



SACOG Transit Supportive Policies and Strategies

Policy/Strategy /Principle	Description	Source
2.3 Strategy	Monitor and report on commute patterns for all modes, traffic levels, and transit use and bicycle and pedestrian mode share compared with the projections in this MTP/SCS.	MTP/SCS: Chapter 6
2.4 Strategy	Develop educational materials to inform local discussions, particularly in urban and suburban infill areas, about neighborhood travel behavior, health and the effects of higher density on traffic, transit, walking and bicycling.	MTP/SCS: Chapter 6
2.6 Strategy	Assist with mapping and coordination between SACOG, transit, and health and human service providers on transit planning and siting of lifeline services needing transit access. Develop educational materials and life-cycle methodology on public facility planning that incorporates the costs of extending transit service to locations outside existing transit corridors.	MTP/SCS: Chapter 6
3.4 Strategy	Support efforts by transit agencies and local governments to site and design transit centers and stations close to economic centers and neighborhoods and to expand park-and-ride facilities at a few key stations.	MTP/SCS: Chapter 6
4.4 Strategy	Continue to identify appropriate best practices for successful transit-oriented development in different settings through case studies from the MTP/SCS, and continue to assist local governments with environmental review to capitalize on SB 375 CEQA benefits for residential and residential mixed-use Transit Priority Projects.	MTP/SCS: Chapter 6

11 Policy	Pursue and support enactment of sustainable funding sources adequate for maintenance and rehabilitation of highways, streets and roads and operations and maintenance of transit services for the region.	MTP/SCS: Chapter 6
11.1 Strategy	Continue to pursue new and reformed transportation funding methods and sources to implement the MTP/SCS that are stable, predictable, flexible, adjustable and adequate in the whole to operate and expand the system.	MTP/SCS: Chapter 6
11.2 Strategy	Strive to simplify and add flexibility to the overall funding structure when putting new financing tools or changes to the financing structure into place.	MTP/SCS: Chapter 6
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 existing and expanded transit services and keep the existing road system in a state of good repair for all modes of travel.	MTP/SCS: Chapter 6
13.2 Strategy	Support new or increased funding resources for local agencies to enable operation of existing and expanded transit services, and maintenance and replacement of equipment facilities, including local-option funding sources adequate to preserve regional funding for service expansion. Assist agencies with increasing trip reporting to the FTA's National Transit Database (NTD) to help increase federal transit funding for the region.	MTP/SCS: Chapter 6
19 Policy	Ensure coordination among all forms of existing and expanded transit services, including those provided by social services agencies, for a more effective system.	MTP/SCS: Chapter 6
19.1 Strategy	Use timely updates of short range transit plans, the coordinated human services transportation plan, and periodic performance audits to provide guidance on priorities and estimates of funding needs and shortfalls.	MTP/SCS: Chapter 6

19.2 Strategy	Support more seamless trips through better traveler information for trip planning (Intelligent Transportation Systems), reliable schedules, coordination between operators for transfers, service changes, complementary services, information available at transit stops, and implementation of the Connect Card, a universal fare card.	MTP/SCS: Chapter 6
20 Policy	SACOG should work with transit operators to pursue improvements to transit access, security, comfort, schedules and information whenever opportunities arise.	MTP/SCS: Chapter 6
20.1 Strategy	Support strategies that integrate transit considerations into the implementation of a regional complete streets program that improves transit access, via safe and pleasant sidewalks and walkways around transit stops, designated bike routes and directional signage, accessibility for the disabled, on-board bike racks, better signs for transit access, shelters and improved transfer points, integration with future bike share infrastructure, and secure bike storage facilities at park-and-ride locations.	MTP/SCS: Chapter 6
20.2 Strategy	Build on Lifeline Transit Study findings to improve transit and supplemental transportation services for medical appointments by studying effective alternatives and increased connectivity to help meet cross-county health care transportation needs.	MTP/SCS: Chapter 6
20.3 Strategy	Take steps to improve safety and security at crosswalks, transit stops, and along main access routes to transit, including rural areas, with higher priority for low income, minority, and high crime areas.	MTP/SCS: Chapter 6
20.4 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.	MTP/SCS: Chapter 6
20.5 Strategy	Implement Connect Card universal fare card and support outreach and marketing in jurisdictions implementing the Connect Card system.	MTP/SCS: Chapter 6
20.6 Strategy	Support local jurisdictions and transit operators in implementing the findings of the Downtown Sacramento Transit Circulation Study.	MTP/SCS: Chapter 6

21 Policy	SACOG should develop guidelines for rural transit services, as a lifeline for non-drivers and park-and-ride service for commuters.	MTP/SCS: Chapter 6
21.1 Strategy	Preserve existing rural transit and paratransit service levels, but examine them periodically to ensure effectiveness for transit-dependent residents.	MTP/SCS: Chapter 6
21.2 Strategy	Consider specialty transit services for agricultural areas seasonally and for tourist attractions and events.	MTP/SCS: Chapter 6
22.1 Strategy	Increase public perception of the value, benefits, and use of transit, vanpool and rideshare services, via activities such as an enhanced 511 website, 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 alternative modes, including transit services and bicycle facilities, with both access and safety education.	MTP/SCS: Chapter 6
23 Policy	SACOG expects operators to plan for service for transit-dependent populations - disabled, low-income, senior, youth - within a context of service to attract riders who now drive.	MTP/SCS: Chapter 6
23.1 Strategy	Improve transit services and options for disabled, low-income, and youth passengers 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.	MTP/SCS: Chapter 6
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 wherever possible and preserve limited paratransit resources for those who cannot travel without direct assistance.	MTP/SCS: Chapter 6

23.3 Strategy	Continue to follow up on findings and outcomes from the 2011 Lifeline Transit Study with the Transit Coordinating Committee in order to inform transit agency decisions on critical service restoration priorities.	MTP/SCS: Chapter 6
24 Policy	Ensure community outreach to low income and minority communities whose needs and concerns otherwise might be overlooked.	MTP/SCS: Chapter 6
24.1 Strategy	Ensure transportation system improvements provide equitable and adequate access by road and transit to low-income and minority communities.	MTP/SCS: Chapter 6
24.2 Strategy	Ensure that projects to serve those communities with greater transit needs are explicitly considered in the MTP/SCS, when programming funds, pursue specific federal or state funding grants available for this purpose, and seek better coordination of all types of transit services and connections for those communities.	MTP/SCS: Chapter 6
27 Policy	Support road, transit, and bridge expansion investments that are supportive of MTP/SCS land use patterns.	MTP/SCS: Chapter 6
27.1 Strategy	Focus on ensuring transit and the arterial system perform well for the increased number of local trips, to support infill and compact development from smarter land uses without pushing growth outward because of overly congested conditions, and on providing a strong grid network (which offers alternative routes) wherever land uses allow.	MTP/SCS: Chapter 6
27.2 Strategy	Support corridor mobility investments along major arterials that serve multiple modes of travel through combining road capacity improvements with operational improvements to support smart growth. Supportive investments include enhancements for high-quality transit, technology deployment, bicycle and pedestrian improvements, and safer intersections.	MTP/SCS: Chapter 6
28 Policy	Prioritize transit investments that result in an effective transit system that serves both transit-dependent and choice riders.	MTP/SCS: Chapter 6
28.1 Strategy	Transit expansion should be targeted at land use patterns that will generate transit ridership and improve the cost recovery rates for transit service.	MTP/SCS: Chapter 6

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 bus, neighborhood shuttle, demand-response service, subscription bus, and jitney.	MTP/SCS: Chapter 6
28.3 Strategy	Consider the full life-cycle cost of transit options including both capital and operations, the relative value of broader area coverage versus high capacity for a limited corridor, and more routes versus higher frequency, for each situation.	MTP/SCS: Chapter 6
28.4 Strategy	Develop trunk transit corridors between communities and local transit circulation within communities, to attract riders both for commuting and local activities.	MTP/SCS: Chapter 6
28.5 Strategy	Develop local transit services that serve local travel patterns and meet high-capacity trunk transit lines with timed transfers.	MTP/SCS: Chapter 6
28.6 Strategy	Design commute transit as a door-to-door system, with full or limited-stop express routes, short waits at transfer points, and walk and bicycle access at each end.	MTP/SCS: Chapter 6
28.7 Strategy	Develop a bus and carpool lane system for key commuter corridors and expand transit service to use it.	MTP/SCS: Chapter 6
28.8 Strategy	Address commute congestion to switch drivers into empty seats in both transit and autos with transit-first/carpool-second strategies for downtown Sacramento, and carpool-first/transit-second strategies for suburban job centers until employment density indicates a shift.	MTP/SCS: Chapter 6
28.9 Strategy	Seek to develop good bus transit service with heavy established ridership as a precursor to investment in rail transit, to ensure return on the high capital investment for rail.	MTP/SCS: Chapter 6
28.10 Strategy	Factor in the benefit of rail transit as a permanent investment, with stronger ability to attract transit-oriented development patterns around it, where local smart growth planning and the real estate market already promise development dense enough to support rail investment.	MTP/SCS: Chapter 6
28.11 Strategy	When a transit route or service fills to capacity, examine the complementary service of another type as an alternative simply to adding capacity to the route that is full.	MTP/SCS: Chapter 6

28.12 Strategy	When planning high-quality transit along light rail, regional rail and high speed rail corridors, also plan for supportive features that include sidewalks and walkways, passenger shelters, or transfer stations, next-bus notification signs, signal preemption and park-and-ride lots.	MTP/SCS: Chapter 6
29 Policy	SACOG encourages locally determined developments consistent with Blueprint principles and local circulation plans to be designed with walking, bicycling and transit use as primary transportation considerations.	MTP/SCS: Chapter 6
29.3 Strategy	Utilize the Planners Committee, Regional Planning Partnership and Transit Coordinating Committee to better coordinate information-sharing between jurisdictions on transit, bicycle and pedestrian improvements to ensure connected routes, sharing of effective ideas, and more complete public information.	MTP/SCS: Chapter 6
29.5 Strategy	Help facilitate improved coordination between transit agencies, public works departments and local land use authorities in planning new developments that are transit-, bicycle-, and pedestrian-supportive and timed so that new facilities and transit services are more likely to be available at the time the new growth occurs.	MTP/SCS: Chapter 6
30.1 Strategy	Pursue Strategic road expansion that reduces congestion and supports effective transit services, walking and bicycling.	MTP/SCS: Chapter 6
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.	MTP/SCS: Chapter 6
Growth Principle 1	Transportation Choices: Developments should be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride the light rail, take the train or carpool. Use of Blueprint growth concepts for land use and right-of-way design will encourage use of these modes of travel and the remaining auto trips will be, on average, shorter.	Blueprint