



Newsletter January, 2016

NEW TRAILNOW.ORG VIDEO RELEASED

Here is the latest video by Trail Now, with over 11,000 views on Facebook. The video helps illustrate the fact that the setbacks are too narrow and the corridor is not wide enough for train and trail: <https://www.youtube.com/watch?v=9MQI4tSi6Y>

MONTEREY COUNTY REPLACED TRACKS WITH TRAIL

Learn the history why Monterey County made the decision years ago to remove tracks and build trail: <https://www.youtube.com/watch?v=VHuyR3ywJ4k>

NOT WIDE ENOUGH DEBATE

The Regional Transportation Commission (RTC) recently issued a GIS Map report that identifies the Right-of-Way (ROW) width along the corridor (<http://sccrtc.maps.arcgis.com/apps/webappviewer/index.html?id=693ef37a1f0d4423b2c32133ab12cdf3>) and make claims that the corridor is 99% wide enough for a train and trail. In the GIS Map, you can see that their proposed ROW extends over existing homes and businesses, including O'Neill Surf Shop on 41st Ave. Trail Now has used their GIS Map and performed our own analysis. The results show that almost 20% of the corridor is not wide enough for a train and trail.

Rail Right-of-Way Segment Width (ft)	RTC Staff		Trail Now	
	Rail Miles within ROW	% of ROW	Rail Miles within ROW	% of ROW
25' or less	0.34	1.1%	2.35	7.3%
26' to 31'	0.73	2.4%	3.49	10.9%
32' to 50'	11.52	38.1%	11.14	34.8%
51' or more	17.65	58.4%	13.26	41.4%
	30.24		30.24	

NOT WIDE ENOUGH DEBATE (continued)

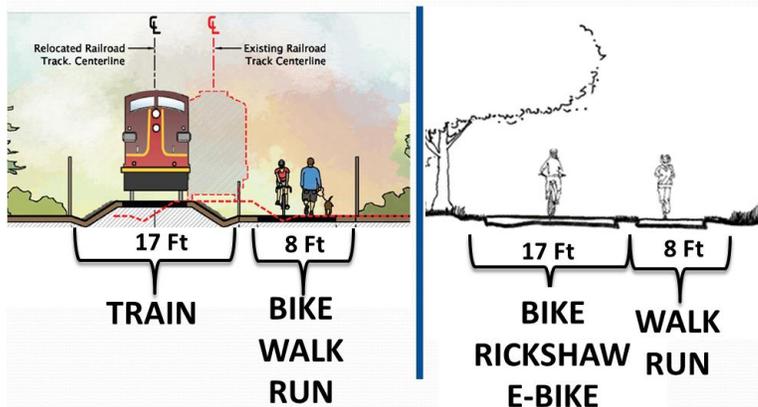
Most all of the narrow sections are in the Central area.

Central Section Rail Right-of-Way Segment Width (ft)	Trail Now	
	Rail Miles within ROW	% of ROW
25' or less	2.05	6.4%
26' to 31'	3.49	10.9%
32' to 50'	3.90	12.2%
51' or more	3.14	9.8%

8 FOOT OR 20 FOOT WIDE TRAIL?

One of the primary arguments train advocates sight is the need for “multi-options” for transportation along the corridor. Agree, but rather than large diesel-power vehicles taking up most of the corridor, alternative modes of transit such as bikes, e-bikes, rickshaws and other “human-powered” systems are more appropriate for this short distance corridor. New biking innovations will lead to more “bike commuting” and help reduce car traffic. Here is a great example of a new individual “bike” that would not be allowable on the proposed 8 foot wide trail.

<https://www.facebook.com/BamMargera/videos/10152769239211374/?fref=nf>



TRAILNOW.ORG NEIGHBORHOOD MEETINGS

Throughout 2016, we want to continue our Neighborhood Meetings throughout the County. If you are interested in helping to arrange a meeting in your area, please let us know.

We are also reaching out to local club and organization (Rotary, Chamber, etc.) meetings. If you are associated with a group that holds regular meetings and looking for guest presentations, please let us know.

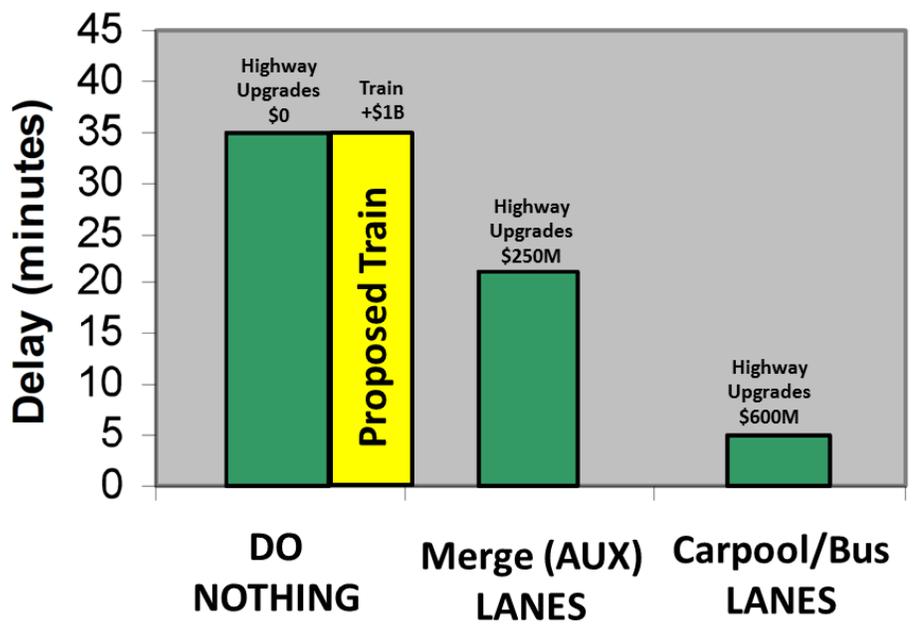
TIME TO SUBMIT YOUR COMMENTS FOR HIGHWAY 1 FUTURE DEVELOPMENT

Are you interested in future developments on Highway 1? Submit your comments by Jan 18 regarding the Highway 1 Tier I/Tier II Draft Environmental Impact Report & Environmental Assessment. Please send your comments via email to: Matt Fowler, Senior Environmental Planner at: matt.c.fowler@dot.ca.gov by Monday, January 18 at 5 p.m.

THE MOST EFFECTIVE APPROACH TO TRANSIT - BUS RAPID TRANSIT (BRT)

Bus Rapid Transits (BRTs) are the most effective approach to transit and would be a potential feature of Highway 1 widening with HOV lanes.

Below is a chart we use in our Trail Now Neighborhood Meetings to illustrate that the train will have no impact on Highway 1 traffic congestion – based on RTC Train Feasibility Study. The chart shows the minutes of delay experienced by Highway 1 users (smaller is better), which is a seven-fold reduction in delay with HOV lanes.



The most effective transportation improvement is associated with Highway 1 upgrades and operating BRTs along the Highway corridor. The current 2016 Transportation Tax Measure (½ % Sales Tax) includes millions for the train, which results in not enough funds to completely widen Highway 1. The fact is, Santa Cruz Metro currently receives ½ % Sales Tax, resulting in \$20M per year, which equates to \$600M over 30 years. Therefore, the new 2016 Tax Measure would be \$600M rather than the \$450M RTC is claiming. Combine this with the fact that Santa Cruz County would be eligible to receive 50% of the funds required to widen Highway 1 from Federal / State, it is possible to completely widen Highway 1 and establish BRTs. More importantly, without the train, there are plenty of funds to establish BRTs.

LOCAL BUSINESS STICKER CAMPAIGN

Our grass roots effort continues to grow with the local businesses. Stickers and shirts are available at Blown-out Wetsuit Repair on Portal Drive in Santa Cruz. If you are a local business owner and are interested in displaying our Trail Now sticker, please let us know!



DONATIONS AND YOUR EXPERTISE IS NEEDED

We are a grass-roots effort with limited resources. We need volunteers to help us with social media marketing (Twitter), website development and fund raising. If you have time and this expertise, please let us know!

We are also reaching out to our supporters for donations. We use funds for promotional stickers, business posters, renting of conference rooms for Neighborhood Meetings, advertising in local media, TRAILNOW.ORG webpage development and other marketing materials. Any amount is appreciated. Donations are not tax deductible.

DONATE ONLINE AT <http://www.trailnow.org/donate/>

OR BY CHECK TO:
TRAILNOW.ORG
P.O. Box 2492
Aptos, CA 95001

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