



**COMPREHENSIVE PLAN UPDATE
CITIZENS ADVISORY COMMITTEE
AT PLACES MEMO
Tuesday, October 20, 2015**

The following documents, including the Draft Action Minutes for the September 8th CAC meeting, are attached for your review and information:

1. September 8, 2015 Draft CAC Action Minutes
2. Co-Chair memos
 - a. CAC Meeting Process
 - b. Subcommittee Memo
 - c. Subcommittee Assignment Memo
3. Transportation Element Comments from Committee Member Annette Glanckopf
4. Transportation Element Comments from Committee Member Jennifer Hetterly
5. Transportation Element Comments from Committee Member Stephen Levy
6. Transportation Element Comments from Committee Member Mark Nadim
7. Transportation Element Comments from Committee Member Uang and AARP Fact Sheet
8. Transportation Element Comments from Stanford University Committee Member Whitney McNair
9. Updated Public Comment Table and emails
10. Shuttle Survey Flyer

COMPREHENSIVE PLAN UPDATE
Citizens Advisory Committee
DRAFT ACTION MINUTES AND MEETING SUMMARY

The Citizens Advisory Committee met on September 8th in the Mitchell Park Community Center – El Palo Alto Room at 5:30PM.

Present: Filppu, Fine, Garber, Glanckopf, Hetterly, Hitchings, Jacobs, Keller, Kou, Levy, McDougall, McNair, Moran, Packer, Peschcke-Koedt, Van Riesen, Sung, Summa, Titus, Uang, Uhrbrock, Wenzlau
(Note: Committee Member Moran will be formally seated at the October 20th CAC meeting)

Absent: Emberling

Staff Present: Jim Keene, Hillary Gitelman, Claudia Keith, Gil Friend, Jeremy Dennis, Consuelo Hernandez, Chitra Moitra, Robin Ellner, Andrew Hill (consultant)

Agenda Changes, Additions, and Deletions: None

Staff Comments:

Jeremy Dennis, Advance Planning Manager provided an update of the City Council's appointment of five additional CAC members and welcomed the new members.

Oral Communications:

Mary Holzer – requested projection of total number of commuters coming into Palo Alto from current and pipeline projects and that greenhouse gas generation should be approached from a regional perspective.

Beth Bunnenberg – requested that policies on preservation of historic structures and sites that are on the National Register, California Register of Historic Landmarks and properties that are listed on the Palo Alto Historic Inventory be strengthened.

William Ross – requested that minutes be a record of the proceedings, specifically regarding the General Plan guidelines, the need for economic diversity, referencing representatives of the Buena Vista project, horizontal consistency, especially with Circulation and Housing elements, and that CAC consider the Government Code Section 65302(b) requirement that Transportation/Circulation element be correlated to land use.

Gabriel Lewis – provided comments on Program T-1.2.1, specifically that program benefits or effectiveness should be studied before investment.

Stacey Ashlund – advocate of people with disabilities of all ages requested inclusion of policies for safe pedestrian access for both visual and mobility impairment, enrichment of public transportation system, and requirement for American Disabilities Act review of pedestrian access more often than once every 20 years (possibly every five years or less).

Penny Ellson – requested that programs in Bicycle and Pedestrian Transportation Plan and current Comp Plan be implemented and a greater emphasis be placed on transit, including working more cooperatively with other cities and transit agencies, implementation of a transit management organization for businesses and applying a program similar to Safe Routes to School for businesses and adults.

David Cole – requested better numbers for climate change, consideration of pending state legislation, cap and trade program for single occupancy trips downtown.

COMPREHENSIVE PLAN UPDATE
Citizens Advisory Committee
DRAFT ACTION MINUTES AND MEETING SUMMARY

Action Minutes:

1. **Motion:** Chair Garber moved, second by Committee member Glankopf, to approve Action Minutes for September 8, 2015 CAC meeting and direct staff to assemble the Committee's comments for input to subcommittee review and prior to the subcommittee convening to discuss the topic.

Motion Passed: (19-0-1) (Moran Abstain and Titus Absent)

(Note:

Motion: Committee Member Keller moved, second by Committee Member Packer to approve the amended Citizens Advisory Committee Role and Ground rules including appointment of Dan Garber and Arthur Keller as cochairs and an official meeting end time of 8:30PM.

Motion Passed: (19-0-1-1) (Moran Abstain and Titus Absent)

Discussion: Transportation Element

Jeremy Dennis, Advance Planning Manager, introduced the Community Services and Facilities Element and discussed the items contained in the CAC's agenda packet. Gil Friend, Chief Sustainability Officer provided a brief update of the Sustainability and Climate Action Plan and announced a summit for later this year.

The CAC's discussion was structured around a refinement of the PTC's recommended goals, as directed by the City Council at their October 5, 2015 hearing. Given the complexity of this issue the discussion will be held over two meetings. The first meeting included the first five goals of the existing Comprehensive Plan as restructured by the PTC.

Feedback for Continuous Improvement:

Emails can be sent to Jeremy

Future Meetings:

November 17, 2015, Rinconada Library

To: CAC Members

From: Dan Garber and Arthur Keller, CO-Chairs

RE: CAC meeting process

Based on CAC member input, we will cut off discussion and adjourn the meeting promptly at 8:30 pm. CAC members who have additional comments may submit them to staff.

The Transportation Element discussion will proceed by having each CAC member in turn speak for three minutes. The CAC member to the left of the co-chairs will start and then proceed sequentially, ending with the co-chairs. During this “Round-Table” the CAC members are encouraged to voice the policies and programs they feel should be changed, added, or deleted.

After all the CAC members have had a chance to speak, the floor will be opened to any CAC member who would like to speak. Each speaker will be given two minutes to speak. CAC members should focus their comments on newly expressed ideas or on refining existing comments or disagreeing with comments already expressed.

During the “Open Floor” CAC members may request being called by turning their name tent so it is standing on its end. Once the CAC member is called upon, he or she should return the name tent to its horizontal position. The co-chairs will note the order in which name tents have been raised and will call on the members in that order.

To: CAC Members

From: Dan Garber and Arthur Keller, CO-Chairs

RE: Subcommittees

This memo outlines the membership, charge and purpose of subcommittees. Staff participated in conversations with the Co-Chairs and concurred with the substance of this memo.

1. Subcommittee Membership

The co-chairs limited the number of members on each sub-committee to 9, in order to conform with the Brown Act. The Transportation Subcommittee and Land Use Subcommittees each attracted more than 9 interested CAC members. The co-chairs chose CAC members from those who requested being on the Transportation Subcommittee to balance the selection of the Subcommittee members that live to the North and the South of Oregon Expressway.

Those who requested Community Facilities and Services Subcommittee or Sustainability Subcommittee were assigned to it. These have three and five members, respectively. Ideally the co-chairs would like to have a minimum of 5 CAC members on each committee. If additional CAC members are interested in joining these Subcommittees please send a request to staff. If more than a total of 9 CAC members express interest for either Subcommittee, the co-chairs will appoint these additional members with a goal of achieving North/South balance.

The co-chairs will appoint the other subcommittees at the time they are needed to convene.

2. Charge/Purpose

The CAC will have two types of Subcommittees: one Subcommittee that spans the Elements (the Sustainability Subcommittee), and Subcommittees for each Element (Element Subcommittees). The Sustainability Committee can discuss issues including Climate Change, Sea Level Rise, and related environmental issues.

- a. The Sustainability Subcommittee will meet prior to the first CAC Discussion meeting on an element. The Sustainability Subcommittee will produce a document to be delivered to the CAC containing the changes, additions, and deletions to sustainability policies and programs under that element or more general comments relating to that element. This document is given to staff no later than two weeks prior to the CAC meeting.

Then the CAC will have one or more Discussion meetings for all the CAC members to propose changes, additions, and deletions to policies and programs under that element, or make more general comments relating to that element, or disagreeing with, or proposing alternatives to, changes, additions, deletions or comments.

After a Council meeting to review the CAC's work on a particular Element, the Sustainability Subcommittee will then produce an index of the Policies and Programs for that element related to sustainability. Staff will use this input in preparing the section on sustainability in the updated Comp Plan.

- b. Element Subcommittees should first meet after the last (or only) CAC Discussion meeting on that element. Each Element Subcommittee will determine the issues of consensus and controversy related to the policies and programs of the element. The Element Subcommittees will produce a document to be delivered to the CAC containing a list of controversial issues together with two or more alternative concepts for each issue. This document is given to staff no later than two weeks prior to the CAC meeting.

The CAC will then have one or more Action meetings to deliberate on a draft element. The CAC should also take time to consider the issues of consensus or controversy. During these Action meetings all the CAC members may add areas of consensus or controversy and may add more alternative concepts for an issue. The CAC may also discuss the pros and cons of the various alternative concepts.

Each CAC Element Subcommittee will then prepare a report of succinct pro and con argument for each alternative identified for each controversial issue identified at the CAC meetings, or based on input to the CAC meetings. This deliverable, an expansion of the previous deliverable, is to be given to staff no later than three weeks prior to the Council Action meeting on the element.

Staff will include the second Element Subcommittee deliverable in the CMR for Council along with the draft element .

To: CAC Members

From: Dan Garber and Arthur Keller, CO-Chairs

RE: Subcommittee Assignments

Community Services and Facilities Subcommittee

1. Lydia Kou (S)
2. Bonnie Packer (S)
3. Len Filppu (S)

Transportation Subcommittee

The Transportation Subcommittee is full.

1. Lydia Kou (S)
2. Mark Nadim (S)
3. Ellen Uhrbrock (N)
4. Don McDougall (N)
5. Julia Moran (S)
6. Bonnie Packer (S)
7. Elaine Uang (N)
8. Lisa Peschcke-Koedt (N)
9. Jason Titus (N)

Sustainability Subcommittee

CAC members should contact staff before the October 20 CAC meeting if you want to join the Sustainability Subcommittee.

1. Bob Wenzlau (N)
2. Don McDougall (N)
3. Elaine Uang (N)
4. Jason Titus (N)

Comments on the Comp Plan Advisory Meeting for October 20th

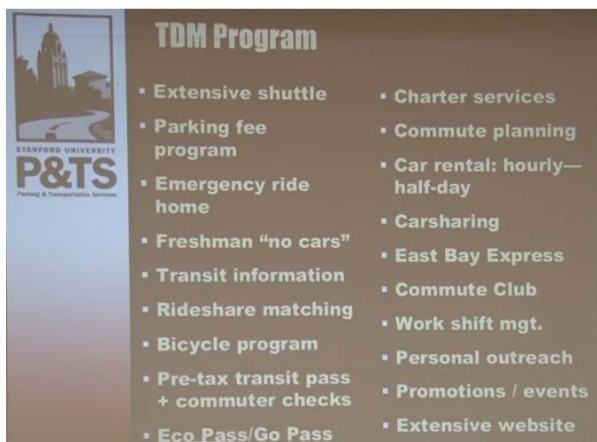
Looking at the transportation element, there are 3 problems that we need to address for the next comp plan period.

- Rail corridor – grade separation
- Accommodate the 90K individuals coming to work in Palo Alto
- Transportation issues for residents

The far biggest problem is the gridlock that will occur with high speed rail unless we have grade separation. I would want to include a program policy that addresses the need for this. WE also need to talk about Palo Alto as a mid-Peninsula HSR station, and make sure that a full EIR is done. Caltrain is doing its own EIR for electrification, but it doesn't include HSR. WE also need to add a program for funding the grade separation.

The second biggest problem is getting employee commuters in and out of Palo Alto. The TMA is looking at downtown only; it is also underfunded. We need to holistically look at the entire city not just a portion of the city. We are growing jobs faster than transportation systems. Two possibilities that should be reflected in the comp plan are

- Limiting job growth with an office cap
- Investing in a TDM program using the Stanford (See chart) or Google experiences as models. (<https://vimeo.com/73324114> and <https://vimeo.com/73325001>) We need medium and large companies to work together., Then we need a project to pool employees, determine their residence/travel patterns, and establish private jitneys, buses or other means to get them to and fro from work. Even if we could tackle 20% of the single occupancy commuters, that would eliminate thousands of daily car trips. Stanford has some fascinating incentives



to encourage carpooling. We should borrow these ideas. Since this is a regional issue that doesn't stop at Palo Alto borders, we should work with other cities and scale this effort appropriately. It is my understanding that Google gives Bonuses to those folks who rent or buy within a certain radius.

DATE: October 17, 2015
 TO: CAC and Staff
 FROM: Jennifer Hetterly
 RE: Comments on Overall Process and Transportation Element

General Process Comments

I understand our charge to be recommending specific policies and programs that should be included in the Comp Plan and where. While a high level review is important, at some point we need to get down to discussing the nitty gritty details of Policies and Programs. After surfacing big ideas, I hope that we will take a more purposeful approach to our work. To that end, I offer the following suggestions.

First off, we should agree on the full universe of Policies (and associated Programs) we want included within the Element. In my view, Policies are kind of the aspirational/purpose piece – how we want our values to guide city work. Programs represent particular kinds of work we want the City to do. Because we have neither unlimited funds nor unlimited staff capacity, Staff has asked us specifically to consider where Programs could be eliminated or converted to Policies. I don't advocate eliminating programs we think are important only for the sake of reducing their number, but we should be mindful about where it is most important to specify Programs in support of Policies.

I propose that as we review the Programs in the current Comp Plan and the PTC update, as well as possible additions, we prioritize Programs consistent with the following criteria (in no particular order):

- Addresses a critical unmet community need/priority;
- Urgency to protect/preserve an existing resource (or risk losing it);
- Will produce data necessary to guide decision making and investments;
- Will build/support effective partnerships (e.g., public/private, regional, PAUSD);
- Will mitigate negative impacts of anticipated demographic and environmental trends.

Considering likely returns on investment and feasibility then should filter programs further.

Second, once a full set of Policies/Programs for an element is defined (including subcommittee work on issues of controversy), the CAC should figure out how best to distribute them amongst the Element's goals. That sorting process can help identify gaps. For example, we may find when trying to populate the new "Traffic Congestion" goal that new Policies/Programs come to light that weren't addressed elsewhere. Or we might find that Policies that consolidated multiple purposes could better emphasize community priorities/values if they were deconstructed and spread among the goals.

Transportation Element Comments

Macro Comments:

- Don't view green space as unused space.
- LOS is critical quality of life metric. State moving away from it is irrelevant. It is a key measure of impact on users – impacts that are *only* felt locally.
- Given demographic trends, we need to pay more attention to specific needs of seniors who can't/don't drive.
- We need more emphasis on data, evaluation and enforcement.
- Be careful about mixed incentives regarding low/no emission vehicles. They're good for GHG goals, but still bad for safety issues and traffic and parking congestion.

GOAL T1: SUSTAINABLE TRANSPORTATION SYSTEM

Reducing Green House Gas Emissions

A sustainable transportation system must not only reduce GHGs, but also manage an ongoing infrastructure for SOVs well into the future. We want people to get out of their cars (whether they're electric or not!) and we should be consistent about that message.

We have (and want) a very high uptake in this community for low/no emission vehicles. But we should be careful about the overlapping impacts of our incentives. Making it easier to charge and park electric vehicles makes people more inclined to buy them, but also less inclined to leave them at home. We should also be mindful that low/no emission vehicle pricing is out of reach for many (most?) in our community. Dedicated non-residential charging stations reduce non-electric parking and their proliferation may exacerbate Palo Alto's have and have not image.

PTC Program T4.7.3 is a perfect example of a program that might impact many (fewer off street slots for non-electric users and likely resulting overflow into neighborhoods) to benefit few (from a user perspective). PTC program T1.2.1 is too vague and only addresses facilities. Perhaps we also should consider a (means tested?) rebate program under PTC Policy T1.2. PTC Policy 4.8 is too specific for a policy and PTC Program 4.8.1 may be too broad (though pre-wiring for charging at all parking spaces could solve the parking displacement problem for non-electric drivers).

PTC Policy T1.3 is not an improvement. It switches the emphasis from promoting walking, biking and transit to promoting infill, redevelopment etc. and it fails to incorporate CP Program T-2 (mixed use development near employment) as claimed. It's not clear that we have much opportunity for infill anymore and I would argue that vacant or underused parcels should be considered for parkland, not transit. Retain CP Policy T-1, but eliminate CP Program T-1 (infill).

PTC Policy T1.4 (higher density near transit) correctly converts CP Program T-3.

CP Program T-2 – should either be converted to a stand alone policy or expressly incorporated into PTC Policy T1.4.

Child Care Services are another big item that absolutely should be promoted near employment centers. Could add it to CP Program T-2 or create a new policy.

CP Program T-4 is deemed complete and therefore not included in the PTC update. Yet we don't charge for parking and it seems that parking fees are still hotly debated. Was this CP program about in lieu parking fees for development? If so, perhaps rather than eliminating it we should change it to read: "Evaluate the sufficiency of in lieu parking fees and consider the use of additional parking fees..."

PTC Policy T1.6 is dicey. Is "transit" intended to include SOVs as well as public transit here? I think LOS is a very important metric, but I'm not quite clear on what is intended by the "multi-modal LOS calculation" proposed here. Is it measuring LOS separately for each mode and designing plans to improve each? Is it measuring LOS impacts of each mode *on* the other modes? Also, despite Complete Streets, it's not clear that bikes, peds and cars should be on equal footing at every intersection and on every roadway, making balancing each mode in every case a tricky proposition. Is the proposal here different from that in PTC Policy T2.10? The introduction of "balance" makes this a trickier proposition than in Policy T2.10. I think this policy needs some more clarity of purpose, possibly followed by discussion about the return on investment.

PTC Policy T1.7: Ok with this merging of CP Policy T-3 and CP Programs T-5, T-7 and T-8, but instead of "... develop and expand comprehensive, effective programs..." I'd say "... develop, *implement* and expand...." Also, would the TDM ordinance in T1.7.1 apply to PAUSD? If not, perhaps we should add a program for measurement and enforcement of PAUSD TDM programs?

PTC Policy T1.8: Survey would be a program, not a policy. Reword Policy: "Measure effectiveness of the City's transportation network to make better decisions on transportation issues." Then add a program to collect and analyze the data. A community survey is only one (limited) way to measure. Program should also collect/compile data such as sufficiency of fees, taxes, etc., status on safety and usage, reductions in VMT, SOV, etc.

Public Transit

PTC Policy 1.9 (re P.A. Shuttle) is narrower than CP Policy T-4 (to provide "local transit"). That may be fine, though if we kept it broad, we could add a program here to coordinate routes and schedules with the Stanford Marguerite to increase coverage/frequency and avoid duplication.

Either way, we should add a program here to: Collaborate with PAUSD and community (especially seniors) to identify new routes and expanded schedules (that will accommodate peak demands and coordinate with transit connections).

Maybe another Program to: Explore strategies/routes that will provide shuttle access within a 10/15 minute walk from most neighborhoods.

Not sure PTC Program T1.10.2 belongs in the CP. Granted that special events at Stanford have big traffic impacts, but they are only periodic. If improvements are required, they should be explored in cooperation with Stanford and funding/staff effort should take a backseat to programs serving ongoing daily transportation needs.

PTC Policy 1.10.3 (work w/Caltrain around parking intrusion) is a good add, but maybe it should call out shuttle service in addition to parking structures.

Revisions represented in PTC Policies T1.11, T1.12, T1.13, T1.14, T1.15 are fine.

PTC Policy T1.16 should retain second paragraph of CP Policy T-12: "Design for a maximum wait time of 12 minutes for intra-city transit if feasible."

PTC Policies T1.17 and T1.18 could be combined.

Bicycles and Pedestrians

Improving access is a policy, not a program. PTC Program T1.19.1 should be a Policy, and basically just elaborates on PTC Policy T1.19. Not sure we ought to be tied exclusively to "following the network" in the 2012 BPTP. Could instead say "consistent with" the BPTP. That would allow some flexibility as conditions change. Alternatively, it would be fine to retain CP Policy T-14 (with addition of "neighborhoods").

PTC Program T1.19.2 – delete second reference to BPTP.

Consider retaining CP Program T-19 (periodically update/implement bike/ped facilities programs). Allows for flexibility as conditions change from 2012 reference point. Or could combine CP Program T-19 with PTC Program T1.19.3, but it's important to retain the "develop and implement programs" parts, not just update the plan.

PTC Program T1.19.4/CP Program T-20: Should produce and *periodically update* route map. Should also be available *electronically*.

PTC Program T1.19.5 – add parks. Could be a Policy?

PTC Policy 1.20 - ... complete *and enhance* the connectivity...

PTC Policy T1.21 not as strong as CP Policy T-16. Restore "and in existing neighborhoods." Also, dead-end streets (as in CP T-16) give us a place to start, but there

may be other opportunities that tie into bike/ped network, like a mid-block pathway leading to a school or park. There may be overlap here with PTC 1.19.5 as this policy would also involve working with private property owners.

PTC Policy T1.22 does not accurately represent the purposes in CP Policies T-17, L-66 and L-68 it purports to merge. Green spaces should not be used for bike/ped paths. The CP Policy L-66 goal of an aesthetic network that “helps frame and define the community” is lost completely and CP Policy L-68 is about integrating creeks and green spaces with the path system, not about *using* them for paths. Also, care must be taken to protect the natural ecosystems that exist there. Retain CP policies (with addition of ecosystem protection language) or reword new one.

PTC Program T1.22.2/CP Program L-41: Unclear whether this program was intended to “support” *creating* bike/ped trail/access on the SCVWD maintenance road *within* the Matadero creek fencing or if it was to improve the bike/ped pathways within the Hoover Park itself (outside the creek fencing). I suspect it was the former, in which case “enhance” is not an appropriate word change. Purpose needs to be clarified. If the purpose is improvements within the park (outside the creek fencing), then I’d say those particular improvements do not rise to the level of a CP program and this item should be removed.

PTC Program T1.24.1, retaining CP Program T-27, seems a bit odd as the only program listed under the proposed PTC Policy T1.24. Not only is bike storage on public transit not listed in the policy description, there is no program offered to address the parking/infrastructure items that are listed. The link between program and policy should be improved.

PTC Policy T1.25 re street evaluation criteria for pavement management program to ensure “consistency with regional standards” appears much weaker than CP Program T-28 that called for standards “equal or better than areas used by motor vehicles.” Unless “regional standards” are comparable to that level (and expected to remain so), the CP program should be retained.

PTC Program T1.25.3: I like the specific addition of Midtown business district to the list. Should Charleston business district (Piazza’s) also be added? Edgewood?

PTC Policies T1.26 and T1.27 could be combined.

Rail Corridor

This section is a good addition. Needs a little work though to pull together thematically.

Maybe move RC Policy 2.2 (additional safe and convenient crossings) down under RC Goal 3 (Connect east and west through improved circulation). Also add “multimodal” between “convenient” and “crossings” on first line of Policy 2.2 thus distinguishing it from RC Policy 3.1 that focuses on bike/ped crossings.

RC Policy 3.1 – Presume “crossings along Alma Street” means track crossings?

RC Goals 4 and 5 are land use policies. As this section is on the Rail Corridor, not just rail improvements, I can see why they’re here. But they may be better integrated by merging with RC Goal 3.

RC Policy 5.1 – add “recycled water infrastructure.”

GOAL T2: EFFICIENT ROADWAY NETWORK

There are a few programs in the CP and PTC versions that propose changing one-way streets to two-way streets. (PTC Programs T2.2.3, T2.2.4 and CP Program T-44) I’d like to better understand the pros and cons of making those changes.

I like the PTC addition of Policies T2.4 and T2.5. As for PTC Policy T2.3 – what is meant by “new roads”? The addition of new roads or the resurfacing/restriping of roads? Is this just for new roads created by new development?

PTC Program 2.6.1 looks like a Policy. If it really wants to be a program, maybe change it to “explore (or pursue) opportunities to increase ... that will ensure safe, convenient access....”

PTC Program 2.6.3 also looks like it could be a Policy.

PTC Program 2.6.4 should be removed. There is already pedestrian and bicycle access from Quarry Road to the Multimodal Transit Center on a path through El Camino Park. Extending Quarry Road itself to the Transit Center would encroach on dedicated parkland. A Program implementing PTC Policy T2.6’s emphasis on “comprehensive traffic solutions” should not trump key Policies in other parts of the CP pertaining to parkland.

I support PTC Policy T2.9. Though the State is transitioning away from LOS considerations, they matter *a lot* at the local level. VMT can help us measure impacts on the *environment* (though the numbers will be tainted by electric VMT). LOS is the key to measuring impacts on *users* and provides a key metric for quality of life. LOS D ain’t that great. There should be a very high bar for new development that makes it even worse.

I like PTC Policy T2.10 and PTC Program T2.10.1. However, multi-modal LOS calculations, while enlightening, may also be very labor intensive and costly. Perhaps the multi-modal LOS analysis should be applied to selected roadways and intersections.

PTC Programs T2.10.2 and T2.10.3 could be combined.

PTC Program T2.10.4 re comparing traffic surrounding new developments – any way to incorporate penalties or post-approval mitigations?

Maybe PTC Programs T2.10.5 and T2.10.7 could be combined?

Support PTC Programs T2.10.8 and T2.10.9.

PTC Policy T2.11 – add buses (of a certain size) and change “maintain” back to “balance.”

GOAL T3 – RESIDENTIAL STREETS

PTC POLICY T3.1 – In addition to minimizing increases in traffic, mitigation measures should protect against the dangers of increased commercial ingress/egress very near to busy intersections (e.g., Starbuck at Colorado/Middlefield and Philz at Loma Verde/Middlefield).

PTC Program T3.2.2 is fine, but if we revert to CP Program T-42, Oregon Expwy should be specifically noted along with University and Embarcadero.

PTC Program T3.4.1- New language calls for consideration of “private sector funding opportunities” for the program whereas CP Program T-43 called for consideration of “development fees” to fund. The former seems something we have to go begging for whereas the latter is a built in source. What was the reasoning behind the change?

Street Design Standards

PTC Policy T3.6 isn’t really the same as CP Policy T-35 at all. Only applies to new residential development projects and leaves the reader wondering what “Best Practice Street Design” standards are. Without knowing the standards, we can’t know if T3.6 serves the purpose of reducing roadways mass and expanding planting areas.

PTC Policy T3.7 is quite a bit broader than CP Policy T-36. Why eliminate the neighborhood preference aspect of the current Policy? And why should curb design cause a street to jump ahead in priority for street resurfacing? Not sure this is an improvement.

GOAL T4 – PARKING FACILITIES

Parking in Business Districts

PTC Programs T4.1.3-T4.1.9 – aren’t these all parts of a parking management program? Could just list these in the narrative under PTC Program 4.1.1 (like the 13 point parking program in the current CP). Or add them to the updated 13 parking program called for in PTC Program 4.1.12.

PTC Program T.4.1.2 is fine, but shouldn’t we define “adequate”?

PTC Program T4.3.2 – Return on investment for “dynamic signage” should be thoughtfully considered before including this.

PTC Policy T4.4 could be merged into Program T4.6.1 by adding “and financing options” after “Study design alternatives.”

Parking in Residential Districts

PTC Policy T4.5 is practically the same as PTC Program T4.5.2 and much weaker than CP Policy T-47. Restore CP Policy T-47 and replace PTC Program T4.5.2 with the wording from PTC Policy T4.5.

PTC Program T4.5.1 is confusing. Purpose is unclear and there’s a disconnect between reviewing adjacent residential on street parking and considering designated disabled on-street parking.

According to disposition table, CP Programs T-52 and T-53 were merged, but there’s no reference to where they ended up and they seem to be gone altogether. A restored CP Policy T-47 probably covers CP Program T-53, but CP Program T-52 should be retained as program unless current efforts to accomplish that make it a “completed” program.

General Parking Policies

Yes to PTC Policy T4.6.

Yes to PTC Program T4.6.3.

Open to PTC Program T4.6.2, but could be quite controversial and might lead to increased use of on-street parking.

Not sure I fully understand the details in PTC Policy T4.7 and PTC Program T.4.7.2. I like the idea of enforcement through penalties for not meeting reduction commitments, but I’m unsure about why we need to continue or create new ways to reduce parking requirements for new developments. I would like more info about these and PTC Program T4.7.1.

PTC Program T4.7.3, T4.8.1 and Policy T4.8 - PTC Program T4.7.3 is a perfect example of a program that might impact many (fewer off street slots for non-electric users and likely resulting overflow into neighborhoods) to benefit few. PTC Policy 4.8 is too specific for a policy and PTC Program 4.8.1 may be too broad (though pre-wiring for charging at all parking spaces could solve the parking displacement problem for non-electric drivers). Be careful here about under parking in exchange for dedicated electric parking. Electric vehicles are good for GHG, but they still contribute equally to traffic and parking congestion and safety issues.

Yes to PTC Policies T4.9, T4.10 and T4.11.

Yes to addition of Stanford Shopping Center to PTC Policy T4.12 (replacing CP Policy T-48).

Bicycle Parking

Most of this new PTC section is fine, with following notes:

PTC Program T4.13.2 – Not sure what “urban design principles” are referred to. Functional is the key factor. I would not favor substantial investment in the aesthetic design of bike parking facilities.

PTC Program T4.14.2 – The return on investment here is unclear. Mountain View has a test site for this. Not sure this merits the status of a CP program.

PTC Program T4.14.2 – We have a bike share program, how is the uptake? Is this PTC Program needed to support expansion? As for the valet bike parking, what do we know about cost and uptake in other communities? Return on investment should be considered before including it in the CP.

GOAL T5 – TRAFFIC SAFETY

PTC Program T5.1.4 – Don’t love the idea of all-pedestrian traffic signal movements outside of school zones.

Technology Enhancements

PTC Programs T5.2.2 and T5.2.4 could be merged.

PTC Program T5.2.3 could be hard to accomplish.

PTC Program T5.6.1 is a little vague. Do we have “established criteria” if we eliminate CP Policy T-38?

Otherwise no objections to new PTC policies and programs in this section.

Safe Routes to School

PTC Program T5.7.2 is vague and a bit clumsy. The Safe Routes to School program includes Council adopted criteria for crossing guard placement. Why would we develop new “ appropriate establishment criteria”? Retain CP Program T-45.

PTC Program T5.7.4 – Didn’t we recently complete Walk and Roll Maps for each public school in the PAUSD? Could keep first sentence to support maps for resident kids in adjacent school districts (e.g., Los Altos) I suppose. Getting private schools to do walk and roll maps is a good idea.

PTC Program T5.7.5 is confusing. Retain CP Program T-46 with change from “Encourage” to “Continue to provide” and add “for children and adults” after “programs” in the first line.

GOAL T6 – SPECIAL NEEDS

PTC Policy T6.1 is an improvement.

Universal Design should be incorporated as a matter of course throughout the transportation element. All the other Policies and Programs under this goal could alternately be included under other sections of the Element (Street Design Standards, Efficient Roadway Network, Residential Streets, Public Transit), though if it’s useful to highlight them under a unified Goal, that’s fine too.

PTC Programs T6.1.1 and T6.1.2 are fine.

PTC Policy T6.2 – Why limit to VTA, are there other providers the city should also work with?

PTC Program T6.3.1 – Should cover routes *and* services. Something more like “Coordinate... to fill gaps in existing transportation routes and services accessible to this population no matter their means.”

Consider Program to negotiate discounted fares/passes for private transportation services (not just paratransit) available to non-driving seniors (either by income or distance from PA Shuttle routes or both).

GOAL T7 – REGIONAL LEADERSHIP

PTC Policy T7.3 – “support greenhouse gas reductions” should not replace “emphasize alternatives to the automobile,” include them both. Same for “compact land use development assumptions.”

PTC Policy T7.4 – addition of continual HOV lane from Redwood City to SF is good. Do we really want to drop the Dumbarton Bridge?

PTC Policy T7.6 – Does “Support efforts” overcommit us? For example, if City opposes freeway lane additions, but Caltrans wants it, are we inconsistent with the CP? Should we add something here about doing it *without* expanding to add additional lanes?

Is this an appropriate section to include a Policy to push back on how ABAG calculates housing allotments? That surely has an impact on traffic congestion within the city and from residents who commute OUT for work.

CP Program T-54 is noted in the disposition table as repetitive, but I don't see coordination of parking fees anywhere. Concerns about parking fees sending consumers to neighboring communities have been frequently raised. Perhaps we should retain this program.

Highway 101 and Interstate Improvements

PTC Policy T7.10/CP Program T-55 – I don't support closure of the southbound Charleston Road on-ramp at the Rengstorff Avenue interchange (CP Program T-55). However, I am also concerned that a southbound on-ramp at San Antonio will significantly increase in-town traffic on the approach. My inclination is to remove this Policy altogether.

PTC Policy T7.11 – (101/Embarcadero/Oregon interchange) Hasn't this been recently completed? What else is envisioned?

PTC Policy T7.12 – Should this be removed now that we're moving forward on the Adobe/101 crossing?

Otherwise no objections to the PTC version of this section.

Regional Transit Networks

PTC Policy T7.15 – Wouldn't the BART extension count? Does this policy undermine City's arguments for shifting sales tax funding toward North County non-BART projects? Maybe we should drop the fast rail circling the Bay part?

PTC Policy T7.19 – In converting CP Program T16 to a Policy, language change commits the City to help with VTA Light Rail extensions (or vague "private transit facilities") to Palo Alto whereas the CP Program sought to "evaluate" the light rail extension. Has such an evaluation been completed? If not, how can we know whether we should "collaborate" on the project?

PTC Policy 7.21 – Why only for Marguerite? If we use a Transit Signal Priority, wouldn't we want it to cover all local bus traffic? Or at least the Palo Alto Shuttle?

GOAL T8 – AIRPORT

PTC Policy T8.1 – "as it pertains to surrounding open space and residential areas" is too vague. Restore first part of CP Policy T-57 that calls for support and maintenance "without significantly increasing its intensity or intruding into open space (add: and residential) areas..."

PTC Program T8.1.3 – "maintain landscaping and security fencing to visually screen and secure" is completely different from the CP Program T-57 it purportedly revises:

“provide planting strip and bike/ped path adjacent to Embarcadero Road that is consistent with the open space character of the baylands.” Retain CP Program T-57.

PTC Program T8.1.4 – Change “reasonable” to “appropriate distance from the natural habitat area...” and add “and best ecological practices” after Federal law.

PTC Program T8.1.6 – Should be the other way around! The Airport Master Plan should be consistent with the Baylands Master Plan.

- This could be effective for professionals, but we need to find additional ways to tackle the commute for service workers. Public transit needs greater investments and needs to focus better for these workers. Many of these folks have long shifts and multiple jobs.

The third area is the transportation needs for residents, especially seniors who can't or won't bike...certainly not at night nor during inclement weather. Diana Diamond's column in the Friday Daily highlights one issue with public transportation for seniors. Lack of convenient bus routes, schedules and amenities don't make public transportation convincing. Neighborhood Centers and convenient shopping would help. We lost one of the largest south Palo Alto neighborhood centers – Alma Plaza, and there is much concern over retail services and the viability of a small market at Edgewood.

We must recognize that not everyone will ride bikes or take public transportation. We do need to support those who do wish to use these services. But for those who don't wish to do so, don't they have the right to drive and park in their city. According to Table 12-11, Daily VMT by Trip Orientation, 80% of trips are associated with a home base outside Palo Alto and a work or non-work destination in Palo Alto, while only 3% of trips are solely within city boundaries. Therefore, emphasizing that Palo Alto residents must get out of their cars is a misplaced effort. Dealing with commuters is the critical challenge.

Quality of life of residents is important. The yearly surveys show a declining score in this area. We need to find a way to raise the scores, not lower them

Specific comments about the comp plan

Goal T-5: Minimum impact Residential Neighborhoods

There is increasing visual clutter. We need to find a way to do better with less signage. I am against the garish green bike striping on residential streets.

Policy T-34: traffic calming. I support the use of more traffic circles/rotaries. Speed bumps are not effective. I continually watch vehicles (especially vans, trucks, SUVs) going over them without slowing down. Traffic tables are more effective, but can cause damage to cars if you take them too fast.

Policy T-35: More landscaping is a worthy goal. This hasn't been done at least not noticeably in South Palo Alto. I would support more tree plantings; however the zoning rules need to be more flexible on tree placement and tree selection.

Policy T-38: This concept needs to be re-worked. Cars and especially bikes routinely blow through stop signs. no matter if the stop signs are on every other street, or randomly placed. I think consideration should be given to placing stop signs at corners to enforce the visibility triangle (the landscaping rules need better enforcement)

Goal T-6: Safety for motorist, pedestrians and bikers on streets.

We should prohibit bikers on Alma and portions of Middlefield where there aren't bike lanes.

Policy T-41: We do cite car speeders. I would like to see more enforcement of bikers who speed and the folks who ride 4 abreast. Both are safety issues.

Goal T-7: Special Needs

Policy T48: I hear second hand about the lack of responsiveness with excessive wait time for pick-up.

Goal T-8: Public and Private Parking

With the RPP, it is time to reconsider the color coded parking system in downtown. I would prefer meter parking. City Hall has removed at least 75 public parking spaces and made them permit parking. They should be converted back to the original designation. If they are for employees, the City should try harder with their TDM programs. If they are for businesses, then permit parking should be in the other parking garages.

Policy T-47: Protect neighborhoods from commercial parking. We need to monitor Mitchell Park Center, Charleston and Midtown Plazas, Riconoda etc to make sure that the downtown RPP isn't forcing drivers to just park farther out and for the last mile take public transportation.

Goal T-9: We need to hold firm on the issue of NO dedicated VTA lanes on El Camino. With the extremely low number of riders, the cost and gridlock would be frivolous and disastrous.

Goal T-10: Airport noise is a increasing problem, We need a goal to reduce airport noise – not only from the Palo Alto airport but also SFO. Fly patterns need to be modified.

I support Shaini's ideas of encouraging burrowing owls at the airport.

We need to look at other cities and best models for what Palo Alto can put in place to monitor and regulate these intrusive devices. There is a concern about privacy, noise, visual effect, and potential accidents (or defective equipment) in airspace.

DATE: October 19, 2015
TO: CAC Members and Staff
FROM: Stephen Levy
SUBJECT: Points to Discuss at Our meeting on the 20th

1. I have the following suggestions for wording in the Transportation Element;
 - Prioritize the location of new development to maximize the change to reduce the traffic and parking associated with new development
 - Prioritize the approval of new developments that provide plans to reduce the associated traffic and parking
 - Commit to providing significant cost sharing for grade separation, trenching or tunneling proposals in Palo Alto
 - Gradually adopt parking pricing in Palo Alto's crowded activity centers
2. Land use is a critical tool in addressing traffic congestion and parking challenges today and as the city grows'

Many of the comments in our packet today call for locating new housing near activity centers with services, shopping, dining and access to public transit. We know that job centers near transit improve the share of employees who do not drive.

While locating housing in activity centers may have a modest effect on commuting, it will have a substantial effect on non-work travel and parking demand.

3. We know from the Stanford example and others that driving associated with new developments can be reduced through policies and incentives. Let's build on these examples going forward.
4. The City is in the midst of discussing CalTrain and HSR futures. Grade separation is an important part of these discussions. Let us make it clear to our residents and neighbors that we are willing to chip in for investments that benefit us directly.

5. Pricing for parking is supported by economic theory and common sense. It is growing in acceptance around the region. Let us brainstorm to make this work for Palo Alto in our major activity centers such as downtown and Cal Ave.

October 17, 2015

To: Jeremy Dennis
 From: Mark Nadim, CAC member
 Re: Comments on Transportation Element

After talking to a few residents to get their ideas I was able to compile these ideas and put together this writeup.

There is inequality of details placed on the different goals, Goal T-3 (Bicycles and Pedestrians) has 6.5 pages allocated to it compared to the remainder of the goals which had between 3-4 pages allocated to each one of them. We need to realize that not all residents are going to walk and bike to their destinations for a variety of reasons,

- Age and inability to bike, this addresses about 17.1% of the population 65 years and older (Census Bureau 2010 data) of which majority do not bike, and add to that some who are in the lower age brackets.
- Safety, not many people feel safe biking or have their children bike to school, as can be seen by the cars dropping off and picking up children to schools
- Difficulty to go shopping and transporting bags of groceries, how many bags of groceries can a bike hold? not many.
- Lack of neighborhood commercial centers, making existing commercial centers too far for some neighborhoods.

This does not mean we need to ignore the needs of the cycling population but we definitely should not ignore the needs of the rest of the population.

After studying the transportation element section it is reasonable that we need to break down the traffic into two categories,

- Local traffic
- Commuter traffic

Local traffic

Before we start narrowing down roads or closing them off to traffic we need to provide an alternative for residents to reach their destinations, otherwise we are going to create traffic backups as we have now on Arastradero Rd. People do not enjoy sitting in non moving traffic, they do that because they have no alternative to get to their destinations. So before narrowing roads we need to provide an efficient public bus or shuttle system that can serve the residents. Studies showed that people will not walk more than 2 blocks to catch a bus, and will not wait for a bus more than 8 - 10 minutes during rush hour. The current Palo Alto shuttle runs in 30 minute intervals on one line and hourly on a second line with limited operation time. This will make these shuttles the least favorable method of transportation. The current shuttle system is not used as expected due to its limited routes and infrequent runs as the statistics show a drop in ridership. Shuttle stops should have some type of a bench for people to sit, they should also have an information panel that updates the arrival of the next shuttle. An app with the shuttle estimated arrival time is also necessary. These technologies are already in use and not an innovation.

We should provide a shuttle system that serves the local schools efficiently in the morning and after school, and lets not forget that lots of kids stay for after school activities and need to get back home.

As for kids who bike to school, we need to provide safe routes, I had my daughter go to Terman and Gunn, so I am very familiar of the safe bike routes kids take to these two schools having gone the same route for 7 years. The overwhelming majority of kids on bicycles take Maybell St., then the Terman kids take Donald Dr., and cross Arastradero Rd. with the help of the crossing guard. The Gunn kids take Georgia St., then take the bike path to the Gunn parking lot. We need to provide such paths to schools by ensuring that easements for bike paths are part of the plan of new developments, such paths should form a network that can lead to schools.

Commuter traffic,

This is actually the main culprit in creating the backups on our roads, lets look at,

- traffic exiting I-280 on Page Mill Rd
- traffic exiting US-101 on Oregon and Embarcadero
- traffic on Alma St

the number of vehicles at the above freeway exits and on Alma St., coming into Palo Alto in the morning and leaving at the end of the business day, is the cause of the traffic backups on our streets. This can only be resolved in three ways,

- Regional public transportation system,
 - buses
 - trains
- Employer provided shuttles
- Some type of carpool system using Uber or Lyft type of service

Without the above there is very little that can be done, we can eliminate parking in downtown and its surrounding areas, but commuters will find a way to drive to get to work. We need to good look at how Stanford University addressed the commuters issue, they provide a very efficient shuttle system, provide shuttles to other counties and provide train vouchers.

Employers need to buy in into the shuttle system, it does not need to be large 60-person buses but smaller buses may be enough. The main issue is to determine the points of origin of these employees to be able to plan on routes.

Traffic Measurement Metrics

To look at the effect of local traffic and commuter traffic all we need to do is drive on a weekend which is mostly local traffic and see the difference. The best measure of commuter traffic is LOS as it shows the back up for vehicles at intersections. VMT is more valuable and indicative in measuring local traffic which is best indication of local traffic patterns, what is the use of low value VMT when there is a backup at intersections.

CAC Transportation Element Part II

Notebook: Palo Alto Comp Plan CAC

Created: 10/20/2015 11:39 AM

Updated: 10/20/2015 1:16 PM

Author: Elaine Uang

Resources:

Center for Neighborhood Technology (CNT) Housing + Transportation Affordability Index:
<http://htaindex.cnt.org/map/>

AARP Fact Sheet Linking Transportation with Housing:

Five As of Senior Friendly Transportation (also goes for everyone?)

Availability, Accessibility, Acceptability, Affordability, Adaptability

Coordinate Housing, Transportation & Land Use Policies:

Transit accessible development

Affordable Housing near Transit

Complete Streets

Transportation Element Thoughts:

Prioritize active transportation

Goal T-1 Sustainable Transportation & Goal T-2 Roadways

Public Transit, biking and walking is not in opposition to driving, it's complementary!

Every person we can encourage to riding a bus or shuttle, use a bike or walk is one less person driving in front of you

Healthy City/Healthy Communities

Active transportation is critical for healthy people of all ages - children, teens, young adults, middle aged persons, older adults

Goal T-3 Street Design Standards - What are Best Practice Street Designs?

Bicycles and Pedestrians should be considered and planned separately

NACTO (National Association for City Transportation Officials)

great new Urban Street Design Guides with guidelines for Street Design Elements, Intersections, Bicycle design standards



Housing as a strategy to offset in-commuting (T-1 Sustainable Transportation/future land use discussions)

For Sustainability Plan, GHGs from Transportation is biggest chunk PA needs to reduce.

Allowing more people to live here can help reduce GHG

Mountain View reviewed this for its General Plan -

EIR said building housing in North Bayshore would reduce GHG and traffic,

considering 1700+ units of housing
Menlo Park is doing this with M2 precise plan near Facebook, reviewing up to 4500 units of housing

Precise Plans

Key Areas: Downtown, Cal Ave, El Camino....maybe San Antonio (MV has a SA Precise Plan))

Important planning tool to support Goal T-3, to protect neighborhood quality of life and provide range of convenient and safe transportation options for neighborhoods, integrate programs from:

- Goal T-1 Sustainable Transportation
- Goal T-2 Roadways
- Goal T-4 Parking
- Goal T-9 Traffic Congestion

Practice Smarter Parking strategies (permit parking, paid parking, wayfinding, measuring demand)

Coordinate Transportation Demand Management features through area specific TMAs

- Plan for transit - increase frequency, coordinate timing with other modes
- Create walking/biking routes to and within an area

Rail Corridor

If regional rail alignment is below grade, support local transit options (shuttle, bike, pedestrian improvements)

- Explore public space or parkland uses above
- Funding should include local option

Goal T-5

Program T5.7 - Safe Routes to Schools AND to Work, Shops, Libraries, Parks

For schools, PAUSD is not the only entity - we should work with early child hood education centers and private schools

Work with other city departments to encourage safe routes to community services & facilities

Work with major shopping areas (Town & Country, Stanford Mall, Midtown Center, Charleston Center) to coordinate safe active routes and infrastructure (ie bike storage)

Regional Coordination between major employers or employment centers to provide safe routes to work

Goal T-6 Special Needs

Highlight Five A's of Senior Friendly Transportation

Availability, Accessibility, Acceptability, Affordability, Adaptability

Policy T6.1 - ADA standards are federally mandated, but they are not the gold standard.

Consider Universal Design, and ensure access for all abilities, not just wheelchair users (ie sight impaired, hearing impaired, sensory challenged, learning disabled folks each have different needs)

Goal T-7 Regional Planning

Work with Stanford on TDM and maybe even Housing (as a way to reduce GHG & in-commuting)

Regional Coordination between major employers or employment centers to minimize congestion, coordinate transit networks, and implement better roadways and safe routes to work, etc. (new program?)

Work with regional groups for Rail Corridor Improvements, grade separation funding (VTA, SamTrans, etc)

Work with State agencies (ie Caltrans or Santa Clara County) on major corridors for street design and future land use planning/urban design guidelines

Linking Transportation and Housing Solutions for Older Adults

7B

Safe, affordable, and accessible transportation choices are critical for older adults who wish to remain independent. Through transportation program improvements and improved coordination of housing, transportation, and land-use policy, communities can help ensure that older adults have good transportation access to needed services and amenities.

Older adults who wish to age in place must be able to meet their daily needs outside the home even if they cannot or choose not to drive. Safe, affordable, and accessible transportation options are essential for older adults to run errands, go to the doctor, or visit friends and family. Without such options, an older adult might either have to prematurely move to a supported housing arrangement or become increasingly dependent on family and friends for assistance.

Transportation Challenges for Older Adults

Since the 1950s, conventional zoning has segregated many residential communities from employment, schools, and shopping districts, making the private automobile one of the easiest and most efficient ways to get from place to place. Yet, one in five adults 65 and older does not drive.¹ For anyone living in an auto-reliant community, choosing not to drive can be associated with a dramatic lifestyle change and can produce feelings of dependence and isolation.

Nondrivers are often faced with limited transportation alternatives. Many communities have poor pedestrian infrastructure, making walking an unsafe means of getting around. A survey of older adults indicates that almost 40 percent of respondents do not have adequate

sidewalks near their homes, and nearly 47 percent cannot safely cross their community's main roads.² Another survey found that 60 percent of older adults do not live within a 10-minute walk of public transportation.³ Poor access to public transportation is even more pronounced in rural communities, where 30 percent of all households include at least one member age 65 or older.⁴

In communities that do have public transit systems, many older adults have expressed dissatisfaction with their options. One survey found that 38 percent of respondents with access to public transportation gave it a grade of D or F for reliability.⁵ Additionally, many bus and train routes are designed to connect commuters to employment centers during rush hour but do not accommodate different destinations and timeframes that nonworkers may find desirable. And many of the physical limitations that make driving difficult can also complicate accessing some forms of public transportation (e.g., getting on and off buses).⁶

Where public transit is reliable, accessible, and in demand, housing costs can be out of reach for both renters and owners with low or moderate incomes. According to one estimate, the demand for housing near transit is likely to more than double by

2025 as a result of changing demographics and housing preferences.⁷ Because housing prices typically rise with demand, it will be increasingly important for communities to ensure that affordable housing options are available for low- and moderate-income households in these desirable locations.

Two complementary approaches can be pursued to overcome these transportation challenges. First, communities can improve and expand existing transit service and develop additional transportation programs to accommodate those with special needs. Second, policymakers can coordinate housing, transportation, and land-use policies to promote the development of walkable, transit-oriented communities that allow older adults to live near public transit stops and essential services.

Transit Improvements and Alternatives for Older Adults

A range of accessible transportation options is essential for older adults to retain their independence, but as table 1 shows, options alone are not sufficient. In order to be viable for older adults, communities need to ensure that public transit alternatives are clean, safe, reliable, and user-friendly, in addition to being accessible and affordable.

There are a number of specialized transportation programs designed to meet the specific transportation needs of older adults who cannot easily access traditional public transit, either due to physical limitations or because they live in poorly served rural or suburban areas.

Paratransit

Paratransit services provide origin-to-destination trips in specialized vehicles to accommodate passengers with disabilities. Under the Americans with Disabilities Act, any fixed-route public transportation agency must provide paratransit service to

| | |
|--|---|
| Availability | Transportation exists and is available when needed. |
| Accessibility | Transportation can be reached and used (bus stairs can be negotiated, bus seats are high enough, bus stop is readable, van comes to the door). |
| Acceptability | Standards relate to conditions such as cleanliness (bus is not dirty), safety (bus stops are located in safe areas), and user-friendliness (transit operators are courteous and helpful). |
| Affordability | Costs (fees) are affordable, comparable to or less than driving a car, and vouchers or coupons help defray out-of-pocket expenses. |
| Adaptability | Transportation can be modified or adjusted to meet special needs (wheelchair can be accommodated, trip chaining is possible). |
| Source: Beverly Foundation. <i>Giving Up The Keys Fact Sheet</i> , 2008. | |

people with disabilities who live within three-quarters of a mile from the agency's fixed routes.⁸ Although paratransit services offer an alternative for older adults with disabilities, the three-quarter-mile radius guideline and the requirement that riders have a disability leave many frail older adults, even those in urban areas, without reliable transportation.⁹

Supplemental Transportation Programs

Supplemental transportation programs (STPs) offer nontraditional transportation services for nondriving older adults and others in need of assistance. Most STPs provide door-to-door and door-through-door rides. Some STPs arrange for a driver to stay with passengers at a destination until they are ready to return home. STP sponsorship and funding vary from place to place. For example, several religious institutions in Austin, TX, formed West Austin Caregivers, which coordinates volunteer drivers to provide transportation

for the frail elderly within a 23-square-mile region.¹⁰

Human Services Transportation

Human services transportation refers to transit services operated at the state or local level geared toward “transportation disadvantaged” populations: seniors; nondrivers with disabilities; and low-income individuals without a reliable way to get to work. Government “dial-a-ride” programs that provide door-to-door transportation upon request and mileage reimbursement vouchers for volunteer drivers are examples of human services transportation programs. Many regions, including Ohio’s Miami Valley, are developing comprehensive human services transportation plans in order to coordinate the various services, increase efficiency, reduce duplication, and lower costs.¹¹

Coordinating Housing, Transportation, and Land-use Policies

In addition to improving the ability of public transit to meet the needs of older adults where they live now, communities should consider steps to increase the number of affordable housing options available to older adults near public transit and essential amenities. This can be accomplished by coordinating housing, land-use, and transportation policies to preserve and expand the availability of housing affordable to a mix of incomes in these key locations.

Transit-Oriented Development (TOD)

While the term can be defined in a number of ways, in general a transit-oriented development is a residential development within walking distance of an existing or planned transit stop, hub, or corridor. TOD can help older adults take better advantage of public transit, particularly when located no more than one-quarter mile from transit access.¹²

TOD works best when surrounding land is zoned to allow not only for a mix of uses but also for high-density residential development. For example, Arlington County, VA, adopted a comprehensive land-use plan that outlined policies and procedures to concentrate dense, mixed-use development around five subway stations to maximize walkability.

One of the challenges with TOD is that it is often expensive to build, which can result in high rents and purchase costs for new housing units. To address this challenge, many communities have taken steps to ensure that a portion of newly developed housing near public transit is affordable. For example, to supplement its comprehensive land-use plan, Arlington County expanded its density bonus provision to ensure the development of affordable housing opportunities along the transit corridor.¹³

Some of the benefits and challenges associated with TOD also apply to residential areas that are not near public transit but are still within walking distance of essential destinations (e.g., retail, health care facilities).

Preserve Affordable Housing near Transit

In many metropolitan areas, subsidized housing is located near public transit and job centers. If the market demand for housing in the area is strong or predicted to grow, owners may choose to terminate their participation in housing subsidy programs and sell or rehabilitate their housing to serve families with higher incomes. A majority of today’s privately owned, subsidized affordable housing is occupied by older adults, so the loss of affordable units puts many older adults at risk of losing their homes.¹⁴ By taking steps to preserve transit-accessible subsidized housing developments, communities can ensure that these affordable resources continue to meet the

housing and transportation needs of older adults, even as market prices increase.

AARP recommends that states provide incentives in their Low Income Housing Tax Credit Qualified Allocation Plans for rental preservation efforts in location-efficient sites. Forty-seven states currently prioritize preservation projects or set aside a portion of their tax credits for preservation efforts,¹⁵ and 28 states award points to developers that propose affordable housing projects near transit.¹⁶

Complete Streets

In addition to preserving and expanding the availability of affordable housing near public transit, AARP endorses initiatives to create “Complete Streets.” These streets are “designed and operated so they safely work for all users: pedestrians, bicyclists, motorists, and transit riders of all ages and abilities”.¹⁷ In July 2009, the City of Buffalo, NY, finished its first complete streets project, which now includes wider sidewalks, new streetlights, and curb extensions to slow downtown traffic.¹⁸ With improvements such as these, walking becomes a safe alternative to driving for older adults who live close to everyday destinations.

Fact Sheet 170, March 2010

Written by Emily Salomon, research associate at the Center for Housing Policy.
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³ AARP Public Policy Institute. *Beyond 50.05: A Report to the Nation on Livable Communities*. Washington, DC: AARP, 2005.

⁴ AARP Office of Policy Integration. *The Policy Book: AARP Public Policies 2009–2010*.

⁵ AARP Public Policy Institute. *Beyond 50.05: A Report to the Nation on Livable Communities..*

⁶ Aging in Place Initiative. *A Blueprint for Action: Developing a Livable Community for All Ages*.

⁷ Reconnecting America. *Hidden in Plain Site: Capturing the Demand For Housing Near Transit*. Oakland, CA: September 2004.

⁸ AARP Office of Policy Integration. *The Policy Book: AARP Public Policies 2009–2010*.

⁹ Kerschner, Helen, and Joan Harris. “Better Options for Older Adults.” *Public Roads* 70, no. 5 (March/April 2007). Retrieved Sept. 17, 2009, from <http://www.tfhr.gov/pubrds/07mar/03.htm>

¹⁰ Ibid.

¹¹ Miami Valley Regional Planning Commission. “Human Services Transportation Coordination Planning: Helping Transportation Disadvantaged Residents of the Miami Valley.” Retrieved Sept. 16, 2009, from www.mvrpc.org.

¹² Harrell, Rodney, Allison Brooks, and Todd Nedwick. *Preserving Affordability and Access in Livable Communities: Subsidized Housing Opportunities near Transit and the 50+ Population*. Washington, DC: AARP Public Policy Institute, September 2009.

¹³ Oberlink, Mia R. *Opportunities for Creating Livable Communities*. Washington, DC: AARP Public Policy Institute, March 2008.

¹⁴ Harrell, Rodney, et al. *Preserving Affordability and Access in Livable Communities*.

¹⁵ National Housing Trust. *National Housing Trust Preservation Summary*. Washington, DC: 2008.

¹⁶ Harrell, Rodney, et al. *Preserving Affordability and Access in Livable Communities*.

¹⁷ AARP Office of Policy Integration. *The Policy Book: AARP Public Policies 2009–2010*.

¹⁸ Booth, Justin. “Buffalo’s First ‘Complete Street’ has Arrived!” *Buffalo Rising*, July 13, 2009. Retrieved Sept. 18, 2009, from www.buffalorising.com.

¹ Aging in Place Initiative. *A Blueprint for Action: Developing a Livable Community for All Ages*. Washington, DC: May 2007.

² AARP Office of Policy Integration. *The Policy Book: AARP Public Policies 2009–2010*. Washington, DC: AARP 2009.

Transportation Element

Proposed Vision: The proposed vision discusses reducing automobile trips by 10 percent by 2010. (Is this a holdover goal? Should the date be changed?)

T1 GOAL – Sustainable Transportation System

Reducing Greenhouse Gas Emissions

T1.1 Policy: ...to meet the City's goals for greenhouse gas reductions by 2020. (Is the City working on a 2020 goal, or should this be 2035?)

T1.6 Policy: Balance provisions for transit, bicycle, and pedestrians with vehicle level of service through implementation of a multi-modal Level of Service calculation. (The City should consider prioritizing modes by roadway classification or neighboring land uses. The policy as written is vague and may be hard to implement in a CEQA analysis.)

T1.7.1 Program: Formalize the City's Transportation Demand Management (TDM) program by establishing an ordinance... (It is unclear if this program is specifically for City employees or other employers too. The last sentence, "TDM measurements should include a comparison of building occupancy and land use standards" needs further explanation, elaboration and/or examples.)

T1.7.4 Program: Consider Caltrain capacity in evaluation of proposed Transportation Demand Management Measures. (Do you mean "consider Caltrain's limited capacity? Also, how will it be "considered"?)

Public Transit

T1.9 Policy: Continue and enhance the Palo Alto Shuttle Program along routes that are of value to the community. (How will the shuttle program be enhanced and how do you define "value"?)

T1.10.1 Program: Suggested wording change: Continue **improvement and operations at development of** the University Avenue Multi-modal Transit Station including revisiting **circulation and access improvements designs** as necessary to meet current and future demands.

T1.10.2 Program: Suggested wording change: Recognize the importance of the Stanford Caltrain Station during special events and explore opportunities for station improvements **including circulation and access improvements to the station.**

T1.12 Policy: Encourage employers to develop shared shuttle services..... (Emphasizing "shared" may make it harder and slower in some instances.)

T1.16 Policy: Suggested wording change: Support efforts to decrease wait times for intercity transit to **10-15 minutes and not more than** a maximum of 20 minutes between 6:00 AM and 10:00 PM. (Does the City want to include weekdays and weekends?)

T1.17 Policy: Encourage a responsive sector fuel-efficient taxi service. (Why distinguish taxi service from car sharing?)

T1.18 Policy: Promote car sharing services, particularly to facilitate commuting by other than single occupant cars. (Should there be a fuel efficient too?)

Bicycles and Pedestrians

T1.19.2 Program: Suggested wording change: Implement the prioritized bicycle and pedestrian facilities improvements included in the Bicycle Pedestrian Transportation Plan 2012, including across barrier connection facilities improvements, Bicycle Boulevards, trains, sidewalks, and connections to other jurisdictions, identified in the Bicycle Pedestrian Transportation Plan 2012.

T1.21 Policy: Suggested wording change: Explore the creation of connecting paths for pedestrians and bicycles not identified within but supportive of the City's Bicycle Pedestrian Transportation Plan 2012 when opportunities arise in new and existing developments.

T1.27 Policy: Determine which California Avenue business district alleyways are appropriate for pedestrian, bicycle only use. (Do you want to exclude delivery vehicles?)

RAIL CORRIDOR

RC Goal 1 - Rail improvements should be constructed in a below-grade trench. (It is not clear if rail improvements should be constructed for both HSR and Caltrain).

RC Goal 5

RC Policy 5.1: Implement plans and coordinate with other agencies where required for parks, recreation and traffic improvements, as well as new or expanded schools in order to keep pace with new development. Sewer, water, storm drainage and wastewater management should be evaluated and implemented in conjunction with development. (This section does not seem to fit here in Railroads. This goes beyond rail corridor, or needs to be more specific.)

ROADWAYS

T2 GOAL – Maintain an Efficient Roadway Network for all Users.

T2.2.5 Program: Study the use of Lytton Avenue and Hamilton Avenue as through routes around the downtown area. (It is not clear what is to be studied here.)

T2.2.6 Program: Partner with private developers to expand the transportation network and improve bicycle and pedestrian facilities. ("Expand the transportation network" needs more definition and examples.)

T.2.3 Policy: Suggested wording change: Provide bicycle facilities and sidewalks on all new roads where feasible and acceptable to the affected neighborhood.

T2.4 Policy: Ensure that additional through lanes are not installed at the expense of bicycle lanes, sidewalks, or landscaping. (There may be some instances where additional through lanes may be desired to support regional TDM programs- like on Page Mill Road.)

T2.6.1 Program: Suggested wording change: Support increased public transit, traffic management and parking solutions to ensure safe, convenient access to **and from** the Stanford Shopping Center / Medical Center area.

T2.6.2 Program: Suggested wording change: Implement and monitor **Development Agreement** traffic mitigations at Stanford University Medical Center.

T2.6.3 Program: Provide safe, convenient pedestrian, bicycle, and transit connections between the Stanford Shopping Center / Medical Center areas and housing along the Sand Hill Road/Quarry Road corridors to the University Avenue Multimodal Transit Station, Downtown Palo Alto, and other primary destinations. **(Please give an example of what is meant by “other primary destinations”).**

T2.6.4 Program: Study extension of Quarry Road for transit, pedestrians and bicyclists to the Palo Alto Multimodal Transit Center. **(Consider the possible future underpass.)**

T2.8 Policy: Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems. Where capacity is increased, balance the needs of motor vehicles with those of pedestrians and bicyclists. **(Do you want to include HOV having priority for capacity over a general purpose?)**

T2.9 Policy: Suggested wording change: There are no feasible improvements to improve level of service to LOS D or **above better**; or

A project that contributes to or creates LOW E or **below worse** at an intersection...

A capital improvement project is already planned and **completely sufficiently** funded...

T2.10 Policy: Suggested wording change: **Achieve and** maintain acceptable levels of service...

T2.10.1 Program: Establish thresholds for acceptable levels of service for private vehicles, transit vehicles, bicyclists, and pedestrians on roadways in Palo Alto. Include definitions for significant impacts to each mode of transportation in these thresholds. Establish protocols for development proposals to evaluate Level of Service for transit vehicles, bicyclists, and pedestrians on roads in Palo Alto. **(Also think about how VMT thresholds should be included in the future. Include multimodal LOS?)**

T2.10.8 Program: Evaluate the City’s Transportation Impact Fee every five years to implement new transportation priority projects. **(Is the evaluation of the fee amount or how to use it?)**

T2.10.9 Program: Monitor and publicly report on ten critical residential collector or local streets annually for traffic incursion and safety. **(Why limit to ten? Do these ten change and how are they selected? State how “traffic incursion and safety” will be done.)**

RESIDENTIAL STREETS

T3 GOAL – Protect Neighborhood Streets

T3.4.1 Program: Suggested wording change: Establish a Neighborhood Traffic Calming Program to implement appropriate traffic calming measures when requested by the **community neighborhood**. Review residential areas for traffic impacts, and use the results of that review to prioritize traffic calming

measures. Consider private sector funding opportunities as a funding source for this program. (What is envisioned for “private sector funding”? Is this TIF money?)

MOTOR VEHICLE AND BICYCLE PARKING

T4 GOAL – Encourage Attractive, Convenient Public and Private Motor Vehicle and Bicycle Parking Facilities

T4.1 Policy: Provide sufficient motor vehicle and bicycle parking in the University Avenue/Downtown and California Avenue business districts and other centers..... (Describe other centers. Are they described in T4.1.9?)

T4.1.6 Program: Suggested wording change: Promote parking programs to encourage ride sharing among employees within each business district.

T.4.1.7 Program: Evaluate shuttle program options to adjacent communities to further reduce parking demands in each business district. (What business districts are referenced here?)

T4.1.9 Program: Develop Transportation Demand Management plans for all of the City’s business districts, including University Avenue/Downtown, California Avenue, Stanford Research Park and East Meadow Circle business districts and El Camino Real Corridor. (Define corridor boundaries.)

T.4.1.10 Program: Suggested wording change: Partner with merchants, merchant associations, Chamber of Commerce, Palo Alto Downtown Business Association and neighbors to explore options for constructing new parking facilities or using existing parking more efficiently.

Parking in Residential Districts

T4.5 Policy: Create and maintain residential permit parking programs in appropriate areas of the City when supported by impacted neighborhood. (Where are these? Only those next to business districts?)

General Parking Policies

T4.6.1 Program: Study design alternatives that would assist developers to meet parking requirements on-site. (It would be helpful to give examples of what is meant by “study design alternatives.”)

T4.6.2 Program: Update the zoning ordinance to count partly or fully enclosed private garages dedicated to individual housing units as floor area in mixed use and multifamily residential developments. (This seems counter to T4.6.1.)

T4.6.3 Program: Suggested wording change: Update parking standards for non-residential uses to reflect increased ~~occupancy~~ employee density trends.

T4.7.3 Program: Review off street minimum vehicle parking...could reduce the demand... (Is “off street” the same as “on-site”?)

Parking Facility Designs

T4.10 Policy: Encourage the use of below-grade or structured parking... (It is not encouraged if you count it as building FAR.)

T4.12 Policy: Suggested wording change: Encourage **employee** parking strategies in the Stanford Medical Center and Stanford Shopping Center area that maximize the efficient use of parking and, in the long term, consider the possible use of remote parking lots with shuttle bus service. **(This needs to recognize that SSC customers and Med Center patients are not viable subjects for remote parking and shuttle.)**

Bicycle Parking

T4.14 Policy: Suggested wording change: Continue to require safe and convenient bicycle parking as part of the approval process for new development, **both residential and commercial**; prioritize retention of bicycle parking spaces, even if space is at a premium, whenever the Director of Planning and Community Environmental permits a reduction in the total number of vehicle **on-site** parking spaces.

TRAFFIC SAFETY

T5 GOAL - Provide a High Level of Safety for Motorists, Pedestrians, and Bicyclists on Palo Alto Streets.

T5.1 Policy: Continue to make safety and multimodal accessibility the top priority of citywide transportation planning. Prioritize pedestrian, bicycle, automobile safety and transit accessibility over vehicle Level-Of-Service at intersections. **(and on roadway segments?)**

Technology Enhancements

T5.2 Policy: Suggested wording change: Use appropriate technology to monitor and improve **circulation** safety throughout the City.

T5.3 Policy: Introduce Multimodal Level of Service as a measurement in the rating of performance of streets. **(We suggest creating a methodology for prioritizing modes. What about VMT?)**

REGIONAL COLLABORATION

T7 GOAL - Influence the Shape and Implementation of Regional Transportation Policies to Reduce Traffic Congestion and Greenhouse Gas Emission.

Regional Transportation Planning Agencies

T7.2 Policy: Suggested wording change: Collaborate with public interest groups, academic institutions, and local, state, and the federal government to study and advocate for transportation regulatory changes **which improve public and private transit and reduce VMT.**

T7.4 Policy: Suggested wording change: Where appropriate, support the conversion of existing traffic lanes to high-occupancy vehicle (HOV **and express**) lanes on expressways and freeways, including the continuation of an HOV **and express** lane from Redwood City **and on I-280** to San Francisco.

T7.5 Policy: Suggested wording change: Participate in seeking a regional solution to improve roadway connections, including HOV **and express** lanes, between Highway 101 and the Dumbarton Bridge ~~without construction~~ of a southern **rail** connection across the environmentally sensitive baylands.

T7.6 Policy: Support efforts by Caltrans and the Santa Clara Valley Transportation Authority Congestion Management Program to reduce congestion and improve traffic flow on area freeways. (Should this be all agencies?)

T7.8 Policy: Suggested wording change: Coordinate with local, regional agencies, and Caltrans to support regional efforts to maintain **and improve** transportation infrastructure in Palo Alto.

Regional Transit Networks

T7.15 Policy: Support the development of an efficient and quiet regional rail system that encircles and crosses the Bay, along with intro-county and Transbay transit systems that link Palo Alto to the rest of Santa Clara County and adjoining counties. (“And quiet” is too subjective and qualitative to be an adjective for what is needed.)

T7.16 Policy: Suggested wording change: Support Caltrain modernization, **capacity improvements** and its extension to downtown San Francisco.

T7.17 Policy: Encourage the development and implementation of plans to provide Caltrain with a permanent source of funding in addition to the three County transportation agencies. (Need a include a program to significantly improve service to Cal Ave Station)

T7.20 Policy: Suggested wording change: Support the regional Grand Boulevard Initiative for El Camino Real, including Bus Rapid Transit Improvements, **with and** without dedicated bus lanes, to support Valley Transportation Authority services.

T7.21 Policy: Suggested wording change: Study the use of Transit Signal Priority to support the Stanford Marguerite Shuttle Program **and AC Transit (Dumbarton Express)**. (Would this also support VTA and AC Transit (Dumbarton Bus) and Samtrans?)

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| QUESTION | WHAT NEW POLICIES AND PROGRAMS WOULD YOU ADD TO THE TRANSPORTATION ELEMENT TO INCORPORATE THE CONCEPT OF SUSTAINABILITY? |
| Sustainability | Palo Alto should be speaking with CalTrans. The mess they have recently created with the on/off at Embarcadero is increasing traffic since the on/off ramps are one lane now. Anyone with any common sense, can just watch 6-9am and 4-7pm the mess that taking out the second lane has created. The traffic backs up onto 101 and Embarcadero and then back onto existing surface streets. |
| Sustainability | To be effective in getting folks to bike and walk more, we need to encourage clustering of essential services (grocery, pharmacy, (optional: farmers market) near the dense housing areas. California Ave is an example. (We may need a few chain stores to fulfill the grocery and pharmacy.) Without each of these, walkability is a failure. |
| Sustainability | Along with traffic and parking woes, Palo Alto is suffering from incredible noise pollution. Can Palo Alto work to reduce the unnecessary noise created by some cars that honk (often loudly) whenever the driver locks or unlocks their door? This unnecessary noise adds up and creates dangerous stress -- as when a driver locks their door just as you pass on your bike (or car) and a loud horn startles and frightens you. Every driver can see -- so if their headlights flash they know their car has locked or unlocked the door. Or a horn can merely chirp softly, that's all that's needed. Can the City work with car manufacturers, dealers and car repair companies to reset the horn levels much lower, or turn them off, to help bring more peace and quiet to Palo Alto? Can we work with state government and county government to bring about this simple yet powerful change to help make life in Palo Alto sustainable? |
| Sustainability | Measure the performance of our transportation system by looking at mobility management (all modes) rather than evaluating road usage in terms of average daily traffic (aka motor vehicles) or giving priority to measuring average delay for drivers in rush periods. We can't add on lanes to congested roadways, but if we had a robust system of buses to supplement trains or get to and from shopping, we would reduce the peak period delay for drivers AND reduce the carbon footprint of our community transportation choices! And investing in our bike network at critical pinch points can take hundreds of cars off the road while increasing safety for bicyclists. |
| Sustainability | Explicitly incorporate human life and welfare (i.e., reducing and preventing trauma) as specific sustainability goals. |
| Sustainability | Electric vehicles with solar panels over parking structures to allow the vehicles to recharge. Set up a shuttle web throughout the city so no inhabitant is more than a 10 minute walk from a shuttle stop. |

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| Sustainability | <p>The shuttle service is great, but it's not well advertised or well signed, and the bus doesn't feel approachable from a design standpoint (it looks like a church bus or a special school bus... not something tourist friendly and fun). Suggestion: include notification about the routes and how to ride it in the utilities forms that people need to fill out when they move into town, and add some incremental signage/infrastructure to stops to better explain what it is, and perhaps paint the sidewalks a clearly distinctive color to denote where these stops are. When considering upgrading the fleet in the future, consider phasing out the short bus in favor of something more welcoming and clearly signed , e.g., the denver free 16th st mall ride, or a vintage trolley design. Could also have a larger parking lot near, e.g., the 101 exit where Ikea is followed by the shuttle route down university ave to limit cars downtown from those commuting in for work. (which we'd expect people to take to avoid paid parking)☐</p> <p>☐</p> <p>Ultimately this is a commuter city... it's not walkable for the majority of residents (Especially south side)... so the better solution encourages mass transit where possible or else improves density. There's a longer term solution to allow for more density downtown to allow for walkability...which means building up.</p> |
| Sustainability | Increase efficiency and viability of public transport by encouraging more housing near transit centers |
| Sustainability | <p>Experiment with new ways to solve age old problems e.g.☐</p> <ul style="list-style-type: none"> - Try out on demand shuttle services instead of extending current shuttle service. i.e. use smart routing algorithms to pick up and drop off patrons exactly where its needed (or within say 50 meters)☐ - Provide real-time updates for schedule changes and current shuttle location |
| Sustainability | On demand shuttle services merit good pilot programs. They could help reduce congestion, parking, reliance on single occupancy vehicles and provide a meaningful transit option to seniors. |
| Sustainability | Put people first, not cars in all decisions. Extensive shuttle system (frequent and ubiquitous), protected bike lanes (and intersections a la Salt Lake City), more EV stations, BRT on ECR (with bike lanes). Charge for parking, make employers give transit passes to employees or encourage them to carpool to reduce SOV trips. Biking should be at 50% rideshare with the great weather we have and flat terrain -- there's not excuse to drive a couple of miles to do errands for all able-bodied residents. Provide classes/workshops/mentors for getting everyone feeling safe on a bike. |
| Sustainability | Add frequent and reliable transportation to SFO. We once had the KX bus (before that the 7F) that made it easy to get on in Palo Alto and get down at any SFO terminal. Samtrans dropped it -- why? Why aren't we working with our neighboring cities and counties to increase public transportation. Build it and they will come. |
| Sustainability | Add more electric vehicle charging stations in parking lots and on the streets. |
| Sustainability | Better public and local public transportation to remove so many cars driving around Palo Alto on errands, etc |

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| Sustainability | <p>coordinate existing transit. example: Margarite buses meet cal train arrivals and departures(mostly) □ VTA does not need to improve. too far to walk from bus stop to train platforms. □ two atgrade crossings at the PA CAI train station. One atgrade at Palo Alto □ the long ramps make it difficult for pedestrians and near impossible for old and handicaped riders.</p> |
| Sustainability | <p>Long Term -- put train tracks in a deep trench with an overlay, then capture the surface space for soft impact transportation -- garden lined pathways for walking, biking and driverless electric shuttles for seniors</p> |
| Sustainability | <p>Connect the city shutter system with the VTA bus system on schedule and stops. Publicize the changes. The will encourage more bus riding even for short distance errands.</p> |
| Sustainability | <p>As an overarching principle, make large shade trees a priority in the design or redesign of streets, not an afterthought. Making them a priority ensures that they will deliver on the promise of all their transportation-related benefits, as well as their sustainability and public health benefits.</p> <p>Transportation benefits include: Enhancing walkability and encouraging residents to use alternate modes of transportation such as walking or bike riding Calming traffic and re-routing traffic away from neighborhood streets Combatting the urban heat island effect Prolonging road surface useful life and lowering maintenance costs</p> <p>Sustainability and public health benefits include: Energy savings and GHG reduction Water-related benefits</p> <p>Physical health benefits such as improved upper and lower respiratory tract health and cardiovascular health, etc.</p> <p>Psycho-social well being, such as reduced stress, enhanced mental focus, etc.</p> <p>Making trees a priority means planning for them appropriately. This includes creating adequately sized planting spaces and providing quality soil.</p> |
| Sustainability | <p>All city-owned or leased vehicles (police, fire, utilities, shuttles, etc.) should be electric or plug-in hybrid.</p> |

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| Sustainability | We need better transportation connections so that people will use mass transit more. It's difficult for residents in South Palo Alto to access the routes they need. Not everyone is capable of biking or walking several blocks to their destination. |
| QUESTION | HOW DO YOU CONSIDER THE QUESTION OF REGIONAL OPPORTUNITIES AND SOLUTIONS BE PART OF AN UPDATED TRANSPORTATION ELEMENT? WOULD YOU CONSIDER REGIONAL COOPERATION IMPORTANT? |
| Public Transit | More frequent bus for cross town (North-South) Palo Alto during peak hours, but not more stops, so that the wait + trip should take less than 30 minutes. Bus arrival should be available real time on an App so we can check if the bus is coming soon or not, as we decide whether to drive our own car and sit in traffic, or wait for the bus. |
| Public Transit | Everyone talks about Regional systems, but I think there also needs to be more attention paid to local needs. There has to be a bus or shuttle service serving south Palo Alto, from the San Antonio service road to downtown Palo Alto. There are a number of residents who live in the San Antonio/Alma area who cannot walk to Charleston Road to take the shuttle. |
| Public Transit | Supporting (a) greater regional opportunities for bringing bikes on transit and (b) making free bikes available for point-to-point "short hops" between frequent destinations once a regional commuter has reached Palo Alto (e.g., from Palo Alto CalTrain station to City Hall). |
| Public Transit | <p>No transportation element should be put in place without a thorough analysis of regional opportunities and solutions. My suggestions: □</p> <ul style="list-style-type: none"> - underground CalTrain and convert it to the BART system to allow a streamlined commute opportunity around the SF Bay area □ - develop a regional BIG (Google bus) Bus program that serves not just Palo Alto but the surrounding communities as well. □ - put transportation hubs in place at the edges of Palo Alto - Baylands, North Palo Alto near the Caltrain station, Stanford and Stanford Industrial park, South PA near the Charleston industrial area □ - Connect the transportation hubs to the industrial areas of the city with a city-wide shuttle service □ - Improve the availability of rental bikes and improve the biking routes for access and safety. FYI, biking on Middlefield Road is insane. No one in their right mind should attempt to commute on that street. And the other current bike streets are under utilized, not well marked and not patrolled. □ - Finally - our transportation problems are not going to be solved until Palo Alto and surrounding cities realize that there is a finite number of vehicles that can be accommodated on city streets. Unless PA is willing to exercise eminent domain and widen streets, only so many cars/trucks/busses can travel through the city without grid-lock ensuing, which does happen now at commute hours. It may be time to seriously consider limiting development. |

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| Public Transit | <p>I agree. Underground Caltrain and convert it to BART so that a rider can get on in Palo Alto and off on the far reaches of the BART system. Run it much more frequently like a subway. Put transportation hubs near stations for buses and rental bikes to take people to final destinations.□ A bike path above the newly tunneled caltain track that goes from SF to SJ.</p> |
| Public Transit | <p>This is a commuter city in a car culture. Let's face it--the city population doubles during the workday. So any solution internal to Palo Alto is going to be quite limited... short of tolls, parking fees, more parking, or bike lanes/shuttles from train stations there's not too much else you can do without involving other parts of the state.□ □ Example: integrated bus lines from San Francisco... an integrated bike trail to link the baylands more safely up and down the peninsula, more linkages to/from the train (what we have is good--can we sign it more?)</p> |
| Public Transit | <p>Ideas for improving regional transit include:□ * support policies making it easier to run cross-county express buses (public versions of Google bus)□ * support integrated user experience between different transit brands including coordinated fares and schedules (see studies by SPUR)□ * support management of 101 corridor, with a goal of reducing driving mode share (see work by TransForm)□ * support Dumbarton transit and revival of rail project</p> |
| Public Transit | <p>Yes, it is a regional issue but it is also very local. If Palo Alto allowed more housing to be developed (and this is to be decided by the city council) then we would have less pressure on these regional transit systems.</p> |
| Public Transit | <p>I agree with everyone - transportation is obviously regional.</p> |
| Public Transit | <p>Regional coordination is an absolute must. Buses and shuttles need to coordinate way better with Caltrain and BART. It should be painless to hop off a Caltrain ride, get on a bus, and then get to work.</p> |
| Public Transit | <p>Of course all decisions need to be made in a regional context. People don't use transit within one jurisdiction so coordination is a must! Make sure that transit works seamlessly to reduce stress and increase convenience. VTA Buses should such up with SamTrans and Caltrain and you need frequency so people don't need to wait for more than a few minutes for transit connections.□ Bike paths should be coordinated with our neighboring cites to ensure that they are integrated.□ MTA is dysfunctional, so perhaps a more regional transit authority should be established. It's a disgrace that there are 27 different transit agencies in the Bay Area and they are not coordinated. Take a look at the SPUR report on getting the various jurisdictions to work together.</p> |

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| Public Transit | Regional cooperation is essential. People don't use public transportation because routes don't connect efficiently within cities and between cities; all neighborhoods aren't served; service isn't frequent enough; service doesn't start early enough and run late enough. When public transportation is fast, efficient and reliable, believe me -- people will use it. I for one will be glad to get rid of my car. |
| Public Transit | Yes, transportation is regional issue. |
| Public Transit | Regional cooperation is critical. We need to make a concerted effort to bring BART to Palo Alto. |
| Public Transit | I second that. BART please!! |
| Public Transit | there needs to be another shuttle that circles the downtown area with frequent stops. See the Mountain View shuttle for example. probably need two shuttles so that they pass each area every 10 to 15 minutes from 8 am to 6 pm. The dedicated bus lanes on El Camino deserves a trial. We cannot imagine how successful it would be in getting drivers to try the bus. When cars cannot move buses will be able to if given dedicated space. Every day we get closer to gridlock. |
| Public Transit | We need better transportation options for people heading into San Mateo county. For example, we used to have an inexpensive bus that went to SFO. Now it's much more difficult and expensive to take Caltrain to BART to get to the airport. Let's look at popular destinations up and down the peninsula and help people get there without driving. |
| QUESTION | DO YOU FIND THAT TRAFFIC CALMING IS AN EFFECTIVE WAY TO SLOW TRAFFIC IN YOUR NEIGHBORHOOD? |
| Neighborhood Impacts | Middlefield Road, a residential arterial roadway, (downtown) is a parking lot at peak commute times in the morning and evening--especially between University Avenue and Willow Road. Would like to see creative approaches to calming this area. Could the bike lane on University Avenue be moved to Hamilton Ave., which runs parallel, and then could there be 2 lanes on University Avenue going east--one that goes to bridge and one the goes to 101? |
| Neighborhood Impacts | Please make Homer and Channing Avenues two way streets again since the PAMF has moved Residents have difficulties getting out of their driveways due to these one way streets Bicyclists coming out of the Homer Avenue tunnel face a street going east which makes it dangerous for them and also increases the difficulty to get downtown High Street which is one way from Lytton to Channing Avenue needs to be changed to two way as well |
| Neighborhood Impacts | We live in college terrace - perhaps the extreme of traffic calming. I live on the cnr of busy stanford and a quiet cul-de-sac street. Clearly the speed bumps on stanford do help; its at least a lot easier to cross the street when walking. However the mini circles inside the neighbourhood are absolutely useless and quite dangerous. Most folks dont even know how to navigate circles/roundabouts (and there is a difference between these two) so it ends up being treated like a 4-way yield. Perhaps thats what we should just do - replace these inconsistent circles and stops with 4-way yields throughout. |

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| Neighborhood Impacts | <p>Traffic calming in terms of how it has been implemented in Palo Alto, seems a very ineffective way to manage traffic. My goal is for more efficient traffic by which I means moving more cars in less time so there are fewer fumes from idling cars in traffic and less cut through traffic on residential streets. Done properly, it slows speeding cars and speeds up cars waiting at lights. Most changes to traffic lately seem to slow traffic to a crawl in rush hour, and do little or nothing to slow down traffic off hours. □</p> <p>□</p> <p>Traffic on Alma, for example, now regularly backs up almost a mile going south behind the new traffic light, at Alma Village, which apparently is controlled solely by when cars want to enter and exit Alma Village. As a result, I am much more likely to turn north and take residential streets to E. Meadow to get to El Camino south. There needs to be much more thoughtfulness in the timing of lights to ensure traffic moves as smoothly as possible and there are fewer cars idling waiting to get through a light. If the light at Alma plaza is an example of traffic calming, it failed. □</p> <p>□</p> <p>Similarly, the lights on Embarcadero are an embarrassment. I hope the multimillion dollar fix is finished soon and actually improves the situation. I often shop at Trader Joe's in Mt. View rather than PA because it is so difficult to get to the store in PA. Charleston modifications, IMHO, are mostly a failure. I usually take residential streets to avoid driving on Charleston.</p> |
| Neighborhood Impacts | <p>On Arastradero between Foothill and El Camino, it has been a mixed bag. During peek school drop off times, it is still pretty slow, and sometimes maddeningly slow. I suspect it will get worse when the city puts the hard barriers in. On the other hand, if the goal was to slow things down, it worked since traffic is often at a standstill.□</p> <p>□</p> <p>As for off peak times, I don't think it has slowed traffic much at all. Peoples still drive too fast. So in that regard, it has been a failure. I think the city needs to make Arastradero work at peek school drop off times while using radar or other enforecement measures during off peak times.□</p> <p>□</p> <p>One more thing. I rarely experience, but I'm told the traffic on Arastradero at rush hour in the evening going towards El Camino from Foothill is terrible.</p> |
| Neighborhood Impacts | <p>As far as I am concerned Charleston traffic calming is not helpful. It was better before the changes. More tempers</p> |
| Neighborhood Impacts | <p>Evergreen Park has the best traffic calming every: BARRICADES! (Thank you Magic.) I've lived in Palo Alto for 52 years and biked and driven both Arastradero and Stanford for 40 years. The road diet on Arastradero and the speed bumps on Stanford have brought the average speed of the traffic down to 25mph.</p> |

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| Neighborhood Impacts | I would definitely like traffic on Everett to be calmer; it's a bloody freeway sometimes. And that's when folks actually obey the stop signs. But let's be real, here. Do you really think a city that refuses to put a stop sign on a dangerous intersection that everyone *knows* is dangerous because there are no sight lines (Everett/Bryant) would be interested in other "calming" measures? I mean, the ultimate calming is a stop sign, right? But I tried for 3 years to get one there, and was told that there wasn't enough accidents to warrant one. Really. So, we have to wait for someone to die there first. Speed bumps would be ok, I guess, as long as there's a slot in them for bicycles. Otherwise, they are too dangerous for bicycles. The traffic circles on Everett do nothing, and are perhaps even more dangerous than without them, because you never know when someone is going to want to go all the way around them; cutting oncoming traffic off. Apparently, it is also necessary to go around them as fast as you can, because that's what everyone seems to do. □ |
| Neighborhood Impacts | Yes. It slows down the traffic. The streets I drive that have traffic calming bumps make a big difference. I really believe we need it on El Carmelo Ave. |
| Neighborhood Impacts | The very wording of the question demonstrates that the City Staff does not understand the very concept of "traffic calming" (touched upon by several previous commenters). "Calming" involves removing the "jitters": the rapid acceleration and braking, the unnecessary lane changes. One of the basic observations is that the most effective way to reduce speeding is to reduce stops and congestion. Measures designed to "slow traffic" are anti-"traffic calming" and are well-known by traffic engineers to *increase* problems. |
| Neighborhood Impacts | Observation, not an idea. I live on Newell road near Dana. Everyday I see cars driving fast down Newell and barely slowing for stop signs, especially on way towards Newell bridge. Stop signs alone do not seem to be very effective for calming, in my opinion. |
| Neighborhood Impacts | I do think that traffic calming measures in College Terrace have been effective. However, I am worried about the impact of future high-density office development without adequate parking included. |
| Neighborhood Impacts | yes, traffic calming can be a difficult issue for any neighborhood to evaluate and implement. The only basis to reach consensus is a strong planning department which monitors traffic trends to evaluate safety issues. Both residents and spillover non-residents create problems. Currently safety and neighborhood quality cannot be proactively managed. The first step is to identify 10 neighborhood streets at risk and monitor them regularly. This is the proactive way to identify risk and then traffic calming, enforcement and other mitigation measures can be rationally evaluated. |
| Neighborhood Impacts | Yes, traffic calming measures have been effective in our neighborhood, and I'd like to see more of them- especially around the elementary and middle schools. |

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| Neighborhood Impacts | Traffic "calming" is a milder form of NIMBY traffic discouragement, road blockage that tell drivers to go elsewhere. Even though there's no elsewhere to go to. To the extent that it works, it does so by increasing congestion on un-calmed streets. The city needs to be serious about reducing the number of new commuters it attracts. |
| Neighborhood Impacts | It has limited value; the best way to calm traffic will be to reduce traffic by promoting walking, cycling, and improving transit. |
| Neighborhood Impacts | I definitely drive slower on streets with traffic bumps. If the city wants to slow traffic, then why not put bumps on all through streets? Clearly that is not a reasonable idea, but the current traffic calming process - bumps, circles, barriers - seems to be be put in place where residents complain loud enough. There has been no city-wide analysis that I am aware of to figure out how much traffic each street should support. And there is certainly NO current presence of our PA constabulary keeping an eye on the speeders and dangerous drivers. |
| Neighborhood Impacts | I don't think the speed of traffic in my neighborhood is an issue, and more calming is not required. I do think the cars parked on sidewalks, however, is a significant one and a dangerous one for small children using those sidewalks. |
| Neighborhood Impacts | Yes. Anything that the city can do to discourage people from using cars in Palo Alto will decrease traffic and parking problems and thereby encourage economic growth and increase our quality of life. |
| Neighborhood Impacts | I love our traffic circle. I'm a biker and it really helps slow down the traffic in my neighborhood. Also really appreciate the bike boulevard on Bryant and the street closures there, it really helps bikes feel safer as the barriers keep a lot of traffic off that street. <input type="checkbox"/> I would like to see more traffic diversion from bike corridors throughout the city. |
| Neighborhood Impacts | Bryant Street is a great help, including its roundabouts, for moving north to south in Palo Alto. I use it a lot. But I do see motorists roll through the Bryant Street stop signs and when I ride anywhere in town I am astonished at how fast and carelessly many motorists drive. They seem to forget that they share the streets with children, elders, bikers, and pets. How can the City help to slow down neighborhood traffic. Can we become SLOW Palo Alto? |
| Neighborhood Impacts | yes speed bumps (not the sharp ones that toss bicyclist) <input type="checkbox"/> one lane with turn lane and bike lanes, instead of two lanes <input type="checkbox"/> roundabouts all are helpful |
| Neighborhood Impacts | Yes. It forces people to slow down. I wish we had it on our street. People constantly speed down our street, even while kids are playing nearby. They don't stop at stop signs and don't look to see if other cars are coming across the intersection. |
| Neighborhood Impacts | I live on El Camino near Arastradero. The traffic calming (i.e., lane reduction) on Arastradero has been a nightmare. It is now extremely time-consuming to get to or from the freeway at peak hours. I have to drive through Los Altos to get to 280! Slowing traffic to a crawl is not effective for anyone living in Palo Alto. |

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| QUESTION | GIVEN PALO ALTO'S AGING POPULATION, WHAT ARE THE MOST IMPORTANT IMPROVEMENTS THE CITY COULD MAKE TO ENSURE THAT SENIORS ARE ABLE TO GET AROUND SAFELY? |
| Special Needs | Frequent shuttles that swing through all the neighborhoods. The shuttles that Palo Alto has provided are a good start, but more complete geographic coverage is needed. In most places where public transit works, one never has to wait long for the next bus, so frequency is also critical to success. |
| Special Needs | Self driving, pay for use cars. I need a car, i requestone on my phone for this day at this time. It comes to my door, i say, "church please." It takes me to church. Now, i have two options, i can hv the car wait for me, which i will pay for, or i can releasethe car so it can take someone else, who attended the services prior to mine, home. The same car, or any other that is available at the time comes to pick me up after services are over. I say, "Home." After it takes me home it drives away." This would drastically lessen parking problems. |
| Special Needs | Separate cars and trucks from human-powered and "light-powered" vehicles (such as small, battery-powered, single-person vehicles). We should experiment with plans that reconfigure two-way streets to provide grade separation or "parking separation" that would avoid mixing these different travel modalities. |
| Special Needs | We need more public transportation from California Ave business district to Stanford Hospital and facilities. The only shuttle bus available is Margurita line C from Olmstead & Yale every 15 minutes. We need it closer to California Ave train <input type="checkbox"/> station. Stanford Margurita cancelled the service during the construction of California Ave streetscape. With more walking traffic in California Ave now, please reinstate it. |
| Special Needs | Establish a shuttle program with shuttle hubs/stops no more than a 10 minute walk for each resident. Establish guidelines for each shopping area so that each area includes a grocery store, pharmacy, mail services, etc. Hardware store would also be nice, since I notice that Midtown Hardware is shutting down. <input type="checkbox"/> Electronically managed on-demand services have been suggested. If these are made available, they should be strictly regulated with respect to fees, insurance, etc. Seniors are one of the most vulnerable inhabitants of our community and need to be assured that using a service like Uber, etc., is safe and not subject to variable cost depending on time of day or location, or whatever situation Uber thinks it can use to extort more money from a rider. |
| Special Needs | This would be best accomplished by increasing density downtown to increase walk ability. The other parts of downtown are already well served by shuttle systems. Perhaps do more to increase awareness of what's already here... and don't solve for Seniors only... to get scale for one group to benefit the most these types of solutions are best when they work for everyone--seniors are better off if it's broadly used by all ages. |

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| Special Needs | We need a better public shuttle system, or some sort of city-owned version of Uber. I'm usually pro-bike, but I would worry about elderly seniors falling off and breaking a hip. |
| Special Needs | More protected bike lanes that are wide enough for tricycles. Shuttles and "vanpool" shuttles to take those who can't (or shouldn't) drive to do errands. Encourage Lyft and Uber to provide lower-cost service to seniors. Build housing for seniors in downtown and Cal Ave so they can walk to services. |
| Special Needs | Appropriate housing, affordable for Seniors especially, with van pools for transportation and also City bike shares, with protected bike lanes (e.g. raised curbs)□ |
| Special Needs | I am a senior and it pains me that it is necessary to drive. I'd love to have fast, reliable and efficient services that connect all the neighborhoods in Palo Alto AND connect Palo Alto efficiently with the other cities along our corridor, including East Palo Alto (so EPA workers can get to their jobs safely and efficiently). We need to serve everyone, including seniors and workers who can't afford the train or who don't have cars. It should be very easy to pay and affordable so everyone is encouraged to use mass transit. |
| Special Needs | I agree completely. Seniors wouldn't feel the need to drive (and risk causing accidents due to declining skills) if there were a comprehensive network of affordable and predictably-scheduled public transportation, as there is in many European cities. Senior citizens in London get passes that allow them to travel FREE! I think a nominal fee would be acceptable if it would help cover costs, but the service needs to include all neighborhoods and keep to a (fairly frequent) schedule. |
| Special Needs | 4 way cross walks at more intersections, from lytton to Channing and Middlefield to Alma for a start. Signs with pedestrians and children it is not just a problem for aging people. better transit options and so fewer cars will help,□ |
| Special Needs | Provide Transportation as a Service so that people could sign up for services by monthly subscription This could consist of vans, busses, taxis, Zipcars, etc. |
| Special Needs | Stop population growth. Build smaller buildings that house residents and their needed businesses. Wide bikelanes and sidewalks. With less population traffic will be better. Encourage biking and three wheel bikes for those with less balance. Help seniors who can't drive well any more learn to ride a tri-bike. |
| Special Needs | There is no stopping population growth. NYC was once a small town. Palo Alto won't be another NYC, but it will inevitably grow. So what do we do? We need to provide mass transit so our streets aren't clogged with traffic that is polluting the air with fumes and noise, and creating traffic, parking and safety nightmares. |
| Special Needs | If I live to seniority (10 years hence) I'll get around safety by riding my bike at night without running lights! It's so thrilling. Next, I'll sit/lie on the curb in front of City Hall until they give me a proofreading job. |

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| Special Needs | In the actual question there is a spelling mistake. Seniors "get around safely not safety"? |
| Special Needs | Expand public transportation system with increase availability and stops, particularly at clinics and hospitals. |
| Special Needs | We should have a door-to-door shuttle for seniors, similar to the one that serves Menlo Park. We should also design shuttle routes around destinations that seniors need, e.g., Avenidas, shopping and medical appointments. |
| QUESTION | WHAT ARE YOUR THOUGHTS ON ADDRESSING PARKING IN THE UNIVERSITY/DOWNTOWN AND CALIFORNIA AVENUE BUSINESS DISTRICTS? |
| Parking | Globally smaller, one person vehicles to reduce the footprint of each individual driver. If each vehicle takes up half the space of current vehicles then you are "doubling" the available space without doing much at all to existing infrastructure. Parking would double, 2 lanes become 4, etc. Do we really need 105lb women driving 6000lb Escalades? No. |
| Parking | Turn University Ave. into a "pedestrian street" and re-route traffic on Hamilton and Lytton. Separate human-powered and light-battery-powered vehicles from cars and trucks. Offer free point-to-point shuttles and bicycles between remote parking areas and important University Avenue/Downtown and California Avenue destinations to support "shuttle or bike the last mile" alternatives to parking downtown. (In addition, this could be coupled with extended parking privileges at remote locations.) |
| Parking | <ol style="list-style-type: none"> 1. Permit parking on closeby residential district. <input type="checkbox"/> 2. More parking garage in commercial district. <input type="checkbox"/> 3. More frequent shuttle buses to other part of Palo Alto, especially between California Ave. and Stanford Hospital, available <input type="checkbox"/> 4. New buildings, offices or residences, should provide their own parking spaces. <input type="checkbox"/> 5. promote underground parking space under driveway. |
| Parking | <p>Every new office development should provide enough parking for every employee. No exceptions, and the option should be removed from whatever bargaining process developers go through with the city. <input type="checkbox"/></p> <p><input type="checkbox"/> Install parking meters and charge for hourly parking. Use the revenue to fund an expanded shuttle service which serves the entire city. <input type="checkbox"/></p> <p><input type="checkbox"/> Develop transportation hubs on the edges of the city for commuting workers with shuttle service to Univ Ave, Calif. Ave, Stanford Indust. park, and other commuter destinations. Charge minimal amounts - \$1/day - to support the shuttle service.</p> |

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| Parking | <p>Do NOT charge high rates for downtown parking... all that will do is to further discourage middle class people from going downtown... most high paid workers commuting in can afford the parking fees, but you don't want to discourage tourism or make the downtown un-accessible to the residents who don't live walking distance away. Perhaps create free parking for residents, all others requiring a paid permit for parking more than X hours? Would be a way to tax out of towners who commute here for work, and potentially encourage a few more to take the train. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>I think the biggest issue is commuters mid-week when the town population doubles. I live on the south side and on the evenings or weekends I can always get parking in one of the great garages or on the streets... have never had to drive more than a couple of blocks to a garage to find parking. So the real issue I assume is mid-week. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>One way to address that might be more density of shuttle services from the train station... could encourage more folks to use the train. My office is up by the 101 and I have several co-workers who have to commute by bike from the train, which is a long ride, or drive themselves from SF. The shuttle is too slow currently.</p> |
| Parking | Nobody should park for free. |
| Parking | <p>Make people pay for parking and use that revenue to boost transit options (shuttles, bike/ped boulevards that are PROTECTED). Make the price steep enough to use as a "stick" and provide convenient alternative transit as a "carrot". Employers should give transit passes to all employees and encourage carpooling. Most people who drive downtown or to CA Ave do so out of habit, not necessity. Start a marketing/gamification campaign to make biking/walking the default mode of transportation. <input type="checkbox"/></p> <p>Also get some better housing options in these areas so people won't need to own cars. Make Zipcar more available and visible (don't put them underground in parking lots, put them out on the streets so people are reminded that there is an option if they have to drive in an emergency).</p> |
| Parking | I agree with the commenters who would like to see paid parking, so as no longer to incentivize single occupancy trips etc. It would be good to use the surge pricing idea, that is, charge a lot for a place close to the desired destination, but much cheaper for some blocks away. |

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| Parking | <p>1) Charge much more for parking. It costs \$20,000 (at least) for 200 square feet of office space for a year for a person in downtown PA. It costs under \$500 for a car. Street or garage parking should cost money for everyone, and everyone should be able to easily pay for parking (whether on a daily basis or longer term) -- requiring proof of residency or employment complicates things unnecessarily.□ □</p> <p>2) Add more bike infrastructure. Many key places (University Ave/Palm Drive, area around Town and Country, Middlefield near Oregon Expressway) where there is no way to get around on a bike. The percentage of Palo Altans who drive to work alone is absurdly high, in large part because of this poor infrastructure.□ □</p> <p>3) Local public transit infrastructure. In concert with increased parking fees, the city should markedly improve shuttle service, focusing on speed and frequency, to downtown and Cal Ave. If City Council works with businesses, rather than chastising them, they can probably get them to pay for much of it.</p> |
| Parking | <p>Covered parking by solar panels will save city money.□ Multi level parking on California St should be made higher if possible.</p> |
| Parking | <p>1. Add more bike corrals so that it is easier to park a bike. Several bikes can park in the space just ONE car takes up. And keep adding safety features to bike routes. We must make the bike routes south to Mountain View safer and faster. The route next to Caltrain behind PALY is fantastic -- it's safe and fast for bikes and pedestrians. We need to create the same south to Mountain View (work with our neighboring cities to make these connections efficient and safe). We should use eminent domain to run the bicycle/pedestrian pathway south from Churchill all the way to Mountain View. There is the space to do it. We need to be bold, push, and pay the price. 2. Create public transit that serves all neighborhoods frequently and efficiently so people can use it. As long as it is inconvenient people will choose their car. Once it is frequent, fast and reliable people will be glad to use it. The population is only going to grow no matter what we do so we MUST add alternatives to driving.</p> |
| Parking | <p>bike/ped path along Train right away Churchill to Mtn View a must safe and direct.</p> |
| Parking | <p>Replace city parking lots with garages when possible to provide more parking in a given footprint.</p> |
| Parking | <p>Basic fact the more parking the more cars will come. More cross town buses needed. Out lying parking with frequent shuttles in. loop shuttle buses downtown. incentives for employees to use transit. Parking meters. Sharrows especially on Homer and Channing st. Lytton Ave. and Channing (east of Middlefield) are well marked for cyclist. Otherwise down PA is not bike friendly.</p> |
| Parking | <p>This is absolutely on target!</p> |

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| Parking | No more parking garages. They are a magnet for the homeless and a blight to the landscape. Smaller buildings and fewer people and less traffic overall. Make these areas for the neighborhood.□ |
| Parking | We will need to start collecting parking fees to fund our shuttle system. I believe \$1/hr is a reasonable parking fee. There will need to be an investment in parking meters and parking control officers, but that should be covered by the parking fee. |
| Parking | Great idea. When people have to pay to park they will combine their errands more efficiently or take their bike or walk. All better that driving everywhere all the time. |
| Parking | <p>I'm a little hesitant about having parking fees because it's regressive. It hurts people who are shift workers for restaurants and retail who are driving in, and who may not have the option of carpooling due to the irregular nature of their jobs. If we do end up having parking fees, there should be a way for restaurants/retail to reimburse their workers and ensure that only people who can afford it (i.e. tech workers) pay for parking.□</p> <p>□</p> <p>I agree we should make it easier for people to bike in and out. Personally, I'm not averse to adding a couple more parking garages. Let's plan for growth...it's not going away.</p> |
| | Parking for workers in downtown is addressed with the RPPP that is going into effect on September 15, and workers will need to buy a parking permit, employees whose income is below a certain limit will be paying much less than tech workers for these permits. What I am suggesting is for people who spend less than 2-3 hours downtown for shopping or going to a restaurant. |
| | <p>Reduce parking to incentivize biking and transit. Where parking is provided, require pay for parking.</p> <p>Currently Palo Alto codes require new construction to be heavily parked even in city core areas. This is a regressive policy when viewed next to LEED which incentivizes reducing parking from standards.</p> <p>These changes will have multiple benefits: free up space for other development and increased density, reduce traffic congestion and pollution, improve the livelihood of downtown. Where parking is necessary, I support garages under occupied space and allowing higher density (read taller) buildings.</p> <p>We need to support alternatives and embrace higher density- as soon as additional parking and lanes are built out they bottleneck. Perhaps most important, increase housing in the local region that middle and lower wage employees can afford rather than being forced to car dependent commuting. Create transit in tandem with this development. The transportation and housing policies are inseparable and should be implemented holistically.</p> |

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| Goal T-1 | Seriously consider adding bike lanes to heavily trafficked streets, especially Embarcadero and Oregon Expressway. |
| | Agree - add bike lanes and then "protect" them for bikes. Current "bike avenues" (Bryant) are still trecherous for bikers as there is no street marking protecting space for bikers. Ideally cars cannot drive in these bike lanes. |
| Goal T-1 | Acknowledge Stanford Research Park (SRP) dominates Palo Alto's transport footprint. <input type="checkbox"/> <input type="checkbox"/> Downtown has a much smaller impact. Local politics focus on downtown, but the Transportation Element should focus more on SRP. <input type="checkbox"/> |

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| Goal T-1 | <p>Acknowledge that it is very hard to reduce SOV (single occupant vehicles). <input type="checkbox"/> The front section of the Transportation Element should acknowledge that we are addressing a very difficult problem. In the history of auto-centered suburbs such as Palo Alto (Joel Garreau calls out Palo Alto as an extreme "Edge City"), there are few examples of switching folks away from driving alone and few examples of significantly reducing traffic. We have to try very hard to innovate, but it won't be easy. <input type="checkbox"/> <input type="checkbox"/> Palo Alto's auto-centered commuting stats: https://pbs.twimg.com/media/B0KbBu4CAAhBO4.png <input type="checkbox"/> <input type="checkbox"/> It is difficult to shift travel behavior in Silicon Valley and other suburban US locations. It is difficult to launch successful mobility services in auto-centric locations. The chances for success of these systems will be greatly enhanced if demand can be increased. Long-range California state policy increases demand, so is enabling. The creativity within the mobility service ecosystem is very encouraging. The availability of big transport datasets is enabling, allowing for pre-launch analysis of whether critical mass can be achieved. The lower demand for auto ownership by Millennials is enabling. <input type="checkbox"/> <input type="checkbox"/> 1. Silicon Valley is extremely auto-centered. <input type="checkbox"/> <input type="checkbox"/> It is easy for folks to get around without a car in Helsinki, but many times more difficult in Silicon Valley: https://pbs.twimg.com/media/CGCLK4uUgAALWMT.jpg <input type="checkbox"/> Silicon Valley is about 3 times worse than Helsinki on different dimensions. <input type="checkbox"/> <input type="checkbox"/> As SPUR's analysis concluded, 75% of Bay Area jobs are located close to freeway exits - on top of various other auto-centered challenges, our sprawling human settlement pattern thwarts transit. <input type="checkbox"/> <input type="checkbox"/> The hourly operating cost of a public transit bus is in the range of \$135. For private transit with lower labor cost, that cost drops to about \$80. Public transit requires taxpayer subsidy, private transit has to break even. New buses cost \$500,000. Currently the economics are very difficult for both suburban public and private bus transit. As far as GHG, standard 50-passenger buses get 6 mpg (8 mpg per hybrid). <input type="checkbox"/> <input type="checkbox"/> A Nissan Leaf carpool filled with four people gets about 480 miles per passenger per gallon (equivalent).</p> |
| Goal T-1 | <p>I think Palo Alto should have limits on the number of single occupant vehicles parking for new developments. It's worked in other new developments, it's cheap to implement, it actually limits the number of cars, and it's good for the environment.</p> |

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| Goal T-1 | Get serious about encouraging biking - we have lots of people who want to bike, but not enough resources so support that desire. California Avenue's new bike racks are already full on the weekends causing people to lock bikes to trees. If we want to get serious about encouraging biking, let's give some of the prized parking spaces along Cal/Univ/other avenues to bikes. Put bike parking there, very visibly. Or build significant bike parking somewhere near, not just one-off bike locking spots. Bike lanes need to be protected space for bikers - not just designated by signs but by actual paint on the street or concrete barriers to protect the bikers from cars. |
| Goal T-1 | <p>Adopt a "Complete Streets"™ policy to design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation.</p> <p>Use large shade trees and landscaping to provide relaxing, pleasant and cool areas for cyclists and pedestrians.</p> |
| Goal T-1 | Here's a more ambitious high-tech solution: Plan for and design high-density lanes that are limited to self-driving vehicles that take advantage of inter-vehicle communication protocols like the decade-in-consideration DSRC (http://www.its.dot.gov/DSRC/) proposals. The capacity of such a lane would be several times normal traffic levels, since vehicles (cars and busses) would "platoon" at shorter distances between each. It might appear counter-intuitive, but it could also reduce highway traffic accidents. The technology to do this is mature and demonstrated, but it would take a public initiative to develop standards and resolve the equity-fairness questions. (How to not make it a privilege just for the few who could afford it.) It can't be that far off since you may already be noticing the common appearance of self-driving cars in test mode on local streets. |
| Policy T-1 | Use large shade trees and landscaping to provide relaxing, pleasant and cool areas for cyclists and pedestrians. |
| Policy T-1 | We have never actually instituted density minimums but really need to. We should no long be building single homes or gigantic condos within half a mile of train station. We should make this actually happen. |
| Policy T-1 | I doubt many residents who own and enjoy living in single family homes within 1/2 mile of a train station agree with this vision. |

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| Policy T-1 | <p>When adding new housing, minimize driving and GHG:</p> <p>Low-driving, affordable-by-design (unsubsidized) transit-oriented Microunits</p> <p>Low Driving Housing: 300 square foot downtown & Cal Ave micro-apartments for seniors, singles, and tech workers. 66% less driving (or less) and 75% less GHG than current residents. Average Palo Alto drives 26 mi/day, change this to 9 mi/day in an EV. Live/shop/work in downtown. Own fewer cars & use transit more. Zipcar, transit pass, unbundled parking, EV charging. Property taxes provide school budget surplus. Small square footage housing is “affordable by design” without subsidy.</p> <p>Low Impact Housing Summary Image: https://pbs.twimg.com/media/B0p8uBEIYAEuBa-.png</p> <p>In San Francisco, 160 microunits at “The Panoramic” have 0 cars, no parking for cars, and 180 bikes. http://www.panoramic.com/cityspaces-location/mission-san-francisco/</p> <p>EFFECTIVE RESIDENTIAL DRIVING REDUCTION WITH TEETH:</p> <ul style="list-style-type: none"> * Unbundled residential parking with minimum cost of \$2 per day * Parking maximum of <= 0.5 parking spaces per home (Transform’s GreenTrip database will help inform this.) * Zipcar (See Transform’s info on carsharing - http://www.transformca.org/sites/default/files/carshare.pdf) * Transit pass (Boulder’s residential EcoPass yields 40% less VMT than non EcoPass neighborhoods. San Mateo provides residential transit passes; Caltrain and VTA offer them; there are also examples with good results in San Jose documented in Transform’s parking database) * Bike infrastructure * Carpool matching |

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| Policy T-1 | <p>Re: micro units: elsewhere known as hostels, dormitories, or tenements. Where to start? 1. Providing no parking does not ensure zero cars, unless there is a city-wide "residents only" parking program that specifically EXCLUDES all micro unit residents from obtaining a permit or parking anywhere in the city. Wouldn't that be challenged in court? Probably. 2. Someone might sign a "no car" lease agreement, and if they are honest and employment changes to an "auto-necessary" location, they would need to relocate. (Or violate the lease agreement and own a vehicle that needs parking somewhere.) Is an increasingly transit population good for this or any community? No. 3. Providing micro apartments DOES NOT ENSURE SINGLE OCCUPANCY." It's predicable that families with school children will be living in micro apartments. Education is very valuable and people sacrifice a lot for their kids. It's not healthy but it happens.</p> |
| Policy T-1 | <p>Palo Alto will have to increase density, not just because ABAG requires more housing units, but because when we add more housing units, at least some of those will be occupied by people employed here, thereby reducing auto trips. Palo Alto must also have additional low-income housing units, to enable at least some of the low wage earners to live nearby (e.g., especially caregivers for seniors). Single-level parking lots should have housing above them (e.g., behind the retail stores on California Avenue). Single family homeowners should be allowed and encouraged to add small in-law units (and be relieved of the current parking regulations for second units). Programs T-1, T-2, and T-3 are all useful approaches.</p> |

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| Policy T-2 | <p>All of the ideas below, for enhancing flow, could be supported by having the Comp Plan delineate how bad the congestion can be at each intersection (LOS) and not allowing development to push it higher than that.</p> <p>The Comp Plan could state that the LOS at a specific intersection would have to IMPROVE in order for more development to be allowed.</p> <p>Delineating the LOS required might be the only remedy the city has to the gridlock-enabling loophole in CEQA . (The one that says CEQA cannot be used in relationship to gridlockâ€isn't it Orwellian that this CEQA protection has been eliminated?)</p> <p>To build, developers would have to consider HOW THEY can take responsibility for the impact of greater density, rather than shifting the burden to the existing residents or the public in general.</p> |
| Policy T-2 | <p>Every car trip within Palo Alto has a cost to our community. Consider developing a specific cost per passenger mile per vehicle amount that can be included in the cost benefit analysis applied to all programs. This would be similar to the OIRA approach taken by the federal government (see, for example, writings of Cass R Sunstein former director of OIRA). Having a standard amount (that was updated regularly with input from all stakeholders) would provide a principled basis for making tradeoffs.</p> |
| Policy T-2 | <p>We should work with companies like Lyft and Uber to create "on-demand" shuttles. I.e. cars or vans could pick up multiple passengers where and when they need it, instead of running a mindless shuttle that is inflexible and often not useful.</p> |

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| Policy T-2 | <p>I support giving the TMA the resources and funding it needs to create carpool incentives for residents and workers alike. I'd also like to see the TMA work on buying Caltrain tickets in bulk for small company employees so they can also take advantage of reduced rates. I like the idea of incentivizing students to not drive. I'd like to see more zip cars throughout Palo Alto, especially at the train stations as well as large condo and apartment complexes. All new housing and office buildings should come with some zipcars. I'd like to see the shuttle service do more for students. Today the hours don't align well with student use and especially after school activities. I'd like to see us start charging for parking. On-street parking should definitely require a fee. Garages can also require fees but should be less than on-street parking so that people are incentivized to park in garages rather than on the street. Lots of other vibrant downtowns charge for parking, no reason we can't do that and then give that money to the TMA to further reduce the number of people driving alone in Palo Alto.</p> |
| Policy T-2 | <p>I concur. Services such as Zipcar and sometime not too long from now self-driving cars will reduce the number of cars personally owned. So, in many instances, each person will take a Zipcar from someplace near home to downtown, drop it off for someone else to use, and take another Zipcar (or taxi, Uber, Lyft, etc.) home. Palo Alto could take the lead in planning for this future.</p> |
| Goal T-2 | <p>Given that very few transit shelters have been added in Palo Alto over the past three decades, the City should provide attractive bus shelters at all stops that can accommodate them in the right-of-way rather than wait for VTA or SamTrans to provide them. The shelters should ideally: (1) protect riders from the elements - especially the sun; (2) provide seating for the elderly and disabled; (3) offer real-time transit information and post up-to-date transit schedules and maps; (4) inform riders about the area immediately surrounding the stop with neighborhood maps; (5) include security features such as lighting and a call system that connects users directly with Palo Alto Police Dispatch; (6) be included in the City's non-smoking ordinance and have posted non-smoking signs; (7) receptacles for recycling, food waste and trash. Regular cleaning maintenance can be done by the City's public works or recreation departments or any other department that has cleaning crews maintaining facilities across the city. Each stop should be individually named with those names clearly visible to an approaching bus. Shelters could be designed to serve as placemaking structures that reinforce each neighborhood's unique character. It is important to remember that current ridership may be depressed due to the poor quality of existing transit stops that offer no amenities or protection so typical ridership thresholds for adding shelters will be a poor metric in deciding where to place these shelters. Priority locations can be identified as those that serve both transit lines and local shuttle routes, average more than three riders per hour, have key services located within 1/4 mile (e.g., medical services, shopping, recreational opportunities), or have nearby housing developments with densities higher than the city average. The City's provision of these shelters should be considered both an investment in future transit riders and a recognition of the value of those riders who currently brave unfavorable conditions and long waits to take transit.</p> |

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| Goal T-2 | The idea is controversial, but Palo Alto should support El Camino Real Bus Rapid Transit (BRT) proposed by VTA. It has been successful in many places (http://gettherepgh.org/get-where/other-successful-rapid-transit-projects/ , http://thecityfix.com/blog/brrt-hits-400-corridors-systems-worldwide-ryan-winstead/). If this is coordinated with Palo Alto and Marguerite shuttles to major destinations (Stanford Research Park, etc.), it should reduce SOV trips to and from Palo Alto. |
| Policy T-6 | Most work commuters are coming from the South Bay. Why not run some county-wide shuttles that pick people up from Sunnyvale, San Jose, etc and take them to work in the Stanford Research Park? Some companies there can afford their own shuttle systems, but others can't. Can the TMA help them pool resources to establish a multi-company or public shuttles to the South Bay? |
| | Company buses might cooperate with public transit and buses returning home empty might be able to pick up riders at designated stops on return |
| Policy T-7 | A rail system that encircles the bay should absolutely be a goal. At this point this would mean bringing BART to the peninsula or bringing a complete new system that would replace BART (not likely). Bringing light rail up to Palo Alto would mean that south bay and peninsula have a different system than everyone else. Cobbling together systems slows travel and adds complexity for anyone somewhat hesitant to deal with public transit. That said, if we must cobble together systems due to Southern Pacific or some other reason, the transit points must be seamless in the same place, like the subways in great subway cities like NYC and London. |
| Policy T-7 | Yes, the Peninsula needs true high-speed, frequent, quiet, and separated from auto traffic transit service that interfaces well with BART (at Millbrae and later in San Jose) and with CA HSR (if and when that finally happens). The current blended approach will complete in about 15 years, but it will be at best medium speed, noisy (with train horns), and will have large traffic impacts. Frank Ingle has highlighted additional issues. So, a comprehensive solution needs to be investigated further. |

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| | <p>Jeremy,</p> <p>Below is an email I sent to Councilman Tom Dubois regarding possible technical complications of Caltrain electrification.</p> <p>The posts which hold the elevated wires are 40â€™ high above grade, which would require elevating the overpass at San Antinio Road to provide clearance.</p> <p>Alternatively, if a trench were provided for the trains, it would have to be 40â€™ deep. This means that the trench could not cross the creeks without enormous pumping stations to send the water below the trench.</p> <p>More details are included below.</p> <p>Subject: possible complication to electrification of Caltrain</p> <p>Tom,</p> <p>I have just stumbled upon an apparent technical difficulty that might pose a serious complication to electrification of Caltrain in Palo Alto.</p> <p>What drew me to review the Palo Alto Rail Corridor Study is my concern about the increasing difficulty of crossing Alma and the tracks by bike, particularly by students on bikes. With ever increasing traffic, this problem will become worse and biker safety further compromised. I started by thinking that we need a bridge or a tunnel for a safe crossing at Meadow and another at Charleston. I then realized that a single bridge or tunnel would be better, halfway between Meadow and Charleston, from Lindero Drive at Alma across to Park Blvd near Robles Park. This plan would require taking one house on Park Blvd by eminent domain, but would move all the bike traffic away from the busy car traffic on Meadow and Charleston.</p> <p>However, this plan would depend on the feasibility of crossing Alma and the tracks, by either a bridge or a tunnel. And I looked into the Rail Plan to see how high a bridge would need to be or how deep a tunnel would need to be.</p> |
| Policy T-9 | Without convenient neighborhood-based public transit to and from schools, many parents are going to continue to drive their children to and from school, thus adding to traffic problems. |

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| | Expand the Palo Alto Shuttle system schedules and routes to service middle and high schools before school, immediately after school, and later to support after-school activities. If necessary, charge a nominal fee (e.g., 25 cents). This solution is very local, so it is better addressed by a local shuttle rather than by VTA. |
| Goal T-3 | <p>This idea is a bit unrelated, but considers the issue of young children mainly biking to school. The current program of traffic crossing guard personnel on bike to school routes improves safety, but often leads to confusion or worse, to frustration for drivers, since traffic crossing guards are oblivious to the traffic. Training crossing guards to direct traffic also would lead to much smoother coordinated flow of both bikes pedestrians and cars.</p> <p>Admittedly this is a major change, since a person directing traffic has the authority to enforce right-of-way over other controls (stop signs, etc.) But a widespread use of human traffic direction would be an effective fix at many intersections that fail to handle the current traffic levels, without the need for investment in new infrastructure. We already provide this in extreme situations, such as for football games. The current situation is so dire that the needs for convenience and safety for citizens of all ages merit consideration of training a special cadre of public safety employees just to direct traffic.</p> |
| Policy T-14 | Long identified in the BPTP an additional under crossing beneath both CalTrain and Alma for bicycles and pedestrians midway between the narrow/steep California Avenue under crossing and Meadow should be built. One location would pass through the CPA power substation on Park at Lambert and emerge on El Carmello. This creates a safe Midtown Connection destination. Trains could continue to pass over or could pass under such a tunnel. Properly planned, such a tunnel should allow bike trailers, strollers to pass easily. Such a tunnel should be in place should the narrow/steep California Ave be overhauled. |
| Policy T-14 | Separated bicycle paths should be added a specific goal. A network of completely separated paths (that do not allow motor vehicle traffic) have been the only safe and effective solution for promoting cycling as the first choice of wheeled transport in urban areas. Encouraging cycling without separating lanes will inevitably increase the number of vehicle/bicycle accidents, injuries, and deaths which will deter and reduce cycling regardless of other efforts. |

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| Policy T-14 | Bicycles should be given priority over cars, and the streets (including paved areas currently designed for cars) should be re-designed with bikes in mind FIRST. Bike paths need to be created that are commodious and physically buffered from auto traffic - and these can be created on the streets currently dedicated to car traffic (our streets are plenty wide enough to allow for protected bike-lanes - we don't need to go asking for private right-of-way access). I drive a car and ride a bike - but like many others, I would ride more if the streets were designed for cycling. As streets are upgraded/repaved, new bike lanes should be implemented throughout the city, providing access to all main shopping districts. The standard of success should be "would I feel safe biking to the various locations I need to get to with my 8-year-old?" If the answer isn't yes, we have more work to do. |
| Policy T-14 | I wholeheartedly agree with...[this] comment. I drive and I bike. I'd bike more if doing so felt safer. More attention to the needs of bikers really does translate to fewer cars and less traffic on the roads. |
| Policy T-17 | All new development should be required to add some bike parking. Stanford shopping center is really lacking in this. |
| Policy T-22 | The single biggest thing you can do to encourage walking & cycling and enhance the feeling of safety is to separate bikes/peds from cars. Spend your money on designated buffered bike lanes and widening existing pedestrian areas first. Once that's done, then sure - improved amenities would be great. |
| Goal T-4 | Modify 25 mph sign on Middlefield Road (for those entering Palo Alto from Willow Road) to provide feedback to motorists on their actual speed. This would be more of an impetus to slow down as they are heading south on Middlefield. □ |
| Goal T-4 | there need to be several commute and other active bike riders on the Transportation dept. and other departments□ that plan bicycle ways.□ Pedestrians who walk with difficulty need to be consulted in planning transit centers. At Grade crossing at every transit center would eliminate many problems for all but especially anyone with navigation problems and bicycle riders. |
| Goal T-4 | When redesigning streets ensure they are lined with shade trees to protect asphalt. According to the USDA Forest Service, an unshaded street segment in California requires 6 slurry seals over 30 years, while an identical one planted with small-crowning trees required 5 slurry seals, and one with large-crowning trees required only 2.5 slurry seals which is a 60% savings for resurfacing over 30 years. |
| | To connect the city shuttle with VTA bus system-both on schedule and stops. |

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| Policy T-25 | I would like to see us do a trial phase wherein we dedicate one lane of El Camino to buses and HOV. This street is just going to turn into a parking lot if we don't find a way to reduce the number of cars on it. The only way to do that is to make it as fast to get to your destination by doing something other than driving alone. If we don't do this, soon enough we'll all be sitting in never-ending traffic on El Camino. |
| Policy T-25 | Studies have shown that it's much cheaper to reduce driving demand than it is to widen roads or add parking garages - and much more environmentally friendly, too. I support the policy below which says that as a general matter, we should not be adding more road capacity and more GHG-producing vehicles to this city. |
| Policy T-25 | Yes yes yes. And prioritize bikes and peds above cars. Always. |
| Policy T-26 | <p>Dedicating a lane of traffic on El Camino to public transit and adding protected bike lanes on El Camino and within the shopping center would make a huge difference in decreasing traffic to these destinations. Also encouraging integration of SamTrans and VTA, with dedicated-lane transit service crossing over the county line, to further encourage folks commuting in from out of the city to use alternatives to cars. There should be a BRT stop in front of the shopping center, and another one at Town & Country Village. □</p> <p>□</p> <p>For parking at Stanford Shopping Center - they need more EV charging and bike parking. And they need more designated cycle paths within the parking area. It is scary to get there on a bike right now - it feels like bikes are an afterthought and not particularly welcome. But bikes are cleaner and safer and take up a lot less room than cars - so if more people came on cycles, they would have more room to build more stores (or housing! a la Santa Row), plus it would be cleaner & safer & more fun and more people would come to shop there. PAMF needs better bike parking & access as well.</p> |
| Policy T-26 | (Note: Program T-36 as described appears to be complete, and should be removed from this list?) |
| Policy T-28 | As for "not compromising the needs of pedestrians and bicycles" , a better use of under- and over- passes on major thoroughfares would both increase vehicle "Level of Service", and convenience + safety for pedestrians and bicycles. For a start - why not extend the railstation track underpasses to extend under the major roads running alongside the stations so that a person can enter the underpass to avoid crossing a busy street and get to and from the platform? And you could add food concessions to the passageway, as major city transit hubs do. |
| Goal T-5 | Underground the tracks. Stop commercial office space development until programs that claim to diminish car use are proven successful. If we then see DIMINISHED traffic, we could consider growth. |

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| Policy T-30 | Ensure large thoroughfares are tree-lined and pleasantly landscaped to make them as attractive as treed neighborhood streets and discourage cut through traffic in neighborhoods: Research shows that urban roadside character affects route choice. The study demonstrates the positive perceptual and economic effects of naturalistic roadways and suggests one strategy for route design in transportation planning. Ulrich, R.S. 1974. Scenery and the Shopping Trip: The Roadside Environment as a Factor in Route Choice. Unpublished doctoral dissertation, University of Michigan, Ann Arbor, MI. |
| Policy T-30 | <p>Bike lanes should be two-way and separated from the roadways resulting in:</p> <ol style="list-style-type: none"> 1. Increased bike safety and increased enjoyment of bike riding (thus increased bike riding) and 2. Cars having the room travel at appropriately safe speeds, to increase efficiency, and cut down on GHG emissions. 3. Eliminate "traffic calming" as a goal for arterials. It only leads to cut-through traffic when drivers are frustrated. |
| Policy T-34 | Make all one way streets in Palo Alto two way streets including High Street |
| Policy T-34 | I like the traffic calming measures on Arastradero. They have made biking there much safer and many parents feel much better about letting their kids bike to school, instead of driving them. |
| Policy T-34 | Yes - but traffic calming needs to be implemented in tandem with a radical increase in transit options AND protected bike lanes and bike-share stations. Calming is a stick - it makes driving more difficult and will frustrate people in cars - so we also need a carrot to make alternatives to driving safe, easy and attractive. |
| | Use trees as a traffic calming measure. Extensive research shows that that trees and landscape should be an integral part of the safety management of urban roads as they contribute to a safer street, with mid-block crashes, fewer injuries and fatalities. Evaluate potential of Policies T-35 and T-37 for neighborhoods beyond Homer and Channing Avenues. |
| Goal T-6 | Midtown is in dire need of improvement when it comes to bike & ped safety. There is currently no safe way to cross Oregon Expwy from north Palo Alto and go to the shopping district on Middlefield. Bikes are forced either into fast-moving car traffic or else onto sidewalks, and once inside the shopping district have no parking, and no safe way of moving around. I do most of my errands by bike, and I would frequent the shops & cafes here a lot more often if I didn't feel like I was taking my life in my hands. This needs some attention ASAP. |

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| Goal T-6 | <p>I am concerned about two traffic trouble spots that I pass through on Alma St. in the downtown area:</p> <ul style="list-style-type: none"> <input type="checkbox"/> 1) At Alma, near University Ave., pedestrians cross freely from both sets of stairs (north & south of the hump) at Caltrain Station. There is no cross walk there. This needs some study and solutions.<input type="checkbox"/> <input type="checkbox"/> 2) A left turn light is needed for southbound Alma traffic at Hamilton. It would make left-turns safer and improve traffic flow.<input type="checkbox"/> |
| Goal T-7 | |
| Policy T-42 | <p>Program T-48 is insufficient as stated. It should add, "If the County program is determined to be insufficient for Palo Alto, Palo Alto should encourage (demand?) improvements in the County program, or Palo Alto should implement its own program."</p> |
| Goal T-8 | <p>Enforce the existing 50% tree canopy cover regulation to counter urban heat island. According to the EPA tree shaded surfaces may be 20°-45°F cooler than the peak temperatures of unshaded materials. Trees'™ evapotranspiration, alone or in combination with shading, can help reduce peak summer ambient temperatures by 2°-9°F.</p> |
| Goal T-8 | <p>Institute a city-wide resident-only parking program on all residential streets. (Excluding service vehicles) in order to encourage employers to participate in alternate transportation strategies, and eliminate neighborhood parking intrusion by workers who commute into Palo Alto.</p> |
| Policy T-45 | <p>Since so many trips in PA are of PA residents driving to University Ave, seems to me that one of the best ways to reduce the parking pain would be to funnel more housing into the downtown area and surrounding neighborhoods. If we're going to be adding more people over time, then they might as well be living in a place where they won't be producing extra intra-city commutes.</p> |

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| Policy T-45 | <p>Don't add any NEW parking spaces - instead invest that money into 1) converting existing parking spaces to dedicated EV charging spaces, 2) improving transit and 3) adding dedicated bike infrastructure. <input type="checkbox"/></p> <p>Specifically:<input type="checkbox"/></p> <ul style="list-style-type: none"> * consider charging for all parking, but providing EV charging for free for the first two hours<input type="checkbox"/> * families need a way to cross University safely on foot or by bike - add dedicated protected bike lanes at three crossing streets (e.g. Emerson, Bryant, Cowper)<input type="checkbox"/> * make University Avenue car-free one day per week with a vision of making it permanently car-free. (Add shuttle service and bike lanes, with three designated car crossings only, eg Waverly, High and Webster.)<input type="checkbox"/> <p><input type="checkbox"/></p> <p>In addition - encouraging mixed-use affordable housing (without parking spaces) in the downtown area would decrease the number of people commuting into downtown and increase the number of people patronizing businesses in the evening.</p> |
| Policy T-45 | <p>I agree with not adding new parking spaces. Adding parking spaces means more cars will be driving into these areas! that means more traffic. We don't want that. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>I also really like the idea of a car-free University avenue. It would allow us to add a lot more street performers (singers, bands) as well as outdoor seating and art exhibits. All of that would drive more business to the area while at the same time encouraging fewer cars, so a win-win.</p> |
| Policy T-45 | <p>We should invest heavily in TDM and in public transit. We should also charge for parking. Charge more on the streets than in the garages and charge more during peak usage times. Use fees from parking to further invest in TDM and public transit.</p> |
| Polciy T-45 | <p>I agree!</p> |
| Goal T-9 | <p>Palo Alto needs to show leadership by approving alternative 4C for VTA's Bus Rapid Transit proposal, which provides a dedicated lane for transit (and potentially emergency vehicles) and a buffered bike lane for safer cycling on the ECR corridor. This would be a huge step in implementing the 'grand boulevard' vision for El Camino, making it a safer place for pedestrians and cyclists, bringing less traffic and emissions into our city from commuters, creating more foot traffic for local businesses, and offering residents more choices for how we get around.</p> |
| Goal T-9 | <p>Underground the tracks from Mountain View to RWC and make it possible to get across towns safely and efficiently: this is the only effective way to satisfy state and federal legislation mandating reduced emissions, noise, congestion, fuel consumption, and (although it's not a federal mandate) tragic deaths.</p> |

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| Policy T-49 | I'd like to see us working towards grade separating the Caltrain and ideally, trenching it so we can use the land on top for parks, bike paths, and additional housing. 100 years from now, when we imagine the future, do we really still imagine a giant train ripping through the middle of our city? We need to get with the times and start looking like a modern city, where we don't have tons of people getting injured or killing themselves by a train and where all traffic doesn't grind to a halt every time a train comes by. It's silly for us not to make this investment, which would continue to benefit us for many generations to come. |

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| Policy T-49 | <p>Cap the number of commute vehicle trips <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Palo Alto is now surrounded by Trip Caps in Stanford, Menlo Park, Mountain View, Sunnyvale, and Cupertino. Palo Alto should consider implementing a Trip Cap to reduce commuting. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>A "trip cap" restricts the number of commute trips into an employment site or into an employment area. For example, "Between 7AM and 9AM, Facebook East Campus may have no more than 2,600 vehicle trips. Hourly trip measurement must be provided to the City of Menlo Park, using sensors at driveway entrances. For each trip above the cap, Facebook shall pay a penalty of \$50 per day per trip. After noncompliance over 6 months, the fee increases to \$100 per day per trip."</p> <p><input type="checkbox"/></p> <p>Typical Silicon Valley SOV (single occupancy vehicle) commute mode share is 76%. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>The pioneering trip cap was the 1989 Stanford General Use Permit #1. The "GUP" allowed Stanford to grow by 2M square feet, with "no net new commute trips." As a result, Stanford charges \$3.60 per day to drive alone and park, applying that parking revenue to green commute alternatives and incentives. Results: 48% SOV with \$107M in parking structures avoided. REFERENCE: Stanford 2000 GUP trip cap: http://stanford.edu/dept/govcr/documents/general-use-permit.pdf, pgs 12-14,19 <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Mountain View's North Bayshore Trip Cap requires between 30% to 45% SOV, depending on the density of employment within buildings. One employer faces penalties of \$100K for each 1% over the cap. REFERENCE: MTV 2105 N. Bayshore trip cap: http://www.mountainview.gov/civicax/filebank/blobload.aspx?BlobID=15164 <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Sunnyvale's Central & Wolfe Trip Cap is to MTV's Cap, requiring about 50% SOV (35% reduction from ~76%). REFERENCE: Sunnyvale: Central & Wolfe TDM Plan: http://bit.ly/1NSV0Vd <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Menlo Park's East of 101 (Facebook, etc) Trip Cap requires about ~56% SOV (25% reduction), with a \$50 penalty/trip/day. REFERENCE: Menlo Park 2013 FB west campus trip cap: pgs 40-46: http://www.menlopark.org/DocumentCenter/View/2342 <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>For Cupertino's Apple Campus II, the trip cap reduces from 72% SOV down to 66%. <input type="checkbox"/></p> |

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| Policy T-49 | <p>Align with State 2040 transport policy to project the climate. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>CTP2040 Alt 3 (California Transportation Plan 2040, Alternative 3): <input type="checkbox"/></p> <p>* 2040 transport GHG = 20% of 1990 emissions. <input type="checkbox"/></p> <p>* Accelerate transport electrification. <input type="checkbox"/></p> <p>* Reduce driving by 17.3% (reduce VMT by 17.3%) <input type="checkbox"/></p> <p>* Convert HOV2 to HOV4 “ convert two-person carpool lanes to four-person <input type="checkbox"/></p> <p>* Double transit & biking. <input type="checkbox"/></p> <p>* “Road capacity enhancing strategies were rejected due to concerns these would ultimately increase VMT.” <input type="checkbox"/></p> |
| Policy T-49 | <p>Mobility as a Service. Support the City of Palo Alto / Joint Venture Silicon Valley Mobility as a Service Project. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Mobility as a Service (MaaS) envisions a seamless, door-to-door combination of transportation modes “public and private transit, bikeshare, rideshare, carshare, vanpool, taxi, employer commute benefits, electric scooter/bike lease, pay-by-phone parking, future robo-taxis” to reduce private auto usage. A “Mobility Aggregator” gathers all services into a unified smartphone app with easy fare payment, one-stop billing and integrated employer subsidies. MaaS dissolves the boundaries between different transport modes, providing a more customer-centered experience while improving the efficiency of the entire transport system. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Bay Area employers provide a range of customized employee programs to facilitate commuting: transit passes, Wi-Fi motor coach service, last mile shuttle buses from transit, payroll subsidies and more. Our MaaS Project aspires to accelerate software integration between mobility apps and employer programs. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Stanford University has an exemplary commute program. Stanford’s \$3.60/day parking charge that funds such incentives as the Marguerite shuttle bus and Caltrain GoPass has reduced single occupancy vehicle (SOV) commuters to 48 percent and has eliminated the need for \$107 million in new parking structures. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Working with employers, PA & Joint Venture will undertake various revenue-neutral pricing experiments to accelerate MaaS adoption.</p> |

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| Goal T-10 | <p data-bbox="617 228 1213 256">How about measuring the noise in neighborhoods?</p> <p data-bbox="617 293 1822 354">Put some aircraft detection equipment in place to fill gaps in radar systems which allow the lowest flying aircraft to go unidentified.</p> <p data-bbox="617 391 1818 418">Require planes in Palo Alto airspace to be identified by tail number, to insure the safety of our airspace.</p> <p data-bbox="617 456 1881 516">Require that planes based at PAO burn only unleaded fuel (or if their planes can't do that, they can be based elsewhere).</p> <p data-bbox="617 553 1430 581">Discontinue the availability of leaded Avgas at PAO, by the year 2017.</p> |
| Goal T-10 | <p data-bbox="617 654 1875 714">Is it possible to specify the type of aircraft allowed and limit the 'fleet' to quieter ones? The low flying buzzing is becoming incessant and annoying.</p> |

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|------------------|--|
| Policy T-57 | <p>In general, PAO is being promoted by the City (and aviation advocates) without scrutiny of its impact on pollution (noise, lead from Avgas, and other chemical pollution) both east and west of 101. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>The City needs to have a distributed ongoing noise and pollutant monitoring system to establish the real impact of airport operations on residents and the environment, especially in the sensitive Baylands, and near homes and schools. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>The results of these monitoring systems need to be shared publically and on a quarterly basis. How else can 'intensity' of operations or the extent of 'environmental impacts' really be known? <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>There is a need for an airport oversight commission that is not designed as a service to pilots, and pro-aviation groups. Residents need to have a voice in assessing the impacts of operations and the financial viability of the airport, including external costs. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>The City needs to invite more open discussion of the sustainability (and desirability) of supporting the continued operation of PAO. Restoration of the wetlands, use of the land for much coveted athletic fields, and other "community building" land uses have not been considered as part of a 2030 vision. Why not? <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>The City has an obligation to consider external costs (such as environmental degradation, and quality of life degradation) when analyzing the cost to Palo Alto of the airport operation. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>The airport is currently and historically NOT self-sustaining and is relying on FAA grants and the General Fund to support operations and improvements. However, those FAA grants come with strings that limit the City's ability to control the kind of services offered at PAO. If the airport can only be profitable by adding to the number of aircraft using the airport, and adding to the number of student or hobbyist pilots that circle over the baylands and overfly our homes, is that a cost residents accept? No one asked, but they should. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>The City can be forced by the FAA to accept operators such as air taxi services (like Surf Air) which are really commercial enterprises and benefit only a few wealthy individuals. We could be asked to accept a skydiving operation, or a drone delivery base. What is the cost to residents of these 'services'? <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>The current 'revised' wording of the Airport Element (not shown here) is blatantly biased in favor of pilots and</p> |
| General Comments | <p>Do not encourage automobile transportation by providing free parking. Everybody must pay to park their cars so they have real consequences for their transportation choices. <input type="checkbox"/></p> |

Comprehensive Plan Update

Transportation Element

Public Comments

| Policy Number | Public Comment |
|------------------|--|
| General Comments | Please put Oleanders down the median from Quarry to Sand Hill Road. It looks horrible now. They have flowers, love the heat and dryness. Beautiful for wildlife. Thank you |
| General Comments | Highlight new ideas |

Lee, Elena

From: frank ingle <frankwingle@gmail.com>
Sent: Monday, October 19, 2015 4:24 PM
To: Lee, Elena
Subject: Potential technical problem with Caltrain electrification RE: CAC Meeting - October

Elena,

FYI

Below is an email I sent to Councilman Tom Dubois regarding possible technical complications of Caltrain electrification. The posts which hold the elevated wires are 40' high above grade, which would require elevating the overpass at San Antonio Road to provide at least this much clearance.

Alternatively, if a trench were provided for the trains, it would have to be at least 40' deep. This means that the trench could not cross creeks without enormous pumping stations to send the water below the trench. And failure of one of these pumps would have catastrophic consequences.

More details are included below.

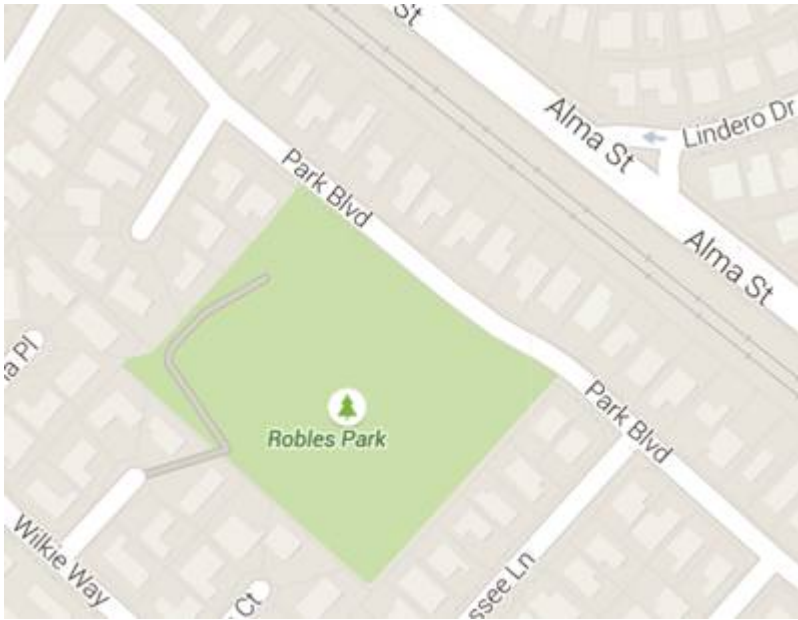
Frank Ingle

Frank Ingle, Ph.D., PE, CEO
Instruments for Science and Medicine, Inc.
814 Richardson Ct
Palo Alto, CA 94303
650-799-3813

I have just stumbled upon an apparent technical difficulty that might pose a serious complication to electrification of Caltrain in Palo Alto.

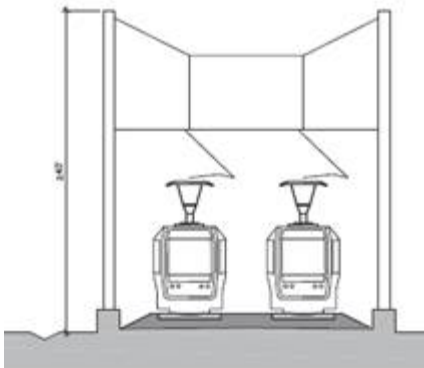
What drew me to review the Palo Alto Rail Corridor Study is my concern about the increasing difficulty of crossing Alma and the tracks by bike, particularly by students on bikes. With ever increasing traffic, this problem will become worse and biker safety further compromised. I started by thinking that we need a bridge or a tunnel for a safe crossing at Meadow and another at Charleston. I then realized that a single bridge or tunnel would be better, halfway between Meadow and Charleston, from Lindero Drive at Alma across to Park Blvd near Robles Park. This plan would require taking one house on Park Blvd by eminent domain, but would move all the bike traffic away from the busy car traffic on Meadow and Charleston.

However, this plan would depend on the feasibility of crossing Alma and the tracks, by either a bridge or a tunnel. And I looked into the Rail Plan to see how high a bridge would need to be or how deep a tunnel would need to be.



Whether high speed rail is ever built is yet to be determined. I hope not. But even if not, electrification of Caltrain would seem to be a worthy project for environmental reasons, even if the UP freight trains continue to be fueled by diesel.

I call to your attention a potential technical problem relating to electrification of Caltrain. Buried deep in the Rail Corridor Study on page A-09 is a drawing of the dimensions required for the system. I have copied one of the figures below but all are on the link provided below. Note that the height above ground of the top of the poles which carry the power lines is 40 feet. I interpret this to mean that the overpass at San Antonio would need to be elevated to provide the needed clearance. And, the height of the poles would be definitely noticeable all along the length of Alma.



But instead, suppose we were to put some or all of the rail system into trenches. The drawing below shows the depth below the surface to be about 50 feet. But the land elevation is pretty low in Palo Alto and so the bottom of the trench is probably well below the water table. This means that the trench could not cross the creeks without installing a huge pumping station to move the creek water under the structure and back up on the other side. Although the creeks may be almost dry most of the year, the pumping capacity would probably have to be greater than the 100 year stream flow. Any failure of the pumping system would result in flooding the trench, disrupting rail service and potentially damaging the rail system. Or if the trench were a truly waterproof box, the upward forces of pressure of the water in the water table would tend to float the trench upward. Thus the trench would require an underground bridge structure to hold the buoyant enclosed trench down during normal times and be able to withstand the increased pressure when flooding occurs. I view this complication as making a trench too complex and expensive to be justified.

Or, the tracks could be on an elevated viaduct. The drawing of the elevated viaduct shows it to have a height of about 105 feet above the depressed roadbed. This structure would stand out like a sore thumb and be visible throughout much of the city.

If these potential technical problems have any merit to them, then even electrification of Caltrain would have a very large financial impact on the city, and the cost of electrifying the entire peninsula corridor would be much larger than presently anticipated. High speed rail might have even greater hidden problems, but I did not look into that.

Below are the links to the city documents:

Rail corridor study:

http://www.cityofpaloalto.org/gov/depts/pln/advance/rail_corridor_study.asp

Page A06 of rail corridor study:

<http://www.cityofpaloalto.org/civicax/filebank/documents/38025>

Frank Ingle, Ph.D., PE, CEO
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Palo Alto, CA 94303
650-799-3813

Did you know there's a free shuttle service in Palo Alto?



Help improve the free community shuttle service!

We need community input to improve the City's free shuttle program to make it easier and more convenient for you to get to work, home, school or other destinations around the community. We'll use your input to make improvements, including increasing pickup frequency and route changes.

Visit www.cityofpaloalto.org/shuttle to take the survey.

Take the
one-minute
survey
today!



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ALTO**

To find out more or provide more input, contact the City of Palo Alto's Transportation Department at shuttle@CityofPaloAlto.org or call 650-329-2442.





To: The Community Advisory Committee (CAC) for the Comprehensive Plan 2030
From: The League of Women Voters of Palo Alto
10-20-2015

Dear Co-chairs Garber and Keller and members of CAC,

The LWV of Palo Alto supports transportation planning measures included in the future Palo Alto Comprehensive Plan that promote efficient flow of traffic, minimize the use of the private automobile and encourage the use of alternative transportation modes. The League believes that the building of an effective transportation system recognizes that transportation solutions are interconnected and that no one, two or three solutions will resolve all transportation issues. Each potential solution builds a platform for the next step in an integrated, efficient transportation system.

A simple transportation vision is for Palo Alto to have an effective and efficient transportation system available to all persons in the Palo Alto community but which does not damage our environment.

LWV Palo Alto supports measures that will reduce dependence on the automobile and encourages development of multimodal systems and use of public transportation, including subsidies where justified. We support systems that are designed to reduce vehicle miles traveled (VMT) and single-occupancy vehicle use and that are efficient, convenient, cost effective, equitable, safe and accessible to people with disabilities. Additionally, Bay Area transit systems should be linked into a convenient and affordable regional transit network with attention to reasonable fares, reduction of travel times, extensive hours of service, and good feeder service. Easily comprehended materials describing routes, schedules, and transit hubs should be available in multi-media format and commonly used languages. A fare payment method that can be used on all systems, such as the Clipper Card, should be easy to acquire. Good service is to be encouraged by monitoring the relative efficiency of various systems, maintaining transit options to mitigate interruptions in service, and serving needs of people with special limitations. Transportation funding systems should be reliably consistent with transportation needs and long-term planning.

The LWV of Palo Alto supports:

1. The Transportation Management Agency (TMA)
2. The TDM Program
3. Multimodal transportation options included in the complete streets concept
4. Adequate funding to keep costs to users reasonable
5. Improving options for special-needs users such as youth, seniors and the disabled, including expansion of service hours and service on public transit throughout the city seven days a week
6. The Safe School routes to school initiatives
7. Regional cooperation between cities and different transit agencies including cross-county/ regional services for busses and seamless service that crosses county lines
8. Development along major transportation routes including residential units
9. Transportation services that are efficient, frequent and seamless enough to attract riders
10. Taxes that further these goals and policies

11. A preference for alternative modes of transit over additional parking. We support efficient use of parking in retail, employment and residential neighborhoods; pricing parking to reflect its cost; and encouraging alternative transit options.

The next Comprehensive Plan, Our Palo Alto 2030, should look forward to new options for creating an effective, efficient transportation system with 24/7 options and should not place blocks in the way of alternative means of moving people and supplies easily around our community.

Sincerely,

A handwritten signature in cursive script that reads "Ellen Forbes".

Ellen Forbes
President, LWV Palo Alto