

Activity 1: Top 3 Performance Measures

Live Oak Meeting Oct 15

Select the three performance measures that are the most important to you. Place the performance measures on the scenario that you think improves that performance measures the most.

Performance Measure	Scenario A	Scenario B	Scenario C	Scenario E
Greenhouse Gas Emissions	3	9	2	
Auto Travel Time	2	1		
Mode Share	4	4	3	
Environmentally Sensitive Areas	4	1		
Criteria Pollutants	1	1		
Visitor Tax Revenue	1			
Level of public investment	2			
Transit Travel Time	3	6	2	1
Collisions	3	6	2	1
Travel Time Reliability	4	16		2
Other Economic Benefits	1	1		
Auto Vehicles Miles Traveled		4		
Transit Vehicle Miles Traveled		5		
Benefits to transportation disadvantaged		8	1	
Household Transportation Cost		4		1
SUM	28	66	10	5

Activity 1: Top 3 Performance Measures

Watsonville Meeting Oct 16

Select the three performance measures that are the most important to you. Place the performance measures on the scenario that you think improves that performance measures the most.

Performance Measure	Scenario A	Scenario B	Scenario C	Scenario E
Greenhouse Gas Emissions	1	3		6
Auto Travel Time	3			3
Mode Share	2	7		1
Environmentally Sensitive Areas	2			
Criteria Pollutants				
Visitor Tax Revenue	1			1
Level of public investment	4			1
Transit Travel Time	2	5		3
Collisions	1	2		1
Travel Time Reliability	4			3
Other Economic Benefits	4			1
Auto Vehicles Miles Traveled		3		
Transit Vehicle Miles Traveled		3		1
Benefits to transportation disadvantaged	2	5	2	5
Household Transportation Cost	3	5		
SUM	29	33	2	26

Activity 2: Pros and Cons of Each Scenario

Tell us what you think are the pros and cons for each scenario: **Scenario A**

Meeting Location	Pros	Cons
Live Oak	An effective, safe, user friendly TRAIL accommodating e-bikes, wheel chairs, bikes, pedestrians	Shortsighted approach regarding Rail and Trail which is what is needed for the future
Live Oak	Gets people out of their cars on a safe trail, auxiliary lanes work	Transportation density not high enough to offset increasing density development
Live Oak	This meets current needs plus future needs	Way more VMT - bad for climate
Live Oak	Does not increase traffic in Capitola Village	Worst for transit users
Live Oak	Safe Pedestrian Bike Trail only + Freeway	Doesn't allow for some of the best HWY 1 transit options
Live Oak	Keep people off surface streets - on trail	Less safe
Live Oak	Bridge widening, Mission Street improvements, intersection improvements	Expanding lanes encourages more driving which brings more congestion
Live Oak	Widening San Lorenzo Bridge will reduce gridlock	Very car focused. Less opportunity for people using other modes
Live Oak	Most accessible, affordable, and equitable option for the ROW	Short sighted for commuter from Watsonville to Santa Cruz
Live Oak	Only option fixing bridge over San Lorenzo, fixes traffic on streets	Largest highway expenditures. Too much money to highways (x2)
Live Oak	Encourages more folks to consider human powered transportation	We do not need to widen HWY 1. We need more, better options
Live Oak		Already too much traffic
Live Oak		Auto centric development and projects
Live Oak		Assumes almost everyone has a car (x3)
Live Oak		Bus not long-term best practice for future
Live Oak		HOV lanes on ramp meters
Live Oak		Worst for decreasing collisions
Live Oak		Eliminates rail
Live Oak		Doesn't improve Watsonville area transit to North county
Live Oak		Worst for transit mode share

Activity 2: Pros and Cons of Each Scenario

Scenario A

Meeting Location	Pros	Cons
Live Oak		HOV not practical with closely spaced exits
Live Oak		0 HOV > \$
Live Oak		Fewer people would use than with train
Live Oak		Expensive bad for climate
Live Oak		No transit option in rail corridor
Watsonville	Rail not economically sustainable (not enough population density)	Forcing more cars and people into the Highway 1 Corridor will only make it harder to get anywhere
Watsonville	Best to have bike path off the streets	Doesn't have real transportation solution, no rail, no disabled
Watsonville	No inflexible infrastructure investment (rail)	Elitist - doesn't take in to consideration those that cant bike long distances yet want to get out of cars
Watsonville	Best for health and cost	No rail? No way!
Watsonville		Low marks on VMT reduction + collision reduction
Watsonville		Loses rail transit
Watsonville		Undermines public transit, will decrease ridership, empathizes car culture
Watsonville		Exclusionary. Includes trail only, no light clean rail option
Watsonville		Trail only is Not in My Backyard attitude, no good
Watsonville		Need to get away from cars as population increases, more rail
Watsonville		Need to add commute train from Pajaro to Gilroy so mid county and Watsonville cars off Highway 1 North
Watsonville		No rail or BRT, no interregional connection improvements
Watsonville		Need bus on shoulder

Activity 2: Pros and Cons of Each Scenario

Scenario B

Meeting Location	Pros	Cons
Live Oak	Best for Bike + Transit mode share	Metering light? Doesn't seem effective
Live Oak	Highest transit vehicle mode share	Train will make surface road traffic horrible
Live Oak	Buffered bike lanes on Soquel + Freedom would be amazingly fabulous	Diesel trains through dense neighborhoods - noise, air pollution, horns, local traffic impacts
Live Oak	Most balanced approach, would love to see implemented in my lifetime	Makes ROW unfriendly for realistic bike usages (Disjointed, narrow, next to train)
Live Oak	Dedicated [transit] pathway = guaranteed schedule	Unrealistically low cost to build and operate trains
Live Oak	Has state funding	Include trail across Capitola trestle
Live Oak	Best future quality of life	Too many trail diversions onto roadway
Live Oak	Shares costs, future expansion	Horribly expensive to build and maintain
Live Oak	Lots of options	Costs too much to buy a ticket at \$25. See SMART Train
Live Oak	Best use of Hwy 1	Wont reduce Hwy 1 commuter traffic focus over the hill
Live Oak	Prefer this scenario: supports transit	Need protected bike lanes only, not buffered bike lanes
Live Oak	Most people served by transit!! Best mode share change away from cars.	(See SMART Train) Cost too much farebox pays only 15% of true operating cost
Live Oak	Most reduction of collisions	Train doesn't reduce Hwy 1 traffic
Live Oak	Gets cars off highway 1	Overcoming naysayers, those resisting change for the benefit of the most
Live Oak	Most accessible multi-modal transportation for all	
Live Oak	Buffered bike lanes! These are huge for safety	
Live Oak	Transit density can catch up with development density	
Live Oak	Transit mode share is great	
Live Oak	Mode choices	

Activity 2: Pros and Cons of Each Scenario

Scenario B

Meeting Location	Pros	Cons
Watsonville	Includes BRT and interregional connections, improvements for bikes/peds	Work around for bike path sharing with rail will not work
Watsonville	Best option is "B" for disabled, for poor, for disenfranchised	Rail that works will cost too much to operate (x3)
Watsonville	Only Scenario where monetized benefits (collisions avoided and VMT reduction) exceeds costs (capital and operations)	Need commute train from Pajaro to Gilroy will reduce mid County and Watsonville cars on Highway 1
Watsonville	To operate a train there would be a lot of jobs provided by SCCRTC. It'll be a regular steady jobs machine.	Too much focus on Mission Street- need more focus on Central and South County. Please solve problems keeping those of us who live South and work North from having same quality of life (x2)
Watsonville	Wireless access on train makes transit time more productive time	The train tickets would need to be subsidized heavily by taxes
Watsonville	Transit needs to get started ASAP, Scenario B is best	Don't need passenger rail if you have Bus on Shoulder
Watsonville	Scenario B has been shown to be best option. Thoroughly reviewed. Go forward ASAP	The train would provide a nice area for homeless folks to sleep, scream, pee, and poop
Watsonville	Add freight to Watsonville on Scenario B	How much will a train slow down surface traffic? (x2)
Watsonville	Rail (DMUs) is easy to add capacity at peak times (add units) without increased labor costs (more operators)	Train tracks and the fences to separate bikes from the train would be a hindrance
Watsonville	Keep rail transit, keeps freight for the rest of the County. Keeps Roaring Camp connected	Rail infrastructure is not as easy to revise as BRT
Watsonville		Lacks HOV lanes (x2)
Watsonville		Peer review needed on this study (x2)
Watsonville		Needs Freight
Watsonville		Add the aux lanes
Watsonville		Very expensive and poor trail
Watsonville		How many people and cars will be hit by a train?

Activity 2: Pros and Cons of Each Scenario

Scenario C

Meeting Location	Pros	Cons
Live Oak	Run Watsonville to/from UCSC. Express buses via rail trail	Rail corridor doesn't help Watsonville
Live Oak	2nd choice after A. Like Watsonville freight train if not in neighborhoods	Train more efficient + long term
Live Oak	Cheapest to construct and operate while expanding transit opportunities	Bus takes up too much rail space, doesn't help highway traffic
Live Oak	Buses will have to get re-routed from trail instead of bikes/peds	Does not guarantee a full dedicated pathway to prioritize schedule timeliness and trump solo trips
Live Oak	Bus transit on rail trail sounds like a nice idea	Does not help Hwy 1 traffic enough
Live Oak	BRT more flexible than rail, run them to UCSC	Wont serve high numbers of people in the future
Live Oak	quick to implement	
Watsonville	A great fallback if rail isn't found as feasible plan	Freedom Blvd must have some overcrossings for people or animals
Watsonville	Uses what we already have so least costly?	BRT Lite gets stuck in traffic; no BRT benefit
Watsonville		Need commute train from Pajaro to Gilroy for mid County to Watsonville folks
Watsonville		Buses on rail line was already tried by LA. Lets not make the same mistake. BRTS are slow
Watsonville		Loss of rail transit and freight to mid and north county. Roaring camp is isolated

Activity 2: Pros and Cons of Each Scenario

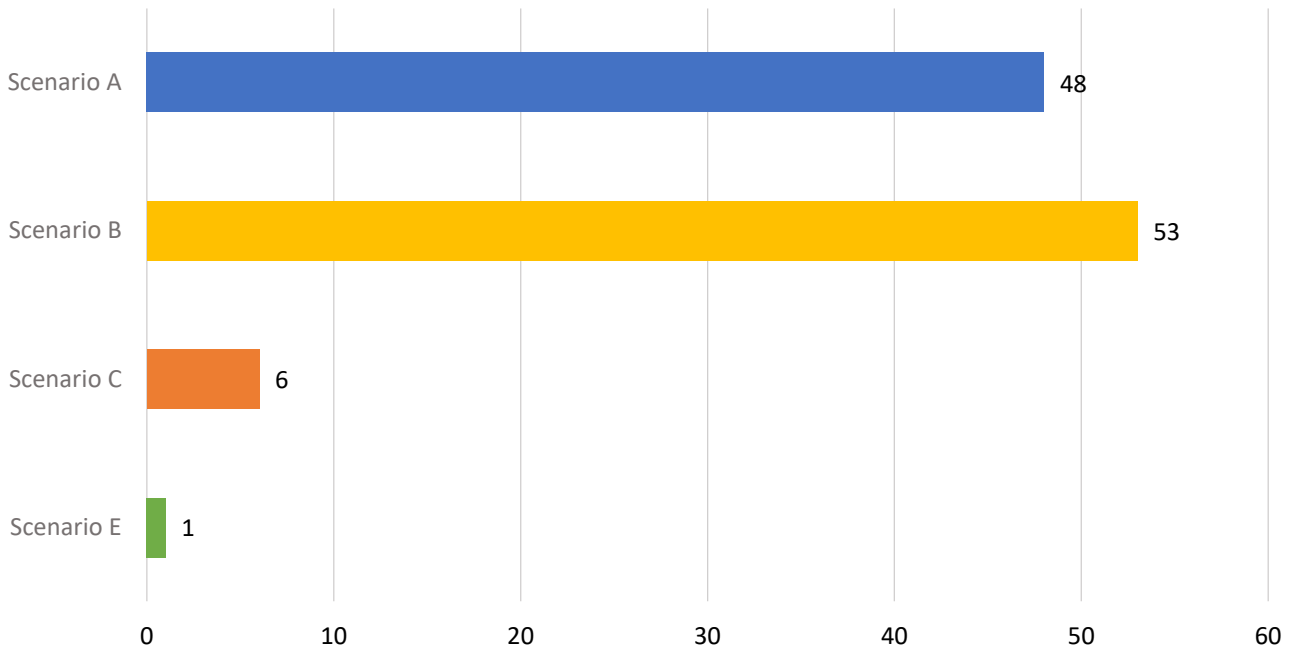
Scenario E

Meeting Location	Pros	Cons
Live Oak	Best use of rail corridor trail and passenger rail and freight. All Good.	Too much spending on Highway widening
Live Oak	I can pollute the air more	Too expensive
Live Oak	I like the focus on bike safety	Don't need freight service in north county.
Live Oak	rail options	Widening Hwy one is not looking to the future
Live Oak		Freight traffic, through valuable, would it not require heavy transit ROW?
Live Oak		Freight- carrying what? sitting idle? doesn't help traffic congestion
Live Oak		Too expensive long term (x2)
Live Oak		Too much focus on cars/vehicles if HOV why did HOV not be included stating at Hwy 17?
Watsonville	Rail freight can help w/ cost (\$) and environmental) of consumer goods. Interregional connections sorely needed	Needs bus on shoulder
Watsonville	This keeps people moving in more modes	Local rail will create gridlock with cars at intersections
Watsonville	Fastest way to get from one end of the county to other for all	Need commute train from Pajaro to Gilroy to reduce mid county to Watsonville car traffic North on Highway 1
Watsonville	Connect to Regional train service (Caltrain, Amtrak) at Pajaro Junction	Need BRT Lite, current bus options don't do the job to connect Watsonville to rest of county.
Watsonville	Best for the environment	Local rail too expensive, negative impact on community
Watsonville	Keeps rail and connects to Pajaro Junction	HOV lane is not good because of CO2 emissions increase. Otherwise 'E' is great
Watsonville	More options, a quiet means to get from one end of the county for youth and seniors	

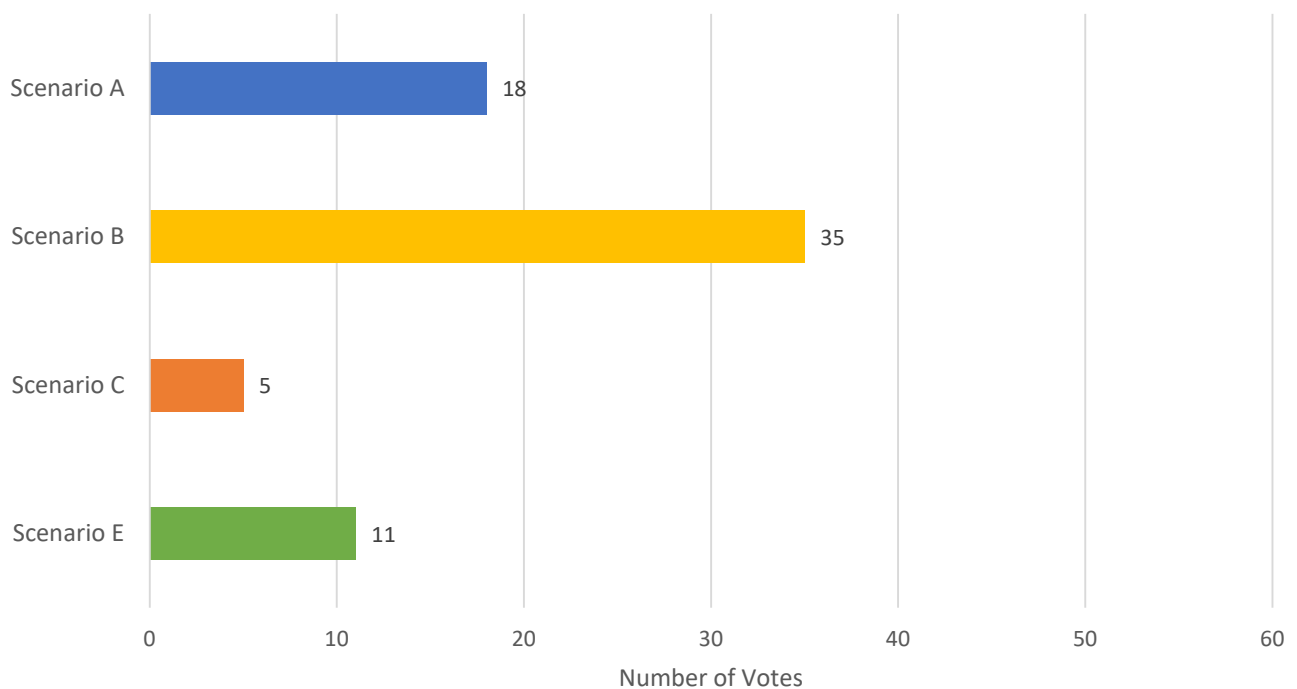
Activity 3: Preferred Scenario

Tell us what is your preferred scenario

Preferred Scenario - Live Oak Meeting



Preferred Scenario - Watsonville Meeting



Activity 3: Preferred Scenario

Tell us how you would improve the scenario, if at all

Scenario A

Meeting Location	Comments
Live Oak	Add elevated light rail on the corridor (x2)
Live Oak	Add bus on shoulder
Live Oak	Add freight rail Watsonville
Live Oak	Ped Bike Trail
Live Oak	Buffered Bike lanes on Soquel needed (x2)
Live Oak	Eliminate HOV Lanes (\$\$\$) (x2)
Live Oak	No Need for HOV just have three lanes. Thanks
Live Oak	Save corridor for future trans modes (w/o rail)
Live Oak	Toll + transit lanes on Hwy 1 BRT on Hwy 1
Live Oak	Evaluate the Greenway Trail only proposal NOT some generic "Trail only" idea
Watsonville	Highway 1 improvements are most important for transportation
Watsonville	No HOV too expensive \$. Yes Bus on Shoulder. Yes Buffered Bike lanes. Put funding to METRO and forget train \$\$\$.
Watsonville	Add freight for Watsonville only
Watsonville	Connect Pajaro to Gilroy via Rail for San Jose commuters
Watsonville	Scenario A has faster travel times from Santa Cruz to Watsonville (SR 1 is tied @ 33.5 mins) than all the others and is only \$66 M and \$154 M more expensive than 'B' and 'C', respectively, &\$348 M cheaper than 'E'

Activity 3: Preferred Scenario

Tell us how you would improve the scenario, if at all

Scenario B

Meeting Location	Comments
Live Oak	This makes the most sense if we don't divert bike/ped off bridges and onto roads. I wouldn't ride through Capitola village
Live Oak	Best Choice. Inclusive. Disabled community - don't forget them. Don't forget elderly that can walk but no longer drive
Live Oak	Some people don't ride bikes and support tram/light rail. Rail will be clean - light trolleys/trams. Electric/magnetic ? Solar? New technology?
Live Oak	I would like to have improvements to San Lorenzo River Bridge
Live Oak	Replace Capitola trestle with bridge to support bike w/ rail
Live Oak	# 1 choice
Live Oak	Include the loss of cross track access [like at Simpkins] in rail scenarios
Live Oak	We need rail transit if we don't do it we'll lose many millions of dollars and cause gridlock on Hwy 1 and surface streets
Live Oak	Clarify what rail means. People tend to think "Freight train"
Live Oak	Could we widen bridge over San Lorenzo River in this Scenario? Either way this is the most inclusive and forward thinking scenario. Thank you!
Live Oak	Best for people, planet, prosperity. Scenario B
Live Oak	Best transit mode share. Best bike mode share and reduction in collisions (x2)
Watsonville	Scenario B would reduce mean auto speeds from the Baseline AM Peak (40.5) to 39.4 and PM peak (34.4) to 32.9. Why make improvements that lower performance
Watsonville	Please add freight for mid and north county (x8)

Activity 3: Preferred Scenario

Tell us how you would improve the scenario, if at all

Scenario B

Meeting Location	Comments
Watsonville	Scenario B is best option to include whole community. Not only bike riders and cars
Watsonville	I prefer a hybrid of B&E as a top choice
Watsonville	Add modified or new trestle in Capitola to keep trail on bridge
Watsonville	This is a North-South study. The "mean-speed" is presented as "county-wide" including Bonny Doon, Corralitos, etc. Caltrans say for Hwy 1: 1) No build: 18 MPH 2) HOV: 45 MPH
Watsonville	Bus on EVs on Shoulder
Watsonville	Most useful option for all citizens including disabled seniors
Watsonville	The current rail line is in the wrong location
Watsonville	Include HOV
Watsonville	Let's get moving
Watsonville	Transition to battery vehicles when feasible
Watsonville	Rail not realistic, too much time and money, not practical
Watsonville	Scenario B with ruin the transportation in County

Activity 3: Preferred Scenario

Tell us how you would improve the scenario, if at all

Scenario C

Meeting Location	Comments
Live Oak	Scenario C "bus rapid transit" think 12 person AI shuttle (like IBM "Olli") Able to hop on and off of rail corridor that is what makes it spectacular
Live Oak	I love same frequency as rail but cheaper and more flexible
Watsonville	Scenario C would reduce mean auto speeds from the baseline AM peak (40.5) to 39.4 and PM peak (34.4) to 32.8. Why make improvements that lower performance

Scenario E

Meeting Location	Comments
Live Oak	No Comments
Watsonville	How could BRT Lite be added?
Watsonville	Include intersection improvements for AUTO and BRT
Watsonville	Leave off HOV and this one is great