



2020 City Council Candidate Questions

TRANSPORTATION/TRAFFIC

What changes, if any, would you make to our city's parking requirements and residential parking programs?

PAT BURT

Parking impacts are likely to be less in the future due to remote work. Nevertheless, the city should continue to limit commercial parking in neighborhoods. Restricting parking not only addresses the neighborhood quality of life, it incentivizes traffic and pollution reduction.

REBECCA EISENBERG

I support the RPP. Given the lack of transit options, and our city's refusal to require employers to require employees to park off site or take public transit, we need to protect local parking for residents. This will continue to be an avoidable problem as long as we invite office space into our residential neighborhoods.

LYDIA KOU

RPP: Residential Preferred Parking Permit Program

We need to stop allowing, if not encouraging, the underparking of new buildings, both commercial and residential.

The current RPPs need better management and enforcement. Palo Alto should use the current decline in parking in neighborhoods to take back that parking for the residents by substantially reducing the amount of overflow parking from commercial districts. The City needs to address long-standing observations about the poor management of the parking structures.

ED LAUING

With available technology like license plate readers and directional signs, moving people in SOVs to parking should happen easily, and enforcement should be easy as well.

RPPs are extremely important to residents. I worked on two of them on PTC (Southgate and Old Palo Alto). They need some tweaks but for the most part they have greatly improved life for residents. We need to continue monitoring commercial spillover into these RPP neighborhoods. In addition, the city must monitor the overnight impacts of "car-light" housing.

STEVEN LEE

In order to encourage the type of housing development we need to address our 3-1 jobs to housing imbalance, we need to seriously reevaluate our parking requirements, to make it easier for these housing developments to pencil out. While we do that, however, we need to strengthen and expand our residential parking programs so that we discourage or limit additional vehicular traffic which might impact nearby neighborhoods.

RAVEN MALONE

Instead of making it easier for commercial developments to reduce their parking requirements, we should make it easier for residential developments. Our current incentives are backwards. As for our RPP programs, we should make sure they are easier to use. I hear from residents and businesses that the online system for

ordering permits is a hassle. Let's make it simpler. RPP is important because it keeps businesses and developments from just pushing their parking needs into neighborhoods.

GREER STONE

Palo Alto's Comprehensive Plan states that we should, "promote commerce but not at the expense of residential neighborhoods." However, many of our city's parking policies have focused on promoting commerce at the expense of our neighborhoods. Not only does this frustrate our residents, but it also inhibits our city's ambitious goal of reducing greenhouse gas emissions to 80% of 1990 levels by 2030. By encouraging more single-occupancy vehicles into our community by offering them additional parking in our neighborhoods, we are making it more difficult for us to achieve that goal, especially considering that 60% of Palo Alto's greenhouse gas emissions are caused by transportation.

If elected I would work towards honoring the city's original plan for our RPP program and reduce our non-residential permits to zero through a 5-year phase-out of non-residential permits. Also, I would eliminate the sale of non-residential permits in neighborhoods near California Avenue once the new parking garage is constructed. We should also increase the price of non-residential permits near Downtown so that they are more expensive than the permits inside city garages to discourage commuters from parking on residential streets.

GREG TANAKA

Ever since moving to Palo Alto, I've firmly believed that residents should be able to park in their neighborhoods. As head of the College Terrace Resident Association, I developed the [College Terrace parking program](#), a forerunner of Palo Alto's popular Residential Parking Program (RPP). I've consistently voted to expand and support this program to ensure residents can reliably find parking.

CARI TEMPLETON

Residential Preferential Parking (RPP) programs are helpful to ensure that residents can park near their homes, but can be costly for small businesses whose minimal parking space must be reserved for patrons. I would like to see transit options made available within the city so that workers may more easily choose transit rather than commuting. I would like to see permits for those who choose to commute and park be purchased in monthly increments rather than larger commitments, to help make the costs manageable. I would also like to see more automation and online self-service options available for those who purchase permits to more easily monitor and renew their permits.

AJIT VARMA

I think our current programs are sufficient and as more density is built, developers should be required to provide commensurate parking for their needs.