

**1. 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. (While there are 20 total results, we would like to know your top five).**

	One	Two	Three	Four	Five	Total
Capital Costs	73	53	40	28	31	225
Operations and Maintenance Costs	48	79	47	60	48	282
Available Funding	36	38	65	38	51	228
Ability to attract Transit Oriented Development	29	37	43	46	47	202
Ability to Create Jobs	30	25	27	34	46	162
Impacts on Freight Rail	5	9	4	7	10	35
Impacts on Roaring Camp	10	8	11	14	21	64
Continuity of Transportation Corridor	122	59	56	95	76	408
Promotes Active Transportation	109	87	76	88	68	428
Safety	34	49	37	50	47	217
Universal Access	50	66	75	50	47	288
Travel Time	30	58	82	57	43	270
Travel Time Reliability	51	66	81	67	41	306
Transit Ridership	61	55	62	55	35	268
Emissions Reduction	114	94	69	64	80	421
Climate Adaptation	46	54	36	47	50	233
Impacts to biological, visual, noise and vibration	37	42	43	48	54	224
Energy Usage	15	21	41	35	43	155
None of the above	5	6	2	2	5	20
Other – Please specify (30 characters max)	36	7	4	9	28	84

**2. If you selected “Other” above (Question 1), please specify.**

Responses	
1	Number of people that use the corridor walking, or on a bike, or other type of personal transport walking or on a
2	Importance of cost/effectiveness: Rail use at bottom of list of preferences.
3	This trail should be for bikes and walkers only. A train would ruin the peace and natural beauty of the trail.
4	Disruption to neighborhood with audio and visual disturbance, crime increase, non-resident crowds in residential areas, increased trash.
5	Ease of access to natural spaces
6	Disregard this survey response. I have already filled out the survey and just confirming here that one person can fill out the survey multiple times. Most unfortunate.
7	Impact to premium trail only in the corridor.
8	There are not near enough resources directed toward other options for this corridor! With the RTC every road seems to just lead to the same place. There has been a significant train bias from the beginning and this survey is just the latest, most blantant version of it--its offensive that you keep taking surveys as if the RTC is considering other options.

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9	Social distancing ability
10	supports early provision of complete bike trail along current rail line
11	no train
12	no train
13	No train. Not financially viable. terrible ROI. Please look at SMART, VTA light rail., etc. Despite nearly 100% subsidization of ticket, ridership is trends under perform. Why would a train in SCC be different? Demographics, etc. are worse.
14	Viable end-to-end solution for workers & students commuting to downtown jobs, & classes at UCSC & Cabrillo campuses. (Includes rail/bike combo.)
15	Would never use it as it would more difficult to get to the train than get to my destinations in Santa Cruz county
16	We need a continuous coastal trail now, not in 20 years.
17	I am concerned that rail use of the tracks will mean that bike and pedestrian use will have to go someplace else on city streets
18	I wished you defined some of the above terms...not fair in filling out the survey.
19	I agree with the rail and trail folks
20	I would really like to see a strictly bicycle and pedestrian trail. With ebikes becoming ubiquitous, electric wheelchairs, and the trail being flat, there's no need for a very expensive train option. It will only detract from the bicycle and pedestrian experience. And this way shops and restaurants could be all along the route instead of just at stops, much like the bike path through Monterey.
21	Our population cannot support the expense of a train
22	No rail period. There is already too much traffic, and nobody will ride this. Trail only.
23	Keeping it clean and maintained- eg no camping in corridor or drugged/drunk people on trains
24	Remove the rail and build a multi use trail.
25	Remove the rail and build a multi use trail.
26	Forward vision of light rail
27	Why ignore the trail only option?
28	Santa Cruz fruit tree project to include edible landscapes fruit Cruz.org
29	Strongly prefer trail only. No train. It will be very sad if Santa Cruz misses the opportunity for a world class bike and pedestrian trail.
30	The following is needed: First - a clear definition of the problem to be solved. Second - alternatives that would solve the problem. Third - a study that evaluates the alternatives.
31	Initial/ongoing cost of transit vs walk/cycle-only trail - too high! Plus don't want to share trail with train!
32	Improves quality of life for most residents and makes Santa Cruz county a more desirable place to live.
33	The negative impact on the neighborhoods that this train would pass through
34	Rail ruins the opportunity for a continuous trail.
35	Bad for the adjacent homes, poor access to any workplaces from proposed site of rail. Better to use a bus.
36	Promotes personal (human powered) transportation. I.e., walking, bicycle.
37	Minimum traffic delay on streets crossed
38	Prioritizing a bike and pedestrian trail
39	Both RAIL AND TRAIL needed to maximize commuting options and increase possibilities of future rail connections as well as foot and bike access for pleasure and longer distance commuting to work.
40	Ease of un-interrupted bike/pedestrian path installation.
41	No train needed. Bring back bus that ran on Park Ave. at Balboa Ave, Capitola
42	Multi use micro transit both personal and group

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43	NO< NO< NO<
44	I just want a trail that I can use now.
45	RTC should come into the 21st century and be looking at electric buses. Cheaper Cleaner More Flexibility. Check out China for a reference.
46	Maximally leverage existing infrastructure and agency capabilities. I found the BRT option as presented to be almost pessimized, to the benefit of fixed-rail alternatives.
47	Potentially links up Santa Cruz County w/ rail systems south (Salinas), east (Santa Clara County), and north.
48	It should maximize recreational use of the corridor. We could have an amazing recreational trail, usable by everyone. Please don't waste this opportunity, it won't come again.
49	Impact on street traffic; lessened appeal of bike route; harm to adjacent homes; failure to consider actual commuter needs
50	Consider all forms of transportation OTHER than any sort of train that runs on ANY sort of tracks
51	Prefer trail only, no train
52	Air quality
53	Consider the alternatives...a legit safe bike path
54	Why have you discarded micro e-buses, which would be the optimal transit option on a shared corridor with bikes and pedestrians? It would also retain the natural beauty of the corridor unlike rail, which will result in never achieving a continuous trail.
55	We do NOT want a train. How many times do we have to say it?? Remove the tracks and make a bike/walking tam rail only.
56	Alternative to roads, which are at capacity.
57	Passenger Rail that is clean
58	This corridor should be developed primary for bicycle / e-bike use. The rails use is secondary and should accommodate bike / e-bike transport.
59	The best use of the corridor is a two lane bike path and a pedestrian path, no train. Short trips by large numbers of people, many of them on e-bikes, will take more cars off the roads. Think Amsterdam. This plan also is orders of magnitude less expensive than a train system.
60	When will this be completed and at what cost? ps I am in my 70's--doubt if any of these options now will materialize in my lifetime...
61	Aesthetics
62	You can even get bicycling or walking for transportation right, you don't even get free bus passes to kid (middle and high school). you don't even manage to have frequent (ever 30 min) and quick direct busses to San Francisco, watsonville or silicon valley and you don't even manage to make cost of driving as it's real cost so how will it be when you build a train? A catastrophe and a vast of money. I think you are just doing it to make you and your friends rich but if you want to do something really use the money and do all of the above first and don't use the excuse that there is no money. you just have other priorities otherwise you would have money to safe the planet now and not do alibi project and keep delaying what you can and has to be done now
63	A trail only appears to be most logical
64	Integrity of capital and operational cost estimates. Does RTC guarantee staff cuts will back up cost over runs?
65	Trail only, the rail is a boondoggle, meant to keep jobs for this group. Not enough land to accommodate this plan
66	Ability to extend and build off the line, as needed
67	I will not support any plan that involves a train given the economics make this an unsustainable program. Please stop moving in the direction of rail. It's cheaper to give back the money and just let this sit.
68	I want to make sure you know that NO train will work. Environment, cost and impact on neighborhoods makes a trail the only viable option. Trial will support local businesses.
69	Immediacy. Let's get going. Solution now. Just make the trail Already. Why are we dragging our feet for so so so long in this. Be inspirational. Build a rail trail.
70	Ability to connect with the train station in Pajaro

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71	Cost per mile to develop vs. projected ridership. None of these projects make any sense.
72	No room for bicycles
73	The spending of any more tax payer dollars on a train of any kind needs to stop. This project is going to cost in excess of a billion dollars and it will not reduce Hwy 1 traffic or move large numbers of people across our county efficiently or economically. A better use of our tax dollars is bus rapid transit on the Hwy 1 corridor. The existing santa cruz branch rail corridor should be used as a bike/pedestrian path from Watsonville to Davenport.
74	Where is the option for a hike/bike trail? Haven't there been enough surveys? I think this is a misuse of taxpayers money.
75	Strongly support building trail without train/rail.
76	1996 Bus Bike SC to Park Drive thence bus to Cabrillo and hiway 1 to Wats. Park Ave to Wats hike-bike trail only
77	Widen highway 1! There will never be a train, ever you fools!
78	Allow for trail continuously along existing ROW instead of re-routing the trail around existing train trestles. This will ensure more use of the corridor than any other solution.
79	As I scroll down, the survey erases my prior choices. NOT WORKING!
80	Train service should be the TOP PRIORITY - rail passenger train is the most environmentally friendly and efficient mode of transportation. Having train service connect with Amtrak would be ideal! Establishing a new stop at Watsonville Junction or even Salinas - would allow passengers to make an easy transfer.
81	No rail. Pedestrian row only.
82	Would be interesting to weigh these - then score projects - e.g. Give 100 points to items that are essential for determining cost/benefit like cost and ridership, then giving 10-70 points to other categories depending on how critical they are for making/defining a "good" project.
83	Bike and pedestrian use, must be separated.
84	Trail only option
85	I'm against anything other than bike, ped and personal ebike etc on the corridor
86	No train, build a trail only!
87	Commuter train with high bicycle capacity
88	Lost opportunity of making a full width bike and walking trail.
89	Frequency
90	Ease of implementation: light weight and low cost.
91	Regional connectivity to larger rail/transit projects
92	Testing

**3. 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. (While there are 16 total elements, we would like to know your top five).**

	One	Two	Three	Four	Five	Total
Affordable fares	181	89	89	76	78	513
Security and safety	114	84	49	60	68	375
Fast travel times	129	122	81	54	45	431
Frequent service	128	152	107	68	45	500
Long span of service	17	30	42	37	33	159
Minimal transfer times to regional and statewide rail network	47	54	82	66	72	321
Station connection amenities such as parking, connector transit services, bike parking	53	78	90	110	79	410
Real time information on arrival times	11	33	42	57	63	206
On board bike capacity	58	75	102	92	78	405
Level boarding	8	18	27	36	22	111
On board mobility device capacity	1	11	9	11	11	43
Independent accessibility for all ages and abilities	59	40	49	63	76	287
WIFI/Work space/Power outlets/USB charging ports	17	26	32	48	74	197
On board restrooms	11	14	22	31	30	108
Quiet cars (for passengers)	9	18	13	15	35	90
Other – Please Specify (30 characters max)	79	3	5	3	11	101

**4. If you selected “Other” above (Question 3), please specify.**

Responses	
1	These questions rig this questionnaire to support rail transit. I oppose rail transit.
2	None meet my concerns. Passenger train is not nor will be in the near future a viable mode of transportation.
3	I don't think the train is a good idea. Look at Santa Clara County light rail. No one rides it and it is a financial drain.
4	Nothing will induce me to use this obscenely expensive "choo choo train."
5	None of the above. Passenger service would not serve my needs.
6	Disregard this survey response. I have already filled out the survey and just confirming here that one person can fill out the survey multiple times. Most unfortunate.
7	Impact to premium trail only in the corridor.
8	There is nothing a train could offer listed here that could: 1. mitigate the cost; 2. acknowledge the reality that trains all over the Bay Area can't afford to run; 3. conteract the fact that a train will in no way help with county transport challenges; 4. justify the impact on the environment and the neighborhoods.
9	Social distancing ability

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10	Safe, convenient bike & walk route connections, + bus connections, to stations; NOT focus on car parking.
11	I would never ride the proposed high-capacity transit. Its provision would require \$11 million annually in subsidies, it would tie up traffic on crossing roads, it would be noisy, ridership estimates are too low to justify such transit.
12	'Dedicated funding source other than fares
13	This is an option I do not prefer for the Branch Line.
14	no train
15	no train
16	No train. Do not get the citizens of SCC committed on a boondoggle that has such terrible ridership returns. Focus on where transportation is going (intelligent vehicles).
17	There should not be a train. Please learn from the mistakes of Sonoma (SMART), San Diego (SPRINTER) and every short haul rail system. Not financially viable despite massive subsidization. Terrible ROI. Ridership does not justify such high costs. There is poor farebox recovery and poor ridership trends on every short haul train system in the West, and it's getting worse
18	I am old and will likely not live long enough to use the train, but I wholeheartedly support it!
19	Also think "quiet cars", "independent accesibility..." and "fast travel time" are also important.
20	I need it to take me directly to my end destination. Is the rail line anywhere near ANYONE'S end destination? UCSC? Downtown? The county building? The hospital? Workplaces? This is ridiculous Santa Cruz cannot afford and nor does it need a train that will not mitigate commute traffic or provide reasonable transportation opportunities.
21	I would not use the rail system so don't care
22	NA. None of these questions have anything to do with completing the MBSST
23	Support for a co-existing pedestrian/bicycle trail that is contiguous along the entire corridor without surface street diversions.
24	Can we bring surfboards and gear for the beach?
25	Would prefer a bicycle and pedestrian only trail exploiting the advent of ebikes.
26	Considering "high-capacity transit" is defined as rail which is not funded, has minimal ridership and your studies say will not relieve traffic on highway 1 this question is an insult. You are asking people to fantasize about an impossibility. Leopold was voted out because of bias like this. The RTC needs to become responsive to the community and go to a more balanced and holistic view of the corridor.
27	No trains along the coast
28	I opt for the trail-only option. So, "none of the above".
29	Traffic increase in town due to rail existence. No rail ever.
30	No drugged/ drunk/ smelly people on trains
31	Remove the rail and build a safe off multi use trail.
32	I do not think rail transportation will ever generate enough ridership to be financially feasible. The cost of this system will be astronomical.
33	Promise of an IDEAL Safety characteristic as demonstrated by continuous safe record since 1974.
34	Remove the rail and build a safe off multi use trail.
35	This is not practical. This is too expensive. Please stop with the train agenda and turn into bike path.
36	Pickup and delivery within 500 yards of origin and destination
37	This train should not be built. It is a boondoggle that will cost Santa Cruz County taxpayers hundreds of millions of dollars that we do not have. I support a pedestrian/bike path.
38	It is insulting to our intelligence...
39	Strongly prefer trail only. No train.
40	I do not want transit on this trail. Walk/cycle trail only, please.
41	My needs are not met by rail transit.

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42	Ability to have a continuous trail across the county without cars.
43	The ability to get directly to within a block or two of my end destination without having to change transportation modalities--ie: a bus v. a train
44	Santa Cruz cannot afford a rail.
45	Reliable service
46	I dont think a train makes sense here. Trial only. The rail corridor goes nowhere that people work around here.
47	Neighborhood disruption - noise, security, economic results (like creating poor, rundown, disadvantaged neighborhoods
48	Knowing that all transport options were fairly and objectively evaluated and that I am riding the most popular among the people of Santa Cruz.
49	No interest in train. Put frequent bus on roads, pave the rails so seniors can use scooters.
50	Time to completion
51	None of the above. Best option is a multi-use trail only. No Train
52	walkable neighborhoods nearby.
53	other
54	I just want a trail that I can use now.
55	Bike path size
56	Alignment of stations with desired destinations: UCSC, Cabrillo; Capitola Mall, Downtown -- few of which appear to be well served by proposed routes
57	No trains will do ANYTHING to help my transportation needs. My biggest concern is the waste of millions of public dollars on a train that will do little to nothing to help local transportation needs.
58	Prefer trail only, no train
59	Not being able to safely share the right away on my bicycle
60	We do not support any of the transit options in the "study."
61	Remove the tracks, rail only!
62	Only bikes and walking on Corridor
63	I wouldn't use any high capacity transit on the corridor. I'm only interested in bike, skate, walk, scooter, micro bus style transportation. If there was a micro bus I might get on but only if it was free or maybe \$1 to ride.
64	I have no use for this as I don't travel up and down the county.
65	Travel to destinations I need to go to.
66	I would never use public transportation, especially not after COVID.
67	Please include a trail for safely walking, running, biking.
68	Safety! Will it feel safe and clean on the train? Will it be used as a housing and bathroom solution for homeless people? If yes, then that will decrease ridership from other groups. Will it be littered with drug paraphernalia? Will everyone feel welcome? Is everyone welcome?
69	Additional cost and time involved to reach ultimate destination due to distance from station to places people want to go.
70	Pave it 1st, then work on light BRT service.
71	I do not wish to be a passenger
72	A system that would not be affected by traffic, abs therefore reduce traffic
73	Clean restrooms at stations.
74	same as above--why not a trail that can be used very soon?
75	transportation should be built over the freeway
76	I am concerned about pie in the sky aspects of these questions, e.g., what regional and statewide rail network?

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77	again, there isn't room for bike parking, car parking, or train spurs . Trains are dangerous and no one is going to commute using the train.
78	It's been shown this will not have high capacity so this question is misleading.
79	Any of these will have a profound negative impact on neighborhoods, streets, environment. Stop wasting all this money and build a trail.
80	Trail please
81	We cannot afford this project. 10,000 residents signed a petition supporting a bike only trail. For the price of the train we could build a trail and subsidize bikes/ebikes.
82	La selva station
83	Safe wide path for biking and wheeled transit separated from pedestrian traffic with lots of separation from walls and fencing.
84	The burden on tax payers. This project makes no sense given the projected rider subscription.
85	The spending of any more tax payer dollars on a train of any kind needs to stop. This project is going to cost in excess of a billion dollars and it will not reduce Hwy 1 traffic or move large numbers of people across our county efficiently or economically. A better use of our tax dollars is bus rapid transit on the Hwy 1 corridor. The existing santa cruz branch rail corridor should be used as a bike/pedestrian path from Watsonville to Davenport.
86	Pedestrian and Bikes only!
87	Meaningful fares that represent the underlying total cost, or no fares
88	Again where is the hike/bike option. That would fit my needs best.
89	NONE. I would not be utilizing the train as I live and work in Santa Cruz and commute by bicycle.
90	Strongly support building trail without train/rail.
91	High-capacity transit doesn't belong on this corridor. Creating transportation plans around high-capacity is insane in this pandemic world. Remove tracks and make corridor available for active transport infrastructure.
92	Combo bus-bike then hike bike as above
93	Widen highway 1! There will never be a train, ever you fools!
94	no new taxes or bonds.
95	This survey is not working, Every time I select a choice, my previous choices disappear. Please correct and re-send this survey out to everyone,
96	again - smooth connections to Amtrak long distance passenger train service is important.
97	No rail. Electric buses. Pedestrian row only.
98	Trail only, for now. Sleep the rail. Too much \$\$\$
99	Trail only option
100	That whole section offensively assumes we want expensive wasteful transit!
101	Total bull - bike, ped and e- mode transport only!!!!
102	One of the above
103	No train, build a trail only!
104	I am not interested in riding transit.
105	Fare integration with buses



**5. 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, with one being the most important. (While there are 13 total elements, we would like to know your top five).**

	One	Two	Three	Four	Five	Total
High ridership that would take cars off the roadways	443	104	53	52	53	705
Lowest cost to taxpayers	62	94	52	65	79	352
Lowest capital and operations & maintenance costs	25	84	92	77	58	336
Facilitate goods movement via freight	11	46	44	62	48	211
Remove freight access beyond Watsonville	8	8	24	12	21	73
Accommodate existing recreational rail	59	110	113	82	50	414
Allow implementation of continuous rail trail (MBSST)	169	176	112	75	49	581
Reduce impact on street and foot cross traffic	22	88	110	90	67	377
Quiet zones to eliminate horns at crossings	39	98	105	84	66	392
Minimize visual and vibration impacts	11	32	42	69	48	202
Minimize other impacts to neighborhoods	30	22	69	84	96	301
None of the above	12	6	6	5	15	44
Other – Please Specify	48	17	29	22	31	147

**6. If you selected "Other" above (Question 5), please specify.**

Responses	
1	Another question that favors rail over any other solution. This is a loaded and rigged questionnaire.
2	Same as above
3	No Train Please!
4	As a community resident I will adamantly oppose this project and any and all attempts to raise our taxes for this grossly obscene project.
5	minimize damage to local ecosystems and risk to wildlife
6	<ul style="list-style-type: none"> <li>• Provide the fastest transit travel time during rush hour.</li> <li>• Fastest speed of implementation. Improve transportation sooner, not later</li> <li>• Produce the maximum number of jobs.</li> </ul>
7	Disregard this survey response. I have already filled out the survey and just confirming here that one person can fill out the survey multiple times. Most unfortunate.
8	Provide faster transit travel time during rush hour, provide fastest implementation. Improve transportation sooner, not later. Produces the maximum number of jobs.
9	Impact to premium trail only in the corridor.
10	Utilize existing infrastructure!
11	The train does not work for me. I would never take it. I would, however, ride the trail and would prefer it without a train.
12	Not "minimize" impacts--eradicate impacts.
13	Social distancing ability
14	The public (if asked in a county-wide vote) would not support high-capacity transit in that location. The vote for Manu Koenig in District 1 makes that clear. A clear statement of the estimated annual subsidies required would also generate a negative assessment. The ridership estimates are insufficient to cover the costs with fares. I'd rather spend the \$ on moving people closer to their jobs.

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15	I rank Quiet Zones in with including Sound walls, and sound dampening of wheels on rails to reduce noise impacts on neighbors, environment, wildlife. Current metal-metal squeeling noise on top of vibration for Roaring Camp train is awful - would be unbearable at regular frequency!
16	As usual, your surveys offer exclusively phony choices for the range of uses, including trail.
17	no train
18	no train
19	no train
20	Fastest transit during peak commute hours, maximum number of new jobs, fastest system implementation
21	There should not be a train. Please learn from the mistakes of Sonoma (SMART), San Diego (SPRINTER) and every short haul rail system. Not financially viable despite massive subsidization. Terrible ROI. Ridership does not justify such high costs. There is poor farebox recovery and poor ridership trends on every short haul
22	Accommodate transit oriented development.
23	#1 - Fastest implementation. Provide alternative to car travel and fight climate change sooner not later #2 - Producing the maximum number of jobs ! #3 - Speed creation of Transit Oriented Developments to improve affordable housing, walkable communities, more efficiently use our precious land area and foster a higher quality of life where car are truly optional.
24	- Fastest transit travel time during rush hour. - Speedy implementation. - Create the most of jobs.
25	I have to study the pros and cons of MBSST vs existing recreational rail. I imagine the latter is much cheaper but not near as effective. And two, I'm not sure about the pros and cons of freight access. What would be covered under the umbrella of "freight".
26	Why do we have to minimize or reduce any of these issues for a train that will help almost no one?????????
27	Lowest cost to taxpayers for ongoing Operations & Maintenance per mile traveled. (Not including Capital costs, since much of that will come in state & federal grants.)
28	-Provide the fastest transit travel time during rush hour. -Fastest speed of implementation, improve transportation sooner, not later. -Provide the maximum numbers of jobs for the local citizens.
29	Mass transit requires mass; we are not there yet.
30	#1 Maintain easements, so we don't lose both rail and trail - in other words, don't rip out the tracks. #2 Provide fastest transit during rush hour.
31	- Ability to implement without concerns and possible lawsuits over loss of the rail easement - Separation from traffic for fastest peak travel times
32	Provide a reliable connection to major rail corridors/facilitate commuting
33	Is this a serious study??
34	Expansion of bike networks around the rail itself so that rail can be the hub and the rest of the county can be a cyclists paradise.
35	If a trail can not be built on the corridor along with a rail line I don't think we should continue with rail transit options.
36	I live on 7th Ave near the PG & E Plant, and I would like to be able to board the train at the rail crossing with 7th Ave in order to go to Aptos, the Westside, or within five miles of my house but I don't see how this is possible due to the Capitola train trestle (too narrow) and the Harbor bridge area (also too narrow)...the costs seem outrageous in order to make this possible.
37	Start running service even if only part of the rail line and an end to the Trail Now and Greenway lies.
38	Provide the fastest transit travel time during rush hour.
39	I would really like to see a strictly bicycle and pedestrian trail. With ebikes becoming ubiquitous, electric wheelchairs, and the trail being flat, there's no need for a very expensive train option. It will only detract from the bicycle and pedestrian experience. And this way shops and restaurants could be all along the route instead of just at stops, much like the bike path through Monterey.
40	Train train train
41	Bike and hike trail only- no trains
42	I would never use this.

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43	Low emissions, electric (sustainably powered) train
44	Remove the rail and build a multi use trail that all people can use.
45	Rail transit vehicles should use electricity for power.
46	Main concern is noise regarding impacts to neighborhoods is safety and noise, shorter pauses to let the train go by
47	-Provide the fastest transit travel time during rush hour. -Provide the fastest implementation. Improve transportation sooner, not later! -Produces the maximum number of jobs.
48	Utilize newest technology
49	Don't build it. Don't want it, Won't use it, nor will anyone I know.
50	Provide the fastest transit travel time during rush hour. Fastest speed of implementation. Produce the maximum number of jobs.
51	-Provide fastest transit travel time at rush hours. -Fastest implementation. Provides transit sooner rather than later. 5. Provide maximum number of jobs.
52	Safer than any other comparable form of transportation; ZERO fatalities or serious injuries after millions of passenger miles traveled since the year 1974! And, because it is electric and employs solar panels it is the greenest of all choices. Cost is probably less than 1/5 that of conventional light rail. and even lower than common electric airport shuttles.
53	Suitability/Engineering weights > Cap/OpEx in vendor decisions.
54	Connection to coastal and national rail network
55	Remove the rail and build a multi use trail that all people can use.
56	Get State funds
57	Create revenue from tourist travel.
58	- Provide the fastest, most reliable transit travel times during rush hour. - Provide fastest implementation. Improve transportation sooner, not later! - Produces the maximum number of jobs.
59	Rail transit provides the fastest, very reliable transit travel times during rush hour. It's the fastest for both rail & trail to be implemented. It will help create and maintain more employment opportunities to local residents.
60	Study removing the tracks and laying down a trail.
61	A train to Watsonville meets zero needs for our family.
62	Just get it done....ASAP!! I wanna live in a town where the world knows how cool we are because we have public transportation.
63	I do not support rail transit on this Santa Cruz line for any purpose. I support tearing up the tracks permanently.
64	Equitable transportation use of an existing resource for the entire county and persons of all ages and abilities
65	We need a robust light rail and bus/tram system people can use to commute and travel in the region. Maintaining this in private cars and bus-only options is environmental suicide.
66	faster travel time during rush hour, let's get the rail going ASAP, not later on, and create jobs doing this project!
67	Accommodate continuous trail for bicycles
68	-Provide the fastest transit travel time during rush hour. -Provide fastest implementation. Improve transportation sooner, not later! -Produces the maximum number of jobs.
69	This question is somewhat disingenuous--As you no doubt know, Quiet Zones are not a given and are extraordinarily expensive to create as alternative measures need to be installed at every intersection. There are a tremendous number of neighborhood intersections along the rail corridor and the SSMs required to allow for a QZ would cost millions of dollars.
70	I don't understand the freight questions.
71	I would prefer to prioritize using the trail as a bike/pedestrian trail.
72	Ensure both RAIL and TRAIL have easy access along several entry points, especially the trail.

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73	Land value capture -- let's get the train permanently funded via Transit Oriented Development -- see <a href="https://transweb.sjsu.edu/sites/default/files/1819-Mathur-Promoting-TOD-Developments.pdf">https://transweb.sjsu.edu/sites/default/files/1819-Mathur-Promoting-TOD-Developments.pdf</a>
74	This is a "whole county" project. Ensure reliable connections to corridor from other parts of county. Otherwise, folks in places like SLV won't see a value to project.
75	Reducing carbon emissions and petroleum product use is my primary goal for this project and I am evaluating all options - as a potential user and a community member - through this lens.
76	Allow continuous bike/pedestrian train ASAP, with bus travel along the corridor to follow.
77	Bus
78	-Create jobs -Maximize capacity / minimize travel time especially during peak travel times -Can be implemented quickly
79	The whole plan is ridiculous!
80	high capacity transit not suitable for Santa Cruz County
81	Connect with METRO or shuttles at all stops.
82	other
83	I just want a trail that I can use now.
84	RTC should come into the 21st century and be looking at electric buses. Cheaper Cleaner More Flexibility. Check out China for a reference.
85	Please keep road costs in context - the "lowest cost to taxpayers" for a rail project may not in fact be the "lowest cost" - if we invested a higher amount in rail, we may not have to deal with as many indirect costs (accidents, pollution) from our roads. Investing an efficient amount may mean investing MORE, and not the least amount.
86	See comments to "4" above.
87	Again, the only choice you offer is a train and that is the one choice I totally reject as any functional answer to our local transportation issues.
88	Stop the delays and get it done. We need the rail now.
89	Highway users should help pay because they benefit from reduced traffic congestion. The project risks rejection if taxpayers must pay. If funding is more in line with benefits (pay others not to drive, avoid highway expansion costs, collect fees from businesses) leaving the amount riders pay a market decision that maximizes ridership and revenue.
90	We can't afford this boondoggle. See "California high speed train" as a reference.
91	We support the Greenway option for implementation of a continuous trail through the corridor as the highest and most immediate priority.
92	No train, trail only.
93	Provide the fastest transit travel time during rush hour.
94	Safe trail for all walkers, bikers, scooters, etc.
95	-Provide the fastest transit travel time during rush hour. -Provide fastest implementation. Improve transportation sooner, not later! -Produces the maximum number of jobs.
96	-Provide the fastest transit travel time during rush hour. -Provide fastest implementation. Improve transportation sooner, not later!
97	Please include a well maintained trail for biking, running, walking.
98	Low fares so that people consider leaving the car behind.
99	Fast travel times during rush hours.
100	valuable long term investment

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101	-Provide the fastest transit travel time during rush hour. -Provide fastest implementation. Improve transportation sooner, not later! -Produces the maximum number of jobs.
102	-Provide the fastest transit travel time during rush hour. -Provide fastest implementation. Improve transportation sooner, not later! -Produces the maximum number of jobs.
103	Provide jobs for community members
104	3.emphasis on rail as an alternative for rush hour commuters 4. coordinated connection to bay area rail network
105	Consistently fast travel times during rush hour
106	Provide fastest transit travel time during rush hour and faster speed of implementation and prove transportation sooner
107	We don't want a train!
108	4. Allow implementation to begin as soon as possible. 5. Provide jobs.
109	elimination of rail so there is room for a trail
110	-Provide the fastest transit travel time during rush hour. -Provide fastest implementation. Improve transportation sooner, not later! -Produces the maximum number of jobs.
111	-Provide fastest implementation. Improve transportation sooner rather than later. -Produce the maximum number of jobs.
112	Interconnectedness with surrounding cities, and ability to access Amtrak to further connect Santa Cruz to the rest of the state to eliminate the needy commute via car to the Bay Area, and continuing south to San Luis Obispo.
113	This should be primarily Bicycle / e-bike centered with rail vehicles used to support bike use. Bicycles will be most efficient for first and last mile use when commuting.
114	Fastest speed of implementation - we need to improve transportation as soon as possible
115	Accommodate skateboarders, roller skaters, e-bikes, dog walkers, families with children all at one time
116	There must be a two lane bike path with a pedestrian path and they both need to use the trestles in Capitola and elsewhere. There is no room for a train. E-bikes have completely made a train concept obsolete.
117	3—Create as many jobs as possible 4-Bus/transit connections
118	-Provide the fastest transit travel time during rush hour. -Provide fastest implementation. Improve transportation sooner, not later!
119	Many stations
120	-Provide the fastest transit travel time during rush hour. -Provide fastest implementation. Improve transportation sooner, not later! -Produces the maximum number of jobs.
121	transportation happens soon - fast implementation creation of local jobs
122	Provide the fastest transit travel time during rush hour. Provide the fastest implementation. Improve transportation sooner, not later!
123	-Provide the fastest transit travel time during rush hour. -Provide fastest implementation. Improve transportation sooner, not later! -Produces the maximum number of jobs.
124	we do not need high- capacity transit (who would take it?)
125	I am concerned that High Ridership conflicts with COVID experience. Can this whole project be reevaluated wrt what COVID tells us?
126	make it a bike/walking trail only. save money. I know plenty of people that would ride on that trail, for work and tourism. no interest in train ridership
127	Please stop evaluating rail.

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128	No train. How many times do we in the community need to say this before you will listen?
129	Trail please
130	A dedicated bike trail would be flat, safe, practical, and the most affordable mode of transport. We could subsidize bikes/ebikes for those in need, and have hundreds of millions left over for other needs.
131	To allow access to neighborhoods without walls or fences bisecting communities.
132	Rail system will discourage bicycle use
133	The spending of any more tax payer dollars on a train of any kind needs to stop. This project is going to cost in excess of a billion dollars and it will not reduce Hwy 1 traffic or move large numbers of people across our county efficiently or economically. A better use of our tax dollars is bus rapid transit on the Hwy 1 corridor. The existing santa cruz branch rail corridor should be used as a bike/pedestrian path from Watsonville to Davenport.
134	Lowest cost to taxpayers per ride is still going to be nuts! Fortunately for you, nobody cares
135	Maximize operational flexibility/efficiency for SCBT&P rail operations, which is important for their success and the overall county tourist economy (including the Boardwalk)
136	Clearly you have decided to completely drop the hike/bike option. This has been a bate and switch from the beginning. Shame on you!
137	The rail would not provide ANY benefit to my family, we own a home in Santa Cruz and live here full time, we work Santa Cruz and try to commute by bicycle.
138	Strongly support building trail without train/rail.
139	You continue to ask if we want a blue train or a red train when we want "no" train on the corridor. If billions are to be spent on mass transit infrastructure, it should be middle of Hwy 1 corridor and/or Soquel Ave./Dr.
140	bus bike to park av then cabrillo then wat via hiw 1; park to wats hike bike only
141	Widen highway 1! There will never be a train, ever you fools!
142	Provide fast and frequent alternative to cars to travel within the county
143	Useful stops in neighborhoods
144	Let me repeat, I cannot complete this survey. Every time I select an option, it erases my previous options, I use my computer often and have never had this problem on other sites.
145	I would like to stress the point that rail transit has the least negative impact on the environment - it takes less space than adding traffic lanes - and modern rail equipment is much quieter than road traffic. "Quiet Zones" are not needed in regards to rail traffic - horns/bells/ are vital for safety. If there should be a quiet zone -it should be applied to road traffic - ear splitting motor cycles and noisy diesel belching trucks are the real menace that drastically reduces the quality of life in the region. Perhaps with improvements to the rail branch - more freight can be taken off the highways and on the trains at the same time as providing passenger train service!
146	No rail service on row.
147	Mass transit will not be \$ feasible, rail crossings will stop road traffic. It is already horrible.
148	Trail only option
149	AGAIN assumes we want the most offensive type trail use!
150	No train, build a trail only!
151	Ease of commute with high Bicycle capacity train cars
152	Fastest rush hour travel time for the transit service Fastest speed of implementation: get our emissions down asap and make our transportation better asap!
153	Speed of implementation: improve transportation and flight global warming ASAP.
154	serve recreational and sight-seeing needs; definitely a stop at La Selva Beach, but don't know what seasonal means; it's always recreational and travel season in Santa Cruz County, even winter
155	Maximize the public benefit of transit generally to future generations.

**7. Please share your opinions regarding the proposed options for a Locally Preferred Alternative.**

Answer Choices	Responses
I agree with passenger rail (CRT/LRT) as the locally preferred alternative	727
I prefer Bus Rapid Transit (BRT)	50
I prefer Autonomous Road "Train"	21
I prefer another transit alternative (please specify below)	66
I do not support any transit on the branch line ROW	112
Specify which universe of alternatives you would prefer	162

Specify with Universe of Alternatives You Would Prefer	
1	no rail personal transport OK
2	Paved bike trail
3	I support a trail/pathway for personal electric mobility devices.
4	I don't know what 'autonomous road train' is. Prefer bike/walking pathway to encourage exercise and being in nature.
5	Electric train or bus or any lower noise & safer alternative
6	more buses on existing roadway
7	Most people have bikes or e-bikes. A bike/walk trail is best.
8	Trail only
9	Bike and Pedestrian trail only eliminating the "rail system" which is a unsustainable pipe dream of the SCRTC.
10	I support a 'greenway'—a biking/walking path! Please see my note below.
11	Use corridor as a trail, no rail.
12	I believe we should have a robust network of electric buses and vans, safe bike paths and walking trails, subsidy for electric bike purchase.
13	Personal Rapid Transit
14	Disregard this survey response. I have already filled out the survey and just confirming here that one person can fill out the survey multiple times. Most unfortunate.
15	Something that works well here on earth, and for Santa Cruz County: Premium trail only in the corridor. Invest in SC Metro for Bus on Shoulder and Bus in HOV lane. Make bus the priority. If/when/as needed increase HOV passenger requirements for bus to travel at the speed limit.
16	Safe bicycle/pedestrian trail
17	passengers
18	I do not know the distinctions of the different choices.
19	Personal Rapid Transit
20	a bicycle and pedestrian trail
21	'Bike/pedestrian—no trains
22	LRT if using rails, or elevated/suspended above the rail with electric/solar people movers (pods or gondola style)
23	no train
24	Trail only
25	Build a world class trail
26	Trail only. Widen the freeway and invest in infrastructure. Invest with tech and transportation trends
27	I prefer both rail and adjacent trail
28	Rail transit can only work if Watsonville employees utilize it to either work in Santa Cruz or connect with Hwy 17 bus, both of which require shuttles from free Park & Ride for rural/mountain residents (see 12. related comment)
29	A wide trail on the rail line that allowed for a separation between pedestrians and rubber wheeled users. p
30	Personal rapid transit would be another great option. OB and what ever you do make it electric, no one wants exhaust everywhere

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31	Widen the damn freeway; assume that electric cars are the future, so pollution will not be the issue.
32	World class trail
33	Full width continuous trail that connects Watsonville to Santa Cruz, before I die.
34	Passenger and freight rail
35	alternative options for the rail transport (i.e. in the past, there are bikes that could use the rail... <a href="https://www.google.com/search?q=bikes+for+train+rail&amp;client=firefox-b-1-d&amp;source=lnms&amp;tbm=isch&amp;sa=X&amp;ved=2ahUKEwjyZPZj57tAhVK-qwKHQ6PBZ4Q_AUoAnoECA8QBA&amp;biw=1201&amp;bih=684">https://www.google.com/search?q=bikes+for+train+rail&amp;client=firefox-b-1-d&amp;source=lnms&amp;tbm=isch&amp;sa=X&amp;ved=2ahUKEwjyZPZj57tAhVK-qwKHQ6PBZ4Q_AUoAnoECA8QBA&amp;biw=1201&amp;bih=684</a>
36	I don't understand this question.
37	Light Rail
38	possibly as a 2nd alternative: Bus
39	Electric trains. With PRT connections to UCSC & Downtown
40	would really like to see a strictly bicycle and pedestrian trail. With ebikes becoming ubiquitous, electric wheelchairs, and the trail being flat, there's no need for a very expensive train option. It will only detract from the bicycle and pedestrian experience. And this way shops and restaurants could be all along the route instead of just at stops, much like the bike path through Monterey.
41	Light rail passenger service.
42	Trail on the rail and rail bank
43	Active transportation, Greenway. Why isn't his listed specifically as an option?
44	Walk, bike, train, park cars. Question?
45	Hiking and biking, similar to the trail in Monterey.
46	Train and Trail together
47	Passenger rail service
48	Coastal Corridor for human-powered transit only. Robust bus service cross the county and BRT on HWY 1
49	Bike and walking path only please!!!!
50	trail only
51	very light weight automated, elevated (where needed at crossings ), on demand solar powered electric vehicle often called Pod cars or PRT.
52	Please turn into a bike path. Stop with the train!
53	A modern form, not something centuries old
54	Trail now
55	I support using Electric Passenger Rail to connect everyone along the rail corridor between Santa Cruz and Watsonville, and connect our county to the regional and state rail network at the Watsonville Pajaro Junction.
56	I support a pedestrian/bike path.
57	Rail
58	Pull the rail, pave the trail. While we live. Should have been done already.
59	bike/walk trail & Ebikes lane + 17 express w/lots bike racks
60	smaller rubber tired vehicles max speed 20mph in corridor
61	Trail only. No train.
62	Not sure what you mean
63	This i
64	Walk/cycle only. The train is a super-expensive boondoggle. Santa Cruz CANNOT afford this, and it will ruin a perfectly good, and relatively cheap walk/cycle trail.
65	Universe??? I'm going with the electric option. Like a Portland.
66	I support trail only, for bikes and pedestrians. No trains.
67	trail only
68	Bicycles and e-bikes
69	I prefer trail only. This rail line will not be used commiserate with the cost.
70	Bike trail!!!! Rigged survey this is bogus
71	Trail only please!!!
72	Rail and trail working together, and integrate with Metro
73	Trail only
74	I want passenger rail
75	A trail.
76	Other kinds of individual or small passenger carrying vehicles



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77	A separated path for bikes and another for pedestrians
78	I would prefer the trail be used as a bike/pedestrian trail instead of attempting any other train or train-like options
79	CRT
80	bus
81	Reliable rapid transit that minimizes carbon emissions and petroleum product use.
82	i dont even know tbh
83	What is an Autonomous Road Train?
84	Bike, pedestrian pathways
85	Multi-use trail. Micro transit options
86	JUMP bikes in Watsonville
87	JUMP bikes in watsonville please
88	I prefer LRT to CRT due to increased access for local use (via more stops/stations & more flexibility in service plans).
89	none
90	just a trail for walking and biking.
91	The Bus Rapid Transit
92	So people can travel quicker
93	Rail and trail
94	Something that people will use and will be implemented in my lifetime. I currently prefer a bicycle path for commuters because I believe I will be dead before a high-use train service will ever be implemented on this corridor.
95	I want pedestrian path! Bike path
96	Electric buses
97	Bus on shoulder of HWY 1
98	More-effective BRT design
99	green corridor for pedestrians and bicycles only
100	Build a great trail. Study independent ways to improve transportation.
101	My preference would be a return to a bus route that goes down 41st and does not cut through Capitola or the Opal Cliffs area.
102	Best mix
103	Electric battery powered light rail
104	I do not support a train in any form on the branch line ROW.
105	none
106	BRT allows for more stops so would allow access to the greatest number of riders. However, if BRT is not determined to be best plan, then CRT/LRT would be next choice.
107	Bike path
108	Continuous bike/pedestrian path ASAP, please!
109	No train, rip out the tracks. Rail only.
110	Bus on Shoulder on Highway 1, Bus Rapid Transit on Soquel/Mission
111	Unsure of these distinctions
112	Bike, skate, scooter, walk, micro bus. People powered, low cost, low maintainance, highly flexible, low noise, zero emission transport.
113	Green bike and pedestrian path for safe movement through town for residents
114	Walking biking trail only. Rip out the tracks. No rails.
115	Micro e-bus shared with bikes and pedestrians
116	a trail
117	A light rail based system or possibly an autonomous road train.
118	What does this even mean?
119	County population is too small to support a train.
120	Pave it and let ebikers have at it. Light BRT maybe
121	trail only
122	This is a sustainable plan for now and the future
123	Electric passenger rail
124	The corridor must be used exclusively by bikes and pedestrians. No train. E-bikes have revolutionized short distance travel. A generous path system is absolutely the way to go.

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125	magnetic train / Hyperloop paid for my Elon Musk as demo of viability
126	trail only - does not even need to be paved
127	Certainly no train on the right of way. Bus only if it is cost effective.
128	Pedestrian path only. Monterey county is putting Santa Cruz county to shame.
129	Trail.
130	Bikes electric bikes mopeds
131	A bike/ebike trail
132	Bus on Shoulder on Highway 1, Bus Rapid Transit on Soquel/Mission
133	Bicycle only
134	The spending of any more tax payer dollars on a train of any kind needs to stop. This project is going to cost in excess of a billion dollars and it will not reduce Hwy 1 traffic or move large numbers of people across our county efficiently or economically. A better use of our tax dollars is bus rapid transit on the Hwy 1 corridor. The existing santa cruz branch rail corridor should be used as a bike/pedestrian path from Watsonville to Davenport.
135	Pedestrian and Bikes
136	Active Transportation Bike Trail with no adverse impact to neighborhoods and surface street traffic.
137	A low cost Greenway
138	Hike and bike trail
139	trail only
140	Bike/pedestrian path
141	Strongly support building trail without train/rail.
142	Wide multi-use pathway that can support micro e-mobility
143	Wide trail promoting active transit and pedestrian access
144	bus-bike sc to park cabr hiway 1 wat; park to wats hike and bike
145	Widen highway 1! There will never be a train, ever you fools!
146	Trail now with transit someday when it pencils out.
147	LRT or BRT
148	Pedestrian/bicycle ROW ONLY.
149	With climate change and washouts likely, BRT is most adaptable and can take people closer to job sites
150	Elevated PRT
151	Ped and Bicycles for now. Sleep the tracks
152	Trail only
153	Elevated PRT
154	Trail only at current unusable rail line; buses on shoulder Hwy 1; and cut out the nonsense about rapid trains where there is no ridership to become possible without more watershed!
155	Bike, pedestrian and personal e transport
156	No Trains. Bicycles and pedestrians only
157	No train, build a trail only!
158	Trail only on the rail corridor. Keep mass transit on Hwy 1.
159	Passenger rail with dedicated bicycle car
160	Bike trail, walking running trail
161	what the heck is a 'universe of alternatives'?
162	Light rail to include rapid streetcar vehicle type.

**8. Please briefly explain the reason for your opinion regarding the proposed options for a locally preferred alternative.**

Responses	
1	Rail is too cost intensive to operate and maintain with few riders. Businesses are located too far from corridor to walk so personal transport is required no matte what
2	We have to have alternatives to getting around by car and the train is the only effective way.
3	Low cost, low impact, and high usage once establish.
4	to be honest I'm okay with any alternative, but there's other people who can be benefit with this option.
5	Currently there is no bus service due to extremely low ridership yet this proposal designates the same area for a rail stop, makes zero sense.
6	Rail is the least cost/effective mode of transit in SCC. I support a trail permitting multiple personal electric mobilities devices as well as walking, bikes, etc.
7	Prefer bike/walking trail for functional use with least impact on the environment. Understanding and realization that no train in the country is self-supporting and there are so many people in need in our community.
8	Future planning, transportation equity for those who are differently abled and who don't own vehicles, climate concerns
9	The real cost of any mass transit use of the rail R/W has never been figured. Repair of existing line, maintenance , and operations will never be cost effective at this time.
10	Most people have bikes or e-bikes. A bike/walk trail is best. Combine this with more bike lanes. It will get people out of cars . Much more cost effective than trains.
11	I don't want any transit on the MBSST corridor
12	It it the most long term investment, and we can do our best to do it right now or the community members of the future will have more difficult work to adapt to a growing region.
13	it is the cleanest option that our climate crisis requires
14	It's a miracle that we still have some rail tracks to build off of, where a lot of other communities are starting from scratch. It's essential to combat climate change by getting people out of our cars, and plenty of other places have worked out the logistics of bikes and trains sharing space. We can do this!
15	Rail is too expensive
16	This county will not be able to serve its commuters until it asks its residents for solutions.
17	People want to ride bikes, e-bikes and e-skateboards, etc. and the current 19th century railway should be covered with dirt or paved over. Electric rail is unaffordable and will never be built in your lifetime.
18	What?
19	The most environmentally friendly and reliable way to increase use of public transportation over individual cars.
20	A SAFE bike/skate/pedestrian path would be my dream! A wide, smooth, well-lit path for bikers, skaters, scooters, strollers, joggers, rollerbladers, pedestrians, kids, groups, tourists, & Santa Cruzians of all kinds seems like the most effective & efficient plan! It is currently not possible for me to safely bike from my home in Twin Lakes to Pacific Ave & it breaks my heart! My family & I would use a path like this often & while a train might be fun to take every once in a while, I would rather have a functional greenway in place in the next few years than have nothing usable for years while we spend time & \$\$\$ on a railway that ultimately is not as functional or accessible to all! Please consider!!!
21	it seems more better
22	Public train transit on the corridor is needed to decrease congestion on Highway 1, decrease emissions and improve equity.
23	reduce road traffic and help clear the air
24	Rail is more attractive than buses
25	Many reasons, chief of which is that it will be the most efficient and climate-friendly alternative; the other alternatives, which are more tailored to expanding highway traffic, are in the long run untenable.
26	Fairest solution for all and it's already been approved- let's get on with it!

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27	Best possible option for the largest group of citizens.
28	Help west side traffic congestion and keeping cars off the road.
29	BRT flexible, lower costs, more riders, more frequent
30	I think PRT's should be taken seriously and could really benefit each of us while mitigating many problems of larger options.
31	Disregard this survey response. I have already filled out the survey and just confirming here that one person can fill out the survey multiple times. Most unfortunate.
32	Rail travel is convenient, economical, produces less carbon, more environmentally friendly, "senior friendly"
33	Premium trail only in the corridor. Invest in SC Metro for Bus on Shoulder and Bus in HOV lane. Make bus the priority. If/when/as needed increase HOV passenger requirements for bus to travel at the speed limit.
34	Living previously in San Francisco and Portland, I see the value of local streetcar service.
35	Rail is more attractive than buses
36	Fairest solution for all and it's already been approved- let's get on with it!
37	the train would not take me anywhere I need to go.
38	Best climate solution. and supporting maximum bikes for first and last mile Connectivity
39	Reduce traffic, address climate change, no need for highway widening, more capacity.
40	I think a rail line is a better use of the existing infrastructure than a bike trail that might be used by a few on some weekends.
41	The county cannot afford a train. No one wants to ride a train to commute and have to take secondary transport to reach their final destination. BART and SMART which were built in areas with 100s of thousands of potential commuters and in high density areas are bleeding money. Transit money should be spent on repairing roads, creating a dedicated lane on Hwy 1 for BRT and commuter vehicles and should allow for and support alternative forms of transport like feet, bikes, scooters etc...
42	CRT/LRT will have higher ridership, work well with active transportation options (bikes/ebikes/scooters, etc.) and ties in with State rail plan for best overall integration.
43	Half of the Hwy 1 commuters are driving into the county from other areas, or they are leaving the county for work. They will not be riding a train. There are no studies indicating the number of south county commuters requiring their vehicles for work within our county nor what the rest of the south county commuters are willing to sacrifice to leave their cars at home. The logistics of using public transportation are not simple unless you happen to live within a couple blocks of your origin and destination and there aren't many of these near the proposed rail stops because adding stations would only increase commuter travel times. Another travel mode is then required to reach destinations, such as downtown Santa Cruz, UCSC or Dominican Hospital, well beyond walking distance from the station. This is not a faster trip. The TCAA states, "A key component of a successful high-capacity transit system is an integrated network of "first mile/last mile" connections that allow transit system users to complete their journey from the transit station closest to their destination, to their destination itself." Why then, would you take a bus to a train to another bus to reach work when the bus does both?  The BRT option of the TCAA uses existing infrastructure along with relevant portions of the corridor to achieve the same goals as rail. If METRO were properly funded and expanded, it would be a more reliable, flexible, cleaner, affordable, and attractive way for residents to travel. The auxiliary lanes planned for the highway, along with running busses on the shoulder will help all commuters. If the bus on shoulder system is also integrated with local routes AND our count bus system is prioritized back into usefulness, more people will ride it for both commuter and non-commuter trips. This will remove even more cars from the road, reducing travel times for everyone. And, most importantly, it reduces greenhouse gasses.
44	BRT flexible and won't divide neighborhoods
45	PRT with fast on-demand service would be extremely convenient and use less energy, compared to conventional rail!
46	Provide an alternative to Hwy 1, encourage the "Coast Connect" vision for integrated, low-carbon emissions transportation
47	CRT/LRT offers the fastest service for commuters, with good accessibility, level boarding and more room for bicycles and mobility devices. Transit needs to be quick and easy to use to encourage ridership, otherwise the capital investment is wasted on a system with low ridership.

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48	The high-capacity transit proposal will cost vastly more than the estimated benefits. This means it would harm county finances and community wellbeing.
49	Electric passenger rail addresses climate change concerns, integrates with active transportation and bike infrastructure, takes cars off the road, and provides equity to South County residents that work in North County.
50	I think a light rail is the most cost-effective, economic, and environmentally sound option
51	I do not feel there will be the ridership to pay for a train line that just goes between Watsonville and Santa Cruz.
52	Fastest travel times, best connections with regional rail, higher bike capacity
53	As a Community we must look at the multiple benefits of Rail as we plan for Highway and Street traffic in the future. There is no way a continual decades long widening of Highway 1 will ever mitigate the situation. Nor will mandating that Santa Cruz become a 'Biking Town' solve the problem. Utilizing the Rail Corridor is not only brilliant but practical.
54	combo of using existing rail line, ridership, time to build, cost, reduce emissions/traffic congestion - but I still have reservations regarding NOISE impacts and vibration for neighbors/wildlife. I think technology should be incorporated to have greatest reduction in noise/vibration.
55	I love the TIG - e train! But it has to be economically feasible. A double decker tourist train could be integrated in summer and Christmas.
56	We need to take steps to build a comprehensive rail mass transit system comparable to European systems.
57	There are roads everywhere, but no dedicated and protected pedestrian or other active transportation county-wide routes.
58	The passenger rail trail is more equitable than other options
59	Trains are struggling (Sonoma). Why are we considering repeating their mistakes? Our bus system is on life support. Demonstrate that we can make Metro bus system work before foolishly committing to a train system that will require generations of financial burden.
60	I live near the tracks and would use both the train to get to Watsonville and SC and the path for biking and walking. Safe, reliable transportation other than personal vehicle would be a great asset to the area.
61	Rail is the scalable choice - add connected units as demand grows w/o needing more operators; rail can allow every passenger to bring their bike with them; I want to travel between Watsonville and Santa Cruz quickly and reliably, regardless of the time of day.
62	I have studied nearly all train systems in the Western U.S., read their annual and performance reports, and conclude that passenger rail will saddle the county with unsustainable cost burdens that will require ongoing tax initiatives. Transportation technology is changing faster than RTC can anticipate. Ridership is flat or down Pre-covid on most short haul trips as people prefer point-to-point which will grow with autonomous vehicles. The RTC has completely failed in the management of private rail contracts. What makes them think they will do any better than Sonoma? It will be a financial catastrophe. <a href="https://www.northbaybusinessjournal.com/article/article/smart-says-it-faces-multimillion-dollar-deficits-without-sales-tax-renewal/">https://www.northbaybusinessjournal.com/article/article/smart-says-it-faces-multimillion-dollar-deficits-without-sales-tax-renewal/</a>
63	I live near the rail line and my work is near the rail line. I'd much prefer to take the train to and from work. I've also visited many places in Europe and Asia where light rail is an integral part of the transit system. Getting around there is a better experience than here.
64	We have an opportunity here to utilize the rail corridor for 2 options. Both options rail/trail would benefit a larger number of local residents and tourists alike.
65	Adding passenger rail transit will positively transform the public transit system serving our county, our region and our state leading to an improved quality of life for everyone, a more equitable and just transportation system, and a more sustainable, more prosperous community.
66	We desperately need an alternative cross county route. We have tracks. Trains belong on Tracks. Buses belong on Streets. Passenger rail can provide the most reliable travel time for the most people with the best environmental outcome. Add the trail and you have an even more efficient system.
67	A clean energy train would provide the greatest access for people of all abilities in our community. It would also provide the best transportation option for our community moving into the future.
68	Enhance the quality of living in our urban, over crowded city.
69	I think it seems most likely to provide safe and accessible transportation for the entire community going forward in the future
70	an electric train/vehicle will take cars off hiway 1, reduce pollution and be transportation available to all.

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71	Fewer cars on the roads. Beyond time for SCC to have viable, sustainable, 21st century forms of transportation.
72	I've traveled in Europe by train and found it to be convenient.
73	CRT/LRT has highest potential for highest ridership, is safest, has fastest travel time and least greenhouse gas and other emissions per passenger. Coming from Germany and having vast experience with public transit, CRT/LRT provided the fastest travel times and had highest ridership.
74	I like the PRT option as well, but more information about how that would work in our community is needed. I am well traveled around the world and our city, state, nation is horrific for mass transit. Transit should be free in a city and should be fast, energy efficient, even if it costs us something at first. Moving masses of people is vital for success.
75	I think it is extremely important that we utilize the rail for our future, especially with all the 'affordable' and other dense housing that is planned in Santa Cruz.
76	I do not have a strong preference for any particular transportation type, but I strongly agree that the rail corridor should be used to connect the county with convenient, reliable public transit.
77	Passenger rail in Santa Cruz county will provide a concrete reliable alternative to using cars to get between our town centers
78	BRT appears to me the most flexible and cost-effective, as well being the quietest and least impact on adjacent neighbors.
79	SC does not have the money for a train. Trains that actually go places people need to go are operating at insane deficits and failing all over the country and in the Bay Area. A train per rtc studies will carry at most less than 2% of the people in the county. We need a safe place to bike and walk that we can exit to get to our final destination.
80	Viable all-weather solution for workers & students commuting to downtown jobs, & classes at UCSC & Cabrillo campuses. Should be wheelchair accessible.
81	I'm excited to have transportation to areas like Capitola village, where parking is difficult
82	Location rail corridor is ideal for County to service commuters and visitors
83	While I highly support the rail trail and was initially in not in favor of rail. It's now quite clear that the benefits of sustainable transit are not likely to extend to many of our neighbors in south county and likewise the rail line has the opportunity to connect with broader regional rail, which would be a great benefit.
84	passenger rail is an efficient and ecologically way to travel, especially when one can bring a bike on board.
85	Put the bike path in now and bank the right of way for future use when there are a million people in Santa Cruz county
86	Passenger rail is the most efficient transport means - for combatting climate change, for fast transit during rush hour, for connectivity to rail lines elsewhere in the state. On a personal level, passenger rail is comfortable and appealing.
87	Passenger rail is the most environmentally efficient solution, provides the most reliable transit times, and would be the fastest to implement of all the available options.
88	Don't understand this question. Very badly worded!
89	Rail doors not go to any popular places people need to visit. Transit need to be point to point like a car in order to compete with cars.
90	I think this is the most environmentally sound solution. It also offers the best regional transit connections.
91	Ability to accommodate a large number of passengers on the North/South Hwy 1 Corridor efficiently and directly.
92	It's the right fit for our beach towns
93	rail accommodates more citizens transport needs than just a trail for bikes and pedestrians.
94	Rail is the mass transit of the present and future. Europe knows that. Southern California knows it. Time we got on board up here
95	We must seriously address pollution and climate change ASAP! First steps require reduced and ultimately eliminating the use of fossil fuels for energy and transportation. Light rail is more energy efficient than individual automobiles (which also have added friction due to tires).
96	Environmentally friendly and reducing traffic and equitable
97	I believe light rail will take cars off of highway 1. This is good for the environment and traffic management

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98	I lived in Salt Lake City during the time of the light rail controversy. The mayor, Rocky Anderson, pushed it through. It was such a huge success that they continued to extend it. Salt Lake is set up very similar with the university in a hill, not too far from downtown and much needed transportation to the south.
99	It is clear that there is no available funding to pursue Transit on the corridor, and by saying we're going to have both you are ensuring that we get neither anytime soon. You are perpetuating the biggest lie being told in Santa Cruz.
100	I really don't have a strong opinion about which form of a rail should be used, as long as it uses the existing rail, and we have excellent service every 15 minutes, I believe the train will be utilized by a lot of people.
101	Climate crisis
102	Personally, rail would provide the ability to travel safely under any weather conditions along routes of any distance at a relatively low cost and, societally, would be able to carry many people in a reliable, environmentally sustainable manner, especially if powered by electricity, over a long service period.
103	I'd like to see passenger rail be a realistic mass transit options for the central coast region, with connections built over 17 to reduce cars on the roadways and reduce the area's carbon footprint.
104	bypassing the traffic will give a real reason to use the transit available.
105	Speed, safety & connectivity
106	A train is not cost effective
107	The rail cuts so cleanly through the county and already exists. We can build mixed mobility options around it and have rail be the backbone of our county.
108	I support a passenger rail because this is a great (and the only option) for local public transportation.
109	It is economically feasible, supports a contiguous recreational trail on the corridor, is environmentally friendly, and could support better interconnection with existing transit in the county.
110	Trains are fun! More people will ride a train. Check out the SMART train in Sonoma County.
111	I believe that preservation of the rail transit right of way and its eventual development for high speed passenger service a la BART is an important piece of intelligent planning for our inevitable growth, with the greatest potential to mitigate the transit bottlenecks and affordable housing shortage such growth will otherwise exacerbate. Yes, it will result in the reconfiguration and redevelopment of much of the corridor, over several decades, but I believe this will be positive and hardly questioned after the fact. Change may be frightening to many, but it is coming and in the rail corridor we have an opportunity to guide it in a spectacularly visionary way.
112	Less car traffic
113	This town is getting too busy with the Bay Area moving over here and using it as a bedroom community - do you want Santa Cruz to become a big, overpopulated city? We need fewer cars, and more bike/ pedestrian options.
114	Using the rail bed for freight, passenger and pedestrian/bicycle travel protects our community into the future
115	I like the idea of both a rail connection line and a bike path along with it.
116	Leaves options open for the future.
117	I want both rail and Bus w integration to allow bike to help travel for my work as a home therapist
118	I believe we should keep existing infrastructure (tracks) and improve public transit in our community. Traffic on the roads is currently very congested, only getting worse with each passing year, and a train and better bike path would help mitigate this, as well as reduce our carbon footprint.
119	We need to get serious about climate change now and investing in projects like this one will help us make the important shifts we need to make.
120	I love travel by train, period.
121	Trains are safe and reliable and accessible to all.
122	I agree with the passenger rail recommendation in the latest study
123	I think rail would reduce the very congested roads in Santa Cruz and the trail would encourage bicycles and walking.
124	I very much want to see a beautiful trail for walkers and bicycles and a modern passenger rail system from, at least, Watsonville to Davenport.
125	There are classes, restaurants, and games that we would like to access without sitting in traffic.

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126	I would visit downtown businesses more with rail option. Also love the bike option in the trail
127	The community will probably be most accepting of the smaller type trains and lower costs. Smaller are easier to board.
128	I live in South County, I hate traffic, and my aging body doesn't like being in a car for long periods of time. I would like to be able to go to Santa Cruz and Capitola without dealing with massive traffic jams; a convenient train would take care of that for me.
129	Love train travel
130	Less potential for loss of funding or right of ways by not using rail line. Provide most potential for development of transit oriented living which the state and new administration HUD will likely push for.
131	I believe the passenger rail transit will provide the fastest, most reliable, most equitable, and most climate-friendly public transit to serve our county.
132	I don't prefer bus over light rail, but if it's more cost effective, I'd be open to it.
133	Serves many uses: pedestrian, bicycle, commuting along an existing beautiful corridor.
134	greatest long-term impact on sustainability of land use and transportation, equity, greatest reduction in GHG emissions, quality transportation system
135	No matter how many lanes we add to HWY 1, it won't be enough. I live in Aptos. I would go to downtown SC to shop and dine much more frequently if I had a way to get there that didn't involve sitting in traffic. I think this is a win win win for the environment, our local economy, and equitable access to reliable transportation. I'm on board (pun intended)!
136	Light rail should lead to less road traffic, environmentally sound on many levels.
137	The SMART train has not reduced traffic on Hwy 101 and this train will do nothing to reduce traffic on Hwy 1. We don't have the money or population to support a train.
138	The future is flat paved roads, not fixed rail. The future is light and flexible, not heavy and fixed. RTC is stuck in the past. And oh yes - I don't want to pay more taxes for somebodies luxury ride. Your train fare will be too expensive for low wage workers.
139	?
140	There are too many cars on the road. Busses still get stuck in traffic. A local train service would simplify my travel needs and expectations. Good public transportation is a service I want to see grow in the region.
141	Seems like the best complement to the bike/pedestrian trail as an efficient, user-friendly mode of transportation.
142	We do not want trains tunning through our neighborhoods again. We support an environmentally friendly hiking/ biking trail along our precious coast.
143	Santa Cruz was not built for future growth. Our streets and highways are near capacity....we need a good rail system to move locals, tourists within our community.
144	It uses the full transportation corridor, it enables a continuous rail trail alongside for bikes/peds, it's a strong step in creating a more equitable and sustainable transportation system, and signals for transit oriented development which is key for more affordable housing and helping shape more sustainable and livable communities.
145	Due to the costs and anticipated ridership it will not divert many cars off the roads if rail is used
146	I believe rail, such as light rail would encourage greater ridership as long as there are adequate feeder lines to/from stations.
147	It's a bad route especially to Watsonville. There's something better.
148	Passenger rail and trail is the only option that satisfies the needs of today and leaves room to grow for tomorrow. It IS the future f Santa Cruz.
149	In 70 years, highway travel will be untenable. We will need a coastal train and BART spur to Silicon Valley.
150	Assuming that rail transit can be made to be affordable for passengers as well as the community, having an efficient, alternative transit corridor, with plenty of cross-connections could be a huge benefit to our traffic-congested region.
151	Any train on the corridor will corrupt the continuity and safety of the trail we want and deserve in the County. Any cost of rail will fall disproportionately in lower income residents.
152	Honestly, I'm tired of all these surveys. Rail trail with light rail passenger service and accommodate roaring camp. Get it done already!



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153	I think a train would provide the best balance of environmental impact, equity, use of space, and quality of life for residents.
154	I think we should utilize the cheapest and most efficient method for moving people between the places we want to live. TOD is key for environmental protection and environmental justice
155	I believe that a properly designed light rail system would be the safest, most efficient, and most rider-friendly means of motorized transportation in the corridor. I'm an older person who can't bike, and I would take such a system to access shopping and recreational opportunities along the corridor.
156	having been in Portland recently it works, is reliable and makes getting around easy.
157	Rail is expensive to maintain, pave the rail right-of-way and then run electric powered buses via overhead power lines (similar to those in San Francisco, but new, comfortable, safe...).
158	There is no way a rail won't be a net negative.
159	For equity and the environment, I support Passenger Rail on the rail corridor
160	We have an excellent bus system that is very underutilized. No one I know (seriously, not one person) would utilize a train system. In contrast, dozens of people I know would utilize a walking and biking trail daily IF THERE WERE NO VEHICLES ON IT.
161	Increased public transportation options that are quick and convenient for traveling outside my immediate area.
162	Hwy 1 is not going to cut it over the long haul. Train is right from capacity and climate change perspectives.
163	I'm looking for a low cost and environmentally friendly solution that will successfully attract many, many riders.
164	It is cool and smart! Especially if it's on the rail like the San Diego one!
165	It could connect Santa Cruz to the greater rail system in California, allowing for more travel opportunities and options for long distance travel
166	I believe the vehicles on rails are the safest option.
167	High density public transportation in area with bicycle connection allows for reduced car ownership and reduced car trips.
168	Bike capacity, speed, access, expandability
169	It's been widely agreed upon by most local stakeholders after extensive consideration and review. Funding is available that could be lost if we choose a different option. It allows a variety of transport options, which is the only way to get broad agreement. It's time to move forward with the agreed-upon option.
170	I agree with passenger rail because people would be able to get to their location faster.
171	Railroad right-of-ways and tracks are incredibly expensive if not now impossible to build. Throwing away existing train tracks is one of the most stupid ideas I've ever heard.
172	The rail is a greener, cheaper, and more convenient solution for my needs. It will reduce the overall traffic on HWY 1 and will boost the physical activities of the locals.
173	Trains too expensive and won't help commute. Small electric buses maybe. Mostly trail and bikes
174	South County needs rail to access North County. It is elitist to think we can all ride our bikes back and forth. Trains give access to everyone
175	Reliance on highway one is problematic- it is the only manner to get across the region. We must have other reliable, environmentally friendly and equitable choices.
176	As a Cabrillo instructor, I am happy that this has the potential to better connect Cabrillo students, staff, and faculty to both campuses and at higher capacities with greater on time reliability
177	We need a way for people to get to work within our county without cars so we can reduce traffic and increase quality of life
178	Passenger transit along the existing rail corridor makes sense.
179	We need our transportation options to keep up with population growth. Trains are much more efficient than rubber tires on roads. This is about tomorrow, 50 years down the highway of life, not today.
180	Believe it will be best way to increase usage
181	Highway is not going to be much wider in the future, yet cars are increasing. Light passenger rail could help alleviate crowding on Hwy. 1 and create "transit villages" along its route.

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182	I strongly support passenger rail - to reduce green-house gas emissions, provide reliable and timely transit for commuters, provide a safe and easy transit option for people with mobility problems.
183	It seems the most equitable and most climate-friendly out of all the options.
184	Consistent with the need to get serious about global warming and join the world of the 21st century....
185	We need to stop developing around the automobile. The automobile is one of the largest sources of pollution, environmental damage and expense in the world.
186	This irks so well in other urban centers all over the world why not here
187	Local transport isn't the issue. It's traffic from/to silicon valley
188	Local transport isn't the issue. It's traffic from/to silicon valley
189	It is critical that we preserve the easement so that trail construction can continue. Passenger rail is also the most accessible option, I believe, for those with mobility impairments.
190	A very light weight automated, elevated (where needed at crossings ), on demand solar powered electric vehicle often called Pod cars or PRT. This class of vehicles has lost cost demonstrated performance worldwide and has a performance record 100% free of even one single fatality or serious injury from the combined safety records of 5 systems around the world. There is no better way to implement a "Vision Zero". This perfect safety record has been continuous at the University of West Virginia since the 1970's. PRT IS a form of RAIL transit.
191	Travel option for commuters to get people off Hwy 1. Light electric rail would accommodate more people, be quieter, and use less energy. Also great for local travel to get people out of their cars
192	Build rail. It works. Lived among NY/NJ system for decades. Rail gives access and agency. Big + impact on social diffusion and economy.
193	We need a continuous passenger rail option that connects to other rail lines for travel throughout the state.
194	Passenger rail expense is prohibitive. It is enormously expensive cost to provide transportation for few. It is a total waste of taxpayers money that can be used effectively in other ways to mitigate traffic congestion and travel safety. As a lifelong Santa Cruz resident of 52 yrs, HWY 1 needs to expand lanes on both sides, widen bridges accommodate this. Direct bus service on the rail may satisfy the same transportation goal at a much lower capital and ongoing expense. SC COUNTY does not have the economies of scale to come remotely close to justifying the enormous cost of the passenger rail. The rail plan is an utopian idea that does not work for our population and geographical size, Please stop wasting our hard earned money on this boondoggle. Focus on real world solutions for the commuters, travelers not incredibly subsidized transportation for the few. The local SC county governments have allowed SC to develop into the worst traffic in all of California, pushing commuters into our neighborhoods creating complete gridlock in the am and pm commutes. Lower income workers are forced to spend 1+ hrs EACH direction commuting to their low paying jobs. Focus on real world solutions not elitist, utopian ideas that waste our money and perpetuate RTC salaries. Stop this wastefulness and focus on real world solutions immediately. Chasing bad money with good money is irresponsible. Accept the rail does NOT make economic sense and invest in relieving this unbelievable congestion. Failure to increase the # of Hwy 1 lanes is creating added pollution.
195	Cost effective. Quiet. A bike path is safe and the community will use it.
196	Many areas of the existing rail line are through neighborhoods with minimal ROW to support bike paths. I am concerned with the costs of providing a viable rail line and supporting bicycle use. The speeds being suggested are not consistent with maintaining low noise impact and safety.
197	The best option would be a paved trail for walking, biking and electric powered personal transport
198	The goal is to enable people to get to jobs and necessary services without having to drive!
199	I would ride it every day!
200	Fantasy commuter train will never work
201	We need another transit alternative, I support rail and trail and love that transit provides equitable transportation for everyone in our community
202	People like trains and will ride the (buses not so much). We voted for prop 116 and Measure D because we want passenger rail. It will help people of all economic classes.
203	With technological advances, light rail is what we need
204	I think we need effective transportation for our county and an electric train seems the best way to do this for the long term.

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205	Fast, reliable, minimize climate impact
206	Our county and community members deserve for us to move further toward transportation justice, rather than transportation gentrification. Implementing smart, electric passenger rail opens up better cross-county transportation options that will support those most in need of transportation support for work, school and other significant transportation reliant needs. In particular, as a Trustee for Cabrillo College, it is imperative to advocate for transportation options that will best support students, faculty and staff while also supporting options that reduce our carbon footprint - as this is a principle held by the majority of students, faculty and staff at Cabrillo College.
207	This train fantasy does not solve the real transportation problem, which is Hwy 1 and Hwy 17. We need rail service that connects with the San Jose rail system, not a train from Watsonville to Davenport that no one will ride. We already have adequate bus service for that.
208	I want a reliable transit service that I can use even when automobile traffic is bad
209	Passenger rail is the best way to move people around our county in a climate-friendly way.
210	The continued use of overcrowded highways and the toll they take on our environment and the human psyche, are NOT HEALTHY nor are they SUSTAINABLE, if we value quality of life.
211	Least polluting and best option for moving people and goods.
212	The tracks exist already. No need to tear up the tracks and lay cement for another mode of transportation
213	The rail option serves the most people of different ages and abilities. It is also the best option for climate change crises and cutting down on commute time.
214	They have capacity to move quickly, quietly, comfortably and can accommodate size for ridership.
215	They have capacity to move quickly, quietly, comfortably and can accommodate size for ridership.
216	I'd like to see less reliance on cars.
217	Rail corridor has been in place over 100 years and guaranteed transit and trail if tracks aren't removed. Rail and trail is for everyone. Intact rail corridor is rightfully every county residents rightful ROW.
218	I have lived in SC/Aptos/Watsonville for my whole life. I ride my bike from Santa Cruz to Watsonville and back four days a week. I am turning 50 this year. I feel like I have spent a frustrating decade of my life waiting for a safe bike trail. Every time I have a close call on Soquel or Beach Street in Watsonville it drives me crazy that we don't have a safe bike route. Every time you put out one of these studies which try to convince me that I want a train it makes me more disgusted. I want to live long enough to ride a safe trail. You should feel responsibility every time a cyclist gets hit and killed on the street while we wait for a safe trail that should have been done by now. There is a safe, wide, level trail right under the tracks, it goes over all the trestles all the way to Watsonville. If you would have done the right thing and simply gone from rail to trail, it could have been done by now. It is not to late! Sure, you already built a few miles and spent way too much to create a trail next to the tracks--stop now! Look each other in the eyes and say: we were wrong, the people simply want a beautiful safe trail, WHILE WE LIVE!
219	Train is a bad idea and will make the town of Santa Cruz more congested and loud and dangerous. A train is a bad idea.
220	brrt is more. flexible. and. cost. effective in terms of up front cost and thesc metro already has great natural gas buses and could implement an electric line even, while still allowing the buses to run on street level should the track need repaired or there is some other reason the track needs shut down.... also being a newish technology and/or urban planning design, it would serve to help make santa cruz unique and notable. i think brrt is definitely the nest way to go by far.
221	Ebike=future, need individual transport, +environment impact - parking lots, no stations, -noise,-vibration, - carbon footprint, -eminent domain,-cost. Subsidize Ebike not ridership
222	This is a waste of money. Period. Interested in keeping tracks for possible future development but totally against it now. Develop bike trails beautify area but no rail service.
223	Rail route already exists. We need to reduce emissions and cars on the roads.
224	We need a transportation alternative
225	Use of this corridor for transit only makes sense to me if service is fast and connects easily to other regional transit.
226	scalable, cost effective, quiet, integrates with existing streets and bus transit system. no need for additional stations or sidings for passing
227	We are not an urban center. This is a waste of money

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228	We need more options for public transportation for community members of all ages and abilities; not everyone can walk many miles and ride a bike.
229	I prefer the flexibility of BRT to provide end-to-end transport, 2-way service (BRT for high-demand direction), ability to phase implementation as sections are built.
230	Offers most opportunities.
231	SC Count needs a north-south public transportation component in addition to buses.
232	Mass transit is sorely needed in Santa Cruz.
233	The following is needed: First - a clear definition of the problem to be solved. Second - alternatives that would solve the problem. Third - a study that evaluates the alternatives.
234	I don't see a train as an asset to this community. How to I get to my destination once I get off the train. I would must prefer a protected bike path to get around so I can bike directly to my destination.
235	We have lived in a community which did a rail to trail only. A huge boon to the community. So much cheaper than what would be a barely used train.
236	We need a trail, but must not sacrifice future rail service.
237	Like I said before... the world needs to know it's doable. And that Santa Cruz is awesome!! Imagine flying into SFO or SJC and getting to Santa Cruz without a car. We can do this!!
238	Passenger rail is great if you live in a big city, but Santa Cruz is not big enough. It's not the 19th century anymore: we don't need a train. We need a bike & pedestrian path from Westside to Watsonville, for recreation and daily commuting. This increases quality of life for most people in the county, and is more affordable to build and maintain. This passenger train idea is really really bad, just give it up already.
239	We have enough roads. Complement that infrastructure with a rail. We need to think ahead. We can do this!
240	Reduction of congestion and provision of a better commuting option between Santa Cruz and Watsonville would greatly improve the quality of life in our county.
241	Santa Cruz is the only place I've lived that does not have rapid transit (trains) and I'm baffled that some of the community thinks anything else would be a viable alternative for trains - if you've lived parts of your life relying on train transportation to get to work and social events, it's a no brainer that it benefits EVERYONE. Even if you never intend to get on public transit in your life you still reap the benefits because it eliminates car traffic.
242	Think this is a complete boondoggle unless there is ongoing rail service over the hill to San Jose. As a local line only it does not run close enough to the major places it might be used, UCSC and Cabrillo college. Build a landscaped hike/bike trail only. Combined use is a safety nightmare.
243	This option allows for the maximum flexibility for multiple uses. Future possibility for freight.
244	I have traveled all over the world, and "bus/road trains" do not work the same as light rail. Please DO NOT put more vehicles on the road!
245	It is imperative to establish alternate transit options that can accommodate both local and tourist needs in an efficient and responsible manner.
246	We only have 3 transit corridors, 2 are for vehicles (Hwy 1 & Soquel Ave/Drive. It is critical that we preserve the trail corridor for some kind of future passenger rail. The decision to have trail and rail was 20 years in the making and involved extensive public input. Put the BRT on Hwy 1.
247	I believe that once the electric passenger rail is implemented, MANY folks will take their bicycles on it and be able to get to work without getting in their cars or on the bus. I also believe that many active retired folks (like me) will use the electric rail service to extend their bicycling habits farther away from their homes...riding the electric train from one end of the county to the other and getting off to bicycle another 10-20 miles! We are so looking forward to this opportunity!
248	Light rail would allow for more public option and connected corridors. In the future when density is needed to address our growing population having such modal travel will help connect communities and job centers. This will also reduce our fossil fuels and leverage our finite energy resources
249	I prefer trail only. The cost associated with this project is ridiculous. These funds would be far better spent on low income housing.
250	A rail transit system is badly needed to help reduce emissions and traffic congestion on the highway 1 corridor - an electric train using the tracks and right of way make sense, especially with the trail right next to it for people who bring their bikes.
251	E bikes are far more efficient than the stupid train you're never gonna build, just saying....

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252	Highway 1 needs fewer cars and a community rail will do this!
253	I feel like I'm living in a third world country if there's no light rail.
254	It is the reason why the county purchased the line, it has been in some stage of planning for over 20 years, and it is the most effective use of the corridor considering that is why the corridor exists in the first place. It also is the least likely option to face legal disputes over use of the right-of-way or encroachment since the rail already exists.
255	Commuter options would only benefit a tiny percentage of the population whereas trail only benefits everyone. No noise. No pollution. Better bike commute. Better walking connection between neighborhoods. Better walking access to stores and restaurants.
256	I think it is forward thinking.
257	Modernize infrastructure and rail transportation and mainstream walking and biking. Cars and highways are not sustainable.
258	Make it a system with Metro and bike share or bike lockers with single payment app and real time updates.
259	I don't think transit will be viable in our community. Not enough ridership to justify the capital investment. The space would be better utilized with a wide trail that utilizes existing infrastructure.
260	reduce traffic and encourage more ridership and use
261	A train is the clear best use of the rail corridor
262	The corridor doesn't go where people work in Santa Cruz. I don't want a tourist train here. A trail would benefit my active lifestyle.
263	Supports maximum options serving maximum amount of residents. Equity. Serving south county: too busy working and no time for surveys, many have limited internet and language barrier.
264	The SCCRTC has given me no reason to believe that this proposal will not end up being just like the SMART train - expensive to taxpayers and not delivering promised ridership, cost, traffic reduction, etc.
265	Fewer cars. More bikes.
266	It is already being built, isn't it? We need to maintain rail transportation that has served our county for well over 100 years. Bringing passenger service back to the line is long overdue.
267	Busses in this county suck and traffic on Hwy 1 is a nightmare during rush hour. Passenger rail is the only other option.
268	We need mass transit
269	Least disruptive (may help preclude more highway construction) most inclusive to all abilities of citizens, lowest carbon footprint per passenger mile, safest transportation option! Future connections to countrywide rail service.
270	I would like more trails
271	Impractical, expensive, insufficient likely ridership and reduces quality non-transit use of ROW (walking/bike path)
272	We need a rail-trail transportation corridor connecting us all that allows movement via any number of recreational methods as well as high-speed train movement. This will reduce traffic and our community's carbon footprint.
273	Despite being hesitant about a rail at all, this option seems the most cost effective and popular.
274	Frequent safe and cost effective light rail works.
275	There are many buses, a train seems fun and should be a bit affordable and a comfortable trip.
276	This would make it so much easier to get back and forth along the coast.
277	Train is too expensive and won't have enough riders. Stop pretending current rail can be used. And in most cases train stops would not be where people want to go. Buses can do a better job with much less money.
278	Most efficient transport
279	Santa Cruz could have one of the most amazing biking/walking trails in the world. We could do this fairly quickly and without a great cost. A passenger train will face many construction obstacles and have too great a cost to create and to maintain. I'm skeptical about ridership. And in all likelihood, its slow planning and development will prevent a bike/passenger trail from ever happening in my lifetime. That's a real shame.
280	Buses do not seem to get much ridership - I think an electric train - especially one that can also be used for freight - is a good alternative as we head into the future. The level of traffic we see now and the increase that is likely going forward is not sustainable and very unpleasant.

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281	It's been studied and studied and the experts have weighed in. I believe RTC understands the needs of the community and is making the right calls, based on an enormous amount of community input and gathered data.
282	Rail is an important and useful way of transport that this country has been lax to adopt and yet offers a low emissions method of transport which people of all ages enjoy. Rail can also be used for freight and commuting as well as fun outings. The Rail component could also be marketing to out of towners as ways to visit key sites and activities could be established that bring in revenue, like 'rail and picnic on the beach' or rail and movie on the beach, etc. Locals and commuters should pay affordable prices whereas tourist packages can be more pricey. But I think we need to think of affordable access for all versus gouge people as much as possible. The trail component of the project is a powerful step forward in providing locals with safe biking corridors and makes bike commuting to work in South county a possibility as well as providing a destination for tourists to enjoy something unique.
283	I would prefer a personal rapid transit line because branches could easily be built into other areas to spread coverage over time but that's not going to happen so I agree with passenger rail as the best bet. Road train sounds like a nightmare for traffic and more transit is a good thing
284	The rail can be our baseline for traveling across the county quickly, with surface streets around for branching out beyond the main line.
285	Its is superior based on economics, environmental impacts and equality for all communities
286	because its better
287	Staff analysis is trustworthy. Also intuitively -- people like railed-travel better than buses.
288	CRT/LRT will have the greatest chance of success (uses existing infrastructure, preserves the ROW, and can be funded by state funds) while also serving the greatest cross-section of society.
289	guaranteed transit times, greenest option, high capacity.
290	Electric rail passenger service is the only thing that makes sense for folks that live in Watsonville. It takes us off the highway and is more relaxing.
291	I want to preserve the corridor and passenger rail / trail is best legal option. I'm also looking at bigger picture of regional connectivity and restoring statewide rail system.
292	Suits my needs and addresses environmental and traffic concerns
293	because its something different
294	Its better
295	I dont know what any of them are.
296	i would rather take the bus
297	I think that it's just better for us to be driving with someone that we feel comfortable.
298	I am strongly opposed to the bus option. Highway 1 traffic is out of control and increasing capacity on Highway 1 in order to allow more single passengers cars is not a sustainable or forward-thinking solution. The solution we invest in MUST be less reliant on the current road infrastructure and less reliant upon gasoline-powered vehicles. The CRT/LTR options seem to meet these stipulations best.
299	Buses are cheaper than trains, get close to the ridership of trains, are nearly as fast as trains, and allow for a much simpler way to share the path between cyclists and transit. Increasing funding to the Metro for 10 more buses is far cheaper than maintaining a train line
300	because in train or buses it gets time wasted because you have to wait
301	I dont know what those vehicles are.
302	I support this because sometimes we aren't able to walk.
303	People who don't have cars have to walk everywhere this way they can take the train to where they need to go.
304	dont know
305	The traffic in this town is overwhelming, we need to take cars off the road and promote safe alternatives that serve all of our county members.
306	It will be useless to me. I'm an environmentalist, do not destroy Monarch butterfly habitat along Park Ave eucalyptus grove. My terrace is oceanfront, less than 100 yards for ROW. No train!
307	All around best choice for future transportation in our county and in our region

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308	It's a better decision.
309	I believe electric rail has the best chance of serving this community well into the future.
310	Rail is the best option to address climate change, provide an alternative to driving locally, and connect to the rest of the state rail network.
311	We own the ROW. Put it to the widest number of uses possible. Look at options in all transit areas and development along the corridor
312	Most feasible and likely to make a significant difference.
313	Train would have very low ridership. Train would not be socially equitable, leading to gentrification of Watsonville, regressive taxes, industrialization of the corridor. Real social justice is to build affordable housing near job centers in Santa Cruz, not bring low income people in on a train and ship them out in the evening.
314	I read the full report and agree with that choice
315	electric light rail seems the best alternative
316	While the rail line and ongoing passenger rail is likely to be expensive, we also need to consider the real cost of everybody driving their own cars around, frequently with no passengers. As a community-wide expense, trains can be cheaper than the full cost of driving crs..
317	Rail ROW does not serve areas of high-density housing, job centers, or major county destinations. Watsonville and Pajaro stations do not serve those communities well.
318	This will come in handy just in case their aren't any other alternatives.
319	Future connection to high sped rail corridor
320	Energy efficient (no fossil fuels), quiet, accessible transportation for all.
321	nothing has changed from the conclusion of the last corridor study, in 2010, which recommend BRT.
322	From my readings and past presentations use of the rail corridor for public transport is possible, desirable to State environmental goals & helpful to our current auto-centric pollution problems.
323	Busses are easy to use and more common.
324	Buses are more common and easy to use.
325	This will help address the global warming issue, especially since Biden is already focusing on it. It will also help to reduce the need for and use of the private automobile for travel.
326	i want to have a voice
327	This will be in handy in case there isn't any other alternatives.
328	Electric LRT is a better fit for our rail corridor, offering local neighborhoods and businesses more access with fewer impacts.
329	More efficient public transit on a dedicated corridor can improve public safety, reduce emissions and transit times, and improve quality of life for every citizen.
330	i chose the bus because it is the safest
331	no
332	It is convenient and faster.
333	CRT/LRT works. Major cities around the world operate them successfully, reducing environmental impact and providing low income people an affordable means of transportation
334	I do not want to spend for a train that is too expensive for our county, I just want a trail that I can use now.
335	walking because more executrices and better for you
336	The Bus Rapid Transit is available for everyone since the bus goes all over the town for access.
337	walking because more executrices and better for you
338	I like and feel safer with a car that drives itself cause it's been made to have no errors humans are they make errors computers don't.
339	I'm just guessing I really don't know enough about this to have a concrete opinion on the matter
340	So everyone can feel safe walking and riding a bike.
341	Climate impact of current transportation--too much carbon in the atmosphere.

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342	I cannot see how you can obtain funding for rail service that will make a difference in HWY 1 commutes. All rail service alternatives state in the summary that it has high costs with relatively few people using it. I have been waiting and waiting, so now I just want a bicycle corridor so that the ROW will actually benefit someone.
343	A lot of people use busses and are good for the environment.
344	Mass transit (train) options are good for poor people.
345	The idea of "rail-banking" is not likely to ever allow rail to be brought back so I'm not in favor of removing the rails now.
346	I prefer Bus rapid transit because it's quick
347	i dont agree with a train
348	My reason is that its quick
349	I think a rail option is too expensive and will be underutilized.
350	We will not get a train or will take forever. People are already using the walk/bike path. Make the path wide for walking and biking. Add plenty of electric bike or scooter stations. We need to use all the existing space for wide pathways for non-train movment
351	gets cars off the road helps facilitate transit oriented development
352	Quick and reliable transportation. Easy to do work or homework. (I have used commuter rail before)
353	We need a bike/walk trail NOW. The train should be on the hwy, near already established communter parking.
354	I believe local passenger rail would help remove/reduce congestion on the highway 1 corridor and allow easier travel between the cities in our community.
355	My greatest wish is for a pedestrian/bike path! I don't care much about a train
356	We NEED more transit options in SC County
357	Hoping for cost-efficient, clean, efficient travel county-wide.
358	Good for all! Win-win re:environment impact and pragmatically speaking for transporting people
359	Ridiculous to spend the \$ on reviving that rail line and then there is the ongoing maintenance.
360	I think a bus on the shoulder of HWY 1 would be a much more efficient model and could be accomplished in a fraction of the time at a fraction of the cost.
361	my request is for the most eco-friendly, quietest, lowest cost solution.
362	Fixed-rail too expensive; Bus-based transit takes maximum advantage of existing infrastructure and agency capacity. Make corridor one-way (alternating by TOD), with "return" BRT vehicles on 1 (lightly trafficked off-commute-direction). Connect BRT with METRO routes for continuity.
363	We own the ROW. Put it to the widest number of uses possible. Look at options in all transit areas and development along the corridor
364	I like the idea of light rail.
365	We need a way to relieve highway congestion and pollution.
366	Would leverage existing infrastructure to provide a safe, modern transportation alternative that will finally connect our county in an equitable way.
367	train is the most ecologically sound, and accessible alternative.
368	Train is essential for right of way continuing to exist. Also I like trains. Super efficient.
369	A rail system is just the first step to providing TOD, improved transit options of the county. Also, our county is a major hindrance in connecting the existing state and regional rail systems which I believe is short-sighted and embarrassing.
370	Universal access for different types of travelers
371	to protect the nature and quality life of the residents along the corridor.
372	I am not confident that citizens' opinions are being considered. Costs keep rising and yet we are continually told that this will all work out somehow, just trust the experts. This is not a good approach, it's very elitist. I also think that there's some amount of misleading information wrt trail and train width. When people think it through it just doesn't make sense.
373	a) it;s already in there; b) every country in the world does rail better than us. Why?



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374	Rail/Trail seems to meet more of the needs than any other option.
375	Bus program already exists.
376	We need the most efficient, cost effective and environmentally friendly public transit service on this rail line to serve our entire county. The electric rail is the best option for us.
377	Rail won't be as intrusive as some imagine to the trail. However, it will make a big difference for people moving along the corridor. A bus in traffic is basically useless; if people can drive, they will as they're all stuck in the same traffic.
378	Trains need to be implemented in our area due to the high traffic volume in SC County. I lived in Europe where both rail and bus options were available, trains win hands down!
379	Two main reasons: (1) Running transit along Jade park will likely harm that park and ruin my neighborhood; (2) I see little real alignment here between the existing ROW and job centers/ housing centers. To the contrary, this set of proposals misses critical job centers. See comments to 4, above. Also, much of the Watsonville/Santa Cruz traffic consists of folks who cannot give up their vehicles. Many, for example, are contractors who are (a) in need of their trucks and tools, (b) need mobility at their destination, and/or (c) are heading up to 17 to work over the hill. These proposals will take none of these folks off the road.
380	Transit for when traffic is worse
381	LRT makes the most sense for Santa Cruz.
382	As an employee of SF BART that has ridden Bart trains throughout the Bay Area and have friends that live near Bart stations the ease of ditching the car and getting around has never been easier. People can become more independent.
383	Because we do not have the population or physical layout that would make any sort of rail feasible as a viable transportation alternative, And the money for the unnecessary train is not there and unattainable. Put it to a vote and it will lose.
384	We need the rail for seniors and the disabled, for workers coming in from south county, and for recreational users who may want to go to visit areas along the corridor. Using the rail is the most logical for speed of service, emissions, accommodating people who can't use a bus, and getting away from vehicles/cars clogging up our roadways.
385	I think LRT came out on top considering all the measures, and support this option as long as mitigation is provided along the tracks to the communities alongside them, for vibration and noise (not just quiet zones but noise barriers). I would not be in favor of extending the hours of service beyond 6:00 am to 9:00 pm on weekdays and 7:00 am to 10:00 pm at the weekend.
386	NIMBY
387	I do not want to be stuck in traffic on Highway 1. Also, when I rode the Orange line busway in Los Angeles, the ride was rough and uncomfortable. It also took more than an hour end-to-end, too long for a bus ride.
388	BRT is cheapest and offers the most flexibility for route changes. CRT/LRT will require significant buses to get riders to limited station locations.
389	We just built a bike path 8' from the rails, now any train cannot exceed 5 mph, not sure who is in charge but we need to vote on this issue, not do another survey
390	<p>In the past three months, vast sections of the American West - including Santa Cruz/San Mateo counties - were on fire. More than five million acres burned, and the air in California, Oregon and Washington was sometimes more harmful to breathe than in the pollution-clogged cities of India.</p> <p>In the Atlantic Ocean this year, there have been more big storms recorded than in any previous year — 29 thus far, so many that the group that names storms exhausted the English alphabet and had to switch to Greek. Nine of those storms became much more intense in the span of a single day, an event that was rare before the planet was as warm as it now is.</p> <p>Worldwide, the month of September was the hottest ever measured, and 2020 may end up being the hottest year. The Arctic is warming even faster than the rest of the planet, and glaciers are losing more ice each year than can be found in all of the European Alps. Sea levels now seem to be rising at an accelerating pace. In Siberia, melting ice appears to be releasing gases that cause gigantic explosions, leaving craters that are up to 100 feet deep.</p> <p>We need an immediate solution to decarbonize NOW that improves the health, well-being and active transit needs of our small county. We can't wait for your unaffordable, unrealistic train.</p>

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391	Electric train service is more energy efficient, can run from Pajaro to Davenport (bus would not), and would lead to the rail trail being completed the soonest (sticking with the approved plan, which is already under construction, rather than starting from scratch, which would lose the time/money invested and take an enormous amount of time for new studies and approvals).
392	We do not support a train. It would be so much better for our community to follow Monterey's lead and rip up the tracks - having a nice wide bike trail from Watsonville to Santa Cruz.
393	It seems it's the solution that reduces the most cars on the street and provides quality connection between Santa Cruz and neighboring towns.
394	The corridor is too narrow for rail and trail. Rail is outdated and not a right fit for our community. It makes much more sense to have a trail on the corridor and scalable bus service on Highway 1 and Soquel/Mission.
395	Rail transit will provide the most environmentally friendly, safest, and most reliable alternative to the current gridlock on Highway 1 that erodes quality of life for Watsonville commuters who work in Santa Cruz.
396	We need more safe corridors for people to travel on bikes etc... also the budget for a large train style project is huge and locks in maintenance and operating costs long term and it is harder to change course in 10-20 years when we realize we made a bad choice and should have built a trail centric corridor with small and low cost ridership options like a micro bus.
397	Rail allows for the most diverse methods of commuters to benefit. People can combine it with bus, biking, or walking to their final destination from a station. BRT could accommodate far fewer bikes, which is a main form of transit in Santa Cruz. With the growth of e-bikes, rail would best accommodate this transportation combo and give people the most options.
398	To meet the varied needs of residents and tourists you need fast boarding and travel times which is best met by rail transit. This also protects the continuous row thru the county
399	Just the recreational rail trail - there is not enough demand for passenger rail; maybe the bus alternative but MAYBE if demand is proven.
400	It takes the longest view and is most sustainable for our future.
401	Trains and other options are way too expensive and the community wants safe bike trails for families and kids and recreation. We don't need a bus or train- we want quiet and safe bike path
402	The train is wrong for Santa Cruz in so many ways. It is financially unfeasible without hundreds of millions of investment that isn't available or asking Taxpayers to shoulder the burden of a service for the few. It is wrong as it isn't a healthy way to get from one place to another, and it is wrong because it will negatively impact quality of life for thousands of low and middle income residents who live along the branch line. It is also going to do a number on local traffic through crowded sections of the county with all the crossings.
403	Existing rail does not travel anywhere useful. Let's not build and run trains to nowhere that people won't ride.
404	Most efficient, reliable and environmentally-friendly option.
405	this is a service me, my family, and my social circle would use frequently.
406	NIMBY
407	I enjoy the experiences of (light) rail in other places and think it would be of tremendous benefit to Santa Cruz! The reliability of times across the service area would be great.
408	Mostly related to reduce the use of automobiles in the city
409	Santa Cruz County needs a rail alternative to cars, for purposes of work commutes as well as for recreation. Ideally, the rail would even tually connect to TAMC's rail project in Monterey County. I have spent 20 + years driving from Santa Cruz to a job in Salinas when I would have vastly preferred to travel via rail.
410	It will be least effected by traffic, and thus most likely to be a reasonable alternative to cars. (I'd rather be stuck in traffic in my car then on a bus, but better not to be in traffic at all on a train!)
411	Reduce cars on the highway and connect Santa Cruz and Watsonville easily for commuters.
412	I do not want to ride my bike on streets. Please include a trail along the entire right of way.
413	The buses will inevitably get stuck in our bad traffic. Thus, using the branch line with enable additional transport capacity without increasing strain on the roads.
414	Reduce traffic on the highway. Reduce travel time for workers. Reduce pollution. Important addition for the county in the future.
415	Best option to serve the entire county to reduce traffic congestion.
416	I prefer the passenger rail option because I believe it offers the best chance of providing efficient, low-emissions transportation for a large number of people while reducing traffic.

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417	Concerned that ridership levels will not justify the cost of rail services. Much of the traffic along HWY 1 are commuters to over the hill jobs.
418	Trains are an equity issue and a way to remove not just cars from the road but by doing so, to add bike lanes where we would otherwise have ridiculous numbers of car lanes. Trains and bikes please!
419	least impact on the community and most forward thinking solution in moving people around the county.
420	I understand that this is the fastest, most equitable, reliable, and sustainable option and there is already the space for it. It would also encourage active transportation such as biking!
421	I believe that passenger rail is the only option that assures the existence of a continuous right of way and provides a viable means to get lots of people out of their autos.
422	Residents and visitors to Santa Cruz county desperately need an alternate transportation route between Santa Cruz and Watsonville cities (I live in between). I think rail transit is the most cost-effective on existing ROW. While commuter train may be most swift and quiet, I live (La Selva Beach) in an area that is not presently planned for a commuter train stop. So, I think a careful balance must be found between frequency of service and available rail stops.
423	Rail is the best way to move large numbers of people and goods quickly and efficiently while reducing greenhouse gas emissions.
424	I think passenger rail service will take more cars off the road and will increase transit oriented development in Santa Cruz county.
425	I think it's the most forward thinking option. Rail doesn't mean big locomotives but instead I envision sleek electric trains of any size that connect south and north counties and beyond. Highways are not the best solution going into the future, so I think it's important to maintain the option for a rail on the existing trail platform. This solution will take us into the future and who knows what creative ways will be thought of-ideas we don't even know about yet which is why we can't lose this rail corridor option
426	An electric light rail would provide the highest-quality service and most opportunities for ridership to divert high-carbon transportation on freeways to low-carbon electric transportation.
427	Trains are permanent. You can build around them. Bus routes keep changing, or getting eliminated.
428	Rail for commuting is needed for a much faster, less stressful than being stuck in traffic where most people drive a single occupancy vehicle to get to and from SC to Watsonville and throughout the county. Most importantly it takes those single rider cars off the road that will significantly reduce greenhouse gas emissions and reduce traffic on the 1 during rush hours!
429	I'd like reliable and fast transit access between Watsonville and Santa Cruz, as well as a rail link to the rest of the statewide rail network through Pajaro Junction.
430	SCCounty cannot support the ridership needed to make a train useful. There is already a transport program for handicapped and disabled run through the county.
431	We can rail bank it using just revenue from Measure D. Preserve rail option just like Monterey did with an asphalt path.
432	I live in Santa Cruz and am a teacher in Watsonville. My drive each day contributes to the carbon footprint of our community (even though I drive a Prius). I know many many people that also make this commute....many many are teachers. We would be beyond thrilled to be able to commute via train to work!
433	I think that Bus Rapid Transit would be less expensive to implement and maintain than rail rapid transit.
434	We need an alternative, the train, that will address gridlock on Highway 1 and encourage the use of trains.
435	I think a rail system on the existing rail line will provide the fastest, most reliable and most climate friendly transportation alternative to single passenger vehicles and an inefficient bus system.
436	<ul style="list-style-type: none"> <li>- there is no space for a trail with rail, prefer trail only!</li> <li>- existing tracks are not usable</li> <li>- train exorbitantly expensive</li> <li>- train will not carry enough riders</li> <li>- can put rails in one day if it becomes practical</li> <li>- train is noisy for neighbors</li> <li>- train requires expensive crossing</li> <li>- train means trail must take circuitous route in places</li> <li>- train safety fences divide neighborhoods and restrict travel</li> </ul>
437	Passenger rail would be very helpful for people, reducing traffic, and improving the quality of life for those who live in either Watsonville or Santa Cruz, but work in Santa Cruz or Watsonville.
438	I want to use the passenger train to travel in SC, and hope it will connect all the way to Monterey. I REALLY want a great bike trail too - and I am fine sharing this with passenger rail.

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439	We need to move away from driving and more towards fast public transit.
440	A passenger rail would be a great asset to our community. It will remove cars from the road which is best for the environment. It will encourage people from using it.
441	Environmentally and Economically needed!!
442	Extending bus lines could be in effective if the busses are stuck in the traffic that clogs the Monterey Bay Area, especially Santa Cruz. A system that does not rely on our busy roads is necessary .
443	I don't know much about the pros/cons of them so I went with the suggested answer.
444	We need electric rail street cars to help eliminate traffic and pollution. We need to model europe's transportation systems and up with other countries.
445	Proven technology that reduces emissions and increases ridership
446	For the future needs of our coastal community and connectivity to other regions
447	I choose CRT/LRT because it's better for the climate, faster, can be implemented sooner, can accommodate many more bikes than bus service, will be quiet, comfortable and can serve many Watsonville residents currently stuck in traffic on highway 1 as they commute to work.
448	I believe this alternative will allow more people to get out of cars and move within our County with less emissions helping our climate. Connecting to other rail lines eventually would open up more commute and tourist options.
449	Rail would provide the opportunity to utilize the corridor to its proper potential. With the proper planning it could become a central spine of mobility and development that would improve the county overall.
450	Reduces trafagic and emissions.
451	I am nearly 70 years old and I would do all my local travel by bicycle if there were a safe corridor connecting our coastal towns. Separating bikes from cars is critical and a dedicated bike path along the coast would get massive usage. Spend the hundreds of millions of dollars saved on other green ideas.
452	Speed of implementation
453	I currently live in SC and work in Watsonville. I drive against traffic, so I'm lucky, but I see hundreds of travelers each day going the other way. I want there to be safe alternative travel between these two hubs, that doesn't take as long as a bus ride. The cost of housing is so high in SC that people who work here must often commute.
454	Environmentally sound, high capacity, reduces road congestion
455	It would reduce my need to drive my car on the freeways. It would be safer and saner way of getting from point A to point B.
456	minimal impact on climate, clean, quiet, fast, promotes tourism, puts SC at learning edge of transit solutions
457	I think that passenger rail is best option for the future. I think it would be better to have more rail and fewer buses.
458	Rail makes the most sense environmentally, and I don't think we need anymore asphalt on the ground.
459	Rail is the only way to go.
460	Passenger rail is the most efficient way to move a lot of passengers.
461	I believe that Rail service is the best way to get cars off of the road. Especially tourist.
462	not everyone can ride bikes, seniors, disabled, etc. need to use rail to offer alternative to crowded roads, also for commuting from Watsonville to Santa Cruz
463	A county wide Bike Trail / Light Rail solution can serve as a backbone to a systemic mobility solution to reduce dependencies on automobiles, reduce carbon, and enhance our lifestyle.
464	Passenger rail looks best, so it is best.
465	A self-contained electric light rail system preserves the rail corridor and provides the fastest, most reliable transportation alternative while reducing auto emissions.
466	This is the only option for passenger trains. Bicycles and buses have more flexibility for routes, but there is only one rail corridor.
467	We should utilize Rail Bikes while waiting for the electric train to be completed. See below: <a href="https://www.railexplorers.net/">https://www.railexplorers.net/</a>
468	Accommodates most people

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469	Rail is the most efficient way of moving large quantities of people and goods. It would this be the most effective measure to take cars off the road. A rail line will generate revenue due to it being possibly the most beautiful route in the state.
470	Most efficient, reliable and environmentally-friendly option.
471	Electric rail makes the most sense and is accessible to everyone regardless of age and ability.
472	Environmentally responsible mass transit is very important to me.
473	We already have a rail line that cuts through the entire county and so many other countries have highly effective train systems. Please build on the infrastructure we have.
474	Rail transport used to be a huge vein of this town and county and the veins are still here just waiting to be put to use again. It makes sense to utilize/upgrade already existing railroad lines for transit options as we enter an uncertain new era of climate change and options for lowering emissions in favor of mass transit must be realized sooner rather than later.
475	Aligns best with the majority of my preferred goals
476	If you take the train tracks and put dirt, this would be much better, non-expensive and would allow people to use. A train in this area is ridiculous!!
477	Expensive upgrades to mass transit seem dubious in light of COVID-19. Existing roads shared by busses, automobiles and bicycles seem far more adaptable to whatever the future holds.
478	trains won't work
479	Travel time and reliability favors rail. BRT would be better if faster journey time could be provided.
480	Reliability is paramount for successful transit and private rail with ROW will yield the most reliable service
481	If there was a great trail I would spend more time in Santa Cruz county but I have no reason to at this point
482	It makes the most sense, and would provide continuity with the level of service people in the Bay Area receive.
483	It is looking toward the future, for climate reasons
484	The trail only alternative will be more cost effective and immediately allow safe alternative transportation across the county. Extra support for the existing SC Metro + a trail would be ideal.
485	Fixed rail with clean, frequent, quiet and high-capacity service integrated with bus service will enhance TOD opportunities and help clear our roads and equitably connect south county to the rest of the county
486	The trail will support local businesses. Yes it will this has been shown in other communities. Neighborhoods will not have noisy trains impacting them.
487	The Train is too long term if a solution. We could have had the trail in for years now. Other communities embrace the trail solution
488	Over 2,000 communities across the nation, including Monterey, have converted RXR to dedicated bike/ebike transportation routes. Meanwhile, commuter trains have floundered, for example the SMART train in Marin is an economic disaster with exceptionally low ridership.
489	Cost and simplicity
490	Train would reduce cars on the road, want a safe option for traveling to SC
491	I want a safe efficient option to get to Santa Cruz shopping and beaches and skip the traffic and highway emissions. I'd like it to be safe enough my kids could hop on the train and go to Santa Cruz to visit their grandparents without us (parents) having to tag along.
492	Hopefully there will be less traffic on the freeways and highways
493	I agree with the analysis. Equity is my top priority.
494	Need a rail !!!
495	The corridor was built as a spur line for 19th century freight. So it is like using a horse and buggy from the 19th century to provide 21st century transportation needs. It simply cannot scale to the demands, demographics and geography of today's Santa Cruz County. The best use of the corridor is for active transportation that is open to all, not just a few that can get on at the beginning of the route and to be jammed into small vehicles on a narrow line that will be too narrow to comfortably and continuously support trail transit as well.
496	There are few alternatives to Highway 1 for connecting North and South County. In addition, this provides an opportunity to connect to the rail station in Pajaro and the wider state rail system.
497	If we are going to forgo using the corridor as a bike trail, the next highest use is to spur business development along the corridor. LRT is the best balance of cost, maintenance, ridership and business value.

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498	It would reduce emissions and also reduce traffic. It also offers more access for people with disabilities.
499	Create a faster way for people to travel (create all access)
500	The cost of each of these proposed solutions do not match the projected ridership. Use the land as express cycling right of way.
501	Low cost world class bicycle only trail
502	The BRT offers a more constant mode of transportation with longer running times. The multiple stations is also nice because it connects all the cities and communities in a lot better. I can imagine heading to Downtown Watsonville and catching bus/train to SC and grabbing some dinner. Then when coming back, I wait 15 min and a bus/train stops and I ride back. I can also see workers using it more if it leaves them near their work. I will say the Electric Light Rail (LRT) would be perfect if it reflected the BRT hours and frequency.
503	The spending of any more tax payer dollars on a train of any kind needs to stop. This project is going to cost in excess of a billion dollars and it will not reduce Hwy 1 traffic or move large numbers of people across our county efficiently or economically. A better use of our tax dollars is bus rapid transit on the Hwy 1 corridor. The existing santa cruz branch rail corridor should be used as a bike/pedestrian path from Watsonville to Davenport.
504	Pedestrian and Bikes only!!
505	I do not want a train running through my neighborhood. It will be loud, dangerous and block surface traffic. Additionally, it will cost \$1 billion+ more for the train rather than just converting to a bike trail for use by everyone in a much shorter period of time.
506	Because you represent the worst in a self serving bureaucracy Twenty years from now you will be conducting survey no 10 and burning \$\$\$\$\$\$ as if you owned the United States treasury
507	BRT benefits seem small relative to the investment and offer next to no opportunity for TOD, which is important for county quality of life long-term
508	There isn't money or infrastructure for a train. They are polluting and you can't afford to fix the tracks. Who is making money off of this venture? Certain it is not for the people.
509	its better environmentally and will help with traffic tremendously
510	I don't believe the case for affordability has been established, from a cap-ex perspective or a ridership density perspective and given the impact to neighborhoods, I think this plan will backfire and make county transportation options worse, specifically reducing / restricting street travel but not improving mass transit options.
511	We frequently DRIVE to Monterey to utilize the Coast Rail trail that is pedestrian/bike only path, we were hoping when we moved to Santa Cruz in 2018 to have this available to us. A train, coming from Boston MA is only useful for commuters going into a major city and we do not see how taking the amount of money and time it would take to build and operate a train would provide ANY benefit to the commuter population in our county PLUS we are in desperate need of a pedestrian/bike safe trail for our area. We can be outdoor all year around and this is a community that values exercise and bicycling and feels long overdue.
512	The existing rail infrastructure gives us the potential to offer regular/frequent clean transportation options, across the busiest corridor we need to offload the most (H1 Watsonville <-> Santa Cruz). Given there's no existing rail transportation, I suspect the initial ridership estimates are more conservative than the full 10-20 year potential offers, particularly once urban development starts to follow the rail stations.
513	Strongly support building trail without train/rail.
514	CRT/LRT would equitably serve the most people in the County, and be the most environmentally sound alternative.
515	The taxpayers will not approve a new tax to support rail operations even if capital costs can be financed with grants (unlikely as well). We've had 2 elections and both times the train lobby has lost. It will lose again. Why continue to pursue a plan that cannot be financed? You are wasting LOTS of taxpayer money frivolously. STOP and reevaluate the choices of what we can afford and implement in a reasonable period of time.
516	Based on similar local rail transit systems (SMART, etc) I don't think this will ever make financial sense since it's not a network, but rather a single string of stations. Doomed to failure.
517	We need a county/state wide system which serves citizens of all ability levels
518	Rail on the corridor does not meet any commuter needs for destinations or purpose. The cost is astronomical with no identified funding source. Any rail plan will not be operational for decades. Any rail plan will require completely revamping infrastructure. No new system will utilize current tracks. Forget rail. Time to move on to 21st century solutions and travel infrastructure investment.

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519	Avoid boondoggle; and on-going addtl taxes to support.
520	Widen highway 1! There will never be a train, ever you fools!
521	Greater potential to connect the transit operating within the corridor with other key routes in the county without having to transfer
522	The best solution if or when it eventually becomes feasible is a continuous gondola-type system we get for cheap because ski resorts close due to global warming. It allows for two-way traffic for much more frequent cars in both directions instead of the one direction at a time railroad track conundrum. It could have a spur alignment that goes up the San Lorenzo River, through Pogonip to serve UCSC. It would also attract tourists with long spectacular views while allowing plenty of space for a continuous trail below that doesn't get diverted around the trestle crossings.
523	There are already tracks there, use them
524	Santa Cruz needs to help the environment by getting cars off the roads, and an electric passenger rail would help accomplish this goal.
525	Trust experts and their analysis
526	Ridership, efficiency and reliability are most important to me.
527	the passenger train is the most economical and environmentally sound mode of the transportation. Buses clog and congest roads - and do not come close the capacity of passenger train. Cars congest and pollute - adding lanes does not increase capacity - in fact many studies have shown just the opposite (University of Toronto study about road/highway policy) - it adds to the congestion. and on the subject of capacity - the great flexibility of rail is on display here; a train consist can be easily enlarged by adding more passenger cars to a train - with minimal increase of locomotive power - for times of great demand - contrasting with times of less demand - train consists can be shorter. Rail all around is the best option to go with on many levels. Increasing real estate values near train stations for instance - giving residences a choice - that they don't have to drive and be a slave to their automobile.
528	Rail noisy, too expensive. Improve H1 and promote electric buses and cars.
529	With climate change and washouts likely, BRT is most adaptable and can take people closer to job sites and downtown
530	demographics do not/will not justify the expenditure
531	Elevated - less impact on wildlife, allows use of trail for pedestrians, cyclists etc. PRT - safer from an epidemic standpoint.
532	SMART in Marin is a perfect example. 3/4 of a billion \$, not self supporting at all, may go bankrupt. Way more viable than Santa Cruz- 10 times the population, twice the distance, still does not work.
533	Santa Cruz has neither the population base or business industry to support a train, unlike Marin & Sonoma counties which have both but can't get train ridership.
534	Elevated transit allows for a wider safer trail. PRT is safer during covid, more cost effective, and can be implemented in stages
535	I feel the analysis has been well done and the conclusion a good balance of the factors considered.
536	None of the train options makes any sense for anybody but the high-end money baggers. What is wrong with decent, modest, civic character taking pride of place? Why does capital worship always have to be first priority?
537	While I think light rail would also be good, I think a well-designed BRT would be much more affordable and therefore will be able to have more frequent service, which is the most important need.
538	Total lack of demand for a "train". We have a bus line and personal transport is the most efficient, low carbon, low cost and low impact. Ridiculous "train" propaganda. Thanks
539	Will get used and costs the least
540	Rail already exists and has the least impact upon neighbors and the environment. It invites capital investment in businesses and housing. It is the most compatible with bikes (how I would use it) and ease of access for the mobility challenged.
541	The locally preferred alternative is based on data analyzed by transportation professionals. The numbers are clear: rail makes the most sense. Also, with Biden being elected President, there will be additional rail funding available from the Federal Government, per his transportation plan.
542	We need a trail now and transport much later if and when we can afford it.
543	For our small sparsely-populated county, I think ever getting a train up and running is a pipe dream. I wish you the utmost success in getting LOTS and LOTS of grants to fund this project. For this to even begin being useful,

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	you need to think more regionally about transfer-free service between Santa Cruz and Monterey/Salinas/Silicon Valley.
544	trains are expensive and dangerous to the community
545	Keep mass transit on the Highway 1 corridor. Bus Rapid Transit / Bus On Shoulder on Highway 1 will provide meaningful mass transit improvements to all of Santa Cruz County. For the rail corridor, implement a trail-only plan that is significantly less expensive to construct. Conserve our precious Measure D resources for transportation improvements, not a rail plan with no funding for operational costs.
546	I am looking forward to taking my bike on the train
547	Rail transit would work so much better for going back and forth to Watsonville, especially at rush hour!
548	I prefer passenger rail as it will be the most accessible and environmentally friendly option.
549	I do not believe any transit works on the train tracks. These tracks run directly through many neighborhoods in Santa Cruz. Buses/trains on the tracks would create noise, traffic and do not fit in with the natural beauty and character of Santa Cruz. We have the opportunity to create a world-class cross-city running and bike trail that would improve the quality of life for all Santa Cruz residents. The election of Manu Koenig (former head of Greenway) as Supervisor District 1 should serve as a mandate from the people that we want a running and bike path and no train/bus/transit.
550	Rail can be implemented faster, is more reliable, and is better for bringing bikes on board.
551	Best combination of economic, equity, and environmental factors, plus fastest to implement.
552	Corridor continuity, TOD potential, Freight opportunity, Watsonville-Santa Cruz commute option
553	Based on the service, cost, and environmental impact information provided, this option seems to be the obvious cost/benefit choice.
554	Rail will induce the most people into becoming transit users, lower the most greenhouse gas emissions and provide the best & most equitable service for South County commuters.
555	I have used many crt and lrt systems and I have always found them reliable and more user friendly than buses.
556	I have benefited from rail transit while visiting other states and countries. Santa Cruz needs to be connected by rail to the rest of the world.
557	La selva stop
558	Keeping right of way ensures we do not repeat the mistake Los Angeles did and this option ensures regional connections
559	This is going to be an loud and problematic in neighborhoods. Way too expensive for very little benefit. The trail is the best option
560	staff knows best
561	Rail is extremely reliable and a much better experience than busses. I take trips often with Amtrak and would very much like to not need to drive/ride a bus to catch the train.
562	I think rail is the best alternative due to lower travel times and increased ridership. However, I am extremely concerned that the frequency will be too low, and would be much more supportive of the project if it was designed for 15 minute frequencies, since 30 minute or worse frequencies force riders to plan around a schedule
563	Light rail/streetcar service can be implemented soon and at relatively low capital and operating cost. This service is scalable by adding a passenger car or increasing frequency.
564	CRT is the fastest, has 15 minute headways, not subject to delays, and allows regional connectivity. CRT makes more sense than LRT, LRT has too many stops, which will slow down service and reduce # of users. The Natural Bridges Station doesn't make sense - move east to Fair/Almar so it's closer to population center.
565	N/A



**9. What is your preferred frequency of service?**

Answer Choices	Responses
Every 15 minutes	257
Every 30 minutes	417
Every 60 minutes	78
None	128
Other (please specify)	85

Other (please specify)	
1	No mass transit vehicles on this corridor.
2	Riding a bike, e-bike, etc. allows you to choose your own timing.
3	Disregard this survey response. I have already filled out the survey and just confirming here that one person can fill out the survey multiple times. Most unfortunate.
4	No preference
5	On-demand
6	15 minute peak, 30-60 minute off peak
7	every 30 during peak times; reduce to 60 during quiet times
8	Never. take the bus
9	Trials first, based on work v recreational use.
10	30 min for commuters, and as needed to connect to amtrak/hwy 17 bus
11	Frequency should be adjusted to morning/evening commute times and ridership. E.g. on weekdays, during morning and evening commute time frequency every 20 minutes, but between e.g. 11am to 4pm every 40 minutes. Should be adjusted to ridership estimates.
12	Depending on time of day. More in mornings and late afternoons.
13	15 min during commute hours. 30 min other times.
14	I would note that many grant programs that support TOD are prefer 15 min lead times, although I suspect 60 mins is most likely. I just think 30 mins would be more effective at increasing ridership.
15	That might depend upon the time of day & day of week.
16	When ever I decide to leave my house on bike.
17	Depends on the leg. 15min SC to Watsonville, but maybe 60 min to Davenport
18	30 minutes at peak travel times, 60 minutes otherwise
19	depends on demand
20	Variable depending on the time of day
21	15 minutes or less during commute hours; 20-30 minutes during shoulder demand, 30-45 minutes low demand period
22	More frequent service (every 15) mins during high commute times, can become less frequent (every 45-60 mins) outside of those times
23	I want the ability to propel myself along the corridor any time I please
24	As often as possible
25	every 15 minutes during rush hours and 30 minutes during "off" hours
26	15 mins during peak times, 30 less often, but experts can predict better than me what will balance costs, increased ridership, and impacts
27	as is needed by the ridership

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28	It would depend on ridership needs in various locations.
29	On Demand
30	at least 4 departures daily in each direction
31	Every 15 min with peak variability
32	organized timing based on ridership demand needs
33	Trail now
34	every 15 mins during the day, 30 mins during off hours. MO
35	24-7 because it is bike/walk with Fast lane
36	Morning and evening commute times only
37	It should change based on needs. I.e. higher in commute times. But in general I would think 30-60 should work.
38	Every 15 minutes is fantastic, but can see 30 minutes working.
39	Most frequent trips during "rush hours"
40	Anytime I want on my bicycle
41	30-60 minutes but this depends on ridership. If tourists use the service and if it becomes popular, maybe 15-30 minutes becomes necessary.
42	At your liberty
43	My hope is that frequency increases with ridership.
44	Either every 30 mins or every 60 mins
45	every 30 minutes is preferred but 60 would be ok.
46	varies based on time of day and weekends
47	greatly depends on day/time can not give a universal reply
48	Don't care I guess mirroring the current bus system
49	15 min intervals during commute hours and 30 at other times
50	Another stupid question that pre-supposes there will be a train on the tracks.
51	Regular interval connecting with rail service to Bay Area
52	Constant bikes
53	No trains.
54	I would only use a trail for bike etc...
55	No train or bus- bike only
56	15-20 minutes at peak, less often during slow times if 24h service is offered
57	20 minutes
58	That should depend on current needs of the ridership or potential ridership.
59	I ride an ebike all year round.
60	During peak times in the morning and afternoon/eve, more frequently, like 10-15 min and then in the mid day and later eve, less frequently, 20-30 min
61	More frequently during rush hour. Less other times.
62	None
63	Every 20 minutes during rush hour, every 30-40 minutes in off-peak times
64	Alternating 30 and 60 minutes
65	no train
66	Trail please
67	Nothing specific

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68	20-30 minutes
69	Trail
70	A bike route would provide ultimate flexibility.
71	Scale as required on a BOS/BRT, Not a Train!
72	The spending of any more tax payer dollars on a train of any kind needs to stop. This project is going to cost in excess of a billion dollars and it will not reduce Hwy 1 traffic or move large numbers of people across our county efficiently or economically. A better use of our tax dollars is bus rapid transit on the Hwy 1 corridor. The existing santa cruz branch rail corridor should be used as a bike/pedestrian path from Watsonville to Davenport.
73	NO train.
74	Get real. Can you imagine the cluster mess of traffic on all north/south arteries that cross the corridor? Traffic in this town will be 10 times worse than it is now. You guys are not traffic planners, you're "pie in the sky" dreamers.
75	bus so flexible in size and freq,.
76	Widen highway 1! There will never be a train, ever you fools!
77	nearly continuous/on demand
78	flexible - more service and longer train consists for high volume times - and less frequent service during low demand times. however trains SHOULD connect with Amtrak (Coast Starlight) and Cal Train. a new stop at Watsonville Junction would be a good choice for Amtrak riders making the connection.
79	Depends on time of day. Buses I regularly take are 30-60 minutes apart and that seems reasonable
80	Demand driven schedules only.
81	No train
82	no trains!
83	Trail only!
84	No mass transit on the rail corridor. Keep mass transit on Highway 1.
85	More dense at commute, 30 or less and less dense otherwise, 60 min or so. This would also positively affect the trail users with longer intervals between transit use. Freight could be relegated to off hours with the requirement of fully electric propulsion.

**10. What is your preferred weekday span of service?**

Answer Choices	Responses
24 hours	91
5 a.m. to 10 p.m.	146
5 a.m. to 12 a.m.	232
6 a.m. to 9 p.m.	138
6 a.m. to 10 p.m.	169
None	131
Other (please specify)	52

Other (please specify)	
1	Irrelevant.
2	6am to 11pm
3	Disregard this survey response. I have already filled out the survey and just confirming here that one person can fill out the survey multiple times. Most unfortunate.
4	whatever hours needed by workers commuting to and from work
5	No p;reference
6	7am to 8pm
7	Nevef take the bus
8	Trials first, based on work v recreational use
9	let's make it affordable initially- we can beef up hours once the transport method starts to catch on.
10	When ever I decide to leave my house by bike.
11	depends on demand
12	TBD
13	7am to 10:30pm downtown
14	To be determined by users.
15	Trail now
16	6-9am and 4-7pm
17	7 a.m. to 11 p.m.
18	24 hours would be great, but I think 5am to midnight or 10 works
19	24/7 on my bike
20	Really not sure.
21	Late hours on Friday and Saturday to help ease drunk driving problems.
22	train will be too noisy and underused, bad investment
23	7am to 10pm would be fine
24	Seasonal
25	24/7
26	Build for walking, bikes and electric personal vehicles
27	5 a.m. to 2 a.m.
28	against any service
29	As frequent as possible to get the most ridership. Don't forget about weekend service!
30	No to ant train. Another stupid question.
31	24 hour bike access
32	1 hour pre dawn to midnight
33	No bus or train- bike path only
34	5am -11pm weekdays & 6am - 2am weekends
35	6 am to 12am
36	8am to 7pm
37	6 a.m. to 12 a.m.

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38	Nothing specific
39	Until later in the evening, midnight?, so that the service is available from downtown Santa Cruz or other places after time spent at restaurants or bars
40	Trail
41	A bike route would have universal flexibility.
42	Scale as required on a BOS/BRT, Not a Train!
43	The spending of any more tax payer dollars on a train of any kind needs to stop. This project is going to cost in excess of a billion dollars and it will not reduce Hwy 1 traffic or move large numbers of people across our county efficiently or economically. A better use of our tax dollars is bus rapid transit on the Hwy 1 corridor. The existing santa cruz branch rail corridor should be used as a bike/pedestrian path from Watsonville to Davenport.
44	No Train
45	We will never vote a penny in revenue for this ridiculous plan.
46	Widen highway 1! There will never be a train, ever you fools!
47	7am-7pm, using quieter (no horn) buses when there is less traffic
48	No train
49	no trains!
50	8am to 2am
51	Trail only!
52	Keep mass transit on Hwy 1. Build a trail on the rail corridor.

**11. What stations would you primarily use? Please select up to three.**

Answer Choices	Responses
Natural Bridges	174
Fair/Almar	112
Bay Street	134
Depot Park Station	134
Pacific Avenue at Wharf roundabout	178
Boardwalk	108
Seabright	194
17th Avenue	96
41st Avenue	247
Capitola Village	178
New Brighton/Cabrillo	88
Aptos	176
La Selva	44
Ohlone Parkway	37
Downtown Watsonville	237
Pajaro Station	92
None	123
Other (please specify)	72

Other (please specify)	
1	7th Ave. at the tracks
2	main street.
3	trail access everywhere.
4	Downtown Santa Cruz/ UCSC
5	UCSC
6	Disregard this survey response. I have already filled out the survey and just confirming here that one person can fill out the survey multiple times. Most unfortunate.
7	I would not take a train because it takes too long to drive to Aptos Village to board and there is limited parking nearby.
8	No stations should be built
9	Roaring Camp
10	Jade street park
11	I don't go to any of those places
12	Davenport
13	At age 77, I will likely not use such transit in my lifetime remaining. 50 years ago such transit would have changed my living/location decisions. I wanted such transit years ago!
14	Where on Earth did you plan on sticking a station in la selva?
15	Would like to see something in the SLV
16	I wouldn't use the train
17	I want access through all crossing roads, impossible with a train.
18	roaring camp station
19	and Ifthere was one near Safeway
20	Scotts Valley
21	Mid Town!
22	Seacliff
23	need one closer to downtown
24	ALL: Stations would be at most street intersections and at other needed destinations.
25	a station within 500 yards of my house
26	It depends on schedule and services
27	Trail now

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28	Seascape Resort
29	Not sure. Depends on what I'm doing and where I'm going. Seabright is closest to my home though.
30	Seascape
31	Trail, no train. Unless it is on Soquel or Hwy 1, that would actually make sense.
32	The following is needed: First - a clear definition of the problem to be solved. Second - alternatives that would solve the problem. Third - a study that evaluates the alternatives.
33	I would never use this train, and neither would anyone else!
34	River st. Area?
35	Pooh corner
36	Seascape
37	Seascape
38	I won't be alive if/when this ever happens
39	Park & Balboa Ave
40	All locations
41	No Train
42	7th Ave
43	Scotts Valley
44	My concern is that none of the Santa Cruz stops is a transportation hub.
45	None
46	Davenport (if available)
47	No train or bus- bike path only
48	Where is Ohlone parkway station? Maybe that one too if it's closer to my house than downtown watsonville
49	Near Freedom, Ca
50	I ride an ebike all year round.
51	Downtown to meet Highway 17 express
52	It would just be recreational for me so random what station I'd use
53	Davenport
54	It is inconvenient for my family to use the corridor except for pleasure.
55	If there was one near Airport Blvd or Green Valley Rd, Watsonville
56	Davenport
57	Roaring Camp or other SLV station
58	none
59	Downtown Santa Cruz
60	A bike route would provide unlimited options for access points.
61	The spending of any more tax payer dollars on a train of any kind needs to stop. This project is going to cost in excess of a billion dollars and it will not reduce Hwy 1 traffic or move large numbers of people across our county efficiently or economically. A better use of our tax dollars is bus rapid transit on the Hwy 1 corridor. The existing santa cruz branch rail corridor should be used as a bike/pedestrian path from Watsonville to Davenport.
62	Who's paying for these stations? Where's the parking areas? Get real, people.
63	cabrillo to park; hiway wat
64	Unlikely to use it except as a novelty with visiting friends and relatives.
65	Seacliff at State Park and Searidge
66	I will bike and hike it every single day.
67	Would prefer a Seascape station. More accessible to a greater # of people than La Selva.
68	No train
69	no trains!
70	7th av
71	Monterey/Salinas
72	Trail from Davenport to Monterey

**12. What connector services would benefit you most? Please select up to three.**

Answer Choices	Responses
METRO bus connections	396
Shuttles	222
Bike Share	250
Scooter Share	51
Biking and walking on the Rail Trail	642
Biking and walking on the roadway network	292
Parking for autos	279
Rides-hailing/taxis	99
Other (please specify)	94

Other (please specify)	
1	My employer provides transport yet the county or metro want to eliminate and/or charge for parking. It's as if this proposal is all the county is interested in and not companies providing tax free transportation.
2	Connection to Monterey Bus transit
3	none
4	none
5	None. I won't be using the rail. I need a car to get around town.
6	Biking & walking on a trail that is SAFE, WIDE, FAMILY-FRIENDLY & not shared with a train!
7	None
8	Disregard this survey response. I have already filled out the survey and just confirming here that one person can fill out the survey multiple times. Most unfortunate.
9	Personal Rapid Transit
10	None
11	'None
12	no train
13	no train
14	no train
15	Leasing existing parking lots to provide free Park & Ride for rural/mountain residents
16	AMTRAK Capitols, TAMC to Monterey
17	Cal train & Monterey Train
18	space on trains for bikes
19	Rail connection at Watsonville
20	Personal Rapid Transit
21	cable-propelled transit between ROW and UCSC, Cabrillo, Soquel Drive medical complex
22	I wouldn't use the train so n/a
23	MST
24	BART
25	Trail only, no rail.
26	Biking and walking on other trails
27	bike no train
28	I am disabled and need to use my own transportation
29	Guideway loops can be easily extended into any high traffic destination.
30	Free Parking south county, Paid Aptos & N.
31	N/A
32	Caltrain, BART, other PUBLIC transit!
33	A connection to San Jose
34	Connection over 17 and to SF
35	Connection over 17 and to SF
36	Fixed: Biking and walking on the Coastal Trail
37	none



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38	Nonr
39	No trains on trail
40	BRT that goes all the way to destinations
41	None - No rail here - walking and bike only
42	The following is needed: First - a clear definition of the problem to be solved. Second - alternatives that would solve the problem. Third - a study that evaluates the alternatives.
43	none
44	trail only no train
45	None
46	Caltrain
47	Same as above
48	Literally any connector to SLV/SV that doesnt involve metro busses
49	MST/Caltrain
50	Increased safe bike lanes from Eastside of hwy 1
51	Continuous and safe train for bikes and pedestrians from North County all the way to Watsonville and beyond
52	All of the above
53	Prt
54	bike on board
55	Connect to existing state transit
56	NO TRAINS!!!!!!
57	Statewide transit
58	Excellent connections to the national rail network
59	A better bike trail without rail could actually likely help more folks get around town. And a bus lane on HWY 1 would likely help Watsonville commuters more.
60	Personal Rapid Transit! (PRT)
61	Anything other than a train.
62	none
63	Extension of CalTrain and Capitol Corridor service to Watsonville.
64	Biking walking on the trail. No rail
65	No rail! Trail only.
66	No train - bike path is crucial
67	NONE
68	Caltrain/BART connection.
69	Caltrain, Amtrak, etc.
70	Trail Only!!!
71	Highway 17 Express
72	plentiful access points for bike and foot traffic
73	e-bike commuting
74	Having some public money left over for affordable housing.
75	None
76	None - no train no connectors. Spend money on the Metro, that will benefit everyone.
77	Users could bike directly from home or use the bus bike rack connections.
78	The spending of any more tax payer dollars on a train of any kind needs to stop. This project is going to cost in excess of a billion dollars and it will not reduce Hwy 1 traffic or move large numbers of people across our county efficiently or economically. A better use of our tax dollars is bus rapid transit on the Hwy 1 corridor. The existing santa cruz branch rail corridor should be used as a bike/pedestrian path from Watsonville to Davenport.
79	Greenway use for cycling, walking
80	No Train
81	Why do I need to take the train to a bus stop when I can just get on the bus in the first place on my corner. Take a fraction of what you want to invest in this boondoggle and invest in Metro.
82	no bus or rail
83	Widen highway 1! There will never be a train, ever you fools!
84	I would use the trail twice a day if it were continuous and not diverted around the trestle crossings. An alternative that forces trail detours, will be unsuccessful..
85	Amtrak

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86	Trail only
87	safe bike lockers at the stations
88	None. No train. Now!
89	no trains!
90	Connections to Cabrillo College
91	Trail only!
92	Build a trail on the rail corridor. Put mass transit on Hwy 1.
93	Connect to High Speed Rail
94	None