

**Attachment B – Recommended Modifications to the Draft Transportation Element
CAC Transportation Subcommittee Meeting
March 23, 2016**

Summary of CAC Recommendations from January 26, 2016

GOAL T-1 Sustainable Transportation

- T-1 review sidewalk width with reference to Grand Boulevard Design Guidelines.
- State statute prohibits mandates for TDM measures, they must be voluntary. Several policies are in conflict with this (T-1.4 and T-9.3)
- T-1.5 Encourage PAUSD to provide buses for elementary and middle school children. They already charge parking fees to discourage driving.
- T-1.6 incentivize electric
- T-1.7 Redundant - take it out.
- Remove T-1.11.1 as BART is not really an option for Palo Alto.
- T1.16.2 Sand Hill Road - could be a holdover. Delete
- T-1.21 Add safe to idea of evening and night services
- T-1.2.4 Encourage city to quickly implement
- Add program about working with Caltrain for baby bullet service to Cal Ave in addition to Downtown Palo Alto Station.
- In reference to Caltrain please use capacity improvement or enhancement instead of modernization and improvement. Add statistics on Caltrain ridership to emphasize this.
- Call out specifically that data and platforms are made available according to open source standards to inspire innovation.

GOAL T-2

- T-2.14.2 in consideration of emergency vehicle response times

GOAL T-4 Parking

- T-4.3 Eliminate "consider"
- T-4.10 Add "vigorously"
- T-4.13.1 Add SRP to text of program
- Add drone policy or ordinance to address this issue in the vicinity of the airport
- Consistency with urban forest master plan, which has a requirement for 50% shading of parking lots.

GOAL T-7 Regional Leadership

- Caltrain and regional rail partnerships should be incorporated under this goal
- Need mention of regional collaboration on Multi-Modal Transit Center

GOAL T-8 Airport

- Move to land Use Element

GOAL T-9 Traffic Congestion

- T-9.5 Program doesn't belong here
- T-9.5.1 Redundant - take it out.

Overall, narratives should be streamlined and reduced.

Additional Changes Recommended by City Staff

Make sure narrative explains which goal/policy related to complete streets

Goal T-1

- Add Cal Ave to Program T1.18.5
- Work with Caltrain to expand service to Cal Ave and San Antonio.
- Policy T-1.23: add increase visibility... feasibility... and prioritize destination
- Add second policy: support the shuttle system as a key component of mobility for students, seniors and residents going to work.
- Policy T.1.24 - Seek to develop enhanced shuttle service by coordinating (collaboration) with other shuttles and transit providers.
- Policy T-1.36 - Add “and to support healthy lifestyle”

Goal T-2

- Need to add regarding CEQA VMT
- Add program to Policy T-2.5
- Policy T-2.20 – remove reference to high speed rail and Caltrain
- Policy T-2.20 the City does not support an elevated alignment for regional fixed rail in Palo Alto.
- Add to 2.22.1” whether or not high speed rail proceeds.”
- Need one more policy (regarding speed)
- Program T.2.4.1 – delete and replace with policy the City considers unacceptable the LOS service E and F at Palo Alto intersections and level of service F of congestion management intersections to be unacceptable.
- Where intersections are already at unacceptable levels of service, the city’s policy is to discourage projects that would increase delay more than 4 seconds (Get language from Rafael/Jarrett)

Goal T-5

- Policy T-5.5 – add “adopted in 2003” “prioritize these routes for safety improvements” and need to modify last part about land use planning decisions.

Goal T-7

- Collaborate with regional policy makers in regards to updates to traffic analysis guidelines, in compliance with CEQA Guidelines

Should reduce number of programs/policy for transportation parking section