

THE BLUEPRINT'S VISION FOR OUR REGION'S FUTURE

How it will impact the
nature of development

SACRAMENTO REGION

Blueprint
TRANSPORTATION / LAND USE STUDY



SACOG

VALLEY VISION



Connecting Citizens
Shaping Solutions

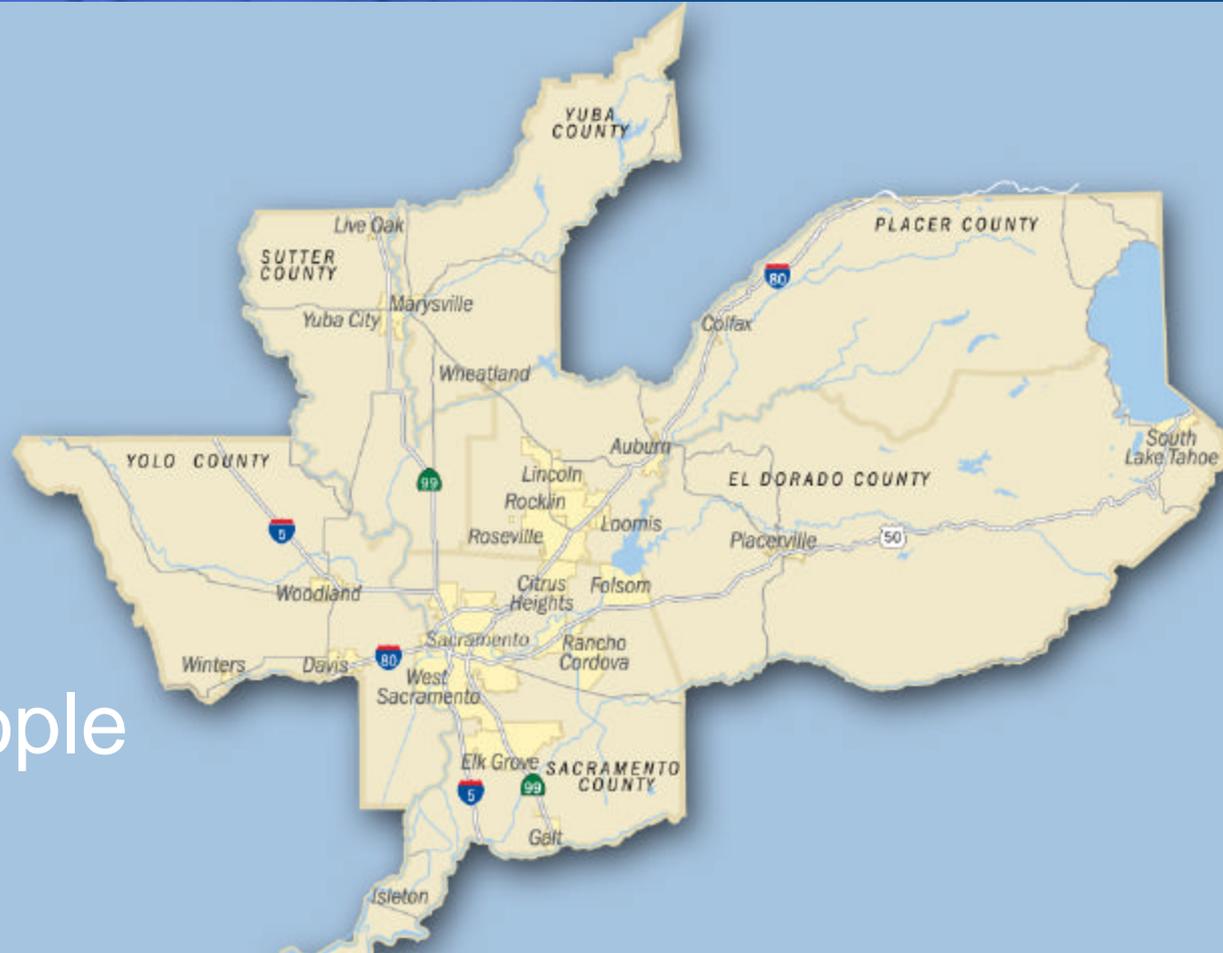
Sacramento Area Council of Governments

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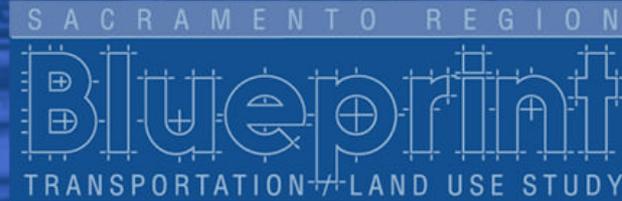
6 counties

22 cities

2.2 million people



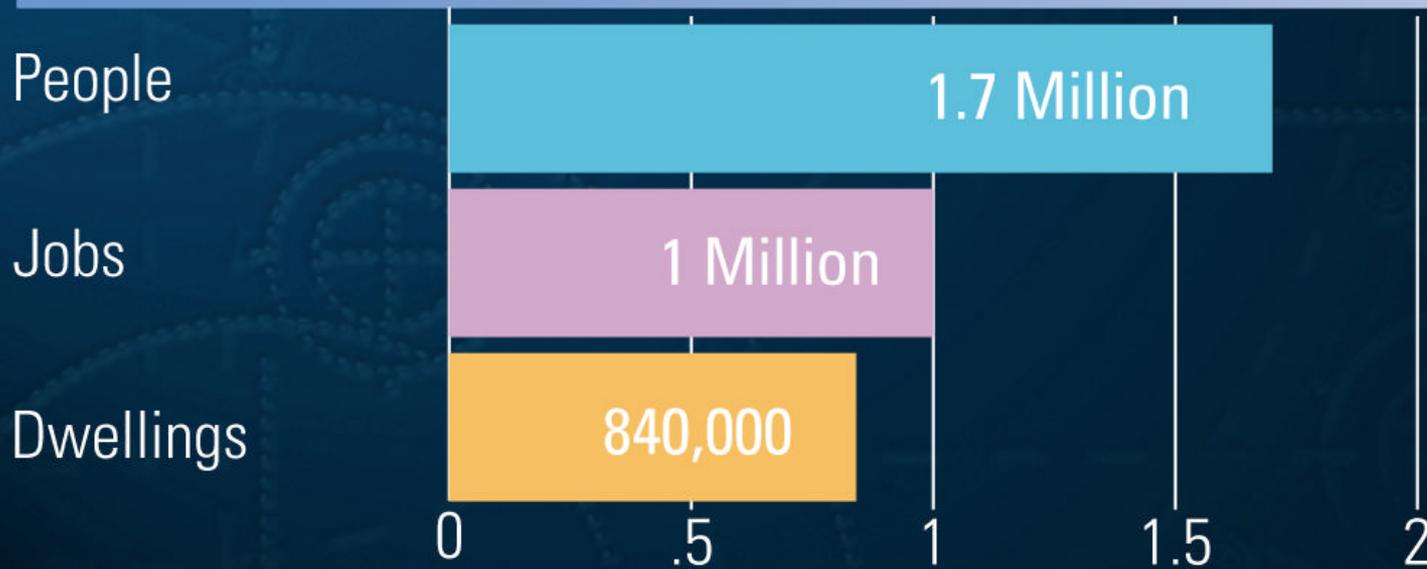
Blueprint Growth Strategy



- Adopted by SACOG Board December, 2004
- Implementation by local governments – based on growth principles
- Revised future land use pattern will provide basis for next transportation plan
- Transportation performance will strongly influence meeting clean air standards

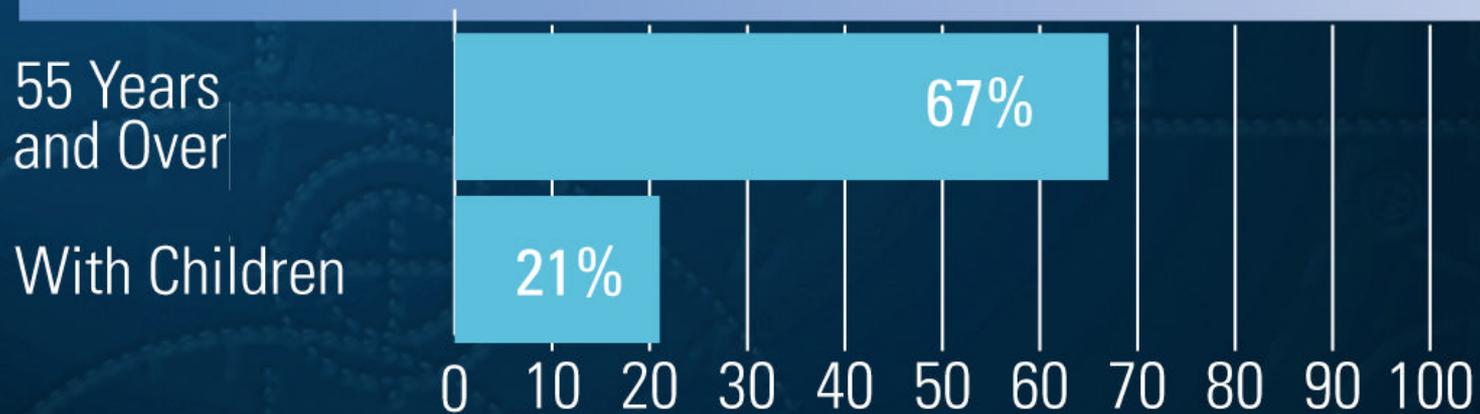
How to Best Manage Growth?

AMOUNT OF GROWTH Through 2050



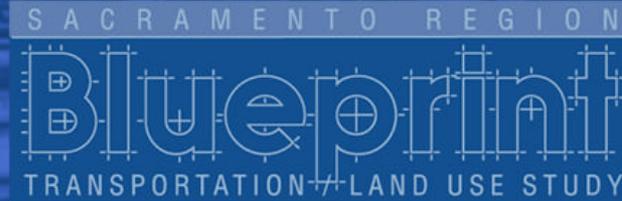
An Aging Population

GROWTH IN HOUSEHOLDS Through 2050



*Data from Center for the Continuing Study
of the California Economy*

Blueprint Growth Principles



- Housing Choice
- Transportation Choice
- Compact Development
- Use Existing Assets
- Mix Uses
- High Quality Design
- Protect Natural Resources

Citizen Input — Over 5,000 participants at workshops and forums

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Regional Forum 2004 - 1400 people

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Elected Officials Summit – Oct. '04

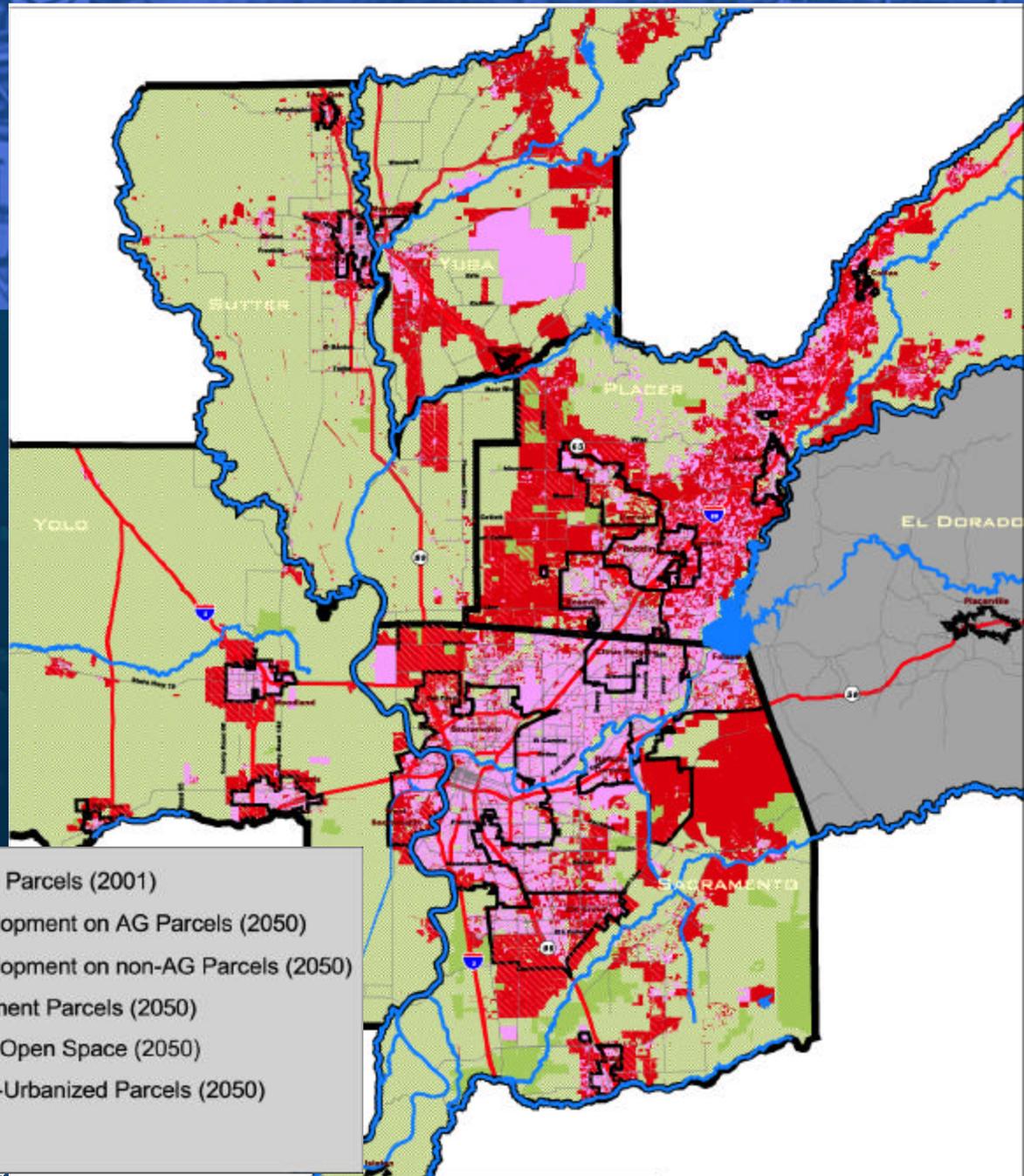
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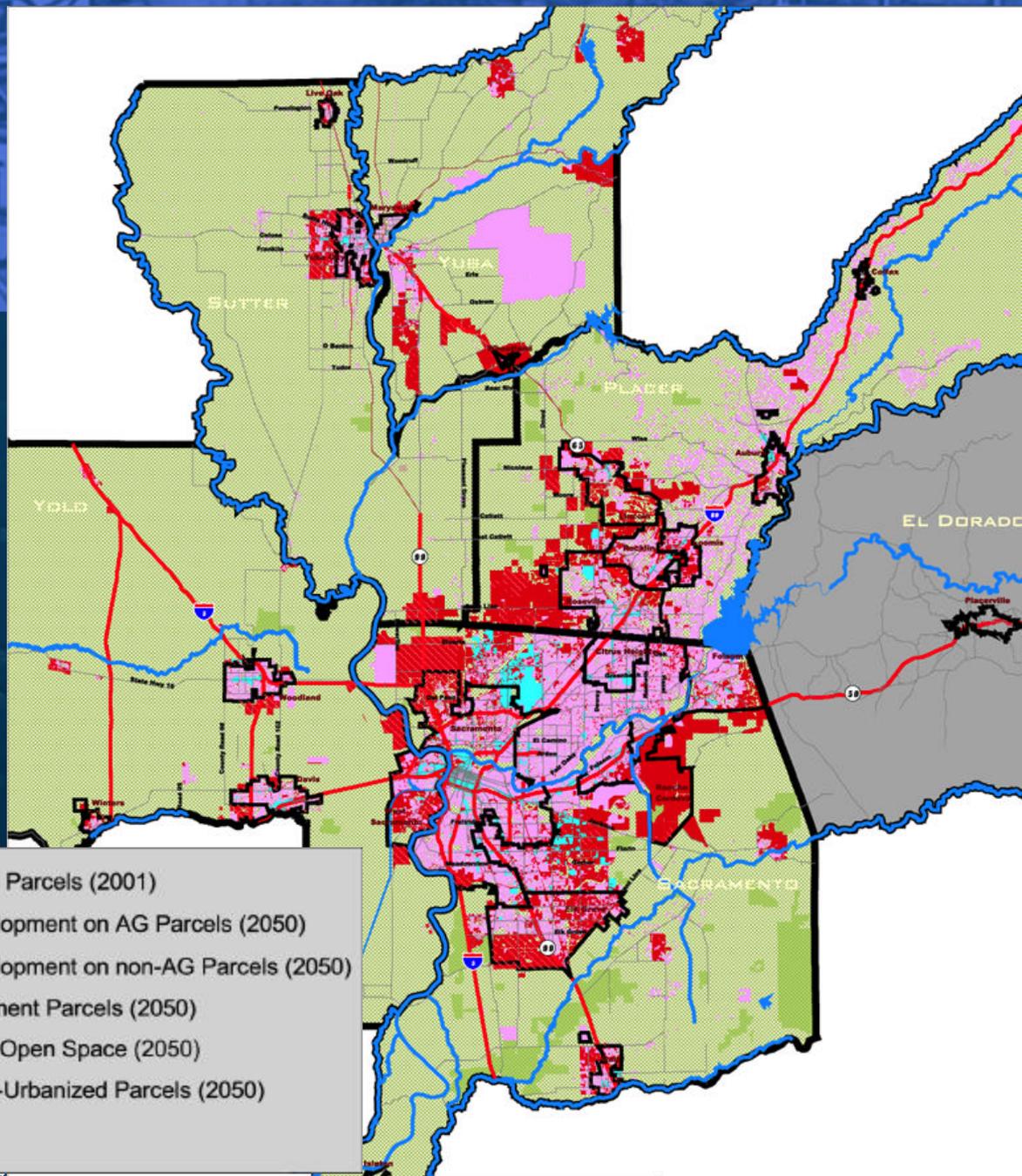
Base
Case

Urban Footprint — 2050

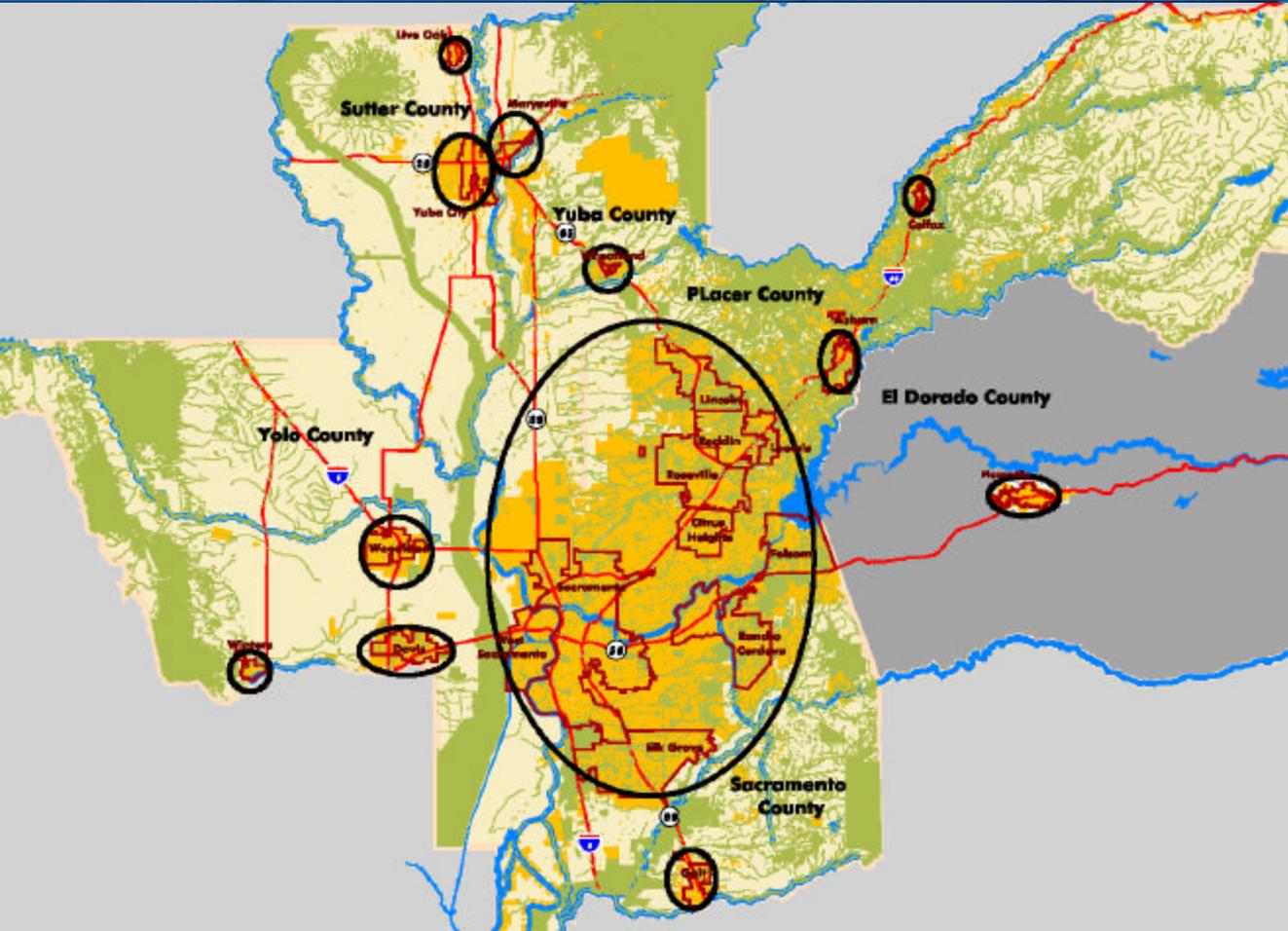


Preferred Scenario

Urban Footprint — 2050



Core Plus Smaller Towns

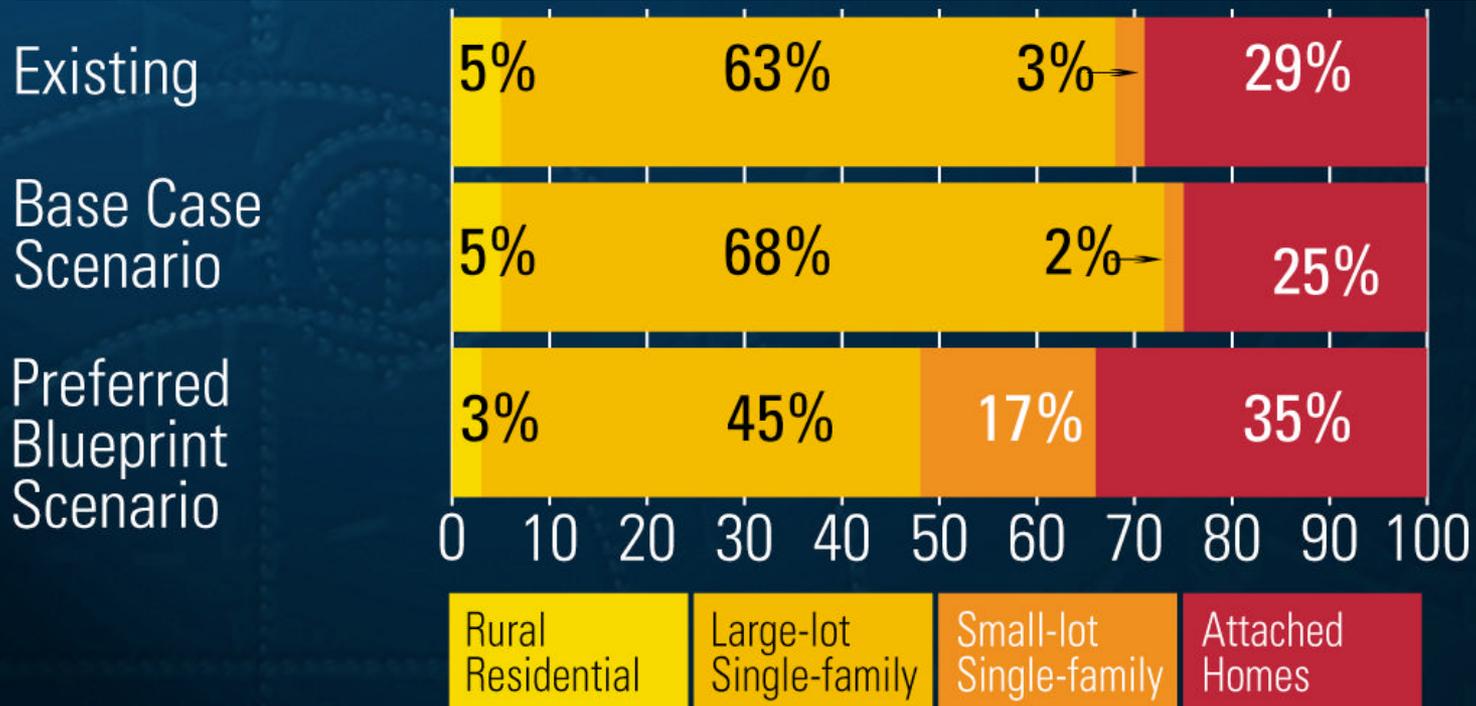


Housing

- Housing demand created by JOBS growth
- Will we build enough housing to avoid repeating the mistakes of other Cal. Metropolitan areas?
- Will we build the type of housing that is within reach of our current and future population?
- Will we build it in the right places?

More Attached and Small Lot

ALL HOUSING TYPES Existing Plus Growth in 2050 *(in percent)*



Small Lot ? ... 45 x 70...





G I O N
 STUDY



12 Units

Plan 1: 180 sq. ft. 4 bd 2.5 b
 Plan 2: 180 sq. ft. 4 bd 2 1/2 b opt. family
 Plan 3: 180 sq. ft. 4 bd 2 1/2 b opt. lot
 Plan 4: 180 sq. ft. 4 bd 2 1/2 b opt. lot

COURT-YARD PLAN

MARINA WALK II

STOCKTON, CALIFORNIA

STRADA

10 Units

Plan 1: 1100 sq. ft. 3 bd 2.5 b
 Plan 2: 1275 sq. ft. 3 bd 2.5 b
 Plan 3: 1075 sq. ft. 3 bd 2.5 b

ROCKVILLE, CALIFORNIA

Bayside *by John Laing Homes*



Affordable – 'attainable' housing





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Attached for sale housing

20% of
new
home
market

\$300,000
vs.
\$500,000



Promoting Mixed-Use Reinvestment in Corridors

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Promoting Mixed-Use

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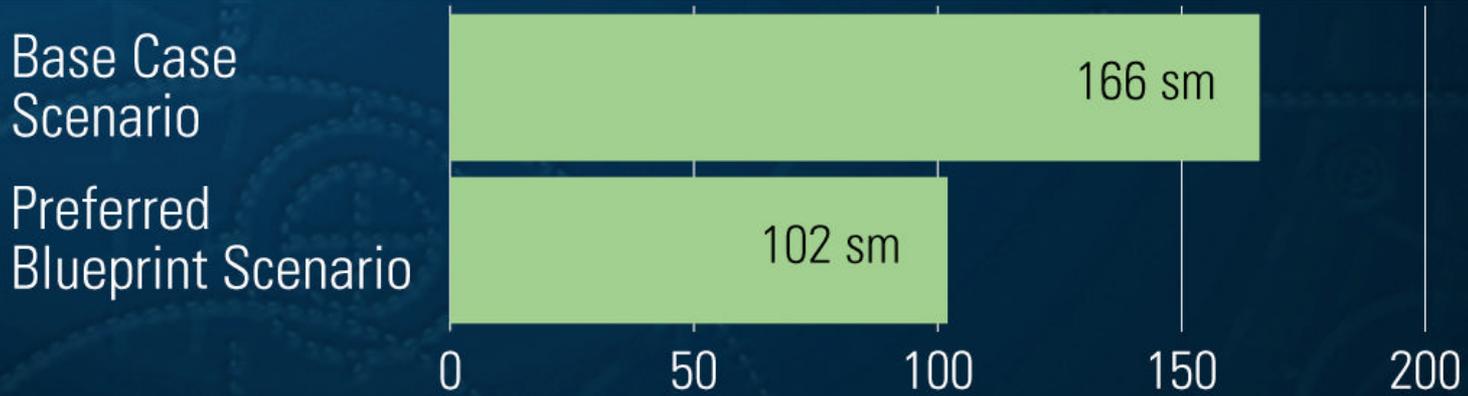
Less Urban Land

ADDITIONAL URBANIZED LAND Through 2050 *(in square miles)*



Less Farmland Conversion

AGRICULTURAL LAND CONVERTED TO URBAN USES *(in square miles)*



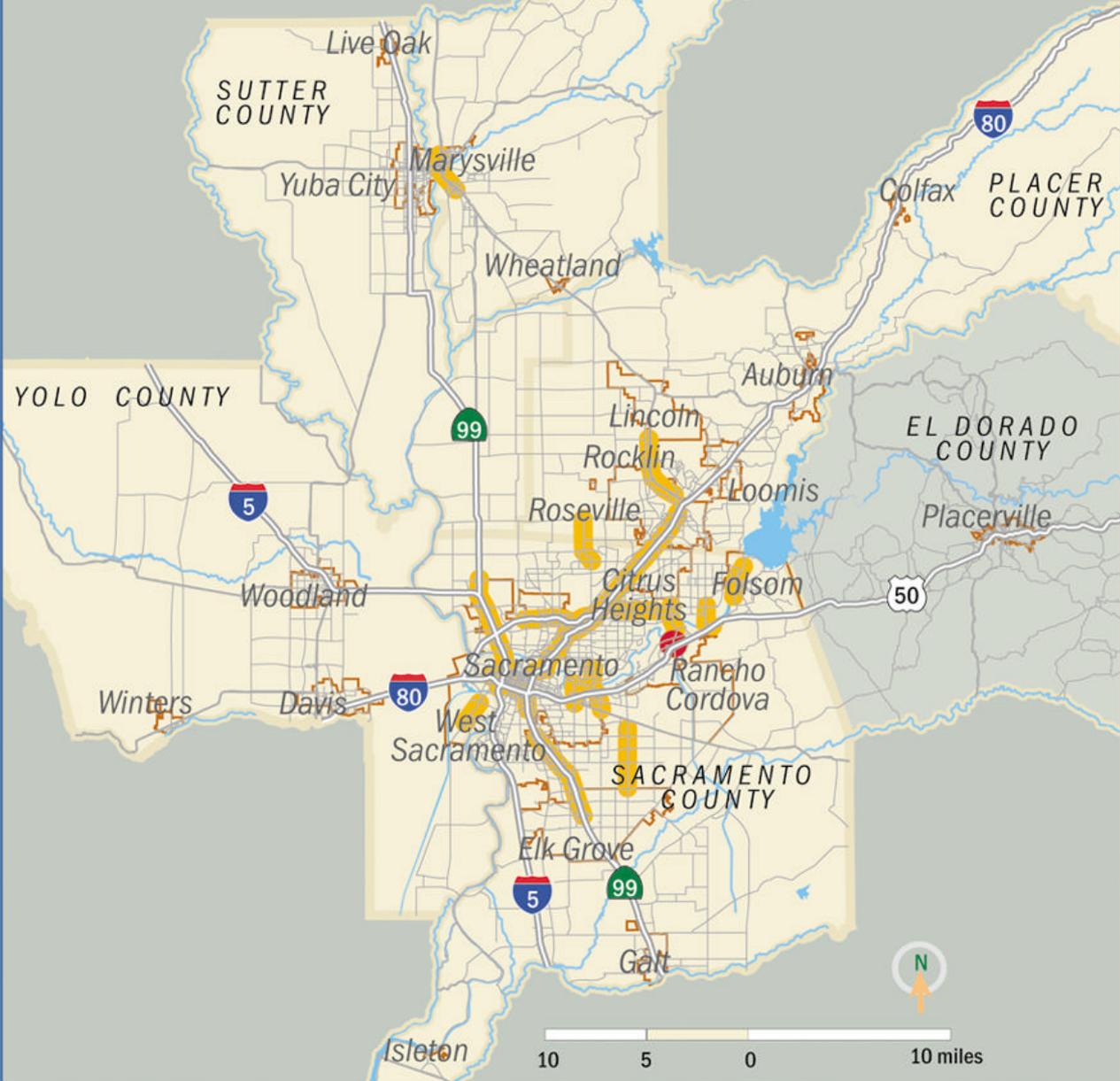
Traffic Congestion Basecase



Key to the Traffic Congestion Maps

- Traffic approaching capacity
- Traffic exceeds capacity

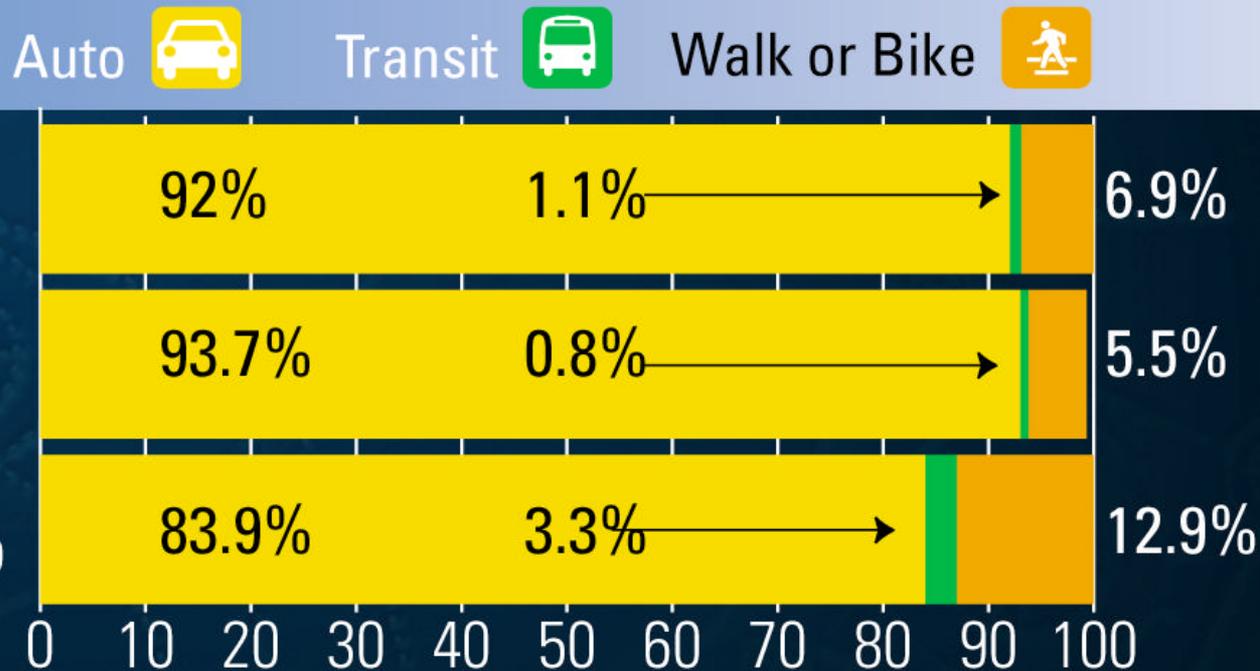
Traffic Congestion Preferred Scenario



Key to the Traffic Congestion Maps

- Traffic approaching capacity
- Traffic exceeds capacity

TYPE OF TRIPS *(in percent)*



Shorter Trips

VEHICLE MILES TRAVELED *(per household per day)*



DAILY VEHICLE MINUTES OF TRAVEL

(per household per day)

Existing



Base Case Scenario



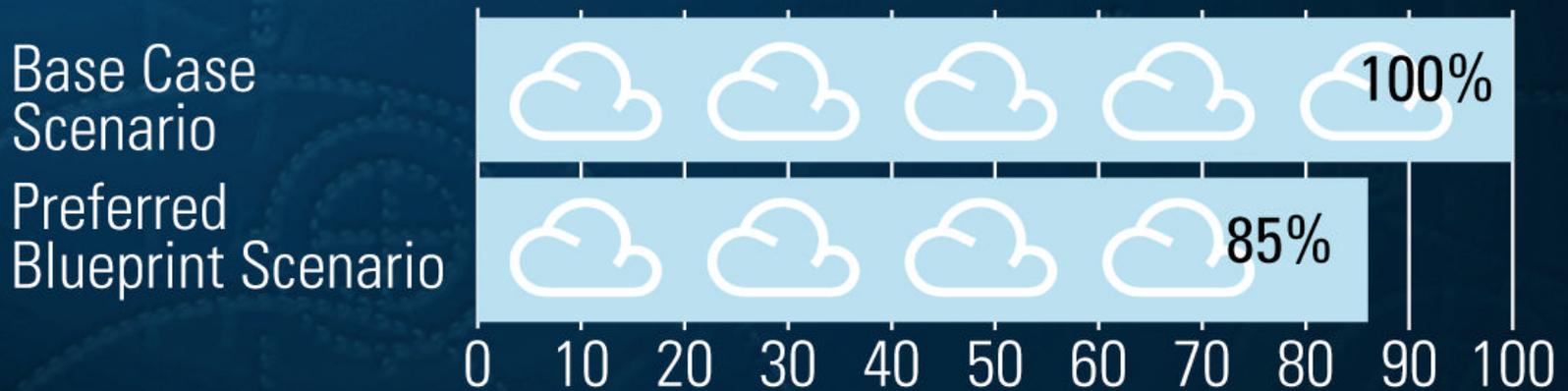
Preferred Blueprint Scenario



0 10 20 30 40 50 60 70 80 90 100

Less Pollution

PER CAPITA CARBON DIOXIDE AND SMALL PARTICULATES EMISSIONS *(from vehicles 2050)*



MTP 2030 – Implementing Blueprint Phase 1: Start-Up

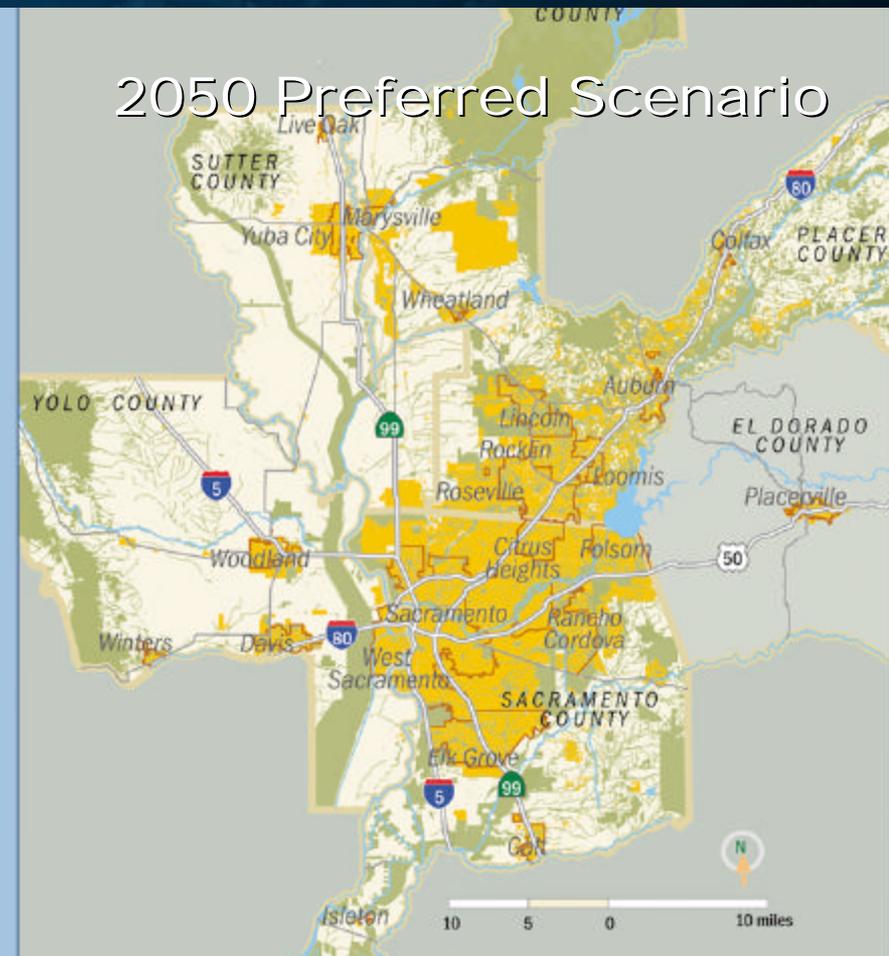
Technical Work

- *Travel model enhancements*
- *2030 Blueprint land use allocation*

Communications

- *Stakeholder identification*
- *Public Education Materials*

2050 Preferred Scenario



Phase 2: Public Dialogue Begins

- **Elected Officials Workshop**
 - January 19, 2006
 - 75 elected officials
 - process-focused, identify issues, not to prioritize projects



Phase 2: Public Dialogue Begins

Outreach Activities

Public Workshops

- 16 across the region, March 8 – June 7, 2006
- interactive, *Blueprint style*
- centered around a *planning game*

Stakeholder meetings and Community Outreach



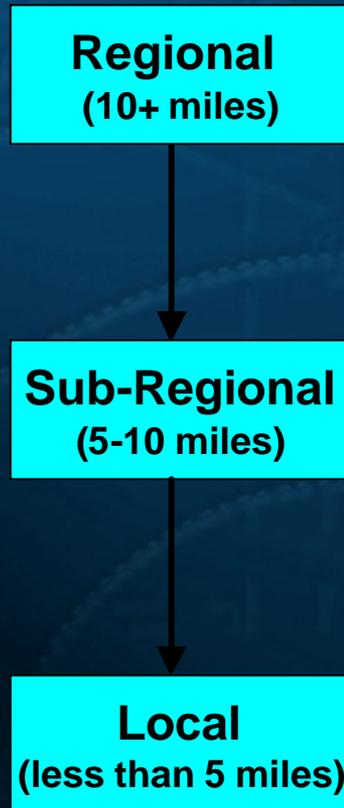
Phase 2: Public Dialogue Begins

Planning Game Exercise at Workshops

- *Get input on county scale priorities*
- *Provide public education*
- *Grapple with tough financial choices*
- *Measure/compare performance*



MTP 2030: Planning Game Exercise *Scenario Descriptions*



Scale Emphasis as Key Scenario Difference

Other Distinguishing Elements:

- **Major Corridor Functions.** *The extent of road expansions and alignments vary*
- **Transit Service.** *Different mix of transit modes with more capital intensive projects at regional scale*
- **Local Road Maintenance & Transportation Enhancements.** *Higher level of investment in the more-local scenarios*

MTP 2030: Planning Game Exercise *Transportation Menu*

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Operations & Maintenance of Existing System

- *Over 50% of projected base revenues consumed here*
- *Local road maintenance highest in “Local” scenario*
- *Local Bus & ADA paratransit highest in “Local” scenario*
- *Existing light rail maintained in all scenarios*



MTP 2030: Planning Game Exercise *Transportation Menu*

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New & Expanded Transit Modes: *Express Bus*

Extensive network of buses that use HOV lanes across the region— highest in “Blueprint Regional” scenario



MTP 2030: Planning Game Exercise *Transportation Menu*

New & Expanded Transit Modes: *Neighborhood Shuttles*

- *Community circulators that connect with express bus, light rail or BRT*
- *Highest in “Local” scenario, lowest in “Regional” scenarios*



MTP 2030: Planning Game Exercise *Transportation Menu*

New & Expanded Transit Modes: *Streetcars*

- *Local circulation in largest mixed-use activity centers.*
- *Highest in “Sub-Regional” scenario*



MTP 2030: Planning Game Exercise *Transportation Menu*

New & Expanded Transit Modes: *Bus Rapid Transit*

- *A network of BRT lines – highest in the “Sub-Regional” Scenario*
- *Some Bus-guideway along improved streets*



MTP 2030: Planning Game Exercise *Transportation Menu*

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Three Options for New & Expanded Streets: *Urban Expressways, Avenues & Community Streets*



Through Travel Emphasis



Local Access Emphasis

Same Street

MTP 2030: Planning Game Exercise *Transportation Menu*

New & Expanded Urban Expressways



Boulevard treatment with controlled access

Primary Function is Vehicle Movement

- *½ mile intersection spacing*
- *2-4 lanes with high traffic volume, 40-45mph*
- *No parking, driveways, or building frontages*
- *Limited multi-modal (bike/ped)*

MTP 2030: Planning Game Exercise *Transportation Menu*

New & Expanded Avenues: *limited rights-of-way*



Fully Support Urban Character & Activities

- *2-3 lanes, ¼ mile intersections, 35 mph*
- *ITS enhancements*
- *multi-modal(bike/ped) and some transit lanes*
- *no street parking*

MTP 2030: Planning Game Exercise *Transportation Menu*

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Community Streets: *Supports walking, cycling, bus and auto access and creates identity for re-urbanized city/neighborhood Blueprint “activity center” development areas.*



MTP 2030: Planning Game Exercise *Transportation Menu*

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Community Streets: *activities supported through walking areas, landscaping, curb parking, improved lighting and signage*



MTP 2030 Phase 3: Plan Alternatives

- **Discussion Draft MTP**
3-4 alternatives from public input
- *Ongoing collaboration with agency partners*



MTP 2030 Phase 3: Plan Alternatives

- **Concurrent Regional Workshops**
 - *October 2006*
 - *8 +/- simultaneous workshops throughout region*
 - *Public feedback on MTP Alternatives*

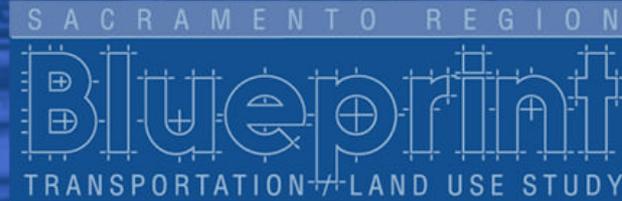


MTP 2030 Phase 4: The Plan

- Draft/Final MTP and Environmental Impact Report (EIR) – Preferred alternative
- Elements for success:
 - *Investment policy with Financial Reality*
 - *Better system performance*
 - *Projects that support Blueprint Land Uses*
 - *Environmental streamlining*



MTP 2030 Phase 4: The Plan



- Electronic Town Hall
 - February 2007
 - Televised workshops, electronically linked
 - Public feedback on Preferred MTP Alternative

MTP 2030

- Different Transportation Priorities
 - More short trips
 - Older population
 - More walking, cycling, transit
 - Support for infill development

MTP 2030

- Different kinds of performance indicators
 - Housing type and affordability
 - Infill development share
 - VMT/capita
 - Mode shares
 - Accessibility, not mobility

MTP 2030

- Different STIP Projects
 - Freeway operations
 - Bus Rapid Transit and local shuttles
 - Intersection and arterial improvements
 - Community design projects

MTP 2030

- Lower tolerance for project delays
 - Projects linked to development timing
 - Mix and match funds to delivered projects
 - Priorities change as development progresses

MTP 2030

- CTC Flexibility
 - Non-traditional projects that may not look like those from other regions
 - Program priorities that ask the State to support Blueprint-style growth
 - High value to enhancements, operations