

CHAPTER 2 TRANSPORTATION PLANNING POLICIES

INTRODUCTION

The ~~2014~~2018 Regional Transportation Plan is Kern County's comprehensive area-wide transportation program to address the mobility challenges created by the region's growth. The policy element is one of 4 required elements for a Regional Transportation Plan as required by the adopted California Transportation Commission guidelines. This policy element contains an integrated set of goals, policies, actions and performance measures that are consistent with publicly vetted principles to guide and monitor the improvements to Kern's transportation system through ~~2040~~2042.

The Policy Element addresses legislative, planning, financial, and institutional issues and requirements, as well as areas of regional consensus (e.g., land use policies). This element provides guidance to decision-makers regarding the implications, impacts, opportunities, and forecasted options that will result from implementation of the RTP. In addition, the Policy Element is a resource that provides input and promotes consistency of actions taken by state, regional, and local agencies, such as transit agencies, congestion management agencies, and the California Highway Patrol.

This policy element contains an integrated set of goals, policies, actions and performance measures that are consistent with publicly vetted principles to guide and monitor the improvements to Kern's transportation system through 2042.

The policies and actions of the RTP are listed by goal and strategic action element (see Chapter 5) and are provided in Table 2-1. This table is supported by a Performance Monitoring section containing a system-wide set of measures to monitor progress toward these goals as well as an integrated environmental justice (EJ) analysis (see Appendix D). A description of the issues, needs, and actions is included in Chapter 5, Strategic Investments, for each transportation mode.

Goals, policies, actions, and performance measures are defined as follows:

A “**goal**” is the end toward which effort is directed; it is general in application and timeless.

A “**policy**” is a direction statement that guides present and future decisions on specific actions. Policies support the attainment of goals. In this document, policies have been merged with objectives to streamline the policy element.

An “**action**” is a specific activity in support of the policy. Actions are detailed in Chapter 5, Strategic Investments (Action Element).

A “**performance measure**” is a quantitative system-level indicator of how actions in the plan support the goals and are included in Appendix D.

In accordance with Government Code 65080(b)(1), all policies are relevant for both the near term (6 years) and long term (20+ years). Short- and long-range actions implementing these policies are identified in Chapter 5.

The following ~~2014~~2018 RTP goals and policies were derived from other Kern COG transportation plans and studies. This ~~2014~~2018 RTP stands on its own, and revisions to these other plans will not affect the content of this document.



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GOALS/POLICIES

At the core of the ~~2014~~2018 RTP are seven goals:

- 1) **Mobility** – Improve the mobility of people and freight.
- 2) **Accessibility** – Improve accessibility to, and the economic wellbeing of, major employment and other regional activity centers.
- 3) **Reliability** – Improve the reliability and safety of the transportation system.
- 4) **Efficiency** – Maximize the efficiency and cost effectiveness of the existing and future transportation system.
- 5) **Livability** – Promote livable communities and satisfaction of consumers with the transportation system.
- 6) **Sustainability** – Provide for the enhancement and expansion of the system while minimizing effects on the environment.
- 7) **Equity** – Ensure an equitable distribution of the benefits among various demographic and user groups.

While all goals are considered interrelated and important, mobility is considered the plan's highest goal. Identified in Table 2-1 are policy objectives for Kern COG and its member agencies categorized by the goals they help to advance. The table also references the strategic investment category in Chapter 5, Strategic Investments.

TABLE 2-1: REGIONAL TRANSPORTATION PLAN GOALS, POLICIES AND ACTIONS

Policy – Action No.	Goal(s)	Policy/Action	Strategic Action Element (Ch. 5)
1	Mobility, Accessibility	Enhance connectivity to Meadows Field and Inyokern Airport to accommodate future regional growth	Aviation
1.1		Work with Meadows Field and Inyokern Airport to obtain funding from the state and federal governments for their respective development programs.	Aviation
1.2		Work with local and regional transit providers to increase alternative mode ground access options at Meadows Field.	Aviation
1.3		Assist Meadows Field with planning related to high-speed rail connections.	Aviation
2	Mobility, Accessibility	Assist Kern County airports in expanding facilities to meet growing general aviation demands.	Aviation
2.1		Participate in master plan updates for various Kern County airports.	Aviation
2.2		Implement the Action Plan of the Central California Aviation System.	Aviation
2.3		Work with public airports to increase their access to federal and state funding.	Aviation
3	Mobility, Accessibility	Work with privately owned airports and local jurisdictions to support their operations and to maintain compatible uses within the airport area of influence.	Aviation

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Policy – Action No.	Goal(s)	Policy/Action	Strategic Action Element (Ch. 5)
3.1		Work with the JLUS committee to implement planning activities listed in the JLUS for R-2508 airspace (China Lake Naval Air Weapons Station and Edwards Air Force Base).	Aviation
3.2		Implement planning actions and strategies listed in the JLUS for R-2508.	
4	Mobility, Accessibility, Sustainability	Enhance and connect existing and future bikeways and pedestrian walkways in the Kern region.	Active Transport (AT), Air Emission
4.1		Seek and assist member agencies to apply for funding for bicycle and pedestrian projects from local, state, and federal sources.	AT
4.2		Seek and assist member agencies to apply for funding to maintain existing bikeways and pedestrian walkways.	AT
5	Mobility, Accessibility	Encourage and assist Kern COG member jurisdictions to implement their adopted local bicycle plans and to incorporate bicycle facilities into local transportation projects.	AT, Air Emissions
5.1		Fund updated bicycle plans for incorporated cities and unincorporated communities.	AT
5.2		Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013 <u>2017, 2016 and updated as needed</u> , create and fund pedestrian/bicycle facilities.	AT
6	Mobility, Accessibility	Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013 <u>2017, 2016 and updated as needed</u> , update and fund regional and local plans that promote bicycle and pedestrian travel.	AT, Air Emissions
6.1		Fund a Pedestrian facilities Plan for the County of Kern as well as incorporated cities.	AT
6.2		Periodically update the Kern Regional Bicycle Plan.	AT
7	Livability	Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013 <u>2017, 2016 and updated as needed</u> , promote and fund sustainable community design that supports transit use and increases active transportation (AT) while still meeting the mobility needs of residents and employees.	AT, Public Transit, Air Emissions
7.1		Purchase and construct bicycle racks and lockers for Kern County multimodal stations.	AT
7.2		Purchase and construct bike tie-downs and racks on commuter trains and buses.	AT
7.3		Implement Rapid bus Improvements when financially feasible throughout the County.	Transit
7.4		Introduce Express bus service along SR 178/24th Street/Rosedale Highway and SR 99.	Transit
7.5		Consider Bus Rapid Transit in exclusive lanes with traffic signal priority.	Transit
7.6		Consider funding a feasibility study to explore additional Express bus service throughout the county.	Transit
7.7		Consider ramp metering.	Transit
7.8		Consider peak period only HOV lanes.	Transit
7.9		Consider converting BRT corridors to light rail transit.	Transit



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Policy – Action No.	Goal(s)	Policy/Action	Strategic Action Element (Ch. 5)
7.10		Consider additional peak period HOV lanes.	Transit
7.11		Pursuant to the Project Delivery Policies and Procedures adopted November 24, 2013, 2016 and updated as needed, create and fund pedestrian/bicycle facilities	AT
8	Mobility, Accessibility	Identify additions and alternatives that would improve the overall quality of transit service in Kern County.	Transit, Air Emissions
8.1		Assist KRT <u>Kern Transit (KT)</u> in refining KRT <u>KT</u> scheduling practices.	Transit
8.2		Encourage KRT <u>KT</u> to consider route reconfiguration within Downtown Bakersfield.	Transit
8.3		Assist KRT <u>KT</u> in analyzing stop placements.	Transit
8.4		Consider a new GET Transit Center at CSU Bakersfield.	Transit
8.5		Increase GET services to CSU Bakersfield and Bakersfield College.	Transit
8.6		Consider introducing “full” GET Bus Rapid Transit.	Transit
8.7		Pursuant to the Project Delivery Policies and Procedures adopted November 24, 2013, 2016 and updated as needed, create and fund pedestrian/bicycle facilities.	Air Emissions
8.8		Implement traffic flow improvements/railroad grade separations.	Air Emissions
8.9		Promote park and ride lots.	Air Emissions
8.10		Consider High Occupancy Vehicle (HOV) lane additions: Centennial Corridor provides room to accommodate HOV.	Air Emissions
8.11		Encourage transit providers to consider lower transit fares or transit subsidies.	Air Emissions
8.12		Implement flextime program.	Air Emissions
9	Mobility, Accessibility	Identify alternatives to traditional transit that address Kern County’s regional transit (KRT <u>KT</u>) rural mobility needs.	Transit, Air Emissions
9.1		Assist KRT <u>KT</u> in refining KRT <u>KT</u> scheduling practices.	Transit
9.2		Consider KRT <u>KT</u> route reconfiguration within Downtown Bakersfield.	Transit
9.3		Assist KRT <u>KT</u> in analyzing stop placements.	Transit
9.4		Initiate <u>Continue</u> discussions with the Southern California Regional Rail Authority regarding the extension of Metrolink from Lancaster to Rosamond.	Transit
9.5		Continue pursuing extension of Metrolink from Lancaster to Rosamond. (Transit)	Transit
9.6		Initiate discussions with the State regarding adding stops to Amtrak San Joaquin service between Bakersfield and Wasco.	Transit
9.7		Create and promote ridesharing and voluntary employer-based incentives.	Air Emissions
10	Mobility, Accessibility	Develop coordination alternatives that would realize improvements over current Golden Empire Transit (GET) and other transit operations.	Transit, Air Emissions
10.1		GET may consider decreasing emphasis on timed connections at transit centers.	Transit

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Policy – Action No.	Goal(s)	Policy/Action	Strategic Action Element (Ch. 5)
10.2		GET may consider faster crosstown trips: <ul style="list-style-type: none"> • New Express routes • New "Rapid" routes • More direct routes 	Transit
10.3		GET may consider faster crosstown service connecting one side of Bakersfield to the other.	Transit
10.4		GET may consider circular services within neighborhoods or around outlying areas of Bakersfield.	Transit
10.5		Continuation of GET express routes.	Transit
11	Mobility, Accessibility	Review, identify, and discuss alternative administrative and oversight models for transit services in Kern County.	Transit, Air Emissions
12	Mobility, Accessibility	Create strategies to increase the visibility and importance of transit in Kern County.	Transit, Air Emissions
12.1		Monitor advancement of the California High-Speed Rail (HSR) project.	Transit
12.2		Introduce GET hybrid Circulator/Express service.	Transit
12.3		Develop special presentations, workshops and studies for member agencies on transportation-related control measure strategies for air pollution emissions as new standard, technology, and funding opportunities evolve.	Transit
13	Mobility, Accessibility	Create partnerships between transit and social services agencies in addressing Kern County's transit needs.	Transit, Air Emissions
14	Mobility, Accessibility	Improve intercity connections and provide new services to expand the transportation alternatives in the Eastern Sierra region.	Transit, Air Emissions
14.1		Initiate discussions with the Southern California Regional Rail Authority regarding the extension of Metrolink from Lancaster to Rosamond.	Transit
14.2		Initiate discussions with the State San Joaquin Valley Joint Powers Authority regarding adding stops to Amtrak San Joaquin service between Bakersfield and Wasco.	Transit
14.3		Create ridesharing and voluntary employer-based incentives.	Air Emissions
14.4		Reassess feasibility of commuter rail in various corridors.	Transit
14.5		As HSR proceeds to construction: <ul style="list-style-type: none"> • Identify preferred corridor to connect Bakersfield and Delano with commuter rail/HSR feeder service • Identify potential funding for commuter rail operations • Work with local transit providers to connect riders to commuter rail/HSR 	Transit
15	Mobility, Sustainability	Investigate new federal, state, and local funding opportunities to maintain the current transportation system and promote future transportation development.	Highways
15.1		Pursue ground access improvements for Meadows Field.	Highways
15.2		Upgrade the present highway maintenance system whenever feasible.	Highways

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Policy – Action No.	Goal(s)	Policy/Action	Strategic Action Element (Ch. 5)
15.3		Maintain and enhance existing roadway infrastructure and <u>vehicles with emerging technology</u> to provide for <u>itsmore</u> efficient use.	Highways, <u>Air Emissions</u>
16	Mobility, Accessibility, Sustainability	Work with Caltrans, COG member agencies, and other interested parties to prepare environmental studies and design engineering plans.	Highways
16.1		Widen State Route 119 near Taft	Highways
16.2		Widen State Route 14 near Freeman Gulch/Inyokern.	Highways
17	Mobility, Accessibility, Sustainability	Provide input to neighboring counties conducting Corridor Studies for routes significant to the Kern region.	Highways
17.1		Participate in San Bernardino County's study for the US Highway 395 corridor.	Highways
17.2		Review and analyze available rest areas, layover lots, and truck stops to determine needs for additional parking related to long-distance travel.	Highways
17.3		Implement the recommendations from completed transportation planning studies when appropriate and feasible.	Highways
18	Mobility, Accessibility, Efficiency	Review countywide transportation impact fees and encourage member agencies to invest in active transportation, public transit and maintenance of local streets and roads.	Highways
18.1		Encourage local governments to consider pursuing alternative funding sources such as regional TIFs where justified as a necessary means to address transportation needs.	Highways
19	Livability	Delay the need for future increases in highway capacity and congestion through the implementation of measures that reduce transportation related air emissions.	Highways, Air Emissions
19.1		Pursuant to Transportation Development Act Statutes, encourage member agencies to improve public transit in all communities.	Air Emissions
19.2		Create ridesharing and voluntary employer-based incentives.	Air Emissions
19.3		Facilitate traffic flow improvements/railroad grade separation.	Air Emissions
19.4		Pursuant to the Project Delivery Policies and Procedures adopted November 24, 2013 <u>2017, 2016, and updated as needed</u> , create pedestrian/bicycle facilities.	Air Emissions
19.5		Consider High Occupancy Vehicle (HOV) lane additions: Centennial Corridor provides room to accommodate HOV.	Air Emissions
19.6		Consider implementing flextime program.	Air Emissions
20	Mobility, Accessibility	Prepare a systems-level planning analysis of various transportation system alternatives using multimodal performance measures.	Highways, Air Emissions
20.1		Maintain Regional Traffic Models to aid in traffic and air quality analyses. Air emissions	Air Emissions

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21	Mobility, Accessibility, Efficiency, Livability	Coordinate planning efforts to ensure efficient, economical, and environmentally sound movement of goods.	Highways, Freight
21.1		Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013, 2017, 2016, and updated as needed, prioritize and program the capital improvements for highways, regional roads, and interchanges for the RTP planning period, consistent with adopted goals and policies as feasible.	Highways
21.2		Support higher safety level requirement for hazardous material transport on interstates, state highways, and local roads.	Highways
21.3		Encourage coordination and consultation between the public and private sectors to explore innovative and efficient goods movement strategies.	Freight
21.4		Identify opportunities for truck-to-rail and truck-to-intermodal mode shifts, and evaluate the contributions of truck traffic on regional air quality.	Freight
21.5		Encourage the use of rail and air for goods movement to reduce impacts to state and inter county routes and lessen air quality impacts.	Freight
21.6		Oppose higher axle load limits for the trucking industry on general purpose roadways <u>without adequate reinforcement and maintenance</u> .	Freight
22	Mobility, Accessibility, Efficiency	Advocate programs and projects for the intermodal linkage of all freight transportation.	Highways, Freight
22.1		Consider constructing truck climbing lanes on eastbound SR 58 from General Beale Road to the Bena Road overcrossing. (Freight)	Freight, Highways
22.2		Program Infrastructure improvements such as widening of Seventh Standard Road in response to proposed freight movements activities in the area. (Freight)	Freight
22.3		Widen State Route 184 to four lanes to respond to increasing agriculture trucking activity. (Freight)	Highways, Freight
22.4		Widen Wheeler Ridge Road to four lanes as a gap-closure measure to tie I-5 to SR 58 via SR184.	Highways, Freight
23	Mobility, Efficiency	Develop an annual freight movement stakeholders group for coordination and expansion efforts.	Freight
23.1		Encourage communication between short-line rail operators, shippers, and economic development agencies.	Freight
23.2		Explore options for potential uses of the southern portion of Arvin Subdivision as identifies in the Kern County Rail Study Phase 2.	Freight
24	Mobility, Reliability, Efficiency	Explore rail intermodal, transfer facility, and alternative transfer options for the region.	Freight
24.1		Continue development <u>and expansion</u> of the <u>Paramount—Logistics Park/Shafter Intermodal Rail Facility</u> for intermodal freight transfer <u>activities and container load matching</u> .	Freight
24.2		Continue development of the Delano RailEx Facility for intermodal freight shipping to the east coast.	Freight
24.3		Expand rail service to existing distribution centers throughout Kern County when feasible.	Freight



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Policy – Action No.	Goal(s)	Policy/Action	Strategic Action Element (Ch. 5)
25	Mobility, Accessibility, Equity	Maintain liaison with Southern California Association of Governments and all San Joaquin Valley Councils of Government for efficient coordination of freight movement between regions and counties.	Freight
25.1		Work with other agencies to create an effective Central Valley-wide truck model to track regional commodity flows and to identify critical economic trends that will drive truck flows on regionally significant truck routes.	Freight
26	Mobility, Reliability, Accessibility, Equity	Provide heavy truck access planning guidance, including a review of the current surface transportation act route system, review of geometric issues, and signaling for all routes identified as major local access routes, as well as the development of performance standards.	Freight, Air Emissions
26.1		Add “missing links” (streets) to roadway network that reduce out of direction travel: Centennial Connector will provide a major free flow traffic connector that will improve air quality by reducing stop and go truck travel on local arterials. Hageman Flyover Project will provide another east/west connection over SR 99 to downtown Bakersfield central business district; Mohawk Street Extension provides an extension from Rosedale Highway south that connects to Truxtun Avenue accessing downtown Bakersfield.	Freight, Air Emissions
27	Accessibility, Reliability, Livability, Sustainability	Provide, as feasible, technical and planning assistance to local jurisdictions for land use, air quality and transportation planning.	Land Use, Air Emissions
27.1		Facilitate the Shafter Intermodal Rail Facility by programming infrastructure to service rail and truck traffic that may be generated by the facility.	Land Use, Air Emissions
27.2		Use the California Environmental Quality Act (CEQA) review process to inform stakeholders and decision makers on the impacts of sensitive land use developments near vital transportation infrastructure necessary to handle increasing air traffic and international cargo, as well as increasing inland port activity.	Land Use, Air Emissions
27.3		Work with the Kern County Department of Airports and local planning departments to preserve existing airports from encroachment by sensitive land uses to strategic global gateways.	Land Use
27.4		Use the CEQA review process to inform stakeholders and decision makers on the impacts of sensitive land use developments near vital transportation infrastructure necessary to handle increasing local, intercity, and interregional transit use.	Land Use, Air Emissions
27.5		Implement the long-range 2014 2018 RTP in partnership with member agencies to preserve near- and long-term transportation infrastructure, thus promoting the gradual intensification of transit use when market demand for compact land uses increases.	Land Use, Air Emissions
27.6		Allow reduced parking requirements near transit centers that have alternative modes of access such as walking and bike paths, circulator buses, etc.	Land Use, Air Emissions
27.7		Monitor progress and allocate funding toward implementing principles developed by the Directions to 2050 outreach process pursuant to the Project Delivery Policies and Procedures adopted November 24, 2013 , 17, 2016, and <u>updated as needed</u> .	Land Use, Air Emissions
27.8		Encourage cities and the county to provide parking requirements (and parking provision) compatible with compact, pedestrian, and transit-supportive design and development. Requirements should account for mixed uses, transit access, and the linking of trips that reduce reliance on automobiles and total parking demand.	Land Use, Air Emissions

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27.9		Promote land use along freight corridors that are compatible with goods movement traffic.	Land Use
28	Accessibility, Efficiency, Livability, Sustainability	Encourage land use planning by Kern COG local government member agencies that recognizes Kern's large area, dispersed centers and unique geographic features of the region.	Land Use, Air Emissions
28.1		Implement the Directions to 2050 Growth principles vision for economic vitality by planning and programming infrastructure to provide connectivity to air traffic and international cargo facilities.	Land Use
28.2		Monitor progress and allocate funding toward implementing regional principles developed by the Directions to 2050 visioning process consistent with local general plans pursuant to the project Delivery Policies and Procedures adopted November 24, 2014 <u>317, 2016 and updated as needed.</u>	Land Use
29	Accessibility, Efficiency, Livability, Sustainability	Promote land use patterns that support current and future investments in public transit and that might support future commuter- and high-speed rail alternatives.	Land Use, Air Emissions
29.1		Encourage the adoption of general plan circulation elements that address transit, bike, and pedestrian modes. Consider specific plan lines and form-based codes where appropriate to implement transit improvements along designated transit corridors that connect transit-priority place types and centers.	Land Use, Air Emissions
29.2		Work with Golden Empire Transit, Kern Regional Transit <u>GET, KT</u> , other local transit providers, and local land use planners to preserve existing and future transit opportunities from the encroachment of low-density land uses within transit-priority place types and centers.	Land Use, Air Emissions
29.3		Encourage the expansion of transportation choices and transit usage by providing housing choices that include more compact and mixed land uses within walking distance to transit priority place types and centers.	Land Use, Air Emissions
29.4		Identify and space transit oriented village, town, and suburban/community centers a minimum of 1 to 4 miles apart.	Land Use, Air Emissions
29.5		Provide convenient and safe walking and bike paths to a fixed transit hub at each transit priority place type.	Land Use, Air Emissions
29.6		Promote more compact and mixed-use centers along transit corridors, where appropriate, to support more intense transit options such as Bus Rapid Transit, light rail and active transportation as areas become revitalized.	Land Use, Air Emissions
29.7		Land uses should be mixed both horizontally and vertically where appropriate. Vertical mixed use, with ground-floor retail in developed areas and activity centers as identified through local land use plans, can increase the vitality of the street and provide people with the choice of walking to desired services. More important for Bakersfield, mixing uses horizontally can prevent desolate, single-use areas and encourage increased pedestrian activity; scale of use and distance between uses are important to successful horizontal mixed-use development.	Land Use, Air Emissions



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29.8		Support and enhance transit priority and strategic employment place types. These areas have a strong impact on transportation patterns as the major destinations. To make these places more transit-supportive, they should be enhanced by land use decisions that locate new housing and appropriately scaled retail and employment uses to diversify the mix, creating an environment that maximizes transportation choice <u>in both Metro and outlying communities.</u>	Land Use, Air Emissions
29.9		Encourage cities and the county to provide land use intensities where appropriate at levels that will promote use of transit and support pedestrian and bicycle activity. A general threshold for transit-supportive residential uses is 10 to 15 units per acre within ½ mile of a high-frequency transit stop (15 min. headways or less). This density can be lower, however, if the urban environment supports easy pedestrian/bike access to transit. Nonresidential uses with a floor area ratio (FAR) of 0.5 provide a baseline that can support viable transit ridership levels. Local land use plans should provide flexibility to maximize the intensity of development in transit priority place types to be more responsive to changing market conditions.	Land Use, Air Emissions
29.10		Encourage the adoption of general plan circulation elements with specific plan lines as appropriate to preserve goods movement corridors and high frequency transit corridors.	Land Use, Air Emissions
29.11		The transportation and circulation framework should define compact districts and corridors that are characterized by high connectivity of streets to not overly concentrate traffic on major streets and to provide more direct routes for pedestrians, good access to transit, and streets that are designed for pedestrians and bicycles, as well as for vehicles.	Land Use, Air Emissions
29.12		New residential developments should include streets that provide connectivity. Cul-de-sacs and walls around communities are especially challenging for providing effective pedestrian and bike access to public transit.	Land Use, Air Emissions
29.13		Streets should be designed to support use by multiple modes, including transit, bicycles, and pedestrians, through proper scaling and provision of lighting, landscaping, and amenities. Amenities must be designed to provide comfortable walking environments.	Land Use, Air Emissions
29.14		Buildings should be human scaled, with a positive relationship to the street (e.g. entries and windows facing onto public streets, and appropriate articulation and signage). (Land Use – Highway/Road)	Air Emissions
29.15		The impact of parking on the public realm should be minimized by siting parking lots behind buildings or screening elements (walls or landscaping). Buildings should be close to the road so parking can be located on the side or in the rear.	Land Use, Air Emissions
30	Accessibility, Efficiency, Livability, Sustainability	Promote increased communication with neighboring jurisdictions on interregional land use issues, including the coordination of land use decisions and transportation systems.	Land Use, Air Emissions
30.1		Coordinate with the County of Kern, City of Bakersfield, and City of Shafter on the proposed expansion of Meadows Field in the County of Kern Airport Master Plan.	Land Use
30.2		Coordinate with the Southern California Association of Governments, the Metropolitan Transportation Commission, and the ports to minimize impacts of port activity through Kern County.	Land Use, Air Emissions

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30.3		Coordinate with the Kern County Department of Airports, municipalities and airport districts to establish intermodal connectivity for rail, trucking, transit, and passenger vehicles.	Land Use, Air Emissions
30.4		Coordinate with Golden Empire Transit, Kern Regional Transit <u>GET, KT</u> , and the Kern County Department of Airports to improve intermodal connectivity between transit systems and Meadows Field.	Land Use, Air Emissions
30.5		Continue to use the CEQA review process to inform stakeholders and decision-makers on the impacts of sensitive land use developments near vital transportation infrastructure.	Land Use, Air Emissions
30.6		Work with member agencies to preserve existing and future road and highway rights-of-way from the encroachment of sensitive land uses. (Land Use – Highway/Road)	Land Use, Air Emissions
30.7		Implement the long-range 2014 <u>20142018</u> RTP in partnership with member agencies to preserve near- and long-term transportation infrastructure that promote the preservation of goods movement routes and facilities. (Land Use – Highway/Road)	Land Use, Air Emissions
30.8		Transit improvement projects should be targeted at areas with transit-supportive land uses (existing and planned) in and around key destinations and projects that can increase pedestrian activity. (Land Use – Highway/Road)	Land Use, Air Emissions
30.9		Relax roadway level of service (LOS) standards in high-priority transit corridors. In high-demand, high-capacity transit corridors.	Land Use, Air Emissions
30.10		Special presentations and workshops for member agencies on transportation-related emission reduction strategies for air pollution emissions as new standards, technology, and funding opportunities evolve.	Air Emissions
31	Mobility, Reliability, Efficiency	Support more efficient use of the transportation system through the implementation of Intelligent Transportation Systems technology	Land Use <u>ITS</u> , Air Emissions
31.1		Build upon the momentum and stakeholder coalition generated through the San Joaquin Valley Goods Movement Study to pursue Intelligent Transportation Systems, <u>ITS</u> commercial vehicle projects.	<u>ITS</u> , Air Emissions
31.2		Investigate how ITS can support efforts to improve east/west travel between the inland areas and coastal communities.	ITS
31.3		Use momentum from the valley-wide <u>Build upon ITS planning efforts in the San Joaquin Valley</u> in conjunction with federal rules (ITS architecture and standards conformity and statewide and metropolitan planning) to expand ITS actions.	ITS
31.4		Build upon the existing Caltrans District 6 Traffic Management Systems to fill gaps and complete coverage on major facilities, including expansion of their highway closures and restrictions database, to include other agencies.	ITS, Air Emissions
31.5		Capitalize on the extensive ITS technology testing and standards development conducted by Caltrans by using, where appropriate, Caltrans approaches for local traffic management systems.	ITS, Air Emissions
31.6		Build upon lessons learned <u>best practices</u> from past and current transit ITS deployment experience in the San Joaquin Valley (Fresno Area Express, Golden Empire Transit, and San Joaquin Regional Transit) <u>State of California</u> .	ITS, Air Emissions
31.7		Build upon Caltrans District 6 experience with sharing facilities, equipment, and information between traffic management and California Highway Patrol staff.	ITS, Air Emissions

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31.8		Provide traveler information for commercial vehicle operators at truck rest stops.	ITS, Air Emissions
31.9		Improve visibility and access to existing Caltrans' valley-wide alternate route plans.	ITS, Air Emissions
31.10		Coordinate the Bakersfield area Transportation Management Operations Center with Caltrans' District 6 Transportation Management Center via satellite.	ITS, Air Emissions
31.11		Integrate the ITS capabilities being implemented at Golden Empire Transit (GET) with Bakersfield's traffic management system, including sharing information between the two centers during emergencies.	ITS, Air Emissions
31.12		Facilitate the transfer of lessons learned from GET ITS deployment to other area transit operators, and look for opportunities for those agencies to better coordinate with GET using its ITS capabilities.	ITS, Air Emissions
31.13		Expand the accident reduction campaigns on Kern's rural highways <u>and county roads.</u>	ITS, Air Emissions
32	Livability	Achieve national and state air quality standards for healthy air by the mandated deadlines.	Air Emissions
32.1		Maintain air quality coordination MOU with the San Joaquin Valley Metropolitan Planning Organizations, San Joaquin Valley and East Kern Air Pollution Control District, and Caltrans Districts 6 and 10.	Air Emissions
32.2		Identification of all Reasonably Available Control Measures (RACM) for ozone and all Best Available Control Measures (BACM) for PM10 by Kern COG's member agencies.	Air Emissions
32.3		Coordinate with all necessary responsible agencies to implement feasible transportation control measures that limit harmful air emissions.	Air Emissions
32.4		Support special presentations and workshops for member agencies on transportation-related emission reduction strategies for air pollution emissions as new standards, technology, and funding opportunities evolve.	Air Emissions
32.5		Seek funding options for Congestion Mitigation Air Quality Program (CMAQ), AB 2766 Motor Vehicle Emissions Reductions Program, and other sources that allow allocations for air emission reduction strategies.	Air Emissions
33	Equity	Take a proactive in implementing Proactively implement Federal Title VI <u>and</u> Environmental Justice requirements to ensure non-discrimination equity.	Environ. Justice
33.1		Avoid, minimize, and/or mitigate disproportionately high and adverse human health or environmental effects, including social and economic impacts, on traditionally disadvantaged communities, especially racial minority and low-income communities.	Environ. Justice
33.2		Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.	Environ. Justice
33.3		Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.	Environ. Justice

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RELATIONSHIP OF RTP GOALS TO DIRECTIONS TO 2050

In preparation of the 20142018 RTP, Kern COG undertook Directions to 2050, a comprehensive community engagement program that solicited input from over 5,000 stakeholders and community members in the Kern region. Building on the momentum of the 2008 Kern Regional Blueprint, the Directions to 2050 program revisited the nine adopted Blueprint principles for growth. It is important to note that the horizon

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year for the ~~2014~~2018 RTP is ~~2040~~2042. The theme “Directions to 2050” was used in the community engagement program to encourage participants to think well into the future.

Directions to 2050 community workshop participants as well as online participants throughout the region were invited to prioritize the principles for growth. Community members expressed continuing support for all nine principles for growth, indicating they are still relevant to the Kern region.

Workshop participants identified the following principles as the top three priorities for the region and their community’s future:

- Enhance economic vitality
- ~~Provide adequate and equitable services~~
- Conserve energy and natural resources, and develop alternatives

Principle prioritization varied slightly by valley, mountain, and desert sub-regions as follows:

- ~~Valley sub-region participants prioritized:~~
 - ~~Conserve energy and natural resources, and develop alternatives~~
 - ~~Provide adequate and equitable services~~
 - ~~Provide a variety of transportation choices~~
- ~~Mountain sub-region participants prioritized:~~
 - ~~Enhance economic vitality~~
 - ~~Conserve undeveloped land and spaces~~
- ~~Desert sub-region participants prioritized:~~
 - ~~Enhance economic vitality~~
 - ~~Provide adequate and equitable services~~
- Use and improve existing assets and infrastructure

Table 2-2 provides a comparison of the Directions to 2050 principles for growth and the RTP goals. The RTP is an extension of the Directions to 2050 community engagement process, providing mobility goals, policies, and actions for the region.

Examples of how the principles for growth interrelate with the RTP goals include the following:

- Improving mobility can include the addition of alternative fuels and modes that would help conserve energy and natural resources;
- Improving accessibility to major employment centers can make it more efficient to access and provide public services to these areas;
- Improving reliability and safety of the transportation system during peak periods can make it more convenient to do business in Kern, enhancing our region’s economic vitality;
- Maximizing efficiency of the transportation system can be improved by providing a variety of housing types and densities that are distributed to take optimum advantage of transit and highway infrastructure;
- Promoting livability can be assisted by building on a community’s historic assets;
- Promoting sustainability can reduce long-term operating costs, enhancing the economic viability of a region; and



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- Ensuring equity can be assisted by providing affordable transportation options such as biking, walking, and transit.

See Chapter 4, Sustainable Communities Strategy, for further information on the Directions to 2050 community engagement process.

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**TABLE 2-2: DIRECTIONS TO 2050 PRINCIPLES FOR GROWTH/
RTP GOALS COMPARISON MATRIX**

LINKS BETWEEN DIRECTIONS TO 2050 PRINCIPLES FOR GROWTH AND RTP GOALS	RTP Goals						
	1. Mobility – Improve the mobility of people and freight.	2. Accessibility – Improve accessibility to, and the economic wellbeing of major employment and other regional activity centers.	3. Reliability – Improve the reliability and safety of the transportation system.	4. Efficiency – Maximize the efficiency and cost effectiveness of the existing and future transportation system.	5. Livability – Promote livable communities and satisfaction of consumers with the transportation system.	6. Sustainability – Provide for preservation and expansion of the system while minimizing effects on the environment.	7. Equity – Ensure an equitable distribution of the benefits among various demographic and user groups.
Directions to 2050 <u>Growth Principles for Growth</u>							
A. Conserve energy and natural resources, and develop alternatives	♦	♦	♦	♦	♦	♦	♦
B. Provide adequate and equitable public services	♦	♦	♦	♦	♦	♦	♦
C. Enhance economic vitality	♦	♦	♦	♦	♦	♦	♦
D. Provide a variety of housing choices				♦	♦	♦	♦
E. Use and improve existing community assets and infrastructure	♦	♦	♦	♦	♦	♦	♦
F. Use compact, efficient development and/or mixed land uses where appropriate	♦	♦	♦	♦	♦	♦	♦
G. Provide a variety of transportation choices	♦	♦	♦	♦	♦	♦	♦
H. Preserve undeveloped land and spaces				♦	♦	♦	♦
I. Increase civic and public engagement			♦		♦		♦

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INTEGRATED PERFORMANCE MEASURES AND ENVIRONMENTAL JUSTICE ANALYSIS

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In the 2010 California Regional Transportation Plan Guidelines, the Kern COG RTP is listed as a best practice for environmental justice analysis for small to mid-sized metropolitan planning organizations. The analysis is integrated with a system level performance measure analysis that measures progress toward the seven RTP goals, ensuring that progress toward goals is consistent with progress toward environmental justice requirements. Appendix D containing the integrated performance measures analysis indicates that this RTP is performing well for most transportation system and environmental justice measures compared to the base year and no-build alternatives.

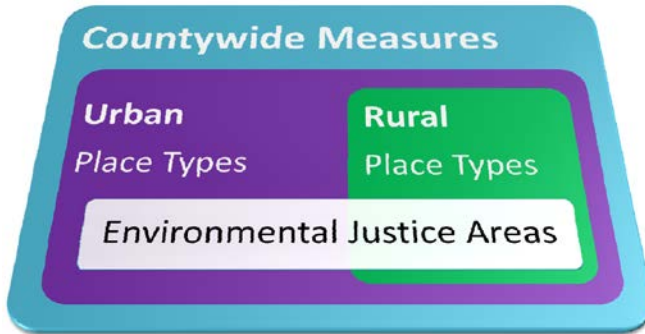
...the integrated performance measures analysis indicates that this RTP is performing well for most system-wide transportation and environmental justice measures compared to the base year and no-build alternatives.

An environmental justice analysis has been prepared consistent with Federal Title VI of the 1964 Civil Rights Act and Executive Order 12898 requiring metropolitan planning organizations to focus on environmental justice concerns in their planning processes. The analysis is part of a larger proactive planning effort to provide an intensive, proactive outreach to environmental justice communities. Garnering public input in the earliest planning stages from all communities can go a long way toward successfully delivering projects, and minimizes the potential for costly challenges late in the process. Appendix C summarizes the RTP outreach effort. In concert with the public input from environmental justice communities as a result of the outreach, the environmental analysis provides important feedback to policy makers on how well the regional transportation plan performs in areas that tie to the Regional Transportation Plan Goals. The results of the analysis indicate that with the implementation of the plan, environmental justice communities will be better off than in most measures of performance than the region as a whole.

Performance Measures Analysis Methodology

Kern COG has developed an integrated framework for eleven performance measures to demonstrate consistency of the RTP and SCS with its seven established goals. Some of the performance measures comply with as many as five goals.

FIGURE 2-1: INTEGRATED PERFORMANCE MEASURES FRAMEWORK



This figure illustrates the overlap among the eleven performance measures used for countywide analysis, the two smart mobility framework place types, and environmental justice areas. For example, some

measures are the same for environmental justice, urban and rural place types, and countywide, while other measures may only be used in two of the three categories. The following table contains a breakdown of which measure applies to which categories and goals.

**TABLE 2-3: RTP GOALS, PERFORMANCE MEASURES
AND SMART MOBILITY FRAMEWORK PLACE TYPES ADAPTED FOR KERN COUNTY**

	RTP Goal/Measure Category	Performance Measure Description	Performance Target	Applicability by Smart Mobility Place Types/ Geographic Coverage
1	Mobility	Average Travel Time – Peak Highway Trips, Peak Transit Trips	Improvement over No Project Base Line	Urban, Rural, Countywide
2	Accessibility/economic well being	Average Travel Time to Job Centers – Highway Trips, Transit Trips	Improvement over No Project Base Line	Urban, Rural, Countywide
3	Reliability/congestion	Average Level of Congestion in Hours	Improvement over Base Year	Urban, Rural, Countywide
4	Reliability/safety	Annualized Accident Statistics for Annual Average Daily Traffic	Improvement over Base Year	Urban, Rural, Countywide
5	Efficiency/cost effectiveness	Average Daily Investment per Passenger Mile Traveled – Highways, Transit	Improvement over Countywide Average	Urban, Rural, Countywide
6	Livability/customer satisfaction	Average Trip Delay Time in Hours	Improvement over Base Year	Urban, Rural, Countywide
7	Environment/health	Percentage Change NOx/PM by air basin	Improvement over Base Year	Air Basins (San Joaquin Valley, Mojave Desert, Indian Wells Valley)
8	Environment/health	Percentage Change in Households within 150' of Roadway Volumes Greater than 100,000	Improvement over Base Year	Urban, Rural, Countywide
9	Sustainability/preservation	Percentage Change in Maintenance Dollars Per Lane Mile	Improvement over Base Year	Countywide
10	Equity	Percentage of Expenditures versus Passenger Miles Traveled in 2035 – Highways, Transit	Improvement over Countywide Average	Urban, Rural, Countywide
11	Land Consumption	Percentage of Farmland outside City Spheres of Influence	Improvement over No Project Baseline	Countywide

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**Due to the limitations of the analysis methodology, Environmental Justice areas were not able to be analyzed for Performance Measures 7, 9 and 11.*

For the performance measure results see the Integrated Performance Measures and Environmental Justice Analysis in Appendix D.