



2018 City Council Candidate Questions

TRANSPORTATION

What are your ideas for solving our traffic problems (other than using Caltrain, which is over capacity even with planned expansions)?

PAT BOONE

Buses, shuttles, and carpooling. It has to be an aggressive plan to reduce traffic over the next 5 and 10 years. We need real solutions now.

ALISON CORMACK

A robust shuttle system that provides transportation for people of all ages and abilities. Since the bicycle boulevard construction on Ross Road, I have had many conversations with neighbors and others about what we could do that would get more people out of their cars, especially with our aging population.

TOM DUBOIS

Parking permit programs have worked. When we implemented RPP, the number of carpoolers we saw increased. We need to continue to decrease business parking in residential neighborhoods each year, as we fund our Transportation Management Association (TMA), to encourage companies to support the TMA and use it.

New commercial buildings need to be fully parked

We need to build a downtown garage and a garage on Cal Avenue as has been promised to the voters multiple times.

We should look at some transportation centers for parking, such as 280 and Page Mill with shuttles to the Research Park.

We need more express busses from the South and East

We need better measurement of Stanford compliance with the "no new net trips" agreement

ERIC FILSETH

Control growth that produces new traffic, especially commercial growth. The First Rule of Holes.

Beyond that, I believe TMA can help. Our downtown parking permit fees are 1/8 those in San Francisco; we have room to raise them further. There's evidence this has already correlated to increases in carpooling. Continuing to expand our bicycle infrastructure will help as well.

TDM programs need to be actually enforceable, not just posting bus schedules as one “TDM” program in town got away with.

We can make progress on cut-through traffic via rush-hour turn restrictions and other mechanisms. Technology can also play a role, such as traffic light retiming and potentially innovations such as Scoop.

The suggestion to simply stop measuring “LOS” (the standard measure of traffic congestion), because we don’t like the data it shows, is not a good idea.

CORY WOLBACH

The two biggest causes of traffic in Palo Alto are commuters and school trips.

For commuters, my focus remains on expanding the Palo Alto Transportation Management Association (PATMA), which has already demonstrated successes in reducing commuter car trips, even with limited funding and staff. As the City Council Liaison to PATMA, I have been pushing it to expand to California Avenue area, and to include business areas between Downtown and Cal Ave, such as Palo Alto Medical Foundation, Town & Country Village, PAUSD district offices and Paly, and El Camino Real

Beyond expanding PATMA, I also propose we prepare to create a subregional federation of TMAs to work across city borders. Palo Alto has two TMAs (PATMA and SRPGo in the Stanford Research Park), Mountain View has a TMA, and Sunnyvale has two. East Palo Alto and Menlo Park would benefit from collaboration as well. Some people live in one city and work in a neighboring city. By pooling resources, we can hire adequate staff, expand successful programs, etc. Having already met with counterparts on City Councils in Mountain View and Sunnyvale, as well as Mountain View TMA leadership, I am confident there is strong interest in such collaboration.

For school trips, we need to continue to support our Safe Routes to School program. We also need to get more buses or shuttles running to carry students, not fewer. When I was a Gunn student (quite a few years ago) I rode the VTA 88 bus. And yet VTA continues to threaten to take it away. One of the best uses of the City’s free shuttle is middle school students. But the status quo is inadequate. I remain committed to revamping our city shuttle with greater collaboration between the City, PAUSD, and PATMA.