

Steven Lee

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?

1. Car - but I'm trying to ride my bike more often.
 2. Walking. I love walking from my apartment to Philz Coffee, brunch, to neighborhood meetings and community events at Mitchell Park (pre-covid, of course)
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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?

Yes, absolutely. This model has proven a success in many US and European cities and I know it can work here in Palo Alto too. It'll create a more dynamic and vibrant atmosphere and will encourage more biking and walking and less driving to these areas -- all of which is good.

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 think we need to work with PAUSD to get the rate to 100% including possibly asking them to get rid of high school parking permits, unless a student has a compelling need to drive. I would be in favor of a pilot program for adults and seniors. We need to remove every little barrier that prevents adults and seniors from choosing healthier and more environmentally sustainable options. We have an environmental imperative to increase this percentage, especially since around 50% of trips are less than 3 miles and transportation accounts for 70% of our green house gases.

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?

For me, we should adopt a bike and pedestrian first policy. For both environmental and safety reasons. There are no policies or strategies that I would take off the table at this point.

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 to increase the number of bike boulevards and increase the # of actual protected bike lanes. We also need to provide better signage so that these paths are more clearly marked. We need to look at bike share programs, or programs that provide bikes or e-bikes to low-income populations, or which provide a "try it, before you buy it" program, so that people can try commuting to work, running errands around town, etc. on a bike or ebike before having to make a financial commitment to it. As a UC Davis alumnus, I want us to become a Platinum bike city within the next 5-10 years.

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 handle our 3-1 jobs to housing imbalance, by building more market rate and affordable housing. People need to be able to live closer to where they work so that they can choose cleaner alternatives like biking and walking.

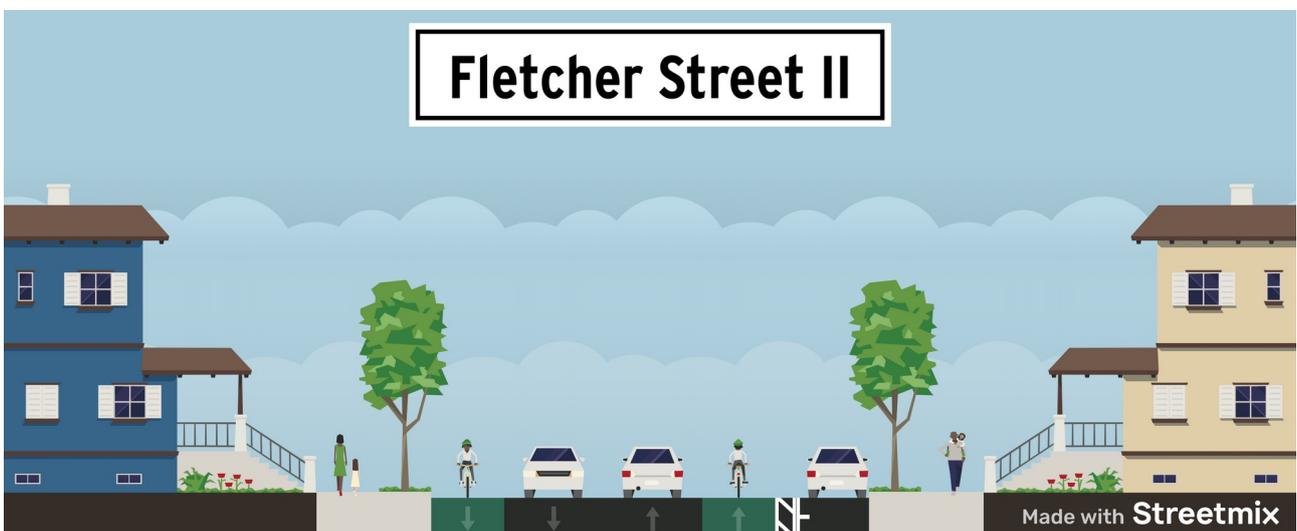
Often green options aren't very economical for low income or service workers, but we as a community all benefit when more people at all income levels use greener options. We should look at ways we can reduce, subsidize or eliminate the costs of these green options for our service workers directly, or by providing incentives or requirements for local employers to provide these sorts of options. The costs of these programs are dramatically lower than the external costs we all will end up paying for if we don't get serious about climate change.

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



2nd One - In Davis and in so many communities, road diets like the ones pictured in the second picture are safer, encourage more biking and are proven to not reduce the the traffic capacity of roads (which seems counterintuitive, but its true).

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'm most interested in infrastructure projects which fill in gaps in our existing alternative transportation system, and which help better connect people to CalTrain and VTA, and in areas of our community which are often overlooked or underserved.

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?

We must always listen for sure, but we aren't not going to do something just because one vocal segment of our community says no. Its my job as a city council member to be represent the best interests of our entire community, to do the hard work, to identify what underlies that NO, to focus on legitimate concerns, mitigate them, and to find a way to get to yes. In our republican form of government, voters elect officials to make these difficult choices using their own best judgment and experience, as oppose to taking a poll whenever a controversial decision comes. up.
