

Public Comments (Digital Commenter) - Draft Transportation Element

Goal Number	Public Comment
General comments	Give me a 3 step menu to Open City Hall - Digital Commenter and make a comment on the Transportation Element. Simple directions for digitally handicapped seniors.
General comments	Thank you for inviting resident's input
General comments	I feel there is a need for an on demand shuttle service for Palo Alto or much better shuttle coverage in our neighborhood of Green Acres 2 which seems to have been left out of the shuttle system except with twice a day shuttles at Gunn. I have frail elderly and blind and visually impaired clients living in that area who have to walk to El Camino (quite a distance for them) to get to a bus. And they need more personalized door to door service that is more spontaneous than outreach. There is very little shopping in that part of town with grocery outlet being a mile away and not really the place that most folks choose to shop. Barron Park is probably also underserved. Door to door service is available in neighboring cities like Menlo Park that has on demand and shoppers shuttles and Mtn. View which has very widely circulating Google shuttles.
General comments	1) The parking lots near Cowper and University used to be empty during the day, presumably because they were reserved for monthly permits - I suggest increasing day-use, shared space (permit for different times during the day) etc. 2) Caltrain is wonderful if you work near a station; we have enough large employers who could provide a shuttle to outlying areas for their employees, and allow (paid or free) use for others as well.
Goal T-1	Explore electric bike share programs with locations distributed around the city (possible at libraries)? With electric bikes, residents and commuters can cover a much larger terrain without adding to traffic problems.
Goal T-1	To add to these excellent policies and programs, I would like to see a clearer linkage to housing policies/element, making clear that well-designed, reasonably dense small-sized housing near transit will have major positive impacts on transportation as well, with units for those who rarely or never drive, such as millennials, seniors and the working poor (who cannot afford a car these days). This housing can have not just a neutral but actually a positive effect on transportation, for workers who will no longer need to drive to work or services. Should involve significant reduction in parking minimum as well, so land can be used for better goals.
Goal T-1	Program T-1.23.2: strongly encourage "collaborate with . . . Seniors."
Goal T-1	This document seems unnecessarily wordy, so reading it is tedious. What I'd like to suggest is that there be benches at all of the shuttle stops so that people who have trouble standing can have someplace to sit while waiting. From what I've heard, this would increase ridership.
Goal T-1	This document is way too complicated to use. What I want to suggest is that there be seating at each of the shuttle stops so people who have trouble standing can sit. Currently benches are available only at some stops. Excuses I've heard should be addressed.
Goal T-1	SHUTTLE BUS: MAIL SCHEDULE AND PLACES SHUTTLE STOPS WITH UTILITY BILLS. PUT STEEL POST WITH MARKERS WHERE SHUTTLE STOPS
Goal T-1	No mention whatsoever of on-demand self-driving cars which will be here very shortly and that reduce total driving time, traffic congestion, and significantly reduce parking requirements. Current metrics see heavy use of cars for local journeys because there is no convenient alternative, but this will be here well within life of current plan.
Goal T-4	Consider charging fees for parking in downtown area to discourage single occupancy vehicles. Use revenue (or part of it) to provide alternative infrastructure such as EV charging stations, bike routes, etc.
Goal T-5	Comments about safety: Sometimes Stop signs are obscured by trees, bushes, etc. When cars park too close to an intersection you can't see cross traffic. Need smarter traffic lights.

Public Comments (Digital Commenter) - Draft Transportation Element

Goal Number	Public Comment
Goal T-6	<p>I was born in 1936 and was a member of the Palo Alto Bike/pedestrian committee under Gail Liken when we developed the first Bike Boulevard. I can no longer ride a bike due to blindness, an autoimmune disease, and difficulty walking. I have used VTA and their Outreach program for many years. It has many drawbacks but is a door to door service - I worry that many seniors don't know about the 3/4 mile rule so may find when they need the service that they live too far from a fixed transit stop to be eligible. This is especially true since VTA cut service to the Palo Alto Area other than the 22 and 35; I was one of the citizens trying to save the 88 bus that ran directly to CA ave from Midtown. Some disabled folks of my age have trouble using Outreach since the rides are multiples so we run out of energy on long rides often after very late pickups before we get to the destination. The current jam on Oregon Express way is of course affecting those of us going to appointments or volunteer jobs etc. We now have Avenidas Door to Door with volunteer drivers who are doing a great job - we need more drivers there. As a member of Avenidas Village, I occasionally ask for a ride through our volunteer drivers. Unfortunately there are more of us who need rides than those who are able to do the driving. Are you aware of Lift Hero which connects seniors without smart phone apps to connect with Uber. I tried it once but Uber charged me double for Prime Time so I am reluctant to try it again. I am glad the city is working on these issues. A lot of us blind folks are waiting for driverless cars to be licensed to pick up seniors and disabled people. Mean while it would help if there was a direct way to go from Midtown to CA Ave. Also the Shuttle and Margueitte system should be more accessible to blind and other disabled or elderly riders. The VTA could add some lines - people are more likely to use a bus if it has a reasonable schedule including weekends since the paratransit system has to follow its schedule, especially now that the floor can be lowered and the buses 'talk' with destination and key cross streets. You mention working with local agencies, I hope that includes Vista Center for the Blind and Visually Impaired and our Orientation and Mobility Professionals. The Silicon Valley Council of the Blind SVCB also continues to be concerned with transportation.</p>
Goal T-8	Wonderful - also add pilot training for recreational use of drones.
Goal T-9	For Policy T-9.9, please also work with SamTrans on the transportation issue, not just the VTA. There is only one busline (281) going into Menlo Park from the Stanford Shopping Center, and the University Ave. traffic needs major improvement, especially between the hours of 3-7pm.