



OUR PALO ALTO 2030 – THE SUMMIT GROUP REPORTS

Q4: Please share with us your group's top two ideas related to TRANSPORTATION.

"Palo Alto Pennies" reward program for using alternatives to SOVs and being neighborly by helping with errands and other tasks. Integrated map-app of all publicly available transit options

"... increased use of time shift (I.e. Stanford start 6 am !) telecommute, ...anticipate increased use of self-driving vehicles (especially via car share, Anticipate increased use of self-driving vehicles (especially via car sharing) on parking, on senior access, and in competition with bus"

1) Rebalanced commuting: (a) paid, frictionless parking, (b) congestion pricing; (c) peripheral parking and smart "last mile" shuttles, 2) inner-city transit on demand: (a) "Uber pool" with wholesale pricing; (b) progressive bike infrastructure; (c) Rapid, frequent electric buses.

1. people movers-elevated mode separation 2. job bank/mobility service for home services (nanny/gardener), East/west corridor bike improvements.

B, Improve the traffic signals technology at all Palo Alto intersections with traffic lights. Add handicap parking spaces along University Ave & Hamilton Ave.

Beautiful Alma: underground Caltrain, linear, park, trolley, mixed use development at nodes.

Bike safety including along major corridors - protected bike lanes and intersections. Underground Caltrain and add high-density housing and open space on top.

BRT on El Camino, No new net car trips for downtown areas and Research Park.

Caltrain- minimizes impact of electrification and high speed rail. Trench crossings, improve service to California Ave. Create neighborhood jitneys- local bus service does not sufficiently serve our neighborhoods. Need more thorough geographical coverage and more frequency.

Cap and trade for car trips for employers downtown, Cal Ave and Research Park.

Carpooling tools and systems for neighborhoods to rideshare, Employers with 40 or more employees should provide shuttles and ride sharing programs for their employees.

Commuters: on call self-driving cars between transit hubs and employment destinations... Because last mile of commute is usually hardest for a transit user. Trenching Caltrans between San Antonio and Cal Ave and use the space above the closed trench to build high density housing. Need innovation partnership

Continue to support safe routes to schools, Reconfigure Streets to improve bike safety as in New Haven.

D-4 Trench Caltrain / replace it with Bart (connected to bay area-wide system), and put dedicated bikeway/ walkway on top of the train. Better east west travel through over or underpasses.



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Designated transit corridor for increased public transportation convenience. More secured and convenient bike parking and sharing.

Eco pass subsidy if reduced car ownership (or use) in household - fund e.g. by fee on car ownership. Smarter coordinated traffic signals on corridors to support multimodal transit flow.

Eco pass subsidies for reduced car ownership in households funded by fee on car ownership
Smarter coordinated traffic signals on corridors to support multimodal transit flow.

Expand bike share locations, borrowing duration & electric bikes in Palo Alto to facilitate more use of public transit.

Expand mixed-use development along transit corridors and SRP.

Expand Palo Alto Shuttle geographically and in frequency (i.e. West of El Camino), Create major corridors dedicated to car traffic separate from dedicated bike/pedestrian corridors.

Expand planning time horizon to work long term projects such as under grounding Caltrain,
Pooling commute traffic and leveraging alternate fuel vehicles.

Fast trains underground with bike trails at grade.

Fewer jobs and less growth, Fix the Embarcadero/El Camino intersection lights and Palo Alto High School crossing.

From B-11: Limit the growth rate of jobs and housing to 0.25% per year for the next 30 years.
Increase shuttles routes extending into neighborhoods, etc.

Gardens

Implement recommendations from the existing City of Palo Alto Rail Corridor Study and Bicycle/Pedestrian Transportation Plan, More flexible parking permits. Current permits assume and allow every-day driving. Large populations of commuters who only drive occasionally are underserved by the current system. Limited or shared parking passes and special event parking passes would add much needed options.

Improve crosstown (east/west) connectivity for pedestrians & cars through innovations such as underpasses, etc. Community shuttles on demand subsidized by businesses.

Improve walkability and bikeability of Palo Alto: underground Caltrain and create linear park and bike/pedestrian path over; physically separate other bike lane, Personal rapid transit; electric self-driving cars that pick you up and drop you off where you want to go; neighborhood Uber/Zip cars.



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Improved citywide shuttle service with collaboration with local employers, Rapid transit (like bus or lite rail) on El Camino (from SJ to SF) & other PA expressways.

Incentivize businesses to reduce employee commutes via technology and transportation. Alma / Caltrain corridor: rail underground, bike path & park above.

Last-mile problem is big obstacle to public transit. Find a way to aggregate people going to the same place in order to enable semi-custom transit (uber: Expensive parking drives people to carpools (absent good public transit) but VERY mixed feeling on this.

Leverage data capture and analysis tools and make data public, transparent and available. Make El Camino as a grand boulevard with BRT with dedicated safe bike lane.

More bike options. Much more frequent shuttles.

More dense housing near transit to walkable urban core/services, Increased frequency of mass transit with better coordination between different modes of transportation, Transit that runs so often you don't need to consult a schedule, Parking lots near highway 101 with shuttles to Stanford Research Park.

More geographically distributed bus/shuttle service - within a 10 min walk of each home. Improved landscaping and wider sidewalks along El Camino Real.

More on demand transportation utilizing technology such as shuttles, carpool, driverless cars and company provided buses.

Multi modal on demand transportation network with APP the goes everywhere, underground or otherwise eliminating train grade separations.

No BRT on Alma.

Non-regressive carbon tax to fund trenching of Caltrain tracks plus build parks and a bike corridor on top. Driverless on-demand cars to reduce car ownership, to encourage alternate methods of transportation, and with community education to encourage biking and

Provide public transportation and other traffic management solutions along feeder streets like Alma, park Blvd., Middlefield

Require employers to pay for alternative transportation for their workers with appropriate adjustments for small businesses and their workers

Self-driving cars (like Mountain View has) or synchronized, publicized, real-time status shuttles running to/from remote parking lots. Improve bike lane safety by providing more corridors, low cost or free bike rentals, with cheap fares for in-town Caltrain rides.



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Shuttle improvements: Improves routes, schedules, (for commuters and RESIDENTS)

- Communication of services via websites, apps, signage at shuttle stops;
- Biking and walking:
- Public education on alternative transport options, conservation of driving akin to drought conservation, recycling education;
- Clean.

Shuttles for satellite parking at freeways. Bus rapid transit, including multi modal transit with emphasis on bikes.

Small town feel.

Solve the Caltrain grade level problem.

Top ideas from group D-9: expand free shuttles into residential neighborhoods. Better public education about all transit options with coordination among, 2nd idea from group D-9: expansion of Bike Share into residential neighborhoods with bike repair and pump stations. Enforcement of traffic laws on both.

Transportation for students - shuttles and more bike lanes and safety training. On demand shuttles/carpools.

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Transportation issues from table D-7:

- (1) Charge for parking in business districts
- (2) Promote neighborhood/walkable retail

Transportation radiating out into the community from local shopping and transit hubs. Grade-separated Caltrain!!!

Tunnel Caltrain. Tax increase ok.

Two transportation answers:

- More affordable housing for workers
- Charge for parking off of Oregon & Page Mill (at Stanford Research Park) combined with

Underground Caltrain. Replace University / Alma / Caltrain Interchange.

Use medians more innovatively, eg reversible lanes, pod transportation on El Camino, Page Mill, Sand Hill, Oregon Exp. Bruce Heister.

Use technology to match transport supply and demand in real time. Incentivize HOV on lanes, at parking, with retail discounts.



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Zone more areas for dense housing.

D-4 Trench Caltrain / replace it with BART (with more frequent trips, and connected to bay area-wide system), and put dedicated bikeway/ walkway on top of the train.

Reintroduce neighborhood retail to reduce need to travel to major hubs (allowing grocery, coffee shops, etc... sprinkled among the communities).