

## Raven Malone

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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 by automobile. Normally, my secondary mode of transportation is to walk places that are nearby, however, the recent air quality has impacted this. Though I've considered bicycling, I've been put off by the lack of protections for bicyclists in Palo Alto.

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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 would absolutely support these types of modifications. Making our streets more walkable will not only give more space to our residents to enjoy Downtown and California Ave, but they will also make walking in these areas much safer.

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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. Active transportation is healthy and good for the environment, as it moves us away from automobile dependence. Any program that incentivizes this will bring many benefits to our residents.

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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?

Protecting bikers in Palo Alto is a life-and-death issue that needs to be treated with urgency. I will help develop infrastructure to protect bicyclists such as protected bike lanes and bike boulevards all

over our city, especially at these hazardous intersections. This will protect current bikers and encourage more Palo Altans to start biking.

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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?

Building and implementing safer biking infrastructure will encourage more Palo Altans to make commutes by bike. Safer biking infrastructure would be particularly helpful on busy streets that bikers may need to cross to get to work. Additionally, we need to make it more affordable for those who work in Palo Alto to live here, which will make it much more convenient for many of our workers to commute by biking.

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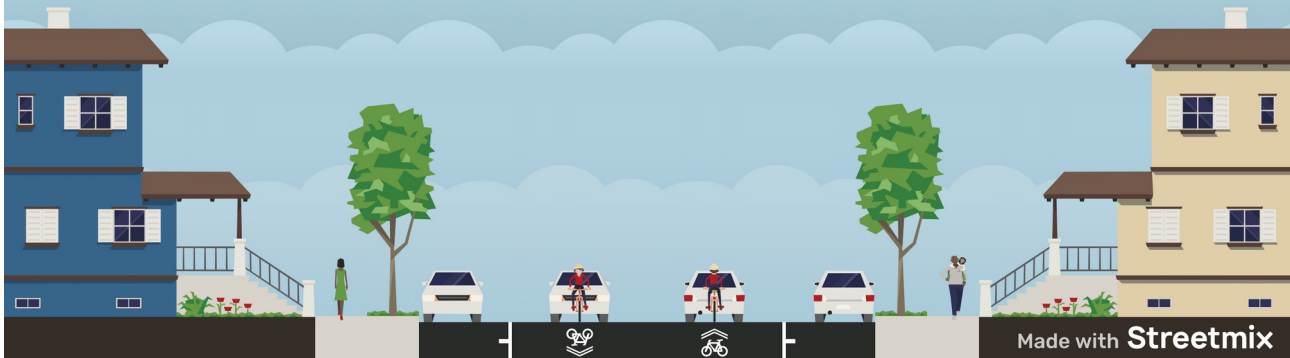
**Equity:** The [2030 Comprehensive Plan](#) states that “ Due to the high number of jobs relative to a low number of employed residents, many workers must commute to Palo Alto, resulting in traffic congestion, air pollution and parking constraints”. This is especially true for service workers. In addition,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

Palo Alto’s lack of affordable housing means that many people who work here, including service workers, teachers, and first responders, can’t afford to live here. We need to produce enough housing to meet demand, and make sure that enough of this housing is actually affordable for these workers. Removing this barrier will prevent long commutes from needing to happen in the first place. On top of this, we need to improve public transit, including our shuttles, and improve our biking infrastructure to make it easier to get around in Palo Alto without a car.

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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 I would be great in this scenario. It allows for the safety of bicyclists and pedestrians while leaving parking for those who need closer access to their homes.

**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](#).

As I previously mentioned, building protected bike lanes and bike boulevards would be great infrastructure projects to advance for bike safety. Additionally, projects like the bikeway and shared-use paths at Churchill Ave are great for encouraging more active transportation, and a mix of biking and walking. I would choose which projects would be the highest priority based on how dangerous the area is for bicyclists. I would choose which kind of infrastructure project based on what options would be best for that street and the people who live there.

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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?

It's important for any leader to listen to everyone's perspective in the community they serve, and I'm committed to working with the community by listening. Safety is always the priority, but it's important that everyone is included in decision making. Changes like those at Ross Road were necessary, but the community was not adequately informed of them and their perspective was not taken into account. Any future plans to change streets should include proactive notices to neighbors, town halls for areas where changes are being considered, and more online outreach.

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