

Chow, Deanna M

From: George Fisher <georgecfisher@gmail.com>
Sent: Tuesday, June 30, 2015 7:34 AM
To: harrybims@me.com; Bressler, Vincent; david.bohannon@ddbo.com; heidibutz@aol.com; James Cebrian; Kristin Kuntz-Duriseti; Adina Levin; Mueller, Raymond; Ohtaki, Peter I; rroyse@rroyse.com; Katherine Strehl; mzumstein@rmkb.com; Chow, Deanna M; Murphy, Justin I C
Subject: Recommended Circulation Element Goals, Policies, and Programs (as of June 24, 2015)
Attachments: 94 general plan and suggested changes (partial)-2.pdf; VMT in Traffic analysis Zones (TAZ), greenheart-2.pdf

Dear General Plan Advisory Committee Member:

Menlo Park's Transportation Impact Assessment (TIA) prescribes limits on street volumes and intersection traffic that protect neighborhoods and traffic problems. They are presently being used to protect cut-through and excessive traffic from the Stanford Project, Greenheart project, and other projects.

The General Plan consultants and staff are recommending reviewing and updating these guidelines as needed to implement the new recommended Circulation Element General Plan Goals, policies and Programs to "utilize measurements of safety (e.g. collision rates), and efficiency (vehicle Miles traveled (VMT) per capita) as the standard for classification and design of the city circulation system Circ 1.1, programs CIRC 1.A, and CIRC 1.B attached. New development will no longer be restricted or required to implement mitigation measures to maintain levels of service in Previous Policies IIA-1 through A3, which include the City's TIA. They include a throw away suggestion that the TIA will be amended as necessary to implement these new "efficiency" measurements. No explanation of or for these proposed changes are made in their recommendations to you.. Particular consideration should be made to new cut-through traffic on residential streets. No program items are presently listed in the recommendations for preventing cut-through traffic, although mentioned as a policy.

The nebulous VMT methodology is troublesome and problematic. Ambiguities and interpretation are wide open with regard to VMT measurement, both miles projected and per capita calculations and any comparison standard for such measurements. See the attached VMT exhibit, which is part of the scope of the current Greenheart EIR. The exhibit refers to Traffic Analysis Zones (TAZ) in Menlo Park. I have never heard of TAZ zones and have no idea how such zones are determined. VMT must rely on speculation, predictions or surveys of non-existing projects or entities.

The current general Plan circulation element revision scope of work requires consultant TJKM to work closely with city staff to evaluate TAZ zones, and to develop a standard process for calculating vehicle miles traveled (VMT). I am not aware of what work has been done, and any such work should be promptly disclosed. If no such evaluation or development of a standard process has been concluded, the draft revisions should not be approved and held back for conclusion of the recommendations.

development of a standard process has been concluded, the draft revisions should not be approved and held back for conclusion of the recommendations.

Please obtain the following information and arrange for public disclosure to allow public understanding of the intentions and meanings of the proposed revision recommendations to the Circulation Element for the entire city (not just the M 2 area):

1. What TAZ and VMT evaluation and methodology has been undertaken, if any, by TJKM, or any other consultant or staff?
2. How will VMTs and TAZs be defined, implemented, measured and enforced?
3. What programs and methods will implement and protect our residential neighborhood street volumes and prevent cut-through traffic from new development automobile traffic?
4. What will be the outside limits of acceptable VMT?
5. Will the Circulation Element recommendations, if adopted, affect the current Stanford, Greenheart, or other projects presently pending, considered, or approved?
6. What changes are intended to the current Menlo Park Transportation Impact Analysis and what will be retained?
7. Will establishing local roads as connectors or other road classifications change new classifications change their volume limits per TIA?

These recommendations were just announced at the end of last week, and I was unable to change my schedule to attend tonight's meeting. I would appreciate your obtaining the necessary information, evaluating it, and arranging for its timely disclosure.

Thank You, George Fisher

Recommended Circulation Element Goals, Policies, and Programs (as of June 24, 2015)
CIRC1.12 Work with Caltrain and appropriate agencies to reactivate the rail spur on the Dumbarton Corridor from downtown Redwood City to Willow Road with future extension across the San Francisco Bay.
CIRC1.13 Ensure that transportation projects preserve and improve the aesthetics of the city and balance access for all modes, including pedestrians, bicyclists, transit riders, motorists, and emergency vehicles.
Programs
CIRC1.A Ensure data regarding travel patterns for all modes is updated periodically to review and update the circulation system efficiency (e.g., vehicle miles traveled per capita) and safety (e.g., collision rates) standards.
CIRC1.B Review and update the Transportation Impact Analysis (TIA) Guidelines, as needed.
CIRC1.C Annually update the Capital Improvement Program to reflect City and community priorities for physical projects related to transportation for all travel modes.
CIRC1.D Adopt the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide as supplements to the California Manual for Uniform Traffic Control Devices to enhance safety for users of all travel modes and improve aesthetics.
CIRC1.E Require new and expanded development to pay a transportation impact fee, and update the fee periodically to ensure that development is paying its fair share of circulation system improvement costs.
CIRC1.F Establish objectives for the City's Transportation Management Program, and periodically assess progress toward meeting those City objectives.
CIRC1.G Develop a signage and pavement marking inventory. Prepare and periodically update design details for transportation improvements.
CIRC 1.H Periodically adjust traffic signal timing to support efficient and safe travel for all modes and emergency vehicles, including in conjunction with Caltrans on its rights-of-way.
CIRC1.I Review all "plan lines" indicating where City-owned rights-of-way exist but have not been constructed to determine whether those alignments should be maintained, modified, or abandoned, and identify locations where additional right of way is needed to accommodate roadway or bicycle/pedestrian improvements.
Goal 2
CIRC2 Increase transit and mobility options to reduce traffic congestion, greenhouse gas emissions, and commute travel time.
Policies
CIRC2.1 Ensure that new nonresidential, mixed use, and multiple-dwelling residential development provides associated needed transit service, improvements and amenities in proportion with demand attributable to the type and scale of the proposed development.
CIRC2.2 Promote the clustering of as many activities as possible within easy walking distance of transit stops, and locate any new transit stops as close as possible to housing, jobs, shopping areas, open space, and parks.

ConnectMenlo – 1994 General Plan / Circulation Element Policy Evaluation / June 2015 DRAFT

1994 Circulation Goal/Policy/Program	Recommended Goal/Policy/Program/ Comment	Guiding Principles
Circulation System		
<p>Goal II-A To maintain a circulation system using the Roadway Classification System that will provide for the safe and efficient movement of people and goods throughout Menlo Park for residential and commercial purposes.</p>	<p>Goal CIRC1 Provide and maintain a safe, efficient, attractive, user-friendly circulation system that promotes a healthy, safe, and active community and quality of life throughout Menlo Park.</p>	<p>ALL except Youth Support and Education</p>
<p>Policies: II-A-1 Level of Service D (40 seconds average stopped delay per vehicle) or better shall be maintained at all City-controlled signalized intersections during peak hours, except at the intersection of Ravenswood Avenue and Middlefield Road and at intersections along Willow Road from Middlefield Road to US 101.</p>	<p>CIRC1.1 Utilize measurements of safety (e.g. collision rates) and efficiency (e.g. vehicle miles traveled (VMT) per capita) for all travel modes to guide the classification and design of the circulation system, with an emphasis on providing “complete streets” sensitive to neighborhood context. <i>Requirements moved to Programs</i></p>	<p>Citywide Equity, Healthy Community, Competitive and Innovative Business Destination, Great Transportation Options</p>
<p>II-A-2 The City should attempt to achieve and maintain average travel speeds of 14 miles per hour (Level of Service D) or better on El Camino Real and other arterial roadways controlled by the State and at 46 miles per hour (Level of Service D) or better on US 101. The City shall work with Caltrans to achieve and maintain average travel speeds and intersection levels of service consistent with standards established by the San Mateo County Congestion Management Plan.</p>	<p>CIRC1.2 Collaborate with Caltrans to achieve and maintain travel efficiency along Caltrans rights-of-way in Menlo Park consistent with the San Mateo County Congestion Management Plan.</p>	<p>Citywide Equity, Healthy Community, Competitive and Innovative Business Destination, Great Transportation Options</p>
<p>II-A-3 The City shall work with Caltrans to ensure that average stopped delay on local approaches to State-controlled signalized intersections does not exceed Level of Service E (60 seconds per vehicle).</p>	<p><i>Delete: Combined with CIRC1.4</i></p>	
<p>II-A-4 New development shall be restricted or required to implement mitigation measures in order to maintain the levels of service and travel speeds specified in Policies II-A-1 through II-A-3.</p>	<p>CIRC1.3 Require new development to mitigate its impacts on the safety (e.g., collision rates) and efficiency (e.g., vehicle miles traveled (VMT) per capita) of the circulation system, by minimizing cut-</p>	<p>Citywide Equity, Healthy Community, Competitive Business Destination, Great Transportation Options, Complete Neighborhoods and Corridors</p>

Path: K:\Projects\3\CT\MENLO\200927_13_1300ElCaminoReal\Map\Working\01_TAZ_in_Menlo_Figure_20140124.mxd; Fig. XX_VMT_in_TAZ_MenloPark_20140124.mxd; User: 29391; Date: 1/27/2014

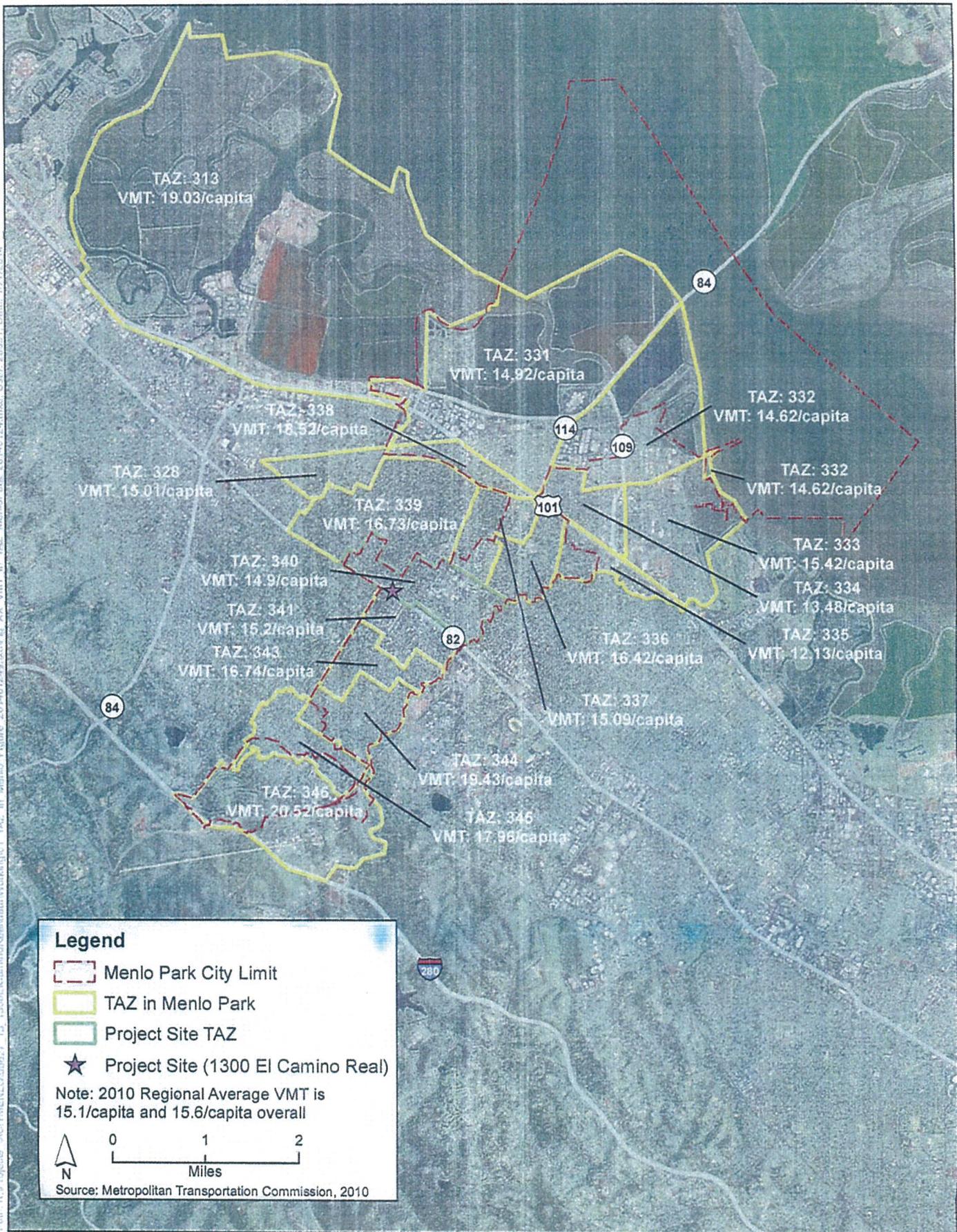


Figure 1-1
Vehicle Miles Traveled (VMT) in Traffic Analysis Zones (TAZ)
1300 El Camino Real Greenheart Project

Chow, Deanna M

From: Adina Levin <aldeivnian@gmail.com>
Sent: Tuesday, June 30, 2015 2:48 PM
To: cknnox@placeworks.com; Nagaya, Nicole H; Jessica Alba; Chow, Deanna M
Subject: Comments on Transportation policies based on Transportation Commission recommendations
Attachments: GeneralPlanTransportationRecommendations.pdf

Hi, Charlie and all,

The staff report includes many positive updates to the transportation policies for the General Plan. <http://menlopark.org/DocumentCenter/View/7477>

Following are a set of comments based on the Transportation Commission's draft recommendations. Feel free to forward to GPAC members.

Here are the comments applying Transportation Commission recommendations.

- * The goal to establish a Transportation Management Association and to partner with nearby cities with complementary policies are very good. However, the objectives proposed for the TMA are too narrow; TMA's objectives should be to reduce single occupant vehicle trips with shuttles among a variety of programs
- * Transportation Demand Management plans for developments should have ongoing, public reporting requirements
- * The proposed goal for new development to have a majority of trips by walking/bicycle/transit is good; specific plan areas and developments should have custom goals that may be more proactive
- * TIA is mentioned; there should be a nexus study to update the TIA to allow appropriate proportional investment in walking, bicycling, and other nonSOV travel modes
- * The City should gather robust data on bicycle & pedestrian usage (current data gathering focuses on high-traffic vehicle locations)
- * Parking in lieu fees should be able to be used to support programs to reduce parking demand
- * Consider priced parking as a strategy to manage parking usage and encourage transportation alternatives
- * Update forecasting methods for more robust consideration of multiple travel modes, mixed use land use, and induced demand

In addition, here are three Caltrain-related recommendations:

- * Retain support for the Downtown Extension to Transbay (the program is moving forward but there are risks to speedy completion)
- * Consider support for more frequent Caltrain service during mid-day and evening hours once electrification is implemented
- * Support Caltrain's strategy to promote multi-modal access to Caltrain stations and minimize driving

Also attached is the document incorporating Transportation recommendations.

Thanks for your consideration.

Sincerely,

Adina Levin
GPAC member representing the Transportation Commission
650-646-4344
alevin@alevin.com

Menlo Park General Plan Transportation Suggested Policies

Here is the list of policy areas where we might want to propose General Plan changes, organized by goals.

First, these are the transportation “guiding principles” as approved by City Council in December: <http://menlopark.org/DocumentCenter/View/6160>

Menlo Park provides thoroughly-connected, safe and convenient transportation, adequate emergency vehicle access, and multiple options for people traveling by foot, bicycle, shuttle, bus, car, and train, including daily service along the Dumbarton Rail Corridor.

Complete Streets - Safe transportation for all modes

Street Classification systems. Menlo Park uses street classification system common in mid-20th century US, whereby streets are classified by their role in moving vehicles; neighborhood streets are quiet streets with few vehicles; collectors carry more vehicles gathered from neighborhood streets; arterials have high vehicle traffic. A high traffic street in a business district is treated the same as in a thinly populated area. Newer classification methods also take into account other roles that streets play in serving adjacent neighborhoods and businesses, and serving multiple modes of travel. Redwood City and Mountain View have examples of alternative classifications its newer General Plan.

- Menlo Park should update street classification system to incorporate roles of streets at serving people not just vehicles.
- Consider appropriate design speed levels and over time re-design streets to achieve appropriate speeds

Mayor’s challenge - Complete streets and Vision Zero. Menlo Park has adopted a Complete Streets policy requiring all users and modes to be considered when making significant changes. When the Complete Streets policy was adopted, there was an intent to refine the policy based on Menlo Park’s needs, goals, and values during the General Plan update. Also, the policy was adopted without metrics; there was an intent to adopt metrics, during or before the General Plan update. Vision Zero is a powerful framework already adopted in San Francisco, San Jose, and other cities setting a goal of zero vehicle deaths and injuries, and utilizing data for effective investments.

- Adopt a Vision Zero policy

multi-tenant, and mixed use development to benefit from effective traffic reduction.

- Create a citywide TMA nonprofit with geographical operating areas with targeted vehicle trip and mode share goals
- TMA participation should be required for new commercial and larger residential development, and optional for existing businesses and property managers
- Require public reporting of trip/mode share performance results (see San Mateo best practice). This holds participants accountable and can allay fears of skeptics
- Fund the TMA utilizing a combination of development fees, member fees, parking revenues, and (potentially) per capita employee fees
- Require organizations that underperform to increase investment (instead of immediately charging penalties)
- Partner with TMAs in nearby cities (Palo Alto, Mountain View, Redwood City, San Mateo, even San Jose) to solve problems for people who commute between these cities.

Modernized planning and funding for multi-modal transportation

CEQA, Level of Service, and Transportation Impact Fund.

The California legislature passed a law, AB 743, changing the transportation impact metric under the California Environmental Quality Act (CEQA) from automotive level of service (LOS, (VMT) vehicle delay at intersections at the peak period) to vehicle miles traveled per capita. The process to adopt this metric is in progress. Historically, the goal of Menlo Park's Transportation Impact Fee (TIF) has been to allay vehicle congestion by expanding roadway capacity, risking induced demand and making active transportation less safe and more difficult. Menlo Park's Transportation Impact Fee does allow some investment in non-automotive transportation, but the primary modifications included in the Fee program are for roadway capacity modifications.

- Menlo Park should incorporate VMT analysis immediately in environmental impact reports, to have longest-lasting, legally stable outcomes
- Menlo Park should use VMT/capita reduction as the primary metric for transportation impact mitigation
- Menlo Park should conduct a nexus study allowing the TIF program to be updated allow a higher share of investment in non-single occupant vehicle transportation

Transportation forecasting. In 20th century transportation planning, there developed robust tools and methods to forecast vehicle traffic. Methods forecasting the use of other modes, and incorporating land use factors such as mix of uses, were less well developed, and therefore not incorporated in quantitative planning. Menlo Park

- Consider microtransit (LyftLine, Uberpool) for first/last mile and medium distance commuting (5 miles)
- Consider minitransit (e.g. RidePal) for longer-distance commuting
- Consider an ordinance encouraging ebike and e-kick scooters
- Consider electric people mover routes from Facebook to Caltrain to Sharon heights

TO: General Plan Advisory Committee
FROM: Environmental Quality Commission
DATE: 30 June 2015
RE: Recommendations to the General Plan Update

The Environmental Quality Commissioners would like to commend the emphasis given to promoting a high quality of life in Menlo Park and the commitment to environmental sustainability that has been expressed in the adopted Guiding Principles for the General Plan Update.

The California State General Plan Guidelines endorses sustainable development, which is a proactive approach for future development that “meets the needs of current generations without compromising the ability of future generations to meet their own needs.” A critical component of sustainable development is an acknowledgement of the interrelationships between the environment, economy, and equity – the “triple bottom line” for sustainable development. As part of the public benefit to the community from increased development, subsidies should be granted to low-income housing in order to ensure that environmental and economic benefits accrue equitably in our communities.

As programs and regulations are being considered that will cement in place, literally, development that will last for decades to come, it is imperative that we adhere to the highest standards that will provide Menlo Park resilience to meet both current and future demands. Looking ahead, we can anticipate more stringent future state regulations that will demand greater resource use efficiency, and we would be better served in the long run if we implement changes in the General Plan that will situate Menlo Park favorably relative to the future regulatory environment.

It is worth considering whether a separate Sustainability Element or Climate Change Element in the General Plan would be advisable in order to generate a comprehensive approach to development that would truly make Menlo Park a regional and even global sustainability leader.

While we were not able to review the draft Land Use and Circulation Elements at our last meeting, we were briefed by Environmental Programs Manager, Heather Abrams, regarding her recommendations to modify the draft, which we strongly support. While Ms. Abrams proposed an impressive collection of suggestions, we would like to see sustainability programs receive more explicit attention as the process moves forward towards specific zoning regulations. Our own discussion generated a limited list of ideas for your consideration as a starting point for this direction:

- The draft language of the “Goals/Policies/Programs” should adopt stronger language around the sustainability criteria, i.e., use “establish” instead of “consider” or “explore” and “require” instead of “promote” or “encourage;”
- The General Plan Update should strengthen requirements around resource use and conservation, such as requiring rain capture and grey water systems in all new construction, adopting zero net energy targets, and expanding LEED standards citywide;
- Specific Goals/Policies/Programs should be developed to ensure that the goal adopted by City Council to reduce citywide greenhouse gas emissions by 27% is achieved;
- Use fees or bonds should be required on all new development in the predicted zone for sea level rise (essentially the entire M-2) region for the city to keep in reserve to meet the infrastructure requirements for adaptation to sea-level rise;
- Monitoring performance on efficiency standards should be required, including establishment of appropriate metrics and submission of operations data;
- As the area under consideration abuts the bay, particular sensitivity should be given to the environmental impacts on this important marshland;
- Immediately and as part of the General Plan Update, Menlo Park should prioritize regional cooperation on transit corridors, specifically partnering with Atherton to improve bike/pedestrian access on Marsh Road, which is an important connector between Flood Triangle and Encinal Elementary School.

Thank you for your consideration.