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From: **Adina Levin** <adina.levin@friendsofcaltrain.com>

Date: Mon, Aug 1, 2016 at 2:23 PM

Subject: Transportation Committee Comments on Menlo Park General Plan EIR

To: city.council@menlopark.org

Cc: "Baile, Renato C" <rbaile@menlopark.org>, "Nagaya, Nicole H" <nhnagaya@menlopark.org>

Dear Council Members and staff,

Following are comments from the Menlo Park Transportation Commission regarding the General Plan EIR

The Transportation Commission strongly supports the strategies and policies to improve access and reduce traffic congestion by increasing sustainable transportation options.

While the 20% trip reduction requirement for new development is realistic based on the current transportation infrastructure, there are studies in progress and policy goals to significantly improve transit and active transportation infrastructure on the Dumbarton Corridor and in the area. Therefore, for stronger transportation mitigation, we would like to see a phased plan, as used in the San Mateo Rail Corridor plan, where a stronger goal was required after Caltrain electrification and the upgrade of the Hillsdale station.

For the General Plan, there should be one or more future phase goals if and when there are major transportation improvements on the Dumbarton corridor and/or other major initiatives directed by General Plan policies. With stronger transportation infrastructure, the trip reduction goal should be 40% (approximately 50% drivealone mode share) or other goal stronger than today's goal as evaluated by staff once specific transportation improvements are planned.

The ConnectMenlo EIR shows that adding jobs near housing reduces Vehicle Miles Travelled, since some people are likely to take advantage of the opportunity for a shorter commute, if the opportunity is available. To ensure that the community gets the benefits of this reduction, it would be helpful to implement phasing in the plan, allowing staged buildout of the commercial space with triggers to ensure that corresponding housing has been built.

In addition, the ConnectMenlo EIR shows that with full implementation of the plan, the jobs/housing balance would be worse than currently. To reduce the VMT impacts of a worsened jobs/housing balance, we would urge the City Council to direct additional planning with the goal of adding more housing near jobs elsewhere in the city. However, this direction should not delay approval and implementation of the General Plan's changes for the M2 area.

Thank you for your consideration.

Sincerely,

Adina Levin for
The Menlo Park Transportation Commission
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