

## Revised Draft Transportation Plan Goals, Targets and Policies

(underline/~~strikeout~~ indicates amendments from the original version)

- **GOAL 1. Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.**

There is a strong relationship between achieving access, health, economic benefit, and climate and energy goals and meeting targets. In many cases actions to achieve one goal will lead toward achieving the other goals. For example, providing more carpool, transit and bicycle trips reduces fuel consumption, retains money in the local Santa Cruz County economy and reduces congestion.

### TARGETS:

Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers.

**1A.** Increase the percentage of people within a 30-minute walk, bike or transit trip to key destinations. (*Specific target numbers will be developed in conjunction with Sustainable Communities Strategy.*)

Re-invest in the local economy by reducing transportation expenses from vehicle ownership, operation and fuel consumption. Reduce smog-forming pollutants and greenhouse gas emissions.

**1B.** Reduce per capita fuel consumption and greenhouse gas emissions by 5 percent by 2035 ~~due to~~ through a reduction in vehicle miles traveled and improved vehicle flow speed consistency. [Note: Of the 5 percent reduction in fuel consumption/greenhouse gas emissions, improving speed consistency could account for up to 1% with the remaining due to reductions in vehicle miles traveled.]

~~Reduce smog-forming pollutants, greenhouse gas emissions, and fossil fuel consumption.~~

~~**1C.** Reduce per capita vehicle miles traveled 5 percent by 2035.~~

~~**1D.** Improve speed consistency between 0 to 50 percent on the County's congested highway and arterial roadways by 2035.~~

Improve the convenience and quality of trips, especially for walk, bicycle, transit and car/vanpool trips.

**1CE.** Improve travel time reliability for vehicle all trips and multimodal level of service for walk and bicycle trips to and within ~~between key~~ destinations. (*Specific target numbers still to be developed.*)

Improve health by increasing physical activity in using the transportation system.

**1DF.** Decrease single occupancy vehicle mode share compared to the baseline condition between ~~0-2~~ to 8 percent by 2035.

### POLICIES:

- 1.1. *Transportation Demand Management (TDM)*: Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
- 1.2. *Transportation System Management*: Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.
- 1.3. *Transportation Infrastructure*: Improve multimodal access to and within key destinations.
- 1.4. *Transportation Infrastructure*: Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks
- 1.5. *Land Use*: Support land use decisions that locate new facilities close to existing services, particularly those that service transportation disadvantaged populations.

➤ **GOAL 2. Reduce transportation related fatalities and injuries for all transportation modes**

Safety is a fundamental outcome from transportation system investments and operations. Across the United States, pedestrians and bicyclists (vulnerable users) are killed and injured at a significantly higher rate than the percentage of trips they take.

**TARGETS:**

Improve transportation safety, especially for the most vulnerable users.

**2A.** Reduce injury and fatal collisions by mode by 50 percent by 2035

**2B.** Reduce total number of high collision locations by 75 percent by 2035

**POLICIES:**

2.1 *Safety*: Prioritize funding for safety improvements that will reduce fatal or injury collisions.

2.2 *Emergency Services*: Support projects that provide access to emergency services.

~~2.3 *Traffic Calming*: Incorporate traffic calming strategies in transportation investments that will reduce collisions.~~

~~2.4 *System Design*: Reduce the potential for conflict between bicyclists, pedestrians and vehicles at high use locations.~~

➤ **GOAL 3. Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system, and beneficially for the natural environment.**

The manner in which access and safety outcomes referenced in Goal 1 and Goal 2 are delivered can impact cost-effectiveness, distribution of benefits amongst population groups, and ecological function.

**TARGETS:**

Maintain the existing system.

**3A.** Increase the average local road pavement condition index to 70 by 2035.

**3B.** Reduce the lane miles in “distressed” condition by 5 percent per year.

Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations.

**3C.** Increase the percentage of transportation disadvantaged people within a 30-minute walk, bike or transit trip to key destinations. ~~share of funding going to areas and projects servicing transportation disadvantaged people.~~

Solicit broad public input.

**3D.** Maximize participation from diverse members of the public in RTC planning and project implementation activities.

**POLICIES:**

- 3.1 *Cost Effectiveness & System Maintenance:* Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.
- 3.2 *Coordination:* Improve coordination between agencies in a manner that improves efficiencies, reduces, and duplication (e.g. paratransit and transit; road repairs; signal synchronization; TDM programs).
- 3.3 *System Financing:* Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.
- 3.4 *Equity:* Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.
- 3.5 *Ecological Function:* Deliver transportation investments in a way that increases tree canopy, improves habitat and water quality, enhances and avoids ~~impacts to~~ sensitive areas.
- ~~3.6~~ *~~Low Impact Design:~~* ~~Support management and treatment of storm water on site through low impact design practices to improve water quality and stream flows.~~
- ~~3.7~~3.6 *Public Engagement:* Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.