



2022 City Council Candidate Questions

TRANSPORTATION/TRAFFIC

The City wants people to use their cars less, yet not everyone can or wants to travel by bicycle and we have few public transportation options. How would you reorient traffic in our city?

PAT BURT

We don't need or expect everyone to use bicycles or other micro mobility means. By encouraging safe biking for those who would like to bike more, we free parking and roads for those who wish to or must drive. Also, we need to expand public transit and its use coming into the city and within the city, such as with electrified Caltrain (with its better schedules for non-commuters), expand VTA buses and their use and promote the free public use of the Margaritte bus system. Also, by expanding provision of transit passes to low income workers and city employees, we reduce traffic congestion and parking demands while increasing employee recruitment and retention in support of retailers and the City.

KATIE CAUSEY

Work with VTA on expanding public transportation options and continue to invest in street infrastructure in high collision areas.

ANNE CRIBBS

We need to evaluate the Palo Alto Link and consider publicizing and expanding this service as well as adding shuttles to connect dense housing areas to jobs, trains, schools, doctors, and shopping areas.

I support the needs of people who must drive and also the desires of residents who want businesses and activities they can walk or bike to. I support more housing in locations where residents can walk or bike Downtown and around Cal Ave. I also support the privately funded BMR teacher housing project on El Camino and additional housing on El Camino near services, shopping and jobs. If an additional parking garage is found to be needed Downtown, I am willing to consider it.

HENRY ETZKOWITZ

Did not respond.

GEORGE LU

Firstly, we need awareness of existing public transit options. We have excellent bus service along El Camino, and pooled rides via Palo Alto Link. These are safe, convenient, and affordable options that we need to grow and strengthen.

Secondly, we should focus our growth in a transit oriented way, so people who choose not to drive have viable options. We should also invest in proven best practices, like traffic demand management plans for employers and schools. Providing transit passes in these contexts can help traffic.

I fully acknowledge that cars will always have a place in Palo Alto. However, we should still strive to be a more human-scale, tight-knit community with walkability and cyclability for every neighborhood.

KEITH RECKDAHL

Bike lanes and other non-vehicle options do not just benefit bikers, they benefit everyone by reducing vehicle congestion. This makes vehicle travel more feasible for those who cannot bike. Increasing the number and quality of non-vehicle options will increase the number of drivers who choose not to drive.

We need to enhance public transportation by collaborating with regional transit agencies to expand service and improve frequency. This includes more shuttles within the city and connecting with nearby cities and transit hubs, making public transport a more viable option for everyone.

We should focus on creating safer, more convenient, and accessible alternatives for all residents, such as improved pedestrian pathways and bikeways, including shared options like electric scooters or e-bikes. These could offer flexibility for short trips without needing to rely on cars.

We should implement smart traffic management technologies to optimize traffic flow, reduce bottlenecks, and improve the overall driving experience for those who need to use cars.

By giving people more choices in how they move around the city, we can reduce congestion, lower emissions, and make travel more efficient and inclusive.

GREER STONE

To effectively reorient traffic in Palo Alto while encouraging less car usage, requires a multifaceted approach that enhances public transportation options, promotes walking and cycling, and prioritizes new housing in areas near public transit.

First, improving public transportation is crucial. This could involve collaborating with regional transit authorities to expand bus routes, increase service frequency, and provide real-time tracking to make public transport a more viable option. I've been a supporter of our affordable and convenient ride share service called Palo Alto Link, and I support efforts to continue funding this program, or to identify more efficient and affordable alternatives.

Additionally, enhancing pedestrian and cycling infrastructure can encourage those who might otherwise rely on cars. Expanding bike lanes, improving sidewalks, and ensuring safe crosswalks are essential steps. Cities that prioritize walkability not only reduce traffic congestion but also promote healthier lifestyles .

Lastly, I will continue to prioritize new housing in transit rich environments in order to promote less car dependent development and encourage new residents to use alternative methods of transportation. However, we must also recognize that not all of these residents will be able to live car-free, and so some parking requirements will continue to be needed.

By integrating these strategies, we can create a more sustainable, accessible, and livable city for all residents.

DORIA SUMMA

I support bike lanes but it is important to me that they are safe for all levels of users. I would work with Stanford to expand Marguerite service to more parts of the city. While we should encourage biking and public transportation, we need to make sure that streets are safe and that traffic is well managed for residents who need to use cars.

CARI TEMPLETON

I encourage our city to incentivize the use of buses and bikes by our school children to reduce school-related traffic, to increase students' comfort with public transportation, and to encourage a life-long use of energy-efficient public transit as they enter adulthood.