Welcome! The Webinar will begin shortly
Click on Q&A anytime during the presentation to ask questions.
Agenda

• Recap of November S/CAP Ad Hoc Meeting

• Transportation – Mobility and Land Use
  – Overview
  – Land Use & Emissions
  – Mobility Programs FY22-24

• Discussion
• 27 questions, focused on the following themes:
  – How can the city influence commuter and visitor vehicular travel?
  – How does the pandemic factor into S/CAP targets?
  – How will you meet your EV charger installation goals?
  – Have you looked beyond replacing fossil fuel vehicles?
  – How does the city plan on electrifying its own vehicular fleet?
  – What are your plans for addressing multi-family buildings?

• 13 comments, focused on the following themes:
  – Implement mandates for EV capable parking spaces
  – Fine property owners when their gardeners use gas-powered equipment
  – Utilize the Reach code to expand charging infrastructure, especially for e-bikes
Transportation Emissions Overview

- The S/CAP seeks to **reduce** greenhouse gas (GHG) emissions.
- **80 x 30 Goal**: Reduce GHGs by 80% compared to 1990 levels by 2030
- Transportation is Palo Alto’s largest source of GHG emissions, 60.8%
- Reduce Vehicle Miles of Travel (VMT)
Ways to Reduce Transportation Emissions

Total Vehicle Emissions = Miles x GHG / Mile

Emissions can be reduced by:

1. Reduce Vehicle Miles Traveled (VMT)
   Reduce travel demand - teleworking, more housing
   Increase non-vehicle travel - walk/bike, public transit, carpool

2. Electrify Vehicle Travel: each VMT driven by an EV using renewable electricity has negligible emissions

3. Improve ICE efficiency: improving MPG reduces GHG / mile
Transportation Related Emissions to Reach 80 x 30

2020 ROAD TRANSPORTATION EMISSIONS

- Residents: 36%
- Commuters: 35%
- Visitors: 29%
S/CAP Mobility Work Areas

Reduce VMT in three areas:

- Improve land use
- Improve active transportation modes: walking, biking, transit
- Promote active transportation
Transportation-Related Emissions to Reach 80 x 30

2019 to 2030 EMISSIONS TARGETS

GHG Emission in MT of CO$_2$e

- Residents
- Commuters
- Visitors

Low Density Land Use VMT Reduction Limit: 15%
Land Use and Emissions

• Land use determines VMT and GHGs
• In the short-term, land use is fixed
• Over time, thoughtful land use can reduce VMT
• Example: The 15-Minute City

“The best transportation policy is a good land use policy.”
Palo Alto Land Use: How do we want to grow?

- Statewide: Locate housing close to jobs to reduce VMT
- Jobs-housing imbalance in Palo Alto
- Add housing
- Provide higher density housing along frequent transit corridors (ECR) and at train stations
Location & Travel Options

How far can "Jane" go in 15, 30, 45, & 60 minutes?
Midtown vs California Ave Caltrain
• Manage parking supply and price, unbundle parking

• Provide mobility options: Site housing near transit, walking, biking facilities

• Urban design/Place-making/Mix of services

• Improve housing affordability: Add mixed-income housing

• Site housing close to services and employment; convert commercial/industrial sites to housing
Expand Travel Options

How to reduce VMT & preserve mobility as we grow?

- We have limited road space
- Biking and transit increase the carrying capacity of our limited right of way
Expand Travel Options

- Diversify travel modes available
- Build/adjust infrastructure to increase capacity for active transportation
- Improve transit and traffic flow
- Goal: Seamless, coordinated travel
Walking and Bicycling, FY 22-24

- South Palo Alto Bikeways Construction
- Bicycle and Pedestrian Transportation Plan Update Completion & Implementation
- Micromobility Pilot (Bike-/E-scooter-share)
Transit & Micromobility, FY 22-24

- On-Demand Transit Pilot
- Designation of Vehicle-Free Streets*
- Neighborhood Mobility Hubs Pilot*
- Mobility as a Service (MaaS)*

*Needs approval/resources
Promote Active Transportation

Promote a “right tool for the job” approach to travel mode

- Pricing
- Managing Parking
- Education/Encouragement
- Transportation Demand Management Plan Compliance
Parking Projects & Policy Development, FY 22-24

- Smart Parking Infrastructure Installation in Public Garages
- Competitively Priced Employee Parking Permit Fees
- Paid Parking On-Street and in Public Garages*
- Revision of Minimum Parking Requirements to Reduce Trips & VMT*

*Needs approval/resources
Resident & Commuter Active Transportation, FY 22-24

- Coordinated Commute & Building Emissions Reduction Program for Large Utilities Clients*
- Transportation Demand Management Ordinance & Enforcement Staffing*
- Transportation Management Association (TMA) Expansion*
- Mobility Programs for All Abilities*

*Needs approval/resources
Success: PAUSD Middle and High School Biking (%)
Planning and Study Needs, FY 22-24

- Bicycle and Pedestrian Transportation Plan Update
- Low-VMT Land Use/Transportation Planning Study*
- Mobility Equity Needs Assessment*
- Vision Zero/Safe Systems Data Collection & Analysis*

*Needs approval/resources
Questions and Comments from S/CAP Ad Hoc
Upcoming S/CAP Ad Hoc Committee Meeting

January 13, 2022

- **Climate Impacts**
  - Health Impacts from Wildfires
  - Wildfire Protection
  - Sea Level Rise
You can also submit comments and questions to sustainability@cityofpaloalto.org
Thank You!

Please submit questions or comments to sustainability@cityofpaloalto.org

Acting Now for a Resilient Future