

2040 Santa Cruz County Regional Transportation Plan Goals, Targets¹ and Policies

Note: The underline and strikethrough are the RTC staff recommended changes from the 2014 Regional Transportation Plan goals, policies, and targets.

➤ **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 meeting targets and achieving access, health, economic benefit, climate and energy goals. In many cases actions to achieve one goal or target will assist in achieving other goals and targets. 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 that can travel to key destinations² within a 30-minute walk, bike or transit trip by 20 percent by 2020 and ~~40-47~~ percent by ~~2035~~2040.³

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 1 percent by 2020, ~~and~~ 5 percent by 2035 ~~and 6 percent by 2040~~.⁴

1C. Re-invest in the local economy \$5 million/year⁵ by 2020 and ~~\$10-12~~ million/year by ~~2035~~ 2040 from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.⁶

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

1Di. Improve travel time reliability⁷ for vehicle trips.⁸

¹ Base years have been identified for most targets to allow for a comparative analysis. Base years vary by target between 2001 and 2010, depending on available data. Base years for the 2040 RTP are the same as the base years determined for the 2014 RTP.

² Key destinations consider employment and population centers, and multimodal trip destinations.

³ The targets are relative to the 2010 maximum population within the key destinations and will close the gap between the baseline population and maximum population by 20% by 2020 and 40% by 2035.

⁴ Through a reduction in vehicle miles traveled and improved speed consistency. These values may change based on the requirements of the California Air Resources Board for the AMBAG region.

⁵ 2012 dollars.

⁶ 10 million per year equates to \$100 per household per year. Assumes \$4 per gallon.

1Dii. Improve multimodal network quality⁹ for walk and bicycle trips to and within key destinations.¹⁰

Improve health by increasing the percentage of trips made using active transportation options, including bicycling, walking and transit.

1E. ~~Increase the number of active transportation trips by 5 percent of total trips by 2020 and by 20% of total trips by 2040. Decrease single occupancy mode share by 4 percent by 2020 and by 8 percent by 2035.~~¹¹

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.**

⁷ Travel time reliability is important since being late to work, an appointment, or for a delivery has substantial repercussions for travelers and businesses. Literature from the Federal Highway Administration (FHWA) and many academic journals cite travel time reliability as a more important measure than average travel time between destinations because people must try to plan around the unpredictable nature of travel.

⁸ Qualitative target to be further developed in future planning effort.

⁹ Multimodal network quality for walk and bike trips considers roadways speeds, presence of bicycle and pedestrian facilities and buffers from traffic.

¹⁰ Qualitative target to be further developed in future planning effort.

¹¹ ~~The active transportation trip mode share for Santa Cruz County estimated from the 2012 California Household Travel Survey for all trips is 20%. The target is to double the active transportation mode share to 40% by 2040. An 8 percent decrease in single occupancy vehicle mode share includes increasing bicycle trip mode share to 10 percent and pedestrian mode share to 14 percent by 2035 and bicycle trip mode share to 6 percent and pedestrian trip mode share to 8 percent by 2020.~~

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 20 percent by 2020 and by ~~50-60~~ percent by ~~2035~~2040.

2B. Reduce total number of high collision locations.¹²

POLICIES:

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

2.2 *Safety:* Encourage projects that improve safety for youth, vulnerable users, and transportation disadvantaged.

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

2.4 *System Design:* Reduce the potential for conflict between bicyclists, pedestrians and vehicles.

➤ **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 and improve the condition of transportation facilities.

3A. Increase the average local road pavement condition index to 57 by 2020 and ~~70-72~~ by ~~2035~~2040.

3B. Reduce the number of transportation facilities in “distressed” condition¹³ by 3 percent by 2020 and 5 percent by 2035.

Enhance healthy, safe access to key destinations for transportation-disadvantaged populations.

3C. Reduce travel times and increase travel options for people who are transportation disadvantaged due to income, age, race, disability or of limited English proficiency by

¹² Qualitative target to be further developed in future planning effort.

¹³ Includes street (pavement, sidewalks, bike lanes, and other road components) and transit facilities.

“Distressed” pavement has a Pavement Condition Index under 50.

increasing the percentage that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and 40/47% by 2035/2040.¹⁴

3D. Ensure transportation services (and impacts) are equitably distributed to all segments of the population.

Solicit broad public input.

3E. Maximize participation from diverse members of the public in RTC planning and project implementation activities.¹⁵

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 and reduces 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, where appropriate, improves habitat and water quality, and enhances sensitive areas.
- 3.6 *Public Engagement:* Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.

¹⁴ The targets are relative to the 2010 maximum population within the key destinations and will close the gap between the baseline population and maximum population by 20% by 2020 and 40% by 2035.

¹⁵ Qualitative target to be further developed in future planning effort.