

Appendix C7

Public Health and Safety

SACOG recognizes that the issues of public health and safety are critical to decisions regarding transportation policies and projects. While all transportation policies can have an effect on health and safety, whether direct or indirect, those strategies that relate directly to public health and/or safety are identified below.

SACOG selected the following strategies from Chapter 5 to highlight those that pertain to the issues of public health and safety. The selected policies have a direct effect on health and/or safety and met the following criteria:

- Strategies that support more compact land uses that allow for more bicycling and walking which contribute to public health through increased physical activity and improving air quality
- Strategies that support programs designed to increase the use of transit, bicycling, walking, and alternative modes of transportation over driving alone
- Strategies that support education and outreach programs that improve public and government knowledge about the benefits of alternatives to driving alone
- Strategies that support the implementation of Complete Streets concepts throughout the region
- Strategies that support facility improvements designed to increase safety of bicyclists and pedestrians including sidewalk, bike route, and intersection improvements
- Strategies that support programs directly related to improving air quality
- Strategies that support improvements to transit stops or service that improve bicycle and pedestrian access, provide shelter, and/or reduce waiting time for pick-ups and transfers
- Strategies that support Safe Routes to Schools
- Strategies that support reductions in greenhouse gas emissions that cause climate change.
- Strategies that support training and assistance programs designed to improve public safety through mobility training, driver training, and operator assistance
- Strategies that support maintenance and rehabilitation efforts for roads and transit that keep facilities in a good state of repair
- Strategies that support programs and facility improvements designed to meet the transportation needs of the disabled and ageing populations
- Strategies that support programs or services that improve access to medical services
- Strategies that help local jurisdictions avoid disproportionately negatively impacting environmental justice communities through transportation programs and projects

1. Policy: SACOG intends to provide information, tools, incentives and encouragement to local governments that have chosen to grow consistent with Blueprint principles.

1.2) Strategy: Invest in the Community Design Funding program, an incentive program for local governments that provides transportation funding for smart growth developments that promote walking, bicycling and transit use.

2. Policy: SACOG intends to educate and provide information to policymakers and the public about the mutually supportive relationship between smart growth development and transportation.

2.2) Strategy: Monitor and report on the transportation and air quality impacts of development patterns and their relationship to Blueprint growth principles.

2.4) Strategy: Develop educational materials to inform local discussions, particularly in infill areas, about neighborhood traffic behavior and the effects of higher density on traffic, transit, walking and bicycling.

2.5) Strategy: During the design phase, review transportation projects to assess whether they foster transportation choices, improve local community circulation, or divide communities, and either avoid or mitigate negative impacts (including those to public health, safety, air quality, and the environment).

3. Policy: SACOG will encourage local jurisdictions in developing community activity centers well-suited for high capacity transit service.

3.2) Strategy: Identify appropriate “best practices” for complete streets, and initiate a technical assistance program to help local agencies develop street designs that are sensitive to their surroundings and context.

3.5) Strategy: Encourage local agencies to develop an interconnected system of streets, bikeways, and walkways that support a more compact development form; avoid building new circulation barriers; accommodate safe travel for all users; and provide connections through existing gated communities, walls and cul-de-sacs to access schools, activity centers and transit stops.

3.6) Strategy: Encourage development patterns that provide safe and efficient pedestrian and bicycle access to trunk commuter transit lines.

6. Policy: SACOG encourages local governments to direct greenfields developments to areas immediately adjacent to the existing urban edge through the provision of information, incentives and pursuit of regulatory reform for cities and counties.

6.1) Strategy: Minimize urban growth footprint of the region by improving interior circulation and access instead of access to and beyond the urban edge.

6.2) Strategy: Provide incentives and invest in alternative modes to serve infill and more compact development.

8. Policy: SACOG intends to support and invest in strategies to reduce vehicle emissions that can be shown as cost effective to help attain and maintain clean air and better public health

8.1) Strategy: Continue and increase the region's previous commitment to TDM program as strategy for education and promotion of alternative travel modes for all types of trips toward reducing Vehicle Miles Traveled (VMT) by 10 percent.

8.2) Strategy: Continue and increase the region's previous commitment to funding the Sacramento Emergency Clean Air and Transportation (SECAT) program.

8.3) Strategy: Set aside funding for the annual Spare the Air campaign, a summer program operated by the Sacramento Air Quality Maintenance District that informs the public about days when the ozone danger is high and encourages the public to use non-polluting options to driving.

8.4) Strategy: Help air districts and local agencies study localized air pollution impacts on health and the environment, including air toxins, by providing analysis and information from SACOG's planning work.

9. Policy: SACOG intends to use the best information available to implement strategies and projects that lead to reduced Green House Gas (GHG) emissions.

9.1) Strategy: Adopt a transportation pricing policy, adopt a Safe Routes to School policy and implement pilot program, expand public access to travel information through 511 program, and adopt a "Complete Streets" policy.

9.2) Strategy: Comply with the Federal Clean Act by recommending selected MTP2035 projects as draft transportation control measures to help reduce GHG emissions and identify transportation emission control measures.

9.3) Strategy: Create alternative fuel vehicle and infrastructure toolkit for local governments, create a public education program on individual transportation behavior and climate change, and create a regional open space strategy.

9.4) Strategy: Develop a regional climate change action plan, and develop and implement a construction energy conservation plan.

9.5) Strategy: Enhance I-PLACE3S Model to assess greenhouse gas impacts.

10. Policy: SACOG should consider strategies to green the system, such as quieter pavements, cleaner vehicles, and lower energy equipment where cost effective, and consider regional funding contributions to help cover the incremental cost

10.3) Strategy: Promote early investment in 2007-compliant diesel engines.

10.4) Strategy: Support equipment retrofits under the Carl Moyer program.

10.5) Strategy: Expand use of natural gas or hybrid delivery vehicles and handling equipment

10.8) Strategy: Encourage goods movement driver training programs that encourage fuel conservation, trip reductions and safety.

Finance Policies and Strategies

12. Policy: SACOG should support authority for local option funding sources to allow local areas to customize transportation funding and investment for maintenance and operation of the existing system and expansion to meet future needs.

12.1) Strategy: Seek authority to set up funding sources for transit operations and road maintenance that can be controlled and adjusted at the local level, so that local agencies can consider using them when needed to support and continue existing transit services and keep the existing road system in a state of good repair.

12.2) Strategy: Seek funding sources that are indexed to growth and inflation to pay for basic maintenance and operations.

12.3) Strategy: Support the Sacramento Transportation Authority's intent to pursue a supplemental transportation funding program(s) equivalent in revenue to a one-half percent Countywide sales tax. This revenue would be expended approximately equally for enhanced public transit and local street and road maintenance in Sacramento County and take effect no later than 2012.

13. Policy: SACOG invests federal and state funds that come to SACOG to achieve regional policies and priorities, as described in more detail in the sections that follow.

13.1) Strategy: Seek adequate funding so local agencies can maintain and rehabilitate streets and roads to a good state of repair into the future encompassing more adequate state funding and local option funding authority to preserve regional funding for improvement and expansion of the trunk highway and road system.

13.5) Strategy: Study, coordinate discussions, and explore options for establishing a region-wide program dedicated to funding the growing need for roadway improvements and reconstruction and mitigation of community impacts on designated arterial truck routes and arterial roads that large trucks commonly use.

16. Policy: SACOG should study ways to use pricing more effectively in funding of transportation.

16.1) Strategy: Study ways that parking pricing can help achieve objectives of this MTP, including encouragement of walking, bicycling, transit use, and carpooling, garages to support more intense land uses, revenue for alternative modes, and surcharges for policy purposes.

16.2) Strategy: Consider seeking a federal Value Pricing Pilot Program grant from the Federal Highways Administration to examine road and auto pricing options, such as high occupancy toll lanes or bridges, pay-at-the-pump auto insurance, or auto loans at an appropriate opportunity.

System Maintenance & Operations Policies and Strategies

17. Policy: SACOG acknowledges and supports preservation of the existing road and highway system as the top priority for local public works agencies and Caltrans, and expects to help them secure adequate funding sources for the necessary work.

17.1) Strategy: Encourage and support Caltrans in seeking traffic management and safety improvements along with highway rehabilitation projects from the State Highway Operations and Protection Program. Ensure that both urban and rural needs are targeted.

20. Policy: SACOG should work with transit operators to pursue improvements to transit access, security, comfort, schedules and information whenever opportunities arise.

20.1) Strategy: Increase public perception of the value, benefits, and use of transit and rideshare services, via activities such as image and product-specific advertising, promotion of new and restructured services, the regional guaranteed ride home program, outreach for special events, and education for those unfamiliar with how to use transit effectively.

20.2) Strategy: Seek to improve transit access, via safe and pleasant sidewalks and walkways around transit stops, accessibility for the disabled, on-board bike racks, better signs for transit access, shelters and improved transfer points, and secure park and ride locations.

20.3) Strategy: Improve transit and supplemental transportation services for medical appointments, including escort services at medical offices for patients needing extra assistance, priority parking for Dial-a-Ride and social service transit vehicles.

20.4) Strategy: Take steps to improve safety and security at crosswalks, transit stops, and along main access route to transit, with higher priority for low income, minority, and high crime areas.

20.5) Strategy: Improve connections among all forms of transit service, by seeking better coordinated schedules among operators, more convenient and comfortable transfer locations, notice and coordination of schedule changes, next-bus signs at high use stops, and better trip planning tools and public communication.

21. Policy: SACOG should develop guidelines for rural transit services, as a lifeline for non-drivers and park-and-ride service for commuters.

21.1) Strategy: Preserve existing rural transit and paratransit service levels, but examine them periodically to ensure effectiveness for transit-dependent residents.

22. Policy: SACOG in partnership with community and employer organizations intends to support proactive and innovative transportation demand management programs covering all parts of the urbanized area, to offer a variety of choices to driving alone.

22.1) Strategy: Expand Transportation Management Associations and outreach partners to provide education and advocacy programs across the region's six county area, with broader focus on alternative travel choices for all trip types.

22.2) Strategy: Assist Transportation Management Associations to broaden and update rideshare databases offer incentives for taking alternative modes or telecommuting, offer specialty services such as vanpooling, carsharing, or subscription bus where feasible, expand promotional campaigns, and reach out to the public with personalized alternative trip planning and instant ridematching.

23. Policy: SACOG expects operators to plan for service to transit-dependent populations – disabled, low-income, seniors, youth – within a context of service to attract riders who now drive.

23.1) Strategy: Improve transit services and options for people with physical, cognitive, and mental health disabilities, by ensuring all vehicles and facilities are safe and accessible, access routes to transit stops are safe and accessible where feasible, drivers are trained about regulations and good practices, and transfers are convenient and usable.

23.2) Strategy: Prepare for a large increase in the senior population by using Universal Design features, such as low-floor vehicles, automatic doorways, flatter walkways and curb ramps, and handrails, to enable seniors to safely use regular transit services and preserve limited paratransit resources for those who cannot travel without direct assistance.

24. Policy: SACOG intends to strive to ensure community outreach to low income and minority communities whose needs and concerns otherwise might be overlooked.

24.5) Strategy: Ensure thorough examination, context sensitive design, and mitigation of transportation system impacts wherever feasible, particularly localized air quality and noise impacts, when building improvements through or near low income and minority communities, which are often found adjacent to freeway and railroad corridors.

25. Policy: SACOG should study, consult with, and help coordinate local agency activities to provide for smoother movement of trucks through and throughout the region.

25.3) Strategy: Collect sound information about urban and rural impacts of the logistics industry and the customers it serves, pertaining to infrastructure demands and safety, emissions, noise, and traffic impacts from trucks, and review the implications for nearby and downstream communities when local agencies consider permits for commercial and industrial businesses that involve significant amounts of truck traffic.

System Expansion Policies and Strategies

27. Policy: Support road and transit expansion investments that are supportive of 2035 MTP land use patterns.

27.1) Strategy: Focus on ensuring the arterial system performs well for the increased number of local trips, to support infill and compact development from smarter land uses without pushing it outward because of overly congested conditions, providing a strong grid network (which offers alternative routes) wherever land uses and barriers allow.

27.2) Strategy: Support corridor mobility investments along major arterials that serve modes of travel through combining road capacity improvements with operational improvements to support smart growth. Supportive investments include enhancements for high-capacity transit, technology deployment and safer intersections.

28. Policy: Prioritize transit investments that result in an effective transit system that serves both transit dependent and choice riders.

28.2) Strategy: Pursue transit expansion using a wide spectrum of services; each best suited to particular travel markets, considering but not limited to light rail, streetcar, express bus, Bus Rapid Transit, local service bus, neighborhood shuttle bus, dial-a-ride, assisted paratransit for the disabled, subscription bus and jitney.

28.6) Strategy: Design commute transit as a door-to-door system, with full or limited express routes, short waits at transfers, and walk access or good distribution at each end.

28.12) Strategy: When planning high-capacity transit corridors, consider expanding support facilities, such as access sidewalks and walkways, passenger shelters, transfer stations, next-bus notification signs, signal preemption and park-and-ride lots, as part of development along the route.

29. Policy: SACOG encourages locally determined developments consistent with Blueprint principles and local circulation plans to be designed with walk, bicycle and transit as primary transportation considerations.

29.1) Strategy: Implement the Regional Bicycle, Pedestrian and Trails Master Plan, going after 126 improvements designated as high priority in the plan first.

29.2) Strategy: Invest in safe bicycle and pedestrian routes that improve connectivity and access to common destinations, such as connections between residential areas and schools, work sites, neighborhood shopping, and transit stops and stations. Also invest in routes to and around schools so trips can be made by biking or walking.

29.3) Strategy: Invest toward the eventual creation of a regional bicycle and pedestrian network, connecting first those communities that already have good local circulation networks in place.

29.4) Strategy: Coordinate information sharing between jurisdictions, to ensure connected routes, sharing of effective ideas, and more complete public information.

30. Policy: SACOG also gives primary priority to selective road expansion, to support infill development and forestall midday congestion.

30.6) Strategy: Provide technical guidance to local agencies and invest regional funds to build complete streets projects through designated and planned community activity centers, to ensure bicycles, pedestrians, and transit can share the road safely and compatibly with autos.

31. Policy: SACOG intends to invest funds that are at SACOG's discretion, as long as the existing funding and program structure remains essentially as it is today, following these policy guidelines:

31.1) Continue to use funds coming through SACOG to fund regional objectives for air quality, community design, transportation demand management, and bicycle & pedestrian programs. The funding level should be proportionally at least as great as programming levels since the regional programs began in 2003.

31.3) Equity funding to allow local agencies to fund road maintenance & rehabilitation or safety projects with regional funds in lieu of a capacity project.