

Attachment 2: 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
GENERAL PLAN:	LUD 1.1	Efficient and effective processes
- Planning Process	LUD 1.2	Accessibility
	LUD 1.3	Community involvement
	LUD 1.5	Development review process.
- Land Use	LUD 3	Land use mix, diversity and density
- Local Retail and Services	LUD 4	Walkable and bikeable retail and services
- Village Centers	LUD 4	Pedestrian accessible village centers
- Public Spaces	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
- Integrated Development	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
- Complete Streets	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
- Access and Walkability	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
- Bikeability	MOB 4.1	Bicycle network
	MOB 4.2	Planning for bicycles.
	MOB 4.4	Bicycle parking standards
- Performance Measurement	MOB 8.1	Multi-modal performance measures
	MOB 8.2	Level of service
- Greenhouse Gas Emissions	MOB 9.2	Development and transportation improvements that reduce per capita VMT
- Roadway Efficiency	MOB 10.1	Efficient automobile infrastructure
COUNCIL GOAL FY2019-20	Council Goal III	Mobility, Connectivity and Safety
COUNCIL POLICIES	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>
SUSTAINABILITY ACTION PLAN (SAP-4)		Expand options for people to bike, walk or use transit.