

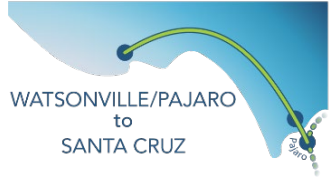


PUBLIC OPEN HOUSE MEETINGS COMMENTS SUMMARY

Tuesday, February 11, 2020
6:00 – 7:30 p.m.
Live Oak Grange
1900 17th Avenue
Santa Cruz, CA 95602

Wednesday, February 12, 2020
6:00 – 7:30 p.m.
Watsonville Library
275 Main Street, 2nd Floor
Watsonville, CA 95607





Input received from the Live Oak and Watsonville Open Houses have been combined below. Approximately 250 people attended the Live Oak Open House and approximately 50 people attended the Watsonville Open House.

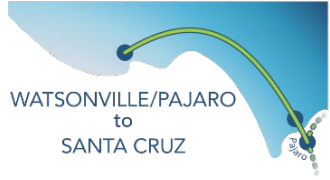
Station 2: Evaluations Framework

The purpose of this station was to share information and gather input on the evaluation metrics to identify which goal is most important to the public for consideration by the team during the review of alternatives.

SUPPORTS ECONOMY

Goals	Evaluation Metric	Importance	Comments
Fiscally feasible	Capital cost	33	<ul style="list-style-type: none"> Evaluation of total environmental impacts of alternatives including construction materials and ongoing maintenance materials What we have is tracks, so selecting any vehicle that doesn't run on tracks means we will have to tear out and rebuild, adding lots of money and time to the project – neither of which we can afford. We need transit NOW!
	O&M cost	27	
	Funding	18	
	Tax revenue	3	
	Jobs	24	
Well-integrated	Freight	10	
	Non-contiguous	65	





SUPPORTS EQUITY

Goals	Evaluation Metric	Importance	Comments
Promotes active transportation	Active transportation	71	<ul style="list-style-type: none"> Build the bike trail now. Keep fighting and advocating for passenger rail. Prioritize fighting the climate crisis by motivating people out of their cars and into multimodal transit.
Supports safer transportation	Safety	19	<ul style="list-style-type: none"> Where is the safety metrics? Ability to avoid pedestrians? Suicide by train, etc. Keep rail corridor intact – passenger rail – no deaths because no DUI. Not distracted by cell phones = cause too many accidents/deaths Rail light – no worries with accidents/deaths if more care – no DUI – no distracted drivers on cell phones
Provides accessible and equitable transportation system	Access	78	<ul style="list-style-type: none"> Achieve uninterrupted continuous trail component Multimodal active public transit (electric)
Reliable and efficient transportation choices	Travel time	53	
	Reliability	50	





SUPPORTS ENVIRONMENT

Goals	Evaluation Metric	Importance	Comments
Promotes healthier environment	Transit ridership	71	
	Emissions reduction	51	<ul style="list-style-type: none"> To succeed with the rail corridor, the RTC must stop wasting tax payers' money on the fruitless widening of Highway 1 (except for true bus-on-shoulder lanes). Don't build more of the global greenhouse gas chamber. Build a sustainable future instead. <ul style="list-style-type: none"> (8 additional agreements to this comment)
	Climate adaptation	29	
	Biological, visual, noise and vibration	30	<ul style="list-style-type: none"> Google – National Geographic “Tires” – plastic pollution no one is talking about. Micro plastics from bus tires/cars and trucks pollute Monterey Bay and SF Bay For nearby neighbors, it's better to have one big vehicle go by every 15 minutes than the non-stop parade of smaller vehicles that would be needed to equal the capacity.
	Energy usage	38	

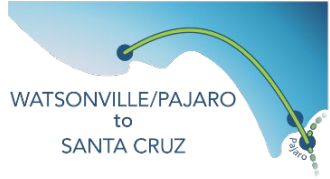




OTHER GOALS

Goals	Evaluation Metric	Importance	Comments
Addresses project-specific concerns	Technical feasibility	41	•
	Consistent with other planning	27	• Please build rail as it is meant to be passenger rail
	Consistent with regulatory	11	
	Integration	59	
	Right-of-way	61	• We bought the ROW for transit. It would be a betrayal of the tax payers to select an option that doesn't use the WHOLE ROW.





Station 3: Initial List of Alternatives

The purpose of this discussion was to share information and gather input on the Core and Commuter Services

Alternative	Pro	Con	Comments
1: Local Bus / ROW Bus	Yes: 1 Feasible	No: 1 Pavement likely requires more maintenance than rail	
2: Commuter Express Bus	Yes: 1 Proven (not bleeding edge)	No: 0	More commuter expresses with more destination options are critical
3: Arterial & BRT	Yes: 2 BRT allows flexibility and lower cost Modern / leading forward	No: 2 Pavement likely requires more maintenance than rail Non-continuity of right-of-way ; still stuck in traffic outside of right-of-way ; less comfortable	Needs to be true BRT = at grade boarding, dedicated lanes, dedicated signals The way to go for reliable, equitable transit/passenger rail options Keep room for bikes
4: Autonomous Road Train	Yes: 2 Autonomous road trail Clean, quiet rail	No: 0	
5: Dual Rail / Bus Vehicles	Yes: 0 Flexible with existing rail	No: 1 Low volume of passengers, contribute to road traffic	
6: Micro-Shuttles	Yes: 3 Rubber wheel vehicles allow options for the corridor and don't lock us in to a huge project that may not work	No: 2 Low volume of passengers, contribute to road traffic Pavement likely requires more maintenance than rail	I like the light rail and micro shuttle Santa Cruz County has a few tech leaders in electric vehicles. Zero motorcycles make powertrains suitable for such electric shuttles



**TRANSIT CORRIDOR
ALTERNATIVES ANALYSIS**



<p>7: Shuttles (light duty / van / EV)</p>	<p>Yes: 1</p> <p>Narrow version of this would allow sharing of the bridges with cyclists</p>	<p>No: 2</p> <p>Low volume of passengers, contribute to road traffic</p> <p>Pavement likely requires more maintenance than rail</p>	<p>Santa Cruz County has a few tech leaders in electric vehicles. Zero motorcycles make powertrains suitable for such electric shuttles</p>
<p>8: Intercity Rail</p>	<p>Yes: 2</p>	<p>No: 2</p> <p>All the rail options suffer from high cost and slow speed (because of sharper turns) if rails are not rebuilt and trestles reinforced rubber tires better</p>	<p>Light rail or something like it. Use the rails!</p> <p>Thank you! I would love electric if possible</p> <p>Intercity rail</p> <p>If these can be done with current population density measured with cost to build + per ride cost then great. Otherwise a lower cost option would be a safer bet</p>
<p>9: Commuter Rail</p>	<p>Yes:3</p> <p>Fixed schedule, transport large amounts of people</p>	<p>No: 2</p> <p>All the rail options suffer from high cost and slow speed (because of sharper turns) if rails are not rebuilt and trestles reinforced rubber tires better</p>	<p>Use the trades we already have – faster and cheaper</p> <p>Thank you! I would love electric if possible</p> <p>If these can be done with current population density measured with cost to build + per ride cost then great. Otherwise a lower cost option would be a safer bet</p>
<p>10: LRT / EMU</p>	<p>Yes: 30</p> <p>We have a world class scenic corridor with rail infrastructure already</p> <p>Fast, reliable, on-time, every time</p> <p>Quiet, clean, electric (3)</p>	<p>No: 3</p> <p>Power outages?</p> <p>If these can be done with current population density measured with cost to build + per ride cost then great.</p>	<p>With metro feeder and electric LRT</p> <p>Light rail or something like it. Use the rails!</p> <p>Better choices finish trail finish rail</p> <p>Use the trades we already have – faster and cheaper</p>



**TRANSIT CORRIDOR
ALTERNATIVES ANALYSIS**



	<p>Seems that refurbishing what's already in place would be cost effective</p> <p>Electric shuttle at station</p> <p>Compatible with rail and ROW</p> <p>Higher speed without overhead wires ; lower O&M ; quiet ; carries bikes ; not affected by car traffic</p> <p>Rail is better than a bus. Tires release too much micro plastics into Monterey Ba. Google "National Geographic TIRES"</p> <p>Passenger rail is great! Less deaths from rail than cars/trucks/semis</p> <p>Energy efficient, moves most people, quick, quiet, easy on/off access for passengers, bikes, etc., comfortable</p> <p>Light rail goes fast enough ; low boarding; quiet</p> <p>The way to go for reliable, equitable transit/passenger rail options</p> <p>I like the light rail and micro shuttle</p> <p>light rail with low noise, stations with strong bike carrying options</p>	<p>Otherwise a lower cost option would be a safer bet</p> <p>All the rail options suffer from high cost and slow speed (because of sharper turns) if rails are not rebuilt and trestles reinforced rubber tires better</p>	<p>Electric light rail or rail seems the most logical. Climate friendly and compatible with freight rails</p> <p>Use existing tracks, service starts sooner, electric, quiet, reliable</p> <p>Makes the most practical sense</p> <p>Go electric</p> <p>Keep room for bikes!</p> <p>I like the EMU and PRT. Let's speed up this process. 20 years is too long to wait.</p> <p>Thank you! I would love electric if possible</p> <p>LRT with Metro feeders</p> <p>Passenger rail is a yes! Don't remove the tracks</p>
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**TRANSIT CORRIDOR
ALTERNATIVES ANALYSIS**



	EMU/DMU for flexibility with fuels and to enable round-the-bay service		
11: LRT / DMU	<p>Yes: 10</p> <p>Use existing tracks, service starts sooner, electric, quiet, reliable</p> <p>Seems that refurbishing what's already in place would be cost effective</p> <p>Reliable, on-time, every time</p> <p>Fixed schedule, less congestion, FRA freight compliant, smart sakes it work, red lands in doing it</p> <p>Fast, reliable, cheaper than 10, compatible with ROW</p> <p>Works with freight</p> <p>EMU/DMU for flexibility with fuels and to enable round-the-bay service</p>	<p>No: 2</p> <p>All the rail options suffer from high cost and slow speed (because of sharper turns) if rails are not rebuilt and trestles reinforced rubber tires better</p>	<p>The climate crisis tells me we use the tracks ASAP – rail soonest</p> <p>If these can be done with current population density measured with cost to build + per ride cost then great. Otherwise a lower cost option would be a safer bet</p> <p>Use the trades we already have – faster and cheaper</p> <p>Thank you! I would love electric if possible</p>
12: Monorail / Automated People Mover	<p>Yes: 0</p> <p>Fast, quiet, reliable</p>	<p>No: 2</p> <p>If these can be done with current population density measured with cost to build + per ride cost then great. Otherwise a lower cost option would be a safer bet</p> <p>All the rail options suffer from high cost and slow speed (because of sharper turns) if rails are not rebuilt</p>	<p>The climate crisis tells me we use the tracks ASAP – rail soonest</p>





		and trestles reinforced rubber tires better	
13: Tram / Trolley / Streetcar	<p>Yes: 22</p> <p>Light rail or something like it. Use the rails!</p> <p>Use the tracks we already have – faster and cheaper</p> <p>Use existing tracks, service starts sooner, electric, quiet, reliable</p> <p>Electric light rail or rail seems the most logical. Climate friendly and compatible with freight rails</p> <p>Makes the most practical sense ; the coolest</p> <p>Fast, quiet, reliable</p> <p>Seems that refurbishing what’s already in place would be cost effective</p> <p>Reliable, on-time, every time</p> <p>Higher speed without overhead wires ; lower O&M ; quiet ; carries bikes ; not affected by car traffic</p> <p>Rail is better than a bus. Tires release too much micro plastics into Monterey Ba. Google “National Geographic TIRES”</p>	<p>No: 4</p> <p>Streetcars and trams painfully slow; leads to reduced ridership unsuitable if your chugging along at 20mph. Waiting at lights /other stops</p> <p>If these can be done with current population density measured with cost to build + per ride cost then great. Otherwise a lower cost option would be a safer bet</p> <p>All the rail options suffer from high cost and slow speed (because of sharper turns) if rails are not rebuilt and trestles reinforced rubber tires better</p> <p>Described as slow moving</p>	<p>Better choices finish trail</p> <p>The climate crisis tells me we use the tracks ASAP – rail soonest</p> <p>We have a world class scenic corridor with rail infrastructure already</p> <p>Keep room for bikes!</p> <p>Thank you! I would love electric if possible</p> <p>Passenger rail is a yes! Don’t remove the tracks</p> <p>Battery electric trams with level boarding</p> <p>Light rail with low noise, stations with strong bike carrying options</p>



**TRANSIT CORRIDOR
ALTERNATIVES ANALYSIS**



	<p>Passenger rail is great! Less deaths from rail than cars/trucks/semis Energy efficient, moves most people, quick, quiet, easy on/off access for passengers, bikes, etc., comfortable</p> <p>The way to go for reliable, equitable transit/passenger rail options</p> <p>Low boarding, quiet, most energy efficient</p>		
14: PRT	<p>Yes: 1</p> <p>I like the EMU and PRT. Let's speed up this process. 20 years is too long to wait.</p> <p>PRT is perfect for connection from rail line to downtown and UCSC, thus enabling man more riders to use the rail!</p>	<p>No: 1</p> <p>Low volume of passengers, contribute to road traffic</p>	
15: Inverted PRT	<p>Yes: 1</p> <p>PRT is perfect for connection from rail line to downtown and UCSC, thus enabling man more riders to use the rail!</p>	<p>No: 1</p> <p>Effects of wind conditions and fear of heights from users</p>	<p>From Boardwalk to UCSC</p> <p>Long timeline if existing rail taken out / adapted for other vehicles</p>
16: Gondola	<p>Yes: 0</p>	<p>No: 1</p> <p>Effects of wind conditions and fear of heights from users</p> <p>Expensive infrastructure, unable to stop at multiple stations</p>	
17: String Rail	<p>Yes: 0</p>	<p>No: 0</p>	



**TRANSIT CORRIDOR
ALTERNATIVES ANALYSIS**



	String rail is good because it goes over the streets		
18: Hyperloop	Yes: 1 Make the most practical sense	No: 2 Stops too close together for this technology Way too fast to be next to trail	
19: Local Bus / ROW	Yes: 1	No: 0	Completely missed bus on should/BRT. Instead of AUX lanes, use the shoulder with minimal expansion
20: Micro-Shuttles	Yes: 1	No: 0	I'd like to see shuttles meeting trains at stations and going to core intersections in town
21: Shuttle	Yes: 1	No: 0	I'd like to see shuttles meeting trains at stations and going to core intersections in town





General Alternative Comments Categorized:

FUEL TYPE:

- No diesel, oil or gas powered
- Recommend electric powered vehicle for quieter passage or other power source that does not contaminate our atmosphere
- All electric
- TVO Fossil Fuel
- Diesel/electric EMC is best due to overhead trees causing problems with catenary OCS
- EMU or hydrogen MU big enough for bikes on board! Also they are quiet and clean
- Electric light rail is proven, quiet, efficient, capacity

RAIL:

- Put train on tracks
- Fixed rail would not allow for commuters to leave Watsonville every 5 minutes. Trains take time to fill up so trains would leave every ½ hour
- Concerned about the track quality and the beach area through La Selva Monorail might be best
- Fixed rail is unable to change routes when the rails are washed-out, trees fall across them, tracks slide out, etc.
- Single track sitting, waiting, waiting more...
- Use the tracks! Build the trail!
- We need a sustainable rail
- RAIL from Watsonville to North County
- Train in 3 years please
- No Train!
- No freight past Watsonville
- Please no rail / trail too narrow and unsafe at cross streets – Terry Leonard
- Tracks are there – let's use them!
- Trains are scalable ; just add cars
- Rail requires security fencing and would restrict neighborhood connectivity ☹
- Avoid options that run on street or remove the rail
- Let's narrow it down to a few different rail vehicles that are appropriate for our situation
- Recommend a vehicle on rails for safety of pedestrians and bikers





- Rail on a narrow corridor has high-risk of pedestrian fatality/suicide. I see nothing in the plans to account for this

RAIL CONTINUED:

- Rail corridor 1) trail 2) passenger rail. No more delays! Fix the track so the hydrogen fuel cell train can run all the way from Watsonville to the boardwalk and beyond
- String rail / inverted PRT consider as connection from Harvey West Rail station to UCSC

BUS:

- Arterial & BRT high efficient service that UNLIKE FIXED RAIL could change route due to slide/floods and other natural disasters
- Local bus and ROW bus allow all roadway and areas of the rail corridor for moving passengers, buses could be every 5 minutes, unlike a train that likely would leave every half our
- Bus has to be on a freeway – Watsonville to Aptos NO GOOD
- Buses will have to go on streets in some places
- Bus for flexible start and end points
- If tech buses can do it, there's a demand somewhere

OTHER ALTERNATIVES:

- E-bikes, E-scooters, narrow electric vehicles etc.
- Monorail on the alignment that directly serves major destinations (Capitola Mall, Cabrillo College, Hospitals, County Government Centers, UCSC)
- Something between a tram and EMU because in most cases a tram works, but we want speed between Watsonville and Aptos. If there's a vehicle that does both?
- PRT and Gondola become a tourist draw to add to our destination appeal
- PRT or gondola for support/feeder service to UCSC and Cabrillo - Not Core Service
- Vans, shuttles are good options
- Modes with dedicated grade or service lanes don't compete with auto traffic
- Any service confined to a rail or specific roadway may require a 2nd service to get commuters to their destinations. This requires extra costs. Who will cover that? Also environmental impacts and inconvenience
- Autonomous vehicle fleets that can be computer synchronized as a virtual train
- Why not also consider micro shuttles or rail? Not just on asphalt





- High-frequency, low occupancy options best

MULTI-MODAL:

- We need a lane for personal electric 1 or 2 person, medium speed, bike & scooter lanes; lots of folks would like this. LOTS!
- Bus can only carry 3 bikes each; NO GOOD!
- Overhead options actually leave room for the trail portion of the corridor use
- Rail with room for bikes
- Accommodate bikes and pedestrians and seniors
- Overhead solutions leave possibility of a dedicated bicycle path
- Trail only – bikes and foot / bike options (comment has a Ditto! And a Yes!)

ACCESSIBILITY:

- ADA senior accessible
- Must keep rail – disabled ; strollers
- Good alternatives! Whatever is chosen I hope it will be a system accessible to ALL abilities and ages
- The final plan needs to include access for communities that are not located within half mile of the rail/trail. For example, improved transportation between the San Lorenzo Valley and Santa Cruz to better and more easily access the rail/trail
- Some of these smaller and wheeled options may not be accessible for works with wheel chairs. Unless they all are, who decided which ones will be?

TRAVEL OPTIONS:

- We need to use the rail corridor NOW. Build a simple gravel trail for pedestrians and bikes NOW until the study is finished.
- It takes 2 hours or more to take transit from SC to south San Jose currently ☹
- Not low speed
- Make highway 1 a toll road paid for by tourist tolls
- Put all transit on highway 1 corridor!
- Frequent on time
- We need one service





- I like the idea of flexibility
- No trail only. We need people moving

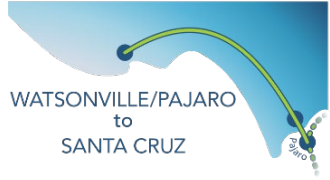
AMENITIES:

- Sidewalks – for health, socializing, shopping, transit to neighborhoods without danger of being run down
- Parking lots/garages at stations?
- Jump bike stations at rail stops
- Is there room for parking? Smart rail averages 95 spaces for stations = .6 acres of open land
- Christmas train station parking

MISCELLANEOUS:

- Very few seem practical for locals' needs and ridership; focus more on low-cost, quick to start up options, learn and evolve!
- No freight to Santa Cruz
- Focus on near-term (1-3 years) with lower cost; e-bikes, etc. Capture interest soon ; evolve and build
- Noise is a big consideration ; should be quiet
- Our county bought the ROW and it would be a waste of taxpayers' dollars to not use the entire thing to maximize capacity
- No more delays
- No more feasibility studies!
- Whatever we build, it's got to be usable, safe and feasible economically
- Allow only widened and licensed and tested drivers to use freeways. To allow incompetent drivers on freeways is to waste an expensive transport resource – tested drivers should demonstrate 1) can join freeway at speed of traffic on highway 2) avoid tailgating and 3) avoid frequent lane changing
- Money please \$\$
- How does this integrate with plans for Highway 1 for commuters? There is space to go 3 lanes both ways legally from SC to Watsonville. Or monorail down center of 1!





MISSING ALTERNATIVES:

- Bikes, e-bikes, tricycles are transit, not shown here
- Is anyone considering a ferry service to connect Santa Cru to Watsonville and Monterey?
- An analysis of the Greenway Proposal for a pedestrian dedicated sidewalk, plus 16 feet of general purpose roadway for bicycle and “bicycle class” vehicles. 26” continues along the entire right-of-way. Roadway designed for slower speed hybrid vehicles favored
- Repurpose metro buses for high-rail use on rail corridor. It costs about \$10,000 each that’s an affordable option
- Teaming up with the folks at JOBY Aviation to provide a connector service with their air taxis
- Yes! A trail only option, which would have ample width for ALL types of trail traffic (bikes, scooters, e-bikes, skateboards, pedestrians)
- I strongly encourage the option of trail only which enables safe, efficient commuting via bicycle, e-bike, walking, etc. this would serve more people and encourage healthy, carbon free transit and recreation. Bike are the future!
- Personal vehicles, e-bikes, scooters, pedi cabs. Low cost quick to try and easy to evolve
- Bikes and pedestrian only alternative? Less expensive, faster to build, less project risk
- Electric bikes
- Bicycles!
- Narrow cars
- This corridor has been studied for many years! Build the trail and electric light rail!
- What a waste of government money this map is. Let the people vote!
- We need to include the San Lorenzo Valley into this plan! Current public transportation is not reliable or efficient between SLV and SC
- Connection to 17x8 San Jose
- It would take 3 hours to get to Gilroy
- It’s sometimes takes 3 or more hours to get to Gilroy already. We need multimodal transit yesterday. Passenger rail is important too/against climate change
- Gateway to the outside world
- Integrated network to Monterey

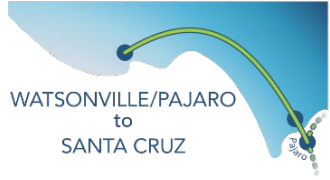


TRANSIT CORRIDOR ALTERNATIVES ANALYSIS



WATSONVILLE/PAJARO
to
SANTA CRUZ

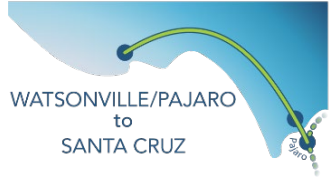




Station 4: Potential Station Locations

Station	Comments
1	<ul style="list-style-type: none"> • (Between stations 1 & 2) Almar puts people at a retail center • Larger station
2	<ul style="list-style-type: none"> • New bike/ped trail under construction will be good connector platform
3	<ul style="list-style-type: none"> • Could use the spur along Chestnut to get nearer downtown • Large station! • Bus connection to UCSC #3, 4 and 5
4	<ul style="list-style-type: none"> • Consider move or add Harbor location • Platform
5	<ul style="list-style-type: none"> • Good! High population density! • Loop connector service to match Trunk Line schedule (pulse) <typical> • Redevelopment potential platform
6	<ul style="list-style-type: none"> • Loop connector service to match Trunk Line schedule (pulse) <typical> • 38th St instead? • For “new mall” access • Larger station • Move to 38th St?
7	<ul style="list-style-type: none"> • Platform
8	<ul style="list-style-type: none"> • Gondola • Or a new overpass? Or across from Cabrillo and use a gondola to connect across the freeway to upper campus • Platform • Bike bridge
9	<ul style="list-style-type: none"> • New village area Trout Gulch • Do you mean a historic station in the village or somewhere else? • Larger station
10	<ul style="list-style-type: none"> • Loop connector





GENERAL NORTH COUNTY COMMENTS:

North County	<ul style="list-style-type: none"> • These potential stations look promising. Great – I live Seacliff next to rail corridor – want passenger rail asap <p>CABRILLO COLLEGE:</p> <ul style="list-style-type: none"> • Real connection to Cabrillo College • Rail spur into Cabrillo College • Needs efficient connection to Cabrillo Bus Shuttle Service • Cabrillo station is over ½ mile from most class rooms (if a bridge is built over highway 1) • A better crossing over Highway to Cabrillo and other schools • Needed stations: Cabrillo College, Capitola Mall, Hospitals, County Gov Center, UCSC, Downtown, Santa Cruz – this is the wrong corridor for transit <p>UCSD</p> <ul style="list-style-type: none"> • Why not use the highway G tracks to get to UCSC with a gondola service above Pogonip? • Rail spur to UCSC Marine Services • Connection to UCSC <p>ALMAR</p> <ul style="list-style-type: none"> • We need a stop at Almar • Additional station at Almar to access Safeway • Fair or Almar – lots of shopping, bakeries, breweries, wineries, grocery • Close to Santa Cruz Villas (end of 24th) senior community • Station facility on 38th to 41st utilizing abandoned Capitola Manor property for parking and bus transit center • Use the Soquel corridor. Look at all the red along there • Maybe move 41st station to 38th? • Why not use the existing rail route along Chestnut St. to Harvey West? • Better connection to downtown and metro center • Rail station 3.1 east end of boardwalk carries folks from Pacific Ave to East end of Boardwalk • Live Oak station (bus access) great spot for Simpkins, schools, art, spaces, etc. • Move station at Brommer and 7th to other side of harbor to be continuous with multiple bike paths/Arana Gulch
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	<ul style="list-style-type: none"> • Can we use the chestnut rail spur to get downtown? • Fun to take rail from South County to West Side for breweries – no DUI • Extend rail line up through front street to kiss downtown metro center • O’Neill facility may be available for purchase of 41st ave • Surf spot weekend service? • Neighbors need access to beach via trail • Consider park-n-ride location at Seacliff • Poor Clares area – share parking with church that will be closer to freeway • Lower Rancho Del Mar shopping center • Manersa / La Selva beach weekend beach service? For surfers
<p>South County</p>	<p>Watsonville:</p> <ul style="list-style-type: none"> • Watsonville wetlands! • Watsonville airport • I would love to see access for the middle and high schools in Watsonville <p>Seascape:</p> <ul style="list-style-type: none"> • La Selva station or seascape station • Why did we build a new La Selva Trestle without a bike/ped section? • Seascape station • No need for seascape spot – severely underutilized • Seascape x4 <ul style="list-style-type: none"> • Highway 1 and rail line park and ride • Westridge office complexes • Farmers do not want freight • Station for agricultural workers to access fields • 113 Tierra Alta Dr, Buena Vista Migrant Farmworkers Camp • 295 San Andres Road ; other farmworker community • Near green valley





PUBLIC OPEN HOUSE MEETINGS COMMENTS

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6:00 – 7:30 p.m.

Live Oak Grange

1900 17th Avenue

Santa Cruz, CA 95602

Wednesday, February 12, 2020

6:00 – 7:30 p.m.

Watsonville Library

275 Main Street, 2nd Floor

Watsonville, CA 95607

Comments Received: 64





COMMENT #1:

The proposed Rail Station needs to have safe routes to its location. We need a safer Walker Street and Rodriguez, 2nd St., 5th St., 6th St., and Ford St. as well as West Beach and West Lake Ave. Safer for bikes, safer for pedestrians. All downtown routes need to be walkable and bikable so parents, families and children can be safe getting to the train station.

Felipe Hernandez
120 Ford Street
Watsonville, CA 95076
831-707-4392

COMMENT #2:

The Rail Station and the Bus Station both need EV shuttles to take people the last mile. A loop through Main/Walker/Rodriguez onto Freedom, Main, Green Valley/Airport and maybe East Lake is needed.

Felipe Hernandez
120 Ford Street
Watsonville, CA 95076
831-707-4392

COMMENT #3:

I live in Watsonville and work just outside the city. I sold my car and now rely on my e-bike 100% for my work commute and shopping. Our public transit in the US is an embarrassment. We are 11 years behind the rest of the world (most of it) and seem to accept the horrible consequences of cars rather than realize that we created this mess (traffic, pollution, unsafe) and can uncreate it. I support 100% any alternative to the car. However, it must be fast and efficient, which is possible but requires effort. Limit the number of stations, ideally be electric, connect to other transit (ex: local buses and express), and integrate with pedestrian and bike infrastructure. Also successful transit must be connected with density (RIPSB50) to create critical mass around transit. I can go on and on... I hope change to our transportation infrastructure will come. Thank you.

Philip Wiese
10 Jefferson Street
Watsonville, CA 95076
831-254-9153
Ptweise@gmail.com

COMMENT #4:

Please open all three lanes in each direction with no restrictions at all, on Hwy 1, let all three lanes be used by everyone. The special carpool lanes do not work as more than half of the cars are not low emission or multiple passengers. I see this in San Jose on Hwy 85.





Terence F. Leonard
623 Cabrillo Avenue
Santa Cruz, CA 95065
terry@cruzio.com

COMMENT #5:

The only way I see that might work is electric light rail with connector buses at stations. I like the buses that can go on the streets or the rails – those would be great for getting people into downtown areas from transit stations.

Jill Perry
829 32nd Avenue
Santa Cruz, CA 95062
oldtearoses@hotmail.com

COMMENT #6:

The current state of the climate crisis we need 'clean' transportation as soon as possible. MBCP estimates that 80% of emissions in the area are from vehicles. The commute on Hwy 1 is wretched. Please implement whatever is practical and can be implemented quickly for Watsonville – Santa Cruz. Future sea level rise should NOT be ignored.

Pauline Seales
328 Getchell Street
Santa Cruz, CA 95060
Paulineseales120@gmail.com

COMMENT #7:

The cost of the various alternatives has not even been discussed and that is a huge issues. The RTC should be asking residents how much they are willing to pay for a mass transit solution and how much they will pay to subsidize the transit option. There should be more transparency that a new tax will be highly likely with whatever solution is chosen.

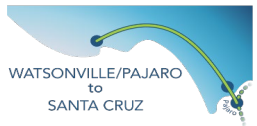
Anonymous

COMMENT #8:

San Francisco has a late night service between SF and San Jose. Can METRO add a circular (hourly) service connecting all of the transit centers? This would also help those that start work at 6 a.m. or leave work at 2 a.m. (help Santa Cruz – Go). Allowing earlier METRO times helps the PM commute – since those earlier workers can take the bus to work and home (alleviating some commute traffic).

Michael Pisano
1730 Commercial Way #26
Santa Cruz, CA 95065
831-204-0072
mpisano@ucsc.edu





COMMENT #9:

Express bus between Watsonville and Scotts Valley Transit Center. Similar to 91x.

Michael Pisano
1730 Commercial Way #26
Santa Cruz, CA 95065
831-204-0072
mpisano@ucsc.edu

COMMENT #10:

Please take the time to table in Watsonville and disadvantaged communities to provide input. We need DAL at the decision making table.

Lauren Freeman
1070 Emeline Avenue, Bldg C
Santa Cruz, CA 95060
831-454-5477

COMMENT #11:

My main concern about frequent rail traffic is impact on surface street intersections. I live at 30th Ave. and the trades and there is a crossing there as well at 41st Ave., 38th Ave., 30th Ave., 17th Ave. as well as Seabrite Ave. Rail traffic would severely limit surface street traffic.

Andy Orgain
3033 Buckingham Lane
Santa Cruz, CA 95062
831-425-7559
Catdj1007@aol.com

COMMENT #12:

I think the best alternative is to remove the tracks or cover them with gravel, grade it and cover it with path fines. Have two bike lanes (slow and fast) in both directions, plus a dedicated path for pedestrians. So there would be a total of five lanes. The fast bike lanes can be mostly for e-bikes. In a few years, e-bikes and e-scooters will probably be more common, and this safe transportation corridor should make them more effective, especially with higher population density areas like Santa Cruz. This alternative should be far cheaper than a train service, which would free up funds for other projects. It would also be faster and less controversial to build.

If you do have trains, it should be easy to take your bike on it, to solve/help the first/last mile problem.

Douglas Bergengren
300 8th Avenue





Santa Cruz, 95062
polyticks@lastland.net

COMMENT #13:

A lot of time, effort and expenses have been spent to consider all types of alternatives, most of which are inappropriate, pie-in-the-sky forms of transportation not used anywhere in the USA. Consider – Fix the existing bus system so more people will use it.

- Reduce fares (subsidize it heavily)
- Improve frequency of buses during heavy use times
- Provide bus only lanes on Hwy 1

Make the existing buses more attractive to users.

Dick Zscheile
225 Horizon Way
Aptos, CA 95003
Dickz225@comcast.net

COMMENT #14:

Please consider retrofitting METRO buses with high-rail mechanisms so they can travel on the rail corridor and regular road ways to go to big workforce areas, Dominican hospital, Cabrillo, government buildings, UCSC and shopping areas. This retrofit process can be done for about \$10,000/bus – that is affordable!

Becky Steinburner
3441 Redwood Drive
Aptos, CA 95003
Ki6tkb@yahoo.com

COMMENT #15:

Please get started NOW with the track repair on San Andreas Rd. It will not help promote the hydrogen fuel cell train in October if it cannot come in to Santa Cruz on the rails. Spend the money fixing that track washout, instead of the \$1 million you are spending on this study! Please do something to bring relief to South County residents now.

Becky Steinburner
3441 Redwood Drive
Aptos, CA 95003
Ki6tkb@yahoo.com

COMMENT #16:

Please make the trail a cheaper composition – crushed road base would work for most bikes and electric carts.

Becky Steinburner





3441 Redwood Drive
Aptos, CA 95003
Ki6tkb@yahoo.com

COMMENT #17:

Please analyze pod cars and a for-rent electric cart system, similar to Jump Bikes, for use on the trail and surface streets adjacent. For UCSC connector on west side, please analyze aerial tram to connect research facilities on Swift/Delaware to the main campus.

Becky Steinburner
3441 Redwood Drive
Aptos, CA 95003
Ki6tkb@yahoo.com

COMMENT #18:

One aspect of an active high rail service that has great potential to reduce traffic is the proximity of the current rail corridor to schools in Santa Cruz County. Children using a light rail to get to and from school would take many cars off the road that are currently being used to chauffeur kids to school. Also a child in Watsonville could easily attend a school like PCS in West Santa Cruz without imposing the hardship of a two hour commute on the parent.

Bob Felleds
28 Blake Avenue
Corralitos, CA 95076
831-228-1485
growpa@sbcglobal.net

COMMENT #19:

The display in station was set up for station stop on a fixed rail system. I would like to see the station stops at all community access points. To accomplish that, and keep the long commute under 45 minutes from Watsonville to City of Santa Cruz, it would be necessary to have buses. Buses could leave Watsonville every five minutes, but not each bus would stop at all stations. The buses could stop at three stations in route to Santa Cruz. The different buses would alternate their station stops. With 12 stations from Watsonville to Santa Cruz, there would be four bus routes making three stops each. Every 20 minutes the bus routes would rotate back to the first bus route. Literally, you would have Route A leave at the top of the hour, make its three stops, and arrive in Santa Cruz every 45 minutes. Route B leaves five past the hour, stops at three stations, arrives in Santa Cruz in 45 minutes, and so on repeating to Route A at 25 minutes past the hour.

Pete Stanger
19 Escuela Road
La Selva Beach, CA 95076
831-325-8380
laselvabiker@gmail.com





COMMENT #20:

Strongly consider park and ride solutions with new stations in order to reduce VMT. Use all of the ROW for transit. No segments or broken pieces. Integrate with Amtrak at Pajaro. Park and ride from North Coast or Route 40 buses to only serve mountains/north coast and feed into rail ROW from Davenport area and Bonny Doon Road.

Josh Stephens
105 Felix Street
Santa Cruz, CA 95062
831-428-1918
josh@ksco.com

COMMENT #21:

The rail corridor must have stations where you can park your car or bike. It must also pass within walking distance of Cabrillo, downtown Capitola, 41st Ave., downtown Santa Cruz, and have a shuttle to UCSC. If it does not have these things, it is not worth the expense.

Carolyn & Bert Post
330 Larkin Valley Road
Watsonville, CA 95076
cpostinan@gmail.com; bpoartero@gmail.com

COMMENT #22:

Ok keep building the trail all 32 miles NOW. The rail line needs to be utilized right where it is sooner than later. Today.

- #8: Intercity rail
 - #10: Light rail/electric multiple unit EMC
 - #13: Tram/trolley/street car
 - #4: Autonomous
- I like the above core services.

Mary Todegaard
222 San Juan Avenue
Santa Cruz, CA 95062
marytodegaard@gmail.com

COMMENT #23:

We need a bike and pedestrian only alternative. This would be cheaper to build, faster to build, and be subject to fewer delays, cost overruns, etc. than the rail service containing alternatives. Presumably we would have to return some or all of the state funds we got to purchase the ROW. Needs analysis, but definitely should be considered.

Ron Crane





300 8th Avenue
Santa Cruz, CA 95062
831-224-3730
Q1@lastland.net

COMMENT #24:

Electric bike only lanes. Electric bikes are becoming more popular every day. By the time the trail is done almost everyone will have an e-bike. With an electric bike a person in their late 50s like myself can travel 20+ mph very easily. We can stop and start with little effort. The bike trail would be filled with bikers and there will not be room for a train.

Samir Daoud
1709 Soquel Avenue
Santa Cruz, CA 95062
831-469-3001
Klob@sbcglobal.net

COMMENT #25:

Climate crisis demands we provide a more robust public transit system to help get people out of cars and stop global warming. Since we already have the tracks we should add rail service to the existing tracks. Adding passenger rail can be done quickly, quicker than anything else. We should do it because we are running out of time.

Anonymous
Santa Cruz

COMMENT #26:

Need to include heavy rail as a connector service. (Watsonville to Gilroy)

For the Evaluation Framework poster you need to disclose the qualitative thresholds for the high level screening, especially on the three E's.

Need to disclose the cutoff on the number of alternatives to be included on the short list.

Need to identify P3 opportunities for development at each station and the 0.15 mile radius around each station.

Need to catalog the list of FCA, CTC, FRA, FHWA, Prop 8, Caltrans, CalEPA potential funding for now.

Lee Taubenech
2677 Alma Street
Palo Alto, CA 94306
650-384-6431





leetaubenech@gmail.com

COMMENT #27:

It is really exciting to see all the possibilities of transit on the rail corridor. I support a quiet, clean rail service. Please center plans on South County residents who currently spend the most time stuck in traffic. Consider prioritizing easy access to Watsonville stations. How about one by Ohlone Parkway? With shuttles, electric bike rentals, etc. Make sure bikes can go on trains. A current problem with bike/bus transit is you never know if there will be a spot for a bike on a bus rack, and buses do not run frequently enough to make it dependable to bike to a bus stop. We need to act fast to reduce emissions – please choose an option that can be implemented quickly. I would love to be able to go to the Bay Area and Southern CA and airports easily by public transit from Watsonville.

Nancy Faulshih
114 Lapis Drive
Watsonville, CA 95076
831-234-0210
nancy@regenerationpajarovalley.org

COMMENT #28:

Add a stop at Almar
Add a gondola or ped bridge at Cabrillo
Station 4 – stops
Add a weekend stop at Manresa State Beach
Add a PRT or gondola from Almar to UCSC

Anonymous

COMMENT #29:

The flip side of succeeding with a multimodal rail corridor is to stop pursuing the failed paradigm of freeway expansion. The greatest harm ever committed by humans against other humans may be continuing to build the global greenhouse gas chamber and destabilizing the climate. RTC, please get off fossil-fuel intensive plans like widening Hwy 1.

Jack Nelson
127 Rathburn Way
Santa Cruz, CA 95062
831-429-6149
Nelson333@baymoon.com

COMMENT #30:

We have rail – let's use it. It is the option that can be most affordable and fast for getting from Watsonville to SC.

Kaki Rusmore





6010 Soquel Drive
Aptos, CA 95003

COMMENT #31:

I am excited for a light rail system that will not only help with the environment but with accessibility too. We need to communicate the facts so people are less fearful. More opportunities like these will be helpful. Maybe a bigger location next time like Shoreline or Simpkins.

Tammy Bye
1965 95th Avenue
Santa Cruz, CA
831-234-2981

COMMENT #32:

Please include options (multiuse trail, etc.) that can complete soon. While I support 20+ year planning, also include quick low-cost actions to begin to actively engage and build a community of new transportation users.

Greg Buzzard
205 Via Soderini
Aptos, CA 95003
831-238-3003
Greg.buzzard@yahoo.com

COMMENT #33:

What is the connector demand? I would love an environmentally friendly alternative to drive to Capitola to Watsonville. The price would need to be \$75 or less/month for me. Would love to see the bike trail parallel to the rail. Will it work in Capitola with such limited space? I do not want to pay taxes if it will not work in the next five years, be affordable, and convenient for commuters in the community during development.

Colleen Wysocki
106 Oakland Avenue #2
Capitola, CA 95010
831-254-3116

COMMENT #34:

Thanks for this opportunity to comment on the transportation corridor. I feel it is important to choose a transit mode accessible to ALL.

Lynne Simpson
927 Corcorom Avenue
Santa Cruz, CA 95062
Thebeach175@comcast.net





COMMENT #35:

The bike/walk path is a fantastic plan that will encourage residents and visitors to explore the length of the trail. Investing time and money in preserving the RR rails for some anticipated future use as mass transit seems daft. IMO there are several spots along the current RR ROW that would require near-term build up to accommodate the width of the trail and RR scheme. Eventually, maybe, some form of RR would be rebuilt but I believe it would be grossly underutilized and it would be more productive to remove the rails and use that space for the trail. Please, admit defeat on the RR concept before wasting time and money on this.

Richard R. Rammer & Elizabeth A. Villalobos
2271 Chanticleer Avenue
Santa Cruz, CA 95062
831-566-9237
Zardon.zil@gmail.com

COMMENT #36:

I would like to have the PRT alternative explored. But how do riders exit to the street?

Colleen Wyskocki, MS, RDN
106 Oakland Avenue
Capitola, CA 95010
831-254-3116

COMMENT #37:

Please stop spending taxpayer dollars on more feasibility studies. Build a gravel bike and ped trail now on the rail corridor. Keep all mass transit (trains) on the Hwy 1 corridor. Santa Cruz County cannot afford the operational costs of a train. Begin to create a strategy to create a toll road on Hwy 1 that tourists can pay for.

Ellen Martinez
Aptos
ellen@ellenmartinez.com

COMMENT #38:

Please provide examples within the USA where there exists successful transit systems using characteristics similar to Santa Cruz – Monterey counties. Similar characteristics such as:

- Population size
- Economy
- Demographics
- Income, occupation, age
- Geography
- Employment locations
- Types of vehicles using highway (commuter, commercial, tourists, shoppers, students)





- Seasonal patterns of traffic

Paul Grantz
501 Prospect Heights
Santa Cruz, CA 95065
831-419-6441

COMMENT #39:

Multimodal and electric public transit. Include bicycle infrastructure. Safety and equity matter to me. Thanks.

Emily Coren
533 Broadway #3
Santa Cruz, CA 95060
443-472-5899
emilycoren@gmail.com

COMMENT #40:

Please consider bicycles in the transit options. There are ways to serve massive amounts of people for their transit needs and health! Bike infrastructure is already poor and unsafe. Bikes help cut down the wasteful, less than 5 mile commutes. Heck, there was not even bike parking at this event! With the growth of e-bikes and their continued economic improvement, people can cover vast distances in short periods when you provide a safe, smooth place for them to ride.

M. Granberry

COMMENT #41:

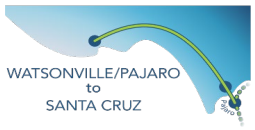
I am left unsure of current ridership demands and how much the current transit system is coming up short. Estimates are wide ranging, 480,000 to 1.4 million. If the actuals came in at the low range would the project be feasible or would it operate at a loss? More studies to narrow the ridership estimates range. It is a good idea and the unused branch rail line should most certainly be repurposed for it go unused is a missed opportunity. I also think the bike path is a key component to this project.

Gerrit Woods
106 Oakland Avenue
Capitola, CA 95010
970-889-5303
Wooger1@hotmail.com

COMMENT #42:

Please provide an honest assessment of corridor width and the true feasibility of having any transit adjacent to an adequately sized trail. My understanding from all the other studies is that not even counting the **tsetse** there are sections of corridor that will not fit both. Even if rails are moved to the side. A non-contiguous trail (one that gets re-routed to surface streets) should NOT be an option.





Anderson Shepord
2385 Roland Drive
Santa Cruz, CA 95062
406-570-2370
andersonshep@gmail.com

COMMENT #43:

The public needs to know what has been accomplished for this decade since its passing of Measure D. Every newsletter, article, etc. should begin with a click to view ongoing progress for both rail and trail.

After that discuss what is new, exiting, help needed, etc. I am disappointed to see how little seems to be decided on type of vehicular use will take place. It was shocking to realize this early stage of development in light of our vote 10 years ago!

Please keep us better informed and always allow access to the information I requested at the top.

Rosemary Kendall
1890 16th Avenue
Santa Cruz, CA 95062
831-345-8971
zzzkendall@gmail.com

COMMENT #44:

No train. Trail now.

Joe Martinez
Aptos
joexmara@comcast.net

COMMENT #45:

Super meeting and visuals. Please let's get it done!

D Hall
3021 Old San Jose Road
Soquel, CA 95073
nanaldonna@gmail.com

COMMENT #46:





Please complete the 32 miles of trail ASAP. We have a climate crisis (Hwy 1 is a parking lot). It is not fair Santa Cruz/Capitola/Aptos/La Selva decide whether we have passenger rail. Build passenger rail ASAP. We are tired of driving to work from Watsonville to Capitola and my spouse to Seabright area. Two cars – we want to take passenger rail to our jobs.

Ronald Gomez
Amesti
Watsonville

COMMENT #47:

Thanks for the informative presentations. I will be happy with vehicle on rails – safer for all – riders, ped, bikers. I like the stops you are proposing with an additional stop at La Selva Beach. I go to church there and it is a long drive from my house, and not fun on Hwy 1. Many senior as well as other will appreciate the rail travel, some who have a hard time walking or riding bikes. I will also look forward to future rail connections to Monterey, San Francisco, etc.

Elaine Rholfes
1550 Glen Canyon Road
Santa Cruz, CA 95060
831-423-9501
elainerohlfes@yahoo.com

COMMENT #48:

Thank you so much for providing this very informative event! I am a huge fan of all the train based options that utilize the rails. I especially love the location of all the stations – I live on California Street and would love to be able to hop on a train at Bay and California. It would make a profound difference in our quality of life. We live in a 500 square foot apartment. To be able to easily visit other parts of Santa Cruz easily. (Family of four). Thanks!

Laura Donnell
111 Laurent Street
Santa Cruz, CA 95060
831-431-3772
lauradonnell@gmail.com

COMMENT #49:

Please think about our children and grandchildren. Please think about our disabled community. Please think about young families where they are too busy to attend meetings and write letters. Please quickly build the trail and build clean quiet passenger rail. No more delays!

Tina Andreatta
102 Lloyd Court





Aptos, CA 95003
831-234-1774
Tina.marieotr@gmail.com

COMMENT #50:

Please prioritize transit that is completely separated from traffic not detouring onto the freeway and that has capacity for a very large number of bicycles on board the vehicle or train, so that we can get rid of our cars and use the train to take us and our bikes where we need to go.

Make sure that Watsonville residents get to have the same quality as everyone else and do not get stuck sitting on a bus in rush hour traffic. Level boarding is important for equity so wheelchair users can get on easily.

Jessica Evans
Santa Cruz, CA 95060

COMMENT #51:

Speed up the process:

- Crowd source design
- Expedite permits
- Offer construction bonuses for fast completion of transit line

It is unacceptable to tell citizens that a system to improve air quality and relieve traffic congestion is 20 years away!

Peggy Kenny
218 Sand Street
Aptos, CA 95003
peggwrites@yahoo.com

COMMENT #52:

Please think about the future of our children and grandchildren. Please think about the disabled and about young families too busy to come to meetings. Please start the trail, flush the trail ASAP now. We need more transportation for all. Tourism will benefit. Residents will benefit. Merchants will benefit. Rail and trail.

Mary Allen
600 Park Avenue
Capitola, CA 95010

COMMENT #53:

I feel that we need a small electric type train on the preserved rail ROW. There should be walk and load for bikes, strollers, etc. on the train.

Joel Steinberg





224 Laguna Street
Santa Cruz, CA 95060
209-601-1325
jfbergs@sbcglobal.net

COMMENT #54:

Build the greenway now! Rail bank the corridor like Monterey has. Let the people vote before wasting money on rail BS.

Ted Lorek
4300 Soquel Drive
Soquel, CA 95073
831-222-0318
tedlorek@gmail.com

COMMENT #55:

I am in favor of expeditiously choosing a real-world transportation alternative and executing on it to provide the infrastructure to grow housing and employment, meeting current and future needs.

COMMENT #56:

Aim for high frequency, low occupancy options first.

Chuck Smith
102 Shelter Lagoon
Santa Cruz, CA 95060
cirasmith@gmail.com

COMMENT #57:

We need a train. Trains can alter capacity according to need. They can carry wheelchairs, bicycles and picnic baskets with ease. They can fit into the state's train system. In looking forward to the train.

Caroline Lamb
130 Serra Court
Santa Cruz, CA 95060
ratbert@cruzio.com

COMMENT #58:

Santa Cruz County can become a visionary leader in providing multi-modal people transportation between home, work and leisure. Multi-modal transit could be inclusive of cars, bikes, trains, and PRT all working together to reduce carbon emissions and grow opportunity for the residents of the region.

Leora Baumgarten
Leora.baumgarten@gmail.com





COMMENT #59:

Please hurry up and build a light rail/intercity rail system/program. This could be such a great public transportation program. Can we go faster on implementation? Also, please link up with San Jose with this system/railway. Yay train! Trains are part of the cultural heritage of Santa Cruz!

Brad Angel
236 Coulson Avenue
Santa Cruz, CA 95060

COMMENT #60:

The gap between 41st and 17th seems significant. Could add station at 30th to pick up more Live Oak folks. Flexibility is important to scale up or down depending on need. I like the idea of vans/shuttles that could go from rail corridor to surface streets. Noise consideration is very important. It goes through lots of neighborhoods, especially in Live Oak and Downtown.

Kristen Kittleson
3284 Malibu Drive
Santa Cruz, CA 95603
831-251-0216
Kkittleson1@gmail.com

COMMENT #61:

Shared bicycle/pedestrian paths do not work for efficient bicycle transportation, because many pedestrians do not share the trail (they straddle the full width). It is somewhat better when paths are as wide as the paths in Davis. However it is even a bit problematic there when tourists come into town. Again, they do not know how to share the path.

For efficient and safe bicycle transportation, the path cannot be redirected to dangerous and crowded streets like in Downtown Capitola.

Bill Martin
1540 Merrill Street
Santa Cruz, CA 95062
Eco_bill@yahoo.com

COMMENT #62:

The RTC and state (and consultants) should seriously consider use of feeder loops along the rail corridor. Such loops should employ PRT technology. PRT is automated guide way transportation that is separated from all potentially competing surface traffic. As a result, PRT is a superb candidate to implement Vision Zero safety goals. Separation of competing modalities is the only way to eliminate the carnage on our highways.





PRT provides trips that are non-stop from origin to destination. That is possible because of offline stations. Offline stations are on small sidings, like off ramps and cars only stop at stations selected by their passengers. Waiting time is an absolute minimum with PRT. Most often, an idle car will await passengers at stations. In that example, there would be zero wait time. As soon as the waiting car is taken, another car is automatically sent to replace it. With existing PRT technology, most trips will average 35 to 45mph in urban areas and faster in rural areas.

PRT can be solar powered, avoiding creation of new energy demands from fossil fueled power plants. The safety record of all PRT systems worldwide is ideal. Since the year 1975, with millions of passenger miles traveled, there has not been a single fatality or even a serious injury.

Ed Porter
105 Lighthouse Avenue
Santa Cruz, CA 95060
831-427-0836
Eporter95@gmail.com

COMMENT #63:

Rail Now! I am speaking today to urge the Regional Transportation Commission to make the light rail system between Santa Cruz and Watsonville its highest priority. Anyone who has spent hours stuck in traffic to and from Santa Cruz knows that the only real solution to the congestion is a workable transportation link between Santa Cruz and Watsonville.

Expanded highways and increased bus routes are in no way workable to address the long-term problem. We talk about reducing traffic congestion and our carbon footprint, but the alternatives suggested do neither.

I lived in Washington DC when they were building the Metro there. People complained about the disruption of traffic during the construction and the cost. But, today they have a great transportation system that is packed daily with commuters who would otherwise be stuck in traffic. Today, the complaint is that we did not do it completely in the first place. The Metro only goes as far as Vienna, Virginia, 15 miles short of Dulles International Airport. Original construction Metro was about \$600 million. The construction now underway to build the last 14 miles to the airport estimated \$5.8 million!

Environmentalists say that we need to encourage housing close to transportation hubs to reduce congestion and reduce our carbon footprint. We have the hubs and we are squandering the opportunity to build the transportation link. How can Santa Cruz County be so far out of touch?

Everyone talks about economic justice, but how can we say that people in Watsonville should be content to spend hours every day stuck in traffic commuting to higher paying jobs in Santa Cruz. Some candidates for office in Santa Cruz County have suggested that alternative to building the light rail is more buses. I would be surprised if any of those suggesting this have tried commuting from Watsonville to Santa Cruz by bus.





I welcome the idea of a bike lane along the train right of way, saying it is a solution to traffic congestion is laughable. I think it is nice to start construction on a bicycle path, but every day we do not begin, in earnest, to construct of the light rail system, is a wasted opportunity.

If we do not act now, with some urgency, it will not be done at all. I fear that our children and grandchildren will look back and say, "What were you thinking? How come you did not build this when you had a chance and when it was affordable?" I do not want the legacy of our generation to be one of failure and inaction when the clear path forward is so evident.

When I voted for Measure D, I was looking forward to riding the modern rail system that was promised. I was told at the last rally in Santa Cruz that we could get the project started within the next ten years. That is almost 15 years after the sales tax was increased to start this system. This is an outrage! Abraham Lincoln said, "If once you forfeit the confidence of your fellow citizens, you can never regain their respect and esteem." Continuing to ask for increase taxes to fund projects and frittering away the money jeopardizes the public confidence. Elected officials and this commission have a moral obligation to deliver on this promise. I say, "Build Rail First and Built it Now!"

Dave Riggs
110 Chase Lane
Aptos, CA 95003
831-419-2972
davidrayeriggs@gmail.com

COMMENT #64:

Attention: Transit Corridor Public Outreach

In the SCCRTC logo you show an undisturbed area with a modest hiking and biking trail. We ask that it remain that!

THE BLUFF AREAS OF CALIFORNIA DESERVE SPECIAL PROTECTION

Standing on the cliff looking across Monterey is a timeless experience. A flock of huge pelicans may as well be Jurassic era pterodactyls, and the spouting whales could be sea dinosaurs. Hundreds of people a day walk, hike, and bike along the bluff. People play guitars and flutes. Tourists go there to take pictures. On that beautiful bluff people propose to one another and marry each other, as did their parents. This timeless place should not be ruined with an ugly and noisy light rail system.

DO NOT KILL THE GOLDEN GOOSE OF TOURISM

People come to vacation and live in Santa Cruz County because, even if it is an illusion, you feel like you are living in a quieter, slower time with wooden roller coasters, fishing piers, and boardwalks. A light rail system will be ugly, noisy, expensive and dangerous, and could dampen the enthusiasm for our quaint and charming town. No one proposes or gets married in front of the downtown metro center. No one ever asks, "How can we make Santa Cruz County look and feel more like San Jose?" People do ask, "How do we preserve the beach and cliff areas of California for future generations?" Heck, California even created a Coastal Commission to help protect it. And yet here we are, objectively discussing how we are





going to destroy it for ourselves, without any help from outside developers. The coastal bluffs do not need improving.

THE MAIN PROBLEM WITH HIGHWAY 1 TRAFFIC IS LOW VEHICLE OCCUPANCY

In your own study, you state that 71% of cars going to and from the Santa Clara Valley have one occupant. That is the core problem, so that is the problem you need to solve. Highway 1 jams up, and people pour onto Soquel or Freedom Blvd to try and get around it. The solution is to get more people per vehicle. Putting in a slow, expensive, light rail that dribbles up and down the coast will accomplish nothing.

THE EASIEST AND LEAST EXPENSIVE SOLUTION TO LOW VEHICLE OCCUPANCY

Solutions could include more charter busses hired by the large Silicon Valley companies to take their employees to work. Already 38,000 people a day use company-chartered busses to get to and from work. Santa Cruz County should work with these companies to expand this to 76,000! The companies have benefited from the economic boom, and they just received 500 billion dollars in tax cuts over ten year period, so they are flush with cash. Their employees clog Highway 1, so it appropriate for them to do more. We need to push them to do more!

THE MAIN PROBLEM WITH SECONDARY STREET TRAFFIC IS IT IS FULL OFF COMMUTERS TRYING TO AVOID HIGHWAY 1

When Highway 1 is rolling well, the side streets are less used by commuters. If the side streets still need better coverage by mass transit, driverless buses make a lot of sense. Driverless buses are less expensive to operate than one with a driver. Driverless buses reuse already existing resources (roads, stop lights, bus stops) without new big capital outlays and the sale of bonds. Driverless buses can be added or removed from service without hiring additional drivers, for example during the busy summer weekend.

LIGHT RAIL PROBLEMS

- ugly
- noisy
- expensive
- complex
- dangers

There are many accidents associated with light rail. San Jose recently had two separate fatalities in a 15 hour period. Bikes, cars, and pedestrians get hit regularly. We have many crossings. In San Jose people cheat the lights. People text while they walk. It is a mess.

- Legal trouble when people get hit by light rail, they often sue
- Creates many new, undefined problems
- Does not solve any existing problems
- Does not get you to your final destination

THE BEST USE OF THE CORRIDOR IS A BIKING AND HIKING PATH





The corridor is currently used by walkers, hikers, bikers and dog walkers. Many people commute to work or shopping by walking along the tracks. Great views, but it is rough walking on the abandoned tracks.

The corridor would benefit from:

- A two-direction bike path to avoid collisions and encourage usage
- You could consider e-bikes. This makes it practical to use every day for longer commutes
- A walking/jogging path (typically wood shavings)
- Benches

This is a rational alternative. It is:

- Safe, quiet, unlikely to create legal troubles
- Low technology
- Inexpensive (relatively)
- Does not require complex bureaucracy of engineers to keep running
- Encourages carbon-less commuting and travel
- Addresses the need and concern of the people who live there
- Adds value for residents and tourists. Tourists can now be directed to follow the bike path to get around locally. Locals can bike to the grocery store or to work in Santa Cruz.

SUMMARY

I ask that the bluffs above the Monterey Bay be left to look just like the SCCRTC logo. In this logo you show an undisturbed area with a modest hiking and biking trail. I ask that it remain that way!

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Comments from Station Location Station:

- No rail banking
- No rail banking
- Please consider rail banking and give us a trail before 2035
- Rail banking does not work
- No successful withdrawals from rail banking
- There are over 2,000 examples of successful rain banking. Let's make it 2,001!

