



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, January 15, 2019 at 6:00 P.M. Matadero
Room, Mitchell Park Community Center 3700
Mitchell Road, Palo Alto

1. CALL TO ORDER 6:00 PM
2. AGENDA CHANGES
3. APPROVAL OF ACTION MINUTES
4. PUBLIC COMMENT
5. SRTS UPDATE
6. STAFF UPDATES:
 - a. Bicycle Boulevard Evaluation Study
 - b. Personnel Update
 - c. U.S Highway 101 Overcrossing
 - d. San Francisquito Creek Bay Trail Crossing Reopened
 - e. Charleston-San Antonio Safety Improvement Project
 - f. North Ventura Coordinated Area Plan Announcement
 - g. Connecting Palo Alto: Rail Grade Separation Planning7:00 PM
7. DISCUSSION ITEMS:
 - a. Chair/Vice Chair Voting
 - b. Middlefield Road/North California Avenue
Photos Included for Discussion: [Image 1](#) and [Image 2](#)
 - c. Multi-City meeting with Mountain View B/PAC
8. STANDING ITEMS:
 - a. VTA BPAC Update
 - b. Grant Funding Update
9. ANNOUNCEMENTS:
10. ADJOURNMENT 8:00 PM



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, November 6, 2018

6:00 P.M.

ADOBE NORTH ROOM, MITCHELL PARK COMMUNITY CENTER

3700 Mitchell Road, Palo Alto, CA

Members Present: Eric Nordman (Chair), Ken Joye (Vice Chair), Bruce Arthur, Cedric de la Beaujardiere, Paul Goldstein, Art Liberman, Robert Neff, Rob Robinson, Richard Swent, Bill Zauman

Members Absent: Bill Courington, Ann Crichton, Kathy Durham, Steve Rock, Jane Rosten

Staff Present: Jarrett Mullen, Sylvia Star-Lack

Guest: Christy Moision

1. CALL TO ORDER at 6:04 p.m.

2. AGENDA CHANGES

None

3. APPROVAL OF ACTION MINUTES

Chair Nordman corrected page 2, line 12, to read "[m]any participants in the bike repair area did not have properly inflated tires."

MOTION

Motion by Mr. Robinson, seconded by Mr. Liberman, to approve the minutes of October 2, 2018, as amended. Motion passed 9-0 with Mr. Goldstein abstaining.

4. PUBLIC COMMENT

None

5. DISCUSSION ITEMS

a. Grand Boulevard Initiative Project Design Options

Mr. Mullen reported that the project is a 1.5-year planning study that will conclude in February or March with a final report. The final report will look at design interventions that improve

1 pedestrian and bicycle safety along El Camino Real between Stanford Avenue and Lambert
2 Avenue. Research shows 51 bicycle and pedestrian collisions with injuries were reported
3 between 2006 and 2015 along the 0.8-mile segment of El Camino. With the location
4 information, the consultant developed crash profiles to identify patterns of collisions. The data
5 shows many pedestrian collisions occurred on side streets at stop-controlled intersections;
6 seniors were disproportionately represented in the collisions; red light violations were common;
7 and there were issues with permitted right turns. Thirty-one of the 51 collisions were bicycle-
8 related. The main causes of bicycle collisions were bicycles being rear-ended or side-swiped in
9 the travel lane; wrong-way bicycling; motorists exiting side streets and driveways or bicyclists
10 entering or exiting side streets; and red light violations. The data source is SWITRS, which does
11 not provide time of day or visibility for collisions. With the data and public input, the consultant
12 developed two design options. Option one has protected bicycle lanes replacing all on-street
13 parking. A curb would separate the bicycle lane from the vehicle lane. Where space allows, the
14 consultant will explore installing protected intersections. Bicycle signal phases in protected
15 intersections are a possibility but would need further study. Option two has the same intersection
16 treatments as option one but no bike lanes. The City would have to acquire rights-of-way and
17 remove trees for the project. The Environmental Impact Report (EIR) for the Comprehensive
18 Plan identifies bus queue jump lanes as a mitigation measure for exploration when feasible.
19 Staff will determine the feasibility and tradeoffs of jump lanes.

20 Chair Nordman commented regarding green paint on three of the four legs of the Stanford
21 intersection. Normally, he would favor a parallel bike lane over a protected bike lane, but there
22 is not a good parallel option, particularly on the west side. Bulb-outs may be needed to slow
23 vehicle traffic turning from El Camino onto side streets.

24 Mr. Robinson noted left-turn traffic from Stanford in the mornings and evenings is a hazard for
25 bicycles, but bicyclists frequently ride the wrong way. Removing on-street parking would be a
26 godsend for cyclists and pedestrians, but the community probably would not accept the loss of
27 parking. The new parking garage could reduce concerns about the loss of on-street parking.

28 Mr. Goldstein favored bicycle lanes along the corridor, but he did not know the parking need in
29 the area. He suggested including bicycle-activated warning lights in the project.

30 Mr. Arthur supported a bike lane from California Avenue to Page Mill as a spectacular
31 improvement for congestion at the soccer field.

32 Mr. Swent favored the option with a bike lane because a protected bike lane is needed.
33 Removing parking benefits bicyclists. He expressed concern about vehicles turning right across
34 the protected bike lane and suggested bicycle phasing could help prevent conflicts at
35 intersections.

36 In answer to Mr. Zauman's questions, Mr. Mullen explained that bicyclists would have to
37 execute a box turn or a two-stage turn to turn left from a protected bike lane. Staff has not
38 analyzed intersections for bicycle delay. Preliminary signal modeling showed a big benefit for
39 transit and motor vehicle traffic. Mr. Zauman felt long bicycle signal phases would drive
40 bicyclists to use other routes.

1 Mr. de la Beaujardiere supported option one with protected bike lanes the length of the segment
2 because they would greatly improve safety. At Olive, the dashed green should continue across
3 the west side of the intersection. At Portage, the bike box outside the driveway should be moved
4 to avoid conflicts. An analysis should include potential alternative parking nearby, perhaps on
5 side streets. In response to Mr. de la Beaujardiere's inquiries, Mr. Mullen advised that the
6 project could include detectors inside the bike box to trigger traffic signals. The City would have
7 to purchase a custom street sweeper or use the mini sweeper for the bike lanes.

8 Vice Chair Joye suggested staff consider a bike egress from the soccer facility parking lot to the
9 street. He questioned the need for methods to direct bicyclists to the next place when the
10 protected bike lanes end and for bicycle improvements on California Avenue to direct cyclists
11 from California Avenue to El Camino. Mr. Mullen explained that the project would provide
12 connectivity to the Stanford Perimeter Trail and the shopping center. Wayfinding signage is part
13 of the project.

14 Mr. Neff suggested the use of two bike signal phases, perhaps a bicycle phase followed by a
15 vehicle right-turn phase followed by a second bicycle phase.

16 Mr. Mullen requested feedback regarding the design of the Portage and Hansen intersection.
17 Staff is attempting to provide protected bike lanes along El Camino and facilitate an east-west
18 connection from Portage to Hansen. Because northbound bicyclists probably won't stop at
19 Hansen, staff proposes bicyclists yield to pedestrians. The green crossing of Hansen would have
20 its own signal phase for northbound left turns from El Camino. The driveway opposite Portage
21 makes a protected yield difficult. The driveway would have to be controlled. Traffic volume
22 will determine whether right-turn-on red is allowed at protected intersections. An open house is
23 scheduled for Thursday at the College Terrace library. The project will be presented to the
24 Planning and Transportation Commission on November 14 and the City Council in January or
25 February. The public is invited to complete the survey, and the consultant will summarize
26 survey results as part of the final report.

27 Chair Nordman felt the plans showed more green sharrows than needed, but the plan looks nice.
28 Mr. Liberman remarked that the isometric views are a better illustration of the proposed
29 improvements. Mr. de la Beaujardiere indicated the proposal is a good treatment for the
30 intersection.

31 **MOTION**

32 Motion by Mr. Robinson, seconded by Mr. de la Beaujardiere, to endorse Option 1 of the Grand
33 Boulevard Initiative Project design options. Motion passed 8-1.

34 **b. Municipal Code Cleanup**

35 After discussion, clarification, and proposals of alternate language, members of PABAC
36 approved the following amendments to the subcommittee's recommendations:

37 Section 10.64.130(d)–delete "as we no longer have sidewalk bike lanes or paths." Vote 9-0

1 Section 10.64.130(b)–change "when others are present" to "when pedestrians are present." Vote
2 8-1

3 Section 10.64.130(c)–change "any sidewalk" to "any sidewalk, any undercrossing or
4 overcrossing." Vote 9-0

5 Section 10.64.150–change "a vehicle" to "an unauthorized motor vehicle." Vote 8-0, one
6 abstention

7 Section 10.64.200–delete this section. Vote 9-0

8 Section 10.64.230–change to "prohibit the use of roller skates, roller blades, skateboards, coaster
9 wagon or vehicle on sidewalks in business districts only." Vote 10-0

10 Section 10.64.210(a)–add "no person shall park a bicycle on the main-traveled portion of the
11 sidewalk in any manner as to constitute a hazard or obstruction to pedestrians, traffic, or
12 property." Vote 10-0

13 Section 10.64.241(a)–change to "PABAC recommends staff work with the City Attorney to
14 develop language that restricts skateboards from arterial and collector roadways unless they have
15 a bike lane. Skateboards are permitted on sidewalks except where prohibited in other Code
16 sections." No vote was taken.

17 With respect to Section 10.32.050, Mr. Goldstein recommended the City petition the County of
18 Santa Clara to allow pedestrians on Foothill Expressway in Palo Alto.

19 **MOTION**

20 Motion by Mr. Goldstein, seconded by Chair Nordman, to recommend the subcommittee's
21 proposed Municipal Code changes with the amendments made during the meeting. 10-0

22 **6. STAFF UPDATES**

23 **a. PABAC & Brown Act**

24 Mr. Mullen reported PABAC is not subject to the Brown Act except when reviewing
25 Transportation Development Act Article 3 (TDA-3) projects per the City Attorney's opinion. He
26 had provided PABAC members with a list of Council-appointed members; however, Council-
27 appointed members are involved in review of TDA-3 projects only.

28 PABAC members raised concerns about the Council needing to appoint new members and the
29 length of time required for the Council to appoint members.

30 **b. SRTS Update**

31 Ms. Star-Lack reported staff held 11 successful bike rodeos for third graders. High schoolers set
32 a new record for number of bicyclists with 46 percent. Middle schoolers held steady at 50
33 percent. Choice elementary schools reported 6 percent, and the neighborhood elementary
34 schools reported 17 percent. Overall, 34 percent of students bicycle to school. In September,

1 nine collisions were reported, two of which involved teenagers. A 13-year-old bicyclist was
2 riding wrong-way across the intersection when the light changed to green and the vehicle struck
3 the cyclist. A 15-year-old bicyclist was riding wrong-way on the sidewalk when a vehicle turned
4 right into the cyclist. Police officers issued a total of 30 citations and warnings, 25 for helmet
5 violations, one for violating a traffic-control device, and three for unspecified violations.

6 In response to Mr. Liberman's question, Ms. Star-Lack advised that helmet violations were
7 issued to middle and high school students. Mr. Liberman remarked that more student bicyclists
8 were being observed without helmets.

9 **c. Charleston-Arastradero Corridor Design Changes**

10 Mr. Mullen advised that the turning radius at some corners had been tightened because the wrong
11 design vehicle was used. Other changes were made in response to directions from the City
12 Manager's Office.

13 **d. Bike/Scooter/Mobility Sharing Program Update**

14 Mr. Mullen indicated Lime had submitted a complete application for an e-bike and e-scooter
15 program. The program may be implemented soon.

16 In response to queries, Mr. Mullen did not believe the contract contained any profit-sharing
17 provisions. Public benefits such as the low-income program could be considered profit sharing.
18 The permit for the pilot program will expire in one year. The City Manager can revoke a permit
19 at any time.

20 **e. Status of Middlefield North Results Report and Data Analysis/Results**

21 Mr. Mullen related that staff is scheduled to present the post-project evaluation reports to the
22 City Council on December 17.

23 **f. VIMOC Data Dashboard, Status, Contract/Agreement Enforcement**

24 Mr. Mullen disclosed that the City's contract with VIMOC has expired. Because VIMOC has
25 not responded to staff communications, staff is exploring other vendors and technology.

26 **g. Rail Program Meetings**

27 Mr. Mullen reported the rail community advisory panel is scheduled to meet on November 7. A
28 Rail Committee meeting is scheduled for November 14. A community meeting is scheduled for
29 November 28 and will focus on options for the crossings at Meadow and Charleston.

30 In reply to Mr. de la Beaujardiere's inquiry, Mr. Mullen believed cost estimates would be
31 presented at the community meeting. Mr. de la Beaujardiere recommended supporters of the
32 viaduct option express their support to Council Members.

1 **h. City Council Traffic Town Hall**

2 Mr. Mullen advised that public comment during the Town Hall was varied. Council Members
3 requested more data.

4 **7. STANDING ITEMS**

5 **a. VTA BPAC Update**

6 Mr. Neff indicated BPAC discussed multimodal improvement plans for the City of Santa Clara
7 and the City of Mountain View. The cities have asked to develop plans that will improve traffic
8 and compensate for development.

9 **b. Grant Funding Update**

10 Mr. Mullen disclosed that staff has not prepared any new grant applications.

11 **8. ANNOUNCEMENTS:**

12 Mr. de la Beaujardiere announced the Barron Park Neighborhood Association dissolved its
13 bicycle committee. The committee's responsibilities were transferred to other committees and
14 limited to data collection and resident feedback.

15 **9. ADJOURNMENT at 8:12 p.m.**

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