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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?

My primary mode of transportation is biking and my secondary choice is to skateboard. In nearly every circumstance in which I can opt to bike to my destination, I will, rain or shine. One of the best examples of this is how I choose to bike to Palo Alto City Council meetings, I am one of the farthest members from City Hall but the only council member to consistently do so. As an advocate for policies which preserve the rich and natural beauty of the environment, I recognize that simply hoping for change will not accomplish anything. Using a bicycle is not only the most convenient and swiftest mode of transportation, it is also one of the easiest ways to help in minimizing man made damages to the environment.

With the current national health crises a significant number of workers have been working remotely. This situation has left residents, including myself, indoors for long periods of time. To combat this sedentary lifestyle I constantly use my bike to remain healthy and active! Biking does not only play a significant role in my well being but also is much more economically viable and sustainable than common modes of transportation. Moreover, both of my kids frequently bike and I continue to encourage them to do so. Biking is an effective way to keep both people and the environment healthy.

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?

I have supported extending the Summer Streets program for both University and Cal Ave. They have been very successful in inviting walkers and bikers and anyone who visits can see the vibrancy this has brought. I am working to see how Summer Streets can work with helping our small retail businesses. As Stanford and businesses reopen, we will need to find innovative ways to handle increased car traffic to maintain the Summer Streets program and I hope we can do that. Thus, I am interested in making the modifications permanent.

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?

I would be in favor of investing in a pilot program for adults and seniors. As previously mentioned I am an avid biker who recognizes the health benefits of using bicycles to travel. Developing a pilot program for adult and senior residents in Palo Alto will increase quality of life and provide an environmentally sustainable method of transportation. Additionally, the implementation of this program will allow many older residents to get out of the house or get in the necessary recommended daily amounts of physical activity. This would be beneficial not only for resident's physical health but their mental health as well. Going outdoors and exercising has proven to be therapeutic which proves especially invaluable at times like these.

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?

As mentioned prior many youth in Palo Alto opt to bike to their destinations as opposed to using a car. It is undeniable that while biking serves as an inexpensive way to help out the environment, there are a multitude of risks that are accompanied by it. One of the initiatives that I am considering is the construction of protected bike lanes. From the more casual bikers, it is not reasonable to conclude that bikers are safest, or safe at all for that matter, out on the road when the only thing that separates them from cars is a thin white line. Instead I think it could be more appropriate to invest in these barriers to better protect the lives of bikers both young and old and more importantly increase the biking population by making more bikers at all skill levels feel safe. I am quick to support any extending policies that would benefit this mission.

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?

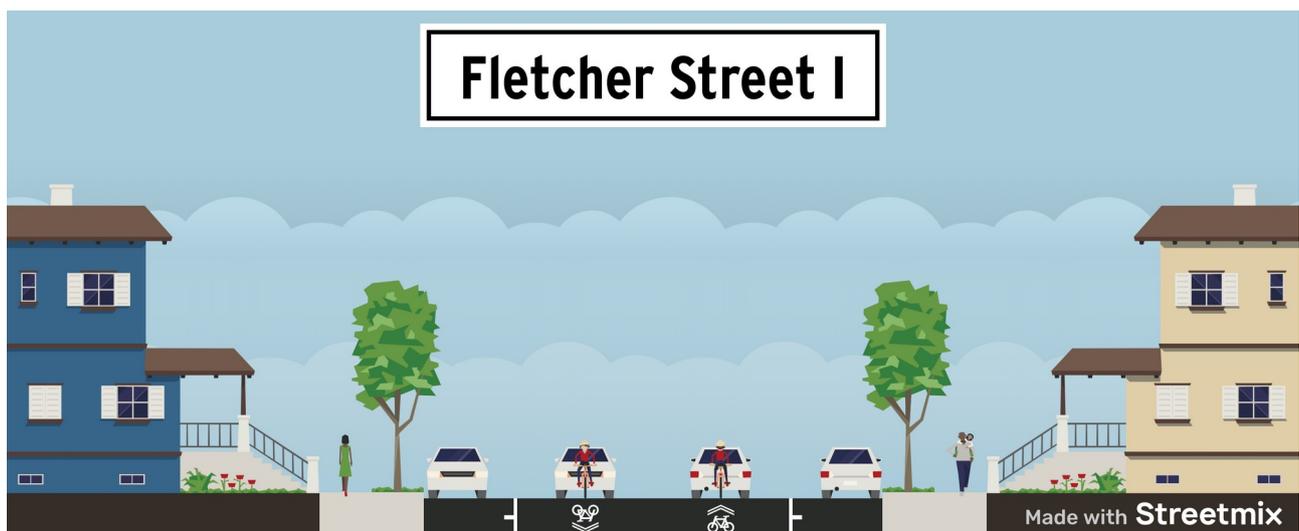
First and foremost I will continue my direct involvement in Palo Alto's Sustainability and Climate Action Plan (S/CAP) in order to address excess emission and usage of natural resources. Additionally, I will prioritize programs that focus on increasing the number of safe bike routes. Many Palo Altans who may have an interest in reducing their carbon footprint will not do so because they do not feel safe. By creating safer access routes for bikers there will be an increase in those who choose to bike to their destinations, including work, and ideally a decrease in the mortality rate of bikers in our city. I've also proposed ideas like having rebates for electric bikes like there are for electric cars and increasing secure bike parking facilities.

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?

I favor programs that help (subsidize) low wage workers to use public transit and ride share services. The barriers are cost and frequency of service. I favor Caltrain expansion. I am aware that many low wage workers have multiple jobs and difficult schedules so this is a real challenge that can succeed only with funding and more flexible options for these workers. I think also exploring programs that give financial incentives to bike to work make sense.

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?



The second alternative for Fletcher Street is the one which I would prefer. Streets should be an inclusive and safe place for all modes of transportation. Whether someone is biking, driving, riding a motorcycle, or taking public transportation there is a need to ensure that safety is the number one priority. The second alternative is safer as it distinguishes between spaces dedicated for car drivers and those for bikers as well as pedestrians. With this separation, especially on a local street, bikers and car drivers are not sharing the exact same space concurrently which will do more to ensure their safety. Ideally, having the parked car as a “barrier” between the moving car and bikes could be even better depending on the street configuration.

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](#).

Locating housing near jobs, services, shopping and transit can increase both walking and biking. Beyond that programs that increase safety are critical both for movement and safe places to store bikes and scooters. We could encourage private bike and scooter share programs and explore whether the city could develop such programs.

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?

If we want to increase non car commuting, we will need to make some streets bike and walkways even if some residents oppose. There are street designs suggested above that can help but in the end the common good must take priority.
