



Planning & Transportation Commission Action Agenda: June 13, 2018

Council Chambers
250 Hamilton Avenue
6:00 PM

Call to Order / Roll Call

6:05pm

Commissioners Alcheck and Riggs absent

Chair Lauing: Thank you. I'd like to call the Planning and Transportation Commission regular meeting of June 13th, 2018. Would you please call the roll?

Ms. Yolanda Cervantes: Commission Alcheck? Commission Gardias?

Commissioner Gardias: Present.

Ms. Cervantes: Chair Lauing?

Chair Lauing: Present.

Ms. Cervantes: Vice-Chair Monk?

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Vice-Chair Monk: Present.

Ms. Cervantes: Commissioner Riggs? Commissioner Summa?

Commissioner Summa: Present.

Ms. Cervantes: And Commissioner Waldfogel?

Commissioner Waldfogel: Present.

Ms. Cervantes: Five present, two absent.

Chair Lauing: Thank you.

Oral Communications

The public may speak to any item not on the agenda. Three (3) minutes per speaker.^{1,2}

Chair Lauing: The first agenda item is oral communications on any agenda item not on the agenda. I don't have any cards. Where there any things not on the agenda that people want to speak too? Ok.

Agenda Changes, Additions, and Deletions

The Chair or Commission majority may modify the agenda order to improve meeting management.

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City Official Reports

1. Assistant Directors Report, Meeting Schedule and Assignments

Chair Lauing: Ok then we go to the Assistant Director's report? Assistant Director Lait.

Ms. Jonathan Lait, Assistant Director of Planning: Thank you, thank you Chair Lauing and good evening Commissioners. Just a couple of times to report one is on your... on the dais, you have a flyer for a community event that we're going to host over at the downtown public library. This is related to the Housing Work Program that the Commission has been reviewing and we're anticipating... this will start at 6 o'clock. We anticipate sort of a brief little introduction and this open house style or idea station sort of layout where people will get some information about some of the key items that we're discussing and have an opportunity to offer some feedback and engage with Staff in a conversation about their thoughts on some of these important issues that we're addressing to increase housing production. So that's going to take place on June 28th at 6 o'clock at the downtown library El Camino Room.

With respect to City Council, on Monday the City Council supported a PTC recommendation on the PF zoning change that would allow essential service facilities and City parking garages on the PF zone to deviate from development standards. This was something that the Commission had looked at.

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Then for the upcoming schedule... oh, I think we're good on the upcoming schedule but I did want to let the Commission know that a recirculated draft environmental impact report... at least excerpts of the draft environmental impact report for the Stanford University General Use Permit was released yesterday. I'll send you a link to those documents so that you can take a look at that. Given the Council's upcoming break in July, we're going to quickly review that document and get scheduled for the City Council on June 25th a draft comment letter for the Council to consider. And so, I'll shoot you that link so you can take a look at the documents yourself if you're so interested.

And let me just take a look and see if I have any other notes here. The only other thing is to just talk about the... you have an At Places memo with an updated tentative schedule. We missed the mark by a wide margin I think on this last one. We wanted to clean that up so you had a sense for what's happening in the next couple months. So that concludes the report.

Chair Lauing: Ok.

Study Session

Public Comment is Permitted. Five (5) minutes per speaker.1,3

2. Study Session on Traffic Safety, Operations and System Monitoring Projects and Activities Initiated Within Palo Alto in 2017.

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Chair Lauing: The first official business item is a study session on traffic safety operations and system monitoring projects and activities within Palo Alto. So, this is a study session, there's no action to be taken but comments would be... are going to be welcomed from the Commission. Commissioner Gardias did you have a question?

Commissioner Gardias: Yes, I had a question and I'm sorry I just realized I should have asked that the possible agenda changes and revisions. Just when I see the audience I believe the majority of the audience came to discuss the second... Item 3 on the agenda and I was wondering if that is true would it be possible to with all respect and I know that I am late but just to flip this. So, we could just go through the item that we already reviewed at one point of time and pretty much let them go home.

Chair Lauing: I only have two speaker cards and both of them were for the item that is next up so I'm not sure that's the case. Are there a lot of people that want to speak to the second item which is the map? It doesn't look like it Commissioner Gardias.

Commissioner Gardias: Can we poll the audience and if they are then maybe I'm wrong so in this case let's continue.

Chair Lauing: So, it's for the second item. Ok so before we take the speaker cards there's a Staff presentation on this so we'll hand that over to Staff.

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Mr. Jonathan Lait, Assistant Director of Planning: Thank you, Chair. We're going to have our traffic engineering lead, Rafael, lead you in a presentation about the first part of this traffic study, safety, and operations report. And then Ruchika is going to follow in with another portion of that report and we're happy to answer any questions that at the conclusion.

Mr. Rafael Rius: Thank you Chair Lauing and Commissioners. My name is Rafael Rius, I'm the traffic engineering lead for the City and as Jonathan mentioned we're here to give a brief summary of the first traffic safety and operations report that we plan on making an annual report.

First a little bit of an introduction to our team. This is a somewhat recent picture of our team, there's currently nine of us Staffed with three vacancies so we have a high vacancy vacant positions... a high rate of vacant positions right now. But as a team, we cover a wide range from transportation planning, safe routes to school, CIP Projects and really Ruchika to my right and I are here to discuss some... really the traffic operations and safety program that we're currently in.

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Really the goals of our work are to provide an efficient multi-modal roadway network and in doing so to minimize the impacts to the local residents and the local residential streets. And at that same time to provide safety improvements for pedestrians, bicyclists, and motorists also.

A quick overview of the report, it's really broken up into four sections. Those four sections that I'll be covering the first two tonight include our traffic operations projects and some of the current technologies that we use and future ones that we look forward to using in the coming years. We also want to cover the Traffic Safety Program where we improve various roadways throughout the City and how we monitor data. So, a brief overview of our traffic operations projects generally covers the ongoing maintenance and just upkeep of the traffic signal system around the City. We do signal coordination on arterials and we are... we do have a few quarters of adaptive signal timing where we're actually measuring the actual number of cars and adjusting the timing on the fly automatically. Then we have just traffic signal projects where we're upgrading projects, installing new projects, or doing pretty significant changes. So, for our general signal coordination project, we try to update signal timing at every intersection. We have 100, soon to be 101, traffic signals in the City and we update the timing on a bi-annual basis including the corradiated corridors. All of our arterials except for Charleston and Arastradero run some form of coordination and then two of the corridors, San Antonio Road and Sand Hill Road, use the adaptive signal timing program that I was referring too. And Charleston and Arastradero will have adaptive timing coming this September so at that point all of our arterials, both major and residential arterials, will have some form of coordination.

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Traffic signal upgrades, we typically do one to two major signal upgrades. Most recently is the Middlefield and Embarcadero intersection and we do a lot of small upgrades just either upgrading countdown heads, automobile, pedestrian signals or just doing small safety improvements. Some of the big projects I have it as upcoming but upgrades downtown is going to modify about nine... it's really updated nine traffic signals. Park/Page Mill is the next signalized section that's about to come online. San Antonio/Charleston we're right in the middle of the community outreach portion and then a few other intersections. Page Mill and Hanover is going to be a big collaboration with the adjacent developer as well as the county Roads and Airports Department.

Some of the technologies we use to collect... either to collect data or to monitor our traffic system. We are about to roll out a blue tooth data collection system that will help us collect travel time data as well as some origin-destination and we're partnering with the county and some adjacent Cities to get even more robust data. We haven't implemented yet but there's a new method of collecting high-density data at traffic signals where we can measure signal performance measures more than just a typical level of service but actually how efficient is the signal operating. And it gives us recommendations and where and how to make improvements. And then one thing we were considering it's not yet decided on is the use of cellular data. It would be something that we would purchase, not something we would collect ourselves. A new and another exciting technology is changing our emergency vehicle routing and integrating it

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into the traffic signal system. So instead of a fire truck calling a green light at the signal ahead, the green light will already know where the truck is going and give it green lights along its entire route like even around turns and such. And then we also have... we're one of the very few Cities in the country that are really progressive with connected and automotive vehicles. We do offer our signal data through an internet broadcast so automobile manufactures can collect our signal data and share it with their cars if they have their certain programs going on.

With that, I'm going to hand over this presentation to Ruchika who's going to talk about the couple of next chapters of the report.

Ms. Ruchika Aggarwal: Thanks Rafael and good evening Chair Lauing and Commissioners. My name is Ruchika Aggarwal, I'm an Associate Engineer with the transportation group. I'm going to talk about some of the activities in the past traffic safety projects that the division initiated in 2017. The first one up is Middlefield Road north, the project limits for this... the limits for this project is from Menlo Park City limits until Forest Avenue. Council approved a concept plan last year and the plan is currently in the trial state along this corridor of Middlefield Road north. We are collecting data and over the... right after the summer, we would bring up to the Council to make future recommendations for this project. Copper Street/Coleridge Avenue intersection came up as a part of safe routes to school program. It was identified as an intersection where improvements were required for the safety of pedestrians and kids walking and biking to

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Walter Hayes School. And the Staff implemented a few pilots in that intersection with the traffic circle and collected resident feedback. The active project is the San Antonio Road/East Charleston Road as Rafael mentioned a little while ago. The main goal of the project is in this is to improve the pedestrian safety and also improve the traffic operations through this intersection. Oh, sorry. Here are some pictures of the projects that I just described. The upper right one is the one Coleridge Avenue and Copper Street. The temporary traffic circle that was implemented for a trial period and the other two pictures are from Middlefield Road north where the contractors are installing the barricades and the striping as a part of this project.

Some of the other elements that worked for traffic safety is electronic speed feedback signs. Now we have a total of 17-speed feedback signs that are installed throughout the City along collector [Note- connector?] and major arterial roads. They have all been... for the easy of maintenance, it's... we've been updating them and maintaining the same equipment so we have a consistent equipment throughout the City for those. The enhanced crosswalk treatments, the rectangular rapid flashing beacons that's a standard for the City for any mid-block or an uncontrolled crosswalk to improve pedestrian safety at an area or a neighborhood where there's high pedestrian activity. We have a few... we have two locations that are... that we are working on right now for 2018 and as... based on need basis we are looking into those treatments. Complete streets project, as a part of the paving project transportation Staff collected... collaborated with Public Works Department and implemented some traffic calming

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measures along Middlefield Road. For example, a traffic signal... a new traffic signal equipment at Embarcadero and Middlefield Road, a fourth crossing leg at Middlefield and Addison and a two-way cycle track at... to connect the two offset legs off north California Avenue again off of Middlefield Road.

Systems monitoring, the data collection program, this really is the first year... 2017 was really the first year where the City is planning to collect turning movement counts and data for 21 intersections throughout the City to help us understand the level of service and the delay for this during the AM and PM peak hours and we plan to do this on an annual basis moving forward. The travel time studies are typically done for a case by case for each individual project as and when needed to evaluate and understand how what the impacts whereof the improvements that were done for any particular project. Engineering and speed surveys are typically required every 5 to 7-years for a City for the police department to be eligible to enforce the speed... posted speed limit by the use of radar. In 2017 we collected data for or completed the survey for 70 locals... I'm sorry, not local, 70 collectors [Note- connector] and arterial streets. And 58 of those were certified and there were some others about... some others that were certified in an earlier survey in 2014. In November 2017 Council adopted a resolution to adopt target speeds for segments of streets that were not justified for use of radar during the survey. And Staff is hoping to make a geometric and roadway design changes along those streets to reduce the operational speed and in the hoping have the use of radar for

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the future. The traffic collision evaluation the City depends or relies on the crossroads database. This is a web-based portal, it's a traffic collision database that is maintained by the Santa Clara County. It is a county-wide database and that's where we rely upon high incident locations and other traffic collisions information in addition to the PDs sources where we have to do for a project by project basis. And I understand that there are some concerns and discrepancies around this database and we'll be happy to respond to those and answer during our question and answers time. And this concludes our presentation and we'd be happy to take a question. Thank you.

Chair Lauing: Ok before we do Commission comments I'd like to take public comment. The first speaker is Mark Crady, the 5-minutes.

Mr. Mark Crady: Speak here I assume? This is the right spot?

Chair Lauing: Yeah.

Mr. Crady: Great. So yes, I'm here to talk about the report. A little background I live half a block away from the intersection of Lincoln and Middlefield Road. Craig, who's here, has kind of started... well first of the intersection is quite dangerous. It's a... we hear collisions there all the time, even today there was a T-bone and in the last two weeks we've had three accidents. It

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seems to be for some reason increased a lot this year. Craig has actually been collecting data for the last few years and for some reason this year, in particular, it seems to be quite bad. Anyway, in the course of doing this, I wanted to understand how bad is this relative to other intersections? I mean is this just how it is in Palo Alto or is this... is there something unique about this intersection? And so, I contacted Josh on the Traffic Commission... Transportation Commission [note -Transportation Department?] and he said... he referred me to this report which is a great report. I'm really happy you guys are putting this together. The... I was surprised to see our intersection... the intersection I'm concerned about was not listed on the list of most dangerous intersections on Page something... 59 maybe? And so that leads me to dive into the data itself. I guess the way this works is that when the police come out to an accident the police occasionally... they don't always create a police report for that accident. When they do create a police report I guess that gets filed and then at some point these police reports I guess are supposed to go into... somehow get into this CHP database. I'm not sure... Ruchika you were talking about this county database. Is that the same thing as the CHP database or is that different?

Ms. Aggarwal: The source of this database is the [unintelligible] database, yes.

Mr. Crady: You said something about Santa Clara County. Is that... you're talking about the same (interrupted)

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Ms. Aggarwal: The database is maintained by the Santa Clara County, yes.

Mr. Crady: Ok, ok. Anyways so I downloaded the data for the years that this table is based on and I did... I just wrote some simple software. I've got a background in software. I worked at Google for a while and my results were quite different than what the table indicates and so I guess one question is what... why is there this inconsistency? I mean it's possible I did something wrong. I think I did an accurate analysis but anyway there's a question of why there are these two inconsistencies. There's also a deeper question of is this data even that useful in the first place? Again, you go from an accident happening on the street, maybe it's bad enough that the police are called, maybe the police will take a... will actually create a report out of it. If they do hopefully that data somehow get into this database. It doesn't seem to be because I mean just a personal standpoint my... the intersection I mean we get at least eight accidents a year at our... at the intersection that I'm concerned about. And over the course of 5-years, I think there are maybe six reports in this database I guess. Sorry, eight accidents I see where the police are called and you know it's a significant accident at least. Anyway, so there is that question and you know I mean I guess... I would be happy to help out if I can help in any way. I mean whether it's doing analysis on software. It sounds like there are some interesting things here that you guys are working on with new technologies. I mean maybe you could somehow use this, I don't know, this automated... the assistant monitoring stuff to actually get better data on accidents. I wonder if there are even sources for insurance information. Do insurance

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companies provide action information? Anyway, I guess I'd like to get a better sense of... in particular, I'd like to get a better sense of my intersection, how bad is it relative to other intersections, and again I'd be happy to help I guess.

Chair Lauing: Ok thank you.

Commissioner Waldfogel: (off mic) Do you want to ask Staff to respond?

Chair Lauing: Yeah did you guys want to respond or did you want to just have him write to Josh or what?

Mr. Crady: I can provide a little bit of clarification (interrupted)

Mr. Lait: I think we'll hear from the public comment first and then we'll go.

Mr. Crady: Well should I wait till after public comment?

Mr. Lait: We'll respond to any questions...

Chair Lauing: Sorry?

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Mr. Lait: If the Commission should have any questions after the public, we're happy to respond to those questions.

Chair Lauing: Ok.

Mr. Crady: I guess maybe... I did email Josh and I had a couple exchanges but then it kind of died out and I didn't push it too hard. I guess I do have a question of just in particular this table. I mean is there someone I can talk to who created the table and can I work with them to figure out whether I'm wrong or they're wrong or what's going on?

Mr. Lait: So, our Staff is happy to chat afterward and get him connected with somebody.

Chair Lauing: Ok great. The next speaker is John... I can't quite read it, Guislin?

Mr. John Guislin: Guislin, exactly right.

Chair Lauing: Ok great thank you.

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Mr. Guislin: Hi, I'm John Guislin and I live on Middlefield Road at the section where they've had this Middlefield north traffic report. In fact, I'm one of the residents who congealed the City for years to get that project going. And I'll say that we're very pleased with the results we've seen so far and I've enjoyed working with these talented engineers in the traffic department. That being said this traffic safety report is full over very bad data. On Page 51 it lists the top ten intersections where there are accidents in Palo Alto and it lists the number of accidents as five over a period of 5-years. That is just so far from accurate that it's embarrassing. I had a brief conversation with Rafael before the meeting started and part of the problem is probably that accessing this [unintelligible] database. When we put our report together and defining the characteristics of Middlefield north and why we needed reform we went to CHP and go their data and collected all of their PDF reports, analyzed the data, and shared it with the City to show that the intersection of Everette and Middlefield has more than five accidents itself every year. Not five over 5-years so is there... traffic data is challenging to collect and analyze, no doubt about that but we've got... the data that is being given to you is not sufficient for you to make informed decisions about what to do. We had a similar situation with an interim report on Middlefield. It was done in December 2017 by a consultant and the consultant couldn't add up the numbers correctly, had miss information about speed and direction, and we met with the City with Josh and his team and they agreed that they would look at it and correct it and they did. But we shouldn't be paying consultants when they give us bad information. It turns out the citizens are probably one of the most reliable sources of data on traffic accidents

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available because when we foresee a problem we then band together and we monitor the intersection where the accidents are. During 2015 the residents on Middlefield north tried to determine how many accidents were really taking place compared to what's reported to the police. We estimate that less than half of accidents actually get reported and we know this because we took pictures of the accidents as they happened and then compared the data time and day to the CHP database. In fact, even when the police show up to an accident it's no guarantee that it gets reported and I have confirmation from former Chief Burns that that's the case. Officers might come to an accident and if nobody is injured and there's no complication and the drivers are exchanging information no report may be filed. So, with our... with the decline or the elimination of our enforcement division that problem has likely gotten worse over the past year because there are fewer officers available to do that type of work.

There's another report from the Office of Transportation and Safety that compares Cities of similar size and in Palo Alto is in the Group of C with 50,000 to 105,000 residents. If you look at that report for our City we rank Number One in the number of accidents with bicyclists under 15 and we rank in the top ten... by the way, Number One is bad, that's the worst. We rank in the top ten in other categories of pedestrians over 65, bicyclists and speed related accidents. That's the type of macro data I hope that this Commission would look at and try to understand what we need to do to take action to correct it.

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And finally, I think that the accident rate in Palo Alto... the accident on Middlefield has dropped because of the reconfiguration so solutions can work. That's the good news the bad news is that there are more and more groups popping up like this group from Lincoln and Middlefield, like the Crescent Drive and University Avenue that have traffic problems and we're all coming to solve our local problem. And that's one approach but that's sort of not a very organized systematic approach. I hope that you, as a Commission, can look at the bigger pictures and figure out where the most severe problems in Palo Alto exist today. Thank you.

Chair Lauing: Great thank you. The next speaker is Neilson Buchanan.

Mr. Neilson Buchanan: Thank you for giving me a little bit of time. I would like to speak a bit more globally about what you're looking at tonight. Let me give you a brief history of how I got civically involved. Six or seven or eight years ago a permit parking program for Professorville explored on the launch pad and I read in the newspaper and I said gosh all mighty. There's Ken Alsmon [note-spelling] was a proponent for the neighborhood and Ken had been my nemesis when he was Planning Director at the City of Mountain View and I was CEO of El Camino Hospital. Everything we couldn't get done was in direct opposition with Ken so I thought that was a bit ironic. And at the same time, I said what's this massive from my front yard every day with cars piling up, trash, slamming of doors and all that is a way of parking that had come all the way down to the 100 block of Bryant. And that's how I got involved with permit parking and secondarily with traffic. I think there's a generic problem and I remember Jim Keene's response

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to the Council when we finally shoved this issue up to the Council. And they were about to enact their permit parking program and I could read Jim's body language and his direct statement that if we start this it's going to create a lot of others. I could feel the burden that he felt for here's comes a lot more work to Staff. If one neighborhood gets it, other neighborhoods are going to want it and of course, he was 100 percent right. It's that resistance to change that I want to talk about and I think it's rational. I think its rational to Jim's part because Council is really in charge of a small City pretending... small town pretending to be a City. And the entire structure for the running the City is a false premise and I think in a way you're seeing one tip of the iceberg here. Where the Staff is not able to produce all the data, it's not the Staff's fault and in fact, I've been openly throughout my endeavor with the City Council I've tried never to fault Staff. I've tried never to fault Jim Keene. I will fault the Council for piling on more work that can be done and as a result of that, a lot of things get done in mediocre fashion. In less than 5-days the Council is going to be considering a budget and in that budget are a number of new resources that I think are going to be vital to try to circumvent the growth of the City, traffic, parking and whatnot. There are resources for people in technology and we wouldn't have to be going through sort of these retrospective views of problems. It's kind of ironic when citizens see something clearly enough on their front door we dig in and we create stuff. I mean I dare to say that a handful of us haven't quantified a whole lot of parking data we would never have seen permit parking. It was driven by residents just as John and the other residents are saying that they know a little bit about the data. And you are the adjunct to the Council so I implore you to

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take a look at the Staff reports that are coming to you. I like looking at them because I would never understand the scope of what the transportation division does without this annual report. It's staggering to me to think they can do all that stuff but at the same time there's a fundamental inability to do quality work some of the time and that becomes the nub of the problem because the issues are not executed well. We're still struggling with the kind of reforms to make permit parking work and that's not... this is not the night to go into that but what we're talking about on the traffic and safety issues is the tip of the iceberg. I hope that's not too confusing, the optimistic part of it is that the next budget is a ray of sunshine. Namely Staff resources, technologies, and the like to manage these issues a whole lot better and that is something that you should have been paying attention too because we're in a constant negative loop if we don't change this. Thank you.

Chair Lauing: Thanks very much. That concludes the public speakers on this topic. So, I'd like to now move it to the Commission for any questions or comments. I think we could just couple those together and just put on your light if you'd like to address your comments or questions.
Commission Gardias.

Commissioner Gardias: Thank you. Very briefly can we get a copy or reference of the report that the gentleman in the green shirt was referencing too, please?

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Ms. Guislin: Yes.

Commissioner Gardias: Thank you.

Chair Lauing: Any... ok, any other comments on the document that we have or question to Staff? Sorry?

Commissioner Gardias: Yes, I have a number of question but I have a question to you. How would you like me to organize the question because I have then scattered across the entire report?

Chair Lauing: I was going to suggest that we just jump in because it is a long report. I don't think we can just kind of focus it on each individual item and I also was going to suggest that a-typically we should probably just go with questions and comments. Unless we have a few top lying questions we could take a look at that and see if there are just to clarify it for everybody. Did you have any other ones of those?

Commissioner Gardias: Sure, yes no so I will pretty much introduce my questions but they will be very scattered right? I didn't categorize them too... along any particular sequence or anything like this. I mean I probably would like to start with this right? I was just getting to the

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City Hall and this was the last newspaper from today so you're familiar with Ross and that's another article. So, I would appreciate some date on Ross Street and specifically that the Commission was involved in this and we approved the plan for Ross biking Bouvard and all the improvements that are happening right now. So, there are two angles, one is that I'd like to understand what's going on so that's number one but also, I think that if there is a continuing interest from the neighborhood along Ross Road. The Commission should take a look at this from our perspective again because we reviewed it but apparently there are lots of neighbors that are not happy with the solution. So, we should just take retrospection and analyze if there is something that we could have done better. It's just a lesson for us to learn because maybe in retrospection maybe we could have done it differently because it's been going on for a year now. Maybe right so my first question is about this and if you can later on respond.

Then the second question is about on Page 18 you're talking about traffic signal timing. My question is like this is there a coordination of the green light along Middlefield when it's getting to Menlo Park because the cars are stacking there? Right so we have improvement on our side as you show on this page but later on, maybe you can tell us is there a coordination between the cars... between the green light wave of Palo Alto and Mountain View [note -maybe Menlo Park?]?

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Next question is about collection of this Packet Page 20 is about real-time collection of traffic data and then you tell us that this is based on the cell phones that are turned on. And then based on this you collect this data from the car so if you could just pretty much tell us how accurate it is I would be wondering how reliable this data is?

On Page 22 you pretty much tell us how this collection... the Bluetooth technology collection when you connect your phone to car Bluetooth right? How would this be collected? I was wondering... and then you site that there are [unintelligible] identifiers which is the network... unique network device identifier that's connected to the network. I was wondering if there's some GDPR that just went live on May 25 and there is some relationship to some data privacy because you collect lots of data. I just heard you making a comment that you were about to require some data so I was wondering where is our privacy in all of this data collection? So, another question would be if somebody gets this data can they identify my personal movement throughout the City and then understand my personal behavior or example?

Another scattered question would be about Copper and Coleridge Avenue. That is, we had the... we had a discussion about the roundabouts. And then if you remember it was probably a year ago and then Commission took a 4-2-3 stand and decided to pretty nix this roundabout in preference to the four stop signs that were... are installed as an interim solution. The comment that I have here is related to doesn't... a way to respond but I just want to make this comment

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because those are those faces that I see for the first time here. That we discussed this roundabout and this is part of our policies. It's part of the Comprehensive Plan if you can find the reference, we remember specifically this. It is one of the policies that are written in the Comprehensive Plan and because of this lots of solutions are by default resolved by this roundabout. What is happening is that when we had this discussion a year or a year and a half ago about those roundabouts there was no specific scientific evidence presented what so ever about pros and cons of those roundabouts. There were... there was evidence presented about roundabouts but this was evidence that's rated to the large ones in the large Cities. And but then I have never seen a document that would pretty much talk about the physical attributes and the safety pros and cons of those smaller roundabouts that are being installed at the intersection of just two streets. And I would like to see one and the reason is that I was pretty much thinking for the last few months... I think about some other things as well so don't take me wrong... about if there is a hole in this thinking. And then I found it recently and I was riding a bike and then I was coming to one of our roundabouts and I naturally took a left turn without going around and I understood that from the bike... this was the first time when I was biking that route and I understood that from a biker's perspective when we a biker approaches a roundabout of the smaller size he's not going to go around. The car will but the biker will not and I think this is a gap in the safety of those roundabouts. I'm just making the comment for the record. Hopefully, somebody is going to look into this.

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Next question is about Packet Page 32, this is about the traffic study on Middlefield Road and I remember Commission Waldfogel when we had a discussion about this was specifically asking the question about the daily traffic that was compared between 2016 and 2019. And he made the case... you can go back to those meeting minutes... that those data were not comparable because this was a vacation period if I remember... you can correct me. So...

Commissioner Waldfogel: (off mic) Your memory is better than mine.

Commissioner Gardias: So, for this reason, if you present this in the report that there is an average traffic... daily traffic, ADT, against this Page 32. Pretty much you see a decrease and this is not truly what's happening because the observation was done at a different season than the original reading.

The next question... shall I continue or maybe I can take a break. I have a few more so I can go through the rest but I can relive the floor to the colleagues if they have some questions.

Chair Lauing: It's getting a little bit longer and I would like to ask Staff are you going to want to answer these after we all chat or do you want to answer them in a group?

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Mr. Lait: Well not I think I'd like to sort of take them from Commissioner to Commissioner and answer them. I do think some of the questions that we're hearing here go beyond what we're actually presenting.

Chair Lauing: Right.

Mr. Lait: And so, I don't know that we're prepared to answer some of these more detailed questions but we're making notes and the ones that we're able to answer we'll answer.

Chair Lauing: Ok so we'll just (interrupted)

Mr. Lait: It's up to you on the timing of course.

Chair Lauing: We'll just have you continue Commissioner.

Commissioner Gardias: Very good, yes, that's a correct observation that some go beyond but they are related to traffic. There is... we also... when we were approving Ross Boulevard around the same time we were discussion Charleston improvements. And then because there are some changes I presume because of the pushback of the residents along the Ross Boulevard which you can tell me later on what the update is. I was hoping that maybe we can revisit

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improvements at the intersection of Lewis and Charleston. There is... when you get from Lewis and Charleston there's a refuge island in the middle of the street and then I remember the plans that you showed us where pretty much redesigning this refuge island. And also allowing the traffic from the other side of Lewis to start flowing back to Charleston which is not the case today. So, I'm asking you just pretty much take a note of this and I was hoping that maybe because of this changes on Ross maybe there is an opening to revise those plans. The reason that I am saying this is because if there... if this worked for many years, there was no flow from the other side of Lewis to Charleston then maybe we don't really need to change it.

The next question I had was pretty much about the Packet Page 34 where you show the improvement at the intersection of East Charleston and San Antonio and then pretty much you show the raised curb extension. That is... my question is there is a number of the parking stalls along that frontage road that goes along San Antonio. I was wondering maybe by sheer accident you can tell me who's cars are those that park along this parking strip? I'd just be very interested because there's an office building, there's a Church, there's a gas station and I know this was not the topic of your work but maybe you can tell us. Maybe you know.

A question about the electronic speed feedback signs. Is there... I understand that pretty much that we don't have any feedback signs that would be flashing when there is... when the car is below the speed limit. And when I read this I understand that this is the case but I'm looking for

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confirmation that truly we don't have the flashing lights when the driver arrives with the speed of 34 MPH on 35 speed limit roads because personally, I don't dislike this sort of warning that I am perfectly well within the speed limit. It's just distracting.

And then I think that this would be the last question, just a moment. I'd like to understand what would be your conclusion of the changes of that you have in the intersection of morning and evening intersection counts? Pretty much you are showing when I look at those different bars that there is... that in the peak hours in 2017 we have lesser traffic than we had 3-years ago. So, I'd like to really understand if this is truly the case. When I look at those bars at the first sight it looks like this but logically something doesn't work here so must if... where did the cars go? So, I'd like to understand an executive summary on this topic.

And the last item I don't remember the page but I do remember the... somewhere in your report and you can tell me that somewhere in your report there is a note that once... that while the traffic density along Middlefield went down there is an increase on the parallel roads. I cannot locate this within the report. Maybe I can find it later but I remember specifically that in one occasion it looks that drivers took pretty much the... to avoid taking Middlefield they pretty much they took some other roads parallel to it. And I will try to locate it to you in the report.

Thank you very much. Sorry for the long time.

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Chair Lauing: I think he's going to address these questions.

Mr. Lait: So, thank you Commission Gardias. You clearly read the report and I appreciate the time that you've put into it. The... there's a few items here that fall into these sorts of ongoing... a bucket of ongoing infrastructure projects. Ross Road you mentioned, Charleston, Coleridge, and Cowper and it occurs to me that we... I did not send an email to the Commission but I'm wondering if the Commission was aware of the City Council meeting last night. It was a special meeting where the Commission or the Council spent 4-hours talking about hearing public comments for I think about nearly 3-hours about these types of issues on Ross Road and El-Square. So, the Council... the full Council was present I believe, had an opportunity to hear from the community, I think about 50 people came to speak about these issues and then they had their own sort of perspective and guidance to the City Manager on the status of our ongoing and planned transportation work underway. And so, the... some of the immediate outfalls from that is that our Staff is... we heard those comments, we're huddling together and we're trying to put together a web page that would respond to the comments that we heard last night. And over the Council break, we'll be thinking a little bit more about the program that we have and if there are some adjustments that we need to make we'll have that conversation with the City Council. And we'll certainly give the Commission an update when we a little bit more clarity on that. On... you had a couple of other items about the data collection. We actually have a future discussion planned. It was supposing to be a part of this item but we weren't quite ready for

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that discussion. So, I think in the fall you were talking about this Bluetooth data and you had some comments about how it was... you wanted to know a little bit more about how it was collecting the information. To sort of peer behind that and we have those same interests as well and so we're still looking into that a little bit more and can provide you some more detail on that probably in the fall when we return to the Commission.

You had a comment about privacy and data collection and we have ongoing requirements with the City in terms of how we collect data and that is a paramount concern. This is something that has come up many times before when we've put in cameras and we're trying to count pedestrians or bicyclists and so we have a pretty... I believe we have an established privacy policy that Council has endorsed when we take in consideration when we're doing these types of things. So, anything that we do would be consistent with that policy.

You asked about frontage road on Charleston and who's parking there. You know we could probably spend some time doing that. It's not something that we're prepared to answer today but we've made a note of that and we can come back and respond to that. And we heard your comment about the flashing lights when you're meeting the speed limit not to be distracted by that. I have a personal appreciation for that as well. I feel like I'm doing something wrong when it's flashing at me so maybe we can have that not flash. Well, it goes when you're... yes, I guess I should be slowing down before it starts flashing. Alright so then there's... I think Rafael has a

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couple of responses to some of the other things that you had mentioned about some of the data counts... traffic counts going down or difference over the years? So, on that last point that you had mentioned, we can... Rafael will respond to that.

Mr. Rius: Regarding the annual data collection and the counts that... and you've seen decreases throughout the years. We're not entirely sure but I have a pretty good idea of what's happening. A lot of these are for signalized intersections during a peak hour or the highest peak hour of a day and what we've noticed over the years is that the peak period is stretching out so when a... during the most congested times, let's just take University and Woodland for example. If there's congestion downstream in East Palo Alto or on 101 the sheer number of cars going through the intersection would be reduced due to congestion downstream. And we're presenting here are actual counts and it's not necessarily the man that wants to go through the intersection but how many cars actually got through during that peak hour. And as we've know we've seen University back up and sometimes take 30-minutes to get to the freeway. And that's why I suspect a lot of our intersection are pretty close to the capacity so if there's a spike in traffic from one year to the next there might be a decrease in counts of actual cars that go through the intersection.

Commissioner Gardias: Yes, so thank you. If I can make... can interject a comment right so if your observation is to true it would be nice to start looking into this data differently because if

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you say that this [unintelligible] of a peak hour is gross right so pretty the population is within the time as opposed to from 4 to say 5 to 6. It's going to be from 4:30 through 7:30 because of different reasons, right? Maybe a thriving economy and for this really truly you should count the cars within that larger spread. That would give you the comparison of the population and then although you may just see that decrease within the certain portion of the peak but then the impact on the entire population would be different. Because in reality, you would decrease in the [unintelligible] of the cars passing through this intersection because they would just go all slower during the longer period of time. Correct?

Mr. Rius: Yeah, I would agree with that. Also, in the report, we do represent roadway segments that have a 24-hour count, like a whole day. That's also a good measure to look at how many ... an increase or decrease on this specific roadway. I think when you're seeing the really big jumps are at the signalized intersections for a 1-hour window. Intersections are usually counted and analyzed based on the worst hour.

Chair Lauing: Did you have any other answers or are you... ok great. So, let's move on then, Commissioner [Note-Vice-Chair] Monk.

Vice-Chair Monk: First of all, I'd like to acknowledge and welcome our Mayor to your meeting tonight. Thank you for attending and also a lot of members of the public. I think I guess I have a

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preliminary question for Staff and also to maybe clarify possible questions that the community might have. It's clearly marked on here as a traffic safety report and that you're implementing processes so that you can come back to us in the future. And I think a lot of those processes are going to be measuring traffic and congestion apart from the safety concerns. So, I just want to make sure that we're talking about two different types of information and study that I think the community is interested in because clearly safety is important and we're concerned about it. But I think what people have expressed in the community is the increase in just volume of cars and traffic backups things like that and trying to understand what the technology might be to enforce in the future. So, can we expect to hear more on that piece of it down the road as you implement some of these newer technologies or I don't... I think that's what you're implementing it for. Not just safety, I thought it was also for congestion purposes, correct? I just think the... a lot of folks would be interested in knowing what our plans are for that and rough turn around time frame.

Mr. Lait: Yeah, thank you for that question. I do believe part of that information we will be presenting to the Planning Commission in the fall. We do have some interests in wanting to share with you some technology that's available that will just give us some information about how people are moving through the community as sort of origin and destination type of movements. And that could inform public policy about what sort of decisions we make about street signal timing or how people are routed around through the City or where we put some of

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our energies for capital improvements and things like that. So, I think we can begin to start having that conversation when we come back in the fall and I think when we hear from the Council after the break and when we return with this transportation reboot, I'll say that's my term, then I think we'll be able to pull out some of that stuff out too.

Vice-Chair Monk: Thank you for that and so just a few questions in the report itself. A lot of what I observed in the report Commission Gardias alluded too so I'm glad he brought them up. So in regards to the adaptive traffic signal control system, I think you first talked about it on Page 20 and Sync Green the company that you're using for that? And can you just explain to me what that is, how that works and then distinguish that between or is that related in any way to the Bluetooth and/or the carrier data that you're going to be using? Are those completely separate functions?

Mr. Rius: It's completely separate.

Vice-Chair Monk: Ok so if you can just explain the first one when you have an opportunity on how that works.

Mr. Rius: Sync Green is the...

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Mr. Lait: Yeah so, we'll...

Vice-Chair Monk: I can go through my questions.

Chair Lauing: You want to do it that way, ok, great.

Vice-Chair Monk: Yeah however you want to do it.

Mr. Lait: Yeah that's fine.

Vice-Chair Monk: Yeah and actually I'm glad that you are getting carrier data because that too has the data. Anything other than the carrier really doesn't make sense and I know that they anonymize the data before it comes to you so I'm not that worried about it. But if you find that that process isn't being followed then myself and I'm sure the entire community is concerned about those privacy concerns. But if you're just getting the anonymized cell signal data to measure movement I think that's really critical and is probably the best measure versus Bluetooth in any event. So, I'm glad that you... that was not in the report. You talked about the Bluetooth company but not the carrier data and as a side note, I was at Mobile World Congress in Barcelona just as a guest with my husband. And I saw that Nokia has does a whole pilot study on not only car movement but also bicycle and pedestrian movement. So, they know how many

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and how fast everyone is moving on all the different modalities. I'd be happy to share what I learned at Mobile World Congress with you later on.

In regards to the concerns about accidents not being reported. Clearly, we know that police are called out to respond to an incident. They may or may not issue a report and/or people might not want it disclosed so we have all that as factors. Maybe you can talk about whatever standard deviations you have in your reporting that if it's crossed the line how do we know if these studies are accurate or not. And I think we had some speakers tonight who are interested in hearing that and/or if you have suggestions on how we could capture these in maybe an anonymous way or an informal way or some other way. So that we can get a better sense of the true number of incidents. I saw something just the other day on... I think it was that intersection on Middlefield were these folks are talking about and yeah, a lot of its just careless driving which I think your cameras are catching so it's just something to think about.

There was one reference to a study on page... forgive me for a moment. Page 30 with the Middle... oh was it Middlefield? Sorry, darn. Yeah, I guess it was on Packet Page 30 and 31 where you're talking about Middlefield north. It's not really clear to me why your information is telling us here in the summaries. I don't know what it means about the way it's written. To me, it looks like more study is needed and I also had a question about the pilot period as Commission Gardias alluded to. It looked like a lot of that was collected during the summer

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months so maybe you can just kind of look at the report out on those two pages and let us know if it is really telling us anything. I'm not really sure what to take away from the way it was presented. Thank you for now.

Mr. Rius: Thank you for those questions. Just to clarify Sync Green is the name of the software, Trafficware is the developer or manufactory for sales and it's an adaptive control. Traditional coordination you know you do counts and you set up your timing and you have a preset cycle length in green times. What the adaptive timing does it is takes advantage of more advanced and [unintelligible] technology of detection and you can measure how close the cars are coming together if there's a lot more than usual and it could dynamically increase the green time or cycling beyond the preset maximum. So, when it's supposed to handle spikes in traffic and dips in traffic demand and it's a little bit easier than having a fixed coordinated plan.

Vice-Chair Monk: [unintelligible -off mic] manufacturers that you're (interrupted)

Mr. Rius: No that's...

Vice-Chair Monk: Or is that separate?

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Ms. Rius: That's completely separate. It's... the same traffic ware company also develops our connective vehicle modular that broadcasts alright this signal is green for 30-seconds. And developers or car manufactures can subscribe and get that data in how long the green times are and it's up to them to develop their user interface.

Vice-Chair Monk: So, it's in the pole or signal and it's seeing how far cars are apart?

Mr. Rius: No, we have a central management system that sends it's to a cloud and manufactures can subscribe to the cloud. That's completely independent from the adaptive control which is measuring and detaching cars. It's really smart detectors if you will on the road counting cars like half way... half a block away and saying there's more traffic than usual coming. Let's give them instead of the maximum 20-seconds of green let's give them 25-seconds or 30-seconds and it will adjust on the fly which is a relatively new technology.

Vice-Chair Monk: So, both those technologies that you mentioned are both related to signal timing and how much green.

Mr. Rius: Yes.

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Vice-Chair Monk: Are they also going to be related to the railroad crossings because a lot of times you'll see a green light but you can't go because the guards down or you can't make a left turn because traffic stopped again because the train is there. So, some integration I guess with the rail crossing because that occurs...

Mr. Rius: Our system operates independent of the rail system... of Caltrain system. What it does is when a train coming it sends a signal and we have to cut off whatever we're doing, give the track or just in case of cars on the track we have to give them a little bit of green time to clear. And then let the train pass and while that's happening we usually try to let Alma traffic go at the same time to be for efficient. Then once the train is gone we pick up where we left off.

Vice-Chair Monk: I guess what I'm referring to is if you're on a parallel road like Alma, cars should be able to turn down into the neighborhoods on the other side of the tracks that's not interfering with... but sometimes the lighting doesn't allow for that in some instances.

Mr. Rius: Well what happens... I mean we don't control the trains and it's really hard to judge because they're... a train any given day will fluctuate within a 2 to the 5-minute window and that's considered acceptable by Caltrain. So, what we do is when the actual train triggers... gets across a certain point it sends us a trigger that says a train is coming. Our first priority is to clear the track and then after that we'll give Alma say at Charleston we'll give the southbound left

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and through a green light and then the northbound through and the southbound through moving. That's pretty standard (interrupted)

Vice-Chair Monk: Right you might be giving a light to turn into the train but they can't or whatever.

Mr. Rius: No, not while the track... not while the gates are down.

Vice-Chair Monk: Or should they... still being able to go north/south because that's not crossing over the track.

Mr. Rius: Exactly, yeah.

Vice-Chair Monk: So, they do have that ability?

Mr. Rius: Yeah that's historically what's been operating and we're not changing that. Did... and yeah, did at the timing would have to... that would take president over the adaptive timing if we added across the tracks. At this time, we're not anticipating doing that. Just to move on the collision data, what we didn't point out from the public... the speakers, we did notice some discrepancy in our data. We use... Ruchika mentioned that we use the Crossroads Database

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which is maintained by the County. The crossroads database is primarily the same [unintelligible] data. It also has a capability of incorporating data points from the independent police departments from the City. Palo Alto's are not yet in there, they are upgrading... we are... our police department is upgrading our system hopefully by the end of the year where it will have an easier integration. We did notice some discrepancies in the counts and the way to poll the data from crossroads is not... there's multiple ways to do it and they don't always produce the same results. So, we are going to look into this further and likely issue an updated table for the report. I should say though that when we do specific safety projects at an intersection we'll look at data directly from our police department. All the collisions report that they collect and we'll analyze what exactly happened. Was it a kid versus turning left and broadsided a car or what? Our police data, as I mentioned, its... they are updating their database. Their previous and current to now database is not really easy to compare intersection to intersection. That's why we use crossroads to come up with a top ten list because we really can't unless we go to each intersection independently. And there's thousands throughout the City and find out the total and rank them. Crossroad is supposed to do that for us be we noticed the discrepancy and the variations when acquiring data different. And so, we're going to look into that and likely issue an updated table for the report.

You mentioned the Middlefield North study, what's in this report is really just a snip summary of it. That study is actually still in progress. The data collection window is... it's actually going

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until June 30th so it's still in progress and we're going to issue an update... a more complete report. We did do an in term report a few months back but we're going to bring a final report and recommendation. It will be developed this summer so actually, this report was done well before that it. The Middlefield North study is not even complete yet.

Vice-Chair Monk: Thank you.

Chair Lauing: Commission Summa.

Commissioner Summa: Thank you and thank you to Staff for the report and the presentation and thank you to the public. So, at a high level, it sounds like it would be really great if the City could utilize some of the residences that are collecting so much data. I think they make a good point about especially the accident data which is really important to a lot of people as some of the other Commissioners have pointed out of course. And because they are there all the time and of course the Staff can't be there. Especially when you're stretched so thin with so many vacancies in your department. So, I think if you could find a way to work with them and use them and I'm still confused. Does the Crossroads data come from the CHP Database or was that the fact that they were using the CHP Database and you use Crossroads? Is what were some of the discrepancies came from?

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Mr. Rius: The Crossroads its within Palo Alto. The Crossroads database is essentially Switer's [Note- spelling?] data. We tried to... you know we're relatively new to it and we tried to use the tool that kind of gives you the top ten locations which resulted in mixed results that we're going to look into. It ... for Palo Alto purposes until our police department upgrades their system it is essentially Switer's [Note- Spelling?] data.

Commissioner Summa: Then... so a couple of things, I mean I was also... I looked at the data on the parallel streets to Middlefield going up and Middlefield going down and it's on Packet Page 31 that Commission Gardias recommended. And I was wondering if that's because the traffic is so bad people are using cut through routes because to someone else's point, maybe Commission Gardias, its kind of we don't experience traffic going down. I mean just don't so... and I live on a cut through route so I wonder if that's partly what's going on sometimes when you see traffic going down. Do you have any (interrupted)

Mr. Rius: I apologize, we're trying to find where in this report. I know we mentioned some of that in the interim or the mid-point update for that specific project report but not... I don't believe or we're trying to find it in this City-Wide Safety and Operations Report.

Commissioner Summa: It's just kind of a general impression.

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Mr. Rius: Yeah, in general, we haven't seen too much of the case where traffic decreases because traffic is shifting to another street. It's possible that if traffic is really increasing on the main street there is some overflow but usually both streets are increasing in traffic. I believe for Middlefield North without looking at the numbers I believe what we saw is there was some increase on the side streets but it wasn't too large of a number but I don't recall that. Actually, I'd prefer to hold off on that until we can look at the numbers more closely.

Commissioner Summa: Well it's Packet Page 31 it says there's a 30.6 percent increase in the overall motor vehicle along the five parallel routes to Middlefield Road. That was a specific reference but (interrupted)

Mr. Lait: Can you give us the... not the Packet Page number but the other page number?

Commissioner Summa: Packet Page 31.

Mr. Rius: I think... I do want to state in the final report for the Middlefield Road north we're going to include percentages and total volumes. I know in the interim report we reported percentages which looked pretty high but we need to look at the gross numbers. Like a street might have a baseline, a low number and when you say like a 15 percent increase but then it

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was two cars an hour or not so we don't know. So, I think that's one thing I'd like to look into more as part of the Middlefield North project when that comes up.

Commissioner Summa: It sounds like the Middlefield North project is going pretty well though. I mean so that's a good thing and it also sounds like we're getting a lot of new information in the fall. I had a question about the OTS rankings of the City that we got. We scored very high or in some of these compared to other Cities of our sizes. If the Staff looks at that and what can you comment on that?

Mr. Rius: I think... us personally, us Ruchika and I, we haven't looked into the OTS data. I'm not sure if there's something other Staff members or Josh want to or does or want to include in the future evaluations. To date though we haven't used the OTS. OTS does involve a lot of collision rates where you compare the collisions to the traffic volumes. We just don't have that much data for a lot of our local streets. Everett, we do because for the Middlefield North project but Lincoln and other streets we don't collection traffic data to create a rate on a regular basis.

Commissioner Summa: Ok and then once again I think it's an opportunity to get that data from people who live really close by. Especially when they have the ability to create software to... and take a look at that. So, parking and traffic are really difficult I think both of them because you know you fix it here and it just goes someplace else so I appreciate that... how hard it is but

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I think at a high level we need to look at getting our... I think the data should match up. It's kind of a problem for me that our data doesn't match some of the CHP data. And I, of course, don't know why but I think that that's an important thing to look into. And I'm glad that you had the opportunity... that the City... that the residents have the opportunity last night with Ross Road and other parts of that bike/ped plan and that you'll be looking into that. And then... oh, I did want to about just anecdotally about traffic circles because I live right on one on Yale Street and College Terrace. People go around them the wrong way a lot and sometimes it's because that's the only way they can go with big trucks and a lot of times it's just like randomness but bikes go around them the wrong way. Especially child all the time and I think just anecdotally another comment I would like to make is that all those kinds of devices the more you can plant them the safer they get. I had constant accidents on mine before it was landscaped and it's just much more visible and I know you do that now as standards with bulb-outs and those kinds of things. So, for me at a high level... and I think there's a problem with the workload in your department. I keep hearing that so you might not be able to fix some of these problems until that structural problem is fixed and for me to take away also is... and that's not your fault and to work with the neighbors. Thank you.

Chair Lauing: Commissioner Waldfogel.

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Commissioner Waldfogel: Thank you. First of all, I really appreciate the idea of generating any annual transportation report. I think this is a great thing and over the course of the next couple of years, we'll see some interesting results. One thing that I'd like to suggest, I'm going to stick to some very high-level comments, if you go back to presentation Page 3 that outlines the goals for the team. I'd like to suggest adding some high-level metrics to those goals on presentation Page 3. So, I think that from the discussion, the third goal improves safety, it's pretty easy to track metrics against improving safety. I think collision data is probably a good proxy for safety data. I mean there may be something better in the transportation literature but I'm sure you can find something that's meaningful. And we have had some good discussions about data biases and whether we're tracking magnitudes versus trends with the data set we have. To be honest I think we're seeing the limits of our data science that we may need some higher pay grades to settle some of those questions. For the second goal, minimal impacts, are you familiar with the Citizen Survey Data? National Citizen Survey?

Mr. Lait: Yeah certain... I mean yes.

Commissioner Waldfogel: Yeah, I mean broadly I would assume you've seen it. I mean one of the questions on the Citizen Survey is... let me make sure that I get the question right. It's Question 5A, traffic flow on major streets and this is on a scale of 0 to 100. And over the last 9-years, this is tracked from 43.1 which I guess was the satisfaction level or whatever this

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measures in 2008 down to 35.4 in 2017. I mean it's tracked from 37.3 to 35.4 over the last 5-years, 2013 to 2017. So that's within the margin of error so I guess the good news is that the level of badness is not increasing very fast but for this goal to I would suggest finding some measure of how citizens perceive traffic flow as a metric on impacts. You know you could use Citizen Survey data or you could use some other data but I'd like some kind of qualitative perception that we've measured. Because I think that if we were looking at that, that would be a way to see things like the busy hour is now the busy two hours or the busy three hours. That basically circulation through the City may have gotten worse. Does that make any sense to find some proxy or some way to measure that?

Mr. Lait: So, I guess... I see Rafael making some notes and we'll continue that conversation. I think that we probably... I don't know that Ruchika or Rafael can respond to those sorts of directional question but we can certainly pass that on to Josh and the City Manager's Office to understand.

Commissioner Waldfogel: Yeah and the same thing with efficiency. I mean I'm sure that there's some professional definition of efficiently. I don't know if that's the perfect... if efficiently measured as the aggregate through out of the network would be the right measure. I'm... my guess is that's probably not the right measure but I think you have to lean on your professional expertise to find some way to track that because otherwise, we're looking at things like

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upgrade projects and not really understanding are these the right ones. I mean are these really the ones that are optimizing efficiency or minimizing impacts or improving safety. I mean it's hard for me to tell from the study whether we're doing the right things or not so those are kind of high-level comments.

Just to jump down into the weeds for a second, I've looked... professionally I've looked at a lot of the cellular and Bluetooth data from multiple sources and I can tell you... we can discuss this offline if you want or you can bring this into a later meeting. I mean I can tell you that some of that I've seen is really good, some of it is not very good if really depends on the purposes that we have for the data. I mean some of it is 100-meter resolution, some of it is 1-meter resolution, some of it is 5 second resolution, some of it is 15 or 30-second resolution and just depending on what we're doing we really have to be very careful looking at the sources and also looking at the analytics that wrap around it after it's anatomized. I've seen some quality degradations, I've had long discussions with vendors about how they calibrate the data, and it's... all I can say is this complicated and hard and the more help you get the better.

Then if I'm going to go all tech weenie on you for a second are we doing any Vda X Trials [Note- not sure what that is]? Are we doing any Vda X [Note- not sure what that is]?

Mr. Rius: We don't have anything in the works right now. Yeah, I'm trying to make everything compatible but nothing in the works.

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Chair Lauing: Ok I'm going to make a few comments. First of all, I really want to thank the public for coming in and calling attention to these, you know the perception and the data. It may be, for example, that police and only should cover and report on half the accidents. We can't opine on that but that should at least be disclosed in the data that is being put out to the public. So that Elected Officials like Council Members, Appointed Officials like ourselves and the public most importantly understand what's being reported out. It could even still be statically significant with 50 percent of the data reporting that could be fine. I just think we should really on the side of disclosing everything that we know about the data and if only half of the accidents are being reported and that's not reported, it can just kind of nullify the whole effectiveness of the study. So, I'd really like to underscore that in a future data collection and reporting out.

The second thing is and this is a little bit repetitive but I'm kind of asking a question about your answer. I'm not quite comfortable with what you're saying about if cars go somewhere else, is that a good thing or a bad thing? If there's at one-point 38 percent decrease they went somewhere and I would think that that's just as important to understand where they went. Secondly if that's only three cars I understand that but then is it worthwhile reporting the percentages at all if it's only a few cars? So, it seems like it was very positive when you're getting North Middlefield much more under control because that was a really big problem but if

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they are doing cut-throughs that could be ok too but let's just find out where they go so you can evaluate that. That would be my suggestion there.

A third suggestion is that yes, the PTC on June 28th, 17, rejected the recommendation that the pilot be made permanent and I think the transportation Staff were listening to that and doing what we think was the right thing. I would just add as a footnote that getting involvement from people up here either collectively or some liaison on some of these projects earlier would head off a lot of consternation and make things more efficient for you in your very heavy, heavy workload.

Not repeating other folks because some folks have covered what I had said but there's only one or two more. I won't asked that one. It was referenced some of the data is just reporting and what is the conclusions so I think we always like to say great, you got the data so now what do we do with that? Some of that is on 3.2 on Page... Packet Page 30. That one might still be in process so it's not ready to go but to the extent that you could report out more than just the speed went up or down. Tell us why that is meaningful and tell us what we think we're going to do with that so, I think I'll leave it there. I don't know if you have any response to that. You don't need too, just please take notes and pass it along. Any other comments from the dais? Yeah, Commissioner Gardias?

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Commissioner Gardias: Thank you. So, in reference to those items that we spoke and cut through the neighborhoods, I think that this report is missing on the chapter that would put some spotlight on the traffic that cuts through the neighborhoods. Let's just call Chapter Outside Traffic in the Neighborhoods and so if you could just maybe add that to your report when it's going to go to the Council and or the next revision and as much as you can provide in it. I understand that you may not have the data but knowing the story. That it was a half a year ago if you remember a couple of the Council Members were involved in the discussion with the neighborhoods about the traffic that cuts through Crescent Park and pretty much gets to University Avenue taking Center Drive and Crescent Drive. And actually, I can tell you the story because I was actually coming from the other direction and I noticed the traffic because at one point of time I was working the East Bay and I was coming from the other side of the bridge. And then pretty much getting to my neighborhood exactly through Crescent Drive and Center Drive and then I at one point I met this wave of the cars that had never been there. So, something happened and then of course then, later on, there was a rumor and the neighbors raised red flags and as you remember a couple of the Council Members were involved in the discussion about the calming of the traffic that has never been there. So, it was [unintelligible] or some other applications that caused those drivers to start cutting through those neighborhoods? I will not pretend that I know the cause but I know those cars are not from my neighborhood. I live in the vicinity and those people were not from those neighborhoods. They must have been coming either from... they maybe work in Palo Alto and maybe they were

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cutting through neighbors... this neighborhood or somewhere else. But they should not be there because there is... because... so just going back to the suggestion so there should be a chapter that would somehow summarize observations around the increase of the traffic or the traffic that because of different measure may be pushed to the neighborhoods. We would like to understand this. If you can quantify it somehow that would be great. There is, of course, there is an impact on the neighborhoods because of course, we think about the streets as the transportation platform but on those streets, kids may play soccer or they may play basketball. In some neighborhoods still do it, they still do and... but because there are cars from the outside that maybe pass through those neighborhoods indifferent... more aggressive way those kids may not be socializing on the street because of this reason. If I am a local driver, if this is my neighborhood, I know everybody, they know me, I look... I drive more safely, more carefully but if there is somebody from outside they will not stop. They will not care I suspect so my suggestion is please add the chapter that will somehow quantify and address this problem.

And then just going back very quickly to the discussion on the Ross Boulevard. Director Lait, I hope that once you're going to provide the feedback to the Commission I hope that you can just be frank and just tell us what really, we did wrong by... when we looked into this Ross Boulevard improvement. I'd like to understand what went wrong. Thank you.

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Chair Lauing: Ok I'd like to just conclude this item by saying this is a very high value so what I'm about to say don't forget what I've just said. Please bring more. To my mind, this is kind of... we talk about Car Light in this City, this is sort of transportation lite. You've got some other huge issues that you're working on and we like to be informed and help you with them. The Downtown Parking Study with I think seven recommendations came to us over a year ago and we haven't seen anything since then. So please bring us more so that we can help and thanks for the presentation. Ok, thanks.

Commission Action: No action taken by the Commission

Action Items

Public Comment is Permitted. Applicants/Appellant Teams: Fifteen (15) minutes, plus three (3) minutes rebuttal. All others: Five (5) minutes per speaker.^{1,3}

3. PUBLIC HEARING / QUASI-JUDICIAL. 2515-2585 El Camino Real [17PLN-00448]: Recommendation on Applicant's Request for Approval of a Vesting Tentative Map to Merge two Lots and Subdivide the Combined 39,953 Square Foot lot Into 13 Residential Condominiums and up to 13 Retail Commercial Units. The Subdivision map Would Facilitate Construction of the Previously Approved 39,858 Square Foot Mixed-use Development Project (15PLN-00170). Environmental Assessment: Reuse of a Previously Adopted Initial Study/Mitigated Negative Declaration Prepared for the Associated Development Application (15PLN-000170). Zoning District: Neighborhood Commercial (CN) and Community Commercial (CC) (2) Zoning District. For More Information Contact the Project Planner Margaret Netto at margaret.netto@cityofpaloalto.org

Chair Lauing: So, the next item on the agenda is quasi-judicial public hearing on mapping for 2515 and 2585 El Camino Real which is the old restaurant... Olive Garden restaurant.

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Commission Summa has chosen to recuse, right? So, she'll be leaving for this portion and then returning. Just for the record we still do have a quorum present with four Commission members.

Commissioner Summa: In 2016 before I was on this Commission I participated in public hearings about this project and I also submitted a letter. So, I felt it would be better for me, even though this is not the project itself but a map issue, I thought I would just recuse myself. Thank you.

Mr. Jonathan Lait, Assistant Director of Planning: So, disclosures.

Chair Lauing: Yeah, any other disclosures? No. Commission Waldfogel? No. Nope? No further disclosures.

Mr. Lait: Great, well thank you Chair. Margaret Netto is just going to do a brief overview. You have a PowerPoint in front of you but I think we're just going to do this verbally.

Ms. Margaret Netto: Good evening Chair and Planning Commissioners. My name is Margaret Netto, the project planner. The item before you tonight is a Vesting Tentative Map to combine two lots into one 39,000-square foot lot. This lot will create 13 residential units and up to 13 commercial lots. The resulting lot... this subdivision would facilitate the construction of a

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39,000-square foot mixed-use project that was previously approved. The project would replace the recently demolished Olive Garden restaurant which is about 9,000-square feet. Staff recommends that the Planning and Transportation Commission take the following actions and recommend approval of the Vesting Tentative Map to the City Council based on the findings and conditions. That concludes my Staff report. I'm here to answer any questions and the applicant is here as well. Thank you.

Chair Lauing: Ok we'll go to Commissioner questions. Commissioner [Note- Vice-Chair] Monk.

Vice-Chair Monk: I was going to propose making a motion and then through that process to have dialog.

Chair Lauing: That's fine.

MOTION

Vice-Chair Monk: So, I'd like to move to adopt Staff's recommendation to approve the Vesting Tentative Map to City Council based on the findings and conditions presented in the Staff report.

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Chair Lauing: Is there a second to that?

SECOND

Commissioner Gardias: Second.

Chair Lauing: Moved by Vice-Chair Monk and seconded by Commissioner Gardias. Open discussion? Did you want to speak first Commissioner [note-Vice-Chair] Monk?

Vice-Chair Monk: If there's anything you want to relay to us on the parking and BMR units, you could speak to that but other than that I don't really have any problem with the project. I just have some general questions so I don't have anything to say. I support the project, I think it's great that we're trying to make the best use of this land designation and create additional housing.

Chair Lauing: Ok.

Mr. Lait: If there was a question there I don't know if we have any more to add that's in the report. As Margaret noted this is a project that was previously approved. It was understood and

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anticipated that there was going to be this ownership map... condominium map coming forward and we're just processing that map now.

Chair Lauing: Commissioner Waldfogel.

Commissioner Waldfogel: Thanks. So, I'll vote in favor of this but I do have a couple of questions. One is that I don't think we've seen this combined residential and commercial condominium format before or at least I haven't seen it in the last couple of years. And could you just example how this association works? Is this a single association that represents both categories?

Mr. Lait: Yeah that's correct. The... and you're right, we don't see a lot of it here and it's a little... in my experience, it was a little bit more common in South California where you would have mixed-use developments and an interest in wanting to separate the ownership of different components of a development between the residential and the commercial. So that those different section can be sold off to different entities but yes, it's one association. And the areas where there's overlap or interest is in the common grounds space or where there's access requirements such as the access to the driveways or some other common area spaces. And it just sorts of sets forth the parameters for how that area is dealt with or regulated.

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Commissioner Waldfogel: So just so I understand so if the roof on a commercial side needed to be replaced then the assessment would be on everyone, the residential as well as the commercial? I'm just trying to understand how this works.

Mr. Lait: I think for that level of detail we'd look to the CC&Rs which is required for all condominium projects. Of course, the City does look at CC&Rs but we're looking at it for another discrete set of requirements that are set forth in the Municipal Code.

Commissioner Waldfogel: But I mean that's a normal structure of an association?

Mr. Lait: Yeah and (interrupted)

Commissioner Waldfogel: I read the CC&Rs and I believe that roofs are counted as common areas under these CC&Rs.

Mr. Lait: Yeah do you have any further... I mean we do have the applicant here too who might be able to respond specifically to the question and Albert, do you have anything more to add on that?

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Mr. Albert Yang, Senior Deputy Attorney: No, I think the applicant would be best to be able to answer those sorts of questions.

Commissioner Waldfogel: Yeah well, I guess what I'm asking from Staff is this just a normal sort of structure for a mixed use... for mixed-use condominium?

Mr. Yang: I think it's not uncommon. A couple of weeks ago... maybe a month ago the Commission also saw an alternative structure which was to create... actually, create separate parcels and then rather than having a condominium structure. Within the condominium structure, you could also have kind of subcommittees within the HOA that deal with the different parts but this idea of having a condominium structure to deal with both residential and commercial condominiums is not uncommon.

VOTE

Chair Lauing: If there are no other question we can put this to vote? All in favor of the Staff recommendation and the motion on the table please signify by raising your hand. And that's four and no one opposed so that passed 4-0. Thank you.

MOTION PASSED 4(Lauing, Monk, Waldfogel, Gardias)-0-2(Alcheck, Riggs absent)-1(Summa recused)

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Vice-Chair Monk: Congratulations. Good luck on the project. Thank you.

Chair Lauing: Shortest Staff report of the year and see what kind of results you get.

Approval of Minutes

Public Comment is Permitted. Five (5) minutes per speaker.^{1,3}

There are no minutes to approve for this meeting.

Commission Action:

Committee Items

Commissioner Questions, Comments or Announcements

Chair Lauing: Ok I think now we're going to go to Committee [note-Commission] questions, comments, announcements. We'll or I'll bring back in Commissioner Summa. Ok, so we're over on Commissioner question, comments, and announcements. Let's take those first and then look at future agenda items. Are there any questions, comments, or announcements? Jonathan [note-Mr. Lait] I had a question about if you've gotten any feedback from the consultant that we heard from at our last meeting about follow up items on the parking study.

Mr. Jonathan Lait, Assistant Director of Planning: Yes, I did and so based on that... I'm just trying to remember. The consultant did find that there was some additional data that could be

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collected and has prepared a revised scope to conduct some additional work. That includes addressing some of the comments that were raised here at the Commission I guess last time that we met. And there were some questions about the distance of the... some of the housing projects to Caltrain and so there's some... there will be clarification on that. There will be more descriptions added to the survey sites including some of the surrounding land areas, land uses and whether or not it's located in an RPP. We're going to attempt surveys of... we're going to resurvey I should say the sites on the weekday, late night periods which was the times that had the greatest parking occupancy. And also include on-site vehicles in the demand calcs and recalculate those rates based on information received from that. We'll conduct informal interviews of some of the tenants there at each of the sites as we're able to do that and ask some question that relates to their experience in trying to find parking when arriving home. Let's see so I mean and then there's a little bit more analysis that will go into the report and we heard some other comments about just how it was presented overall and make sure that we're maintaining an objective narrative throughout the document. So that's something that we'll be looking at adjusting and we'll return to the Commission probably when we come back in August to continue the conversation about the Housing Work Plan framework.

Chair Lauing: So, when they are talking to people who live there are they going to actually be doing the interviews themselves? The parking... the Staff of the parking... I can't remember the name of the consultant.

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Mr. Lait: Yeah it was Fehr and Peers was the...

Chair Lauing: Is it going to be their personal that's doing the incept interviews of folks?

Mr. Lait: We're going to look at the survey questions and understand what those are before they commence.

Chair Lauing: Right but they're the one... I was just wondering if they were going to farm that our or if Staff was going to have to do it or you needed us to do some of that for you to help things along or what?

Mr. Lait: No, the consultant is going to do that.

Chair Lauing: Ok and what about talking to the development... the department... apartment managers there?

Mr. Lait: I'm sorry?

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Chair Lauing: Talking to the apartment managers to ask about what their perceptions are about enough parking or (interrupted)

Mr. Lait: Sure, we can.

Chair Lauing: When it's over parked what's their theory on that?

Mr. Lait: Yeah, we can engage the apartment managers as well.

Chair Lauing: Yeah that'd be good. I mean like our transportation presentation tonight I mean when the cars don't show up they must have gone somewhere. So, it's always good to find out what the impacts are like this transportation study tonight as well as parking. Yeah, go ahead.

Commissioner Summa: To add to that maybe even talking to some of the neighbors to find out about spillover parking is going to be useful because we don't want to have... it doesn't feel good to have a really negative response appear to a report like that but we sure don't want to do it again. You know we want to make sure we're getting the kind of the data so maybe even once you set up the methodology or the questions, maybe even run it past us because we just wouldn't want to repeat that I was thinking.

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Mr. Lait: Yeah you know I think that this is not the kind of report that's going to generate universal support for it because I just think there's different perspectives on parking. And but we want to do the best we can to produce a document that's credible and so we've heard the questions that were raised and we'll... we have a path on how to address that. Our next meeting with the Commission isn't for... until the end of July. I think we'll probably be doing those surveys before then.

Commissioner Summa: And just speaking for myself I would be... I'm extremely open to a report that really convinces me with good data and good methodology that we're over parking buildings. Particularly affordable housing but it's just... it's such a... parking and traffic are such an insurmountable difficult problem in this City. And that it would be... it's not going to get better unless the City stops growing or peoples... and Stanford stops growing or people habits really truly do change so I'm very open. I don't think that there's any particular perspective that keeps me from not being open to that.

Chair Lauing: Commissioner [note- Vice-Chair] Monk you had questions?

Vice-Chair Monk: Mr. Lait I'm just reviewing the report that was prepared by the consultant at our May 30th meeting when they first came in and it had the timeline of our process to get to an ordinance. And so, I'm just observing here and you might have just addressed it. It looked like

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what was supposed to happen by the end of June was to get feedback on an ordinance framework, so my question is what does that mean and have we already done that? And then you are giving us July to do more framework for an ordinance and we're going to do a draft ordinance review August 8th but yet the same deadline for a draft ordinance is August 29th. And that's what's written in front of us and that's what's written in that prior thing so I guess my question is where... what's changed? Are we still going through that process and what does framework mean verses... to me, a framework means discussion versus having a draft in front of us?

Mr. Lait: That's correct.

Vice-Chair Monk: Are we behind on the proposal that was laid out on May 30th? The proposed timeline?

Mr. Lait: Our timeline has to adjust.

Vice-Chair Monk: We are adjusting our timeline.

Mr. Lait: That's right and so I think we were going to come back... we're going to have our community meeting at the end of this... at the end of June.

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Vice-Chair Monk: Right.

Mr. Lait: And then we were going to come back I think it was either at that time or the next meeting to have a discussion but our consultant, unfortunately, is not available for that next meeting and I'm not available for the meeting after that. Actually, for the next two meetings after that so we're going to... you know we've got some work to do after the community meeting. And with the comments that we've heard from the Commission and we're going to return on August 29th for a discussion of the beginning of what we think might form an ordinance and then receive Commission feedback. At a subsequent meeting in September, we would have a draft ordinance for the Commission to have a public hearing and discuss that.

Vice-Chair Monk: Just so I'm understanding, the community meeting is not happening because
(interrupted)

Mr. Lait: No, the community meeting is happening at the end of June.

Vice-Chair Monk: That is happening at the end of June.

Mr. Lait: That's what this flyer is that you should have at the (interrupted)

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Vice-Chair Monk: Ok but you're saying... right, ok. Right and that's what... so... but you're saying that the consultant is not (interrupted)

Mr. Lait: So, let me just make it even clearer so community meeting June 28th, the next time we're going to talk about the Housing Work Program is going to be August 29th.

Vice-Chair Monk: Ok just looking at the timeline that looks like a 2-month delay.

Mr. Lait: Well I don't really characterize it as a delay. This is the circumstance of vacations and where we are with scheduling. We'll still... we still are focused on getting this to the City Council in 2018 which was the objective.

Vice-Chair Monk: Is there anything that we can do on our end in preparing for the pieces of the ordinance because I know that there's a lot of moving pieces? Like we're talking about parking just now. Are there any big discussion items that we could pull out of it and have independent of getting the entire framework all at once?

Mr. Lait: Planning Staff isn't prepared to have a continued housing discussion until August 29th. So, if the Commission wants to agendize something and have a conversation you could do that but (interrupted)

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Vice-Chair Monk: Well yeah, I've heard concerns about parking and I think that is a big concern so I would advocate for if there's a way to pull out that aspect and have that discussion over the summer. That might be useful because we're looking at changing ordinances in regards to the parking requirements.

Mr. Lait: Right and (interrupted)

Vice-Chair Monk: Just think about it.

Mr. Lait: Ok.

Vice-Chair Monk: We're all eager to deal with parking up here. Right?

Chair Lauing: Yeah. Ok, alright (interrupted)

Commissioner Summa: August 29th is the date.

Chair Lauing: That's a good segue into the next few meetings so this At Place memo charted possibility based on the pre-meeting that we had yesterday. So next week... so next month is

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the 27th, that stays the same as what was in the main Packet we received. PTC by-laws and procedures and the Alma Training Space Gym. Do you want to comment on what that is?

Mr. Lait: Our code requires a Conditional Use Permit for gyms. One was granted by the Director; area residents were concerned about that decision and have requested a hearing before the Planning Commission. And the Commission will have that public hearing and make a recommendation to City Council.

Chair Lauing: Ok and the next sort of segment of this is that you'll notice the July 7th is canceled. That's because we're squishing them... some items into July 25th and August 8th we're suggesting to be canceled to sort of get a bit of a break in the summer as a Commission for the first time. Next year if we plan that in advance we can have these meeting... consecutive meetings if we wanted to... if we chose to have two meetings off then we would have a month off in the summer in parallel with Council. So, the proposal here is to do what it says on July 7 and 8 and have those be cancelations and compress the 25th into those things. And then Assistant Director Lait as already spoken to August 29th about picking up the Housing Ordinance. So, if that's acceptable then that's how we'll proceed.

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Vice-Chair Monk: As far as the timing on these items we just did the Tentative Map pretty quickly. Does it make sense to have two separate meetings based on the content that's listed on June 27th and July 25th? Do those require two full meetings?

Mr. Lait: I'm not sure what you're asking.

Chair Lauing: It's a month apart.

Vice-Chair Monk: If any of the content should be combined on another date so that we could not have a meeting if one isn't necessary to give Staff a break this summer as well. They just look... they look like their light items but I might not be knowing what's...

Mr. Lait: Well one is a text amendment. Actually, that would also include a parcel map and one is a parcel map.

Vice-Chair Monk: So, it's a bigger discussion on July 25th?

Mr. Lait: This is when they're going to be ready and we're not going to be... we can't be ready on July 11th. If you (interrupted)

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Vice-Chair Monk: Ok and you need to get the CUP approved for the other group in June.

Mr. Lait: I'm sorry Commissioner [note-Vice-Chair] I'm not quite sure which date you're trying to consolidate or move. Oh, I think... no, I think... I would be reticent to move or cancel your June 27th meeting if that's what you're talking about. That's a... I mean this is an applicant who is ready to try to (interrupted)

Vice-Chair Monk: They are waiting for... ok sounds good. I mean I'm available, I was just (interrupted)

Chair Lauing: Where you speaking about June 27th or July 25th?

Vice-Chair Monk: Yeah but it looks like the applicant wants us to vote on this... on their CUP which we should do so, that's why that one is staying. It just looked lite and it looked like they could be merged in one meeting that's all.

Chair Lauing: Ok I thought maybe you were referencing the July 25th items.

Vice-Chair Monk: Yeah, I was referencing July 25 and combine that with (interrupted)

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Commissioner Summa: (off mic) She's wondering if they can be combined, those four
[unintelligible]

Vice-Chair Monk: But then it would delay the... yeah.

Chair Lauing: Ok so is there any other comments on that? Commissioner Waldfogel.

Commissioner Waldfogel: Is there any chance that we can cancel the Halloween meeting?

Chair Lauing: Which one?

Commissioner Waldfogel: The October 31st? The Halloween meeting?

[Many people started talking at once and off mic]

Mr. Lait: To make the decision now to do that.

Vice-Chair Monk: I second that suggested motion and definitely go to Santa Rita Street.

Commissioner Summa: (off mic) Yeah, we can't meet on Halloween.

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Chair Lauing: I've got to take my costume back now if we're not going to meet. Ok, so we're going to go with no meeting on the 11th, the 8th, and 10/13. I see no objections so that's what we'll do. Any other comments about future or announcements?

Commissioner Summa: I have a question for Staff.

Chair Lauing: Question for Staff.

Commissioner Summa: Back to the parking thing is there a chance to survey the lower Mayfield project which is all affordable housing and it was parked at either a 20 or 25 percent reduction with lifts because I think it would give us a lot of information.

Mr. Lait: So, if... we can. This is not an agenda item and so I don't want to continue too much of a conversation about parking but I'd be happy to have an offline conversation with you.

Commissioner Summa: Ok.

Chair Lauing: Ok great. I think that concludes our agenda tonight so we will adjourn at 8 o'clock sharp. Thank you.

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Adjournment

8:00 pm

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Commissioner Michael Alcheck
Commissioner Przemek Gardias
Chair Ed Lauing
Vice chair Susan Monk
Commissioner William Riggs
Commissioner Doria Summa
Commissioner Asher Waldfogel

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