRT can achieve the goals of both transit advocates and trail-only advocates.

Safe routes to schools: The PRT system can provide service to many schools. Parents can take their kids to the PRT stop instead of needing to take them all the way to school.

Feasibility: I assert that a functioning PRT system can easily be installed within the next 5-10 years, perhaps a shorter timeframe than for a conventional rail system on our corridor. The Spartan Superway plans to install a prototype system at San Jose State University in the near future. Also, the City of Mountain View is currently taking a close look at automated transit systems.

Practical steps for implementing PRT:

I emphasize that *PRT can be a form of Rail Transit* and therefore it is, in theory, already included in the scope of the UCS. But the consultants do not appear to be considering PRT, so it may cost money to explicitly include PRT in the scope of the UCS. Fortunately, the State of California is offering funds to study forms of transportation (such as PRT) that reduce carbon emissions and improve adaptation to climate change. Please look into these planning grants: <http://www.dot.ca.gov/hq/tpp/grants.html>

A small prototype PRT system could also be funded by the State, through the Transit and Intercity Rail Program (TIRCP), Low Carbon Transit Operations Program (LCTOP), or other programs. This could be anywhere in the County (for example, Cabrillo College or downtown Santa Cruz), and it may be a crucial step for allowing the community to see Personal Rapid Transit in action.

I believe Bus Rapid Transit will serve as an excellent transition technology for the short term, providing improvements over today's service and complementing a gradually expanding PRT system. For example:

Phase 1 (short-term): Bus rapid transit (Watsonville to Santa Cruz)

Phase 2 (in a few years): Small PRT system (Santa Cruz to 41st Ave) + BRT (41st Ave to Watsonville)

Phase 3 (in a few more years): Medium PRT system (Santa Cruz to Cabrillo College) + BRT (Cabrillo College to Watsonville)

Phase 4 (long term): Large PRT system (Santa Cruz to Watsonville)

Phases 2-4 could be included as additional *Projects* in the UCS.

Please note that the PRT system wouldn't necessarily be confined to any one corridor such as the rail corridor or Soquel Ave. It could provide direct service to surrounding

neighborhoods, perhaps augmented with electric bike share and autonomous vehicles on the ground.

A simple PRT system confined to the rail corridor would have many advantages over conventional rail transit. But for a true *paradigm shift* in maximizing public transit (and minimizing traffic and emissions), we should consider a larger network of PRT guideways, up to and including these proposed maps from Transit X: <http://tinyurl.com/y827a3lk>

Conclusion: Please ensure that Personal Rapid Transit and other similar technology is given a fair hearing in the context of the Unified Corridor Investment Study. Thank you!

Sincerely,

Brett Garrett
190 Walnut Ave #307
Santa Cruz, CA 95060

From: bikerick [mailto:bikerick@att.net]
Sent: Wednesday, November 08, 2017 3:12 PM
To: info@scrtc.org
Cc: 'Cory Caletti at work'
Subject: RE: RTC Invites Public Input on UCS Draft Step 1 Analysis Results

Subject: RE: RTC Invites Public Input on UCS Draft Step 1 Analysis Results

Dear RTC: Please refine the discussion of improvements for bicycles in the Unified Corridor Investment Study Step 1 Draft Scenario Analysis particularly for the Soquel/Freedom corridor along the lines of the input that you received at the September 19, 2017 Bicycle Committee meeting. In summary, the base case that needs to happen (what exists and needs to remain plus what is already planned and needs to occur) in any and all scenarios consists of:

- Keeping bike lanes in locations where they now exist and adding standard bike lanes where they are missing;
- Widening existing bike lanes that are of substandard width;
- Maintaining bike lanes in good physical condition.

Future projects to be a component of all scenarios are: intersection improvements for bicycles and widened/possibly buffered bike lanes up to five feet wide plus up to a two foot wide buffer.

First, bike lanes exist along most of Soquel Avenue, Soquel Drive, and Freedom Boulevard. These should be acknowledged as the base case that would remain in all scenarios. Existing bike lanes would never be reduced in width or eliminated in any locations. There are a few places where the current bike lanes are substandard; i.e., less than four feet wide (or five feet where adjacent to on-street parking). These need to be widened to minimum standards for safety and liability purposes as soon as possible regardless of what other improvements may happen.

Also, both Santa Cruz City and Santa Cruz County have on-going projects to maintain their bike lanes, including periodic sweeping and restriping. Such maintenance would continue.

One possible project in one scenario is "Dedicated Lanes for Bus Rapid Transit and Biking." "The dedicated lanes would occupy the existing right hand general purpose lane in segments where there are a minimum of 2 lanes in each direction." This statement does not say that the existing bike lane would be eliminated, but since having a bike lane next to a bike/bus lane appears redundant, there is an implication that the existing bike lane would be eliminated. This should not occur – the existing bike lanes should be maintained. The UCIS states, "Shared bus-bike lanes provide basic bicycle access on transit-focused streets when no space is available for dedicated bikeways." Since there is space, as the dedicated bike lanes already exist, there is no reason to establish shared bus-bike lanes. The report goes on to say, "Biking in a lane shared with BRT would create a safer biking facility and increase bicycle ridership as they generally travel at similar speeds and thus "leap frogging" is less likely." This statement should be sourced or eliminated, since it is not apparent that substituting the current configuration for a combined bus-bike lane is either safer or more conducive to cycling. This combined bike and bus lane idea should be dropped.

Two other possible projects -- Bus Rapid Transit (BRT) lite and Intersection Improvements for Automobiles – may interfere with current bike lanes. By including the clarifications suggested herein, these projects would have to incorporate bike lanes. The existing bike lane configuration might have to change close to intersections, but the lane would not be eliminated nor narrowed.

Second, there are segments of these streets with no bike lanes, including westbound Soquel Avenue between Pacific Avenue and Front Street, westbound Soquel Avenue between Ocean Street and Branciforte Avenue, eastbound Soquel Drive between South Main Street and Center Street, Freedom Boulevard between Richardson Road and Broadis Street, and westbound Freedom Boulevard between Broadis and East High Streets. Current local bicycle plans and the Regional Transportation Plan already contain projects to close most of these gaps. These projects should be acknowledged as already committed to by responsible jurisdictions and would occur under any scenario.

Third, “Bike and Pedestrian Intersection Improvements” are offered as a new project in only three of the six scenarios. They are not part of the two scenarios including “auto intersection Improvements.” Although some of the specific elements of bike and pedestrian improvements may not be compatible with those of auto improvements at intersections, these two projects are not totally incompatible. Just the opposite -- if intersection designs are going to be modified and turn lanes added to better accommodate autos, then, for safety purposes, it is incumbent in the redesign to also incorporate bicycle (and pedestrian) improvements. For examples, adding a right turn lane may add another conflict point between bikes and autos that can at least partially be ameliorated by adding a green bike lane. Adding a left turn lane may increase the difficulty cyclists face in riding into the turn lane that can at least partially be ameliorated by adding a bike box. Intersections are where the majority of bicycle/motor vehicle crashes occur. Thus, some level of intersection improvements for bicycles (and pedestrians) should be part of all scenarios and be of high priority.

Fourth, “Buffered/protected bike lanes” are offered as a new project in only two of the six scenarios. Missing from this study are improvements to bike lanes under all scenarios. The UCIS states, “Where feasible, this project would widen the bicycle lanes to 5 feet and provide a 1-2 foot buffer zone next to the lanes with either striping or a physical barrier to clearly mark the area for bicycle travel.” Along the corridor most, but not all of the bike lane, meets the current minimum standard of 4 feet or (if next to parking) 5 feet. Any widening and/or adding buffer width would be generally be welcome by cyclists. For example, where there is currently only a four foot or less bike lane and only room to add less than a foot that should be done, even if there is no additional room for a buffer. In other words, the 6 to 7 width (5 + 1 or 5 +2) should be a goal, but not an absolute. The current wording implies that if 6 to 7 feet cannot be achieved, then no project happens. You requested clarification of this bike project description, which should be: up to five feet wide plus if possible up to a two foot wide buffer.

The USIS indicates that this project may require on-street parking removal. Currently, there are segments of the corridor with fairly narrow bike lanes adjacent to on-street parking. These pose dangers to cyclists from dooring, parked vehicles extending into the bike lanes, and motor vehicle maneuvering to park or return to the traffic lanes. If on-street parking is removed, these dangers disappear. If on-street parking is retained, then widening the bike lane or buffering it from the parking strip becomes important; indeed some buffered bike lanes have the buffer strip between the bike lane and the parking.

As noted, the USIS indicates that this project may include physical barriers as buffers. Physical barriers introduce maintenance complications and can reduce cyclist maneuverability (e.g., if the cyclist has to move to avoid being doored or to make a left turn).

Buffering is generally recommended on higher speed streets. Lowering motor vehicle speeds correlates with reduced crashes and crash severities and thus is another option to consider.

All these points and other considerations suggest that improved bike lanes along the corridor may take various forms; thus, the USIS project description should include flexibility. But, these points also suggest that some level and type of improvement can be made along most if not all of the corridor; thus, this USIS project (with flexibility) belongs in all scenarios.

In conclusion, what should universally occur, regardless of scenario, is a detailed examination along the entire corridor of what improvements for cyclists can be made at intersections and to the existing bike lanes -- running the gamut from eliminating gaps, intrusions and impediments; to some widening; all the way to widening with buffering to a total seven foot width.

Rick Hyman

From: Nadene Thorne [mailto:nadenetd@yahoo.com]
Sent: Wednesday, November 08, 2017 5:30 PM
To: info@sccrtc.org
Subject: Input for Unified Corridor Study

1. Whatever is done with the rail corridor, Highway 1, Mission Street, and Soquel/Freedom need improvement. I responded to the online survey on this subject.
2. Why is there little acknowledgement in RTC's proposals for substantially improving Metro service? You have to add more frequent service, and more routes, in addition to time saving travel on the highway and major thoroughfares, and THEN passengers will increase, not before these improvements are made. Add some smaller, environmentally friendly buses for off-hours and routes with fewer passengers.
3. The prospect of a trail only in the rail corridor was not proposed in Measure D. Now a growing contingent of citizens prefer that. The grants made for rail purchase can be paid back, and the corridor railbanked for the future.
4. The folks who voted for Measure D and are thinking they're going to get a train on the corridor didn't have all the facts (or didn't have them presented convincingly): the necessity for securing ALL the financing for construction, maintenance, and substantial infrastructure, North Coast farmland approvals, environmental considerations like removing trees and cleaning up hazards, creation of parking for riders, replacement of trestles, and areas where rail/trail would detour to streets (like in Capitola). If the RTC doesn't reconsider these issues in the light of the increasing movement for building a trail only - which we have the funds for now - then voters should have the opportunity to do this.

Thanks,
Nadene Thorne
140 Averitt Street
Santa Cruz, C 95060
907-590-7996

From: Brian Peoples [mailto:brian@trailnow.org]
Sent: Friday, November 10, 2017 5:21 AM
To: George Dondero
Cc: Zach Friend; bruce.mcpherson@co.santa-cruz.ca.us; John Leopold; greg.caput@co.santa-cruz.ca.us; rlj12@comcast.net; cchase@cityofsantacruz.com; ebottorff167@yahoo.com; jimmy.dutra@cityofwatsonville.org; ryan.coonerty@santacruzcounty.us; 'Patrick Mulhearn'; Alex Clifford; Ginger Dykaar
Subject: Southern Farmers rail-trail

George,

The current RTC plan is to divert the rail-trail after Manresa Beach onto San Andreas Road. From our work on the alternative plan for the North Coast Rail-Trail, we are able to work with the southern farmers on a win-win solution that would not require the rail-trail to be diverted onto San Andreas Road after Manresa. We believe this is significant development that should be addressed as part of the Unified Corridor Study. If we get an agreement for the rail-trail to travel the ROW from Watsonville to Manresa, it should be considered in the Unified Corridor Study. Again, the current plan does not have rail-trail traveling this section and it should not be included in the UCIS.

We believe we have a solution to this problem and would like to know how we get an alternative rail-trail plan discussions to be included in UCIS? FYI - we are not just going to send in our plan. We need to discuss and get reassurances from RTC.

Best regards,
Brian Peoples
Executive Director
Trail Now

From: dana bagshaw [mailto:cdbagshaw@att.net]

Sent: Tuesday, November 14, 2017 11:47 AM

To: info@scrtc.org

Cc: Dexter Vizinau; Neil Sinclair

Subject: Corridor study input

I would like to applaud the PRT proposal to the RTC for opening up the corridors discussion. I recently became interested in Cybertran, an elevated, solar-powered, ultra light rail system as featured on local TV a few weeks ago:

<http://www.ktvu.com/news/285347040-video>

They also have their own video: <https://youtu.be/aX-Ov-boCAE> And a website:

<http://cybertran.com/system/>

Cybertran and PRT seem to have very much in common. I lean towards public transit, and possibly GRT would fit the bill. But a Cybertran pod holds 20 passengers, and that seems the right size for Santa Cruz. I don't see the ridership here to sustain a train.

Cybertran is more energy efficient. Being elevated it avoids intersection and traffic problems, as well as sea level rising. So I can see it above the Coastal Rail Trail, running wharf-to-wharf starting from the new Dream Inn apartments development or the Howard Johnson property. I see it as a joint private/public venture and think it could be a commercial success.

Cybertran was prototyped by the DoE some years ago, and is now being developed at the UC Berkeley Richmond Field Station.

Please advise as how to best pursue this possibility. I've been in touch with the CEO, Dexter Vizinau, and the Chairman, Neil Sinclair, of Cybertran and find them responsive.

Dana Bagshaw



EA's recommendations for UCS Scenario Step 2 Analysis

Ecology Action (EA) is a non-profit environmental organization that is passionately driven to empower individuals, businesses, and communities to take actions today that achieve environmental and economic sustainability. EA's transportation work is focused on improving and increasing biking and walking (active transportation). Ecology Action conducts the annual Bike to Work (which includes Bike to Work Day, Bike/Work to School, and Spring Bike Week), youth bike and walking safety education and encouragement and employer bike commuter services.

Ecology Action applauds the Santa Cruz County Regional Transportation Commission (RTC) for their leadership and work in advancing the Unified Corridor Study (UCS) as they plan for more sustainable, environmental, healthy, and equitable transportation solutions for our county. The UCS will provide our community with the comprehensive analysis, data, and a forum for public input in guiding future transportation investments.

EA offers our comments on the UCS Step 1 analysis and project preferences for further study in the Step 2 evaluation. Our preferences focus on active transportation scenarios because these align with our strategic vision and plan. We recommend that the RTC conduct more detailed evaluation of UCS scenarios B, E and F as these groupings of transportation projects have the highest number of active transportation improvements. We recognize the potential for greenhouse gas reductions of other transit options but they were not included in the highest active transportation scenarios and Ecology Action does not have the transit expertise to assess their relative impact. Further, EA feels that a Step 2 analysis of a bike trail separated from a pedestrian trail (trail-only) is necessary as this trail configuration is a big part of the community discussion regarding the coastal rail corridor.

EA also recommends that the RTC study buffered bike lanes on Soquel Ave/Drive/Freedom Boulevard with a physical barrier (as opposed to striping only) for truly protected bike lanes that have been shown to increase bike ridership. Local and national data indicates that some 60% of those able to bike for every day transportation don't ride because they don't feel safe. They would bike if there was a bike route separated from car traffic which a physical barrier provides but a painted line does not. This is particularly important for the Soquel Ave/Drive corridor with high traffic speeds and volume along with very high bike and pedestrian crash numbers.

We also commend the RTC for including bike/pedestrian improvements to close network gaps, bike share, and other bike amenities, employer incentives for bike and walk commuting, traffic user safety education in all the Step 2 Scenario analysis.

Sincerely,

A handwritten signature in black ink, appearing to read "Piet Canin", with a stylized flourish at the end.

Piet Canin
Vice President of Transportation



George Dondero
Executive Director
Santa Cruz Co Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

RE: Friends of the Rail and Trail's UCS Step 1 Analysis Comments

FORT believes the highest and best use of the rail corridor is combining rail transit with a multi-use trail. A smooth bike/pedestrian trail and a working rail line providing frequent, quiet, and efficient rail transit service between Santa Cruz and Watsonville and connecting with the statewide rail network at Pajaro will meet the transportation needs of more residents and do more to reduce our community's environmental footprint than any other option or combination of options. Furthermore, planning these two transportation modes together will substantially reduce future costs incurred by not thinking ahead.

With regards to projects being considered within the other two County corridors, FORT supports infrastructure improvements to facilitate public mass transit and human-powered transportation in all forms. FORT applauds the RTC's diligent work on the UCS and trusts the RTC will select the best package of transportation options based on the results of the triple bottom line analysis with an eye towards the future needs of our community. The transportation challenges our County faces are so large that no single option will be sufficient.

Sincerely,

Joanne Noce
Vice Chair
FORT Board of Directors





Santa Cruz PRT

www.santacruzprt.com



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A California Non-Profit Tax Exempt 501c3 Corporation

To the RTC Commissioners and Staff,

November 8, 2017

Responding to requests of the of the Santa Cruz County Regional Transportation Commission for public input about its Draft UCS study, Santa Cruz PRT, Inc. submits the following comments and proposal.

We believe that Personal Rapid Transit (PRT) is rail transit. PRT is uniquely suited to meet commute needs in the corridor under study. We bring this proposal which also contains a comprehensive treatment of the nature of PRT and of existing PRT systems worldwide.

We have participated in many SCRTC workshops and meetings over the past several years. We have learned that the RTC staff is reluctant to consider this technology wanting it first to be adopted by larger jurisdictions in California. We hope to persuade staff and commission members that this is not the best approach. We suggest that the issue of climate change and resulting severe weather inflicted on virtually every part of our planet is telling us that this is an imperative that ought not to be ignored.

Furthermore, the lack of assurance that our trips *on our own highways* will be safe leads us to say that we want our elected officials to take action promptly to remedy that situation. There is no reason that the RTC should not take a very serious look at a form of transportation that has a record 100% free of fatal accidents or serious injuries. Failing to do so would hint of an acceptance of the horrible safety record on US and California highways.

The theory of the RTC staff in the past is that we are too small and that we should leave innovation to other, larger jurisdictions. Perhaps, with time, quality innovated technology *will* be adopted by other Regional Transportation Planning agencies. But that may not happen. Our region in Santa Cruz County delivers a very high level of participation in our RTC proceedings. Our residents are highly educated and motivated and believe that we should be leaders in addressing global warming and seeking safer transportation. And if we do not act, perhaps we are courting disaster by waiting for someone else to lead.

We believe we understand why our RTC staff has taken the positions it has. Accordingly, we have prepared this proposal with a modest, low-risk concept of implementing the PRT technology. It's a minimal system on the campus of Cabrillo College. We have their interest and support in seeking study of this concept. (Letter attached). At this time, we ask is that it be studied as a possible rail project serving the future transportation in the rail corridor.

We expect that this idea will garner favorable reviews. But, other similar PRT plans are possible and might even come first before the development of this Cabrillo plan. For example, a similar, very small PRT system might be first needed to serve the rail corridor itself. Or, that plus the Cabrillo system might be developed simultaneously.

We made the decision to focus on just one, simple installation. We trust this will merit careful evaluation and consideration by the RTC staff and then by the full Commission.

We thank you for taking the time to read this introduction.

Sincerely,

Ed Porter, President
Santa Cruz PRT, Inc.
105 Lighthouse Avenue
Santa Cruz, CA 95060
(831) 427-0836
Email EPorter95@aol.com

Subject: Re: transportation between the rail link & Cabrillo campus
Date: 11/6/2017 5:33:20 P.M. Pacific Standard Time
From: sugochis@cabrillo.edu
To: info@scrtc.org
Cc: EPorter95@aol.com

November 5, 2017

To:
Santa Cruz County Regional Transportation Commission
Ginger Dykarr
Cory Caletti
Unified Corridor Study Staff
Email: info at scrtc.org
1523 Pacific Avenue
Santa Cruz, CA 95060

Our office has been apprised of a proposal prepared by Santa Cruz PRT, Inc. In that proposal, Santa Cruz PRT asks that a PRT transportation link be considered to connect possible transportation in the rail corridor with the central campus of Cabrillo College.

While Cabrillo does not take a position pro or con about such a link at this time, we see the potential value of it if rail transportation is developed that could serve the Cabrillo campus. The proposed link would complete the connection to the rail line and enable the conversion of some current automobile trips to our location to a green and convenient form of transportation. Obviously this would be very helpful to our students, a safety enhancement, and a step in reduction of greenhouse gas emissions from the automobiles currently driven to Cabrillo.

We send this letter as a comment to Phase 1 of the RTC's UCS study process and with the thought that the study of this proposed PRT link would probably benefit Cabrillo, the RTC and our community.

Sincerely,

Sue Gochis

Sue Gochis
Vice President of Student Services
Cabrillo College

**A Proposal Submitted by Santa Cruz PRT, Inc
to the
Santa Cruz County Regional Transportation Commission
Phase 2, Unified Corridor Investment Study (UCS)
Submitted November 8, 2017
Proposal for Personal Rapid Transit in the Rail Corridor**

Proposal Statement:

Santa Cruz PRT, Inc. requests that the RTC include the following proposal in its Phase 2 study of options within the Unified Corridor Study. We propose that a PRT transportation link be considered that would connect transportation in the rail corridor with the central campus of Cabrillo College. This proposal suggests that a Personal Rapid Transit (PRT) guideway be built between Cabrillo College and the Railway Corridor. This PRT service would pass through the college campus, and proceed to the Railway Corridor. We propose that this project be included as one of the projects to be studied in the Unified Corridors Investment Study.

Introduction:

We strongly urge the community, under the auspices of the Santa Cruz Regional Transportation Commission (RTC), to continue the development of a transportation system in this critical rail corridor. Given that the corridor will be used for transportation, we suggest ways in which that route can be intelligently linked to destinations along the corridor.

Many different such "last-mile" links will ultimately transform the confined rail corridor into a highly useful network serving all our County. We recommend one particular such link at this time. This proposed Project, the "Cabrillo College Connection," is a relatively small PRT system which would connect Cabrillo College to the rail corridor. Cabrillo College is one of the top trip destinations of the corridor under study. This PRT service would proceed through the campus, then either cross over Highway 1 to meet the railway corridor directly south of Cabrillo, or alternatively, head east on Soquel Drive to meet the rail corridor north of where it crosses Highway 1. The latter is a longer, more costly option.

Options for a PRT connection to the rail line: illustrated by the photographs below

In this overview, we depict three levels of development of a PRT system at Cabrillo.

1. The first is a full and robust system that serves the entire campus.
2. Second is a slightly reduced plan that serves the South Campus and delivers passengers to the Bookstore area.
3. Third is what we have called the "Frugal" version that only delivers passengers to the Bookstore area and sacrifices many advantages of true PRT.

The routes shown below are for illustration purposes and are not intended to represent actual engineering. The first image is a full page illustration of what we have termed "A full and robust system". The image depicts service of the full campus with sufficient stations to make the system useful for intra-campus movements in addition to trips to and from the rail corridor.

(image follows on next page)



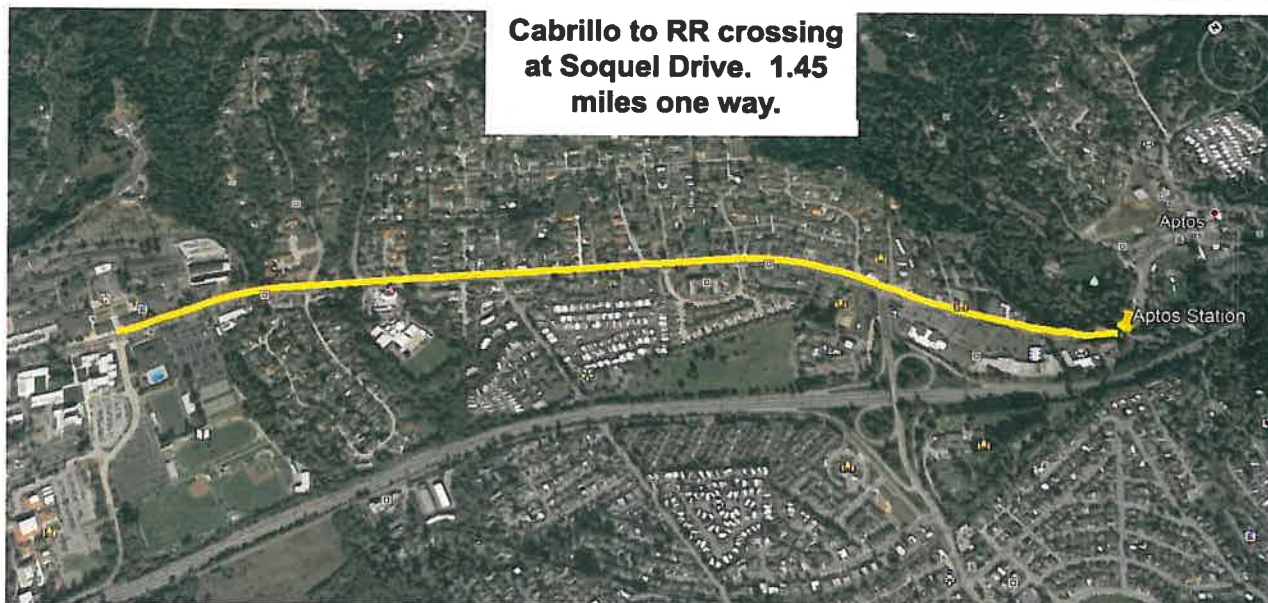


The South Campus PRT loop has from 2 to 4 stations to serve the campus. More are possible on the upper campus (as shown above) if funding is available and needs justify that cost.



This "frugal" link to the rail line omits several important PRT features. However, it is the simplest possible PRT loop at the lowest cost. It does eliminate serving other important parts of the campus. In this option everyone using the system would

arrive at and depart from the vicinity of the Bookstore.



Cabrillo to RR crossing at Soquel Drive. 1.45 miles one way.

To avoid crossing Highway 1 south of the Cabrillo campus, the rail link to Cabrillo could be tied to the north side of the Highway 1 rail overpass 1.6 miles East of Cabrillo.. It is shown here because an RTC rail corridor study shows a pedestrian crossing to serve Mar Vista School and also Cabrillo at Mar Vista Avenue. Here, a station would be created on the West side of the rail line and south of Soquel Drive. This option would involve about 3 miles of guideway placed in parallel segments adjacent to Soquel Drive. Unfortunately it removes the use of offline stations and use of the loop architecture. It would cost about \$15 million more than the previous on-campus plans and, without adding features to serve the neighborhood along the route, it can't be considered a high-ranking option.

Some design considerations for the proposed system:

At the onset of any transportation system planning effort, a requirements team is selected and is tasked to identify the system requirements. Considerations include the needs of the area served, compliance with budgetary constraints, and identification of local transit needs. Once the requirements have been generated and documented, then the PRT system is designed to satisfy these system requirements.

In order to get maximum capacity from a PRT system, the best performance specifications are used. While better maximum performance is expected as further developments take place, the following specifications are widely accepted as being feasible at the present time. This system can move 7200 people per hour by using 2 second headways (time between cars) and 4 person cars. This high rate of passengers per hour will move 72,000 passengers in a 10 hour day. But Cabrillo, at present, would probably be completely satisfied with 10,000 trips per day. Perhaps when planning for the usage of the next 10 years, it is worthwhile to plan for 15,000 per day. So, the system designed for Cabrillo only needs to provide about 20% of the high capacity we just described.

Any PRT system must be designed to satisfy the transportation needs of its intended users. It would be a serious mistake to overbuild or underbuild it. For this Cabrillo link, there is no need to design the system for 72,000 passengers per day when the likely ridership will probably not exceed 15,000 per day for the foreseeable future. The system should be designed for 15,000 trips a day but with the same travel time. Headway times (time between cars) should be increased, vehicle speeds be reduced, and car sizes also reduced. These economies, particularly in car size would result in cost savings and have a favorable effect in making the system less costly and more likely to be implemented.

Overhead guideways vary in elevation depending on the location. There are generally agreed upon clearances: above pedestrians 12 feet over a walkway. A seven foot tall basketball player should not be able to touch the PRT car. Over a roadway clearance is 16 feet or more. Above a railway clearance must be 24 feet. Passenger stations are located to the side of the main guideway route. The access possibilities include: by elevator, stairs or ramp and when access is at ground level, by walking directly from the station platform. A typical PRT car might be from 8 to 12 feet long, 5 to 6 feet wide and 5 to 8 feet high. The door openings are about 5 feet wide and match the height of the car.

For Cabrillo's needs, the average speed could be 20 to 25 miles per hour. At 30 mph, the circuit of the entire campus would require less than 3.5 minutes. The requirements committee would determine that an average speed of less than 30 mph is quite adequate. In other applications, where the very maximum ridership is required, speeds up to 40 mph would be common.

The primary initial purpose of this PRT system is to transport passengers from the rail corridor to the central Cabrillo campus near the Bookstore, and back. Stations at the Bookstore and at the rail line are absolutely necessary to serve this need. Additional stations would expand the usefulness for other reasons. Seniors and persons with disabilities who find it challenging to climb Cabrillo's hills would find it useful to get to various campus destinations, including the Stroke and Disability Learning Center. Finally, there is the additional benefit in making the relatively long trek between the

sports fields on the lower campus and the classrooms on the upper campus. All of these uses might point toward planning additional stations.

We consider the correct number of stations to be from a minimum of two to a maximum of six. More stations than six in the relatively small system is probably not sensible. Three or four stations is probably the most likely number but the requirements committee would set the number and locations based on Cabrillo's needs.

The footprint width of the guideway will be about six feet, and where guideways run parallel such as at the freeway crossing and on New Brighton Road approaching the rail line, two guideways can have a one foot separation and require a total width for both of 13 feet. Nominally, a station would require an off-ramp of 75 to 100 feet, and vehicle stopping spaces (berths). Ramp lengths vary according to vehicle speed, likely between 25 and 100 feet, and will be determined when the system requirements are finalized.

Project Management - A Preliminary Look:

SCOPE OF WORK: This proposal asks that the work of studying and evaluating the Cabrillo PRT system be included in the existing work plan for Phase 2 of the Santa Cruz County Regional Transportation Commission Unified Corridor Investment Study (UCS). The work would be performed by the consultants already hired by the RTC.

BUDGET: The budget for the the consultant work to evaluate the above described system has already been determined by the RTC staff. The budget to build such a proposed PRT system is considered to be approximately \$15,000,000 per mile of guideway. This, of course, is subject to determination of system requirements and system complexity.

SCHEDULE: The Unified Corridor Investment Study (UCS) will continue throughout the remainder of 2017 and into 2018. The final report will be issued in December, 2018. The schedule for actual deployment of a PRT system includes at least 3 months for project team selection and mobilization, 6 months for requirements definition, 6 to 9 months construction, and 12 months for system testing and reliability verification.

Project Team Organizational development:

Santa Cruz PRT Inc. (SCPRT) is a California Corporation with an IRS approved 501c3 tax exemption. Incorporation took place in 2008. Before that the organization existed as Citizens for Personal Rapid Transit (CPRT) under the umbrella of the CPRT in Minneapolis, MN. Santa Cruz CPRT began meeting in the 1990's. The membership consists of community individuals who advocate PRT for transportation applications in the Santa Cruz community.

In 2017, SCPRT Inc. formed a proposal team to serve several purposes. One is to provide comprehensive comment on the County's Unified Corridor Study via the Regional Transportation Commission (RTC) and its staff. A second purpose and activity is to formulate and write a proposal recommending several uses of PRT in our County's transportation planning. A third is to identify funding sources and apply for such funding that will facilitate the detailed planning and evaluation of such PRT proposals.

At present, the proposal team is preparing a comprehensive PRT proposal intended to connect the Cabrillo College Campus with presumed transportation utilizing the Santa Cruz Branch Rail Line railroad and corridor which the RTC has acquired from its former owner, Union Pacific Railroad.

The project team is a group of individuals performing the following functions:

Project Manager	Organizes and coordinates the activity of all partners
Construction	A construction contractor with a history of successful comparable projects.
Finance Manager	Develops, secures, and manages the securing of project financing & spending.
Banking Representative	Provides bridge financing for elements of the project as needed.
Technology Supplier	Brings the technology and technical details to the team product.
Engineering	Provides engineering expertise and execution as components are developed and built. Addresses architecture, system power and communications
Legal partner	An individual lawyer or legal firm that evaluates, approves, and manages project contracts. Provides related legal guidance and direction.
Public Outreach	Manages and conducts internal and external project communications
Interface Coordinator	Facilitates communications between team members and updates documentation accordingly.

More definition of the partnership structure will be developed as incremental acceptance of this or other proposals occurs, and requirements are refined.



A massive newly contracted PRT/GRT system: **NEWS**
July 5, 2017
Written by Adam Frost
Ultra Fairwood to build the world's largest autonomous vehicle transportation system in the UAE with over 47 miles of guideway and 115 stations.

<http://www.traffictechnologytoday.com/news.php?NewsID=8628>

2

Images of existing PRT systems and vehicles Worldwide

.Also, see links to noteworthy PRT videos of existing systems, page 18 and footnotes starting with number 4 on page 19.



The Suncheon, So. Korea
"SkyCube" car at a station (wider
view)



The Suncheon "SkyCube" car at a
station



The Suncheon "SkyCube" car on
guideway



Modutram car in station with
passengers entering, Guadalajara
Mexico.



A smaller car by Modutram.



Electricity from solar panels is the
primary power source. This will be a
major contribution to reducing
greenhouse gas emissions..



An Ultra Heathrow car entering a station.



Passengers in an Ultra Heathrow car with the person
on the right pressing the "Start" button.



Masdar City UAE PRT Car
<https://www.youtube.com/watch?v=q7XQIEKoSZw>



Masdar PRT: A comfortable seat,
a nice computer, and the driving
done for you. Quality time.



Masdar, UAE Interior of PRT Car

Background:

Now that automation technology is coming of age, PRT is having an international renaissance. The numerous new projects functioning worldwide are demonstrating the promise as envisioned years ago. The current tools available to improve urban mobility – light-rail, bus rapid transit, bike lanes (dangerously located alongside traffic), and even autonomous at-grade cars or shuttles – all sidestep the issue of snowballing deficiencies of transportation systems that are competing for space in the modern urban landscape.

PRT developers are emerging here in California (Spartan Superway in San Jose and SkyTran in Mountain View), as well as in the Netherlands, the UK, France, Sweden, Russia, Mexico, South Africa, Australia, India, Singapore, the United Arab Emirates, and South Korea. Most visibly, large projects are under consideration in several Indian cities. The largest committed project to date (offered by Indian developers with UK's ULTra technology) is in Ajman, United Arab Emirates, with a 76-km route (partly double track achieving a gross length of 120 km), 115 stations, 1,745 vehicles (some PRT with 6 passengers, some GRT of 30 passengers), with a capacity of 1.64 million trips per day, and a total investment of US\$1.6 billion.

The failing transportation engineering algorithm in California is “*more*” -- if 3 lanes don't work, add a fourth. If four lanes don't work, convert one lane to bus rapid transit (“BRT”) on the unquestioned assumption that more people can be accommodated with larger vehicles (a variation on the theme that “*more*” is better). These scenarios ignore the reality that, in both cases, the next traffic interchange will continue to be congested. The at-grade light rail, the bus, the BRT, or the automated shuttle van will still be stuck in the same traffic as the cars when it reaches the next interchange where all modes compete for limited space unless pre-established with a dedicated grade-separated corridor. Autonomous cars may seem like a solution but these are still cars interrupting quality of life for urban living.

What is PRT?

PRT stands for Personal Rapid Transit. It is a system of small, automated, computer controlled cars traveling on a fixed guideway or rail. Passengers select their destinations and gain entrance to the car with currency, ticket, student i.d., credit card or cell phone. Destinations are selected by the passengers and travel automatically from origin to destination non-stop. If those in the car have the same destination, then the trip is non-stop.

PRT or ATN (Automated Transportation Network) has many similarities to “self-driving” or “robo-cars”. However, The major difference involves safety. PRT cars travel on their own dedicated guideway. Thus, there is practically no risk of collisions with other cars, trucks, trains, or pedestrians, when using PRT. In fact, the PRT systems in Morgantown West Virginia and at Heathrow Airport in London, United Kingdom, have now accomplished literally millions of passenger miles without a single fatality or even serious injury of any kind. It is this high degree of safety that makes PRT remarkably superior to other transit modes. In the USA every year, more than 30,000 people are killed in automobile accidents. More than ten times that number are seriously injured or maimed. The safety of PRT offers a stunning contrast and a moral imperative.

Equally important, PRT is green! Energy requirements to operate the system are so low that we advocate placing a canopy of solar panels over the guideway allowing the electricity required for this system to come entirely from renewable sources, with no need for net consumption of fossil fuels. Because it's automated like an elevator and can be solar powered, PRT technology offers the lowest cost per passenger mile of all known transportation modalities.

The Santa Cruz PRT website at <http://www.santacruzprt.com/> offers extensive current background information about Personal Rapid Transit. In addition, the PRTreport on Facebook provides world news involving PRT dating back seven years.

Why PRT in Santa Cruz County?

Personal Rapid Transit can solve many transportation problems, big and small, within Santa Cruz County. This suggested UCS Project solve small problems such as navigating in and out of Cabrillo College and, later, around downtown Santa Cruz as well. A larger PRT implementation would provide a true alternative for those who are stuck daily in rush-hour traffic. It would be essential for new car-free communities which may help address our housing crisis. Our PRT system could also enhance tourism, providing a convenient way for visitors to explore our community without creating traffic jams.

Santa Cruz is an environmentally conscious community. In Santa Cruz, PRT powered by solar panels can create an unprecedented demonstration of a community facing the challenge to mitigate the effects of excessive carbon emissions of past and present by helping us to do our fair share in reducing greenhouse gas emissions. PRT gives us a chance to lead!

The cost of adding any new transportation capacity is high. But, in a comparison of all of the possible options, PRT offers an installation cost ranging from one quarter to one tenth that of the other possible options.

Funding Possibilities of this system

We recognize that it will cost money to include Personal Rapid Transit in the Unified Corridors Investment Study. We encourage the RTC to apply for Caltrans Planning Grants for the study we are requesting. PRT is a resilient transportation system with low or no carbon emissions, making this research an ideal candidate for both the Sustainable Communities grants and the Adaptation Planning grants. For more information, visit:

<http://www.dot.ca.gov/hq/tpp/grants.html>

Traditional funding of transportation systems has often been with Federal money along with State and local matching shares. However, funding of that kind has dwindled considerably in recent years. In addition, with the widening recognition of the adverse effects of carbon emissions, government agencies are scrambling to identify ways of implementing new transportation modes that are carbon neutral or better. California's SB 862 has introduced new opportunities to fund low-carbon or carbon-neutral transportation, including the Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP)

The most commonly discussed method of financing a PRT system is a Public - Private partnership

where the municipal agency provides rights-of-way using a franchise agreement and also oversight of engineering and legal contract development. The private portion of the project is expected to come from PRT developers and investors. Assuming that level of public commitment, several PRT developers have offered to build an entire PRT system using their own capital investment resources and operate the new system to obtain return on investment.

PRT improves the quality of transportation. Two overarching qualities lead the list of many PRT benefits..

One of these is **safety**. All of the operating PRT systems have a record of zero fatalities and zero serious injuries throughout their **entire** history. For Morgantown, West Virginia, that is over 40 years! They also are 100% free of serious injuries. This is in stark contrast to the bleak record of highway safety in the USA. In the year 2015, **35,092** fatalities occurred on US highways.^{*1} In 2016, the death rate is reportedly up 10.4% in the first six months of 2016 compared to the same period in 2015^{*3}. California led the nation with 2,925 traffic deaths. The number of people with serious injuries is about 10 times the number of fatalities. The California Highway Patrol reports that 230,904 Persons suffered serious injuries in automobile collisions in 2014.^{*2} Many significant groups are now saying loudly that "This rate of carnage in our transportation is unacceptable!" If we have a choice between our horrible highway safety record, and the 100% fatality and serious injury free PRT systems, we have an obligation to consider PRT.

The second overarching quality is the **excellent green quality of PRT**. We propose a PRT system that is entirely powered with solar energy. The solar panels will be a canopy above the guideway or adjacent to it. With this amount of transportation being free of greenhouse gas emissions, this project will be a *leader* in Santa Cruz County in elimination of greenhouse gas emissions. By luring people out of fossil fuel burning personal automobiles with this attractive transportation option, the existing levels of transportation generated greenhouse gas emissions will be reduced. This will provide valuable progress in our region's Greenhouse Gas Emission Reduction programs.

PRT has many other attractive qualities:

Little or no waiting: When you arrive at the PRT stop, a car may be already waiting for you or it will come within a minute or 2 of your pushing a button (like an elevator). There is no need to consult a bus schedule.

Little or no stopping: Unlike conventional transit, there's no need to stop at every station on the way to where you're going. PRT stations are "offline" in the sense that one car can drop off or collect passengers on the side, while other cars sail on by.

No transfers within network: The car can take you directly from any PRT stop to any other PRT stop. The only time you would need to transfer is if you're taking a bus or other transit to or from a location beyond the PRT network.

Comfortable, quiet car: The cars travel smoothly and quietly, and in general there is no need to share a car unless you choose to share (although a private PRT car may be priced higher than a shared ride).

Safe and secure: PRT achieves a high level of safety and security. No cross collisions are possible; autos, trains, buses at grade will inevitably crash. If bikes are introduced into a PRT car corridor, no crashes will occur.

Efficient: PRT can provide easy, secure, direct access to hospitals and schools in an expanded network.

Solar power means zero emissions: The system is installed with enough solar panels to power the vehicles with surplus. Overhead PRT cars are at least 40% more efficient than typical electric car, and the light-weight infrastructure is easy on the environment. Furthermore, PRT improves climate adaptation (resilience), because a solar-powered elevated system can continue to function even during a flood, fuel shortage, or grid outage.

PRT is a Win-Win for both Transit Activists and Trail-only Activists: Personal Rapid Transit exceeds the goals of public transportation activists, but it does not depend on the railroad tracks. An elevated transit system in the corridor is the key to enabling our community's diverse groups of strong-willed transportation advocates to reach consensus.

PRT cars are self-driving cars (autonomous):

There is a great deal of interest right now in "Autonomous cars", "Robo cars" or "Self-driving cars." With this large-scale, worldwide interest, it's often not noticed that a PRT car already IS an Autonomous car. So, the autonomy is not a new idea for a transport vehicle. The idea has been around for 70 years and in operation for over 40 years. But PRT uses dedicated fixed guideways and avoids conflicts and collisions with other cars, trucks, buses, trains, pedestrians, and bicycles. In contrast, it is important to remember that the robo cars, running on our streets without guideways, still must travel in our existing traffic jams and compete for the same surface space with existing cars and buses. PRT avoids these problems. In that situation, traffic jams are not resolved.

A combination of the PRT idea with fixed guideways in all congested areas and a robo car in uncongested areas is called "Dual Mode" PRT. In Dual Mode, the PRT car can leave the guideway and proceed the last quarter mile or so, on surface streets to the destination and to the passenger's front doorstep.

PRT Frequently Asked Questions:

This section frequently addresses PRT concepts and systems larger than that proposed at Cabrillo College..

Aesthetics and design issues:

1. **Aesthetics:** Compared to the visual impact of auto or rail infrastructure (i.e., pavement, street light posts, etc.), the appearance of PRT guideways will blend into the surroundings. Noise levels will be much lower, pollution less than with autos, trains or buses. It is not proposed to place these routes in residential areas. Aesthetic considerations are major and will be subject to community consensus. The cars and lines will be aesthetically pleasing.

Safety and security

2. **Safety of PRT vs. Street Traffic:** Street traffic is mortally dangerous. In 2015 there were 35,092 total fatalities on USA highways^{*1}. In the first six months of 2016, fatalities reportedly increased by 10.4%, as compared to the same period from 2015^{*3}. California led the nation with 2,925 traffic deaths. We reject this **rate of carnage in our transportation as unacceptable!** In contrast, *all* of the operating PRT systems have a record of **zero** fatalities and **zero** serious injuries throughout their *entire* history. For Morgantown, West Virginia, that is over **40 YEARS of impeccable passenger and public safety!**
3. **Safety in occasions of disaster or malfunction:** The system will have auxiliary generators in the event of a general power failure, so that cars can keep moving, at least to the nearest station for passenger unloading. In the rare worst case, the PRT controller will have trucks which can extend hydraulic rescue platforms to disabled cars and quickly remove stranded passengers. Emergency exit walkways will be provided where appropriate. Design requirements will provide prevention of interruption from earthquake as much as is technically possible.
4. **If one car stalls between stations, must the entire system go down?** No. One option is that each car will feature redundant propulsion (as well as redundant duplicates of other key components). In addition, technology permits one car to join with and propel another to a nearby station or maintenance depot. Finally, because of the network nature of the system, traffic will automatically be re-routed to avoid the problematic stretch of guideway, so as to deliver passengers to their chosen destination stations or the nearest alternative stations that can be reached. The system as a whole would remain mostly unaffected, although there could be minor delays.
5. **What happens when there is an obstruction** on the line caused for example by a bird, fallen tree or other obstruction? The answer is similar to that for the stalled car case. In addition, note that guideway maintenance will be performed on a daily basis and as needed. Video monitoring will facilitate dispatch of maintenance vehicles to clear any obstructions. It is also unlikely that a cat or other animal will be able to get onto the guideway except at a station. From train and light rail statistics, this is not a major issue.
6. **What security precautions are in stations and on cars** to prevent or protect against personal violence, or terrorism? PRT doors will be opened only by their passenger(s). They are normally locked and only opened by authorized passengers or system personnel. Closed circuit video surveillance can record all transactions if the community desires it. We are all vulnerable to terrorism, but preventive steps will be implemented as reasonably required.
7. **How does the system prevent getting on a car with a stranger**, especially late at night? Think of PRT as a taxicab with a fixed route. If you are first in the queue, you may or may not opt to permit others going to the same destination to ride with you. cars will be designed to permit exclusive use.
8. **Is there emergency communication from the cars?** Will cell phones work on cars? Yes, an intercom or cell phone system will provide emergency communication. cars will have an emergency button to alert authorities and may divert the car to the nearest station. Cell phones will work on this system and cell stations will be added if needed.

Maintenance issues:

9. **How will graffiti be avoided** in stations and cars? Are cars cleaned regularly? How is the throwing of materials from cars avoided? Video recorders may be placed on every car and at every station. It is a system design decision whether or not to have windows that may be opened. BART and airport people movers do not have such windows. Cleaning will be as with all other public transport systems.
10. **Where will cars be stored when not in use?** Cars park in stations or in maintenance bays when not in use or, travel automatically, without passengers, to other stations when needed.

System lifetime, upgrade potential, end-of-life:

11. **What is the estimated life of the system?** Life expectancy of these systems is the same as it is for other electro-mechanical systems. With good maintenance it is in excess of 35 years and after that time, updated system components will be obtained.
12. **Can the system accommodate changes in technology?** The systems will be updated as needed. As with other transportation systems, good maintenance will provide long life cycles. The system in Morgantown, WV, has been in continuous operation for over 40 years without a serious accident or failure. It is probable that there would be a similar life expectancy for a new, more modern system.
13. **What if the project fails to deliver system requirements? Can the infrastructure be removed, and at what cost?** The entire PRT system is easy to un-bolt and carry away. It's fast to put up (or extend or modify) and equally fast to remove. Removal costs would be borne by the developer. The initial test track portion of the system will demonstrate all requirements. Again at system completion, all requirements will be verified and certified for acceptance.

Being a PRT passenger:

14. **Will there be heating and/or air conditioning in cars?** Will windows open? This is a design issue and would be decided by community consensus. Some form of air circulation is a necessity and most designers conclude that both heating and cooling are required.
15. **How many people and how much baggage** can cars accommodate? Cars can range from 4 (at Heathrow) to 16 (at Morgantown, using standing room). Heathrow also can accommodate either baggage or a bicycle. The smaller the cars, the more efficient and flexible.
16. **Will smoking/eating be permitted in stations or on cars?** Smoking would be prohibited as it currently is on buses and in other similar public spaces. Eating and drinking would probably be prohibited but this too is a matter of community consensus.
17. **What are proposed operating hours?** Services can operate 24 hours a day, 7 days a week, year round. Some stations or areas of guideway may need occasional or scheduled maintenance and all transport systems schedule occasional maintenance time during off hours. It is also possible that some locations will not want PRT riders to access those stations when they are closed at night, evenings, on holidays and on weekends.

18. **How much will it cost to ride?** Since this is an extension of a commute system on the rail line, this trip will be included in whatever that cost is. The existing Cabrillo bus pass will probably provide the entire ride.
19. **How can disabled people access the PRT stations and cars?** Stations and cars will be fully ADA compliant with elevators at stations above grade (or passenger boarding at-grade or via ramp) where needed.

Technical issues:

20. **How much does a PRT car weigh?** The car will weigh about 600 lbs. or more if more amenities are required.
21. **How much energy does a PRT car need?** All-electric PRT cars get an equivalent mileage of about 400 mpg when comparing with contemporary automobiles. The World Wildlife Fund, in advocating PRT, estimates that a single PRT car will require 839 BTUs per passenger mile. In comparison, a motorcycle requires 2,274 BTUs per passenger mile and a personal automobile requires 3,581. Numerous other assessments agree with the low power required by PRT: The cost per passenger is about 25% of other common public transit modes, and that of the personal automobile.
22. **What is the average speed?** How close can cars be to each other? How long will waiting times be for a PRT car? A maximum speed would be about 40 mph. For the Cabrillo College campus, expected line speeds will be about 20 to 25 mph. This system can easily operate at 2 second intervals (headways); however, anticipating Cabrillo's future needs, it's likely that the cars would travel with a separation of 30 seconds or more. There will also be a cap on speed and minimum separation of cars in observance of safety standards. Often, an empty car will be waiting at a station but, if no car is already there, a car would arrive within 90 seconds.
23. **What are the possible propulsion systems?** The most favored propulsion uses a linear induction motor. These electric motors are already in widespread use. Other systems use standard rotary electric motors, powered by power from within the guideway and with supplemental batteries. All are powered when possible by solar voltaic panels.
24. **What percent of power supply can reasonably be provided by solar?** We expect 95% of the required power to be supplied by solar. There are, however, significant installation costs involved. Still, the added cost is paid off by fuel savings in less than five years compared to nine years for a comparable installation on a house.
25. **Does the car move under or over the rail, and how many wheels?** This depends on which design is selected. See our section of other PRT web sites to view the different design possibilities.
26. **How much space do the stations require?** The space required depends upon the number of vehicles and the planned ridership. A minimal station probably needs at least 30 x 15 feet..
27. **Assuming the line is elevated, how far apart are the supports?** It will vary according to design but 60 feet is a currently accepted distance. 90 feet is also specified in some systems. Heavier vehicles require more closely spaced support posts.

Operational implications for surroundings:

28. **What is the expected noise level?** The PRT sound level is equivalent to that of an electric car. There is only minor surface noise. Ambient noise should be minimal. It is probable that one would not hear a car approaching. While at least one PRT design features steel wheels on steel tracks, we hope to have something as quiet as rubber or urethane wheels on steel guideways, for the lowest possible sound propagation.
29. **Would the route go through or impinge upon either residential or natural areas?** There would be virtually no impact on residential areas.

Costs and financing:

30. **What is probable cost per mile for construction?** We believe that a reasonable figure for this project is \$15 million per mile of one-way guideway.
31. **What is the probable cost of stations, and can they be community spaces?** Station cost is factored into the cost per mile; however it is generally accepted that an additional station costs about \$400 per foot (for additional guideway) plus whatever amenities are desired.
32. **What are anticipated costs and provisions for operations, insurance, liability and maintenance?** Operating costs are low; these are autonomous vehicles. The destination is selected by the passengers' choice. There will be operations workers but the number per passenger mile is lower as a result of automation. Costs should be appreciably less than similar costs for light or heavy rail or bus operations. Liability and maintenance is similar to all other transit modalities. The accident-free records of Morgantown PRT and London's Heathrow cars indicate a low cost for liability insurance.
33. **What are the financing probabilities?** Funding for PRT will come from State or Federal government programs, venture capital, investment of PRT developers, or a combination of any of those sources. This is largely a community decision.. Construction costs and operating costs are much lower than other forms of public transport, specifically the cost of highway construction and maintenance operations. Currently, a popular approach to building public infrastructure projects like this is known as Design, Build, Own, Operate, Transfer or DBOMT. In this concept, the developer takes on much of the initial risk, develops, owns, and operates the system, but is party to a binding option contract where the local transit agency acquires the system.

The process: Realizing a local PRT system:

34. **What is the procedure? i.e. how to we get started with a system?** Simultaneously, Requests for Qualifications (RFQ) may be sent to known PRT developers and vendors. After that, a Request for Proposals (RFP) may be sent to those who responded to the RFP and are found to be qualified. The top two or three proposals may be invited to participate in a design competition. The winning design could then be used in a test facility of about a quarter mile. Upon certification of the test system, that designer would be invited to prepare a proposal for the a Pilot System. When that design is accepted, installation would begin. It will require a year to 18 months to develop the test facility and another 30 months to design and build the full system.

35. **What is the public process?** All of the usual public discussion venues will be required. Any full PRT system or pilot will require an Environmental Impact Report (EIR) and require approval of Cabrillo College, the RTC, METRO, Caltrans, and the Coastal Commission.

Side-effects and implications of PRT?

36. **Are there ecological advantages of PRT?** Considering the likely effects of global warming, changing to solar powered vehicles such as PRT is prudent for human society. PRT designs have the goal of making the “prudent” thing also the comfortable, convenient, safe, efficient, affordable, cost-effective thing, People will benefit in ways that will lead them to choose PRT over other forms of transportation.
37. **Could PRT have a positive impact on the local economy?** PRT offers the opportunity for local fabrication and construction jobs as well as operations and maintenance positions. A Cabrillo College training program for needed PRT skills would provide educational and job opportunities for Cabrillo students. There will be future retail development along the rail corridor and PRT will enhance and hasten such development.

Where to find PRT systems and more information:

38. Are there other PRT projects in operation or, in the mill, world-wide? Where and what designs? Yes, there are several PRT systems in operation and many more PRT projects are continuing to emerge. The following links are to Wikipedia and other objective articles about these projects:
- The PRT system at Morgantown, West Virginia has been in full operation for more than forty years with almost no downtime and a virtually flawless safety record. After an extensive evaluation of the cost-effectiveness of the system, a retrofit and upgrade, costing around \$130 million, was approved, because no other transit mode could address the transportation needs of the city and university as cost-effectively as Morgantown PRT.
 - About 30 other cities worldwide are seriously considering PRT at present.
 - ULTra PRT at London Heathrow Airport has been in public use since May 2011 after a year of testing. Previous to that, the demonstration system had been in operated periodically at Cardiff, Wales for many years.
 - A subsidiary of the Korean steel company Posco, the Vectus prototype PRT system in Uppsala, Sweden began operation in the Spring of 2006. After its Suncheon system became operational, the Uppsala demonstration was concluded.
 - In April 2013 Vectus began test trials of a fully operational passenger-serving PRT in Suncheon Bay, South Korea. Based on the Vectus design and a new car design developed in partnership with TDI and the Italian design house Pininfarina, the new PRT system emerged in Suncheon. Just before its opening to the public, Vectus partnered with Ecotrans to operate and maintain the system. Ecotrans named the new system "SkyCube". It opened to the public about

April 30, 2014 and has been operating since then.

- Masdar City in the United Arab Emirates has built and tested a small PRT system. It has been in operation since 2010 and was built by the Dutch company 2GetThere, formerly known as Frog.
 - In Guadalajara, Mexico, the Modutram PRT has a test track and system. Modutram is a consortium of Mexican companies, funded by the Mexican government, implementing PRT, which they call a "Lean Intelligent Transportation Network", or LINT. It's a small system intended to prove concepts for larger systems but also provides passenger rides. (A portable system, has been providing sample rides to attendees at transportation conferences and other publicity events for several years.)
 - PRT systems have been or are being considered in San Jose, CA, Mountain View CA, Orange County CA, Austin TX, Arlington TX, Wichita KS, Greenville SC, Cincinnati OH, Ithaca NY, Minneapolis MN, Seattle WA, Daventry England, UK, and Bangalore, India, just to name a few. Literally hundreds of other cities worldwide are considering PRT and watching the leading developments closely to see if they turn out to be as good as expected. For more information, see the Wikipedia website on Personal Rapid Transit, or the Santa Cruz PRT Facebook page^{*6}, which have far more detail than we can display here.
39. **Why hasn't PRT been installed in the United States in the last 30 years?** This is largely a local policy decision. We live in a car culture in the United States. In recent years, motor vehicle transportation has dominated in local agency consideration of transport choices; engineers tended to develop only modalities that were already in use. In recent times, several PRT systems *have* been installed elsewhere in the world, and have been pleasing passengers for many years. PRT is a good idea, even a great one, but every region and community has its own unique needs. The question examined by Santa Cruz PRT, is whether PRT is right for Santa Cruz County, and if so, what kind of PRT system would be best?
40. **What websites are there where additional information can be obtained?** Please see our full Santa Cruz PRT web site: <http://www.santacruzprt.com/>. Numerous other links to other pages about PRT are furnished on this page. In addition, Santa Cruz PRT Inc publishes a PRT journal on Facebook. This journal has been in operation for 7 years and has covered most PRT news stories worldwide during that timespan. Most of the postings have links to other websites expanding the PRT related story. A majority of the postings link directly to the source of the article's story. The web-address is <https://www.facebook.com/pg/PRTreport/posts/>. Or, you will find our Facebook page at the top of the search list, if you simply search for "Santa Cruz PRT" from your Facebook home page.

Existing and Operating PRT systems:

In the following table, PRT is “Personal Rapid Transit” for 1 to 6 passengers. GRT is for “Group Rapid Transit” with larger vehicles and up to 12 passengers or more. All use elevated guideways except number 8. These links will allow you to view video of these PRT systems in operation.

<u>System Name & location</u>	<u>GRT</u>	<u>Opening Date</u>
1. Morgantown West VA, USA Video: https://www.youtube.com/watch?v=iaSaWfw07Sw		1975
2. ULTra Heathrow, UK Video: https://www.youtube.com/watch?v=4Ujd4wutddE	PRT	Apr 2011
3. Masdar, UAE Video: https://www.youtube.com/watch?v=5G9X0voSi2Y	PRT	Nov 2010
4. SkyCube, Suncheon, South Korea Video: https://www.youtube.com/watch?v=LSIFwHk21xY Video: https://www.youtube.com/watch?v=lgTxQuL5xMQ	PRT	Apr 2013
5. H-Bahn, Dortmund campus site, Düsseldorf Germany Video: https://www.youtube.com/watch?v=uglsZ3QgNK8	GRT	May 1984
6. H-Bahn SkyTrain Airport site, Düsseldorf Germany Video: https://www.youtube.com/watch?v=qAYyphyOKvo	GRT	Jul 2002
7. Modutram, Guadalajara México. Video: https://www.youtube.com/watch?v=ULgRrG_3MN0	PRT	2014
8. Parkshuttle Rivium, Netherlands, an example of automated, Robocar, (not PRT or GRT) uses only existing streets and some dedicated guideway. Video: https://www.youtube.com/watch?v=itmmLr8Fp0M	Ground	<u>1999</u>

Conclusion:

We have gone to some length in this proposal to convey a relatively thorough impression of what PRT could be and, particularly, at Cabrillo College. The focussed purpose of this document on November 8th, 2017 is to demonstrate that PRT is rail transit, that it should be studied within the scope of the Regional Transportation Commission's Phase 2 effort over the next 14 months. We have provided an excellent example of where and how PRT could serve a very significant need and, in doing so, provide a major piece of the ridership that is required to have *any* transit in the rail corridor. Without significant ridership, any new transit effort would be scored a failure. But with Cabrillo's population of about 14,000, with so many of them using personal automobiles to travel to and from the campus, this becomes a golden opportunity to change transportation choices to something much more green, enhance safety in dramatic measure, and demonstrate how this technology can be applied in countless other ways in Santa Cruz County.

Now, a political debate has arisen suggesting that there should not be transit on the existing rails or within the rail corridor. But the corridor and its rail line were purchased under the assumption that Santa Cruz County WOULD, in fact, implement some form of rail transportation in the rail corridor.

Enter consideration of PRT. PRT would, in fact, provide the compromise needed in this situation. Grade separated PRT could provide the green transportation that would assure 100% safety for all including pedestrians, bicyclists, and transit riders. The 100% fatality and serious accident-free record of PRT since 1973 supports that contention. And if PRT is solar powered, it delivers a huge component in our efforts to reduce transportation caused greenhouse gas emissions in our County

By studying this very modest proposed link on the Cabrillo campus, the RTC can develop the needed information for the Cabrillo project, gain the needed foundation and background to consider PRT in our county and provide a step for its early implementation and demonstration.

Footnotes and Recommended Websites:

- 1* USA Highway safety accident and fatality statistics
<http://www.iihs.org/iihs/topics/t/general-statistics/fatalityfacts/state-by-state-overview>
- 2* California CHP automobile fatalities and serious injuries in the year 2014
<https://www.chp.ca.gov/programs-services/services-information/switrs-internet-statewide-integrated-traffic-records-system/switrs-2014-report>
- 3* USA Automobile fatality rise 2016
<https://www.autoblog.com/2016/10/07/us-traffic-fatalities-rise-10-percent-2016>
- 4 Washington State University on PRT
<http://faculty.washington.edu/jbs/itrans/prtquick.htm>
- 5 Santa Cruz PRT Inc. Website: <http://www.santacruzprt.com/>
- 6* Facebook PRTreport: <https://www.facebook.com/pg/PRTreport/posts/>
7. A Korean youngster looks at SkyCube PRT <https://www.youtube.com/watch?v=bq3Q6CIkoYM>



London, UK

Suncheon, South Korea

Morgantown W VA, USA

Masdar, UAE

Guadalajara, México

The above autonomous PRTs operate every day in five cities worldwide.

From: Barry Scott [mailto:barry_scott@sbcglobal.net]
Sent: Thursday, November 16, 2017 10:32 AM
To: Ginger Dykaar; Cory Caletti; George Dondero
Cc: Regional Transportation Commission
Subject: Public workshops in October, data from posters thumbs up and thumbs down.

Dear Ginger, et al,

I attended both public workshops in October, Watsonville and Live Oak Elementary, and took photographs of the posters that attendees used to express approval/disapproval.

I'm attaching four images from the Live Oak workshop for reference.

I used these four images and their counterparts from the Watsonville event to compile totals and calculate percentage approval values for each scenario.






































































Your staff should have images of these same posters, I hope that they conducted similar calculations.

Attached please find a summary of values added to your Scenarios table, and please note that the three scenarios that received the highest scores, scenarios B, E, and F, and are the three scenarios that include passenger rail service on the line.

Barry Scott
Mobile: 209.482.5663

Unified Corridor Investment Study – Step 1 Scenarios for Analysis

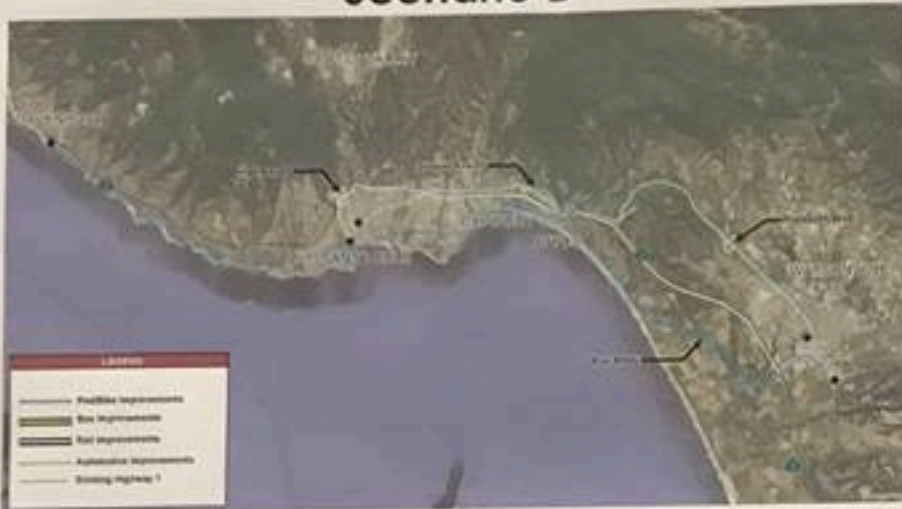
The % values below are based on public comment at the Watsonville and Santa Cruz evening workshops in October, 2017

	Percentage support per Watsonville and Santa Cruz Public Workshops Oct 2-3						
	44%	69%	31%	47%	53%	58%	NA
Highway 1 Projects	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E	Scenario F	No Build
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							
rail transit on Hwy 1 between Santa Cruz and Watsonville							
self driving cars							
Soquel Avenue/Drive and Freedom Blvd							
bus rapid transit lite (faster boarding, transit signal priority and queue jumps)							
dedicated lane for bus rapid transit and bikes				 		 	
parking moved from Soquel Avenue/Drive to improve bike and transit options	 	 					
increased frequency of transit with express services							
buffered/protected bike lanes							
intersection improvements for auto							
intersection improvements for bikes/pedestrians		 			 	 	
Rail Corridor							
multiuse trail (bike and pedestrian)		 	 	 	 	 	
bike trail separate from pedestrian trail	 			 			
local rail transit with interregional connections							
bus rapid transit							
freight service on rail							
Overall Project Area/Connections between Routes							
improved bike/pedestrian facilities throughout urban area closing gaps in network	These projects will be evaluated in all scenarios.						
additional transit connections							
bike share, bike amenities, transit amenities, park and ride lots							
multimodal transportation hubs							
Transportation Demand and System Management							
employers and residences - incentive programs	These projects will be evaluated in all scenarios.						
education and enforcement - electric vehicle, motorist safety, and bike safety							

Unified Corridor Study Scenarios

How about in D:
 Proj 1: Scenario D
 w/ significant improvements
 Rail ROW

Scenario D

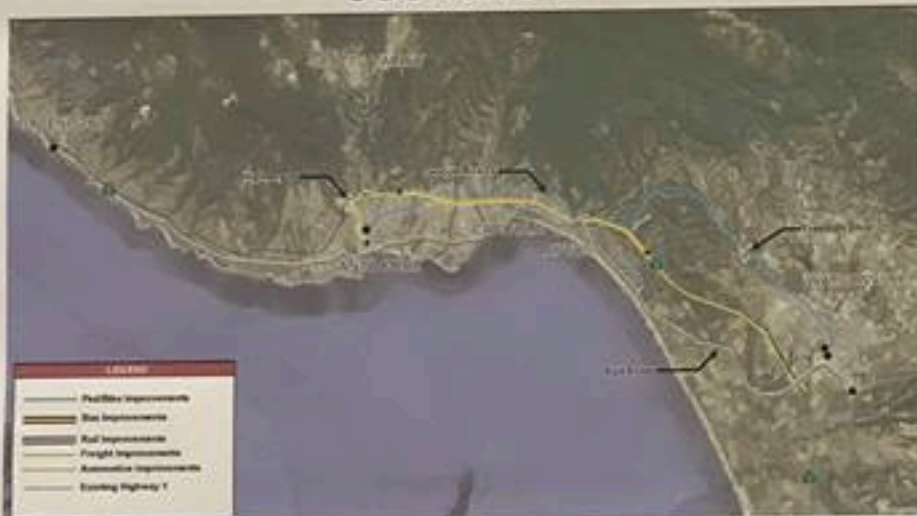


Scenario D	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Rail Transit, Automated Vehicles	Dedicated Lanes for BRT and Bikes	Bike & Pedestrian Trail
Increasing Capacity	Rail Transit	Bus Transit, Biking	Biking, Walking
Operational Improvements	Auto*		
Cost	Major	Minor	Moderate
Potential Significant Benefits	Transit Travel Time/Reliability, Auto Safety, Reduction in VMT/GHG	Transit Travel Time/Reliability, Reduction in VMT/GHG	Bike/Pedestrian Safety, Health, Reduction in VMT/GHG
Potential Significant Challenges	ROW, Environmental, Regulatory	Traffic Impacts	Regulatory

Please provide your input on this scenario by giving it a whale tail up (Yes) or whale tail down (No):



Scenario E

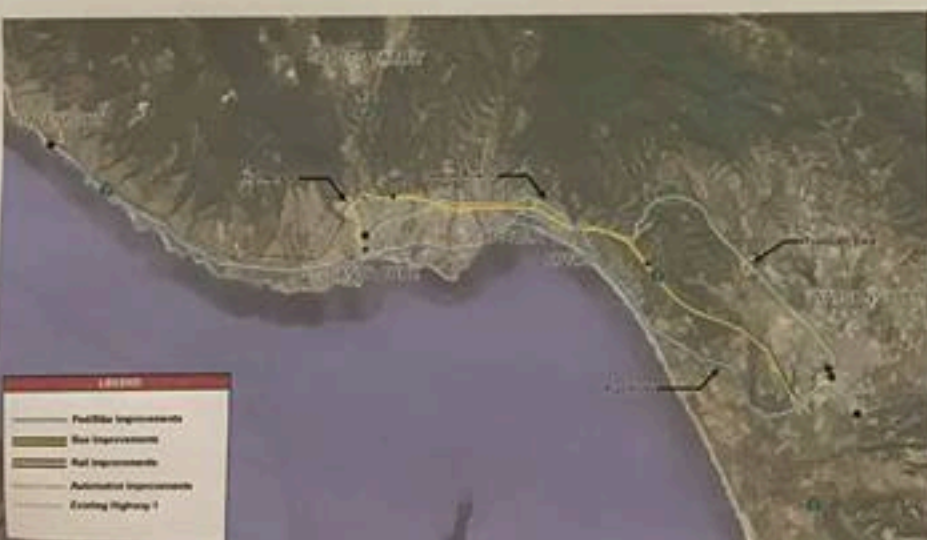


Scenario E	Highway 1	Soquel/ Freedom	Rail ROW
Projects	HOV Lanes, Auxiliary Lanes, Ramp Metering	Buffered/Protected Bike Lanes, Bike/Pedestrian Intersection Improvements	Bike & Pedestrian Trail, Rail Transit, Freight Service
Increasing Capacity	Auto, Bus Transit (using HOV lanes)	Biking	Biking, Walking, Rail Transit
Operational Improvements		Biking, Walking	Rail freight
Cost	Major	Minor	Major
Potential Significant Benefits	Auto & Transit Travel Time/Reliability, Auto Safety	Bike/Pedestrian Safety, Health, reduction in VMT/GHG	Equity, Bike/Pedestrian Safety, Health, Transit Travel Time/Reliability Reduction in VMT/GHG, Transit Oriented Development, Goods Movement
Potential Significant Challenges	ROW, Environmental	Traffic & Parking Impacts	Environmental

Please provide your input on this scenario by giving it a whale tail up (Yes) or whale tail down (No):



Scenario F



Scenario F	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Bus on Shoulders, Ramp Metering	Dedicated Lanes for BRT & Bikes, Bike/Pedestrian Intersection Improvements	Bike & Pedestrian Trail, Rail Transit
Increasing Capacity		Bus Transit, Biking	Biking, Walking, Rail Transit
Operational Improvements	Auto, Bus Transit	Biking, Walking	
Cost	Minor	Minor	Major
Potential Significant Benefits	Auto & Transit Travel Time/Reliability	Transit Travel Time/Reliability, Health, Reduction in VMT/GHG	Equity, Bike/Pedestrian Safety, Health, Transit Travel Time/Reliability Reduction in VMT/GHG, Transit Oriented Development
Potential Significant Challenges	Regulatory, Traffic Impacts on local	Traffic Impacts	Environmental

Please provide your input on this scenario by giving it a whale tail up (Yes) or whale tail down (No):



Scenario D	Highway 1	Sequel/ Freedom	Rail ROW
Projects	Rail-trail Automated Transfer	Dedicated Lane for HOV and Bicy	Rail & Passenger Rail
Increasing Capacity	Rail-trail	Rail-trail Biking	Strong Walking
Operational Improvements	None		
Cost	High	Medium	Lowest
Potential Significant Benefits	Improved Transit System Reliability, Auto Safety, Reduction in Emissions	Improved Transit System Reliability, Reduction in Emissions	Improved Transit System Reliability, Reduction in Emissions
Potential Significant Qualitative	None, Environmental Impacts	Rail Safety Impacts	Regulatory

Please provide your input on this scenario by giving it a whole tail up (Yes) or whole tail down (No).



Scenario E	Highway 1	Soquel/ Freedom	Roll ROW
Projects	HCT lanes, Auxiliary lanes, ramp metering	Autos/Transit and Blue lanes, bus/pedestrian infrastructure improvements	Blue & Pedestrian Trail, Roll Transit, freight service
Increasing Capacity	Auto, Bus Transit (using HCT lanes)	None	None, widening, Roll Transit
Operational Improvements		None, widening	Roll Transit
Cost	Major	Minor	Major
Potential Significant Benefits	Auto & Transit (from Transmittability, Auto Safety)	Blue/Pedestrian Safety, Health, reduction in emissions	Equity, Blue/Pedestrian Safety, Health, Transit from Transmittability (from bus in transit), Transit Oriented Development, Goods Movement
Potential Significant Challenges	ACM, Environmental	Traffic & Parking impacts	Environmental

Please provide your input on this scenario by giving it a whale tail up (Yes) or whale tail down (No):



Scenario F	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Bus on Shoulder, Bump Marking	Dedicated lane for BRT & Bus, Bicyclist/ Pedestrian Intersection Improvements	Side & Pedestrian Trail, Bus Transit
Increasing Capacity		Bus Transit, Biking	Walking, Working, Bus Transit
Operational Improvements	Autos, Bus Transit	Walking, Working	
Cost	Minor	Minor	Major
Potential Significant Benefits	Autos & Transit Transit Time/Reliability	Transit Transit Time/Reliability, Health, Reduction in VMT/GHG	Equity, Bicyclist/ Pedestrian Safety, Health, Transit Time/Reliability, Reduction in VMT/GHG, Transit Oriented Development
Potential Significant Challenges	Regulatory, Traffic Impacts on Road	Traffic Impacts	Environmental

Please provide your input on this scenario by giving it a whole tail up (Yes) or whole tail down (No):



Unified Corridor Study Scenarios

Scenario A

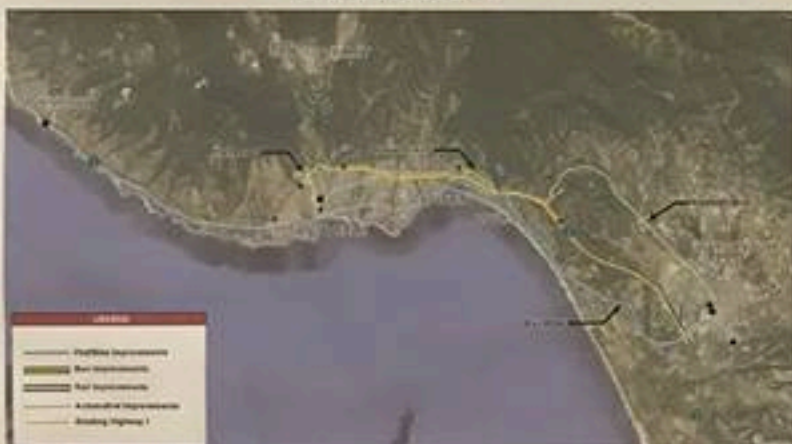


Scenario A	Highway 1	Soquel/ Freedom	Rail ROW
Projects	HOV lanes, Auxiliary lanes, Ramp Meter, San Lorenzo Bridge Widening, Mission St. Intersection Improvements	BRT Lanes, Increased Transit Frequency, Auto Intersection Improvements	Bike & Pedestrian Trail ONLY
Increasing Capacity	Auto, Bus Transit (using HOV)	Bus Transit	Biking, Walking
Operational Improvements	Auto, Bus Transit	Auto, Bus Transit	
Cost	Major	Minor	Moderate
Potential Significant Benefits	Auto & Transit Travel Time/Reliability and Auto Safety	Transit Travel Time/Reliability, Equity Reduction in VMT/CO2E	Bike/Ped Safety, Health, Reduction in VMT/CO2E
Potential Significant Challenges	ROW, Environmental		Regulatory

Please provide your input on this scenario by giving it a whole tail up (Yes) or whole tail down (No):



Scenario B

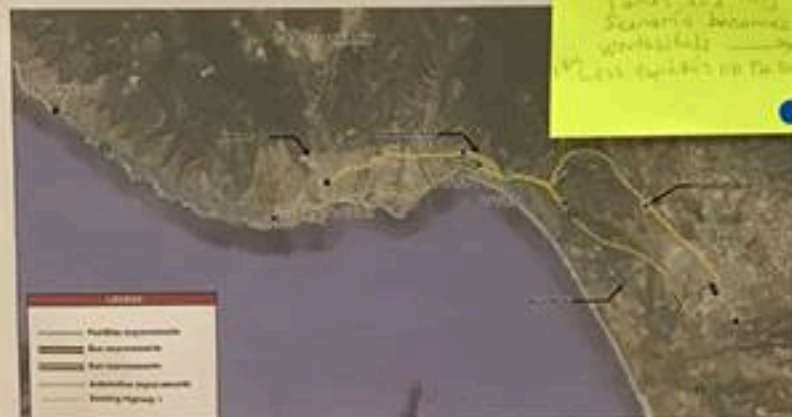


Scenario B	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Bus On Shoulder, Ramp Widening, Mission St. Intersection Improvements	BRT Lanes, Increased Transit Frequency, Buffered/ Protected Bike Lanes, Bike/Pedestrian Intersection Improvements	Bike & Pedestrian Trail, Rail Transit
Increasing Capacity		Bus Transit, Biking	Biking, Walking, Rail Transit
Operational Improvements	Auto, Bus Transit	Biking, Walking, Bus Transit	
Cost	Minor	Minor	Major
Potential Significant Benefits	Auto & Transit Travel Time/Reliability	Bike & Pedestrian Safety, Health, Transit Travel Time/Reliability, Equity Reduction in VMT/CO2E	Equity, Bike/Pedestrian Safety, Health, Transit Travel Time/Reliability Reduction in VMT/CO2E, Transit Oriented Development
Potential Significant Challenges	Regulatory, traffic impact on local streets	Traffic & Parking Impacts	Environmental

Please provide your input on this scenario by giving it a whole tail up (Yes) or whole tail down (No):



Scenario C



Take out the auxiliary lanes and the scenario becomes workable. Less traffic on the highway.

Scenario C	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Auxiliary lanes	BRT Lanes, Increased Transit Frequency, Auto Intersection Improvements	Bike & Pedestrian Trail, Bus Rapid Transit
Increasing Capacity		Bus Transit	Biking, Walking, Bus Transit
Operational Improvements	Auto	Auto, Bus Transit	
Cost	Moderate	Minor	Major
Potential Significant Benefits	Safety, improved traffic flow	Transit Travel Time/Reliability, Equity Reduction in VMT/CO2E	Traffic, Bike/Pedestrian Safety, Transit Travel Time/Reliability Reduction in VMT/CO2E
Potential Significant Challenges	Environmental		Environmental, Regulatory

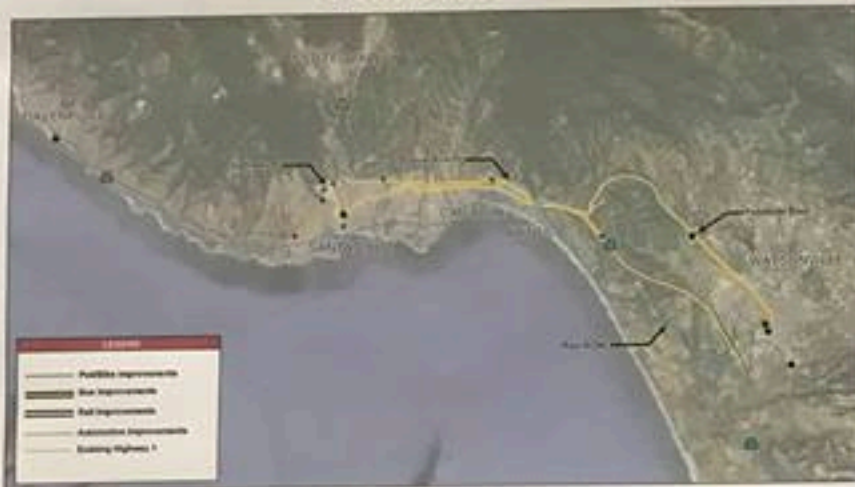
Please provide your input on this scenario by giving it a whole tail up (Yes) or whole tail down (No):



Unified Corridor Study Scenarios

Scenario A:
- All BRT to
Signal/Freeflow

Scenario A

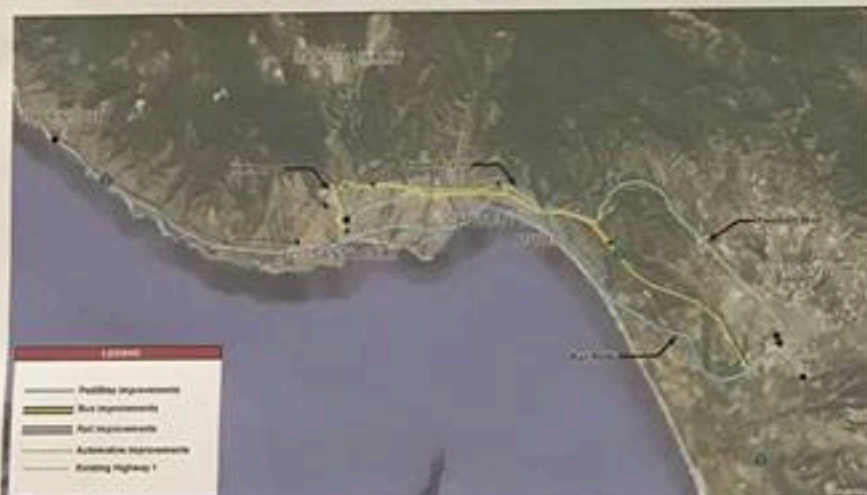


Scenario A	Highway 1	Soquel/ Freedom	Rail ROW
Projects	HOV Lanes, Auxiliary Lanes, Ramp Metering, San Lorenzo Bridge Widening, Mission St. Intersection Improvements	BRT Lanes, Increased Transit Frequency, Auto Intersection Improvements	Bike & Pedestrian Trail
Increasing Capacity	Auto, Bus Transit (using HOV)	Bus Transit	Biking, Walking
Operational Improvements	Auto, Bus Transit	Auto, Bus Transit	
Cost	Major	Minor	Moderate
Potential Significant Benefits	Auto & Transit Travel Time/Reliability and Auto Safety	Transit Travel Time/Reliability, Equity, Reduction in VMT/GHG	Bike/Ped Safety, Health, Reduction in VMT/GHG
Potential Significant Challenges	ROW, Environmental		Regulatory

Please provide your input on this scenario by giving it a whole tall up (Yes) or whole tall down (No):



Scenario B



Scenario B	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Bus On Shoulder, Ramp Metering, Mission St. Intersection Improvements	BRT Lanes, Increased Transit Frequency, Buffered/ Protected Bike Lanes, Bike/Pedestrian Intersection Improvements	Bike & Pedestrian Trail, Rail Transit
Increasing Capacity		Bus Transit, Biking	Biking, Walking, Rail Transit
Operational Improvements	Auto, Bus Transit	Biking, Walking, Bus Transit	
Cost	Minor	Minor	Major
Potential Significant Benefits	Auto & Transit Travel Time/Reliability	Bike & Pedestrian Safety, Health, Transit Travel Time/Reliability, Equity, Reduction in VMT/GHG	Equity, Bike/Pedestrian Safety, Health, Transit Travel Time/Reliability, Reduction in VMT/GHG, Transit Oriented Development
Potential Significant Challenges	Regulatory, Traffic Impact on local streets	Traffic & Parking Impacts	Environmental

Please provide your input on this scenario by giving it a whole tall up (Yes) or whole tall down (No):



Scenario C



Scenario C	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Auxiliary Lanes	BRT Lanes, Increased Transit Frequency, Auto Intersection Improvements	Bike & Pedestrian Trail, Bus Rapid Transit
Increasing Capacity		Bus Transit	Biking, Walking, Bus Transit
Operational Improvements	Auto	Auto, Bus Transit	
Cost	Moderate	Minor	Major
Potential Significant Benefits	Safety, Improves Traffic Flow	Transit Travel Time/Reliability, Equity, Reduction in VMT/GHG	Equity, Bike/Pedestrian Safety, Health, Transit Travel Time/Reliability, Reduction in VMT/GHG
Potential Significant Challenges	Environmental		Environmental, Regulatory

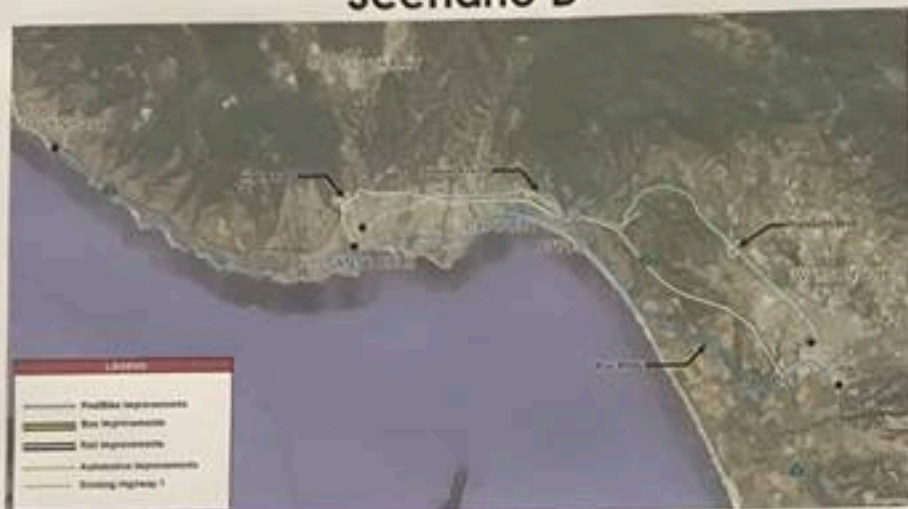
Please provide your input on this scenario by giving it a whole tall up (Yes) or whole tall down (No):



Unified Corridor Study Scenarios

How about in D:
 Proj 1: Scenario D
 w/ significant improvements
 Rail ROW

Scenario D

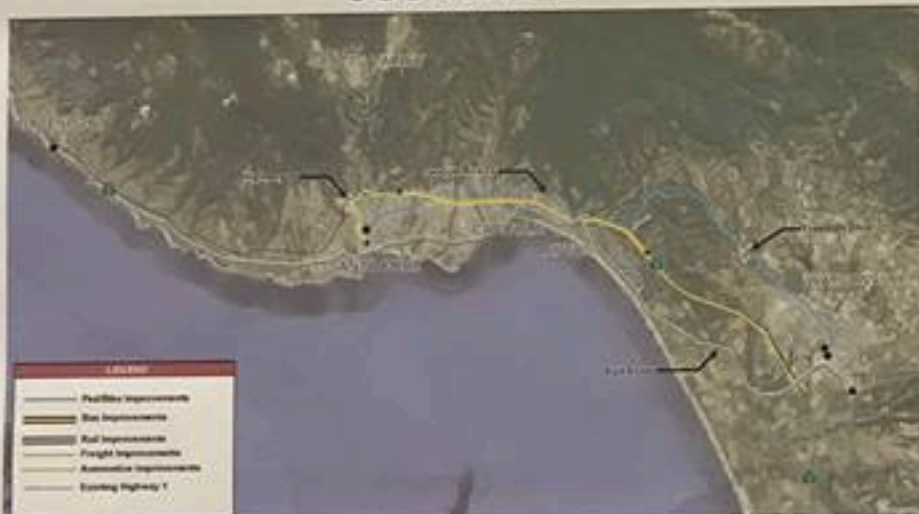


Scenario D	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Rail Transit, Automated Vehicles	Dedicated Lanes for BRT and Bikes	Bike & Pedestrian Trail
Increasing Capacity	Rail Transit	Bus Transit, Biking	Biking, Walking
Operational Improvements	Auto*		
Cost	Major	Minor	Moderate
Potential Significant Benefits	Transit Travel Time/Reliability, Auto Safety, Reduction in VMT/GHG	Transit Travel Time/Reliability, Reduction in VMT/GHG	Bike/Pedestrian Safety, Health, Reduction in VMT/GHG
Potential Significant Challenges	ROW, Environmental, Regulatory	Traffic Impacts	Regulatory

Please provide your input on this scenario by giving it a whale tail up (Yes) or whale tail down (No):



Scenario E

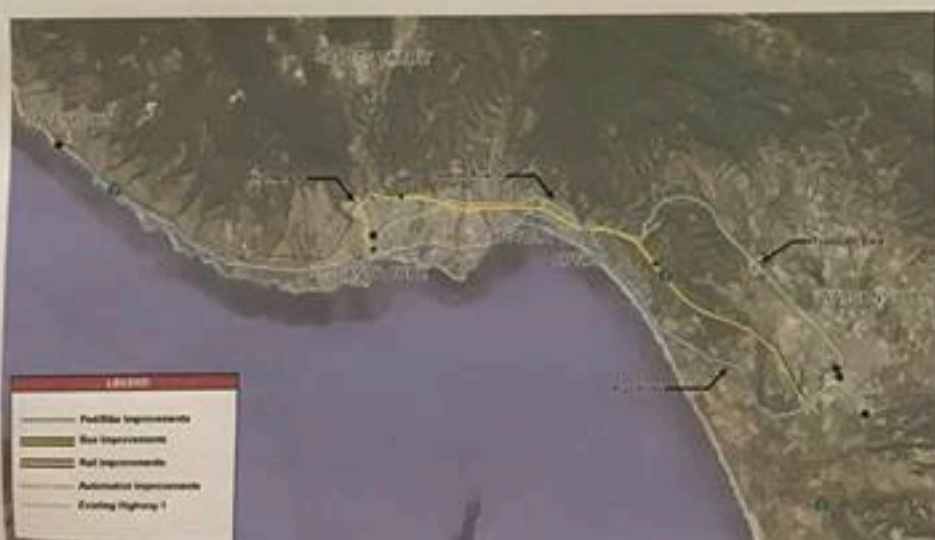


Scenario E	Highway 1	Soquel/ Freedom	Rail ROW
Projects	HOV Lanes, Auxiliary Lanes, Ramp Metering	Buffered/Protected Bike Lanes, Bike/Pedestrian Intersection Improvements	Bike & Pedestrian Trail, Rail Transit, Freight Service
Increasing Capacity	Auto, Bus Transit (using HOV lanes)	Biking	Biking, Walking, Rail Transit
Operational Improvements		Biking, Walking	Rail freight
Cost	Major	Minor	Major
Potential Significant Benefits	Auto & Transit Travel Time/Reliability, Auto Safety	Bike/Pedestrian Safety, Health, reduction in VMT/GHG	Equity, Bike/Pedestrian Safety, Health, Transit Travel Time/Reliability Reduction in VMT/GHG, Transit Oriented Development, Goods Movement
Potential Significant Challenges	ROW, Environmental	Traffic & Parking Impacts	Environmental

Please provide your input on this scenario by giving it a whale tail up (Yes) or whale tail down (No):



Scenario F



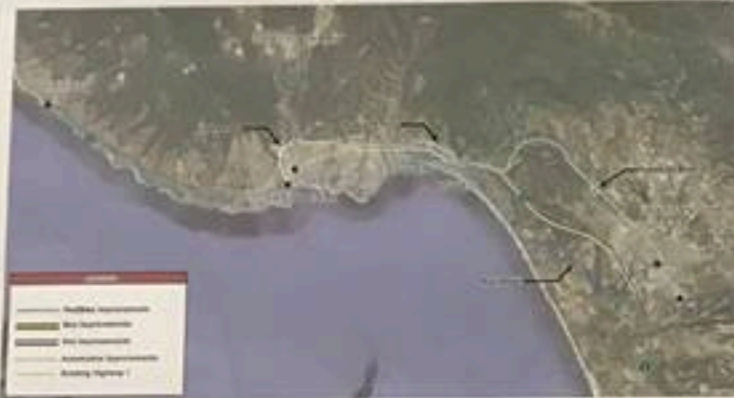
Scenario F	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Bus on Shoulders, Ramp Metering	Dedicated Lanes for BRT & Bikes, Bike/Pedestrian Intersection Improvements	Bike & Pedestrian Trail, Rail Transit
Increasing Capacity		Bus Transit, Biking	Biking, Walking, Rail Transit
Operational Improvements	Auto, Bus Transit	Biking, Walking	
Cost	Minor	Minor	Major
Potential Significant Benefits	Auto & Transit Travel Time/Reliability	Transit Travel Time/Reliability, Health, Reduction in VMT/GHG	Equity, Bike/Pedestrian Safety, Health, Transit Travel Time/Reliability Reduction in VMT/GHG, Transit Oriented Development
Potential Significant Challenges	Regulatory, Traffic Impacts on local	Traffic Impacts	Environmental

Please provide your input on this scenario by giving it a whale tail up (Yes) or whale tail down (No):



Unified Corridor Study Scenarios

Scenario D



Scenario D	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Bus Transit, Automated Highways	Dedicated Lane for HOV and Bus	Bus & Pedestrian Trail
Increasing Capacity	Bus Transit	Bus Transit, Biking	Biking, Walking
Operational Improvements	None		
Cost	Major	Minor	Minor
Potential Significant Benefits	Transit Travel Time Reliability, Auto Safety, Reduction in VMT/ODG	Transit Travel Time Reliability, Reduction in VMT/ODG	Bus/Pedestrian Safety, Health, Reduction in VMT/ODG
Potential Significant Challenges	ACOE Environmental Regulations	Traffic Impacts	Regulatory

Please provide your input on this scenario by giving it a whole tall up (Yes) or whole tall down (No):



Scenario E

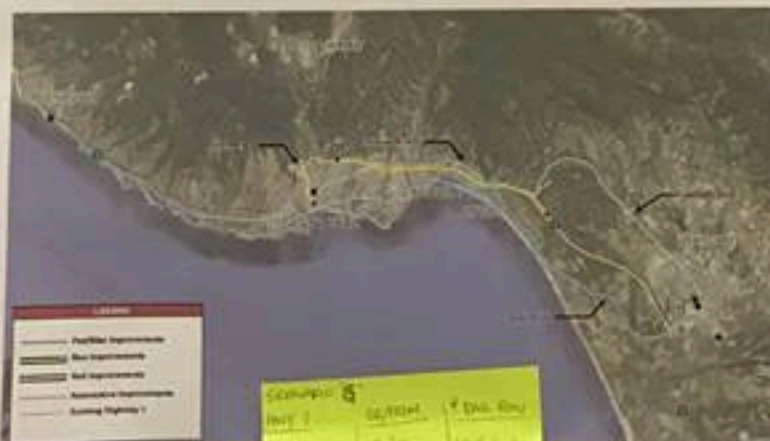


Scenario E	Highway 1	Soquel/ Freedom	Rail ROW
Projects	HOV Lanes, Available Lanes, Biking, Walking	Bus/Pedestrian Trail, Bus Lane, Bus/Pedestrian Intersection Improvements	Bus & Pedestrian Trail, Rail Transit, Freight Service
Increasing Capacity	Auto, Bus Transit (using HOV lanes)	Biking	Biking, Walking, Rail Transit
Operational Improvements		Biking, Walking	Rail Freight
Cost	Major	Minor	Major
Potential Significant Benefits	Auto & Transit Travel Time Reliability, Auto Safety	Bus/Pedestrian Safety, Health, Reduction in VMT/ODG	Equity, Bus/Pedestrian Safety, Health, Transit Travel Time Reliability, Reduction in VMT/ODG, Transit Oriented Development, Goods Movement
Potential Significant Challenges	ACOE Environmental Regulations	Traffic & Parking Impacts	Environmental

Please provide your input on this scenario by giving it a whole tall up (Yes) or whole tall down (No):



Scenario F



Scenario F	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Bus on Shoulders, Biking, Walking	Dedicated Lane for HOV & Bus, Bus/Pedestrian Intersection Improvements	Bus & Pedestrian Trail, Rail Transit
Increasing Capacity		Bus Transit, Biking	Biking, Walking, Rail Transit
Operational Improvements	Auto, Bus Transit	Biking, Walking	
Cost	Minor	Minor	Major
Potential Significant Benefits	Auto & Transit Travel Time Reliability	Transit Travel Time Reliability, Health, Reduction in VMT/ODG	Equity, Bus/Pedestrian Safety, Health, Transit Travel Time Reliability, Reduction in VMT/ODG, Transit Oriented Development
Potential Significant Challenges	Regulatory, Traffic Impacts on Local	Traffic Impacts	Environmental

Please provide your input on this scenario by giving it a whole tall up (Yes) or whole tall down (No):



Scenario D
HOV 3
Bus Lane
Biking, Walking
Bus/Pedestrian Trail
Rail Transit
Freight Service

Unified Corridor Study Scenarios

Scenario A

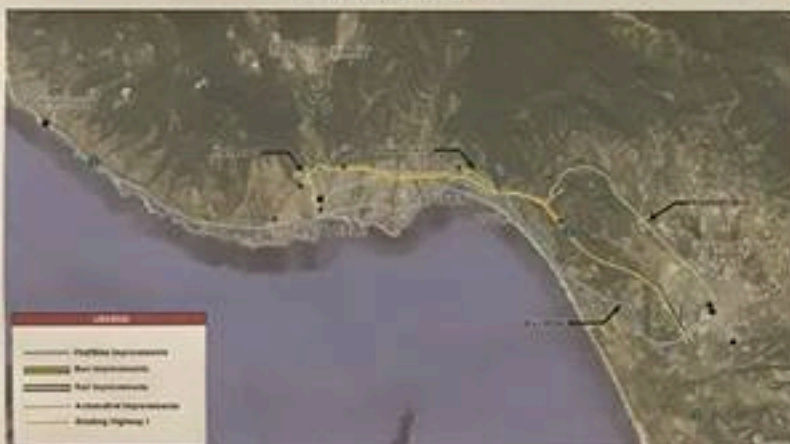


Scenario A	Highway 1	Soquel/ Freedom	Rail ROW
Projects	HOV lanes, Auxiliary lanes, Ramp Meter, San Lorenzo Bridge Widening, Mission St. Intersection Improvements	BRT Lanes, Increased Transit Frequency, Auto Intersection Improvements	Bike & Pedestrian Trail ONLY
Increasing Capacity	Auto, Bus Transit (using HOV)	Bus Transit	Biking, Walking
Operational Improvements	Auto, Bus Transit	Auto, Bus Transit	
Cost	Major	Minor	Moderate
Potential Significant Benefits	Auto & Transit Travel Time/Reliability and Auto Safety	Transit Travel Time/Reliability, Equity, Reduction in VMT/GHG	Bike/Ped Safety, Health, Reduction in VMT/GHG
Potential Significant Challenges	ROW, Environmental		Regulatory

Please provide your input on this scenario by giving it a whole tail up (Yes) or whole tail down (No):



Scenario B

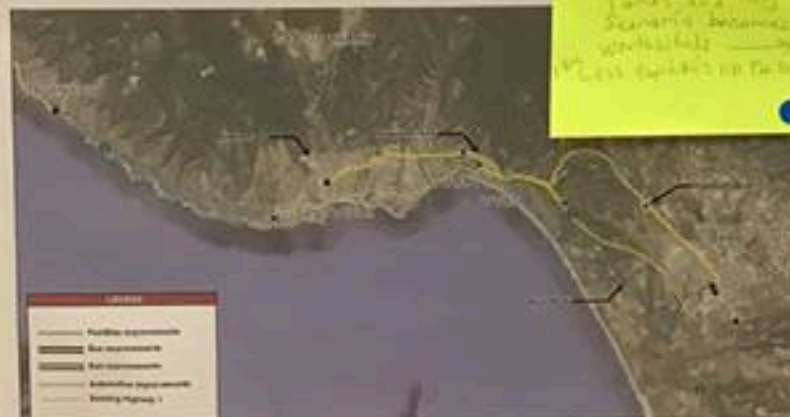


Scenario B	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Bus On Shoulder, Ramp Widening, Mission St. Intersection Improvements	BRT Lanes, Increased Transit Frequency, Buffered/ Protected Bike Lanes, Bike/Pedestrian Intersection Improvements	Bike & Pedestrian Trail, Rail Transit
Increasing Capacity		Bus Transit, Biking	Biking, Walking, Rail Transit
Operational Improvements	Auto, Bus Transit	Biking, Walking, Bus Transit	
Cost	Minor	Minor	Major
Potential Significant Benefits	Auto & Transit Travel Time/Reliability	Bike & Pedestrian Safety, Health, Transit Travel Time/Reliability, Equity, Reduction in VMT/GHG	Equity, Bike/Pedestrian Safety, Health, Transit Travel Time/Reliability, Reduction in VMT/GHG, Transit Oriented Development
Potential Significant Challenges	Regulatory, traffic impact on local streets	Traffic & Parking Impacts	Environmental

Please provide your input on this scenario by giving it a whole tail up (Yes) or whole tail down (No):



Scenario C



Take out the auxiliary lanes and the scenario becomes workable - less traffic on the road

Scenario C	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Auxiliary lanes	BRT Lanes, Increased Transit Frequency, Auto Intersection Improvements	Bike & Pedestrian Trail, Bus Rapid Transit
Increasing Capacity		Bus Transit	Biking, Walking, Bus Transit
Operational Improvements	Auto	Auto, Bus Transit	
Cost	Moderate	Minor	Major
Potential Significant Benefits	Safety, improved traffic flow	Transit Travel Time/Reliability, Equity, Reduction in VMT/GHG	Traffic, Bike/Pedestrian Safety, Transit Travel Time/Reliability, Reduction in VMT/GHG
Potential Significant Challenges	Environmental		Environmental, Regulatory

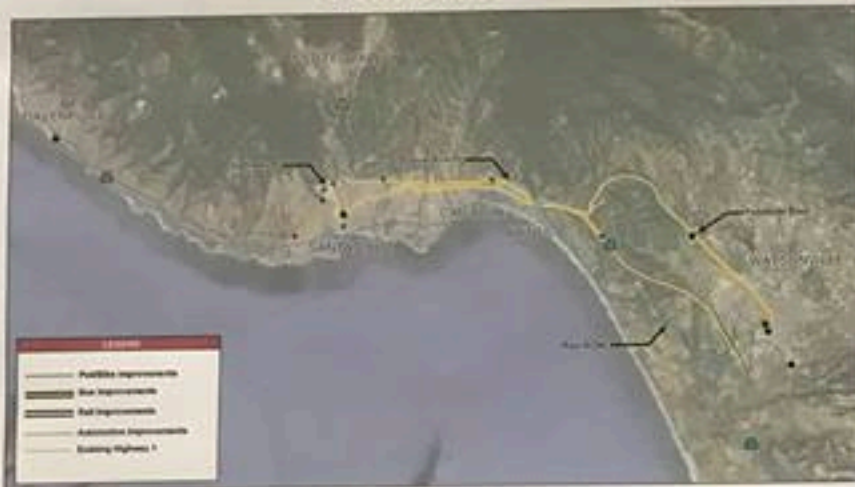
Please provide your input on this scenario by giving it a whole tail up (Yes) or whole tail down (No):



Unified Corridor Study Scenarios

Scenario A:
- All BRT to
Signal/Freeflow

Scenario A

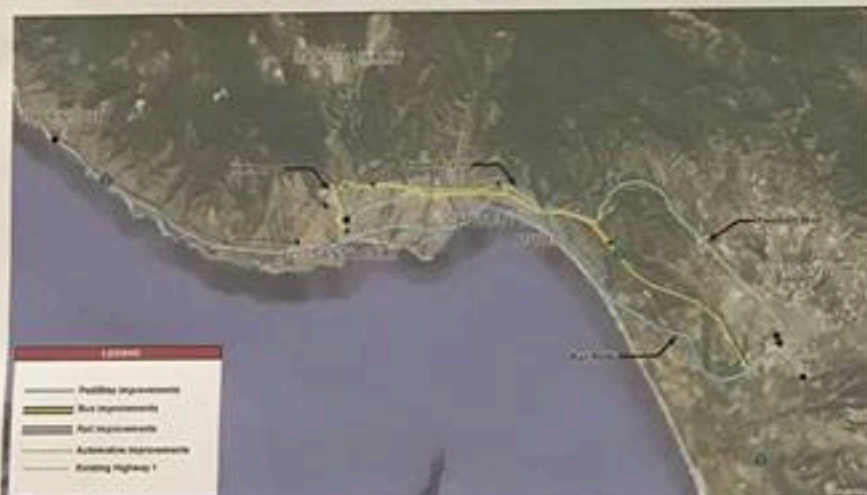


Scenario A	Highway 1	Soquel/ Freedom	Rail ROW
Projects	HOV Lanes, Auxiliary Lanes, Ramp Metering, Mission St. Intersection Improvements	BRT Lanes, Increased Transit Frequency, Auto Intersection Improvements	Bike & Pedestrian Trail
Increasing Capacity	Auto, Bus Transit (using HOV)	Bus Transit	Biking, Walking
Operational Improvements	Auto, Bus Transit	Auto, Bus Transit	
Cost	Major	Minor	Moderate
Potential Significant Benefits	Auto & Transit Travel Time/Reliability and Auto Safety	Transit Travel Time/Reliability, Equity, Reduction in VMT/GHG	Bike/Ped Safety, Health, Reduction in VMT/GHG
Potential Significant Challenges	ROW, Environmental		Regulatory

Please provide your input on this scenario by giving it a whole tall up (Yes) or whole tall down (No):



Scenario B



Scenario B	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Bus On Shoulder, Ramp Metering, Mission St. Intersection Improvements	BRT Lanes, Increased Transit Frequency, Buffered/ Protected Bike Lanes, Bike/Pedestrian Intersection Improvements	Bike & Pedestrian Trail, Rail Transit
Increasing Capacity		Bus Transit, Biking	Biking, Walking, Rail Transit
Operational Improvements	Auto, Bus Transit	Biking, Walking, Bus Transit	
Cost	Minor	Minor	Major
Potential Significant Benefits	Auto & Transit Travel Time/Reliability	Bike & Pedestrian Safety, Health, Transit Travel Time/Reliability, Equity, Reduction in VMT/GHG	Equity, Bike/Pedestrian Safety, Health, Transit Travel Time/Reliability, Reduction in VMT/GHG, Transit Oriented Development
Potential Significant Challenges	Regulatory, Traffic Impact on local streets	Traffic & Parking Impacts	Environmental

Please provide your input on this scenario by giving it a whole tall up (Yes) or whole tall down (No):



Scenario C



Scenario C	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Auxiliary Lanes	BRT Lanes, Increased Transit Frequency, Auto Intersection Improvements	Bike & Pedestrian Trail, Bus Rapid Transit
Increasing Capacity		Bus Transit	Biking, Walking, Bus Transit
Operational Improvements	Auto	Auto, Bus Transit	
Cost	Moderate	Minor	Major
Potential Significant Benefits	Safety, Improves Traffic Flow	Transit Travel Time/Reliability, Equity, Reduction in VMT/GHG	Equity, Bike/Pedestrian Safety, Health, Transit Travel Time/Reliability, Reduction in VMT/GHG
Potential Significant Challenges	Environmental		Environmental, Regulatory

Please provide your input on this scenario by giving it a whole tall up (Yes) or whole tall down (No):



From: Barry Scott <barry_scott@sbcglobal.net>

Date: November 17, 2017 at 7:22:04 AM PST

To: "citycouncil@cityofsantacruz.com" <citycouncil@cityofsantacruz.com>, "mwatkins@cityofsantacruz.com" <mwatkins@cityofsantacruz.com>, "moroyan@cityofsantacruz.com" <moroyan@cityofsantacruz.com>, "ckrohn@cityofsantacruz.com" <ckrohn@cityofsantacruz.com>, "cmathews@cityofsantacruz.com" <cmathews@cityofsantacruz.com>, "sbrown@cityofsantacruz.com" <sbrown@cityofsantacruz.com>, "dterrazas@cityofsantacruz.com" <dterrazas@cityofsantacruz.com>, "ryan.coonerty@santacruzcounty.us" <ryan.coonerty@santacruzcounty.us>, "bruce.mcpherson@co.santa-cruz.ca.us" <bruce.mcpherson@co.santa-cruz.ca.us>, "john.leopold@santacruzcounty.us" <john.leopold@santacruzcounty.us>, "rlj12@comcast.net" <rlj12@comcast.net>, "Greg.caput@co.santa-cruz.ca.us" <Greg.caput@co.santa-cruz.ca.us>, "aclifford@scmt.d.com" <aclifford@scmt.d.com>, "cchase@cityofsantacruz.com" <cchase@cityofsantacruz.com>, "zach.friend@co.santa-cruz.ca.us" <zach.friend@co.santa-cruz.ca.us>, "jbertrand@ci.capitola.ca.us" <jbertrand@ci.capitola.ca.us>, "oscar.rios@cityofwatsonville.org" <oscar.rios@cityofwatsonville.org>, "ebottorff167@yahoo.com" <ebottorff167@yahoo.com>, "dnhagen1939@gmail.com" <dnhagen1939@gmail.com>, "trina.coffman@cityofwatsonville.org" <trina.coffman@cityofwatsonville.org>, "nancy.bilicich@cityofwatsonville.org" <nancy.bilicich@cityofwatsonville.org>, "nancy_bilicich@pvusd.net" <nancy_bilicich@pvusd.net>, "rebecca.garcia@gmail.com" <rebecca.garcia@gmail.com>

Cc: Don Lane <dlane@cityofsantacruz.com>, John Leopold <john.leopold@co.santa-cruz.ca.us>, "dnortondesigns@msn.com" <dnortondesigns@msn.com>, "jimmy.dutra@cityofwatsonville.org" <jimmy.dutra@cityofwatsonville.org>, "tim_gubbins@dot.ca.gov" <tim_gubbins@dot.ca.gov>, "greg.caput@co.santa-cruz.ca.us" <greg.caput@co.santa-cruz.ca.us>, Lowell Hurst <lhurst@baymoon.com>, "Felipe Hernandez" <howsoonisnow1985@aol.com>, Cory Caletti <ccaletti@scrtc.org>, George Dondero <gdondero@scrtc.org>, "karina.cervantez@cityofwatsonville.org" <karina.cervantez@cityofwatsonville.org>, Regional Transportation Commission <info@scrtc.org>

Subject: Please eliminate Trail-only from list of potential uses of the rail corridor, include rail with trail

Reply-To: Barry Scott <barry_scott@sbcglobal.net>

Dear Commissioners, Council members, others,

Yesterday I drove through torrents of rain from Aptos to Santa Cruz to attend the RTC Interagency Technical Advisory Committee (ITAC) meeting.

As I drove I thought of Bud Colligan's words when Greenway presented to a small group at the 2nd St. Cafe in Watsonville recently: "That is a safe affordable and connected pathway where people could transport between Santa Cruz and Watsonville by bike by foot," "By bike, by foot".

That statement is captioned in the KION news article about the presentation <http://www.kion546.com/news/watsonville-residents-speak-out-on-rail-trail/649648222>

I attended that presentation. Mr. Colligan noted that Watsonville, especially, would benefit from the exercise as obesity and diabetes are epidemic.

Greenway claims that a train will cost Watsonville commuters \$15/day and that rail transit is a scheme by Santa Cruz people to make Watsonville people pay for "their train".

As I drove yesterday, I tried to picture travelers from Watsonville, making their way "by bike, by foot" in the rain to Santa Cruz.

Let's be honest, nobody is going to walk 20 miles to work and many can't.

Few people want to ride a bike, even an e-bike, 20 miles to work and 20 miles back and many can't, and shouldn't.

Greenway tells their audience that tickets will cost \$15 and the train will cost \$1 Billion.

They say that train investments will CUT Metro service.

Petition signers are not told that their trail plan removes a working rail line and are told that Greenway is already paid for!

Please keep these features in mind when you read about the 4,600 petition signatures, and then disregard the petition.

More than once, the RTC resolved to not even consider a trail only option, but language in Measure D was revised to provide for consideration of a trail only option.

With Measure D passed and the Unified Corridors Study underway, this might be a good time to get back to the business of serving the entire county with investments in a rail transit system that connects us.

The 2018 State Rail Plan includes our branch line in it's 2040 vision and TAMC is building a station at Pajaro as part of the Capitol Corridor Extension project.

Like the other two corridors, the rail corridor must include a form of transit; it can't be converted into a single use exclusive trail that benefits Santa Cruz to the exclusion of Watsonville, that benefits able bodied individuals over those less able to operate bikes or e-bikes, and a trail only solution is utterly inconsistent with our own Regional Transportation Plan goals and state and regional goals.

Please remove a trail only (removal of the rail transit option) from the menu of investments.

PS, I had the privilege of riding the Daisy trolley last week from Aptos to Lennox St., you can see the video here: [Seacliff to Westside in Five Minutes!](#)

Many thanks,

Barry

Barry Scott

Local: 831.612.6574

Mobile: 209.482.5663

-----Original Message-----

From: Rick Longinotti [<mailto:longinotti@baymoon.com>]

Sent: Friday, November 17, 2017 2:17 PM

To: George Dondero

Cc: Ginger Dykaar; Rachel Moriconi; Grace Blakeslee; Andy Schiffrin; John Leopold; Ryan Coonerty; Jacques Bertrand; Sandy Brown; Cynthia Chase; Greg Caput; bruce.mcperson@co.santa-cruz.ca.us

Subject: engagement with UCS, PLEASE?

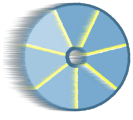
Dear George,

Attached are some suggestions from the Campaign for Sensible Transportation regarding the Unified Corridors Study Phase 1.

I want to request that we brainstorm how more engaged citizen participation can become a part of the UCS.

I foresee unnecessary clashes around Highway 1 and the rail corridor unless the RTC figures out a way to invite stakeholders to participate in the UCS. It seems to me that an ideal way to do that is to invite stakeholders to seriously engage with transportation professionals working from technical data in this UCS process. Let's not let this opportunity to build community consensus slip by.

Thanks,
Rick



Ginger Dykaar
Regional Transportation Commission

November 16, 2017

Dear Ginger,

These are the suggestions and questions from the Campaign for Sensible Transportation on the Draft UCS Report. Our main concern is that assertions are made about the benefits of many projects, without evidence to support those assertions.

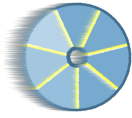
I realize that staff time is limited. Nevertheless, it would be important to our group to hear any responses you might have to these suggestions and questions. We suggest that dialogue at this stage is an investment that will be well worth the time, as it would contribute to our group's level of confidence in the UCS process.

Thank you,
Rick Longinotti

Protected bike lanes on Soquel/Freedom should be part of every scenario. A new guide from National Association of City Transportation Officials states that on streets with auto travel above 6,000 vehicles per day and speed above 25mph, protected bike lanes are a must. Soquel Dr. has much higher vehicle volumes, e.g. 24,000 near Dominican Hospital. For more on the NACTO guide, see <https://usa.streetsblog.org/2017/11/01/which-bike-lanes-should-be-protected-new-guide-offers-specifics/>

“Intersection improvements for autos” should not be a separate element, but part of a holistic analysis of intersections that prioritize safety and ease for bicyclists and pedestrians. Experience over many decades demonstrates that expansions to intersections often result in intersections that are more intimidating (and often less safe) for pedestrians and bicyclists. I request that the professionals conducting this study place the discussion of auto traffic flow measures in the context of our society's prioritization of vehicles at the expense of the pedestrian experience. The people who make our transportation investment decisions need to understand this context.

Regarding the description of the Mission St. Intersection Improvements, what support is there for the claim that, “Intersection improvements are needed to reduce conflicts between autos, transit, bicyclists and pedestrians”? What reason do we have to believe that the “improvements”, whose purpose is described as “to improve traffic flow” will “improve safety for autos, bicyclists and pedestrians”?



There needs to be analysis of the potential of transportation demand management and other measures to reduce vehicle trips such that traffic flow is improved.

Questions about “Additional lanes on Hwy 1 bridge over the San Lorenzo River

1. The claim is made that additional lanes on the bridge will “improve auto travel time” resulting in economic benefits: “improve access to jobs, education and services”, and “potential to increase land use development, business activity, employment, and tax revenues”. What evidence is available to indicate how many seconds of delay that a wider bridge will shave from travel time? How much economic benefit will derive from those few seconds?
2. “The project includes seismic retrofit of the bridge as required by the Caltrans Seismic Retrofit Program”. Would it be possible to retrofit the bridge without building an entirely new one? What would each option cost?
3. “Few funding sources are available for capital costs of this project”. Why is that, especially since the retrofit is mandated by Caltrans? How high on Caltrans’ funding priority list is this project?

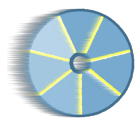
Bus on Shoulder

1. Is the Study considering the feasibility of the bus on shoulder in the event the auxiliary lanes funded by Measure D are not built?
2. The Study states, “Minor new investment for capital costs may be required”. Could you quantify the adjectives, “minor”, “moderate” and “major” as used throughout the report?

HOV Lanes and increased transit frequency

1. The report states, “Concern has been expressed that increasing highway capacity will make traveling by automobile easier, increasing the number or length of trips people take, and thus will increase VMT and GHG emissions”. Could you please restate the increase in VMT as the conclusion of the Draft EIR rather than a “concern” that has been expressed? According to the Draft EIR, by 2035, VMT northbound at 7am-10am would increase by 28% over the no-build option and VMT southbound at 3pm-6pm would increase by 51%.

The UCS draft states “GHG could be reduced if speeds are in the most optimal range (30-50mph)”. Could you please present any analysis supporting a conclusion that those speeds could be achieved over the long term with the HOV lanes? Could you please take into account the recent [Sentinel article](#) in which Caltrans reports that nearly two-thirds of the Bay Area’s carpool lanes are moving too slowly to meet the federal requirements? Caltrans reports the number of “extremely” congested carpool lanes has risen more than 250 percent between 2013 and 2016”.



Is there a reason to believe that our county should be any different from the experiences with HOV lanes described in that article? If there is no convincing evidence that HOV lanes would provide congestion relief beyond a short period of time, why should this project be considered?

2. The UCS report states, "It is unlikely at this time that Highway 1 will be competitive for SB 1 funds". Can you explain?
3. Does the lack of a realistic source of funding suggest that this project is fatally flawed?

Auxiliary Lanes to Extend Merging Distance

1. How much distance is needed for optimal merging on and off Hwy 1? What does the highway design manual say? Would it be 1000 feet? A quarter mile? Can 2.3 miles of lane between Park Ave and State Park Dr. still be called an "auxiliary lane"? How about 1.6 miles between State Park and Rio Del Mar? Are these lanes not better defined as "lanes that widen the highway in between interchanges in the wistful hope that some day there will be funds to reconstruct overcrossings and make them through-lanes"?
2. The Study draft notes that "Caltrans may require local agencies to cover costs of maintenance for projects that increase capacity." Is this an admission that the so-called auxiliary lanes project is really about increasing highway capacity? Wouldn't the prospect of local takeover of highway maintenance lower the two thumbs up in the category of "level of public investment"?
3. What is a "moderate" new investment of capital cost?
4. How much of the cost of the project can be estimated to come from the funding sources listed?
5. The Summary notes that "Congestion may be slightly reduced" on account of this project. How is that consistent with an assertion below that this project "improves auto travel time"?
6. How is the "slight" reduction in congestion consistent with the claim that this project is consistent with County and state goals to reduce congestion and greenhouse gases?

From: Stanley Sokolow [<mailto:stanleysokolow@gmail.com>]
Sent: Monday, November 20, 2017 8:47 AM
To: Ginger Dykaar
Subject: Soquel-Freedom corridor

Ginger,

I think the City of Santa Cruz or County may have lost an opportunity, but I'll mention this idea anyway. To implement BRT Lite on Soquel in the commercial section between Ocean St and Morrissey, you could eliminate the curbside parking lane and use it for bus-only or bus-with-bike-lane. But the merchants would object to loss of parking, so it would be good to add some off-street parking. There are two large lots that could be used: the old Der Weinerschnitzel lot and the vacant lot at the corner of Cuyuga. I could envision the Der Weinerschnitzel lot being used not only for shopper parking but also as a park-and-ride lot with a nice enclosed bus stop building. The facility could be a minor bus terminal for autonomous mini-buses too. They may seem far off, but these mini-buses are being used in many cities around the world already, in limited service. The Pacific Station is going to be maxed-out for full-size and articulated buses, so having an auxiliary mini-bus terminal makes a lot of sense. Metro could use these autonomous buses to serve the low ridership rural routes as well as being a last-mile solution for some big-bus riders.

Unfortunately, I see that the Der Weinerschnitzel site and the vacant corner lot at Cuyuga have temporary construction fences now, and the Weinerschnitzel site has a sold sign, so the opportunities may have already been lost, but maybe not if the RTC can act soon enough on the idea.

Anyway, those are my thoughts for possible consideration in the UCS.

Stan

From: Brian Peoples [<mailto:brian@trailnow.org>]

Sent: Friday, November 24, 2017 2:25 PM

To: jimmy.dutra@cityofwatsonville.org

Cc: citycouncil@cityofsantacruz.com; mwatkins@cityofsantacruz.com; moroyan@cityofsantacruz.com; ckrohn@cityofsantacruz.com; cmathews@cityofsantacruz.com; sbrown@cityofsantacruz.com; dtterrazas@cityofsantacruz.com; ryan.coonerty@santacruzcounty.us; bruce.mcpherson@co.santa-cruz.ca.us; john.leopold@santacruzcounty.us; rlj12@comcast.net; Greg.caput@co.santa-cruz.ca.us; aclifford@scmtd.com; Oscar.rios@cityofwatsonville.org; cchase@cityofsantacruz.com; zach.friend@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; Oscar.rios@cityofwatsonville.org; ebottorff167@yahoo.com; dnhagen1939@gmail.com;

George Dondero; Ginger Dykaar; 'Patrick Mulhearn'

Subject: Metro support of Scenarios A & C

Santa Cruz Metro Chairman,

On December 7th, RTC will be down-selecting the number of scenarios to be evaluated in the Unified Corridor Investment Study (UCIS). Down-selecting to a lower number of scenarios is done to help ensure the UCIS remains on-schedule and allows for more detailed analysis on the remaining scenarios. We recommend that the next phase of UCIS be focused on Scenario A and C:

Scenario A:

- Highway 1 HOV Alternative Lanes
- Metering On-ramps
- San Lorenzo River Bridge widening
- Mission Street Intersection Improvements
- Bus Rapid Transit lite (faster boarding, transit signal priority)
- Parking moved from Soquel Drive to improve bike and transit options
- Increased frequency of transit with express service
- Intersection improvements for auto traffic
- Rail-to-Trail along Coastal Corridor (separating bicyclist from pedestrians)

Scenario C:

- Highway 1 Auxiliary Lanes
- Bus Rapid Transit lite (faster boarding, transit signal priority)
- Increased frequency of transit with express service
- Intersection improvements for auto traffic
- Rail-to-trail along Coastal Corridor
- Bus Rapid Transit on Coastal Corridor

These two scenarios are the only approaches that align to Metro operations, consistent with the RTC's long term plan for Highway 1 HOV / BRT Lanes Alternative, provides traffic relief to south county residents and most effectively addresses disadvantaged population. We also ask that a single message come from the three Metro Board members who are RTC Board members.

Best regards,

Brian Peoples

Executive Director

Trail Now

From: Rose Filicetti [mailto:savgmom@gmail.com]
Sent: Friday, November 24, 2017 12:32 PM
To: Zach Friend - personal; info@sccrtc.org
Subject: Down Selection for the RTC

Zach/RTC Chair:

I know of your support for the train, with which I strongly disagree (as you know), but instead I'm going to focus on the Down Selection.

Since my husband takes the bus and/or rides his bike, for most of his transit, my focus is on improving bus schedules and bike safety.

Please consider option A (my preference) or C.

Scenario A:

- Highway 1 HOV Alternative Lanes
- Metering On-ramps
- San Lorenzo River Bridge widening
- Mission Street Intersection Improvements
- Bus Rapid Transit lite (faster boarding, transit signal priority)
- Parking moved from Soquel Drive to improve bike and transit options
- Increased frequency of transit with express service
- Intersection improvements for auto traffic
- Rail-to-Trail along Coastal Corridor (separating bicyclist from pedestrians)

Scenario C:

- Highway 1 Auxiliary Lanes
- Bus Rapid Transit lite (faster boarding, transit signal priority)
- Increased frequency of transit with express service
- Intersection improvements for auto traffic
- Rail-to-trail along Coastal Corridor
- Bus Rapid Transit on Coastal Corridor

Thank you and Happy Holidays!

Rose Filicetti
Home [831-854-2010](tel:831-854-2010) | Cell [650-906-3508](tel:650-906-3508) | Twitter @savgmom

Off the grid from November 29 to December 4

"When a flower doesn't bloom, you fix the environment in which it grows, not the flower!" ~
Alexander Den Heijer

From: Bud Colligan [<mailto:bud@colligans.com>]

Sent: Monday, November 27, 2017 7:47 PM

To: Ryan Coonerty; Zach Friend; Bruce McPherson; John Leopold; greg.caput@co.santa-cruz.ca.us; Cynthia Chase; Donald Hagen; ed bottorff; Bertrand, Jacques; Oscar Rios (oscar.rios@cityofwatsonville.org); Sandy Brown; Randy Johnson

Cc: Venter, Frederik; George Dondero; Ginger Dykaar; Damkowitz, Jim

Subject: Real data/facts about trains in America

Dear Commissioners,

I hope you had a nice Thanksgiving break.

Since we heard about the State Rail Plan at the last RTC meeting, I thought you'd be interested why trains are NOT working in most every part of the country. The videos below explain a lot. Worth watching as you consider the various uses of the Santa Cruz Branch Line. The videos have real data/facts, a welcome consideration.

"Why trains are so expensive": <https://www.youtube.com/watch?v=fwjwePe-HmA>

"Why trains suck in America": <https://www.youtube.com/watch?v=mbEfzuCLoAQ>

Regards,

Bud

From: Bud Colligan [mailto:bud@colligans.com]

Sent: Wednesday, November 29, 2017 8:50 AM

To: Ginger Dykaar

Cc: George Dondero; Bruce McPherson; Zach Friend; Cynthia Chase; Donald Hagen; ed bottorff; Venter, Frederik; greg.caput@co.santa-cruz.ca.us; Bertrand, Jacques; John Leopold; Oscar Rios (oscar.rios@cityofwatsonville.org); Randy Johnson; Ryan Coonerty; Sandy Brown; info@scrtc.org

Subject: Response to draft ITAC analysis of scenarios and project evaluations

Dear Ginger and Grace,

Attached is my response to the draft "Unified Corridor Investment Study - Step 1 Analysis Results" included in the November 16, 2017 ITAC memo. Please ensure this response is included in the public record.

I strongly disagree with the characterizations and evaluation approach for the best use of the corridor, as prescribed in Measure D. My specific concerns are detailed in the attached memo (electronic and signed copy included).

Sincerely,

Bud Colligan

Ginger Dykaar and Grace Blakeslee, Transportation Planners

Santa Cruz County Regional Transportation Commission

Cc: George Dondero, RTC Commissioners, info@sccrtc.org, Frederik Venter

Via email

Dear Ginger and Grace,

I have reviewed the draft of the "Unified Corridor Investment Study - Step 1 Scenario Analysis Results" (the Analysis) included in the November 16, 2017 ITAC memo¹ and **strongly** disagree with the characterizations and approach used to evaluate the best use² of the rail corridor. I understand Step 1 is a broad brush qualitative analysis. Nevertheless, the draft version of the document includes numerous shortcomings that must be addressed.

Consistency in Comparing Projects

The "bike and pedestrian trail" is the only project in the document that has two very distinct implementations. The Analysis has conflated the two types of trails thereby impeding a side-by-side analysis. There are profound differences between trail-only and rail-with-trail that are indisputable and, in fact, are acknowledged but not evaluated in the Analysis:

1. **Width.** Width is the single most important feature that affects the usefulness and safety of a trail being used for transportation. While the Analysis acknowledges the fact that trail-only would be wider than rail-with-trail, **that extra width is never assigned any value.** This is critical. Rail-with-trail is 8 to 12 feet wide due to physical constraints in the corridor. Trail-only would be built along the flat level portion of the rail bed allowing width of 20 feet or greater along the majority of the corridor. The available width on the rail bed is easily confirmed using topographic overlays in the County GIS mapping system. Note that width measurements do not include shoulder area, consistent with protocols used by CalTrans³ and the American Association of State Highway and Transportation Officials (AASHTO).

¹ "RTC Tech Meeting - The Santa Cruz Community Calendar." 16 Nov. 2017, <http://santacruzcommunitycalendar.org/CAL/R01016/>

² "Full text of Measure D - VotesCount.com." <http://www.votescount.com/Home/PastElections/November8.2016PresidentialGeneralElection/LocalMeasuresontheballot/MeasureDCountyTransportationTaxMeasure/FulltextofMeasureD.aspx>

³ "Chapter 1000, Bicycle Transportation Design - Caltrans." 30 Dec. 2015, <http://www.dot.ca.gov/design/manuals/hdm/chp1000.pdf>

2. **Continuity.** While trail-only will remain within the corridor, rail-with-trail leaves the corridor at some of the most difficult locations for bike riders and pedestrians (e.g. at the Capitola trestle, where it descends on steep Cliff Drive into very busy downtown Capitola and then climbs steeply out of downtown on Monterey Avenue). This affects usefulness and safety but is largely unaccounted for in the Analysis.
3. **Complexity and Cost.** Because trail-only uses existing infrastructure and the flat, level portion of the rail bed, it requires a small fraction of the engineering compared to rail-with-trail. Complexity increases cost and time to implement, and costs are not reported, except when favorable to a rail-with-trail implementation.

Community Support

The lack of differentiation between the two very different approaches in the use of the rail corridor continues to ignore ongoing public debate. Comments in the document allude to signature efforts; however, the trail-only approach has a **demonstrably larger public support with over 7 times as many petition signers** (over 5,000) compared to rail-with-trail (688 in CA). The Analysis ignores this distinction so that public support appears to apply equally to both scenarios. In RTC surveys, trail-only has also come out on top, and yet the Analysis attempts to obscure this very important fact.

The fact that the Analysis continually refers to the MBSST Master Plan⁴ going through a "comprehensive and inclusive public process" is simply not factual. Trail-only was never considered in the Master Plan and it was **specifically excluded** in the Environmental Impact Report even though it's the most obvious and logical alternative (the main alternatives are **required** to be examined in an EIR per state law).

Finally, the assertion that a "new planning effort" is required for trail-only could charitably be called misdirection. We are finding out in each project segment planning effort for the MBSST that the costs and engineering of the construction challenge are not understood, and essentially every segment is undergoing a new "planning and environmental effort." To single out trail-only is disingenuous and biased, particularly given that trail-only is significantly less expensive and does not require new bridges/trestles, massive earth movement, or retaining walls and could be addressed with an amendment to the current EIR.

Addresses Transportation Challenges and Environmental, Economic and Equity Goals

Since it uses the available rail bed, trail-only is better environmentally as it requires less cutting of heritage trees, removal of earth, and disturbing sensitive habitats, but the Analysis makes no mention of this in the positives. Additionally, the increased width allows for a greater capacity

⁴ "MBSST Master Plan - SCCRTC."

<https://sccrtc.org/projects/multi-modal/monterey-bay-sanctuary-scenic-trail/mbsst-master-plan/>

and reduction of GHG emissions. In the negatives, the Analysis states that there will be multiple opportunities for separating bikes and pedestrians in a rail-with-trail scenario, but does not follow the recommendations on trail width which CalTrans and AASHTO specify.

The Analysis's stated 12' – 16' trail is really 8' – 12' with two foot shoulders on each side (per protocols used by CalTrans and AASHTO). Bike riders or pedestrians cannot rub against fences and walls when biking or walking respectively. The Analysis's statement that more "vegetation would **likely** need to be removed" for rail-with-trail, falsely creates an equivalence with trail-only, when it is **absolutely clear** in the rail-with-trail scenario that more vegetation will be removed, expensive retaining walls will be built, and the cost will be significant.

The same is true of fences. The Analysis states that fences "**may** limit access" when it's clear that they **will** limit access all along the corridor and cut neighborhoods off that dead-end into the corridor.

The bias in the Analysis is highlighted when it points out that trail-only may not allow separation of bikes and pedestrians at rail bridges. Rail bridges are 16' wide (12' path with 2" shoulders on each side). That is the wider than the standard width of the rail-with-trail design, **so certainly this negative must apply to rail-with-trail for most of its length!**

The Analysis does not state the obvious fact that rail-with-trail is **not** a continuous trail, which will have an enormous effect on transportation usage. The fact that rail-with-trail is not characterized as a combination "trail/bikepath" which uses some of the rail corridor and **detours onto city and county streets at multiple places is a glaring omission.**

Compatibility with Regulatory Requirements

The Analysis does not know for sure that \$11M will need to be returned to the state and certainly ~~doesn't have any basis for saying up to \$25M would need to be returned.~~ The initial application for Prop 116 funds cited a train from Santa Cruz to Davenport. It is possible that some application of Roaring Camp RR could suffice to satisfy Prop 116 requirements. It is also possible that the RTC could negotiate with another jurisdiction to trade Prop 116 credits for less than \$11M. It is a fact that the rail-with-trail plan costs nearly two times the trail-only plan. This is substantiated using the preliminary Phase 1 and Phase 2 cost estimates for Segment 7 along with estimates provided by FHWA-CFLHD for the North Coast Reach. If the Analysis is going to point out the differences in cost, it would make sense to include side-by-side cost comparisons of both plans so that the public can see the true difference in expenditures.

Level of Public Investment

It is not **hypothetical** that trail-only costs less—it is a **fact**. Using existing bridges and trestles will dramatically lower construction costs. The Analysis does not mention the other significant factor in higher costs for rail-with-trail: constructing miles of retaining walls, removing trees, and

making cuts or fills to accommodate the need to widen the corridor to build a trail alongside the existing tracks.

The Analysis fails to mention the \$127M forecast cost for the MBSST. It also does not mention that the only segment with an actual engineering design has come in at double the cost of the MBSST forecast. It is **likely** that the MBSST plan will cost significantly more than \$127M based on the first and only segment thoroughly examined.

It is now clear that the MBSST is a rough planning document which grossly underestimates costs and the constraints of building its trail (as an example, the MBSST study found 2 constraints and the internationally recognized transportation planning firm Nelson Nygaard found 52 constraints).

Right of Way and Constructability Constraints

Routing the trail to an “on-street facility” in multiple locations is NOT a positive. It’s a huge impediment to more people using the trail, yet the Analysis lists it as a positive for rail-with-trail. The Analysis mentions the many places where rail-with-trail provides separation of bikes and pedestrians, but it fails to specify where. In the most crowded areas from Santa Cruz to Aptos, it will be the exception. Without any segment design coming from the RTC except Phases 1 and 2 of Segment 7, the Analysis cannot assert the separation of bikes and pedestrians in the rail-with-trail scenario.

Technological Feasibility

More electric type vehicles can be accommodated in the trail-only scenario due to the wider pathway and separation of bikes and pedestrians. Again, the Analysis does not differentiate between the two options clearly. In fact, the Analysis barely mentions e-bikes even though they are on our roads today in growing numbers. In contrast, the Analysis speculates about future technologies like batteries for trains by assigning two thumbs up.

In summary, it’s disheartening to see the amount of bias coming from the public agency tasked with overseeing what is meant to be an objective study. We have already commented for the public record regarding:

- The lack of specificity, comparability and comprehensiveness in the evaluation criteria and provided guidelines for improving the them
- The arbitrary changes in Scenarios made by staff after they were approved by Commissioners
- The continued myths presented as fact by the Executive Director in commentaries for local publications like the Aptos Times

The Unified Corridor Study is meant to provide an analysis of the transportation options for the rail corridor as required by Measure D. I am very concerned that the Analysis does not meet this requirement and, as such, is subject to future litigation.

We request that the draft document be amended immediately to reflect the input put forth above and that Step 2 analysis differentiate the trail options as two separate projects with a side-by-side analysis addressing cost, transit value, environmental impact, community support, and technological feasibility and constraints.

Sincerely,


Bud Colligan

Public Workshop Comments



Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

- lowest GHG
- socially equitable
- most cost effective
- moves most people

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

Please evaluate:

Soquel/Freedom: BRT

Hwy 1: Bus on Shoulder

Rail ROW: Trail Only

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

If you have any other comments related to the Unified Corridor Study, please write them on the back of this handout.

For more information on the Unified Corridor Investment Study, please see the project webpage at <http://sccrtc.org/projects/multi-modal/unified-corridor-study/>



Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

Please continue to study ^{potential for} positive impact
for rail to provide affordable fast transportation
between Santa Cruz & Watsonville especially
considering housing costs and possible growth
of Watsonville.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

I feel like all of the rail plus trail options (including BRT+Trail and Freight+Trail) underestimates the impact of fast-moving vehicles in close proximity with pedestrians and bicyclists. If pedestrians and cyclists do not feel safe, use will be low, and the benefits of the trail will be lost. Also, I would like to hear more about public safety in and around the rail corridor. With increased public use, it seems like ~~then~~ more policing would be required to maintain safety.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

I'm concerned that the only two options that envision a bike + pedestrian trail or "Trail-Only" option (Scenarios A & D), are also tied to major development along Highway 1. Why no low-cost option/scenario?

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

I don't ^{think riders or pedestrians should} want to be diverted to streets if the tracks remain and aren't used for train service for decades. I think we could save money by not having the tracks, ~~and~~ using the trestles instead of building new bridges.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

There should be combined HOV/BRT lane on Hwy 1.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

- Combining trail next to rail and trail only is depriving public of the right to vote - very ~~more~~ unfair!!!
- Are you doing any random sampling of the population? You are only hearing from subset of the population at these events and through RTC email list surveys.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

- Hwy 1 Toll lanes - have worked in Dallas, TX and are being considered on 101. Should be automated, raise money from use while discouraging travel during peak hrs.
- Roundabout @ River St and Mission - they work in Europe
- Bike + Ped overpasses on rail corridor - avoid traffic/cross traffic on surface streets.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

- Health benefits of improved bike infrastructure (for rider and general community)
- Environmental impacts should be heavily considered for all projects

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

- Incentive program to encourage people to use alternative transportation options
- Bike Share program for all of Santa Cruz County (not just the city)

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

PRT ★

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

Add Additional lane(s) each direction
on Hwy 1. HOV Lane if 2 lanes added
HOV with toll during commute hrs for non
HOV users.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

All RAIL PROJECTS could be adapted
to serve the surrounding communities DIRECTLY
by considering Personal Rapid Transit monorail
instead of conventional ground-based rail.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

Personal Rapid Transit would be a "win-win" for
trail-only advocates and transit advocates. By moving
mass transit to an overhead guideway, we create
more space and better safety for everyone.

The technology is rapidly improving and we expect
a prototype "Spartan Superway" in San Jose soon.
Long-term operating costs are very low!

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

I'm curious to read more information (e.g., see it presented as the study continues) as to the feasibility of two-way rail traffic on the single rail line. Where would "pull-out" be? How would scheduling work out? Would such scheduling reduce potential ridership? I want to make sure that those challenges to the potential from use on the rail ROW are considered and balanced with the costs/benefits of the rail and/or trail scenarios.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

More detail re. the bus line + bike trail scenarios on the ROW would be nice. Specifically, could the "busses" be special, narrow, quiet vehicles? A large concern I have re the rail + trail, has to do w/ noise from the train, safety; logistics at intersections, insufficient corridor width, and limited rail on/off stops. Perhaps a bus + trail could help eliminate some of those issues?

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Anderson Shepard
3285 Redwood Dr
SC, CA

andersonshep@gmail.com

Thank you RTC & KH
for all your hard work



Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

"TRAIL ONLY" should be eliminated outright

Every corridor must serve all classes
and all demographics:

Elderly, Disabled, workers in Pajaro area.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

If you have any other comments related to the Unified Corridor Study, please write them on the back of this handout.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

Evaluate more incentive programs for employers!

Also: I feel these ~~not~~ scenarios do not emphasize public transport a chance.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

Consider more ^(specific) options for bus transit

Also: I advise against making this a web survey as I fear that individuals/organizations will take multiple surveys.

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

Hwy 1 to have 3 lanes each
way From Fish Hook To Freedom Blvd
- especially Between Soquel / Morrissey / Emeline
(North Bound)

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

This meeting missed the opportunity for us to vote on TRAIL ONLY for the ROW.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

Modify the options so that TRAIL only is an option

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Also - Add the Self Driving vehicle graphic on all scenarios not just in Scenario D. Add it to Scenarios A, B, C, E & F

Unified Corridors Investment Study

What ideas, comments, questions do you have?

Submit comments today (see comment box); online at: <http://www.sccrtc.org/slv>; Email info@sccrtc.org; or Fax 831-460-3215

DRIVING FROM SANTA CRUZ TO WATSONVILLE
MOST AFTERNOONS TAKES AN HOUR (17 MILES)
THIS ISN'T GOOD FOR OUR COUNTY. MORE
PUBLIC TRANSPORTATION, ESPECIALLY
PASSENGER RAIL, WILL HELP ALLEVIATE THIS
PROBLEM.

THE RTC HAS DONE AN EXCELLENT JOB
RESEARCHING AND COMMUNICATING
OUR TRANSPORTATION OPTIONS.

In case we have follow up questions about your comment or questions, please provide the following:

Your Name: DAVID WRIGHT

Email: DAVID@DAVIDWRIGHT.NET Phone: (831) 687-9162

What area do you live in? SUNSET BEACH (WATSONVILLE)

☐

Check here if you would like to receive email updates on the Unified Corridors Investment Study



Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

The amount of delay in changing plans and getting rid of the rail option is a huge concern to me

please build the bike trail as soon as possible

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

Keep the rail as an option for the future.

Stress how quiet & efficient the new trans would be

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

what about a trail only (ped/bike) option?

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

eliminate trains altogether

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

I only want to emphasize that 20% of the people in Santa Cruz county can't or don't drive, and even more seniors can't drive at night. So transit is vital. We can't dismiss it and assume that everyone will ride a bike.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

As both a cyclist and commuter by bike, and a driver, I strongly disagree with any train service. As it is right now, it can take up to 5 mins. just to get from Seabright to Murry. Trains will double this timeframe. In addition, no one will use trains for commute, as there will be limited stops and close proximity to actual work/home sites. Please; "NO TRAINS" especially through Live Oak.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

This is the only community I'm aware of, where buses don't have pullouts. Pullouts allow buses to pull over and receive/deliver passengers without affecting traffic. This county seems to think buses should not only stop all traffic while picking up passengers, but should also have right of way to stop traffic flow in order to progress along their route.

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

If you have any other comments related to the Unified Corridor Study, please write them on the back of this handout.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

I think the benefits + challenges of the potential ROW projects are mis-loading in some cases. For example, the same text regarding environmentally sensitive areas and the need for soil sampling, etc. is used in the bike/ped project AND the rail transit and BRT projects. However, the extent of environmental impact + mitigation is orders of magnitude different for a bike/ped path w/ no bus or train, and a ROW that includes bus or train.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

I strongly recommend applying a top-level filter to the presented scenarios, given that the 6 presented here do not cover even close to all of the iterations or permutations.... Scenario 1 is using ROW for a bike/ped trail ONLY, plus scenarios A, B, C, etc. w/ combinations for Soquel + Hwy 1. Scenario 2 is using the ROW for some type of train or bus service, w/ various A, B, C, etc. combinations for Hwy 1 + Soquel.

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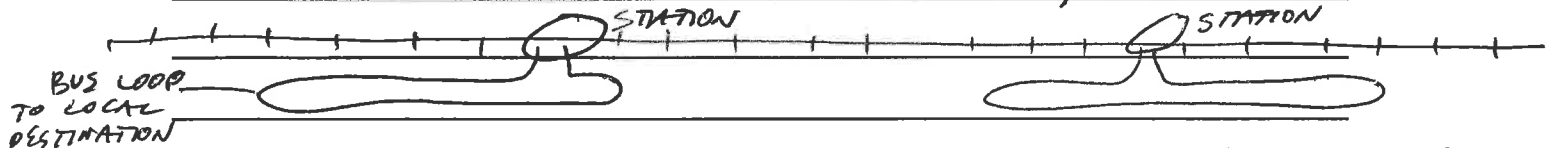


Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

I WOULD LIKE RAIL TRANSIT TO BE COMBINED WITH
LOCAL BUS SERVICE IN A SPINE & RIB FASHION



COMBINING RELIABLE TRANSIT TIMES ON RAIL LINE
W/ SHORTER BUS LOOPS ~~TO BEST~~ PERPENDICULAR TO MAIN
PEAK TRAVEL DIRECTIONS ^{COULD} WOULD IMPROVE RELIABILITY
& FREQUENCY OF SERVICE LEADING TO SUCCESS - HIGH USE

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

PUBLIC
TRANSIT /
SYSTEM!

If you have any other comments related to the Unified Corridor Study, please write them on the back of this handout.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

TIME CONSTRAINTS ON RAIL/TRAIL PROJECT.
WE NEED THE RAIL/TRAIL COMPLETE BY 2020!!!

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

- ① HAVE Hwy 17 AS A Toll Road WITH
Free commuter Buses BETWEEN SANTA CRUZ,
SCOTT'S VALLEY, LOS GATOS, CAMPBELL & SAN JOSE
- ② BIKE TRAIL BETWEEN SANTA CRUZ, SCOTT'S VALLEY
& LOS GATOS (ALLOW LONG RANGE & FAST ELECTRIC BIKES)
- ③ ~~FREE~~ FREE BUS PASS FOR ALL SANTA CRUZ
COUNTY RESIDENTS.

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

PLEASE READ THE EDITORIAL
IN THE SUNDAY SANTA CRUZ
SENTINEL (OCT 2) BY RON MARQUEZ
AND OFFER ALL OF THOSE
OPTIONS IN THE LOCAL RAIL
TRANSIT PROJECT DESCRIPTION

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

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Please don't over design The frame on
The rail line. We don't need fancy stations,
we don't need expensive crossings, we
just need a Tram Now! The anti-rail
people are noisy + obnoxious + They
do not represent most residents ~~of~~ along the
line!

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

please consider modifying The Hwy /
San Lorenzo River Bridge project to have
widening NB only. It is not necessary SB.

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

If you have any other comments related to the Unified Corridor Study, please write them on the back of this handout.

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Unified Corridors Investment Study

What ideas, comments, questions do you have?

Submit comments today (see comment box); online at: <http://www.sccrtc.org/slv>; Email info@sccrtc.org; or Fax 831-460-3215

I'm writing with a primary interest in safe transit for walkers, cyclists and other self or e-propelled citizens. I would like to see a trail build on the rail corridor that is contiguous, no re-routes, ~~and~~ has the width needed while preserving the landscape. I believe a trail like this could become a primary commute corridor because people would feel safe. ~~and~~
Please No Rail.

In case we have follow up questions about your comment or questions, please provide the following:

Your Name: Lauren Cutter

Email: Laurenca@cruzio.com Phone: 831-588-8953

What area do you live in? Capitola

☒ Check here if you would like to receive email updates on the Unified Corridors Investment Study

Unified Corridors Investment Study

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I think the RTC understands the importance of assessing projects, and then assessing projects (+ their impacts) together, as you have in Scenarios A through F; however, you did a very poor job of communicating intent, rationale + where you are in this process to the "trail only" constituency, in particular because this is a different approach + presentation than folks have seen before (+ folks are stupid, sometimes, or at least don't listen well). My understanding is that if I support a world-class, cost-effective, multi-modal TRAIL ONLY (which I do), I should express support for Scenarios A + D.

My comment is that I support Scenarios A + D, + encourage the RTC to assess additional Scenarios where the bike/ped trail is the only project- for the ROW, but the options for it may I + Soquel expand.

My suggestion is that you pre-emptively address the passion/frustration/animosity of the trail-only crowd by making it explicit as to which options, + how best, they should express their support for using the ROW just for a trail, with no train + no bus.

In case we have follow up questions about your comment or questions, please provide the following:

Your Name: Liz Whiteley

Email: lizwhiteley@gmail.com

Phone: 650 867-1533

What area do you live in? Live Oak / Pleasanton

☒ Check here if you would you like to receive email updates on the Unified Corridors Investment Study

Unified Corridors Investment Study

What ideas, comments, questions do you have?

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IT WOULD BE GOOD TO BE PROVIDED INFORMATION ON THE RELATIVE
ENVIRONMENTAL (POLLUTION, CONSUMPTION) COSTS / BENEFITS OF VARIOUS
SCENARIOS + MODES → PROVIDE CRITERIA TO USE FOR EVALUATING

In case we have follow up questions about your comment or questions, please provide the following:

Your Name: _____

Email: _____; Phone: _____

What area do you live in? _____

☐

Check here if you would you like to receive email updates on the Unified Corridors Investment Study

Unified Corridors Investment Study

What ideas, comments, questions do you have?

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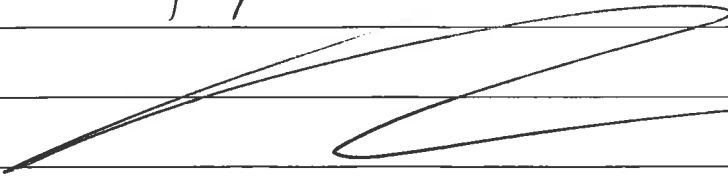
Thanks for the great presentation.

How do I support the train/tram service.

I want to keep the train option open and I want to see train on it in the near future.

Please, don't listen to trail only people. They don't serve our community.

Thanks



In case we have follow up questions about your comment or questions, please provide the following:

Your Name:

Jaakko Mella

Email:

JAAKKO831@GMAIL.COM

Phone:

831-588-9516

What area do you live in?

Agos

☐

Check here if you would you like to receive email updates on the Unified Corridors Investment Study

Unified Corridors Investment Study

What ideas, comments, questions do you have?

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OBVIOUSLY MORE (+LONGER) PUBLIC FORUMS NEEDED!
(~~YEAH, MORE STAFF TIME, BLAH, BLAH~~ — BUT THIS IS IMPORTANT!)

PRT ★

In case we have follow up questions about your comment or questions, please provide the following:

Your Name: _____

Email: _____; Phone: _____

What area do you live in? _____

☐

Check here if you would you like to receive email updates on the Unified Corridors Investment Study



Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

It should be made clearer that a TRAIL ONLY option is completely viable and has a strong possibility of being built.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

*1. Eliminate any consideration for rail travel
Bank the corridor for future mass transit technologies
Meanwhile improve the bus service
Go forward with adding auxiliary lanes on Hwy 1*

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

If you have any other comments related to the Unified Corridor Study, please write them on the back of this handout.

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The RTC should Survey the people of this county and get their feedback on the corridor. Find out what the political will of the people is by putting a separate initiative on the ballot for TRAIL ONLY.



Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

- out of all the options, the rail is the most equitable to the greater population
- the more people are on trains the less they are on roads
 - younger populations can spend time on rail, studying or enjoying the safe transportation
 - transportation should be universal and benefit the most people.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

- a major investment in future should not be deterred because it will inconvenience a small population of affluent people who have the means and privilege (sense of right-of-way) to participate in these studies and conversations.
- The traffic is a big problem and we need rails.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

I THINK THAT THERE COULD BE AUTOMATED
PODS THAT RUN ON ONE RAIL
THIS WOULD ALLOW ONE RAIL TO BE
LEFT HAND AND ONE RIGHT HAND
THERE COULD BE HANDICAP PODS
THERE COULD BE TRUCKS OF PODS

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

So far the only under used
part of the corridor is the
Rail ROW. The more people
we can get off of the other paths
the better they will be.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

Maintain existing rail freight service
in Watsonville in all scenarios as
Watsonville has existing businesses
that use it.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

If you have any other comments related to the Unified Corridor Study, please write them on the back of this handout.

For more information on the Unified Corridor Investment Study, please see the project webpage at <http://sccrtc.org/projects/multi-modal/unified-corridor-study/>



Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

Bike / Pedestrian trail
It's unrealistic that a tram will be built
any time soon we need a reasonable and
safe solution sooner in order to have
a larger impact on the Communities.
They will provide huge health and safety benefits
to our Community and to our environment

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

- RAIL TRANSIT CONNECTS US TO OTHER RAIL @ PAJARO
- UPGRADE EXISTING RAIL = LOWEST ENERGY & MATERIALS
VERY HIGH R.O.I
VERY LOW IMPACT.
- EQUITY DEMANDS MUCH BETTER TRANSIT ^{ESP FOR WORKING POOR}

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

+ SOUTH COUNTY

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

I think all of this needs to be considered in light of
rapid environmental deterioration due to human caused
climate change. We need to rethink our lives + we
need policies + incentive money people out of individual
vehicles. We need Transportation Demand Management!
Employer carpools, Employer paid bus passes, other incentives.
We need to recognize that "normal" life is over.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

My vision is plans that people can hop on + off along main
corridors.

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

A great benefit of the BRT & bike/ped trails to Watsonville is the fact that many Cabrillo students & workers (in restaurants & hotels, service staff) don't own a car & need reliable, convenient, & economical ways to get to school or work. A passenger rail would also be a great benefit to these people 😊

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

The benefits of putting the Bell will increase use of commuting from Wilsonville to Salt Lake. This could also be an added benefit for tourism between the two cities.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

Negotiating w/ school & Cabrillo College
to accomodate schedules for after
high traffic time

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

PLEASE CONSIDER BARRIERS
ALONG BIKE LANES, GREEN
LANES ARE GREAT BUT A
PHYSICAL BUFFER IS STILL
NEEDED TO FEEL SAFE WHEN
RIDING IN TRAFFIC

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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Unified Corridors Investment Study

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I am not sure if This is the best way to collect information on the future of transportation in S.C.C. There was limited explanation on each option w/ people voting for item w/ limited comprehension. This seemed more like an effort to demonstrate public inclusion, but not necessarily informed participation. A workshop would have been much more thorough on the options & the impact of each

In case we have follow up questions about your comment or questions, please provide the following:

Your Name: Bart Post

Email: _____; Phone: _____

What area do you live in? _____

☐

Check here if you would like to receive email updates on the Unified Corridors Investment Study



Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

Please consider that there are a lot of people who do not ride bikes - keep the rail row for train or bus usage! Ideally bike + train if feasible.

Thank you

- Brandon Kett, 4th generation
Watsonville resident

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

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Unified Corridor Study Comment Sheet

If there are any benefits or challenges for the projects being evaluated that you feel are missing, please describe them in the space below:

Incentives for electric vehicles, self-driving vehicles + vehicle sharing. This is a community that can lead in these areas.

Use electrical trains + buses.

If there are any projects you would like to see considered in the Unified Corridor Study or would like to modify any projects already being considered please describe them in the space below:

More charging stations for electric vehicles

If you would like to create your own scenario to be evaluated please use the scenario table included in the handout to provide your input.

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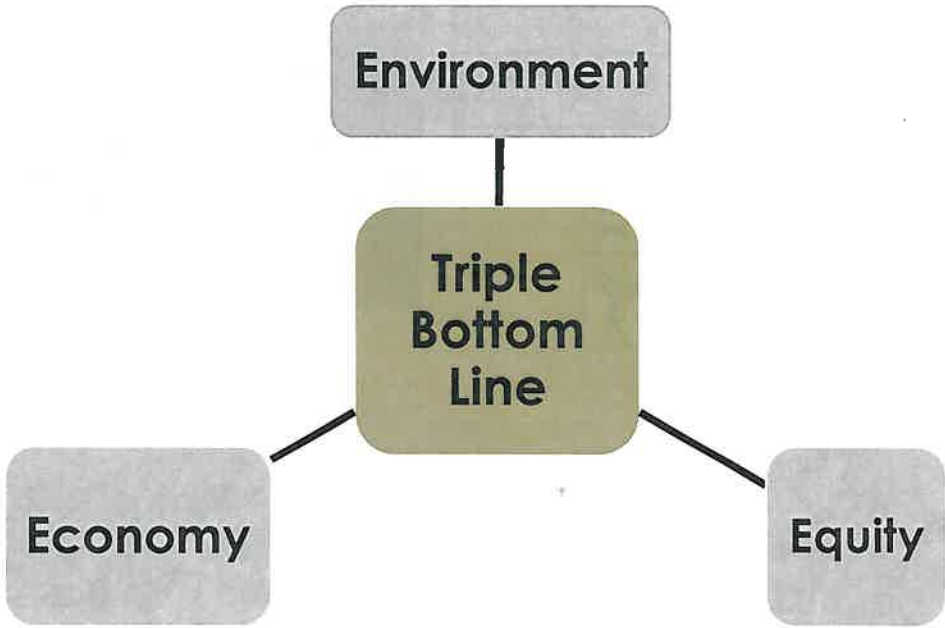
With the speed of technology, I envision a time relatively soon of self-driving electric cars that are shared. That means that as population rises, the # of cars on the road actually decrease. Making sure scenarios accommodate a shift to more electric buses + rail access to current transportation routes is important.

Ensure public transportation is accessible + affordable for those who can't afford cars.

Unified Corridor Study Scenarios

	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E	Scenario F	No Build	If you would like to recommend your own scenario, please use the column below
Highway 1 Projects								
Bus on Shoulders								good idea - bus shoulders
High Occupancy Vehicle Lanes (HOV) & Increased Transit Frequency								
Auxiliary Lanes to Extend Merging Distance								
Metering of On-Ramps								
Additional Lanes on Bridge Over San Lorenzo River								
Mission St Intersection Improvements								
Rail Transit on Hwy 1 - Santa Cruz to Watsonville								
Self-Driving Cars								
Soquel Avenue/Drive and Freedom Blvd								
Bus Rapid Transit Lite (faster boarding, transit signal priority & queue jumps)								bus RT good idea
Dedicated lane for Bus Rapid Transit & bikes								
Increased Frequency of Transit with Express Services								
Buffered/Protected Bike Lanes								
Intersection Improvements for Auto								
Intersection Improvements for Bikes/Pedestrians								get rid of first right turns dangerous for peds
Rail Corridor								
Bike and Pedestrian Trail								
Local Rail Transit with Interregional Connections								
Bus Rapid Transit								
Freight Service								
Overall Project Area/Connections between Routes								
Improved Bike/Pedestrian Facilities to Close Gaps in Network	These projects will be evaluated in all scenarios.							
Additional Transit Connections								
Bike Share, Bike Amenities, Transit Amenities, and Park & Ride Lots								
Multi-modal Transportation Hubs								
Transportation Demand and System Management								
Employers & Residences - Incentive Programs	These projects will be evaluated in all scenarios.							We need to spend real money on this TDM
Education & Enforcement -								
Electric Vehicle, Motorist Safety, & Bike Safety								

Please consider the Three E's of the Triple Bottom Line definition of sustainability when evaluating the scenarios – Environment, Equity, & Economy:

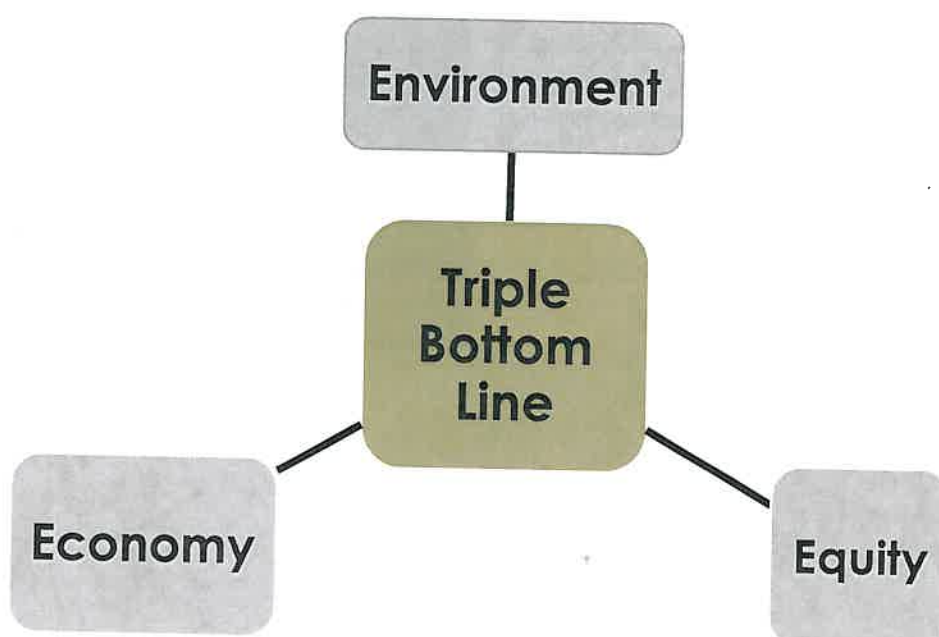




Unified Corridor Study Scenarios

	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E	Scenario F	No Build	If you would like to recommend your own scenario, please use the column below
Highway 1 Projects								
Bus on Shoulders								
High Occupancy Vehicle Lanes (HOV) & Increased Transit Frequency								X
Auxiliary Lanes to Extend Merging Distance								
Metering of On-Ramps								
Additional Lanes on Bridge Over San Lorenzo River								X
Mission St Intersection Improvements								
Rail Transit on Hwy 1 - Santa Cruz to Watsonville								
Self-Driving Cars								
Soquel Avenue/Drive and Freedom Blvd								
Bus Rapid Transit Lite (faster boarding, transit signal priority & queue jumps)								X
Dedicated lane for Bus Rapid Transit & bikes								
Increased Frequency of Transit with Express Services								X
Buffered/Protected Bike Lanes								X
Intersection Improvements for Auto								X
Intersection Improvements for Bikes/Pedestrians								
Rail Corridor								
Bike and Pedestrian Trail								X
Local Rail Transit with Interregional Connections								X
Bus Rapid Transit								X
Freight Service								
Overall Project Area/Connections between Routes								
Improved Bike/Pedestrian Facilities to Close Gaps in Network	These projects will be evaluated in all scenarios.							X
Additional Transit Connections								X
Bike Share, Bike Amenities, Transit Amenities, and Park & Ride Lots								X
Multi-modal Transportation Hubs								X
Transportation Demand and System Management								
Employers & Residences - Incentive Programs	These projects will be evaluated in all scenarios.							X
Education & Enforcement - Electric Vehicle, Motorist Safety, & Bike Safety								

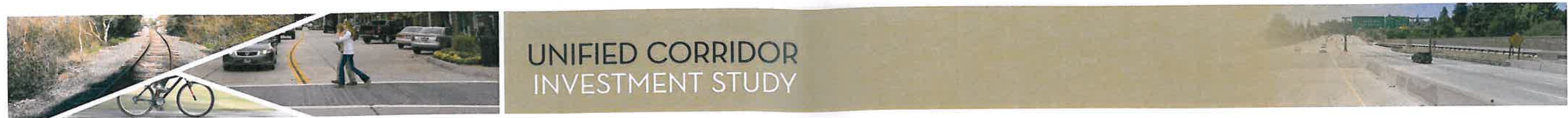
Please consider the Three E's of the Triple Bottom Line definition of sustainability when evaluating the scenarios – Environment, Equity, & Economy:





UNIFIED CORRIDOR INVESTMENT STUDY



















Rail ROW – Bike/Pedestrian Trail	Rail ROW – Local Rail Transit	Rail ROW – Bus Rapid Transit	Rail ROW – Freight Service
<p>Project Description</p> <p>Bike and walk trail between Davenport and Watsonville/Pajaro with separation for bicyclists and walkers where feasible.</p>	<p>Project Description</p> <p>Daily bi-directional passenger rail service between Westside Santa Cruz and Watsonville/Pajaro and weekend service between Davenport and Santa Cruz.</p>	<p>Project Description</p> <p>Bi-directional BRT between Westside Santa Cruz and Watsonville utilizing the rail ROW between State Park Dr. and Natural Bridges Dr. where feasible, Hwy 1 and local streets.</p>	<p>Project Description</p> <p>Freight between Davenport and Watsonville/Pajaro. Freight service would be primarily during the non-peak hours to not conflict with passenger rail schedules</p>
<p>Project Benefits</p> <ul style="list-style-type: none"> • RTC policy based on MBSST Master Plan • Multi-agency support • Supported by voters through Measure D • Measure D funds available for trail • Improves health and safety of pedestrians and bicyclists • Improves access to jobs, education, and services • Reduces vehicle miles traveled and greenhouse gas emissions by providing safer bike and walk options • Recreational asset • Improves access for people who do not drive 	<p>Project Benefits</p> <ul style="list-style-type: none"> • Rail Transit Feasibility Study solicited public input and provides information on rail transit option • Consistent with other planning efforts (MBSST Master Plan) • Improves transit travel time and access to jobs, education, and services • Reduces vehicle miles traveled and greenhouse gas emissions by providing faster transit options • Minor amounts of right-of-way may need to be acquired • Improves access for people who do not drive • Potential to increase land use and business development near rail right-of-way 	<p>Project Benefits</p> <ul style="list-style-type: none"> • Improves transit travel time and access to jobs, education, and services • Reduces vehicle miles traveled and greenhouse gas emissions by providing faster transit options • Improves access for people who do not drive • Minor amounts of right-of-way may need to be acquired • Moderate new investment for capital and operational costs • Could accommodate future technologies 	<p>Project Benefits</p> <ul style="list-style-type: none"> • Current RTC policy • Supported by voters through Measure D • Alternative option for goods movement to/from businesses • Reduces greenhouse gas emissions • Improves safety by removing trucks off of roadways • Moderate new investment for capital costs required • Minor new investment for operational costs required • Could accommodate future technologies
<p>Project Challenges</p> <ul style="list-style-type: none"> • Potential agricultural impacts • Some farmers have expressed concerns about impacts of trail on crop production • Environmentally sensitive areas may be impacted • Soil Sampling, testing, and remediation of contaminated soils may be needed • Potential conflicts between different users • Trail only or trail with BRT will not meet Prop 116 funding requirements and may require \$11 million - \$25 million or more funds to be returned • Potential to lose construction funds from grants with trail only or trail with BRT • Minor amounts of right-of-way may need to be acquired • Construction challenges may require additional funds 	<p>Project Challenges</p> <ul style="list-style-type: none"> • Horn noise from train has raised concerns from residents • Environmentally sensitive areas may be impacted • Soil sampling, testing, and remediation of contaminated soils may be needed • Major new investment for capital and operational costs required • New funding source required for operations • Traffic impacts at intersections • Potential conflicts with bikes and pedestrians on trail 	<p>Project Challenges</p> <ul style="list-style-type: none"> • Has not gone through public process and would require a new planning effort to solicit public input • Environmentally sensitive areas may be impacted • Soil sampling, testing, and remediation of contaminated soils may be needed • Traffic impacts at intersections • Potential conflicts with bikes and pedestrians on trail • Not consistent with Proposition 116 funding requirements for purchase of rail right-of-way and therefore may require \$11 million - \$25 million or more in funds to be returned 	<p>Project Challenges</p> <ul style="list-style-type: none"> • Horn noise from train has raised concerns from residents
<p>👍👍 Bike-only is a poor choice. Consider BRT instead of rail.</p>	<p>👍👍</p>	<p>👍👍</p>	<p>👍👍</p>
<p>👍</p>	<p>👍</p>	<p>👍</p>	<p>👍</p>
<p>👎 (Neutral)</p>	<p>👎 (Neutral)</p>	<p>👎 (Neutral)</p>	<p>👎 (Neutral)</p>
<p>👎</p>	<p>👎</p>	<p>👎</p>	<p>👎</p>
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Soquel/Freedom – Buffered/Protected Bike Lanes

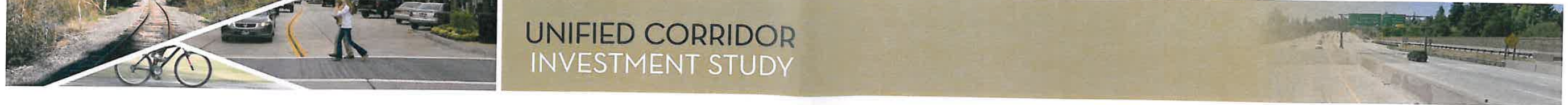
Soquel/Freedom – Intersection Improvements for Automobiles

Soquel/ Freedom – Bike and Pedestrian Improvements

<p>Project Description</p> <p>Widen the bicycle lanes to five feet and provide a buffer next to the lanes with either striping or a physical barrier. Bike boxes at signalized intersections where there are shared lanes to improve bike visibility and safety.</p> 	<p>Project Description</p> <p>Automobile improvements at intersections including modifying the design and adding turn lanes in numerous locations to improve traffic flow.</p> 	<p>Project Description</p> <p>Bicycle and pedestrian improvements at intersections using a variety of best practices including bike boxes, green lane treatments and bulb outs, islands, and bicycle and pedestrian signal priority.</p> 
<p>Project Benefits</p> <ul style="list-style-type: none"> • Reduces vehicle miles traveled and greenhouse gas emissions by providing safer bike options • Improves health and bike safety for citizens • Improves access for people who do not drive • Minor new investment for capital and operational costs required • Minor amounts of right-of-way may need to be acquired 	<p>Project Benefits</p> <ul style="list-style-type: none"> • Multi-agency support • Improves traffic flow and safety at intersections consistent with legislative requirements • Improves access to jobs, education, and services • Minor amounts of right-of-way may need to be acquired • Minor new investment for capital costs required • No new investment for operational costs 	<p>Project Benefits</p> <ul style="list-style-type: none"> • Consistent with other planning efforts • Improves access to jobs, education, and services • Reduces vehicle miles traveled and greenhouse gas emissions by providing safer bike and walk options • Improves safety for pedestrians and bicyclists • Minor amounts of right-of-way may need to be acquired • Could accommodate future technologies • Minor new investment for capital and operational costs
<p>Project Challenges</p> <ul style="list-style-type: none"> • On street parking may need to be relocated • Traffic may be impacted if car lane width needs to be reduced. • Environmentally sensitive areas may be impacted if right-of-way is required 	<p>Project Challenges</p> <ul style="list-style-type: none"> • Design exceptions required to minimize impacts to residential, commercial, and existing infrastructure 	<p>Project Challenges</p> <ul style="list-style-type: none"> • Traffic may be impacted to accommodate bicycle and pedestrian improvements
		
		
		
		
	 <p>Don't degrade bike lanes or make ped crossing longer</p>	




















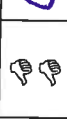
UNIFIED CORRIDOR INVESTMENT STUDY



Hwy 1- Additional Lanes on San Lorenzo River Bridge

Hwy 1- Mission St. Intersection Improvements

Hwy 1- Rail Transit

Project Description Widen the Highway 1 bridge over the San Lorenzo River (just south of the Highway 1/9 intersection) from 2 lanes in each direction to 3 lanes southbound and 4 lanes northbound and bring the bridge up to seismic safety standards.	Project Description Improve intersections along Mission St. in Santa Cruz to improve traffic flow and safety.	Project Description Bi-directional rail service along Highway 1 between Depot Park in Santa Cruz and Pajaro Station just south of Watsonville.
		
Project Benefits <ul style="list-style-type: none"> Consistent with City of Santa Cruz Capital Improvement Program Improves traffic operations and safety Improves access to jobs, education, and services Brings structure up to seismic safety standards Moderate new funding sources for capital costs required New bridge design may reduce environmental impacts 	Project Benefits <ul style="list-style-type: none"> Multi-agency support Improves traffic flow and safety consistent with legislative requirements Improves access to jobs, education, and services Minor new investment for capital costs required No new investment for operational costs Minor amounts of right-of-way may need to be acquired 	Project Benefits <ul style="list-style-type: none"> Improves transit travel time and access to jobs, education, and services Improves safety Improves access for people who do not drive Reduces vehicle miles traveled and greenhouse gas emissions by providing more transit options Could accommodate future technology Some funding sources may be available for capital costs
Project Challenges <ul style="list-style-type: none"> May impact river habitat and species Construction challenges to reduce impacts on traffic and environmentally sensitive areas Few funding sources may be available for capital costs 	Project Challenges <ul style="list-style-type: none"> Design exceptions required to minimize impacts to residential, commercial, and existing infrastructure 	Project Challenges <ul style="list-style-type: none"> Not included in any planning studies and community input has not been solicited Major new investment in capital costs and operations required Environmentally sensitive areas may be impacted Complex permitting process Moderate amounts of right-of-way may need to be acquired Construction challenges may require significant additional funds Ridership may be limited by limited number of stops and distance to employment areas
		
		
		
		
 Waste of money to create more stacking.	 These projects make Mission less safe for peds and bikes.	 Make it PRT, and it could work. But trains will never happen



Online Survey Comments

Unified Corridor Investment Study

Draft Step 1 Analysis – All Public Comments through Online Survey

October 11-November 8, 2017

Highway 1	Comment
Auxiliary lanes	The more the merrier...let's try to jam 10 -20 million people into the Bay area...what fun...
Auxiliary lanes	The more the merrier...let's try to jam 10 -20 million more people into the Bay area...what fun...
Auxiliary lanes	There are major backups in this area for no apparent reason - only because the road narrows and there are turns. Additional lanes should be supplemented with straightening of the highway and expansion of shoulders for maximum benefit.
Auxiliary lanes	Let's start with converting the railway to a bike trail please
Auxiliary lanes	More Needs to be done on Highway 1. The lanes need to be widened. We don't live in the 50's anymore when a 2 lane highway was acceptable. Due to the nature of my job it is not feasible for me to take the bus or take a bike. The traffic is completely out of control. Please do something about this.
Auxiliary lanes	This section is often the most congested on Highway 1.
Auxiliary lanes	This does not advance GHG emission that can meet the state's reduction goals. When induced traffic fills the lanes GHG emissions will be even worse.
Auxiliary lanes	Seems like a pretty simple, quick fix. ...though certainly not a be-all-end-all solution, it should help reduce bottlenecks.
Auxiliary lanes	Bad idea. This is just a sneaky way to add lanes. Better idea is to allocate the millions of dollars necessary for this to implementing regional fiber-to-the-curb internet services, preferably on publically owned fiber and switching with co-lo for whichever commercial providers want to compete. Once home-to-cube over-hill commuter traffic is reduced in favor of remote working, Highway 1 will have ample capacity for local shopping and those still requiring physical transit to jobs.
Auxiliary lanes	Overall: I love that SCCRTC reaching out and asking for feedback. However, I find these surveys confusing and hard to answer. I lack the necessary information to make educated trade-offs.
Auxiliary lanes	People that think more lanes will solve your problem haven't studied traffic. Alternate system is necessary. If this option is done over a more high volume alternative you will have failed
Auxiliary lanes	Aux lanes will help, but what is really needed is to add a lane in each direction be taking inside shoulders and widening RR bridges
Auxiliary lanes	These reduce bottlenecks
Auxiliary lanes	This seems like a fairly easy project that could help to reduce some of the hwy1 bottlenecks caused by lane merges.

Auxiliary lanes	I am unclear as to how auxiliary lanes improve the flow of through-traffic. Doesn't it just create more merging? I'd rather have three lanes of through-traffic with standard ramps, based on my current knowledge (or lack thereof).
Auxiliary lanes	Helps but does it account for the narrow width between the train bridges through Rio Del Mar that causes current backups?
Auxiliary lanes	Very expensive!
Auxiliary lanes	Very expensive and ineffectual remedy for auto congestion. Money is better spent on transit alternatives.
Auxiliary lanes	These should ease the bottle neck that is currently taking place in the section, esp on weekends going north.
Auxiliary lanes	this actually can help traffic..... express lanes would be even better as the majority of this traffic is commuter and one way depending on commute times....
Auxiliary lanes	Hwy 1 needs to be widened to 3-lanes each way from Santa Cruz to Watsonville.
Auxiliary lanes	Need more lanes on Hwy 1 ASAP
Auxiliary lanes	yes! this worked from soquel dr to hwy 1. unstop the bottle neck the rest of the way south
Auxiliary lanes	We need extra lanes, not just auxiliary lanes !!
Auxiliary lanes	yes
Auxiliary lanes	I cannot give this option even one star.
Auxiliary lanes	Widening the Highway doesn't work.
Auxiliary lanes	I don't actually understand how these help, but if they do, then...sure.
Auxiliary lanes	Why haven't you started yet? Soquel Drive is now "Highway 2".
Auxiliary lanes	Auxiliary lanes are a great step, however, the auxiliary lanes in Capitola have done little to reduce congestion. The only solution that has proved to significantly reduce congestion on Highway 1 is widening it to three lanes. Congestion begins at every point on the highway where it reduces to two lanes. We have only one highway people; we need three lanes!
Auxiliary lanes	This works! from Morrissey to Soquel Ave
Auxiliary lanes	Surprisingly inexpensive considering your cost indicators. Would be nice to get more and better bus service though
Auxiliary lanes	The one hesitation I have about auxiliary lanes is that they bottleneck at the exit because people use them to get as far up to the exit as possible and then make a last minute merge. I don't know if they are actually reducing traffic or creating more traffic, so I am a little hesitant about my answer to this questions.
Auxiliary lanes	Every highway widening I've ever watched simply means that people change their behavior until, once again, the new lanes are packed.
Auxiliary lanes	Will not improve congestion on Highway 1. Will increase use of the highway resulting in no net gain of improvement on moving cars. Degrades the environment and increases ghg and pollution.
Auxiliary lanes	Call it what it is, a third lane
Auxiliary lanes	More lanes = more cars
Auxiliary lanes	Despite comments to the contrary from members of the transportation commission, these auxiliary lanes give very little relief as most will not use the freeway to go from one on ramp to the next off ramp.

Auxiliary lanes	excellent idea
Auxiliary lanes	The 3 lanes to the Soquel exit has helped a lot; this would be even better.
Auxiliary lanes	Isn't Caltrans already planning to finish his project of waiting and Highway one? I guess I'm not clear about why we're still talking about this one that was already on
Auxiliary lanes	Keeps on and off traffic to the right where they belong.
Auxiliary lanes	Why do extra lanes only come as auxiliary? I prefer a 3rd lane throughout
Auxiliary lanes	There is more than a mile between each interchange suggesting that their use as a "merge" lane is simply an excuse by the RTC to build more lane mileage. Drivers already cheat by using the existing aux lanes at Soquel Ave and Morrissey as temporary through lanes. With "new" aux lanes, I predict more accidents due to this continued illegal activity. I strongly disagree that this project advanced environmental goals; it removes all of the existing CO2-capturing trees and shrubbery, sends a larger plume of pollution into the neighborhoods, creates more noise in the corridor, and allows more cars to contribute greenhouse gases to our environment. Your green and red indicator arrows are false and misleading.
Auxiliary lanes	These only do so much to alleviate traffic. People use them as cut-arounds then cut back into traffic causing other cars to slam on their brakes, thus making the backup worse
Auxiliary lanes	Such lanes cause congestion because of merging and pull ahead cheater drivers.
Auxiliary lanes	This is not a mass transit option. Any benefit from less congestion would be rapidly lost to increased numbers of cars on the highway.
Auxiliary lanes	DISAGREE that this is significant in advancing economic, equity, environmental goals or minimizing expenditures. This appears to serve county's wealthiest community at GIANT cost. If anything, expand BUS service to this area so poorer people can afford to rent in that area. The red/green indicators on this screen make me feel the entire process is rigged toward wealthy homeowners and developers.
Auxiliary lanes	Studies have shown this will not relieve congestion, but will cause environmental problems during the widening process while increasing emissions.
Auxiliary lanes	Yes biggest bag for the buck
Auxiliary lanes	It's time to expand the number of lanes.
Auxiliary lanes	We already know that adding more lanes isn't a long term solution. Eventually they just fill up again. We need a mass transit system that doesn't depend on the freeway.
Auxiliary lanes	Always good for traffic movement
Auxiliary lanes	Rip a freeway all the way from Los Gatos to San Andreas Rd.
Auxiliary lanes	I'd prefer just adding a third lane, as these are only somewhat effective.
Auxiliary lanes	YES! The on ramps and off ramps on HWY 1 for Soquel, 41st, Bay Porter are a mess because too many people are trying to merge, plus you have people trying to go from 15 to 60 MPH in 150 feet (Soquel SB & Bay Porter NB). Plus there is a ton of room adjacent to HWY between Rio Del Mar on ramp and the Freedom Blvd Off ramp ; build a lane there! Extend the off ramp areas on Rio Del Mar and Soquel off ramp for NB.

Auxiliary lanes	Better than nothing, but not much; accident prone.
Auxiliary lanes	We are a small city and our growth should be controlled at some level. Big city solutions will not work here. To much of the population lives close to our transportation corridors and their quality of life should be respected.
Auxiliary lanes	Too much disruption
Auxiliary lanes	Again does not meet environmental goals or sustainability. If your going to lay pavement do it for Mass transit and spend the money to replace our ageing bus fleet to electric
Auxiliary lanes	Smooth the flow, ease the bottleneck
Auxiliary lanes	there is not even an indicator in this section regarding environmental impact. That is my biggest concern. How many home owners/businesses will suffer due to acquisition of property to build more lanes? what is the environmental impact? Doesn't traffic keep growing to encompass the new areas, rather than reduce traffic?
Auxiliary lanes	Continues to encourage driving -- not a viable long term solution. Bad for the climate.
Auxiliary lanes	Please do
Auxiliary lanes	Climate action needed now! Widening the highway is bad for climate, bad for real traffic solutions.
Auxiliary lanes	Research has shown that this does not relieve congestion because it encourages additional vehicle traffic. We absolutely need to be focusing on solutions that encourage people to not use personal vehicles, by making it practical for them to use public transit for their everyday lives in a way that is more convenient than personal vehicle use.
Auxiliary lanes	Widening Won't Work: Induced demand.
Auxiliary lanes	push the problem down the line. If they involve construction it's an expensive investment for a problem that will go away on it's own as we go down from peak car https://www.scientificamerican.com/article/has-us-reached-peak-car-americans-driving-less/ construction causes lots of traffic that may take years of reduced traffic to mitigate
Bus on Shoulders	Need to make transit a time-advantageous alternative to driving - there are a lot of buses stuck in traffic
Bus on Shoulders	Bus on shoulders would be a worthwhile improvement. Do not take away parking or zone of 5 and 6 story buildings
Bus on Shoulders	It's a good idea...that way they can run over bicycle riders.
Bus on Shoulders	This seems like a very cost effective way to solve traffic problems.
Bus on Shoulders	This would be good if polling suggests there would be ridership. Too many buses go underutilized.
Bus on Shoulders	Would this only be available for SC Metro / Greyhound buses or private bus (tech) companies as well?
Bus on Shoulders	Buses are largely inefficient at transporting people who are spread out over a large area. I would anticipate ridership to be low in this county, despite the advantages.
Bus on Shoulders	This might help commuters from Watsonville, Aptos, Capitola to get to SC in less time.
Bus on Shoulders	car pool bus lane on freeway is preferable once it is widened to 3 lanes.
Bus on Shoulders	Let's start with converting the railway to a bike trail please
Bus on Shoulders	only after the highway has been built out 3 lanes in each direction
Bus on Shoulders	Widen the highway for all to use. Quit trying to force people on mass transit.
Bus on Shoulders	Seems like very good bang for the buck.

Bus on Shoulders	This is a good idea to try to make bus transport more efficient, but it relies on people utilizing busses as a means of transport. Most traffic on 1 appears to be single occupant vehicles, oftentimes work vehicles.
Bus on Shoulders	Hwy 1 between Santa Cruz and Watsonville is overloaded and gridlocked for hours a day. Adding buses to the situation is unrealistic and just plain dumb.
Bus on Shoulders	Without dedicated lanes for BRT to run in I suspect this option will offer no meaningful reductions in travel time nor reliability of travel time.
Bus on Shoulders	Fantastic idea!!
Bus on Shoulders	Why not do a HOV lane for 3 or more people per vehicle?
Bus on Shoulders	Requires either adding lanes or removing existing lanes from general use. Better idea is to advance from the old paradigm of hauling bodies around for work every day.
Bus on Shoulders	Not enough bus routes that utilize hwy 1.
Bus on Shoulders	Pointless. Instead build more lanes for cars.
Bus on Shoulders	very few people ride the bus, major traffic is Monterey to San Jose, not inter-county
Bus on Shoulders	How much distraction to existing infrastructure will occur and at what cost
Bus on Shoulders	I like this idea! It is a simple, cost effective solution to one of the major drawback to busses: they get stuck in traffic like cars.
Bus on Shoulders	We definitely need to be thinking about transit options for the corridor. Bus on Shoulders seems like a viable idea in some ways but each on/off ramp would present a challenge. Not sure about the regulations around this but the fact that this is listed as a problem is troubling.
Bus on Shoulders	We definitely need to be thinking about transit options for the highway corridor. Bus on Shoulders seems like a viable idea in some ways but each on/off ramp would present a challenge. Not sure about the regulations around this but the fact that this is listed as a problem is troubling.
Bus on Shoulders	i like this idea. But you would need to run buses every few minutes. Otherwise people will get frustrated and take their cars.
Bus on Shoulders	test
Bus on Shoulders	Test
Bus on Shoulders	This seems like a good way to make bus travel more efficient along hwy1, but it is based on an assumption that people will take the bus. Much of the traffic on 1 seems to be single occupant vehicles, largely work vehicles.
Bus on Shoulders	Please do not widen the Hwy 1. Buses on shoulder would be acceptable only on existing shoulder
Bus on Shoulders	Nice idea, but I don't see busses as a major source of congestion in the Hwy 1 corridor.
Bus on Shoulders	Great idea! Minimal impact and uses existing infrastructure. Easily scalable and shows quicker approach to destination, allows for contingency routes and easier to get to final destinations.
Bus on Shoulders	Would be helpful to know cost & estimate of benefit in objective terms (additional ridership, decreased commute, operational efficiency, etc) to better evaluate
Bus on Shoulders	Huh? This seems dangerous. What happens when an ambulance needs to get through?

Bus on Shoulders	I rarely see a bus on 1 during peak commute
Bus on Shoulders	I don't see that many buses but aux lanes would be great.
Bus on Shoulders	We definitely need to be thinking about transit options for the highway corridor. Bus on Shoulders seems like a viable idea in some ways but each on/off ramp would present a challenge. Not sure about the regulations around this but the fact that this is listed as a problem is troubling.
Bus on Shoulders	We need more information to rate this project: How much does it cost? How much time saved in transit? How many riders would it serve?
Bus on Shoulders	For this to be worthy, buses would have to be frequent enough—a welcome change to the county's public transport availability to encourage less people to use cars.
Bus on Shoulders	Yes! Let's take advantage of our existing metro system for people getting to work!
Bus on Shoulders	Invest in things that leverage of our existing \$50M per year spending on METRO instead of creating another underfunded large system like rail, with low ridership.
Bus on Shoulders	this will make traffic worse and not many people take buses. some dedicated lane like this is better served with a rail system if a whole lane will get taken up by it.
Bus on Shoulders	I believe the majority of commuters do not ride the bus to begin with.
Bus on Shoulders	rewarding all electric and shared riders in HOV lane w Buses is best alternative
Bus on Shoulders	Highway shoulders should remain clear in case of emergencies.
Bus on Shoulders	Yes, yes, yes! More improved bus service to connect north and south SC county.
Bus on Shoulders	this is a much better idea than rail. more flexible too.
Bus on Shoulders	We need to reduce highway congestion so I am in favor of anything that will help accomplish that goal as soon as possible.
Bus on Shoulders	Taking out an existing lane between Morrissey Blvd and State Park Dr. would be disasterous
Bus on Shoulders	Great option - if you fund enough buses to do it. Flexible, doable
Bus on Shoulders	Bus on shoulder will not address the issue of too many cars and not enough roadways
Bus on Shoulders	I only support this idea if it does not include auxiliary lanes
Bus on Shoulders	Widening the Highway doesn't work. No auxiliary lanes!
Bus on Shoulders	I am not sure improving bus service on HWY 1 will significantly reduce HWY traffic.
Bus on Shoulders	I don't see buses causing traffic congestion. This would allow them to get to their destination faster, but I believe a third lane would provide that solution for EVERYONE. :)
Bus on Shoulders	Just widen the whole road
Bus on Shoulders	most cost effective and leverages existing METRO investment
Bus on Shoulders	To be successful, would require that there be more buses and helpful bus routes
Bus on Shoulders	No one rides the bus and allowing busses in the shoulder will not increase ridership.

Bus on Shoulders	Just widen two spots at RR overpasses in Aptos. Could be done easily if trestles are converted to bike/ped bridges that don't require large supports in middle of hwy.
Bus on Shoulders	This seems a no-brainer. Relatively low cost with potentially a high reward.
Bus on Shoulders	This will only work on the outside shoulder.
Bus on Shoulders	I don't think this will do much to relieve congestion, but it can't hurt and is free. I have commuted (in MA) where the breakdown lane turned into a regular lane during rush hours and it was very helpful in relieving congestion. Never saw an accident.
Bus on Shoulders	Efficient, green and egalitarian. Old, young, families and students commute without the use of a car.
Bus on Shoulders	Efficient, green and egalitarian. Old, young, families and students commute without the use of a car. Scenario F.
Bus on Shoulders	
Bus on Shoulders	Not in favor if trees or other landscaping are cut down, or if ugly "sound" walls go up. Also where will stalled vehicles go?
Bus on Shoulders	Get real
Bus on Shoulders	Could this also be used for semi-trucks?
Bus on Shoulders	Great if it doesn't eat a lane. Bus infrastructure in SC is terrible if you're a commuter.
Bus on Shoulders	Good bang for the buck!
Bus on Shoulders	There is little benefit unless bridges are widened to provide thru-lanes for the busses, and in fact this would be very disruptive to traffic as busses repeatedly merge prior to each overpass!
Bus on Shoulders	There are no school busses anymore except in Bonny Doon and San Lorenzo Valley. Driving children to public/private school increases car congestion. Bus schedule to coordinate with public/private school time in and out. Offer intensives for students/parents of students to take bus to school K thru 12. Private/public/charter schools and metro coordinate to decrease cars on road to transport students.
Bus on Shoulders	This would at best probably remove 4% of autos on highway 1.
Bus on Shoulders	busses do not use HWY 1 during high commute times this will not improve traffic flow
Bus on Shoulders	And what happens when there is a problem on the road? How do the police and ambulances get through?
Bus on Shoulders	Bus lane on the outside shoulder makes sense and is cheaper.
Bus on Shoulders	
Bus on Shoulders	My experience with on-highway bus transit isn't very good. Unless frequency is really high (which seems unlikely given our population) the waiting at stops adjacent to freeway traffic is unpleasant. I'd be surprised if this was well-utilized.
Bus on Shoulders	Bus on Shoulders provides not only increased speed for bus transportation but also a huge incentive for people to get out of their cars and use the bus.
Bus on Shoulders	
Bus on Shoulders	During peak commute times only and to be shared with cars that have 3 or more occupants
Bus on Shoulders	Only a good idea if more people use the buses
Bus on Shoulders	
Bus on Shoulders	Shoulders narrow in places and would interfere with widening highway to 3 lanes. Not convinced it would alleviate traffic much as few people take bus to work either in Santa Cruz or San Jose even with improved commute times

Bus on Shoulders	I haven't really considered all of the ramifications of this, but it seems like not a bad idea on the surface.
Bus on Shoulders	I doubt the long term capacity of this measure even with the development of either completion of auxiliary lanes or a full third lane
Bus on Shoulders	Great idea that could help the highway 1 gridlock
Bus on Shoulders	unclear what ramp metering is
Bus on Shoulders	No room for separate, dedicated lane and not practical
Bus on Shoulders	Using the existing shoulders to reward those who choose public transportation is a great idea, but adding lanes open to all is a terrible idea.
Bus on Shoulders	People will take the bus if it runs frequently and is efficient. The current system is so limited it doesn't work for commuters.
Bus on Shoulders	Stupid
Bus on Shoulders	I support rapid bus transit.
Bus on Shoulders	These would be a hazard to emergency vehicles.
Bus on Shoulders	Too dangerous and not enough ridership
Bus on Shoulders	Unless you are going to have a better bus system the bus lane won't make any difference. The bus system now is very inadequate.
Bus on Shoulders	Buses are a waste of tax payers money. Most run empty except for prime commute hours. Better use of these tax funds are to hire Uber drivers or use large vans. Continued increasing costs of maintaining these under used bus is a misuse of public funds not to mention trusted fiscal responsibility. Most buses don't even use Hwy 1 except going to Watsonville. Who thinks the things up?
Bus on Shoulders	This will allow a tie in with current muni routes.
Bus on Shoulders	Bus service has limited ridership and don't service enough people and is not cost effective. You will not get people out of their cars. Make room for more cars.
Bus on Shoulders	I am all for this as long as there are no hot lanes. The measure funds for extra lanes should never be used for how lanes that is not what we voted for..
Bus on Shoulders	Seems dangerous.
Bus on Shoulders	Not as effective as auxiliary lanes
Bus on Shoulders	We are a small city and our growth should be controlled at some level. Big city solutions will not work here. To much of the population lives close to our transportation corridors and their quality of life should be respected.
Bus on Shoulders	Seems dangerous. Emergency vehicles and cars experiencing engine trouble need shoulder access.
Bus on Shoulders	Combine this with an HOV lane - not just for buses.
Bus on Shoulders	Seems very worthy of further study. Since there is less extremely expensive housing in Watsonville there is a growing need for bus service that can avoid the ever worsening traffic on Highway 1.
Bus on Shoulders	Preferrable to HOV lane as it takes more cars off the road.

Bus on Shoulders	This particular project idea seems the least of the transportation worries in our county
Bus on Shoulders	looks dangerous for cyclists
Bus on Shoulders	I agree with the idea that people using public transportation should be rewarded with faster commute times, I disagree however with the idea that cars should be allowed to use this as an auxiliary lane.
Bus on Shoulders	self-driving electric vehicles are going to revolutionize transport by driving down labor & maintenance prices & increasing safety. they allow future flexibility in routes and can be incrementally increased or decreased (and sold to other cities) increasing future options. initial investment is lower.
Bus on Shoulders	smart electric busses will be safe and cheap. they can be increased or decrease modularly and moved to other areas in SCC or sold as needed. great flexibility, low investment. don't just solve the problem on hw1 and move it to 17 or sc or sv.
Bus on Shoulders	More people will take buses if they move faster. So then less cars jamming traffic!
Bus on Shoulders	Buses and HOVs should have priority. HOVs should be 3+ passengers
Bus on Shoulders	bus in commute lane seems more useful
HOV lanes	I don't see how this advances environmental goals since it encourages more cars and more development.
HOV lanes	It could speed up the bus service.
HOV lanes	It is difficult to rate this with incomplete information. When the chart states "minor" for financial impact citizens need more complete information tor rate. Please modify your survey.
HOV lanes	Without your telling me what percentage of cars are HOV...it's a guess. So it's similar to all of your thinking...if that's what it is.
HOV lanes	HOV lanes *only* if there is active enforcement
HOV lanes	There should be minimal entry and exit points for this lane, to help carry people from one end of the county to the other without stops.
HOV lanes	This is an absolute necessity for the county.
HOV lanes	Let's start with converting the railway to a bike trail please
HOV lanes	Will freeway be widened and sound walls placed between 41st and Soquel North bound hwy 1
HOV lanes	Will have a minimal effect
HOV lanes	Do noT waste money on auxiliary lanes.
HOV lanes	Most expensive option with benefits that will soon disappear with induced traffic. Does not benefit low income people and people without cars.
HOV lanes	While this doesn't do much to reduce the number of cars, it would at least provide for an efficient pass-through and incentivize multiple occupancy vehicles.
HOV lanes	Great but we already have too few lanes and unless you do buses or?over to SJ. Not sure it would be good here.,
HOV lanes	HOV lanes are a good idea when potential road real estate is cheap and available, a condition which ceased to exist on our Monterey Bay long, long ago. Done now, HOV just steals existing lane breadth and reallocates it for shared personal vehicles, a modality that has failed to prove out as an economy up to now, in fact.

HOV lanes	Just again ridiculous wast of money. All the lane expansion that's already been done has, if anything made traffic worse. To can LA freeway yourself out of this congestion
HOV lanes	<p>We definitely need to be thinking about transit options for the highway corridor.</p> <p>A large expenditure for transit on Highway One would be much wiser than continuing to think about a train on the old freight rail corridor. A fixed transit solution on the rail corridor would be in the wrong place to attract transit users. At this time, it does not have the housing or employment density to make it a wise location for transit in our community.</p> <p>Further, it is too narrow to fit a well-designed bike and pedestrian path that will safely accommodate and attract a growing number of bicycle and e-bike commuters. The current plan will not move the bar on safety or combat greenhouse gases at a serious level.</p>
HOV lanes	<p>We definitely need to be thinking about transit options for the highway corridor.</p> <p>A large expenditure for transit on Highway One would be much wiser than continuing to think about a train on the old freight rail corridor. A fixed transit solution on the rail corridor would be in the wrong place to attract transit users. At this time, it does not have the housing or employment density to make it a wise location for transit in our community.</p> <p>Further, it is too narrow to fit a well-designed bike and pedestrian path that will safely accommodate and attract a growing number of bicycle and e-bike commuters. The current plan will not move the bar on safety or combat greenhouse gases at a serious level.</p>
HOV lanes	While not a fix to the overall vehicle volume issue, it would incentivize multiple occupant vehicles and likely streamline some of the congestion on hwy1
HOV lanes	<p>Or we could provide Proper carpool services for college and force high schoolers to carpool bus or not let anyone but 12th graders drive to school. Look at how many high school students are driving themselves to school aptos soquel harbor Santa Cruz oasis cypress</p> <p>Most of our traffic are single drivers the carpool and HOV won't do much</p>
HOV lanes	I am not convinced that these lanes will help AT All, but as long as the inportant overcrowding are inexplicably tied to these Lane projects I have to support. Please release the old bike bridge at Chanticleer from being tied to these projects!
HOV lanes	Wouldn't this lane also be used for buses? So could be in place of buses on the shoulder...
HOV lanes	I don't know that hov lanes would do well

HOV lanes	<p>We definitely need to be thinking about transit options for the highway corridor.</p> <p>A large expenditure for transit on Highway One would be much wiser than continuing to think about a train on the old freight rail corridor. A fixed transit solution on the rail corridor would be in the wrong place to attract transit users. At this time, it does not have the housing or employment density to make it a wise location for transit in our community. Further, it is too narrow to fit a well-designed bike and pedestrian path that will safely accommodate and attract a growing number of bicycle and e-bike commuters. The current plan will not move the bar on safety or combat greenhouse gases at a serious level.</p>
HOV lanes	The expense of this project would drain money from transit and active transportation. And it would encourage auto travel.
HOV lanes	It seems that studies on the effectiveness of carpool lanes are mixed at best in terms of benefits to congestion reductions.
HOV lanes	This'll jam things up even more!
HOV lanes	Yes and allow paid/toll access to HOV lanes as a source of revenue to fund transit and additional hwy improvements.
HOV lanes	These also don't help congestion, they just have an entire lane that less people use. This will not improve traffic.
HOV lanes	That would make traffic worse. There would be less lanes for daily commuters
HOV lanes	Using current space - ie: left lane!
HOV lanes	These could be combined with the Bus On Shoulders lanes in some areas for efficiency and minimal cost until new interchanges are built.
HOV lanes	this might help
HOV lanes	HOV lanes dont' work unless enforced. the cops have better things to do
HOV lanes	Why between Morrissey and San Andreas - it needs to start on Hwy 17 and proceed to the multi lanes at the La Selva area.
HOV lanes	The HOV lanes present as issues related to safety. Too many cars
HOV lanes	I cannot give this option even one star.
HOV lanes	Widening the Highway doesn't work.
HOV lanes	For that cost, make it available to all cars
HOV lanes	I wonder if the FastPass lanes that are being developed in the Bay Area could be a source of revenue here?
HOV lanes	If you are going to add a third lane, start with keeping it open to everyone. If the congestion isn't reduced, it would be relatively simple to convert it to a carpool lane.
HOV lanes	As long as they are open to buses, vans, and cars with at least 3 passengers
HOV lanes	I think the buses should be in the slow lane, 4 lanes, no HOV
HOV lanes	Based on your analysis, it would not be very cost effective.

HOV lanes	HOV lanes are already full over the hill where they have completed this work. This is a waste of tax payer funds and will not alleviate traffic.
HOV lanes	Unclear if this is additional lanes or repurposing. I am in favor of additional lanes not repurposing.
HOV lanes	Only if limited to buses, vanpools and cars with 3 or more people.
HOV lanes	I've seen little evidence that this well meaning idea has significantly improved traffic.
HOV lanes	No thank you. Look at other highways in Silicon Valley and how horrible that ended up.
HOV lanes	With so many people in a vehicle qualifying for HOV it seems silly. Just make another lane for everyone to use. If the issue is that there is only space for one lane I would then use this approach.
HOV lanes	Inefficient use of planned highway. Encourages more cars onto the road, more congestion.
HOV lanes	
HOV lanes	This will increase both bus ridership and carpooling. (Busses will arrive at destinations faster than non-carpooling cars.)
HOV lanes	This will help during commute times but needs to be open to all traffic on off commute hours.
HOV lanes	this should be HOV plus fee lane similar to the lanes on 680 in the Bay area with fastrac payment options. I would pay to use this lane
HOV lanes	I think this concept is a good one, however, It could only be enforced with increased sheriffs patrol is on the highway, or CCTV to capture license plate numbers of single drivers breaking the rules. Without spending money on enforcement, this plan would not have the intended effect.
HOV lanes	These just add to traffic problems as cars have to cross all lanes when they want on and off.
HOV lanes	Please provide a 3rd lane throughout this stretch of highway. EXCEPT, it does not need to be HOV. There is traffic on this stretch during weekends, morning, evenings. HOV lanes are not appropriate in Santa Cruz County
HOV lanes	Use active messaging to best manage Lane use times
HOV lanes	This would create 8 highway lanes (plus frontage roads on several sections), causing air and noise pollution to flow into neighborhoods and schools. I seriously disagree that this project has "community support", it is simply what the business council supports.
HOV lanes	There are not enough carpoolers in Santa Cruz county to make these lanes a reasonable alternative. The other lanes will be a parking lot.
HOV lanes	HOV lanes don't make sense in SC county where people are going to jobs all over Silicon Valley
HOV lanes	Using the rail line would give the same benefit but be more affordable.
HOV lanes	Should have been done along with the last widening, top priority for our county in my opinion!
HOV lanes	combine bus "shoulder" and HOV lane
HOV lanes	While it sounds good in theory, it won't actually relieve congestion, and may encourage more vehicle traffic.
HOV lanes	it's better than just constructing more lanes, but I see how it is over the hill and it's not really helping!
HOV lanes	Stupid
HOV lanes	During commute hours.
HOV lanes	How much use do these actually get. They always seem empty to me.

HOV lanes	This would be very expensive and inefficient compared to using the existing rail line.
HOV lanes	This is a sensible solution
HOV lanes	Now this makes sense. Somebody is thinking. Gary Patton, "Mr. No Growth" was a contributor to our current infrastructure problems today. He should have his nose rubbed in what we have inherited from his bogus legacy.
HOV lanes	We don't want them
HOV lanes	The problem on Hwy 1 between those two exits is the choke points. There is one at Soquel (3 lanes to 2) and the stretch between 41st and bay ave. (4 on/off ramps with 1/4 mile)
HOV lanes	HOV lanes only work with users going long distances. In the case of HWY 1 you will have traffic back ups occurring from people trying to get into and out of the HOV lane to and from exits. the same thing happens on 85 and 101
HOV lanes	I voted for the addition of another lane. No were in the explanation of a yes vote did it say hov lane. In no way would I have voted for this if it meant an hov lane. Back in the 80s Santa clara county voters were duped by this.Voting for a lane addition and then the county switched to an hov lane. Learn from the past santaclara county voters have not approved a single measure since being duped. Over 60% of the voters asked and voted in a extra lane. In no fucking way did it even mention a hov lane. STOP THE B.S AND DO WHAT WE VOTED FOR.. NO HOV LANES. P.S I do not commute on the highway and even I say no hov lanes...
HOV lanes	Doubt the rate of use would justify the expense; better to add a 3rd lane for everyone.
HOV lanes	We are a small city and our growth should be controlled at some level. Big city solutions will not work here. To much of the population lives close to our transportation corridors and their quality of life should be respected.
HOV lanes	HOV lanes have proven to have minimal effect on traffic patterns.
HOV lanes	How are you going to encourage carpooling. Many commuters are single drivers.
HOV lanes	Not sure why this is an option, we do not presently have enough money, this will invite more cars (induced travel) also does not meet GHG emission goals and is not sustainable transportation.
HOV lanes	I think there needs to be a survey of feasibility of traffic patterns that would support carpool lanes. Where is everyone going and will carpool lanes help?
HOV lanes	Better than nothing, but not as good as busses. This will be clogged before long, like Highway 85.
HOV lanes	This project seems relevant, though construction time and actual traffic affect would be important to know first
HOV lanes	Instead of this costly project that expands Highway 1, invest in transit on the rail corridor.
HOV lanes	Some of us have been using HOV options for commuting for decades. The current traffic situation with no HOV lanes is creating a severe disincentive to combining rides as doing so usually restricts commuting to typical hours. I have been driving a vanpool for 27 years, and am considering switching to driving alone so I can commute to work at off-hours to avoid the horrendous traffic that currently exists.
HOV lanes	I disagree with the construction of additional lanes, because research has shown this will not actually relieve congestion. However, I do believe that people should be rewarded for their choice to take public transit by having a way for public transit to go around traffic.
HOV lanes	Only if it doesn't reduce number of lanes for non HOV.

HOV lanes	temporary stop gap measure. moves traffic down the line. don't know what their effectiveness is in other areas, but a quick web search suggests limited data to support effectiveness
HOV lanes	Bus and HOV lanes. HOV should be 3+ persons
HOV lanes	Not a viable long term solution. Mercury News reports today that 2/3 of bay area carpool lanes are seriously congested (like adjacent lanes) and moving too slowly to meet fed requirements. This just amount to facilitating more cars and traffic, not solving the problem.
HOV lanes	Not helpful in the long term. Today's Mercury News reports that 2/3 of bay area HOV lanes are too congested and no longer meet federal guidelines. This only facilitate more cars and traffic. It will all fill up before too long.
Rail transit on Hwy 1	Look into a less disruptive and space efficient alternative to full or light rail, such as monorail.
Rail transit on Hwy 1	Depends on overall cost and how much it would increase our taxes.
Rail transit on Hwy 1	Totally useless. Your ridership will be minuscule compared to the traffic on the highways.
Rail transit on Hwy 1	Don't believe rail will help with transportation needs or reduce traffic. Don't want rail.
Rail transit on Hwy 1	This is forward thinking and deserves full review and consideration, in my opinion.
Rail transit on Hwy 1	this would be huge for the county - creating a true public transportation solution from end to end, where we don't need to worry about traffic. ever again.
Rail transit on Hwy 1	Stupid waste of time. The rail line starts nowhere and goes nowhere and the rest of us would be forced to subsidize empty trains to nowhere. Stop wasting money on the trolley folly!!!
Rail transit on Hwy 1	Seems little sense in building new rail that doesn't connect to a larger rail-oriented infrastructure, and once built cannot be rerouted. The same function can be achieved using vehicles that drive on pavement; those vehicles can be rerouted, new routes can more easily be added, and future vehicle replacement is easier and cheaper. And because of advances in low/no-emission vehicles, rail loses much of its past environmental advantage.
Rail transit on Hwy 1	Would be great, but not feasible! How about paving the rail line, run buses up and down during comute hours and allow bikes and walkers other times?
Rail transit on Hwy 1	Waste of tax dollars! Build third/auxiliary lane from Morrissey Blvd. to Watsonville
Rail transit on Hwy 1	Might be more cost saving to use the existing rail line.
Rail transit on Hwy 1	We need no rail. Rail is outdated technology inappropriate for SC population density. We should focus on converting the railway to a bike trail immediately please
Rail transit on Hwy 1	looks ugly and should only be done if it is possible to elevate it above the freeway and bridges
Rail transit on Hwy 1	No rail but more room for a separated path for peds, bikes and the likes

Rail transit on Hwy 1	We need an alternative form of transportation besides cars and we need it now. This project will benefit the community and surrounding areas in so many ways besides not having to use a car and removing its environmental impact. The community will be less stressed out and have more time to be engaged and to volunteer. Businesses will benefit from the increase in people moving around our city. We should not wait a few years until the traffic and transportation in this area gets to obscene levels. We've seen what happens when you do not build the proper infrastructure in places such as the Bay Area and Los Angeles. We cannot make the same mistakes. Build it now and prepare for the continued growth our community and the children and grandchildren.
Rail transit on Hwy 1	Please do not waste tax payer money on a train - just build a trail -
Rail transit on Hwy 1	This could be very helpful but I think it would be very expensive.
Rail transit on Hwy 1	Train is NOT a good option for our community
Rail transit on Hwy 1	Should be considered as part of any highway 1 upgrade, especially if Santa Cruz city proceeds with its corridor plans
Rail transit on Hwy 1	I realize this is a pie in the sky, but the hwy 1 corridor is an existing high traffic (volume and noise) corridor and running a train along it makes a lot of sense and would eliminate all the many NIMBY issues, safety issues, noise issues, eminent domaine issues, and retrofit issues surrounding trying to put a commuter train in the rail ROW.
Rail transit on Hwy 1	We have a rail right of way; it makes sense to use it for its intended us.
Rail transit on Hwy 1	No Train! What a waste of resources! Building a world class Bike/hike trail is a much better use for this space.
Rail transit on Hwy 1	Hundreds of millions to reduce freeway vehicle capacity and haul people back and fourth from Watsonville to Santa Cruz? No thanks.
Rail transit on Hwy 1	Use existing train line, and widen hwy1.
Rail transit on Hwy 1	No. Use the train line already there.
Rail transit on Hwy 1	Use existing train line and widen hwy1.
Rail transit on Hwy 1	The traffic congestion is not going to be solved by more busses, more lanes etc. As SC becomes more expensive, the service workers are pushed south to Watsonville generating more traffic. For those of us in south county getting north is impossible from 6am to 10:30, and from 3:00pm to 6:30 pm. Otherwise it's just slow. The cost to individuals and the county of sitting in that traffic should be expressed in terms of lost income. If you took the average wage times lost time each day of the 1000s of people it would pay for the Train.
Rail transit on Hwy 1	is this a joke? unless it extends all the way to BART or VTA, how many people would it serve?
Rail transit on Hwy 1	The train is a waste of money.
Rail transit on Hwy 1	Rail transit is the least cost effective solution. It will be an albatross once self-driving cars become ubiquitous
Rail transit on Hwy 1	I know you hate rail. But all developed places have good rail systems to move people between homes and places of work. Just do it.
Rail transit on Hwy 1	While kind of a pie in the sky project, in my opinion rail along the hw1 corridor would be the ticket. The corridor is already high-traffic, busy, noisy, etc; the corridor accesses places that people are going; and putting rail there would not sacrifice the ability for the existing rail row to be transformed into a bike-ped trail.
Rail transit on Hwy 1	This should be priority 1.

Rail transit on Hwy 1	Rail is not needed. Improve the bus system
Rail transit on Hwy 1	We need a bike trail not a rail transit
Rail transit on Hwy 1	I was a Ucsd student who lives in aptos I would road my bike if it was safe but there is no designated bike trail like that of monterey. The amount of people that would and could ride their bike is far greater than those who would go on a rail transit. Including students. Also park and ride could be displayed better with the park sharing apps available. Or we could not continue to build low income housing and increase our popular including that of Ucsd students 6000 more freshman than 4 years ago they don't live on campus....they commute
Rail transit on Hwy 1	Please focus rail funds on the rail that already exists (i.e. rail-trail)
Rail transit on Hwy 1	If we are going to try and have a train, highway one is the place to put it.
Rail transit on Hwy 1	The first priority would be to get rail working on the existing railway
Rail transit on Hwy 1	Where would the stops be and what would they connect people to?
Rail transit on Hwy 1	I think SkyTran down the center of hwy 1 would be easier and cheaper to implement and allow for branches to other parts of the county later on
Rail transit on Hwy 1	Would be helpful to know cost & estimate of benefit in objective terms (ridership, commute time impact, etc) to better evaluate. I suspect pedestrian trail only (NO train) is likely a much better solution in terms of return on investment, environmental impact, maintenance obligation, tax burden, and speed to implement. I believe trail only benefits our schools, businesses, families and communities.
Rail transit on Hwy 1	Won't work. Wrong approach to the problem. The issue is Hwy 17 commuters, not Watsonville/Santa Cruz traffic.
Rail transit on Hwy 1	No room and train would need to go to San Jose.
Rail transit on Hwy 1	I think this is highly desirable but our population density doesn't support feasibility of getting funding or subsidizing operations nor is projected to.
Rail transit on Hwy 1	Many people live within a short walk of Hwy 1 in Santa Cruz County. This would be preferred over the rail trail currently under consideration. There are already ride share lots along this corridor.
Rail transit on Hwy 1	Implementing a monorail system, with a small footprint compared to grade level rail, would make sense.
Rail transit on Hwy 1	This is one of the main if not main reasons people have given so much support. If this part of the project doesn't happen I for one will feel lied to and I'm sure many others will too.
Rail transit on Hwy 1	I would really like to see the return of trams. Especially on 1, 17, and hwy 9 on existing tracks!!!!
Rail transit on Hwy 1	While the RTC should be thinking carefully about transit solutions for the Highway corridor, this seems to have been thrown into the UCS at this point as a red herring.
Rail transit on Hwy 1	Way too expensive. This largely park-and-ride transit idea would do little for the 75-80% of trips that are not commute trips.
Rail transit on Hwy 1	Absolutely necessary!
Rail transit on Hwy 1	If we do rail at all, it should go into a heavy traffic zone rather than the existing rail corridor
Rail transit on Hwy 1	It's the best place for a train, but still too expensive.

Rail transit on Hwy 1	No rail, only trail. The whole train project is an outrageously expensive project that is not helping our transport issues. You have already wasted 5 million on a railway bridge in La Selva Beach. That could have been used to improve our totally neglected roads. The trail should be for the good of the community, like the extremely popular Monterey trail. Bikers, hikers and simply people enjoying this beautiful area.
Rail transit on Hwy 1	A very dumb idea .. the RTC needs to stop obsessing over this and get realistic.
Rail transit on Hwy 1	We need this. No bus lanes, no aux lanes, we need a train that can eventually link to the bay area. This area is moreso and moreso a bay area bedroom community and that + tourist traffic is what is congesting our area. We need trains more than anything.
Rail transit on Hwy 1	San Lorenzo bridge needed to be done yesterday
Rail transit on Hwy 1	I support removing the tracks and using the entire corridor for a bike and pedestrian trail
Rail transit on Hwy 1	Seems very expensive, and rail lines are vulnerable to grid failure (for any number of reasons).
Rail transit on Hwy 1	Remove RR tracks and replace with bike path & trail.
Rail transit on Hwy 1	I support removing the tracks and using the entire corridor for a bike and pedestrian trail.
Rail transit on Hwy 1	Completely, totally against a train of any kind.
Rail transit on Hwy 1	This is a waste of money. Repeated studies for 20 years have showed not enough ridership to support. Also no mention of stations, or where riders will be able to get to major employers Waste of money for 20 years.
Rail transit on Hwy 1	I support trail only, not rail and trail
Rail transit on Hwy 1	I support rail transit, but I think it needs to be a separate corridor like the Light Rail in San Jose - can we do a monorail that goes above the highway?
Rail transit on Hwy 1	This is very expensive to build and maintain. In addition, these light rail projects usually don't have much use. Example of little use... VTA's light rail system.
Rail transit on Hwy 1	This is a noisy, polluting and expensive option. Projections for ridership are not based on reality. It will produce more traffic on the cross streets and will result in many accidents. We need a commuter train to San Jose to take traffic off of HWY 17 and that will lessen the traffic through our corridor.
Rail transit on Hwy 1	Pull the tracks and implement a trail-only solution. Stop wasting money on a passenger rail service that is not practical, nor financially sustainable!
Rail transit on Hwy 1	Given the picture provided with this option, it gets no support from me.
Rail transit on Hwy 1	Should end at ucsc
Rail transit on Hwy 1	Highway 1 doesn't go to Depot Park!
Rail transit on Hwy 1	I don't see the cost bringing a benefit to more than a few
Rail transit on Hwy 1	Though I agree with rail on HWY 1 (and 17) I absolutely do not agree with the use of the current rail corridor! That corridor should be trail only and the tracks pulled and railbanked! It is not viable to reduce the commute, nor as a passenger line due to its inconvenient location, and the negative impact it would have on the community.
Rail transit on Hwy 1	You can't be that stupid right?
Rail transit on Hwy 1	There would be no greater way for the county to lose money!

Rail transit on Hwy 1	Would be great, but we don't have the money or political will to do it.
Rail transit on Hwy 1	Not economically viable. Too many sharp curves prevent any kind of speed.
Rail transit on Hwy 1	fixed rail doesn't work here, and would only make our budget larger
Rail transit on Hwy 1	No train! Trail only makes sense.
Rail transit on Hwy 1	Please! No railroad. Hike and bike trails. Safe for wildlife, safe for people and healthy. Probably good for tourism too.
Rail transit on Hwy 1	This will never work in SC County, who and what will pay for this?
Rail transit on Hwy 1	We should not invest one single dollar in rail transit along Highway 1 OR on the existing rail line. We have already seen the huge billion dollar waste on the train to nowhere in California and we shouldn't make the same mistake in Santa Cruz.
Rail transit on Hwy 1	Bad idea. add parking at stations triples projected cost. And parking is a necessity.
Rail transit on Hwy 1	Whoever dreamed this up needs to be fired. There is no money to put these tracks down the freeway. Maybe a PRT line on the side but thats the only possibility.
Rail transit on Hwy 1	Instead of passenger trains or light rail, consider personal, single-rail transit.
Rail transit on Hwy 1	If there were a safe, consistent rail line that had good connections to axillary bus lines, my family and I would definitely use it for commutes during the week and for fun in the evenings and on weekends. As south county residents, we feel like we miss out on a lot of fun in central and north county because we just don't want to brave the summer traffic or have to drive home after a night out.
Rail transit on Hwy 1	Too expensive. Makes better sense than putting it in the rail corridor, but too expensive and no room. Bus on Shoulder and bus on Soquel/Freedom make much more sense.
Rail transit on Hwy 1	Considering the extraordinary cost of rail transit, this seems less attractive than Bus On Shoulders.
Rail transit on Hwy 1	this is a terrible idea.
Rail transit on Hwy 1	Not a bad idea
Rail transit on Hwy 1	Not a bad idea just keep the railroad heritage untouched along the coast line and the Roaring Camp right of way.
Rail transit on Hwy 1	North end would need to extend to Harvey West Park, UCSC and have stops at Cabrillo (Park Ave) to have value.
Rail transit on Hwy 1	This is a stupid idea.
Rail transit on Hwy 1	Seriously?
Rail transit on Hwy 1	Please, please do not do this. NO RAIL. It's obsolete. It's a boondoggle. Trail on rail corridor for bike/hike only.
Rail transit on Hwy 1	Just NO! Rail transit belongs on the existing rail right-of-way, supported by dedicated bus shuttle services to Cabrillo & UCSC & downtown
Rail transit on Hwy 1	Extend the rail all the way to Los Gatos! Above grade monorail. Use existing right of way.
Rail transit on Hwy 1	This would cost way more than adding addition lane to each direction and would probably only relieve 15-20% of road traffic.
Rail transit on Hwy 1	too much infrastructure
Rail transit on Hwy 1	Waste of \$\$\$\$

Rail transit on Hwy 1	This is just being pushed by greedy corporations. No Santa Cruz county residents actually want this.
Rail transit on Hwy 1	The worst idea ever & will not support such a preposterous idea and if its forced down our throats. I will never support ANY financial subsidies which it most definitely will require. Plus people living near the tracks will be in an uproar when they hear how loud the train horns will be blaring at each unprotected crossing. They will be insisting on removing all power from the RTC and so will I.
Rail transit on Hwy 1	Unless rider costs could be kept very low, no one would use this.
Rail transit on Hwy 1	Rail transit is too costly and does not pay for itself.
Rail transit on Hwy 1	the only rail line I'd like to see would go over Highway 17
Rail transit on Hwy 1	I am thoroughly opposed to implementing the train. Enough research has shown that people do not commute enough along this corridor to warrant the cost of the train, and also that additional transportation such as buses and shuttles would need to be added to the train plan in order to make it make any difference and commuting traffic. The train is a very bad idea.
Rail transit on Hwy 1	Over kill!
Rail transit on Hwy 1	Overkill! and very expensive.
Rail transit on Hwy 1	Rail transit on Hwy 1 would require the taking of a huge swath of private property in order to widen the highway and add the rails. I don't believe that this would be a cost effective solution. Where will all of the businesses and homes that would be demolished relocate to? How much would it cost to obtain the swath of right of ways for the needed properties to do this? I would imagine that the safety corridors and rails would require at the very least a 20' wide swath, and then the highway and all of the over crossings would need to be rebuilt, and also the frontage roads would be removed or moved in order to accommodate this swath. How many homes and businesses would be taken from their owners, and who would be responsible for relocating the businesses and providing homes for those who have been displaced?
Rail transit on Hwy 1	Much as I support rail transit in the abstract, I can't see how this would be an efficient use of resources.
Rail transit on Hwy 1	A monorail line would take the least room and make it easy to jump over the overpasses.
Rail transit on Hwy 1	We already have a functional rail system in place!
Rail transit on Hwy 1	Please no
Rail transit on Hwy 1	Wow..what a \$\$\$\$ boondoggle that would be
Rail transit on Hwy 1	Seems like a costly project especially with tracks already in place and usable
Rail transit on Hwy 1	You are kidding, Right?
Rail transit on Hwy 1	This sounds great towards getting more people off the roads and onto public transport.
Rail transit on Hwy 1	Please drop the train completely
Rail transit on Hwy 1	Please no trains, just a walking and bike path!

Rail transit on Hwy 1	This scenario seems to be a straw-man, something thrown in at the last minute as another "alternative" that no one has talked about much. I've never heard this mentioned in the Sentinel, at meetings, or via my supervisor's newsletter.
Rail transit on Hwy 1	This seems like a good idea, however the cost would be extreme
Rail transit on Hwy 1	Conventional rail in the Hwy 1 corridor is not a good option. For new transit construction with dedicated guideway monorail or similar modular guideway systems are significantly cheaper (and faster to build).
Rail transit on Hwy 1	Not sure why this is indicated as having little community support, etc. Santa Cruz is far behind the times when it comes to making use of rail infrastructure. Our population (including commuter population) is increasing, not decreasing. Any other city would consider rail to be a vital part of planning for future growth. SC population has grown between 10-30% each of the last few decades, and Watsonville's population grew even more. Rail makes sense.
Rail transit on Hwy 1	We would get the same benefit at much lower cost by using the existing rail right of way.
Rail transit on Hwy 1	This is a huge waste of money. Self driving car technology will revolutionize mass transit. We should have put the train in 50 years ago. Do you want to be remembered as the people who spent a ton of money on an outdated technology that then wasn't utilized enough to justify its continued funding?
Rail transit on Hwy 1	This project should be rated HIGHEST in advancing economic, equity, and environmental goals. Other challenges are very significant.
Rail transit on Hwy 1	This makes more sense than widening the highway. The tracks are already there! A bike trail would be great through that corridor.
Rail transit on Hwy 1	it needs to be considered given the goals to reduce GHG and VMT
Rail transit on Hwy 1	Build it and they will come. This would the thousands of us commuting each day a wa to get to work without driving!
Rail transit on Hwy 1	Rail Transit is not an affordable transportation method and it's not flexible to changes in usage.
Rail transit on Hwy 1	I think rail is the way to go, or buses! NOT MORE CARS!
Rail transit on Hwy 1	this will not help in my opinion as each end will need additional public transportation to be available to get people from their homes to the start of train and more at end to get persons to their places of work/shopping. and is shopping or needing to carry anything, walking/biking will not be workable eithere.
Rail transit on Hwy 1	Terrible idea. We should use the existing rail right of way, not build a different one.
Rail transit on Hwy 1	Way too costly and poor ridership
Rail transit on Hwy 1	I think rails should eve removed
Rail transit on Hwy 1	Massive boondogle. Someone's fantasy. The board and rail associates have s vested interest in this massive misuse of public moneys. The supporters future salaries and careers are dependent on the rail being imposed on the public that will have to pay them and the rail for ever. Why is this useless rail still on the transportation agenda? I answered it above. Sad
Rail transit on Hwy 1	This should be the #1 project right now!

Rail transit on Hwy 1	Absolute don't support RR. There is no infrastructure for it, it is dirty, loud and will disturb the habitat of people and animals. It will be expensive. Let's have a health generating beautiful hike and bike trail! For the residents and visitors in Santa Cruz County and beyond. It could link to the Monterey system that already exists. Heaven!!!
Rail transit on Hwy 1	I support green trail over rail ways.
Rail transit on Hwy 1	NO...improved bus routes and frequency much more effective and less expensive way to get across town than rail service.
Rail transit on Hwy 1	Complete and utter waste of time. NO RAIL!
Rail transit on Hwy 1	I support the rail WITH a trail please!
Rail transit on Hwy 1	Take out rail tracks and build bike path. Build a safe bike path from Watsonville to Santa Cruz. Greenway!
Rail transit on Hwy 1	A rail to nowhere. The 40K+ commuters that go between Watsonville and Santa Cruz are not going to work in Santa Cruz, they are going to Silicon Valley. What good is a train that stops in Santa Cruz???
Rail transit on Hwy 1	I fear all the rail solutions are pipe dreams. The population density doesn't exist to make light rail practicable, and the low-growth, no-growth ethos of Santa Cruz will keep density low. Besides, who "commutes" between Santa Cruz and Watsonville? All those cars clogging Hwy 1 are on their way to Silicon Valley or elsewhere.
Rail transit on Hwy 1	No one is going to use it!
Rail transit on Hwy 1	No one is going to use it! Highly expensive and and inefficient! There is no room. Existing tracks should be a bike/ped path.
Rail transit on Hwy 1	when will you guys learn NO RAIL It does not work and never will. You should concentrate on maybe helping existing infrastructure such as cleaner busses and such. Stop with the rail it is useless and no one will use it....
Rail transit on Hwy 1	I support Rail Transit along the Monterey Bay Sanctuary Scenic Trail Network, a 50-mile bicycle and pedestrian pathway along the coast of Santa Cruz County.
Rail transit on Hwy 1	Per the RTC studies, the proposed train service would not serve even a tiny fraction of what would be required to address the hwy one traffic congestion or basic commuter congestion. The rail corridor goes nowhere that commuters need to be.
Rail transit on Hwy 1	Insane. We already have a rail line!!
Rail transit on Hwy 1	I support a Greenway.
Rail transit on Hwy 1	Why use the Hwy when the railway is right there.
Rail transit on Hwy 1	If I'm not mistaken these trains are fairly quiet and wouldn't take away from all the residence of the county that live close to the highway, which just so happens to be a lot of us.
Rail transit on Hwy 1	Rail service of any kind should utilize the existing railroad corridor.
Rail transit on Hwy 1	What a terrible waste of money
Rail transit on Hwy 1	Yes, yes, YES!!!!
Rail transit on Hwy 1	Not so sure that there is enough population and employers to justify the cost.
Rail transit on Hwy 1	No way! We already have the tracks in place to go the whole way.
Rail transit on Hwy 1	truly stupid

Rail transit on Hwy 1	I would love this but cost prohibitive. Should not be an option realistically.
Rail transit on Hwy 1	Take up the rail and make thus dedicated bike/pedestrian trail
Rail transit on Hwy 1	I think this is a bad idea. I support the GREENWAY, removing the rail and making the space available for foot and bicycle traffic. That would beautify our city, give bikes a chance, and improve tourism. I have biked these types of trails in Colorado and in Monterey and I am sad we do not have them in such a lovely place as Santa Cruz. I don't think sharing with trains is the solution. I think it should be a recreational/scenic corridor only.
Rail transit on Hwy 1	Use the rail trail instead.
Rail transit on Hwy 1	This is a great idea. In fact, the rail service should be continued up along the coastline to Davenport along the existing tracks to reach our further northern communities.
Rail transit on Hwy 1	This is where public funds should be invested: an alternative to energy intensive, highway choking autos.
Rail transit on Hwy 1	Any transit that isn't able to directly serve the widely dispersed housing we have in this county should be lower in priority than those that can.
Rail transit on Hwy 1	This is the best idea you have had so far, a way to encourage people to not use their vehicles!
Rail transit on Hwy 1	One star for conventional rail. FIVE STARS for overhead guideway.
Rail transit on Hwy 1	I would support it if it didn't narrow the space for cars. How about a train from SC to SJ?
Rail transit on Hwy 1	worst solution b/c huge costs, no flexibility to add or shift routes, construction will cause tons of traffic. You are solving a problem in a very dynamic time. smart cars are going to disrupt existing commuting patterns and dramitcally reduce congestion. telecommuting is already impacting the commercial office space market and transforming the way we work. Artificial Intelligence is going to reduce the number of people working. All these big changes are going to disrupt commuting in ways that will make what you do now seem silly in 10y. Thus, you should look at smaller, modular and flexible investments like increased bus routes & free ride hailing.
Rail transit on Hwy 1	too expensive .. we already have rail tracks from watsonville to santa cruz so please use those
Rail transit on Hwy 1	Too expensive, insufficient ridership; will require lots of infrastructure - like parking, etc.
Rail transit on Hwy 1	I support bike lanes not trains
Rail transit on Hwy 1	Rail trail? It could work, if someone just put trains on it!
Rail transit on Hwy 1	Use the existing line and put an elevated rail there, Elevated to not take up land space and allow for a larger bike/ped lane below.
Rail transit on Hwy 1	We already have a rail corridor heading south from Depot Park in Santa Cruz. Why abandon our existing rail corridor? Seems like adding a rail corridor on Highway 1 would be extremely expensive and would require massive widening through choke points. Let's get something operating on the existing rail and build out the trail alongside without complication or delay.
Rail transit on Hwy 1	PRT is rail transit, and is less expensive both in short and long run.
San Lorenzo River Bridge	and where does everyone go after they fly unimpeded across the wider bridge? Does not address overall congestion. If the bridge needs to be rebuilt for seismic safety though, might as well make it wider at the same time.

San Lorenzo River Bridge	Yes, this is badly needed as well as a re-design on River St. and Hwy 1 intersection to accommodate the widening of the bridge and the long light time.Thank you for asking.
San Lorenzo River Bridge	Useless idea...it will barely make a dent.
San Lorenzo River Bridge	Useless idea...it will barely make a dent in the traffic.
San Lorenzo River Bridge	More information is needed. What effect does the light at River St have on that same northbound traffic flow and congestion?
San Lorenzo River Bridge	This is a major bottleneck now. Could help.
San Lorenzo River Bridge	It would be unfair to the south county and Aptos and La Selva to do this before the highway is widened all the way to Mar Monte from State Part Dr.
San Lorenzo River Bridge	Let's start with converting the railway to a bike trail please
San Lorenzo River Bridge	only after the highway has been widened from State Park to Mar Monte; spending more money on North County is unfair to those who live in Aptos and Watsonville
San Lorenzo River Bridge	If it goes to 4 lanes will other infrastructure be impacted
San Lorenzo River Bridge	This is a major bottleneck.
San Lorenzo River Bridge	Widening this small section will only move the bottleneck, better to spend money on highway 9/1 intersection
San Lorenzo River Bridge	Foolish waste of City of Santa Cruz funds. Does nothing but provide more stacking.
San Lorenzo River Bridge	This is a ridiculous bottleneck.
San Lorenzo River Bridge	this will just push the congestion to another spot
San Lorenzo River Bridge	Include protected bike lanes and pedestrian paths to allow safe passage between River St & Hwy 9 & Ocean St Ext. (the pedestrian bridge near here is appreciated and amazing, but insufficient)
San Lorenzo River Bridge	I've heard this is very expensive, what do studies show as far as how much this would ease traffic?
San Lorenzo River Bridge	Widening this bridge is just more false economy of providing endlessly expanding road infrastructure. Stop promoting ever increasing domicile density, and the need for this goes away.
San Lorenzo River Bridge	not a strong position since I don't frequent this area much.
San Lorenzo River Bridge	Mostly a sensible idea
San Lorenzo River Bridge	This bridge is a major bottleneck
San Lorenzo River Bridge	This bridge is a huge bottleneck.
San Lorenzo River Bridge	The Bridge only needs 3 lanes southbound. An aux lane that connects the Graham Hill Rd on ramp across the bridge would be fine. Please DO NOT widen the bridge for more capacity
San Lorenzo River Bridge	Yes! I've been saying this for years!
San Lorenzo River Bridge	The large expense of widening the Hwy 1 bridge over the San Lorenzo River is unjustified in terms of the amount of time it would save motorists. Spend the money on active transportation and transit.
San Lorenzo River Bridge	The rationale for this project has shifted from congestion relief to seismic safety. Not trustworthy.
San Lorenzo River Bridge	So long as this makes the highway safer too for drivers.
San Lorenzo River Bridge	Bring the bridge up to seismic safety standards, this would be terrible if it was undriveable after an emergency!

San Lorenzo River Bridge	The environmental impacts to the river are too great. No stars.
San Lorenzo River Bridge	Widening the Highway doesn't work.
San Lorenzo River Bridge	It's wide enough as it is. Pedestrians can't cross.
San Lorenzo River Bridge	only in favor of seismic upgrade
San Lorenzo River Bridge	This bridge seems pretty impacted all the time. I worry about uglification though.
San Lorenzo River Bridge	While this bridge is congested, the traffic flows smoothly. However, it should be seismically safe, and if we need to bring it up to current safety standards, then we may as well widen it.
San Lorenzo River Bridge	Although an occasional pinchpoint, I think the earthquake retrofit is essential, but not the widening.
San Lorenzo River Bridge	This bridge was built in the 70, and should be widened to 4 lanes for current traffic
San Lorenzo River Bridge	my 3-star rating is based on your "indicators". However, I never saw this as a significant bottleneck.
San Lorenzo River Bridge	Widening would be nice. My concern is for seismic safety.
San Lorenzo River Bridge	It's a nasty "clog" that should be fixed.
San Lorenzo River Bridge	do not need more lanes SB.
San Lorenzo River Bridge	I agree with the seismic safety standard upgrades. An efficient use of money
San Lorenzo River Bridge	Will create "freeway-like" conditions at this intersection. Unsafe and will encourage increase of speeds of automobile.
San Lorenzo River Bridge	Will add more cars to an already choked bottleneck.
San Lorenzo River Bridge	Please retain view of river at all costs. Not in favor if view is obstructed.
San Lorenzo River Bridge	Please retain view of river at all costs. Not in favor if view is obstructed. Also, MUST include safe bike and pedestrian sidewalk use.
San Lorenzo River Bridge	Yes to seismic upgrade. No to more lanes.
San Lorenzo River Bridge	Again....isn't CalTrans going to finish what it started??
San Lorenzo River Bridge	Why spend money on this when the 4 NB lanes immediately run into Mission street?
San Lorenzo River Bridge	This project is very important not just for through traffic on Hwy 1, but also for flood control and future development along the river. If it was up to me I would prioritize this project.
San Lorenzo River Bridge	Improving this section will take a lot of creative thinking. There is very little room to do anything significant in the way of moving more cars through this intersection. I would love to see something that surprises me and works for everyone.
San Lorenzo River Bridge	Desperately needed
San Lorenzo River Bridge	This has to happen! Ideally, a bypass up to UCSC (via Encinal St?) and possibly beyond to Highway 1 north of the city
San Lorenzo River Bridge	Seismic standards are important, widening is not. You should be working with the business community to get people to use the empty seats in their vehicles and carpool to work. Even if everyone drove a hybrid or EV we'd still have the congestion problems we have now -- you are not solving it by just building everything bigger or wider.
San Lorenzo River Bridge	The log jam coming into town is just insane! Also makes it very difficult to get emergency vehicles through here as there is no place to pull over.

San Lorenzo River Bridge	I believe the public expenditures and constructability challenges would be highly significant on this project. How are the indicators developed???
San Lorenzo River Bridge	Seismic safety standards are a good thing, but that's an awfully sensitive ecosystem to be widening over. It will just encourage vehicle traffic, when what we need to focus on is getting people out of their cars. Why not additional transit in that area? Or bike rentals?
San Lorenzo River Bridge	Exclude bike lanes
San Lorenzo River Bridge	Very important for a clogged artery, north, especially to UCSC.
San Lorenzo River Bridge	I believe that this will not only relieve much of the jam-ups on this intersection, but will cut WAY down on the air pollution being created by the many idling cars as they inch their way thru it. Widening the Highway 9 portion of this intersection should be done at the same time, else it will not help that much.
San Lorenzo River Bridge	Most critical improvement needed. Bridge is vulnerable to both earthquake and flood damage
San Lorenzo River Bridge	Please widen. So much traffic backed up to fishhook.
San Lorenzo River Bridge	Also, do what was not done years ago to Mission St. The powers back when did not follow through on the original design to widen Mission. As a result, the widening of the bridge will only move the traffic jam a little further down the road. No one is ever held accountable. Sad.
San Lorenzo River Bridge	Since Hwy 1 runs east and west here, does 3 lanes southbound mean east?
San Lorenzo River Bridge	This meets my definition of increased quality of life for our residence and should be strongly explored.
San Lorenzo River Bridge	Want to bring it up to seismic standards fine, again inviting more cars. just building a bigger bottleneck
San Lorenzo River Bridge	I would like more info about how the project meets environmental goals. this sounds like it can be of significant impact on the riparian habitat of the river ecosystem.
San Lorenzo River Bridge	Yes please
San Lorenzo River Bridge	This would be an expensive bridge parking lot, not a traffic solution. Replace at existing width only, if justified for flood safety.
San Lorenzo River Bridge	I see this as a very important project, both from a safety and traffic perspective. Were the bridge to collapse in an earthquake, emergency response and relief in Santa Cruz would be hindered.
San Lorenzo River Bridge	Seismic safety standards are a good thing, but that is an awfully sensitive ecosystem under that bridge. Besides, adding additional traffic lanes simply encourages more vehicle use, rather than encouraging people to get out of their cars and use public transit. We need to focus on making public transit practical for everyday use as a more convenient option to personal vehicles.
San Lorenzo River Bridge	seems appealing if it will work, but will also push traffic down the line. so jam will be farther into town. Also expensive solution that will create lots of traffic during construction and may then be unneeded when car ownership declines and we have more smart cars http://fortune.com/2017/04/12/auto-industry-decline/
San Lorenzo River Bridge	increasing lanes just results in a jam when the lanes are reduced again.

San Lorenzo River Bridge	This isn't a good solution to traffic problems. It is a very short term bottleneck, but so is the traffic light going northbound. At and after the traffic light, things open up as well as they can. Getting more cars to the light faster will not solve anything. Same going southbound, things open up as cars exit for Hwy 17 and enter freeway section of Hwy 1.
San Lorenzo River Bridge	seems like this would be a lesser priority project unless the bridge is seismically super fragile. How about eliminating or widening the shoulder for a better merge onto river Street heading north?
Soquel/Freedom	Comment
Auto improvements	Overall I'd focus on bike and pedestrian for this corridor (cars have their very own freeway to use) but I'd support car improvements through Soquel Village.
Auto improvements	Is this for Soquel and Freedom Blvd only? These turn lanes are needed other places. The concern is have safe bike lanes when many of the streets in Santa Cruz are narrow and should not have high density building creating gridlock.
Auto improvements	Meaningless - just another line of drive.
Auto improvements	Cars first, everything else 98,99 and 100
Auto improvements	Let's start with converting the railway to a bike trail please
Auto improvements	Soquel Drive needs to be widened to 2 lanes in each direction from State Part to Rio Del Mar. This should be done soon; bike lanes should be separated from auto lanes
Auto improvements	We need to focus on alternatives to cars. Making it easier to drive a car will just encourage the status quo because more people will jump on the road.
Auto improvements	These are not improvements. They are changes which make the corridor less safe and less convenient for pedestrians.
Auto improvements	These should obviously be done in places where their implementation would not preclude or hinder BRT or bike improvements.
Auto improvements	Good idea but not if improved bike travel lanes are sacrificed.
Auto improvements	Widening intersections will make travel less safe for pedestrians
Auto improvements	Seems like a good idea, though I would hate to see this implemented at the expense of bike/ped safety improvements.
Auto improvements	We definitely could use more left-turn lanes everywhere
Auto improvements	Could these happen in conjunction with dedicated lanes for buses and buffered bike lanes?
Auto improvements	Many "improvements" are a setback for pedestrian and bicycle safety and desirability.
Auto improvements	Gives the wrong incentive: stimulates auto use instead of bike/bus use.
Auto improvements	Not necessary.
Auto improvements	This would improve a few areas on Soquel ave greatly (Main st and Rodeo Gulch)
Auto improvements	Start by ridding us of the STOP SIGN at Robertson and Soquel Drive and time the lights to help traffic flow instead of impeding traffic flow

Auto improvements	Please consider traffic circles. While I don't think they should cost \$500k, the one at Clifford/Pennsylvania in Watsonville has had a terrific reduction in congestion. We need one at Freedom Blvd and Corralitos Road.
Auto improvements	How about synchronizing the signals in certain areas.
Auto improvements	this seems to work, with a dedicated turn lane when the roadway is wide enough
Auto improvements	We need to move past automobile travel and this does not help that.
Auto improvements	Low cost for better flow. What's not to like?
Auto improvements	Roundabouts would improve many intersections.
Auto improvements	Only if cyclists have top priority and are protected.
Auto improvements	Add longer Lane for right turns at stop lights for more congested intersections. Like: Soquel Dr & 41st and Soquel Ave & Soquel Drive
Auto improvements	Need more information as to which intersections.
Auto improvements	Should provide measurable improvement at lesser cost.
Auto improvements	Definitely needed.
Auto improvements	Include all way/diagonal cross walks!
Auto improvements	Auto improvement are certainly a good idea. The problem is that most of the corridor has very limited width unless buildings are removed, so multiples of these options are not practical. I would give priority to bike/ped/transit options.
Auto improvements	turns lanes are what stop the flow of traffic, so I'd say less on this and basically have it be a "modified" thoroughfare. Modified being that we don't want people speeding thru this area but having a free flow.
Auto improvements	I support auto safety.
Auto improvements	This is only a good idea if it does not negatively impact the bike lanes.
Auto improvements	This will be best improvement
Auto improvements	Because of the congestion on HWY 1 you have a 50-120 car back up on Soquel/San Jose rd turning left on to Soquel SB. Soquel village is the only stretch between downtown Santa Cruz and Aptos that is one lane NB. It is also confusing as the left lane becomes a left turn lane, so drivers and changing lane late. Back ups NB in the morning are 50 cars long. You have NB traffic plus NB traffic turning right up Soquel San Jose Rd for Bay Area commuters and Soquel HS students.
Auto improvements	Wow just now your thinking of this...
Auto improvements	I support SAFE intersections for Bicycles
Auto improvements	Many of us live in parts of the county where there is NO public transit; autos are here to stay.
Auto improvements	Fix signals so that they actually respond to traffic presence. I sit at too many lights that are timed instead of sensed.
Auto improvements	only add auto improvements that don't conflict with bike and pedestrian safety and travel.
Auto improvements	For safety only no more lanes for cars. They are already the primary form of transportation, move people not cars.
Auto improvements	Increased auto capacity just encourages more car travel. No longer a solution.

Auto improvements	I would recommend doing the opposite - eliminate right turns on major though streets where we don't have right turn lanes already. Make the streets more bike friendly - don't prioritize vehicle traffic.
Bikeped improvements	We bicyclists have a pretty strong lobby and relatively good facilities, but pedestrians really need some comprehensive improvements - there are a lot of places in this corridor with NO pedestrian provisions, even in the develop[ed areas.
Bikeped improvements	You study is very vague. Which streets are you addressing for this change? Why do you send the people taking this survey to a chart that is poorly designed. It is not clear which streets this purposed change would effect and which intersections.
Bikeped improvements	Like all the others...it will hardly make a dent in the traffic problem
Bikeped improvements	It rains here okay? Bikes are nice for exercise but not for commuting!
Bikeped improvements	Not much going on for pedestrians in the city where there might not be a sidewalk.
Bikeped improvements	Soquel Dr should be widened to 2 lanes in each direction from State Park to Rio Del Mar; the rail trestles crossing Soquel before and after Aptos Village should be removed; some type of bike path should be used to unite the rail corridor to the other side of freeway using green lanes as well as separating them from auto traffic
Bikeped improvements	Just make sure the pedestrian needs are accommodated.
Bikeped improvements	Green paint is cheap compared to concrete and rebar. I feel that a whole lot can be done within this category in the county that would dramatically improve bike/ped safety, and thus usership.
Bikeped improvements	Would rather see efforts spent on higher impact projects.
Bikeped improvements	More education needed for bike boxes, right now seems unsafe/cars aren't stopping in the right area.
Bikeped improvements	Sounds restrictive to auto traffic. Traffic calming road diet measures just create traffic jams. Put the bikes onto the sidewalks and create protective boxes for the few pedestrians.
Bikeped improvements	No!
Bikeped improvements	These seem like a no-brainer. Green paint is cheaper than almost every other project/improvement listed in this survey. These improvements should be implemented as a minimum, no matter what the shakeout of the UCS and its project are.
Bikeped improvements	These help but are not anywhere near the same as a buffered land or separate bike path. Construction of either would likely lead to greater use of bicycles for local trips.
Bikeped improvements	I like the improvements made by the green lanes so far
Bikeped improvements	Stupidity>Paint. Really need a fully protected wide bike path
Bikeped improvements	Cycling improvements that truly make it safer for people to choose cycling as a form of transportation in our community should be prioritized. Some of the improvements mentioned here would do just that. However, I would like to see a move away from green painted lane treatments that may increase driver awareness but do not actually protect cyclists. More protected and buffered bike lanes please!
Bikeped improvements	Yes, we need more improvements to make bike riding safe and more common.
Bikeped improvements	Waste of money.

Bikeped improvements	the more bike/ped improvements the better
Bikeped improvements	absolutely NOT, bicyclists don't follow rules of the road now. Don't make it worst
Bikeped improvements	This is a waste of money. Green lanes do nothing to help with encouraging bicycle commuting.
Bikeped improvements	For the same reason as one star for bugged bike lanes. Bicycles are not practical for daily transportation in rural and hilly areas.
Bikeped improvements	I would give this 5 stars except that "green" paint does not make someone safer and bikers quickly see though the fantasy.
Bikeped improvements	Green; better health; least environmental impact.
Bikeped improvements	A bike path between Santa Cruz/Live Oak & Scotts Valley. A bike path between Scotts Valley & Los Gatos.
Bikeped improvements	this would encourage more cycling to work school
Bikeped improvements	bike and pedestrian safety at intersections with bike boxes and green lanes is the most cost effective option to improve bike and pedestrian mobility and safety
Bikeped improvements	Yes! Let's make it safe for people to commute in ways that don't necessitate cars.
Bikeped improvements	Not justified.
Bikeped improvements	These seem like the kind of small-scale improvements that would have the best cost efficiency, overall.
Bikeped improvements	And include adaptive pedestrian signals for visually impaired and hearing impaired pedestrians (vibro-tactile APS).
Bikeped improvements	Those Green areas don't make me feel any safer as a biker.
Bikeped improvements	Include all way / diagonal cross walks!
Bikeped improvements	Again, if choice between this funding and putting a path where current rail is, then I vote for dedicated path in rail corridor. Actually, prefer path without rail option.
Bikeped improvements	I'm not seeing that many bike users in Santa Cruz county. Perhaps on the West side?
Bikeped improvements	We need dedicated bike lanes to protect cyclist from being run over. Connecting Santa Cruz to the Monterey cycle path would be a start and expand bike lanes on every road!
Bikeped improvements	I support bike and pedestrian safety measures.
Bikeped improvements	Currently with the lack of and/or too small area for bicycles to be ridden in causes so much traffic problems and safety problems that I am amazed that there are not far more accidents than currently already happening for the bike riders. The current bike lanes are far to small or not existing at all.
Bikeped improvements	Bulb outs as currently designed and implemented in the city are a severe bike hazard! They badly need to be rethought and resigned!
Bikeped improvements	Bulb outs as currently designed and implemented in the city are a severe bike hazard! They badly need to be rethought and redesigned!
Bikeped improvements	Bulb-outs are a safety hazard for cyclists and should not be a part of the improvements unless significantly re-designed with bicycle safety in mind. Trading pedestrian safety for bicycle safety is neither desirable nor necessary. Bike lanes should continue to the RIGHT of bulb-outs, not force cyclists into the auto lane and into conflict with autos.

Bikeped improvements	What? How many cyclist stop at stop signs now or obey the traffic laws? Zilch, that's how many. No need to give them any special treatment or added lanes period.
Bikeped improvements	Please consider any improvement that enhances bicyclists' safety and convenience.
Bikeped improvements	Make cyclists safer and people are more likely to ride for commutes. Right now Santa Cruz is dangerous and hilly. Make the rail corridor a bike path and you would have a lot more people ride to Santa Cruz!
Bikeped improvements	I support creating a SAFE environment for Cyclists to travel including by TRAIN along the Monterey Bay Sanctuary Scenic Trail Network
Bikeped improvements	Encourage people to get out of their cars and share transportation
Bikeped improvements	Already, I see the impressive results of these green lanes and bike boxes here. Yes!
Bikeped improvements	Please strongly consider this option. Although there are bike lanes they feel unsafe as a bike rider. If Santa Cruz wants to increase biking safety needs to be a priority.
Bikeped improvements	Soquel ave/drive has a high bike & pedestrian crash history so bike and pedestrian improvements are essential not only for increasing active transportation but for saving life and limb.
Bikeped improvements	Hurray! Other countries and cities that implement this enjoy the results.
Bikeped improvements	Painting green lines on the road doesn't make it more bike friendly. I ride a lot and drive a lot.
Bikeped improvements	yes - please!!!!
Buffered bike lanes	This is the least expensive way to get the 85% out on bikes, but there can't be pinch points or it won't really work so well.
Buffered bike lanes	Buffers for bike lanes is a very smart idea.
Buffered bike lanes	Biking on Soquel on the east side is horrible. Green lanes might help? Small curves in the road and distracted drivers are a bad combo.
Buffered bike lanes	Biking on Soquel on the east side is horrible. Green lanes might help? Small curves in the road and distracted drivers are a bad combo. Same for Freedom Blvd
Buffered bike lanes	Bicycle riders need to learn to ride with traffic. Santa Cruz bike riders are the rudest bike riders in California!
Buffered bike lanes	Let's start with converting the railway to a bike trail please
Buffered bike lanes	If you increase bike safety more people will choose to bike and bring their family!
Buffered bike lanes	I'm a cyclist and I'm used to riding with traffic. However, from my experience living in other cities, buffered bike lanes have a HUGE effect on increasing bicycle ridership. If the bike is a reasonable means of transport along this corridor, this is the golden ticket to getting people to ride.
Buffered bike lanes	I would rather see a wider trail on the rail corridor with separate bike and pedestrian lanes.
Buffered bike lanes	We need this!!
Buffered bike lanes	Help us ride as safely as possible - the more distance and protection from driver the better
Buffered bike lanes	Better idea, make the sidewalks into bike lanes. Pedestrians are a microscopic minority, and bikes could (and should) drive carefully enough to share the sidewalk with pedestrians. Share the sidewalk!
Buffered bike lanes	No! Stop wasting tax payer money.

Buffered bike lanes	Picture in survey of Portland...we do not have density of Portland. OK with re-stripe as long as it does not reduce motor vehicle lanes.
Buffered bike lanes	As someone who has spent time in other cities that have implemented these, I have witnessed the dramatic effect that these can have on encouraging average citizens to get out and ride more. Personally, I'm used to riding my bike in traffic and feel that I can do so safely. Traffic and cars however are a huge barrier to getting many other people out on bikes, as they don't feel safe. Buffered lanes fix that.
Buffered bike lanes	If you really want people to commute by bike, as I do, you need to provide a safe lane which means separation from traffic to the extent possible. Look to the Netherlands and elsewhere for examples. This could radically change the way people commute locally especially with the advent of electric bikes. Ultimately, for in town trips you could see a significant reduction in traffic if people were given safe and effective means of getting around. That means buffered lanes or preferably separate bike paths. Drivers are increasingly distracted and this is likely to increase not decrease.
Buffered bike lanes	We need a way to get across town safely. Both of these corridors, if they had continuous buffered bike lanes, would allow much more comfortable biking options.
Buffered bike lanes	Yes yes yes! If people see a safe place to ride then more people will ride!
Buffered bike lanes	Definitely was physical barrier and not striping. Stupidity>Paint
Buffered bike lanes	Protected and connected cycling infrastructure is also an important priority if we want to create alternatives to traffic and give people opportunities to lower their carbon footprint. Other communities are narrowing car lanes to create more room for protected bike lanes while "calming traffic" in the process.
Buffered bike lanes	Would it be possible to build protected cycling lanes AND a separate dedicated bus lane? If so, that might be the ideal.
Buffered bike lanes	Protected bikes lanes are one of the least expensive investments we can make. More people will get out of their cars if we make it safe for them!
Buffered bike lanes	this one thing, buffered bike lanes, would make biking so much more comfortable for newbies. Physical barriers are the best.
Buffered bike lanes	Very good to have bikes clearly separate from both pedestrians and motor vehicles.
Buffered bike lanes	We need more lanes dedicated for safe bike travel which will be good for our kids and neighborhoods.
Buffered bike lanes	Protect bicyclists to promote safe bicycling.
Buffered bike lanes	We need something like this to keep our cyclists safe
Buffered bike lanes	I've never been to a city where bicyclists are so terrified of riding in bike lanes. Most stay on the sidewalk.
Buffered bike lanes	as a parent who bikes with a child, I strongly support buffered lanes
Buffered bike lanes	Stupid, just stupid

Buffered bike lanes	If there is room, this has to be done to keep cyclists safe. The current green zones I've seen are very clear to motorists and help us become more aware of these zones.
Buffered bike lanes	this would encourage more folks to use bikes- fear of cars is a major reason keeping people from biking more
Buffered bike lanes	absolutely NOT!!! Bicyclist don't follow rules of the road now
Buffered bike lanes	Bike lanes make sense in cities, not in rural/suburban areas, and especially not around hills.
Buffered bike lanes	Physically separating bikes and cars will make drivers happier and bikers safer.
Buffered bike lanes	Best when also combined with BRT.
Buffered bike lanes	Best when also combined with BRT. Concrete buffer.
Buffered bike lanes	A significant barrier, not just what is in the picture. Keep our kids safe from drunks, distracted drivers!
Buffered bike lanes	Good for safety but won't help congestion at all
Buffered bike lanes	A good idea, but only if no car lanes are removed.
Buffered bike lanes	
Buffered bike lanes	This will eliminate much car parking on Soquel, which cannot be spared if higher density housing is added (as planned).
Buffered bike lanes	this would encourage more cycling to work and school
Buffered bike lanes	Buffered bike lanes with actual physical barriers would get me back on my bike in this town. Safety measures for bicyclists are definitely needed.
Buffered bike lanes	Not enough bike travel to justify.
Buffered bike lanes	I have experienced buffered bike lanes in other cities and they do make you feel safer. If properly installed and maintained I think this would increase the share of bike travel.
Buffered bike lanes	Buffering bike lanes is a very big step to get more people to use bicycles. A curb installed between cars and bikes would make a lot of us very much more comfortable with riding in this area.
Buffered bike lanes	would prefer this effort to be where the current rail is now, and make a bike path
Buffered bike lanes	I would personally be much more inclined to ride my bike around town if there were buffered bike lanes. And I'm over 60!
Buffered bike lanes	I commute on my bike & need safer options from East Cliff to West Cliff
Buffered bike lanes	combine with dedicated bus/bike lane proposal
Buffered bike lanes	Striping is fine, physical barriers seem dangerous.
Buffered bike lanes	A REALLY important option for the safety of all involved.
Buffered bike lanes	We should do this wherever we can. It would make cycling safer and imprisoned quality of life, fitness, and reduce auto emissions.
Buffered bike lanes	Physical barrier is necessary to protect cyclists from injury
Buffered bike lanes	As long as it doesn't take away from existing auto lanes, this is the best way to encourage more bike traffic.
Buffered bike lanes	Safest and greenest option, in my opinion.
Buffered bike lanes	Any solution that encourages bicycling and enhances bicyclists' safety is a good one.

Buffered bike lanes	Riding in Santa Cruz is dangerous. Making cyclist safer would increase the likelihood of more cycling commuters. Making the existing tracks a bike path would greatly improve bike usage as it would eliminate all of the hills to and from Santa Cruz. Riding from Soquel to downtown is 300+ feet in elevation gain; Seascape to Downtown is 500 feet of climbing; not ideal for commuting or the recreational cyclists or kids!
Buffered bike lanes	I am for this as long as existing rules for bikes are enforced by police.
Buffered bike lanes	This would greatly improve the safety of biking and would encourage more biking. As a parent, I would be more likely to let my kids bike if there were physical barriers.
Buffered bike lanes	I am in support of safety for Cyclists
Buffered bike lanes	lots of bike riders in the county. more safety can't be a bad thing and should increase use.
Buffered bike lanes	This is the most important, people should feel safe biking around Santa Cruz County.
Buffered bike lanes	This is a very important project
Buffered bike lanes	You will be amazed at the number of people who will start riding bikes more often if they feel safe, with infrastructure like this.
Buffered bike lanes	To get as many of those 60% who say they would bike if there was a safer place/route to bike, we need physical barriers separating cyclists and motorists. Stripes on a road will not suffice to significantly increase biking for transportation.
Buffered bike lanes	I have seen this work very well in San Francisco. I encourages environmentally friendly transportation and makes it a lot safer and more fun.
Buffered bike lanes	The Pacific Ave. bike lane running in the opposite direction is a nightmare for leaving parking spaces on the left side of Pacific Av. Pulling out from a parking space creates a BLIND spot for the driver. Sorry folks, but as you decided to make it run counter to traffic (and sensibility) you put the lane on the wrong side of the street, because only a passenger has visibility when leaving a parking space.
Buffered bike lanes	Considering the number of cyclists in our community, and the number of accidents an injuries, this is an important improvement in our county
Buffered bike lanes	Now this will help create a sustainable future and livable communities.
Buffered bike lanes	Please study with a physical barrier. The current bike lanes have striped separation and are underutilized. Studies show increased use due to perception of safety goes up with physcial barriers. The traffic on this street is fast enough to warrant separation
Buffered bike lanes	I'd love to see as many bikes as we have cars on our streets. That won't happen until we make our bike routes safer
Bus rapid transit lite	This would better serve riders than the freeway shoulder option
Bus rapid transit lite	Assess only if current ridership warrants. Not sure enough commuters/travelers would be well-served.
Bus rapid transit lite	seems like this would make regular car traffic worse.
Bus rapid transit lite	Nobody rides your dirty, ugly buses
Bus rapid transit lite	Let's start with converting the railway to a bike trail please

Bus rapid transit lite	A good idea but would/should require new management at Metro. Current system is an essential need but poorly managed
Bus rapid transit lite	Without continuous / separate lanes for the BRT I don't see how this will dramatically reduce travel times or travel time reliability.
Bus rapid transit lite	I agree with having the longer buses but it doesn't need to be full BRT. Need new buses anyway.
Bus rapid transit lite	This sounds like a fancy way of hiding road diet implementation. No thanks.
Bus rapid transit lite	Pointless. Utilize the train line. Bring back train services from watsonville to santa cruz
Bus rapid transit lite	Busses aren't fast enough and grade level traffic will impede it
Bus rapid transit lite	Do we really have the density of users to support this?
Bus rapid transit lite	This might narrow the gap between driving and taking the bus
Bus rapid transit lite	Very dubious about the queue jump lanes. Given trend of autos passing on the right, how do you keep these lanes from just filling up with aggressive motorists?
Bus rapid transit lite	Seems like a good idea, but its only good for people who ride the bus. Hopefully something like this would incentivize more use.
Bus rapid transit lite	I support this if it is compatible with continuous buffered bike lanes.
Bus rapid transit lite	Anything to help busses on Soquel would be good
Bus rapid transit lite	There are not enough buses on the road to justify this change
Bus rapid transit lite	Looking at ways to modernize our already funded METRO system and grow the ridership which is already over 3 times the highest ridership predicted for a train on the Rail ROW is the wisest transit plan for our County. Thus, it's disappointing that none of the UCS scenarios include all of the potential METRO improvements together. METRO improvements implemented in advance of Highway construction along with protected and connected cycling and pedestrian infrastructure could provide relief as traffic worsens. If drivers try an upgraded METRO system as an alternative to sitting in traffic and have positive experiences, they may well become transit users for life.
Bus rapid transit lite	Definitely, we need to double down on METRO so that more people ride it.
Bus rapid transit lite	BRT makes way more sense than any rail solution.
Bus rapid transit lite	I believe that bus transit within the county is important and useful. Busses pick up and deliver people close to their locations.
Bus rapid transit lite	Nobody rides your dirty, smelly buses
Bus rapid transit lite	Buses are simple and effective. But the boarding process slows the entire system down. Optimized boarding could make a big difference to travel times on bus.
Bus rapid transit lite	So long as priority is given to bikes and pedestrians to use intersections.
Bus rapid transit lite	Queue jump lanes simply make sure that no traffic can ever move faster than a transit bus. Bad idea.
Bus rapid transit lite	Find a better operator than Metro

Bus rapid transit lite	There are no school busses anymore except in Bonny Doon and San Lorenzo Valley. Driving children to public/private school increases car congestion. Bus schedule to coordinate with public/private school time in and out. Offer intensives for students/parents of students to take bus to school K thru 12. Private/public/charter schools and metro coordinate to decrease cars on road to transport students.
Bus rapid transit lite	Not enough bus travel.
Bus rapid transit lite	Not enough bus travel to justify.
Bus rapid transit lite	Adaptive Pedestrian Signals (APS) would be very important, providing blind/visually impaired pedestrians with critical information
Bus rapid transit lite	Giving priority, not a dedicated lane to bus traffic is a great idea to incentivize more usage
Bus rapid transit lite	Don't understand the proposal.
Bus rapid transit lite	Build this going all the way from Monterey and Salinas and into Santa Cruz and you will eliminate 50% of the commuter traffic, expand public transportation and people will use it, right now it takes me 2.5 to get from Moss Landing to Santa Cruz on the current bus system it's ridiculous.
Bus rapid transit lite	I support rapid bus service.
Bus rapid transit lite	very desirable, IF the local bus company could be able to operate in a reasonably economical fashion. Currently this does not seem to be a possibility.
Bus rapid transit lite	Not sure found this one hard to understand.
Bus rapid transit lite	Don't know enough to make a judgement
Bus rapid transit lite	I support MORE bike racks on buses
Bus rapid transit lite	The more energy and focus our county gives to the flexible and extant bus system the better. This is the way we really get people from place to place all over the county.
Bus rapid transit lite	BRT is the least effective form of public transit as it shares highways with other autos and cannot address capacity issues.
Bus rapid transit lite	Anything which makes public transit more convenient than driving in a car is a project we should be looking at.
Bus rapid transit lite	spend the dollars on expanded schedules instead with the idea that more busses increase ridership
Dedicated busbike lane	I don't see this mix working for the 85% of potential bike riders that would be the main target of increased bike mode share. Would need some sort of passing arrangement that I can't quite envision.
Dedicated busbike lane	A bus and bikes should not be in the same lane. Visibility from a bus is too limited to be near bicycles. Too dangerous. Bad idea.
Dedicated busbike lane	buses kill bicyclists. It is not a good idea to co-locate them.
Dedicated busbike lane	Buses and bikes on same pathway sounds like a safety issue.
Dedicated busbike lane	As a bike rider I would want to support this but not by loosing a standard car lane.
Dedicated busbike lane	Stop catering to Micah Posner's extremist views!!
Dedicated busbike lane	Let's start with converting the railway to a bike trail please
Dedicated busbike lane	I like the idea of dedicated lanes for bus/bike, though I'm concerned how the two will co-exist safely in reality.

Dedicated busbike lane	Not sure about this one.
Dedicated busbike lane	How do buses get around the bikes?
Dedicated busbike lane	Bus and bikes in the same lane? Yikes.
Dedicated busbike lane	No!
Dedicated busbike lane	not enough lanes as it is and now we take one and dedicate to under used bus system? Unless we allow multi-story housing along the corridor who is going to ride the bus? To where?
Dedicated busbike lane	This lane would be too underutilized
Dedicated busbike lane	buses and bikes sharing a lane sounds dangerous
Dedicated busbike lane	buses and bikes sharing a lane sounds dangerous. Limiting one of 2 lanes to buses and bikes also sounds like it would increase traffic congestion in remaining lane.
Dedicated busbike lane	I like this idea, but I am concerned how the buses and bikes would be able to safely co-exist.
Dedicated busbike lane	As a bike commuter, this does not sound safe. Are there examples of this working well?
Dedicated busbike lane	Bike and buses can share the road very well, buses have trained drivers. This makes sense.
Dedicated busbike lane	I like dedicated lanes but I don't like having busses and bikes sharing a lane
Dedicated busbike lane	Looking at ways to modernize our already funded METRO system and grow the ridership which is already over 3 times the highest ridership predicted for a train on the Rail ROW is the wisest transit plan for our County. Thus, it's disappointing that none of the UCS scenarios include all of the potential METRO improvements together. METRO improvements implemented in advance of Highway construction along with protected and connected cycling and pedestrian infrastructure could provide relief as traffic worsens. If drivers try an upgraded METRO system as an alternative to sitting in traffic and have positive experiences, they may well become transit users for life.
Dedicated busbike lane	A dedicated bus lane could be key to improving METRO service and more protected and connected cycling infrastructure is also an important priority if we want to create alternatives to traffic and give people opportunities to lower their carbon footprint. That being said, I'm not sure a combined bus and cycling lane would be a safe and functional option. Are there examples of this working in other municipalities? Looking at ways to modernize our already funded METRO system and grow the ridership which is already over 3 times the highest ridership predicted for a train on the Rail ROW is the wisest transit plan for our County. Thus, it's disappointing that none of the UCS scenarios include all of the potential METRO improvements together. METRO improvements implemented in advance of Highway construction along with protected and connected cycling and pedestrian infrastructure could provide relief as traffic worsens. If drivers try an upgraded METRO system as an alternative to sitting in traffic and have positive experiences, they may well become transit users for life.
Dedicated busbike lane	Sharing a lane with buses seems really scary for a non-experienced cyclist.
Dedicated busbike lane	No, this is annoying.
Dedicated busbike lane	How would this be safe for bikers?
Dedicated busbike lane	Micah Posner should not be involved in any rational traffic planning. Bike riding is a hobby, not a way to get to work.

Dedicated busbike lane	how would this work for bikes when the bus comes by?
Dedicated busbike lane	The bus part seems good but I can't imagine how bikes would mix in.
Dedicated busbike lane	Efficient. Equitable. Safe. Fewer cars on the road.
Dedicated busbike lane	We need dedicated bike lanes but sharing with buses is stupid. Bikes need MORE protection not less. Buses kill cyclists.
Dedicated busbike lane	Removing cars from existing lanes will only double the congestion.
Dedicated busbike lane	While an avid bicyclist, I can't see this as being popular.
Dedicated busbike lane	There are no school busses anymore except in Bonny Doon and San Lorenzo Valley. Driving children to public/private school increases car congestion. Bus schedule to coordinate with public/private school time in and out. Offer intensives for students/parents of students to take bus to school K thru 12. Private/public/charter schools and metro coordinate to decrease cars on road to transport students.
Dedicated busbike lane	bus traffic is limited in SCC. the issue is cars not busses
Dedicated busbike lane	How is this safe for bikers???
Dedicated busbike lane	Busses and bikes are not compatible in the same lane. Bikes need a separate dedicated lane.
Dedicated busbike lane	I remember when a lot of people used bicycles to commute in this town. We don't do so any longer because traffic is off the hook. Asking bicyclist to Sherilynn with buses does
Dedicated busbike lane	I remember when a lot of people used bicycles to commute in this town. We don't do so any longer because traffic is off the hook. Asking bicyclist to share a lane with buses does not sound safe.
Dedicated busbike lane	Not enough bus and bike travel.
Dedicated busbike lane	Not enough bus and bike travel to justify.
Dedicated busbike lane	Dedicated bus AND bike lanes is a recipe for accidents, and a waste of roadway real estate when the bus isn't around. This is a terrible idea.
Dedicated busbike lane	As a cyclist, I HATE having a bus pull into the bike lane in front of me and stop for passengers. I forced me to either stop and wait an unreasonable length of time, or ride out into the auto lane at risk of my life. The worst part is when it happens over and over with the same bus!
Dedicated busbike lane	This clearly advances environmental goals. It would advance equity goals if there were more metro service to go along with the lane.
Dedicated busbike lane	I support bike safety measures.
Dedicated busbike lane	Buss -es are BIG and bicycles are SMALL!!!!
Dedicated busbike lane	Busses pose a safety hazard to bicyclists. Their presence in the bike lane forces bikes out into incoming auto traffic.
Dedicated busbike lane	Busses pose a safety hazard to bicyclists. Their presence in the bike lane forces bikes out into incoming auto traffic. In addition, removing one of two auto lanes will increase congestion and make auto drivers super ragey and dangerous.
Dedicated busbike lane	Dangerous

Dedicated busbike lane	I am in favor of any solutions that encourage bicycling and enhance bicyclist safety. We have an ideal climate for bicycle commuting here, yet it is extremely dangerous to do so.
Dedicated busbike lane	Dangerous.
Dedicated busbike lane	We are a small city and our growth should be controlled at some level. Big city solutions will not work here. To much of the population lives close to our transportation corridors and their quality of life should be respected.
Dedicated busbike lane	Sounds great as long as bus drivers are trained and there is a specific protocol for who has right-of-way when.
Dedicated busbike lane	not sure about bikes and buses sharing the same dedicated lanes as large vehicles such as buses don't often poise a danger to those on bikes. Has there been bike and bus crashes in these dedicated lanes? How well do they work in the real world?
Dedicated busbike lane	This is an interesting idea but I need more information as to how it will affect already bad traffic for the cars that will be reduced to one lane. I am concerned our gridlock will only get worse.
Dedicated busbike lane	Please study as a buffered bike lane
Dedicated busbike lane	Allowing buses to go around traffic is a good thing, however, I am deeply concerned about the safety problems this may cause for bicycles.
Dedicated busbike lane	Not clear to me how the bus will safely coexist with bicycles.
Dedicated busbike lane	dangerous to mix buses and bikes
Dedicated busbike lane	I don't think this makes biking any safer; might be beneficial for buses alone.
Rail Right-of-Way (ROW)	Comment
Bike and pedestrian trail	We could finally have what Monterey has had for decades! I ride that trail every day that I commute to my job in Monterey
Bike and pedestrian trail	Many would benefit from the bike trail along the rail way. It will be less expensive than a train at this point. Perhaps a train later
Bike and pedestrian trail	Super stoked to get off hwy 1 to Davenport safely!
Bike and pedestrian trail	This is incredibly important
Bike and pedestrian trail	5-Strar ONLY without rail.
Bike and pedestrian trail	Waste of money.
Bike and pedestrian trail	Bike Rail and Trail Keep and use the tracks
Bike and pedestrian trail	Why isn't there a way for people to "vote" for trail only without a rail? Those who want a trail only solution would give a 5 to that question, even if it meant incompatibility with Prop 116. If a trail only supporter "votes" 5 on this question, the study will assume that voter wants the rail AND trail which is NOT their intention. The survey results from this question will be inaccurate and problematic. My vote of a 5 here is for a trail only option.
Bike and pedestrian trail	This is the most important effort for the well being of our community. Please make it happen now
Bike and pedestrian trail	Seems like the most flexible option for future planning. Ebikes and pneumatic tired shuttles could use this too. Could always put a rail in if it became feasible.

Bike and pedestrian trail	Do away with old tracks that are of no value. Don't add train to rail corridor; do away with train idea as it is not feasible.
Bike and pedestrian trail	Great idea! More people will be incentivized to bike if they are kept safe with these buffers
Bike and pedestrian trail	This is our best option as a community to alleviate some of our traffic problems. It is safe and cost effective
Bike and pedestrian trail	Without separation of bikes/pedestrians, pedestrians are not safe
Bike and pedestrian trail	Should be combined with PRT.
Bike and pedestrian trail	I'm a huge proponent of converting the rail ROW to a bike-ped path. It is already graded for ease of use, it directly connects from Aptos to SC and beyond, and the SC area has the type of community that would love something like this to death. It would encourage active transport and would be far cheaper than trying to also incorporate rail. I'm kind of amazed that it is 2017 and this path hasn't yet happened.
Bike and pedestrian trail	I think the study needs to be more specific about addressing separation of bikers and walkers to make this a better transportation option and not just recreation. Also consider under/over passes at key intersections.
Bike and pedestrian trail	I think the study needs to be more specific about addressing separation of bikers and walkers to make this a better transportation option and not just recreation. Also consider under/over passes at key intersections to minimize surface traffic disruption and speed ROW travel times.
Bike and pedestrian trail	But maintain the rail line for future needs. And, get a common carrier that is interested in passenger service.
Bike and pedestrian trail	A world class bike and hike trail is so needed and would be such a benefit to our community.
Bike and pedestrian trail	Yes but PLEASE preserve rail.
Bike and pedestrian trail	Interesting idea, and completely separates bicycle traffic from vital auto and truck transport. Should be studied.
Bike and pedestrian trail	Train or light rail would be a better option.
Bike and pedestrian trail	Build more car lanes. Stop wasting tax payer money on bicycle nonsense.
Bike and pedestrian trail	is there room for trail and BRT? I would give that combo 5 stars!
Bike and pedestrian trail	Separation for bikers and walkers would be nice but not essential
Bike and pedestrian trail	Keep the rail.
Bike and pedestrian trail	Rail is an expensive distraction. Pull the rails and make a wide ped/bike trail with separation that doesn't divert onto surface streets. Paying back the prop 116 funds used to purchase the corridor is way less expensive than building and operating a train.
Bike and pedestrian trail	With the advent of ebikes, this will get people out of there cars
Bike and pedestrian trail	Can we make it all the way to Half Moon Bay?
Bike and pedestrian trail	I am a huge proponent of a bike/ped only trail along the ROW. The ROW is set-up perfectly for a bike trail: it is graded for ease of biking, it provides access throughout the county and ties in to other bike/ped corridors. A bike/ped path would also improve the neighborhoods through which it passes, as opposed to degrading them in the case of a train. Cost is another obvious bonus, as the path would be far cheaper than rail. I look forward to the usership #s for the bike/ped path vs the rail generated by the UCS
Bike and pedestrian trail	Yes please

Bike and pedestrian trail	Make a great trail and rail bank the line. Don't waste money on rail with trail.
Bike and pedestrian trail	We have plenty of trails already for bikes and pedestrians! We need a light rail system to alleviate traffic throughout Santa Cruz County.
Bike and pedestrian trail	The most important change needed immediately in my view. Look to Monterey for example of a multi-use trail.
Bike and pedestrian trail	More special places away from cars is a good thing
Bike and pedestrian trail	The best option for the ROW. The train/BRT and Freight service cannot handle the capacity required and this will not only be a great transportation option within neighborhoods, it will be a world class attraction for tourists to explore all of Santa Cruz as well.
Bike and pedestrian trail	Trail only (NO train) is likely a much better solution in terms of return on investment, environmental impact, maintenance obligation, tax burden, and speed to implement when compared to train/rail-trail. I believe trail only benefits our schools, businesses, families and communities.
Bike and pedestrian trail	This option would create a safe trail for cycling to work and could encourage people to ride to work instead of driving
Bike and pedestrian trail	Separation between bikes and pedestrians is critical.
Bike and pedestrian trail	Bridges over the gullies (Capitola for example) a must. What prohibits bike travel across the county is the climb up out of the creeks.
Bike and pedestrian trail	PLEASEEEEE do this one. I beg you to do it. It would be so popular and utilized. I want to see it happen in my lifetime.
Bike and pedestrian trail	Yes please
Bike and pedestrian trail	Why are there no options to select bike paths in the San Lorenzo Valley? I thought this was part of the transit analysis. We pay taxes but get left out of improvements.
Bike and pedestrian trail	The RTC is failing county residents by not communicating and giving the public a chance to vote on the different costs, environmental damage, and potential usability and functionality of trail only in comparison to a rail with trail plan. These internet surveys are do not provide true opportunities for unbiased public input.
Bike and pedestrian trail	I support a trail-only approach.
Bike and pedestrian trail	Please! Let's do this as soon as possible. Pull the tracks and make a bike/pedestrian trail that is level through the whole county. Let's do this!
Bike and pedestrian trail	The picture given does not separate bikes and pedestrians adequately if we want to optimize transit. Please do a wide 26' trail so bikes and pedestrians can be separated. NO TRAIN.
Bike and pedestrian trail	I support the trial only option and not the trail with rail option
Bike and pedestrian trail	This would be soooo fantastic and all green arrows! Why not?
Bike and pedestrian trail	Greenway! We have to use the rail bridges.
Bike and pedestrian trail	No train
Bike and pedestrian trail	Trail ONLY .. no rail-trail.

Bike and pedestrian trail	This is a really nice idea and offers a resource for the community. But after living in Sacramento and other cities with this, this doesn't make any appreciable impact in congestion. If it was this or a rail line, rail line better use of this rightofway.
Bike and pedestrian trail	The thing about the bike/ped trail is that it should take priority in the rail corridor. There is no reason that bikers/peds cannot utilize the trestles as is, with incredible cost savings by not having to replace those structures. That money can be used for any of the other transit, hwy lane improvements, etc.
Bike and pedestrian trail	I support only a bicycle and pedestrian trail; no train.
Bike and pedestrian trail	That would be great for the community it would give safe access to bicyclists and pedestrians through busy high traffic areas. Also I believe it would help lessen the impact of weekend visitors they would then have an option to travel through town on bicycles and walk.
Bike and pedestrian trail	Trail ONLY rather than rail with trail.
Bike and pedestrian trail	I support Trail Only rather than Rail with Trail
Bike and pedestrian trail	Best use for future transportation options. Need to separate bikes and people. Must remove the rails so the space can be used properly.
Bike and pedestrian trail	I support Trail Only rather than Rail with Trail
Bike and pedestrian trail	Yes! This is the wave of the future -- true people-powered vehicles. This method would not depend on electric grid or be vulnerable to terrorist attacks to high-profile infrastructure. It is, though, very important to keep bikes and pedestrians in separate lanes wherever possible. People will get out walking more as well as biking more when both modes are safe. This is also low cost to create and to maintain -- unlike the railway, which would be very expensive and probably couldn't even pay for itself.
Bike and pedestrian trail	The trail will be much more successful for our neighborhoods and tourism if we have separated trails for the pedestrians and handicapped users from the bikers.
Bike and pedestrian trail	I support Trail Only rather than Rail with Trail.
Bike and pedestrian trail	I support Trail Only rather than Rail with Trail
Bike and pedestrian trail	I support the trail only, not the rail with trail.
Bike and pedestrian trail	I support Trail Only rather than Rail with Trail - nobody wants a train that close to them and I've looked at this extensively - trail only is what makes sense and we can afford it now
Bike and pedestrian trail	NO train
Bike and pedestrian trail	No rail! Bike, ped only!
Bike and pedestrian trail	I support trail only
Bike and pedestrian trail	I support Trail Only rather than Rail with Trail
Bike and pedestrian trail	TRAIL ONLY!
Bike and pedestrian trail	Get this done - take out the tracks, make the whole rail corridor bike and pedestrian only, This is a no brainer,
Bike and pedestrian trail	just for bikes and walking/running
Bike and pedestrian trail	I support Trail ONLY rather than Rail with Trail

Bike and pedestrian trail	Trail only! No trains!!!
Bike and pedestrian trail	Yes! A Rail corridor for only pedestrians and cyclists of all stripes, including wheelchair cycling.
Bike and pedestrian trail	I am in favor of a Trail Only rather than Rail with Trail
Bike and pedestrian trail	I strongly prefer this option.
Bike and pedestrian trail	I support bike/ped only, and not with including a rail
Bike and pedestrian trail	I strongly prefer this option-bike and walking.
Bike and pedestrian trail	I support the bike only option.
Bike and pedestrian trail	I support a trail only and the removal of the rail
Bike and pedestrian trail	I support Trail Only rather than Rail with Trail.
Bike and pedestrian trail	I like this option a lot. It is not only for bicycles and pedestrians but e-bikes that people will want to use more.
Bike and pedestrian trail	trail only take old rail out
Bike and pedestrian trail	I believe this would get a lot of use - see the bike bath down in Monterey to Pacific Grove.
Bike and pedestrian trail	I support Trail Only rather than Rail with Trail. It would be a great addition to the neighborhood, and our family would use it often!
Bike and pedestrian trail	Trail only. NOT rail with trail
Bike and pedestrian trail	Waste of money. Stop all efforts now and divert all funds to Highway 1 and Soquel Drive/Avenue improvements!!
Bike and pedestrian trail	I like all of these ideas, but believe we need to widen Highway 1 first, then build up this trail second.
Bike and pedestrian trail	I support removing the tracks and using the entire corridor for a bike and pedestrian trail.
Bike and pedestrian trail	I support Trail Only rather than Rail with Trail.
Bike and pedestrian trail	I support Trail Only rather than Rail with Trail
Bike and pedestrian trail	There should be a trail only for walking/ biking where the old tracks are now. Remove the tracks.
Bike and pedestrian trail	Separation for bikers and walkers could increase on the trail if the rails were removed.
Bike and pedestrian trail	Bikes and pedestrians only! No trains!!!
Bike and pedestrian trail	Trail Only--separated bike and ped lanes for faster and slower moving traffic
Bike and pedestrian trail	talked with a person from Portland Oregon, who has this, nothing but theft from back yard access.
Bike and pedestrian trail	I support trail only option, not rail and trail
Bike and pedestrian trail	I support Trail Only rather than Rail with Trail
Bike and pedestrian trail	I see this as feasible and likely to make a difference. I don't think many people would use rail due to pick-up and drop-off points
Bike and pedestrian trail	i support Trail Only rather than Rail with Trail
Bike and pedestrian trail	Encourage exercise in a county of health-minded individuals!!!!
Bike and pedestrian trail	I support trail only, no rail
Bike and pedestrian trail	I support trail only rather than Rail and Trail.
Bike and pedestrian trail	I support Trail Only rather than Rail with Trail

Bike and pedestrian trail	This makes so much sense. PLEASE do this!
Bike and pedestrian trail	No exclusive use of the corridor for bike ped. We bought it for Rail Transit and bike ped. Lets keep our word. PRT can be the type of rail and there is no conflict.
Bike and pedestrian trail	This could be a nice recreation feature from Santa Cruz north to Davenport, and within Watsonville, but how many commuters will bike (or walk!) from Watsonville to and from anywhere north of there?
Bike and pedestrian trail	I was not always a trail only person. But having not read the feasibility reports, seen price of first segment, and most importantly see the impact it would have to the coastline I believe strongly that trail only with rail banking is the only responsible option.
Bike and pedestrian trail	I would not want a bike-only trail. I would want a rail-trail, like what was discussed in Measure D. I would prefer rail-only over bike-only, but a rail-trail would be better.
Bike and pedestrian trail	Trail Only so that it can actually take cars off streets and Hwy 1 between Aptos and SC
Bike and pedestrian trail	Separation "where feasible"? Separation is feasible along the vast majority of the corridor if the tracks are pulled. Separation is the only way there will be real transportation via bikes and ebikes (active transportation). If there is no separation, it is recreation and not in the RTC's purview.
Bike and pedestrian trail	Keep heritage railroading alive in Santa Cruz County! Diesel Multiple Units are the perfect design and can coexist with the Santa Cruz Big Trees & Pacific. They should be allowed access on the entire line immediately as they are good for the community.
Bike and pedestrian trail	Not equitable. Inefficient. Does not support transportation of people. NIMBY who don't want clean, efficient rail service to move people through their part of the county.
Bike and pedestrian trail	Only Bike, Pedestrian on this corridor. No Train. No Bus.
Bike and pedestrian trail	We support converting the rail corridor to a bike path. Forget the fantasy of a viable train service here. The way this option is worded, though, is misleading. It is difficult to tell, by not mentioning rail, if it is included or not. You should have asked whether people support a trail only or a rail trail.
Bike and pedestrian trail	Trail ONLY! The RTC is trying to confuse people between Trail Only and their current plan. We want Greenway!
Bike and pedestrian trail	The rail must be retained for transit and/or freight use.
Bike and pedestrian trail	Least effective for all citizens.
Bike and pedestrian trail	This seems like a no-brainer for this community.
Bike and pedestrian trail	As long as they maintain the rails, I am for this.
Bike and pedestrian trail	A true Win Win! Please do this for our local economy!
Bike and pedestrian trail	This is something obviously being pushed by the recreational cyclists and gives no benefit for commuter traffic.
Bike and pedestrian trail	this would encourage more cycling all year!
Bike and pedestrian trail	This is the only option that should be considered. This should have been done decades ago but corporate greed has prevented it. Any option with a commuter train would be a disaster.

Bike and pedestrian trail	Railroad tracks must be removed and a trail for bikes and walker implemented.
Bike and pedestrian trail	The rails should be removed so we can have a world class trail like Monterey, Sacramento, and Davis. Such a great project for so little!!
Bike and pedestrian trail	This is only helpful if it doesn't have diversions onto surface streets. Enter and exiting auto traffic flow is dangerous.
Bike and pedestrian trail	This is a wasteful use of public transportation funds. Purpose is mostly recreational.
Bike and pedestrian trail	Why did you hide this important info in a separate dialog box? "Note: Indicator for "compatibility with regulations" will be different if a trail on the rail ROW is combined with rail or BRT or if only a trail (no transit) is constructed. Trail when combined with rail on the rail ROW is compatible with Prop 116 requirements. Trail when combined with BRT or trail only are not compatible with Prop 116 requirements."
Bike and pedestrian trail	I only support a trail with the rails remaining in place for possible use. Why did you hide this important info in a separate / hidden dialog box? "Note: Indicator for "compatibility with regulations" will be different if a trail on the rail ROW is combined with rail or BRT or if only a trail (no transit) is constructed. Trail when combined with rail on the rail ROW is compatible with Prop 116 requirements. Trail when combined with BRT or trail only are not compatible with Prop 116 requirements."
Bike and pedestrian trail	This project would support the spirit and needs of our community. The trail the little allow people to travel under their own power, without the stink and sound and money spent on a train is the only option for this corridor that I support.
Bike and pedestrian trail	Doesn't make a dent in the commute.
Bike and pedestrian trail	We need rail and trail to help reduce traffic and act on our environmental values. If we want to address the housing crisis we need this rail line to make outer county transit more feasible. A new rail line can lead to new development for low income people— like the entirety of my generation.
Bike and pedestrian trail	While a definite public benefit, this seems like it would have small benefits if it was implemented to the exclusion of rail service. In conjunction with rail service would be better.
Bike and pedestrian trail	separation should be considered a very important if not essential element of the design.
Bike and pedestrian trail	Awesome idea, get rid of the rail tracks. The walking biking trail in Monterey is fantastic, I used it all the time when I used to live there.
Bike and pedestrian trail	Take out the rails, put Bike road and walking path separate. Walkers already complain bikers go to fast, arana gulch width path will not allow for commuting by bike while someone walks a dog
Bike and pedestrian trail	with rail, please.
Bike and pedestrian trail	Yes, bikes and peds only. No train tracks and use the existing bridges and trestles.
Bike and pedestrian trail	Prioritize Santa Cruz to Watsonville; Santa Cruz to Davenport should come later
Bike and pedestrian trail	I believe this is by far what the Santa Cruz county population has been hoping for, for over 30yrs now. This is the future, not dirty trains and the smart move into the future.

Bike and pedestrian trail	A bike and pedestrian trail would create a very large increase in people using bicycles to commute. It is of great benefit.
Bike and pedestrian trail	The only way to go!!!
Bike and pedestrian trail	It would be a huge mistake to remove existing rail infrastructure from this corridor.
Bike and pedestrian trail	Is there a ROI on such a project? I seriously doubt the Coastal Commission is going to allow any changes up there.
Bike and pedestrian trail	Santa Cruz is far behind other communities in providing bike trails separated from car traffic. PLEASE hear the community's loud outcry for more bike/ped trails.
Bike and pedestrian trail	A trail for bikes and walkers is a much better idea than a train using the existing tracks
Bike and pedestrian trail	Remove the rail. Not practical for alleviating gridlock, exorbitant in cost. Plan for light rail which will be cleaner, faster and more efficient
Bike and pedestrian trail	This will do nothing to alleviate traffic
Bike and pedestrian trail	How much money will it take to protect people? Police costs
Bike and pedestrian trail	Best use of the existing rail rt of way! No room for overpriced train. Train belongs down highway one. Near Dominican
Bike and pedestrian trail	We need a safe well organized bike and pedestrian trail. It should be fun to be on and without the horrors of an adjacent train.
Bike and pedestrian trail	As a bike commuter, this is the most exciting project I've heard of
Bike and pedestrian trail	I support the removal of the rails for a pedestrian and bike only trail
Bike and pedestrian trail	It's a nice local parks enhancement. Not clear how this will be useful for bicycle commuters. Critical problems remain, especially cross-highway barriers.
Bike and pedestrian trail	Build it!
Bike and pedestrian trail	How much would cost and will be worth it considering how few people use it.
Bike and pedestrian trail	Trail Only
Bike and pedestrian trail	Please remove the tracks and build a bike and pedestrian trail with separate paths for fast and slow moving traffic
Bike and pedestrian trail	We must have this.
Bike and pedestrian trail	I support the extension of the Monterey trail all the way to Davenport.
Bike and pedestrian trail	I am not convinced that that whole distance would actually be utilized by more than recreational riders. Separation for bikers and walkers is really important as so many bike riders are going too fast to be able to consider the safety of walkers in the same spaces.
Bike and pedestrian trail	I support removing the rails to allow for separate bike and pedestrian paths.
Bike and pedestrian trail	Only if the tracks stay, please add more bike lanes on streets.
Bike and pedestrian trail	Greatest idea of them all. Make this happen immediately
Bike and pedestrian trail	Let the greenway happen
Bike and pedestrian trail	Please build this as soon as possible. Please do not allow rail opponents to delay this project!
Bike and pedestrian trail	The option I support is a multi use trail and preservation of the rail right of way for future rail transit.

Bike and pedestrian trail	No, we don't need any more area for the homeless, bring back all rail service
Bike and pedestrian trail	Trail Only please; NO TRAIN
Bike and pedestrian trail	I support this!
Bike and pedestrian trail	Remove the tracks and make a full greenway.
Bike and pedestrian trail	I support a trail-only approach. I strongly oppose trains running through our neighborhoods.
Bike and pedestrian trail	Rip out those useless train tracks, please, and get on with this!
Bike and pedestrian trail	I support a greenway rather than keeping the rails. Please!!!
Bike and pedestrian trail	I support GREENWAY rather than the Rail with Trail.
Bike and pedestrian trail	Greenway much better option that rail with trail.
Bike and pedestrian trail	It would make a great tourist and local destination. Be sure to add parking at both ends and at strategic points (could make money charging for parking)
Bike and pedestrian trail	This is the way to go! Few bike to work or school now due to safety concerns. This would be of immense benefit to the health and safety of community, while reducing traffic.
Bike and pedestrian trail	I support GREENWAY rather than Rail with Trail
Bike and pedestrian trail	YES! This is needed desperately for bike commuters and recreation. Riding Santa Cruz roads is dangerous between the drivers and the poorly maintained roads. Plus Santa Cruz is very hilly, so it is deters people from riding and commuting. Seascape to Santa Cruz is 500 feet of climbing; not something a cyclist wants to do a on beach cruiser. Put in the bike lane and you will increase recreation, tourism and home prices. Put in a commuter rail and everything goes away. No one wants to live by live train tracks - noisy, dangerous and filled with pollution.
Bike and pedestrian trail	I support GREENWAY rather than Rail with Trail
Bike and pedestrian trail	I support the bike and pedestrian trail and oppose a train
Bike and pedestrian trail	How many people have to ask you at meetings. The over helming majority have told you no friggin rail. How many surveys do you need before you finally admit a rail plan sucksss.....
Bike and pedestrian trail	Having lived near a train/car intersection, the train option is horrible. I support the idea of a 2 way bike path, with a separate pedestrian path. No train!!
Bike and pedestrian trail	I support building the Monterey Bay Sanctuary Scenic Trail Network with rail service along side.
Bike and pedestrian trail	I support GREENWAY rather than Rail with Trail
Bike and pedestrian trail	We need a real mutli-use trail that is consistently wide enough to accommodate both pedestrian and bike traffic. This is a matter of safety and enjoyment. Westcliff drive tells us everything we need to know about the efficacy of trying to use one 8-12 foot path for both and it's not good..
Bike and pedestrian trail	I support a greenway and a trail that is wide enough to separate pedestrians and cyclists along its entire length for safety and use purposes

Bike and pedestrian trail	The cost of rail vs the benefit makes no sense. A trail makes complete sense and is consistent with the lifestyle in Santa Cruz County. The current bus system already runs from South County and is not self sustaining. A train will likely erode that ridership even more. A bike path and trail would be a great thing. Bank the rail if you must, but I just don't see how a train will work effectively without having many negative impacts to auto traffic through the corridor, particularly through the Live Oak and Seabright areas. Also where do you put the stations and parking required for those stations?
Bike and pedestrian trail	We support the Greenway rather than the rail with trail.
Bike and pedestrian trail	I support the Greenway rather than Rail with Trail.
Bike and pedestrian trail	bike trail in the appropriate places, like the west side but not all the way to watsonville
Bike and pedestrian trail	This should be the primary goal of the trail. After bikes it becomes more complicated.
Bike and pedestrian trail	This has the potential to help with many of the issues: traffic congestion, bike safety, etc. People can be happier and healthier if they have access to recreation opportunities close to home.
Bike and pedestrian trail	Bike and Ped. Trail only! No Rail!
Bike and pedestrian trail	This is a project that will enhance the future for community
Bike and pedestrian trail	In my opinion this is the most important part of the rail trail. THIS is what we thought we were getting. I'm 67, live in Aptos, and would like to bike to Davenport or Watsonville in my lifetime.
Bike and pedestrian trail	I support the greenway
Bike and pedestrian trail	But keep the rail line, for sure!
Bike and pedestrian trail	Build a bike/ped path that is as wide as possible to accommodate a variety of users including parents with baby strollers, seniors, those in wheelchairs, kids on bikes, bike commuters, and ebike riders. Separate slow travelers from faster ones, assure easy path access from adjacent streets.
Bike and pedestrian trail	Build a bike/ped path that is as wide as possible to accommodate a variety of users including parents with baby strollers, seniors, those in wheelchairs, kids on bikes, bike commuters, and ebike riders. Separate slow travelers from faster ones, assure easy path access from adjacent streets. Please study worthy both trail with rail and trail only options in the coastal rail corridor as there is high community interest for to know more about the benefits and costs of each of these trail schemes.
Bike and pedestrian trail	I like this one but must be combined with transit on the rail corridor
Bike and pedestrian trail	This is an excellent idea and I much prefer it to the idea of including rail. I support GREENWAY.
Bike and pedestrian trail	Not needed. Not a viable solution for many people. Not viable way to get from Watsonville to SC for work. Elitist!
Bike and pedestrian trail	walk/bike alone is elitist. Not viable for most workers. Not needed -- multiuse trail the width of a freeway lane is fine!
Bike and pedestrian trail	But Please do not put this on the highway.

Bike and pedestrian trail	We are told that every four mile bike trip saves 15 pounds of pollutants from entering our air. Why the heck is SCCRTC wasting time on building a pedestrian and bicycle trail? What could be the reason for stalling a pedestrian and bicycle trail while the SCCRTC continues to "study" options for a rail option? Especially in the mid-county areas there could be short lengths created to connect residents to commercial areas. Nooooo . . . the SCCRTC just keeps dragging its feet and talk talk talk about a rail option. Meanwhile the pollutants continue to be added to the air on all the short bike and pedestrian trips that could have been. You guys are creating global warming by your inaction.
Bike and pedestrian trail	Best option is a greenway for bicycles and pedestrians only
Bike and pedestrian trail	Excellent project for locals and tourists alike. A major improvement to our coastline and for our community.
Bike and pedestrian trail	I support GREENWAY rather than Rail with Trail
Bike and pedestrian trail	Please use the rail corridor to create a multi-directional split trail that separates bikes and pedestrians.
Bike and pedestrian trail	I only say give this one star if it is the only option. This line is far too valuable as a transportation corridor to limit it to bikes and pedestrians. As a shared resource with a viable mode of motorised transport, I am all for it.
Bike and pedestrian trail	This is great! Tons of opportunities all around. Visionary!
Bike and pedestrian trail	This is a great idea, however, it may not have the impact on traffic that some people would like us to believe. Not everybody is physically capable of biking and/or walking miles round-trip for their commute everyday. We need to focus on solutions that make using public transportation more convenient than using a personal vehicle.
Bike and pedestrian trail	A high-quality bike path ensures that Santa Cruz Bike Share (electric bikes) can become a viable form of public transit for many people.
Bike and pedestrian trail	I support a wide trail only option for bikers and pedestrians, remove the tracks.
Bike and pedestrian trail	I support GREENWAY rather than Rail with Trail
Bike and pedestrian trail	NO TRAIN!!!!
Bike and pedestrian trail	This will not get commuters out of their cars! Focus on solutions for climate change please!
Bike and pedestrian trail	it's a long way and I don't think enough people will use it.
Bike and pedestrian trail	Get the bike trail built but don't loose the rail.
Bike and pedestrian trail	This is the only sensible use of the rail right-of-way. Paying back the grant funds to purchase the right of way will be far cheaper than implementing passenger rail. In addition, the rail trcaks can be sold as salvage to help mitigate the cost of paying back the grant.
Bike and pedestrian trail	I support Greenway rather than rail with trail
Bike and pedestrian trail	Wonderful!! I am in full support of a trail like what Monterey has!! Great for our community and tourism too.
Bike and pedestrian trail	I support a greenway.
Bus rapid transit BRT	as long as it coexists with a bike/ped trail
Bus rapid transit BRT	More information is needed to know if this is a good idea. Such as how much would it cost to travel on this train? Can homeless and low income and seniors do volunteer work towards a discount?

Bus rapid transit BRT	This is not necessary. Need improved options for mass transit over hwy 17 not between Davenport and Watsonville. Won't be used.
Bus rapid transit BRT	Check cost vs. rail transit option.
Bus rapid transit BRT	This sounds cheesy.
Bus rapid transit BRT	Would need more info on this to support it.
Bus rapid transit BRT	not enough room for all bus, walking and biking
Bus rapid transit BRT	Widen highway 1 to three lanes between the Fishhook and Monterey County first and then you can pursue your extreme ideas.
Bus rapid transit BRT	I agree a rapid transit system based on surface road vehicles would be ideal, precisely because the routes can more easily be changed. But it doesn't make sense to use the rail ROW for part of this, because that would significantly negatively disrupt the benefits we can achieve by installing a world-class coastal path for tourists and local walkers and bikers.
Bus rapid transit BRT	Seems like buses would be far less expensive to run on rr corridor than trains. Trains will likely soon be obsolete but buses will likely be here for longer.
Bus rapid transit BRT	Let's start with converting the railway to a bike trail please
Bus rapid transit BRT	I like the concept except keep it off the rail corridor. There is not enough room for a safe and efficient bike route with a BRT
Bus rapid transit BRT	worth consideration; much better than train idea.
Bus rapid transit BRT	Probably a better idea than trains.
Bus rapid transit BRT	BRT doesn't work - too high operating cost. This should be PRT, not BRT. PRT is compatible with bike/ped and is economical to operate and can be operated entirely with renewable energy.
Bus rapid transit BRT	This is a less disruptive and has more flexibility to reach more destinations than fixed rail. But, still prefer BRT on the existing auto corridors and a separated bike/pedestrian trail that supports faster commuters and e-bikes on the rail ROW.
Bus rapid transit BRT	only if less expensive to construct, operate and maintain the rail transit on the existing tracks.
Bus rapid transit BRT	The rail line has been graded for rail travel. Put the buses on Hwy 1 and Soquel.
Bus rapid transit BRT	Pod cars or PRT would eliminate conflicts between bikes/peds and buses.
Bus rapid transit BRT	Hurry
Bus rapid transit BRT	Must be shown to be economically feasible.
Bus rapid transit BRT	Just use a light rail system.
Bus rapid transit BRT	No. You have a train line mostly intact. Use that. Stop acting like Muppets with these hair brain ideas.
Bus rapid transit BRT	depending on station locations, this is kinda interesting. Is there room for trail and BRT? Get Caltrans to add BRT lanes al the way to Carmel...now you got a winner!
Bus rapid transit BRT	BRT is eminently preferable to rail. This should definitely be pursued!

Bus rapid transit BRT	This option certainly needs more research. Give the issues with corridor width and how a rail+trail would lead to the trail being diverted away in many sections, the bus+trail option could allow for the trail to exist 100% of the way and the bus to co-exist where the corridor is wide enough. An electric bus would also be far quieter than a train, and busses would solve the issue of the current lack of train terminal/transfer infrastructure. An expansion of this idea could be to have a dedicated "amusement park" style bus/vehicle line that would run along the corridor next to the trail. More research into what these vehicles are is needed of course, but there could be some sort of bus/trolley car that would better fit in the corridor without causing all the detriments that the rail would.
Bus rapid transit BRT	BRT must utilize hwy 1 only
Bus rapid transit BRT	Another bad idea. Not enough room for both.
Bus rapid transit BRT	Rather than rail, a CNG or electric small bus system that utilized Highway 1 and the ROW does make sense. Bus and bike path need full separation.
Bus rapid transit BRT	I see BRT as a good companion to developing rail transit.
Bus rapid transit BRT	As a cheap way to get north and south county transit link, this is good
Bus rapid transit BRT	Bus on Shoulder goes where people are going. This is an old freight line that does not go where people are going. Not really that great of a solution.
Bus rapid transit BRT	Rail line is compromised. No reasonable way to incorporate rail and trail.
Bus rapid transit BRT	Great idea to get more cars off of Hwy 1
Bus rapid transit BRT	Would be far better to accommodate personal electric sub-vehicles (e.g. ebikes)
Bus rapid transit BRT	Need to compare utility, cost and feasibility with rail and PRT
Bus rapid transit BRT	There is not enough room in the corridor. If we go with bus or train, we suboptimize trail for transit and mix modes that are not appropriate or effective.
Bus rapid transit BRT	Improve our bus system which is under funded
Bus rapid transit BRT	Not on the rail corridor!
Bus rapid transit BRT	No train, all the space for recreation only.
Bus rapid transit BRT	Lived in the San Fernando Valley when this was implemented, and used it quite a bit. A great resource, and doesn't impact traffic too much as it doesn't share roads with cars. Rail is still better, this is almost as good.
Bus rapid transit BRT	This would have more flexibility than the train-only approach, but it looks expensive. I'm not sure about the impact on local roads....
Bus rapid transit BRT	I don't want to spend too much tax money on the bridges, trestles and retaining walls needed for this just like the train fiasco.
Bus rapid transit BRT	This BRT solution will be expensive and have a low return on investment. I want a trail bike and pedestrian solution only for the present rail corridor
Bus rapid transit BRT	Trail only, no BRT next to bikes and pedesyrrians!! BRT only belongs on auxiliary lanes on Highway1 corridor. Common sense!!!!

Bus rapid transit BRT	No stars, because whether bus rapid transit or rail, the cost is too great and the environmental impacts are too great. No more transportation noise through our neighborhoods or the neighborhoods of wildlife.
Bus rapid transit BRT	Not enough population density to support Bus Rapid Transit.
Bus rapid transit BRT	I do not want buses on the bike and pedestrian trail!
Bus rapid transit BRT	I don't know what this is but it looks like you are still trying to use the rail corridor. Pull the rails, railbank, and make the corridor trail only for safer bike cross town access and a beautiful walking path. Use the HWY 1 corridor and busses to solve commute issues.
Bus rapid transit BRT	I support removing the tracks and using the entire corridor for a bike and pedestrian trail. Bus/trains would not be a welcome addition to our neighborhood.
Bus rapid transit BRT	Again, nobody will ever ride these buses
Bus rapid transit BRT	I like all of these ideas, but believe we need to widen Highway 1 first, then build up this trail second.
Bus rapid transit BRT	I support removing the tracks and using the entire corridor for a bike and pedestrian trail.
Bus rapid transit BRT	I support removing the tracks and using the entire corridor for a bike and pedestrian trail
Bus rapid transit BRT	need to separate modes...this mode is not consistent with pedestrians and bikers; create BRT on Soquel/Freedom and Bus on Shoulder on Hwy 1
Bus rapid transit BRT	Cost too much money
Bus rapid transit BRT	rail row should be used for pedestrian/bike trail only
Bus rapid transit BRT	trail only, no rail
Bus rapid transit BRT	As long as this is NOT on the rail corridor I support this option.
Bus rapid transit BRT	Fantastic idea
Bus rapid transit BRT	Yes, if any form of rail, including single-rail personal rail, is not possible.
Bus rapid transit BRT	A BRT would only be preferable to rail if, when combined with the other bus improvements, it resulted in the movement of more people.
Bus rapid transit BRT	While more flexible than a train, it essentially kills active transportation on the corridor.
Bus rapid transit BRT	Absolutely not!!!
Bus rapid transit BRT	More trolleys.
Bus rapid transit BRT	BRT/or rail use to transport people N to S in the county.
Bus rapid transit BRT	Too expensive. Do more for bikes and pedestrians. Everyone is going to use Uber in the future.
Bus rapid transit BRT	How silly.
Bus rapid transit BRT	What a silly idea.
Bus rapid transit BRT	Is this infrastructure going to be obsolete in 10 years when cars drive themselves?
Bus rapid transit BRT	Use HOV lanes for busses, with electric streetcars on ROW.
Bus rapid transit BRT	excellent opportunity for alternate transportation
Bus rapid transit BRT	This makes no sense.
Bus rapid transit BRT	BRT on the rail corridor is a bad idea. The rail corridor needs to be used for a bike and pedestrian trail.

Bus rapid transit BRT	Have you seen the current bus ridership?
Bus rapid transit BRT	Keep your damn buses off of the rail lines! Keep the rail line quiet and peaceful with only, small engine and pedal powered vehicles that could carry a small number of people (i.e., 4 - 10 passengers).
Bus rapid transit BRT	This seems like a commonsense public transportation alternative to the train
Bus rapid transit BRT	Combine Transit and freight usage instead of rail on right of way along with trail and it's a winner!
Bus rapid transit BRT	BRT makes more sense to me on the Soquel/Freedom corridor than on the rail corridor, given that much of the rail corridor misses employment and commercial centers.
Bus rapid transit BRT	Another crazy idea. The bus would have to be met by other buses for anyone to get to where they need to be.
Bus rapid transit BRT	Any use of the ROW that does not use rails will increase pollution along the path due to tire wear. This problem cannot be easily mitigated.
Bus rapid transit BRT	But only during peak demand periods...otherwise it becomes a waste of resources
Bus rapid transit BRT	But only during peak demand periods...otherwise it becomes a waste of resources ..ideally use smaller bus sizes that suits passenger load and has a large bike carrying capacity
Bus rapid transit BRT	This is a terrific idea! Buses would be cheaper than a train, and could travel off-track. I don't see that it would need to be bi-directional, since most of the commute traffic is northbound in the morning and southbound in the evening.
Bus rapid transit BRT	This seems like a great alternative to the high cost of upgrading the rail line and train service costs.
Bus rapid transit BRT	Not a bad choice, and maybe the less expensive choice compared to rail. But rail will draw greater tourist ridership and be more energy efficient. And why only State Park Drive? It seems if BRT occupies the ROW that far, why not at least to Buena Vista Rd if not all the way to Watsonville. If converted to BRT the rail line is not useful for rail.
Bus rapid transit BRT	Remove the rail
Bus rapid transit BRT	It's not clear to me if these busses would be as fuel efficient as railroad cars when in the track. If not, i do not support this option.
Bus rapid transit BRT	I would absolutely make use of a transit system that connected Westside to 41st avenue along the rail row
Bus rapid transit BRT	Connectors to the main line will get people out of their cars.
Bus rapid transit BRT	Another money loser
Bus rapid transit BRT	I support improving bus rapid transit.
Bus rapid transit BRT	I think this option could be utilized far more than a train, or just bike/walking trails.
Bus rapid transit BRT	BRT is better served by using shoulder on HWY 1. It complicates the maximization of trail benefits for full corridor access by bike/pedestrian and handicapped users.
Bus rapid transit BRT	Don't even think about it, this is as bad as rail on the highway.
Bus rapid transit BRT	I'm concerned that these busses would have high maintenance costs and high operating costs compared to rail transit.
Bus rapid transit BRT	Pointless
Bus rapid transit BRT	I think rails should be removed

Bus rapid transit BRT	Why ride a bus when you can ride a train? Prop 116 was for trains, not busses, so this option doesn't seem a viable for the rail ROW.
Bus rapid transit BRT	Unless busses magically get way more fuel efficient and less costly to maintain, they are not as good an option as rail. We need the efficiency of rail, combined with small, fuel -efficient busses providing service to the rail stations. And lots of good, separated bike lanes connecting to the rail stations/scenic trail.
Bus rapid transit BRT	Same issues as train/rail? Expand to the trails o accommodate pedestrians an bikers. Don't duplicate a better - more efficient - bus service system with BRT.
Bus rapid transit BRT	Only marginally less stupid than the rail.
Bus rapid transit BRT	weight and size of city buses limit others use of ROW of rail but if can be done much better than shooting for choo choo
Bus rapid transit BRT	What for? Commuters are using the corridor between Watsonville and Santa Cruz to get to their jobs in Silicon Valley.
Bus rapid transit BRT	Someone please look at the history of profitability of bus rail transit globally and realize that it is not sustainable and has to be supported with government funding. Who are all these people that are going to ride these buses? Santa Cruz county is not designed for mass transportation - housing is too spread out to make it easy to use; people will continue to use their cars in frustration.
Bus rapid transit BRT	I do not have enough information on this sounds cooked to me...
Bus rapid transit BRT	Might be good using existing roads. Use the rail ROW for a bike and pedestrian trail.
Bus rapid transit BRT	Hard to picture how this would work.
Bus rapid transit BRT	This option will not allow for a wide multi use trail.
Bus rapid transit BRT	This option will not allow for a wide multi use trail.
Bus rapid transit BRT	I support removing the tracks and using the entire corridor to build the Greenway.
Bus rapid transit BRT	hmmmm? We shouldn't experiment with our rail ROW. We can leave the idea of rapid transit for the future. shorter term we need to increase the livability of our town. That is a safe bike trail.
Bus rapid transit BRT	Better to put busses in HOV lane on Hwy 1.
Bus rapid transit BRT	Get people out of their cars
Bus rapid transit BRT	The rail right of way between state park and natural bridges - no way. Walk, bike and maybe rail.
Bus rapid transit BRT	Needs to be dedicated to rail corridor only and serviced by other connectors. Schedule will suffer when mixed with car traffic.
Bus rapid transit BRT	I support GREENWAY and do not think BRT is feasible for the same reasons as my comment to the prior section. You need BRT between SC and Scotts Valley and San Jose. Now THATS a good idea.
Bus rapid transit BRT	good alternative to rail. Would be just as cool. Possible more flexible and lower cost.
Bus rapid transit BRT	Great option to rail!
Bus rapid transit BRT	Not my first thought compared to fixed route transit, but fully deserves study.

Bus rapid transit BRT	THIS MAKES SO MUCH SENSE!!! Presently taking the bus in our county provides little benefit over driving. Buses would be the perfect thing to use in the rail corridor as they are compatible with bikes and pedestrians, do not require elaborate intersection crossings, and can serve the neighborhoods they pass through. PLEASE DO THIS!
Bus rapid transit BRT	Anything that has the potential to make public transportation more convenient than the use of a personal vehicle is a good thing!
Bus rapid transit BRT	Maybe someday
Bus rapid transit BRT	Light rail cars on the existing track would make much more sense to me.
Freight service	More supportive of freight than passenger since it pays its way.
Freight service	More supportive of freight than passenger since it pays its way. Needs to coexist with bike/ped trail.
Freight service	Not needed. UPS and Fed X do just fine. Thanks for asking.
Freight service	Just want recreational uses. No rail transit, no freight service!
Freight service	Depends on what this rail service provides to the regional economy.
Freight service	If there's enough product, yes!
Freight service	To haul what? There no longer is any industry in Santa Cruz that would use freight service!!
Freight service	The rail ROW is obsolete and there is no discernible value in retaining that particular path for rail. The rail tracks should be pulled out, and a beautiful coastal walk/bike path should be developed the full length of the ROW, and connected to the existing trail in Monterey County.
Freight service	Maintaining the tracks prevents installing a world-class coastal path which would have a major positive impact on quality of life and add to the appeal of Santa Cruz County as a tourist destination.
Freight service	Are you kidding?? Our county is in a transportation crisis. We need transportation solutions NOW.
Freight service	Silly.
Freight service	As a plain old citizen, I dont "want" freight service. I mean, I can't ship stuff on it personally, right?
Freight service	So it's a strange question.
Freight service	But if local business can use it, I am all for it, and I dont "object" to it at all either.
Freight service	If it's needed, it should be used!
Freight service	Freight services could be good for emergency transport as well.
Freight service	There is little to no call for freight service. The tracks have not been used substantially for 2 decades. This is proof of the nonfeasability of this option. The rail would better serve the community as a bike/ped path with no train.
Freight service	No one wants this, except possibly leaving Watsonville to Salinas
Freight service	Good idea if there is demand for it.

Freight service	There is so little demand for freight on this route that it is a shame to waste the real-estate that could be used for a more commute oriented bike/pedestrian trail
Freight service	Need to maintain freight service. One never knows when businesses may need freight. Freight would be a great benefit for garbage delivery to the Buena Vista dump. If the rail is there, use it to maximum capacity.
Freight service	Should run whenever. You can schedule passenger and freight at the same time. This is what train sidings are for. You are new to this whole train idea aren't you.
Freight service	I assume if there was freight to move, it would already be in use.
Freight service	Please implement this as a solution to our traffic.
Freight service	What freight is there in Davenport anymore?
Freight service	How much demand is there?
Freight service	Please no. Please, please, no.
Freight service	There does not seem to be that much need to move freight along this corridor
Freight service	remove tracks and build a trail
Freight service	Really bad use of the corridor and nothing will move on it. Drop this one.
Freight service	Good idea to alleviate big truck traffic on highway 1.
Freight service	Freight service for what? The cement plant is closed. There is simply no need for this and it is a waste of funding.
Freight service	While I favor freight, I would be willing to sacrifice it to get passenger service.
Freight service	If you have some transit option in place between north and south, using it for freight is a good idea. Even if that's with the bus rapid transit
Freight service	Does practically nothing to help people except take a few trucks off the road and reduces the quality of life for those living near the corridor. Highly doubtful that there is any demand for freight service as nothing has moved along here for the last decade.
Freight service	Ridiculous concept from a previous era. Not feasible today for many reasons. Trail only, rail makes zero sense.
Freight service	Not needed anymore
Freight service	There currently is little or no use for freight service on the rail corridor.
Freight service	In a high-cost energy future, rail freight may be the most efficient transport. Need to preserve the option.
Freight service	Get rid of the tracks.
Freight service	Get rid of the tracks. Since CEMEX is gone freight transit is no longer needed here as much as it once was.
Freight service	There is no freight anymore between Davenport and Watsonville. Why are you asking this question. Confusing and inappropriate.
Freight service	No wasting taxpayers money for stations and railway crossing. You are in California and not in Europe. Get real
Freight service	Any trail should be trail only .. get the tracks out of the picture.
Freight service	Need to look at having more Freight Service in the region. Freight trains are a vital source . To bring commerce, revenue and jobs to a region. That needs needs jobs

Freight service	why is freight service even being considered? it doesn't serve transportation needs, it's been phased out by previous rail operators
Freight service	I support removing the tracks and using the entire corridor for a bike and pedestrian trail
Freight service	This would be loud and would interfere with the peaceful pedestrian and bike traffic. It would probably interfere less with local communities' peace, though, than the rail transit option. Still, my priority is the truly green option of the bike and pedestrian trail, with the two modes separated wherever possible for the safety of pedestrians.
Freight service	Waste of time and money, as evidence from service already discontinued
Freight service	There is no need for this. The cement plant is closed which was the main reason for freight service. It's doubtful that any rail company would want to support freight service.
Freight service	There is negligible demand for freight service...total waste of limited taxpayer resources!!
Freight service	This is impractical for now. Give us a basically flat walking and cycling corridor for a 15 year test to see how well the public embraces it and uses it. Decide later if rail or bus or freight makes any sense.
Freight service	The r.o.w. is too valuable to even consider it for freight!
Freight service	Infeasible. Freight service to where?
Freight service	Keep the trains off the trail!
Freight service	Wish I could rank this -100.
Freight service	No freight-rail service.
Freight service	Absolutely NOT!
Freight service	With CEMEX closed, I don't think it's worth keeping the rails for freight service.
Freight service	I support removing the tracks and using the entire corridor for a bike and pedestrian trail. Freight trains would not be a welcome addition to our neighborhood.
Freight service	Freight service to what business? The community no longer has any need for freight service. If you really care about a useful train line, reopen the train line from Santa Cruz to Santa Clara County!
Freight service	I like all of these ideas, but believe we need to widen Highway 1 first, then build up this trail second.
Freight service	whoever needs freight service? wasn't this already done and ended?
Freight service	I support removing the tracks and using the entire corridor for a bike and pedestrian trail
Freight service	What is going up to Davenport? There is no major industry. Widen Hwy 1 and be done with it.
Freight service	No, you are going through neighborhoods where people sleep-Live Oak, Aptos. Boy that will bring property values down
Freight service	Shouldn't this be included with the Rail transit option? You would not do this without the other, would you? Or at least it would prevent the Bike/Pedestrian trail, right?
Freight service	rails should be eliminated. no trains.
Freight service	no rail
Freight service	Are you crazy? No way!

Freight service	Rail freight will be needed again when fuel prices start climbing again. There is no infinite supply of fuel and economical rail transit will be needed to continue our level of civilization.
Freight service	This is a joke question, right?
Freight service	we don't need freight service on this line any longer & retaining the option just impedes implementing rail transit service.
Freight service	Freight rail is great for business!
Freight service	Sure, if it will take trucks off the roads and generate revenue for the passenger service
Freight service	Will impact neighborhoods too much. Not preferred.
Freight service	There is no demand for Thai freight service. Grow up and face it. We don't need nor can we support a train. Stop you are wasting my tax dollars and those of all the citizens by spending any more time or money on this. Please STOP.
Freight service	There is no more industry to support a freight line along this route.
Freight service	Why? This would help very few at the opportunity cost of many.
Freight service	No freight rail. Yesterday's technology.Join the 21st century. Remove tracks. Driverless electric trucks are coming.
Freight service	Who would be served by such service? There are no large industrial operations running. Tracks would still have to meet standards. \$\$\$
Freight service	Not needed. There is negligible freight on this line today, and little future demand because businesses find rail freight to be FAR slower (portal-to-portal) than truck freight. Rail freight is very noisy, while light-rail passenger traffic (electric streetcars) can be much quieter!
Freight service	How much freight would there be for such a local service?
Freight service	Another bad idea. The rail corridor needs a bike and pedestrian trail only.
Freight service	I don't see a option for trail use ONLY. I prefer that the old freight train rails be ripped-out, and that a world class bike and pedestrian trail be installed IMMEDIATELY! This crap about a rail option has held the bike/ped trail hostage while we all choke on Highway 1 traffic everyday. Enough already, give us the cheapest and easiest option: A BIKE AND PEDESTRIAN TRAIL. But oh, no! That's not given as a survey option because of the biased nature of the SCCRTC staff and commissioners. You folks stink!
Freight service	Why is this even a question? There is no current or future need to do this.
Freight service	I don't understand why those options including transportation study.
Freight service	Income for maintenance and improvements.
Freight service	I think that passenger service should be prioritized over freight
Freight service	It's imperative that over the long term the work economy of the county diversify. Keeping the potential of freight service available seems beneficial for that goal, while not obstructing the potential for passenger transportation. There are many examples of freight and passenger services co-existing.

Freight service	There's a reason why this wasn't done during and after the cement plant used the ROW. It obviously wasn't economical or efficient.
Freight service	Absolutely NOT! Please get rid of the rails and make a first class bike and pedestrian trail!
Freight service	Very bad idea. Just not needed anymore.
Freight service	No!
Freight service	Imaginary freight for an imaginary train.
Freight service	My only hesitation with off-peak rail service is the need to retain connection to the Pajaro rail yard and remain under jurisdiction of FRA. An analysis of the benefits (economic and environmental) of retaining freight service should be compared to the potential savings of not having to build rail line exactly to FRA regs.
Freight service	No way, remove the rail
Freight service	Rebuilding the rr tracks for intermittent freight and passenger lines will be prohibitively expensive and destroy the coast potential for human beings to enjoy something as simple as a safe place to walk and bike in a congested county.
Freight service	Less excited about the idea, but if it increases economic growth through cheap/easy transportation, I'd understand it
Freight service	OMG!! NO!! Noisy/expensive/an eyesore what are people thinking to have a train running all day/night long through our beautiful peaceful community??? OMG! NOOOOOOOOOOOOOOOO train EVER!!
Freight service	Don't know enough about the need to justify it
Freight service	I'm rating this a two as I don't know that there is much freight (at least at this time) that would/could be transported. Need to hear more details.
Freight service	This is a no brainer, fewer trucks on the roads.
Freight service	Who run the Freight service?
Freight service	stupid - no freight to be moved!
Freight service	again, I suspect that the cost would not be at all feasible for the amount that it would be utilized in this area.
Freight service	There is no longer demand for freight service to Davenport. This project would prevent development of world class separated bike and pedestrian trails on the full length of the corridor.
Freight service	I think rails should be removed
Freight service	It's not clear to me that there is a demand for freight transit on this line, but if there is, I support it, since rail freight has much lower emissions and maintenance/infrastructure costs than trucking.
Freight service	Only voting one star because the survey requires a vote. I would vote zero for the rail options
Freight service	Tear up those rails and build a broad pedestrian/bike path.
Freight service	If needed, I suppose. Doesn't really seem that way, though.
Freight service	train freight best for heavy industry not light as light industry is more JIT which does not work with rail
Freight service	Need rails to do this, no rails.
Freight service	What for? Commuters are using the corridor between Watsonville and Santa Cruz to get to their jobs in Silicon Valley.

Freight service	Remove the rails
Freight service	Really freight? I don't think HWY 1 is backed up with produce trucks! It is bay area commuters getting through the county and tourists going to the beaches; widen/improve HWY 1 and that will solve the problem.
Freight service	Oh my god is this not the dumbest idea out there. Hello there is no freight service and for gods sake with our city council we won't be building any factories any time soon. This one sounds like a sneaky way to keep the rails. Tear the fucking rails up and do what people have been asking for. Oh my god does anyone at the board listen...
Freight service	Should already be in place and in use!
Freight service	I support removing the tracks and using the entire corridor to build the Greenway.
Freight service	With the cement plant closed we can just reduce the freight traffic to off hour trucks.
Freight service	No No No!! This needs to enhance the livability of SC. Don't see it doing that at all.
Freight service	Non-existent demand for this unless cement plant reopens and big lumber mills reopen.
Freight service	Depends on how noisy it is for neighbors.
Freight service	How much demand is there for this?
Freight service	Only allow freight if it doesn't negatively impact rail transit service. My experience riding Amtrak is that freight service makes passenger train service unreliable as freight trains have priority over passenger trains. Its not a good mix especially on a single track line.
Freight service	I like this only if it is financially feasible
Freight service	Take up the rail and make this a dedicated bike/pedestrian trail in its entirety
Freight service	Is there a study of who will use it?
Freight service	seems irrelevant, but what do I know.
Freight service	Would need to know more about the frequency of shipments and effect on the community (does our county need freight service? where, why, and how much?)
Freight service	Rail freight is more energy efficient than truck traffic and could help reduce highway trips.
Freight service	Not sure if there is enough feasible use of this to reduce congestion. Also running freight at night is not good for neighborhood areas. I have experienced on Amtrak that the freight trains on the lines make passenger service less reliable due to delays due to freight use of line
Freight service	I have difficulty imagining how this would work with the other plans being proposed. The tracks will likely have to be removed to accommodate any of the more attractive options being considered.
Freight service	This is a terrible idea, too expensive for benefit, it'll turn the whole rail corridor into an industrial area
Freight service	, "I support removing the tracks and using the entire corridor to build GREENWAY.
Freight service	Under no circumstances should this be implemented.
Rail transit	I give this a lukewarm rating because I question the fiscal feasibility and neighborhoods will be very opposed. If rail, look at something small scale and space efficient, and obviously clean fuel. Has to coexist with bike/ped.
Rail transit	No trains please

Rail transit	More information is needed to know if this is a good idea. Such as how much would it cost to travel on this train? Can homeless and low income and seniors do volunteer work towards a discount?
Rail transit	I do not want or think this community needs rail transit between Davenport and Watsonville. Waste of time. If you build it they still won't come.
Rail transit	I use caltrain to get up to SF/etc sometimes, I have no use for a tourist rail - commuter rail would need bike space
Rail transit	Seems like this is not worth the effort or expense, and will impact the ability to have a terrific bike/ped trail.
Rail transit	not enough room for all train, biking and walking safely. Too loud and not not ecologically sound
Rail transit	Will never happen. The cost of rail service would be likely \$120/ride and would have to be subsidized by the rest of us. Stop wasting money on this crazy idea!!!
Rail transit	<p>Rail in the current corridor doesn't make sense (if indeed it makes sense anywhere nowadays, given the advanced low/no-emissions vehicle technology now available for non-rail vehicles).</p> <p>This corridor was laid as a freight line during an agricultural past. Its location makes no sense for today's commuters. There are few or no locations along the track that line up with where commuters would easily be picked up, so they'd need to take buses or drive to get to the train.</p> <p>Infrastructure would need to be built just to get people to and from the new train stations, and most or many hypothetical station locations couldn't handle such an influx of traffic and people that come with being a transit hub.</p> <p>Likewise, there's hardly a "central job center" at the end of the rail in downtown Santa Cruz; rather, commuters in our county either work in Silicon Valley, or they work at disparate locations all over the county.</p>
Rail transit	I strongly oppose keeping the tracks for an unaffordable, unlikely future train through our neighborhoods. I strongly support a safe, functional, wide, multi-modal active transportation (bike, pedestrian) greenway trail in this corridor.
Rail transit	Impractical---too expensive. Rip up tracks, lay down black top, and run buses!
Rail transit	Waste of tax dollars! Build third/auxiliary lane from Morrissey Blvd. to Watsonville. Then proceed with bike walking path on rail corridor.
Rail transit	Rail is a ridiculous boondoggle. Too expensive. Too absurd in terms of ROI. Too long to accomplish. Too disruptive to the community.
Rail transit	Not worth expense and degradation to possible bike ped path. Just tried riding a bike from East Side to West and it was scary. Train track should be a bikeway.
Rail transit	bad idea
Rail transit	Please do not fund a train - when the next election comes up I will vote against any incumbent or person running who supported a train.
Rail transit	Needs parking at stations. The commuter train seems like a good idea but the tracks aren't near where many commuters are.

Rail transit	The noise would be HORRIBLE! Not to mention the incredibly high cost to tax payers for the low number of riders.
Rail transit	Rail is a VERY expensive solution given the number of projected riders and relatively small impact on traffic. It will also be very disruptive to neighborhoods and surface traffic. Prefer a solution that utilizes highway and bus improvements on the other two corridors, combined with separate bike and pedestrian paths on rail ROW.
Rail transit	Rail is a very expensive solution given the number of projected riders and relatively small impact on traffic. It will also be very disruptive to neighborhoods and surface traffic. Prefer a solution that utilizes highway and bus improvements on the other two corridors, combined with separate bike and pedestrian paths on rail ROW.
Rail transit	Need weekend service between Pajaro and Santa Cruz. I won't go to SC right now on weekends because I don't enjoy slow moving parking lots.
Rail transit	This option deserves vigorous feasibility study at a minimum.
Rail transit	Consider substituting pod cars (PRT) for rail to facilitate grade separation at crossings and use of both transit and bike/ped where ROW is constrained
Rail transit	Why didn't you show an electric trolley/tram for this? Think San Diego red line thing.
Rail transit	Fares must be cheap enough to make rational for those who must commute, otherwise they'll use automobiles.
Rail transit	Need a light rail commuter system through the country, not just a scenic daily train.
Rail transit	1 train a day? Are you kidding? It's no longer 1880. A real train system not some half assed joke.
Rail transit	unless we can make this go from Carmel to San Jose, I do not see how this really relieves any traffic flows. Not to say I would not take it from Rio Del Mar to downtown Santa Cruz on the weekends to catch a movie and dinner, but that does not seem like money well spent
Rail transit	Look at using Coaster Rail or another cheaper example to show a photo of otherwise residents will assume it will be too expensive.
Rail transit	Please no!!!!
Rail transit	Huge mistake and money pit
Rail transit	Modern train service will be worth the cost to us as a community.
Rail transit	waste of money
Rail transit	Short term, you should look at service between downtown, Swift Street and Natural Bridges / Long Marine Lab. Also look at shuttle service between boardwalk, Capitola and Seascape!

	<p>If not already obvious, I am a strong supported of "trail only" in the ROW. For many of the reasons stated already (e.g., cost, noise, neighborhood quality, health benefits, and more), I believe that having a rail pass through the corridor would cause more harm than good. I also strongly feel that the "rail + trail" option is a non-starter as the corridor size throughout much of its length is too narrow to adequately accommodate both. The noise of a diesel train, not to mention the horn at crossings, would really be a bummer for all the neighborhoods through which the train would pass. I realize that this is a contentious issue, and I want to thank RTC for its work. I also want to state that I regret and apologize for the tenor that the "Trail Now" faction uses when representing this "trail only" cause. They could use more tact and manors and allow for civil discourse at public meetings. I believe in what they are doing and am just as passionate about the "trail-only" option, but I do want to express to RTC that they are not the only "trail-only" voice out there so please don't let their aggression politicize or color any decisions related to the ROW.</p>
Rail transit	
Rail transit	Remove tracks and build a trail
Rail transit	People would end up getting hit by the train and the noise itself is not ok. Think of all our homeless it will be extreemly dangerous
Rail transit	We will never make a train work intreat corridor. Bad and costly idea.
Rail transit	We need this!!!!!!
Rail transit	This simply isn't cost effective and likely a misuse of funding.
Rail transit	Developing rail gives the county a powerful transportation option that can grow with demand.
Rail transit	I like the idea of transit across the county but I think a PRT system like SkyTrans would be easier to build and maintain and provides flexibility to branch out to other areas easily http://www.skytran.com
Rail transit	Absolutely horrid solution. Wildly expensive and can only handle 2500 of the 100,000 people currently traveling the corridor.
Rail transit	Just.No.Train. Too much \$, too little impact, taking too long while SC remains one of the most dangerous counties in CA to be a cyclist/pedestrian
Rail transit	South county traffic has congested Hwy 1 during commutes. Hopefully this would relieve some of that pressure.
Rail transit	Waste of money. No one will ride it.
Rail transit	Not remotely financially feasible and ruins ability to have separate pedestrian and bike / ebike lanes. Please ditch this direction.
Rail transit	Not enough room for both. Trail first
Rail transit	We need to keep the rails intact for emergency purposes. Trains can bring in way more supplies then trucking. Especially if roads are damaged

Rail transit	Looking at ways to modernize our already funded METRO system and grow the ridership which is already over 3 times the highest ridership predicted for a train on the Rail ROW is the wisest transit plan for our County. The RTC should stop wasting taxpayer money on railroad improvements while the best use of the corridor has yet to be determined and start focussing transit thinking on modernizing our bus system. Other communities with car sprawl influenced population densities like our are doing just that. We should too.
Rail transit	Rail transit does not make economic sense and does not fit the scale of our community. We should remove tracks for a superior trail.
Rail transit	Need to compare utility, cost, and feasibility with BRT and PRT.
Rail transit	This would help solve most of the worst problems in Santa Cruz.
Rail transit	Let's not do this. The corridor is too narrow in many places and would cause the bikes/pedestrians to have to divert onto busy streets. Hard for wheelchair users to benefit from any trail that might be next to the train. Costs way too much. Too noisy and more pollution. I know people would use the bike trail to get to work since it would level and away from traffic. An easy ride for an electric bike/wheelchair. Please do not pursue rail transit.
Rail transit	Let's not do this. The corridor is too narrow in many places and would cause the bikes/pedestrians to have to divert onto busy streets. Hard for wheelchair users to benefit from any trail that might be next to the train. Costs way too much. Too noisy and more pollution. I know people would use the bike trail to get to work since it would level and away from traffic. An easy ride for an electric bike/wheelchair. Please do not pursue rail transit. There is not enough density in the county to support it. It would be a waste of tax payers money.
Rail transit	Absolutely NOT! Low ridership, too costly, requires new tax of 2/3s voters, will never happen. Build Greenway now!
Rail transit	I do not support a train, it would be too costly and would require another tax, and the ridership would not be sufficient even if it was built
Rail transit	This would be great but best to get the bike/ped lan going
Rail transit	It's not worth the expense.
Rail transit	No train, make the rail for pedestrians like the hugely popular HiLine in New York, Monterey and so many other place where people care about their community and not be dominated by the money from the train company.
Rail transit	We need service in the mountains. Don't forget about us. There is already a rail line to downtown in felton, why can't that be used for more than carting tourists around...?
Rail transit	Should also look at having Amtrak Intercity Service. It will help improve the area Transportation options
Rail transit	This choice would get no stars from me, if available, or negative stars. The ROW is not suited for passenger rail, for many reasons: 1. the cost is prohibitive, 2. the real estate of the ROW is much better suited to be a jewel of our county for recreation/short distance commuting, 3. the rail won't go where people want to go, 4. no one will use the rail (they don't use buses now!), 5. the rail intersects neighborhoods, cutting them off from each other,
Rail transit	I do not support rail transit. It is dangerous for walkers and bicycle riders, and incredibly expensive.
Rail transit	Remove tracks and use the entire corridor for a bike and pedestrian trail
Rail transit	I support removing the tracks and using the entire corridor for a bike and pedestrian trail

Rail transit	We need more flexibility in our transit choices, not less. The future is not fixed routes and limited stations. Awful trains blocking traffic dozens of times a day throughout the city.
Rail transit	I support removing the tracks and using the entire corridor for a bike and pedestrian trail
Rail transit	This is a boondoggle. Way expensive, dependent on electrical grid at a time when such dependency is dicey, and fewer people would walk or bike because of the train and because of the hectic pace and distraction from what would otherwise be beautiful environs. Scrap the train, keep the bike and pedestrian trails.
Rail transit	This will be a waste of money with massive subsidies needed for each fare and I will not support this unless the county votes to support it with increased taxes.
Rail transit	I support removing the tracks and using the entire corridor for a bike and pedestrian trail.
Rail transit	I support removing the tracks and using the entire corridor for a bike and pedestrian trail
Rail transit	I support removing the tracks and using the entire corridor for waking and biking.
Rail transit	Tear up the tracks. No rail! Bank the corridor for futures modes of mass transit!
Rail transit	Again, this option has been studied for 20 years and is NOT supported by ridership, plus no studies look at stations and how to get riders to/from work places A big waste of money
Rail transit	I support removing the tracks and using the entire corridor for a bike and pedestrian trail
Rail transit	I want the trail only solution. Not the rail with trail.
Rail transit	makes no financial or ridership sense...drop it NOW!
Rail transit	I support removing the tracks and using the ENTIRE corridor for a bike and pedestrian trail.
Rail transit	Total waste of valuable taxpayer funds---not feasible, practical, nor sustainable.
Rail transit	I think the rail corridor should be for only walking and wheeled vehicles (bikes, trikes, wheelchairs). Therefore no stars from me for any rail service. The environmental impacts of removing habitat all along the corridor, as well as the expense are too great. And so will be the monetary cost ... too great.
Rail transit	I am in favor of removing the tracks and using the entire corridor for a bike and pedestrian trail
Rail transit	Not enough population density to support Rail transit.
Rail transit	Costly and potentially a disaster if it's not popular and used
Rail transit	i strongly do NOT prefer this option.
Rail transit	I do not support rail transit on this corridor.
Rail transit	No rail transit. Bike and Hike only.
Rail transit	I would prefer to see the use of a bike/pedestrian trail only
Rail transit	I support removing the tracks and using the entire corridor for a bike and pedestrian trail.
Rail transit	I am strongly not in favor of this option. It is not financially feasible and will not be used enough.

Rail transit	Using the current rail corridor for passengers is the worst idea on this survey. This has the potential to cost enormous amounts while doing very little to solve the real traffic problem - the commute to the Bay Area. It is inconveniently located, all the way over to one side of town, with the ocean on the other (unlike HWY 1 which is central). The rail goes within a few feet of many homes, the speed limit is so slow it is silly, it will block access to the beach and uglify the most beautiful part of our view with ugly fencing. It will blow through town with annoyingly loud horns, and actually cause traffic. Please stop fixating on this plan just because you like trains. People have to get to the train and then to their destination. Busses are far more effective for those in need. The rail corridor solves no problems, and creates a myriad which will bring misery.
Rail transit	remove old rail and use corridor for bike and pedestrian
Rail transit	too expensive and doesn't go where people drive their cars anyway. Too dangerous - see how many people are hit by trains each year!
Rail transit	I support removing the tracks and using the entire corridor for a bike and pedestrian trail. A train would not be a good addition to our neighborhood.
Rail transit	Too expensive and the rail line starts nowhere and goes nowhere. The only way this will work is for those of us who will NEVER ride this train to subsidize the few that do. Santa Cruz RTC is racist in its treatment of "those people" in Watsonville.
Rail transit	I like all of these ideas, but believe we need to widen Highway 1 first, then build up this trail second.
Rail transit	this might work, but I'd like to see studies on who exactly would be using this, and where they want to go. I definitely would not want to see it in the existing rail corridor. That is too valuable real estate, going through neighborhoods and communities. A rail possibly along Hwy 1 makes sense. Get people out of their cars!
Rail transit	I support removing the tracks and using the entire corridor for a bike and pedestrian trail
Rail transit	I can't believe that the economics work for this option without us SC county tax payers heavily subsidizing it year after year.
Rail transit	How are people even going to get to the train to ride it? Do you plan on demolishing houses to make parking lots?
Rail transit	Huge waste of money and a losing proposition
Rail transit	need to separate modes--this mode is not appropriate for the narrow trail
Rail transit	Not economically viable.
Rail transit	negative, waste of money. With only one track and the Live Oak area, it would take way too long for service-would cost too much money for service provided
Rail transit	Too expensive, not enough riders, doesn't get people where they want to go, concrete retaining walls needed where the train/ trail needs to be widened, bad plan
Rail transit	I support removing the tracks and using the entire corridor for a bike and pedestrian trail.
Rail transit	Very expensive with few people using due to locations of stations.

Rail transit	I support removing the tracks and using the entire corridor for a bike and pedestrian trail
Rail transit	Do NOT want the train at all!
Rail transit	trail only, no rail
Rail transit	I don't want to see rail service on this scenic coastal trail
Rail transit	I support removing the tracks and using entire corridor for bike and pedestrain Trail.
Rail transit	I support removing the tracks and using the entire corridor for a bike and pedestrian trail.
Rail transit	PRT is the smartest form of rail transit to use in the corridor. There is not room for conventional trains but PRT can fit with the trail very nicely. PRT is smart, the greenest possible transport when its solar, and safer than any other known modality.
Rail transit	Rail, yes, but perhaps not passenger trains or light rail. Consider single-rail personal transit.
Rail transit	It would be nice to offer weekend service to Watsonville as well
Rail transit	Again, I would prefer a rail-trail, like what was promised in Measure D, not rail-only.
Rail transit	Not under ANY circumstances! Huge cost and low ridership.
Rail transit	"Bi-directional"? There's only a single track! The obvious cost, complexity, and lack of scalability are some of the many reasons why a train is infeasible. There are so many technologies coming at us so quickly, why would we choose something from the 1800's?
Rail transit	this needs to be done asap.
Rail transit	Keep heritage railroading alive in Santa Cruz County! Diesel Multiple Units are the perfect design and can coexist with the Santa Cruz Big Trees & Pacific. They should be allowed access on the entire line immediately as they are good for the community.
Rail transit	I can't wait for functional rail in Santa Cruz County,
Rail transit	Again, would need stops at concentrated locations such as Cabrillo, Harvey West, and UCSC to offer value
Rail transit	Yes. Most efficient use of the corridor. Best when paired with bike path.
Rail transit	This is the best solution to get more cars off the highway and roads
Rail transit	There is no demand for Thai freight service. Grow up and face it. We don't need nor can we support a train. Stop you are wasting my tax dollars and those of all the citizens by spending any more time or money on this. Please STOP.
Rail transit	do not waste anymore money on rail transit studies
Rail transit	This a terrible idea. Wildlife will be severely impacted, it is not a fast route, disrupts neighbors. Outrageous costs we can't afford.
Rail transit	Your rating about minimizing public expenditures understates the vast amount of public \$\$\$\$ that would be needed to construct, operate and maintain a train.
Rail transit	So you take the train and then you walk. That's not going to be great. We don't have frequent enough service to make this work.
Rail transit	NO RAIL. Remove tracks from rail corridor. Convert to hiking/biking trail.

Rail transit	Are there honest financial projections about the long term operation of such a service? My guess is that it would always lose money and require subsidies, taking money from other more effective projects.
Rail transit	The rail transit can also have intensives for student to use plus option to bring on bicycle so can ride bike the final distance to school. Have bus lines that also go to schools come to the train stops to help decrease car congestion during morning and school let out times.
Rail transit	good option if bike lanes are added
Rail transit	Total waste of time,\$\$\$and resources. Just look at low bus ridership. You have to be stupid to think rail would work!
Rail transit	This does nothing for the residents of Santa Cruz except require them to pay a hefty tax and ruin housing prices along the tracks. A bike path would only be positive with minimal risk of investment.
Rail transit	stupidest idea ever
Rail transit	Have you seen the current public transit (bus) ridership? Subsidized? Create more back-up on streets crossing rail line.
Rail transit	No thank you. The train doesn't go where people work.
Rail transit	This is a terrible, expensive, obsolete idea.
Rail transit	Various forms of rail transit should be considered, including monorail, light rail, etc.
Rail transit	Various forms of transit should be considered, including monorail, light rail, bus rapid transit, etc.
Rail transit	A commuter train isn't needed due to the lack of major employers near the rail lines and the low number of people that actually would use it. I do, however, support keeping the rails in place for other uses - such as lightweight powered, or pedal powered vehicles - even if they're run as independently owned businesses for tourists, or whomever else might like a ride along our existing rails.
Rail transit	Santa Cruz and did not commute from Santa Cruz to Watsonville. We commute over the hill, or much farther than Watsonville. This train would be a waste of money and a complete debacle. The studies have already shown that lesson in traffic on Highway one and in town is what is needed. Not a train to nowhere.
Rail transit	Rational usage of the existing right way for public transit.
Rail transit	I believe this will be the most cost effective and beneficial option for our future commuting needs, and will serve senior and disabled citizens much more fairly than a trail only option. The existing rail right of way, while necessitating some right of ways and costs, will certainly be much less costly than entirely new right of ways and construction for the entire length of any other proposed rail service. Imagine the disruption and how many homes and businesses will be taken/removed in order to establish a complete new right of way from Watsonville to Santa Cruz in order to install a new train track or widen the highway.
Rail transit	We desperately need to have rail transit along the coast, to alleviate the traffic on Hwy 1 and parallel surface streets, especially during rush hour, events and holidays.
Rail transit	This needs very careful study to see if it's affordable and would significantly change commute patterns in the county. It's certainly the highest-impact use of the corridor.
Rail transit	This is silly. were not in LA

Rail transit	No, train will be too expensive to subsidize for only a small percentage of users in the county.
Rail transit	Terrible idea.
Rail transit	This would be a train that goes from nowhere to nowhere. DO NOT DO THIS!
Rail transit	This a a bad idea for the community and coastal environment. No stars for this
Rail transit	Any form of rail transit on the existing ROW will decrease the automobile load on Highway 1. It is probably less costly than putting any form of rail down the existing Highway 1 ROW.
Rail transit	NO
Rail transit	No !
Rail transit	We have the tracks, let's used them
Rail transit	No to a commuter train or any train that would be proposed
Rail transit	I have not seen anything convincing about the economic feasibility or long-term financial viability of train service. The research on ridership is weak and unconvincing, and if it is expected to be diesel-powered, would make a thoroughly unpleasant experience for walkers and bikers on the trail next to the train.
Rail transit	See prior comment. Exhausting track is not bidirectional by design and would preclude having a trail through Santa Cruz as the setbacks from rail are too narrow
Rail transit	Locomotive + train cars doesn't seem like a good fit for our travel frequencies and numbers between destinations along the corridor. Single (battery electric) cars on the right of way, with sufficient sidings to allow cars in both directions to pass, seems like a better fit. Also, if de-coupling from the rail yard in Pajaro, would allow the SCC rail corridor to vary from FRA regulations in some areas that might significantly reduce costs.
Rail transit	We need to preserve this option.
Rail transit	No rail, remove the tracks. Bikes and walking only
Rail transit	This is a nightmare of huge expense, little return, and destruction of the coastal environment.
Rail transit	As Santa Cruz county's population continues to grow, a modern rail system will become more and more valuable to the residents
Rail transit	Seriously? It will be noisy, expensive and diesel fumes???And.. most importantly, it doesn't go anywhere!! Really??? NOWAY!!! And our taxes will skyrocket even more! Just say NO!!
Rail transit	I rate this a 3 because I like the concept of getting people out of SOVs. However I'm also concerned about bring "more" people to the North Coast. I think it could be an advantage because this corridor is where people are traveling (and esp thru SC). Maybe limited service. Need to hear more details.
Rail transit	The right of way is there, use it!
Rail transit	A money losing pipe dream.
Rail transit	We must have this.
Rail transit	Rail Transit is the most important thing that can be done for the SCBL. People in Watsonville and N Monterey County will not benefit from a trail only plan.

Rail transit	I do not support rail service. It's not financially feasible or flexible.
Rail transit	I believe that this option is FAR too costly and would not be utilized enough to be a viable option.
Rail transit	We need more mass transit in general that is efficient (like JAPAN!) This survey however is very confusing in that it does not indicate which projects would cancel out others. Lots of good ideas here but they cannot all be implemented- would be better if the survey presented as complete scenarios and all that could be implemented (together) in each.
Rail transit	Rail transit is not feasible, will cost too much, and reduces quality of bike/pedestrian/handicapped travel on path.
Rail transit	No one is going to ride a train. Please don't waste our money.
Rail transit	The community needs this. It is the best path forward for ecologically and financially sensible mass transit.
Rail transit	Pull out the rails now
Rail transit	I think rails should be removed
Rail transit	Rail transit will eventually make sense for Santa Cruz County, it's just a matter of when.
Rail transit	Transportation between Santa Cruz and Watsonville would alleviate a lot of the afternoon traffic between the University and Watsonville
Rail transit	See my previous comments. Huge waste of taxpayers public moneys. Stop this fantasy before it becomes a living nightmare.
Rail transit	PRIORITY!!!
Rail transit	Dirty, loud, expensive, unhealthy. Please no!
Rail transit	Rail is not practical. It will not take a significant number of potential passengers where they need to go.
Rail transit	The proposed rail transit system through residential Santa Cruz would be a costly disaster. Please do not do this.
Rail transit	Turn rail into pedestrian and bike ONLY trails so that MORE people can commute off the roads by bike and ALL ages can enjoy out-of-vehicle recreation, at any time, for no fee. Improved and expanded bus service can do this job and fares would be less expensive than rail fees.
Rail transit	Worst. Idea. Ever. Hundreds of millions in capital and operating expenditures to serve a tiny sliver of the population. Plus, by the time it's built, new transportation paradigms will have made it obsolete. NO TRAINS!
Rail transit	trestle and railbed improvements expensive and there are inadequate hubs for parking and stations and not yet terminal to destination transit services.
Rail transit	Greenway bike path
Rail transit	I support removing the tracks & using the entire corridor to build GREENWAY.
Rail transit	Waste of money and resources
Rail transit	Way too expensive, not clear how much this system would actually be used.
Rail transit	What for? Commuters are using the corridor between Watsonville and Santa Cruz to get to their jobs in Silicon Valley.
Rail transit	No financial support for this and it dooms the trail option. There is not the space for the two to be side by side.

Rail transit	I really consider this idea a misbegotten pipe dream! Rail between Westside and Watsonville?? Who on earth would need or use such a thing? If I could bicycle safely from the Westside to 41st Avenue TODAY I'd do it, but at present it's a dangerous, dangerous proposition once I reach Downtown.
Rail transit	Remove the rails
Rail transit	NO! No one will use this. How many people are commuting from Watsonville to downtown or points in between? Rail transit works for densely populated areas which Santa Cruz is not. Anyone that may use the tracks would need to get to station on the tracks via their car! So they will just drive their cars! Put in the bike path and you will increase recreation, tourism and home prices. Put in a commuter rail and everything goes away. No one wants to live by live train tracks - noisy, dangerous and filled with pollution.
Rail transit	Not wide enough to accommodate both rail & bike/pedestrian. Rail would not be at commercial centers. Just bike/pedestrian use.
Rail transit	This truly is about as friggin stupid as the bullet train. No one will use this. You have been told over and over in meeting after meeting that in no friggin way does anyone want a rail. For gods sake will some one on the board grow a pair of balls and stop wasting money on plans. Tear up the friggin rails and get it over with Jesus....
Rail transit	The rail is a major liability problem; one accident could cost millions. The rail should be removed for public safety.
Rail transit	I think the rails should be removed.
Rail transit	Too expensive and studies have shown there is not the ridership.
Rail transit	I support RAIL Service along the Monterey Bay Sanctuary Scenic Trail
Rail transit	It is unbelievable to me that this idea is still floating. The RTC's own study made it abundantly clear that a train will service less than 1% of our county population at a cost of millions and a potentially catastrophic effect on our farms and neighborhoods.
Rail transit	Unless really good connecting public transit is included, this seems like a boondoggle; would the train stop where people really need to be??
Rail transit	I support a greenway that will provide health, economic and safety benefits to our community. Not a train that will carry almost no one anywhere they need to go.
Rail transit	I support removing the tracks and using the entire corridor to build the Greenway.
Rail transit	The picture shows a full size passenger train. this seems like overkill to me. A small train seems more viable long term with the ability to expand if demand exists. The trail should again be used to improve quality of life in the county before experimenting with new modes of transportation within the county.
Rail transit	SCCRTC should model its passenger train proposals after that of SMART.
Rail transit	Yes!!!!
Rail transit	Too expensive considering the population served.
Rail transit	He project for the future to enhance our community
Rail transit	I don't support this train because I think it will be too expensive and too ineffective

Rail transit	Nothing needs to be decided now, as future sustainable options for rail line use could be better than we now imagine. Keep the tracks.
Rail transit	Must be included with a biking and pedestrian trail
Rail transit	Take up the rail and make thus dedicated bike/pedestrian trail in its entirety
Rail transit	I prefer GREENWAY. I am not at all convinced this would be used and that it would in fact decrease the beauty and serenity of our beach corridor. Folks going to the beach want their "stuff" and won't be carrying it all on a train. I don't think there is supportive infrastructure for commuters to land in Westside and then actually get to their final destination without a car. I think this is a boondoggle project.
Rail transit	Quiet electric tram sounds great. Look @ Success of SMART train. Rail is predictable. Other modes of transit (shared bikes, UBER, work shuttles) will evolve to better connect residents.
Rail transit	Yes. This could work! Look @ the SMART Train. Stop listening to the billionaire blowhards (Greenwaste)!
Rail transit	location of rail line does not interface with existing roads or bus routes
Rail transit	Another excellent project, long overdue and an important addition for both locals and tourists.
Rail transit	I support removing the tracks and dedicating the corridor to bike/pedestrian use.
Rail transit	If, according to the RTC study), the train has low ridership (2500 people max), it has almost no impact on Hwy 1 traffic and it goes pretty much nowhere anyone works or goes to school, how exactly does this "plan" advance economic and environmental goals?
Rail transit	I used to be very much in favor of this, but have come to realize that it is too little too late for our county. I have difficulty seeing this being a viable commute option in our county.
Rail transit	This is a great idea because it has the potential to make public transportation more convenient than personal vehicle use.
Rail transit	One star for conventional rail. FIVE STARS for elevated guideway.
Rail transit	bad solution. expensive, not flexible, huge investment that may be not needed due to decline in car ownership, increase in smart cars, more telecommuting & less work b/c of AI
Rail transit	Too expensive, with no money budgeted; rail corridor is too narrow for bikes and a train and will require a big fence; not enough people would ride the train, making it too expensive. Train on rail corridor going through neighborhoods all day and night would be miserable!
Rail transit	No rail transit, we need bike lanes
Rail transit	I really think the rail idea is not the best option. I think of traffic impacts at all of the crossings as it goes through town and live oak. Also the opportunity to have a bike trail on the corridor would be so great for the community, especially for commuters with the growth of e bikes.
Rail transit	I support removing the tracks and using the entire corridor to build GREENWAY
Rail transit	, "I support GREENWAY rather than Rail with Trail".
Rail transit	Best used for bike, walk, alternative vehicles

Rail transit	Great long term solution to ease some of the problem. A pleasing travel alternative that could be used by lots of people.
	will help with SC housing for students because they'll be willing to commute to Watsonville.
Rail transit	Will help with housing for SC workers.
Rail transit	Under no circumstances should this be implemented. It has a negligible effect on Highway 1 congestion and will cost the county a fortune in upkeep.
Rail transit	I support removing the tracks and use in the entire corridor to build the Greenway
Rail transit	This is a terrible idea.