City of Palo Alto (ID # 4029)
Planning & Transportation Commission Staff Report

Report Type: **Meeting Date: 8/28/2013**

Summary Title: Review of the Transportation Element of the Comprehensive Plan

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Lead Department: Planning & Transportation Commission

RECOMMENDATION

Staff recommends that the Planning and Transportation Commission (PTC) review and comment on the draft Transportation Element Goals, Policies and Programs (Attachment A) and support their inclusion in the Comprehensive Plan Update. Staff is also providing a brief overview of the Citywide Traffic Model update as part of the Comprehensive Plan Amendment process.

BACKGROUND

The Planning and Transportation Commission (PTC) reviewed the Transportation Element vision, goals, policies and programs at three meetings in March 2010, and in August and November 2012. The last PTC review was on November 14, 2012. At that meeting, the PTC provided overall comments and suggested minor revisions to staff. The staff reports and minutes from the previous meetings can be found at
http://www.paloaltocompplan2020.org/content/transportation:

- November 14, 2012 PTC Staff Report
- November 14, 2012 PTC Meeting Minutes
- August 29, 2012 PTC Staff Report
- August 29, 2012 PTC Meeting Minutes
- March 31, 2010 PTC Staff Report
- March 31, 2010 PTC Meeting Minutes

Citywide Traffic Model Update

When the Comprehensive Plan Amendment process was initiated in 2008, the City expected to use its existing Citywide Traffic Model. The existing traffic model was first created in 1998. Although it has been updated over the years to reflect current land use information, traffic models should be continually improved. The last major update to the model was done in 2008, as a part of the Environmental Impact Report for the Stanford University Medical Center Facilities Renewal and Replacement Project.   Since that time, more recent data sets and projections have been released, specifically the 2010 Decennial Census Data and the regional land use forecast from the *Plan Bay Area: Strategy for a Sustainable Region* planning effort. Staff determined that an updated Citywide Traffic Model would better serve the Comprehensive Plan Amendment as well as other long-range planning studies now underway. An updated Citywide Traffic Model has recently been completed, and will be used for future year traffic estimates for the most recent studies/project now underway.

The updated model was built using the Valley Transportation Authority's (VTA) Transportation-Land Use model. It has also been updated to include recent land use approvals and known demand from proposed/approved changes to area plans, such as California Avenue/Fry's Concept Plan, East Meadow Circle Concept Plan, and the Stanford University Medical Center. The VTA model incorporates updated land uses both within Palo Alto as well as other communities in Santa Clara and San Mateo Counties and incorporates significant regional roadway changes. The County's model provides a good basis for the City model, but is limited to major arterials and regional freeways. The Citywide model is more focused at the local level with more detailed estimates of traffic on local streets.

In order to establish accurate baseline land use, household and jobs assumptions, 2010 Census data allocated into Traffic Analysis Zones (TAZ) within the City of Palo Alto were used. Future land use forecast for employment relied on known "pipeline projects" and regional employment projections from the "Plan Bay Area, Strategy for a Sustainable Region" officially adopted for the ABAG region last July 18, 2013. Future land use forecast for households relied on known residential "pipeline projects" and historical growth trends for the last 40 years. The new model also accounts for current and future forecast assumptions from neighboring agencies including Menlo Park, East Palo Alto, and Mountain View. The new model includes Base Year 2012, Near-Term 2025, and Future Year 2035 traffic assumptions. The guidelines for traffic impact analysis typically call for selecting a horizon year that is 20 to 25 years in the future. The Citywide traffic model is also consistent with the VTA's Countywide model which uses the 2035 horizon year.

On June 24, 2013, the City Council approved a revised scope of work and budget revisions to the contract with The Planning Center/DCE for preparation of the Comprehensive Plan

Amendment. These revisions included the cost for preparation of the Citywide Travel Demand forecasting model described above, as well as for preparation of a Future Year Traffic Demand Scenario to be used for the Comprehensive Plan Update Environmental Impact Report.

DISCUSSION

The intent of the August 28, 2013 meeting is to review the revisions to the Transportation Element that were made as a result of the comments received from the November 14, 2012 meeting. The revisions included an edited Vision Statement, and addition of 10 new policies and 14 new programs. Several of the proposed policies and programs were edited for clarification. Attachment A highlights in track changes all new policies and programs added since the November 14, 2012 meeting. Staff also revised the disposition table (Attachment B) to reflect the revisions and to demonstrate the progression of the adopted policies and programs to the new draft Transportation Element. The following is the summary of policies and programs added to different sections of the document since the last review:

Goal T1- Reducing Greenhouse Gas Emission Section

- Exploring a Trip Cap as a consideration in the limits of a new Downtown Commercial Development Cap.
- Periodically surveying the community on transportation issues as a measure to make better decisions.

Goal T1-Rail Corridor Section

- Added the goals and policies of the Council approved Palo Alto Rail Corridor Study - The Report of the Task Force, dated January 22, 2013.

Goal T2

- Program language added regarding evaluation of specific intersections and City corridors.

Goal T4

- Ten programs added to facilitate improved motor vehicle and bicycle parking in the University Avenue/Downtown and California Avenue business districts.

- Policy added to explore the development of a new Transit Management Authority

Goal T5-Technology Enhancement Section

- Policy added recommending use appropriate technology to improve safety.

- Adding more routes to the Safe Routes to School Map to include additional neighborhoods.

Goal T7-Regional Transit Network Section

- Added a program to work towards funding mechanism to build grade separations at existing grade crossings for Caltrain between San Francisco and San Jose.

TIMELINE

Following the PTC review of the draft Transportation Element in August 2013, the element will be reviewed by the City Council along with the other draft elements of the Comprehensive Plan. City Council review of all proposed Comprehensive Plan elements is expected to begin in Fall 2013, beginning with the draft Transportation and Land Use elements.

Attachments:

- Attachment A: Transportation Element Final GPPs   (DOCX)

- Attachment B: Transportation Element Final Disposition Table   (PDF)

- Attachment C: Transportation Element Completed Policies and Program List   (DOCX)

TRANSPORTATION ELEMENT

Vision

Maintain and promote a sustainable network of safe, accessible and efficient transportation and parking solutions for all users and modes, while protecting and enhancing the quality of life in Palo Alto neighborhoods through alternative and innovative transportation practices and supporting regional transit facilities and reduction of greenhouse gas emissions.

TRANSPORTATION ELEMENT

TABLE OF CONTENTS

Technology Enhancements
Safe Routes to School

T1 GOAL   CREATE A SUSTAINABLE TRANSPORTATION SYSTEM THAT EMPHASIZES WALKING, BICYCLING, THE USE OF PUBLIC TRANSPORTATION, AND OTHER METHODS TO REDUCE GREENHOUSE GAS EMISSIONS AND DEMPHASIZES THE USE OF SINGLE-OCCUPANCY VEHICLES.

REDUCING GREENHOUSE GAS EMISSIONS

T1.1 POLICY   Reduce greenhouse gas emissions associated with transportation by reducing vehicle miles traveled and per-mile emissions through use of vehicle technologies to meet the City's goals for greenhouse gas reductions by 2020. (New Policy)

T1.2 POLICY   Continue to support the adoption and use of technologies that reduce emissions of greenhouse gases and pollutants from passenger and transit vehicles. (New Policy)

T1.2.1 PROGRAM   *Further encourage the installation of facilities that support alternative fuel vehicles by reviewing and amending the Zoning Code where appropriate. (New Program)*

T1.2.2 PROGRAM   *Promote incentives and establish public-private transportation partnerships to establish programs within the City to reduce single occupant vehicle use including care sharing companies. (New Program)*

T1.2.3 PROGRAM   *Prioritize the purchase of vehicles with reduced greenhouse gas emissions for the City's fleet. (New Program)*

T1.2.4 PROGRAM   *Explore an automobile cap as a tool to regulate Downtown development. (New Program)*

T1.3 POLICY   Make land use decisions that promote infill, redevelopment, and reuse of vacant or underutilized parcels employing minimum density requirements that support walking, bicycling, and public transit use. (Previous Policy T-1, Program T-1, and T-2) (Merged & Edited)

PREVIOUS POLICY T-1: Make land use decisions that encourage walking, bicycling, and public transit use.

PREVIOUS PROGRAM T-1*: Encourage infill, redevelopment, and re-use of vacant or underutilized parcels employing minimum density requirements that are appropriate to support transit, bicycling, and walking.*

PREVIOUS PROGRAM T-2: Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the necessity of driving.

T1.4 POLICY   Locate higher density development near transit corridors and near multimodal transit stations. (Program T03 changed to Policy) (No Change)

T1.5 POLICY   Strive to balance economic, environmental, and social cost issues in local transportation decisions. (Previous Policy T-2) (Edited)

> **PREVIOUS POLICY T-2:** Consider economic, environmental, and social cost issues in local transportation decisions.

T1.6 POLICY   Balance provisions for transit, bicycle, and pedestrians with vehile level of service through implementation of a multi-modal Level of Service calculation. (New Policy)

T1.7 POLICY   Collaborate with employers, the Palo Alto Unified School District, and other sources of commute trips to develop and expand comprehensive, effective programs to reduce single-passenger auto use and associated greenhouse gas emissions and to reduce traffic congestion at the local and regional levels. (Combined Previous Policy T-3 & Program T-5) (Edited)

> **PREVIOUS POLICY T-3:** Collaborate with employers, the Palo Alto Unified School District, and other sources of commute trips to develop and expand comprehensive, effective programs to reduce single-passenger auto use and associated greenhouse gas emissions and congestion at the local and regional levels.

> **PREVIOUS PROGRAM T-5:** Work with private interests such as the Chamber of Commerce and major institutions to develop and coordinate trip reduction strategies.

T1.7.1 PROGRAM   *Formalize the City's Transportation Demand Management (TDM) program by establishing an ordinance that outlines when TDM should be applied and specify how compliance will be quantitatively measured and enforced. Establish a list of acceptable TDM measures that include transit use, prepaid transit passes, commuter checks, car sharing, carpooling, parking cash-out, bicycling, walking, and education and outreach to support the use of these modes. The ordinance should provide a system for incorporating alternative measures as new ideas for TDM are developed.* (New Program)

T1.7.2 PROGRAM   *Expand Palo Alto's Transportation Demand Measures for City employees. (Previous Program T-6)* (Edited)

> **PREVIOUS PROGRAM T-6:** Expand Palo Alto's carpooling incentive programs.

T1.7.3 PROGRAM   *Review existing regulations, policies, and programs to identify revisions that encourage telecommuting, satellite office concepts, and work-at-home options. (Previous Program T-12)* *(Edited)*

PREVIOUS PROGRAM T-12: Encourage telecommuting, satellite office concepts, and work-at-home options.

T1.8 POLICY Regularly survey the community regularly to measure the effectiveness of the City's transportation network to make better decisions on transportation issues. (New Policy)

PUBLIC TRANSIT

T1.9 POLICY Continue and enhance the Palo Alto Shuttle Program along routes that are of value to the community. (Previous Policy T-4) (Edited)

PREVIOUS POLICY T-4: Provide local transit in Palo Alto.

T1.10 POLICY Support continued development and improvement of the Caltrain Stations as important transportation nodes for the City. (Previous Policy T-5) (Edited)

PREVIOUS POLICY T-5: Support continued development and improvement of the University Avenue and California Avenue Multi-modal Transit Stations, and the San Antonio Road Station as important transportation nodes for the City.

T1.10.1 PROGRAM   *Continue development of the University Avenue Multi-modal Transit Station including revisiting designs as necessary to meet current and future demands. (Combined Previous Program T-14 & T-15)*

PREVIOUS PROGRAM T-14: In two phases, pursue development of the University Avenue Multi-modal Transit Station conceptual plan based on the 1993-94 design study.

PREVIOUS PROGRAM T-15: Improve the environment at the University Avenue Multi-modal Transit Station, including connecting tunnels, through short-term improvements and regular maintenance.

T1.10.2 PROGRAM   *Recognize the importance of the Stanford Caltrain Station during special events and explore opportunities for station improvements. (New Program)*

T1.10.3 PROGRAM *Work with Caltrain to identify opportunities to create joint development opportunities including parking structures. (New Program)*

T1.11 POLICY   Support public transit access to regional destinations, multimodal transit stations and employment centers including those within Palo Alto. (Previous Policy T-6) (Edited)

PREVIOUS POLICY T-6: Improve public transit access to regional destinations, including those within Palo Alto.

T1.12 POLICY   Encourage employers to develop shared shuttle services to connect employment areas with the multi-modal transit stations and City amenities. (Previous Policy T-8) (Edited)

PREVIOUS POLICY T-8: Encourage employers to develop shuttle services connecting employment areas with the multi-modal transit stations and business districts.

T1.13 POLICY   Continue to support inclusion of public school commute patterns in the local transit system. (Previous Policy T-9) (Edited)

PREVIOUS POLICY T-9: Work towards integrating public school commuting into the local transit system.

T1.14 POLICY   Continue to encourage the provision of amenities such as seating, lighting, and signage including real-time arrival information, at bus and shuttle stops and train stations to increase rider comfort, safety, and convenience. (Previous Policy T-10) (Edited)

PREVIOUS POLICY T-10: Encourage amenities such as seating, lighting, and signage at bus stops to increase rider comfort and safety.

T1.14.1 PROGRAM   *Work with transit agencies serving Palo Alto to provide real-time transit information. (Previous Program T-9)* (No Change)

T1.15 POLICY   Support efforts to integrate train, bus, and shuttle schedules at multi-modal transit stations to enable efficient transfer among public transit modes. (Previous Policy T-11) (Edited)

PREVIOUS POLICY T-11: Support efforts to integrate train, bus, and shuttle schedules at multi-modal transit stations to make public transit more time efficient.

T1.16 POLICY   Support efforts to decrease wait times for intercity transit to a maximum of 20 minutes between 6:00 AM and 10:00 PM. (Previous Policy T-12) (Edited)

Support efforts to decrease wait times for intercity transit to a maximum of 20 minutes between 6:00 AM and 10:00 PM. Design for a maximum wait time of 12 minutes for intra-city transit, if feasible.

T1.17 POLICY Encourage a responsive private sector fuel-efficient taxi service. (Previous Policy T-13) (Edited)

PREVIOUS POLICY T-13: Encourage a responsive private sector taxi service.

BICYCLES AND PEDESTRIANS

T1.18 POLICY Prioritize pedestrian access and bicycle use within Palo Alto and to surrounding communities. (New Policy)

T1.18.1 PROGRAM *Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, shopping centers, and multi-modal transit stations following the network shown in the Bicycle Pedestrian Transportation Plan 2012. Map 6-1 (Proposed Bikeway Network)* *(Previous Policy T-14) (Policy Changed to Program)*

PREVIOUS POLICY T-14: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, shopping centers, and multi-modal transit stations.

T1.18.2 PROGRAM *Implement the prioritized bicycle and pedestrian facilities improvements included in the Bicycle Pedestrian Transportation Plan 2012, including across barrier connection facility improvements, Bicycle Boulevards, trails, sidewalks, and connections to other jurisdictions, identified in the Bicycle Pedestrian Transportation Plan 2012.* *(Combined Program T-19 &T-22)*

PREVIOUS PROGRAM T-19: Develop, periodically update, and implement street, bicycle, and pedestrian facilities programs that identify and prioritize critical pedestrian and bicycle links to parks, schools, retail centers, and civic facilities.

PREVIOUS PROGRAM T-22: Implement a network of bicycle boulevards, including extension of the southern end of the Bryant Street bicycle boulevard into Mountain View.

T1.18.3 PROGRAM *Update the City's Bicycle and Pedestrian Transportation Plan every five years. (Previous Program T-18)* *(Edited)*

PREVIOUS PROGRAM T-18: Develop and periodically update a comprehensive bicycle plan.

T1.18.4 PROGRAM *Periodically publish a local area bicycle route map jointly with adjacent jurisdictions. (Previous Program T-20)* *(Edited)*

T1.18.5 PROGRAM   *Implement the prioritized trail and bikeway recommendations based on the priorities of the City's Bicycle Pedestrian Transportation Plan 2012, including the recommendations to work with private property owners to complete the connectivity of public sidewalks and bicycle routes and facilities in Stanford Research Park and other employment areas and to PAUSD schools. (Previous Program T-23)* (Edited)

PREVIOUS PROGRAM T-23: Develop public sidewalks and bicycle facilities in Stanford Research Park and other employment areas.

T1.18.6 PROGRAM   *Provide adequate outside through-lane widths for shared use by motorists and bicyclists when constructing or modifying roadways, where dedicated bicycle lanes are infeasible. (Previous Program T-24)* (Edited)

PREVIOUS PROGRAM T-24: Provide adequate outside through-lane widths for shared use by motorists and bicyclists when constructing or modifying roadways, where feasible.

T1.18.7 PROGRAM   *Support the development of the Santa Clara County Countywide Bicycle System and other regional bicycle plans. (Previous Policy T-18)* (Policy Changed to Program)

T1.19 POLICY   Encourage and require where legally feasible new private developments to dedicate easements and provide improvements for bicycle and pedestrian paths to complete the connectivity in the Bicycle Pedestrian Transportation Plan 2012. (Previous Policy T-15) (Edited)

PREVIOUS POLICY T-15: Encourage the acquisition of easements for bicycle and pedestrian paths through new private developments.

T1.20 POLICY   Explore the creation of connecting paths for pedestrians and bicycles not identified within but supportive of the City's Bicycle Pedestrian Transportation Plan 2012 when opportunities arise in new developments. (Previous Policy T-16) (Edited)

PREVIOUS POLICY T-16: Create connecting paths for pedestrians and bicycles where dead-end streets prevent through circulation in new developments and in existing neighborhoods.

T1.21 POLICY   Increase cooperation with surrounding communities and other agencies to establish and maintain off-road bicycle and pedestrian paths and trails using creek, utility, railroad rights-of-way and green spaces. (Combined Previous Policy T-17 L-66 & L-68)

PREVIOUS POLICY T-17: Increase cooperation with surrounding communities and other agencies to establish and maintain off-road bicycle and pedestrian paths and trails utilizing creek, utility, and railroad rights-of-way.

PREVIOUS POLICY L-66: Maintain an aesthetically pleasing street network that helps frame and define the community while meeting the needs of pedestrians, bicyclists, and motorists.

PREVIOUS POLICY L-68: Integrate creeks and green spaces with the street and pedestrian/bicycle path system.

T1.21.1 PROGRAM   *Support regional plans to complete development of the Bay Trail and Bay-to-Ridge Trail.* *(Combined Previous Program T-25 & T-26)*

PREVIOUS PROGRAM T-25: Evaluate the design of a Bay-to-Foothills path.

PREVIOUS PROGRAM T-26: Complete development of the Bay Trail and Ridge Trail in Palo Alto.

T1.21.2 PROGRAM   *Enhance bicycle and pedestrian trail improvements along Matadero Creek within Hoover Park. (Previous Program L-41)* *(Edited)*

PREVIOUS PROGRAM L-41: Support bicycle and pedestrian trail improvements along restored Matadero Creek within Hoover Park.

T1.22 POLICY   Improve and add attractive, secure bicycle parking at both public and private facilities, including multi-modal transit stations, City parks, City streets and other public rights of way, in private developments, and at other community destinations. (Previous Policy T-19) *(Edited)*

PREVIOUS POLICY T-19: Improve and add attractive, secure bicycle parking at both public and private facilities, including multi-modal transit stations, on transit vehicles, in City parks, in private developments, and at other community destinations.

T1.23 POLICY   Support the development of bicycle parking and service infrastructure such as bicycle stations, valet bicycle parking, and bicycle sharing programs, consistent with the Bicycle Pedestrian Transportation Plan 2012. *(New Policy)*

T1.23.1 PROGRAM   *Work with Caltrain and other public transit operators to expand bicycle storage on public transit vehicles during both peak and off-peak hours. (Previous Program T-27)* *(No Change)*

T1.24 POLICY   Improve maintenance of bicycle and pedestrian infrastructure. (Previous Policy T-20) *(No Change)*

T1.24.1 PROGRAM   *Periodically review the street evaluation criteria of the City's Pavement Management Program to ensure consistency with regional standards. Consider sidewalk and bicycle safety enhancements when preparing street maintenance programs. (Previous Program T-28)* *(Edited)*

PREVIOUS PROGRAM T-28: Adjust the street evaluation criteria of the City's Pavement Management Program to ensure that areas of the road used by bicyclists are maintained at the same standards as, or at standards higher than, areas used by motor vehicles.

T1.24.2 PROGRAM   *Enhance the City's regular maintenance of off-road bicycle and pedestrian paths, including sweeping, weed abatement, and pavement maintenance. (Previous Program T-29)* *(Edited)*

PREVIOUS PROGRAM T-29: Provide regular maintenance of off-road bicycle and pedestrian paths, including sweeping, weed abatement, and pavement maintenance.

T1.24.3 PROGRAM   *Develop cooperative programs between the City and businesses to keep sidewalks clean in the University Avenue/Downtown, California Avenue, and Midtown business districts, and other centers. (Previous Program T-30)* *(Edited)*

PREVIOUS PROGRAM T-30: Develop cooperative programs with the City and businesses to keep sidewalks clean in the University Avenue and California Avenue business districts, and other centers.

T1.25 POLICY   Support the continued use of University Avenue/ Downtown alleyways for pedestrian and bicycle only use. (Previous Policy T-21) (Edited)

PREVIOUS POLICY T-21: Support the use of Downtown alleyways for pedestrian- and bicycle-only use.

T1.25.1 PROGRAM   *Conduct a test to implement the Downtown Urban Design Guidelines' emphasis on the use of alleyways for pedestrian and bicycle-only use. Allow controlled vehicle access for loading and unloading where no alternatives exist. Continue the restrictions if the test results are successful. (Previous Program T-31)* *(Edited)*

PREVIOUS PROGRAM T-31: Test the Urban Design Guide emphasis on the use of alleyways for pedestrian- and bicycle-only use. Allow controlled vehicle access for loading and unloading where no alternatives exist.

T1.26 POLICY   Determine which California Avenue business district alleyways are appropriate for pedestrian and bicycle only use. (New Policy)

T1.27 POLICY   Improve amenities such as seating, lighting, bicycle parking, street trees, and interpretive stations along bicycle and pedestrian paths and in City parks to encourage walking and cycling and enhance the feeling of safety. (Previous Policy T-22) (No Change)

T1.28 POLICY   Encourage pedestrian-friendly design features such as sidewalks, bulbouts, bollards, street trees, on-street parking, public spaces, gardens, outdoor furniture, art, and interesting architectural details. (Previous Policy T-23) (Edited)

PREVIOUS POLICY T-23: Encourage pedestrian-friendly design features such as sidewalks, street trees, on-street parking, public spaces, gardens, outdoor furniture, art, and interesting architectural details.

T1.28.1 PROGRAM   *Identify and prioritize pedestrian crossings that should be improved and provide crossing improvements such as bulb-outs, small curb radii, street trees near corners, bollards, landscaping to create protected areas, pedestrian countdown signals, and high visibility crosswalks.* (Previous Program T-32) *(Edited)*

PREVIOUS PROGRAM T-32: Improve pedestrian crossings with bulb outs, small curb radii, street trees near corners, bollards, and landscaping to create protected areas.

RAIL CORRIDOR (ADDED FROM COUNCIL APPROVED PALO ALTO RAIL CORRIDOR STUDY- THE REPORT OF THE TASK FORCE, JANUARY 22, 2013)

The overall vision is to create a vibrant, safe, attractive, transit-rich area with mixed-use city and neighborhood centers that provide walkable, pedestrian and bicycle-friendly places that serve the community and beyond; and to connect the east and west portions of the city through an improved circulation network that binds the city together in all directions. In 2013, the City approved the Palo Rail Corridor Study Report to provide land use and transportation policies to guide redevelopment along the rail corridor that would encourage the appropriate kinds of development, which are consistent with and advocated in the Comprehensive Plan.

RC Goal 1   Rail improvements should be constructed in a below-grade trench. (New Goal)

RC POLICY 1.1   The city's preferred vertical alignment for fixed rail in Palo Alto is below grade. (New Policy)

RC POLICY 1.2   The City is opposed to an elevated alignment of rail in Palo Alto. (New Policy)

RC POLICY 1.3   When examining the potential impacts of vertical rail alignments equal attention shall be given to all Palo Alto neighborhoods. Adopted mitigation measures should be proportionate to the impacts identified in the studies. (New Policy)

RC Goal 2   Ensure the highest feasible safety at all rail crossings and mitigate rail impacts on neighborhoods, public facilities, schools and mixed-use centers. (New Goal)

RC POLICY 2.1   Improve existing at-grade crossings. All at-grade crossings of the Caltrain corridor should be improved to provide the highest possible level of safety and convenience. This may be grade separations or safer at-grade crossings, with the preferred choice being grade separation, if supported by technical studies. (New Policy)

RC POLICY 2.2   Provide additional safe and convenient crossings. Additional crossings of the tracks and in some cases Alma Street as well, are essential to provide connections from neighborhoods to destinations such as schools, parks and services. (New Policy)

RC POLICY 2.3   Improve safety and minimize noise, vibrations and visual impacts of operations in the Caltrain rail corridor. With or without the addition of a High Speed Train, the Caltrain corridor should be modified to improve safety and to minimize noise, vibration and visual impacts on adjoining districts, public facilities, schools and neighborhoods. (New Policy)

RC Goal 3   Connect the east and west portions of the City through an improved circulation network that binds the City together in all directions. (New Goal)

RC POLICY 3.1   Seek to increase the number of east-west pedestrian and bicycle crossings along Alma Street, particularly south of Oregon Expressway. (New Policy)

RC POLICY 3.2   All four existing at-grade rail crossings shall remain open to vehicular traffic. (New Policy)

RC Goal 4   Provide improved access to parks, recreation facilities and schools and assess future needs for these facilities. (New Goal)

RC POLICY 4.1   Enhance connections to parks, community centers, libraries and schools within the corridor or between the corridor and nearby facilities. Opportunities to increase school capacity and facility development and use should be evaluated and coordinated between the Palo Alto Unified School District and the City. (New Policy)

RC Goal 5   Infrastructure should keep pace with development. (New Goal)

RC POLICY 5.1   Implement plans and coordinate with other agencies where required for parks, recreation and traffic improvements, as well as new or expanded schools in order to keep pace with new development. Sewer, water, storm drainage and wastewater management should be evaluated and implemented in conjunction with development. (New Policy)

T1.29 POLICY   Prevent reduction in the number of through-lanes of Alma Street permanently for any fixed rail changes. (New Policy)

ROADWAYS

T2 GOAL   MAINTAIN AN EFFICIENT ROADWAY NETWORK FOR ALL USERS.

T2.1 POLICY   Maintain a hierarchy of streets in Palo Alto meets the the roadway typologies.of Freeway, Expressway, arterial, Residential arterial , collector, and local street.

Freeway: Major roadway with controlled access; devoted exclusively to motor vehicle movement, mainly of a through or regional nature.

Expressway: Major roadway with limited access to adjacent properties; devoted almost exclusively to traffic movement, mainly serving through-traffic.

Arterial: Major roadway mainly serving through-traffic; takes traffic to and from expressways and freeways; provides access to adjacent properties.

Residential Arterial: Major roadway mainly serving through-traffic; takes traffic to and from expressways and freeways; provides access to adjacent properties, most of which are residential properties located on both sides of the roadway with direct frontages and driveways on that roadway.

Collector: Roadway that collects and distributes local traffic to and from arterial streets, and provides access to adjacent properties.

Local: Minor roadway that provides access to adjacent properties only. (Previous Policy T-24) (Edited)

PREVIOUS POLICY T-24: Maintain a hierarchy of streets that includes freeways, expressways, arterials, residential arterials, collectors, and local streets.

T2.1.1 PROGRAM   *Develop a transportation network map reflecting the new Complete Streets road network typology. (New Program)*

T2.2 POLICY   When constructing or modifying roadways, plan for use of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians. (Previous Policy T-25) (Edited)

PREVIOUS POLICY T-25: When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians.

T2.2.1 PROGRAM   *Update the comprehensive roadway design standards and criteria to be consistent with Complete Streets best practices, focusing on bicycle and pedestrian safety and multimodal uses. (Previous Program T-33) (Edited)*

PREVIOUS PROGRAM T-33: Develop comprehensive roadway design standards and criteria for all types of roads. Emphasize bicycle and pedestrian safety and usability in these standards.

T2.2.2 PROGRAM   *Measure and consider the effects of street modifications on emergency vehicle response time. (Previous Program T-34)* *(Edited)*

PREVIOUS PROGRAM T-34: Establish procedures for considering the effects of street modifications on emergency vehicle response time.

T2.2.3 PROGRAM   *Evaluate changing Homer and Channing Avenues to two-way streets between Guinda Avenue and Waverly Street with enhanced bicycle facilities. (Previous Program T-44)* *(Edited)*

PREVIOUS PROGRAM T-44: Evaluate changing Homer and Channing Avenues to two-way streets with or without redevelopment of the Palo Alto Medical Foundation campus.

T2.2.4 PROGRAM   *Evaluate converting sections of High Street from a one-way street to a two-way street between Lytton Avenue and Channing Avenue.* *(New Program)*

T2.2.5 PROGRAM   *Study the use of Lytton Avenue and Hamilton Avenue as through routes around the downtown area.* *(New Program)*

T2.2.6 PROGRAM   *Partner with private developers to expand the transportation network and improve bicycle and pedestrian facilities.* *(New Program)*

T2.3 POLICY   Provide bicycle facilities and sidewalks on all new roads where feasible. *(New Policy)*

T2.4 POLICY   Ensure that additional through lanes are not installed at the expense of bicycle lanes, sidewalks, or landscaping. *(New Policy)*

T2.5 POLICY   Consider pedestrians and bicyclists when designing road surfaces, curbs, crossings, signage, landscaping, and sight lines. *(New Policy)*

T.2.6 POLICY   Participate in the design and implementation of comprehensive traffic solutions near Stanford Shopping Center and Stanford Medical Center. (Previous Policy T-26) *(No Change)*

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

PREVIOUS PROGRAM T-35: Consider increased public transit, a shuttle, and other traffic and parking solutions to ensure safe, convenient access to the Stanford Shopping Center/Medical Center area.

T2.6.2 PROGRAM   *Implement and monitor traffic mitigations at Stanford University Medical Center. (New Program)*

T2.6.3 PROGRAM   *Provide safe, convenient pedestrian, bicycle, and transit connections between the Stanford Shopping Center/ Medical Center areas and housing along the Sand Hill Road/Quarry Road corridors to the University Avenue Multimodal Transit Station, Downtown Palo Alto, and other primary destinations. (Previous Program T-37)* (Edited)

PREVIOUS PROGRAM T-37: Provide safe, convenient pedestrian, bicycle, and shuttle connections between the Stanford Shopping Center and Medical Center areas and future housing along the Sand Hill Road corridor, the University Avenue Multi-modal Transit Station, Downtown Palo Alto, and other primary destinations.

T2.6.4 PROGRAM   *Study extension of Quarry Road for transit, pedestrians and bicyclists to the Palo Alto Multimodal Transit Center. (New Program)*

T2.7 POLICY   Maintain the current limits on vehicle access between Alma Street and the El Camino Real-Sand Hill Road intersection. (New Policy)

T2.8 POLICY   Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems. Where capacity is increased, balance the needs of motor vehicles with those of pedestrians and bicyclists. (Previous Policy T-27) (No Change)

T2.8.1 PROGRAM   *Support the evaluation and improvement of City corridors and intersections shared between the City and neighboring jurisdictions such as El Camino Real, Page Mill Road, Oregon Expressway, and Foothill Expressway. (New Program)*

T2.9 POLICY   Prohibit development that causes Level of Service (LOS) E for a particular intersection unless the City Council or the Director of Public Works finds that:

- There are no feasible improvements to improve level of service to LOS D or above; or

- A project that contributes to or creates LOS E or below at an intersection provides clear benefits to the community that outweigh the impact; or

- A capital improvement project is already planned and completely funded that will improve the projected level of service to LOS D or better.

(New Policy)

T2.10 POLICY   Maintain acceptable levels of service for transit vehicles, bicyclists, and pedestrians on roads in Palo Alto. (Previous Policy T-28) (Edited)

PREVIOUS POLICY T-28: Make effective use of the traffic-carrying ability of Palo Alto's major street network without compromising the needs of pedestrians and bicyclists also using this network.

T2.10.1 PROGRAM   *Establish thresholds for acceptable levels of service for private vehicles, transit vehicles, bicyclists, and pedestrians on roadways in Palo Alto. Include definitions for significant impacts to each mode of transportation in these thresholds. Establish protocols for development proposals to evaluate Level of Service for transit vehicles, bicyclists, and pedestrians on roads in Palo Alto. (New Program)*

T2.10.2 PROGRAM   *Monitor the previously identified twenty critical intersections annually as an indicator of the effectiveness of the City's growth management policies. (New Program)*

T2.10.3 PROGRAM   *Consider additional intersections to the list of intersections in the monitoring program. (New Program)*

T2.10.4 PROGRAM   *Monitor the traffic surrounding new developments and compare with the projections anticipated during the review and approval process of the development. (New Program)*

T2.10.5 PROGRAM   *Implement computerized traffic management systems to improve traffic flow when feasible. (Previous Program T-38) (No Change)*

T2.10.6 PROGRAM   *Maintain the current program of not adding traffic signals on Alma Street north of Lytton Avenue and south of Channing Avenue to Churchill Avenue; and on Middlefield Road north of Lytton Avenue and south of Channing Avenue to Embarcadero Road. (Previous Program T-39) (Edited)*

PREVIOUS PROGRAM T-39: Maintain the current program of not adding traffic signals on: Alma Street north of Lytton Avenue and south of Channing Avenue, on Middlefield Road north of Lytton Avenue and south of Channing Avenue to Embarcadero Road.

T2.10.7 PROGRAM   *Implement a program to monitor and optimize traffic signal timing a minimum of every five years along arterial and residential arterial streets. (New Program)*

T2.10.8 PROGRAM   *Evaluate the City's Transportation Impact Fee every five years to implement new transportation priority projects. (New Program)*

T2.11 POLICY   Regulate truck movements in a manner that maintains the efficient movement of trucks while preserving the residential character of Palo Alto's arterial street system. (Previous Policy T-29) (Edited)

PREVIOUS POLICY T-29: Regulate truck movements in a manner that balances the efficient movement of goods with the residential character of Palo Alto's arterial street system.

T2.11.1 PROGRAM   *Periodically evaluate the need for changes to Palo Alto's truck routes and weight limits to consider such issues as relationship to neighboring jurisdictions, lower weight limits, increased number of routes, and economic and environmental impacts. (Previous Program T-40) (Edited)*

PREVIOUS PROGRAM T-40: Regulate truck movements in a manner that balances the efficient movement of goods with the residential character of Palo Alto's arterial street system.

T3 GOAL   PROTECT NEIGHBORHOOD STREETS THAT SUPPORT RESIDENTIAL CHARACTER AND PROVIDE A RANGE OF LOCAL TRANSPORTATION OPTIONS.

T3.1 POLICY   Minimize noticeable increases in traffic from new development in residential neighborhoods, through traffic mitigation measures. Employ Traffic Impact on Residential Environments (TIRE) analysis to measure potential street impacts from new development. (New Policy)

T3.2 POLICY   Reduce the impacts of through-traffic on residential areas by designating certain streets as residential arterials. (Previous Policy T-30) (No Change)

T3.2.1 PROGRAM   *The following roadways are designated as residential arterials. (Previous Program T-41) (Edited)*

- *Middlefield Road (between San Francisquito Creek and San Antonio Road)*
- *University Avenue (between San Francisquito Creek and Middlefield Road)*
- *Embarcadero Road (between Alma Street and West Bayshore Road)*
- *Charleston/Arastradero Roads (between Miranda Avenue and Fabian Way)*

PREVIOUS PROGRAM T-41: *The following roadways are designated as residential arterials. Treat these streets with landscaping, medians, and other visual improvements to distinguish them as residential streets, in order to reduce traffic speeds.*
• Middlefield Road (between San Francisquito Creek and San Antonio Road)
• University Avenue (between San Francisquito Creek and Middlefield Road)
• Embarcadero Road (between Alma Street and West Bayshore Road)
• Charleston/Arastradero Roads (between Miranda Avenue and Fabian Way)

T3.2.2 PROGRAM   *To distinguish and preserve residential arterials as residential streets, construct landscaping, medians, and other visual improvements to preserve them. (New Program)*

T3.2.3 PROGRAM   *Use landscaping and other improvements to establish clear "gateways" at the points where University Avenue and Embarcadero Road transition from freeways to neighborhoods. (Previous Program T-42) (No Change)*

T3.3 POLICY   Keep all neighborhood streets open unless there is a demonstrated safety or overwhelming through-traffic problem and there are no acceptable alternative; or the street is a part of a designated bike boulevard. (Previous Policy T-33) (Edited)

T3.4 POLICY Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize traffic calming measures over congestion management. (Previous Policy T-34) (Edited)

T3.4.1 PROGRAM   *Establish a Neighborhood Traffic Calming Program to implement appropriate traffic calming measures when requested by the community. Review residential areas for traffic impacts, and use the results of that review to prioritize traffic calming measures. Consider private sector funding opportunities as a funding source for this program. (Previous Program T-43) (Edited)*

T3.5 POLICY Balance traffic circulation needs with the goal of creating walkable and bike friendly neighborhoods. (Previous Policy L-67) (Edited)

STREET DESIGN STANDARDS

T3.6 POLICY Implement Best Practice Street Design standards with new residential development projects. (Previous Policy T-35) (Edited)

T3.7 POLICY Study where rolled curbs should be replaced by vertical curbs and prioritize such streets citywide as part of the Street Resurfacing Program. (Previous Policy T-36) (Edited)

T3.8 POLICY   Where sidewalks are directly adjacent to curbs and no planting strip exists, explore ways to add planting pockets with street trees to increase shade and reduce the apparent width of wide streets. (Previous Policy T-37) (No Change)

T4 GOAL   ENCOURAGE ATTRACTIVE, CONVENIENT PUBLIC AND PRIVATE MOTOR VEHICLE AND BICYCLE PARKING FACILITIES.

PARKING IN BUSINESS DISTRICTS

T4.1 POLICY   Provide sufficient motor vehicle and bicycle parking in the University Avenue/Downtown and California Avenue business districts to support vibrant economic activity. (Previous Policy T-45) (Edited)

PREVIOUS POLICY T-45: Provide sufficient parking in the University Avenue/Downtown and California Avenue business districts to address long-range needs.

T4.1.1 PROGRAM   *Develop a Parking Management Program for both the University/Downtown and California Avenue business districts that supports alternative transportation modes. (New Program)*

T4.1.2 PROGRAM   *Provide adequate parking for customers and employees within each business district to reduce impacts on adjacent residential neighborhoods. (New Program)*

T4.1.3 PROGRAM   *Use attendant parking at off street parking facilities to supplement the demand of parking permit programs. (New Program)*

T4.1.4 PROGRAM   *Evaluate the use of paid or meter parking strategies, both on street ant off street to facilitate customer parking availability. (New Program)*

T4.1.5 PROGRAM   *Within each business district expand the number of parking spaces made available to car sharing programs. (New Program)*

T4.1.6 PROGRAM   *Promote programs to encourage ride sharing among employees within each business district. (New Program)*

T4.1.7 PROGRAM   *Evaluate shuttle program options to adjacent communities to further reduce parking demands in each business districts. (New Program)*

T4.1.8 PROGRAM   *Require the preparation of Transportation Demand Management plans for each new development within each business district. (New Program)*

T4.1.9 PROGRAM   *Develop Transportation Demand Management plans for the University Avenue/Downtown and California Avenue business districts. (New Program)*

T4.1.10 PROGRAM   *Partner with merchants, merchant associations, Palo Alto Downtown Business Association and neighbors to explore options for constructing new parking facilities or using existing parking more efficiently. (Previous Program T-50)* *(Edited)*

PREVIOUS PROGRAM T-50: Continue working with merchants, the Chamber of Commerce, neighbors, and a parking consultant to explore options for constructing new parking facilities or using existing parking more efficiently.

T4.1.11 PROGRAM   *Work with merchants to equitably implement designated employee parking areas or strategies. (Previous Program T-51)* *(Edited)*

PREVIOUS PROGRAM T-51: Work with merchants to designate dedicated employee parking areas.

T4.1.12 PROGRAM   *Update the 13 point parking program to include technology and transportation demand management solutions.* *(New Program)*

T4.2 POLICY   Explore the development of a new Transit Management Association to support alternative travel modes in the University/Downtown, and California Avenue, business districts**.** (New Policy)

PARKING TECHNOLOGIES

T4.3 POLICY   Parking management in the University Avenue/Downtown and California Avenue business districts should prioritize a 'park once' strategy that encourages visitors to park in one location and walk between destinations within the district. (New Policy)

T4.3.1 PROGRAM   *Study parking pricing and congestion pricing options for on-off-street parking in the Downtown/University Avenue and California Avenue business districts that is responsive to the market and results in approximately 85% parking occupancy. As part of creating this system, review the existing Downtown parking system to ensure it is still consistent with the overall approach to parking in the Downtown, and includes mechanisms that allow merchants to defray parking fees for their customers.* *(New Program)*

T4.3.2 PROGRAM   *Provide way-finding information, using fixed and dynamic signage, that clearly indicates where and how much parking is available, for how long, and at what cost.* *(New Program)*

T4.3.3 PROGRAM   *Study techniques for improving the effectiveness of the parking permit program.* *(New Program)*

T4.4 POLICY   Explore additional options for new development to finance construction of additional parking facilities that benefits the new development. (New Policy)

PARKING IN RESIDENTIAL DISTRICTS

T4.5 POLICY Consider implementation of residential permit parking programs in appropriate areas of the City when supported by impacted neighborhood. (Previous Policy T-47) (Edited)

PREVIOUS POLICY T-47: Protect residential areas from the parking impacts of nearby business districts.

T4.5.1 PROGRAM *Review on-street parking availability in residential neighborhoods adjacent to business districts to determine how it is used during business and non-business hours. Consider allowing designated disabled on-street parking upon resident request when conducting this review. (New Program)*

T4.5.2 PROGRAM *Develop a program to implement new residential permit parking districts to preserve neighborhood quality of life. (New Program)*

GENERAL PARKING POLICIES

T4.6 POLICY All new development projects should be completely self-parked without the use of on-street parking intended to fulfill the minimum parking requirements and compliant with the established parking regulations in the Municipal Code. (New Policy)

T4.6.1 PROGRAM *Study alternatives that would assist developers to meet parking requirements on-site. (New Program)*

T4.6.2 PROGRAM *Identify parking use efficiencies by studying off street minimum vehicle parking requirements for mixed use and multifamily developments. Consider strategies to promote efficiencies. Update the Zoning Ordinance to reflect changes that result from this review. (New Program)*

T4.7 POLICY Continue to encourage shared parking and offsite parking agreements in order to reduce the overall number of new parking spaces that must be provided on site for new development. (New Policy)

T4.7.1 PROGRAM *Review the Zoning Ordinance to determine how it can support creative approaches to parking requirements through parking technology improvements, including vehicle lifts and electronic monitoring. Update the Zoning Ordinance to reflect changes that result from this review. (New Program)*

T4.7.2 PROGRAM   *Monitor projects for five years that employ parking reductions, shared parking and off-site parking. Include target mode shift distribution rates and alternative mitigations for projects if target distribution is not met.* (New Program)

T4.7.3 PROGRAM   *Review off street minimum vehicle parking requirements to determine whether they can be reduced in situations where building location or design could reduce the demand for parking spaces and where reductions are acceptable in exchange for desired uses such as car-share spaces or alternative fuel vehicle infrastructure. This review should particularly focus on areas located within the Transit Oriented Residential Overlay District.* (New Program)

PARKING FACILITY DESIGN

T4.8 POLICY   Update the Zoning Ordinance to require the installation of electric vehicle charging stations in new developments. (New Policy)

T4.8.1 PROGRAM   *Establish standards for electric vehicle charging in all new development, including pre-wiring for charging at all parking spaces and provision of charging stations in non-residential and mixed use developments.* (New Program)

T4.9 POLICY   Design vehicle parking areas to reduce stormwater runoff, increase compatibility with street trees, and add visual interest to streets and other public locations. Encourage covered parking in parking lots or parking structures through the use of tree canopies or photovoltaic panel canopies. (New Policy)

T4.10 POLICY   Encourage the use of below-grade or structured parking instead of surface parking for new developments. (New Policy)

T4.11 POLICY   Parking regulation enforcement should focus on ensuring parking availability, rather than revenue generation. (New Policy)

T4.11.1 PROGRAM   *Use technology to help identify parking availability and make it easy to pay any parking fees. Clearly provide information about regulations, reducing the likelihood that tickets will need to be issued.* (New Program)

T4.12 POLICY   Encourage parking strategies in the Stanford Medical Center and Stanford Shopping Center area that maximize the efficient use of parking and, in the long term, consider the possible use of remote parking lots with shuttle bus service. (Previous Policy T-48) (No Change)

BICYCLE PARKING

T4.13 POLICY   Increase the number of safe, attractive and well-designed public bicycle parking spaces available in the city. (New Policy)

> T4.13.1 PROGRAM   *Determine where additional bicycle parking is needed by reviewing bicycle parking availability and use in heavily traffic areas such as University Avenue/Downtown, California Avenue, Midtown, and neighborhood commercial centers.   Include merchants, employees, and the public in this process. (New Program)*

> T4.13.2 PROGRAM   *Encourage use of urban design principles to develop attractive and functional bicycle parking facilities. (New Program)*

> T4.13.3 PROGRAM   *Consider creative approaches to expand bicycle parking such as on street parking corrals, partnerships with private businesses, and use of remnant public spaces in plazas, parking garages, and transit stations. (New Program)*

T4.14 POLICY   Continue to require safe and convenient off street bicycle parking as part of the approval process for new development; prioritize retention of bicycle parking spaces, even if space is at a premium, whenever the Director of Planning and Community Environment permits a reduction in the total number of vehicle parking spaces. (New Policy)

> T.6.14.1 PROGRAM   *Review and update the Municipal Code to implement the Bicycle Parking Recommendations found in the Bicycle Pedestrian Transportation Plan 2012. (New Program)*

> T4.14.2 PROGRAM   *Encourage the provision of bicycle maintenance facilities adjacent to high bicycle traffic locations. (New Program)*

T4.15 POLICY   Encourage the establishment of valet bicycle parking programs and bicycle share programs in high bicycle-traffic locations. (New Policy)

T5 GOAL   PROVIDE A HIGH LEVEL OF SAFETY FOR MOTORISTS, PEDESTRIANS, AND BICYCLISTS ON PALO ALTO STREETS.

T5.1 POLICY   Continue to make safety and multimodal accessibility the top priority of citywide transportation planning. Prioritize pedestrian, bicycle, automobile safety and transit accessibility over vehicle Level-Of-Service at intersections. (Previous Policy T-39) *(Edited)*

PREVIOUS POLICY T-39: To the extent allowed by law, continue to make safety the first priority of citywide transportation planning. Prioritize pedestrian, bicycle, and automobile safety over vehicle level-of-service at intersections.

T5.1.1 PROGRAM   *Use engineering, enforcement, and educational tools to improve traffic safety on City roadways. Evaluate the performance of safety improvements and identify methods to encourage alternative transportation modes. (Previous Program T-47)* *(Edited)*

PREVIOUS PROGRAM T-47: Utilize engineering, enforcement, and educational tools to improve traffic safety on City roadways.

T5.1.2 PROGRAM   *Implement safety improvements by employing an annual monitoring program to identify intersections with recurring traffic accidents.*
(New Program)

T5.1.3 PROGRAM   *Enhance walkability and bicycle safety by allowing for reduced vehicle speed zones in or near commercial and school areas. (New Program)*

T5.1.4 PROGRAM   *Evaluate the use of all-pedestrian traffic signal movements at Downtown intersections along University Avenue. (New Program)*

T5.1.5 PROGRAM   *Evaluate smoothing and slowing traffic flow in commercial areas by reducing through-traffic lanes and trading the area for improved turning lanes, landscaping, and bicycle lanes.(Previous Policy T-31) (Policy Changed to Program)(No Change)*

TECHNOLOGY ENHANCEMENTS

T5.2 POLICY   Use appropriate technology to monitor and improve safety throughout the City. (New Policy)

> T5.2.1 PROGRAM   *Enhance safety on roadways and at intersections through the use of physical changes and signal technology. (New Program)*
>
> T5.2.2 PROGRAM   *Evaluate technologies to monitor and collect bicycle and pedestrian data. (New Program)*
>
> T5.2.3 PROGRAM   *As a part of new development~~, pursue~~, pursue public-private partnerships to introduce technology that would assist the City in monitoring traffic and minimize parking intrusion. (New Program)*

T5.3 POLICY   Introduce Multimodal Level of Service as a measurement in the rating of the performance of streets. (New Policy)

T5.4 POLICY   Continue to work with Caltrain to increase safety at train crossings, including improving gate technology, grade separation, and signal coordination. (New Policy)

T5.5 POLICY   Work with Caltrain to identify opportunities to enhance bicycle and pedestrian accessibility to transit stations. (New Policy)

T5.6 POLICY   Vigorously and consistently enforce speed limits and other traffic laws**.** (Previous Policy T-41) (No Change)

> T5.6.1 PROGRAM   *Add new stop signs or traffic signals at intersections when established criteria or contributing factors warrant their installation. (Previous Policy T-38) (Policy changed to Program) (Edited)*
>
> **PREVIOUS POLICY T-38:** Continue the current "guard and go" system of having stop signs approximately every other block on local residential streets to discourage through-traffic.

SAFE ROUTES TO SCHOOL

T5.7 POLICY   Continue to prioritize the safety and comfort of school children in street modification projects that affect school travel routes. (Previously Policy T-40) (No Change)

T5.7.1 PROGRAM   *Identify and deploy technology to monitor sidewalks and bicycle facilities to help identify trends in multimodal use at schools, parks, and other community facilities.* *(New Program)*

T5.7.2 PROGRAM   *Continue to periodically update and support the implementation of the Safe Routes to Schools Program consistent with the Safe Routes to School Partnership Consensus Statement. Work with the PAUSD to distribute and market Safe Routes to School information, and provide encouragement activities for students including 'walking school buses' and 'bike trains,' and prioritize engineering improvements near schools.* *(New Program)*

T5.7.3 PROGRAM   *Develop appropriate establishment criteria for the placement of adult crossing guards at school crossings and monitor locations every two years to ensure crossing guards are properly deployed. (Previous Program T-45)* *(Edited)*

PREVIOUS PROGRAM T-45: Provide adult crossing guards at school crossings that meet adopted criteria.

T5.7.4 PROGRAM   *Establish criteria for the use of Reduced Speed Zones along Suggested Routes to Schools.* *(New Program)*

T5.7.5 PROGRAM   *Develop Walk and Roll Maps for each public school within the community. Encourage the private schools within the community to develop Walk and Roll Maps as part of Transportation Demand Management strategies to reduce vehicle trips.* *(New Program)*

T5.7.6 PROGRAM   *Continue to provide extensive educational programs to help promote the safe use of bicycles, mopeds or scooters, and motorcycles. Include programs for including bicycle education programs in the public schools, bicycle traffic school program for juveniles, and adults to help promote awareness of bicycling as viable transportation mode. (Previous Program T-46)* *(Edited)*

PREVIOUS PROGRAM T-46: Encourage extensive educational programs for the safe use of bicycles, mopeds, and motorcycles, including the City-sponsored bicycle education programs in the public schools and the bicycle traffic school program for juveniles.

T5.7.7 PROGRAM   *Add routes to the Safe Routes to Schools Map to encompass new schools, new residential developments, and underserved neighborhoods. (New Program)*

T6 GOAL PROVIDE MOBILITY OPTIONS THAT ALLOW PEOPLE WITH SPECIAL NEEDS TO REACH THEIR DESTINATIONS.

ACCESSIBLE STREETS

T6.1 POLICY   Identify and address the needs of people with disabilities and meet or exceed the requirements of the Americans with Disabilities Act (ADA) during the planning and implementation of transportation and parking improvement projects. Utilize the principles of Universal Design, and local and state design standards to guide these efforts. (Previous Policy T-42) (Edited)

PREVIOUS POLICY T-42: Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act (ADA) during the planning and implementation of transportation and parking improvement projects.

T6.1.1 PROGRAM   *Review street and other roadway signage in Palo Alto that support the principles of Universal Design. (New Program)*

T6.1.2 PROGRAM   *Continue to retrofit sidewalks, ramps, street crossings, and entrances to transit facilities to ensure they meet and exceed ADA requirements. (New Program)*

ACCESSIBLE PUBLIC TRANSIT

T6.2 POLICY   Continue to work with the Valley Transportation Authority to support demand responsive paratransit service for eligible participants in Palo Alto and maintain existing paratransit services particularly where bus service is discontinued. Encourage the Valley Transportation Authority to emphasize service quality and timeliness when contracting for paratransit services. (Previous Policy T-43) (Edited)

PREVIOUS POLICY T-43: Provide and/or promote demand-responsive paratransit service.

T6.3 POLICY   Collaborate with the Valley Transportation Authority, SamTrans, Stanford Marguerite Shuttle, Palo Alto Shuttle Bus, Dumbarton Express Bus Service and Caltrain in the provision of transit service that is accessible to people with special needs. (New Policy)

T6.3.1 PROGRAM   *Coordinate with social service agencies to design bus routes that enable those lacking the resources to travel in timely and economical ways to access those services.* *(New Program)*

T6.4 POLICY   Support transit agencies in implementing or continuing reduced fare or no fare voucher systems for selected populations. (Previous Policy T-44) (No Change)

T7 GOAL   INFLUENCE THE SHAPE AND IMPLEMENTATION OF REGIONAL TRANSPORTATION POLICY.

REGIONAL TRANSPORTATION PLANNING AGENCIES

T7.1 POLICY   Lead and participate in initiatives to manage regional traffic. (Previous Policy T-49) (No Change)

T7.2 POLICY   Collaborate with public interest groups, academic institutions, and local, state, and the federal government to study and advocate for transportation regulatory changes. (Previous Policy T-50) (Edited)

PREVIOUS POLICY T-50: Collaborate with public interest groups and local, state, and federal governments to study and advocate transportation regulatory changes, such as an increase in the gasoline tax and market pricing efforts.

T7.3 POLICY   Support the efforts of the Metropolitan Transportation Commission (MTC) to coordinate transportation planning and services for the Mid-Peninsula and the Bay Area that support greenhouse gas reductions. Encourage MTC to base the region's Sustainable Communities Strategy (SCS) and Regional Transportation Plan (RTP) on greenhouse gas reductions. (Previous Policy T-51) (Edited)

PREVIOUS POLICY T-51: Support the efforts of the Metropolitan Transportation Commission (MTC) to coordinate transportation planning and services for the Mid-Peninsula and the Bay Area that emphasize alternatives to the automobile. Encourage MTC to base its Regional Transportation Plan (RTP) on compact land use development assumptions.

T7.4 POLICY   Where appropriate, support the conversion of existing traffic lanes to high-occupancy vehicle (HOV) lanes on expressways and freeways, including the continuation of an HOV lane from Redwood City to San Francisco. (Previous Policy T-52) (Edited)

PREVIOUS POLICY T-52: Where appropriate, support the conversion of existing traffic lanes to exclusive bus and high-occupancy vehicle (HOV) lanes on freeways and expressways, including the Dumbarton Bridge.

T7.5 POLICY   Participate in seeking a regional solution to improve roadway connections, including HOV lanes, between Highway 101 and the Dumbarton Bridge without construction of a southern connection across the environmentally sensitive baylands. (Previous Policy T-53) (Edited)

T7.6 POLICY   Support efforts by Caltrans and the Santa Clara Valley Transportation Authority Congestion Management Program to reduce congestion and improve traffic flow on area freeways. (Previous Policy T-54) (No Change)

T7.7 POLICY   Support State and Federal legislation to reduce motor vehicle emissions, noise, and fuel consumption. (Previous Policy T-56) (No Change)

T7.8 POLICY   Coordinate with local, regional agencies, and Caltrans to support regional efforts to maintain transportation infrastructure in Palo Alto. (New Policy)

T7.9 POLICY   Coordinate with local and regional agencies to promote the installation and maintenance of electric vehicle charging stations broadly available throughout the region. (New Policy)

HIGHWAY 101 and INTERSTATE IMPROVEMENTS

T7.10 POLICY   Support provision of a new southbound entrance ramp to Highway 101 from San Antonio Road. (Previous Program T-55)(Program changed to Policy) (Edited)

T7.11 POLICY   Support improvements at the Highway 101/Embarcadero Rd-Oregon Expressway interchange. (New Policy)

T7.12 POLICY   Support the construction of new bicycle and pedestrian facilities across Highway 101, including a year-round crossing near Adobe Creek. (New Policy)

T7.13 POLICY   Support the application of emerging freeway information, monitoring, and control systems that provide non-intrusive driver assistance and reduce congestion. (Previous Policy T-55) (Edited)

T7.14 POLICY Require privately funded freeway sound walls to meet Caltrans standards and integrate them with existing Caltrans sound walls in Palo Alto. (New Policy)

> T7.14**.1** PROGRAM *Work with developers to provide a freeway graffiti abatement program. (New Program)*

REGIONAL TRANSIT NETWORKS

T7.15 POLICY Support the development of an efficient regional rail system that encircles and crosses the Bay, along with intra-county and transbay transit systems that link Palo Alto to the rest of Santa Clara County and adjoining counties. (Previous Policy T-7) (Edited)

> **PREVIOUS POLICY T-7:** Support plans for a quiet, fast rail system that encircles the Bay, and for intra-county and transbay transit systems that link Palo Alto to the rest of Santa Clara County and adjoining counties.

T7.16 POLICY Support Caltrain modernization and its extension to downtown San Francisco. (Previous Program T-17) (Program changed to Policy)(Edited)

> **Previous Program T17:** Support CalTrain electrification and its extension to downtown San Francisco.

> T7.16.1 PROGRAM *Monitor impacts of any increased peak-hour Caltrain service on grade crossings. (New Program)*

> T7.16.2 PROGRAM *Work towards a funding mechanism to build grade separations at existing grade crossings for Caltrain between San Francisco and San Jose. Explore opportunities to fund grade separations as mitigations for impacts of increased rail service. (New Program)*

T7.17 POLICY Encourage the development and implementation of plans to provide Caltrain with a permanent source of funding in addition to the three County transportation agencies. (New Policy)

T7.18 POLICY Support design and implementation of a Dumbarton rail crossing, taking into consideration the protection of the environmentally sensitive baylands. (New Policy)

T7.19 POLICY Collaborate on extensions of VTA Light Rail or private transit facilities to Palo Alto. (Previous Program T-16) (Program changed to Policy) (Edited)

> **Previous Program T16:** Evaluate the extension of a light rail line along El Camino Real from Mountain View through Palo Alto to Menlo Park.

T7.20 POLICY Support the regional Grand Boulevard Initiative for El Camino Real, including Bus Rapid Transit Improvements, without dedicated bus lanes, to support Valley Transportation Authority services. (New Policy)

T7.21 POLICY Study the use of Transit Signal Priority to support the Stanford Marguerite Shuttle Program. (New Policy)

T8 GOAL   MAINTAIN A LOCAL AIRPORT WITH MINIMAL OFF SITE ENVIRONMENTAL IMPACTS.

T8.1 POLICY   Support and maintain the character, vitality and effectiveness of the Palo Alto Airport as pertains to, among others, its flight operations, boundaries, and surrounding open space and residential areas. The Airport will remain limited to a single runway and will be served by an appropriate number of commercial aeronautical service providers, in accordance with Federal law. (Previous Policy T-57) (Edited)

Previous Policy T-57: Support the continued vitality and effectiveness of the Palo Alto Airport without significantly increasing its intensity or intruding into open space areas. The Airport should remain limited to a single runway and two fixed base operators.

T8.1.1 PROGRAM   *Transfer management and control of the Palo Alto Airport from the County of Santa Clara to the City of Palo Alto, including leasing airport property or contracting with businesses that will provide the highest quality of general aviation-related services to airport tenants and users. (New Program)*

T8.1.2 PROGRAM   *Develop a City of Palo Alto Airport Master Plan that will sufficiently address concerns including aircraft flight paths, airport and aircraft safety, airport emergency management, airport noise mitigation, and an Airport Layout Plan, on or after the date the City has achieved management and control of the Palo Alto Airport. (New Program)*

T8.1.3 PROGRAM   *Maintain landscaping and security fencing to visually screen and secure the airport premises located along Embarcadero Road from the airport entrance to the intersection of Embarcadero Road and Harbor Road. (Previous Program T-57) (Edited)*

PREVIOUS PROGRAM T-57: Provide a planting strip and bicycle/pedestrian path adjacent to Embarcadero Road that is consistent with the open space character of the baylands.

T8.1.4 PROGRAM   *Relocate, as feasible, the existing terminal building from the Runway Safety Area, or facilitate the construction of a new terminal building at a reasonable distance from the natural habitat area surrounding the restored Palo Alto harbor in accordance with Federal law. (Previous Program T-58) (Edited)*

PREVIOUS PROGRAM T-58: Encourage Santa Clara County to relocate the terminal building away from the Runway 31 clear zone, allowing for construction of a new terminal.

T8.1.5 PROGRAM   *Protect flight operations and safety by promoting the development and maintenance of levees built to the Federal Emergency Management Agency's (FEMA) and other applicable construction and safety standards that will protect the Palo Alto Airport and adjacent City lands against flooding and long-term forecasted sea level rise.* *(New Program)*

T8.1.6 PROGRAM   *Ensure the Baylands Master Plan is consistent with the adopted City of Palo Alto Airport Master Plan.* *(New Program)*

TRANSPORTATION ELEMENT UPDATE

GOALS, POLICIES AND PROGRAMS DISPOSITION

1998-2010 Transportation Element	MOVED TO OTHER ELEMENTS / ADDED FROM OTHER ELEMENTS	COMPLETE /REPETITIVE / NOT APPLICABLE	NO CHANGE	EDITED	SPLIT	MERGED	STATUS CHANGE	ON HOLD/ NOT FUNDED	REMOVED	2025 Transportation Element
GOAL T-1: Less Reliance on Single-Occupant Vehicles										
T01 Policy						**Combined Policy T01, Program T01 & T02**				**T1.3**
T01 Program				X						
T02 Program										
T03 Program				X			**Changed to Policy**			**T1.4**
T02 Policy				X						**T1.5**
T04 Program		**Complete**							X	
T03 Policy						**Combined with Policy T03 & Program T05**				**T1.7**
T05 Program				X						
T06 Program				X						T1.7.2
T07 Program						**Combined with Policy T03 & Program T05**				

1998-2010 Transportation Element	MOVED TO OTHER ELEMENTS / ADDED FROM OTHER ELEMENTS	COMPLETE /REPETITIVE / NOT APPLICABLE	NO CHANGE	EDITED	SPLIT	MERGED	STATUS CHANGE	ON HOLD/ NOT FUNDED	REMOVED	2025 Transportation Element
T08 Program				X	X	Combined with existing Policy T03, Program T05 & New Program T1.7.1				
T09 Program			X							T1.14.1
T10 Program		Complete							X	
T11 Program		Not Applicable							X	
T12 Program				X						T1.7.3
GOAL T-2: A Convenient, Efficient, Public Transit System that Provides a Viable Alternative to Driving										
T04 Policy				X						**T1.9**
T13 Program		Complete							X	
T05 Policy				X						**T1.10**
T14 Program				X		Combined Program T14 & T15				T1.10.1
T15 Program				X						
T06 Policy				X						**T1.11**
T07 Policy				X						**T7.15**
T16 Program				X			Changed to Policy			**T7.19**
T17 Program				X			Changed to Policy			**T7.16**
T08 Policy				X						**T1.12**
T09 Policy				X						**T1.13**
T10 Policy				X						**T1.14**

1998-2010 Transportation Element	MOVED TO OTHER ELEMENTS / ADDED FROM OTHER ELEMENTS	COMPLETE /REPETITIVE / NOT APPLICABLE	NO CHANGE	EDITED	SPLIT	MERGED	STATUS CHANGE	ON HOLD/ NOT FUNDED	REMOVED	2025 Transportation Element
T11 Policy				X						**T1.15**
T12 Policy				X						**T1.16**
T13 Policy				X						**T1.17**
GOAL T-3: Facilities, Services, and Programs that Encourage and Promote Walking and Bicycling										
T14 Policy				X			**Changed to Program**			T1.18.1
T18 Program				X						T1.18.3
T19 Program				X		**Combined with Program T22**				T1.18.2
T20 Program			X							T1.18.4
T21 Program		**Complete**							X	
T22 Program						**Combined with Program T19**				
T23 Program				X						T1.18.5
T24 Program				X						T1.18.6
T15 Policy				X						**T1.19**
T16 Policy				X						**T1.20**
T17 Policy				X		**Combined with Policy L-66 L-68 & T17**				**T1.21**
T25 Program				X		**Combined**				T1.21.1

1998-2010 Transportation Element	MOVED TO OTHER ELEMENTS / ADDED FROM OTHER ELEMENTS	COMPLETE /REPETITIVE / NOT APPLICABLE	NO CHANGE	EDITED	SPLIT	MERGED	STATUS CHANGE	ON HOLD/ NOT FUNDED	REMOVED	2025 Transportation Element
T26 Program						**Program T25 & T26**				
T18 Policy				X			**Policy Changed to Program**			T1.18.7
T19 Policy				X						**T1.22**
T27 Program			X							T1.23.1
T20 Policy			X							**T1.24**
T28 Program				X						T1.24.1
T29 Program				X						T1.24.2
T30 Program				X						T1.24.3
T21 Policy				X						**T1.25**
T31 Program				X						T1.25.1
T22 Policy			X							**T1.27**
T23 Policy				X						**T1.28**
T32 Program				X						T1.28.1
GOAL T-4: An Efficient Roadway Network for All Users										
T24 Policy				X						**T2.1**
T25 Policy				X						**T2.2**
T33 Program				X						T2.2.1
T34 Program				X						T2.2.2
T26 Policy			X							**T2.6**
T35 Program				X						T2.6.1
T36 Program		**Complete**							X	

1998-2010 Transportation Element	MOVED TO OTHER ELEMENTS / ADDED FROM OTHER ELEMENTS	COMPLETE /REPETITIVE / NOT APPLICABLE	NO CHANGE	EDITED	SPLIT	MERGED	STATUS CHANGE	ON HOLD/ NOT FUNDED	REMOVED	2025 Transportation Element
T37 Program				X						T2.6.3
T27 Policy			X							**T2.8**
T28 Policy				X						**T2.10**
T38 Program			X							T2.10.5
T39 Program				X						T2.10.6
T29 Policy				X						**T2.11**
T40 Program				X						T2.11.1
GOAL T-5: A Transportation System with Minimal Impacts on Residential Neighborhoods										
T30 Policy			X							**T3.2**
T41Program				X						T3.2.1
T42 Program			X							T3.2.3
T31 Policy			X				Policy Changed to Program			T5.1.5
T32 Policy		Repetitive		X					X	
T33 Policy				X						**T3.3**
T34 Policy				X						**T3.4**
T43 Program				X						T3.4.1
T44 Program				X						T2.2.3
T35 Policy				X						**T3.6**
T36 Policy				X						**T3.7**
T37 Policy			X							**T3.8**

1998-2010 Transportation Element	MOVED TO OTHER ELEMENTS / ADDED FROM OTHER ELEMENTS	COMPLETE /REPETITIVE / NOT APPLICABLE	NO CHANGE	EDITED	SPLIT	MERGED	STATUS CHANGE	ON HOLD/ NOT FUNDED	REMOVED	2025 Transportation Element
T38 Policy				X			Policy Changed to Program			T5.6.1
GOAL T-6: A High Level of Safety for Motorists, Pedestrians, and Bicyclists on Palo Alto Streets										
T39 Policy				X						**T5.1**
T45 Program				X						T5.7.3
T46 Program				X						T5.7.6
T47 Program				X						T5.1.1
T40 Policy			X							**T5.7**
T41 Policy			X							**T5.6**
GOAL T-7: Mobility for People with Special Needs										
T42 Policy				X						**T6.1**
T43 Policy				X						**T6.2**
T48 Program		Not Applicable							X	
T44 Policy			X							**T6.4**
GOAL T-8: Attractive, Convenient Public and Private Parking Facilities										
T45 Policy				X						**T4.1**
T49 Program		Complete							X	
T50 Program				X						T4.1.10
T51 Program				X						T4.1.11
T46 Policy		Complete		X					X	
T47 Policy				X						**T4.5**
T52 Program		Not Applicable							X	

1998-2010 Transportation Element	MOVED TO OTHER ELEMENTS / ADDED FROM OTHER ELEMENTS	COMPLETE /REPETITIVE / NOT APPLICABLE	NO CHANGE	EDITED	SPLIT	MERGED	STATUS CHANGE	ON HOLD/ NOT FUNDED	REMOVED	2025 Transportation Element
T53 Program		Not Applicable							X	
T48 Policy			X							**T4.12**
GOAL T-9 An Influential Role in Shaping and Implementing Regional Transportation Decisions										
T49 Policy			X							**T7.1**
T50 Policy				X						**T7.2**
T54 Program		**Repetitive**							X	
T51 Policy				X						**T7.3**
T52 Policy				X						**T7.4**
T53 Policy				X						**T7.5**
T54 Policy			X							**T7.6**
T55 Program				X			**Changed to Policy**			**T7.10**
T55 Policy				X						**T7.13**
T56 Policy			X							**T7.7**
T56 Program		Not Applicable							x	
GOAL T-10 A Local Airport with Minimal Off-site Impacts										
T57 Policy				X						**T8.1**
T57 Program				X						T8.1.3
T58 Program				X						T8.1.4
ADDED FROM LAND USE ELEMENT										
L66 Policy	X			X		**Combined with Policy T17**				
L67 Policy	X			X						**T3.5**
L68 Policy	X			X						

1998-2010 Transportation Element	MOVED TO OTHER ELEMENTS / ADDED FROM OTHER ELEMENTS	COMPLETE /REPETITIVE / NOT APPLICABLE	NO CHANGE	EDITED	SPLIT	MERGED	STATUS CHANGE	ON HOLD/ NOT FUNDED	REMOVED	2025 Transportation Element
L41 Program	X			X		Combined with Policy T17				T1.21.2
Moved from other Elements=4		**Policies & Programs Repetitive, Completed or Not Applicable & Removed= 14**		**Policies / Programs Status Changed = 7**	**Policies / Programs Merged or Split= 17**	**No Change= 19**		**Reworded= 82**		**Total = 95 (56)Policies and (39) Programs**

TRANSPORTATION ELEMENT UPDATE

GOALS, POLICIES AND PROGRAMS DISPOSITION TABLE

NEW GOALS (8), NEW POLICIES (51), AND PROGRAMS (69) ADDED

GOALS	POLICIES	PROGRAMS	GOALS	POLICIES	PROGRAMS	GOALS	POLICIES	PROGRAMS
T1	T1.1		T2		T2.1.1	T3	T3.1	
	T1.2	T1.2.1			T2.2.4			T3.2.2
		T1.2.2			T2.2.5			
		T1.2.3			T2.2.6			
		T1.2.4		T2.3				
	T1.4			T2.4				
	T1.6			T2.5				
		T1.7.1			T2.6.2			
	T1.8				T2.6.4			
		T1.10.2		T2.7				
		T1.10.3			T2.8.1			
	T1.18			T2.9				
	T1.23				T2.10.1			
	T1.26				T2.10.2			
RC Goal 1	RC Policy 1.1				T2.10.3			
	RC Policy 1.2				T2.10.4			
	RC Policy 1.3				T2.10.7			
RC Goal 2	RC Policy 2.1				T2.10.8			
	RC Policy 2.2							
	RC Policy 2.3							
RC Goal 3	RC Policy 3.1							
	RC Policy 3.2							
RC Goal 4	RC Policy 4.1							
RC Goal 5	RC Policy 5.1							
	T1.29							
GOALS	POLICIES	PROGRAMS	GOALS	POLICIES	PROGRAMS	GOALS	POLICIES	PROGRAMS
T4		T4.1.1	T5		T5.1.2	T6		T6.1.1
		T4.1.2			T5.1.3			T6.1.2
		T4.1.3			T5.1.4		T6.3	T6.3.1
		T4.1.4		T5.2	T5.2.1			
		T4.1.5			T5.2.2			
		T4.1.6			T5.2.3			
		T4.1.7		T5.3				
		T4.1.8		T5.4				
		T4.1.9		T5.5				

GOALS	POLICIES	PROGRAMS	GOALS	POLICIES	PROGRAMS	GOALS	POLICIES	PROGRAMS
		T4.1.12			T5.7.1			
	T4.2				T5.7.2			
	T4.3	T4.3.1			T5.7.4			
		T4.3.2			T5.7.5			
		T4.3.3			T5.7.7			
	T4.4							
		T4.5.1						
		T4.5.2						
	T4.6	T4.6.1						
		T4.6.2						
	T4.7	T4.7.1						
		T4.7.2						
		T4.7.3						
	T4.8	T4.8.1						
	T4.9							
	T4.10							
	T4.11	T4.11.1						
	T4.13	T4.13.1						
		T4.13.2						
		T4.13.3						
	T4.14	T4.14.1						
		T4.14.2						
	T4.15							
GOALS	POLICIES	PROGRAMS	GOALS	POLICIES	PROGRAMS			
T7	T7.8		T8		T8.1.1			
	T7.9				T8.1.2			
	T7.11				T8.1.5			
	T7.12				T8.1.6			
	T7.14	T7.14.1						
		T7.16.1						
		T7.16.2						
	T7.17							
	T7.18							
	T7.20							
	T7.21							

LIST OF COMPLETED PROGRAMS FROM 1998-2010 TRANSPORTATION ELEMENT

<u>T04 Program:</u> Consider the use of additional parking fees and tax revenues to fund alternative transportation projects. (Complete)

<u>T10 Program</u>: Expand the range of City services that can be received via computers or through the mail. (Complete)

<u>T11 Program</u>: Promote private delivery services to reduce the necessity of driving. (Not Applicable)

<u>T13 Program:</u> In two phases, establish a jitney bus system similar to Stanford University's Marguerite Shuttle. (Complete)

<u>T21 Program:</u> Study projects to depress bikeways and pedestrian walkways under Alma Street and the CalTrain tracks and implement if feasible. (Complete)

<u>T36 Program:</u> Extend Sand Hill Road to El Camino Real and construct related improvements consistent with neighborhood and community interests. Do not extend Sand Hill Road to Alma Street. (Complete)

<u>T32 Policy:</u> Design and maintain the City street network to provide a variety of alternate routes, so that the traffic loads on any one street are minimized. (Repetitive)

<u>T48 Program:</u> Monitor Santa Clara County's paratransit program to assess its adequacy. (Not Applicable)

<u>T49 Program:</u> Implement a comprehensive program of parking supply and demand management strategies for Downtown Palo Alto. (Complete)

<u>T46 Policy:</u> Minimize the need for all-day employee parking facilities in the University Avenue/Downtown and California Avenue business districts and encourage short-term customer parking. (Complete)

<u>T52 Program:</u> Evaluate options to ensure maximum use of the City parking structures in the University Avenue/Downtown and California Avenue areas. (Merged with T4.5 Policy and T4.5.1, T4.5.2 Programs)

<u>T53 Program:</u> Discourage parking facilities that would intrude into adjacent residential neighborhoods. (Merged with T4.5 Policy and T4.5.1, T4.5.2 Programs)

<u>T54 Program:</u> Work regionally, and in particular with adjacent communities, to establish a system of parking fees that discourages single-occupant vehicle use and encourages other transportation modes. (Merged with T1.7 Policy and T1.7.1 Program)

<u>T56 Program:</u> Implement as appropriate the "local action list" of the Bay Area Air Quality Management District (BAAQMD) and work with the Santa Clara Valley Transportation Authority's Congestion Management Program (CMP) and other jurisdictions to implement those actions that require a multi-jurisdictional effort. (Not Applicable)