

## POLICIES SUPPORTING SB 743 IMPLEMENTATION

STATE LAWS	TOPIC
EO S-3-05 (2005)	Greenhouse Gas Emission Reduction Targets
AB 32 (2006)	California Global Warming Solutions Act
SB 375 (2008)	Sustainable Communities and Climate Protection Act
AB 1358 (2008)	Complete Streets Act
EO B-55-18 (2018)	Carbon Neutrality Targets

CITY PLAN	SECTION	TOPIC
<b>GENERAL PLAN:</b>	LUD 1.1	Efficient and effective processes
- <b>Planning Process</b>	LUD 1.2	Accessibility
	LUD 1.3	Community involvement
	LUD 1.5	Development review process.
- <b>Land Use</b>	LUD 3	Land use mix, diversity and density
- <b>Local Retail and Services</b>	LUD 4	Walkable and bikeable retail and services
- <b>Village Centers</b>	LUD 4	Pedestrian accessible village centers
- <b>Public Spaces</b>	LUD 8.2	Streets friendly to cyclists and pedestrians
	LUD 8.3	Enhanced publicly-accessible bicycle and pedestrian connections with developments
	LUD 8.5	Pedestrian and bicycle amenities in developments
- <b>Integrated Development</b>	LUD 9.2	Compatible transit-oriented development
	LUD 9.3	Enhanced public space
	LUD 9.4	Enhanced pedestrian activity
	LUD 19.1.	Transit-oriented development
- <b>Complete Streets</b>	MOB 1.2	Accommodating all modes
	MOB 1.3	Pedestrian and bicycle placemaking
	MOB 1.4	Street design

CITY PLAN	SECTION	TOPIC
	MOB 1.6	Traffic calming
- <b>Access and Walkability</b>	MOB 2.1	Improve universal access
	MOB 3.1	Pedestrian network
	MOB 3.2	Direct and safe pedestrian connections
	MOB 3.3	Pedestrian and bicycle crossings across barriers
	MOB 3.4	Avoiding street widening
- <b>Bikeability</b>	MOB 4.1	Bicycle network
	MOB 4.2	Planning for bicycles.
	MOB 4.4	Bicycle parking standards
- <b>Performance Measurement</b>	MOB 8.1	Multi-modal performance measures
	MOB 8.2	Level of service
- <b>Greenhouse Gas Emissions</b>	MOB 9.2	Development and transportation improvements that reduce per capita VMT
- <b>Roadway Efficiency</b>	MOB 10.1	Efficient automobile infrastructure
<b>COUNCIL GOAL FY2019-20</b>	Council Goal III	Mobility, Connectivity and Safety
<b>COUNCIL POLICIES</b>	Council Policy K-24 on Vision Zero	<p>Principle 1: Loss of life from traffic collisions is unacceptable and often preventable.</p> <p>Principle 2: Humans are inherently vulnerable, and the transportation system should be designed to protect human life.</p> <p>Principle 3: Human error is inevitable and unpredictable, and the transportation system should be designed to anticipate error so that the consequence is not severe injury or death</p>
<b>SUSTAINABILITY ACTION PLAN (SAP-4)</b>		Expand options for people to bike, walk or use transit.