## Unified Corridor Investment Study

### Project Description

<table>
<thead>
<tr>
<th>Highway 1 - Bus On Shoulder</th>
<th>Highway 1 - HOV Lanes</th>
<th>Highway 1 - Auxiliary Lanes</th>
<th>Highway 1 - Metering Ramps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Either the inside or outside shoulder and potential use of existing and future auxiliary lanes between Morrissey Blvd and State Park Drive</td>
<td>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</td>
<td>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)</td>
<td>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.</td>
</tr>
</tbody>
</table>

### Project Benefits

<table>
<thead>
<tr>
<th>Highway 1 - Bus On Shoulder</th>
<th>Highway 1 - HOV Lanes</th>
<th>Highway 1 - Auxiliary Lanes</th>
<th>Highway 1 - Metering Ramps</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Project specific planning effort underway</td>
<td>• Planning effort underway</td>
<td>• Planning effort underway</td>
<td>• Improves auto travel time consistent with legislative requirements</td>
</tr>
<tr>
<td>• Consistent with 2040 RTP project list</td>
<td>• Multi-agency support</td>
<td>• Improves safety</td>
<td>• Improves access to jobs, education, and services</td>
</tr>
<tr>
<td>• Improves transit travel time and access to jobs, education, and services</td>
<td>• Improves auto travel times consistent with legislative requirements</td>
<td>• Improves traffic flow</td>
<td>• Potential to reduce greenhouse gas emissions</td>
</tr>
<tr>
<td>• Reduces vehicle miles traveled and greenhouse gas emissions by providing more transit options</td>
<td>• Improves transit travel times</td>
<td>• Minor amounts of right of way may need to be acquired</td>
<td>• Improves safety</td>
</tr>
<tr>
<td>• Minor or no change in operating costs</td>
<td>• Improves access to jobs, education and services</td>
<td>• Could accommodate future technologies</td>
<td>• Minor new investment for capital costs</td>
</tr>
<tr>
<td>• Minor amounts of right-of-way may need to be acquired</td>
<td>• Potential to increase land use and business development</td>
<td>• Moderate new investment for capital costs</td>
<td>• Some right-of-way may need to be acquired</td>
</tr>
<tr>
<td>• Could accommodate future technologies</td>
<td>• Provides greater incentive to carpool</td>
<td></td>
<td>• Can accommodate future technologies</td>
</tr>
<tr>
<td>• Minor new investment for capital costs may be required</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Project Challenges

<table>
<thead>
<tr>
<th>Highway 1 - Bus On Shoulder</th>
<th>Highway 1 - HOV Lanes</th>
<th>Highway 1 - Auxiliary Lanes</th>
<th>Highway 1 - Metering Ramps</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Limited shoulder width for buses at certain locations</td>
<td>• Potential increase in green house gas emissions and vehicle miles traveled</td>
<td>• Environmentally sensitive areas may be impacted</td>
<td>• Could result in queue overflow onto local streets</td>
</tr>
<tr>
<td>• Potential conflict with emergency, police, and disabled vehicles who use the shoulder</td>
<td>• Moderate amounts of right-of-way may need to be acquired</td>
<td>• Design exceptions required to avoid impacting environmentally sensitive areas</td>
<td>• Ramps may need to be widened</td>
</tr>
<tr>
<td>• Traffic impacts at highway ramps due to bus priority</td>
<td>• Design exceptions required to avoid impacting environmentally sensitive areas</td>
<td>• Major new investment for capital costs required</td>
<td>• Design exceptions required to reduce impacts to residential, commercial, and existing infrastructure</td>
</tr>
<tr>
<td>• Safety concerns where buses cross on and off ramps</td>
<td>• Some funding sources may be available but unlikely Highway 1 will be competitive for amount of funds needed</td>
<td></td>
<td>• Environmentally sensitive areas may be impacted</td>
</tr>
<tr>
<td>• Environmentally sensitive areas may be impacted due to increased right-of-way</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Project Challenges

<table>
<thead>
<tr>
<th>Highway 1 - Bus On Shoulder</th>
<th>Highway 1 - HOV Lanes</th>
<th>Highway 1 - Auxiliary Lanes</th>
<th>Highway 1 - Metering Ramps</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Limited shoulder width for buses at certain locations</td>
<td>• Potential increase in green house gas emissions and vehicle miles traveled</td>
<td>• Environmentally sensitive areas may be impacted</td>
<td>• Could result in queue overflow onto local streets</td>
</tr>
<tr>
<td>• Potential conflict with emergency, police, and disabled vehicles who use the shoulder</td>
<td>• Moderate amounts of right-of-way may need to be acquired</td>
<td>• Design exceptions required to avoid impacting environmentally sensitive areas</td>
<td>• Ramps may need to be widened</td>
</tr>
<tr>
<td>• Traffic impacts at highway ramps due to bus priority</td>
<td>• Design exceptions required to avoid impacting environmentally sensitive areas</td>
<td>• Major new investment for capital costs required</td>
<td>• Design exceptions required to reduce impacts to residential, commercial, and existing infrastructure</td>
</tr>
<tr>
<td>• Safety concerns where buses cross on and off ramps</td>
<td>• Some funding sources may be available but unlikely Highway 1 will be competitive for amount of funds needed</td>
<td></td>
<td>• Environmentally sensitive areas may be impacted</td>
</tr>
<tr>
<td>• Environmentally sensitive areas may be impacted due to increased right-of-way</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 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

### 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

### 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
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Project Description</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Soquel/Freedom – BRT Lite</strong></td>
<td><strong>Soquel/Freedom – Dedicated Lanes for BRT and Biking</strong></td>
<td><strong>Soquel/Freedom – Increase Transit Frequency</strong></td>
</tr>
<tr>
<td>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.</td>
<td>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.</td>
<td>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.</td>
</tr>
</tbody>
</table>

### 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

### 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

### 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
## 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

## 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
- No new investment for operational costs

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

## 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
## Rail ROW – Bike/Pedestrian Trail
### Project Description
Bike and walk trail between Davenport and Watsonville/Pajaro with separation for bicyclists and walkers where feasible.

### Project Challenges
- Some farmers have expressed concerns about impacts of trail on crop production
- Environmentally sensitive areas may be impacted
- 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 conflicts between different users
- Traffic impacts at intersections
- Potential conflicts with bikes and pedestrians on trail

### Project Benefits
- RTC policy based on MBSST Master Plan
- Multi-agency support
- 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

## 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 Challenges
- Horn noise from train has raised concerns from residents
- Environmentally sensitive areas may be impacted
- Major new investment for capital and operational costs required
- 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

### 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
- Moderate new investment for capital and operational costs
- Could accommodate future technologies

## 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 Challenges
- Has not gone through public process and would require a new planning effort to solicit public input
- Environmentally sensitive areas may be impacted
- 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

### 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
- Moderate new investment for capital and operational costs
- Could accommodate future technologies

## 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 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
- Traffic impacts at intersections
- Potential conflicts with bikes and pedestrians on trail

### Project Benefits
- Current RTC policy
- Supported by voters through Measure D
- Reduces greenhouse gas emissions
- Improves safety by removing trucks off of roadways
- Minor new investment for operational costs required
- Moderate new investment for capital costs required
- Could accommodate future technologies

---

**Unified Corridor Investment Study, Public Workshop Materials, October 2 & 3, 2017**
## Unified Corridor Study Scenarios

<table>
<thead>
<tr>
<th>Highway 1 Projects</th>
<th>Scenario A</th>
<th>Scenario B</th>
<th>Scenario C</th>
<th>Scenario D</th>
<th>Scenario E</th>
<th>Scenario F</th>
<th>No Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus on Shoulders</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Occupancy Vehicle Lanes (HOV) &amp; Increased Ramp Frequency</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auxiliary Lanes to Extend Merging Distance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metering of On-Ramps</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Additional Lanes on Bridge Over San Lorenzo River</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mission St Intersection Improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Transit on Hwy 1 - Santa Cruz to Watsonville</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Self-Driving Cars</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Soquel Avenue/Drive and Freedom Blvd</th>
<th>Scenario A</th>
<th>Scenario B</th>
<th>Scenario C</th>
<th>Scenario D</th>
<th>Scenario E</th>
<th>Scenario F</th>
<th>No Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Rapid Transit Lite</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Slower boarding, transit signal priority &amp; queue jumps)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dedicated lane for Bus/Rapid Transit &amp; Bikes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increased Frequency of Transit with Express Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buffered/Protected Bike Lanes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intersection Improvements for Auto</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intersection Improvements for Bikes/Pedestrians</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rail Corridor</th>
<th>Scenario A</th>
<th>Scenario B</th>
<th>Scenario C</th>
<th>Scenario D</th>
<th>Scenario E</th>
<th>Scenario F</th>
<th>No Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike and Pedestrian Trail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Rail Transit with Interregional Connections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Rapid Transit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freight Service</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Overall Project Area/Connections between Routes</th>
<th>Scenario A</th>
<th>Scenario B</th>
<th>Scenario C</th>
<th>Scenario D</th>
<th>Scenario E</th>
<th>Scenario F</th>
<th>No Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved Bike/Pedestrian Facilities to Close Gaps in Network</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Additional Transit Connections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike Share, Bike Amenities, Transit Amenities, and Park &amp; Ride Lots</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-modal Transportation Hubs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Demand and System Management</th>
<th>Scenario A</th>
<th>Scenario B</th>
<th>Scenario C</th>
<th>Scenario D</th>
<th>Scenario E</th>
<th>Scenario F</th>
<th>No Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved Bike/Pedestrian Facilities to Close Gaps in Network</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Additional Transit Connections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike Share, Bike Amenities, Transit Amenities, and Park &amp; Ride Lots</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-modal Transportation Hubs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

Environment | Triple Bottom Line | Economy | Equity |

---

Kimley-Horn Experience Matters  
SCCRTA
Unified Corridor Study Scenarios

Scenario A

- **Highway 1**: Projects include bus on shoulder, ramp meters, Soquel/Freedom Rail ROW improvements.
- **Soquel/Freedom**: Projects include BRT Lite, increased transit frequency, auto intersection improvements.
- **Rail ROW**: Projects include hike & pedestrian trail.

**Increasing Capacity**
- Projects: Auto, bus transit, using ADT.
- Soquel/Freedom: Bus transit.
- Rail ROW: Walking, hiking.

**Operational Improvements**
- Projects: Auto, bus transit.
- Soquel/Freedom: Auto, bus transit.
- Rail ROW: Bus transit.

**Cost**
- Projects: Major.
- Soquel/Freedom: Minor.
- Rail ROW: Moderate.

**Potential Significant Benefits**
- Projects: Auto & transit travel time/reliability and auto safety.
- Soquel/Freedom: Transit travel time/reliability, equity, reduction in VMT/GHG.
- Rail ROW: Environmental.

**Potential Significant Challenges**
- Projects: Regulatory, traffic impact on local streets.
- Soquel/Freedom: Traffic & parking impacts.
- Rail ROW: Environmental.

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

**Yes**

**No**

Scenario B

- **Highway 1**: Projects include bus on shoulder, ramp metering, Soquel/Freedom Rail ROW improvements.
- **Soquel/Freedom**: Projects include BRT Lite, increased transit frequency, auto intersection improvements.
- **Rail ROW**: Projects include hike & pedestrian trail.

**Increasing Capacity**
- Projects: Auto, bus transit, using ADT.
- Soquel/Freedom: Bus transit.
- Rail ROW: Walking, hiking, rail trail.

**Operational Improvements**
- Projects: Auto, bus transit.
- Soquel/Freedom: Auto, bus transit.
- Rail ROW: Auto, bus transit.

**Cost**
- Projects: Major.
- Soquel/Freedom: Minor.
- Rail ROW: Major.

**Potential Significant Benefits**
- Projects: Auto & transit travel time/reliability and auto safety.
- Soquel/Freedom: Transit travel time/reliability, equity, reduction in VMT/GHG.
- Rail ROW: Environmental.

**Potential Significant Challenges**
- Projects: Regulatory, traffic impact on local streets.
- Soquel/Freedom: Traffic & parking impacts.
- Rail 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 C

- **Highway 1**: Projects include auxiliary lanes, Soquel/Freedom Rail ROW improvements.
- **Soquel/Freedom**: Projects include BRT Lite, increased transit frequency, auto intersection improvements.
- **Rail ROW**: Projects include hike & pedestrian trail, bus rapid transit.

**Increasing Capacity**
- Projects: Bus transit.
- Soquel/Freedom: Walking, hiking, bus transit.
- Rail ROW: Rail trail.

**Operational Improvements**
- Projects: Auto.
- Soquel/Freedom: Auto, bus transit.
- Rail ROW: Auto, bus transit.

**Cost**
- Projects: Moderate.
- Soquel/Freedom: Minor.
- Rail ROW: Major.

**Potential Significant Benefits**
- Projects: Safety, improves traffic flow.
- Soquel/Freedom: Transit travel time/reliability, equity, reduction in VMT/GHG.
- Rail ROW: Environmental, regulatory.

**Potential Significant Challenges**
- Projects: Environmental.
- Soquel/Freedom: Environmental, regulatory.
- Rail ROW: Environmental.

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

**Yes**

**No**
Unified Corridor Study Scenarios

Scenario D

Projects
- Rail Transit: Automated Vehicles
- Dedicated Lane for BRT and Bike

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

Potential Significant Challenges
- ROW: Environmental, Regulatory

Scenario E

Projects
- HOV Lanes, Auxiliary Lanes, Ramp Metering
- Biking

Increasing Capacity
- Auto, Bus Transit (using HOV lanes)
- Biking
- Biking, Walking, Rail Transit

Operational Improvements
- Biking, Walking

Cost
- Major

Potential Significant Benefits
- Auto & Transit Travel Time/Reliability, Auto Safety, Bike/Pedestrian Safety, Health

Potential Significant Challenges
- ROW: Environmental, Traffic Impacts

Scenario F

Projects
- Bus on Shoulders, Ramp Metering
- Dedicated Lane for BRT and Bike

Increasing Capacity
- Bus Transit, Biking
- Biking, Walking, Rail Transit

Operational Improvements
- Auto, Bus Transit
- Biking, Walking

Cost
- Minor

Potential Significant Benefits
- Auto & Transit Travel Time/Reliability, Transit Travel Time/Reliability, Health, Reduction in VMT/GHG

Potential Significant Challenges
- Regulatory, Traffic Impacts in Local

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

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

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

*From Automated Vehicles Unified Corridor Investment Study, Public Workshop Materials, October 2 & 3, 2017
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.
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

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

Optional Comment
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.

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
**Highway 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.)

Please rate this project:

![Rating scale]

**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
Highway 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.

Please rate this project:

More about this

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
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.

Please rate this project:

More about this

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
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.

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
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 is a minimum of two lanes in each direction.
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.
Auto improvements

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

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
Bike and pedestrian trail
Bicycle and pedestrian trail between Davenport and Watsonville. Separation for bikers and walkers will be considered, where feasible.
Rail Right-of-Way (ROW)

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

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
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.
Rail Right-of-Way (ROW)

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.

Please rate this project:

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
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.