



## **2022 City Council Candidate Questions**

### **TRANSPORTATION/TRAFFIC**

**In addition to Palo's Alto's plan for the San Antonio/Charleston area, Charleston Plaza in Mt View is planning a development that will bring hundreds of vehicle trips to the same area, which is already severely stressed. What mitigation measures can and should be done?**

#### **PAT BURT**

The new Caltrain schedule provides significant increases to transit on that corridor. We, and MV, need to provide safe bike lanes and advocate for better VTA service, along with local retail services.

#### **KATIE CAUSEY**

We are going to need to heavily invest in street infrastructure in this area so people walking, biking, driving, or taking public transit are all safely separated to avoid collisions - this means separated and protected lanes with greenery and infrastructure improvements.

#### **ANNE CRIBBS**

Applicants should submit transportation demand management plans for their proposals and the city should address traffic mitigation in the San Antonio Area Plan. These are solvable challenges. If our adopted sites are turned down for housing simply because neighbors complain, the city faces a loss of local control, monetary penalties and potential lawsuits. We have adopted a housing element that plans for housing in this area and it is our obligation to work hard to make this happen.

#### **HENRY ETZKOWITZ**

Did not respond.

#### **GEORGE LU**

We need real neighborhood planning on San Antonio. We need to do this in partnership with Mountain View, but most importantly we need to do this quickly after our latest effort at neighborhood planning took 7 years (<https://www.paloaltoonline.com/news/2024/05/09/after-seven-years-ventura-growth-plan-nears-finish-line/>).

We should work with VTA to provide high-quality bus service. We also need to make sure there's good cycling connections to offices across 101 and other communities within Palo Alto. At a state-level, we should lobby and advance plans to upgrade the highway interchange at San Antonio, which has clear bottlenecks.

## KEITH RECKDAHL

The San Antonio/Charleston area is currently not well served by VTA, but development of that area will create significant mass transit demand. Palo Alto and Mountain View need to work with VTA now to plan for the needs of the future development.

The proximity of the San Antonio/Charleston area to the dense North Bayshore employment means that many residents will be working just across Highway 101 from their homes. We need to work with Mountain View to add quality bike/ped lanes to Rengstorff Avenue, to increase the safety and convenience of non-vehicle transportation.

Furthermore, Palo Alto and Mountain View should encourage Google and other North Bayshore employers to route their shuttles across 101 to serve both employee commutes and also to provide their employees access to the future west-side retail.

Much of the traffic on East Charleston is headed towards the southbound 101 ramp. Palo Alto and Mountain View need to pressure CalTrans to expedite their plans to update the San Antonio/101 bridge to incorporate a ramp directly from San Antonio to southbound 101, reducing East Charleston traffic.

## GREER STONE

To mitigate the impact of the proposed Charleston Plaza development in Mountain View, which is set to increase traffic in an already congested area, several measures can be considered:

1. **Enhanced Public Transportation:** Expanding public transit options to serve the San Antonio/Charleston area can help reduce reliance on personal vehicles. Increased bus frequency and new routes connecting to major employment centers can encourage more residents to use public transport, as seen in other communities that have successfully implemented similar initiatives. We must continue to advocate and collaborate with the VTA to ensure adequate coverage in this area and to help them plan for the increased demand in south Palo Alto due to the anticipated development both here and in Mountain View.
2. **Traffic Demand Management:** Implementing strategies like carpool incentives, and ride-sharing programs can help decrease single-occupancy vehicle trips. I would advocate for increased funding to the Palo Alto TMA to ensure that we continue to have a robust TMA program throughout the city and to help mitigate these anticipated impacts.
3. **Complete Streets Initiatives:** Creating a “complete streets” approach can enhance the infrastructure for pedestrians and cyclists, making non-motorized forms of travel safer and more appealing. This can include wider sidewalks, protected bike lanes, and improved crosswalks. This work must be done through the San Antonio Coordinated Area Plan which I have been a strong supporter of. We must ensure that we are developing a neighborhood that will be safe, attractive, and welcoming for all.
4. **Green Infrastructure:** Implementing measures such as green roofs and permeable pavement can help manage stormwater runoff while also enhancing the aesthetic appeal of new developments, making the area more attractive to pedestrians.
5. **Community Engagement:** Ongoing dialogue with local residents and stakeholders can ensure that their concerns are addressed, and that any mitigation strategies are responsive to the community's needs. The community must be engaged during the coordinated area planning process.

**DORIA SUMMA**

I support additional bus service from VTA, especially to service the transitional housing East of 101. We should consider improved access to and from 101 as needed. To a large extent, it is the responsibility of the developer and the City of Mountain View to ensure that there are not disproportionate impacts – I will insist that staff monitor the impacts and ensure that the developer and Mountain View are held to their responsibilities.

**CARI TEMPLETON**

This development presents an excellent opportunity for an inter-agency project between the City of Palo Alto, the City of Mountain View, and VTA. It's very evident that we need more support on San Antonio Road for bike lanes and public buses, but it's not as simple as saying it's so. We would need to work with the different agencies to figure out a way to sufficiently support this area for additional modes of transit other than just personal vehicles.