

Overview of the Final Report

Sacramento Transportation & Air Quality Collaborative

A diverse group of more than 100 citizens from all walks of life came together in 2001 as the Sacramento Transportation and Air Quality Collaborative. These participants represented businesses, the environment, public agencies, community groups, underserved populations and local neighborhood areas. For five years, these community leaders and agency staff contributed countless hours to education, dialogue, deliberation and consensus building in this civic engagement effort.

Their charge, as adopted by the 11 government agencies sponsoring the Collaborative, was to:

“...develop a long range and comprehensive strategy for the Sacramento countywide area to improve transportation and air quality within a regional context, including relevant land use and economic vitality strategies.”

The Collaborative Final Report is the result of their hard work. It consists of four volumes:

- Volume I: Agreements and Recommendations*
- Volume II: Transportation Best Practices*
- Volume III: Supplemental Text for Agreements*
- Volume IV: Stakeholder Comments and Staff Summary of Unresolved Issues*

Volume I: Agreements and Recommendations

The *Agreements and Recommendations* are being brought forward to elected boards for their consideration. This volume consists of the four following sections:

- Transportation
- Land Use
- Funding
- Civic Engagement

Collaborative participants who support the recommendations documented in Volume I (see page iv) strongly advise Sacramento area public agencies to implement these policies as part of their current and ongoing work. If implemented, these civic leaders believe that their work will provide lasting benefits in the quality of life for Sacramento countywide residents for decades to come.

While these civic leaders support the overall agreement, some do have reservations on several of the specific recommendations. They also recognize that much more needs to be done to address how to implement their recommendations.

The Collaborative struggled mightily with its charge and there are many critical issues for which the diverse participants could not find common ground. For many Collaborative participants, one or more of the issues of most concern to them were not addressed in the *Agreements and Recommendations* document. Along with pride in what was produced, Collaborative members have disappointment in what was not produced. The Collaborative participants encourage a continuing and broad-based public discourse on the remaining challenging, unresolved issues.

Core Values

The Collaborative identified four core values to provide a foundation for their work:

Safe, Healthy, and Livable Communities. These are communities that provide a high quality of life, making them desirable locations to live, work, play, and visit.

Social Equity. Transportation, air quality, and related land use and economic vitality decisions that balance the benefits and burdens placed on any geographical area or specific population group, and respect the needs of all persons regardless of age, ability, ethnicity, or income.

Environmental Protection and Sustainability. The conservation, enhancement, protection and restoration of natural areas, resources and ecosystems for present and future generations.

Economic Vitality. A robust business climate and employment opportunities that result in a prosperous economy, enabling individuals and communities to enjoy an enhanced standard of living.

Volume II: Transportation Best Practices

The Collaborative produced five separate toolkits for local agencies' use in the planning of developments, in the entitlement process, and in the planning, design and maintenance of transportation facilities. These toolkits, described below, are not intended to be mandatory sets of requirements, but instead are intended to illustrate transportation practices that other jurisdictions have found useful.

Best Practices for Bicycle Master Planning and Design. This document suggests effective approaches for developing Master Plans, with an emphasis on ensuring eligibility for discretionary funds. It also has a comprehensive catalogue of leading-edge considerations for the design of bicycle facilities.

Best Practices for Pedestrian Master Planning and Design. This document suggests approaches for envisioning and building an effective network of pedestrian facilities, including a thorough compilation of innovative features to maximize pedestrian safety and comfort.

Best Practices for Universal Design. Universal Design refers to an overall approach and philosophy that considers the widest range of potential users when envisioning and building improvements, including transportation projects. This document suggests ways to incorporate the basic principles of universal design in transportation facilities.

Best Practices for Complete Streets. This document aggregates best practices for designing projects for any particular transportation mode into a single set of practices that considers the needs of all roadway users at once, including bicyclists, pedestrians, transit riders, and motorists.

Best Practices for Public Transportation. This document identifies key factors that influence the success of public transportation in the areas of land use, complementary transportation facilities, funding, and agency collaboration.

Volume III: Supplemental Text for Agreements

Volume III provides the lengthier text that Collaborative participants developed when drafting agreements on Infill and Reurbanization, Urban Form, and Funding. They are included in the Collaborative Final Report as reference materials only.

Volume IV: Stakeholder Comments and Staff Summary of Unresolved Issues

The first part of this document contains statements from Collaborative participants regarding their perspectives on the Collaborative's work and various policy issues within the Collaborative's charge.

The second part of Volume IV provides a staff summary of the issues for which there was no agreement as well as issues that did not receive sufficient attention. Because the Collaborative participants believe that future efforts and dialogues can build on the shoulders of their hard work, they made documenting the unresolved and unaddressed issues a high priority.

Collaborative website: <http://www.sactaqc.org>.

For hard copies or CDs of the Collaborative Final Report, contact the Sacramento Transportation Authority at (916) 323-0080 or info@sacta.org.

Civic Engagement as the Way of Doing Business

The Collaborative developed recommendations on civic engagement to advance the goal of better, publicly supported decisions.

These recommendations provide for:

- ◆ Ongoing communication;
- ◆ Dialogue; and
- ◆ Mutual problem solving among and between the citizenry, constituencies, and government.