

Proposed General Plan Update Goals, Policies, and Implementation Actions



Reduction of Vehicle Miles Traveled

To achieve a 40% reduction in the number of motor vehicle miles traveled requires a multi-prong strategy that includes both land use and transportation. The section includes the transportation goals, policies and actions that are intended to achieve an initial VMT reduction of 10%, followed by a 20% reduction, and ultimately a 40% reduction by 2040. All reductions are measured from the 2009 base year. Once the Task Force accepts the proposed goal, policies and actions below they will be interwoven into the appropriate sections of the overall Transportation goals, policies and actions document. They are separated here for the purpose of the Task Force discussion on June 7, 2010.

Horizon I VMT Reduction

Goal VMT -1 Reduce Vehicle Miles Traveled (VMT) by 10%, from 2009 levels, as an interim goal.

VMT-1 Policies

- Policy VMT-1.1 Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.
- Policy VMT-1.2 Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rent of a parking space is separated from the rent or sale price for a residential unit or for non-residential building square footage.
- Policy VMT-1.3 Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.
- Policy VMT-1.4 Promote participation in car share programs to minimize the need for parking spaces in new and existing development.
- Policy VMT-1.5 Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.

Policy VMT-1.6 Require that large employers develop, as part of the development entitlement process, Transportation Demand Management programs to reduce the vehicle trips generated by their employees.

VMT – 1 Actions:

Action VMT-1.7 Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San Jose.

Action VMT-1.8 Reallocate street rights-of-way to non-automotive transportation modes, including bicycling and walking, by reducing automobile lane capacities on streets throughout the city.

Action VMT-1.9 Update the zoning code to reduce the minimum automobile parking requirements for development occurring in designated growth areas adjacent to major transit facilities and in all mixed-use developments.

Action VMT-1.10 Work together with large employers to develop system for tracking Transportation Demand Management (TDM) programs implemented by employers to allow ongoing assessment of results.

Horizon II VMT Reduction

Goal VMT -2 Reduce vehicle miles traveled by an additional 10% above Goal VMT-1 (a 20% reduction as measured from 2009), at a later date to be determined by the City Council, based on staff analysis of the City's achieved and anticipated success in reducing VMT.

VMT-2 Actions

Action VMT-2.1 Require in Horizon II, that a portion of parking spaces in all new development in designated growth areas adjacent to transit and in all mixed-use is provided as unbundled from rent or sale of the dwelling unit or building square footage.

Action VMT-2.2 In Horizon II, reduce the minimum parking requirements Citywide.

Action VMT-2.3 Require, in Horizon II, participation in car share programs for new development in identified growth areas.

- Action VMT-2.4 In Horizon II, require that a portion of adjacent on-street and City owned off-street parking spaces be counted towards meeting the zoning code's parking space requirements.
- Action VMT-2.5 Work with employers in Horizon II to monitor employer achievement of TDM program measures and explore incentives for successes and/or consider penalties for non-compliance.
- Action VMT-2.6 Working with members of the development and financial communities, and neighborhood residents, establish, in Horizon II, Citywide parking standards in the Zoning Code which establish maximum parking rates, or "parking caps" for new development.

Regional and State VMT Reduction Efforts

Goal VMT -3 Reduce VMT an additional 20% above Goals VMT 2 and 3 (a total reduction of 40% as measured from 2009) by participating and taking a leadership role in on-going regional and statewide efforts to reduce VMT.

VMT-3 Actions

- Action VMT-3.1 Support, at the state level, the establishment of vehicle taxes targeted to fund congestion pricing strategies and public transportation, bicycle and pedestrian infrastructure.
- Action VMT-3.2 Take a leadership role in working with the County, the Metropolitan Transportation Commission, Caltrans, VTA and other municipalities to establish congestion pricing for automobile travel through and within Santa Clara County.
- Action VMT-3.3 Support and collaborate on the development of toll lanes on all major freeways and expressways in Santa Clara County