

Mobility TAC

Potential Implementation Tactics

Please note: These potential tactics were submitted by individual Mobility TAC members but have not yet been fully vetted nor further discussed with the full TAC. The Mobility TAC will be identifying three priority implementation tactics for each strategy to present at the next Commission meeting.

Transit & Shared Mobility

Transit Services and Infrastructure

- Generate at least **\$125 million per year** to invest in transit improvements and reduce barriers to and prioritize transportation investments in denser, transit-oriented development that includes affordable housing, as well as in ADA transition plans.
- Expand and improve **affordable transit services to reduce headways** by expanding existing routes and service frequency, providing micro-transit and other first/last mile connection services, and implementing Bus Rapid Transit, which includes dedicated transit lanes and high-quality stations.
- Identify and implement an **e-mobility hub near a transit connection** (Amtrak, light rail, Caltrans park-and-ride) that encourages alternatives to personal vehicles for work/school commutes.
- Coordinate with transit agencies to strategically identify and implement **transit priority lanes** to support on-time performance and enhanced travel times with an ultimate goal for all trips by transit within the two cities to be possible within 30 minutes by 2030.
- Complete **light rail line to airport**.
- Partner with Capitol Corridor, San Joaquin Rail, ACE Rail, SACOG and SF Bay Area MTC on strategic plan to invest in **Northern California mega-regional rail network** with a goal of placing all passenger rail rights of way under public control, electrifying corridors, and reducing travel time to one hour from Sacramento to Bay Area.
- **WIFI-enabled** commuter buses/trains.
- Consider **expansion of light rail or train without tracks** to Roseville and other cities based on population density or partner with Boring Company to connect Fremont to Reno with a stop in Sacramento. [given costs, might make more sense to pursue micro-transit, autonomous shuttles]

Transit Incentives, Awareness, and Education

- Require employers with over ___ employees and property managers with over ___ residents to offer benefits for mobility services including **free transit passes** by 2020.
- Provide all students, seniors, and low-income residents with **free transit passes** in West Sacramento (already being provided in Sacramento).
- Consider **free rides** for those traveling to Sacramento or West Sacramento from over 30 minutes away if they bring a bike.
- Provide affordable, high-quality **day care** near transit and job centers.
- Identify **transit apps** for residents to download, free rides with download.
- Work with Local News traffic update to include **transit update on travel times** (increase awareness and ridership).
- Implement an anonymous **survey system on light rail** and address issues with light rail by 2020.
- **Mass transit Infrastructure analysis** to understand travel time compared to car and develop a heatmap showing the difference in time by 2020.

Shared Mobility

Carshare

- Require employers with over ___ employees and property managers with over ___ residents to offer benefits for mobility services including **incentives for EV sharing** (e.g. GIG and Lyft) and/or to provide **corporate shuttles** for employees by 2020.
- Purchase ZEVs for city use that have hardware capable of self-driving. Once regulation allows self-driving software update, manage as a fleet of **robo-taxis**. Free for low income communities. Generate revenue from RoboTaxi (and other AV technologies) fleet management by the cities.
- Expand affordable and zero emission car share programs and **limit all car share vehicles and TNCs to ZEVs**.
- Partner with **shared mobility companies** to complete last mile for transit companies.
- Provide incentives for disadvantaged communities to transition to EVs by providing low cost charging infrastructure and **supporting car share programs** like GIG.
- **Free in-city shared mobility** to low income, and **free out-of city-shared mobility** if they are using it to take transit to/from work.
- **Sustain ___ total vehicles in carsharing programs** by identifying new approaches to public-private partnerships and opportunities to sustain growth for existing operators.
- Support **on-street parking for carsharing**; consider highly-visible carshare locations in conjunction with recent and planned street infrastructure projects and reduce EV carshare access fees for metered spaces.

Bikeshare and Scootershare

- Expand TDM programs to **incentivize bike/scooter share programs**.
- **Add ___ bikes and scooters** in cities' bike/scooter-share programs to expand the network to ___ total bikes and scooters.

Microtransit, Carpooling, and Vanpooling

- Expand **carpool lane** on 50 past Watt toward downtown.
- **Add ___ microtransit and ride-splitting users** through new pilot projects.
- Implement **zone-based demand responsive transit**, a shared mode of transportation that utilizes small to medium-sized vehicles and flexible routing and scheduling to support first/last mile connections, particularly for commuters.

Infrastructure, Services, and Other

- Provide **alternative methods of service access** for people without smartphones or credit/debit cards, such as through digital kiosks, cash payments, partnerships that enable the billing of mobility services on other bills such as utilities.
- Ensure **accessibility** of all shared mobility programs.
- Conduct **marketing campaigns** to promote shared mobility services.

Active Transportation

Community Design and Land Use

- Create **car-free city centers and nightlife districts** to support restaurants, bars, and theaters every evening and shut large sweeps of roads to support recreation on the weekends by 2025.
- Conduct a robust outreach campaign involving community leaders to **pilot roadway conversions** to parks or active transportation corridors in the most needed area by 2021 to then implement one “superblock” per year until 2040.
- Update zoning code to allow pedestrian-centric design to **establish a neighborhood center every 3 miles** where people can walk or roll to in order to shop, eat, and recreate by 2020. Identify and support small businesses needed to create walkable/rollable neighborhoods.
- Identify most help needed neighborhood and create a “**modern mobility district**” for innovation, testing and showcasing. Establish a dedicated, local source of funding for active transportation projects, prioritized to historically underserved communities.

Active Transportation Network / Infrastructure

- Invest **\$750 million in active transportation infrastructure** including ADA compliance/accessibility.
- Expand **TDM programs** to incentivize alternative modes.
- Develop and implement a **green connections strategy** that prioritizes alley activation, trail connection projects, and green streets; invests in active transportation projects and first/last mile gap closure; and connects people to parks and open spaces.
- **Identify underused roads, alleys, and intersections that could be transformed into shared spaces** that encourage active transportation and socialization.
- **Narrow streets** by reducing lanes, reducing car-centric one-way streets, and adding speed humps to enable bidirectional protected bike lanes.
- Install **streetscape amenities**, e.g. street trees, landscaping, benches, lighting, public art to make active transportation more attractive, prioritizing trees to provide shade/buffer from vehicles.
- Expand and improve **active transportation corridors** to create a network of connected, low-stress, multi-use trails for pedestrians and cyclists, utilizing permeable/pervious materials when constructing new bike lanes to enhance groundwater recharge and reduce runoff.
- Create **bike corridors** with protected bike lanes and traffic signals aligned with biker speeds to create a ‘green wave’ experience for cyclists.
- Upgrade all deficient **bicycle facilities** to class IV facilities and implement sufficient bike parking.
- **Improve sidewalk quality** and close gaps on all arterial and collector streets, including low-stress pedestrian crossings, pedestrian-scale street lighting, and way-finding signs.
- Create a consolidation spot for delivery companies and identify and implement a **zero-carbon cargo zone**. All last-mile/first-mile cargo delivered in the zone shall be on foot, bike, or ZEV.
- **Prioritize DVBE/WBE contracts** for building bike infrastructure in low-income communities using locally sourced materials.
- Develop funding source to implement **safe and sustainable routes to school programs** (K through Higher Ed) and provide campuses with resources to drive mode shift.

Vehicle Electrification

Electrification

- Through incentives and public outreach, **phase the retirement of gasoline-powered vehicles**: single passenger vehicles by 2025, busses by 2028, all cars by 2030, short distance delivery vehicles by 2032, small trucks by 2035, and long-distance semi-trucks by 2040.
- Promote **ZEV technologies** for medium- and heavy-duty vehicles and other ZEV technologies.
- Accelerate the **electrification of city fleet vehicles** and the infrastructure to support them. Starting 2020, the city will no longer buy gas powered vehicles.
- Adopt a strategic plan to **electrify all passenger rail corridors** in Northern California megaregion and identify barriers for one-hour train service from Sacramento to the Bay Area.
- Partner with **Amtrak and freight trains** through Sacramento to implement electric options.
- Implement a Farm to Fork initiative to **electrify the transport of local foods**.
- Support **Electrify America Green City initiatives** to maximize local and regional benefits.
- Identify **repurpose plans for gas stations**.

Charging Infrastructure, Parking, and On-Road Privileges

- Adopt **Tier 2 of the CA Green Building Code** for new parking structures/lots to require installation of EV chargers and dedicated EV parking spaces for new non-residential garages, MUDs, hotels.
- **Extend EV Infrastructure code with Reach Codes** such as specific in the Peninsula Reach Code:
 - MUDs: One EV Ready circuit per dwelling. 25% of spaces to be Level 2 EV Ready, 75% are either Level 1 EV Ready or Level 2 EV Ready with load management
 - Non-Res: 10% Level 2 EVSE Installed, 10% Level 1 EV Ready with L2 conduit; on-grade parking: 50% Level 2 EV Capable, Panel Capacity, average 2kW/ EV space; underground or deck parking: 100% Level 2 EV Capable; Panel Capacity, average 1kW/ EV space
- Prioritize **public charging** and encourage charging turnover and at-home charging by users.
- Establish **parking policies** that reduce cost, are business friendly and accelerate adoption.
- Require existing property owners of **multi-family buildings** to install chargers for residents.
- Work with **major employers**, including the State, to encourage EV commuting via parking privileges and by installing more charging stations
- Establish dedicated **fast lanes for EVs** and fewer lanes for dirty single-occupancy vehicles.

Incentives and Education

- Incentivize the **purchase of EVs**, including buses, through rebates or scrap-and-replace programs.
- Develop incentive programs for **city employees to transition to ZEVs** and permit city employees to be reimbursed for charging city-owned vehicles at home.
- Develop **incentive programs for commuters** coming into the city, not just those living in the city.
- Convene a **Freight Stakeholders Working Group** to identify barriers to fleet electrification among major distribution companies and identify opportunities to support shift to ZEVs.
- Work with Sac State to create a **retraining program** for those who lose their jobs due to self-driving cars/trucks.

Overarching (applicable to multiple strategies)

Revenue-Generating Ideas

- Pursue **tax measures**, such as a gas tax, 1% restaurant tax, half-cent sales tax, and/or \$2 tax per parked car (\$1 if payment via connect card).
- Implement a **city-only vehicle registration fee** (e.g. \$60).
- Implement **tolls on the perimeter of the cities** with transit options into the cities.
- Phase in a payment structure for **residential parking passes**.
- **Lower speed limits** in City to improve air quality and generate revenue.
- Prioritize transportation investments in existing transportation network, commercial corridors, main streets, and require all road projects to include complete streets improvements.

Policy

- City of Sacramento and West Sacramento should declare a **Climate Emergency** by 2020.
- Ask SMUD to consider moving up **100% renewable generation**.
- Cities to commit to **divest from oil/gas** and provide no further incentives for oil/gas companies.

Parking

- **Remove parking space requirements** by 2020 and have motorists pay directly for using parking.
- **Phase out surface parking lots** and establish metered parking in all commercial corridors with tiered pricing to incentivize clean vehicles and shared modes.
- **Plan for loss of revenue** from ticketing and parking meters and identify alternative revenue sources, e.g. repurposing street parking for small businesses, parklets, and community gardens or retrofitting parking garages to serve as low-cost housing for people experiencing homelessness.
- Increase each city's share of **paid parking areas** across neighborhoods and districts.
- Commit to no **new parking garages, lots, or street parking**.

Data and Research

- Make progress along key metrics/targets visible through a **public-facing dashboard** by 2022.
- Identify **reasons for people moving out of Sacramento** (ex. poor schools, homeless, crime, cleanliness, etc.) and address those issues to increase density and improve resident retainage.
- Identify **waste generated** (tires, oil, filters, etc.) and find ways to recycle, refurbish, re-use, repair.
- Implement **RFID cards** to access bike, bus, train and car sharing to understand traffic flows.

Workforce Development, Commuting, Outreach, and Other

- Develop **workforce alignment program** at colleges with local green mobility employers.
- Promote and/or incentivize **teleworking**.
- **Events the cities can host**: annual transportation hackathon, park and pedal, car-free day, etc.
- Acknowledge complexity/time-sensitivity of **families managing kids' needs and schedules**.
- Create **resident groups** to assist and confirm that the work gets done.
- **Paint roadways white** to reduce heat island effect.