



2022 City Council Candidate Questions

COMMUNITY LIFE

Should businesses be responsible for reducing traffic and parking impacts? Should the businesses pay for the remedies and how? What is the City's role?

ALEX COMSA

This is related to the question above, and yes, large businesses (actually all businesses) could incentivize employees to take the train (assuming we have a good system in place) but the current TDM programs don't work since there is no capacity in trains. Again, Stanford needs to come to the table and address the traffic issue as we are in the same boat.

Also, the Business Tax measure will generate some revenue for the grade separation, and with more funding from the State/Fed, we could implement it, so it is imperative that the Business Tax measure moves forward as this is also a way for businesses to have an impact of the traffic reduction.

The city's role is to make sure we implement projects like Grade Separation or similar in a timely manner and as efficiently as possible by bringing all these players together for the benefit of our community to ensure a bright future for our beloved city.

LISA FORSELL

Businesses, along with residents, employees, and visitors are members of the community. I expect all members of the community to share responsibility for our shared resources. I support the business tax which will be on the November ballot. Some of the funds from the business tax will go toward grade separations, which will have a huge impact on our traffic flows.

BRIAN HAMACHEK

Businesses, especially those that don't directly serve city residents, should definitely play a role in reducing their impact on the City's traffic and parking. The city should significantly reduce the issuance of all-day parking passes to businesses. Low-wage workers should be entitled to parking garage permits at reduced rates.

ED LAUING

Yes.

- Commercial employers should manage TDM programs and subsidize public transit for employees. They could even subsidize two-wheel vehicle commutes.
- They should pay their fair share to support the TMA (Transportation Management Association).
- In addition to helping reduce commutes via SOVs (Single Occupancy Vehicles) they should purchase parking permits in off-street lots to accommodate a sizable percentage of their actual parking demand.

The City's role, in consultation with the business community, is to define the parameters of what is required for what type/size of business and to develop and implement enforcement mechanisms.

JULIE LYTHCOTT-HAIMS

This is a tricky question; additional traffic and parking is caused by employees and any clientele who may need to physically drive to the business. While building affordable housing to help employees find housing in-town is crucial (and clearly falls to the City's responsibility), the issue of clientele is trickier. While expanding public transit will help Palo Altans get to businesses in their own town, businesses must ultimately take responsibility for parking whatever volume of clientele they expect.

DORIA SUMMA

New businesses should be self-parked and pay parking impact fees. Existing businesses should be held to current restrictions – however, we need to support our businesses. The City's role is to enforce the rules and, in particular, to ensure that new business construction is fully parked on-site.

VICKI VEENKER

Businesses share responsibility for reducing the traffic and parking impacts they bring to the city every day. One step in the right direction is the business tax which will support funding for eliminating at-grade rail crossings and will support full police staffing, including police traffic patrols.

In addition, businesses have been paying parking assessments to fund parking garages and parking permits have funded a Transportation Demand Management fund. Similarly, new downtown garage expansion could be paid for by businesses via in lieu parking assessments and Parking Assessment District funding. In addition, we could re-establish the Cal Ave Parking Assessment District.