

# All Scenarios Comparison

Including Preferred Scenario

	2035 Preferred	Beyond 2035	Scenario A	Scenario B	Scenario C	Scenario E
<b>Highway 1 Projects</b>						
Buses on shoulders						
High occupancy vehicle lanes (HOV) and increased transit frequency						
Auxiliary lanes to extend merging distance IN ADDITION TO MEASURE D						
Metering of on-ramps						
Additional lanes on bridge over San Lorenzo River						
Mission St intersection improvements						
<b>Soquel Avenue/Drive and Freedom Blvd</b>						
BRT lite (faster boarding, transit signal priority and queue jumps)						
Increased frequency of transit with express services						
Buffered/protected bike lanes						
Intersection improvements for auto						
Intersection improvements for bikes/pedestrians*						
<b>Rail Corridor</b>						
Bike and pedestrian trail						
High-capacity public transit service	/	/				
Local rail transit with interregional connections						
Bus rapid transit						
Freight service on rail						
<b>Overall Project Area/Connections between Routes</b>						
Improved bike/pedestrian facilities throughout urban area closing gaps in network	These projects will be evaluated in all scenarios.					
Additional transit connections						
Bike share, bike amenities, transit amenities, park and ride lots						
Multimodal transportation hubs						
Automated vehicles/connected vehicles						
<b>Transportation Demand and System Management</b>						
Employers and residences - incentive programs	These projects will be evaluated in all scenarios.					
Education and enforcement - electric vehicle, motorist safety, and bike safety						

Only in Watsonville

\*Intersection improvements will include right turn pockets or bypass lanes for bus service and transit priority, if feasible.