



January 15, 2019

Santa Clara County Supervisors  
County Government Center  
Tenth Floor – East Wing  
70 West Hedding Street  
San Jose, CA 95110

Subject: Stanford University General Use Permit Environmental Impact Report

Honorable Supervisors,

We are writing on behalf of the Palo Alto Council of PTAs to ask that the Stanford GUP EIR and Development Agreement address impacts on safe school commutes for PAUSD students affected by Stanford's development. These mitigations are recommended by the Palo Alto Council of PTAs Traffic Safety Committee. They specifically address transportation and safety mitigations which we ask you to include in the Stanford GUP EIR mitigation plan and/or Development Agreement as appropriate.

1. **Participate in Safe Routes to School Operating Costs/Crossing Guards:** Identify and describe the existing safe routes to schools activities, which include crossing guards at affected intersections. Assist the City with the cost of school crossing guards required at major intersections that benefit school-bound children of both city residents and Stanford affiliates.
2. **Continue Cooperation with SRTS Partnership:** Continue to coordinate with the City and the Palo Alto Unified School District to define and implement improvements that reflect the most recent Safe Routes to School recommendations. If an additional school is provided near Sand Hill Road for students living in University housing on that side of campus, the current cooperation between Palo Alto, the Palo Alto Unified School District, the Palo Alto PTAs, and Stanford on Safe Routes to School should be extended to access for any future school site as well.
3. **Fund Identified and Not Yet Identified Safe Routes Engineering Improvements:** As Stanford's current funding for agreed improvements for safe access to schools has not been fully implemented, the City asks that Stanford create an annual budget based on the agreed work program for future improvements that benefit Stanford faculty, employees, staff and graduate students with children. Ensure that the University remains responsive when new demands for school travel are generated by new development, such as development on campus resulting in large bursts of new school children as residential projects are completed.
4. **Fund Bol Park Path Improvements:** Consider the financial impacts on paths through Bol Park that are used on a daily basis for recreation and bicycle transportation by Stanford-residing adults as well as Stanford-residing children attending Fletcher and Gunn schools. Support the most critical modifications needed to provide connectivity between the Stanford Perimeter Trail and the Bol Park Path. Stanford representatives should coordinate with Palo Alto staff to better define this project and ensure that it does not include elements that are already covered by the \$3.2 million agreement with the County but does include funding for elements that are still critically needed for upgrading this bikeway.
5. **Support Partner Organizations:** Provide technical and financial support to partner organizations (e.g. local shuttles and Transportation Management Associations). Coordinate with the City of Palo Alto to support the City's Shuttle Program and enhance connections with the Marguerite Shuttle.

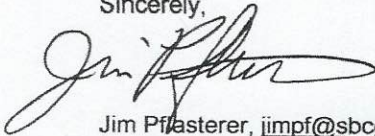


6. **Make Contributions to Transit and Transportation Infrastructure:** Make contributions to necessary capital improvements at City intersections and to support grade separations. Make fair share payments to the City in line with the City's Transportation Impact Fee requirements. Provide up-front funding to improve the efficiency, capacity and reliability of Caltrain and the Palo Alto Inter-Modal Transit Center, including fair share contributions to Caltrain grade separation.
7. **Upgrade Analysis and Commute Trip Methodology:** Identify the true traffic-related impacts of the Project, so that the burden of responsibility does not shift from the University to Palo Alto and surrounding communities. Require Stanford to make some needed adjustments to the University's "no net new commute trips" to more accurately reflect the traffic impacts that occur all day and during school commute peaks.

Finally, require fair share funding of grade separations to address safe routes issues for Stanford and PAUSD. Growing numbers of Stanford commuters will be using Caltrain, creating demand for the capacity that will be created by electrification and increased numbers of trains – necessitating grade separation locally. Further, Stanford commuters who use all other modes rely heavily on rail crossings that are already severely congested by train preemption. These crossings provide crosstown school commute routes for children who walk, bike and ride Shuttles or buses to PAUSD schools. We understand it is possible that some impacts listed here cannot be addressed in the Final EIR, so we ask you to please address those impacts in the Development Agreement.

Thank you for considering our request.

Sincerely,



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Peter Phillips, [pkphillips@gmail.com](mailto:pkphillips@gmail.com)

Co-Chairs, Palo Alto Council of PTAs Traffic Safety Committee

CC: PTAC Executive Board  
Palo Alto City Council  
Palo Alto Board of Education  
Palo Alto City Manager  
David Rader, Senior Planner, County of Santa Clara, Planning Office