

# Unified Corridor Investment Study

## Focus Group Comments- Projects and Project Combinations: Opportunities & Challenges

### August 2017

Small groups were formed and people were asked to provide their input on the opportunities and challenges for a number of the projects that are being evaluated in the Unified Corridor Investment Study. Information from this exercise is provided below. Not all groups completed the opportunities and challenges exercise.

#### 8:30am - Group 1

##### BRT and Trail

Opportunities	Challenges
Flexibility in routing to transit centers	North coast farmer's safety
Potentially lower initial cost	Concerns associated with exhaust and crop compatibility (rail slower, less frequent, buses faster, more affecting)
Keep more options open	Farmer's ability to cross rail corridor
Consider valuating BRT initially, then rail	
Evaluate electric for rail or BRT	

##### Trail Only

Opportunities	Challenges
Better bike/pedestrian experience due to more space	Missing transit opportunity for Watsonville and rest of county
	Will reduce opportunity for South County residents to access state parks
<b>Sub:</b>	
Tie rail corridor trail to Slough trails	
Use Slough trails as link between sections of rail trail	

##### Highway 1 Bus on Shoulders + Ramp Metering

Opportunities	Challenges
Decreased travel time for transit	Bridges constraining width
Increased ridership	Initial safety issues with ramp metering due to unfamiliarity
Lower Cost	BRT merging safety, issues near Soquel & Morrissey

Flexibility	Environmental challenges
Safety	

**8:30am - Group 2  
Rail and Trail**

<b>Opportunities</b>	<b>Challenges</b>
Reliable travel times	Last Mile
Improvement to travel time elsewhere (improves reliability elsewhere)	Width-RDW cannot accommodate SI locations
Crosses through villages (land use opportunities, connections)	Cost is an issue (structures)
Trail separates bike/pedestrian from vehicles	Pedestrian/bike separation
Last Mile connections (extends bike/ped trip)	

**Soquel BRT – Lite and Buffered Bikeway**

<b>Opportunities</b>	<b>Challenges</b>
Complete street opportunity	Political resistance – convince folks that their travel times won't be significantly reduced
Create neighborhoods/increase densities	Parallel facility to SR-1 (regional)
At expense of ???	Driver behavior – aggressive
Protected bike lanes should be a standard	Education-why we are doing what we're doing
Would like comparison to BRT "heavy"	Managed parking
Need to further define BRT/Expressway options (headways/preemption)	Dedicated lane for bike & buses seeing incompatible
Need to emphasize "Unified" aspect	
Cordon pricing	
Improve safety for bicyclist	
Transportation as a service will allow for greater flexibility	

**HOV Lanes**

<b>Opportunities</b>	<b>Constraint</b>
Hot lanes, measures to implement congestion pricing to balance demand	Expense
Relieve parallel capacity (marginal benefit of lane greater than just freeway operations)	

**10:30am - Group 1  
Trail Only**

<b>Opportunities</b>	<b>Challenges</b>
Safety	Revise MBSST Master Plan
Lower cost	Payback state
More comfortable for travel	Change in policy for RTC and Local jurisdictions
	If not rail corridor where would rail go? Would need land acquisition
	Would eliminate transit access to many people to reach destinations

**Rail and Trail**

<b>Opportunities</b>	<b>Challenges</b>
Transit connecting north and south county	Operating costs
Commuter opportunity to get people off freeway	Funding
Less traffic on surface streets and highways	Connect to destinations first mile/last mile
Connections between points of interest	User cost maybe too high
Safety protected biking and walking	Travel time
Use lightweight, low cost new technology	Parking connecting commuting to rail
	Freight affects rail options

**Highway 1 Bus on Shoulder and Ramp Metering**

<b>Opportunities</b>	<b>Challenges</b>
Ramp metering proven in other cities	Block local streets, cost +space
Shift drivers to transit	Need to expand ramps at entrance to accommodate queue
Improved travel times	Can bus fit on shoulder? is it feasible?
Travel time-vehicle, transit	Connections with Highway 17 express
Smaller buses = large van	

**10:30am - Group 2  
Rail and Trail**

<b>Opportunities</b>	<b>Challenges</b>
Places for people to go (Matching existing destinations)	Organization capacity to operate the service
Already have corridor, it's in public domain	Don't over-build. Properly scale the service
Opportunity to promote sustainable developing/future use	ROW restrictions (Bridges, Live Oak area)
Existing density makes transit attractive	Need sidings
Connecting our community to statewide system	Will separate communities (rail). Need fence breaks
Creating a transportation system (real system that gets people out of cars)	Doesn't provide direct connectivity to many destinations
	Last Mile connectivity
	Funding

**SR-1 HOV Lanes**

<b>Opportunities</b>	<b>Challenges</b>
Solve 90% of problems (not agreement on this)	Expensive
Measure J may address induced demand otherwise resulting from HOV	Will induce additional demand
Improve travel time reliability	Supporting existing growth trends, not supporting getting folks out of their vehicles – does not support sustainable growth
	Doesn't support local transit

**Soquel BRT-Lite & Buffered Bike Lanes**

<b>Opportunities</b>	<b>Challenges</b>
Least understood option	Traffic congestion
Local option that has a good ROI (relatively low cost)	Cost per rider will increase
Applications of pre-emption key to success	Neighborhood buy in for taking on street parking
Encourages bicyclists because of improved safety/comfort (families/children)	Managed parking-Cabrillo
Parking management as part of overall strategy	