

*Sacramento Transportation &
Air Quality Collaborative
Agreements and Recommendations*

Presented to:
City of Sacramento
March 21, 2005

www.sactaqc.org



Background

- Mission
- Milestones
- Accomplishments



Resulting Areas of Agreement

- Transportation
- Land Use
- Funding
- Civic Engagement



Transportation Agreement

- Strong endorsement for the Blueprint vision
- 8 guiding principles recommended to SACOG and local agencies to achieve that vision
- Refers to Best Practice “toolkits”

Changing Transportation Choices

Mode	Current Year 2000	Preliminary Year 2050	Percent Change
<i>Automobile</i>	91%	81%	(10%)
<i>Pedestrian and Bicycle</i>	7%	15%	8%
<i>Transit</i>	1%	4%	3%

Note: totals may not add up to 100% due to rounding



Local Implementation “Toolkits”

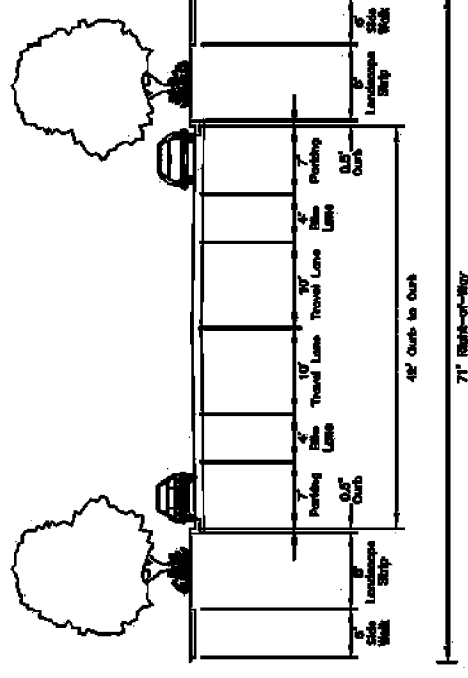
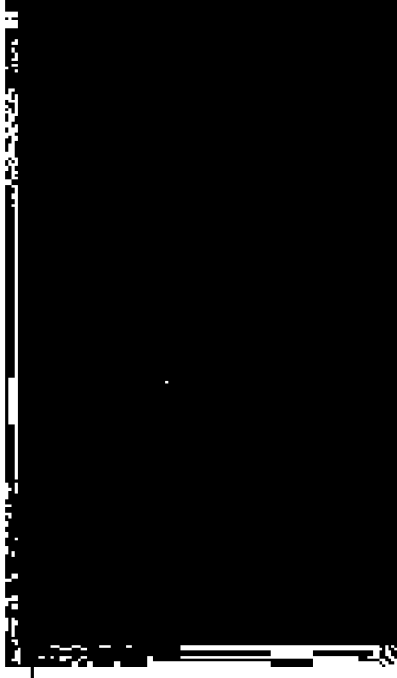
- Approved at Transportation Team level
- Reference documents
- Not mandatory requirements
- Illustrate practices that other jurisdictions have found useful

Best Practices

Complete Streets

A single set of roadway design practices that considers the needs of all roadway users at once

Suggestions for each classification of street





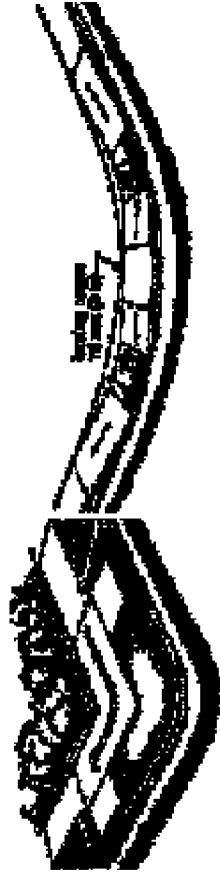
Best Practices

Pedestrian Master Planning and Design

Approaches for
envisioning and realizing
an effective network of
pedestrian facilities



A thorough compilation of
innovative design features
to maximize pedestrian
safety and comfort



Best Practices

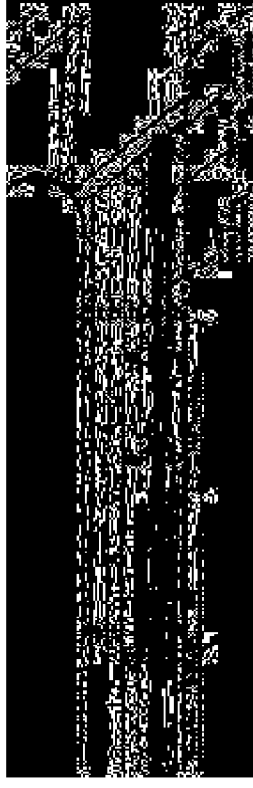
Bicycle Master Planning and Design

Effective approaches to
developing Master Plans

Emphasis on ensuring
eligibility for discretionary
funds



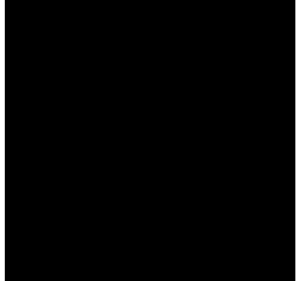
A comprehensive catalogue
of leading edge design
considerations



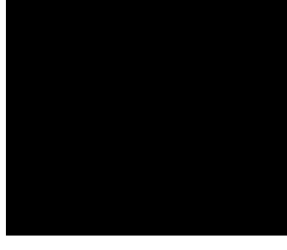
Best Practices

Universal Design

A mindset that considers the widest range of potential users when envisioning and building improvements



This document brings to life these basic principles by using specific examples





Best Practices


Transit



Conditions and factors most common in successful transit systems

Emerging and best practices

Transit service levels likely needed to achieve envisioned transit use under long-term application of the Blueprint growth principles





Urban Form of Development Agreement

Goals

- Achieve efficient land use patterns through an evolving Urban Form that benefits the transportation system:
 - Reduced Vehicle Trips
 - Reduced VMT per capita
 - Increased Walking, Biking and Transit Use

- Promote an Urban Form of development that is consistent with the Collaborative's 4 Core Values



Eight Urban Form Strategies

1. Compact Development (6)
2. Infill & Reurbanization (56)
3. Housing Choice & Diversity (4)
4. Mixed Land Use (5)





Eight Urban Form Strategies

5. Land Use Balance (2)
6. Quality Site Layout & Building Design (2)
7. Parks & Green Space (4)
8. Neighborhood & Community Supportive Circulation (7)



Infill and Reurbanization Agreement

Through Infill and Reurbanization:

- Accommodate an increasing amount of the new growth
- Create complete communities
- Revitalize and improve the quality of life in existing neighborhoods



Infill and Reurbanization Agreement

1. Prepare Vision and Planning Documents to Support Infill (5)
2. Identify Potential Infill Sites Consistent with Community Visions (6)
3. Gain Community Support (12)



Infill and Reurbanization Agreement

4. Redesign the Regulatory Process (19)
5. Financial & Other Incentives for Priority Infill & Reurbanization Sites (10)
6. Toxics / Brownfield Clean-up (4)

Location of Development & Open Space

Questions Discussed

- Where should future development physically occur in the county?
- What areas should be preserved as permanent open space?
- How should future development be phased and should it be contiguous with existing development?
- What urban form should new development take?
- Is the resolution of the above questions best accomplished by regulation, through the market, or a combination of both?
- Who pays, who benefits, and how are the benefits and burdens distributed?



Location of Development & Open Space

Diverging Stakeholder Views (1/2)

- Many participants had differing views
- Disagreement was greatest between Business and Environmental Interest Groups
- Three “trial balloon” agreements



Location of Development & Open Space

Diverging Stakeholder Views (2/2)

- Urban Limit Line vs. Evolving Pattern
Firmed by Developer Purchases
- Regulatory vs. Incentive-Based Market
Approach
- % of Growth in Greenfield vs. Infill
Areas

Location of Development & Open Space

Agreements (1/3)

- Beneficial to target land for potential development and permanent open space
- Design of future multi-modal transportation systems & air quality linked to location issues
- Broad-based, inclusive & informed public discussion of policy choices regarding location of development & open space

Location of Development & Open Space

Agreements (2/3)

- Since residential densities will be higher, need increased green spaces, parks and open space park near urban areas
- Open space program needs to include acquisition of open space lands
- Broad Funding Base -- Multiple sources of financial support to accomplish above

Location of Development & Open Space

Agreements (3/3)

- Discussion / decisions on location issues based on multiple outcomes, none disregarded; viewed as a “package”
 - Transportation & Air Quality Benefits
 - Accessible, Multi-Modal System
 - Continuous 20-25 Yr. Land Supply
 - Compact Urban Form
 - Preservation of Open Space
 - Neighborhood & Corridor Revitalization
 - Housing Supply for All Incomes
 - Orderly Phasing of Development
 - Urban Green Spaces, Parks & Open Space
 - Certainty of Development



Civic Engagement Agreement

1. Design and communicate to the public a
Civic Engagement Plan
2. Encourage the public to recognize and
embrace their responsibility to be alert,
informed and willing to participate



Civic Engagement Agreement

3. Seek out and facilitate the participation of the widest audience of those potentially affected, with special attention to underserved populations
4. Involve the public in the process from earliest conceptual stage through implementation



Civic Engagement Agreement

5. Provide participants with follow-up information on how their engagement affected the decision, and follow through on promised outcomes.



Funding Agreement

- Toolkit of several funding mechanisms
- Fund transportation, air quality, and land use program priorities