

## Pat Burt

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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?

Biking is our primary transportation mode for my wife and me. We ride about 3/4 of our trips. If we go somewhere at night when my wife does not feel as safe driving, we drive a PHEV.

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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?

I have supported the Summer Streets initiative. I support some version of continuing them.

The easier choice is probably on Cal Ave since there is more than enough traffic capacity on the side streets and we will soon have a significant increase in parking availability from the new garage. I opposed the larger garage and supported greater alternative transportation instead, but this may be an unintended benefit.

On University, I am unsure whether we should make the closure permanent or have permanent parklets.

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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?

yes, I would support such a pilot. For seniors, I think we should supplement it with the promotion of 3-wheeled bikes, including ebikes

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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?

I support investments in all these hazardous intersections.

We need to also compile better data on not only incidents but near-collisions.

Several of the worst intersections are on El Camino require collaboration with Caltrans on a comprehensive bike crossing approach. The policies must be supported by adequate funding from our Capital Improvement Plan and leveraging resources from Measure B and elsewhere.

I worked to fund improving our PCI street paving score to the best in the county. I also negotiated to additional Measure B to be allowed for biking improvements if cities exceeding a certain PCI.

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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?

We need a multi-faceted approach with completing a network of east-west and north-south bike boulevards or separated bikeways. In addition to longer-term bike improvements at our current at-grade crossing locations (plus embarcadero and University Ave improvements), we need to prioritize a separated bike crossing in the vicinity of Loma Verde to near Margarita and extending to the Bol Park/Hanover path. We also need an integrated bikeway from Sand Hill Rd to Gunn and Los Altos through Stanford campus, College Terrace and SRP. The Bryant Blvd needs improvements and more car restrictions citywide.

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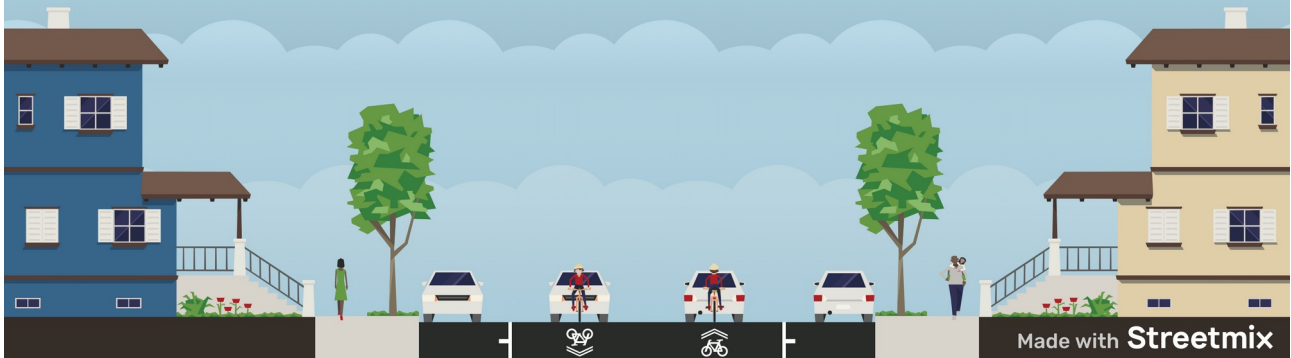
**Equity:** The [2030 Comprehensive Plan](#) states that “ Due to the high number of jobs relative to a low number of employed residents, many workers must commute to Palo Alto, resulting in traffic congestion, air pollution and parking constraints”. This is especially true for service workers. In addition, 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?

We need to collaborate with neighboring cities to better integrate bike systems. we also need to identify which of these routes should be focused on accomodating the emerging range of micromobilty vehicles. We also need to add housing within PA that is planned for strong micromobilty use with on-site amenities and locations that are tied to the bike system.

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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?

## Fletcher Street I



## Fletcher Street II



Fletcher street II. To create mode shifts, we must increase space for on-street and off-street bike paths. This must be coordinated with policies for new development that encourage and require degrees of mode shift and less parking demand.

**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](#).

A significant evolution of our plans needs to be to better integrate emerging micromobility technologies to accommodate their emerging role and assure that bikers while walkers are safe when sharing routes.

Our plan appears to have been deliberately slowed by staff and the CC after the Ross Rd blow-back. we need to re-engage the community to educate (about why everyone benefits from mode shifts and what are best design practices) and plan for our next phases, as well as establish funding priorities and integrating these priorities with our Climate Action and Healthy city goals.

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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?

I would create more, broad stakeholder groups to educate, problem-solve, and build consensus around values and then context-based solutions.

I would also increase efforts for separated or off-road bikeways which are more expensive, but safer, can be more efficient for users, and will increase ridership, and political support for further expansion of the bike plan.

I would also drastically increase bike rack systems on public and private properties so that bikers have even greater parking advantages over driving.

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