

## Wyatt, Rosie

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**From:** Bob F <bobfif@hotmail.com>  
**Sent:** Wednesday, April 16, 2025 11:47 AM  
**To:** City Council; Regional Transportation Commission  
**Cc:** Manu.Koenig@santacruzcounty.us; bruce.mcpherson@co.santa-cruz.ca.us; eduardo.montesino@cityofwatsonville.org; openup@cats.ucsc.edu; openup@ucsc.edu; sbrown@cityofsantacruz.com; Brown, Kristen; Justin Cummings; mweiss@sccrtc.org; Matt Machado; Sarah Christensen; felipe.hernandez@santacruzcounty.us; rlj12@comcast.net; mhartman@SantaCruzSentinel.com; 2045rtp@sccrtc.org; fkeeley@santacruzca.gov; Matthew Wetstein; andy.schiffrin@santacruzcountyca.gov; eduardo.montesino@watsonville.gov; Corey Aldridge; vanessa.quiroz@cityofwatsonville.org; Justin Cummings; felipe.hernandez@santacruzcountyca.gov; Kimberly De Serpa; sclark@scottsvally.gov; Monica Martinez; alexander.dean.pedersen@gmail.com; vanessa.quiroz@watsonville.gov  
**Subject:** Purpose of Government / Watsonville <=> Santa Cruz in Less Than 20 Minutes During Rush Hours  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

### === Purpose of Government ===

The purpose of our local government (supposedly formed OF the PEOPLE, BY the PEOPLE, and FOR the PEOPLE) is to best serve those within its borders.

To help quality of life, our local governments should include the safe transportation of people from where they are within local borders to where they want to be as safely and expeditiously as possible at reasonable costs. This includes to businesses to bring in revenue to allow this quality of life to be sustained as well as to allow those who only intend to pass through, to not get impeded or to contribute unfavorably to congestion.

A means to accommodate this common sense should be encouraged. No one with an understanding of high school level physics can deny the following truth:

$$\text{per hour} / 50 \text{ miles} \times 15 \text{ miles} \times 60 \text{ minutes} / \text{per hour} = 18 \text{ minutes}$$

This simple calculation proves that once a bus is assured of traveling a steady 50 MPH (but safe in a dedicated lane within the Highway 1 median) between Watsonville and Santa Cruz (15 miles), it can travel that distance in less than 20 minutes during rush hours! (Note that while at 50 MPH it would take 18 minutes, in a 90 MPH future it would take 10 minutes. What can be guaranteed today with commonsense existing safe buses upon Highway 1 (where high speeds belong (not traffic where one can jog faster), would be a challenge for any commuter train system upon our limited non-circular single-track supposed Rail PLUS Trail Corridor environment to even safely exceed 10 MPH! Proponents intending a limited single-track commuter train system over such relatively short distances are playing very, VERY dangerous games with naive passenger lives! What would the inherently safe two-track BART commuter system be if it were downgraded to only a single track? No amount of "magic" sidings could

forever eliminate the possibility of the next 57 passengers losing their lives in another already experienced head-on train collision!

Rather than wait any more years for this billion+ dollar boondoggle to continue to drain taxpayer funds AND further waste resources while delaying more favorable transportation, consider the following which can be implemented for a fraction of the cost while achieving something that will ease traffic on Highway 1!

Squeeze in at least one dedicated bus lane within the median on Highway 1 for at least 15 miles that can accommodate a string of buses (B1-B5). During rush hours, buses B1 & B2 can travel 50 MPH non-stop between Watsonville and Santa Cruz in less than 20 minutes, B3 & B4 can travel non-stop to the halfway points, and B5 can pick up all the in-between stops. (Note that B1 could be a HWY17 bus and focus upon continuing onto Highway 17 and over the hill into Santa Clara County, B2 could focus upon serving UCSC as well as the Boardwalk and locale while B3 & B4 could accommodate Cabrillo College and the 41st locale. Again, safer and more expeditious than any train and at a fraction of the costs!)

This process could continue every 15 minutes during rush hours and tail off as per demand. This is just one possibility that can be tweaked to cost far less than the billion+ dollar single track train system that  
<> will be an endless money pit and  
<> will default to a slow-moving freight and tourist train as was intended over 100 years ago (but now at naive taxpayer expense) and  
<> will be the next "unsinkable" Titanic if it continues upon a path to be a commuter train in our active environment which makes it even more likely to default to a slow-moving train that doesn't exceed 10 MPH.

The advantage of providing such an effective mass transportation system over on Highway 1 is that it opens up what was an unused extremely level transportation corridor to easily be viable to accommodate local traffic limited to 30 MPH. This includes tourists who want to appreciate our county's environment at their own various paces, many traveling upon rented bicycles while spending money in our community.

As an engineer with over 50 years of experience in designing and developing a variety of robust computer systems (now retired) as well as achieving a patent for an All-Express Passenger Train System (so I am pro-train in applications that makes sense but our environment forever limited to a single track in a non-circular configuration is not appropriate), I am 100% certain that implementing the Santa Cruz County version of Trail PLUS Rail would be a mistake.

A VERY concerned resident of Santa Cruz County,  
Bob Fifield