



# REPORT TO COUNCIL

## City of Sacramento

915 I Street, Sacramento, CA 95814-2671  
[www. CityofSacramento.org](http://www.CityofSacramento.org)

STAFF REPORT  
 March 21, 2006

Honorable Mayor and  
 Members of the City Council

**Subject:** Presentation of the Transportation & Air Quality Collaborative Final Report

**Location/Council District:** Various locations, Citywide

**Recommendation:** Direct Staff to incorporate appropriate Collaborative recommendations into various transportation and land use policies.

**Contact:** Azadeh Doherty, Staff Aide, 808-3137

**Presenters:** Fran Halbakken, Interim Director of Transportation; Matt Boyer, Boyer & Associates; Scot Mende, New Growth Manager

**Department:** Transportation

**Division:** Planning and Policy

**Organization No:** 3416

**Summary:** The City, the Sacramento Transportation Authority (STA) and several other public agencies sponsored a countywide transportation and air quality collaborative (Collaborative) in order to develop a comprehensive, long-range transportation and air quality improvement strategy for Sacramento County. In December 2006, the Collaborative completed its work and prepared a four-volume Final Report for consideration by various public agencies. These four-volumes contain the following information:

Volume I - Agreements and Recommendations

Volume II - Transportation Best Practices

Volume III - Supplemental Text for the Agreements and Recommendations

Volume IV - Stakeholder Comments and Staff Summary of Unresolved Issues

The purpose of this staff report is to present the final recommendations made by the Collaborative to the City Council. In addition, with the Council's direction, staff will review the Collaborative Final Report, identify relevant policies from Volume I and II of the reports and recommend some principles for incorporation into the City's various transportation and land use programs.



**Committee/Commission Action:** None

**Background Information:**

In the fall of 1998, the Transportation Air Quality Collaborative was created in order to focus on Sacramento's expected population growth (one million new residents over the next 20 years) and the impact that this growth would have on mobility, air quality and economic prosperity. The Collaborative's mission was to identify transportation and land use strategies that would address the expected population growth and its impact on air quality, transportation and economic development in Sacramento County.

To accomplish this task, the Collaborative used an interest-based negotiation process and brought together a diverse group of more than 100 citizens representing businesses, environment, public agencies, community groups, underserved populations and local neighborhood areas. For five years (2001–2005), these volunteers contributed significant time and talent to the deliberations of the Collaborative. The City of Sacramento was well represented by several appointed individuals from various Council districts and a few City staff members.

Starting in 2003, the Collaborative began focused discussions in negotiation teams. In 2005, the negotiations resulted in a series of "Agreements and Recommendations" on transportation, land use, funding, and civic engagement. All of the Agreements and Recommendations which will be presented to the City Council were approved by all five of the Collaborative interest groups: Business Interest Group, Community Interest Group, Environmental Interest Group, Government Interest Group and Local Community Participants.

The funding agreement document is primarily a mix ("toolbox") of ideas on how to fund transportation and air quality projects. The transportation documents emphasize support for the Sacramento Area Council of Governments' Blueprint process and discuss approaches to the design and implementation of transportation projects including design guidelines.

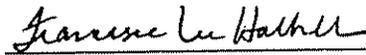
**Financial Considerations:** None. Information Only

**Environmental Considerations:** This activity is not considered a project as defined by Section 15378 of the California Environmental Quality Act (CEQA). The activity involves no physical construction and has no potential to cause a significant impact on the environment (CEQA Section 15061 (b)(3)).

**Policy Considerations:** The recommendations of the Collaborative are consistent with the goals of the City of Sacramento's Strategic Plan which is to achieve sustainability and livability as well as to expand economic development throughout the City.

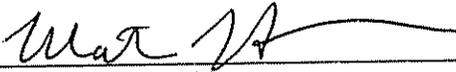
Emerging Sr ORIGINAL ment (ESBD): n/a

Respectfully :



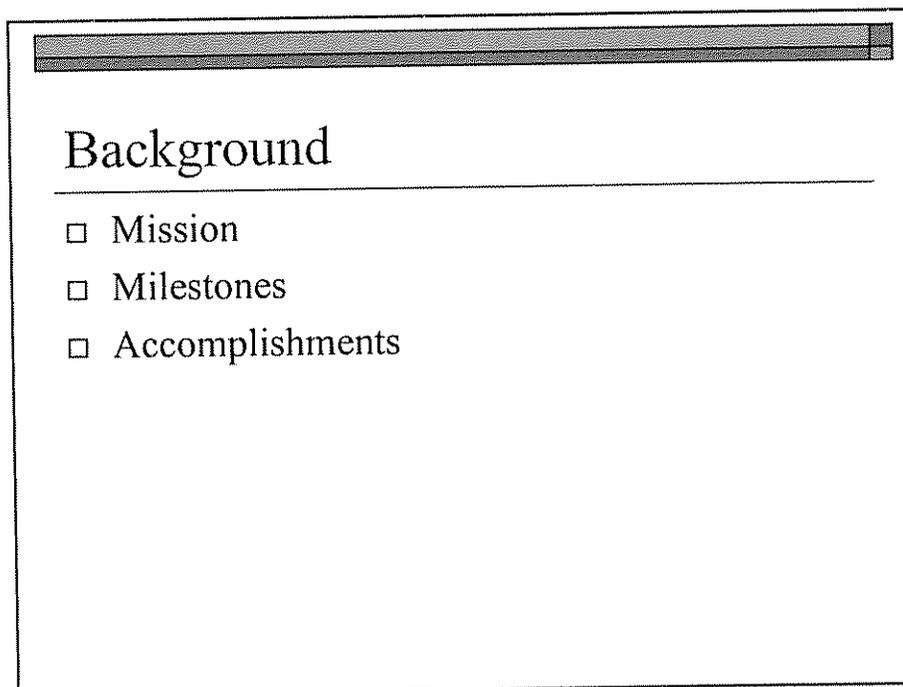
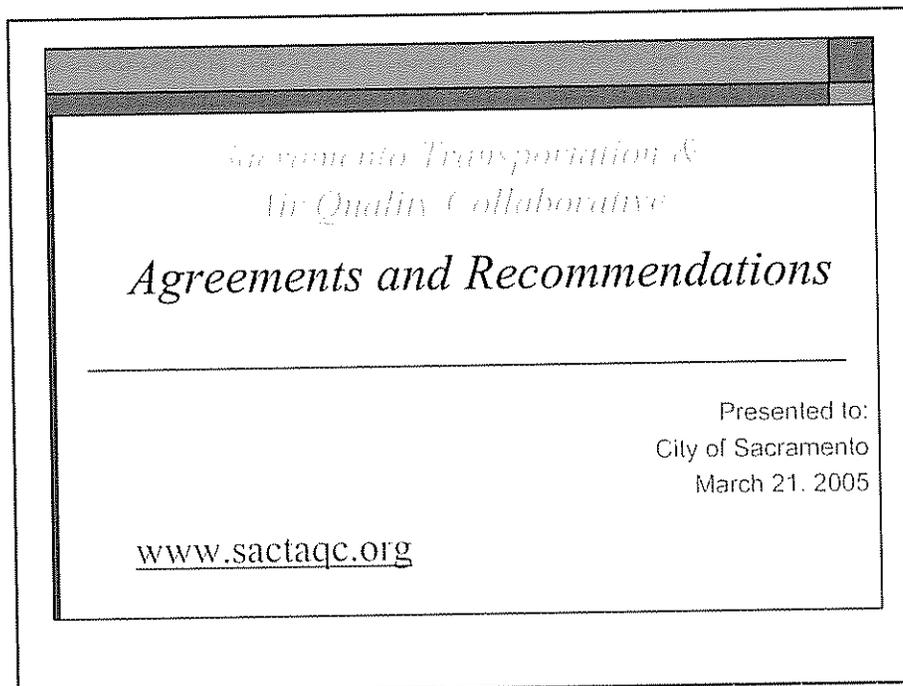
\_\_\_\_\_  
Francesca Lee Halbakken  
Interim Director, Department of Transportation

Recommendation Approved:



*for* RAY KERRIDGE  
City Manager

Table of Contents:  
Page 1 Report  
Page 4 Attachment 1 - Presentation  
Separate Handout – Final Report , Volume 1



## 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>	<i>91%</i>	<i>81%</i>	<i>(10%)</i>
<i>Pedestrian and Bicycle</i>	<i>7%</i>	<i>15%</i>	<i>8%</i>
<i>Transit</i>	<i>1%</i>	<i>4%</i>	<i>3%</i>

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

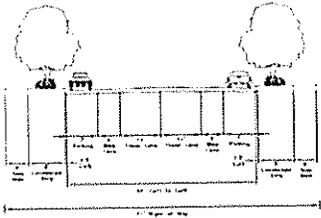
Best Practices

## Complete Streets

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



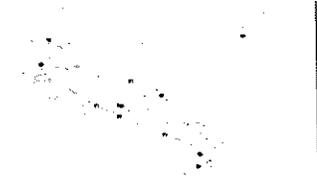
Suggestions for each classification of street



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



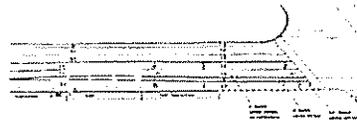
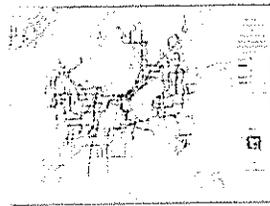
Best Practices

## 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

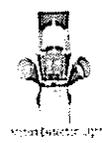


Best Practices

## 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