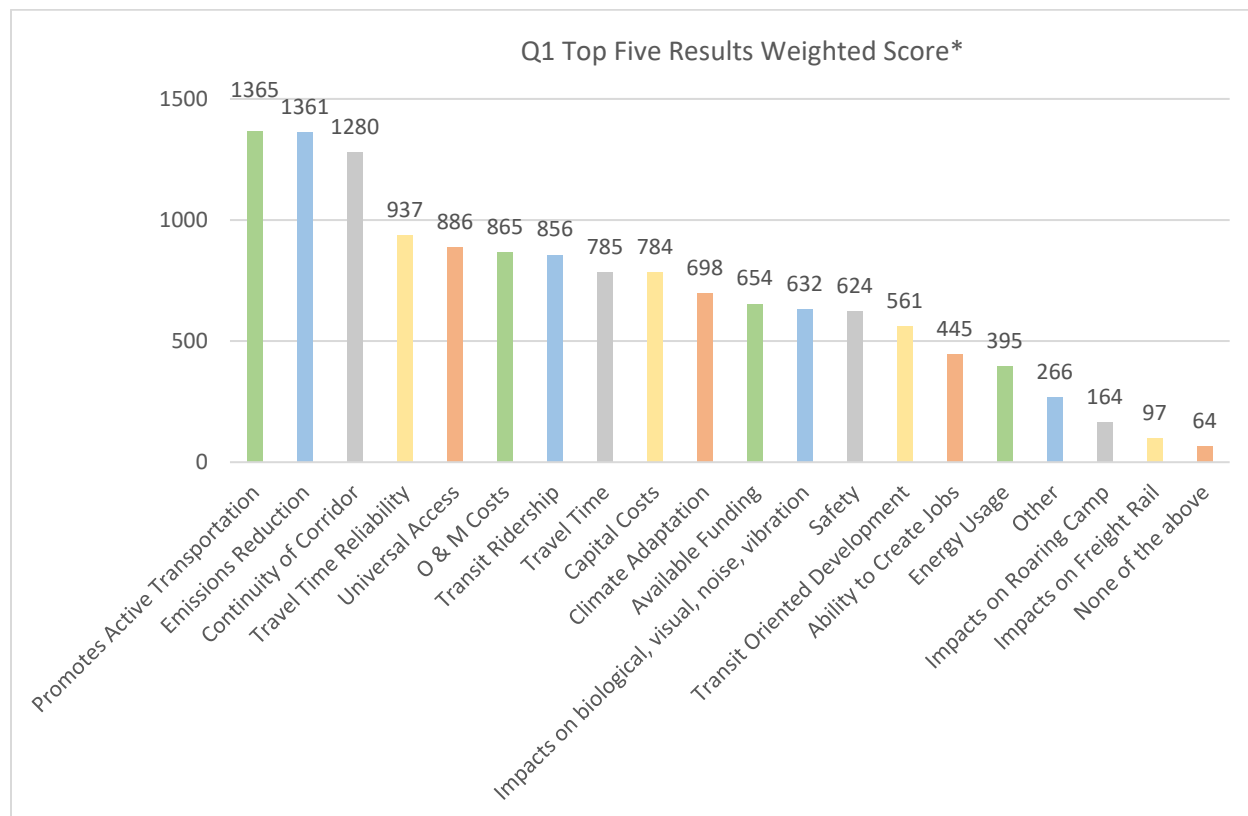




TCAA Milestone 3 Survey Results - Summary

Q1. Please rank the top five performance analysis results that you think should be considered most carefully when selecting the ultimate locally preferred alternative, with one being the most important. (961 responses)



*Weighted Score = Survey respondents were asked to pick their top 5 elements. Each person's response for #1 received 5 points, #2 got 4 points, #3 got 3 points, #4 got 2 points, and #5 got 1 point. These weighted values were then added up for the totals shown in the graph.

Q2. If one of the answers was "Other", please specify. (92 responses)

Summary of "Other" open ended responses:

- Number of people who will walk and bike compared to ride transit
- Rail corridor should be for walkers and bikers only/no train
- Benefit/Cost analysis
- Impacts to neighborhood with audio, visual, crime, non-residents, trash
- Access to natural places
- Ability to provide for social distancing
- Ability to implement trail quickly

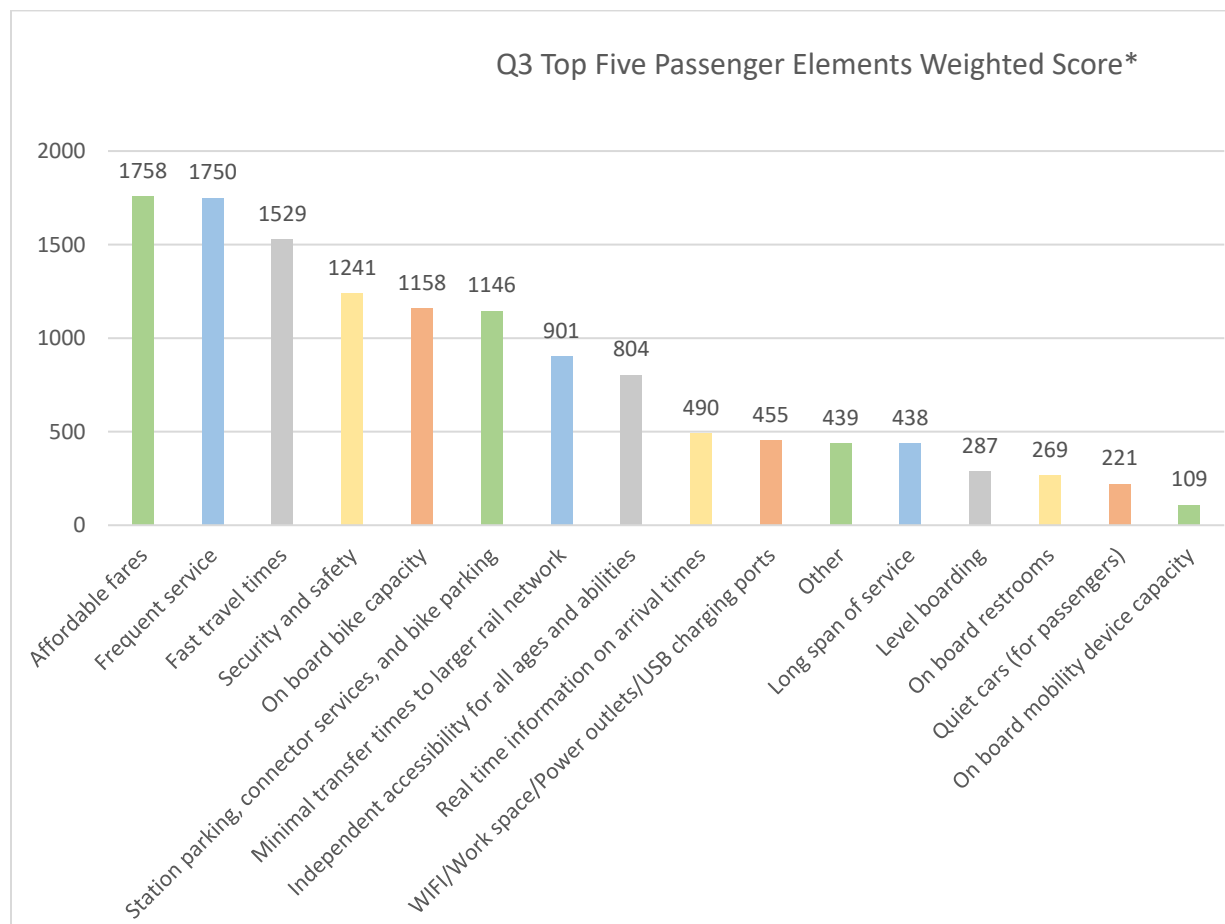


TRANSIT CORRIDOR ALTERNATIVES ANALYSIS



- Ability for students and workers to get to destinations
- Ability to keep transit clean, maintained and safe/secure
- Ability to improve quality of life
- Ability to minimize traffic delay at roadway crossings
- Ability to allow for e-bikes
- Ability to connect to Pajaro for regional connection
- Aesthetics of facility
- Ability to increase capacity
- Length of time to implement
- Bicycle capacity
- Lost opportunity for other alternatives

Q3. Please rank the top five elements of high-capacity transit on the branch line ROW that would most effectively meet your needs and mitigate your concerns as a passenger, with one being the most important. (942 responses)



TRANSIT CORRIDOR ALTERNATIVES ANALYSIS



**Weighted Score = Survey respondents were asked to pick their top 5 elements. Each person's response for #1 received 5 points, #2 got 4 points, #3 got 3 points, #4 got 2 points, and #5 got 1 point. These weighted values were then added up for the totals shown in the graph.*

Q4. If chose "other" explain here. (105 responses)

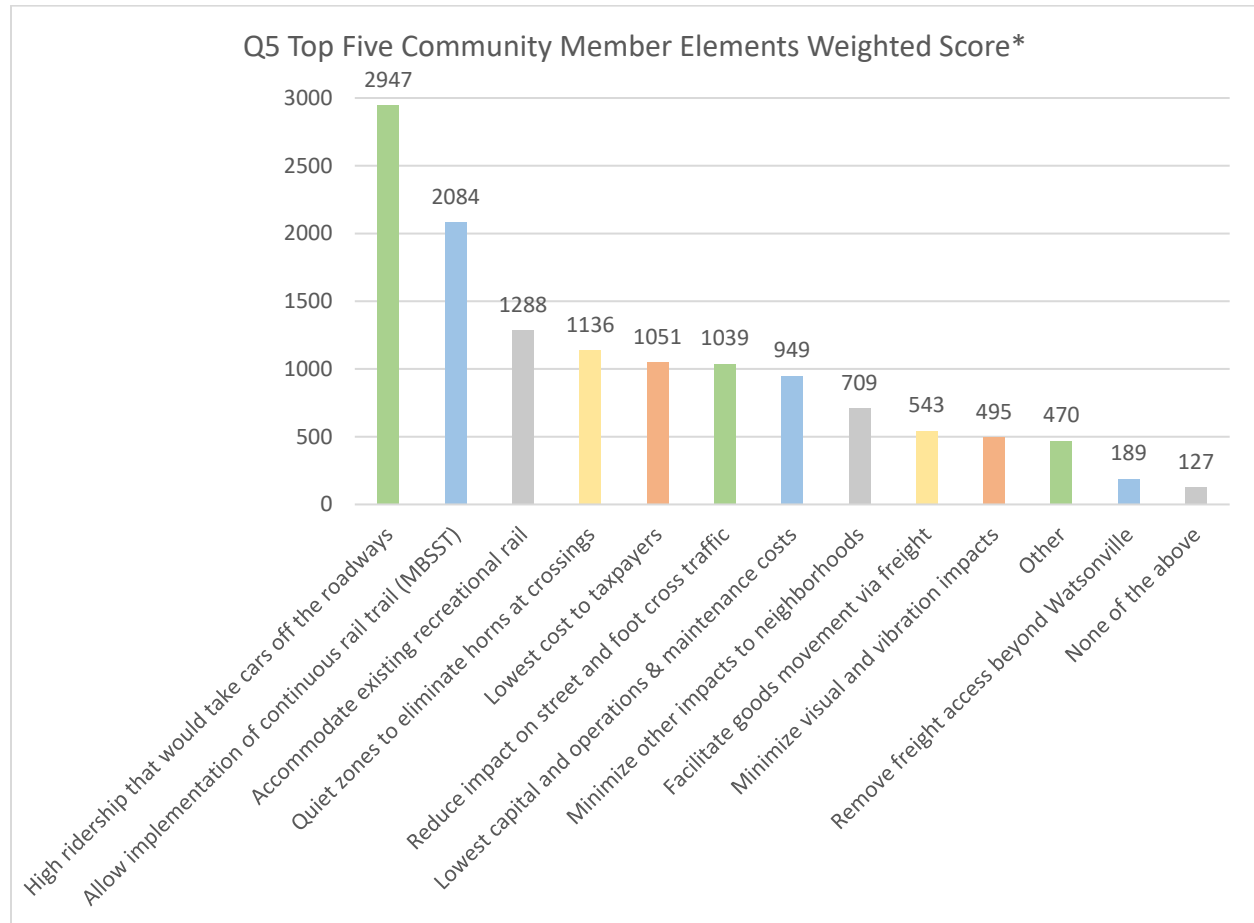
Summary of "Other" open ended responses:

- Safe, convenient walk and bike connections
- Separated walk and bike paths with separation from walls and fencing
- I will not ride transit regardless of the options as it will not serve my needs.
- Ability to social distance
- A dedicated funding source other than fares
- Ability to bring beach gear such as surfboards onto transit
- Clean, safe and secure ride
- Connections to many origins/destinations
- Rail transit will not meet my needs
- Reliable service
- Provide a station at La Selva
- Fare integration with buses





Q5. Please rank the top five elements of high-capacity transit on the branch line ROW that would most effectively meet your needs and mitigate your concerns as a community member. (958 responses)



*Weighted Score = Survey respondents were asked to pick their top 5 elements. Each person's response for #1 received 5 points, #2 got 4 points, #3 got 3 points, #4 got 2 points, and #5 got 1 point. These weighted values were then added up for the totals shown in the graph.

Q6. If you chose "other", please specify. (155 responses)

Summary of "Other" open ended responses:

- Minimize damage to local ecosystems and risk to wildlife
- Fastest time to implement
- Maximize the number of jobs
- Impact to a premium trail only
- Importance of utilizing existing infrastructure
- Eliminate impacts not just minimize
- Ability to provide for social distancing and other considerations for pandemic situations



TRANSIT CORRIDOR ALTERNATIVES ANALYSIS

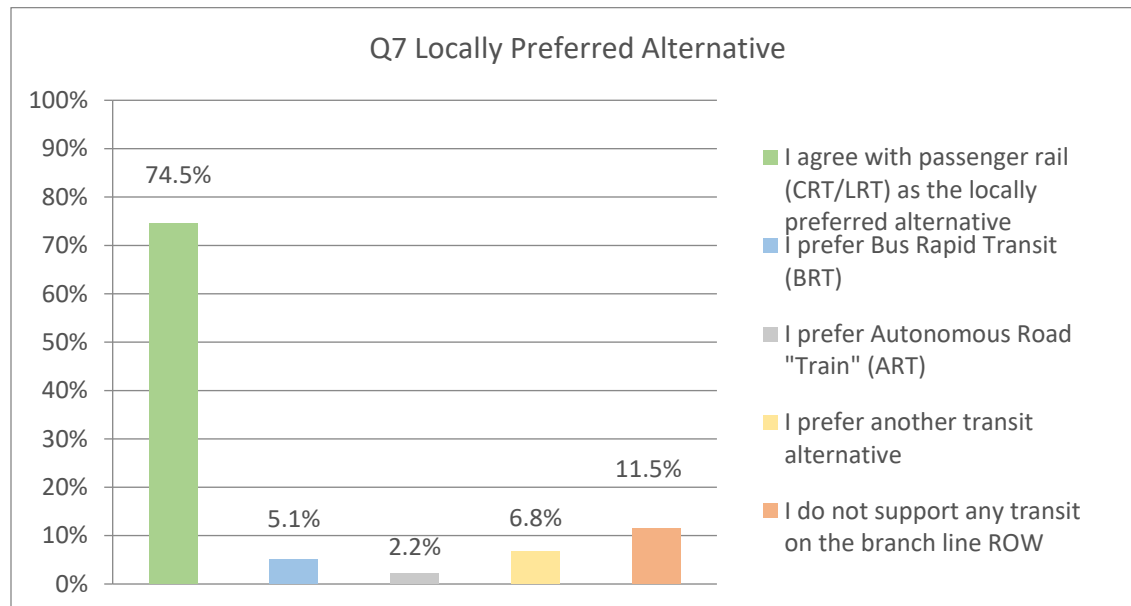


- Reduction of noise and vibrations using sound walls and sound dampening of wheels
- Fastest travel time during rush hour
- Lowest cost to taxpayers for operations and maintenance
- Maintain easements without concern for lawsuits
- Reliable connections
- Expansion of bike network that connects to rail stations
- Start phasing in rail on parts of the rail line
- Rail would not meet my needs regardless of how it is implemented
- Just want the trail only now without any transit
- Use the newest technology
- Use electricity for power
- Main concern is noise and safety for neighborhoods
- Get funds from state to implement
- Create revenue from tourist travel
- Provide equitable transportation using an existing resource
- Find a way to have highway users help pay since they benefit from reduced congestion
- Offer low fares to motivate people to use transit in place of driving
- Interconnectedness to region and rest of state
- Maximize operational flexibility/efficiency for Santa Cruz Big Trees
- Minimize impact at roadway crossings
- Serve recreational and sight-seeing needs, definitely a stop at La Selva Beach





Q7. Please share your opinions regarding the proposed options for a Locally Preferred Alternative. (976 responses)



Summary of "Other" responses:

- Paved bike and pedestrian trail/greenway
- Trail/pathway for personal electric mobility devices including ebikes, mopeds
- Robust network of electric buses and vans
- Personal Rapid Transit
- Electric/solar gondolas or people movers
- Wide trail with separation between pedestrians and rubber wheeled users
- Widen the highway and assume cars are electric so pollution not an issue
- Bikes that can use the rail
- More bus service throughout the county and Bus Rapid Transit on Highway 1
- Smaller rubber wheeled vehicles in corridor with max speed 20 mph
- Bus on shoulder on Highway 1
- Micro-electric buses shared with bikes and pedestrians
- Magnetic train/hyperloop paid by Musk as a demonstration of viability

Q8. Please briefly explain the reason for your opinion regarding the proposed options for a locally preferred alternative. (565 responses)

Summary of responses:



- **Reasons to have rail**

- Need alternatives to driving
- Will have low cost, low impact and high usage once established
- Need to plan for future
- Universal access, equitable for differently abled and people who don't own vehicle
- Addresses climate concerns, cleanest option for decreasing emissions, environmentally friendly
- Set up rail now so available for the future as region is growing
- The tracks exist already, fortunate to have tracks to build from and not have to start from beginning
- More attractive than buses, bus rides are rough and uncomfortable
- Decrease traffic and congestion on Highway 1, and reduce driving
- Best option for largest group of people
- Safe, reliable, convenient, economical, accessible, and senior friendly
- Supports greatest bike capacity for first and last mile
- More use of existing infrastructure than a bike trail
- No need for highway widening
- Will have higher ridership, work well with bike/ped trail and advances the State Rail Plan
- Part of vision for an integrated low carbon transportation system
- More room for mobility devices
- Provides level boarding
- Equity for south county residents that commute to north county
- For rail that includes greatest reduction in noise/vibration for neighbors/wildlife
- Support train but must be economically feasible
- Step toward a comprehensive rail mass transit system in California
- Connect Santa Cruz to the regional and statewide rail network
- Scalable as ridership increases
- More enjoyable to get around on rail than other options
- Will transform the transit system in Santa Cruz County leading to an improved quality of life and more prosperous community
- Rail transit that should be free, fast and energy efficient
- Important to use corridor for rail given the dense, affordable housing that is planned for the county
- Viable all-weather transportation solution
- Easier to travel to destinations where parking is difficult
- Desperately need an alternative route across our county and we already have the tracks for rail transit and combined with the trail you have the most efficient system
- Will serve commuters and visitors
- Transit of the present and future
- Can provide the "backbone" of a transit system



TRANSIT CORRIDOR ALTERNATIVES ANALYSIS



- Using Rail corridor for passenger rail, freight, and a trail protects our community into the future
- There are places we would like to go for fun without sitting in traffic
- Would visit downtown Santa Cruz and Capitola more often with rail option so could avoid traffic
- Uses the full width of the transportation corridor
- Buses get stuck in traffic on the roads
- Only option that will provide for needs of today and room to grow in the future
- Rail would provide a way for people to travel car free for those who cannot walk many miles or ride a bike
- It is problematic to rely on Highway 1
- Better connection to Cabrillo College campuses in both Aptos and Watsonville
- Consistent with getting serious about global warming
- Preserves the easements on the right of way
- Would improve quality of life in Santa Cruz County by providing another option for commuting
- Santa Cruz does not currently have rapid transit and it would benefit everyone
- Allows for future possibility for freight
- Puts less vehicles on the road
- Transit option that can accommodate residents and tourist travel
- Rail is the reason that the county purchased the line, decision to have rail and trail has been 20 years in the making
- Will extend distance people can travel in combination with bicycle
- Will reduce energy needs
- Modernize infrastructure, cars and highways are not sustainable
- Connect with METRO for single payment app and real time information
- Could market to out of towners as a fun outing including rail to bring in revenue, may be most beautiful rail route in state
- People like rail travel better than buses
- Has highest capacity
- Restore regional rail connectivity and statewide rail system and create future connection to high-speed rail
- Use the right-of-way for the greatest number of uses
- If consider the real cost of people driving their own cars with few passengers, trains can be cheaper when consider the community-wide expense.
- Light rail will offer more access and have less impacts to businesses and neighborhoods
- Provide low income people an affordable means of transportation
- Will facilitate transit-oriented development unlike buses that can keep changing routes
- Need more transit options
- A system that does not rely on our busy roads is necessary





- Will be quiet, comfortable and serve many Watsonville residents currently stuck in Highway 1 traffic
 - Rail limits the amount of asphalt paved areas
 - Trail/light rail will serve as a backbone of a systemwide mobility solution to reduce auto use, reduce carbon emissions, and enhance lifestyle
 - Rail is most efficient way of moving large quantities of people and goods
 - Safe, efficient option for kids to travel without adults
 - BRT has little benefit for the investment
 - Rail is the most compatible with biking
 - Rail with 15-minute frequencies allow for riders to limit the amount of planning that would be needed if have 30 minute or longer headways
 - Commuter rail with less stops makes more sense than light rail with more stops and thus longer travel times
- **Reasons to not have rail**
 - The cost of repair of existing line, maintenance and operations will never be cost effective
 - Rail does not serve areas of high-density housing, job centers or other major destinations
 - No one will ride a train and have to take a second travel option to get to their destination
 - Trains are not successful in places with a larger population let alone Santa Cruz County, examples include SMART in Marin and Sonoma that is not self-supporting
 - Will harm county finances and community well-being
 - Transit needs to be point-to-point like a car in order to compete with cars
 - Not flexible enough, rail is heavy and fixed
 - Do not want to pay more taxes
 - Rail will not divert many cars off the road
 - Most of the traffic on Highway 1 are commuters that go over the hill for jobs and rail will not get people there
 - Waste of taxpayer money which can be used more effectively to expand Highway 1
 - The speeds being suggested will not support low noise and safety
 - Concerned about the Monarch butterfly habitat along Park Ave
 - Train would not be equitable, will lead to gentrification of Watsonville, regressive taxes, and industrialization of the corridor. Social justice would be better addressed by bringing affordable housing near job centers.
 - Bus on shoulder of Highway 1 would be much more cost effective and could be built in a shorter amount of time
 - Do not want it in my backyard





- Expensive upgrades to mass transit seem ill-considered in light of Covid-19, existing infrastructure is more adaptable to whatever the future holds
 - Neighborhoods will not have noisy trains impacting them
 - Taxpayers will not approve a new tax for rail operations, why continue pursuing a plan that cannot be financed?
 - Rail would not be operational for decades
- **Reasons for trail only**
 - Too expensive to have rail
 - Least impact on the environment
 - Will get people out of their cars
 - Rail will not be built in your lifetime
 - People want to bike, e-bike, e-skateboard, rail is 19th century
 - A wide, smooth, well-lit, safe path is most effective plan
 - Invest in transit on Highway 1 in bus on shoulder and high occupancy vehicle lanes
 - There are no dedicated county-wide active transportation routes
 - Coast is precious and want an environmentally friendly solution
 - Support trail that allows e-bikes as need individual transport, minimizes environmental and neighborhood impact, less cost and need for eminent domain, subsidize e-bikes
 - Build trail now but keep tracks for possible future development
 - Spend money on low income housing and not rail
 - Rail would only benefit a small percentage of the population, but trail only benefits everyone with no noise, no pollution
 - Not enough transit ridership to justify the capital investment
 - Corridor does not go where people work and I don't want a tourist train
 - Trail will benefit an active lifestyle
 - Potential for the most amazing biking/walking trails in the world, implemented quickly and without a great cost
 - Train should be on the highway near established commuter parking
 - Follow lead of Monterey and rip up the tracks for a nice wide bike trail
 - Corridor is too narrow for rail and trail, rail is outdated and not the right fit for our county, put transit on Highway 1 and Soquel/Mission
 - Safe bike paths for families and kids
 - Many communities have converted rail corridors to dedicated bike/e-bike, trains are floundering and creating an economic disaster
 - Rail corridor was built for freight and cannot scale to 21st century transportation needs
 - Use right of way for express cycling
 - Train will be loud, dangerous, and block surface traffic
 - Can bike all year round and community values exercise, trail is long overdue





- Conserve Measure D funds for transportation improvements not a rail plan with no funding for operational costs

- **Reasons for BRT**

- More flexible, lower costs, more riders, more frequent
- Won't divide neighborhoods
- Least impact on neighborhoods
- METRO already has natural gas buses and could implement electric
- Ability to phase implementation as sections are built
- Existing rail will need to be replaced and rail stops are not where people want to go
- Simpler to share the right-of-way with bus and trail rather than rail and trail
- Buses are safer
- Provides more access points
- It can be implemented quicker
- Take advantage of existing infrastructure, make bus direction one way with return direction on Highway 1
- Bus service already exists and is therefore easier to expand
- Less expensive and thus would allow more frequent service which is most critical

- **Reasons for Personal Rapid Transit (PRT)**

- Could provide benefit and mitigate problems of other options
- Fast on-demand service, convenient, less energy use compared to rail
- Could add branches over time to expand coverage
- Safer during Covid-19
- Elevated PRT allows for wider, safer trail
- Can be implemented in phases

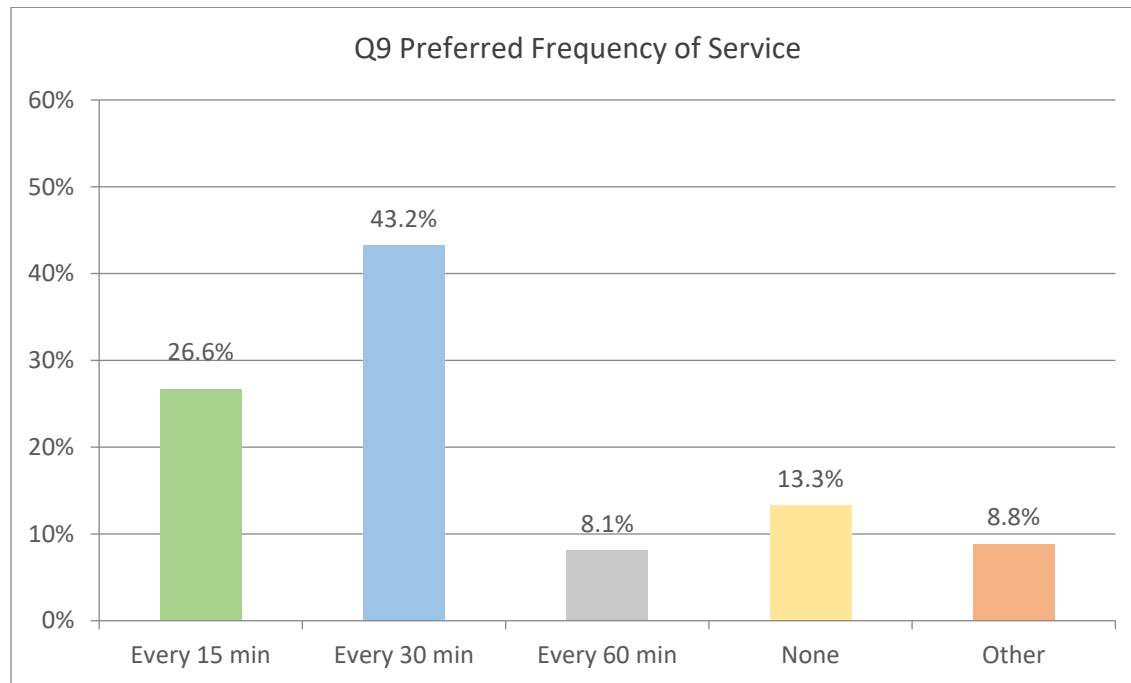
- **Other**

- Railbanking is not likely to ever allow rail to be brought back so do not remove rails now
- Utilize rail bikes while waiting for electric train
- A gondola system is best solution and would be cheap once ski resorts close due to global warming, would be two way and attract tourists with spectacular views and leave space for trail





Q9. What is your preferred frequency of service? (965 responses)



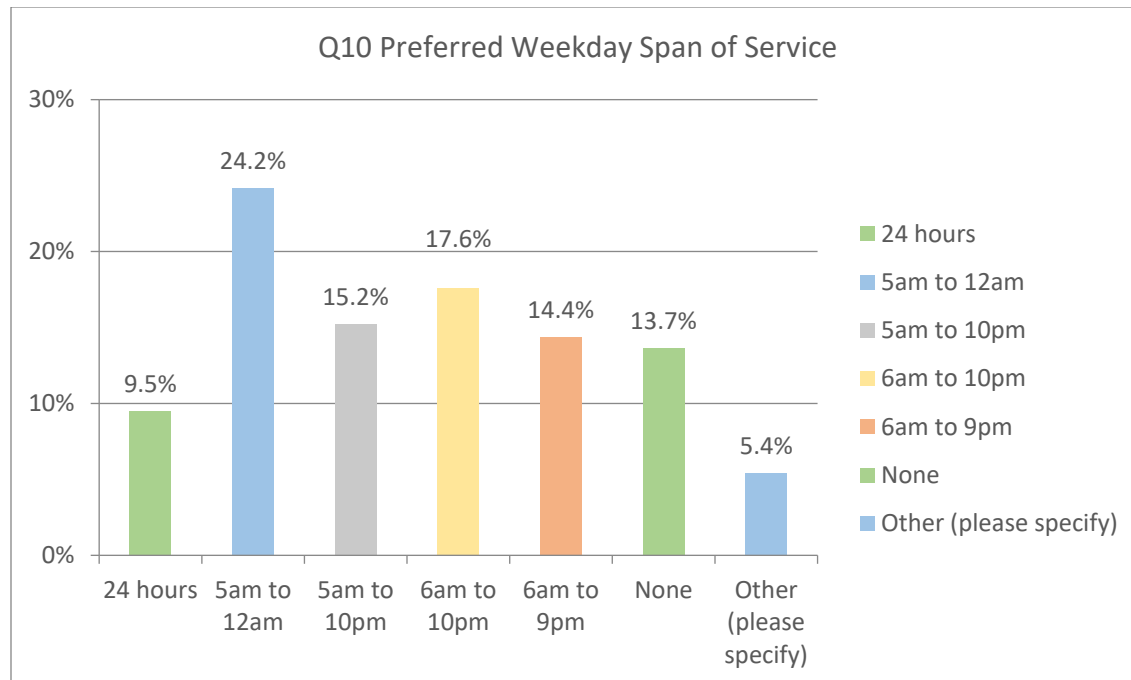
Summary of “Other” open ended responses:

- No mass transit on corridor
- Bikes/ebikes allow your own timing and time of day
- No preference
- 15 minute peak, 30-60 minute off peak
- 30 minute peak, 60 minute off peak
- Base frequency on trials
- As needed for connections
- Base frequency on ridership
- 20 minutes peak, 40 minutes off peak
- Grant programs for transit-oriented development prefer 15 min headways
- Frequency should depend on the station location
- 10-15 minutes peak, 20-30 minute near peak, and 30-45 off peak
- As frequent as possible
- On demand
- At least 4 departures daily in each direction
- Depends on day/time
- Similar to current bus system





Q10. What is your preferred weekday span of service? (959 responses)



Summary of “Other” open ended responses:

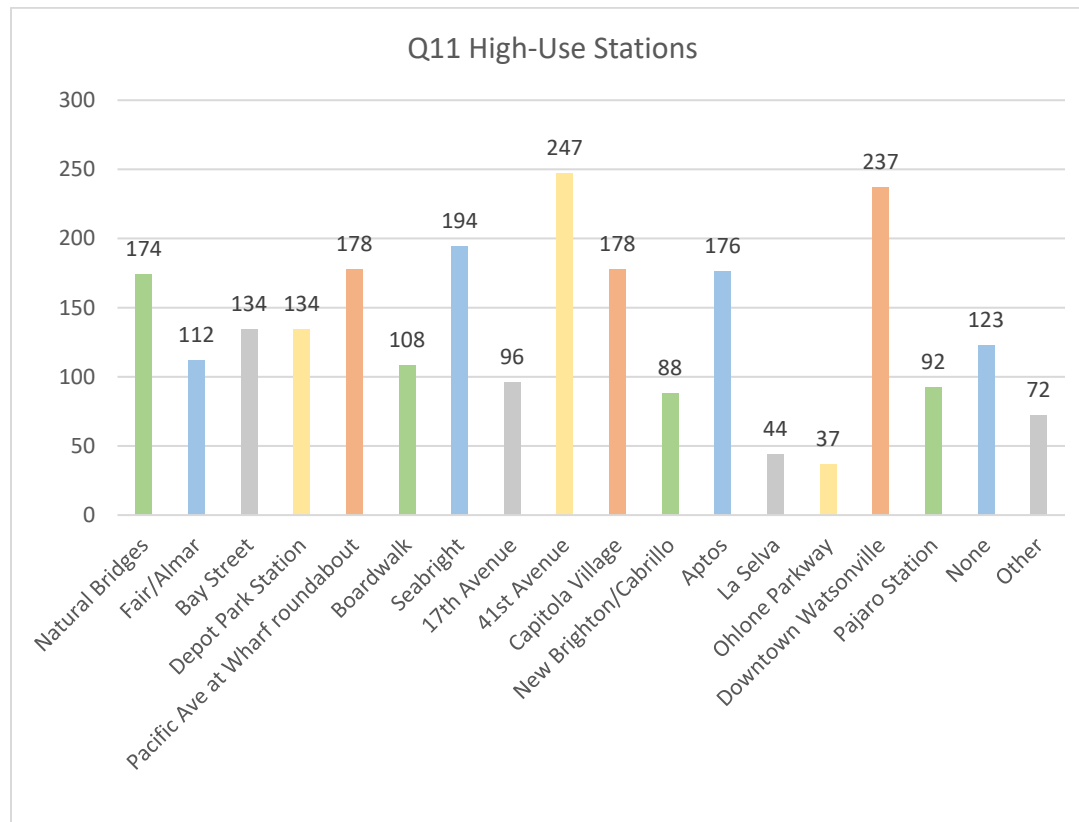
- 6AM to 11PM
- No preference
- 7AM to 8PM
- Base on trials
- Make affordable initially and then increase hours
- Base on ridership demand
- 7AM to 10:30PM
- To be determined by users
- 6-9AM and 4-7PM
- 7AM to 11PM
- 7AM to 10PM
- Late hours on Friday and Saturday to reduce drunk driving
- Seasonal
- 1 hour before dawn to midnight
- 6AM to 12AM
- Later in the evening so can go out at night and take home
- Bike trail would have 24/7 flexibility
- No train

TRANSIT CORRIDOR ALTERNATIVES ANALYSIS



- 8AM to 2AM

Q11. What stations would you primarily use? Please select up to three. (1002 responses)



Summary of "Other" open ended responses:

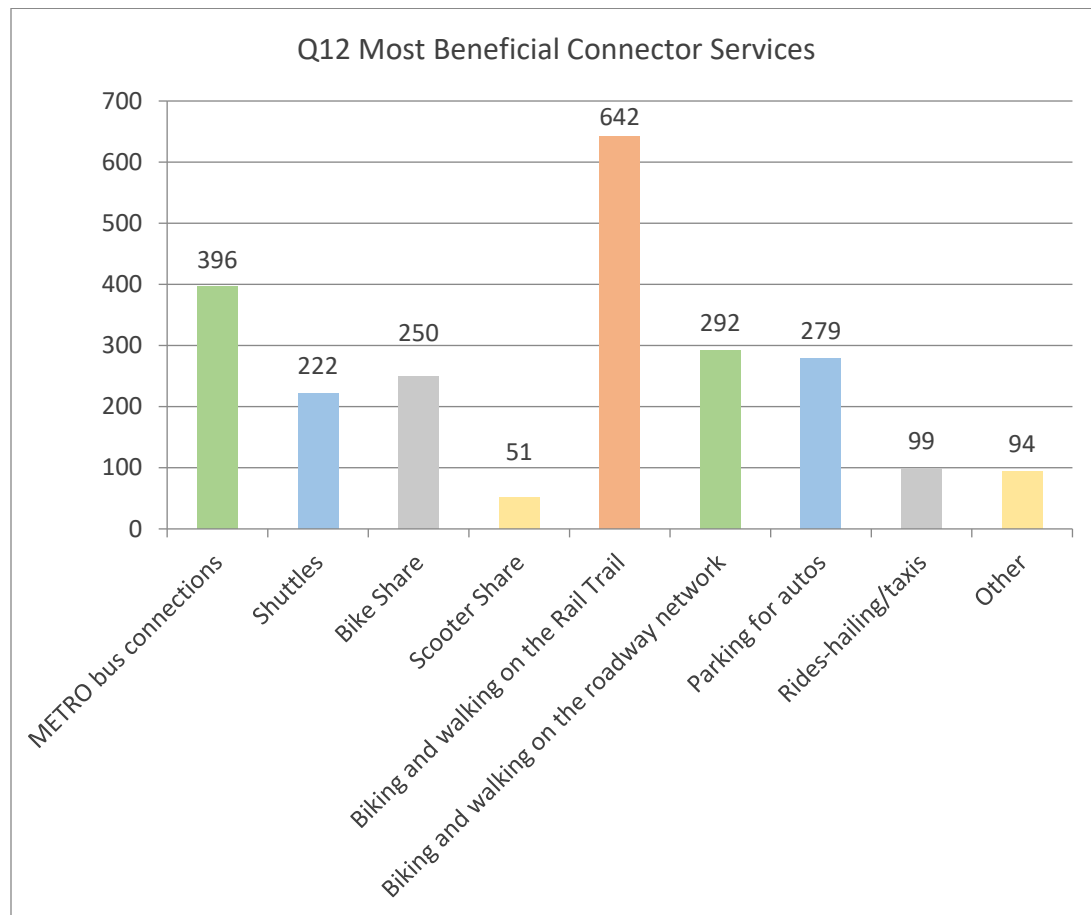
- 7th Ave
- Main Street
- Downtown SC
- UCSC
- Roaring Camp Station in Felton
- Jade Street Park
- Davenport
- San Lorenzo Valley
- Near Westside Safeway
- Scotts Valley
- Midtown
- Seacliff





- Closer to downtown
- Seascapes Resort
- River St
- Park & Balboa
- Freedom
- Airport Blvd
- Green Valley Rd
- Seaciff at State Park and Searidge
- Monterey/Salinas
- No train

Q12. What connector services would benefit you most? Please select up to three. (1002 responses)



Summary of "Other" open ended responses:

- Monterey Salinas Transit



TRANSIT CORRIDOR ALTERNATIVES ANALYSIS



- No train
- Trail Only
- None
- Free park and ride
- AMTRAK
- Capital Corridor
- Caltrain and Monterey train
- Personal Rapid Transit
- Cable propelled transit to UCSC, Cabrillo, Soquel Drive Medical area
- BART
- Guideway loops
- Connection to San Jose
- Connection over 17 and to San Francisco
- BRT that goes to destinations
- Connection to San Lorenzo Valley without taking a bus
- Connections to national rail network
- Highway 17 Express
- Safe bike lockers at station
- Connections to Cabrillo
- Connect to high speed rail

