

**TRANSPORTATION**

	Outside Sudden Valley	Inside Sudden Valley
Usual/Normal: Reduction of Vehicle Trips	1a. increased bus service; commuter bus/Park&Ride 2a. water-taxis/ferries - public or private 3a. bike path along the Boulevard/Louise 4a. Über/ZipCars/eSharing 5a. avoid: locate more services inside Sudden Valley	1b. shuttle(s) to Boulevard (bus, shops) 2b. Über/ZipCars/eSharing 3b. sidewalks/bike trails/improved walking trails 4b. neighborhood vehicles (carts/bikes) - free or rental 5b. related: improved pedestrian crossings & speed limits on <b>public</b> roads. nearby 6b. improved schoolbus stops
Disaster Transportation	1c. additional road out of area 2c. volunteer emergency ride-sharing 3c. neighborhood vehicles (carts/bikes) 4c. emergency water/air transport - public or private	1d. volunteer emergency ride-sharing 2d. neighborhood vehicles (carts/bikes) 3d. sidewalks/bike trails/improved walking trails 4d. clear Airstrip for emergency purposes
1a	under control of WTA - little available input; expensive per additional vehicle (purchase, staff, fuel, maintenance); slow start while usage analyzed	
2a	extremely expensive - unlikely government or private funding; <b>but</b> SVCA could research market for extra golf patronage from water-traffic - <u>little cost for more private boat use</u>	
3a	expensive construction; possible route limitations; maintenance funding shortage; little showing of current danger, or of commuting benefit	
4a	<u>Über/ZipCars need no funding by SVCA or county</u> , but requires showing of possible profit; eSharing requires coordination & significant volunteers	
5a	services within (or near) SVCA requires tenants (market draw) & some County permission, but fairly little SVCA funding (perhaps advertising)	
1b	SVCA shuttle service is expensive	
2b	little market for Über/ZipCars; eSharing requires coordination & significant volunteers	
3b	any infrastructure creation & maintenance is expensive (with possible route limitations)	
4b	SVCA owned equipment might be <u>costly</u> to obtain, <u>but might be recouped</u> through charges; <b>possible use for off-duty or old golf carts</b>	
5b	<u>crossing &amp; speed limit improvements are simple &amp; relatively inexpensive</u> , <b>but</b> require County approval: intense lobbying plus showing of current danger	
6b	<u>relocate Gate 3 Boulevard stop/shelter; use park-&amp;-ride or Rotunda lot for relocated Gate 1 bus turnaround &amp; shelter; use Barn area for Gate 2 stop</u> ; needs work with District	
1c	additional road unlikely: funding & location problems—idea has failed before	
2c	<u>could be part of SVCA emergency planning effort, at little or no cost</u>	
3c	requires the existence of 1b and/or 4b	
4c	<u>could be part of SVCA emergency planning effort, at little or no cost</u> ( <b>except</b> if using Airstrip because of clearing & other needed advance preparation - see 4d)	
1d	<u>could be part of SVCA emergency planning effort, at little or no cost</u>	
2d	not of major benefit, and requires existence of 1b and/or 4b	
3d	requires 3b: any infrastructure creation & maintenance is expensive (with possible route limitations)	

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4d	(see 4c) possible contract for emergency service using Airstrip; expensive & permits required, but service provider could assist	

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