

Element: Transportation

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

Attachment A

Comment Source	Goal	Policy/Program	Commenter	Public Comment
CAC Meeting			Adrian Fine	Need to be more specific in goals, policies and programs
CAC Meeting			Adrian Fine	Not in favor of breaking apart transportation by residents and visitors. Need to look at travel demands and supplies
CAC Meeting			Adrian Fine	This is a regional issue
CAC Meeting			Adrian Fine	Would like a primer on whether land use should drive transportation decisions or vice versa
CAC Meeting	Goal T-1		Alex Van Riesen	For reducing sov, biggest issue would be incoming employees
CAC Meeting			Alex Van Riesen	Other issue is how it serves PA residents within the city.
CAC Meeting			Alex Van Riesen	Need better shuttle system to serve three other quadrants, similar to Marguerite/University
CAC Meeting			Alex Van Riesen	Request current data on sov coming into PA
CAC Meeting			Alex Van Riesen	Should de-incentivize people coming in and parking in PA
CAC Meeting			Amy Sung	Need to focus on last mile - how to transport purchases homes when using public transportation
CAC Meeting			Amy Sung	Need to provide options for those who don't drive
CAC Meeting			Amy Sung	Reduce incentive for home ownership. Parking at residence should have a cost, not automatically included
CAC Meeting			Amy Sung	Make transit and alternatives to driving more convenient and frequent
CAC Meeting			Annette Glanckopf	Need a coordinated regional Bay Area transportation plan
CAC Meeting			Annette Glanckopf	Must address high speed rail impacts. Undergrounding is key
CAC Meeting			Annette Glanckopf	Support policies to get people out of their cars
CAC Meeting			Annette Glanckopf	Give people subsidies or charge for parking to incentivize taking transit
CAC Meeting			Annette Glanckopf	Need more emphasis on seniors and those with mobility problems
CAC Meeting			Annette Glanckopf	Support new/different technologies for transit services on demand, such as Lyft or Uber
CAC Meeting			Annette Glanckopf	Supports parking fees via parking lots or meters
CAC Meeting			Annette Glanckopf	If traffic very bad, should consider charging fees for driving into certain high demand areas of cities
CAC Meeting			Arthur Keller	Should encourage use of shuttle and other transit instead of increasing parking
CAC Meeting			Arthur Keller	Need to consider specifically Palo Alto environment. Cannot compare to Manhattan
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
CAC Meeting			Arthur Keller	LOS addresses congestion while VMT addresses GHG
CAC Meeting	Goal T9		Arthur Keller	There are policies and programs in other sections that belong to Goal T9
CAC Meeting			Arthur Keller	Cannot cover Caltrain completely due to safety. Consider lattice cover instead.
CAC Meeting			Arthur Keller	Have more leverage with commuters in increasing transit use. Have more leverage with residents in increasing bicycling and walking
CAC Meeting			Arthur Keller	Need to address VMT/congestion in Research Park
CAC Meeting			Arthur Keller	Multi-modal LOS should look at modes separately
CAC Meeting			Bob Wenzlau	Liked the PTC Transportation Element version
CAC Meeting			Bob Wenzlau	Concerned that staff questions are to limiting and are not based on the policies and programs
CAC Meeting	Goal T1		Bonnie Packer	Include an emphasis on regional cooperation to address T1, 2,3 and reducing greenhouse gases
CAC Meeting		New policy	Bonnie Packer	Policy should be for everyone to be only ten minute walk from transit.
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
CAC Meeting			Bonnie Packer	Should separate bike from pedestrian paths for safety
CAC Meeting			Dan Garber	Comp Plan needs program regarding data collection, monitoring and reporting mechanism, but also funding similar to adult service

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CAC Meeting			Dan Garber	downtown multi-modal transit center needs improvement for capacity. Should be a specific plan
CAC Meeting			Dan Garber	Transportation and other infrastructure needs have to be coordinated for all improvements
CAC Meeting	Goal T-1 and T-9		Don McDougall	Group Goals 1 and 9 together
CAC Meeting			Don McDougall	Approach to reducing sov should be divided public transportation in and out of city (new subheadings)
CAC Meeting			Don McDougall	Need to separate walking from biking. Both are important for different reasons (new subheadings)
CAC Meeting			Dora Summa	Need to emphasize vision statement protection of residential streets
CAC Meeting			Dora Summa	Don't build parking for capacity, inconsistent with other policies for downtown
CAC Meeting	Goal T9		Dora Summa	Need policies for traffic congestion goal
CAC Meeting			Dora Summa	LOS is important tool to keep, even if State is moving towards VMT
CAC Meeting			Dora Summa	Multi-modal LOS should look at modes separately
CAC Meeting		T-4	Doria Suma	Prohibition on parking private buses on streets
CAC Meeting		T-5	Doria Suma	protect neighborhoods from traffic impacts like it was in T-5
CAC Meeting		T-7	Doria Suma	people who have disabilities should have parking spots in front of their houses if they don't have a driveway
CAC Meeting		T-8	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
CAC Meeting		T-5.3	Doria Suma	Multi modal needs to be augmented by other metrics to show true impacts on all users
CAC Meeting	Goal T-1 and T-8		Elaine Uang	Organization change - Should combine T-1 with T-8, link sustainable transportation with providing attractive parking facilities for cars and bikes
CAC Meeting			Elaine Uang	Providing parking is an incentive to drive and increase sov because convenient
CAC Meeting			Elaine Uang	Providing parking is also a spatial problem
CAC Meeting			Elaine Uang	Need to consider district level transportation management and aligning land uses to those districts
CAC Meeting			Elaine Uang	Downtown should have a precise plan
CAC Meeting			Elaine Uang	Need to apply parking strategies to all employment areas, not just parking assessment districts
CAC Meeting			Elaine Uang	Implementing the Bike Plan is very important
CAC Meeting			Elaine Uang	Should encourage bikes
CAC Meeting			Elaine Uang	Should establish Safe Routes to work, shop, park, play, library and community centers
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

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CAC Meeting			Elaine Uang	Should incentivize alternatives to cars for one, two-mile trips
CAC Meeting			Elaine Uang	Traffic counts are a good measure
CAC Meeting			Ellen Uhrbrock	Educate people where they are living in the community and what their transit options are
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
CAC Meeting			Hamilton Hitchings	Would like the PTC version should be used as baseline
CAC Meeting	Goal T1		Hamilton Hitchings	Add mixed use back to goal
CAC Meeting	Goal T1		Hamilton Hitchings	Incorporate point on-demand driver services for subsidized fee to reduce need of car ownership and parking
CAC Meeting			Hamilton Hitchings	Support PTC section on rail corridor for trenching
CAC Meeting			Hamilton Hitchings	Park and bike path should be built above Caltrain rail corridor
CAC Meeting		New program	Jason Titus	Biannual or annual tracking of employee zip codes and method of transit
CAC Meeting			Julia Moran	Supports discouraging people from parking, such as paid parking
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
CAC Meeting			Len Filppu	City should work with PAUSD to provide shuttles or buses for children to schools
CAC Meeting			Lisa Peschcke-Koedt	Below grade Bart/rail system is needed to solve may issues - safety, GHG, traffic - fast, cheap and easy.
CAC Meeting			Lisa Peschcke-Koedt	Need frequent shuttles within Palo Alto with no more than ten minute walk
CAC Meeting	Goal T7		Lisa Peschcke-Koedt	Need to work regionally to solve problems
CAC Meeting			Lisa Peschcke-Koedt	Undergrounding rail is important and will free up land above for housing, bike lanes, etc.

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CAC Meeting			Lydia Kou	Should engage and encourage people to use different modes of transportation rather than discouraging one form
CAC Meeting			Lydia Kou	Need more frequency, education and services for transit
CAC Meeting			Lydia Kou	Need to balance reduction of GHG with level of service and infrastructure
CAC Meeting			Lydia Kou	Need to know capacity to address transportation
CAC Meeting		Policy T-1.3	Lydia Kou	Need to carefully consider density in implementation
CAC Meeting		Policy T-1.4	Lydia Kou	Would like definition of transit corridor. Focusing development in transit corridors seems limiting
CAC Meeting			Lydia Kou	Would like to know more about VMT and LOS
CAC Meeting			Mark Nadim	Document should discuss the use of technology in transportation
CAC Meeting			Mark Nadim	Need regional solution to transportation impacts
CAC Meeting			Mark Nadim	Need to improve shuttle system - frequency and coverage
CAC Meeting			Mark Nadim	Bikes is good solution, but not helpful for older generation
CAC Meeting			Mark Nadim	Need to provide alternatives for drivers
CAC Meeting			Mark Nadim	Need alternative to narrowing streets. People still drive and increase GHG
CAC Meeting			Mark Nadim	High density housing will not solve issue of people moving to PA for schools and going elsewhere for work
CAC Meeting			Mark Nadim	People want house with back yard, so they move out and still drive to PA for work
CAC Meeting			Shani Kleinhaus	Need to improve shuttle system
CAC Meeting		PTC Policies T-1.1 and T-1.2	Shani Kleinhaus	Two policies should be merged
CAC Meeting	Policy T-1.3		Shani Kleinhaus	Should not encourage infill of vacant green fields - need for parks
CAC Meeting		Policy T-2 and PTC Policy T-1.5	Shani Kleinhaus	Add safety and health. Or consider removing because we have to do already
CAC Meeting		Policy T-1.8	Shani Kleinhaus	Community survey is really a program, not policy

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Comment Source	Goal	Policy/Program	Commenter	Public Comment
CAC Meeting		Program T-1.19.7	Shani Kleinhaus	Program to support county/regional wide bike plans is a policy
CAC Meeting		New Program	Stephen Levy	Would like new program to request all employers to anonymously give residence addresses of employees, especially for Research Park
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
CAC Meeting			Stephen Levy	Supports Sustainability and Climate Action Plan investments
CAC Meeting			Stephen Levy	Element should identify funds and commit City to improvements.
CAC Meeting			Stephen Levy	Should give drivers options and not make them villains.
CAC Meeting			Stephen Levy	There are options to improve GHG without affecting driving - clean fuels/cars, doubling mileage standards
CAC Meeting			Stephen Levy	Moving people and helping businesses and people get around should be a basic element.
CAC Meeting			Stephen Levy	Would like to see more about land use as a way to reduce single occupancy vehicles
CAC Meeting	Goal T-1		Whitney McNair	Goal or policy should address trying to improve Caltrain stops at Cal Ave. station.
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.
CAC Meeting			Whitney McNair	Should consider use of VMT
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.
CAC Meeting		Policy T-1-1	Whitney McNair	GHG goals should be 2035 not 2020
CAC Meeting		RC Policy 5.1	Whitney McNair	Discussed parks and recreation improvements, not specifically transportation related

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CAC Meeting	Goal 3		Whitney McNair	Maintain policies about creating better circulation for pedestrians and bicycles particularly in the Research Park
CAC Meeting		T-4	Lydia Kuo	"provide local transit in Palo Alto," where it should coordinate all public transportation to maximize efficiency and the ease of use.
CAC Meeting		T-15	Lydia Kuo	don't provide funding for new systems, have funding to improve current systems
CAC Meeting			Lydia Kuo	bus shelters should be located widely
CAC Meeting			Lydia Kuo	Buses should run later
CAC Meeting		Program T-24	Lydia Kuo	will this impact emergency vehicle usage of lanes?
CAC Meeting	T-4	Policy T-24	Lydia Kuo	inclusivity must be appropriate and safe
CAC Meeting		T-6	Lydia Kuo	further education as well as enforcement for motorists, pedestrians and bicyclists
CAC Meeting			Lydia Kuo	draft, T-3 goal, Policy T-3.1, it talks about minimizing noticeable increases and finding a way to analyze traffic impacts on residential environment.
CAC Meeting			Shani Kleinhaus	do not allow for expansion of roads or taking away trees, mature trees, from our landscape.
CAC Meeting			Shani Kleinhaus	do not explicitly support regional plans; say that the city will consider and evaluate, if appropriate, for PA
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.
CAC Meeting			35 Shani Kleinhaus	retain
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CAC Meeting			Alex Van Riesen	specific analysis of the shuttle system for usage, routes and utility

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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
CAC Meeting			Don McDougall	More measurements in transportation - more real time data using technology
CAC Meeting			Don McDougall	Embrace complete streets
CAC Meeting		New T-9	Don McDougall	Use innovation to assist in reducing congestion
CAC Meeting			Don McDougall	link congestion with sustainability
CAC Meeting			Bob Wenzlau	Change airport use to recreational and housing opportunities
CAC Meeting			Bob Wenzlau	Ensure that airport activities do not expand
CAC Meeting			Bob Wenzlau	add policy to minimize environmental impacts at the airport
CAC Meeting			Bob Wenzlau	add noise program for airport
CAC Meeting			Bob Wenzlau	add transponder program for airport
CAC Meeting			Bob Wenzlau	check his at places for additional
CAC Meeting		T-14	Bob Wenzlau	prioritize pedestrian and bicycle access over vehicle access between local destinations
CAC Meeting			Jared Jacobs	Connect private transit to Caltrain users to move them to and from jobs
CAC Meeting			Jared Jacobs	Bicycle education program at City
CAC Meeting			Jason Titus	Provide better shuttle transit system
CAC Meeting			Jason Titus	Safe spaces for bicycles and pedestrians - close traffic on California or University Ave
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.
CAC Meeting			Amy Sung	Car share incorporated into city policy
CAC Meeting			Amy Sung	Downtown should be an ecosystem supporting less driving
CAC Meeting			Amy Sung	More and easier bicycle parking
CAC Meeting		6	Amy Sung	add ease of use
CAC Meeting			Amy Sung	add increase the number of safe, attractive and well-designed bicycle parking spaces available in the City - PTCT 4.13

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Comment Source	Goal	Policy/Program	Commenter	Public Comment
CAC Meeting	T-1/T-2		Elaine Uang	promote active transportation
CAC Meeting			Elaine Uang	Incorporate Urban Street Design Guide and the Bicycle Street Design Guide into a policy
CAC Meeting			Elaine Uang	Create destination and then aggregate transportation to those destinations
CAC Meeting			Elaine Uang	More use of precise plans
CAC Meeting			Elaine Uang	Support local transit
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.
CAC Meeting			Elaine Uang	no need to consider special needs as concepts supports others suffice
CAC Meeting			Heidi Emberling	Anything related to transportation should have a school representative
CAC Meeting			Heidi Emberling	open up lines of communication between school officials and city officials on traffic issues, school open/closed times etc.
CAC Meeting			Heidi Emberling	promoting and incentivizing development and enhancement of childcare services as a traffic congestion mitigation
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?
CAC Meeting			Julia Moran	program - information kiosks on transit
CAC Meeting			Julia Moran	make sure parking fees don't adversely affect parking for retail downtown
CAC Meeting			Annette Glanckopf	check her notes
CAC Meeting			Annette Glanckopf	more bullets related to high speed rail issues
CAC Meeting			Annette Glanckopf	more public transportation to move employees in and out of city
CAC Meeting			Annette Glanckopf	regulate students on bicycles running stop signs, speeding, riding abreast
CAC Meeting			Annette Glanckopf	address drones in comp plan - tool in earthquakes
CAC Meeting			Annette Glanckopf	use uber
CAC Meeting			Annette Glanckopf	reduce the signage in the city
CAC Meeting			Mark Nadim	check at places

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Comment Source	Goal	Policy/Program	Commenter	Public Comment
CAC Meeting			Mark Nadim	coordinate shuttle buses
CAC Meeting			Mark Nadim	increase opportunities to ride bus - never more than two blocks apart
CAC Meeting			Mark Nadim	more safe routes for bikes and pedestrians
CAC Meeting			Len Fillpu	more traffic calming opportunities
CAC Meeting			Len Fillpu	make city services more transparent and available
CAC Meeting			Len Fillpu	City should talk to schools more
CAC Meeting			Jennifer Hetterly	mixed use in employment centers
CAC Meeting		Policy 57	Jennifer Hetterly	restore as originally written
CAC Meeting			Jennifer Hetterly	The airport plan should be consistent with the Baylands Master Plan
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.
CAC Meeting			Jennifer Hetterly	policy that explores routes that will provide shuttle access within a 10 to 15-minute walk of most neighborhoods
CAC Meeting		Policy 47	Jennifer Hetterly	restore as originally written
CAC Meeting			Jennifer Hetterly	do not align too closely to Bike Master Plan - already 3 years old
CAC Meeting			Hamilton Hitchings	implement car trip caps
CAC Meeting			Hamilton Hitchings	improve the connections between Caltrain with a Shuttle to Stanford Research Park
CAC Meeting			Hamilton Hitchings	should not be subsidizing office building parking: only retail
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
CAC Meeting			Stephen Levy	Make locational decisions for new development that maximize the chance to reduce travel and parking

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Comment Source	Goal	Policy/Program	Commenter	Public Comment
CAC Meeting			Stephen Levy	Make priority decisions for projects that reduce travel demand
CAC Meeting			Stephen Levy	gradually implement parking pricing and parking incentives in Palo Alto.
CAC Meeting			Stephen Levy	commit for paying our share of any grade separation.
CAC Meeting			Stephen Levy	Experiment with micro units, mixed uses, creative zoning on El Camino to increase density, parking pricing
CAC Meeting			Lisa Peschcke-Koedt	solve issues around electrification, high speed rail, undergrounding
CAC Meeting			Lisa Peschcke-Koedt	Increase bus routes on arterials
CAC Meeting			Lisa Peschcke-Koedt	more on demand driver services
CAC Meeting			Dan Garber	work with our regional neighbors on transit issues
CAC Meeting			Dan Garber	improve city school communication and make it explicit
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
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
CAC Meeting			Arthur Keller	improve the efficiency and timing of the alternatives to single car use
CAC Meeting			Arthur Keller	new Policy 4.6 which says that all new development should be completely self-parked is important
CAC Meeting			Arthur Keller	four tracks at rail stations for passing of high speed rail
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
CAC Meeting		New Program T-8?	Ellen Urhbrock	respecting the open space and residential areas near airports

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Comment Source	Goal	Policy/Program	Commenter	Public Comment
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.
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.
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.
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.

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Comment Source	Goal	Policy/Program	Commenter	Public Comment
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>
Comment Letter			Annette Glanckopf	I support parking meters in downtown
Comment Letter			Annette Glanckopf	Paid parking lots with reduced fees for seniors for downtown parking
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)
Comment Letter			Annette Glanckopf	Look at the Singapore or London model of congestions parking
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.
Comment Letter	T-1		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.
Comment Letter	T-3		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.

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Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-3		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
Comment Letter	T-3		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.
Comment Letter	T-3		Annette Glanckopf	I would not recommend putting green striping on local streets.
Comment Letter	T-5		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.
Comment Letter		T-22	Annette Glanckopf	I am all for more attractive well lit, sheltered seating – not just for bikes but also for pedestrians.
Comment Letter		T-22	Annette Glanckopf	Please be careful of placing lighting in areas that are next to residential.
Comment Letter		T-32	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.
Comment Letter		T-32	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.

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Comment Letter	T-4		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.
Comment Letter	T-4		Annette Glanckopf	I support: parking mgmt. and pricing.
Comment Letter	T-4		Annette Glanckopf	I would support metered parking for downtown and eventually California Ave,
Comment Letter	T-4		Annette Glanckopf	I support: Subsidized ride sharing
Comment Letter	T-4		Annette Glanckopf	I support: Transit subsidies.
Comment Letter	T-4		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.
Comment Letter		T-28	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.
Comment Letter	T-5		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.
Comment Letter	T-5		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.
Comment Letter		T-36	Annette Glanckopf	I am in favor of rolled curbs and not vertical curbs. Rolled curbs prevent accidents and car damage.
Comment Letter		T-40	Annette Glanckopf	On Safe Routes to School: The schools should consider having their own bus service.

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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.
Comment Letter	T-1		Arthur Keller	Please note the Rail Corridor Goals and Policies at the end of T1 Goal.
Comment Letter		T2.9	Arthur Keller	Policy T2.9 (Level of Service). Perhaps move to new congestion goal.
Comment Letter		T3.1	Arthur Keller	Keep proposed Policy T3.1, while changing from "Minimize" to "Prohibit."
Comment Letter		T4.1.2	Arthur Keller	Keep proposed Program T4.1.2, while changing "reduce impacts" to "avoid impacts."
Comment Letter		T4.6	Arthur Keller	Policy T4.6 (and programs under it). All new development should be self parked.
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.
Comment Letter			Arthur Keller	Consider changing Middlefield Road north of Everett Avenue from two lanes northbound to one lane.
Comment Letter		T1.2.1	Arthur Keller	Modify proposed Program T1.2.1 to "Periodically review requirements for electric and plug-in vehicle infrastructure in new construction."
Comment Letter		T1.2.1	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.
Comment Letter		T4.7.1	Arthur Keller	Modify proposed Program T4.7.1 to ensure compatibility with electric vehicle infrastructure ordinance.

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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.
Comment Letter			Arthur Keller	Check for Safe Routes to Schools supporting new housing at East Meadow Circle and Loma Verde/West Bayshore.
Comment Letter		T7.16.2	Arthur Keller	Replace Program T7.16.2 by "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."
Comment Letter	T-10		Arthur Keller	Address Airport Noise issue, for both Palo Alto Airport and for regional airports.
Comment Letter		T7.15.1	Arthur Keller	Add Program T7.15.1 "Promote provision of commuter rail service along the Dumbarton Rail Corridor. "

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter			Mark Nadim	<p>We need to realize that not all residents are going to walk and bike to their destinations for a variety of reasons,</p> <ul style="list-style-type: none"> - 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. <p>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.</p>
Comment Letter			Mark Nadim	<p>It is reasonable that we need to break down the traffic into two categories,</p> <ul style="list-style-type: none"> - Local traffic - Commuter traffic
Comment Letter			Mark Nadim	<p>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.</p>
Comment Letter			Mark Nadim	<p>Before narrowing roads we need to provide an efficient public bus or shuttle system that can serve the residents.</p>

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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.
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.
Comment Letter			Mark Nadim	An app with the shuttle estimated arrival time is also necessary.
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.
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.
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
Comment Letter			Mark Nadim	Regional public transportation system, - buses - trains
Comment Letter			Mark Nadim	Employer provided shuttles

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter			Mark Nadim	Some type of carpool system using Uber or Lyft type of service
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.
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.
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.
Comment Letter			Mark Nadim	<p>Traffic Measurement Metrics</p> <p>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.</p>
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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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.
Comment Letter			Bonnie Packer	<p>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.</p> <p>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!</p>
Comment Letter			Bonnie Packer	<p>Parking – Explore paid parking.</p> <p>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.</p> <p>A fee for parking could be used to support more creative public transit options within the city.</p>
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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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.
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 part-time employees.
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.
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.
Comment Letter			Bonnie Packer	Seniors 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."
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."
Comment Letter			Bonnie Packer	Transit vehicles: define transit vehicles to include private as well as public transit. (i.e., "Google" busses)

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter			Bonnie Packer	School District 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.
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.
Comment Letter			Bonnie Packer	Safety: 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.
Comment Letter			Bonnie Packer	Program: Strongly discourage the use of sidewalks by bicyclists through education, signage and enforcement in all areas of the city.
Comment Letter			Bonnie Packer	Program: Use path markings to separate bicyclists from pedestrians on off-street paths in parks ped/bike routes.
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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-1		Elaine Uang	Combine T-1 Sustainable Transportation with T-4 Parking 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
Comment Letter	T-2		Elaine Uang	Combine T-2 Roadways with T-5 Traffic Safety and T-9 Congestion Relief 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
Comment Letter			Elaine Uang	Transportation is also a spatial problem - congestion is evident just by the amount of space it takes for different modes.
Comment Letter			Elaine Uang	Housing to offset in-commuting 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
Comment Letter			Elaine Uang	District Level Transportation Planning & Management 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.
Comment Letter			Elaine Uang	Transportation Districts , at a minimum can better coordinate sustainable transportation trip goals, provide TMA benefits, increase transit service, facilitate bike/network parking

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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, last mile/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
Comment Letter			Elaine Uang	<p>Metrics for Transportation Impacts Multimodal LOS is not the right metric - measures how fast people travel through in different modes, not quality of those modes</p> <p>VMT per capita or VMT per trip is better measure of transportation IMPACT.</p>
Comment Letter			Elaine Uang	<p>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)</p> <p>Chris Ganson's (OPR) presentation on Measuring Transportation Impacts is a good resource: http://www.transformca.org/sites/default/files/CGanson%20-%20Transform%20Silicon%20Valley%20Summit%20-%2003.7.15.pdf</p> <p>Total number of vehicle trips is a complementary metric Inbound # of cars, out bound # of cars, gauge intra city traffic. Stanford development is based on keeping the # of trips to a minimum, future development in PA should do the same.</p>

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter			Elaine Uang	Problems with LOS: 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
Comment Letter			Elaine Uang	Pros for VMT: Removes barriers to infill, Easier to model, Already used (e.g. for GHGs), Supports transit, walking, biking,
Comment Letter			Elaine Uang	Bike infrastructure Go above and beyond the 2012 BTAP -
Comment Letter			Elaine Uang	need greater network of separated bike lanes/and pathways
Comment Letter			Elaine Uang	focus on bicycling for every day transport, not as a recreational sport
Comment Letter			Elaine Uang	reduce stress for cyclists aged 8-80
Comment Letter			Elaine Uang	Make it easier to bike with stuff or kids - cargo bikes, trailers, are increasing in use
Comment Letter			Elaine Uang	overpasses & underpasses have hostile and terrible railings to block those vehicles
Comment Letter			Elaine Uang	Need 3-4' wide lanes between curbs counter lane on Homer and the gutter crossing from Peers Park to Southgate prohibit trailers
Comment Letter			Elaine Uang	Undergrounding the Train This is expensive - we need a policy or program to identify local funding sources (i.e. 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)
Comment Letter	T-1		Elaine Uang	Prioritize active transportation Goal T-1 Sustainable Transportation & Goal T-2 Roadways Public Transit, biking and walking is not in opposition to driving, it's complementary! Every person we can encourage to riding a bus or shuttle, use a bike or walk is one less person driving in front of you

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter			Elaine Uang	Healthy City/Healthy Communities Active transportation is critical for healthy people of all ages - children, teens, young adults, middle aged persons, older adults
Comment Letter	T-3		Elaine Uang	Goal T-3 Street Design Standards Bicycles and Pedestrians should be considered and planned separately
Comment Letter			Elaine Uang	Housing as a strategy to offset in-commuting (T-1 Sustainable Transportation/future land use discussions) For Sustainability Plan, GHGs from Transportation is biggest chunk PA needs to reduce. Allowing more people to live here can help reduce GHG Mountain View reviewed this for its General Plan - EIR said building housing in North Bayshore would reduce GHG and traffic, considering 1700+ units of housing Menlo Park is doing this with M2 precise plan near Facebook, reviewing up to 4500 units of housing
Comment Letter			Elaine Uang	Precise Plans Key Areas: Downtown, Cal Ave, El Camino....maybe San Antonio (MV has a SA Precise Plan)) Important planning tool to support Goal T-3, to protect neighborhood quality of life and provide range of convenient and safe transportation options for neighborhoods, integrate programs from: Goal T-1 Sustainable Transportation Goal T-2 Roadways Goal T-4 Parking Goal T-9 Traffic Congestion
Comment Letter			Elaine Uang	Practice Smarter Parking strategies (permit parking, paid parking, wayfinding, measuring demand)
Comment Letter			Elaine Uang	Coordinate Transportation Demand Management features through area specific TMAs

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter			Elaine Uang	Plan for transit - increase frequency, coordinate timing with other modes Create walking/biking routes to and within an area
Comment Letter			Elaine Uang	Rail Corridor If regional rail alignment is below grade, support local transit options (shuttle, bike, pedestrian improvements)
Comment Letter			Elaine Uang	Rail Corridor Explore public space or parkland uses above
Comment Letter			Elaine Uang	Rail Corridor Funding should include local option
Comment Letter			Elaine Uang	For schools, PAUSD is not the only entity - we should work with early child hood education centers and private schools
Comment Letter	T-5		Elaine Uang	Work with other city departments to encourage safe routes to community services & facilities
Comment Letter	T-5		Elaine Uang	Work with major shopping areas (Town & Country, Stanford Mall, Midtown Center, Charleston Center) to coordinate safe active routes and infrastructure (i.e. bike storage
Comment Letter	T-5		Elaine Uang	Regional Coordination between major employers or employment centers to provide safe routes to work
Comment Letter	T-6		Elaine Uang	Goal T-6 Special Needs Highlight Five A's of Senior Friendly Transportation Availability, Accessibility, Acceptability, Affordability, Adaptability
Comment Letter	T-6		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 (i.e. sight impaired, hearing impaired, sensory challenged, learning disabled folks each have different needs)

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-7		Elaine Uang	Work with Stanford on TDM and maybe even Housing (as a way to reduce GHG & in-commuting)
Comment Letter	T-7		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.
Comment Letter	T-7		Elaine Uang	Work with regional groups for Rail Corridor Improvements, grade separation funding (VTA, SamTrans, etc.)
Comment Letter	T-7		Elaine Uang	Work with State agencies (i.e. Caltrans or Santa Clara County) on major corridors for street design and future land use planning/urban design guidelines
Comment Letter			Bob Wenzlau	My comments invite the evolution in transportation tools considering how emerging approaches like UberPool might replace tired bussing approaches.
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.
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.
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.
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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter			Bob Wenzlau	Any accomplishments on toward 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.
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 real-time measurements toward an overall climate model. With this we can ask and monitor policy and program impact.
Comment Letter	T-1		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.
Comment Letter	T-1		Bob Wenzlau	Fixed Rail. There is an opportunity for Palo Alto to use fixed rail to provide last-mile services from train stations to Stanford Industrial park.
Comment Letter	T-1		Bob Wenzlau	UberPool. An Uberpool is an emerging technology that routes the driver to collect other riders along the same route. The uberpool could be applied to first mile, 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.
Comment Letter	T-1		Bob Wenzlau	Water Transportation. 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 Francisquito Creek) becomes integrated into our transportation network. Ferry riders are dispatch to the employment centers.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-1		Bob Wenzlau	Reduce Local Air Travel. 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.
Comment Letter	T-2		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.
Comment Letter	T-2		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.
Comment Letter	T-4		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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-4		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.
Comment Letter	T-4		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.
Comment Letter	T-4		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.
Comment Letter	T-4		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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-5		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.
Comment Letter			Bob Wenzlau	Go Passes. 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.
Comment Letter	T-6		Bob Wenzlau	Regional cooperation boundaries are not aligned to Palo Alto's transportation patterns. The City has recognized that the VTA approach s 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.
Comment Letter	T-7		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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-7		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.
Comment Letter	T-7		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.
Comment Letter	T-7		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.
Comment Letter	T-7		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.
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 data driven analysis. Repositioning the metrics to align with how folks now query rapid transit modes would be a better direction.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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.
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.
Comment Letter	T-3		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.
Comment Letter	T-3		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.
Comment Letter	T-3		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.
Comment Letter	T-3		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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-3		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.
Comment Letter	T-3		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.
Comment Letter		T-25	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.
Comment Letter		T-28	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.
Comment Letter		T-30	Bob Wenzlau	City should monitor and communicate to citizens and employers traffic loading.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter		T-30	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.
Comment Letter		T-34	Bob Wenzlau	City should consider more barriers to slow cut through traffic for vehicles.
Comment Letter		T-41	Bob Wenzlau	Program should consider making Embarcadero underpass safer
Comment Letter	T-7		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.
Comment Letter	T-8		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.
Comment Letter	T-9		Bob Wenzlau	New BRT routes on major corridors. 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.
Comment Letter	T-9		Bob Wenzlau	New Transportation Agencies. Local or north county funding approaches should be considered separate from VTA which is San Jose centric.
Comment Letter	T-9		Bob Wenzlau	Water Based Transportation. 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.
Comment Letter	T-10		Bob Wenzlau	Capacity. The city should estimate the carbon footprint of PAO.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-10		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 pro-airport 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 "fixed base operators" will add traffic. Perhaps a Helicopter taxi, or turbojet taxi service. Perhaps drone delivery services.
Comment Letter	T-10		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 underpay for land that otherwise would enjoy higher value use as housing and park.
Comment Letter	T-10		Bob Wenzlau	Reduce PAO airport noise impacts over Palo Alto.
Comment Letter	T-10		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.
Comment Letter	T-10		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.
Comment Letter	T-10		Bob Wenzlau	Initiate a comp plan program to form a complaint system and monthly reports from the city and PAO as to the level and types of complaints.
Comment Letter	T-10		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.
Comment Letter	T-10		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

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-10		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.
Comment Letter	T-10		Bob Wenzlau	Eliminate the availability of leaded fuel at PAO by Jan 1 2017.
Comment Letter	T-10		Bob Wenzlau	Require all aircraft using PAO to be equipped with ADSB transponders by 2017
Comment Letter	T-10		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.
Comment Letter	T-10		Bob Wenzlau	Create a policy that would prohibit the use of drones in PA airspace except for emergency personnel use
Comment Letter	T-10		Bob Wenzlau	Encourage the "electrification" of PAO-based aircraft, (supply charging stations, raise av-gas cost), to encourage adoption of quieter planes.
Comment Letter	T-10		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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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.
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
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
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.
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
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

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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.
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.
Comment Letter			Stephen Levy	I would like to see cost effectiveness added as a criterion for evaluating policies and programs.
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
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.
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
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

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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
Comment Letter			Stephen Levy	Prioritize the approval of new developments that provide plans to reduce the associated traffic and parking
Comment Letter			Stephen Levy	Commit to providing significant cost sharing for grade separation, trenching or tunneling proposals in Palo Alto
Comment Letter			Stephen Levy	Prioritize the location of new development to maximize the change to reduce the traffic and parking associated with new development
Comment Letter			Stephen Levy	Gradually adopt parking pricing in Palo Alto's crowded activity centers
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
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

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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
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
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.
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
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
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

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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
Comment Letter			Hamilton Hitchings	In addition, residential parking should not be used by day employee commuters
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
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

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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
Comment Letter			Hamilton Hitchings	Another top priority is the trenching of Caltrain
Comment Letter	T-1	Program T-2	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."
Comment Letter	T-2		Hamilton Hitchings	Add "Mobility as a Service to enable point to point on demand driver service for a subsidized fee in Palo Alto."
Comment Letter	T-3		Hamilton Hitchings	Under original Goal T-3 Bicycles and Pedestrians - Keep L-66 "aesthetically pleasing street network" which the PTC cut out (according to our packet)
Comment Letter	T-3		Hamilton Hitchings	PTC Goal T-1 PTC Rail Corridor On PTC RC 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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-3		Hamilton Hitchings	PTC Goal T-1 PTC Rail Corridor Under PTC Rail Corridor - Add a new policy to PTC RC Policy 1.4 "A park and bike path should be built above the CalTrain trench"
Comment Letter	T-3		Hamilton Hitchings	Original Goal T-4 (PTC T-2) Roadways - Council Goal T-2 o 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.
Comment Letter	T-4		Hamilton Hitchings	Original Goal T-4 (PTC T-2) Roadways - 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.
Comment Letter	T-4		Hamilton Hitchings	Important - Program PTC T2.10.5 "Implement computerized traffic management.."
Comment Letter	T-4		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.
Comment Letter	T-4		Hamilton Hitchings	Prevent LOS from dropping a letter grade due to cumulative new development or road changes
Comment Letter	T-4		Hamilton Hitchings	New Policy - raise all major intersections up to LOS of D or higher

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-4		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"> o University Ave at El Camino & 101 o Page Mill Road at El Camino & 280 o San Antonio at El Camino & 101
Comment Letter	T-4		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"> o Sand Hill Road at El Camino & 280 o Oregon Expressway at El Camino & 101 o Alma Street at University Ave & San Antonio Road
Comment Letter	T-4		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) Foothill & Page Mill AM (E), PM (F) El Camino & Page Mill AM (E), PM (D)
Comment Letter	T-5		Hamilton Hitchings	Goal T-5 : PTC Goal T3: "Residential Streets"
Comment Letter	T-8		Hamilton Hitchings	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
Comment Letter	T-8		Hamilton Hitchings	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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-8		Hamilton Hitchings	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.
Comment Letter	T-8		Hamilton Hitchings	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" to "Complete creation of the Transportation Management Association"
Comment Letter	T-8		Hamilton Hitchings	Goal T-8: PTC Goal T4: "Motor Vehicle and Bicycle Parking" - Council Goal T-4; Important T4.6 policy "new developments completely self parked"
Comment Letter	T-8		Hamilton Hitchings	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.
Comment Letter	T-6		Hamilton Hitchings	Goal T-6: Traffic Safety PTC Goal T-5
Comment Letter	T-7		Hamilton Hitchings	Goal T-7: Special Needs: PTC Goal T-6
Comment Letter	T-8		Hamilton Hitchings	Goal T-8: Regional Collaboration: PTC Goal T-7; Except T7.19 Policy "for VTA light rail connecting to Palo Alto."
Comment Letter	T-9		Hamilton Hitchings	Goal T-9: Airport: PTC Goal T8

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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
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%
Comment Letter	T-1		Shani Kleinhaus	For Children: Shuttles to schools, including from south Palo Alto to Paly
Comment Letter	T-1		Shani Kleinhaus	Seniors and disabled: frequent, ubiquitous shuttles –available throughout the city, with destinations in health, parks, schools, senior centers, shopping areas
Comment Letter	T-1		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
Comment Letter		T-1 through 5	Shani Kleinhaus	Policy T1-5 – add Health to the considerations
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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
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
Comment Letter	T-3	T-17	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.
Comment Letter	T-1		Shani Kleinhaus	Policy C-4 - new developments should add no new SOV trips.
Comment Letter	T-2	T-12	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.
Comment Letter	T-2		Shani Kleinhaus	Need a policy that prioritizes preservation of street trees over cars if space is needed for the creation of complete streets.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-4		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
Comment Letter	T-4	T-25	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
Comment Letter	T-4	T-25	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.
Comment Letter	T-4	T-28	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.
Comment Letter	T-4	T-30	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.
Comment Letter		T-3	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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-7		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.
Comment Letter	T-8		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.
Comment Letter	T-8		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.
Comment Letter	T-8		Shani Kleinhaus	I am not supportive of satellite parking east of 101
Comment Letter	T-9		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
Comment Letter	T-9		Shani Kleinhaus	Palo Alto would benefit from more service-type programs (shuttles, buses like the Google fleet, other innovative solution)
Comment Letter	T-9		Shani Kleinhaus	Palo Alto will not benefit from new expanded road or rail infrastructure
Comment Letter	T-9		Shani Kleinhaus	Program: the city should study air pollution related to the change in SFO flight path.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-10		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
Comment Letter	T-1	T1.1	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?)
Comment Letter	T-1	T1.6	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.)
Comment Letter	T-1	T1.7.1	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.)
Comment Letter		T1.7.4	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"?)
Comment Letter		T1.9	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"?)

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter		T1.10.1	Whitney NcNair	Suggested wording change: Continue improvement and operations at development of the University Avenue Multi-modal Transit Station including revisiting circulation and access improvements designs as necessary to meet current and future demands.
Comment Letter		T1.10.2	Whitney NcNair	Suggested wording change: Recognize the importance of the Stanford Caltrain Station during special events and explore opportunities for station improvements including circulation and access improvements to the station.
Comment Letter		T1.12	Whitney NcNair	Encourage employers to develop shared shuttle services..... (Emphasizing “shared” may make it harder and slower in some instances.)
Comment Letter		T1.16	Whitney NcNair	Suggested wording change: Support efforts to decrease wait times for intercity transit to 10-15 minutes and not more than a maximum of 20 minutes between 6:00 AM and 10:00 PM. (Does the City want to include weekdays and weekends?)
Comment Letter		T1.17	Whitney NcNair	Encourage a responsive sector fuel-efficient taxi service. (Why distinguish taxi service from car sharing?)
Comment Letter		T1.18	Whitney NcNair	Promote car sharing services, particularly to facilitate commuting by other than single occupant cars. (Should there be a fuel efficient too?)
Comment Letter		T1.19.2	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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter		T1.21	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.
Comment Letter		T1.27	Whitney NcNair	Determine which California Avenue business district alleyways are appropriate for pedestrian, bicycle only use. (Do you want to exclude delivery vehicles?)
Comment Letter	RC1		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).
Comment Letter	RC5	5.1	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.)
Comment Letter	T-2	T2.2.5	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.)
Comment Letter	T-2	T2.2.6	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.)
Comment Letter	T-2	T2.3	Whitney NcNair	Suggested wording change: Provide bicycle facilities and sidewalks on all new roads where feasible and acceptable to the affected neighborhood.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-2	T2.4	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.)
Comment Letter	T-2	T2.6.1	Whitney NcNair	Suggested wording change: Support increased public transit, traffic management and parking solutions to ensure safe, convenient access to and from the Stanford Shopping Center / Medical Center area.
Comment Letter	T-2	T2.6.2	Whitney NcNair	Suggested wording change: Implement and monitor Development Agreement traffic mitigations at Stanford University Medical Center.
Comment Letter	T-2	T2.6.3	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".)
Comment Letter	T-2	T2.6.4	Whitney NcNair	Study extension of Quarry Road for transit, pedestrians and bicyclists to the Palo Alto Multimodal Transit Center. (Consider the possible future underpass.)
Comment Letter	T-2	T2.8	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. (Do you want to include HOV having priority for capacity over a general purpose?)

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-2	T2.9	Whitney NcNair	Suggested wording change: There are no feasible improvements to improve level of service to LOS D or above better; or A project that contributes to or creates LOW E or below worse at an intersection... A capital improvement project is already planned and completely sufficiently funded...
Comment Letter	T-2	T2.10	Whitney NcNair	Suggested wording change: Achieve and maintain acceptable levels of service...
Comment Letter	T-2	T2.10.1	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?)
Comment Letter	T-2	T2.10.8	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?)
Comment Letter	T-2	T2.10.9	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.)

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-3	T3.4.1	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?)
Comment Letter	T-4	T4.1	Whitney NcNair	Provide sufficient motor vehicle and bicycle parking in the University Avenue/Downtown and California Avenue business districts and other centers..... (Describe other centers. Are they described in T4.1.9?)
Comment Letter	T-4	T4.1.6	Whitney NcNair	Suggested wording change: Promote parking programs to encourage ride sharing among employees within each business district.
Comment Letter	T-4	T4.1.7	Whitney NcNair	Evaluate shuttle program options to adjacent communities to further reduce parking demands in each business district. (What business districts are referenced here?)
Comment Letter	T-4	T4.1.9	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.)
Comment Letter	T-4	T4.1.10	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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-4	T4.5	Whitney NcNair	Create and maintain residential permit parking programs in appropriate areas of the City when supported by impacted neighborhood. (Where are these? Only those next to business districts?)
Comment Letter	T-4	T4.6.1	Whitney NcNair	Study design alternatives that would assist developers to meet parking requirements on-site. (It would be helpful to give examples of what is meant by "study design alternatives.")
Comment Letter	T-4	T4.6.2	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.)
Comment Letter	T-4	T4.6.3	Whitney NcNair	Suggested wording change: Update parking standards for non-residential uses to reflect increased occupancy employee density trends.
Comment Letter	T-4	T4.7.3	Whitney NcNair	Review off street minimum vehicle parking...could reduce the demand... (Is "off street" the same as "on-site"?)
Comment Letter	T-4	T4.10	Whitney NcNair	Encourage the use of below-grade or structured parking... (It is not encouraged if you count it as building FAR.)
Comment Letter	T-4	T4.12	Whitney NcNair	Suggested wording change: Encourage employee parking strategies in the Stanford Medical Center and Stanford Shopping Center area that maximize the efficient use of parking and, in the long term, consider the possible use of remote parking lots with shuttle bus service. (This needs to recognize that SSC customers and Med Center patients are not viable subjects for remote parking and shuttle.)

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-4	T4.14	Whitney NcNair	Suggested wording change: Continue to require safe and convenient bicycle parking as part of the approval process for new development, both residential and commercial; prioritize retention of bicycle parking spaces, even if space is at a premium, whenever the Director of Planning and Community Environmental permits a reduction in the total number of vehicle on-site parking spaces.
Comment Letter	T-5	T5.1	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. (and on roadway segments?)
Comment Letter	T-5	T5.2	Whitney NcNair	Suggested wording change: Use appropriate technology to monitor and improve circulation safety throughout the City.
Comment Letter	T-5	T5.3	Whitney NcNair	Introduce Multimodal Level of Service as a measurement in the rating of performance of streets. (We suggest creating a methodology for prioritizing modes. What about VMT?)
Comment Letter	T-7	T7.2	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 which improve public and private transit and reduce VMT.
Comment Letter	T-7	T7.4	Whitney NcNair	Suggested wording change: Where appropriate, support the conversion of existing traffic lanes to high-occupancy vehicle (HOV and express) lanes on expressways and freeways, including the continuation of an HOV and express lane from Redwood City and on I-280 to San Francisco.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-7	T7.5	Whitney NcNair	Suggested wording change: Participate in seeking a regional solution to improve roadway connections, including HOV and express lanes, between Highway 101 and the Dumbarton Bridge without construction of a southern rail connection across the environmentally sensitive baylands.
Comment Letter	T-7	T7.6	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. (Should this be all agencies?)
Comment Letter	T-7	T7.8	Whitney NcNair	Suggested wording change: Coordinate with local, regional agencies, and Caltrans to support regional efforts to maintain and improve transportation infrastructure in Palo Alto.
Comment Letter	T-7	T7.15	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. ("And quiet" is too subjective and qualitative to be an adjective for what is needed.)
Comment Letter	T-7	T7.16	Whitney NcNair	Suggested wording change: Support Caltrain modernization, capacity improvements and its extension to downtown San Francisco.
Comment Letter	T-7	T7.17	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. (Need a include a program to significantly improve service to Cal Ave Station)

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-7	T7.20	Whitney NcNair	Suggested wording change: Support the regional Grand Boulevard Initiative for El Camino Real, including Bus Rapid Transit Improvements, with and without dedicated bus lanes, to support Valley Transportation Authority services.
Comment Letter	T-7	T7.21	Whitney NcNair	Suggested wording change: Study the use of Transit Signal Priority to support the Stanford Marguerite Shuttle Program and AC Transit (Dumbarton Express). (Would this also support VTA and AC Transit (Dumbarton Bus) and Samtrans?)
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.
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)

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-1		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
Comment Letter	T-1		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.
Comment Letter	T-1	T1	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:
Comment Letter		T2	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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter		T1.6	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?
Comment Letter		T1.7.1	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."
Comment Letter		T1.9	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)
Comment Letter		T1.10.2	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.
Comment Letter		T1.17	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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter		T1.26	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."
Comment Letter		T5.5	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."
Comment Letter	RC-1		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?
Comment Letter		RC-2.1	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."

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	RC-3		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)
Comment Letter	RC-4		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.
Comment Letter		RC-4.1	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.
Comment Letter	RC-5		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.
Comment Letter		RC-5.1	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.

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-2		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."
Comment Letter		T2.3	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?"
Comment Letter		T2.9	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.
Comment Letter	T-3		Heidi Emberling	It would be great to have a policy or program around increasing bicycle lanes/improvements for neighborhood collector roads.
Comment Letter	T-3		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?

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-3		Heidi Emberling	I, for one, like traffic circles at intersections in residential areas. They slow traffic considerably.
Comment Letter	T-5	T5.6	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."
Comment Letter	T-5	T5.7.4	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."
Comment Letter	T-5	T5.7.5	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.
Comment Letter	T-6	T6.2	Heidi Emberling	T6.2 Policy (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."

Element: Transportation

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

Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-7	T7.14	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.
Comment Letter	T-8	T8.1.3	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.
Comment Letter	T-9		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 decision would be discussed by staff at both PAUSD and the City of Palo Alto and also discussed at the City/Schools Liaison Committee meetings.
Comment Letter	T-9		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.

Element: Transportation

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Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-9		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.
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.
Comment Letter			Annette Glanckopf	We also need to talk about Palo Alto as a mid-Peninsula HSR station
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
Comment Letter			Annette Glanckopf	We also need to add a program for funding the grade separation
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

Element: Transportation

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Comment Source	Goal	Policy/Program	Commenter	Public Comment
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.
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.
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.
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.

Element: Transportation

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Comment Source	Goal	Policy/Program	Commenter	Public Comment
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.
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
Comment Letter	T-5		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.
Comment Letter	T-5	T-34	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.
Comment Letter	T-5	T-35	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.

Element: Transportation

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Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-5	T-38	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)
Comment Letter	T-6		Annette Glanckopf	We should prohibit bikers on Alma and portions of Middlefield where there aren't bike lanes.
Comment Letter		T-41	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.
Comment Letter	T-7	T-48	Annette Glanckopf	Policy T48: I hear second hand about the lack of responsiveness with excessive wait time for pick-up.
Comment Letter	T-8		Annette Glanckopf	With the RPP, it is time to reconsider the color coded parking system in downtown. I would prefer meter parking.
Comment Letter	T-8		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.
Comment Letter		T-47	Annette Glanckopf	Policy T-47: Protect neighborhoods from commercial parking. We need to monitor Mitchell Park Center, Charleston and Midtown Plazas, Rinconada 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.

Element: Transportation

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Comment Source	Goal	Policy/Program	Commenter	Public Comment
Comment Letter	T-9		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.
Comment Letter	T-10		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.
Comment Letter	T-10		Annette Glanckopf	I support Shani's ideas of encouraging burrowing owls at the airport.
Comment Letter	T-10		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.