

From: Adina Levin

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To: "Liu, Lori" "Lentz, Cliff <at> gmail" "Conway, Clarke" "Davis, Madison" "O'Connell, Terry"

Subject: Parking, traffic, and housing

Honorable Council Members,

Unfortunately, I was unable to attend the last two council meetings but was able to watch online.

There were several questions discussed regarding traffic, parking, and housing regarding which I have some references that may be helpful.

1) Parking, mixed-use, and a car-light neighborhood

One question regarded the connection between parking requirements and the level of driving and traffic.

The City of Mountain View is dealing with very similar issues in setting policies for adding housing and services to the North Bayshore area where Google is headquartered.

Mountain View's goals are to create a car-light neighborhood where residents will be able to drive less than is common in our area. In order to encourage a car-light neighborhood, Mountain View City Council has recently set a goal of .6 parking spaces per dwelling unit.

Because the housing will be adjacent to commercial space, including office and retail that are minimally used overnight with the heaviest residential demand, Mountain View will encourage shared parking with nearby commercial uses.

If I recall correctly, Mountain View will be allowing unbundled parking. The availability of nearby commercial space for shared parking will add flexibility in case there is some additional parking needed.

The agenda is here; the minutes from the discussion are not yet online

<http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=23156>

2) Mixed-use developments, driving, and traffic

One of the questions was about how or whether adding housing affects traffic. Recent models in our area for Mountain View, Menlo Park, and more, consistently show that adding housing near jobs reduces vehicle miles travelled, since people on average will commute longer distances.

Although vehicle miles travelled, pollution and GHG are likely to go down, there still may be an increase in local congestion.

BUT - a body of recent studies also shows that when adding mixed-use, infill development, vehicles may drive slower, but overall transportation performance increases.

How can this be? Because even though people may be driving slower, they have less far to go, and have many more destinations they can reach nearby. So people tend to spend less time driving, even though they may be driving more slowly.

Infill development may not reduce *congestion*, but it increases access and can *reduce travel time.*

See pages 12-19 in this presentation by Chris Ganson of the Governor's Office of Planning and Research.

http://mtc.ca.gov/sites/default/files/CGanson_MTC_Planning_Innovations_743_6-8-17.pdf

Thank you for your consideration,

- Adina

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