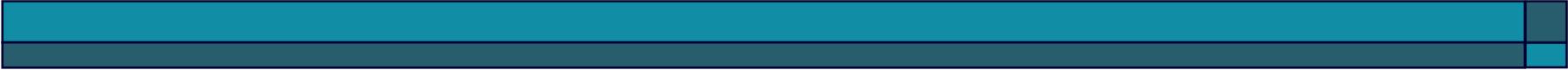


*Sacramento Transportation &
Air Quality Collaborative*

Agreements and Recommendations

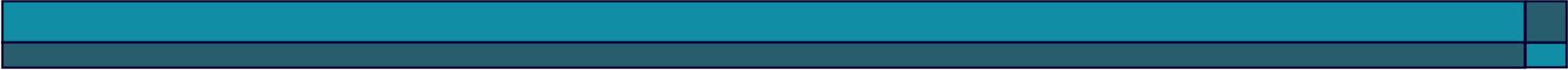
Presented to:
City of Sacramento
March 21, 2005

www.sactaqc.org



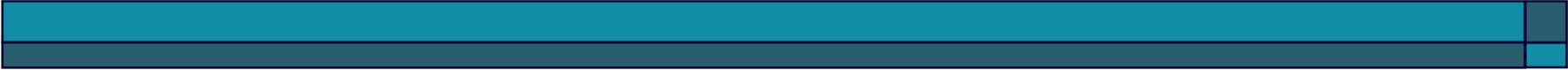
Background

- Mission
- Milestones
- Accomplishments



Resulting Areas of Agreement

- Transportation
- Land Use
- Funding
- Civic Engagement



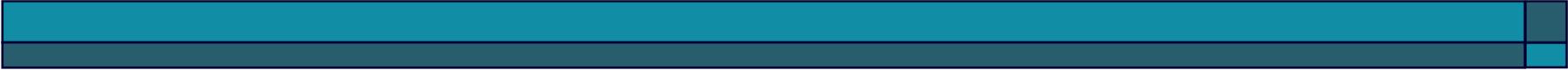
Transportation Agreement

- ❑ 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

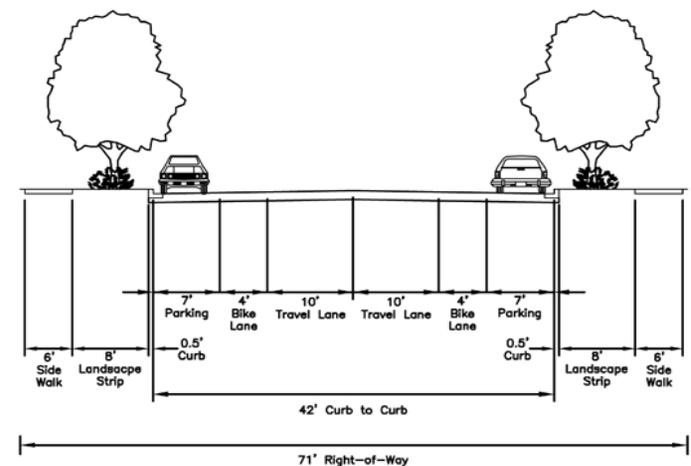
Best Practices

Complete Streets

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



Suggestions for each classification of street

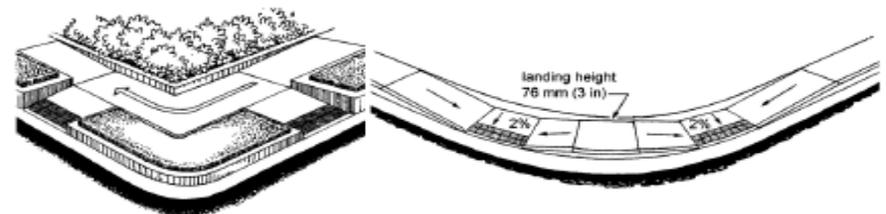
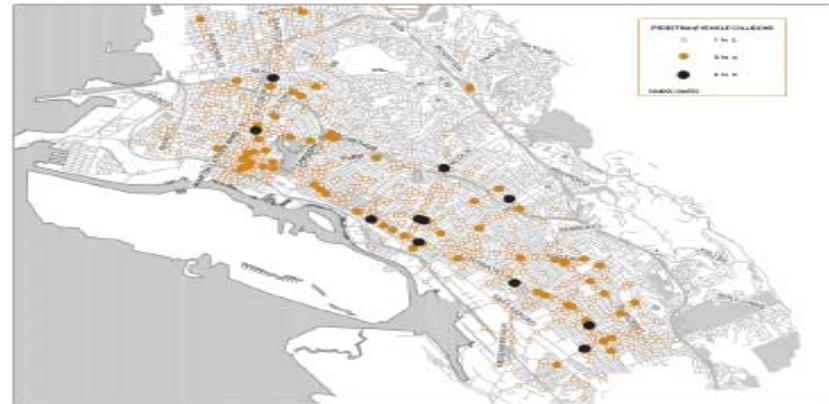


Best Practices

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



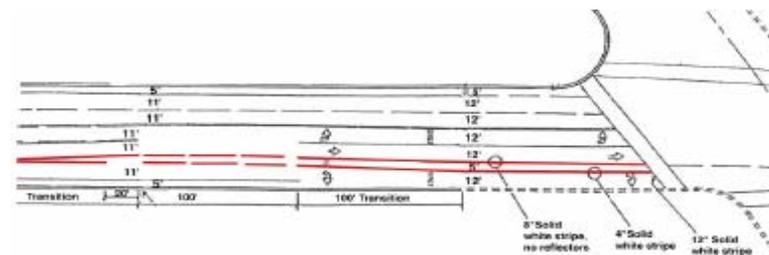
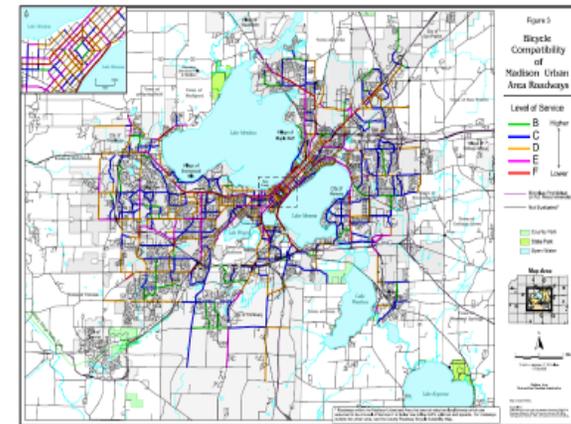
Best Practices

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 basis principles by using specific examples



Tactile Door Signs



Types of Lever Door Handles



Motion Detection Light



Low Floor Vehicle

Best Practices

Transit

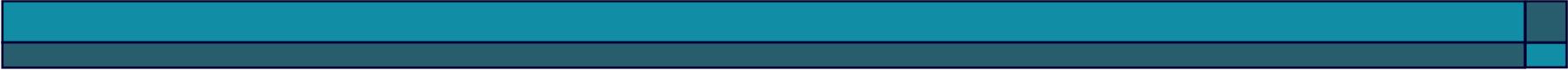
Conditions and factors most common in successful transit systems



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

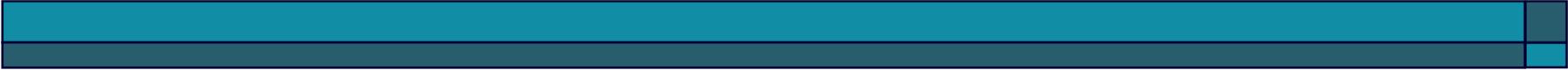
- Achieve efficient land use patterns through an evolving Urban Form that benefits the transportation system:
 - Reduced Vehicle Trips
 - Reduced VMT per capita
 - Increased Walking, Biking and Transit Use

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

Eight Urban Form Strategies

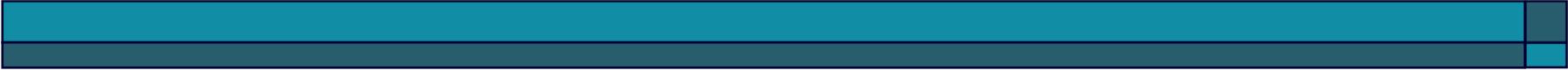
1. Compact Development (6)
2. Infill & Reurbanization (56)
3. Housing Choice & Diversity (4)
4. Mixed Land Use (5)





Eight Urban Form Strategies

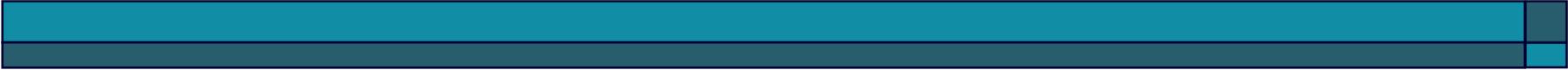
5. Land Use Balance (2)
6. Quality Site Layout & Building Design (2)
7. Parks & Green Space (4)
8. Neighborhood & Community Supportive Circulation (7)



Infill and Reurbanization Agreement

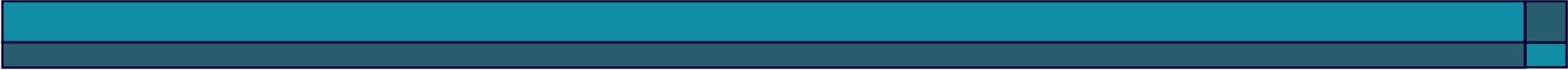
Through Infill and Reurbanization:

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



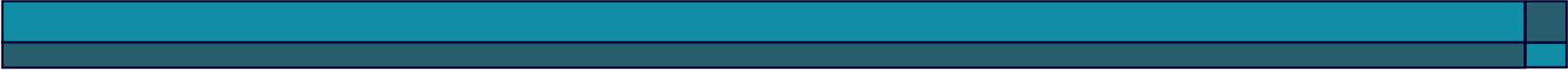
Infill and Reurbanization Agreement

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

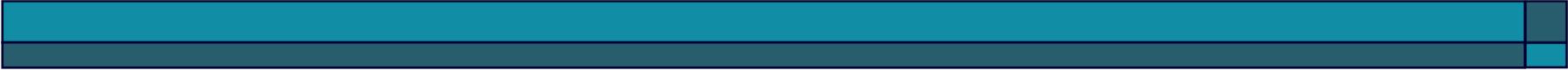
4. Redesign the Regulatory Process (19)
5. Financial & Other Incentives for Priority Infill & Reurbanization Sites (10)
6. Toxics / Brownfield Clean-up (4)



Location of Development & Open Space

Questions Discussed

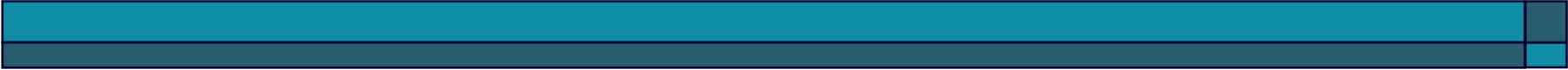
- Where should future development physically occur in the county?
- What areas should be preserved as permanent open space?
- How should future development be phased and should it be contiguous with existing development?
- What urban form should new development take?
- Is the resolution of the above 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)

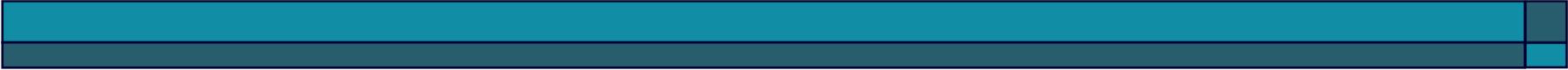
- ❑ Many participants had differing views
- ❑ Disagreement was greatest between Business and Environmental Interest Groups
- ❑ Three “trial balloon” agreements



Location of Development & Open Space

Diverging Stakeholder Views (2/2)

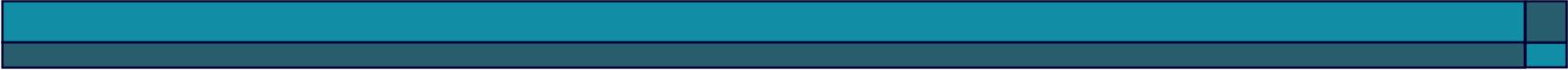
- Urban Limit Line vs. Evolving Pattern
Firmed by Developer Purchases
- Regulatory vs. Incentive-Based Market
Approach
- % of Growth in Greenfield vs. Infill
Areas



Location of Development & Open Space

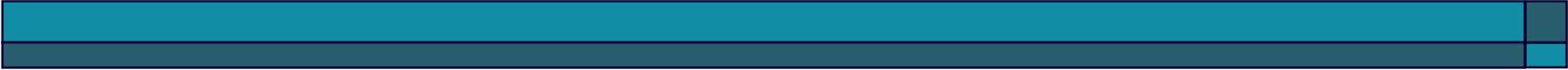
Agreements (1/3)

- 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)

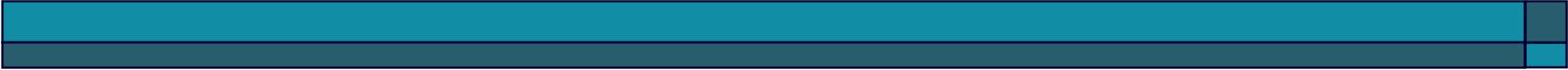
- Since residential densities will be higher, need increased green spaces, parks and open space park near urban areas
- Open space program needs to include acquisition of open space lands
- Broad Funding Base -- Multiple sources of financial support to accomplish above



Location of Development & Open Space

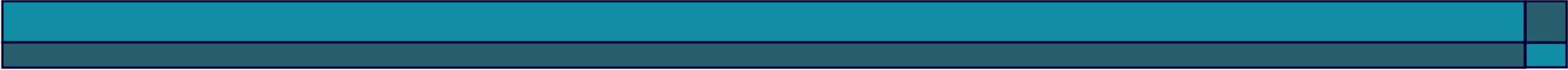
Agreements (3/3)

- 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



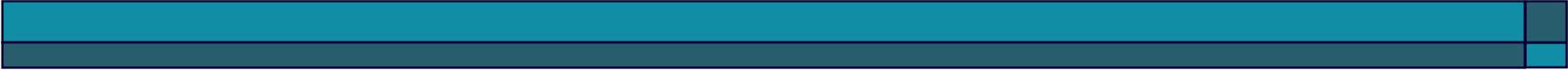
Civic Engagement Agreement

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



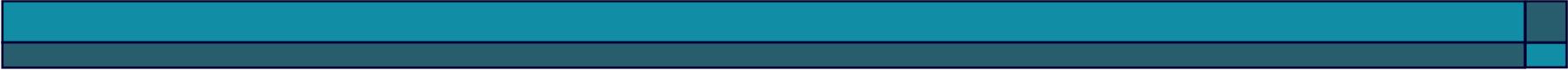
Civic Engagement Agreement

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