

DATE: February 17, 2016  
To: CAC Transportation Sub Committee  
From : Dan Garber  
RE: Example of Streamlining  
Preliminary Draft – February 9, 2016 Transportation Element

Please find attached an example of how we could begin to “streamline” the transportation element, as the City Council suggested the CAC help Staff do in their February 8<sup>th</sup> 2016 meeting.

These suggestions are not complete. I ignored all the introductory narrative text which is very long. And I was only able to look at pages T-27 to T-42 in the time available. This is only a first pass; the policies were reduced by 10 and the programs were reduced by 6. As noted in the CAC’s January 26<sup>th</sup> meeting the current draft of the Transportation Element doubles the number of policies from the 2002 Comp Plan and the number of programs has increased but a third. My bet is that more consolidation can be achieved. Much more work and input from others will be needed to complete and incorporate this work.

These streamlining suggestions were made using the following guidelines:

1. Reduce wordy-ness.
2. Revise text that buries our leads; to bring to the fore what is most important.
3. Consolidate or merge similar or redundant Policies or Programs.
4. Revise Policies that are so specific that they cease to be appropriate for a planning document or don't allow for reasonable flexibility for future change. Often these specifics are more appropriate for inclusion in the Staff’s work plan.
5. Remove policies or programs that are better enacted as zoning standards, with variance, CUP, or other options.
6. Remove policies or programs that better belong in other elements.

In general I’m assuming that all the City’s master plans (Bay, Bike, Park, sustainability etc.) will all be made part of the Comp Plan by specific reference in some place other than in the Elements. Organizationally, my understanding is that these other Plans are subordinate to the Comp Plan. Thus the policies and programs in the Elements do not need to reference these other plans. However and importantly, these subordinate Plans often reference the Comp Plan policies and programs which either need to exist in the final Comp Plan or the subordinate plans will have to be updated with new references. It is not clear to me if this work coordinating all the plans is or should be done by the CAC’s sub-committees and or staff and if it should be done sooner rather than later.

These suggestions were created in a word document that emulates the formatting of the draft that staff provided. However, it removes all the side bar images and graphs, maps and other graphics. For continuity, the formatting of the pages and paragraphs are consistent with the Preliminary Draft – February 9, 2016 Transportation Element that staff provided us. It was then revised with “track changes” turned on. The views of the tracking (Final, Final with markups, etc.) can be toggled through to understand where and how the revisions were made. The attached PDF document was printed in the Word document’s “final” form for clarity.

## GOALS, POLICIES, AND PROGRAMS

### SUSTAINABLE TRANSPORTATION

**GOAL T-1** Create a sustainable transportation system, complemented by a mix of land uses, that emphasizes walking, bicycling, use of public transportation, and other methods to reduce GHG emissions and the use of single occupancy vehicles.

**Policy T-1.1** Consider economic, environmental, and social cost issues in local and regional transportation decisions. [(Previous **Policy T2**) (Edited)]{T1}

**T-27**

## REDUCING RELIANCE ON SINGLE - OCCUPANT VEHICLES

- Policy T-1.2** 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 GHG emissions and to reduce traffic congestion at the local and regional levels. [(PTC **Policy T1.7**) (Edited) (Previous **Policy T-3** & **Program T-5**) (Merged & Edited)].
- Program T1.2.1** 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. [Previously **Program T-8**].
- Program T1.1.1** <sup>1</sup>Conduct an annual survey of mode shares downtown, and expand to other employment districts when feasible. [NEW PROGRAM][NEW PROGRAM Policy T2]
- <sup>2</sup>**Program T1.2.3** Establish an ordinance that defines when a Transportation Demand Management program (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

## T-28

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<sup>1</sup> Funding does not need to be called out: all programs require funding and other resources be allocated to the effort.

<sup>2</sup> In general this description strikes me as being more detailed than it needs to be in the Comprehensive Plan. I seems like it might be more appropriate in the Staff's work plan.

- building occupancy and land use standards. [(PTC **Program T.1.7.1**) (Edited)]. [T5]
- Program T1.2.4** Collaborate with PAUSD to establish a Transportation Demand Management program for PAUSD staff. [(PTC **Program T1.7.2**) (Edited) (Previous **Program T-6**) (Edited)]. [T6]
- Program T1.2.5** Evaluate the performance of pilot programs implemented by the Downtown TMA and consider expanding to other areas of the city as appropriate.
- Program T1.2.6** Review existing regulations, policies, and programs to identify revisions that encourage telecommuting, satellite office concepts, and work-at-home options. [(PTC **Program T1.7.3**) (Previous **Program T-12**) (Edited)].
- Policy T-1.3** Coordinate with Stanford University on the development and implementation of transportation demand strategies via development of a Transportation Management Association in the Stanford Research Park. [NEW POLICY].
- Policy T-1.4** Require new office, commercial and multifamily residential development projects of more than 10,000<sup>3</sup> square feet of net new space to adopt effective TDM plans in order to meet specific targets and to offset remaining peak period motor vehicle trips through one of the following methods:
- *By directly contracting with another property owner or organization to reduce trips generated from another site; or*
  - *By paying an annual fee to the City for use in reducing motor vehicle trips to the extent feasible through the provision of transit services, carpool/rideshare incentives, bicycle lanes, and other similar programs and improvements. [EIR Mitigation Measure Trans-1a]*

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<sup>3</sup> Where does 10K come from? Why isn't it 5k to 15k? What is the right number?

**Program T1.4.1** Establish a development impact fee to offset motor vehicle trip impacts. [Staff suggestion from 1/7/16 call] Evaluate the City's Transportation Impact Fee every five years to implement new transportation priority projects. [PTC Program T2.10.8] [T203] [moved from Policy T-9.5]<sup>4</sup>

**Policy T-1.5** Encourage the Palo Alto Unified School District to use parking fees, regulations, and education to discourage students from driving to school. [Previously **Program T-7**][T12]

## REDUCING GREEN HOUSE GAS EMISSIONS

**Policy T-1.6** Meet the State's goals for GHG reductions by 2030 and reduce pollutant emissions associated with transportation by reducing vehicle miles traveled and per-mile emissions through use of vehicle and transportation technologies. [(PTC **Policy T-1.1**) (Edited)]

**Program T1.6.1** Update the Zoning Ordinance to incorporate parking technology improvements, as they become available.. [(PTC **Program T4.7.1**) (Edited)]

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<sup>4</sup> Program T1.4.2 has been merged into Program T1.4.1

**Policy T 1.7** Require [encourage?] new developments to install electric vehicle charging stations when feasible. Review and update these requirements regularly to incorporate new technologies. [NEW POLICY][T19]<sup>5</sup>

**Policy T 1.8** Use parking fees and tax revenues to support transportation studies. [(PTC **Policy T1.8**) (Edited)]

**Program T1.8.1** Regularly evaluate the effectiveness of the City's transportation policies by analyzing transportation data collected through surveys and other methods. [NEW PROGRAM] [T19]

**Program T1.8.2** Support tactical trails of transportation improvements to test concepts and gather feedback on the effectiveness of the possible improvement. Examples could include trial bike lanes, street closures, crosswalks, traffic calming strategies, first/last mile connection strategies, and or bike parking. [T212]

## MASS TRANSIT

**Policy T-1.9** Support mass transit access to multimodal transit stations and employment centers, including those within Palo Alto. [(PTC **Policy T1.11**) (Previous **Policy T-6**) (Edited)] [T20]<sup>6</sup>

**Policy T-1.10** Support the development of first/last mile connection strategies to facilitate the running of local errands and commuting.

**Program T-10.1** Evaluate the use of the Palo Alto Shuttle to provide first/last mile connections.

## T-31

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<sup>5</sup> Program T1.7.1, can be incorporated into Policy T1.7.9

<sup>6</sup> The regional comment in this policy was taken out and added to [Policy T-1.11](#)

- Program T-10.2** Evaluate the feasibility of new transit routes on major corridors, including BRT, to support first and last mile connections at major corridors such as Bayshore, Alma, and Embarcadero. [NEW PROGRAM] [T22]
- Policy T-1.11** Support the planning of ~~a quiet, fast rail system that encircles the Bay, and for~~ intra-county and transbay transit systems that link Palo Alto to the rest of Santa Clara County, adjoining counties, regional destinations and the San Francisco International Airport. [Previously **Policy T-7**] [T23]<sup>7</sup>
- Policy T-1.12** Support all transit service providers efforts to expand bicycle storage on transit vehicles during both peak and off-peak hours. [(NEW POLICY) (Previous **Program T-27**)] [T26]
- Policy T-1.13** Support efficient transfer between transit modes at modal transit stations by supporting the coordination of all the transit service providers schedules. [(PTC **Policy T1.15**) (Previous **Policy T-11**) (Edited)] [T27]
- Policy T-1.14** Support the inclusion of public and private school commute patterns in the planning and operation of local transit systems, including schedule and route coordination. [(PTC **Policy T1.13**) (Previous **Policy T-9**) (Edited)] [T28]
- Policy T-1.15** Support the comfort, safety, and convenience of bus and shuttle stops by encouraging the provisioning of them with seating, lighting, signage, and real-time arrival information. [(PTC **Policy T1.14**) (Previous **Policy T-10**) (Edited)] [T29]
- Policy T-1.16** Encourage transit service providers to provide subsidized transit passes for low income riders. [NEW POLICY] [T30]

## T-32

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<sup>7</sup> Program T1.10.1 should really be a policy, and so became Policy T-1.11

**RAIL SERVICE**

- Policy T-1.17** Support Caltrain capacity enhancements, modernization and its extension to Downtown San Francisco. [T25]<sup>8</sup>
- Policy T-1.18** Work with Caltrain to support the planning, development and improvement of the City's two rail stations to meet current and future demand including the mitigation, reduction and eventual elimination of impacts from the station's parking demand on adjacent neighborhoods. [(PTC **Policy T1.10**) (Previous **Policy T-5**) (Edited)] [T31]
- Program T1.18.1** Anticipate and plan for rail station circulation and access improvements to meet current and future demand. [(PTC **Program T1.10.1**) (Edited) (Previous **Program T-14& T-15**) (Merged & Edited)] [T32]
- Program T1.18.2** In cooperation with Stanford University explore opportunities for University Avenue Multi-modal station improvements to better support special events, including circulation and access improvements to the station. [(PTC **Program T1.10.2**) (Edited)] [T33]
- Program T1.18.3** Improve the pedestrian experience as University Avenue goes under the Alma Street and Caltrain overpass by studying short-term improvements and regular maintenance programs to be undertaken. [Previous **Program T-15**] [T34]
- Program T1.18.4** Work with Caltrain to identify joint development opportunities to reduce and or mitigate in the short term and eliminate in the long term Caltrain commuter parking intrusion into surrounding neighborhoods; including new or revised shuttle services and new parking structures. [(PTC **Program T1.10.3**) (Edited)] [T35]
- Program T1.18.5** Work with Caltrain to identify appropriate locations for baby bullet stations in Palo Alto. [NEW PROGRAM] [T36]

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**T-33**


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<sup>8</sup> **Policy T-1.17** incorporates **Policy T-1.19** which has been deleted.

<sup>9</sup> **Policy T-1.19** duplicates **Policy T-1.17**. Delete **Policy T-1.19**



**BUS SERVICE**

**Policy T-1.20** Work with bus transit service providers to plan for and implement convenient, efficient bus service in Palo Alto: [NEW POLICY] [T38]

**Program T1.20.1** Work with the bus transit service providers to investigate opportunities to:

1. Expand evening and nighttime bus service.
2. Provide traffic signal prioritization for buses at Palo Alto intersections, focusing first on regional transit routes.
3. Improve bus service on El Camino Real, by evaluating queue jump lanes and curbside platform improvements. [EIR Mitigation Measure TRANS-6] [T40]

**SHUTTLE SERVICE**

**Policy T-1.23** Enhance the Palo Alto Shuttle Program by increasing the frequency of and prioritizing destinations to places of value to the community, including health centers, parks, schools, senior centers, and shopping areas. [(PTC **Policy T1.9**) (Edited) (Previous **Policy T-4**) (Edited)] [T41]

**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- to 15-minute walk from most neighborhoods, including the development of new shuttle routes in<sup>10</sup>

**T-34**


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<sup>10</sup> **Program T1.23.2** this text needs consolidation; seems to be getting too specific for a comp plan.

communities not currently served, such as Barron Park and Palo Verde. Address costs, funding sources for ongoing operation and maintenance. [NEW PROGRAM] [T42]

**Policy T-1.24** Encourage employers to develop shared shuttle services to connect employment areas with the multi-modal transit stations and City amenities. [(PTC **Policy T1.12**) (Previous **Policy T-8**)] [T45]

#### EVOLVING TECHNOLOGY

**Policy T-1.25** Support the development of new and emerging technologies to support trip and congestion reduction, efficient and effective transit system use, and first/last mile connections.

**Program T1.25.1** Encourage private sector<sup>11</sup> development of fuel-efficient taxi services

**Program T1.25.2** Encourage the development of technologies that increase the accessibility, reliability, and/or efficiency of local transit and shuttle service including real-time arrival and schedule information. [NEW PROGRAM] [T43]<sup>12</sup>

#### BICYCLING AND WALKING

**Policy T-1.26** Prioritize programs that enhance pedestrian access and bicycle use within Palo Alto and connections to surrounding communities. [PTC **Policy T1.19**] [T47]

**Policy T 1.27**<sup>13</sup>

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<sup>11</sup> If it doesn't matter where this tech comes from delete "private sector".

<sup>12</sup> Program T1.23.3 & 4 has been consolidated into Program T1.25.

<sup>13</sup> Delete Policy T 1.27; the Comp Plan should separately note that all of the City's various master plans are incorporated into the Comp Plan

**Program T1.27.1**<sup>14</sup>

**Program T1.27.2**<sup>15</sup>

**Program T1.27.3** Complete a mobility and safety study for downtown Palo Alto, looking at ways to improve circulation and safety for all modes. [T51]<sup>16</sup>

**Program T1.27.4**<sup>17</sup>

- Policy T-1.28**<sup>18</sup> Increase cooperation with surrounding communities and other agencies and the integration of other regional pedestrian and bicycle plans to further a comprehensive network of bicycle and pedestrian trails and pathways, including:
- *Integrating off-road bicycle and pedestrian paths and trails with creek, utility, railroad rights-of-way and green spaces.*
  - *Support regional plans to complete development of the Bay Trail and Bay-to-Ridge Trail. [(PTC Program T1.22.1) (Previous Program T-25 & T-26) (Merged & edited)] [T54]*
  - *Support the development of the Santa Clara County Countywide Bicycle System. [Previously Policy T-18] [T55]*

## T-36

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<sup>14</sup> Delete Program T1.27.1; Prioritization of Bike & Ped Plan is in policy above. Prioritizing Parks master plan should go into the Land Use element.

<sup>15</sup> Delete Program T1.27.2; the update of the Bike Plan should be in the Bike plan

<sup>16</sup> If the focus is on “Safety of all modes”, then this program should be moved someplace else. If the focus is on Bikes and Walking and not part of the Bike & Ped Plan then it should be reworded.

<sup>17</sup> Delete Program T1.27.4; consider including it in the Community Services Element if the closing of streets are meant to support our community identity or if street closures are meant to support the economic vitality of our community move the program into the Business Element.

<sup>18</sup> Policy T-1.28 incorporates Policies T-1.29 & T-1.30

- Policy T-1.31** Require new private office, commercial and, multi-family residential projects to improve bicycle and pedestrian connectivity, and if a nexus can be found encourage the acquisition of easements for bicycle and pedestrian paths through new private developments. <sup>19</sup> [(PTC **Policy T1.20**) (Previous **Policy T-15**) (Edited)] [T56]
- Policy T-1.32** Encourage the private schools within the community to develop Walk and Roll Maps as part of Transportation Demand Management strategies to reduce vehicle trips. [NEW POLICY] [T57]
- Policy T-1.33** Regularly maintain off-road bicycle and pedestrian paths, including sweeping, weed abatement, and pavement maintenance. [Previously **Program T-29**] [T58]
- Policy T-1.34** Improve maintenance of bicycle and pedestrian infrastructure. [Previously **Policy T-20**] [T59]
- Program T1.34.1** Adjust the street evaluation criteria of the City's Pavement Management **Program T** to ensure that areas of the road used by bicyclists are maintained at the same standards as, or at standards higher than, areas used by motor vehicles. [Previously **Program T-28**] [T60]
- Program T1.34.2** Develop cooperative programs with the City and businesses to keep sidewalks clean in the University Avenue/Downtown and California Avenue business districts, and other centers. [Previously **Program T-30**] [T61]
- Program T1.34.3** Provide bicycle facilities and sidewalks on roadways throughout the City except in neighborhoods that do not allow sidewalks. <sup>20</sup>
- Policy T-1.35** Maintain pedestrian- and bicycle-only use of alleyways Downtown and in the California Avenue area where appropriate. [(PTC **Policy T1.26**) (Edited) (Previous **Policy T-21**) (Edited)] [T62]
- Policy T-1.36** <sup>21</sup> Encourage walking and cycling <sup>22</sup> by

## T-37

<sup>19</sup> Revised the wording to match the the Bike Plan's reference of previous Policy T-15

<sup>20</sup> This new Program was Policy T-2.13. Reference to the Bike Plan was dropped because the Bike plan references the Comp Plan.

<sup>21</sup> Policy T-1.36 incorporates T-1.37, T-1.38 & T-1.39

<sup>22</sup> I actually think "Encourage walking and cycling" should be the first priority in this group.

- *Improving the safety and design of bicycle and pedestrian pathways and sidewalks and in City parks to include lighting, bicycle parking, and street trees*
- *Increase the number and quality of the amenities found along these pathways and sidewalks including interpretive station, public spaces, gardens, outdoor furniture, art, and interesting architectural details. [Previously **Policy T-23**] [T64]*
- *Improving pedestrian street crossings with bulb outs, small curb radii, and street trees near corners, bollards, and landscaping to create protected areas. [Previously **Program T-32**] [T64]*

**Policy T-1.37**<sup>23</sup>

**Policy T-1.38**<sup>24</sup>

**Policy T-1.39**<sup>25</sup>

**Policy T-1.39** Increase the number of east-west pedestrian and bicycle crossings along Alma Street, particularly south of Oregon Expressway. [PTC RC Policy 3.1] [T65]

## STREETS

### GOAL T-2 **Maintain an efficient roadway network for all users.**

#### EFFICIENT TRAFFIC FLOW

**Policy T-2.1** Maintain a hierarchy of streets that includes freeways, expressways, arterials, residential arterials, collectors, and local streets in a safe and appropriate manner. [(Previous **Policy T-24**) (Edited)] [T66]

**Policy T-2.2**<sup>26</sup> Design and maintain the City street network to provide a variety of alternate routes, so that the traffic loads on any one street are minimized. [Previously **Policy T-32**] [T67]

**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. [(PTC **Policy T2.8**) (Previous **Policy T-27**) (No Change)] [T68]

**Policy T-2.4** Achieve and maintain acceptable<sup>27</sup> levels of service for transit vehicles, bicyclists, pedestrians and automobiles on roads and intersections. [(PTC **Policy T2.10**) (Previously **Policy T-28**) (Edited)] [T69]

## T-38

<sup>23</sup> Incorporated into T-1.36

<sup>24</sup> Incorporated into T-1.36

<sup>25</sup> Incorporated into T-1.36

<sup>26</sup> Is Policy T-2.2 a policy that the community actually supports? Is it in conflict with other policies such as T-2.3 & T-2.8? Needs discussion.

<sup>27</sup> should "Acceptable" be replaced with a measurable value/concept/reference?

- Program T2.4.1** Establish protocols for office, commercial, and multi-family residential development proposals to evaluate Level of Service for transit vehicles, bicyclists, and pedestrians. [PTC **Program T2.10.1**] [T70]
- Program T2.4.2** Monitor the effectiveness of the City's growth management policies by publicly reporting on the city's twenty critical intersections<sup>28</sup> annually and evaluate if additional intersections should be added to this list. [(PTC **Program T2.10.2** & T2.10.3) (Merged & Edited)] [T71]
- Program T2.4.3** Develop a transportation strategic plan that updates the roadway classification system and highlights routes for transit, cycling and regional traffic as well as identifies priorities for study and improvements. [NEW PROGRAM] [T72]
- Policy T-2.5** Monitor and evaluate VMT and VMT per capita Citywide, and require traffic impact analyses for individual office, commercial, and multi-family residential development proposals to include analysis of metrics adopted as part of the State CEQA Guidelines. [staff suggestion from 1/7 call] [T73]
- Policy T-2.6** Balance provisions for transit, bicycle, and pedestrians with vehicle level of service through implementation of a multi-modal Level of Service calculation that looks at all modes separately. [(PTC **Policy T1.6**) (Edited)] [T74]
- Policy T-2.7** Maintain the current program of not adding traffic signals on Alma Street north of Lytton Avenue and south of Channing Avenue to Churchill Avenue; and on Middlefield Road north of Lytton Avenue and south of Channing Avenue to Embarcadero Road. [Previously **Program T-39**] [T75]
- Policy T-2.8**<sup>29</sup> 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. [(PTC **Policy T2.11**) (Edited) (Previous **Policy T-29**) (Edited)] [T76]

## T-39

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<sup>28</sup> Need citation of where these 20 are coming from or are identified

<sup>29</sup> Should Policy t-2.8 be more closely coordinated with Policy T-2.2 and T-2.3? Needs discussion.

- Program T2.8.1** Evaluate the feasibility of revising Palo Alto's through truck routes and weight limits to better coordinate with those of neighboring jurisdictions. Consideration should include lower weight limits, increased number of routes, and economic and environmental impacts. [Previously **Program T-40**] [T77]

## STREET IMPROVEMENTS

- Policy T-2.9** Coordinate transportation and infrastructure improvements to minimize street interruptions and repairs. [NEW POLICY] [T78]
- Policy T-2.10** Work with Caltrans, Santa Clara County and VTA to improve east and west connections in Palo Alto and maintain a circulation network that binds the city together in all directions. [(PTC RC Goal 3) (Edited)] [T79]
- Policy T-2.11** Prioritize the safe pedestrian and bicycle travel of school children in the planning and execution of street modification and construction projects that affect school travel routes. [Previously **Policy T-40**]. [T80]
- Policy T-2.12** <sup>30</sup>
- Policy T-2.13** Ensure that additional through lanes are not installed at the expense of bicycle lanes, sidewalks, or landscaping. [(PTC **Policy T2.4**)] [T82]
- Program T2.13.1** Study the feasibility of smoothing and slowing traffic flow in commercial areas by reducing through-traffic lanes and trading the area for improved turning lanes, landscaping, and bicycle lanes. [Previously **Policy T-31**] [T83]

## STREET DESIGN

- Policy T-2.14** Design all roadway projects to support all modes of travel including motor vehicles, transit vehicles, bicyclists, and pedestrians. [(PTC **Policy T2.2**) (Previous **Policy T-25**) (Edited)] [T84]
- Program T2.14.1** Update the comprehensive roadway design standards and criteria to be consistent with Complete Streets best practices and the Urban

## T-40

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<sup>30</sup> Moved to **Program T1.34.3**

Forest Master Plan, focusing on bicycle and pedestrian safety and multimodal uses. ((PTC **Program T2.2.1**) (Previous **Program T-33**) (Edited))  
 Consider opportunities to incorporate best practices from the National Association of City Transportation Officials guidelines for urban streets and bikeways. [T85]

**Program T2.14.2** Establish procedures that mitigate the effects of street modifications on emergency vehicle response time. [Previously **Program T-34**] [T86]

**Policy T-2.15** <sup>31</sup>

**Policy T-2.16** Participate in and coordinate with Stanford’s planning, design and implementation of their solutions to mitigate and or eliminate traffic problems near Stanford Shopping Center and Stanford Medical Center. [Previously **Policy T-26**] [T88]

**Program T2.16.1** Support increased public transit, traffic management and parking solutions to ensure safe, convenient access to and from the Stanford Shopping Center/ Medical Center area. ((PTC **Program T2.6.1**) (Edited) (Previous **Program T-35**) (Edited)) [T89]

**Program T2.16.2** <sup>32</sup>

**Program T2.16.3** Implement and monitor Development Agreement traffic mitigations at Stanford Medical Center. ((PTC **Program T2.6.2**) (Edited)) [T91]

**Program T2.16.4** 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 Palo Alto Station, Downtown Palo Alto, and other primary

## T-41

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<sup>31</sup> Policy T-2.15 is incorporated in the policy above, Policy T-2.14

<sup>32</sup> This was removed in the previous draft staff provided.



destinations. [(PTC **Program T2.6.3**) (Previously **Program T-37**) (Edited)] [T92]

**Program T2.16.5**<sup>33</sup>

**Policy T-2.17** Consider incorporating the Grand Boulevard Design Guidelines into the design of roadway and pedestrian improvements along El Camino Real. [NEW POLICY]

**RAIL CORRIDOR**

**Policy T-2.18** Use the Rail Corridor Study Report to guide the redevelopment of land use and transportation along the rail corridor. [**Policy T-1** as amended by Council Resolution adopting Rail Corridor Study Report] [T94]

**Policy T-2.19** Participate in regional planning initiatives for the rail corridor and provide a strong guiding voice. [T95]

**Policy T-2.20** Pursue a below-grade alignment and not an elevated alignment for regional fixed rail in Palo Alto, including both high speed rail and Caltrain. [(PTC RC Policy 1.1) (Edited)] [T96]

**Policy T-2.21** When examining the potential impacts of vertical rail alignments equal attention shall be given to all Palo Alto neighborhoods. Adopted mitigation measures should be proportionate to the impacts identified in the studies. [PTC RC Policy 1.3] [T97]

**Policy T-2.22** Pursue grade separation of rail crossings along the corridor as an important City priority. [NEW POLICY] [T98]

**Program T2.2121** Undertake studies and outreach necessary to advance grade separation of Caltrain. [T99]

**Program T2.22.2** Collaborate with regional agencies and neighboring jurisdictions to identify and pursue funding for rail corridor improvements and grade separation. [NEW PROGRAM] [T100]

**T-42**

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<sup>33</sup> Move program T2.16.5 to the Land Use Element and consider incorporating it into a specific plan program.

Referencing PRELIMINARY DRAFT - FEBRUARY 9, 2016				
Page No.	Sub-Title	approx where to find	orig text	Amy Sung Comment
SUGGESTIONS	TRAFFIC CONGESTION			provide reduced or free bus/Caltrain pass to students.
	PUBLIC TRANSIT			Use tech for multimodal end-to-end trip planning showing which segment connects to which, what the connecting time at each segment is, and what each segment costs and the total time travelled. (e.g., Caltrain-->uber-->bicycle-->Caltrain.)
	PARKING / TRAFFIC CONGESTION			Lead a pilot program with local tech companies to test autonomous cars for on-demand ride-sharing / car-sharing (think driverless uber). Examine the traffic congestion and parking impact. (Rationale-- will this lead to zero/reduced parking or a solution to last mile connection?)
	PARKING / TRAFFIC CONGESTION			Collect a fee (toll) with FastTrack-like system for all car traffic into and out of Palo Alto including local roads and freeways. Exempt through traffic (e.g., into and out of the City within XX hours with time-stamped) and residents. The system can be on time-stamp or per trip basis, or even more sophisticated with peak hour/off-peak pricing. Channeling the fees collected to mitigate burdens on lower-income drivers. The fees collected shall be used on road related maintenance and improvements.
T3	SUSTAINABLE TRANSPORTATION	1st Para, last sentence	....must focus on providing <u>convenient affordable</u> alternatives to the automobile.	Add: "Reliable to make it read: ...must focus on providing convenient, <b>reliable</b> , and affordable..."
T-11	WALKING	in general		Like to see a consistent, predestraint and wheelchair-friendly sidewalk system
T-18	LOS	1st Para, last sentence	and address LOS impacts as a part....	Like to see a centralized system to make real-time adjustments (vs. pre-determined) <b>synchronized traffic lights to reduce congestion, pollution, and wasted time</b> . Moreover, to account for accidents, bad weather, or construction.

T-19	GRADE SEPARATION	bullet item #1		Feedback- Strongly support this option.
T-21	PARKING MANAGEMENT	last bullet item	Studying options for parking pricing....	Feedback- Parking fees will impact lower income and people come to work in cafes and restaurants. <b>Channeling the fees collected to mitigate the parking impact.</b>
T-23	SPECIAL NEEDS	first para, line #3	with <u>limited mobility</u> ....	Use the disabilities instead of limited mobility. ==> with <b>disabilityes</b> all have...
T-23	SPECIAL NEEDS	first para, line #4	for <u>all members of the community</u> .	change all members of the community to " <b>all users</b> "
T-23	SENIORS	last para, last line	<u>must</u> arrange a transfer...	
T-24	UNIVERSAL DESIGN	first para, line #4	include placing pedestrian <u>push buttons</u> ...	Feedback- Install not push buttons at the interactions but <b>Sensors to pick up bucycles and wheelchair traffic</b> . This should provide for smooth rides without stopping at every intersaction.
T-25	HOV AND EXPRESS LANES	first para, line #4	vehicles with <u>a driver and one or more passengers</u> ....	Feedback- an anticipatin of autonomous cars (self-driving cars), change wording to "vehicles with <b>more than one passengers</b> "
POLICY T-1.4	REDUCING RELIANCE ON SOV		Require new office, commercial, and <u>multi-family residential</u> developments projects....	Multi-family residential encompasses duplex, triplex, fourplex and more. I would like to see multi-family residential be removed from the policy.
POLICY T-1.4	REDUCING RELIANCE ON SOV		.. More than <u>10,000</u> square feet	Why 10,000 square feet?
POLICY T-1.10	MASS TRANSIT	line #3	Caltrain to <u>improve</u> connections	Like to see " <b>establish direct</b> " connections between...
POLICY T-1.18.3	REAIL SERVICE			Support and love this
POLICY T-1.18.3	REAIL SERVICE			Like to see a new program- <b>work with Caltrainto reduce noises</b> . Esbalish reiet zone at RR crossings.
POLICY T-1.20	BUS SERVICE		implementing <u>convenient, efficient</u> bus service	Add- reliable. To make it read like this==> implementing convenient, <b>reliable</b> , efficient bus service...
PROGRAM T1.23.3	SHUTTLE SERVICE		to increase the <u>accessibility, reliability</u> , and/or efficiency...	Add- convenience. To make it read like this==> to increase the accessibility, reliability, <b>convenience</b> , and/or efficiency..
POLICY T-1.28		first para, first word		a small typo. Increase missing the leading "I"
POLICY T-1.29				Love it
POLICY T-1.30				Love it
PROGRAM T2.4.1	STREETS	frist para, line #3	office, commercial, and <u>multi-family residential</u> ...	Again, I am concerned about the multi-family residential includes the small residential units like duplex or two-unit condos. Move this to housing elements and reference back here might be an idea.

POLICY T-2.5			office, commercial, and <u>multi-family residential</u> ...	Same concern with multi-family residential
POLICY T-2.20	REAIL CORRIDOR			LOVE IT
POLICY T-2.22	REAIL CORRIDOR			LOVE IT
PROGRAM T2.24.1	REAIL CORRIDOR	first para, line #3	including <u>potential</u> implementation...	Like to see the word "potential" removed. LOVE THIS PROGRAM!
POLICY T-2.26	REAIL CORRIDOR			Love it
Program T3.1.2	NEIGHBORHOOD IMPACTS	3rd para, line #4	one new office, commercial, and <u>residential</u> development	residential development. Does it include when a home owner apply for a permit to replace the existing home with a new home?
GOAL T-4	MOTOR VEHICLE AND BICYCLE PARKING			Love the convenient is included in the Goal!
POLICY T-4.2	MOTOR VEHICLE PARKING	Line #1	New office, commercial, and multi-family residential development	Again, concern about multi-family residential counting small homes like duplex
Program T4.2.1	MOTOR VEHICLE PARKING			Love it
Program T4.2.2	MOTOR VEHICLE PARKING		partly or fully enclosed private garages...	Don't really know what this is. Are we counting partial enclosed garage in FAR?
Program T4.4.3	MOTOR VEHICLE PARKING		Paid parking study for downtown	Not supporting it. Worry the impact on downtown shoppers and visitors.
POLICY T-4.9	MOTOR VEHICLE PARKING			SUPPORT!!
Program 4.9.1	MOTOR VEHICLE PARKING		Use technology to <u>help</u> identify parking availability and..	Love this program. Drop the word "help" from "help identify" to "identify". ALSO, (1) add the " <u>Real-time</u> " component to the program. (2) Dedicate the parking fee revenue to the impact fee pool.
POLICY T-4.15	BICYCLE PARKING		... office, commercial, and <u>residential</u> development;	Concern about the residential means a single family home. Want to see the residential removed.
Program T5.7.3	ROAD SAFETY		including on Embarcadero Road	Not sure which section of Embarcadero Road is included. Which cross street or the entire Embarcadero?
POLICY T-6.2	SPECIAL NEEDS	line #2	with <u>mobility constraints</u>	Add- " <u>disabilities</u> "
POLICY T-6.4	SPECIAL NEEDS	line #1	for seniors and those with...	Like to see "seniors <u>and people with disabilities, and</u> "...
GOAL T-7	REGIONAL LEADERSHIP			Like to see City in the leadership role when we discuss Housing Element regarding ABAG.
POLICY T-7.5	REGIONAL LEADERSHIP			Applaud Staff for this policy!!
POLICY T-7.7	REGIONAL LEADERSHIP	line #2	on area freeways	Add "near"==> one area <u>near</u> freeways..
Program T7.11.1	REGIONAL LEADERSHIP			Like to see new program: Implement dedicated EV parking spaces at downtown commercial core with a sunset clause when the air quality is improved and EV becomes norm to drivers.

GOAL T-8	AIRPORT		Maintain an economically viable local airport with minimal ...	The Goal states economically viable but no policies about PAO being financially self-sufficient or profitable.
POLICY T-8.1.1	AIRPORT	line #3	PALO <u>should</u> remain limited to a single runway.	Why limited to one single runway? Questions come in mind- (1) What's the growth expectation for the aviation for our airport? (2) what happens when reaches capacity limits?
POLICY T-8.1.2	AIRPORT			Questions: (1) Why was there a 2nd runway to begin with? (2) Why was it abandoned? Was it safety or capacity related concerns? (3) if circumstances arise, how soon can the runway be restored and, if so choosing, at what cost???
POLICY T-9.1.2	TRAFFIC CONGESTION	line #1	new office, commercial, and residential development	Add mix-use in the development
POLICY T-9.1.5	TRAFFIC CONGESTION		and childcare facilities near major employment hubs...	Add "or near schools"
Program T9.8.1	TRAFFIC CONGESTION			Add a technology component to make the program "on-demand and easy to use" STRONGLY SUPPORT THIS ONE!