

3 | Relationship to Other Plans

This chapter, along with Appendix C, addresses BTA requirement (i): “A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.”

THE AUTHORITY HOPES THAT THE CBPP WILL have a significantly positive impact on walking and bicycling in Contra Costa. The CBPP, however, is not the only effort aimed at improving conditions for pedestrian and bicyclists in Contra Costa nor is the Authority the only entity working toward such a goal. To make the most of these efforts, the CBPP will build on, and coordinate with, a number of related planning efforts by other parties. These efforts are occurring not only at the countywide level but also at the city, regional, state and federal levels.

This chapter provides an overview of the policy framework surrounding nonmotorized transportation in Contra Costa by summariz-

ing the key plans, programs, policies and other planning efforts (collectively referred to in this chapter as “plans”) that will affect and be affected by implementation of the CBPP.

Related plans addressed in this chapter

Local and County Plans

- General plans and local bicycle and pedestrian plans
- Contra Costa Countywide Comprehensive Transportation Plan
- Measure J

Regional Plans

- Bay Area Regional Bicycle Plan
- East Bay Regional Park District
- San Francisco Bay Trail
- Bay Area Ridge Trail

Routine Accommodation and Complete Streets

- U.S. Department of Transportation policy statement
- Caltrans Deputy Directive 64

- MTC Resolution 3765
- California Complete Streets Act (AB 1358)

Other Plans

- ADA Accessibility Guidelines
- California Global Warming Solutions Act (AB 32)
- California Senate Bill 375 (SB 375)

LOCAL AND COUNTY PLANS

General Plans and Local Bicycle and Pedestrian Plans

Contra Costa consists of 20 local jurisdictions: 19 cities and towns plus the County government, which has responsibility for the unincorporated areas of the county. All 20 jurisdictions have adopted policies as part of their respective general plans in support of walking and bicycling. Most such policies appear in the circulation (or transportation) element of their general plan. Additional supportive policies often appear in the land use, open space and other elements as well as in “specific plans” prepared for particular districts or areas. These policies typically express support for making bicycling and walking safer, more convenient and more pleasant. They usually call for more or improved on- and off-street facilities, bicycle parking and urban design that is more conducive to walking.

Additionally, a number of jurisdictions in Contra Costa have developed detailed local bicycle, pedestrian or trail plans as supplements to their circulation element. These plans contain additional and more detailed policies, and usually identify priority areas and specific improvements for enhancing walking or bicycling conditions in their community. Information about local plans and policies for the 20 jurisdictions in Contra Costa is summarized in appendices B and C. Table 14 lists pedestrian, bicycle or trail plans adopted by the jurisdic-

tions in the past ten years and indicates whether each plan primarily addresses walking (“Ped”), bicycling (“Bike”) or both issues.

Table 14 | **Local bicycle, pedestrian and trail plans**

<i>Jurisdiction</i>	<i>Plan</i>	<i>Ped</i>	<i>Bike</i>
Antioch	East Contra Costa County Bikeway Plan (2005)		✓
Brentwood	East Contra Costa County Bikeway Plan (2005)		✓
	Parks, Trails and Recreation Master Plan (2002)	✓	✓
Concord	Trails Master Plan (2003)	✓	✓
County	East Contra Costa County Bikeway Plan (2005; for unincorporated areas in East County only)		✓
	Trail Review Study, plus Trail Design Resource Handbook (2001)	✓	✓
El Cerrito	Circulation Plan for Bicyclists and Pedestrians (2007)	✓	✓
Lafayette	Master Walkways Plan (revised in 2006)	✓	
	Bikeways Master Plan (2006)		✓
	Trails Master Plan (2006)	✓	✓
Oakley	East Contra Costa County Bikeway Plan (2005)		✓
Pittsburg	East Contra Costa County Bikeway Plan (2005)		✓
Walnut Creek	Bicycle Master Plan (in progress; scheduled for completion in 2009)		✓

Countywide Comprehensive Transportation Plan

In June 2009, the Authority adopted the updated Contra Costa Countywide Comprehensive Transportation Plan (CTP). The update re-

defines the Authority's goals for the county's transportation future and outlines strategies for improving mobility for all modes and for managing the impacts of growth. One of the four goals of the CTP is to "Provide and expand safe, convenient and affordable alternatives to the single-occupant automobile" (goal 3). In addition, the CTP outlines six strategies to support the Authority's efforts to encourage walking and bicycling:

- 1.3 Define and close gaps in the existing highway and arterial system
- 3.3 Require local jurisdictions to incorporate policies and standards that support transit, bicycle and pedestrian access in new developments
- 3.4 Support transit-oriented and pedestrian-friendly developments
- 3.5 Invest in trails, walkways, and pedestrian-oriented improvements
- 3.6 Promote formation of more carpools and vanpools, and greater use of transit, bicycling, and walking
- 3.8 Encourage local jurisdictions and other agencies to develop a connected and coordinated system of bicycle facilities through financial assistance, technical support and other aid and encouragement

Chapter 4, "The Transportation System," includes a section dedicated to bicycling and walking. This section acknowledges that "Bicycling and walking can play an important role in mobility, especially where trips are short and safe, direct and comfortable routes are available." It identifies widely separated and segregated land uses, conflicts with cars and the lack of safe, well-connected facilities as the main deterrents to nonmotorized transportation.

East Contra Costa County Bikeway Plan

TRANSPLAN, a governmental committee that coordinates the transportation interests of the communities in East Contra Costa, adopted the original *East Contra Costa County Bikeway Plan* in 2001 and updated it in 2005. In an example of multi-jurisdictional cooperation, the plan was developed for the cities of Antioch, Brentwood, Oakley and Pittsburg, and the unincorporated areas of East County, including Bay Point, Bethel Island, Byron, Discovery Bay and Knightsen.

The 2005 plan recommends an updated network of both on-road and off-road bikeways connecting residential neighborhoods to major activity centers in East County, including schools, major shopping and employment areas, and recreational destinations such as parks, waterfronts and trails. The plan reflects the existing bikeway and trails plans of the TRANSPLAN member jurisdictions and the EBRPD, along with additional recommendations for bikeways developed through meetings of local staff and bicycle advocates. The plan was designed to meet Caltrans eligibility requirements for BTA project grants.

Chapter 7 incorporates the five "Action Plans for Routes of Regional Significance" developed by the county's four RTPCs (SWAT developed plans for two separate areas). The Action Plans assess the impacts of future growth on the regional transportation system and identify actions for mitigating these impacts. Policy-type statements in the five Action Plans related to walking and bicycling include:

West County

- Increase bicycle and pedestrian mode splits to 3 percent for commute trips by 2012
- Continue planning and funding of bicycle and pedestrian routes

- Promote ridesharing, transit, bicycling, walking, staggered work hours and telecommuting with local employers
- Develop a bicycle and/or pedestrian plan for West County
- Work with CCTA and MTC to seek funding for bicycle and pedestrian improvements
- Continue compliance with the Americans with Disabilities Act for pedestrians (e.g., improvements for the visually impaired)
- Prepare a needs assessment of the sidewalk and bicycle facilities along school routes
- Work with Schools, Districts and Caltrans to seek Safe Routes to School grant funding
- Support Street Smarts, Safe Routes to School, and Safe Routes to Transit programs

Central County

- Include the needs of pedestrians and bicyclists in development projects
- Where feasible and appropriate, address the needs of pedestrians and bicyclists along regional routes
- Seek funding to provide bicycle parking infrastructure at employment sites and activity centers

East County

- Encourage walking and bicycling transportation
- Promote transit, carpooling and bicycle use at schools and colleges
- Continue to implement bicycle plans
- Continue to provide bike racks and lockers at key locations
- Encourage consideration of bicycles and pedestrians in neighborhood planning
- Maintain existing and provide new shoulders, bicycle lanes, and sidewalks on all streets
- Sponsor education programs for students and others to learn how to bicycle and walk safely

Lamorinda

- Efficiency improvements, such as signal timing and other operational improvements, especially those that help side street traffic and buses, are important, but not at the risk of compromising pedestrian and bicycle safety
- Evaluate and seek opportunities to improve walkways and bicycle facilities between the Lamorinda BART stations and adjacent uses
- Support the development of regional bicycle facilities
- Seek funding to provide bicycle parking infrastructure at employment sites and activity centers

Tri-Valley

- Consider both the need for vehicular mobility and congestion reduction, and such livability concepts as walkability, bicycle access and community character
- Maintain and actively pursue expanded transit, ridesharing and nonmotorized mode options and trip reduction programs to increase accessibility, to increase the transit share of travel in the Tri-Valley and to increase average vehicle occupancy

Lastly, one of the implementation activities given for carrying out the strategies in the 2009 CTP is to “Maintain Countywide Bicycle and Pedestrian Plan: Working with the Countywide Bicycle and Pedestrian Advisory Committee, update the CBPP at least every four years to reflect changes in facilities, policies and guidelines and new requirements.”

- **Countywide Comprehensive Transportation Plan:**
ccta.net/EN/main/planning/countywideplan.html

Measure J

Measure J, approved by county voters in 2004, is one of the most significant changes affecting walking and bicycling since the adoption of

the original CBPP. The measure—an extension of Contra Costa’s half-percent sales tax for transportation until 2034—will fund construction of several large-scale capital improvement projects for transportation, help maintain local streets and roads, bus service, transportation services for the elderly and persons with disabilities, improve access to BART stations and—of greatest relevance to the CBPP—fund bicycle and pedestrian facilities and other improvements.



It was originally expected that the measure would provide \$2.0 billion in funding to the County, its cities and towns, and other public agencies for the expansion, maintenance and operation of the transportation system. The Authority recently lowered this estimate to approximately \$1.55 billion reflecting the economic downturn that has affected most of the world in 2008 and 2009. (This reduction in funds from Measure J, and possibly from

other sources as well, is perhaps the most significant effect of the downturn on nonmotorized transportation in Contra Costa.)

The most explicit source of funding for nonmotorized transportation facilities in Measure J is the “Pedestrian, Bicycle and Trail Facilities” program. Measure J sets aside 1.5 percent of the sales-tax revenues over the measure’s 23-year life for this program, now estimated at \$27 million. While this is a relatively small portion of the total funding, it represents a tripling of bicycle and pedestrian funding in Measure C, the predecessor of Measure J. In addition, Measure J explicitly en-

courages the County, its cities and other agencies to fund bicycle and pedestrian facilities from four other Measure J programs:

[C]onsistent with the Bicycle Plan and the importance of bicycle and pedestrian facilities, other potential funding categories in this Plan for pedestrian/bicycle/trail facilities include: (a) Major Streets: Traffic Flow, Safety, and Capacity Improvements; (b) Safe Transportation for Children; (c) Local Streets and Road Maintenance; and (d) the Transportation for Livable Communities project grants. Moreover, where it is appropriate, routine accommodation for pedestrians and bicyclists should be incorporated in construction projects funded from these other categories.

This language acknowledges that bicycling and walking are legitimate transportation modes and deserving of funds under broader transportation funding programs, provided that the funds are used for projects consistent with the CBPP. In addition, while not mentioned explicitly above, there are other programs under Measure J that could be used to fund improvements for nonmotorized transportation. All Measure J funding programs relevant to the CBPP are summarized in Chapter 9, “Implementation.”

Also, Measure J requires that local jurisdictions comply with the county’s Growth Management Program (GMP) to be eligible for funding through two of the measure’s programs. Among the requirements of the GMP is that each jurisdiction “incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.” To help local jurisdictions comply with this requirement, Chapter 8, “Other Tools for Local Agencies,” references a number of resources for creating developments that are bicycle- and pedestrian-friendly.

► **Measure J expenditure plan:**

www.ccta.net/assets/documents/Measure%20J_expenditure%20plan.pdf

REGIONAL PLANS

Bay Area Regional Bicycle Plan

In 2009, the Metropolitan Transportation Commission (MTC) updated its Regional Bicycle Plan for the San Francisco Bay Area. The new plan updates the designated regional bikeway network, one of the purposes of which is to focus MTC's spending on high-priority facilities that serve regional trips. The regional bikeway network is approximately 2,140 miles, including 319 miles in Contra Costa. A total of 181 miles, or 57 percent, have been built or are fully funded and awaiting development within Contra Costa.

The updated plan estimates the total cost to complete the bikeway network at just over \$1.4 billion, about half of which (\$700 million) is for toll bridges that currently lack bicycle access. The cost to complete the bikeway network through Contra Costa is \$26 million. The plan also includes lists of all the built and unbuilt segments of the bikeway network in each county. Information to update the regional bikeway network and estimate completion costs was obtained from the CMAs and their countywide bicycle plans; in Contra Costa's case, these are the Authority and the 2003 CBPP.

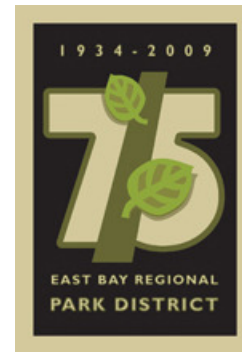
► **Regional Bicycle Plan for the San Francisco Bay Area:**

www.mtc.ca.gov/planning/bicyclespedestrians/MTC_Regional_Bicycle_Plan_Update_FINAL.pdf

East Bay Regional Park District Master Plan

The East Bay Regional Park District (EBRPD) serves as a countywide park agency for Contra Costa and Alameda counties, acquiring, de-

veloping, managing and maintaining parkland. It encompasses more than 98,000 acres, with 65 parks and over 1,100 miles of trails (most of which are unpaved). The trails are designed to connect parks and communities and use publicly owned rights-of-way in cooperation with other agencies, with the goal of developing a regional trail network that provides nonmotorized transportation and recreational opportunities. The network encompasses the San Francisco Bay Trail (see below), the proposed East Bay Greenway, the Bay Area Ridge Trail (also see below), the Iron Horse Trail and many others. To address concerns about safety on these trails after dark, EBRPD closes them from 10 pm to 5 am. EBRPD does provide passes to bicyclists for use of the trails during the curfew but the availability of these passes has not been well publicized.



EBRPD's most recent master plan was adopted in 1997. Trails-related priorities in the plan include completing the missing sections of the Bay Area Ridge Trail and the San Francisco Bay Trail (see descriptions of those two trail systems below) and completing key trail projects in the eastern part of the district "to serve newly annexed areas and anticipate urban growth." The district hopes to begin updating its master plan in 2010. In the mean-

time, it updated the master plan map in 2007, showing all existing and potential parklands and trails in the EBRPD system. The updated map continues potential parklands and trails from the 1997 map and includes several new ones; those in Contra Costa include vernal pools in Byron, parts of Concord Naval Weapons Station, Deer Valley (west of Brentwood) and Rancho Pinole (east of Hercules). The master plan map also depicts 84 potential or partially completed trail segments needed to round out the district's regional trail system.

► **EBRPD master plan map:**

www.ebparks.org/files/u10/MasterPlanMap2007.jpg

San Francisco Bay Trail



The Bay Trail is a planned continuous multi-use trail that, when complete, will encircle San Francisco and San Pablo bays. Approximately 500 miles long, the trail's planned alignment connects the shoreline of all nine Bay Area counties, links 47 cities and crosses all the toll bridges in the region. The alignment

includes a continuous “spine” along or near the shoreline and many short “spurs” to the waterfront itself. Planning for the Bay Trail is coordinated by the nonprofit San Francisco Bay Trail Project, a project of the Association of Bay Area Governments.

To date, approximately 290 miles of the alignment have been developed as either off-street paths or on-street bicycle lanes or routes. In Contra Costa, the Bay Trail spine alignment has a long gap from Rodeo to Martinez. Completed spine or spur segments of significant length exist in Carquinez Strait Regional Shoreline, through the city of Hercules, in San Pablo Bay Regional Shoreline, in Point Pinole Regional Shoreline, through the city of Richmond, in Miller/Knox Regional Shoreline and along Richmond Inner Harbor.

► **San Francisco Bay Trail Project:** www.baytrail.org

Bay Area Ridge Trail

The Bay Area Ridge Trail is a planned continuous multi-use trail connecting parks and open spaces along the ridgelines that ring San Francisco and San Pablo bays. The alignment of the Ridge Trail stretches more than 550 miles and traverses all nine Bay Area coun-

ties. Completion of the trail is promoted most actively by the nonprofit Bay Area Ridge Trail Council, an advocacy organization that works with local governments, other public agencies, land trusts and grassroots activists to open trail segments to the public.



To date, more than 300 miles of trail, mostly unpaved, have been dedicated and are now permanently protected for public use. In Contra Costa, most of the Ridge Trail alignment has been completed, especially through land owned by the East Bay Municipal Utility District east of Hercules and Pinole and also in various units of the EBRPD, including Martinez and Carquinez Strait regional shorelines, Sobrante Ridge, Kennedy Grove and Tilden, Sibley and Redwood parks. However, four

significant gaps remain: from Martinez Regional Shoreline to the Benicia–Martinez Bridge; from John Muir National Historic Site to EB-MUD land near Rancho Pinole; through the Franklin Canyon golf course and northeast Hercules; and from Kennedy Grove to Sobrante Ridge.

► **Bay Area Ridge Trail Council:** www.ridgetrail.org

ROUTINE ACCOMMODATION AND COMPLETE STREETS

“Routine accommodation” refers to the practice of considering the needs of pedestrians and bicyclists habitually in the planning, design, funding and construction of transportation projects. “Complete streets” is a related concept that describes roadways designed and operated for safe and convenient access by all users, including bicyclists, pedestrians and transit riders. In recent years, a number of routine accommodation and complete streets policies have come into

effect at the local, state and federal levels. While it is not yet clear what effect these policies have had on the planning, design and construction of new transportation facilities, they do reflect the growing attention of public agencies to the needs of pedestrians and bicyclists. Below are the main routine accommodation and complete streets policies that are applicable to Contra Costa.

U.S. Department of Transportation Policy Statement

In response to the federal Transportation Equity Act for the 21st Century, the U.S. Department of Transportation (DOT) adopted a policy statement on integrating bicycling and walking into transportation infrastructure. Entitled “Accommodating Bicycle and Pedestrian Travel: A Recommended Approach,” the document encourages, but does not require, public agencies and professional associations, among others, to “[commit] themselves to integrating bicycling and walking into the transportation mainstream.” The policy statement has four elements:

- a. an acknowledgment of the issues associated with balancing the competing interests of motorized and nonmotorized users;
- b. a recommended policy approach to accommodating bicyclists and pedestrians (including people with disabilities) that can be adopted by an agency or organizations as a statement of policy to be implemented or a target to be reached in the future;
- c. a list of recommended actions that can be taken to implement the solutions and approaches described above; and
- d. further information and resources on the planning, design, operation, and maintenance of facilities for bicyclists and pedestrians.

► **Accommodating Bicycle and Pedestrian Travel: A Recommended Approach:** www.fhwa.dot.gov/environment/bikeped/design.htm

Caltrans Deputy Directive 64

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64 (DD-64), “Accommodating Nonmotorized Travel,” which contained a routine accommodation policy. The directive was updated in 2008 as “Complete Streets—Integrating the Transportation System.” The new policy reads in part:

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance and operations....

The directive establishes Caltrans’ own responsibilities under this policy. Among the responsibilities that Caltrans assigns to various staff positions under the policy are:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.

- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

► **Deputy Directive 64:** www.calbike.org/pdfs/DD-64-R1.pdf

MTC Resolution 3765

The Metropolitan Transportation Commission (MTC)—the regional transportation planning agency for the Bay Area—adopted Resolution Number 3765 in June 2006. The resolution contains a policy that projects funded all or in part with regional funds “shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64” in the full project cost. The resolution also required MTC to “develop a project checklist [now completed] to be used by implementing agencies to evaluate bicycle and pedestrian facility needs” as part of the process of planning and designing their projects. Project-sponsoring agencies will be required to submit a completed checklist for each project submitted for funding to MTC that has the potential to impact bicycle or pedestrian use negatively. Chapter 8, “Other Tools for Local Agencies,” summarizes the checklist-related responsibilities of local agencies, the Authority and its BPAC under MTC’s adopted process for implementing its routine accommodation policy.

► **MTC routine accommodation policy and checklist:**
www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm

California Complete Streets Act (AB 1358)

Assembly Bill 1358, the “California Complete Streets Act of 2008,” requires “that the legislative body of a city or county, upon any sub-

stantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users [including] motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation....” This provision of the law goes into effect on January 1, 2011. The law also directs the Governor’s Office of Planning and Research to amend its guidelines for the development of circulation elements so as to assist cities and counties in meeting the above requirement.

At the federal level, the “Complete Streets Act of 2009” (S. 584, H.R. 1443) is pending before Congress. This bill would direct state departments of transportation and metropolitan planning organizations to adopt complete streets policies within two years of enactment of the bill and to apply the policies to future federally funded transportation projects.

► **Text of AB 1358:** leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.html

OTHER

ADA Accessibility Guidelines

The Americans with Disabilities Act (ADA) is designed to protect the civil rights of people with disabilities. Of particular relevance to the CBPP are Title II of the law, which addresses access to state and local government services (including transit stations and vehicles) and Title III, which addresses access to places of public accommodation and commercial facilities. The U.S. Access Board develops and maintains accessibility guidelines for these and other aspects of the law. The guidelines serve as the baseline for enforceable standards maintained by other Federal agencies.

In 2002 the Access Board released draft guidelines regarding access to elements commonly found in public rights-of-way, including sidewalks, crosswalks, curb ramps, street furnishings, pedestrian signals and on-street parking. The draft guidelines were revised in 2005 in response to public comments but have not been released to this date. In the meantime, disability advocates have brought lawsuits over access to public rights-of-way. In a pioneering case, the City of Sacramento in 2003 settled a lawsuit in the *Barden v. Sacramento* case, assigning 20 percent of its transportation funds for the next 30 years to improve sidewalks, crosswalks and curb ramps. Later the same year, the U.S. Supreme Court rejected without comment an appeal by the City to overturn a lower-court ruling that sidewalks are covered by the ADA and, therefore, have to be accessible. In the absence of final guidelines from the Access Board regarding access to public rights-of-way, Chapter 8, “Other Tools for Local Agencies,” includes advice to local governments from the U.S. Department of Justice, which is the main agency charged with enforcing the ADA.

► **U.S. Access Board’s rulemaking on public rights-of-way:**

www.access-board.gov/prowac

California Global Warming Solutions Act (AB 32)

AB 32, the “California Global Warming Solutions Act of 2006,” aims to reduce the state’s emissions of greenhouse gases (GHG) to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050. The law requires the state’s Air Resources Board (ARB) to adopt a “scoping plan” indicating how the 2020 target for emissions reductions may be achieved from significant GHG sources through regulations, market mechanisms and other actions. One of the recommended actions in ARB’s scoping plan is to “develop regional greenhouse gas emissions reduction targets for passenger vehicles.” The mechanism for developing these targets is established in a separate piece of legislation, Senate Bill 375 (see next item).

► **Text of AB 32:** www.arb.ca.gov/cc/docs/ab32text.pdf

California Senate Bill 375

Senate Bill (SB) 375, passed into law in 2008, is the first law in the nation that will attempt to control GHG emissions by curbing sprawl. The law requires ARB to develop regional targets for reductions in GHG emissions from passenger vehicles for 2020 and 2035. Each of the 18 metropolitan planning organizations in California—including, in the Bay Area, MTC—will need to prepare a “sustainable communities strategy” for meeting the emissions reductions target in its region through transportation and land use actions that reduce the number of vehicle-miles traveled (VMT). SB 375 clearly has the potential to promote walking and bicycling as strategies that reduce VMT. However, because the law is new and untested—the emissions reductions targets do not need to be developed until September 2010—it is unclear what effect it will have on Contra Costa’s transportation and land use patterns or on the role that walking and bicycling will play in meeting the goals of the law.

► **Text of SB 375:** info.sen.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080902_enrolled.pdf