UNIFIED CORRIDOR INVESTMENT STUDY

Hwy 1- Bus On Shoulder

Project Description

Either the inside or outside shoulder and potential use of existing and future auxiliary lanes between Morrissey Blvd and State Park Drive

Project Benefits

- Project specific planning effort underway
- Consistent with 2040 RTP project list
- Improves transit travel time and access to jobs, education, and services
- Reduces vehicle miles traveled and greenhouse gas emissions by providing more transit options
- Minor or no change in operating costs
- Minor amounts of right-of-way may need to be acquired
- Could accommodate future technologies
- Minor new investment for capital costs may be required

Project Challenges

- Limited shoulder width for buses at certain locations
- Potential conflict with emergency, police, and disabled vehicles who use the shoulder
- Traffic impacts at highway ramps due to bus priority
- Safety concerns where buses cross on and off ramps
- Environmentally sensitive areas may be impacted due to increased right-of-way

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Hwy 1- HOV Lanes

Project Description

Construct High Occupancy Vehicles (HOV) lanes for nine miles between Morrissey Blvd and San Andreas Rd in both directions including auxiliary lanes and reconstruction of interchanges and ramps and over and under-crossings

Project Benefits

- Planning effort underway
- Multi-agency support
- Improves auto travel times consistent with legislative requirements
- Improves transit travel times
- Improves access to jobs, education and services
- Potential to increase land use and business development
- Provides greater incentive to carpool
- Improves transit access for people who do not drive
- Could accommodate future technologies

Project Challenges

- Potential increase in green house gas emissions and vehicle miles traveled
- Moderate amounts of right-of-way may need to be acquired
- Design exceptions required to avoid impacting environmentally sensitive areas
- Major new investment for capital costs required
- Some funding sources may be available but unlikely Highway 1 will be competitive for amount of funds needed

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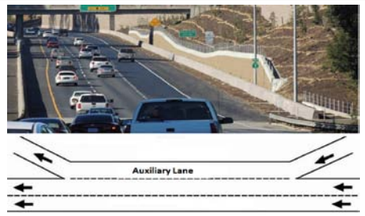
Hwy 1- Auxiliary Lanes

Project Description

Construct auxiliary lanes along Highway 1 between interchanges from State Park Dr. to San Andreas Rd. (These are in addition to auxiliary lanes approved in Measure D)



Project Benefits

- Planning effort underway
- Improves safety
- Improves traffic flow
- Minor amounts of right of way may need to be acquired
- Could accommodate future technologies
- Moderate new investment for capital costs

Project Challenges

- Environmentally sensitive areas may be impacted
- Design exceptions required to avoid impacting environmentally sensitive areas

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Hwy 1- Metering Ramps

Project Description

Reconfiguration of on-ramps and local streets to allow for ramp metering and installation of ramp meters at interchanges between Morrissey Blvd and San Andreas Rd.

Project Benefits

- Improves auto travel time consistent with legislative requirements
- Improves access to jobs, education, and services
- Potential to reduce greenhouse gas emissions
- Improves safety
- Minor new investment for capital costs required
- Some right-of-way may need to be acquired
- Can accommodate future technologies

Project Challenges

- Could result in queue overflow onto local streets
- Ramps may need to be widened
- Design exceptions required to reduce impacts to residential, commercial, and existing infrastructure
- Environmentally sensitive areas may be impacted

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UNIFIED CORRIDOR INVESTMENT STUDY

Hwy 1- Additional Lanes on San Lorenzo River Bridge

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 Benefits
- 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 Challenges
- 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

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Hwy 1- Mission St. Intersection Improvements

Project Description

Improve intersections along Mission St. in Santa Cruz to improve traffic flow and safety.

Project Benefits
- 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 Challenges
- Design exceptions required to minimize impacts to residential, commercial, and existing infrastructure

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Hwy 1- Rail Transit

Project Description

Bi-directional rail service along Highway 1 between Depot Park in Santa Cruz and Pajaro Station just south of Watsonville.

Project Benefits
- 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
- 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

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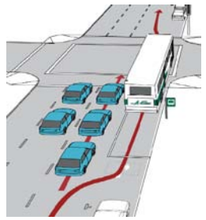
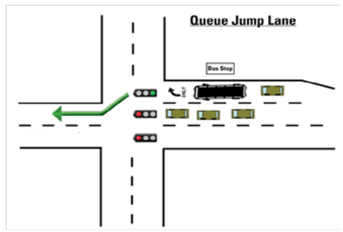
UNIFIED CORRIDOR
INVESTMENT STUDY

Soquel/Freedom – BRT Lite

Project Description

Bus Rapid Transit (BRT) lite would reconfigure intersections where feasible for transit queue jumps and transit signal priority, and could include platform level boarding and electronic off-board fare collection for faster bus travel times.





Project Benefits
- Consistent with other planning efforts
- Improves transit travel times and access for people who do not drive
- Reduces vehicle miles traveled and greenhouse gas emissions by providing faster transit options
- 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 Challenges
- On-street parking may need to be relocated
- Traffic impacts due to transit priority at intersections
- Increased auto travel times

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Soquel/Freedom – Dedicated Lanes for BRT and Biking

Project Description

Lanes dedicated to buses and shared with bicycles that would occupy the existing right hand general purpose lane in segments where there are a minimum of two lanes in each direction.

Project Benefits
- Consistent with other planning efforts
- Improves transit travel time and access for people who do not drive
- Improves access to jobs, education, and services
- Reduces vehicle miles traveled and greenhouse gas emissions by providing faster transit and safer biking options
- Minor new capital and operational costs required
- Minor amounts of right-of-way may need to be acquired
- Could accommodate future technologies

Project Challenges
- Traffic impacts due to transit priority at intersections
- On-street parking may need to be relocated
- Increased auto travel times

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Soquel/ Freedom – Increase Transit Frequency

Project Description

Increase bus frequency on Soquel Ave/Dr and Freedom Blvd to increase headways to every 10 minutes along Soquel Ave/Dr, every 10 minutes along Freedom Blvd within the City of Watsonville, and every 15 minutes on Freedom Blvd in rural areas

Project Benefits
- Consistent with other planning efforts
- Improves access to jobs, education, and services
- Improves access for people who do not drive
- Reduces vehicle miles traveled and greenhouse gas emissions by providing more frequent transit
- Minor new investment for capital and operational costs

Project Challenges
- Increases in ridership may be limited without improvements to travel time
- Few funding sources may be available for operational costs

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UNIFIED CORRIDOR
INVESTMENT STUDY

Soquel/Freedom – Buffered/Protected Bike Lanes

Project Description

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.

Project Benefits
- 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

Project Challenges
- 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

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Soquel/Freedom – Intersection Improvements for Automobiles

Project Description

Automobile improvements at intersections including modifying the design and adding turn lanes in numerous locations to improve traffic flow.

Project Benefits
- 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

Project Challenges
- Design exceptions required to minimize impacts to residential, commercial, and existing infrastructure

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Soquel/ Freedom – Bike and Pedestrian Improvements

Project Description

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.

Project Benefits
- 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

Project Challenges
- Traffic may be impacted to accommodate bicycle and pedestrian improvements

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UNIFIED CORRIDOR INVESTMENT STUDY

Rail ROW – Bike/Pedestrian Trail

Project Description

Bike and walk trial between Davenport and Watsonville/Pajaro with separation for bicyclists and walkers where feasible.

Project Benefits

- 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 green house gas emissions by providing safer bike and walk options
- Recreational asset
- Improves access for people who do not drive

Project Challenges

- 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
- Potential agricultural impacts

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Rail ROW – Local Rail Transit

Project Description

Daily bi-directional passenger rail service between Westside Santa Cruz and Watsonville/Pajaro and weekend service between Davenport and Santa Cruz.

Project Benefits

- 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

Project Challenges

- 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

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Rail ROW – Bus Rapid Transit

Project Description

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.

Project Benefits

- 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

Project Challenges

- 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

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Rail ROW – Freight Service

Project Description

Freight between Davenport and Watsonville/Pajaro. Freight service would be primarily during the non-peak hours to not conflict with passenger rail schedules

Project Benefits

- 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

Project Challenges

- Horn noise from train has raised concerns from residents

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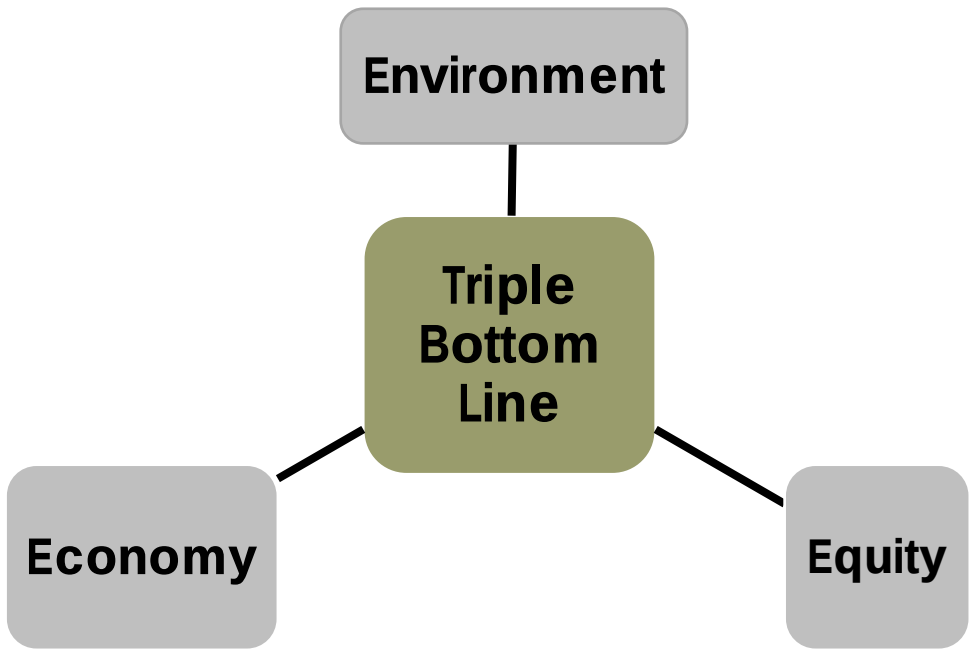
UNIFIED CORRIDOR
INVESTMENT STUDY

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	✓				✓			
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)	✓	✓	✓					
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		✓			✓	✓		
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.							
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:



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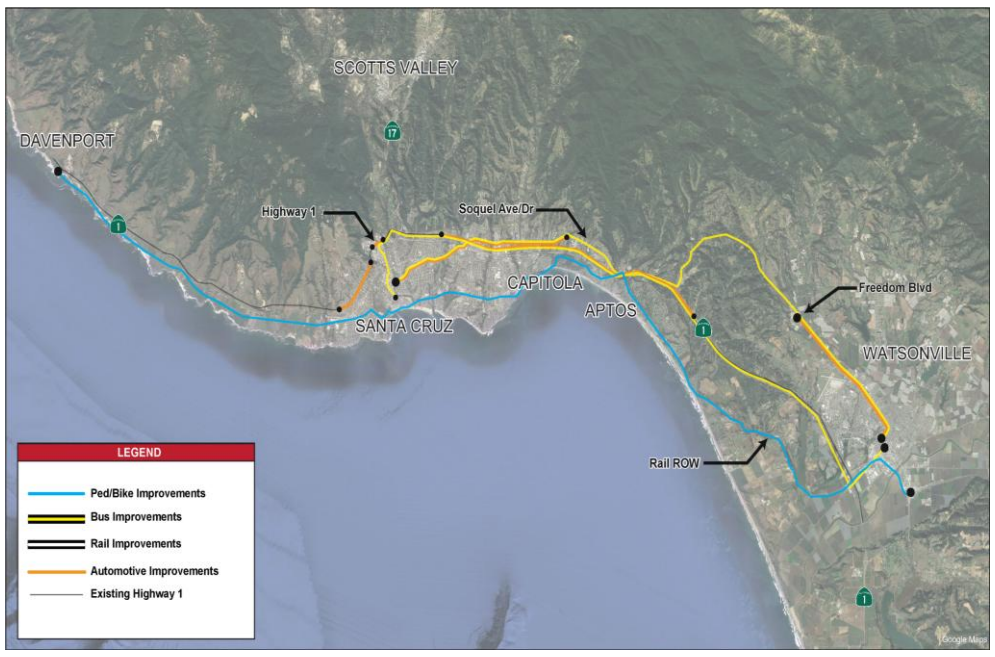
UNIFIED CORRIDOR
INVESTMENT STUDY

Unified Corridor Study Scenarios

Scenario A

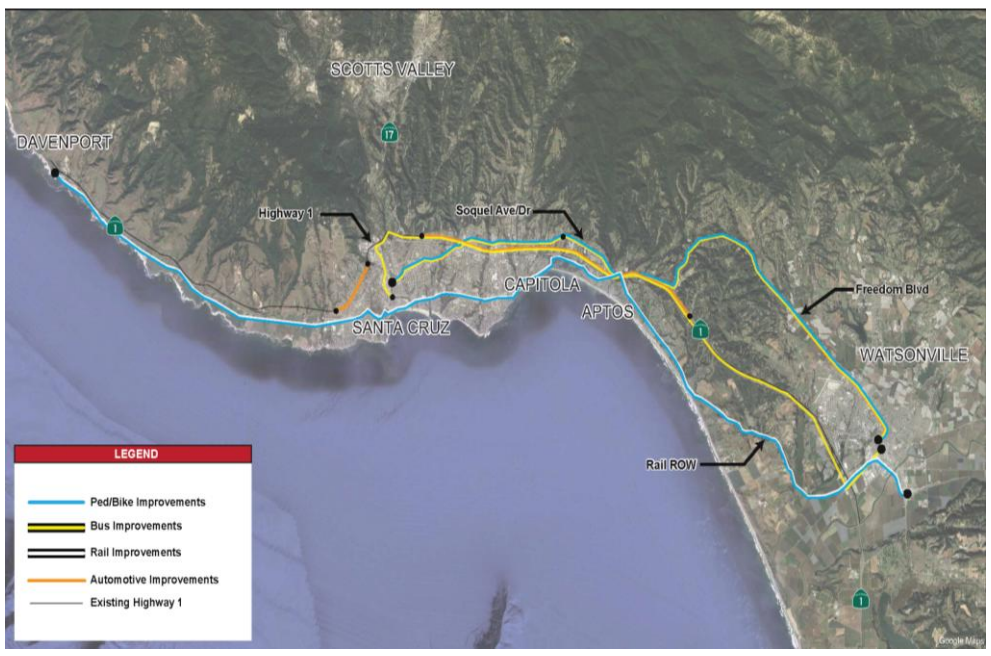


Scenario A	Highway 1	Soquel/ Freedom	Rail ROW
Projects	HOV Lanes, Auxiliary Lanes, Ramp Meters, San Lorenzo Bridge Widening, Mission St. Intersection Improvements	BRT Lite, Increased Transit Frequency, Auto Intersection Improvements	Bike & Pedestrian Trail
Increasing Capacity	Auto, Bus Transit (using 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 whale tail up (Yes) or whale tail down (No):

YES	NO

Scenario B



Scenario B	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Bus On Shoulder, Ramp Metering, Mission St. Intersection Improvements	BRT Lite, 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 whale tail up (Yes) or whale tail down (No):

YES	NO

Scenario C

Scenario C	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Auxiliary Lanes	BRT Lite, 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, 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 whale tail up (Yes) or whale tail down (No):

YES	NO

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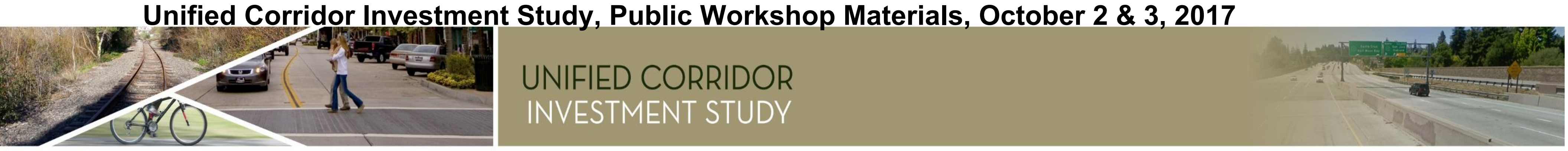


Unified Corridor Study Scenarios

Scenario D

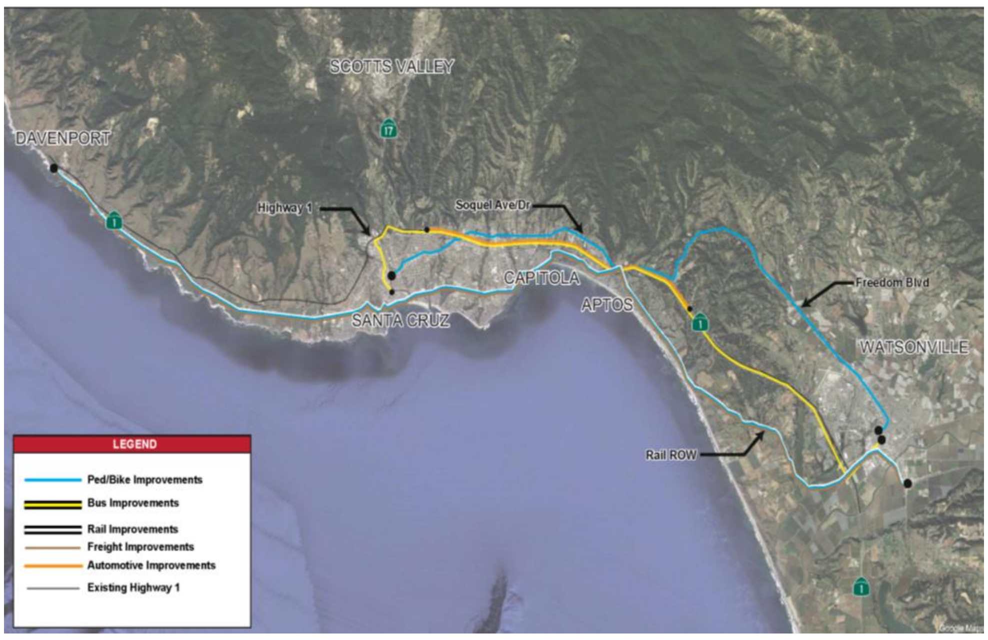
Scenario D	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Rail Transit, Automated Vehicles	Dedicated Lane for BRT and Bike	Bike & Pedestrian Trail
Increasing Capacity	Rail Transit	Bus Transit, Biking	Biking, Walking
Operational Improvements	Auto*		
Cost	Major	Minor	Moderate
Potential Significant Benefits	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

*From Automated Vehicles

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

YES	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):

YES	NO

Scenario F

Scenario F	Highway 1	Soquel/ Freedom	Rail ROW
Projects	Bus on Shoulders, Ramp Metering	Dedicated lane for BRT & Bike, 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):

YES	NO

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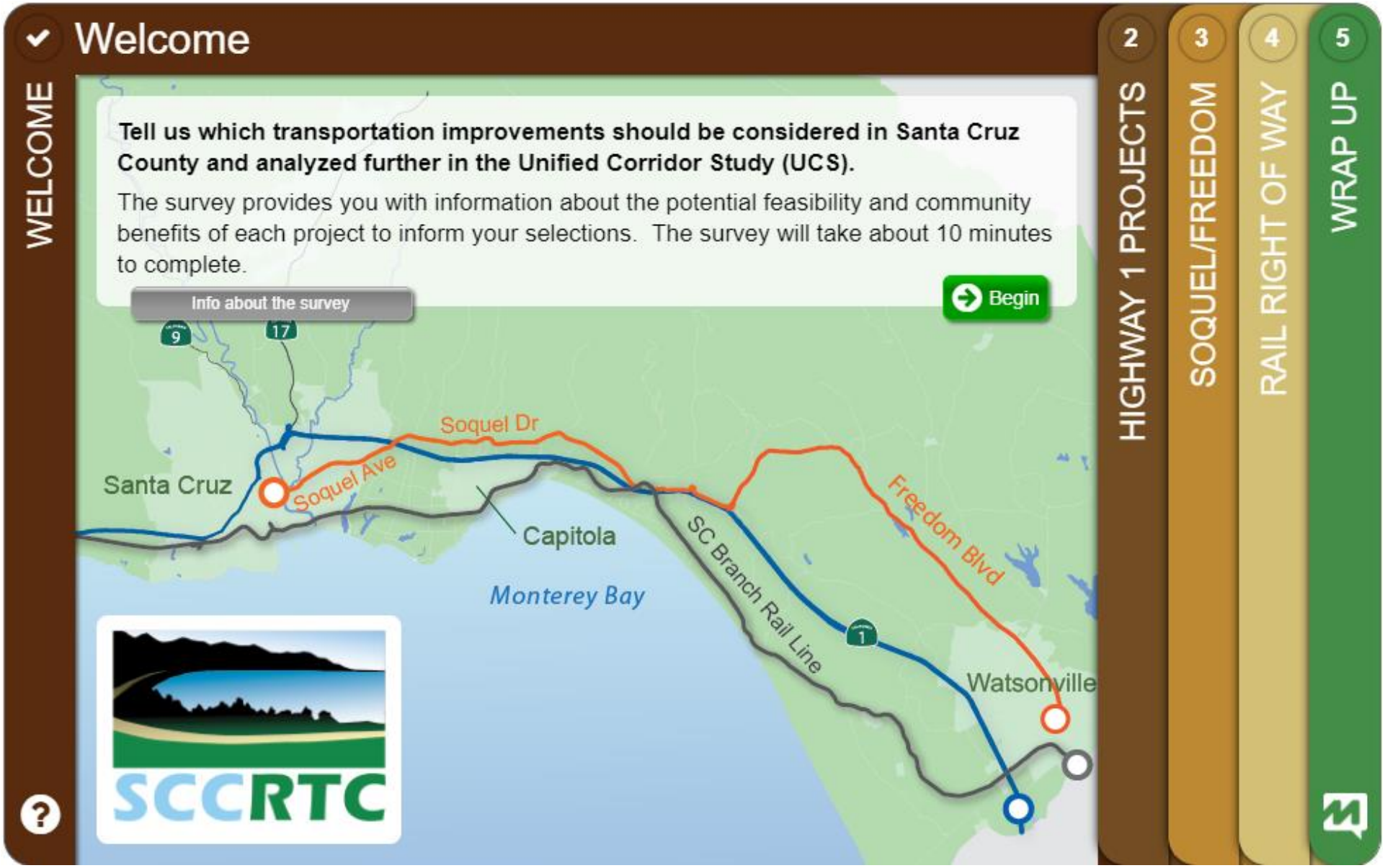

Welcome
WELCOME
2
HIGHWAY 1 PROJECTS
3
SOQUEL/FREEDOM
4
RAIL RIGHT OF WAY
5
WRAP UP
Tell us which transportation improvements should be considered in Santa Cruz County and analyzed further in the Unified Corridor Study (UCS).
The survey provides you with information about the potential feasibility and community benefits of each project to inform your selections. The survey will take about 10 minutes to complete.
Info about the survey
Begin
9
17
Soquel Dr
Soquel Ave
Santa Cruz
Capitola
Monterey Bay
SC Branch Rail Line
Freedom Blvd
1
Watsonville
SCCRTC

WELCOME

HIGHWAY 1 PROJECTS

2 Highway 1

What to do | Next Task

3 SOQUEL/FREEDOM

4 RAIL RIGHT OF WAY

5 WRAP UP

Bus on Shoulders | HOV lanes | Auxiliary lanes | San Lorenzo River Bridge | Rail transit on Hwy 1

Bus on Shoulders

Provide bus service on either the inside or outside highway shoulder. Could also include use of the existing and future auxiliary lanes between Morrissey Blvd and State Park Dr.

More about this

Please rate this project:

★ ★ ★ ★ ★

Optional Comment

Indicators:

- Community support & plan consistency →
- Advances economic, equity, environmental goals →
- Compatibility w/ regulations ←
- Minimize public expenditures →
- Available right of way & constructability ←

More Challenges ← → More Opportunities

WELCOME

HIGHWAY 1 PROJECTS

2 Highway 1

What to do | Next Task

3 SOQUEL/FREEDOM

4 RAIL RIGHT OF WAY

5 WRAP UP

Bus on Shoulders | HOV lanes | Auxiliary lanes | San Lorenzo River Bridge | Rail transit on Hwy 1

HOV lanes

Construct carpool and transit High Occupancy Vehicle (HOV) lanes between Morrissey Blvd and San Andreas Rd in both directions including auxiliary lanes and reconstruction of interchanges and over-crossings.

More about this

Please rate this project:

★ ★ ★ ★ ★

Optional Comment

Indicators:

- Community support & plan consistency →
- Advances economic, equity, environmental goals →
- Compatibility w/ regulations →
- Minimize public expenditures ←
- Available right of way & constructability →

More Challenges ← → More Opportunities

?

WELCOME

HIGHWAY 1 PROJECTS

2 Highway 1

What to do | Next Task

3 SOQUEL/FREEDOM

4 RAIL RIGHT OF WAY

5 WRAP UP

Bus on Shoulders | HOV lanes | Auxiliary lanes | San Lorenzo River Bridge | Rail transit on Hwy 1

Auxiliary lanes

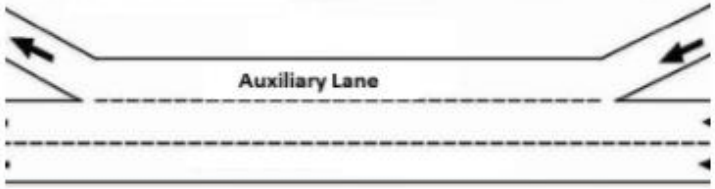
Construct auxiliary lanes between interchanges from State Park Dr to San Andreas Rd.
(These auxiliary lanes are in addition to auxiliary lanes approved in Measure D.)

More about this

Please rate this project:

★ ★ ★ ★ ★

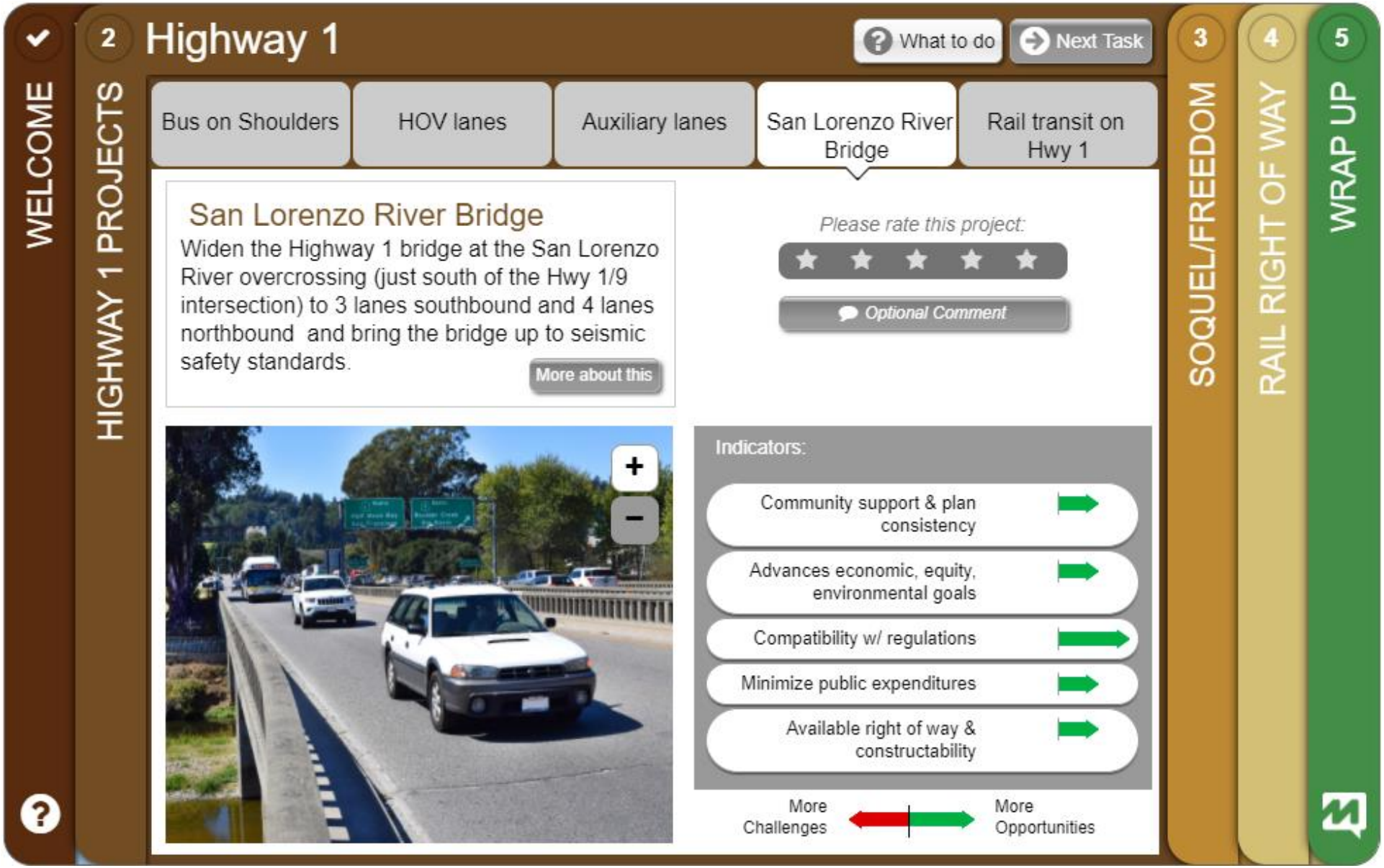
Optional Comment

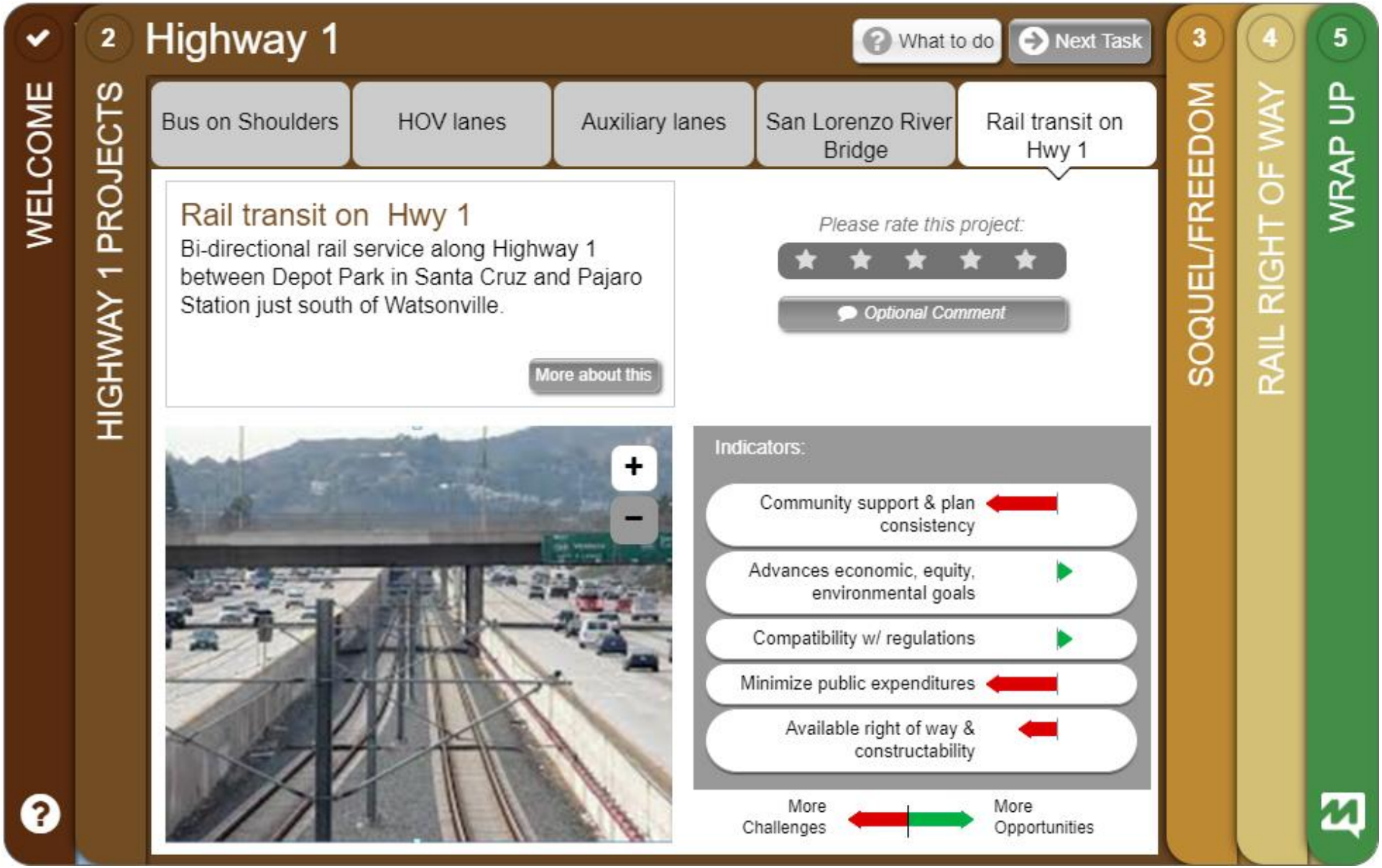


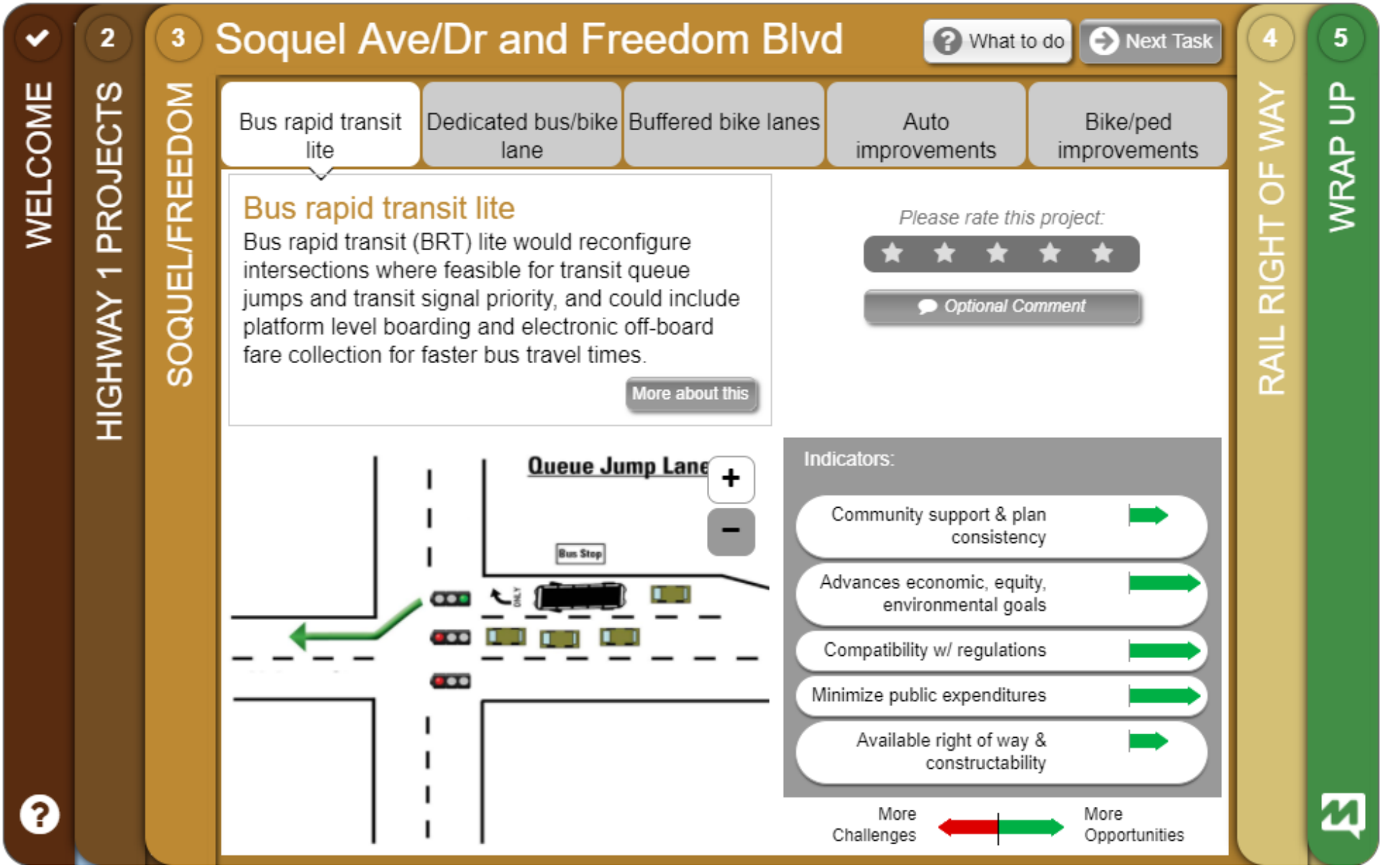
Indicators:

- Community support & plan consistency →
- Advances economic, equity, environmental goals →
- Compatibility w/ regulations →
- Minimize public expenditures →
- Available right of way & constructability →

More Challenges ← → More Opportunities


WELCOME
2
HIGHWAY 1 PROJECTS
Highway 1
What to do
Next Task
3
SOQUEL/FREEDOM
4
RAIL RIGHT OF WAY
5
WRAP UP
Bus on Shoulders
HOV lanes
Auxiliary lanes
San Lorenzo River Bridge
Rail transit on Hwy 1
San Lorenzo River Bridge
Widen the Highway 1 bridge at the San Lorenzo River overcrossing (just south of the Hwy 1/9 intersection) to 3 lanes southbound and 4 lanes northbound and bring the bridge up to seismic safety standards.
More about this
Please rate this project:
Optional Comment
Indicators:
Community support & plan consistency
Advances economic, equity, environmental goals
Compatibility w/ regulations
Minimize public expenditures
Available right of way & constructability
More Challenges
More Opportunities


WELCOME
2
HIGHWAY 1 PROJECTS
Highway 1
What to do
Next Task
3
SOQUEL/FREEDOM
4
RAIL RIGHT OF WAY
5
WRAP UP
Bus on Shoulders
HOV lanes
Auxiliary lanes
San Lorenzo River Bridge
Rail transit on Hwy 1
Rail transit on Hwy 1
Bi-directional rail service along Highway 1 between Depot Park in Santa Cruz and Pajaro Station just south of Watsonville.
More about this
Please rate this project:
Optional Comment
Indicators:
Community support & plan consistency
Advances economic, equity, environmental goals
Compatibility w/ regulations
Minimize public expenditures
Available right of way & constructability
More Challenges
More Opportunities


WELCOME
2
HIGHWAY 1 PROJECTS
3
SOQUEL/FREEDOM
Soquel Ave/Dr and Freedom Blvd
What to do
Next Task
4
RAIL RIGHT OF WAY
5
WRAP UP
Bus rapid transit lite
Dedicated bus/bike lane
Buffered bike lanes
Auto improvements
Bike/ped improvements
Bus rapid transit lite
Bus rapid transit (BRT) lite would reconfigure intersections where feasible for transit queue jumps and transit signal priority, and could include platform level boarding and electronic off-board fare collection for faster bus travel times.
More about this
Please rate this project:
Optional Comment
Queue Jump Lane
Bus Stop
Indicators:
Community support & plan consistency
Advances economic, equity, environmental goals
Compatibility w/ regulations
Minimize public expenditures
Available right of way & constructability
More Challenges
More Opportunities

WELCOME

2 HIGHWAY 1 PROJECTS

3 SOQUEL/FREEDOM

Soquel Ave/Dr and Freedom Blvd

What to do | Next Task

4 RAIL RIGHT OF WAY

5 WRAP UP

Bus rapid transit lite | Dedicated bus/bike lane | Buffered bike lanes | Auto improvements | Bike/ped improvements

Dedicated bus/bike lane

Lanes dedicated to buses and shared with bicycles that would occupy the existing right hand general purpose lane in segments where there are a minimum of two lanes in each direction.

More about this

Please rate this project:

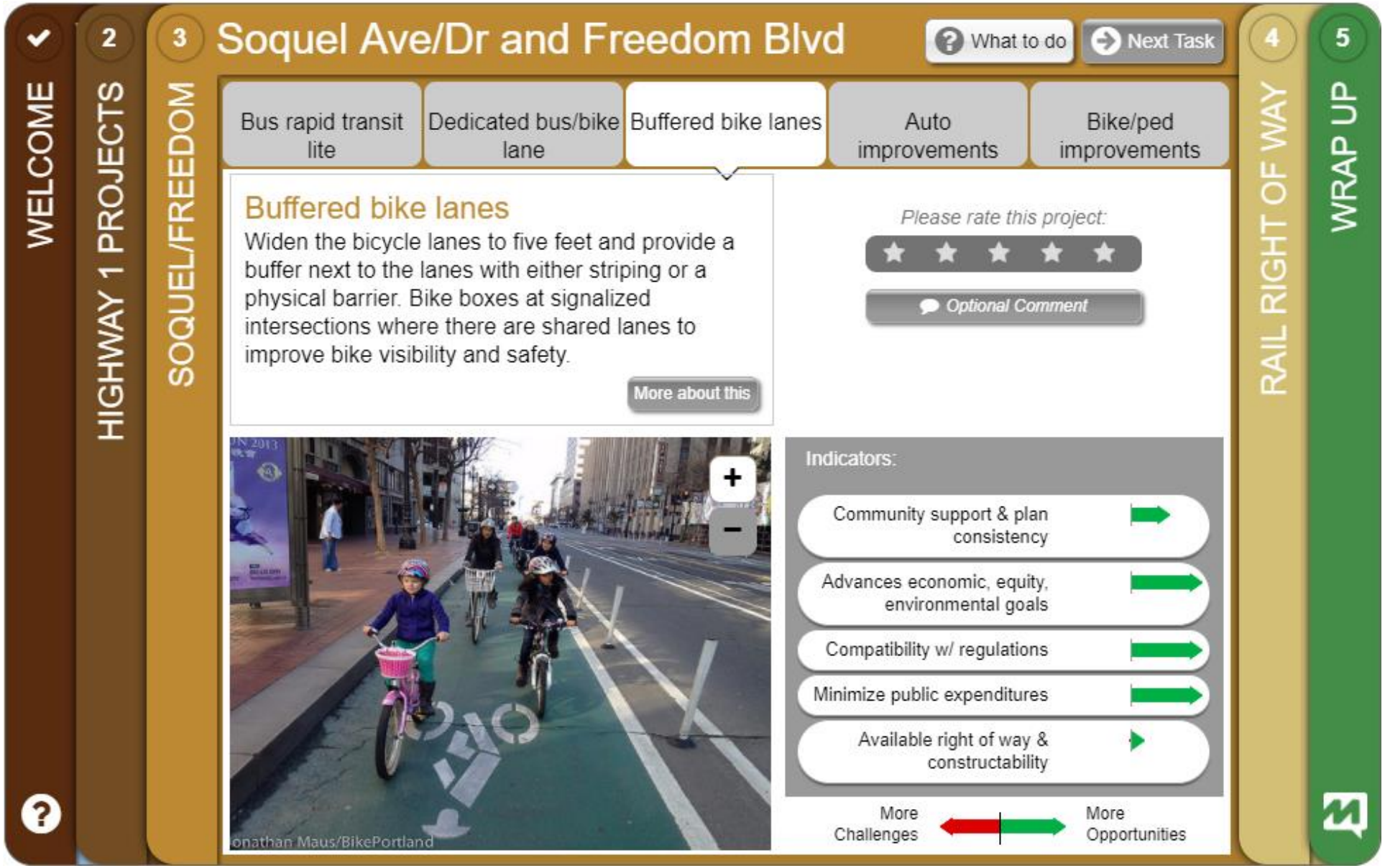
★ ★ ★ ★ ★

Optional Comment

Indicators:

- Community support & plan consistency
- Advances economic, equity, environmental goals
- Compatibility w/ regulations
- Minimize public expenditures
- Available right of way & constructability

More Challenges ← → More Opportunities


WELCOME
2
HIGHWAY 1 PROJECTS
3
SOQUEL/FREEDOM
Soquel Ave/Dr and Freedom Blvd
What to do
Next Task
4
RAIL RIGHT OF WAY
5
WRAP UP
Bus rapid transit lite
Dedicated bus/bike lane
Buffered bike lanes
Auto improvements
Bike/ped improvements
Buffered bike lanes
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.
More about this
Please rate this project:
Optional Comment
Indicators:
Community support & plan consistency
Advances economic, equity, environmental goals
Compatibility w/ regulations
Minimize public expenditures
Available right of way & constructability
More Challenges
More Opportunities

WELCOME

2 HIGHWAY 1 PROJECTS

3 SOQUEL/FREEDOM

Soquel Ave/Dr and Freedom Blvd

What to do | Next Task

4 RAIL RIGHT OF WAY

5 WRAP UP

Bus rapid transit lite | Dedicated bus/bike lane | Buffered bike lanes | Auto improvements | Bike/ped improvements

Auto improvements

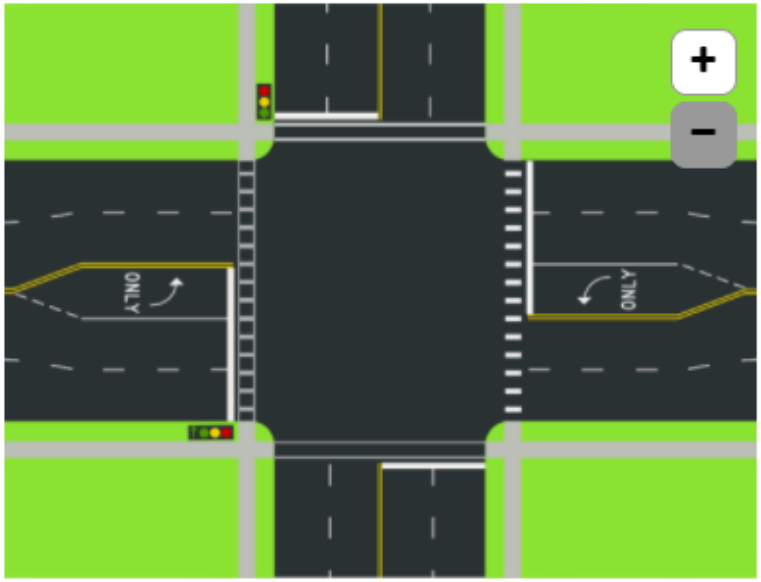
Auto improvements at intersections include modifying the design and adding turn lanes in numerous locations to improve traffic flow.

More about this

Please rate this project:

★ ★ ★ ★ ★

Optional Comment



Indicators:

- Community support & plan consistency
- Advances economic, equity, environmental goals
- Compatibility w/ regulations
- Minimize public expenditures
- Available right of way & constructability

More Challenges ← → More Opportunities

WELCOME

2 HIGHWAY 1 PROJECTS

3 SOQUEL/FREEDOM

Soquel Ave/Dr and Freedom Blvd

What to do | Next Task

4 RAIL RIGHT OF WAY

5 WRAP UP

Bus rapid transit lite | Dedicated bus/bike lane | Buffered bike lanes | Auto improvements | Bike/ped improvements

Bike/ped improvements

Bicycle and pedestrian improvements at intersections include bike boxes, green lane treatments and bulb outs, pedestrian islands, and bicycle and pedestrian signal priority.

More about this

Please rate this project:

★ ★ ★ ★ ★

Optional Comment

Indicators:

- Community support & plan consistency →
- Advances economic, equity, environmental goals →
- Compatibility w/ regulations →
- Minimize public expenditures →
- Available right of way & constructability →

More Challenges ← → More Opportunities

WELCOME

2 HIGHWAY 1 PROJECTS

3 SOQUEL/FREEDOM

4 RAIL RIGHT OF WAY

Rail Right-of-Way (ROW)

What to do | Next Task

5 WRAP UP

Bike and pedestrian trail | Rail transit | Bus rapid transit (BRT) | Freight service

Bike and pedestrian trail

Bicycle and pedestrian trail between Davenport and Watsonville. Separation for bikers and walkers will be considered, where feasible.

More about this

Please rate this project:

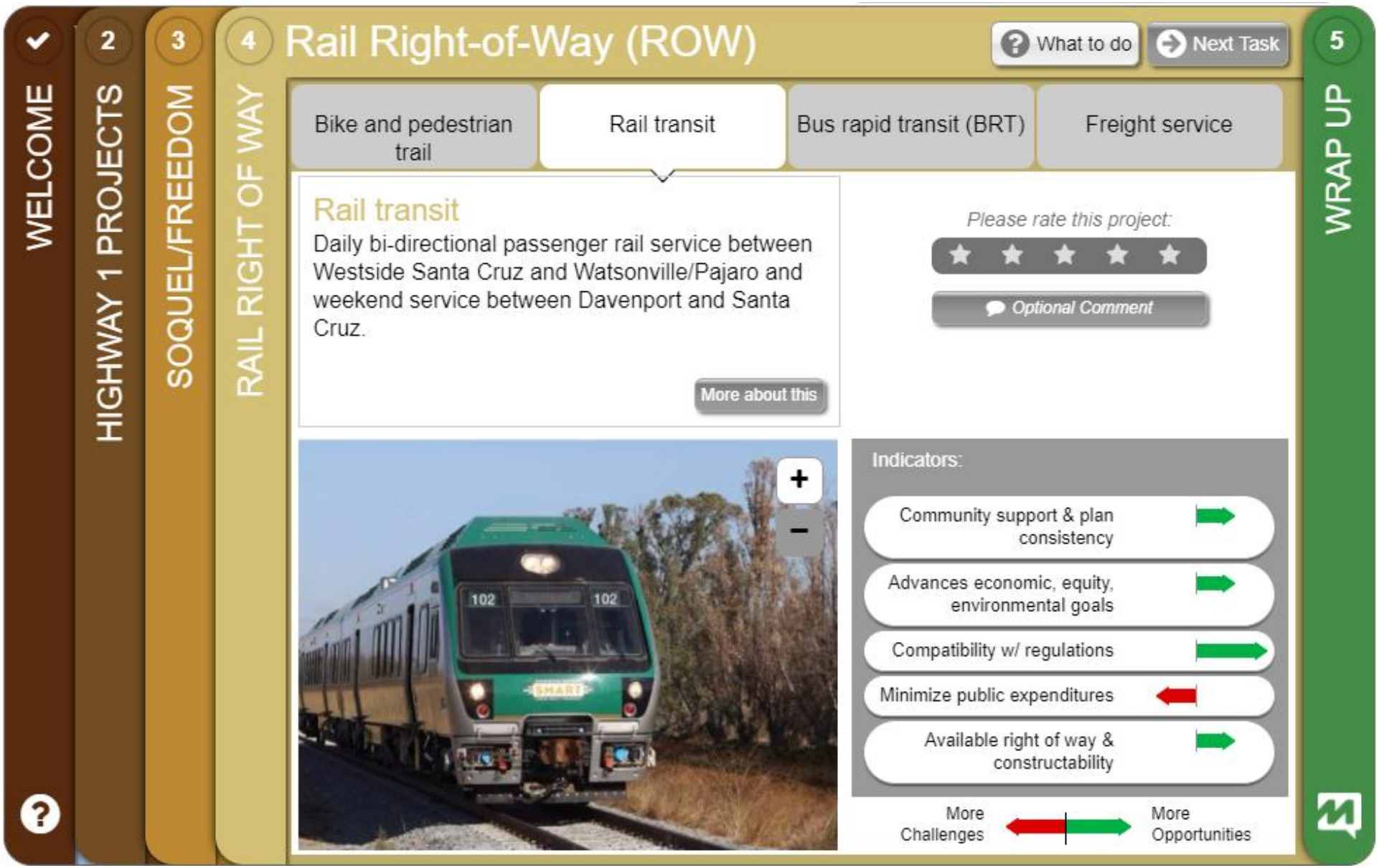
★ ★ ★ ★ ★

Optional Comment

Indicators:

- Community support & plan consistency
- Advances economic, equity, environmental goals
- Compatibility w/ regulations
- Minimize public expenditures
- Available right of way & constructability

More Challenges ← → More Opportunities


WELCOME
2
HIGHWAY 1 PROJECTS
3
SOQUEL/FREEDOM
4
RAIL RIGHT OF WAY
Rail Right-of-Way (ROW)
What to do
Next Task
5
WRAP UP
Bike and pedestrian trail
Rail transit
Bus rapid transit (BRT)
Freight service
Rail transit
Daily bi-directional passenger rail service between Westside Santa Cruz and Watsonville/Pajaro and weekend service between Davenport and Santa Cruz.
More about this
Please rate this project:
Optional Comment
Indicators:
Community support & plan consistency
Advances economic, equity, environmental goals
Compatibility w/ regulations
Minimize public expenditures
Available right of way & constructability
More Challenges
More Opportunities

WELCOME

2 HIGHWAY 1 PROJECTS

3 SOQUEL/FREEDOM

4 RAIL RIGHT OF WAY

Rail Right-of-Way (ROW)

What to do | Next Task

5 WRAP UP

Bike and pedestrian trail | Rail transit | Bus rapid transit (BRT) | Freight service

Bus rapid transit (BRT)

Bi-directional BRT between Westside Santa Cruz and Watsonville utilizing a combination of Highway 1, local roads the rail ROW between State Park Dr and Natural Bridges Dr.

More about this

Please rate this project:

★ ★ ★ ★ ★

Optional Comment

Indicators:

- Community support & plan consistency →
- Advances economic, equity, environmental goals →
- Compatibility w/ regulations →
- Minimize public expenditures →
- Available right of way & constructability →

More Challenges ← → More Opportunities

WELCOME

2 HIGHWAY 1 PROJECTS

3 SOQUEL/FREEDOM

4 RAIL RIGHT OF WAY

Rail Right-of-Way (ROW)

What to do | Next Task

5 WRAP UP

Bike and pedestrian trail | Rail transit | Bus rapid transit (BRT) | Freight service

Freight service

Freight service between Davenport and Watsonville/Pajaro. Freight service would be primarily during off-peak hours to not conflict with passenger rail schedules.

More about this

Please rate this project:

★ ★ ★ ★ ★

Optional Comment

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- Compatibility w/ regulations
- Minimize public expenditures
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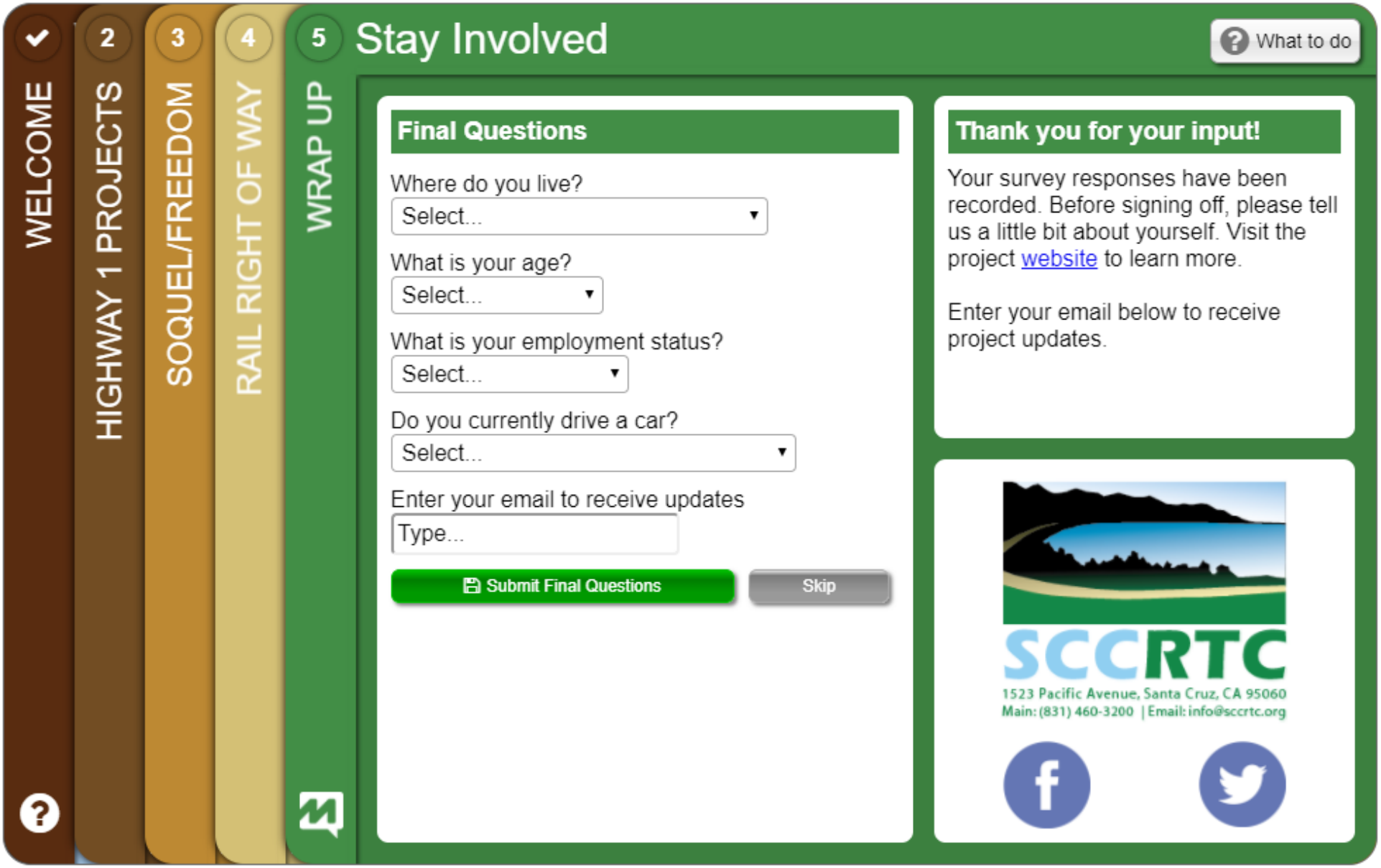
WELCOME
2
HIGHWAY 1 PROJECTS
3
SOQUEL/FREEDOM
4
RAIL RIGHT OF WAY
5
WRAP UP
Stay Involved
What to do
Final Questions
Where do you live?
Select...
What is your age?
Select...
What is your employment status?
Select...
Do you currently drive a car?
Select...
Enter your email to receive updates
Type...
Submit Final Questions
Skip
Thank you for your input!
Your survey responses have been recorded. Before signing off, please tell us a little bit about yourself. Visit the project website to learn more.
Enter your email below to receive project updates.
SCCRTC
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