



SONOMA COUNTY TRANSPORTATION & LAND-USE COALITION

April 4, 2022

Ms. Rajinder Sahota,  
Deputy Director  
California Air Resources Board  
1001 I Street  
Sacramento, California 95814

Re: Comments on Reducing Vulnerability to Climate Impacts - Scoping Plan

Dear CARB—

On behalf of the Sonoma County Transportation and Land Use Coalition, we submit comments on actions to reduce the vulnerability of communities to significant impacts of the scoping plan for CARB. We appreciate the work that has been done in preparation for the present scoping cycle, and suggest that it be advanced by templates to accelerate protective actions by local government entities.

The transportation and land use sectors of the economy contribute a significant proportion of the State's greenhouse gas emissions. The plans and permits issued by local entities have lasting effects on efforts to reduce overall GHG emissions. California's vulnerable communities suffer if changes in transportation and land-use are too abrupt. It will be helpful for local policy makers to begin now to implement important adjustments in obsolete permitting, zoning, and parking practices over the next five years or so.

It is our experience that most local officials do not closely monitor the work of State agencies, and often many years elapse before cities and counties begin to respond to regional planning. Here are some specific guidelines that local policy makers can begin to initiate immediately to bring about significant reductions in vehicle miles traveled and GHG emissions:

1. Reduce limited access expressway speeds to 50-MPH or less.

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Address correspondence to [willard@sonic.net](mailto:willard@sonic.net)

2. Progressively adopt speed limits and street designs that increasingly make neighborhoods attractive and safe for cyclists and pedestrians.
3. Encourage all new housing units to be within a ten minute walking distance of at least one grocery store, and permit at least one store to locate in every neighborhood.
4. Gradually replace free parking on all public streets and property with convenient electronic auto-pay systems.
5. Reduce the footprint of most parking spaces to accommodate only small vehicles.
6. Expand frequent and convenient transit to serve at least 80% of residences, and provide discounted passes for low-income households.

These local policy changes will progressively favor active transportation and encourage the use of small/light vehicles that embody fewer GHG emissions. If you have questions regarding these recommendations, please contact me at [scbaffirm@gmail.com](mailto:scbaffirm@gmail.com) 707-576-6632.

Cordially,

  
Steve Birdlebough