



# ENVIRONMENTAL COUNCIL OF SACRAMENTO

## 50-YEAR TRANSPORTATION VISION



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In Association with the  
University of California, Davis  
Department of Environmental Science & Policy

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## OVERVIEW

The Overview compares the existing Metropolitan Transportation Plan and the ECOS Vision.

### Baseline Requirements

The Baseline Requirements for viability of the ECOS Vision are:

- Cities and counties enact tight Urban Services Boundaries (USBs).
- Existing urban/suburban areas are included within USBs. The existing Sacramento County USB is not expanded.
- Habitat Conservation Plan and strict open space preservation policies are enacted.
- Parking pricing is implemented at \$2/hour in urban areas, \$1/hour in suburban areas.
- Parking lots are converted to infill/Transit-oriented Developments (TODs).
- Future parking is developed primarily in structures.
- Gas tax increases are enacted every 2-3 years to encourage increased use of renewable/alternative energy sources.
- Energy costs are reflected in higher gas prices at the state and federal level.

### Changes to Current Transportation Policy

1. Priority is shifted to maintenance of existing roads and retrofitting bicycle and pedestrian infrastructure.
2. No new freeways are to be built, plans for 2025 MTP new parkways and new connectors are to be eliminated:
  - a. Tier 1 and 2 Placer Parkway plan is rescinded.
  - b. Grantline Road connector plan is rescinded (replaced by Bradshaw Road/Old Placerville Road multi-modal connector).
3. No new HOV lanes or freeway widenings are constructed.
4. Existing interchanges are modified for transit guideways, bicycle and pedestrian access. Traffic lanes are not added.
5. Road widenings and additional traffic lanes are constructed only within specific guidelines - no road widenings to over four lanes.
6. General Plan policies are amended:
  - a. Level of Service (LOS) is redefined to include transit, bicycles, and pedestrians. (See Appendix B.)

- b. Developer mitigation fees are established to support transit, based on square footage of structures (including garages).
  - c. Assessment District is established under Transportation Management Association (TMA).
  - d. TODs are required at transit centers.
  - e. Underutilized urban commercial and retail lands are rezoned for mixed use, high-density residential.
  - f. Parking lots are required in structures to diminish land used.
  - g. Pricing policies are added to ensure that motorists pay the full cost of auto use. (See "Funding," page 15)
7. Dedicated transit guideways for light rail or bus rapid transit are installed on major corridors within the existing footprint of the roadway. (See Appendix A for corridor map.)

## EXECUTIVE SUMMARY

### The ECOS Vision

The Environmental Council of Sacramento is a coalition of environmental and civic organizations with a combined membership of more than 12,000 citizens of the Sacramento region. ECOS supports coordinated land use and transportation planning that discourages urban sprawl, preserves and enhances the ecology of our open spaces, and reduces pollution in our air, water, and land.

With the nation's fifth worst air quality and traffic congestion rivaling that of Los Angeles, the future of Sacramento's transportation has become critical to our quality of life. At a time when data on international oil reserves are being questioned, we need to focus on alternative transportation modes, fuel efficiency and conservation, and ensure that the true cost of energy be paid for by the consumer.

Current plans for the future of Sacramento include extensive road widenings and several new freeways and roadways. Studies conducted over the past 10 years have shown that expanding road capacity results in increased auto travel and emissions as well as promoting suburban sprawl, and does NOT reduce traffic congestion in the long term.

The ECOS Transportation Vision emphasizes transit rather than roadways (See Appendix A), adding resources to transit maintenance and operations as well as pedestrian and bicycle infrastructure. The extensive transit network of the ECOS Vision would ensure that all Sacramentans have the option of using transit. Travel times by transit on dedicated guideways will be shorter than by car. The expansion of transit will increase the affordability of travel for the rapidly aging population of Sacramento, as well as for those who cannot afford to own a car.

Under the ECOS Vision, the Sacramento region would prioritize higher-density land use and transportation infrastructure to protect an urban growth boundary, while retaining choices for affordable housing in the existing urban area. As the Sacramento region densifies, great care is needed to retrofit the urban area to accommodate much more travel without adding vehicles to neighborhoods.

Priorities under the ECOS Transportation Vision are reducing auto ownership, promoting non-auto modes (transit, bicycles, and pedestrian activity), linking non-auto mode improvements to transit-oriented development (TODs), prioritizing projects largely on a cost-effectiveness basis, and providing transportation equity for low-income and mobility-restricted people.

### ECOS Transportation Policies<sup>1</sup>

The Environmental Council of Sacramento supports transportation policies and systems that:

1. Minimize the impacts on and use of land, airspace and waterways; minimize the consumption of limited resources, including fuel; and reduce pollutant emissions and noise;
2. Provide everyone with pedestrian, bicycle and transit access to jobs, shopping, services, and recreation;
3. Provide adequate and efficient goods movement and substitute local goods for those requiring long distance movement, where feasible;
4. Encourage land uses that minimize travel requirements;
5. Protect and strengthen local communities, towns, and urban centers from the corrosive effects of traffic, and promote equal opportunity;
6. Eliminate transportation subsidies which handicap achievement of the above goals; and
7. Ensure vigorous and effective public participation in transportation planning.

### Guidance

#### Mode

1. We recognize that we have built an automobile-dependent community over the last 50 years and that correction will take decades. However, we must begin now to reverse this imbalance and provide choices for the twenty-first century. Transportation investments should be directed toward the long term development of rail, bus, pedestrian, and bicycle systems and land use patterns that support them and not towards solving immediate and localized congestion.
2. ECOS favors use of the most energy and land conserving and least polluting systems and vehicles.
3. Accommodation of pedestrians, bicycles and public transit should be given priority over private automobiles. Automobile vehicle speeds and volumes should not be allowed to increase.
4. Walking and biking are the best approaches, along with telecommuting, to reduce trips.

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<sup>1</sup> Adopted by ECOS 1998 (adapted from Sierra Club Policies).

5. Travel by bus, minibus, light rail, and heavy rail are also modes that should be promoted as corridor trips increase. These modes should be electrified wherever feasible. Rail systems are most effective in stimulating compact development patterns, increasing public transit patronage, and reducing motor vehicle use. Station access should be provided for connecting trips by foot, bicycle and public transit; public parking at stations should be minimal but full priced. Public transit service should use timed transfer scheduling to minimize waiting times when making connections with other routes. Transit systems should facilitate intermodal transfers, including convenient and safe bicycle access to public transit vehicles, and secure bicycle storage in public places and stations.
6. Multiple occupancy vehicles should be favored over single occupancy vehicles.
7. Roads should be redesigned and traffic laws enforced to enhance safety.
8. Transporting freight by railroad, especially on electrified lines, is preferred over the use of highways or air freight in order to conserve energy and land and reduce noise and air pollution.
9. Amtrak and high speed intercity rail which afford comparable city center access times or which offer overnight convenience are preferred to air travel because these modes: save energy, use less land, reduce noise and pollutant emissions, and allow for the closure of some airports. New or improved rail facilities and enhanced electronic communications are preferred to new or expanded airports. Private airports near urban and natural areas should be discouraged.

### Highway Expansion

1. No limited access highways or high velocity roads ("freeways") should be built or widened, especially in urban-suburban areas or near threatened natural areas.
2. High occupancy vehicle (HOV) lanes should be established by converting existing highway lanes rather than constructing new lanes. This avoids constructing new lanes that promote increased mixed-flow much of the day, or that are converted to full-time mixed-flow after construction.
3. Transportation Control Measures that reduce demand should be implemented rather than increasing road capacity for vehicles.
4. Intelligent Vehicle/Highway Systems (IVHS) should be designed to make traffic flow more efficiently but not to increase highway capacity and stimulate additional traffic, off-highway congestion, sprawl, energy consumption and pollution.

### Land Use

Transportation systems have substantial impact on the quality of neighborhoods, neighborhood centers and commercial districts. Pedestrian safety and aesthetic quality shall always be the priority and primary focus of transportation expenditures. Land use patterns should be designed to improve pedestrian access, encourage shorter trips, increase public transit use, enhance the economic viability of public transit and decrease private motor vehicle use (auto mobility). Therefore zoning, financing, land use controls and other policies governing new development should:

1. Concentrate higher intensities of all forms of public and private sector development including employment, housing, retail and government services near transit stations or stops;
2. Density residential areas to allow shorter trips;

3. Integrate pedestrian-oriented neighborhood commerce (markets, restaurants, services, etc.) into residential neighborhoods;
4. Provide pedestrian amenities such as completely-linked pedestrian street grids; sidewalks on both sides of roads; slow streets (traffic calming), speed limits and stop signs or lights to keep traffic safe and comfortable for pedestrians and bicyclists; auto-free town and urban centers; street furniture and comfortable transit shelters; and buildings that front onto sidewalks (preferably with arcades for rain and sun protection) rather than set back behind parking or landscaped areas;
5. Reduce parking requirements and eliminate parking subsidies with the exceptions of those for bicycle parking and free parking for electric vehicles.
6. Provide tree plans, plantings, and other amenities for pedestrian sun shielding; bus stop comfort; and building, sidewalk, parking lot and road cooling;
7. Limit urban sprawl and protect agriculture and natural resource areas by protecting land outside the County of Sacramento's Urban Services Boundary from development.

### Planning and Public Participation

1. Urban transportation systems and land uses should be planned for whole regions.
2. Transportation and land use computer models should fully project the reduction in driving and increase in transit and pedestrian trips when transit is improved and areas are made more pedestrian accessible.
3. Compact transit oriented alternatives should be provided and examined with technical studies in all specific and community plans and environmental documents.
4. The National Environmental Policy Act, and the Clean Air and Clean Water Acts should be complied with fully.
5. Meaningful public participation means early and informed participation. It requires an understanding of the value of working out solutions to problems with those who are most affected by those problems, therefore meaningful public participation must take place from the start of development of state and regional, county and municipal transportation plans and local community and specific plans. Opportunities for participation should be enhanced, encouraging the participation of environmental, public transit, neighborhood and low income community groups. This assistance should include planning, research and legal help and should be publicly funded.

### Funding & Subsidies

1. Federal and local subsidies should be provided to urban transportation systems and equipment (including walking, bicycling, public transit, passenger and freight railroads, and ferries) that go furthest toward achieving accessibility, convenience, efficiency, cleanliness, and equity goals, and denied to the other modes. Such subsidies are especially needed to correct the history of heavy subsidies to motor vehicles, including trucks.

2. Direct subsidies and costly externalities of motor vehicle use include: police, fire and ambulance services; road construction and maintenance; property taxes lost from land cleared for highways; subsidized parking; air, water and land pollution; noise and vibration damage to structures; health damage from noise and pollution; global climate change; petroleum production subsidies; trade and infrastructure deficit; sprawl and loss of transportation options; uncompensated auto accident costs; and congestion.
3. These subsidies should be publicly scrutinized and eliminated by appropriate fuel and carbon taxes, parking and road user charges, annual vehicle fees, and elimination of tax credits and deductions for motor vehicle use.
4. The capital and operating costs of airports, air traffic control, pilot training and waterways, including dredging and navigation uses, should be charged to the use of such systems.

## Vision Plan Policies

### Regional Programs

#### Clean Air

1. Ensure that all feasible mitigation measures are implemented to offset emissions from on-road vehicles and emissions from construction of transportation projects.
2. Include incentive programs to upgrade oldest vehicles to cleaner technologies.
3. Require quantification of the air pollution emission reduction potential for proposed development and alternative land use strategies, based on reduction of automobile trips and increases to transit, walking and biking.
4. Incorporate data on pedestrian, bicycle, and transit travel into local land use policy and regional level transportation models.
5. Support development of integrated land use-transportation-air quality modeling.
6. Provide incentives for use of vehicles with the cleanest possible technologies (such as hybrid, electric, fuel cell, natural gas, biodiesel), and disincentives to the use of high-polluting and non fuel-efficient vehicles. Such measures would pertain to automobiles as well as transit and freight vehicles such as buses, trucks, and trains.

#### Bicycle and Pedestrian Projects

1. Ensure that regional connections exist for bicycle and pedestrian access to all parts of the region, including all regional facilities, such as airports, regional parks, malls, sports facilities, and the American River Parkway.
2. Adopt regional design standards for transportation projects (both new and retrofit) that support walkability and bikability.
3. Integrate walking and biking travel activity into regional transportation models.
4. Establish a regional bicycling agency to develop a regional bicycle network connecting urban areas.

5. Initiate a regional public education program aimed at shifting social norms — stressing the importance of physical exercise and health, the responsibilities of drivers to drive safely and the importance of walkable, bikable communities to our region's health and well-being.

Community Design Plans and Projects to Support Smart Growth

1. Change zoning for commercial and industrial areas to mixed use.
2. Utilize incentive programs sufficient to induce smart growth projects on every major transit corridor in the region with emphasis on increased density and revitalized land uses where public transit is present. Focus on underused commercial and industrial areas, not existing residential areas, for TODs and infill.
3. Encourage shorter vehicle trips through land use policies such as increased densities, mixed uses, and TODs.
4. Make mixed-use development a standard practice.
5. Require design guidelines to include smart-growth features, such as stores and offices that are located adjacent to the street, rather than set back behind parking lots. Such stores and offices would front the street, not parking lots.
6. Require new developments to meet public service and utility needs in order to maintain service level goals outlined in the General Plan.
7. Develop land use plans that minimize travel distances, encourage infill development, reduce car dependency and provide modal balance.
8. Create and enforce community design principles that support walkable, bikable, and transit-oriented communities.
9. Initiate market studies of housing choices to learn what potential market shares there are for compact, infill housing development, and reflect the surveyed demand in land-use plans and approved projects.

Transportation Demand Management

1. Ensure that every driver receives adequate information and training about alternatives to driving to the extent that every driver has identified an alternative mode choice for at least one vehicle trip per week and at least forty-five percent of drivers actively use modes other than driving alone during each week's travel. Education programs should be carried out by the appropriate jurisdiction, in conjunction with the area Transportation Management Associations (TMAs).
2. Encourage membership of existing and new businesses and neighborhood associations in existing TMAs and create new TMAs where appropriate.
3. Amend county codes to require TMA participation by all employers of 50 or more employees, achievable mode shift goals (e.g., a 35 percent reduction in vehicle trips), and adequate enforcement mechanisms.
4. Ensure that TMAs coordinate with RT to provide public and private shuttles and dial-a ride systems to serve neighborhoods.

5. Require TMAs to coordinate with the Air District, RT, and employers to develop Transportation Demand Management programs that include, but are not limited to, the use of carpooling, flexible work hours, telecommuting, tele-work centers, Trading Places Program, shared parking, parking strategy, shopping center joint home delivery for transit riders, Safeway's home delivery and other similar programs.
6. Implement transit-oriented Special Planning Areas for commercial areas that encourage and provide incentives for transit-supportive revitalization within a 1/4 -mile radius of express bus or rapid transit stations, as well as pedestrian-friendly, mixed-use, multi-modal environments along these streets.
7. Support creation of a formal intra-regional body to develop better linkages among the region's transit systems.
8. Support the concept of "Transit for Livable Communities" throughout the region with public outreach/education to support transit-supportive development.
9. Use an inclusive Level of Service (LOS) system that includes alternative modes to evaluate transportation impacts (See Appendix B).

### Landscaping, Open Space, and Streetscape Enhancements

1. Fully mitigate for transportation impacts on open space and wildlife through permanent protection of large contiguous areas of habitat and corridors connecting these areas with other preserves, agricultural lands and park spaces.
2. Retrofit and provide landscaped streetscapes in urban areas.
3. Develop Habitat Conservation Plans, including inventories of endangered and threatened species, habitat, open space, and farmland.
4. Encourage the adoption and enforcement of tree ordinances for parking lots and streets.
5. Prepare net-benefit analyses of tree species for air pollution emissions and potential heat reduction.
6. Support street and parking lot resurfacing using light-colored asphalt through ordinance or air district regulation.
7. Define criteria for selecting open spaces to be protected including urban open spaces.
8. Develop a regional open space plan utilizing a multi-stakeholder process, and implement county by county.
9. Increase awareness of and access to the region's open space resources.
10. Develop policies to decrease impervious surface area, encourage on-site retention of stormwater, and filtering of road and yard runoff.

### **Public Transit**

1. Provide adequate public transit within the urbanized area so that 50% of commuters can choose to use transit with no time penalty.
2. Coordinate funding and function of public transit through public-private cooperation.
3. Provide transit with headways of 7 to 15 minutes during daytime hours and 30 minutes during off-peak evening hours.
4. Continue discounts for youth, seniors, and the disabled.

5. Create transit zones in order to encourage more usage.
6. Adopt and implement performance goals and standards:
  - a. Reduce auto usage to less than 50 percent (compared to the current rate of 80-90 percent of residents).
  - b. Increase the fraction of residents who use transit at least once a week to 50% and the fraction who use it for 90% of their motorized trips to 25%.
  - c. Assure that peak hour trips on transit guideways are faster than similar auto trips.

## Local Bicycle and Pedestrian

1. Ensure that neighborhood and community connections exist for bicyclists and pedestrians to have safe access to jobs, shopping, schools, health facilities, transit stops and recreation facilities.
2. Fully implement Americans with Disabilities Act requirements, as well as local bicycle and pedestrian master plans.
3. Convert Old Sacramento to a car-free zone, using perimeter parking structures.
4. Create a network of bike “freeways,” with a combination of trails and bike boulevards allowing cyclists to travel continuously, quickly, and pleasantly to many areas with few stops and little traffic.
5. Require street standards to include provisions for bicycle-friendly street design:
  - a. streets are laid out in a grid pattern,
  - b. cul-de-sacs and gated communities are prohibited or connected by trails,
  - c. lane widths are narrow to discourage motor vehicle speed,
  - d. traffic speeds are set so they are safe for pedestrians and cyclists and encourage trips by cyclists and pedestrians, and
  - e. traffic calming techniques are used to reduce motor vehicle speeds and volumes.
6. Ensure that schools have safe, convenient, and pleasant access via bikeways and sidewalks.
7. Resolve design conflicts in favor of the non-vehicular users.
8. Adopt a performance goal to increase the fraction of all trips made by bicycle to 10% and the fraction of trips made in the urban by bicycle to 25%.

## Roads, Highways, and Bridges

1. Provide multi-modal connections between cities and communities and a maximum of four traffic lanes for trucks and cars.
2. Prohibit roads planned in the region from proceeding with additional capacity projects until all measures to reduce travel demand have been implemented and the LOS (including transit, pedestrian and bicycle in this standard) is at F.
3. Prohibit the widening of roads to over 4 lanes. Roads widened from two to four lanes must meet the following criteria:
  - a. Road must have a multimodal LOS level of E or F (See Appendix B);
  - b. Roads shall not be widened if transit guideways are already planned for the corridor.

## Road Maintenance

1. Limit funds allocated to the maintenance of state highways to those generated exclusively by the State of California.
2. Prioritize the expenditure of road funds to emphasize maintenance of existing facilities and retrofitting of roads with bicycle, pedestrian, and transit infrastructure, including landscaping and roadway enhancements.
3. Require underground utilities to be placed near street centerlines to maintain sidewalk continuity and pavement quality in areas used by pedestrians and bicyclists.

## Trucks

1. Encourage policies that support more freight on rail.
2. Develop an ordinance to limit weight use and load delivery on local roadways.
3. Require aggregate mining trucks to be covered to reduce debris on roadways and to prevent debris from hitting automobiles, pedestrians, and bicyclists. Require through trucks to use freeways only. Work with truckers to develop these policies.
4. Specify in county, state, and local district construction contracts that trucks should be covered and use freeways rather than through local communities streets, and that all construction projects should meet construction mitigated standards as specified by the Sacramento Metropolitan Air Quality Management District.
5. Use Global Positioning System (GPS) technology to track trucks and use for speed enforcement.
6. Investigate Caltrans practice of reimbursing counties for wear and tear on local streets.
7. Increase the use of open-graded or rubberized asphalt surfaces to reduce noise of trucks and automobiles. Reduce vehicle speeds on neighborhood arterials to 35 mph to help control noise. Prohibit the use of jake brakes in residential areas.
8. Require City and County garbage trucks to use freeways in traversing urbanized areas between pickup routes and disposal facilities. Relocate recycling centers in the Power Inn Road area. Use existing rail sidings to facilitate shipment on freight trains to Nevada and Solano sites when feasible. Research and enforce any commitment made during approval and hearings process by project proponents of the 3 recycling centers south of Folsom Boulevard to avoid using Watt Avenue for through traffic to Highway 80.
9. Require cities and the County to jointly develop a more efficient and rational circulation pattern for garbage and recycling trucks to reduce truck travel on major arterials. Plan routes to the most direct site through coordination among the cities and County.
10. Minimize impacts to arterials and residential neighborhoods by setting maximum truck size and weight for arterials and thoroughfares. Encourage the use of containerized cargo and the development of truck transfer stations in industrial areas so containers on large trucks can be transferred to smaller trucks for delivery within the urbanized area.
11. Establish a clean engine permit program for the Sacramento Region. Require clean air permits to be prominently displayed on all trucks entering the City and County. Require trucks to meet clean diesel standards and to sign up with the Air District for financial assistance to retrofit engines. Monitor clean trucks using technology similar to that used for toll roads.
12. Adopt incentives for upgrading trucks, buses, and farm equipment to meet air quality standards

## Parking

1. Encourage infill development on existing parking lots, and shift parking into structures.
2. Establish parking charges for all vehicles that reflects current fuel costs. Focus on parking fees for all work trips.
3. Implement high school parking restrictions and fees in order to reduce parking at the schools. Use the collected revenue to subsidize transit passes.
4. Implement street shading policies in conformance with the Sacramento Tree Foundation's policies and the Greenprint program.
5. Adopt Universal Bicycle Parking standards to:
  - a. Make available high-quality, well-placed, short-term parking at all places where visitors or customers may arrive by bike, such as retail scores, offices, libraries, parks, and museums.
  - b. Offer high-security, convenient lockers or cages for employee long-term parking at all work sites and for students at schools and colleges.

## Projects

### Highlighted Projects

1. Transit, pedestrian, and bicycle-only bridges at 5th Street, single lane BRT connecting to bicycle bridge at Arden Way.
2. Underground Access to Downtown Intermodal Station: A new underground downtown transit system would provide underground access for transit (light rail and bus rapid transit) to downtown retail, offices, and the downtown intermodal station, and would increase headways to every 7 minutes. This station would be operational in 2035. The station would be similar to successful stations in Seattle, San Francisco, and other major metropolitan areas.
3. Neighborhood shuttles would be expanded significantly and designed for service within a community and connecting to regional system.
4. Historical Trolleys would run on tracks from the downtown intermodal station, providing access to Old Sacramento and using existing trolley tracks over Tower Bridge to West Capitol Avenue. This Trolley could connect the waterfront area to the 65<sup>th</sup> street station via Broadway. Trolleys would also be used for a connection from 65th street station through the CSUS campus.

## Tier 1 Projects

### Public Transit

- Expand Capitol Corridor train service and stops to 36 daily trains to the Bay Area with all-day (24-hour) service at 1-hour headways, and ½-hour headways for 12 hours per day;
- Add commuter rail service between Davis/Dixon and Auburn using the UP/Amtrak facilities;
- Add historical trolley on tracks from downtown intermodal station to provide access to Old Sacramento;
- Add historical trolley to West Sacramento on existing trolley tracks over Tower Bridge and along West Capitol Avenue;
- Extend light rail to Natomas Town Center;
- Construct Guideway Rapid Transit from Natomas Town Center to Airport on existing roads within the USB.
- Extend light rail from Meadowview to Cosumnes River College and an intermodal station for BRT connection to Elk Grove;
- Expand transit guideways (light rail or dedicated bus rapid transit) throughout the regional urban area (see map);
- Retrofit public transit on dedicated guideways using existing lanes. (See Appendix B.)
- Increase bus service trunk lines significantly throughout Sacramento County to triple the current number of buses in service;
- Expand bus and van service region-wide, including a large increase in service for elderly and disabled persons;
- Increase the number of community circulator vans to serve 27 to 35 communities countywide and connecting neighborhood, commercial areas, health facilities, job centers, regional transit facilities, and recreation sites;
- Add a historical trolley connection from 65<sup>th</sup> street transit station through CSUS campus;
- Construct a transit-, pedestrian- and bicycle-only bridge at 5<sup>th</sup> Street to Truxel;
- Expand the bicycle/pedestrian bridge at Arden Way with a transit-only bridge , with single lane of BRT over the American River, consistent with the American River Parkway Plan and the Sacramento General Plan;
- Extend dedicated transit connectors from El Dorado County, Rancho Cordova and Elk Grove via Bradshaw and Old Placerville Road and Hwy 50 Corridor (inside USB);
- Construct a dedicated transit guideway from Folsom over existing Folsom Bridge to Watt Avenue Light Rail Station.
- Add a dedicated transit guideway from Folsom to Latrobe.

### Road Maintenance

- Provide for adequate local road maintenance in Sacramento County.
- Retrofit existing streets with sidewalks, landscaping, and pedestrian and transit amenities within the footprint of the existing road.

- Install traffic calming and “road diets” infrastructure, where appropriate, when road rehabilitation work is performed.
- Support undergrounding utilities in conjunction with SMUD.
- Triple the number of miles of roads that are resurfaced and upgraded annually.
- Use pervious materials whenever possible to decrease road runoff.

Roads, Highways, and Bridges

- Add bicycle, pedestrian, and dedicated transit access to state highway interchanges, without adding traffic lanes.
- Add drop ramps for transit to *existing* HOV lanes and at key exits and interchanges without widening traffic lanes or adding new HOV lanes.
- Construct a Rancho Cordova-to-South Placer multi-modal connector on Bradshaw Road, Old Placerville Road and Sunrise Boulevard.
- Convert Sunrise Boulevard to a multi-corridor connector.
- Add dedicated transit guideway, bicycle and pedestrian access for I-5, I-80, U.S. 50, and Routes 99 and 70 interchange projects.
- Convert existing HOV lanes to 10 peak-hour lanes, minimum 3 passengers with dedicated drop ramps and no new additional lanes.
- Limit local road projects to two lanes only, including developer paid projects.
- Upgrade or redesign existing roads as needed into multi-modal roadways by reducing the number of lanes and using the space for sidewalks, bicycle lanes, and dedicated transit lanes. Convert “suicide lanes” to dedicated lanes for transit wherever possible.

*Other projects to be explored for Tier 1 Implementation:*

- Expanded Neighborhood Shuttle System
- Jitney shuttles
- Car Share
- “Trading Places” Program

**Tier 2 Projects**

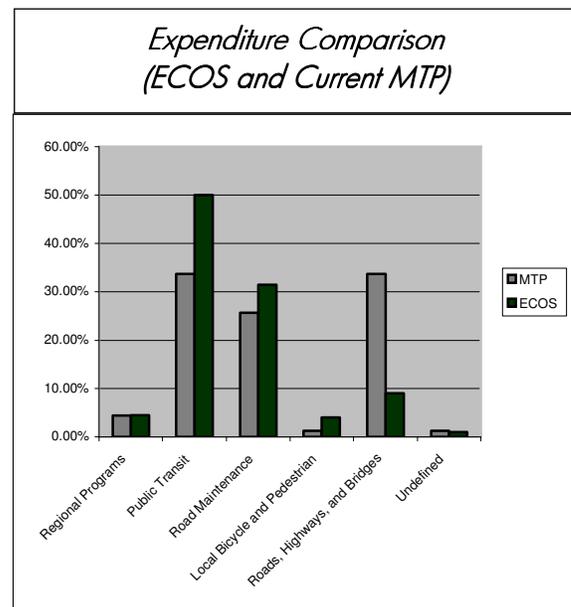
*Transit underground* for approximately 2 miles through Central Business District (CBD), connecting residents to stores, offices, residences and to the Amtrak intermodal station via Guideway Rapid Transit. The station would offer a connection to the Downtown-Natomas-Airport light rail line and a connection south through the Downtown Plaza parking garage to the R Street corridor. Similar examples exist in Seattle, San Francisco, Vancouver, St.Louis, Montreal, and other cities.

*High-speed rail* would run on existing rail corridors from the Bay Area on the old Sacramento Northern route, Capital Corridor, or Valley route through Stockton (existing railroad corridors run south from the Intermodal Amtrak station). Stations serving the High-speed rail would be located in the urban core.

## Funding

1. Develop a permanent funding base for transit operations in this region to provide much higher levels of service.
2. Promote legislation to provide incentives for smart growth.
3. Include smart growth incentives/requirements on all new spending bills/initiatives.
4. Support SACOG’s proposed Community Design program and work to expand its share of regional transportation funding.
5. Work to strengthen the TEA 21/transportation reauthorization to address land use/transportation/air quality connection.
6. Increase transportation funding for pedestrian and bicycle projects.
7. Secure funding for expanded transit that is clean-fueled.
8. Provide funding for both purchase and maintenance of open space areas.
9. Collect local motor vehicle licenses fee to fund motor vehicle services, and eliminate public subsidies for such services.
10. Ensure that vehicle owners pay the full cost of their impact on the community and environment.

<i>ECOS Vision Expenditure Plan vs. Current Allocations</i>		
	ECOS (50 Years)	Current MTP (25 Yrs)
<b>Regional Programs</b>	<b>4.5%</b>	<b>4.43%</b>
Clean Air	0.80%	-
Bicycle and Pedestrian Projects	1.23%	-
Community Design Plans/Smart Growth	2.2%	-
Transportation Demand Management	0.19%	-
Landscaping, Open Space, and Streetscape Enhancements	0.08%	-
<b>Public Transit</b>	<b>50%</b>	<b>33.7%</b>
<b>Road Maintenance</b>	<b>31.5%</b>	<b>25.7%</b>
<b>Local Bicycle and Pedestrian</b>	<b>4%</b>	<b>1.24%</b>
<b>Roads, Highways, and Bridges</b>	<b>9%</b>	<b>33.7%</b>
<b>Undefined Projects</b>	<b>1%</b>	<b>1.23%</b>
<b>Total Cost in Billion \$ (Year 2050)</b>	<b>\$44.5</b>	<b>\$22.5</b>



## CONTRIBUTORS

ALASET Clean Air Agenda

Environmental Council of Sacramento

Livable Communities Coalition

Sacramento Area Bicycle Advocates

Sierra Club

Transportation Team for Arden Arcade Livable Communities Plan

UC Davis Department of Environmental Science and Policy, (Johnston, Clay, Gao)

Walk Sacramento