

Plan Bay Area 2050: Regional Growth Framework Update - Supportive VMT-Reduction Policies

The table below summarizes a set of proposed policies demonstrated to reduce Vehicle Miles Travelled (VMT) intended to complement the VMT-reduction of transit service in PDAs, particularly those with limited access. Connected Community PDAs that are outside of a High Resource Area (HRA) would be required to adopt at least 2 of these policies, which may be refined in advance of the final adoption of new PDAs.

Supportive Policy	Description
Senate Bill 743 (SB743)ⁱ Implementation	<ul style="list-style-type: none"> • Adopt a Parking and Transportation-Demand Management (TDM) Ordinance that includes a monitoring and enforcement component. The ordinance would apply to new commercial and residential development and require developers and property managers to reduce VMT through measures like free transit passes, bike and car share memberships with the bikes/vehicles on-site. • Create new, or revise existing, development impact fees to be added to a transportation fund that can be invested in VMT-reduction investments citywide
Active Transportation Planning	<ul style="list-style-type: none"> • Adopt a policy to prioritize planning and implementation of Class 2ⁱⁱ or better bike infrastructure and safe, pedestrian-scaled streets • Adopt Vision Zeroⁱⁱⁱ and universal design (designs that accommodate the widest range of potential users, including people with mobility and visual impairments) policies
Curb Management	<ul style="list-style-type: none"> • Adopt a policy to prioritize curb space for reliable transit and shared modes (e.g. bicycles, scooters), with consideration to other uses of the curb that provide environmental and social benefits (e.g. carshare, green stormwater infrastructure, small public spaces (parklets), electric vehicle chargers and managed parking with pricing).

ⁱ SB743, adopted in 2013, changes the way that cities are required to analyze the transportation impacts of a development project to focus on its impact on Vehicle Miles Travelled (VMT) rather than its impact on roadway congestion (commonly analyzed as Level of Service). The policy proposed here would enable a city to achieve the objective of SB743 by putting in place requirements to reduce VMT. Additional information is available [here](#).

ⁱⁱ A striped lane for bicycle travel on a street or highway. Additional information from the California Department of Transportation (Caltrans) is available [here](#).

ⁱⁱⁱ A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility. More information is available [here](#).