



Palo Alto Pedestrian and
Bicycle Advisory Committee

REVISED

Tuesday, October 6, 2020 at 6:15 P.M.

Join Meeting Via Zoom

Join Online: <https://zoom.us/j/91272350109>; Dial-in: 669-900-6833

Meeting ID: 912 7235 0109

PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE

- | | |
|---|---------|
| 1. CALL TO ORDER/ROLL CALL/CONFIRM QUORUM | 6:15 PM |
| <i>A quorum of this Committee shall be a majority of its membership (10).</i> | |
| 2. AGENDA CHANGES | 6:18 PM |
| 3. APPROVAL OF ACTION MINUTES | 6:20 PM |
| 4. PUBLIC COMMENTS | 6:22 PM |
| 5. ACTION/DISCUSSION ITEMS | |
| a. Vote: TDA 3 Funds for Updating the City's Bicycle & Pedestrian Plan | 6:25 PM |
| 6. ADJOURNMENT | 6:30 PM |

PART II: OTHER ITEMS

- | | |
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| 1. AGENDA CHANGES | 6:32 PM |
| 2. APPROVAL OF ACTION MINUTES | 6:34 PM |
| 3. PUBLIC COMMENTS AND ANNOUNCEMENTS | 6:36 PM |
| 4. STAFF UPDATES | |
| a. Safe Routes to School | 6:39 PM |
| b. City Safety Statistics | 6:45 PM |
| c. El Camino Real/Page Mill Rd. Bike Access | 6:50 PM |
| 5. DISCUSSION ITEMS | |
| a. Vote: Appointment of VTA BPAC Representative 2020-2022 | 7:00 PM |
| b. 2021 Virtual and In-Person Meeting Time | 7:05 PM |
| c. Potential Joint PABAC and MV B/PAC Meeting in 2021 | 7:10 PM |
| d. XCAP Churchill Alternative Potential Recommendation from PABAC | 7:20 PM |

6. STANDING ITEMS
 - a. VTA BPAC Update

7:50 PM

7. ADJOURNMENT

8:00 PM



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, September 1, 2020

6:15 P.M.

VIRTUAL MEETING

Palo Alto, CA

Members Present: Ken Joye (Chair), Art Liberman (Vice Chair), Bruce Arthur, Bill Courington, Cedric de la Beaujardiere, Penny Ellson, Paul Goldstein, Robert Neff, Eric Nordman, Rob Robinson, Steve Rock, Jane Rosten, Richard Swent, Alan Wachtel, Bill Zaumen

Members Absent: Arnout Boelens, Nicole Zoeller Boelens, Kathy Durham, Owen Longstreth

Staff Present: Sylvia Star-Lack, Joanna Chan, Rafael Rius, Rosie Mesterhazy

Guest:

1. **CALL TO ORDER** at 6:15 p.m.

2. **AGENDA CHANGES**

None

3. **APPROVAL OF ACTION MINUTES**

MOTION

Mr. Goldstein clarified page 4 line 7 as Bill questioned whether it would be more useful to spend the money on a project than to put it in the Bike Plan.

Ms. Ellson referenced page 3, that it was incorrect to state that demand for bicycle racks has not increased but people are leaving their bikes everywhere on closed streets. Ms. Star-Lack clarified that the observation of demand for bicycle racks was specific to data collection performed as a part of Summer Streets. These observations reflected that demand for bicycler racks during the data collection timeframe has not increased.

Motion by Mr. Goldstein, seconded by Mr. Rock, to approve the minutes of the August 4, 2020 meeting, as presented. Motion passed.

1 **4. PUBLIC COMMENTS AND ANNOUNCEMENTS**

2 Mr. Goldstein proposed a discussion of changing the meeting start time.

3 Mr. Neff announced the 2020 Bike to Work Day bags are now available at locations around the
4 City.

5 Chair Joye advised that the local chapter of the Silicon Valley Bicycle Coalition (SVBC) will
6 sponsor a City Council candidate forum on October 4, 2020.

7 **5. STAFF UPDATES:**

8 **a. Safe Routes to School**

9 Note: Due to technical difficulties, the entire portion of this item was not recorded. A summary
10 of the update is available on page 5.

11 **b. Adobe Bridge Minor Adjustment**

12 Note: Due to technical difficulties, the introduction by staff of this item was not recorded. A
13 summary of the introduction is available on pages 5 and 6. The discussion of this item was
14 recorded and reflected in the minutes.

15 Mr. Goldstein asked about reducing vehicle lane widths to accommodate a wider bike lane.

16 In response to Mr. Goldstein's question, Mr. Rius indicated that the vehicle lane widths are
17 already at the minimum, so moving the cushion out would require changing the roadway. He
18 could explore relocating it, but it probably would not be received well.

19 In answer to Chair Joye's inquiry, Mr. Rius related that bicyclists could be diverted onto the
20 transition such that they go up and then down past the creek. An alternative is to retain the 4-
21 foot-3-inch shoulder and install "bike lane" signage.

22 Mr. Neff believed a 2-foot-high barrier next to a 4-foot-3-inch shoulder could be intimidating.
23 Perhaps the width of the bike lane on the opposite side of the road could be reduced. A fast
24 bicyclist could take the lane or ride in the narrow space while other bicyclists may prefer the
25 new trail. The current plan will work.

26 Mr. Swent was disappointed that the sidewalk would remain. He would use the lane to go
27 around it. He supported Chair Joye's suggestion.

28 Ms. Ellson expressed concern about younger bicyclists taking the lane when the speed limit is 35
29 mph. Mr. Swent indicated the approach ramp to the bridge is an alternative route.

30 Mr. Wachtel advised that the narrow bike lane does not bother him. He was annoyed by the bike
31 lane ramping onto the sidewalk. Portions of the bike lane near Colorado are substandard in that
32 they are not 3-feet wide with a 2-foot gutter.

33 Mr. Rock concurred with Ms. Ellson.

1 Mr. de la Beaujardiere supported signage indicating bicycles have full use of the lane.
2 Narrowing the lane before the cushions is a good idea.

3 Mr. Goldstein supported bicyclists using the sidewalk or the lane with signage indicating bicycle
4 use of the lane.

5 Bill stated the idea of novice bicyclists riding next to Highway 101 on a 35-mph street does not
6 make sense.

7 **c. Quarry Road/Welch Road Bicycle Access**

8 Mr. Rius reported the bike path to the cactus garden will connect to Welch Road and form the
9 fourth leg of the intersection with Quarry Road. The southbound left turn-lane on Quarry Road
10 between Vineyard and Welch will be replaced with a two-stage left-turn bicycle box. Staff has
11 received interim approval to experiment with the turn box. There will be a bike signal phase
12 dedicated to the bicyclists and pedestrians exiting the bike path.

13 In answer to Mr. Nordman's query, Mr. Rius advised that the County of Santa Clara entitled this
14 project. Traffic movements were approved by City staff who are no longer employed with the
15 City. Staff did not conduct public outreach or obtain Council approval.

16 Mr. Swent felt the bike path connection will be useful. The bike box for turning right from
17 Quarry onto Welch should be fine. Mr. Rius explained that the bike box would align with the
18 right edge of the through bike lane, and bicyclists traveling through the Quarry/Welch
19 intersection should not clip bicyclists in the box.

20 In response to Mr. Wachtel's inquiry, Mr. Rius indicated there will be detection in the two-stage
21 bike box. Westbound on Welch Road would not have a bike phase.

22 **d. Castilleja Project Status**

23 Chair Joye announced this item will be skipped due to time constraint.

24 **e. High-Level City Safety Statistics**

25 Chair Joye announced this item will be skipped due to time constraint.

26 **f. XCAP August 27th Virtual Town Hall Q&A Summary**

27 Chair Joye announced this item will be skipped due to time constraint and advised that PABAC's
28 review of grade crossing alternatives should probably occur once the Council has determined the
29 desired alternatives. PABAC members may provide individual comments on any of the
30 alternatives.

1 **6. DISCUSSION ITEMS:**

2 **a. Future PABAC Meetings and the Brown Act**

3 Ms. Chan shared a list of PABAC members and reported a quorum of members is ten. A
4 majority vote is a majority of the members present. Future agendas will be bifurcated for Brown
5 Act and non-Brown Act items.

6 Chair Joye indicated the City Attorney has advised that any action pertaining to TDA3 funding
7 and any action pertaining to the Bicycle and Pedestrian Transportation Plan Update are subject to
8 Brown Act requirements. PABAC members should not send any emails to the PABAC
9 distribution list regarding the Bicycle and Pedestrian Transportation Plan Update.

10 Mr. Wachtel was not sure he agreed with the City Attorney's opinion, but he could follow it. Ms.
11 Chan clarified the majority restriction on discussions outside a public meeting.

12 In answer to Vice Chair Liberman's query, Ms. Chan related that all aspects of the Bicycle and
13 Pedestrian Transportation Plan Update are subject to the Brown Act.

14 In response to Ms. Ellson's question, Chair Joye indicated staff may talk with individual PABAC
15 members but may not share those discussions with other members.

16 In reply to Mr. Courington's inquiry, Ms. Chan explained that six months of inactivity will result
17 in a PABAC member being removed as a PABAC member. She is tracking membership.

18 In response to Mr. Zaumen's query, Ms. Chan stated she would ask the City Attorney if email
19 communications clarifying comments provided in a public meeting are subject to Brown Act
20 requirements.

21 Mr. de la Beaujardiere remarked that in the past members have provided comments to the email
22 list and reserved discussions for meetings.

23 **7. STANDING ITEMS:**

24 **a. VTA BPAC Update**

25 Mr. Neff reported the BPAC learned about significant VTA-led projects and TFCA grants and
26 discussed the concept of bicycle superhighways during the August meeting. VTA has published
27 the 2020 County Bikeways Map.

28 **8. ADJOURNMENT at 8:05 p.m.**

Summary of Safe Routes to School Update:

1. PAUSD Transportation

Transportation safety education and information is an important injury prevention tool. With weekly materials pickups, kids clubs, families traveling all over the city for alternative learning arrangements, meal pickups, plans to reopen schools for students with disabilities and possibly for VTP kids, as well as plans to expand recreation opportunities as a partnership between PAUSD and the City, it is not recommended that PAUSD waits to implement education programs until school reopens, as it is currently doing. Now is an optimal time, especially due to increases in speeding, more kids riding at unpredictable times, more students riding individually on the roads, days already getting shorter, and kids are riding bikes in need of repair. PABAC feedback (Ken Joye/Penny) was to contact and work with PTA.

2. Current Santa Clara County Transportation-Related School Reopening Guidelines

Current guidelines are not inclusive of all travel modes. This is being remedied by SRTS in working with the County Health Department. It is not clear whether PAUSD will incorporate these into its own reopening guidelines.

3. PAUSD/CSTSC Liaison

A Liaison has been appointed to replace Rebecca Navarro, whose position was eliminated by the District: Mike Jacobs: Safety, Security and Disaster Preparedness Manager.

4. Lego Bike Safety Presentation

The presentation is available on the SRTS website. Background about the history and genesis of the presentation was provided. Comments related to content were not solicited, as the purpose was to only share the presentation as a resource.

Summary of Staff Introduction of Adobe Bridge Minor Adjustment:

1. Background

- As part of the Adobe Creek Bridge project, a new access pathway between the Adobe Reach Trail and the Driveway/Sidewalk at 3600 W. Bayshore. The new pathway conflicts with the existing safety railing for the existing West Bayshore bridge structure.
- A new, compliant crash cushion is required by Caltrans Design Standards and must be placed in line with the existing bridge railing that will remain in place with the project. The necessary crash cushion resulted in some required design changes.
- The bridge designers approached Transportation staff with the necessary changes and requested direction for various measures.

2. The Following Became Requirements from the Office of Transportation

- The railing and necessary crash cushion is approximately in line with and would straddle the existing curb line. The width of the crash cushion as a result will protrude into the existing gutter pan by approximately 1 foot 9 inches.
- The existing 6-foot bicycle lane (approximately 3' concrete gutter, and 3' asphalt) would be reduced in width to approximately 4 feet 9 inches. Existing striping for the bike lane uses a dashed bike lane line (Caltrans Detail 39A) implying that bicyclist may exit/enter

the bike lanes on each side of the existing bridge structure or cross the bridge on the raised bikeway/sidewalk structure.

- The reduced width bike lane (from 6'0" to 4'3") must be changed to all asphalt, thus requiring reduction of the concrete gutter from 3' in width to approximately 18 inches, providing approximately 4'6" of continuous asphalt. This will be slightly reduced but greater than 4'0" at the concrete pad foundation for the crash cushion.
- A right edge bike lane line shall be provided forming a bike lane with width of 4'3" starting from just south of the driveway to 3600 W. Bayshore parking lot.
- Additional signage warning of the "Narrow Bike Lane" must be included.
 - Based on input from PABAC discussion on 9/1/20, a "BICYCLES MAY USE FULL LANE" (R4-11) sign will be provided and the use of Caltrans Detail 39A will remain for the left edge bike lane line.