

**Comprehensive Plan Element: Transportation**

CAC Meeting Date(s): September 8 and October 20, 2015

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
5	CAC Meeting	Adrian Fine	Need to be more specific in goals, policies and programs	General/No Action Required	Comment noted. No Comp Plan action needed.
6	CAC Meeting	Adrian Fine	Not in favor of breaking apart transportation by residents and visitors. Need to look at travel demands and supplies	General/No Action Required	Comment noted. No Comp Plan action needed.
7	CAC Meeting	Adrian Fine	This is a regional issue	Regional Leadership	Comment noted. No Comp Plan action needed.
8	CAC Meeting	Adrian Fine	Would like a primer on whether land use should drive transportation decisions or vice versa	Data Request	Comment noted. No Comp Plan action needed.
9	CAC Meeting	Alex Van Riesen	For reducing sov, biggest issue would be incoming employees	Reducing Auto Use	Policy T-3, Program T-5, Program T-6, Program T-8, Program T-9, Program T-12, Goal T-2, Policy T-6, Policy T-7, Program T-16, Program T-17, Policy T-8, Policy T-10, Policy T-11 all aim to reduce reliance on SOV to commute. No Comp Plan action needed.
10	CAC Meeting	Alex Van Riesen	Other issue is how it serves PA residents within the city.	Need Staff Clarification	Comment noted. No Comp Plan action needed.
11	CAC Meeting	Alex Van Riesen	Need better shuttle system to serve three other quadrants, similar to Marguerite/University	Public Transit/Shuttles	Add PTC Policy T1.9 "Continue and enhance the Palo Alto Shuttle Program along routes that are of value to the community." PTC Policy T1.9 edited and combined with Previous Policy T-4. New Policy T-1.23 "Continue and enhance the Palo Alto Shuttle Program to increase frequency and prioritize destinations of value to the community, including health centers, parks, schools, senior centers, and shopping areas."
12	CAC Meeting	Alex Van Riesen	Request current data on sov coming into PA	Data Request	Comment noted. No Comp Plan action needed.

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13	CAC Meeting	Alex Van Riesen	Should de-incentivize people coming in and parking in PA	Reducing Auto Use/Parking	Program T-59 and Policy T-46 address parking management, but these policies/programs could be expanded. Add New Program T9.5.1 under Goal T-9 (Traffic Congestion) Program T9.5.1 "Study ways to use parking management strategies to help alleviate traffic congestion, including paid parking in the Downtown area."
14	CAC Meeting	Amy Sung	Need to focus on last mile - how to transport purchases homes when using public transportation	Public Transit/Reducing Auto Use	Add new Policy T-1.13 "Support efforts to integrate train, bus, and shuttle schedules at multi-modal transit stations to enable efficient transfer among public transit modes." New Policy combines PTC Policy T1.15 and Previous Policy T-11. Add a Program T-1.10.1 under Goal T-1 (Sustainable Transit) (under Policy T-1.10) "In concert with the study of expanded shuttle service, prepare a study that identifies other possible first/last mile connection strategies and considers trips for the purposes of local errands and commuting."
15	CAC Meeting	Amy Sung	Need to provide options for those who don't drive	Public Transit	Existing policies and programs under Goal T-1 (Sustainable Transportation) support public transit, biking, and walking. Maintained Previous Program T-8, new Program T-1.2.1 under Policy T-1.2 "Create a long-term education program to change the travel habits of residents, visitors and workers by informing them about transportation alternatives, incentives and impacts. Work with the Palo Alto Unified School District and with private interests, such as the Chamber of Commerce, to develop and implement this program." No comp plan action needed.
16	CAC Meeting	Amy Sung	Reduce incentive for home ownership. Parking at residence should have a cost, not automatically included	Parking/Reducing Auto Use	New Policy T-4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Eliminate free or subsidized parking in new commercial and residential development (i.e. require employees and residents to pay for parking), and consider eliminating minimum parking requirements in transit-served areas."
17	CAC Meeting	Amy Sung	Make transit and alternatives to driving more convenient and frequent	Public Transit/Reducing Auto Use	New Policy T-1.16 under Goal T-1 (Sustainable Transportation): " Support efforts to decrease wait times for intercity transit to a maximum of 20 minutes between 6:00 AM and 10:00PM. Design for a maximum wait time of 12 minutes for intra-city transit, if feasible." PTC Policy T-1.16, Previous Policy T-12, Edited. <b>Note to City staff: This suggestion was not adopted.</b>  New Policy T-1.25 under Goal T-1 (Sustainable Transportation): "Encourage a responsive, private sector, fuel-efficient taxi service taht contributes to reducing traffic congestion." PTC Policy T.17, Previous Policy T-13.
18	CAC Meeting	Annette Glanckopf	Need a coordinated regional Bay Area transportation plan	Regional Leadership/No Action Required	Policy T-51 covers this. No Comp Plan action required.

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19	CAC Meeting	Annette Glanckopf	Must address high speed rail impacts. Undergrounding is key	Roadways/Rail Trenching	Add PTC recommended Rail Corridor Goals 1 (New Policy T-2.18) and 2 (New Policy T-2.23) and associated policies under Goal T-2 (Roadways). Goals and policies edited to reflect recommendations of Rail Corridor Study.
20	CAC Meeting	Annette Glanckopf	Support policies to get people out of their cars	Reducing Auto Use	Comment noted. No Comp Plan action required.
21	CAC Meeting	Annette Glanckopf	Give people subsidies or charge for parking to incentivize taking transit	Public Transit/Reducing Auto Use	This would likely make most sense as part of the City's overall TDM strategy. Add PTC Program T.1.7.1 (New Program T1.2.2): "Formalize the City's Transportation Demand Management (TDM) program by establishing an ordinance that outlines when TDM should be applied, what performance metrics are required, and how compliance will be periodically measured and enforced. Establish a list of acceptable TDM measures that include transit use, prepaid transit passes, commuter checks, car sharing, carpooling, parking cash-out, bicycling, walking, and education and outreach to support the use of these modes. The ordinance should provide a system for incorporating alternative measures as new ideas for TDM are developed. TDM measurements should include a comparison of building occupancy and land use standards."
22	CAC Meeting	Annette Glanckopf	Need more emphasis on seniors and those with mobility problems	Special Needs	Add new Policy T-6.4 under Goal T-6 (Special Needs) to support senior transit options: "Expand transportation opportunities for seniors and those with mobility constraints by supporting a variety of methods, such as by funding discounts for taxi fares, coordinating transit systems to be shared by multiple senior housing developments, supporting a volunteer program to expand the supply of volunteer drivers, and creating a database of drivers and other transit options."
23	CAC Meeting	Annette Glanckopf	Support new/different technologies for transit services on demand, such as Lyft or Uber	Reducing Auto Use/New Technology	Add new Program T-9.8.1 under Goal T-9 (Traffic Congestion) "Implement a pilot program to test the effectiveness of subsidizing a taxi or rideshare program for Palo Altans to get to/from downtown."
24	CAC Meeting	Annette Glanckopf	Supports parking fees via parking lots or meters	Parking/Reducing Auto Use	Comment noted. City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."

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25	CAC Meeting	Annette Glanckopf	If traffic very bad, should consider charging fees for driving into certain high demand areas of cities	Reducing Auto Use	Comment noted. TMA will look at a range of pilot programs
26	CAC Meeting	Arthur Keller	Should encourage use of shuttle and other transit instead of increasing parking	Public Transit/Shuttles	Under Goal T-1 (Sustainable Transportation), PTC Policy T1.9 (New Policy T-1.23) and PTC Policy T1.12 (New Policy T-1.24) address shuttle expansion and use. Under Goal T-4 (Motor Vehicle and Bicycle Parking), PTC Policy T4.6 (New Policy T-4.2) requires new development to be self-parked which somewhat addresses this issue (i.e. no new on-street parking). If not sufficient, consider adding new Program T4.2.1 "Study the feasibility of reduced parking requirements for developments that are well-served by transit and demonstrated walking and biking connections, including senior housing developments." <b>Note to City: This is inconsistent with second motor vehicle parking policy</b>
27	CAC Meeting	Arthur Keller	Need to consider specifically Palo Alto environment. Cannot compare to Manhattan	General/No Action Required	Comment noted. No Comp Plan action needed.
28	CAC Meeting	Arthur Keller	Regional transit agency is not that helpful because Palo Alto as a smaller city will not have as much weight. Palo Alto has greater weight within county	Regional Leadership	Comment noted. No Comp Plan action needed.
29	CAC Meeting	Arthur Keller	LOS addresses congestion while VMT addresses GHG	Roadways/VMT-LOS	Comment noted. No Comp Plan action needed.
30	CAC Meeting	Arthur Keller	There are policies and programs in other sections that belong to Goal T9	General/No Action Required	Comment noted. No Comp Plan action needed.
31	CAC Meeting	Arthur Keller	Cannot cover Caltrain completely due to safety. Consider lattice cover instead.	Roadways/Rail Trenching	Comment noted. Comp Plan will pursue trenching and grade separation. Design to be addressed separately.

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32	CAC Meeting	Arthur Keller	Have more leverage with commuters in Increasing transit use. Have more leverage with residents in increasing bicycling and walking	Reducing Auto Use	There are numerous policies and programs in the Transportation Element that encourage the use of transit, walking, and biking. In addition, the parking management and land use strategies in the Element would also encourage people to use transit, walk, and bike. No additional action required.
33	CAC Meeting	Arthur Keller	Need to address VMT/congestion in Research Park	Roadways/VMT-LOS	Add a new Program T9.3.1 under Goal T-9 (Traffic Congestion) to " Work in partnership with the Downtown TMA and Stanford University to realize measurable reductions in SOV commuting in Downtown and in the Stanford Research Park."
34	CAC Meeting	Arthur Keller	Multi-modal LOS should look at modes separately	Roadways/VMT-LOS	Add PTC Policy T1.6 (New Policy T-2.6) under Goal T-2 (Roadways) with the following modification: "Balance provisions for transit, bicycle, and pedestrians with vehicle level of service through implementation of a multi-modal Level of Service calculation <u>that looks at all modes separately.</u> "
35	CAC Meeting	Bob Wenzlau	Liked the PTC Transportation Element version	Need Staff Clarification	Question for Staff: Is Bob Wenzlau referring to Goal T9 or a specific PTC policy?
36	CAC Meeting	Bob Wenzlau	Concerned that staff questions are to limiting and are not based on the policies and programs	General/No Action Required	Comment Noted. No Comp Plan action needed.

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37	CAC Meeting	Bonnie Packer	Include an emphasis on regional cooperation to address T1, 2,3 and reducing greenhouse gases	Regional Leadership/GHG	<p>Edit Policy T-1 as follows:            Make land use decisions that encourage walking, bicycling, and public transit use <u>and that contribute to reducing GHG emissions</u>. <b>Note to City staff: These are all LU-related policies. Suggest they belong in LUE and should not be included here.</b></p> <p>Edit Policy T-2 (New Policy T-1.1) as follows:            Consider economic, environmental, and social cost issues in local <u>and regional</u> transportation decisions.</p> <p>No edit needed for Policy T-3, which already references regional approach. Policy T-3 merged with Program T-5, PTC Policy T1.7 and edited. Now Policy T-1.2 under Goal T-1 (Sustainable Transportation): "Collaborate with employers, the Palo Alto Unified School District, and other sources of commute trips to develop, implement and expand comprehensive, effective programs to reduce single-passenger auto use and associated greenhouse gas emissions and to reduce traffic congestion at the local and regional levels."</p>
38	CAC Meeting	Bonnie Packer	Policy should be for everyone to be only ten minute walk from transit.	Public Transit	<p><b>Note from City: This is already underway.</b> New Program T1.23.2: "Conduct a study of the shuttle system that identifies routes, usage, and utility to inform system improvements. The study shall be based on collaboration with PAUSD and community members, especially seniors, to identify new routes and expanded schedules that will accommodate peak demands and coordinate with transit connections. Evaluate the feasibility of new shuttle routes that provide access within a 10-15 minute walk from most neighborhoods, including the development of new shuttle routes in communities not currently served, such as Barron Park and Palo Verde. Address costs, funding sources for ongoing operation and maintenance."</p>
39	CAC Meeting	Bonnie Packer	Should have a paid parking study. Need paid parking to incentivize people to take transit. But also need to improve transit	Parking/Reducing Auto Use/Public Transit	<p>Comment noted. City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."</p>
40	CAC Meeting	Bonnie Packer	Should separate bike from pedestrian paths for safety	Bicycling and Walking	<p>The Bicycle + Pedestrian Transportation Plan considered this issue carefully. From p. 5-20: "Where opportunities may exist to meet modern guidelines, the BPTP 2012 recommends consideration of sidewalk upgrades to Class I sidepaths and re-striping of roadways to include two-way cycletracks."</p>
41	CAC Meeting	Dan Garber	Comp Plan needs program regarding data collection, monitoring and reporting mechanism, but also funding similar to adult service	General	<p>Add Program T1.1.1 under Policy T-1.1: "Allocate funding to conduct an annual survey of mode shares downtown, and expand to other employment districts when feasible."</p>

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42	CAC Meeting	Dan Garber	downtown multi-modal transit center needs improvement for capacity. Should be a specific plan	Public Transit	Add PTC Policy T1.10: "Support continued development and improvement of the Caltrain Stations as important transportation nodes for the City." and associated programs. Now Policy T-1.18 and Programs T1.18.1, T1.18.2, and T1.18.4. This will also be addressed in the Land Use and Design Element. (see Policy L-27 and associated programs)
43	CAC Meeting	Dan Garber	Transportation and other infrastructure needs have to be coordinated for all improvements	Infrastructure	Add New Policy T-2.9 under Goal T-2 (Roadways) to "coordinate transportation and infrastructure improvements."
44	CAC Meeting	Don McDougall	Group Goals 1 and 9 together	General/No Action Required	Comment noted. Based on Council direction, the Goals will remain as-is.
45	CAC Meeting	Don McDougall	Approach to reducing sov should be divided public transportation in and out of city (new subheadings)	Public Transit/Reducing Auto Use	Comment noted. This is a formatting suggestion that can be addressed in the revised Element.
46	CAC Meeting	Don McDougall	Need to separate walking from biking. Both are important for different reasons (new subheadings)	Bicycling and Walking	Comment noted. We will add subheadings under Goal T-1 (Sustainable Transportation).
47	CAC Meeting	Dora Summa	Need to emphasize vision statement protection of residential streets	Neighborhood Impacts	Goal T-5 (Traffic Safety) and its supporting policies do this.
48	CAC Meeting	Dora Summa	Don't build parking for capacity, inconsistent with other policies for downtown	Parking	Comment noted. City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
49	CAC Meeting	Dora Summa	Need policies for taffic congestion goal	Traffic Congestion	Comment noted. City staff and consultants added policies and programs under Goal T-9 (Traffic Congestion).

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50	CAC Meeting	Dora Summa	LOS is important tool to keep, even if State is moving towards VMT	Roadways/VMT/Traffic Congestion	Add PTC Program T2.10.1 under Goal T2 (Roadways), (New Program T2.4.1): "Maintain current thresholds for acceptable levels of service for intersections in Palo Alto and establish protocols for development proposals to evaluate Level of Service for transit vehicles, bicyclists, and pedestrians."
51	CAC Meeting	Dora Summa	Multi-modal LOS should look at modes separately	Roadways/VMT-LOS	Add PTC Policy T1.6 under Goal T2 (Roadways) with the following modification: Balance provisions for transit, bicycle, and pedestrians with vehicle level of service through implementation of a multi-modal Level of Service calculation <u>that looks at all modes separately</u> . New Policy T-2.6.
52	CAC Meeting	Doria Suma	Prohibition on parking private buses on streets	Need Staff Clarification	Comment noted. This would be addressed in the Municipal Code which already prohibits oversized vehicles from parking upon streets or alleys located within a residential zone or public facility zone between 2 and 6 AM.
53	CAC Meeting	Doria Suma	Protect neighborhoods from traffic impacts like it was in T-5	Neighborhood Impacts	Comment noted. No Comp Plan action needed.
54	CAC Meeting	Doria Suma	People who have disabilities should have parking spots in front of their houses if they don't have a driveway	Special Needs	Comment noted. This is too specific for a General Plan and is already covered by existing law.
55	CAC Meeting	Doria Suma	Discourage single vehicle trips to Palo Alto bike commuters and encourage them to take alternate forms such as public transportation and biking and riding and even carpooling whenever it's available by having residential parking permit programs that do not allow for commuter parkers to purchase permits	Reducing Auto Use/Public Transit/Bicycling and Walking	Comment noted. RPP Program has been established downtown and City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
56	CAC Meeting	Doria Suma	Multi modal needs to be augmented by other metrics to show true impacts on all users	Reducing Auto Use/Public Transit/Bicycling and Walking	Add PTC Program T2.10.1 under Goal T2 (Roadways), (New Program T2.4.1): "Maintain current thresholds for acceptable levels of service for intersections in Palo Alto and establish protocols for development proposals to evaluate Level of Service for transit vehicles, bicyclists, and pedestrians."



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57	CAC Meeting	Elaine Uang	Organization change - Should combine T-1 with T-8, link sustainable transportation with providing attractive parking facilities for cars and bikes	General/Reducing Auto Use/Public Transit/Parking	Comment noted. Topic is addressed by policies and programs that support Goal T-4 (Motor Vehicle and Bicycle Parking).
58	CAC Meeting	Elaine Uang	Providing parking is an incentive to drive and increase sovr because convenient	Reducing Auto Use/Parking	Add New Policy T-4.3: "Encourage the use of alternatives to the private automobile and reflect the true cost of providing parking, the City shall eliminate free or subsidized parking in new commercial and residential development (i.e. require employees and residents to pay for parking). The City should also consider eliminating minimum parking requirements in transit-served areas. [EIR Mitigation Measure Trans-1b]." <b>Note to City: In direct conflict with PTC policies and programs T-4.1 through T-4.2.</b>
59	CAC Meeting	Elaine Uang	Providing parking is also a spatial problem	Parking	Add New Program T.4.2.1 under Policy T-4.2: " Study the feasibility of reduced parking requirements for developments that are well-served by transit and demonstrated walking and biking connections, including senior housing developments." To be added if PTC Policy T-1.9 & T1.12 are not sufficient. <b>Note to City: This is inconsistent with Policy T-4.2.</b>
60	CAC Meeting	Elaine Uang	Need to consider district level transportation management and aligning land uses to those districts	Reducing Auto Use/Traffic Congestion	Add new Policy T-9.3 under Goal T9 (Traffic Congestion): "The City supports the establishment and operation of Transportation Management Associations to address transportation and parking issues as appropriate in the City's employment districts."
61	CAC Meeting	Elaine Uang	Downtown should have a precise plan	Land Use	Comment noted. To be addressed in Land Use Element.
62	CAC Meeting	Elaine Uang	Need to apply parking strategies to all employment areas, not just parking assessment districts	Reducing Auto Use/Parking	Program T-11.2.3 - T-1.1.2.5 address this .
63	CAC Meeting	Elaine Uang	Implementing the Bike Plan is very important	Bicycling and Walking	Comment Noted. No Comp Plan action needed.

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64	CAC Meeting	Elaine Uang	Should encourage bikes	Bicycling and Walking	The adopted Bicycle + Pedestrian Transportation Plan is an important piece of this and will be supported by extensive policies and programs under renumbered Goal T-1 on sustainable transportation.
65	CAC Meeting	Elaine Uang	Should establish Safe Routes to work, shop, park, play, library and community centers	Bicycling and Walking	New Program T5.1.1 under Council Goal T-5 (Traffic Safety). "Establish a comprehensive, proactive traffic safety program focused on safe routes to school, work, shopping and community services."
66	CAC Meeting	Elaine Uang	Need to rely on more than one metric. Should use VMT, specifically VMT per capita and trip, especially for trips within Palo Alto	Roadways/VMT-LOS	Noted. Element provides for use of Intersection LOS and VMT.
67	CAC Meeting	Elaine Uang	Should incentivize alternatives to cars for one, two-mile trips	Reducing Auto Use	The policies and programs under existing Goal T1 (Reducing Auto Use) propose a host of strategies to reduce auto use. By fostering a bicycle and pedestrian network that is well-connected and providing transit options with frequent headways and stops, the City and its partners are, in effect, incentivizing alternatives to cars for short trips. No action needed.
68	CAC Meeting	Elaine Uang	Traffic counts are a good measure	Roadways/Traffic Congestion	Comment noted. No action needed.
69	CAC Meeting	Ellen Uhrbrock	Educate people where they are living in the community and what their transit options are	Reducing Auto Use/Public Transit	Program T-8 addresses this issue. No action needed.
70	CAC Meeting	Ellen Uhrbrock	Make an educational requirement that employers teach all the people who have contact with the public to know about transit options and parking	Reducing Auto Use/Public Transit	Add new Policy T-9.4 under Goal T9 (Traffic Congestion): "Encourage employers to inform employees and the public about alternate modes of transportation and parking options."
71	CAC Meeting	Hamilton Hitchings	Would like the PTC version should be used as baseline	General/No Action Required	Comment noted. Based on Council direction, the Goals will remain as-is.

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72	CAC Meeting	Hamilton Hitchings	Add mixed use back to goal	Reducing Auto Use	Comment noted. Mixed use added back to goal.
73	CAC Meeting	Hamilton Hitchings	Incorporate point on-demand driver services for subsidized fee to reduce need of car ownership and parking	Reducing Auto Use	Noted. See Program T-9.8.1
74	CAC Meeting	Hamilton Hitchings	Support PTC section on rail corridor for trenching	Roadways/Rail Trenching	Add PTC recommended Rail Corridor policies and programs under Goal T2 (Roadways).
75	CAC Meeting	Hamilton Hitchings	Park and bike path should be built above Caltrain rail corridor	Roadways/Rail Trenching/Bicycling and Walking	Comment noted. Comp Plan includes policies to pursue trenching, grade separation and funding. Design and other more specific details to be delat with separately.
76	CAC Meeting	Jason Titus	Biannual or annual tracking of employee zip codes and method of transit	Reducing Auto Use/Public Transit	Add New Program T1.1.1 under Goal T-1 (Sustainable Transportation): "Allocate funding to conduct an annual survey of mode shares downtown, and expand to other employment districts when feasible."
77	CAC Meeting	Julia Moran	Supports discouraging people from parking, such as paid parking	Reducing Auto Use/Parking	Program T-59 and Policy T-46 address parking management, but these policies/programs could be expanded. Add New Program T9.5.1 under Goal T-9 (Traffic Congestion): "Study ways to use parking management strategies to help alleviate traffic congestion, including paid parking in the Downtown area."
78	CAC Meeting	Julia Moran	Need to carefully evaluate. Will this cause people to go to other cities, then not effective in reducing impacts Also concerned that only wealthy will be able to park downtown	Reducing Auto Use/Parking	Comment noted. No Comp Plan action required.

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79	CAC Meeting	Len Filppu	City should work with PAUSD to provide shuttles or buses for children to schools	Special Needs/Schools	<b>Note from City: This is already underway.</b> New Program T1.23.2: "Conduct a study of the shuttle system that identifies routes, usage, and utility to inform system improvements. The study shall be based on collaboration with PAUSD and community members, especially seniors, to identify new routes and expanded schedules that will accommodate peak demands and coordinate with transit connections. Evaluate the feasibility of new shuttle routes that provide access within a 10-15 minute walk from most neighborhoods, including the development of new shuttle routes in communities not currently served, such as Barron Park and Palo Verde. Address costs, funding sources for ongoing operation and maintenance."
80	CAC Meeting	Lisa Peschcke-Koedt	Below grade Bart/rail system is needed to solve may issues - safety, GHG, traffic - fast, cheap and easy.	Roadways/Rail Trenching	Add PTC recommended Rail Corridor policies and programs under Goal T-2 (Roadways).
81	CAC Meeting	Lisa Peschcke-Koedt	Need frequent shuttles within Palo Alto with no more than ten minute walk	Public Transit/Shuttles	<b>Note from City: This is already underway.</b> New Program T1.23.2: "Conduct a study of the shuttle system that identifies routes, usage, and utility to inform system improvements. The study shall be based on collaboration with PAUSD and community members, especially seniors, to identify new routes and expanded schedules that will accommodate peak demands and coordinate with transit connections. Evaluate the feasibility of new shuttle routes that provide access within a 10-15 minute walk from most neighborhoods, including the development of new shuttle routes in communities not currently served, such as Barron Park and Palo Verde. Address costs, funding sources for ongoing operation and maintenance."
82	CAC Meeting	Lisa Peschcke-Koedt	Need to work regionally to solve problems	Regional Leadership	Comment noted. Please see policies and programs under Goal T-8 (Airport).
83	CAC Meeting	Lisa Peschcke-Koedt	Undergrounding rail is important and will free up land above for housing, bike lanes, etc.	Roadways/Rail Trenching	Under Goal T-2 (Roadways), add PTC RC Policy 1.1. New Policy T-2.19.
84	CAC Meeting	Lydia Kou	Should engage and encourage people to use different modes of transportation rather than discouraging one form	Reducing Auto Use	The policies and programs under Goal T-1 (Sustainable Transportation) encourage alternatives to driving, but do not outright discourage driving. No Comp Plan action needed.

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85	CAC Meeting	Lydia Kou	Need more frequency, education and services for transit	Public Transit	Comment noted. Goal T-1 (Sustainable Transportation) will include a number of policies and programs to increase shuttle services, work with VTA and Caltrain, and to continue education and outreach.
86	CAC Meeting	Lydia Kou	Need to balance reduction of GHG with level of service and infrastructure	Roadways/VMT-LOS	Comment noted. No Comp Plan action needed.
87	CAC Meeting	Lydia Kou	Need to know capacity to address transportation	Need Staff Clarification	Comment noted. No Comp Plan action needed.
88	CAC Meeting	Lydia Kou	Need to carefully consider density in implementation	Land Use	Comment noted. No Comp Plan action needed.
89	CAC Meeting	Lydia Kou	Would like definition of transit corridor. Focusing development in transit corridors seems limiting	Data Request	Comment noted. This definition can be developed and included once the Preferred Alternative is identified.
90	CAC Meeting	Lydia Kou	Would like to know more about VMT and LOS	Data Request	Comment noted. No Comp Plan action needed.
91	CAC Meeting	Mark Nadim	Document should discuss the use of technology in transportation	General	Comment noted. No Comp Plan action needed.
92	CAC Meeting	Mark Nadim	Need regional solution to transportation impacts	Regional Leadership	Goal T-7 (Regional Leadership) and associated policies and programs address this.
93	CAC Meeting	Mark Nadim	Need to improve shuttle system - frequency and coverage	Public Transit/Shuttles	PTC Policy T1.9 (Palo Alto shuttle system) and PTC Policy T1.12 ("Encourage employers to develop shared shuttle services to connect employment areas with the multi-modal transit stations and City amenities. (Previous Policy T-8)") address shuttle expansion and use.

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94	CAC Meeting	Mark Nadim	Bikes is good solution, but not helpful for older generation	Bicycling and Walking	Comment noted. The updated Element also addresses walking, transit, paratransit, shuttles, and ridesharing. Seniors will be addressed under Council Goal T-6 (Special Needs).
95	CAC Meeting	Mark Nadim	Need to provide alternatives for drivers	Reducing Auto Use	The policies and programs under Goal T-1 (Sustainable Transportation) encourage alternatives to driving. No action needed.
96	CAC Meeting	Mark Nadim	Need alternative to narrowing streets. People still drive and increase GHG	Roadways/VMT-LOS	The policies and programs under Goal T-1 (Sustainable Transportation) encourage alternatives to driving which would help reduce GHG. No action needed.
97	CAC Meeting	Mark Nadim	High density housing will not solve issue of people moving to PA for schools and going elsewhere for work	Land Use	Comment noted. To be addressed in Land Use Element.
98	CAC Meeting	Mark Nadim	People want house with back yard, so they move out and still drive to PA for work	Land Use	Comment noted. To be addressed in Land Use Element.
99	CAC Meeting	Shani Kleinhaus	Need to improve shuttle system	Public Transit/Shuttles	PTC Policy T1.9 (Palo Alto shuttle system) and PTC Policy T1.12 ("Encourage employers to develop shared shuttle services to connect employment areas with the multi-modal transit stations and City amenities. (Previous Policy T-8))" address shuttle expansion and use.
100	CAC Meeting	Shani Kleinhaus	Two policies should be merged	Reducing Auto Use	Add modified PTC Policy T-1.1 (New Policy T-1.6) under Goal T1 (Sustainable Transportation) as follows: "Reduce greenhouse gas emissions associated with transportation by reducing vehicle miles traveled and per-mile emissions through use of vehicle technologies and other transportation technologies to meet the State's goals for GHG reductions by 2030."
101	CAC Meeting	Shani Kleinhaus	Should not encourage infill of vacant green fields - need for parks	Land Use	Comment noted. To be addressed in Land Use Element.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
102	CAC Meeting	Shani Kleinhaus	Add safety and health. Or consider removing because we have to do already	General	Previous Policy T-2 (New Policy T-1.1): "Consider economic, environmental, and social cost issues in local and regional transportation decisions."
103	CAC Meeting	Shani Kleinhaus	Community survey is really a program, not policy	General	Comment noted
104	CAC Meeting	Shani Kleinhaus	Program to support county/regional wide bike plans is a policy	General	Comment noted
105	CAC Meeting	Stephen Levy	Would like new program to request all employers to anonymously give residence addresses of employees, especially for Research Park	Reducing Auto Use/Traffic Congestion	Comment noted. Detailed commuter data to be collected by TMA.
106	CAC Meeting	Stephen Levy	Replicate what Survey Monkey and Palantir did downtown at the Research Park - Get more people at Research Park to take Caltrain. Need to focus on Research Park	Reducing Auto Use	Existing Policy T-3 calls for employers to expand programs to reduce SOV use which would help alleviate congestion. No action needed.
107	CAC Meeting	Stephen Levy	Supports Sustainability and Climate Action Plan investments	Regional Leadership/GHG	Comment noted. No Comp Plan action required.
108	CAC Meeting	Stephen Levy	Element should identify funds and commit City to improvements.	General	Comment noted
109	CAC Meeting	Stephen Levy	Should give drivers options and not make them villains.	Reducing Auto Use	The policies and programs under Goal T-1 (Sustainable Transportation) encourage alternatives to driving, but does not outright discourage driving. No Comp Plan action needed.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
110	CAC Meeting	Stephen Levy	There are options to improve GHG without affecting driving - clean fuels/cars, doubling mileage standards	Reducing Auto Use/Commuting	This comment supports PTC Policy T1.2 under Goal T-1 (Sustainable Transportation). Add New Program T1.6.1: "Review the Zoning Ordinance to ensure compatibility with electric vehicle infrastructure ordinance through parking technology improvements, including vehicle lifts and electronic monitoring. Update the Zoning Ordinance to reflect changes that result from this review. [(PTC Program T4.7.1) (Edited)]."
111	CAC Meeting	Stephen Levy	Moving people and helping businesses and people get around should be a basic element.	Infrastructure	The policies and programs under Goal T-2 (Roadways) address this issue. No Comp Plan Action required.
112	CAC Meeting	Stephen Levy	Would like to see more about land use as a way to reduce single occupancy vehicles	Reducing Auto Use/Land Use	Policy T-1, Program T-1, Program T-2, and Program T-3 under Goal T-1 (Sustainable Transportation) all address how land use can reduce SOV. Other land use strategies should be incorporated into the Land Use Element. No Comp Plan action needed.
113	CAC Meeting	Whitney McNair	Goal or policy should address trying to improve Caltrain stops at Cal Ave. station.	Public Transit/Amenities	This comment addresses baby bullet stations and the idea that some bullet trains would go to Cal Ave near Stanford Research Park instead of Downtown Palo Alto, as opposed to all bullets at Downtown Palo Alto only. Other Cities address this. Add new Program T1.18.5: "Work with Caltrain to identify appropriate locations for baby bullet stations, considering all stations that are located within Palo Alto."
114	CAC Meeting	Whitney McNair	Baby bullet should stop at Cal Ave and a direct shuttle should be provided directly to the Research Park. This would incentivize transit ridership more.	Public Transit/Shuttles	Add PTC Policy T1.12 (New Policy T-1.24): "Encourage employers to develop shared shuttle services to connect employment areas with the multi-modal transit stations and City amenities. (Previous Policy T-8)" under Goal T-1 (Sustainable Transportation).
115	CAC Meeting	Whitney McNair	Should consider use of VMT	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
116	CAC Meeting	Whitney McNair	If multimodal LOS is used, need to identify types of streets where to prioritize bikes and pedestrians over cars and highlight routes to schools and other destinations instead of entire city.	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
117	CAC Meeting	Whitney McNair	GHG goals should be 2035 not 2020	Regional Leadership/GHG	Comment noted. To be addressed in Natural Environment Element.



No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
118	CAC Meeting	Whitney McNair	Discussed parks and recreation improvements, not specifically transportation related	Land Use	Comment noted. To be addressed in Natural Environment Element.
119	CAC Meeting	Whitney McNair	Maintain policies about creating better circulation for pedestrians and bicycles particularly in the Research Park	Bicycling and Walking	Retain Previous Policy T-45 (New Policy T-4.1).  Edit PTC Program T4.1.9 (New Policy T-9.3): " The City supports the establishment and operation of Transportation Management Associations to address transportation and parking issues as appropriate in the City's employment districts."
120	CAC Meeting	Lydia Kuo	"Provide local transit in Palo Alto," where it should coordinate all public transportation to maximize efficiency and the ease of use.	Public Transit	Add PTC Policy T1.15 (New Policy T-1.14): "Support efforts to integrate train, bus, and shuttle schedules at multi-modal transit stations to enable efficient transfer among public transit modes."
121	CAC Meeting	Lydia Kuo	Don't provide funding for new systems, have funding to improve current systems	Infrastructure	Retain Previous Policy T-27 (New Policy T-2.3): "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."
122	CAC Meeting	Lydia Kuo	Bus shelters should be located widely	Public Transit/Amenities	Comment noted. In general, bus or shuttle stops must meet a number of criteria, such as convenience for riders, adequate curb space, and impacts to on-street parking. Added New Policy T-1.16: "Continue to encourage the provision of amenities such as seating, lighting, and signage, including real-time arrival information, at bus and shuttle stops and train stations to increase rider comfort, safety, and convenience. [(PTC Policy T1.14) (Previous Policy T-10) (Edited)]."
123	CAC Meeting	Lydia Kuo	Buses should run later	Public Transit	Add a new program to work with VTA to encourage them to expand evening and night time bus service. Changed program to New Policy T-7.1: "Take a leadership role in regional transportation planning and advocating for specific transit improvements and investments, such as Caltrain service enhancements and grade separations, Dumbarton Express service, enhanced bus service on El Camino Real with queue jumping and curbside platforms, and additional VTA bus service. [EIR Mitigation Measure Trans-1d]."
124	CAC Meeting	Lydia Kuo	Will this impact emergency vehicle usage of lanes?	Roadways/VMT-LOS	CEQA requires consideration of roadway safety to identify potential impacts associated and require mitigation as appropriate.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
125	CAC Meeting	Lydia Kuo	Inclusivity must be appropriate and safe	Traffic Safety	Edit existing Policy T-24 (New Policy T-2.1) under Goal T-2 (Roadways): "Maintain a hierarchy of streets that includes freeways..streets <u>in a safe and appropriate manner.</u> " <b>NOte to City staff: Suggest deleting this program as it duplicates policies and programs under Roadway Design</b>
126	CAC Meeting	Lydia Kuo	Further education as well as enforcement for motorists, pedestrians and bicyclists	Traffic Safety	Same as existing programs T-46, T-47 and PTC Program T5.7.5 under Goal T-5 (Traffic Safety). No Comp Plan action needed.
127	CAC Meeting	Lydia Kuo	Goal T-3 (Residential Streets), Policy T-3.1, talks about minimizing noticeable increases and finding a way to analyze traffic impacts on residential environment.	General	Comment noted. No Comp Plan action needed.
128	CAC Meeting	Shani Kleinhaus	Do not allow for expansion of roads or taking away trees, mature trees, from our landscape.	Infrastructure/Land Use	Add PTC Policy T2.8 (New Policy T-2.3): "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."
129	CAC Meeting	Shani Kleinhaus	Do not explicitly support regional plans; say that the city will consider and evaluate, if appropriate, for PA	Regional Leadership	Edit Policy T-54 (New Policy T-7.7) as follows: Support efforts by Caltrans and the Santa Clara Valley Transportation Authority <del>Congestion Management Program</del> to reduce congestion and improve traffic flow on area freeways consistent with Statewide GHG emissions reduction initiatives."
130	CAC Meeting	Shani Kleinhaus	Program that looks at the Urban Forest Master Plan in connection with parking and in connection with the street trees and the bicycle and pedestrian.	Land Use/Bicycling and Walking	Edit PTC Program T2.2.1 (New Program T2.14.1) under New Policy T-2.14: "Update the comprehensive roadway design standards and criteria to be consistent with Complete Streets best practices, <u>and the Urban Forest Master Plan</u> , focusing on bicycle and pedestrian safety and multimodal uses. <u>Consider opportunities to incorporate best practices from the National Association of City Transportation Officials guidelines for urban streets and bikeways.</u> (Previous Program T-33) (Edited).
131	CAC Meeting	Shani Kleinhaus	Retain	General/No Action Required	Retain Previous Policy T-35, PTC Policy T3.6 under Goal T-3 (Residential Streets): New Policy T-3.7 edited to read: " <u>Require new residential development projects to implement best practices <del>Best Practice Street Design Standards</del> for street design, stormwater management and green infrastructure.</u> "
132	CAC Meeting	Shani Kleinhaus	Retain	General/No Action Required	Retain Previous Policy T-55, PTC Policy T7.13 under Goal T-7 (Regional Leadership). New Policy T-7.8

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
133	CAC Meeting	Alex Van Riesen	Specific analysis of the shuttle system for usage, routes and utility	Public Transit/Shuttles	<b>Note from City: This is already underway.</b> New Program T1.23.2: "Conduct a study of the shuttle system that identifies routes, usage, and utility to inform system improvements. The study shall be based on collaboration with PAUSD and community members, especially seniors, to identify new routes and expanded schedules that will accommodate peak demands and coordinate with transit connections. Evaluate the feasibility of new shuttle routes that provide access within a 10-15 minute walk from most neighborhoods, including the development of new shuttle routes in communities not currently served, such as Barron Park and Palo Verde. Address costs, funding sources for ongoing operation and maintenance."
134	CAC Meeting	Alex Van Riesen	Program to invest in the schedules or the data that we have for the shuttles to be created so that they're actually voice or sound activated at each of the stops	Public Transit/Shuttles	Add a new program T1.23.3 under Policy T1.23 to "Study the feasibility of evolving technology to increase the accessibility, reliability, and/or efficiency of local transit and shuttle service."
135	CAC Meeting	Don McDougall	More measurements in transportation - more real time data using technology	Public Transit	Add new Policy T-9.9: "Work with VTA to implement traffic management strategies, such as signal coordination, centralized traffic control, red-light and speed enforcement cameras, and real-time travel information, to reduce traffic congestion in and around Palo Alto." Add New Program T1.23.4 under Policy T1.23: "Develop and/or continue to provide an app or other method of providing real-time arrival and schedule information for all Palo Alto shuttle routes." Retained PTC Policy T1.14 (New Policy T-1.16): "Continue to encourage the provision of amenities such as seating, lighting, and signage, including real-time arrival information, at bus and shuttle stops and train stations to increase rider comfort, safety, and convenience."
136	CAC Meeting	Don McDougall	Embrace complete streets	Roadways	Comment noted. Complete street concepts are woven throughout the document. No Comp Plan action needed.
137	CAC Meeting	Don McDougall	Use innovation to assist in reducing congestion	Traffic Congestion	Add new Policy T-9.9 under Goal T-9 (Traffic Congestion): "Work with VTA to implement traffic management strategies, such as signal coordination, centralized traffic control, red-light and speed enforcement cameras, and real-time travel information, to reduce traffic congestion in and around Palo Alto."
138	CAC Meeting	Don McDougall	Link congestion with sustainability	Traffic Congestion	The policies and programs under Goal T1 (Sustainable Transportation) include strategies that would both reduce congestion and GHG emissions. No Comp Plan action needed.
139	CAC Meeting	Bob Wenzlau	Change airport use to recreational and housing opportunities	Airport	This request involves a change to the land use map and is best discussed with other potential updates to the Land Use Element.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
140	CAC Meeting	Bob Wenzlau	Ensure that airport activities do not expand	Airport	Retain Policy T-57 of the current, adopted Comp Plan which limits Palo Alto Airport to a single runway and two fixed base operators. New Policy T-8.1.
141	CAC Meeting	Bob Wenzlau	Add policy to minimize environmental impacts at the airport	Airport	Add New Policy T-8.2 under Goal T-8 (Airport): "Minimize the environmental impacts associated with PAO operations, including adverse effects on the character of surrounding open space and the quality of life in residential areas as required by federal and state requirements."
142	CAC Meeting	Bob Wenzlau	Add noise program for airport	Airport	No action in the Transportation Element. To be addressed in Safety and Noise Element.
143	CAC Meeting	Bob Wenzlau	Add transponder program for airport	Airport	Comment noted. Confirming with PAO staff if this is feasible.
144	CAC Meeting	Bob Wenzlau	Prioritize pedestrian and bicycle access over vehicle access between local destinations	Roadways	Add Previous Policy T-25, PTC Policy T2.2 and supporting Program T-33 under Goal T-2 (Roadways). New Policy T-2.14 and Program T2.14.1.
145	CAC Meeting	Jared Jacobs	Connect private transit to Caltrain users to move them to and from jobs	Public Transit/Shuttles	Add Previous Policy T-8, PTC Policy T1.12. New Policy T-1.24.
146	CAC Meeting	Jared Jacobs	Bicycle education program at City	Bicycling and Walking/Traffic Safety	Existing education programs are in place, supported by adding Previous Program T-46 (NewProgram T5.4.2) edited to read as follows: "Continue to provide educational programs to help promote the safe use of bicycles, mopeds or scooters, and motorcycles, including the City-sponsored bicycle education programs in the public schools and the bicycle traffic school program for juveniles." These efforts are also supported by the Education and Encouragement components of the Bicycle + Pedestrian Transportation Plan (pages 5-30 and 5-31).
147	CAC Meeting	Jason Titus	Provide better shuttle transit system	Public Transportation/Shuttles	Add PTC Policy T1.9, edited. New Policy T-1.23: "Continue and enhance the Palo Alto Shuttle Program along routes that are of value to the community to increase frequency and prioritize destinations of value to the community, including health centers, parks, schools, senior centers, and shopping areas. (Previous Policy T-4) (Edited)]."

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
148	CAC Meeting	Jason Titus	Safe spaces for bicycles and pedestrians - close traffic on California or University Ave	Bicycling and Walking/Traffic Safety	Add a new Program T1.27.4 under Policy T1.27 to: "Conduct a study of, and, if feasible, provide support and dedicated funding for a recurring Palo Alto Sunday Streets program of events, potentially in coordination with local business groups, what would include street closures and programming." This recommendation is included in the adopted BPTP (page 5-31).
149	CAC Meeting	Jason Titus	Policy that clearly states that the City will work with open data standards and agree with how we measure and track traffic, how we communicate our transportation schedules.	Indicators	Add PTC Policy T5.2 under Goal T-9 (Traffic Congestion). New Policy T-5.5, edited to read as follows: "Use appropriate technology to monitor and improve <u>circulation</u> safety throughout the City."
150	CAC Meeting	Amy Sung	Car share incorporated into city policy	Reducing Auto Use	Add PTC Policy T1.18 (New Policy T-9.8) under Goal T-9 (Traffic Congestion), edited to read as follows: "Encourage the use of <del>Promote car and bike sharing services- particularly to facilitate commuting by other than single occupant cars</del> to reduce single occupant vehicle trips, and support the provision of car share stations throughout Palo Alto, especially within 10-minute walk of transit stations and stops."
151	CAC Meeting	Amy Sung	Downtown should be an ecosystem supporting less driving	Reducing Auto Use	Policies and programs under Goal T1 (Sustainable Transportation) and Program T-49, which calls for a parking supply and demand management strategy for Downtown, would all help foster a Downtown that supports less driving. Moved Program T-49 to New Policy T-4.4 under Goal T-4 (Motor Vehicle and Bicycle Parking).
152	CAC Meeting	Amy Sung	More and easier bicycle parking	Bicycling and Walking	Add PTC Policy T1.23 (New Policy T-4.13): "Improve and add attractive, secure bicycle parking at both public and private facilities, including multi-modal transit stations, City parks, City streets and other public rights of way, in private developments, and at other community destinations." The Bicycle + Pedestrian Transportation Plan supports the continuance of this policy and provides guidance for the placement of bicycle parking facilities, as well as design of on-street bicycle parking corrals.
153	CAC Meeting	Amy Sung	Add ease of use	Special Needs	No action required. Ease of use of bicycles is covered under Goal T-5 (Traffic Safety)
154	CAC Meeting	Amy Sung	Add increase the number of safe, attractive and well-designed bicycle parking spaces available in the City - PTC T 4.13	Bicycling and Walking	Add PTC Policy T4.13 (New Policy T-4.12) under Goal T-4 (Motor Vehicle and Bicycle Parking): "Increase the number of safe, attractive and well-designed public bicycle parking spaces available in the city."
155	CAC Meeting	Elaine Uang	Promote active transportation	Bicycling and Walking	Comment noted. Numerous policies and programs under Goal T-1 (Sustainable Transportation) encourage biking and walking, and policies and programs under Goal T-5 (Traffic safety), make active transportation more safe.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
156	CAC Meeting	Elaine Uang	Incorporate Urban Street Design Guide and the Bicycle Street Design Guide into a policy	Roadways	Add PTC Program T2.2.1 (New Program T2.14.1) under Goal T2 (Roadways), edited to read as follows:"Update the comprehensive roadway design standards and criteria to be consistent with Complete Streets best practices and the Urban Forest Master Plan, focusing on bicycle and pedestrian safety and multimodal uses. Consider opportunities to incorporate best practices from the National Association of City Transportation Officials guidelines for urban streets and bikeways."
157	CAC Meeting	Elaine Uang	Create destination and then aggregate transportation to those destinations	Land Use	Comment noted. To be addressed in Land Use Element.
158	CAC Meeting	Elaine Uang	More use of precise plans	Land Use	Comment noted. To be addressed in Land Use Element.
159	CAC Meeting	Elaine Uang	Support local transit	Public Transit	Comment noted. Numerous policies and programs under Goal T-1 (Sustainable Transportation) support local transit
160	CAC Meeting	Elaine Uang	Consider partnership with early childhood education centers and private schools, because there are quite a few of them in the community too.	Special Needs/Schools	Add edited PTC Policy T1.13: " <u>Work to ensure support and enhance inclusion of public and private school commute patterns are accommodated</u> in the local transit system, including schedule and route coordination. (Previous Policy T-9) (Edited)." New Policy T-1.14.
161	CAC Meeting	Elaine Uang	No need to consider special needs as concepts supports others suffice	Special Needs	Comment Noted. No Comp Plan action needed.
162	CAC Meeting	Heidi Emberling	Anything related to transportation should have a school representative	Special Needs/Schools	Add PTC Policy T1.7 (New Policy T-1.2) edited to read as follows: "Collaborate with employers, the Palo Alto Unified School District, and other sources of commute trips to develop, <u>implement</u> and expand comprehensive, effective programs to reduce single-passenger auto use and associated greenhouse gas emissions and to reduce traffic congestion at the local and regional levels."
163	CAC Meeting	Heidi Emberling	Open up lines of communication between school officials and city officials on traffic issues, school open/closed times etc	Special Needs/Schools	See comment 162

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
164	CAC Meeting	Heidi Emberling	Promoting and incentivizing development and enhancement of childcare services as a traffic congestion mitigation	Traffic Congestion/Need Staff Clarification	Question for City: Can you please clarify what this statement means?
165	CAC Meeting	Julia Moran	Understand the impact of the data on the population - internal/external traffic only 3-6%, will policy changes impact correctly the right group?	Indicators	Please note data on mode share in the Transportation Element.
166	CAC Meeting	Julia Moran	Program - information kiosks on transit	Public Transit/Amenities	Add PTC Policy T1.14 (New Policy T-1.16): "Continue to encourage the provision of amenities such as seating, lighting, and signage including real-time arrival information, at bus and shuttle stops and train stations to increase rider comfort, safety, and convenience." (Previous Policy T- 10) (Edited).
167	CAC Meeting	Julia Moran	Make sure parking fees don't adversely affect parking for retail downtown	Reducing Auto Use/Parking	This topic would be addressed in the Parking Management Plan. Add New Program T-9.5.1 under Policy T-9.5: "Study ways to use parking management strategies to help alleviate traffic congestion, including paid parking in the Downtown area."
168	CAC Meeting	Annette Glanckopf	More bullets related to high speed rail issues	Roadways	Add PTC recommended Rail Corridor policies and programs under Goal T-2 (Roadways).
169	CAC Meeting	Annette Glanckopf	More public transportation to move employees in and out of city	Public Transit	Add PTC Policy T1.7 and associated programs T1.7.1, T1.7.2, and T1.7.3. PTC Program T1.7.4 isn't feasible; New Policy T-1.12 supports Caltrain capacity enhancements is in place. Now New Policy T-1.2, Program T1.2.2, Program T1.2.3, and T1.2.5
170	CAC Meeting	Annette Glanckopf	Regulate students on bicycles running stop signs, speeding, riding abreast	Bicycling and Walking	Add PTC Program T5.1.1 (New Policy T-5.4) edited to read as follows: "Use engineering, enforcement, and educational tools to improve traffic safety on City roadways. Evaluate the performance of safety improvements and identify methods to encourage alternative transportation modes." Created new Program T5.5.1 under Policy T-5.5: " Evaluate the performance of safety improvements and identify methods to encourage alternative transportation modes." This program supports the enforcement components of the BPTP.
171	CAC Meeting	Annette Glanckopf	Address drones in comp plan - tool in earthquakes	Airport	Add a New Program: Investigate the feasibility of adopting a No Drone Zone ordinance for Palo Alto. Note to City staff: This suggestion was not adopted.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
172	CAC Meeting	Annette Glanckopf	Use uber	Reducing Auto Use	Add new Program T-9.8.1 under Goal T-9 (Traffic Congestion) "Implement a pilot program to test the effectiveness of subsidizing a taxi or rideshare program for Palo Altans to get to/from downtown."
173	CAC Meeting	Annette Glanckopf	Reduce the signage in the city	Land Use	Comment noted. Topic will be addressed in Land Use Element
174	CAC Meeting	Mark Nadim	Check at places	General	Comment Noted. No Comp Plan action needed.
175	CAC Meeting	Mark Nadim	Coordinate shuttle buses	Public Transit/Shuttles	Add PTC Policy T1.15 (new Policy T-1.14): "Support efforts to integrate train, bus, and shuttle schedules at multi-modal transit stations to enable efficient transfer among public transit modes." (Previous Policy T-11) (Edited).
176	CAC Meeting	Mark Nadim	Increase opportunities to ride bus - never more than two blocks apart	Public Transit	Comment noted. In general, bus or shuttle stops must meet a number of criteria, such as convenience for riders, adequate curb space, and impacts to on-street parking. Add new Policy T-9.2: "Favor new development that is within 10-minute walk of a transit stop or station and provides walking and bicycling connections and facilities as a congestion management strategy."
177	CAC Meeting	Mark Nadim	More safe routes for bikes and pedestrians	Bicycling and Walking	Comment noted. Policies and programs under Goal T-5 (Traffic Safety) address this issue.
178	CAC Meeting	Len Fillpu	More traffic calming opportunities	Roadways/Traffic Safety	Policy T-34 (new Policy T-3.1) covers this: "Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize these measures over congestion management. PTC Program T5.2.1 (new Program T5.4.1) addresses traffic calming measures: "Periodically evaluate safety on roadways and at intersections and enhance conditions through the use of signal technology and physical changes. Consider the construction of traffic circles for improved intersection safety."
179	CAC Meeting	Len Fillpu	Make city services more transparent and available	General	Comment Noted. Topic to be addressed in Community Services and Facilities Element



No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
180	CAC Meeting	Len Fillpu	City should talk to schools more	Special Needs/Schools	See comment 160
181	CAC Meeting	Jennifer Hetterly	Mixed use in employment centers	Land Use	Comment noted. Topic will be addressed in Land Use Element.
182	CAC Meeting	Jennifer Hetterly	Restore as originally written	Regional Leadership	Retain Policy T-57 of the current, adopted Comp Plan which limits Palo Alto Airport to a single runway and two fixed base operators.
183	CAC Meeting	Jennifer Hetterly	The airport plan should be consistent with the Baylands Master Plan	Airport/Land Use	<p>Edit the following programs for consistency with the Baylands Master Plan:</p> <p>Previous Program T-57 (New Program T8.2.1):  "Maintain landscaping consistent with the open space character of the baylands to screen the airport along Embarcadero Road <del>Provide a planting strip and bicycle/pedestrian path adjacent to Embarcadero Road that is</del> and continue to provide a bicycle/pedestrian path adjacent to Embarcadero Road, consistent with the Baylands Master Plan and open space character of the baylands subject to airport federal and state regulations."</p> <p>Previous Program T-58 (New Program T8.1.1):  Relocate, <del>as feasible, the existing terminal building away</del> from the Runway Safety Area 31 clear zone, allowing for <del>or facilitate</del> the construction of a new terminal building at a reasonable distance from the natural habitat area surrounding the restored Palo Alto harbor in accordance with Federal law."</p> <p>Add a New Program T8.2.2 under Policy T-8.2: "Maintain the native grasses planted on the abandoned second runway pad and leave as open space. This is subject to federal wildlife hazard requirements and guidelines for airports."</p>
184	CAC Meeting	Jennifer Hetterly	Collaborate with the School District and the community, especially seniors, to identify new routes and expanded schedules that will accommodate peak demand and coordinate with transit connections.	Special Needs/Schools	Add new Policy T-6.1 under Goal T-6 (Special Needs), Previously Policy T-42 (edited): "Identify and address the needs of community members, <u>including seniors and</u> people with disabilities, and meet or exceed the requirements of the Americans with Disabilities Act (ADA) during the planning and implementation of transportation and parking improvement projects. Utilize the principles of Universal Design, and local and state design standards to guide these efforts."

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
185	CAC Meeting	Jennifer Hetterly	Policy that explores routes that will provide shuttle access within a 10 to 15-minute walk of most neighborhoods	Public Transit/Shuttles	<b>Note from City: This is already underway.</b> New Program T1.23.2: "Conduct a study of the shuttle system that identifies routes, usage, and utility to inform system improvements. The study shall be based on collaboration with PAUSD and community members, especially seniors, to identify new routes and expanded schedules that will accommodate peak demands and coordinate with transit connections. Evaluate the feasibility of new shuttle routes that provide access within a 10-15 minute walk from most neighborhoods, including the development of new shuttle routes in communities not currently served, such as Barron Park and Palo Verde. Address costs, funding sources for ongoing operation and maintenance."
186	CAC Meeting	Jennifer Hetterly	Restore as originally written	Parking	Comment Noted. Retain Policy T-47 (New Policy T-4.10).
187	CAC Meeting	Jennifer Hetterly	Do not align too closely to Bike Master Plan - already 3 years old	Bicycling and Walking	Noted. It would be better to concentrate on implementing the BPTP first and then update the plan once it nears completion.
188	CAC Meeting	Hamilton Hitchings	Implement car trip caps	Reducing Auto Use	Noted. See Polcit T-1-4
189	CAC Meeting	Hamilton Hitchings	Improve the connections between Caltrain with a Shuttle to Stanford Research Park	Public Transit/Shuttles	Add PTC Policy T1.12 (New Policy T-1.24): "Encourage employers to develop shared shuttle services to connect employment areas with the multi-modal transit stations and City amenities. (Previous Policy T-8)."
190	CAC Meeting	Hamilton Hitchings	Should not be subsidizing office building parking: only retail	Reducing Auto Use/Parking	Noted. Parking Study is underway and policies/programs should be updated to with respect to its conclusions.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
191	CAC Meeting	Hamilton Hitchings	"Pay for it by plate" is an important concept that can significantly improve parking spot utilization. It allows for incremental parking such as X number of days per month, allows you to move your car, and it's easy to enforce via scanners as long as you provide sufficient privacy	Parking	Noted. Parking Study is underway and policies/programs should be updated to with respect to its conclusions.
192	CAC Meeting	Stephen Levy	Make locational decisions for new development that maximize the chance to reduce travel and parking	Reducing Auto Use/Parking/Land Use	Issue to be discussed by full CAC.
193	CAC Meeting	Stephen Levy	Make priority decisions for projects that reduce travel demand	Reducing Auto Use/Land Use	Add new Policy T-9.2 under Goal T-9 (Traffic Congestion): "Favor new development that is within 10-minute walk of a transit stop or station and provides walking and bicycling connections and facilities as a congestion management strategy."
194	CAC Meeting	Stephen Levy	Gradually implement parking pricing and parking incentives in Palo Alto	Parking	Comment noted. City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
195	CAC Meeting	Stephen Levy	Commit for paying our share of any grade separation.	Roadways/Rail Trenching	Add new Policy T-2.21 under Goal T2 (Roadways): "Pursue grade separation of rail crossings along the corridor as a City priority."
196	CAC Meeting	Stephen Levy	Experiment with microunits, mixed uses, creative zoning on El Camino to increase density, parking pricing	Land Use/Reducing Auto Use/Parking	Comment noted. Topic to be addressed in Land Use Element
197	CAC Meeting	Lisa Peschcke-Koedt	Solve issues around electrification, high speed rail, undergrounding	Roadways/Rail Trenching	Add PTC recommended Rail Corridor policies and programs under Goal T-2 (Roadways).

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
198	CAC Meeting	Lisa Peschcke-Koedt	Increase bus routes on arterials	Public Transit	Comment is about concentrating bus traffic on key arterials. Add new Policy T-1.20: "Collaborate with transit agencies in planning and implementing convenient, efficient bus service in Palo Alto." Add new Program T2.4.3 under Policy T-2.4: "Update the roadway classification system to reflect desired routes for transit, cycling and regional traffic."
199	CAC Meeting	Lisa Peschcke-Koedt	More on demand driver services	Reducing Auto Use	Add new Program T-9.8.1 under Goal T-9 (Traffic Congestion) "Implement a pilot program to test the effectiveness of subsidizing a taxi or rideshare program for Palo Altans to get to/from downtown."
200	CAC Meeting	Dan Garber	Work with our regional neighbors on transit issues	Regional Leadership	Replace Policy T-49 with new Policy T-7.2: <del>"Lead and participate in initiatives to manage regional traffic"</del> Recognize the need for collaboration with a range of stakeholders, including regional agencies, neighboring jurisdictions and major employers, on issues of regional importance such as traffic congestion, reduced reliance on single-occupant vehicles, and sustainable transportation. Take the lead in forging regional partnerships and solutions."
201	CAC Meeting	Dan Garber	Improve city school communication and make it explicit	Special Needs/Schools	See comment 162
202	CAC Meeting	Dan Garber	Program that identifies the scale-appropriate mode share on each of the different types of streets that are identified in Policy T-2.1 in that larger streets	Roadways/VMT-LOS	Add PTC Program T2.10.1 under Goal T2 (Roadways), (New Program T2.4.1): "Maintain current thresholds for acceptable levels of service for intersections in Palo Alto and establish protocols for development proposals to evaluate Level of Service for transit vehicles, bicyclists, and pedestrians."
203	CAC Meeting	Dan Garber	Program developed around greenhouse gas allocations to each of those mode shares depending on where they are in the City and what type of street driven on	Roadways/VMT-LOS	<b>Noted. This idea would need to be synched with S/CAP.</b>
204	CAC Meeting	Arthur Keller	Improve the efficiency and timing of the alternatives to single car use	Reducing Auto Use	Add Policy T-9.9:" Continue to participate in regional efforts to develop technological solutions that make alternatives to the automobile more convenient and thereby contribute to reducing for congestion management." <b>Note to City: Can this be a Program under Policy T9.7?</b>

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
205	CAC Meeting	Arthur Keller	New Policy 4.6 which says that all new development should be completely self-parked is important	Reducing Auto Use/Parking	Add PTC Policy T4.6, new Policy T-4.2 under Goal T-4 (Motor Vehicle and Bicycle Parking): "All new development projects should be completely self-parked without the use of on-street parking intended to fulfill the minimum parking requirements and compliant with the established parking regulations in the Municipal Code."
206	CAC Meeting	Arthur Keller	Four tracks at rail stations for passing of high speed rail	Roadways/Traffic Safety/Infrastructure	Comment noted. Not consistent with adopted rail corridor plan
207	CAC Meeting	Adrian Fine	Policy or a series of policies to fully fund and expand the TMA to the whole City or areas that are heavily affected, Cal. Ave., El Camino, Downtown	Reducing Auto Use/Land Use	Add new Policy T-9.3 under Goal T9 (Traffic Congestion): "The City supports the establishment and operation of Transportation Management Associations to address transportation and parking issues as appropriate in the City's employment districts."
208	CAC Meeting	Ellen Urhbrock	Respecting the open space and residential areas near airports	Airport/Land Use	Add New Policy T-8.2 under Goal T-8 (Airport): "Minimize the environmental impacts associated with PAO operations, including adverse effects on the character of surrounding open space and the quality of life in residential areas as required by federal and state requirements."
209	Comment Letter	Annette Glanckopf	The comp plan needs to serve us for the next 15+ years. I feel this element needs to be more futuristic and higher level with fewer policies and programs. The biggest issue that we will be facing will be the impact of high speed rail.	Roadways	Comment noted. High speed rail policies will be added.
210	Comment Letter	Annette Glanckopf	The focus is on bicycle transportation and commuters. It seems like many of the policies and programs are based on the Bicycle and Pedestrian Transportation Plan. There is no doubt that there will be more seniors, and most likely about the same number or fewer children.	Special Needs	Comment noted. Policies under Goal T-6 (Special Needs) address the needs of seniors and children.
211	Comment Letter	Annette Glanckopf	I would like to see less emphasis on bikes and more on alternative modes of transportation. The element has lost touch with residents. Incentives will change the driving behaviors of a small percentage of residents; and Google Shopping and Amazon Direct is a reality.	Reducing Auto Use/Special Needs	Comment noted. Policies and programs under Goal T-1 (Sustainable Transportation) address this issue, including PTC Policy T1.2, T1.9, T1.10, T1.11, and T1.12.
212	Comment Letter	Annette Glanckopf	The comp plan needs to realize that for many a car is still needed - to lug kids with their soccer gear around, grocery shopping for the family (COSTCO), the need to buy large items like dog food. It is hard to convince busy adults or seniors with limited mobility to walk to a shuttle stop that comes infrequently. In south Palo Alto, there are no routes between Middlefield and 101 or north of Embarcadero between Alma and Middlefield. . For those who are close to or would use the shuttle, more frequent times (between 8 and 10 minutes) are necessary. We need smaller vehicles with more frequent times.	Public Transit/Special Needs	See comment 162

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
213	Comment Letter	Annette Glanckopf	<p>We need to realize that Palo Altans will drive less and will use less gas especially with legislation to reduce gas mileage standards for all new cars. In the future, the majority of (California) vehicles will be electric or solar, cars will be smaller, maybe we will see more scooters, and the onslaught of new apps will help us navigate. Siri will tell us where to park.</p> <p>The growing population of seniors over 85 won't be driving at all, we are becoming a culture of services on demand. Uber/Lyft ( or similar services ) will transport us; Amazon or Google shopping (or the like) will deliver our goods.</p>	Reducing Auto Use/Special Needs	Comment noted. As noted in comment 212, new proposed policies will support the use of on demand transit. No further action needed.
214	Comment Letter	Annette Glanckopf	I support parking meters in downtown	Parking	Comment noted. City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
215	Comment Letter	Annette Glanckopf	Paid parking lots with reduced fees for seniors for downtown parking	Parking/Special Needs	Comment noted. City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
216	Comment Letter	Annette Glanckopf	More parking in city hall (remove the 50+ spaces that have been converted to permit parking on the first few levels)	Parking	Comment noted. City Council has committed to conducting a paid parking study for the downtown area in FY2016. See new Program T-4.4.3 under Goal T-4 (motor Vehicle and Bicycle Parking): "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
217	Comment Letter	Annette Glanckopf	Look at the Singapore or London model of congestions parking	Parking	Singapore, London and Stockholm have congestion pricing systems to charge for entry of vehicles into core areas of those cities. These systems don't pertain to parking. Additionally, City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
218	Comment Letter	Annette Glanckopf	Much should be said about the immediate and critical need for undergrounding trains at Palo Alto intersections, That is not a topic for Goals 1-5.	Roadways/Rail Trenching	Rail trenching is addressed by new Policy T-2.21 under Goal T2 (Roadways): "Pursue grade separation of rail crossings along the corridor as a City priority."

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
219	Comment Letter	Annette Glanckopf	Consider giving seniors free or reduced ON DEMAND services. Make a deal with Uber or the private transportation services that are idle during part of the day.	Special Needs	See comment 22
220	Comment Letter	Annette Glanckopf	I feel too much emphasis is in the comp plan is given to bikes. I do not want to see any more emphasis and would not prioritize bike transportation. I think we should continue what we are doing.	Bicycling and Walking	Comment noted. The Transportation Element does address bikes but also includes extensive policies and programs relating to traffic congestion, transit, and walking.
221	Comment Letter	Annette Glanckopf	Put more emphasis on other areas – commuters, low paid service workers transportation, adult and senior resident needs not covered in the transportation element	Special Needs	See comment 162
222	Comment Letter	Annette Glanckopf	I am concerned about the huge amount of signage that has been installed or proposed. We have reached a point in Palo Alto where it is confusing – eye litter. As an example, at Matadero Creek/Bryant, there are 13 signs on the creek.	Land Use	Comment noted. Topic will be addressed in Land Use Element
223	Comment Letter	Annette Glanckopf	I would not recommend putting green striping on local streets.	Roadways	Comment noted. City is currently committed to industry standard colors.
224	Comment Letter	Annette Glanckopf	I am also concerned about the lack of courtesy of bikers. I live on Bryant, and there are many (adult) cyclists who use this street as a race way. It is hard to see them when backing out of the driveway. Even a cautious driver has trouble navigating our streets and corners where the bikers blow stop signs routinely. Also if you are standing in the street (i.e. pruning bushes), they are very rude, if they think you are in their way. Collisions studies show that bikers were at fault a significant number of times.	Bicycling and Walking	Comment noted. PTC Program T.5.1.1, new Policy T-5.3: " Use engineering, enforcement, and educational tools to improve traffic safety on City roadways. Evaluate the performance of safety improvements and identify methods to encourage alternative transportation modes." addresses continued enforcement of laws; PTC Policy T-5.2, new Policy T-5.4: "Use appropriate technology to monitor and improve safety throughout the City," addresses safety.
225	Comment Letter	Annette Glanckopf	I am all for more attractive well lit, sheltered seating – not just for bikes but also for pedestrians.	Public Transit/Amenities/Bicycling and Walking	Comment noted.
226	Comment Letter	Annette Glanckopf	Please be careful of placing lighting in areas that are next to residential.	Land Use	Comment noted. Topic will be addressed in Land Use Element
227	Comment Letter	Annette Glanckopf	I do not like bulb out. They can cause accidents especially at night. Also when a bikers and a car approach the intersection there isn't room for both.	Traffic Safety	Comment noted. No Comp Plan action needed.
228	Comment Letter	Annette Glanckopf	I am in favor of more street trees all over the city (more in the environment section). The rules for tree placement need revision to allow for more flexibility in placing trees in planter strip next to sidewalks.	Land Use	Comment noted. Topic will be addressed in Natural Resources and Environment Element.
229	Comment Letter	Annette Glanckopf	The City of Palo Alto needs full support of the businesses - in partnership with the Chamber of Commerce. Business should bear the financial burden for implementation.	General	Comment noted

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
230	Comment Letter	Annette Glanckopf	I support parking mgmt. and pricing.	Parking	Comment noted
231	Comment Letter	Annette Glanckopf	I would support metered parking for downtown and eventually California Ave	Parking	Comment noted
232	Comment Letter	Annette Glanckopf	I support subsidized ride sharing	Reducing Auto Use	Comment noted. See program T-9.8.1
233	Comment Letter	Annette Glanckopf	I support transit subsidies.	Reducing Auto Use/Public Transit	Comment noted. City currently subsidizes ECO passes and TMA will be testing a variety of initiatives, including transit subsidies.
234	Comment Letter	Annette Glanckopf	I support flexible work environment. The future for many people will include telecommuting. Currently we telecommute with people from all over the world. This will become the work norm. Of course, service jobs will not be affected by this strategy.	Reducing Auto Use	Program T-12, new Program T1.2.6: "Review existing regulations, policies, and programs to identify revisions that encourage telecommuting, satellite office concepts, and work-at-home options" calls for the City to encourage telecommuting, satellite office concepts, and work-at-home options. No further action needed.
235	Comment Letter	Annette Glanckopf	I do not support changing the level of service as an appropriate way to measure success of an integrated transportation system, but feel we could make that a bit stronger.	Roadways/VMT-LOS	Noted. Element provides for use of Intersection LOS and VMT.
236	Comment Letter	Annette Glanckopf	I support installation of more traffic circle and rotaries for traffic calming. They can be made very attractive with plantings and do work to slow traffic.	Traffic Safety	No Comp Plan action needed. Comment noted
237	Comment Letter	Annette Glanckopf	Speed bumps do not work. The only ones that do work are speed tables...but I am ambivalent about their use. I walk down Colorado and Cowper daily and see very few cars that slow down for them. Most cars speed right over them.	Traffic Safety	No Comp Plan action needed. Comment noted
238	Comment Letter	Annette Glanckopf	I am in favor of rolled curbs and not vertical curbs. Rolled curbs prevent accidents and car damage.	Traffic Safety	No Comp Plan action needed. Comment noted
239	Comment Letter	Annette Glanckopf	On Safe Routes to School: The schools should consider having their own bus service.	Special Needs/Schools	See comment 162
240	Comment Letter	Arthur Keller	I recommend that the CAC adopt the changes to the Transportation Element proposed by the Planning and Transportation Commission, along with selected additional changes.	General	Comment Noted



No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
241	Comment Letter	Arthur Keller	Please note the Rail Corridor Goals and Policies at the end of T1 Goal.	Roadways	Comment noted. These policies are proposed to be added. No further action needed.
242	Comment Letter	Arthur Keller	Policy T2.9 (Level of Service). Perhaps move to new congestion goal.	Roadways/VMT-LOS	Note to City: We suggest that LOS policies T-2.1 through T-2.9 remain under Goal 2 (Roadways) if they are to remain.
243	Comment Letter	Arthur Keller	<del>Minimize</del> Prohibit noticeable increases in traffic from new development in residential neighborhoods, through traffic mitigation measures. Employ Traffic impact on Residential Environments (TIRE) analysis to measure potential street impacts from new development.	Residential Streets	PTC Policy T-3.1, edited and new Policy T-3.5: "Minimize <u>the danger of increased commercial ingress/egress adjacent to major intersections</u> , and noticeable increases in traffic from new development in residential neighborhoods, through traffic mitigation measures." Added separate Policy T-3.6: "Employ Traffic impact on Residential Environments (TIRE) analysis to measure potential street impacts from new development."
244	Comment Letter	Arthur Keller	Provide adequate parking for customers and employees within each business district to <del>reduce impacts</del> avoid impacts on adjacent residential neighborhoods.	Parking	Edit PTC Program T-4.1.2 (New Program T4.1.1): Provide adequate parking for customers and employees within each business district to <del>reduce impacts</del> avoid impacts on adjacent residential neighborhoods.
245	Comment Letter	Arthur Keller	Policy T4.6 (and programs under it). All new development should be selfparked.	Reducing Auto Use/Parking	Add PTC Policy T4.6, new Policy T-4.2 and supporting programs T-4.2.1 through T-4.2.4 under Goal T4 (Motor Vehicle and Bicycle Parking)
246	Comment Letter	Arthur Keller	Add net no new trips requirement for any project that would otherwise add at least 100 trips, allowing only actual offsets (such as reducing other cars off the road, e.g., school commuters). Add to new congestion goal.	Traffic Congestion/Commuting	Comment noted. See program T-9.8.1
247	Comment Letter	Arthur Keller	Consider changing Middlefield Road north of Everett Avenue from two lanes northbound to one lane.	Roadways	Confirming with Transportation staff
248	Comment Letter	Arthur Keller	" Further encourage the installation of facilities that support alternative fuel vehicles by <del>periodically reviewing requirements for electric and plug-in vehicle infrastructure in new construction and amending the Zoning Code where appropriate.</del> "	Reducing Auto Use	Policy T-1.8, Program T1.7.1 and Program T1.6.1 address this issue

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
249	Comment Letter	Arthur Keller	Add a program (or add to Program T1.2.1), "Consider and periodically review requirements for electric and plug-in infrastructure for remodels." Move to under Policy T4.8, replacing new Program T4.8.1, which has been enacted.	Reducing Auto Use	Policy T-1.8, Program T1.7.1 and Program T1.6.1 address this issue
250	Comment Letter	Arthur Keller	Review the Zoning Ordinance to determine how it can support creative approaches to parking requirements to ensure compatibility with electric vehicle infrastructure ordinance through parking technology improvements, including vehicle lifts and electronic monitoring. Update the Zoning Ordinance to reflect changes that result from this review.	Parking	Policy T-1.8, Program T1.7.1 and Program T1.6.1 address this issue
251	Comment Letter	Arthur Keller	New Safe Route to Schools along Manuela Avenue to Arastradero Road and Foothill Expressway to support both bicyclists and pedestrians, in particular along blind curve adjacent to Foothill Expressway.	Special Needs/Schools/No Action Required	No Comp Plan action needed. Same as existing PTC Program T5.7.6 under Goal T-5 (Traffic Safety) <b>Note to City: PTC Program T5.7.6 not adopted.</b>
252	Comment Letter	Arthur Keller	Check for Safe Routes to Schools supporting new housing at East Meadow Circle and Loma Verde/West Bayshore.	Land Use/Special Needs/Schools	Comment noted. Topic to be addressed in Land Use Element
253	Comment Letter	Arthur Keller	Replace Program T7.16.2 by <del>Work towards a funding mechanism to build grade separations if supported by technical studies at existing grade crossings for Caltrain between San Francisco and San Jose. Explore opportunities to fund grade separations in Palo Alto through traffic impact fees or alternative mitigation measures for any increase in delay at Caltrain grade crossings caused by nearby development or increased rail service, including those generated by High Speed Rail or the extension of Caltrain to the Transbay Terminal.</del> <b>"Identify and promote the creation of funding for grade separations for Caltrain, consistent with Rail Corridor Policies. Consider supplementing external grade separation funding, if necessary to create below grade rail alignments."</b>	General/Roadways/Rail Trenching	Replace Program T7.16.2 and locate under Rail Corridor topic, new Program T.22.2: <b>"Work towards a funding mechanism to build grade separations if supported by technical studies at existing grade crossings for Caltrain between San Francisco and San Jose. Explore opportunities to fund grade separations in Palo Alto through traffic impact fees or alternative mitigation measures for any increase in delay at Caltrain grade crossings caused by nearby development or increased rail service, including those generated by High Speed Rail or the extension of Caltrain to the Transbay Terminal. Consider supplementing external grade separation funding, if necessary to create below grade rail alignments."</b>
254	Comment Letter	Arthur Keller	Address Airport Noise issue, for both Palo Alto Airport and for regional airports.	Airport	No action in the Transportation Element. To be addressed in Safety and Noise Element.
255	Comment Letter	Arthur Keller	Add Program T7.15.1 "Promote provision of commuter rail service along the Dumbarton Rail Corridor."	Public Transit	<b>Question for City staff: Is there a PTC Program T7.15.1 "Promote provision of commuter rail service along the Dumbarton Rail Corridor."</b>

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
256	Comment Letter	Mark Nadim	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.	Special Needs	Comment noted. Policies and programs under Goal T-1 (Sustainable Transportation) address this issue, including PTC Policy T1.2, T1.9, T1.10, T1.11, and T1.12.
257	Comment Letter	Mark Nadim	It is reasonable that we need to break down the traffic into two categories, - Local traffic - Commuter traffic	General	Comment Noted
258	Comment Letter	Mark Nadim	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.	Reducing Auto Use/Traffic Congestion	Comment noted. Goal T1 (Sustainable Transportation) and the supporting policies and programs do this. No further action required.
259	Comment Letter	Mark Nadim	Before narrowing roads we need to provide an efficient public bus or shuttle system that can serve the residents.	Reducing Auto Use/Public Transit	Comment noted. Goal T1 (Sustainable Transportation) and the supporting policies and programs do this. No further action required.
260	Comment Letter	Mark Nadim	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.	Public Transit/Shuttles	Comment noted.
261	Comment Letter	Mark Nadim	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.	Public Transit/Shuttles	Add PTC Policy T1.14, new Policy T-1.15: "Continue to encourage the provision of amenities such as seating, lighting, and signage including real-time arrival information, at bus and shuttle stops and train stations to increase rider comfort, safety, and convenience. (Previous Policy T- 10) (Edited)"
262	Comment Letter	Mark Nadim	An app with the shuttle estimated arrival time is also necessary.	Public Transit/Shuttles	As of December 2015, the City provides a free app that tracks the Crosstown shuttle in real time (see <a href="https://paloaltoliveshuttle.doublemap.com">https://paloaltoliveshuttle.doublemap.com</a> ). Added new Program T1.23.4 under PTC Policy T1.9, new Policy T-1.23: "Develop and/or continue to provide an app or other method of providing real-time arrival and schedule information for all Palo Alto shuttle routes." <b>Note from City: This is already underway.</b> New Program T1.23.2: "Conduct a study of the shuttle system that identifies routes, usage, and utility to inform system improvements. The study shall be based on collaboration with PAUSD and community members, especially seniors, to identify new routes and expanded schedules that will accommodate peak demands and coordinate with transit connections. Evaluate the feasibility of new shuttle routes that provide access within a 10-15 minute walk from most neighborhoods, including the development of new shuttle routes in communities not currently served, such as Barron Park and Palo Verde. Address costs, funding sources for ongoing operation and maintenance."

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
263	Comment Letter	Mark Nadim	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.	Public Transit/Shuttles	Add edited PTC Policy T1.13: "Work to ensure <del>Support and enhance inclusion of</del> public and private school commute patterns are accommodated in the local transit system, including schedule and route coordination. (Previous Policy T-9) (Edited)." New Policy T-1.14.
264	Comment Letter	Mark Nadim	As for kids who bike to school, we need to provide safe routes. 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.	Special Needs/Schools/No Action Required	No Comp Plan action needed. Same as existing Policy T-15 under Goal T-1 (Sustainable Transportation)
265	Comment Letter	Mark Nadim	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	Traffic Congestion	Comment noted. Goal T9 and its associated policies and programs address traffic congestion in Palo Alto. No further action required.
266	Comment Letter	Mark Nadim	Regional public transportation system, including - buses - trains	Public Transit	Regarding worker trips into Palo Alto, add new PTC Policy T1.7 and associated programs: "Collaborate with employers, the Palo Alto Unified School District, and other sources of commute trips to develop and expand comprehensive, effective programs to reduce single-passenger auto use and associated greenhouse gas emissions and to reduce traffic congestion at the local and regional levels." (Previous Policy T-3 & Program T-5) (Merged & Edited)  Regarding employer shuttles, add PTC Policy T1.13: "Encourage employers to develop shared shuttle services to connect employment areas with the multi-modal transit stations and City amenities. (Previous Policy T-8) (Edited)"  Regarding Uber or Lyft, add Policy T-9.8: Encourage the use of car and bike sharing to reduce single occupant vehicle trips, and support the provision of car share stations throughout Palo Alto, especially within 10-minute walk of transit stations and stops. [(PTC Policy T1.18) (NEW POLICY)."
267	Comment Letter	Mark Nadim	Regional public transportation system, including employer provided shuttles	Public Transit/Shuttles	Add edited PTC Policy T1.13: "Work to ensure <del>Support and enhance inclusion of</del> public and private school commute patterns are accommodated in the local transit system, including schedule and route coordination. (Previous Policy T-9) (Edited)." New Policy T-1.14.
268	Comment Letter	Mark Nadim	Regional public transportation system, including some type of carpool system using Uber or Lyft type of service	Reducing Auto Use	Add new Program T-9.8.1 under Goal T-9 (Traffic Congestion) "Implement a pilot program to test the effectiveness of subsidizing a taxi or rideshare program for Palo Altans to get to/from downtown."
269	Comment Letter	Mark Nadim	We can eliminate parking in downtown and its surrounding areas, but commuters will find a way to drive to get to work.	Reducing Auto Use/Parking	Comment noted. No Action required.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
270	Comment Letter	Mark Nadim	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.	Public Transit/Shuttles	Comment noted and addressed in Existing Policies and Programs under Goal T-1 (Sustainable Transportation).
271	Comment Letter	Mark Nadim	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.	Public Transit/Shuttles	Add edited PTC Policy T1.13: "Work to ensure <del>Support and enhance inclusion of</del> public and private school commute patterns are accommodated in the local transit system, including schedule and route coordination. (Previous Policy T-9) (Edited)." New Policy T-1.14.
272	Comment Letter	Mark Nadim	<b>Traffic Measurement Metrics</b> 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.	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
273	Comment Letter	Bonnie Packer	In general, much work needs to be done in the organization of the draft plan to reduce redundancies and repetitions. For example, many of the ideas in traffic safety are repeated elsewhere in the sections on bicycles and pedestrians and roadways.	General	Comment Noted. City staff and consultants will organize the draft plan to reduce redundancies.
274	Comment Letter	Bonnie Packer	Begin the Transportation element with Regional Planning. Without effective management of public transportation much of the Transportation Element vision could not happen - particularly the goal to reduce the reliance on single-occupancy vehicles.	Regional Leadership	Comment noted. CAC can make this recommendation to City Council.
275	Comment Letter	Bonnie Packer	Palo Alto should be the lead in encouraging the creation of a Metropolitan Transit Authority to replace the MTC. It makes sense for Palo Alto to be a lead in this effort as this city is a major employment magnet, bringing commuters from all over the Bay Area.  This new Authority would replace all of the various entities that are providing any kind of public transit in the Bay Area. We need to think of the Bay Area as one very large city for purposes of managing transit. We cannot continue to exist as separate city-states!	Regional Leadership	Commentr noted. Council woul d need to approve thi sdirection.
276	Comment Letter	Bonnie Packer	Parking – Explore paid parking. A fee for parking in certain areas would encourage the use of public transit or other means of getting to commercial/retail centers. The subsequent greater demand for public transit would make such transit more economically viable.  A fee for parking could be used to support more creative public transit options within the city.	Reducing Auto Use/Parking	Program T-59 and Policy T-46 address parking management, but these policies/programs could be expanded. Add New Program T9.5.1 under Goal T-9 (Traffic Congestion) Program T9.5.1 "Study ways to use parking management strategies to help alleviate traffic congestion, including paid parking in the Downtown area."
277	Comment Letter	Bonnie Packer	It is very difficult to get from our spread-out low-density single-family areas to the residential arterials where public transit tends to go. We need a smarter system or systems.	Public Transit/Land Use	Comment noted. Existing Policies and Programs under Goal T-2 (Roadways) address this issue

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
278	Comment Letter	Bonnie Packer	With a successful increase in local public transit and parking fees, there would be the combined benefit of less need for parking structures and fewer single-occupancy cars on the road. Plus, this would make it easier for seniors to get around and stay in their homes.	Reducing Auto Use/Parking/Special Needs	Comment noted. Policies under Goal T1 (Sustainable Transportation), Goal T4 (Motor Vehicle and Bicycle Parking), and Goal T9 (Traffic Congestion) would address this comment. No further action required.
279	Comment Letter	Bonnie Packer	Smart parking fee meters would make it easy to pay. A program might be created for pre-paid or free cards to use in special situations. For example, Palo Alto residents may get a reduced rate. Employers could provide cards for their lower wage parttime employees.	Reducing Auto Use/Parking	See comment 276
280	Comment Letter	Bonnie Packer	Parking and traffic calming: Insert in the plan the concept that on-street parking is a form of traffic calming in both residential and commercial areas.	Reducing Auto Use/Parking	Comment noted. We will describe this in the narratives.
281	Comment Letter	Bonnie Packer	Parking requirements and seniors: Modify the zoning ordinance to create special exceptions to parking requirements for higher density senior residences for independent and assisted living.	Parking/Special Needs	Consider adding a policy to "consider reduced parking requirements for developments that are well-served by transit and demonstrated walking and biking connections." New Program T.4.2.1 under Policy T-4.2: " Study the feasibility of reduced parking requirements for developments that are well-served by transit and demonstrated walking and biking connections, including senior housing developments." To be added if PTC Policy T-1.9 & T1.12 are not sufficient. This is inconsistent with Policy T-4.2
282	Comment Letter	Bonnie Packer	As seniors age, many will eventually lose the ability to drive and to use a bicycle and will need to rely on public transit. Seniors should be added to the group of those referred to as "special needs."	Special Needs	See comment 22
283	Comment Letter	Bonnie Packer	Many policies and programs throughout the Element refer to the places to which transit should connect. Add to these places: "high-density senior residences for independent and assisted living."	Special Needs	See Comment 282
284	Comment Letter	Bonnie Packer	Transit vehicles: define transit vehicles to include private as well as public transit. (i.e., "Google" busses)	Public Transit	Comment noted. Narratives to be updated to address this.
285	Comment Letter	Bonnie Packer	The references to working with PAUSD to reduce school commute traffic must be made much stronger. PAUSD should be required to demonstrate that school commutes via automobiles are being reduced through various TDM-type programs at each school.	Special Needs/Schools	Comment noted. PTC Program T1.7.1 under Goal T-1 (Sustainable Transportation) addresses this topic.
286	Comment Letter	Bonnie Packer	Provide incentives (or disincentives) to parents/caregivers to walk their young child to school. Promote the health benefits of walking with your child to school.	Special Needs/Schools	Comment noted. PTC Program T5.7.1 under Goal T-5 (Traffic Safety) addresses this topic. Note to City: PTC Program T5.7.1 not adopted.
287	Comment Letter	Bonnie Packer	Separate pedestrian safety from bicycle safety. Bicycle safety and pedestrian safety should be expressed as separate issues. Pedestrians are at the mercy of bicycles on sidewalks and off-street paths.	Bicycling and Walking	Comment noted. Existing bicycle regulations prohibit bicycles on sidewalks and address pedestrian safety on off-street paths.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
288	Comment Letter	Bonnie Packer	Program: Strongly discourage the use of sidewalks by bicyclists through education, signage and enforcement in all areas of the city.	Bicycling and Walking	The BPTP includes a specific discussion of sidewalk riding (which is regulated by Section 10.64.130 of the Municipal Code) and recommendations for facility improvements to reduce it. In addition, support existing education programs by adding PTC Program T5.7.5, new Program T5.3.2: "Continue to provide extensive educational programs <u>for children and adults, in partnership with community-based educational organizations</u> , to help promote the safe use of bicycles, mopeds or scooters, and motorcycles, <u>including the City-sponsored</u> . <del>Include programs for including</del> bicycle education programs in the public schools <u>and the</u> bicycle traffic school program for juveniles, <del>and adults to help promote awareness of bicycling as viable transportation mode.</del> (Previous Program T-46) (Edited)" These efforts are also supported by the Education and Encouragement components of the Bicycle + Pedestrian Transportation Plan (pages 5-30 and 5-31)
289	Comment Letter	Bonnie Packer	Program: Use path markings to separate bicyclists from pedestrians on off-street paths in parks ped/bike routes.	Bicycling and Walking	Comment noted. Topic will be addressed in urban design guidelines.
290	Comment Letter	Bonnie Packer	Draft Plan document references: Roadways: What is the new Complete Streets? Street Design: What are Best Practices Street design standards? These documents should be included in the plan either through a live link or an attachment.	General	Comment noted. Consider providing links to reference documents in final draft Element.
291	Comment Letter	Elaine Uang	<b>Combine T-1 Sustainable Transportation with T-4 Parking</b> Parking underpins a lot of topics, especially facilitating a sustainable transportation system, and in future, many land use and community designs decisions. Policies and programs to reduce demand and use of the automobile (Transportation Demand Management) will only succeed if parking has a cost and is not given away free	Reducing Auto Use/Parking	Comment noted. City Council approved the goals and changes cannot be made. No further action required.
292	Comment Letter	Elaine Uang	<b>Combine T-2 Roadways with T-5 Traffic Safety and T-9 Congestion Relief</b> Let's think of these things holistically, not piecemeal. Many of the same policies that enhance roadways for all users simultaneously can improve safety for all users and provide congestion relief. If we simplify the number of goals, we can better align our policies and programs to meet ALL of these goals, and it becomes easier for the public to understand the Transportation Element	Roadways/Traffic Congestion	Comment noted. City Council approved the goals and changes cannot be made. No further action required.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
293	Comment Letter	Elaine Uang	Transportation is also a spatial problem - congestion is evident just by the amount of space it takes for different modes.	Land Use	Comment noted. Goal T-1 (Sustainable Transportation) includes policies and programs that address this topic.
294	Comment Letter	Elaine Uang	<b>Housing to offset in-commuting</b> Housing can be a solution to reduce in-commuting. Mountain View's EIR showed reduced trips and VMT with a version of the North Bayshore plan with housing, and Menlo Park is testing this hypothesis in its EIR	Land Use	Comment noted. Topic to be addressed in Land Use Element
295	Comment Letter	Elaine Uang	<b>District Level Transportation Planning &amp; Management</b> We can't measure traffic, transportation modes, networks, etc if we don't structure our city into planning zones/districts. - Precise or Area Plans can coordinate, sustainable transportation trip goals, transit/bike network planning and align parking districts, align housing policies, refine development limits/cap.	Land Use	Comment noted. Topic will be addressed in Land Use Element
296	Comment Letter	Elaine Uang	<b>Transportation Districts</b> , at a minimum can better coordinate sustainable transportation trip goals, provide TMA benefits, increase transit service, facilitate bike/network parking	Parking	Comment noted. The existing policies and programs under Goal T-4 (Motor Vehicle and Bicycle Parking) address this issue.
297	Comment Letter	Elaine Uang	Downtown needs a Precise Plan - current parking districts doesn't match up with the development cap area, and neither matches the areas where businesses are actually operating. Parking management, improved transit, lastmile/first mile connections to the Downtown Area (or Cal Ave, or SRP) can only be better managed if a single district is identified, so we facilitate transportation options for everyone within that district	Land Use	Comment noted. Topic will be addressed in Land Use Element
298	Comment Letter	Elaine Uang	<b>Metrics for Transportation Impacts</b> Multimodal LOS is not the right metric - measures how fast people travel through in different modes, not quality of those modes  <b>VMT per capita or VMT per trip</b> is better measure of transportation <b>IMPACT</b> .	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
299	Comment Letter	Elaine Uang	For VMT, it's important to use more Palo Alto City level baselines for existing condition traffic flows, not generic county wide data. OPR is still evaluating what the baseline is) Chris Ganson's (OPR) presentation on Measuring Transportation Impacts is a good resource: <a href="http://www.transformca.org/sites/default/files/CGanson%20-%20Transform%20Silicon%20Valley%20Summit%20-%203.7.15.pdf">http://www.transformca.org/sites/default/files/CGanson%20-%20Transform%20Silicon%20Valley%20Summit%20-%203.7.15.pdf</a>  Total number of vehicle trips is a complementary metric	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
300	Comment Letter	Elaine Uang	<b>Problems with LOS:</b> Punishes last-in, inhibits infill, pushes development outward, Inhibits transit, Inhibits bike/walking, Measures mobility, not access; Mitigation only happens by widening roads and inducing car travel	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.



No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
301	Comment Letter	Elaine Uang	<b>Pros for VMT:</b> Removes barriers to infill, Easier to model, Already used (e.g. for GHGs), Supports transit, walking, biking,	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
302	Comment Letter	Elaine Uang	<b>Bike infrastructure</b> Go above and beyond the 2012 BTAP	Bicycling and Walking	Add PTC Policy T1.21: "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 developments. (Previous Policy T-16) (Edited)" <b>Suggest it would be better to concentrate on implementing the BPTP first and then update the plan once it nears completion.</b> PTC Policy T1.21 would allow/encourage consideration of other projects not explicitly identified in the BPTP: "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 developments. (Previous Policy T-16) (Edited)"
303	Comment Letter	Elaine Uang	Need greater network of separated bike lanes/and pathways	Bicycling and Walking	The BPTP includes recommendations for potential separated facilities, including both Class I multi-use trails and separated by on-road cycletracks.
304	Comment Letter	Elaine Uang	Focus on bicycling for every day transport, not as a recreational sport	Bicycling and Walking	Existing policy wording and proposed PTC Program T1.19.1 refer to "pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, neighborhoods, shopping centers, and multi-modal transit stations..." (Previous Policy T-14) (Policy Changed to Program)(Edited) <b>Note from City staff: Suggest that this program could be replaced with a single program to prioritize improvements from the BPTP and Parks, Trails &amp; OS Master Plan and incorporate those improvements into the CIP.</b>
305	Comment Letter	Elaine Uang	Reduce stress for cyclists aged 8-80	Bicycling and Walking	Comment noted. This concept is supported by programs and policies addressing adequate infrastructure for cyclists (under Goal T-1) as well as traffic safety (under Goal T-5).
306	Comment Letter	Elaine Uang	Make it easier to bike with stuff or kids - cargo bikes, trailers, are increasing in use	Bicycling and Walking	Comment noted. The BPTP addresses this trend directly: "Bicycles such as tandems, tag-alongs, cargo bikes, recumbent bicycles, bicycles with trailers, or bicycles with long wheelbases are growing in popularity. In an effort to accommodate these vehicles, particularly for family travel, shopping, and other utilitarian trips where hauling and larger bicycles may be required, the City should prioritize the removal of outdated safety corrals and design for wider bicycles in future projects." (page 4-6) It also notes several instances where existing tunnels and barriers impede travel with trailers and longer bikes.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
307	Comment Letter	Elaine Uang	Overpasses & underpasses have hostile and terrible railings to block those vehicles	Traffic Safety/No Action Required	No Comp Plan action needed. Comment noted
308	Comment Letter	Elaine Uang	Need 3-4' wide lanes between curbs counterlane on Homer and the gutter crossing from Peers Park to Southgate prohibit trailers	Traffic Safety/No Action Required	No Comp Plan action needed. Same as existing Program T-33 under Goal T-2 (Roadways)
309	Comment Letter	Elaine Uang	<b>Undergrounding the Train</b> This is expensive - we need a policy or program to identify local funding sources (ie 1/2 cent sales tax) There are a number of benefits to underground the train: public safety, community space, new transportation network (protected recreational paths and/or a local jitney/trolley)	Roadways/Rail Trenching	Add new Policy T-2.21 under Goal T2 (Roadways): "Pursue grade separation of rail crossings along the corridor as a City priority." Add new Program T2.21.2: "In collaboration with regional agencies and neighboring jurisdictions, identify and pursue funding for rail corridor improvements and grade separation."
310	Comment Letter	Elaine Uang	<b>Prioritize active transportation</b> <b>Goal T-1 Sustainable Transportation &amp; Goal T-2 Roadways</b> 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	Reducing Auto Use	Comment noted. No further action required.
311	Comment Letter	Elaine Uang	<b>Healthy City/Healthy Communities</b> Active transportation is critical for healthy people of all ages - children, teens, young adults, middle aged persons, older adults	Bicycling and Walking	Comment noted.
312	Comment Letter	Elaine Uang	<b>Goal T-3 Street Design Standards</b> Bicycles and Pedestrians should be considered and planned separately	Bicycling and Walking	The BPTP analyzes existing pedestrian facilities separate from existing bicycle facilities, provides separate needs analysis and recommended programs, and identifies priority pedestrian areas and treatments separate from bicycle network recommendations. In addition, these two topics will be addressed under separate subheadings under Goal T-5 regarding traffic safety.
313	Comment Letter	Elaine Uang	<b>Housing as a strategy to offset in-commuting</b> (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.	Public Transit/GHG/Land Use	Comment noted. PTC Policy T1.1 and T1.3 address this topic. Suggest moving T1.3 to the Land Use Element.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
314	Comment Letter	Elaine Uang	<b>Precise Plans</b> 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	Residential Streets/Land Use	Comment noted. Topic to be addressed in Land Use Element
315	Comment Letter	Elaine Uang	Practice Smarter Parking strategies (permit parking, paid parking, wayfinding, measuring demand)	Reducing Auto Use/Parking	Program T-59 and Policy T-46 address parking management, but these policies/programs could be expanded. Add New Program T9.5.1 under Goal T-9 (Traffic Congestion) Program T9.5.1 "Study ways to use parking management strategies to help alleviate traffic congestion, including paid parking in the Downtown area."
316	Comment Letter	Elaine Uang	Coordinate Transportation Demand Management features through area specific TMAs	Parking	Comment noted. PTC Policy T4.2 addresses this topic. Also, new Program T9.3.1: under Goal T-9 (Traffic Congestion) to " Work in partnership with the Downtown TMA and Stanford University to realize measurable reductions in SOV commuting in Downtown and in the Stanford Research Park."
317	Comment Letter	Elaine Uang	Plan for transit - increase frequency, coordinate timing with other modes Create walking/biking routes to and within an area	Public Transit	Add PTC Policy T1.15, new Policy T-1.13: "Support efforts to integrate train, bus, and shuttle schedules at multi-modal transit stations to enable efficient transfer among public transit modes. (Previous Policy T-11)"
318	Comment Letter	Elaine Uang	<b>Rail Corridor</b> If regional rail alignment is below grade, support local transit options (shuttle, bike, pedestrian improvements)	Roadways/Rail Trenching	Comment noted. No further action required.
319	Comment Letter	Elaine Uang	<b>Rail Corridor</b> Explore public space or parkland uses above	Roadways	Comment noted. This is a land use issue and should be addressed in the Land Use Element.
320	Comment Letter	Elaine Uang	<b>Rail Corridor</b> Funding should include local option	Roadways	Add new Policy T-2.21 under Goal T2 (Roadways): "Pursue grade separation of rail crossings along the corridor as a City priority." Add new Program T2.21.2: "In collaboration with regional agencies and neighboring jurisdictions, identify and pursue funding for rail corridor improvements and grade separation."
321	Comment Letter	Elaine Uang	For schools, PAUSD is not the only entity - we should work with early child hood education centers and private schools	Special Needs/Schools	See comment 160

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
322	Comment Letter	Elaine Uang	Work with other city departments to encourage safe routes to community services & facilities	Traffic Safety	Add new Policy under Goal T-5 (Traffic Safety): "Encourage interdepartmental collaboration in the provision of safe routes to community services and facilities." <b>Note to City: This suggestion was not adopted</b>
323	Comment Letter	Elaine Uang	Work with major shopping areas (Town & Country, Stanford Mall, Midtown Center, Charleston Center) to coordinate safe active routes and infrastructure (ie bike storage)	Traffic Safety/Infrastructure	Add new Policy under Goal T-5 (Traffic Safety): "Collaborate with employers, including business owners, to provide for safe, active transportation routes and infrastructure." <b>Note to City: This suggestion was not adopted</b>
324	Comment Letter	Elaine Uang	Regional Coordination between major employers or employment centers to provide safe routes to work	Regional Leadership	Comment noted. Program to this effect included.
325	Comment Letter	Elaine Uang	Goal T-6 Special Needs Highlight Five A's of Senior Friendly Transportation Availability, Accessibility, Acceptability, Affordability, Adaptability	Special Needs	Comment noted. Existing Polices and Programs under Goal T-6 (Special Needs) address these topics
326	Comment Letter	Elaine Uang	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)	Special Needs	Comment noted. Existing PTC Policy T6.1, new Policy T-6.1, addresses this topic.
327	Comment Letter	Elaine Uang	Work with Stanford on TDM and maybe even Housing (as a way to reduce GHG & in-commuting)	Reducing Auto Use	Add new Policy T-9.3 under Goal T9 (Traffic Congestion): "The City supports the establishment and operation of Transportation Management Associations to address transportation and parking issues as appropriate in the City's employment districts." and Program T9.3.1: " Work in partnership with the Downtown TMA and Stanford University to realize measurable reductions in SOV commuting in Downtown and in the Stanford Research Park."
328	Comment Letter	Elaine Uang	Regional Coordination between major employers or employment centers to minimize congestion, coordinate transit networks, and implement better roadways and safe routes to work, etc.	Regional Leadership	Add a new Program T9.3.1 under Goal T-9 (Traffic Congestion) to " Work in partnership with the Downtown TMA and Stanford University to realize measurable reductions in SOV commuting in Downtown and in the Stanford Research Park."

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
329	Comment Letter	Elaine Uang	Work with regional groups for Rail Corridor Improvements, grade separation funding (VTA, SamTrans, etc)	Regional Leadership	Add New Program T2.22.1: "In collaboration with regional agencies and neighboring jurisdictions, identify and pursue funding for rail corridor improvements and grade separation."
330	Comment Letter	Elaine Uang	Work with State agencies (ie Caltrans or Santa Clara County) on major corridors for street design and future land use planning/urban design guidelines	Regional Leadership	Add New Policy: Continue to participate in regional planning initiatives for a coordinated approach to land use planning and urban design along major road and rail corridors that pass through Palo Alto.
331	Comment Letter	Bob Wenzlau	My comments invite the evolution in transportation tools considering how emerging approaches like UberPool might replace tired bussing approaches.	Reducing Auto Use	Add new Program T-9.8.1 under Goal T-9 (Traffic Congestion) "Implement a pilot program to test the effectiveness of subsidizing a taxi or rideshare program for Palo Altans to get to/from downtown."
332	Comment Letter	Bob Wenzlau	While inconsistent with Council's goals, I ask that in the time frame of the Comp Plan that we close our municipal airport given the conflict with other plan elements including noise, pollution, climate and transportation.	Airport	Comment noted. No Action required.
333	Comment Letter	Bob Wenzlau	Our transportation challenges are formed considerably by the jobs-housing imbalance, and the plan must consider how more housing can be integrated into commercial development at Stanford, the Stanford Industrial Park and downtown.	Land Use	Comment noted. PTC Policy T1.3 and T1.4 address this topic.
334	Comment Letter	Bob Wenzlau	We also must consider the use of our business taxing authority to motivate switching from SOV to alternative modes of transportation.	Reducing Auto Use	Comment noted. Suggest this could be discussed with CAC in the context of Business and Economics.
335	Comment Letter	Bob Wenzlau	The past 15 years of our comp plan have shown the limited effectiveness of gentle policy, and a stronger hand must be applied.	General	Comment Noted
336	Comment Letter	Bob Wenzlau	Any accomplishments on greenhouse gas reduction would necessarily result in a higher quality of life within our City as it would only be caused by a reduction of SOV use, the bane of our existence in Palo Alto.	Reducing Auto Use	Comment noted. No further action required.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
337	Comment Letter	Bob Wenzlau	The largest challenge is the lack of measurement of transportation to form a baseline and model for the sources of GHG. Without knowledge of source, destination, and travel purpose we cannot dispense policy. Any element was generate near realtime measurements toward an overall climate model. With this we can ask and monitor policy and program impact.	General/Indicators	Comment Noted
338	Comment Letter	Bob Wenzlau	License plate recognition and data collection at arterial gateways to Palo Alto. The approach would allow knowing point of start, and recurrence. The systems are called Automatic License Plate Recognition (ALPR) scanning systems, and could bring a data-driven management approach to managing SOV. ALPR could allow metrics derived from the license plate that would allow knowledge of starting point, ending point and frequency.	Reducing Auto Use/Indicators	Add New Program T1.1.1 under Goal T-1 (Sustainable Transportation): "Allocate funding to conduct an annual survey of mode shares downtown, and expand to other employment districts when feasible."
339	Comment Letter	Bob Wenzlau	<b>Fixed Rail.</b> There is an opportunity for Palo Alto to use fixed rail to provide last-mile services from train stations to Stanford Industrial park.	Reducing Auto Use	Add a Program T1.11.2: "Study the feasibility of implementing a local fixed rail system within Palo Alto." <b>Note to City staff: This suggestion was not adopted.</b>
340	Comment Letter	Bob Wenzlau	<b>UberPool.</b> An Uberpool is an emerging technology that routes the driver to collect other riders along the same route. The uberpool could be applied to firstmile, last-mile and SOV transport. Incentives could be provided to an uberpool driver (presuming that a regular SOV). The City would be a participant in network management of the UberPool using data from the ALPR. An "uberpool" should be considered in lieu of cross-town Palo Alto bussing options. The City would shift subsidies from Palo Alto shuttle to smart uberpooling approaches. The benefit is that service level would increase, and traffic decreases as riders in SOVs rise.	Reducing Auto Use	Comment noted. Program to this effect noted under Goal T-9
341	Comment Letter	Bob Wenzlau	<b>Water Transportation.</b> In my long-term view, the Bay could become a transportation mode via ferries to Palo Alto. A ferry facility near the outfall of the sewage plan (along San Fransiquito Creek) becomes integrated into our transportation network. Ferry riders are dispatch to the employment centers.	Reducing Auto Use	Add new Program T1.10.2: "Study the feasibility of implementing a ferry with service to and from Palo Alto." <b>Note to City staff: omit this and leave the ferry suggestion in T1.10.3</b>
342	Comment Letter	Bob Wenzlau	<b>Reduce Local Air Travel.</b> The Palo Alto Airport should be closed, and local air travel de-emphasized. There is no local or regional role of significant purpose in our airport, and the transportation impact brings noise, air pollution, safety and climate impact. There is a business impact to local vendors, but the analogy is similar to cigarette vending where the gain of the community outweighs the local business loss. While the City cannot impact regional air issues, we can take steps to eliminate local air travel impact.	Airport	This suggestion conflicts with specific direction from City Council, which was to go forward with Goal T-8: Maintain a local airport with minimal environmental off-site impacts.
343	Comment Letter	Bob Wenzlau	While the economic, social and environmental measurements may be set, the application of this information is held too narrowly, and does not find its way into day-to-day transportation choices. The City should strive to maintain a data service that parties can access real-time trip data.	Public Transit	New Policy T-1.15 addresses this topic.
344	Comment Letter	Bob Wenzlau	The City could explore having transportation be a utility consistent with water, electricity and sewer. As one works the billing for refuse, one would opt for the number of cars. This would directly fund the transportation infrastructure that Palo Alto maintains. The same "utility" concept would apply to all business. While this has an interaction with regional traffic management, there is a case to be made for locally enacted traffic fees. This approach would serve both parking challenges in the City, and also propel the shift away from SOV.	Infrastructure/Parking/Regional Leadership	Retain existing Program T-4 under Goal T-1(Sustainable Transportation), new Policy T-1.9, and Program T-54 under Goal T-7 (Regional Collaboration), new Program T7.6.1.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
345	Comment Letter	Bob Wenzlau	Companies would register employ vehicles, then CHG calculations can be generated by business in conjunction with an ALPR technology. This could be part of the existing local business tax.	Traffic Congestion/Commuting	Need to synch with S/CAP
346	Comment Letter	Bob Wenzlau	The addition of a policy asking for an assessment of local transit in a new development would not seem to be helpful. Our zoning already specifies business zones and high-density residential, therefore little would be gained given that the City should already be applying zoning designations to inform local transit choices.	Land Use	Comment noted. No Comp Plan action needed.
347	Comment Letter	Bob Wenzlau	The City should generate program or policy that establishes itself as a data node (smart hub) to inform smart apps. We have watch the impact of data on routing already, and the City may more smartly serve its role as a data provider that allows the app community to build smart apps. The City should be cautious to be the app maker, but rather catalyze apps by providing valuable data sets.	Public Transit/Indicators	See comment 343
348	Comment Letter	Bob Wenzlau	The City is in a unique position to work with the businesses in its orbit that generate applications including Tesla, Google, Uber, Facebook, Cisco, SAP and HP. Many of these companies have smart city initiatives, and Palo Alto could work to catalyze smart city programs by other companies that could benefit Palo Alto.	Public Transit/Indicators	See comment 343
349	Comment Letter	Bob Wenzlau	The City should participate with innovation hubs in Palo Alto by Ford, Tesla, Toyota/Stanford to bring local congestion management needs into longer term solutions. Some input should be viewed by this post by Jeffrey Bell at Stanford.	Traffic Congestion	Comment noted. PTC Policy T1.7 addresses this topic.
350	Comment Letter	Bob Wenzlau	A metric of success would be a measurement of the identification or pride that these two multimodal points bring to our community. They should be viewed as a gateway similar to how the Ferry Building or Times Square is. This would seek to integrate commerce into the station such that Palo Altans might view these with pride rather than as a ugly utilitarian feature of our town.	Public Transit/Indicators	Comment noted. PTC Programs T1.10.1 and T1.10.2 address this topic.
351	Comment Letter	Bob Wenzlau	<b>Go Passes.</b> These types of incentive programs could be integrated into the Plan if there is a financial burden that a Go Pass reduces to an employer. I view the Go Pass now as an indulgence that a local government can provide its staff, but that it operates outside the private sector economic system.	Traffic Congestion	Comment noted. This topic is addressed under PTC Program T1.7.1
352	Comment Letter	Bob Wenzlau	Regional cooperation boundaries are not aligned to Palo Alto's transportation patterns. The City has recognized that the VTA approach is broken given the broader intent is toward the Mahattanization of San Jose given their funding of Bart extension - an expenditure that has no congestion benefit. The policy might consider the formation of JPAs including a North-County JPA and a midpeninsula PA. These two JPAs would have regional boundaries aligned to common traffic problems, and be able to benefit from business and development taxing schemes.	Traffic Congestion	Comment noted. Policy to this effect included
353	Comment Letter	Bob Wenzlau	The train could be used to serve short-hops from Palo Alto to either Menlo Park or Mountain View. This use of the train has not been developed. To facilitate this a modification in zones might better reflect how local transport could be leveraged.	Traffic Congestion	City staff: please clarify comment intent/desired outcome. It is unclear as written.
354	Comment Letter	Bob Wenzlau	Rail should be enhanced to create a more viable (faster) connection to SFO. The goal should be that using rail would be the preferred method of travel to SFO. A goal might be that rail and connections would always result in a 45 minute travel time to SFO. The basis is to see non-commute transportation uses be better served by rail.	Public Transit/Regional Leadership	Add new Program T1.11.1 under Policy T1.11: "Work with regional transportation providers, including BART and Caltrain, to improve connections between Palo Alto and San Francisco International Airport. [NEW PROGRAM]

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
355	Comment Letter	Bob Wenzlau	An additional concern is the fee structure in that when more than one traveler uses rail - say a small family, then rail become cost prohibitive in relation to the car. I would invite analysis of rate structures that encourage family travel rates.	Traffic Congestion/Special Needs	Add a program under Goal T9 (Traffic Congestion) to encourage Caltrain to analyze and change rate structures, as necessary, to encourage rail use by families and groups. <b>Note to City Staff: This suggestion was not adopted.</b>
356	Comment Letter	Bob Wenzlau	The policy should be made more rigorous as to ban (or permit by exception) any vehicle transport to the schools by students. This policy would imply participation by PAUSD. Our schools are walkable and rideable, and incentive programs have failed to alter the patterns. The importance of this is critical as shifting students also would shift parents to make smarter transportation choices.	Traffic Congestion/Schools	Comment noted. This seems infeasible.
357	Comment Letter	Bob Wenzlau	The staff of the schools in general occupy too many SOV, and the PAUSD should charge staff a fee pro-rata to the value of parking on school property. Those staff that opt to not drive are therefore benefiting based on the return to the PAUSD for more land not dedicated to parking.	Special Needs/Schools	Edit existing PTC Program T1.7.2: "Expand Palo Alto's Transportation Demand Measures for City employees <u>and PAUSD staff.</u> " Now new Program T1.2.3.
358	Comment Letter	Bob Wenzlau	A shift on duration of travel compared to SOV would be a superior goal. Perhaps considering that public transit should strive to be faster than SOV transit. This would be a datadriven analysis. Repositioning the metrics to align with how folks now query rapid transit modes would be a better direction.	Public Transit/Indicators	Add new Policy under Goal T-9 (Traffic Congestion): " Improve the efficiency and timing of alternatives to single occupancy vehicles."
359	Comment Letter	Bob Wenzlau	Given the development of geospatial app informed by real-time data, the Comp Plan should generate policy and or program that incubates applications by others. As stated earlier, the best role for Palo Alto is to provide data and objectives, and then engage the business community to build apps.	Indicators	See comment 343
360	Comment Letter	Bob Wenzlau	Through tax structure and ordinance, incentives can be built that necessitate the use of apps that can inform SOV drivers of options for parking, commute, school trips or cross town trips.	Reducing Auto Use	<b>Comment noted. Suggest this could be discussed with CAC in the context of Business and Economics.</b>
361	Comment Letter	Bob Wenzlau	A policy priority would cause tipping of roadway improvements toward bike commute. An example of this would be toward the current preference set for vehicle movement from Embarcadero westbound toward Alma where bike movement is relegated to sidewalk and dangerous crossing. Here is a bike route that has high demand, but is relegated to unsafe conditions.	Traffic Safety/Bicycling and Walking/No Action Required	No Comp Plan action needed. Same as existing Policy T-20 under Goal T-1 (Sustainable Transportation)
362	Comment Letter	Bob Wenzlau	Policies that might narrow the roadway width to provide for bike access would both slow the traffic and create safer conditions for bikes.	Traffic Safety/Bicycling and Walking/No Action Required	Same as existing Program T-24 under Goal T-1 (Sustainable Transportation). <b>Note to City staff: Suggest deleting this program as it duplicates policies and programs under Roadway Design.</b>



No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
363	Comment Letter	Bob Wenzlau	The City should create micro-parks at intersections along bikeways to stop cut through auto use. An example where these are needed would be Bryant between Embarcadero and Channing. Considerable cut through occurs here.	Traffic Safety/Bicycling and Walking/No Action Required	No Comp Plan action needed. Same as existing Policy T-22 under Goal T-1 (Sustainable Transportation)
364	Comment Letter	Bob Wenzlau	To address the last-mile situation, employers should buy into bike share programs at intermodal locations, and setup drop-off locations at their business sites. The approach would need to preserve the ability of the employee to return to the train at the end of the day. The businesses should require shower facility to support bike riding.	Traffic Safety/Bicycling and Walking/No Action Required	No Comp Plan action needed. Same as existing Program T-5 and Policy T-19 under Goal T-1 (Sustainable Transportation)
365	Comment Letter	Bob Wenzlau	Currently bike parking in many locations (Whole Food, Trader Joes etc.) is woefully inadequate. Additionally, the parking does not accommodate those wider loads as residents shift to accomplishing shopping on bikes. The plan should ask that models of bike trips and the style of bike trip (wide load and Whole foods (below), narrow load at Tacolicious) be forecast.	Traffic Safety/Bicycling and Walking/No Action Required	No Comp Plan action needed. Same as existing Policy T-19 under Goal T-1 (Sustainable Transportation)
366	Comment Letter	Bob Wenzlau	An additional public/private partnership could be considered between Facebook and Palo Alto to support bicycle transportation between the Facebook campus to Palo Alto. This would confront this dismal bike conditions along the University Ave corridor both at 101 and along Palo Alto's arterial as well as when traveling through East Palo Alto.	Traffic Safety/Bicycling and Walking/No Action Required	No Comp Plan action needed. Same as existing Program T-5 and Policy T-19 under Goal T-1 (Sustainable Transportation)
367	Comment Letter	Bob Wenzlau	When bicyclist commute they seek the most direct route, and that is often using an arterial that does not support bike commuting. Some arterials do not offer an efficient bike route, for example Embarcadero. Modifications to streets like Embarcadero must incorporate bicycle lanes.	Traffic Safety/Bicycling and Walking/No Action Required	No Comp Plan action needed. Same as existing Policy T-25 under Goal T-2 (Roadways)
368	Comment Letter	Bob Wenzlau	LOS is not useful as a metric if we strive to cause a shift from SOV to sustainable transportation. If we allow the LOS to fall, then we drive a shift to alternate modes, and the users will demand improved service on the alternate modes to seek parity with SOV transportation.	Indicators/LOS-VMT	There are numerous policies and programs in the Transportation Element that include the use of alternative metrics to promote sustainable transportation, including Policies and Programs under Goal T-1 (Sustainable Transportation), Goal T-2 (Roadways), and Goal T-5 (Traffic Safety).
369	Comment Letter	Bob Wenzlau	City should monitor and communicate to citizens and employers traffic loading.	Neighborhood Impacts	Existing Policy T-55, PTC Policy T7.13 addresses this topic.
370	Comment Letter	Bob Wenzlau	Cut through traffic cannot be controlled without a measurement program.City should work with Google to consider use of mobile applications that direct routing through residential neighborhoods with consequential safety impact.	Neighborhood Impacts/No Action Required	No Comp Plan action needed. Same as PTC Policy T5.2 under Goal T-5 (Traffic Safety)
371	Comment Letter	Bob Wenzlau	City should consider more barriers to slow cut through traffic for vehicles.	Neighborhood Impacts/Traffic Safety	No Comp Plan action needed. Same as existing Policy T-34 under Goal T-3 (Residential Streets)

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
372	Comment Letter	Bob Wenzlau	Program should consider making Embarcadero underpass safer	Traffic Safety	Create new Program T5.3.3 under Goal T-5 (Traffic Safety): "Identify and implement safety improvements for underpasses, including on Embarcadero Road."
373	Comment Letter	Bob Wenzlau	Development of smart apps that are usable by seniors could help bring a higher level of service with lower fee. Additionally, the City should consider sponsoring user interface discussions with Senior so that obstacles to using smart apps are reduced.	Special Needs	See comment 22
374	Comment Letter	Bob Wenzlau	My perspective is that there should be one overall car fee whether the car is parked or driven that would provide more integrated policy regarding vehicle use and transport. This is an aspirational policy rather than program specific.	Parking	Comment noted. City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
375	Comment Letter	Bob Wenzlau	<b>New BRT routes on major corridors.</b> Bus transportation along Bayshore, and along Alma should be evaluated to bring transit to major corridors that lack this. This would help with last and first mile challenges.	Public Transit/Traffic Congestion	Add new Program T1.10.2 under Goal T-1 (Sustainable Transportation): "Evaluate the feasibility of new transit routes on major corridors, including BRT and Ferry, to establish needed first and last mile connections at major corridors such as Bayshore, Alma, and Embarcadero."
376	Comment Letter	Bob Wenzlau	<b>New Transportation Agencies.</b> Local or north county funding approaches should be considered separate from VTA which is San Jose centric.	Regional Leadership/Public Transit	Comment noted. Policy to this effect included
377	Comment Letter	Bob Wenzlau	<b>Water Based Transportation.</b> Consider the use of water transportation to bring employers to the end of Embarcadero where they can use a local transportation solution for the "last mile". This would entail looking for approaches to bring a ferry to Palo Alto.	Public Transit/Traffic Congestion	See comment 375
378	Comment Letter	Bob Wenzlau	<b>Capacity.</b> The city should estimate the carbon footprint of PAO.	Airport	Comment noted. This activity is under federal jurisdiction.
379	Comment Letter	Bob Wenzlau	The T8 GOAL because it is clearly written to give the City Staff as much leeway as possible in making the airport profitable. It seems to be written by the proairport contingent. Qualifying phrases such as "without significantly increasing its intensity" and "an appropriate number of commercial aeronautical service providers" are very open-ended and provide loopholes for PAO expansion. Adding "fixedbase operators" will add traffic. Perhaps a Helicopter taxi, or turbojet taxi service. Perhaps drone delivery services.	Airport	Comment noted. No Action required.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
380	Comment Letter	Bob Wenzlau	The PAO is inconsistent with our comp plan other than goal T8. The PAO is inconsistent with climate protection, the environment element. The PAO as a public land holder underpays for land that otherwise would enjoy higher value use as housing and park.	Airport	Comment noted. No Action required.
381	Comment Letter	Bob Wenzlau	Reduce PAO airport noise impacts over Palo Alto.	Airport	No action in the Transportation Element. To be addressed in Safety and Noise Element.
382	Comment Letter	Bob Wenzlau	Improve noise mitigation west of Hwy 101, e.g. fines for violators of the 1,500 foot noise abatement guideline, and for sure the 1,000 foot 'safe minimum altitude' rule west of 101.	Airport	No action in the Transportation Element. To be addressed in Safety and Noise Element.
383	Comment Letter	Bob Wenzlau	Negotiate with the FAA for strict adherence to the practice of takeoffs turning right and climbing over the bay rather than over Palo Alto.	Airport	No action in the Transportation Element. To be addressed in Safety and Noise Element.
384	Comment Letter	Bob Wenzlau	Initiate a <b>comp plan program</b> to form a complaint system and monthly reports from the city and PAO as to the level and types of complaints.	Airport	<b>Added New Program:</b> Establish a system for processing, tracking and reporting noise complaints regarding local airport operations .
385	Comment Letter	Bob Wenzlau	Add a program to cause the installation of noise monitoring stations in residential neighborhoods, so we can measure what today's noise levels and monitor for improvement.	Airport	No action in the Transportation Element. To be addressed in Safety and Noise Element.
386	Comment Letter	Bob Wenzlau	Develop policy offering a basis to work with the FAA to establish a nighttime curfew for all non-emergency operations, with emergency vehicles climbing over the Bay to 1500 feet min before transiting over land	Airport	No action in the Transportation Element. To be addressed in Safety and Noise Element.
387	Comment Letter	Bob Wenzlau	Create a program causing the formation of a Regional GA Airport Advisory Committee (San Carlos, PAO, Reid Hillview) with non-aviation resident representation, including from neighboring communities impacted by PAO operations, airport stakeholders and the FAA, whose mission would be to innovate practices at these airports for improved noise mitigation, pollution reduction, and traffic reduction over residential neighborhoods.	Airport	Note from staff: This Policy suggestion is highly desirable, however, at this time, the Airport does not have the staff capacity to perform this. Many other airports of our size have a Program Manager assigned specifically to this task.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
388	Comment Letter	Bob Wenzlau	Eliminate the availability of leaded fuel at PAO by Jan 1 2017.	Airport	Note from staff: This is great. We are committed to looking at all avenues and implementing new technology and standards and adopting best practices in the industry.
389	Comment Letter	Bob Wenzlau	Require all aircraft using PAO to be equipped with ADSB transponders by 2017	Airport	Follow up required with PAO
390	Comment Letter	Bob Wenzlau	Create a program for the City of Palo Alto to add radar coverage to fill current radar "holes" in detection and location of aircraft at low altitudes, and set up a system that automatically records all aircraft flying below 1000 feet West of 101 so that watchdog groups can investigate those overflights.	Airport	Follow up required with PAO
391	Comment Letter	Bob Wenzlau	Create a policy that would prohibit the use of drones in PA airspace except for emergency personnel use	Airport	Add a New Program: Investigate the feasibility of adopting a No Drone Zone ordinance for Palo Alto. Note to City staff: This suggestion was not adopted.
392	Comment Letter	Bob Wenzlau	Encourage the "electrification" of PAO-based aircraft, (supply charging stations, raise av-gas cost), to encourage adoption of quieter planes.	Airport	See New Policy on alternatives to electrification above.  Add a New Program: Identify incentives to encourage the electrification of aircraft operating at Palo Alto Airport.  Note from City staff -We look to support initiatives like this that would support solar array, charging stations for aircraft and vehicles, even as soon as visiting this in our apron rehabilitation project.
393	Comment Letter	Bob Wenzlau	Require lease agreements with aviation service providers to include the requirement that clubs and flight schools, and rental services inform pilots of the most stringent noise abatement procedures and require that they follow those procedures except in emergency.	Airport	See Program T-8.2.3
394	Comment Letter	Stephen Levy	I encourage the City to collect more information to guide the development of programs that reduce auto travel, especially single occupancy travel.	Indicators	Comment noted. PTC Program T1.7.1 addresses this topic.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
395	Comment Letter	Stephen Levy	I support the City asking businesses to provide a map of where employees live. We could start with downtown, Cal Ave, and Stanford Research Park employers	Indicators	New Polict T-1.9, edited PTC Policy T1.8: " <del>Survey the community regularly</del> Continue to measure the effectiveness of the City's transportation network to make better decisions on transportation issues, <u>and consider the use of parking fees and tax revenues to fund alternative transportation projects.</u> "
396	Comment Letter	Stephen Levy	I support collection of more surveys of employee commuting behavior and preferences such as was done for a few downtown employers. Perhaps we could start with Stanford Research Park employers and employees	Indicators	See comment 395
397	Comment Letter	Stephen Levy	I would like to discuss and clarify what we mean by reduce congestion. I see two distinct possible interpretations One is to reduce congestion compared to what it would have been without policies to reduce auto use. A whole range of policies from carpooling to incentives for public transit use to carpooling could be effective here and subject to considering costs, I support these policies and programs.	Traffic Congestion	Comment noted. No further action required.
398	Comment Letter	Stephen Levy	Another interpretation is to reduce congestion compared to what it is today. I am skeptical that this can be done easily or without unintended consequences or great cost and would like programs that have this goal to be subject to cost and impact analyses	Traffic Congestion	Comment noted. No further action required.
399	Comment Letter	Stephen Levy	My skepticism does not mean we should not try or should not adopt cost effective programs where costs are both monetary and environmental. It does mean I do not favor adopting goals that are unrealistic or overpromise	General	Comment noted. No further action required.
400	Comment Letter	Stephen Levy	As a region we did very well in having drivers shift away from single occupancy driving and I hope we continue the trend. Yet at the same time, our roads are more congested and both BART and CalTrain, despite capacity increases are more crowded.	Traffic Congestions/Regional Leadership	Comment noted. No further action required.
401	Comment Letter	Stephen Levy	The existing conditions report cites that most travel in PA comes from people coming here so the regional growth does impact us. Handling the growth in travel demand seems like quite a challenge to my eyes.	Traffic Congestion	Comment noted. No further action required.
402	Comment Letter	Stephen Levy	I would like to see cost effectiveness added as a criterion for evaluating policies and programs.	Indicators	Comment noted. PTC Policy T1.5 addresses this issue.
403	Comment Letter	Stephen Levy	I think environmental impacts like the impact on air pollution and climate change are also important criteria along with mobility and cost	Indicators	Comment noted. PTC Policy T1.5 addresses this issue.
404	Comment Letter	Stephen Levy	I would like to see some commitment that Palo Alto residents and businesses should help fund new transportation investments. This is particularly important for me with regard to CalTrain right of way improvements like grade separation and trenching.	Infrastructure	Comment noted. PTC Program T7.16.2 addresses this issue.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
405	Comment Letter	Stephen Levy	I support the bike and pedestrian safety and access improvements. As one who is not able to drive or bike, I do walk a lot and although I always feel safe, I appreciate the concerns of those who feel less safe	Bicycling and Walking/Traffic Safety	Comment noted. Goal T-5 will address traffic safety.
406	Comment Letter	Stephen Levy	I would like to explore more the concept of charging for parking and the impacts of subsidizing parking by not charging anywhere near the full costs	Parking	Comment noted. City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
407	Comment Letter	Stephen Levy	I would like some appreciation for the continuing importance of car use and ease for many residents along with the goals about reduced car use and environmental impacts. To my eye it is possible to read the transportation element and come away with the feeling that residents think cars and drivers are somehow evil and should be punished	Reducing Auto Use	Commentr noted. This is reflected in the narratives and the policy framework.
408	Comment Letter	Stephen Levy	Prioritize the approval of new developments that provide plans to reduce the associated traffic and parking	Traffic Congestion	Add new Policy T-9.2 under Goal T9 (Traffic Congestion) as follows: "Favor new development that is within 10-minute walk of a transit stop or station and provides walking and bicycling connections and facilities as a congestion management strategy."
409	Comment Letter	Stephen Levy	Commit to providing significant cost sharing for grade separation, trenching or tunneling proposals in Palo Alto	Roadways/Rail Trenching	Add new Policy T-2.21 under Goal T2 (Roadways): "Pursue grade separation of rail crossings along the corridor as a City priority." Add new Program T2.21.2: "In collaboration with regional agencies and neighboring jurisdictions, identify and pursue funding for rail corridor improvements and grade separation."
410	Comment Letter	Stephen Levy	Prioritize the location of new development to maximize the change to reduce the traffic and parking associated with new development	Traffic Congestion/Parking/Land Use	Add new Policy T-9.2 under Goal T9 (Traffic Congestion) as follows: "Favor new development that is within 10-minute walk of a transit stop or station and provides walking and bicycling connections and facilities as a congestion management strategy."
411	Comment Letter	Stephen Levy	Gradually adopt parking pricing in Palo Alto's crowded activity centers	Parking	Comment noted. City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
412	Comment Letter	Stephen Levy	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	Land Use/Sustainable Transportation	<b>Note to City: This is a LU-related policy. Suggest it belongs in LUE and should not be included in Transsportation Element</b> .Edit PTC Policy T1.4: "Locate higher density residential, commercial and office development near transit corridors and near multimodal transit stations."
413	Comment Letter	Stephen Levy	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	Land Use/Parking	Comment noted. No Comp Plan action needed.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
414	Comment Letter	Stephen Levy	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	Reducing Auto Use	Comment noted. Polciy on collaboration with Stanford added
415	Comment Letter	Stephen Levy	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	Roadways/Rail Trenching	Add new Policy T-2.21 under Goal T2 (Roadways): "Pursue grade separation of rail crossings along the corridor as a City priority." Add new Program T2.21.2: "In collaboration with regional agencies and neighboring jurisdictions, identify and pursue funding for rail corridor improvements and grade separation."
416	Comment Letter	Stephen Levy	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.	Parking	Comment noted. City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
417	Comment Letter	Hamilton Hitchings	The Planning and Transportation Committee version makes significant improvements over the original version of the Transportation Element and should be adopted as the new base document with a few changes and additions	General	Comment Noted
418	Comment Letter	Hamilton Hitchings	Traffic congestion and parking continue to plague Palo Alto. They were a problem when the last comprehensive plan update was done around 1995 and continue to be despite new parking garages, a free shuttle and other improvements	Traffic Congestion/Parking	Comment noted. No further action required.
419	Comment Letter	Hamilton Hitchings	Because Palo Alto is a commuter city the only way we can truly improve parking and traffic congestion is by shifting the burden onto the commercial landowners and companies whose employees commute here daily	Traffic Congestion/Commuting	Comment noted. There are several suggested strategies to reduce employee commuting via SOV to be incorporated into the Transportation Element. No further action needed.
420	Comment Letter	Hamilton Hitchings	Palo Alto is surrounded by Trip Caps in Stanford, Menlo Park, Mountain View, Sunnyvale and Cupertino. Menlo Park capped the number of vehicle car trips for Facebook by using driveway sensors and fining them \$50 per day per car for exceeding the cap. When I go over to Facebook the parking lot is filled with large commuter buses. It's time for Palo Alto to implement trip caps with substantive penalties like Menlo Park. The easiest place to implement this is with Stanford Research Park and then large non-retail companies outside of SRP	Reducing Auto Use/Commuting	Follow up required
421	Comment Letter	Hamilton Hitchings	In addition, residential parking should not be used by day employee commuters	Parking/Commuting	Comment noted. RPP Program has been established downtown to address this issue. Additionally, see New Program T4.10.3: "Coordinate with neighborhood associations and residents' groups to monitor the availability of parking in residential neighborhoods and gauge the need for a residential parking permit program in areas outside Downtown Palo Alto."

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
422	Comment Letter	Hamilton Hitchings	Likewise all-day public parking for non-retail employees should not be subsidized, should be expensive and limited permits issued. This will encourage greater use of telecommuting, commute time shifting, company buses, ride sharing and corporate public transportation subsidies	Parking/Commuting	Comment noted. RPP Program has been established downtown and City Council has committed to undertaking a Paid Parking Study in 2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
423	Comment Letter	Hamilton Hitchings	I believe Stanford and large private companies can do this significantly more efficiently and effectively than public government and tailor the solutions to their very specific needs. Companies have many more variables within their control than city government to produce successful outcomes in reducing parking and traffic congestion	Traffic Congestion/Parking	Comment noted. No further action required.
424	Comment Letter	Hamilton Hitchings	The City of Palo Alto measures the Level Of Service at major intersections. The minimum acceptable level of service is a D which roughly corresponds to an average maximum delay of 55 seconds. There are currently a number of major intersections in Palo Alto which experience an E or F rating. This update should include programs to eliminate an intersection wait longer than a D and the city should be held accountable for bringing those intersections into compliance. We must maintain LOS and measure it annually for all major intersections	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
425	Comment Letter	Hamilton Hitchings	Another top priority is the trenching of Caltrain	Roadways/Rail Trenching	Comment noted. See New Policies T-2.17, T-2.19, T-2.21 supporting rail trenching. No further action required.
426	Comment Letter	Hamilton Hitchings	Keep original program T-2, which the PTC cut out, which says "promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the necessity of driving."	Reducing Auto Use/Land Use	Comment noted. Add Previous Program T-2 (New Policy T-9.1) under Goal T-9 (Traffic Congestion): "Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the necessity of driving."
427	Comment Letter	Hamilton Hitchings	Add "Mobility as a Service to enable point to point on demand driver service for a subsidized fee in Palo Alto."	Public Transit	Add New Program T9.7.1 under Policy T-9.7: "Continue to participate in regional efforts to develop technological solutions that make alternatives to the automobile more convenient and thereby contribute to reducing for congestion management."
428	Comment Letter	Hamilton Hitchings	Original Goal T-3 Bicycles and Pedestrians - Keep L-66 "aesthetically pleasing street network" which the PTC cut out (according to our packet)	Bicycling and Walking	Comment noted.
429	Comment Letter	Hamilton Hitchings	PTC Goal T-1, Rail Corridor Policy 1.1 include " at 2 percent grade" with regards to CalTrain trenching since it is much less impactful, half the cost and less likely to experience cost overruns or delays.	Roadways/Rail Trenching	Comment noted. Comp Plan will pursue trenching and grade separation. Design to be addressed separately.
430	Comment Letter	Hamilton Hitchings	PTC Goal T-1 , Rail Corridor - Add new PTC RC Policy 1.4 "A park and bike path should be built above the CalTrain trench"	Roadways/Rail Trenching	Comment noted. Comp Plan will pursue trenching and grade separation. Design to be addressed separately.



No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
431	Comment Letter	Hamilton Hitchings	Original Goal T-4 Roadways (PTC T-2, Council Goal T-2). Do not include PTC change T2.7 "Maintain the current limits on vehicle access between Alma Street and El Camino Real-Sand Hill Road Intersection" so it would be easier to get onto Sand Hill from Alma.	Roadways	Comment noted
432	Comment Letter	Hamilton Hitchings	Original Goal T-4 Roadways (PTC T-2, Council Goal T-2) - Adopt PTC proposed Policy T2.9 except "A project that contributes to or creates LOS E or below at an intersection provides clear benefits to the community that outweigh the impact". "Clear benefit to the community" has been significantly abused in recent years so residents can no longer trust it will be properly implemented and enforced. Prohibit development that causes Level of Service (LOS) E for a particular intersection unless the City Council or the Director of Public Works finds that: <ul style="list-style-type: none"> <li>• There are no feasible improvements to improve level of service to LOS D or above; or</li> <li>• A project that contributes to or creates LOS E or below at an intersection provides clear benefits to the community that</li> </ul>	Roadways/VMT-LOS	This comment was not adopted per City staff suggestion. New Policy T-2.5 under Goal T-2 (Streets) was included as a response: "Monitor and evaluate VMT and VMT per capita Citywide, and require traffic impact analyses for individual development proposals to include analysis of metrics adopted as part of the State CEQA Guidelines."
433	Comment Letter	Hamilton Hitchings	Important - Program PTC T2.10.5 "Implement computerized traffic management.."	Roadways	Add PTC Program PTC2.10.5, new Program T9.9.1 under Goal T9 (Traffic Congestion).
434	Comment Letter	Hamilton Hitchings	City will measure Level Of Service (LOS) for all major intersections yearly. All impact analysis and studies will use it in addition Vehicle Miles Traveled.	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
435	Comment Letter	Hamilton Hitchings	Prevent LOS from dropping a letter grade due to cumulative new development or road changes	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
436	Comment Letter	Hamilton Hitchings	New Policy - raise all major intersections up to LOS of D or higher	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
437	Comment Letter	Hamilton Hitchings	Bring all LOS up to at least a D for the City of Palo Alto. Examples of poor LOS include F: <ul style="list-style-type: none"> <li>o University Ave at El Camino &amp; 101</li> <li>o Page Mill Road at El Camino &amp; 280</li> <li>o San Antonio at El Camino &amp; 101</li> </ul>	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
438	Comment Letter	Hamilton Hitchings	Bring all LOS up to at least a D for the City of Palo Alto. Examples of poor LOS include E: <ul style="list-style-type: none"> <li>o Sand Hill Road at El Camino &amp; 280</li> <li>o Oregon Expressway at El Camino &amp; 101</li> <li>o Alma Street at University Ave &amp; San Antonio Road</li> </ul>	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
439	Comment Letter	Hamilton Hitchings	Bring all LOS up to at least a D for the City of Palo Alto. Examples of poor Intersection LOS: Sand Hill Road 280 North ramp AM (F), PM (D) El Camino & Page Mill AM (E), PM (D) Foothill & Page Mill AM (E), PM (F)	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
440	Comment Letter	Hamilton Hitchings	Original Goal T-5, PTC Goal T3: "Residential Streets"	Neighborhood Impacts/No Action Required	Action completed
441	Comment Letter	Hamilton Hitchings	Original Goal T-8, PTC Goal T4: "Motor Vehicle and Bicycle Parking" - Council Goal T-4; Ban all-day parking on residential streets by employee commuters	Parking	Comment noted. RPP Program has been established downtown and City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
442	Comment Letter	Hamilton Hitchings	Original Goal T-8, PTC Goal T4: "Motor Vehicle and Bicycle Parking" - Council Goal T-4 Limit downtown public parking permits for non-retail full day parking and make them expensive.	Parking	Comment noted. RPP Program has been established downtown and City Council has committed to undertaking a Paid Parking Study in 2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
443	Comment Letter	Hamilton Hitchings	Original Goal T-8, PTC Goal T4: "Motor Vehicle and Bicycle Parking" - Council Goal T-4; Keep original policy T-45 "Provide sufficient parking in University Ave/Downtown and California Ave business districts to address long-range needs" and do not accept by PTC Policy T4.1 that diminishes this by removing "address long-range needs and refocusing on vibrant". Keep new PTC recommended programs.	Parking	<p>Comment noted. Keep Policy T-45 (New Policy T-4.1). Add the following programs: New Program T4.1.3: "Monitor the effectiveness of the Vallet Assist Parking Program and regularly evaluate opportunities to improve or expand."</p> <p>PTC Program T4.1.6 (new Program T4.1.2) edited to read as follows: Manage <del>Promote</del> parking supplies <del>programs</del> to encourage the use of alternative modes <del>by ride sharing</del> among employees within each business district."</p> <p>New Program T4.1.4: "Ensure that the City's comprehensive parking strategy includes technology and transportation demand management solutions." The reference to the 13-point program is deleted because the 13-point program was adopted in 1992 and is outdated. Current City parking management program has superseded.</p> <p>Edit Program T-50, new Program T4.4.1: "Continue working with <u>merchants</u>, the Chamber of Commerce, neighbors, and a parking consultant to explore options for</p>
444	Comment Letter	Hamilton Hitchings	Original Goal T-8, PTC Goal T4: "Motor Vehicle and Bicycle Parking" - Council Goal T-4; Change PTC Policy T4.2 "Explore the development of new Transportation Management Associations <b>Complete creation of the Transportation Management Association</b> to support citywide alternative travel modes in the University/Downtown, California Avenue, Stanford Research Park, East Meadow Circle business districts and other areas in the City where appropriate and necessary.	Parking	Add New Program: Monitor the effectiveness of the City's Transportation Management Association and regularly evaluate opportunities to improve or expand.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
445	Comment Letter	Hamilton Hitchings	Original Goal T-8, PTC Goal T4: "Motor Vehicle and Bicycle Parking" - Council Goal T-4; Important T4.6 policy "new developments completely self parked"	Parking	Note to staff - this concept is in conflict with the idea of reduced parking requirements in areas well-served by transit. It is also linked to the results of the forthcoming Paid Parking Study. CAC should be asked to reconcile.
446	Comment Letter	Hamilton Hitchings	Original Goal T-8, PTC Goal T4: "Motor Vehicle and Bicycle Parking" - Council Goal T-4; Important parking technologies including what spaces are available where is critical -add ability for residents to rent out their driveways as parking spaces.	Parking	Note that since 2014, the City has been working with Hunt Design, a Pasadena-based wayfinding and branding design firm, to strategize on the scope of work for parking wayfinding for the Downtown commercial core.  Add New Program T4.4.3 under new Policy T-4.4: "Develop and implement a parking wayfinding strategy for the Downtown commercial core."  Add New Program T9.9.1 under new Policy T-9.9: "Design Mobility as a Service (MaaS) to enable point-to-point on-demand driver service for a subsidized fee in Palo Alto."
447	Comment Letter	Hamilton Hitchings	Original Goal T-6: Traffic Safety, PTC Goal T-5	Traffic Safety/No Action Required	Action completed
448	Comment Letter	Hamilton Hitchings	Original Goal T-7: Special Needs, PTC Goal T-6	Special Needs	Action completed
449	Comment Letter	Hamilton Hitchings	Original Goal T-8: Regional Collaboration, PTC Goal T-7; Except T7.19 Policy "for VTA light rail connecting to Palo Alto."	Regional Collaboration	Comment noted. PTC recommended policy T7.19 will not be added.
450	Comment Letter	Hamilton Hitchings	Original Goal T-9: Airport, PTC Goal T8	Airport	No action required.
451	Comment Letter	Hamilton Hitchings	Council Goal T-9 Traffic Congestion - Add program: "Cap Car Trips below their current levels to/from Stanford Research Park with sizeable increasing penalties for overages". Stanford has considerable expertise in limiting car trips and its more efficient to let them manage this than have them pay for the City of Palo Alto doing so. Model after what Menlo Park has done with Facebook to cap car trips	Traffic Congestion	Follow up required
452	Comment Letter	Hamilton Hitchings	Council Goal T-9 Traffic Congestion - Add program: "Trip cap large employers with over 250 employees outside of Stanford Research Park for Single Occupancy Vehicle Trips to 40%."	Traffic Congestion	Follow up required
453	Comment Letter	Shani Kleinhaus	For Children: Shuttles to schools, including from from south Palo Alto to Paly	Special Needs/Schools	See comment 219

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
454	Comment Letter	Shani Kleinhaus	Seniors and disabled: frequent, ubiquitous shuttles –available throughout the city, with destinations in health, parks, schools, senior centers, shopping areas	Reducing Auto Use/Special Needs	Modify PTC Policy T1.9 under Goal T-1 (Sustainable Transportation), new Polciy T-1.23: <u>"Continue and enhance the Palo Alto Shuttle Program along routes that are of value to the community to increase frequency and priortize destination of value to the community, including health centers, parks, schools, senior centers, and shopping areas."</u>
455	Comment Letter	Shani Kleinhaus	Shift to employers the responsibility for reducing SOV by limiting available street and structure parking, conditioning new development in no-new SOV trips	Reducing Auto Use/Parking	Comment noted. Element contains a policy to this effect.
456	Comment Letter	Shani Kleinhaus	Policy T1-5 – add Health to the considerations	Reducing Auto Use/Public Transit/Neighborhood Impacts/Parking/Bicycling and Walking	Add PTC Policy T1.5 modified as follows: "Strive to balance economic, environmental, <u>health</u> , and social cost issues in local transportation decisions (Previous Policy T-2)"
457	Comment Letter	Shani Kleinhaus	Need an ongoing feedback based program to evaluate effectiveness of implementation of policies and programs in achieving the goals and fulfilling the vision.	Indicators	Comment noted. There are numerous policies and programs in the Transportation Element that include the use of indicators, metrics and other evaluation methods to determine effectiveness of implementation of policies and programs.
458	Comment Letter	Shani Kleinhaus	The Palo Alto Shuttle service should be expanded, and should have programs associated with it. A robust shuttle system provides for reduction in SOV trips and reduces the need for new parking garages	Public Transit/Shuttles	PTC Policy T1.9 (Palo Alto shuttle system) and PTC Policy T1.12 ("Encourage employers to develop shared shuttle services to connect employment areas with the multi-modal transit stations and City amenities. (Previous Policy T-8))" address shuttle expansion and use.
459	Comment Letter	Shani Kleinhaus	Policies T-17, L-68 can cause significant and unavoidable harm to ecosystems –especially near creeks, baylands and natural open spaces where birds and other species breed or move through during migration or dispersal. This policy should be replaced with: "Balance development of off-road bicycles and pedestrians paths and trails with the protection of riparian and bay ecosystems and natural open space and conservation of and the wildlife these ecosystems sustain". Programs and planes stemming from these policies should consider alternatives that avoid further degradation of creeks, bay and open space ecosystems.	Bicycling and Walking	Revise PTC Policy T1.22, new Policy T-1.27: <u>"Increase cooperation with surrounding communities and other agencies to establish and maintain off-road bicycle and pedestrian paths and trails using that are integrated with creek, utility, railroad rights-of-way and green spaces in a manner that helps frame and define the community and avoids environmental impacts."</u>
460	Comment Letter	Shani Kleinhaus	Policy C-4 - new developments should add no new SOV trips.	Reducing Auto Use	Comment noted. Element contains a policy to this effect.
461	Comment Letter	Shani Kleinhaus	Policy T-12 – Whether required by CEQA or not, wait time indicates quality of life. It is important to continue measuring Level of Service and including specific time goals.	Public Transit	Retain PTC Policy T1.16
462	Comment Letter	Shani Kleinhaus	Need a policy that prioritizes preservation of street trees over cars if space is needed for the creation of complete streets.	Roadways/Land Use	Comment noted. Existing PTC Program T2.2.1 addresses this topic.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
463	Comment Letter	Shani Kleinhaus	I am in favor of diffuse systems, where bikes and pedestrians are safe on all city streets, but I am not in favor of uniformity at all costs, especially for the purpose of being able to receive government grants. Palo Alto may choose to retain some streets without imposing this concept- it would be great to designate some city streets with no car traffic at all. And in some cases, investment in safety on a busy corridor may not provide better connectivity than by using alternative routes for bikes	Roadways	Comment noted. Element contains a policy to update the roadway classification system to address this comment.
464	Comment Letter	Shani Kleinhaus	Palo Alto may want to refrain from improvements that could take a toll on the urban forest . So, I am not in favor of integrating this concept citywide – its better to keep a flexible palate of options	Roadways	Comment noted. Existing PTC Program T2.2.1 addresses this topic.
465	Comment Letter	Shani Kleinhaus	Policy T-25 – Urban forest, Aesthetics, and Trees should be prioritized. If trees need to be removed, then forgo the complete street for this section of street.	Roadways	Comment noted. Existing PTC Program T2.2.1 addresses this topic.
466	Comment Letter	Shani Kleinhaus	Policy T-28 - CEQA may no longer require Level of Service analysis, but it is an important measure of quality of life in Palo Alto and of impacts of regional improvements. Palo Alto should retain this evaluation of traffic impacts.	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
467	Comment Letter	Shani Kleinhaus	Policy T-30 – Design one-way streets, narrow residential neighborhood roads wherever feasible, block roads to through vehicle traffic (see Park Ave street in Ventura neighborhood), install roundabouts.	Roadways/Neighborhood Impacts	Follow up required
468	Comment Letter	Shani Kleinhaus	Policy T-3: I do not think the traffic bumps are effective. Also, neighbors complain about complaint about noise from cars going over the bumps.	Bicycling and Walking	Comment noted.
469	Comment Letter	Shani Kleinhaus	The City could run frequent, ubiquitous shuttles to be available throughout the city, with destinations of health, parks, schools, senior centers, shopping areas... Seniors and the disabled will be served as well as the general population, and SOV trips will be greatly reduced.	Public Transit/Shuttles	Comment noted. PTC Policy T1.9 addresses this topic
470	Comment Letter	Shani Kleinhaus	Fees can be implemented for use of street or structure parking for over 2 hours. Retail employees can be eligible for free parking. If fees are implemented, funds should be used to operate a citywide, robust shuttle service.	Parking	Comment noted. City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
471	Comment Letter	Shani Kleinhaus	Solar infrastructure for parking structures and parking lots should be integrated with green roofs, trees and the urban forest so at least 50% is tree canopy and vegetation.	Parking	No action in the Transportation Element. To be addressed in Safety and Noise Element.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
472	Comment Letter	Shani Kleinhaus	I am not supportive of satellite parking east of 101	Parking	Comment noted. This option was studied and rejected as infeasible by City Council in 2014.
473	Comment Letter	Shani Kleinhaus	Transportation is a regional issue, but the solutions that VTA and other agencies have come up with have been ineffective (the VTA bus system, 101 newly added lanes) and additional plans can be expected to adversely impact quality of life and the health of Palo Alto residents. Palo Alto should continue to monitor and participate in regional efforts, recognizing that our ability to influence decisions by other leading agencies is very limited	Regional Leadership	Comment noted.
474	Comment Letter	Shani Kleinhaus	Palo Alto would benefit from more service-type programs (shuttles, buses like the Google fleet, other innovative solution)	Regional Leadership	Add new Program T9.9.1 under new Policy T-9.9 to support the use of on demand transit services: "Design Mobility as a Service (MaaS) to enable point-to-point on-demand driver service for a subsidized fee in Palo Alto."
475	Comment Letter	Shani Kleinhaus	Palo Alto will not benefit from new expanded road or rail infrastructure	Infrastructure	Comment noted. No Comp Plan action needed.
476	Comment Letter	Shani Kleinhaus	Program: the city should study air pollution related to the change in SFO flight path.	Regional Leadership	No action in the Transportation Element. To be addressed in Natural Environment Element.
477	Comment Letter	Shani Kleinhaus	Develop and implement a burrowing owl re-introduction plan for the airport. Burrowing owls are compatible with airport safety, and Palo Alto can join other airports where a population of burrowing owls is sustained	Airport	No action in the Transportation Element. To be addressed in Natural Environment Element.
478	Comment Letter	Whitney NcNair	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?)	Need Staff Clarification	Synch with S/CAP
479	Comment Letter	Whitney NcNair	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.)	Reducing Auto Use	Comment noted. Comp Plan will use both intersection LOS and VMT.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
480	Comment Letter	Whitney NcNair	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.)	Reducing Auto Use	Comment noted. Note to City staff: See information request.
481	Comment Letter	Whitney NcNair	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"?)	Need Staff Clarification	Question for City Staff: Do you mean "consider Caltrain's limited capacity? Also, how will it be "considered"?
482	Comment Letter	Whitney NcNair	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"?)	Need Staff Clarification	Comment noted. Shuttle study is currently underway.
483	Comment Letter	Whitney NcNair	Suggested wording change: Continue <b>improvement and operations at development</b> of the University Avenue Multi-modal Transit Station including revisiting circulation and access improvements <del>designs</del> as necessary to meet current and future demands.	Public Transit	Edit PTC Program T1.10.1: "Continue <u>improvement and operations at development</u> of the University Avenue Multi-modal Transit Station including <u>revisiting circulation and access improvement designs</u> as necessary to meet current and future demands. (Previous Program T-14& T-15). PlaceWorks determined that this Program is redundant to Previous Policy T-5, deleted Program T-5.
484	Comment Letter	Whitney NcNair	Suggested wording change: Recognize the importance of the Stanford Caltrain Station during special events and explore opportunities for station improvements <b>including circulation and access improvements to the station.</b>	Public Transit	Edit PTC Program T1.10.12: "Recognize the importance of the <u>University Avenue Multi-Modal Transit Stanford Caltrain</u> Station during special events and <u>if dedicated funds are available</u> , explore opportunities for station improvements <u>including circulation and access improvements to the station</u> , in cooperation with Stanford University."
485	Comment Letter	Whitney NcNair	Encourage employers to develop shared shuttle services. (Emphasizing "shared" may make it harder and slower in some instances.)	Public Transit/Shuttles	Add PTC Policy T1.12: "Encourage employers to develop shared shuttle services to connect employment areas with the multi-modal transit stations and City amenities. (Previous Policy T-8)"
486	Comment Letter	Whitney NcNair	Suggested wording change: Support efforts to decrease wait times for intercity transit to <b>10-15 minutes and not more than</b> a maximum of 20 minutes between 6:00 AM and 10:00 PM. (Does the City want to include weekdays and weekends?)	Need Staff Clarification	Question for City Staff: Does the City want to include weekdays and weekends? Note this suggestion was not adopted. Edit PTC Policy T1.16: "Support efforts to decrease wait times for intercity transit to a maximum of 20 minutes between 6:00 AM and 10:00PM. <u>Design for a maximum wait time of 12 minutes for intra-city transit, if feasible.</u>
487	Comment Letter	Whitney NcNair	Encourage a responsive sector fuel-efficient taxi service. (Why distinguish taxi service from car sharing?)	Need Staff Clarification	See policy T-1.25 and Program T-9.8.1

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
488	Comment Letter	Whitney NcNair	Promote car sharing services, particularly to facilitate commuting by other than single occupant cars. (Should there be a fuel efficient too?)	Need Staff Clarification	PTC Policy T1.17 includes the term "fuel efficient"
489	Comment Letter	Whitney NcNair	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.	Bicycling and Walking	Comment noted. Support for proposed PTC program T-1.19.2 wording with one word change. Does the City want to pursue this? Suggest it would be better to concentrate on implementing the BPTP first and then update the plan once it nears completion
490	Comment Letter	Whitney NcNair	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.	Bicycling and Walking	Does the City want to pursue this? Suggest it would be better to concentrate on implementing the BPTP first and then update the plan once it nears completion Comment noted. Support for proposed PTC policy T-1.21 wording with "and existing" added.
491	Comment Letter	Whitney NcNair	Determine which California Avenue business district alleyways are appropriate for pedestrian, bicycle only use. (Do you want to exclude delivery vehicles?)	Bicycling and Walking	Comment noted. The question of whether changes are needed to address the use of alleys by pedestrians, bicycles, and delivery vehicles would be examined through the analysis called for in this proposed policy.
492	Comment Letter	Whitney NcNair	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).	Roadways/Rail Trenching	Under Goal T2, add PTC recommended Rail Corridor policy RC Policy 1.1. Add clarification that this is for both HSR and Caltrain.
493	Comment Letter	Whitney NcNair	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.)	Infrastructure	Follow up required
494	Comment Letter	Whitney NcNair	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.)	Need Staff Clarification	Follow up required
495	Comment Letter	Whitney NcNair	Partner with private developers to expand the transportation network and improve bicycle and pedestrian facilities. ("Expand the transportation network" needs more definition and examples.)	Need Staff Clarification	Follow up required
496	Comment Letter	Whitney NcNair	Suggested wording change: Provide bicycle facilities and sidewalks on all new roads where feasible and acceptable to the affected neighborhood.	Bicycling and Walking	Comment noted. Edited PTC Policy T2.3.: "Provide bicycle facilities and sidewalks on all new roads where feasible roadways throughout the city as envisioned in the Bicycle and Pedestrian Transportation Plan."



No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
497	Comment Letter	Whitney NcNair	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.)	Bicycling and Walking	Comment noted.
498	Comment Letter	Whitney NcNair	Suggested wording change: Support increased public transit, traffic management and parking solutions to ensure safe, convenient access to <b>and from</b> the Stanford Shopping Center / Medical Center area.	Public Transit	Edit PTC Program T2.6.1: "Support increased public transit, traffic management and parking solutions to ensure safe, convenient access to <u>and from</u> the Stanford Shopping Center/ Medical Center area. (Previous Program T-35)
499	Comment Letter	Whitney NcNair	Suggested wording change: Implement and monitor <b>Development Agreement</b> traffic mitigations at Stanford University Medical Center.	Public Transit	Edit PTC Program T2.6.2: "Implement and monitor <u>Development Agreement</u> traffic mitigations at Stanford University Medical Center."
500	Comment Letter	Whitney NcNair	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".)	Need Staff Clarification	<b>Question for City Staff: Please give an example of what is meant by "other primary destinations."</b>
501	Comment Letter	Whitney NcNair	Study extension of Quarry Road for transit, pedestrians and bicyclists to the Palo Alto Multimodal Transit Center. ( <b>Consider the possible future underpass.</b> )	Public Transit	Edit PTC Program T2.6.4: "Study extension of Quarry Road for transit, pedestrians and bicyclists to the Palo Alto Multimodal Transit Center, <u>including the feasibility of an underpass.</u> "
502	Comment Letter	Whitney NcNair	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. ( <b>Do you want to include HOV having priority for capacity over a general purpose?</b> )	Need Staff Clarification	<b>Follow up required</b>
503	Comment Letter	Whitney NcNair	Suggested wording change: There are no feasible improvements to improve level of service to LOS D or <b>above better</b> ; or A project that contributes to or creates LOW E or <b>below worse</b> at an intersection... A capital improvement project is already planned and <b>completely sufficiently</b> funded...	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
504	Comment Letter	Whitney NcNair	Suggested wording change: <b>Achieve and</b> maintain acceptable levels of service...	Roadways/VMT-LOS	Modify PTC Policy 2.10 under Goal T2 (Roadways) as follows: <u>Achieve and</u> maintain acceptable levels of service for transit vehicles, bicyclists, and pedestrians on roads in Palo Alto.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
505	Comment Letter	Whitney NcNair	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?)	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
506	Comment Letter	Whitney NcNair	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?)	Need Staff Clarification	See Program T-9.2.5
507	Comment Letter	Whitney NcNair	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.)	Need Staff Clarification	Follow up required
508	Comment Letter	Whitney NcNair	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?)	Need Staff Clarification	Edit PTC Program T3.4.1: " <del>Establish a Neighborhood Traffic Calming Program to implement appropriate traffic calming measures when requested by the community.</del> Periodically 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." Question for City staff: What is envisioned for "private sector funding"? Is this TIF money? Development impact fees?
509	Comment Letter	Whitney NcNair	Provide sufficient motor vehicle and bicycle parking in the University Avenue/Downtown and California Avenue business districts and other centers.....	Need Staff Clarification	Comment noted. See Policy T-4.1
510	Comment Letter	Whitney NcNair	Suggested wording change: Promote parking programs to encourage ride sharing among employees within each business district.	Reducing Auto Use/Parking	Modify PTC Program T4.1.6 (New Program T4.1.2) under Goal T-4 (Parking) as follows: " <del>Manage Promote-parking supplies-programs</del> to encourage the use of alternative modes by ride sharing among employees within each business district
511	Comment Letter	Whitney NcNair	Evaluate shuttle program options to adjacent communities to further reduce parking demands in each business district. (What business districts are referenced here?)	Parking/Shuttles	Comment noted. Shuttle study is currently underway. Results expected in April.
512	Comment Letter	Whitney NcNair	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.)	Need Staff Clarification	Comment noted. See Policy T-1.2 and Program T-1.2.4, T-5.1.2 and T-9.3.1

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
513	Comment Letter	Whitney NcNair	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.	Roadways/Parking	No action required. This wording is the same as the PTC recommended wording.
514	Comment Letter	Whitney NcNair	Create and maintain residential permit parking programs in appropriate areas of the City when supported by impacted neighborhood.	Roadways/Parking	Comment noted. See Policies T-4.1 and T-4.2 and associated programs.
515	Comment Letter	Whitney NcNair	Study design alternatives that would assist developers to meet parking requirements on-site.	Need Staff Clarification	Question for City Staff: It would be helpful to give examples of what is meant by "design alternatives."
516	Comment Letter	Whitney NcNair	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.)	General	<p>Comment Noted. PTC Program T4.6.2 helps achieve the Policy Goal in PTC Policy T4.6 of all new development projects being completely self-parked without the use of on-street parking.</p> <p>PTC Policy T4.6 (New Policy T-4.2), edited to read as follows: "All-New development projects should not rely on <del>be completely self-parked without</del> the use of on-street parking intended to fulfill the minimum parking requirements, and should <del>and</del> compliant with the established parking regulations in the Municipal Code.</p> <p>PTC Program T4.6.1 is unclear and was not adopted.</p> <p>PTC Program T4.6.2 (New Program T4.2.2) edited to read as follows: "Consider changes to <del>Update</del> 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."</p>
517	Comment Letter	Whitney NcNair	Suggested wording change: Update parking standards for non-residential uses to reflect increased <del>occupancy</del> <b>employee density</b> trends.	Parking	New Program T4.2.3, edited PTC Program T4.6.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) to read as follows: "Consider <del>updating</del> parking standards for non-residential uses to <u>better</u> reflect <del>increased</del> occupancy and employee density <del>trends</del> ."
518	Comment Letter	Whitney NcNair	Review off street minimum vehicle parking...could reduce the demand... (Is "off street" the same as "on-site"?)	Need Staff Clarification	Comment noted. See Policy T-4.2 and associated programs.
519	Comment Letter	Whitney NcNair	Encourage the use of below-grade or structured parking... (It is not encouraged if you count it as building FAR.)	General	Comment Noted

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
520	Comment Letter	Whitney NcNair	Suggested wording change: Encourage <b>employee</b> 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. <b>(This needs to recognize that SSC customers and Med Center patients are not viable subjects for remote parking and shuttle.)</b>	Roadways/Parking	Add PTC Policy 4.12 (New Policy T-4.11) under Goal T-4 Parking as follows: "Encourage <u>employee</u> 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."
521	Comment Letter	Whitney NcNair	Suggested wording change: Continue to require safe and convenient bicycle parking as part of the approval process for new development, <b>both residential and commercial</b> ; 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 <b>on-site</b> parking spaces.	Roadways/Parking	The clarification of "both residential and commercial" reduces the broadness of the policy. Recommend not taking it on board.
522	Comment Letter	Whitney NcNair	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. <b>(and on roadway segments?)</b>	Need Staff Clarification	Comment noted. See Policy T-5.1
523	Comment Letter	Whitney NcNair	Suggested wording change: Use appropriate technology to monitor and improve <b>circulation</b> safety throughout the City.	Traffic Safety	Under Goal T-5 (Traffic Safety) add PTC Policy 5.2 (New Policy T-5.5): "Use appropriate technology to monitor and improve <u>circulation</u> safety throughout the City."
524	Comment Letter	Whitney NcNair	Introduce Multimodal Level of Service as a measurement in the rating of performance of streets. <b>(We suggest creating a methodology for prioritizing modes. What about VMT?)</b>	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
525	Comment Letter	Whitney NcNair	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 <b>which improve public and private transit and reduce VMT.</b>	Special Needs	Previous Program T-54 addresses this topic. Resorted to new Program T7.6.1 under Goal T-7 (Regional Leadership).
526	Comment Letter	Whitney NcNair	Suggested wording change: Where appropriate, support the conversion of existing traffic lanes to high-occupancy vehicle (HOV <b>and express</b> ) lanes on expressways and freeways, including the continuation of an HOV <b>and express</b> lane from Redwood City <b>and on I-280</b> to San Francisco.	Roadways/Regional Leadership	Add PTC Policy T7.4 (New Policy T-7.9) under Goal T-7 (Regional Leadership) as follows: "Where appropriate, support the conversion of existing traffic lanes to high-occupancy vehicle (HOV <u>and express</u> ) lanes on expressways and freeways, including the <u>Dumbarton Bridge</u> , and the continuation of an HOV <u>and express</u> lane from Redwood City to San Francisco."

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
527	Comment Letter	Whitney NcNair	Suggested wording change: Participate in seeking a regional solution to improve roadway connections, including HOV <b>and express</b> lanes, between Highway 101 and the Dumbarton Bridge <del>without construction</del> of a southern <b>rail</b> connection across the environmentally sensitive baylands.	Roadways/Regional Leadership	Add PTC Policy T7.5 (New Policy T7.10) under Goal T-7 (Regional Leadership) as follows: "Participate in seeking a regional solution to improve roadway connections, including HOV <b>and express</b> lanes, between Highway 101 and the Dumbarton Bridge without construction of a southern rail connection across the environmentally sensitive baylands."
528	Comment Letter	Whitney NcNair	Support efforts by Caltrans and the Santa Clara Valley Transportation Authority Congestion Management Program to reduce congestion and improve traffic flow on area freeways.	Need Staff Clarification	Comment noted. See Policy T-7.7.
529	Comment Letter	Whitney NcNair	Suggested wording change: Coordinate with local, regional agencies, and Caltrans to support regional efforts to maintain <b>and improve</b> transportation infrastructure in Palo Alto.	Infrastructure/Regional Leadership	Edit PTC Policy T7.8 (New Policy T-7.2): "Coordinate with local, regional agencies, and Caltrans to support regional efforts to maintain <b>and improve</b> transportation infrastructure in Palo Alto."
530	Comment Letter	Whitney NcNair	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. (" <b>And quiet</b> " is too subjective and qualitative to be an adjective for what is needed.)	General	Comment noted. See Policy T-1.11
531	Comment Letter	Whitney NcNair	Suggested wording change: Support Caltrain modernization, <b>capacity improvements</b> and its extension to downtown San Francisco.	Public Transit/Infrastructure	Added New Policy T-1.12 under Goal T-1 (Sustainable Transportation): "Support Caltrain capacity enhancements."
532	Comment Letter	Whitney NcNair	Encourage the development and implementation of plans to provide Caltrain with a permanent source of funding in addition to the three County transportation agencies. ( <b>Need a include a program to significantly improve service to Cal Ave Station</b> )	Public Transit	Comment noted. See Policy T-1.1.8
533	Comment Letter	Whitney NcNair	Suggested wording change: Support the regional Grand Boulevard Initiative for El Camino Real, including Bus Rapid Transit Improvements, <b>with and</b> without dedicated bus lanes, to support Valley Transportation Authority services.	Roadways/Public Transit	Comment noted; however this conflicts with Council direction. Pal oAlto support queue jumping but not BRT on ECR.
534	Comment Letter	Whitney NcNair	Suggested wording change: Study the use of Transit Signal Priority to support the Stanford Marguerite Shuttle Program <b>and AC Transit (Dumbarton Express)</b> . ( <b>Would this also support VTA and AC Transit (Dumbarton Bus) and Samtrans?</b> )	Need Staff Clarification	<b>Question for City staff: Would this also support VTA and AC Transit (Dumbarton Bus) and Samtrans?</b> New Policies T-7.7, T-7.8 and T-7.10 support this suggestion.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
535	Comment Letter	Heidi Emberling	Overall, it would be great to involve the school community in any initiatives/efforts from the City. For example, I read about the City's establishment of a Transportation Management Association. It would be great to have a school district representative engaged with this group (and maybe there is one, but it didn't specify in our packet). PAUSD employees more than 1,500 teachers and staff across 18 school sites around Palo Alto. Most cannot afford to live here, and they commute from many different locations.	Special Needs/Schools	See comment 162
536	Comment Letter	Heidi Emberling	A parent representative or Safe Routes to Schools representative might help in understanding commute patterns of the 12,751 students traveling to and from school and after-school activities each day. Also, many of our students bike to and from school and also around town and would be great sources of information (especially our high school students) for how bike-friendly and bike-safe our streets are now and what would improve their commutes in the future. (This also fits with current Comp Plan policy T-3/PTC revision policy T1.7—to collaborate with PAUSD)	Special Needs/Schools	Comment noted. No Comp Plan action needed.
537	Comment Letter	Heidi Emberling	I would encourage the City to consider promoting and incentivizing development and enhancement of childcare services as a traffic congestion mitigation philosophy, particularly near employment hubs. Parents (especially of young children) don't want to drive far away from their kids	Traffic Congestion	Add new Policy T-9.5 under Goal T9 (Traffic Congestion): Encourage the location of childcare facilities near major employment hubs to reduce traffic congestion associated with child pick-up and drop-off.
538	Comment Letter	Heidi Emberling	Having childcare located near your work cuts down on travel/road usage, improves employee morale, cuts down on employee sick time, and promotes healthy families. Win-win-win. Stanford is a model of providing childcare at work. There are eight infant/preschool centers on campus, with priority slots for Stanford professors/employees.	Special Needs	Comment noted. No Comp Plan action needed.
539	Comment Letter	Heidi Emberling	T1.1 and T1.2 Policies seem too similar. I suggest dropping T1.1, which is a bit redundant and wordy, and just using the more general T1.2 as the main policy.	GHG	Comment noted.
540	Comment Letter	Heidi Emberling	"Support the adoption and use of technologies that reduce emissions of greenhouse gases and pollutants from passenger and transit vehicles." (You could add at the end, "to meet City's 2020 goals for greenhouse gas reductions.") The PTC recommendation to lose previous program T-2 makes me nervous: "Promote mixed-use development to provide housing and commercial services near employment centers, thereby reducing the necessity of driving." I like the idea of locating housing near employment centers and I'm not sure the re-worded T1.3 Policy covers it.	Reducing Auto Use	Under Goal T-1, add PTC Policy T1.2 with the following addition at the end, "to meet the City's 2020 goals for greenhouse gas reductions."  Retain existing Policy T-2 and do not replace it with PTC Policy T1.3.
541	Comment Letter	Heidi Emberling	T1.6 Policy is unreadable. "Balance provisions for transit, bicycle, and pedestrians with vehicle level of service through implementation of a multi-modal Level of Service calculation." What is a level of service calculation? Is that too specific to be in a policy?	Need Staff Clarification	Comment noted. Policy T-2.6 calls for MMLOS. Council direction is to use both intersection LOS and VMT as metrics. Maintain this program?

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
542	Comment Letter	Heidi Emberling	T1.7.1 Program is way too long. I would shorten it to just the first sentence. The rest is too specific. "Formalize the City's Transportation Demand Management (TDM) program by establishing an ordinance that outlines when TDM should be applied and specify how compliance will be periodically measured and enforced. <del>TDM measurements shall cover the TDM requirements of mode share split and vehicle limits. Establish a list of acceptable TDM measures that include transit use, prepaid transit passes, commuter checks, car sharing, carpooling, parking cash out, bicycling, walking, and education and outreach to support the use of these modes. The ordinance should provide a system for incorporating alternative measures as new ideas for TDM are developed. TDM measurements should include a comparison of building occupancy and land use standards."</del>	Traffic Congestion	<b>Question for City staff: Is this desired over the existing wording and location of PTC Program T1.7.1 (New Program T1.2.2) under Goal T-1 (Sustainable Transportation)?</b> Add PTC Policy T1.7.1 <u>under Goal T9, Traffic Congestion</u> as follows: Formalize the City's Transportation Demand Management (TDM) program by establishing an ordinance that outlines when TDM should be applied, <u>what performance metrics are required</u> and specify how compliance will be periodically measured and enforced. <del>TDM measurements shall cover the TDM requirements of mode share split and vehicle limits.</del> Establish a list of acceptable TDM measures that include transit use, prepaid transit passes, commuter checks, car sharing, carpooling, parking cash-out, bicycling, walking, and education and outreach to support the use of these modes. The ordinance should provide a system for incorporating alternative measures as new ideas for TDM are developed. TDM measurements should include a comparison of building occupancy and land use standards. [(PTC Program T.1.7.1) (Edited)]."
543	Comment Letter	Heidi Emberling	T1.9 Policy "Continue and enhance the Palo Alto Shuttle Program along routes that are of value to the community" (Previous Policy T-4) is terrific. It might be nice to add a few specific programs/criteria to guide this work. Expansion of the Shuttle will focus on communities not currently served by the shuttle program (west of El Camino, Barron Park neighborhood; also south to Cubberley and in Palo Verde neighborhood)	Public Transit/Shuttles	<b>Note from the City: This is already underway.</b> Add new Program T1.23.2 under PTC Policy T1.9 (new Policy T-1.23): "Conduct a study of the shuttle system that identifies routes, usage, and utility to inform system improvements. The study shall be based on collaboration with PAUSD and community members, especially seniors, to identify new routes and expanded schedules that will accommodate peak demands and coordinate with transit connections. Evaluate the feasibility of new shuttle routes that provide access within a 10-15 minute walk from most neighborhoods, including the development of new shuttle routes in communities not currently served, such as Barron Park and Palo Verde. Address costs, funding sources for ongoing operation and maintenance."
544	Comment Letter	Heidi Emberling	T1.10.2 Program suggests "recognize the importance of the Stanford Caltrain Station" during special events. I understand the meaning, but it's not consistent with the rest of the element that refers to this station as the "University Avenue" station.	Public Transit	Edit PTC Program T1.10.2 (new Program T1.18.2) Under Policy T1.18: "Recognize the importance of the <del>Stanford University Avenue Multi-modal Transit Caltrain</del> <u>Stanford University Avenue Multi-modal Transit Caltrain</u> Station during special events <u>and if dedicated funds are available</u> , explore opportunities for station improvements, <u>including circulation and access improvements to the station, in cooperation with Stanford University</u> ."
545	Comment Letter	Heidi Emberling	T1.17 Policy suggests, "Encourage a responsive private sector fuel-efficient taxi service." I would ask what we want from this policy? Do we want to encourage "use of" a taxi service? Do we want "development of" a taxi service? Are we encouraging Uber to serve the city residents better? Needs clarity.	Need Staff Clarification	See Policy T-1.25 and Program T-9.8.1. Taxis and ride sharing encouraged so long as they contribute to reducing congestion.
546	Comment Letter	Heidi Emberling	T1.26 Policy and T1.27 Policy could be combined? We have other policies that combine Univ. Ave/Downtown with California Ave. So, it could read, "Support and evaluate the designation of University Avenue/Downtown and California Avenue business districts alleyways for pedestrian and bicycle use only."	Bicycling and Walking	See Policy T-1.35

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
547	Comment Letter	Heidi Emberling	T5.5 Policy (under Technology Enhancements in PTC version) should probably go here, under Bicycles and Pedestrians: "Work with Caltrain to identify opportunities to enhance bicycle and pedestrian accessibility to transit stations."	Bicycling and Walking	Comment noted. Suggestion on organization.
548	Comment Letter	Heidi Emberling	This whole section feels odd and out of place. Is Caltrain even considering a below-grade trench? Is there a reason to have all these policies saying the city wants trenches if Caltrain isn't talking about this change? Can we re-word some of these to read, "Partner with Caltrain to evaluate below-grade trenching for rail corridor improvements" or something like this?	Roadways/Rail Trenching	Caltrain and HSR are projected to share the same track by 2029. We recommend adding the PTC RC policies.
549	Comment Letter	Heidi Emberling	RC Policy 2.1 is duplicated in PTC T5.4 Policy. One reads: "Improve existing at-grade crossings. All at-grade crossings of the Caltrain corridor should be improved to provide the highest possible level of safety and convenience. This may be grade separations or safer at-grade crossings, with the preferred choice being grade separation, if supported by technical studies." The other reads: "Continue to work with Caltrain to increase safety at train crossings, including improving gate technology, grade separation, and signal coordination."	Roadways	Keep RC Policy 2.1, but modify PTC policy T5.4 (New Policy T-5.3) to be added under Goal T-5, (Traffic Safety), as follows: Continue to work with Caltrain to increase safety at train crossings, including improving gate technology, <del>grade separation</del> , and signal coordination.
550	Comment Letter	Heidi Emberling	RC Goal 3 feels more general and not rail-specific. Should it be in this section? Should it be re-worded to read, "Work with Caltrain to...connect the east and west portions of the City through an improved circulation network that binds the City together in all directions." Or should this goal appear under "T-2 Roadways" instead? (Same for RC Policy 3.1)	Need Staff Clarification	Edit PTC RC Goal 3, new Policy T-2.10: " <u>Work with Caltrans, Santa Clara County and VTA to improve east and west connections portions of the City in Palo Alto and maintain a through an improved</u> circulation network that binds the City together in all directions." RC Goals are located under Goal T-2 (Roadways).
551	Comment Letter	Heidi Emberling	RC Goal 4 feels like something we talked about in the Community Services element. It's about improved access to parks, recreation facilities, and schools.	General	Comment Noted
552	Comment Letter	Heidi Emberling	Don't really fit in the rail section??? Rail policies should definitely encourage Caltrain to add more capacity at peak hours. Nearly every time I take Caltrain into San Francisco, I have to stand the entire way.	Need Staff Clarification	RC Policy 4.1 addresses capacity issues, which is now New Policy T-2.26 located under Goal T-2 (Roadways).
553	Comment Letter	Heidi Emberling	I would be interested to hear more from the City Council about values around roadways. Do we want to emphasize some designated "motor vehicle" throughways, such as Oregon Expressway, that do not have to be tied to the idea that we always plan for all users? Because PTC T2.2 Policy (Edited from previous T-25) states, "When constructing or modifying roadways, plan for use of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians." Also, T2.8 Policy (previous T-27 Policy) states, "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."	Roadways	Comment noted. See Program T-2.4.3



No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
554	Comment Letter	Heidi Emberling	T2.3 Policy "Provide bicycle facilities and sidewalks on all new roads where feasible." Because I live in Barron Park, land of no sidewalks, I have a feeling the residents would prefer not to support sidewalks if new roads are added around the neighborhood. Maybe we could add, "with resident input?"	Roadways/Bicycling and Walking	Add PTC Policy T2.3 (new Policy T-2.12) under Goal T2 (Roadways) as follows: Provide bicycle facilities and sidewalks on <del>all new roads where feasible</del> <u>roadways throughout the city as envisioned in the Bicycle and Pedestrian Transportation Plan.</u>
555	Comment Letter	Heidi Emberling	T2.9 Policy is confusing and filled with jargon. Is there a more generic way to state this as a policy? I'm not sure LOS E and LOS D are accessible by the public.	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
556	Comment Letter	Heidi Emberling	It would be great to have a policy or program around increasing bicycle lanes/improvements for neighborhood collector roads.	Roadways/Bicycling and Walking	Add PTC Policy T3.4 (New Policy T-3.1) under Goal T-3 (Neighborhood Impacts).
557	Comment Letter	Heidi Emberling	Where is the bike boulevard map? How do we let residents know about bike alternatives around town? Are there bike boulevard maps/signage around town? An app with a map?	Need Staff Clarification	Provide a link to the existing bike boulevard map in final draft Element. Existing PTC Program T5.1.1 (New Policy T-5.4) addresses traffic safety through educational tools.
558	Comment Letter	Heidi Emberling	I, for one, like traffic circles at intersections in residential areas. They slow traffic considerably.	Roadways/Traffic Safety	Add PTC Program 5.2.1 (new Program T5.4.1) under Goal T5 (Traffic Safety) as follows: <u>Periodically evaluate <del>Enhance</del> safety on roadways and at intersections and enhance conditions through the use of signal technology and physical changes. Consider the construction of traffic circles for improved intersection safety.</u>
559	Comment Letter	Heidi Emberling	I would move T5.6 Policy (Previous T-41 Policy) and T5.6.1 Program (Previous Policy T-38) from "Technology Enhancements" section back to general safety section under T5.1. "Vigorously and consistently enforce speed limits and other traffic laws."	Traffic Safety	<b>Question for City: Are bicycle speed limits posted/otherwise established? Should we add a program to accomplish that?</b> Previous Policy T-41 is retained (New Policy T-5.6) under Goal T-5 (Traffic Safety). Previous Policy T-38 is retained (New Policy T-3.2) under Goal T-3 (Residential Streets).
560	Comment Letter	Heidi Emberling	T5.7.4 Program "Develop Walk and Roll Maps for each public school within the community." (I think this is complete.) The second part could stay: "Encourage the private schools within the community to develop Walk and Roll Maps as part of Transportation Demand Management strategies to reduce vehicle trips."	Reducing Auto Use/Schools	Add New Policy T-1.32 under Goal T-1 (Sustainable Transportation) as follows: Encourage the private schools within the community to develop Walk and Roll Maps as part of Transportation Demand Management strategies to reduce vehicle trips.
561	Comment Letter	Heidi Emberling	T5.7.5 Program—I would add something about partnering with other organizations. For example, "Continue to partner with educational organizations to provide extensive educational programs to help promote the safe use of bicycles, mopeds or scooters, and motorcycles." For example, Wheel Kids provides Middle School bike safety classes over the summer through Palo Alto Recreation.	Traffic Safety	Comment noted. See Programs T-1.2.1, T-5.4.2

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
562	Comment Letter	Heidi Emberling	PTC Policy T6.2 (This re-worded policy sounds a bit harsh about the VTA. I suggest the following edits) "Continue to PARTNER with the Valley Transportation Authority to support demand-responsive paratransit services for eligible participants in Palo Alto and maintain existing paratransit services, particularly where bus service is discontinued, emphasizing service quality and timeliness."	Special Needs	Add New Policy T-6.3, edited PTC Policy T6.2: "Continue to <del>work</del> partner with the Valley Transportation Authority to support demand-responsive paratransit services for eligible participants in Palo Alto and maintain existing paratransit services, particularly where bus service is discontinued, emphasizing service quality and timeliness..."
563	Comment Letter	Heidi Emberling	T7.14 Policy—Can we really "require" privately-funded freeway sound walls? I have no idea how sound walls are constructed or who pays for them, so I'm just checking before we put it into policy form.	Need Staff Clarification	Comment noted. Policy not carried over to the Transportation Element.
564	Comment Letter	Heidi Emberling	T8.1.3 Program, which states that it is a revision of Previous Program T-57), doesn't capture the "bicycle/pedestrian path" idea consistent with the open space character of the Baylands. It may need to be reworked to include that idea.	Airport	Preserve Program T-57 and its emphasis on bike/ped as New Program T8.2.1 under Policy T-8.2.
565	Comment Letter	Heidi Emberling	This new goal states, "Decrease congestion and improve transportation efficiency with a priority on our worst intersections, our business centers, and our peak commute times, including school traffic." I would recommend the City share data with School Principals and District Administrators around congestion (# of cars, bikes, etc. during school commute hours) to strategize about staggering school start times, particularly around heavy traffic corridors. The District recently made a decision, for example, to eliminate academic "zero" period at 7:30am, which means all high school students now start school at 8:25am, instead of some percentage of students starting at a staggered time schedule. Ideally, this sort of	Traffic Congestion/Schools	Add new Policy T-9.7 under Goal T-9 (Traffic Congestion) as follows: Work with the PAUSD to resolve traffic congestion issues associated with student drop-off and pick-up.
566	Comment Letter	Heidi Emberling	We have a large number of seniors and children/youth in our community. Expanding the Palo Alto Shuttle routes within the City would greatly benefit these constituencies.	Special Needs/Schools	New Policy T-1.23, existing PTC Policy T1.9 addresses this topic. No Comp Plan action needed.
567	Comment Letter	Heidi Emberling	It would be interesting to see data (Citizen's Survey?) of how many people both live and work within Palo Alto and what it would take to get them out of their cars? My guess would be (as one of these people) more personalized or frequent transit options and more services located near housing/neighborhoods. Expansion of car-sharing would be great.	Reducing Auto Use	<b>Note to City: Please see data request.</b>  Add New Policy T-9.8 under Goal T-9 (Traffic Congestion): " <del>Promote car sharing services</del> Encourage the use of car and bike sharing to <del>facilitate commuting by other than single occupant cars</del> reduce single occupant vehicle trips, and support the provision of car share stations throughout Palo Alto, especially within 10-minute walk of transit stations and stops."
568	Comment Letter	Annette Glanckopf	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.	Roadways/Rail Trenching	Under Goal T2, add PTC RC Policy 1.1 (New Policy T-2.19).
569	Comment Letter	Annette Glanckopf	We also need to talk about Palo Alto as a mid-Peninsula HSR station	Roadways	Comment noted.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
570	Comment Letter	Annette Glanckopf	Make sure that a full EIR is done. Caltrain is doing its own EIR for electrification, but it doesn't include HSR	Roadways	Comment noted. State law will require environmental review. No further action needed.
571	Comment Letter	Annette Glanckopf	We also need to add a program for funding the grade separation	Roadways/Rail Trenching	Add new Policy T-2.21 under Goal T2 (Roadways): "Pursue grade separation of rail crossings along the corridor as a City priority." Add new Program T2.21.2: "In collaboration with regional agencies and neighboring jurisdictions, identify and pursue funding for rail corridor improvements and grade separation."
572	Comment Letter	Annette Glanckopf	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	Traffic Congestion/Commuting/Land Use	Comment noted. The office cap should be reflected in the Land Use Element. No further action needed for the Transportation Element.
573	Comment Letter	Annette Glanckopf	Investing in a TDM program using the Stanford or Google experiences as models. 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.	Traffic Congestions/Commuting	See Policy T-1.2 and associated programs.
574	Comment Letter	Annette Glanckopf	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.	Regional Leadership	Replace Policy T-49 with new Policy T-7.2: "Lead and participate in initiatives to manage regional traffic Recognize the need for collaboration with a range of stakeholders, including regional agencies, neighboring jurisdictions and major employers, on issues of regional importance such as traffic congestion, reduced reliance on single-occupant vehicles, and sustainable transportation. Take the lead in forging regional partnerships and solutions."
575	Comment Letter	Annette Glanckopf	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.	Traffic Congestion/Commuting	Add new Policy T-1.17 under Goal T1 (Sustainable Transportation) as follows: Encourage transit service providers to provide subsidized transit passes for low income riders.
576	Comment Letter	Annette Glanckopf	Transportation needs for residents, especially seniors who can't or won't bike. 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.	Public Transit	Comment noted. Topic to be addressed in Land Use Element
577	Comment Letter	Annette Glanckopf	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.	Public Transit	Comment noted. Many policies and programs in the Transportation Element address this topic, including PTC Policy T1.7 (New Policy T-1.2).

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
578	Comment Letter	Annette Glanckopf	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	Neighborhood Impacts/No Action Required	Comment noted. No Comp Plan action needed.
579	Comment Letter	Annette Glanckopf	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.	Land Use	No Comp Plan action needed. To be addressed in Land Use Element
580	Comment Letter	Annette Glanckopf	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.	Traffic Safety/Neighborhood Impacts/No Action Required	No Comp Plan action required. Supporting existing Policy T-34 (New Policy T-3.1).
581	Comment Letter	Annette Glanckopf	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.	Neighborhood Impacts	Currently, Previous Policy T-35 (New Policy T-3.7) addresses this: "Require implementation of best practice street design standards in new residential development projects to implement best practices for street design, stormwater management and green infrastructure."
582	Comment Letter	Annette Glanckopf	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)	Traffic Safety/Neighborhood Impacts	See Policy T-5.6 and Program T-5.4.1
583	Comment Letter	Annette Glanckopf	We should prohibit bikers on Alma and portions of Middlefield where there aren't bike lanes.	Traffic Safety/Bicycling and Walking	Comment noted. Comp Plan will be consistent with the BPTP.
584	Comment Letter	Annette Glanckopf	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.	Traffic Safety	Edit existing Policy T-41 under Goal T-5 (Traffic Safety): "Vigorously and consistently enforce speed limits, including vehicle and bicycle traffic." Question for City: Are bicycle speed limits posted/otherwise established? Should we add a program to accomplish that? Is this something City staff is interested in pursuing? "New Policy regulating number of persons riding abreast"

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
585	Comment Letter	Annette Glanckopf	Policy T-48: I hear second hand about the lack of responsiveness with excessive wait time for pick-up.	Parking	<p>Edit Policy T-48 (new Policy T-4.11) as follows:  Encourage parking strategies <u>at</u> the Stanford Medical Center area that maximize the efficient use of <u>existing parking</u> and encourage the, <del>in the long term, consider the possible use of</del> <u>alternatives to single-occupant vehicles, remote parking lots with shuttle bus service.</u></p> <p>Add a New Program under PTC Policy T4.12: In collaboration with Stanford Medical Center, promote the use of the free tram service and the Marguerite Shuttle for access to the Stanford Medical Center.</p> <p><b>Note to City: This program was not adopted, as New Policy 4.11 would support the type of initiative like the free shuttle at SMC.</b></p>
586	Comment Letter	Annette Glanckopf	With the RPP, it is time to reconsider the color coded parking system in downtown. I would prefer meter parking.	Parking	<p>City Council has committed to conducting a paid parking study for the downtown area in FY2016.</p> <p>New Program T4.4.3: Conduct a paid parking study for the downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."</p>
587	Comment Letter	Annette Glanckopf	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.	Parking	<p>Downtown parking study currently underway.</p> <p>Policy T-45 (New Policy T-4.1) seeks to ensure the provision of sufficient parking downtown and in the Cal Ave area.</p> <p>Edit Policy T-46 as follows:  <u>Encourage the use of Transportation Demand Management (TDM) strategies to minimize the need for all-day employee parking facilities in the University Avenue/Downtown and California Avenue business districts and encourage the use of available spots for short-term customer parking.</u></p>
588	Comment Letter	Annette Glanckopf	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.	Parking	<p>Comment noted. RPP Program has been established downtown to address this issue. Additionally, see New Program T4.10.3: "Coordinate with neighborhood associations and residents' groups to monitor the availability of parking in residential neighborhoods and gauge the need for a residential parking permit program in areas outside Downtown Palo Alto."</p>
589	Comment Letter	Annette Glanckopf	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.	Roadways/Regional Leadership	<p>Not incorporated. This was not the consensus of the CAC and the question of transit on El Camino is to be determined in formulating the Preferred Scenario. Suggest that taking action on this comment be put on hold until then.</p>

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
590	Comment Letter	Annette Glanckopf	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.	Airport	No action in the Transportation Element. To be addressed in Safety and Noise Element.
591	Comment Letter	Annette Glanckopf	I support Shaini’s ideas of encouraging burrowing owls at the airport.	Airport	No action in the Transportation Element. To be addressed in Natural Environment Element.
592	Comment Letter	Annette Glanckopf	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.	Airport	Add a New Program: Investigate the feasibility of adopting a No Drone Zone ordinance for Palo Alto.
593	Comment Letter	Jennifer Hetterly	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.	Process	Comment noted. No Comp Plan action needed.
594	Comment Letter	Jennifer Hetterly	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.	Process	Comment noted. No Comp Plan action needed.
595	Comment Letter	Jennifer Hetterly	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.	Process	Comment noted. No Comp Plan action needed.
596	Comment Letter	Jennifer Hetterly	Don’t view green space as unused space.	General	Comment Noted

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
597	Comment Letter	Jennifer Hetterly	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.	Traffic Congestion/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
598	Comment Letter	Jennifer Hetterly	Given demographic trends, we need to pay more attention to specific needs of seniors who can't/don't drive	Special Needs	The Policies and Programs under Goal T-6 (Special Needs) address the needs of seniors, among other populations. No Comp Plan action needed.
599	Comment Letter	Jennifer Hetterly	We need more emphasis on data, evaluation and enforcement.	General	Comment Noted. The Element includes Programs that address the topics of data, evaluation and enforcement.
600	Comment Letter	Jennifer Hetterly	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.	GHG	Comment noted. No Comp Plan action needed.
601	Comment Letter	Jennifer Hetterly	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.	GHG	Comment noted. No Comp Plan action needed.
602	Comment Letter	Jennifer Hetterly	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).	Parking	PTC Program T4.7.3 not incorporated.
603	Comment Letter	Jennifer Hetterly	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.	Parking	Edit and include PTC T1.2.1 PROGRAM <u>Study</u> means to encourage the installation of facilities that support alternative fuel vehicles, <u>including zoning code revisions and rebates</u> . <b>Note to City: This program was not adopted.</b>
604	Comment Letter	Jennifer Hetterly	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).	Parking	Add New Program T1.6.1 under Policy T-1.6: "Review the Zoning Ordinance to ensure compatibility with electric vehicle infrastructure ordinance through parking technology improvements, including vehicle lifts and electronic monitoring. Update the Zoning Ordinance to reflect changes that result from this review. [(PTC Program T4.7.1) (Edited)]."

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
605	Comment Letter	Jennifer Hetterly	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).	GHG	Previous Policy T-1 and Previous Program T-1 are Land Use-related and will be included in the Land Use Element. Vacant land may be encouraged for uses that support transit, bicycling and walking, which may include parkland.
606	Comment Letter	Jennifer Hetterly	PTC Policy T1.4 (higher density near transit) correctly converts CP Program T-3.	GHG	Comment noted. No Comp Plan action needed.
607	Comment Letter	Jennifer Hetterly	CP Program T-2 – should either be converted to a stand alone policy or expressly incorporated into PTC Policy T1.4.	GHG	Action taken. Previous Program T-2 converted to new Policy T-9.1.
608	Comment Letter	Jennifer Hetterly	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.	GHG	Comment noted. Topic to be addressed in Land Use Element
609	Comment Letter	Jennifer Hetterly	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..."	GHG	Retain and Edit Completed Program T-4 as new Policy T-1.9 under Goal T-1 (Sustainable Transportation): " <u>Continue to measure the effectiveness of the City's transportation network to make better decisions on transportation issues, and consider the use of parking fees and tax revenues to fund alternative transportation projects.</u> "
610	Comment Letter	Jennifer Hetterly	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.	Need Staff Clarification	Council direction is to use intersection LOS and VMT as metrics for roadway performance in the Comp Plan. Policy T-2.6 calls for MMLOS. Additional input required.
611	Comment Letter	Jennifer Hetterly	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?	GHG	Edit PTC Policy T1.7 (New Policy T-1.2): "Collaborate with employers, the Palo Alto Unified School District, and other sources of commute trips to develop, <u>implement and expand comprehensive, effective programs</u> to reduce single-passenger auto use and associated greenhouse gas emissions and to reduce traffic congestion at the local and regional levels. Comment noted. Policy T-1.2 addresses the topic of partnering with PAUSD on TDM programs.
612	Comment Letter	Jennifer Hetterly	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.	GHG	Edit PTC Policy T1.8 (New Policy T-1.9): "Continue to measure the effectiveness of the City's transportation network to make better decisions on transportation issues, and consider the use of parking fees and tax revenues to fund alternative transportation projects." Add new Program T1.9.1 under PTC Policy T1.8: "Collect and analyze transportation data, including through surveys and other methods, to evaluate implementation of related policies."



No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
613	Comment Letter	Jennifer Hetterly	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).	Public Transit/Shuttles	Add new Program T1.23.2 under Policy T-1.23: "Conduct a study of the shuttle system that identifies routes, usage, and utility to inform system improvements. The study shall be based on collaboration with PAUSD and community members, especially seniors, to identify new routes and expanded schedules that will accommodate peak demands and coordinate with transit connections. Evaluate the feasibility of new shuttle routes that provide access within a 10-15 minute walk from most neighborhoods, including the development of new shuttle routes in communities not currently served, such as Barron Park and Palo Verde. Address costs, funding sources for ongoing operation and maintenance."
614	Comment Letter	Jennifer Hetterly	Maybe another Program to: Explore strategies/routes that will provide shuttle access within a 10/15 minute walk from most neighborhoods.	Public Transit/Shuttles	Add new Program T1.23.2 under Policy T-1.23: "Conduct a study of the shuttle system that identifies routes, usage, and utility to inform system improvements. The study shall be based on collaboration with PAUSD and community members, especially seniors, to identify new routes and expanded schedules that will accommodate peak demands and coordinate with transit connections. Evaluate the feasibility of new shuttle routes that provide access within a 10-15 minute walk from most neighborhoods, including the development of new shuttle routes in communities not currently served, such as Barron Park and Palo Verde. Address costs, funding sources for ongoing operation and maintenance."
615	Comment Letter	Jennifer Hetterly	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.	Public Transit	Edit PTC Program T1.10.2 (New Program T1.18.2): "Recognize the importance of the Stanford Caltrain Station during special events <u>and if dedicated funds are available</u> , explore opportunities for station improvements <u>in cooperation with Stanford University</u> ."
616	Comment Letter	Jennifer Hetterly	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.	Public Transit	Edit PTC Program 1.10.3 (new Program T1.18.4): "Work with Caltrain to identify joint development opportunities, including <u>shuttle service</u> and parking structures, to address Caltrain commuter parking intrusion into surrounding neighborhoods. "
617	Comment Letter	Jennifer Hetterly	Revisions represented in PTC Policies T1.11, T1.12, T1.13, T1.14, T1.15 are fine.	Public Transit	Comment noted. No Comp Plan action needed.
618	Comment Letter	Jennifer Hetterly	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."	Public Transit	<b>Question for City Staff: Does the City want to include weekdays and weekends? This Policy was not adopted..</b> Edit Policy T-1.16: "Support efforts to decrease wait times for intercity transit to a maximum of 20 minutes between 6:00 AM and 10:00PM. Design for a maximum wait time of 12 minutes for intra-city transit, if feasible.
619	Comment Letter	Jennifer Hetterly	PTC Policies T1.17 and T1.18 could be combined.	Public Transit	Comment noted. PTC Policy T1.17 (New Policy T-1.25) and T1.18 (New Policy T-9.8) address separate topics: car sharing and fuel efficiency.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
620	Comment Letter	Jennifer Hetterly	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").	Bicycling and Walking	<b>Note from City staff: Suggest that this program could be replaced with a single program to prioritize improvements from the BPTP and Parks, Trails &amp; OS Master Plan and incorporate those improvements into the CIP.</b> Edit PTC Program T1.19.1: "Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, neighborhoods, shopping centers, and multi-modal transit stations <del>following the network shown in</del> consistent with the Bicycle Pedestrian Transportation Plan 2012, Map 6-1 (Proposed Bikeway Network) (Previous Policy T-14) (Policy Changed to Program)(Edited)
621	Comment Letter	Jennifer Hetterly	PTC Program T1.19.2 – delete second reference to BPTP.	Bicycling and Walking	<b>Note from City staff: Suggest that this program could be replaced with a single program to prioritize improvements from the BPTP and Parks, Trails &amp; OS Master Plan and incorporate those improvements into the CIP.</b> Edit PTC Program T1.19.2: "Implement the prioritized bicycle and pedestrian facilities improvements included in the Bicycle Pedestrian Transportation Plan 2012, including across barrier connection facility improvements, Bicycle Boulevards, trails, sidewalks, and connections to other jurisdictions, <del>identified in the Bicycle Pedestrian Transportation Plan 2012.</del> (Previous Program T-19& T-22) (Merged & Edited).
622	Comment Letter	Jennifer Hetterly	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.	Bicycling and Walking	<b>Note from City staff: Suggest that this program could be replaced with a single program to prioritize improvements from the BPTP and Parks, Trails &amp; OS Master Plan and incorporate those improvements into the CIP.</b> Edit PTC Program T1.19.3: " <u>Develop, update, and implement street, bicycle, and pedestrian facilities programs in the City's Bicycle and Pedestrian Transportation Plan every five years.</u> (Previous Program T-18) (Edited)
623	Comment Letter	Jennifer Hetterly	PTC Program T1.19.4/CP Program T-20: Should produce and periodically update route map. Should also be available electronically.	Bicycling and Walking	<b>Note to City Staff: This program not included, as VTA already do this.</b> Edit PTC Program T1.19.4 (new Program T1.26.1): " <u>Periodically publish, in print and electronic formats, a local area bicycle route map jointly with adjacent jurisdictions.</u> (Previous Program T-20) (Edited).
624	Comment Letter	Jennifer Hetterly	PTC Program T1.19.5 – add parks. Could be a Policy?	Bicycling and Walking	<b>Note from City staff: Suggest that this program could be replaced with a single program to prioritize improvements from the BPTP and Parks, Trails &amp; OS Master Plan and incorporate those improvements into the CIP.</b> Edit PTC Program T1.19.5: "Implement the prioritized trail and bikeway recommendations based on the priorities of the City's Bicycle Pedestrian Transportation Plan 2012, including the recommendations to work with private property owners to complete the connectivity of public sidewalks and bicycle routes and facilities in Stanford Research Park and other employment areas, to PAUSD schools, <u>and to parks.</u> (Previous Program T-23) (Edited) This topic is best presented as a Program because it includes specific actions to be undertaken at a certain time.
625	Comment Letter	Jennifer Hetterly	PTC Policy 1.20 - ... complete and enhance the connectivity...	Bicycling and Walking	Edit PTC Policy T1.20 (New Policy T-1.31): " <u>Require new private developments to dedicate easements and provide improvements on a fair share basis for that improve bicycle and pedestrian paths to complete and enhance the connectivity as called for in the Bicycle Pedestrian Transportation Plan, and require dedication of easements where a nexus can be established.</u> (Previous Policy T-15) (Edited)"

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
626	Comment Letter	Jennifer Hetterly	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.	Bicycling and Walking	Note to City staff: Does the City want to pursue this? Suggest it would be better to concentrate on implementing the BPTP first and then update the plan once it nears completion. Edit PTC Policy T1.21: "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 <u>existing neighborhoods and</u> new development." (Previous Policy T-16) (Edited)
627	Comment Letter	Jennifer Hetterly	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.	Bicycling and Walking	Edit PTC Policy T1.22 (new Policy T-1.28): "Increase cooperation with surrounding communities and other agencies to establish and maintain off-road bicycle and pedestrian paths and trails <u>using that are integrated with</u> creek, utility, railroad rights-of-way and green spaces <u>in a manner that helps frame and define the community.</u> (Previous Policy T-17, L-66 & L-68) (Merged & Edited)
628	Comment Letter	Jennifer Hetterly	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.	Bicycling and Walking	Comment noted. PTC suggestion not carried forward.
629	Comment Letter	Jennifer Hetterly	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.	Bicycling and Walking	Convert Previous Program T-27 into a Policy T-1.13 under Goal T-1 (Sustainable Transportation). " <u>Continue to work with Caltrain, Amtrak and other public transit bus</u> operators to expand bicycle storage on public transit vehicles during both peak and off-peak hours. (Previous Program T-27) (No Change)
630	Comment Letter	Jennifer Hetterly	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.	Bicycling and Walking	Comment noted. T-28 retained as T-2.4
631	Comment Letter	Jennifer Hetterly	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?	Bicycling and Walking	PTC suggestion was not carried forward, but it could be with the edit suggested.
632	Comment Letter	Jennifer Hetterly	PTC Policies T1.26 and T1.27 could be combined.	Bicycling and Walking	Edit PTC Policy T1.26 (New Policy T-1.35): <del>Support the continued</del> <u>Maintain pedestrian and bicycle-only</u> use of University Avenue/ Downtown alleyways <del>for pedestrian and bicycle only use</del> <u>where appropriate.</u> (Previous Policy T-21) (Edited) and do not add PTC Policy T1.27: <del>Determine which California Avenue business district alleyways are appropriate for pedestrian and bicycle only use.</del> (New Policy)

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
633	Comment Letter	Jennifer Hetterly	Rail Corridor - This section is a good addition. Needs a little work though to pull together thematically.	General	Comment Noted. Will be addressed in the formatting of the final draft element.
634	Comment Letter	Jennifer Hetterly	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.	Roadways	Comment noted. Rail Corridor policy direction incorporated into Transportation Element
635	Comment Letter	Jennifer Hetterly	RC Policy 3.1 – Presume "crossings along Alma Street" means track crossings?	Roadways	Comment noted. Rail Corridor policy direction incorporated into Transportation Element
636	Comment Letter	Jennifer Hetterly	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.	Roadways	Comment noted. Rail Corridor policy direction incorporated into Transportation Element
637	Comment Letter	Jennifer Hetterly	RC Policy 5.1 – add "recycled water infrastructure."	Roadways	Comment noted. Rail Corridor policy direction incorporated into Transportation Element
638	Comment Letter	Jennifer Hetterly	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.	Data Request	Comment noted. Rail Corridor policy direction incorporated into Transportation Element
639	Comment Letter	Jennifer Hetterly	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?	Roadways	Add PTC Policies T2.4 and T2.5. <b>PTC Policy T2.3 not included</b>
640	Comment Letter	Jennifer Hetterly	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...."	Roadways	Add PTC Program 2.6.1, now New Program T2.16.1
641	Comment Letter	Jennifer Hetterly	PTC Program 2.6.3 also looks like it could be a Policy.	Roadways	Add PTC Program 2.6.3, but keep as New Program T2.16.4 for now since this is conceivably an action that can be completed within the horizon of the Comp Plan.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
642	Comment Letter	Jennifer Hetterly	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.	Roadways	Comment noted. City direction is to proceed with a study of Quarry Road Extension.
643	Comment Letter	Jennifer Hetterly	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.	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
644	Comment Letter	Jennifer Hetterly	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.	Roadways/VMT-LOS	Comment noted. Comp Plan will use both intersection LOS and VMT.
645	Comment Letter	Jennifer Hetterly	PTC Programs T2.10.2 and T2.10.3 could be combined.	Roadways/VMT-LOS	Merge PTC Program T2.10.2 and T2.10.3 and add new Program T2.4.2 under Goal T2 (Roadways) as follows: Monitor and publicly report on the previously identified twenty critical intersections annually and consider additional intersections to add to this list to monitor the effectiveness of the City's growth management policies.
646	Comment Letter	Jennifer Hetterly	PTC Program T2.10.4 re comparing traffic surrounding new developments – any way to incorporate penalties or post-approval mitigations?	Roadways/VMT-LOS	Add PTC Program T2.10.4 (New Program T9.1.1) under Goal T9 (Traffic Congestion) as follows: Monitor the traffic surrounding new developments and compare with the projections anticipate during the review and approval process of the development. <u>Impose penalties if traffic exceeds projections.</u> Include this information as part of TDM reporting. <b>Note to City staff: This program is redundant to T9.1.1, recommend deleting.</b>
647	Comment Letter	Jennifer Hetterly	Maybe PTC Programs T2.10.5 and T2.10.7 could be combined?	Roadways/Traffic Congestion	Add PTC Program T2.10.5 (New Program T9.9.1) and T2.10.7 (New Program T9.9.2) under Goal T9 (Traffic Congestion), but keep separate as they are about two separate actions.
648	Comment Letter	Jennifer Hetterly	Support PTC Programs T2.10.8 and T2.10.9.	Roadways	Add PTC Program T2.10.8 (New Program T9.5.2) under Goal T9 (Traffic Congestion). <b>Note to City staff: PTC Program T2.10.9 conflicts/duplicates with Program T-2.4.2. Recommend deleting.</b>
649	Comment Letter	Jennifer Hetterly	PTC Policy T2.11 – add buses (of a certain size) and change "maintain" back to "balance."	Roadways	Replace existing Policy T-29 with PTC Policy T2.11 (New Policy T-2.8) as follows: Regulate truck movements and commercial buses in a manner that balances the efficient movement of trucks and buses while preserving the residential character of Palo Alto's arterial street system.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
650	Comment Letter	Jennifer Hetterly	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).	Neighborhood Impacts	Edit PTC Policy T3.1 (New Policy T-3.5): " <u>Minimize the danger of increased commercial ingress/egress adjacent to major intersections</u> , and noticeable increases in traffic from new development in residential neighborhoods through traffic mitigation measures." Create separate Policy T-3.6: "Employ Traffic Impact on Residential Environments (TIRE) analysis to measure potential street impacts from new development <u>in residential neighborhoods</u> ."
651	Comment Letter	Jennifer Hetterly	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.	Neighborhood Impacts	Existing Program T-42 (New Program T3.4.2) should read "Use landscaping and other improvements to establish clear "gateways" at the points where the <u>Oregon Expressway</u> , University Avenue and Embarcadero Road transition from freeways to neighborhoods."
652	Comment Letter	Jennifer Hetterly	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?	Staff Clarification	Comment noted. PTC language not carried over. See Program T-3.1.2
653	Comment Letter	Jennifer Hetterly	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 roadway mass and expanding planting areas.	Neighborhood Impacts/Staff Clarification	Comment noted. See Policy T-3.7 as edited.
654	Comment Letter	Jennifer Hetterly	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.	Neighborhood Impacts/Staff Clarification	Comment noted. PTC language not carried over. See Program T-3.1.2
655	Comment Letter	Jennifer Hetterly	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.	Parking	This reference to the 13-point program is deleted because the 13-point program was adopted in 1992 and is outdated. Current City parking management program has superseded.
656	Comment Letter	Jennifer Hetterly	PTC Program T.4.1.2 is fine, but shouldn't we define "adequate"?	Parking	Comment noted.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
657	Comment Letter	Jennifer Hetterly	PTC Program T4.3.2 – Return on investment for “dynamic signage” should be thoughtfully considered before including this.	Parking	<p>Note that since 2014, the City has been working with Hunt Design, a Pasadena-based wayfinding and branding design firm, to strategize on the scope of work for parking wayfinding for the Downtown commercial core.</p> <p>Add a New Program T4.4.4 under Goal T-4 (Parking): Develop and implement a parking wayfinding strategy for the Downtown commercial core with the capability for changeable message signs indicating where parking is available.</p> <p>Add new Program T9.9.1 under new Policy T-9.9 to support the use of on demand transit services: "Design Mobility as a Service (MaaS) to enable point-to-point on-demand driver service for a subsidized fee in Palo Alto."</p> <p>Note to City staff: This program was replaced with Program T9.7.1: "Continue to participate in regional efforts to develop technological solutions that make alternatives to the automobile more convenient and thereby contribute to reducing for congestion management."</p>
658	Comment Letter	Jennifer Hetterly	PTC Policy T4.4 could be merged into Program T4.6.1 by adding “and financing options” after “Study design alternatives.”	Parking	<p>Add New Program: Study design alternatives and financing options that would assist developers to meet parking requirements on-site. (PTC T4.6.1 PROGRAM).</p> <p>Note to City staff: Suggest deleting this program, it is unclear what the purpose would be."</p>
659	Comment Letter	Jennifer Hetterly	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.	Parking	<p>Comment Noted. Retain Policy T-47 (new Policy T-4.10). RPP Program has been established downtown to address this issue. Additionally, see New Program T4.10.3: "Coordinate with neighborhood associations and residents’ groups to monitor the availability of parking in residential neighborhoods and gauge the need for a residential parking permit program in areas outside Downtown Palo Alto."</p>
660	Comment Letter	Jennifer Hetterly	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.	Parking	<p>Comment noted. Program not incorporated.</p>
661	Comment Letter	Jennifer Hetterly	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.	Parking	<p>Comment noted. Retain Program T-52 (new Program T4.10.1) under Policy T-4.10.</p>
662	Comment Letter	Jennifer Hetterly	Yes to PTC Policy T4.6.	Parking	<p>Note to staff - this concept is in conflict with the idea of reduced parking requirements in areas well-served by transit. It is also linked to the results of the forthcoming Paid Parking Study. CAC should be asked to reconcile.</p>
663	Comment Letter	Jennifer Hetterly	Yes to PTC Program T4.6.3.	Parking	<p>Add New Program T4.2.3 under Policy T-4.2: " Consider updating parking standards for non-residential uses to better reflect increased occupancy and employee density trends. [(PTC Program T4.6.3) (Edited)]</p>

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
664	Comment Letter	Jennifer Hetterly	Open to PTC Program T4.6.2, but could be quite controversial and might lead to increased use of on-street parking.	Parking	Comment noted. No Comp Plan action needed.
665	Comment Letter	Jennifer Hetterly	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.	Staff Clarification/Parking	Comment noted. This issues needs discussion with full CAC. Element contains contradictions regarding parking standards.
666	Comment Letter	Jennifer Hetterly	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.	Staff Clarification/Parking	See comment 665
667	Comment Letter	Jennifer Hetterly	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).	Parking	PTC Policy T4.8 moved to Program T1.6.. Merged with PTC Program 4.8.1 as follows: " Establish standards for electric vehicle charging stations in all new development, including pre-wiring for charging at all parking spaces and provision of charging stations in nonresidential and mixed use developments. Update the Zoning Ordinance to reflect changes that result from this review. " Note to City staff: This program was deleted, redundant with New Policy T-1.18.
668	Comment Letter	Jennifer Hetterly	Be careful here about under parking in exchange for dedicated electric parking. Electric vehicles are good for GHG, but they GHG still contribute equally to traffic and parking congestion and safety issues.		Comment noted. No Comp Plan action needed.
669	Comment Letter	Jennifer Hetterly	Yes to PTC Policies T4.9, T4.10 and T4.11.	Parking	Add these policies. New Policy T-4.7, T-4.8, and T-4.9.
670	Comment Letter	Jennifer Hetterly	Yes to addition of Stanford Shopping Center to PTC Policy T4.12 (replacing CP Policy T-48).	Parking	Comment noted; however, this policy has been updated to reflect changes since 1998:  New Policy T-4.11: Encourage parking strategies at the Stanford Medical Center area that maximize the efficient use of existing parking and encourage the use of alternatives to single-occupant vehicles. in the long term, consider the possible use of alternatives to single-occupant vehicles. remote parking lots with shuttle bus service.
671	Comment Letter	Jennifer Hetterly	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.	Parking	Comment noted.



No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
672	Comment Letter	Jennifer Hetterly	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.	Parking	Comment noted. Bicycle parking policies in the Comp Plan should be consistent with BPTP.
673	Comment Letter	Jennifer Hetterly	PTC Policy T4.15 – 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.	Parking	Comment noted. Not incorporated
674	Comment Letter	Jennifer Hetterly	PTC Program T5.1.4 – Don't love the idea of all-pedestrian traffic signal movements outside of school zones.	Traffic Safety	Comment Noted. Not incorporated.
675	Comment Letter	Jennifer Hetterly	PTC Programs T5.2.2 and T5.2.4 could be merged.	Traffic Safety	Merged PTC Programs T5.2.2 and T5.2.4 as New Policy T-5.5: "Use appropriate technology to monitor and improve circulation safety throughout the City."
676	Comment Letter	Jennifer Hetterly	PTC Program T5.2.3 could be hard to accomplish.	Traffic Safety	Comment Noted. No Comp Plan action needed.
677	Comment Letter	Jennifer Hetterly	PTC Program T5.6.1 is a little vague. Do we have "established criteria" if we eliminate CP Policy T-38?	Traffic Safety/Staff Clarification	Comment noted. Policy maintained as T-3.2
678	Comment Letter	Jennifer Hetterly	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.	Traffic Safety	Retain Existing Comp Plan Program T-45 as New Program T5.4.4: "Provide adult crossing guards at school crossings that meet adopted criteria." <b>Question for City: Where are these criteria? We'd like to reference in a call out box and identify in the narratives</b>
679	Comment Letter	Jennifer Hetterly	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.	Traffic Safety	Edit PTC Program T5.7.4 (New Program T5.1.2): Develop and disseminate maps of safe routes to school, work, shopping, and community services in collaboration with stakeholders, including PAUSD, major employers, TMAs, local businesses and community organizations. [(PTC Program T5.7.4) (Edited and enhanced)].
680	Comment Letter	Jennifer Hetterly	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.	Traffic Safety	Edit existing Comp Plan Program T-46 (New Program T5.4.2): " <del>Encourage</del> <u>Continue to provide extensive</u> educational programs <u>for children and adults</u> for safe use of bicycles, mopeds, and motorcycles, including the City-sponsored bicycle education programs in the public schools and the bicycle traffic school program for juveniles.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
681	Comment Letter	Jennifer Hetterly	PTC Policy T6.1 is an improvement.	Special Needs	Comment noted. No Comp Plan action needed.
682	Comment Letter	Jennifer Hetterly	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.	Special Needs	Existing PTC Policy T6.1 (new Policy T-6.1) address this topic. No Comp Plan action needed.
683	Comment Letter	Jennifer Hetterly	PTC Programs T6.1.1 and T6.1.2 are fine.	Special Needs	Comment noted. No Comp Plan action needed.
684	Comment Letter	Jennifer Hetterly	PTC Policy T6.2 – Why limit to VTA, are there other providers the city should also work with?	Special Needs	Comment noted. Policy T-6.3 could be updated to reference "and other agencies"
685	Comment Letter	Jennifer Hetterly	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.”	Special Needs	Edit PTC Program T6.3.1 (New Policy T-6.2): "Coordinate with social service agencies to fill gaps in existing transportation routes and services accessible to people with special needs no matter their means and design new bus routes that enable those lacking the resources to travel in timely and economical ways to access those services."
686	Comment Letter	Jennifer Hetterly	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).	Special Needs	See comment 22
687	Comment Letter	Jennifer Hetterly	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.”	Regional Leadership	Retain Policy T-51, New Policy T-7.4.
688	Comment Letter	Jennifer Hetterly	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?	Regional Leadership	Retain Dunbarton Bridge in PTC Policy T7.4 (Policy T-7.9) as follows: "Where appropriate, support the conversion of existing traffic lanes to exclusive bus and high-occupancy vehicle (HOV and express) lanes on freeways and expressways, including the Dumbarton Bridge, and the continuation of an HOV and express lane from Redwood City to San Francisco. [(PTC Policy 7.14) (Edited) (Previous Policy T-52) (Edited)].
689	Comment Letter	Jennifer Hetterly	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?	Regional Leadership	Edit Policy T-54 (New Policy T-7.7): Support efforts by Caltrans and the Santa Clara Valley Transportation Authority Congestion Management Program to reduce congestion and improve traffic flow on area freeways <u>consistent with Statewide GHG emissions reduction initiatives.</u>

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
690	Comment Letter	Jennifer Hetterly	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.	Regional Leadership/H.L for staff response to PlaceWorks	Note to staff - can we clarify the intent of this comment? What is the specific problem with RHNA calculation that Jennifer would like a policy to address?
691	Comment Letter	Jennifer Hetterly	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.	Regional Leadership	Note that City Council has committed to conducting a paid parking study for the downtown area in FY2016. See New Program T-4.4.3 under Goal T-4 (Motor Vehicle and Bicycle Parking) "Conduct a paid parking study for the Downtown area to collect data on parking occupancy and turnover and to recommend pricing and management policies to prioritize short-term parking spaces closest to the commercial core for customers, garage parking for employees, and neighborhood parking for residents."
692	Comment Letter	Jennifer Hetterly	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.	Regional Leadership	Follow up with Transportation required.
693	Comment Letter	Jennifer Hetterly	PTC Policy T7.11 – (101/Embarcadero/Oregon interchange) Hasn't this been recently completed? What else is envisioned?	Regional Leadership	Comment noted. Not carried over
694	Comment Letter	Jennifer Hetterly	PTC Policy T7.12 – Should this be removed now that we're moving forward on the Adobe/101 crossing?	Regional Leadership	PTC Policy T7.12 not included
695	Comment Letter	Jennifer Hetterly	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?	Transit	See edits to Transit policies/programs.
696	Comment Letter	Jennifer Hetterly	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?	Regional Leadership	Retain Program T-16 as Program T1.11.1. Note to City staff: This suggestion was not adopted.
697	Comment Letter	Jennifer Hetterly	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?	Transit	Edit and include PTC Policy T7.21: "Study the use of Transit Signal Priority to support transit, including the Palo Alto Shuttle and the Stanford Shuttle Program. Note to City staff: This suggestion was not adopted.
698	Comment Letter	Jennifer Hetterly	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..."	Airport	Retain Policy T-57 (new Policy T-8.1) of the current, adopted Comp Plan which limits Palo Alto Airport to a single runway and two fixed base operators.

No.	Comment Source	Commenter	Public Comment	Comment Topic	Action Taken
699	Comment Letter	Jennifer Hetterly	PTC Program T8.1.3 – “maintain landscaping and security fencing to visually screen and secure” is completely different from Airport 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.		Comment noted. See Program T-57 (new Program T8.2.1) as revised in comment 701 for compliance with the Baylands Master Plan.
700	Comment Letter	Jennifer Hetterly	PTC Program T8.1.4 – Change “reasonable” to “appropriate distance from the natural habitat area...” and add “and best ecological practices” after Federal law.	Airport	Revise PROGRAM T-58 (new Program T8.1.1): <del>Encourage Santa Clara County to r</del> Relocate the <u>existing</u> terminal building away from the Runway 31 clear zone, allowing for construction of a new terminal <u>at an appropriate distance from the natural habitat area surrounding the restored Palo Alto harbor in accordance with Federal law and best ecological practices.</u>
701	Comment Letter	Jennifer Hetterly	PTC Program T8.1.6 – Should be the other way around! The Airport Master Plan should be consistent with the Baylands Master Plan.	Airport	Edit the following programs for consistency with the Baylands Master Plan:  PROGRAM T-57 (New Program T8.2.1): Maintain landscaping consistent with the open space character of the baylands to screen the airport along Embarcadero Road <del>Provide a planting strip and bicycle/pedestrian path adjacent to Embarcadero Road that is</del> and continue to provide a bicycle/pedestrian path adjacent to Embarcadero Road, consistent with the Baylands Master Plan.  PROGRAM T-58 (new Program T8.1.1): <del>Encourage Santa Clara County to r</del> Relocate the <u>existing</u> terminal building away from the Runway 31 clear zone, allowing for construction of a new terminal <u>at a appropriate distance from the natural habitat area surrounding the restored Palo Alto harbor in accordance with Federal law and best ecological practices.</u>  Add a New Program T8.2.2: Maintain the native grasses planted on the abandoned second runway pad and leave as open space. This is subject to federal wildlife hazard requirements and guidelines for airports.