

Unified Corridor Investment Study - Draft Scenarios for Analysis

Note: Text in underline and strikethrough are recommended changes from approved project list

	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E	Scenario F	No Build
Highway 1 Projects							
buses on shoulders							
high occupancy vehicle lanes (HOV) and increased transit frequency							
auxiliary lanes to extend merging distance <u>IN ADDITION TO MEASURE D</u>							
metering of on-ramps							
additional lanes on bridge over San Lorenzo River							
Mission St intersection improvements							
rail transit on Hwy 1 between Santa Cruz and Watsonville							
self driving cars							
Soquel Avenue/Drive and Freedom Blvd							
bus rapid transit lite (faster boarding, transit signal priority and queue jumps)							
dedicated bus -lane for bus rapid transit <u>and bikes</u>							
parking moved from Soquel Avenue/Drive to improve bike and transit options							
increased frequency of transit with express services							
buffered/protected bike lanes							
intersection improvements for auto							
intersection improvements for bikes/pedestrians							
Rail Corridor							
multiuse trail (bike and pedestrian)							
bike trail separate from pedestrian trail							
local rail transit with interregional connections							
bus rapid transit							
freight service on rail							
Overall Project Area/Connections between Routes							
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							
Transportation Demand and System Management							
employers and residences - incentive programs	These projects will be evaluated in all scenarios.						
education and enforcement - electric vehicle, motorist safety, and bike safety							