

## **Neighborhood Land Use and Transportation Collaborative**

### **Sacramento General Plan Issues and Concerns**

**We the undersigned Neighborhood Associations agree that “Complete Streets” is a good and laudable concept. However, streets are not complete without consideration of all the factors bearing on livability of neighborhoods those streets pass through. The following are some of the specific issues of concern and we ask the City to address them before approving the 2030 General Plan.**

- The City’s Traffic Impact Analysis Guidelines<sup>1</sup> only address the impact of increased traffic from new development on motorists, e.g., street segment and intersection level of service. The City should, like other progressive cities (Portland, San Mateo), also address the impact of increased traffic on degrading the livability of existing residential neighborhoods. The City lacks a mechanism to gauge the impact of traffic on our neighborhoods, thus the City should develop methods to balance livability, transit and moving people rather than focusing mostly on the automobile.
  
- The current Draft General Plan assumes that per capita vehicle miles travelled will be reduced due to smart growth and improved transit.<sup>2</sup> This assumption is only valid if adequate and secure transit funding has been allocated. The General Plan should lay out the effects of ongoing cuts in transit funding on vehicle miles traveled. The General Plan should contain an advocacy plan to obtain adequate transit funds to mitigate increased development. There needs to be a clear commitment to restoration of transit funding cuts and expanded transit funding.

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<sup>1</sup> Traffic Impact Analysis Guidelines, City of Sacramento, 1996. Section G. Off-site Roadways.

<sup>2</sup> Draft Master Environmental Impact Report, Page 6.12-59. *The daily vehicle miles traveled (VMT) per capita in the City of Sacramento decreases by 13.2 percent with the 2030 General Plan.*

- Traffic studies conducted and prepared for new development are often incomprehensible. Traffic Studies should be clearly understandable, timely, and complete, so that there can be active neighborhood participation. All of the assumptions that are entered into traffic study models, e.g., in the calculation of daily and peak hour trip generation estimates and the SACMET 2027 travel demand model, should be listed and explained. When models are used there should be a basic explanation of how the model works.

**We the undersigned Neighborhood Associations request that the Planning Commission and/or the City Council direct staff to work with the Neighborhood Associations, joined together as the Neighborhood Land Use and Transportation Collaborative, to address the above General Plan issues and concerns prior to adoption of the General Plan.**