

Transportation

Sustainable Access and Circulation



UCSC's geographic size, topography, and limited access routes present daily transportation challenges for students, faculty, and staff. The campus is dedicated to promoting efficient, equitable, and sustainable access and circulation to all facilities, while reducing transportation-related environmental impacts and associated greenhouse gas (GHG) emissions.

UCSC Transportation and Parking Services (TAPS) has actively promoted sustainable transportation practices for decades¹, greatly reducing single-occupancy vehicle (SOV) use. Currently 61%

of all person-trips to and from campus employ sustainable transportation practices. Traffic counts for 2011–12 show a reduction in traffic to 1997 levels.

Efforts to reduce fossil fuel use by UCSC's vehicle fleet reveal a more complex issue. While total fossil fuel use increased 2.8% between 2009–12, this reflects expansion of the Commuter Vanpool program and Campus Transit services—sustainable transportation measures that reduce SOV use. Fuel use by all other fleet vehicles declined by 4.4% during this period.

Despite these achievements, the campus remains heavily reliant on fossil-fueled transportation. The

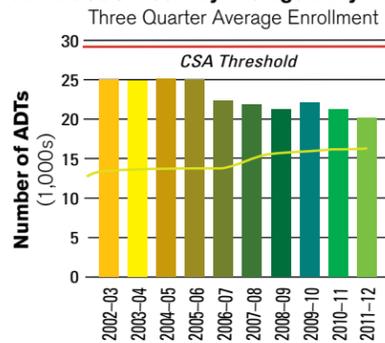
campus is committed to reducing vehicle trips and GHG emissions by expanding alternative fuel use, human-powered travel, and non-SOV commute modes. However, current funding models are inadequate to sustain campus transit services and subsidies of existing commuter access programs, and do not support major transportation infrastructure improvements. Achieving UCSC's vision of a truly sustainable and fuel-efficient transportation system will require an effective funding model that integrates large-scale planning, public and private investments, and extensive educational outreach to promote changes in individual behavior.

¹ See Transportation and Parking Services (TAPS) website, www.taps.ucsc.edu

GOALS	OBJECTIVES
1. Reduce UCSC-related transportation impacts and associated GHG emissions including fleet fuel use, air travel, commute, service/delivery and electric vehicle (EV) charging stations.	Maintain average daily trips to UCSC main campus below levels defined by Comprehensive Settlement Agreement (CSA). Reduce CO2 emissions from 2009–10 levels for campus fleet vehicles by 15%, (excluding emissions from vanpools and campus transit). Determine baseline for air travel emissions and set target reduction goals. Reduce campus transportation's reliance on fossil fuels.
2. Promote and increase use of non-Single Occupancy Vehicle (SOV) transportation modes for travel to and from campus.	Decrease person-trips to and from main campus using SOV autos from 35% to 30% by 2016.
3. Promote and increase reliance on human-powered transportation modes for on-campus travel.	Determine baseline for on-campus travel modes by campus transportation survey and set target for future reductions.
4. Research, develop, and test new funding model and sources for transportation services, programs, and infrastructure that support the campus sustainability vision.	Conduct research and pilot-test development of an alternate funding model based on transportation-related GHG emissions, parking, and transportation costs.
5. Provide opportunities for the campus community to increase understanding and engage in sustainable transportation activities.	Develop internships or other educational links to academic interests related to transportation.

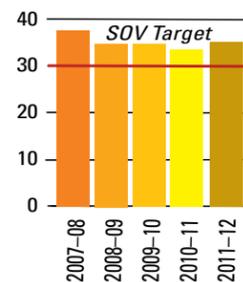
Key Metrics

2002-12 UCSC Weekday Average Daily Trips (ADTs)



% of UCSC Traffic Stream in Single Occupant Vehicles (SOVs)

As Observed at Campus Gates



Scope and Purpose

To provide and promote effective, equitable, and sustainable access to and around campus facilities.