

## Cari Templeton

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**Personal transportation choices:** What are your primary and secondary modes of transportation for getting around town? If one of your preferred modes is bicycling, how often do you ride? What type of trips do you make and why do you choose this option over other modes?

Depending on how far away our destination is, we use different modes. We have an electric car for longer treks. When we are traveling nearby, we prefer to walk or bike. My daughter bikes to school daily (when school is on campus), and our family often bikes to Mitchell Park playgrounds, library, and Ada's Cafe, or to friends' houses on weekends. My favorite place to go on a bike ride is the bike trails at Shoreline. I feel so fortunate to have the opportunity to regularly access these modes of transportation, which provide extra family bonding, beneficial and fun exercise, and, at times, allow a much needed moment to breathe.

If elected, I will work to provide all community members access to safe and relaxing bike rides and strolls. It has been wonderful to see so many community members opting for alternative transportation options in recent months, and I want to continue these sustainable, cleaner methods long term.

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**Summer Streets:** Palo Alto's [2012 Bicycle and Pedestrian Transportation Plan](#) notes that "Walkable, bikeable downtowns attract residents and visitors to spend money at local businesses". In addition, our [2030 Comprehensive Plan](#) proposes studying "the feasibility of converting parts of University Avenue to a pedestrian zone". "[Summer Streets](#)", the opening of California Avenue and University Avenue to pedestrian and bicycle traffic only, has provided the city with an opportunity to pilot this program. Would you support making these street modifications either seasonally recurring or permanent? Why or why not?

Absolutely. Prior to the success of the Summer Streets pilot program, and the promising continuation of it into this winter, I have long supported mobile and accessible streets. Due to the positive community response, simple adaptation of these programs, and the little cost endured on the City, we must seek to maintain these promenade-style open streets. They provide more opportunities for car-free destinations and for community events and spaces, in addition to the local economic benefit. Of course, I will also consider and welcome suggestions and concerns from local business owners to flexibly modify these programs to provide longevity and to ensure we incorporate the needs of all in our community.

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**Programs:** Programs can be very effective at increasing the walking and biking mode-share within a population. An example of this is the [Safe Routes To School](#) (SRTS) program. Last year, about [60% of high school students](#) in the Palo Alto Unified School District (PAUSD) walked or biked to school. While this program has been successful at getting students to adopt active transportation, among adults and seniors the walking and bicycling mode share is only around 10%. Considering the significant health benefits of active living, would you be in favor of investing in a pilot program for adults and seniors? Why or why not?

Absolutely. Our campaign proposes that we incentivise and facilitate the use of alternative transportation options, such as biking, walking and the use of the shuttle (or other local and regional transportation). I strongly believe that no one should need to rely on cars to access our City. Therefore, beyond promoting a pilot program for adults and seniors which complements the SRTS program — such as making crosswalks safer and easier to use, increasing the number of bike routes, providing transportation information, and hosting events which encourage biking and walking — I will create more programs to target adults and seniors as well.

In my time on the PTC, I've been supportive of making walking and biking safer and more accessible — which generally will also increase adult and senior use of alternative transportation.

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**Road Safety:** The [2012 Bicycle and Pedestrian Transportation Plan](#) lists the [locations of hazardous intersections for pedestrians and bicyclists](#) in Palo Alto, and suggests treatments to improve safety. The city has addressed a number of these intersections, but, unfortunately, for many of them no safety improvements have been made. In early March, there was a tragic crash at one of these unimproved intersections, resulting in the death of a young bicyclist. What policies would you support to reduce risk for all users at hazardous intersections and roadways?

The intermixing of bike riders with vehicular traffic is dangerous and unfortunately occasionally deadly. Because our city is so bike friendly and pedestrian friendly, we must intentionally design our travel paths for bikes and pedestrians of all ages and experience levels. Our Bicycle & Pedestrian Transportation Plan includes many ideas on how we can improve, and we can look for more inspiration for creative pathways throughout the Bay Area, such as the extraordinary bike/ped separation from vehicular traffic implemented a few years ago at the Googleplex in Mountain View. I also appreciate the Shared Streets program that we are piloting

during the pandemic as a way to reduce vehicular traffic in neighborhoods to make it safer for bikes and pedestrians, and I would like to consider ways to lengthen the duration of this program and expand it into other neighborhoods.

In my work on the XCAP, I'm strongly advocating for long-awaited bike and pedestrian safety improvements (outlined in the Bike/Ped Plan) in the vicinity of the Embarcadero underpass to make it easier and safer for bikes and pedestrians from either side of Alma and either side of Embarcadero to reach Paly and Town and Country, as many of these intersections and interchanges are dangerous for students and shoppers. If elected, I will work to prioritize, expedite, and expand these efforts, not just at the Embarcadero underpass, but throughout the City.

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**Commuting:** The [2016 Sustainability and Climate Action Plan \(S/CAP\) framework](#) states a 2030 goal to “Increase bike mode share, including work commute trips, from 7% to 25%”. What kinds of programs and/or infrastructure improvements do you support to encourage more people to commute by bicycle to help the city of Palo Alto reach this ambitious goal?

To meet the Sustainability and Climate Action Plan goals, the Council must improve biker safety and promote incentives for biking. Council must do more to create safe biking infrastructure, including creating more designated bike routes along with supporting signage and education. The Council should continue to support programs which connect community members to resources for upkeep, registration, and safety of bikes, and also encourage private businesses in the City to

maintain their programs which encourage workers to bike to work, including adequate bike storage. More bike share programs would make it easier to bike from a transit hub to a worker's final destination. Finally, when a development proposal comes before the Council, members should consider how to provide more opportunities to bike or walk, rather than overly incentivizing car use through building excessive and costly parking structures.

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**Equity:** The [2030 Comprehensive Plan](#) states that “ Due to the high number of jobs relative to a low number of employed residents, many workers must commute to Palo Alto, resulting in traffic congestion, air pollution and parking constraints”. This is especially true for service workers. In addition, the [Calendar Year 2019 Annual Report](#) from the Palo Alto Transportation Management Association (PATMA) finds that 70% of service workers at University Avenue and California Avenue use single-occupancy vehicles (SOV) to commute to work. What barriers do you think could prevent these workers from using green transportation options, and what policies could the city adopt to alleviate these barriers?

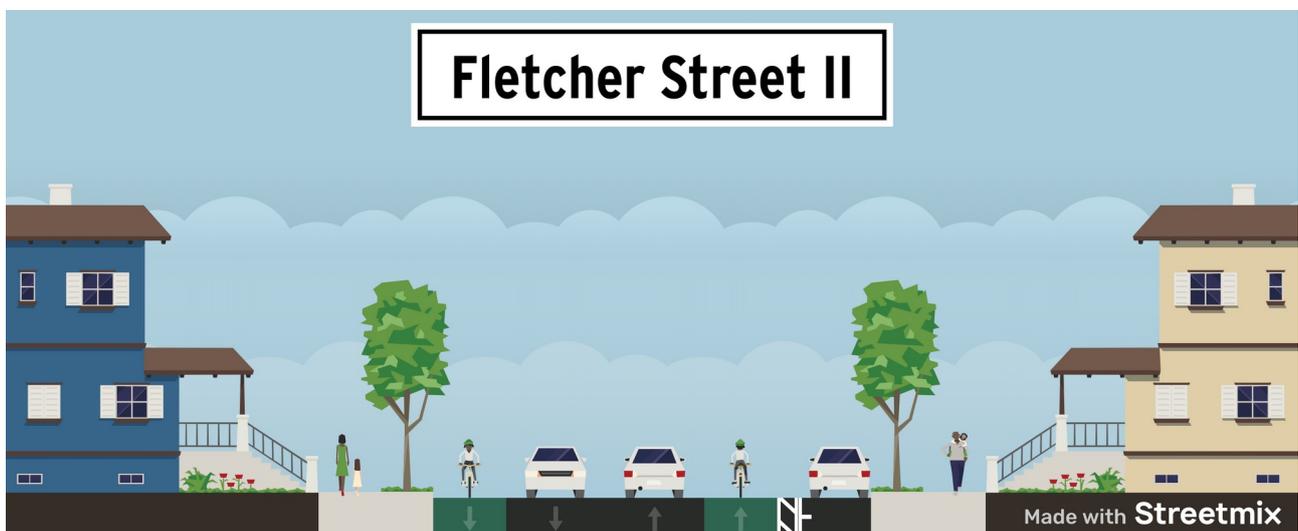
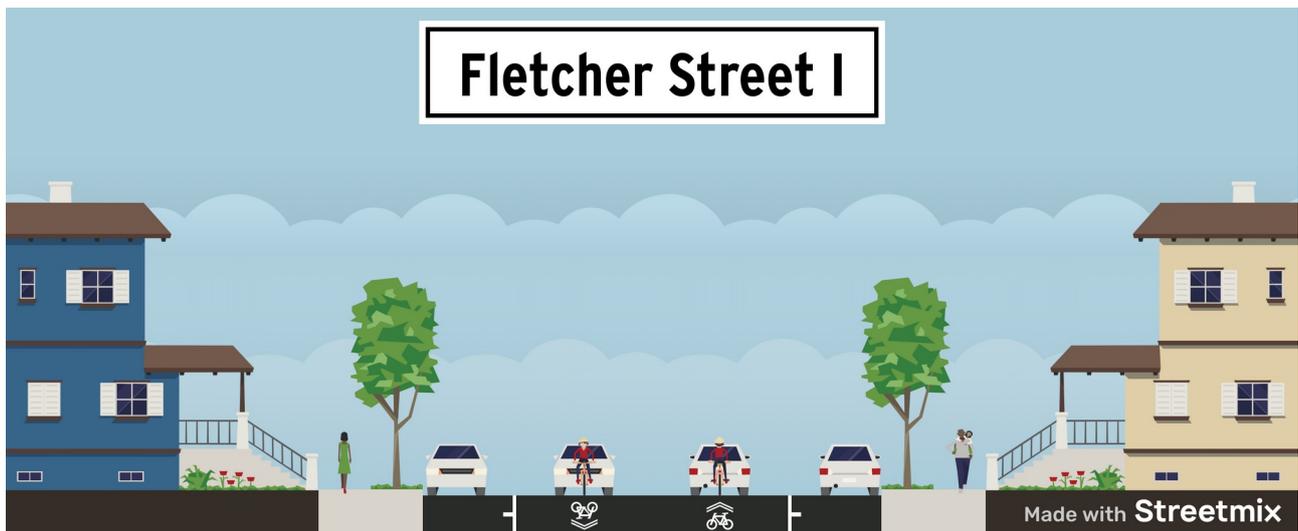
Barriers to transit use for nonresidents are access, duration, and cost. These inconveniences can be reduced or eliminated by seamless integration of local transportation with regional transportation.

In Palo Alto, we should have local transportation options and junctions which connect to the Caltrain, VTA buses, company shuttles, Stanford transportation, (a restored and expanded) Palo Alto community shuttle, and bike share programs. We must also be vigilant about ways to safely store bikes at these transit junctions for Palo Altans leaving the City for work. We can encourage private businesses to continue or expand programs which encourage use of public transportation, company buses, and carpooling. Regionally, we should partner with other cities to ensure that workers who reside outside Palo Alto can reach public transportation at the start of their journeys, and that the choice to use it makes sense in terms of duration and costs through increased routes, better timing and frequency of these routes, and subsidized fares through employers or other means.

Locally, I'm also considering ways to increase transit ridership of our students, so that they may become accustomed to transit ridership and increase their likelihood of continuing to choose green transit options into adulthood. One way would be to start with a fare-free student bus pass, as has been successfully implemented in other regions and countries.

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**Design:** Designing complete streets for safe and convenient travel for all users -- pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles, seniors, children, youth, and families -- is a part of [state law](#). Which of these alternatives shown below for a fictional Fletcher Street would you prefer, and why?



I prefer Fletcher Street II because designated bike lanes provide for safer road designation, and the fewer narrower lanes will reduce vehicle speed. I would love to see even further improvements in this design, however, including the possibility of separating the bike lanes from the roadway entirely (rather than alongside) and/or widening the sidewalks to minimize the risk of bike/pedestrian collisions. Our City must prioritize bike lane designs that do not inhibit pedestrian needs and are ADA-friendly, while also minimizing risk of bike/vehicle collision. How bike lanes are protected at intersections is also a concern, but though shown in this drawing.

**Infrastructure:** Active transportation infrastructure makes walking, biking, and electric boards (like e-scooters) feel safer and more convenient. What kinds of infrastructure projects, supporting active transportation, would you like to see come forward for City Council approval in the next 4-8 years? What kinds of projects would be your highest priorities? How would you choose?

A list of bicycle and pedestrian projects is proposed in chapter 6 of the [2012 Bicycle and Pedestrian Transportation Plan](#). The [City Office of Transportation project page](#) has a list of all Palo Alto transportation projects -- the status for these goes from early development, to planned, to complete, or halted. Larger capital projects are part of the [Palo Alto infrastructure plan website](#).

I will prioritize by safety and connectivity. I'm particularly interested in prioritizing two improvements as soon as possible: F-4 et al.) The bike and pedestrian safety improvements mentioned above, in the vicinity of the Embarcadero underpass. Several roads converge near that site, and there are significant risks of collisions between vehicles, bikes, and pedestrians near this interchange. Safety improvements must be a priority.

Program T-21) We also need more bike/ped underpasses to connect either side of the train tracks in Palo Alto. Currently, there are so few opportunities to cross, and most of those are designed for vehicular traffic. By making more opportunities to connect both sides of Palo Alto through bike/ped tunnels (or bridges, if preferred), we will encourage more bike and pedestrian travel. We should prioritize locations that improve access to destinations, such as parks, shopping centers, etc.

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**Community engagement:** Bryant Street is one of Palo Alto's most beloved streets. However, when Bryant Street became a bicycle boulevard, the proposed changes were quite controversial and sparked community pushback. How would you balance concerns raised by residents who may oppose a change to their street with broader city goals to make streets more accessible to different modes of transport?

Great question, and one that came up again in regard to Ross Road a few years ago. I think the question is one of change management, or the idea that we can do a better job at collecting input at the right time (before a permanent installation) and a better job setting expectations (communicating before, during, and after changes occur). I propose doing more prototype installations before installing permanent fixtures, so that the community can provide feedback after trying the proposal in action. If changes are needed, the community members will have ample opportunity to communicate their feedback to staff before the final project is implemented.

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