1. CALL TO ORDER 6:00 PM

2. AGENDA CHANGES 6:01 PM

3. APPROVAL OF ACTION MINUTES 6:05 PM

4. PUBLIC COMMENT 6:08 PM

5. SRTS UPDATE 6:10 PM

6. STAFF UPDATES 6:20 PM
   a. Transportation Staffing
   b. Bike Boulevard Evaluation
   c. Bikeshare/Scootershare
   d. Adobe Bridge
   e. Newell Bridge EIR
   f. Bikeway via Mercedes Project Condition of Approval
   g. Charleston-Arastradero Corridor
   h. Caltrans Pedestrian Hybrid Beacons

7. DISCUSSION ITEMS 6:40 PM
   a. Bike and Pedestrian Transportation Plan Project Priorities
      View the Google Doc Here

8. STANDING ITEMS 7:45 PM
   a. VTA BPAC Update
   b. Grant Funding Update

9. ANNOUNCEMENTS 7:55 PM

10. ADJOURNMENT 8:00 PM
Tuesday, June 4, 2019
6:00 P.M.

COMMUNITY MEETING ROOM, CITY HALL
250 Hamilton Avenue, Palo Alto, CA

Members Present: Eric Nordman (Chair), Ken Joye (Vice Chair), Bruce Arthur, Bill Courington, David Hirsch, Art Liberman, Robert Neff, Rob Robinson, Steve Rock, Jane Rosten,

Members Absent: Ann Crichton, Cedric de la Beaujardiere, Kathy Durham, Paul Goldstein, Richard Swent, Bill Zauman

Staff Present: Sylvia Star-Lack, Rosie Mesterhazy, Shrupath Patel

Guest: Alan Wachtel

1. CALL TO ORDER at 6:00 p.m.

2. AGENDA CHANGES

None

3. APPROVAL OF ACTION MINUTES

MOTION

Motion by Mr. Rock, seconded by Mr. Robinson, to approve the minutes of the April 2, 2019, meeting as presented. Motion passed 6-0 with 3 abstaining.

4. PUBLIC COMMENT

Mr. Rock noted the bike parking in the parking lot near CVS on Middlefield Road was almost full prior to the meeting. Another parking area may be needed. Mr. Robinson added that the bike area is now reflective covered.

5. SRTS UPDATE

a. Recap of June 3rd Council Study Session

Ms. Mesterhazi reported she shared data, similar to the data she presented to PABAC, with the Council.
In response to questions from PABAC members, Ms. Mesterhazy indicated the Council suggested gamification to encourage students to utilize alternate modes for commuting to school; however, gamification is not necessarily a strategy staff wishes to utilize. A 1-3 percent increase each year is a significant increase. Students need to have more of a presence in the Safe Routes to School partnership. Ms. Star-Lack added that parents have discouraged the use of prizes for younger children.

b. **Stanford GUP Update**

Ms. Star-Lack noted the agreement between Stanford University and PAUSD regarding the General Use Permit may not be fulfilled. The County has released recommended conditions of approval for the project, and Safe Routes to School is mentioned in some of the conditions. If development on the Stanford University campus causes PAUSD to redraw attendance boundaries, the changes will impact identified suggested routes to school. The proposed conditions of approval require Stanford University to pay for an analysis of routes and infrastructure and to pay its fair share of infrastructure changes such as crossing guards.

c. **Bike to Work Day and BAFW Bash Recap**

Ms. Mesterhazy advised that 2,400 bicycles visited the four energizer stations. The bash was well attended and encouraged Redwood City to hold its own bash. Eighty students attended a bike to breakfast event at Hanover while 197 students visited the station at Bryant and Lowell. City bikes were available for staff to bike to the employee bike picnic. Approximately 90 volunteers participated at each energizer station and the bash.

Ms. Mesterhazy announced she would bike from Santa Cruz to San Luis Obispo to raise funds for organizations that are working to stop climate change.

d. **Clarke Avenue Bridge Opening & AVID Student Program**

Ms. Mesterhazy related that staff with the help of students created an East Palo Alto Walk and Roll Map. Staff and 16-20 students biked from Greene, over the Newell Bridge and the new 101 Bridge, to East Palo Alto. East Palo Alto officials were present to welcome and encourage students to bike.

In reply to inquiries, Ms. Mesterhazy reported the cost of the Newell Bridge project was approximately $14 million. The Achievement Via Individual Determination (AVID) program is similar to a college preparatory program for students who may be the first college graduates in their families. Safe Routes to School maps do not include routes to private schools. When a private school contacts staff about beginning a Safe Routes to School program, staff supports the school's efforts as much as possible and encourages private schools to use already published map resources.

6. **STAFF UPDATES:**

a. **Bike Boulevard Evaluation in August**

Ms. Star-Lack reported staff will prepare a staff report that includes the data promised to the public for a City Council meeting. The date of the presentation to the Council has not been set.
Essentially, the staff report will review Phase I items that were built, the components that worked well and didn't work well, lessons learned, and future actions. A decision has not been made to present the staff report to PABAC prior to the Council meeting.

b. Bikeshare/Scootershare Update

Mr. Patel advised that the City Manager's Office is reviewing draft guidelines, a permit application, and a City process for reviewing and approving/denying applications. Once approved, the documents will be placed on the website, and staff will begin receiving applications.

In answer to queries, Mr. Patel indicated he has reviewed guidelines and processes of other cities as well as reports from national organizations. Permits will limit the number of devices a vendor may place in the City. If demand is sufficient, staff may increase the number of devices for vendors. Ms. Star-Lack reported staff is not actively coordinating with Stanford University but has been in contact with Stanford Research Park. Staff there are interested in having devices capable of traveling up the hill. Mr. Patel added that vendors have stated Stanford University is interested in a bikeshare/scootershare program. The vendors will have to obtain permission from Stanford University to place devices on Stanford University property. The guidelines will state riding devices on sidewalks is prohibited. In addition, vendors will have to educate the community regarding proper use of devices. Staff will work with the permitted vendors to distribute devices around the City. Users will be able to return the devices anywhere. Mr. Patel advised that he has spoken with Mountain View and Menlo Park, but they are still developing their pilot programs. Because Mountain View is limiting its pilot program to bikes, a smaller number of vendors are interested in the Mountain View program. Ms. Star-Lack clarified that the vendor is responsible for picking up devices returned in Mountain View and redistributing them. The City Manager's Office can change or end the pilot program and suspend a vendor's permit during the pilot program.

c. Staffing Update

Ms. Star-Lack related that she will interview candidates for the Senior Planner position in the next two weeks. Interviews for Chief Transportation Official (CTO) have occurred, but she is not aware of the results of those interviews. The most recent news is that hopefully a new CTO will be onboard in July. Within the fiscal year 2019-2020 proposed budget, staff has requested the two part-time positions on the Safe Routes to School team be converted to one full-time Safe Routes to School Coordinator position. If the Coordinator position is approved, staff will seek someone with a planning or engineering background.

d. Adobe Bridge Status

Ms. Star-Lack read an email from a Public Works engineer, stating Caltrans has approved the project design and issued the right-of-way certification on May 29. Staff anticipates Caltrans approval of an encroachment permit and the E-76 in June or July. If the E-76 approval is received as anticipated, the project can be released for bids in July or August with construction potentially beginning in the fall of 2019 and ending by the winter of 2020. The East Palo Alto bridge received its approvals more quickly because the bridge design with a center support is
standard. Palo Alto's Adobe Bridge design does not include a center support, and Highway 101 will have to be closed overnight for installation of the bridge's center section. In addition, the location of the Adobe Bridge requires coordination with multiple jurisdictions.

e. Newell Bridge EIR

Ms. Star-Lack noted the public comment period for the Environmental Impact Report (EIR) has opened. Public meetings will be held to obtain comments. The bridge will have 14-foot lanes with sharrow. The bridge could be striped as 10-foot lanes with a shoulder.

In response to inquiries from PABAC, Ms. Star-Lack indicated design probably is not underway because a preferred design has not been selected. The project manager will provide information about the cost estimate and increases in construction costs.

PABAC members remarked that a 4-foot shoulder would be sufficient for a bike lane and that the sidewalk width could be reduced by 1 foot to increase the shoulder width to 5 feet. Mr. Robinson preferred to take the road rather than travel in a bike lane. Mr. Neff noted the traffic volume on Newell is currently 3,400. Newell is a busy street for a shared lane. Having bicyclists merge before the intersection is a bad design.

7. DISCUSSION ITEMS:

a. Bike and Pedestrian Transportation Plan Project Priorities

Following a discussion of the best way to categorize the list of projects and programs, including by theme, value, bike plan versus bike boulevard, and use of the 2012 criteria and whether to use cost and feasibility as factors, PABAC members agreed to form a subcommittee that will categorize the list using the categories and criteria developed for the 2012 Bicycle and Pedestrian Transportation Plan. Messrs. Arthur, Joye, Neff, and Nordman and Ms. Rosten volunteered to serve as members of the subcommittee. PABAC members shared their rationale for proposing each of the projects and programs. Ms. Star-Lack noted a pedestrian hybrid beacon will be installed across El Camino at Olive to improve access to the Palo Alto Square cinema; the protected intersection at Embarcadero and El Camino is on hold because of the grade separation discussion; bike lane improvements along Hanover are included in the recommended conditions of approval for the Stanford University GUP; construction of the Adobe Creek Bridge should begin soon; and Caltrans will install a pedestrian hybrid beacon at El Camino Real and College Avenue.

8. STANDING ITEMS:

a. VTA BPAC Update

Mr. Neff reported County Supervisors were scheduled to approve funding for striping improvements for Page Mill/280 in May. BPAC has discussed a process to rank programs for the Measure B funding cycle. A project for a new facility will receive more points than a project to improve an existing facility. BPAC heard a presentation regarding San Jose's Better Bike Plan 2025. San Jose has a stress map of all its bike routes.

In response to questions, Mr. Neff explained the methodology for determining the stress level of bike routes. The methodology is somewhat subjective.
b. Grant Funding Update

Ms. Star-Lack indicated the El Camino and the South Palo Alto Bikeways grants have been delayed a year due to the lack of staffing. Staff continues to participate in meetings regarding criteria for Measure B bicycle projects.

9. ANNOUNCEMENTS:

Chair Nordman announced the July meeting is canceled.

10. ADJOURNMENT at 8:02 p.m.