



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, February 12, 2019 at 6:15 P.M.
Matadero Room, Mitchell Park Community Center
3700 Middlefield Rd, Palo Alto

1. CALL TO ORDER 6:15 PM
2. AGENDA CHANGES
3. APPROVAL OF ACTION MINUTES
4. PUBLIC COMMENT
5. SRTS UPDATE
6. STAFF UPDATES:
 - a. Bicycle Boulevard Evaluation Report Status
 - b. Personnel Update/ Chief Transportation Official Recruitment Status
 - c. Traffic Signal Timing: Park Boulevard and Page Mill Road
 - d. Cubberley Community Center 7:15 PM
7. DISCUSSION ITEMS:
 - a. [Pedestrian Friendly Signal Timing](#)
 - b. Louis/Moreno Bollards
8. STANDING ITEMS:
 - a. VTA BPAC Update
 - b. Grant Funding Update
9. ANNOUNCEMENTS:
10. ADJOURNMENT 8:15 PM



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, January 15, 2019

6:00 P.M.

MATADERO ROOM, MITCHELL PARK COMMUNITY CENTER

3700 Middlefield Rd, Palo Alto, CA

Members Present: Eric Nordman (Chair), Ken Joye (Vice Chair), Bill Courington, Cedric de la Beaujardiere, Paul Goldstein, Art Liberman, Robert Neff, Rob Robinson, Steve Rock, Jane Rosten, Bill Zauman

Members Absent: Bruce Arthur, Ann Crichton, Kathy Durham, Richard Swent

Staff Present: Rosie Mesterhazy, Jarrett Mullen

Guest: Alan Wachtel, Owen Longstreth, John Cordes, David Coale

1. CALL TO ORDER at 6:09 p.m.

2. AGENDA CHANGES

Chair Nordman added a student's perspective of bicycling to Item Number 7.

3. APPROVAL OF ACTION MINUTES

MOTION

Motion by Vice Chair Joye, seconded by Mr. Robinson, to approve the minutes of November 6, 2018, as presented. Motion passed unanimously.

4. PUBLIC COMMENT

None

5. SRTS UPDATE

Ms. Mesterhazy reported a 1-percent increase in biking and use of alternative transportation by elementary, middle, and high school students. 82 percent of elementary school teachers, 69 percent of middle school teachers, and 30 percent of high school teachers provide transportation data. Staff is working with PAUSD to encourage teachers to report data. In order to eliminate concerns about stigmatizing students, staff has implemented a new method to collect the number

1 of students who ride the yellow school bus, and the new method is obtaining accurate data. Staff
2 wants to include the use of e-bikes, e-scooters, and bikeshare programs in the data collected. Staff
3 is working with Greene Middle School staff to develop an East Palo Alto Walk and Roll Map.
4 The City has purchased 200 rechargeable bike lights and 200 bike helmets to distribute to
5 elementary, middle, and high school students. Many PTAs have purchased bike fix-it stations for
6 schools. In its next two meetings, the City/School Traffic Safety Committee will discuss
7 Connecting Palo Alto and the five-year plan. The PTA adopted a resolution requesting the County
8 solicit funding for Safe Routes to School from Stanford University when negotiating the Stanford
9 University General Use Permit (GUP).

10 In response to Vice Chair Joye's and Mr. Neff's queries, Ms. Mesterhazy advised that staff
11 segregates transportation data by neighborhood schools and choice schools and does not include
12 data for Greendell or Preschool Family. The use of scooters and skateboards is included in the
13 walking category for data.

14 Chair Nordman noted the East Palo Alto bridge over Highway 101 at Newell should be complete
15 in June and should offer more attractive travel options for students in East Palo Alto.

16 **6. STAFF UPDATES:**

17 **a. Bicycle Boulevard Evaluation Study**

18 Mr. Mullen advised that the first round of data collection was completed in the fall of 2018, and a
19 second round is scheduled for the spring of 2019. A Council discussion of the data and bicycle
20 boulevard improvements is tentatively scheduled for late spring.

21 In answer to Chair Nordman's question, Mr. Mullen explained that the consultant conducted two
22 vehicle counts, which will provide motor vehicle speeds, and turning movement counts at
23 intersections.

24 **b. Personnel Update**

25 Mr. Mullen indicated the job description for Chief Transportation Official may be revised to
26 elevate the position to the level of a director. No date has been set to open recruitment for the
27 position.

28 In reply to inquiries, Mr. Mullen clarified that the City Manager's Office is reviewing the internal
29 structure of the City and the role of the Office of Transportation. With the position vacant, projects
30 are not moving as quickly.

31 **c. U.S. Highway 101 Overcrossing**

32 Mr. Mullen recalled that the signing ceremony for the U.S. Highway 101/Adobe Creek
33 overcrossing was held on December 17. With Caltrans' final approval expected at any time, staff
34 anticipates awarding a construction contract in the spring of 2019 and the completion of
35 construction in the fall of 2020. The undercrossing will be closed during construction.

1 **d. San Francisquito Creek Bay Trail Crossing Reopened**

2 Mr. Mullen noted the Friendship Bridge has reopened, and the connection to the Bay Trail has
3 been restored. He requested reports of any items amiss along the trail.

4 **e. Charleston-San Antonio Safety Improvement Project**

5 Mr. Mullen reported the project is progressing. A community meeting was held in September
6 2018, and additional collection of traffic data occurred toward the end of the year. A meeting with
7 businesses near the intersection will be scheduled, and subsequently a revised concept will be
8 presented to PABAC and the Council.

9 In answer to questions, Mr. Mullen advised that improvements for the intersection of Fabian and
10 Charleston are part of the Charleston-Arastradero Corridor project.

11 **f. North Ventura Coordinated Area Plan Announcement**

12 Mr. Mullen depicted the North Ventura Coordinated Area Plan as a mini comprehensive plan
13 focused on the North Ventura area. The coordinated area plan will include development standards,
14 urban design guidelines, and connectivity standards for mixed-use development in the North
15 Ventura area. Stakeholder meetings are scheduled in January; a working group meeting is
16 scheduled for January 16; and a community workshop is scheduled for February 5. PABAC
17 members may find transportation data presented in working group meeting number two interesting.

18 Mr. Robinson noted the PABAC meeting and the community workshop on February 5 are
19 scheduled concurrently. Perhaps the PABAC meeting can be rescheduled so that members may
20 attend the community workshop.

21 **MOTION**

22 Motion by Mr. Robinson, seconded by Ms. Rosten, to reschedule PABAC's February 5 meeting to
23 February 12. Motion passed 8-0.

24 **g. Connecting Palo Alto: Rail Grade Separation Planning**

25 Mr. Mullen will schedule a future discussion of Connecting Palo Alto with PABAC and
26 consultants. On January 22, the Council may remove the Loma Verde bicycle crossing and all
27 Palo Alto Avenue options from further study in the Connecting Palo Alto program. The Palo Alto
28 Avenue options may be studied as part of a coordinated area plan. The community advisory panel
29 will meet on February 13 and March 13. On March 27, a community meeting will review the
30 Churchill Avenue crossing and a Citywide tunnel. The study looks at the entire Rail Corridor and
31 ways to improve connectivity across the corridor. The goal is to identify a preferred solution from
32 a planning perspective during the spring. Trench, viaduct, and hybrid solutions are currently under
33 study for Meadow and Charleston. The only option under study for the Churchill crossing is
34 closure to motor traffic with construction of a bicycle/pedestrian undercrossing. Closure and
35 hybrid solutions are under study for Palo Alto Avenue. Staff recommends a study of the Loma
36 Verde bicycle crossing be conducted independent of Connecting Palo Alto. The Bike Plan
37 envisions a bicycle/pedestrian crossing in the vicinity of Seale Avenue and Peers Park that would

1 connect with a future Seale Avenue bicycle boulevard to Stanford Avenue. PABAC members
2 should consider whether both Seale and Churchill connections are needed and which of the two is
3 acceptable and whether a tunnel should cross underneath both Alma Street and the Caltrain tracks
4 or the Caltrain tracks only.

5 Mr. Robinson remarked that construction detours and disruptions would provide a great
6 opportunity to build a pedestrian tunnel prior to the grade separation so that people can develop
7 new habits of moving across town.

8 Mr. Longstreth suggested pedestrian tunnels should be wider and have separate lanes for bicycles
9 and pedestrians.

10 In reply to Mr. Coale's question, Vice Chair Joye reported a crossing of Loma Verde was originally
11 considered as a part of the North Ventura Coordinated Area Plan, but it has since been removed.

12 **MOTION**

13 Mr. Robinson moved, seconded by Vice Chair Joye, that PABAC adopt the position that a Loma
14 Verde bicycle crossing of the Caltrain tracks and Alma Street should be a component of
15 Connecting Palo Alto.

16 Mr. Neff opposed the motion because a crossing can be constructed independent of Connecting
17 Palo Alto and including a crossing does not benefit the Connecting Palo Alto program. If PABAC
18 wants a bicycle crossing, it needs to develop community support for it. Mr. Goldstein concurred.
19 Connecting Palo Alto is extremely complicated.

20 Mr. de la Beaujardiere clarified that the hybrid option for Palo Alto Avenue includes a viaduct. If
21 the Churchill Avenue crossing is closed to vehicles, then it should be fenced to prevent pedestrian
22 access to the tracks. If a bicycle crossing at Matadero is included in Connecting Palo Alto, it could
23 be wrapped into funding issues. If a bicycle crossing is included in Connecting Palo Alto and if
24 the City selects a trench or tunnel option, the City probably will not have funding for
25 bicycle/pedestrian improvements for a long time.

26 **MOTION FAILED 4-6**

27 Mr. de la Beaujardiere commented that a bicycle/pedestrian crossing should be constructed closer
28 to Palo Alto High School than Seale Avenue if the Churchill crossing is closed to vehicle traffic
29 because students may be the primary users of the crossing. Graphics and videos for rail options
30 are available at pagradesep.com.

31 Vice Chair Joye suggested PABAC review the Rail Corridor as a whole to determine the logical
32 locations for bicycle/pedestrian connections.

33 Mr. Neff remarked that a new crossing at Seale Avenue would comply with modern standards and
34 could alleviate some pressure on the California Avenue crossing.

35 Chair Nordman believed only one crossing should be located in the vicinity of Seale and Churchill
36 because of the cost of construction.

1 **7. DISCUSSION ITEMS:**
2 **a. Chair/Vice Chair Voting**

3 Mr. Goldstein nominated Mr. Nordman for the office of Chair.

4 Mr. ?? nominated Vice Chair Joye for the office of Chair. Vice Chair Joye declined the
5 nomination.

6 Mr. Goldstein moved, seconded by Mr. Robinson, to close nominations.

7 The nomination of Mr. Nordman for the office of Chair was approved unanimously.

8 Chair Nordman nominated Vice Chair Joye for the office of Vice Chair.

9 Mr. Robinson moved, seconded by Mr. Goldstein, to close nominations.

10 The nomination of Vice Chair Joye for the office of Vice Chair was approved unanimously.

11 **b. Middlefield Road/North California Avenue**

12 Mr. Mullen welcomed comments and suggestions regarding the cycle track on Middlefield
13 between the two offset legs of North California Avenue.

14 In response to questions, Mr. Mullen related that the intent of the project is to connect the bike
15 parking cage on California Avenue at Newell with the cycle track and to complete the gap in the
16 bike network. Staff modified the south end of the cycle track to allow entry. The green box at the
17 traffic light will detect a bicyclist. At the north end of the cycle track, bicyclists can exit the cycle
18 track rather than turn right onto North California. Bicyclists exiting the cycle track to continue
19 north on Middlefield do not have the right-of-way. A street sweeper can access the cycle track to
20 sweep leaves.

21 Chair Nordman noted the bulk of traffic on Middlefield is bicyclists traveling to the traffic light.
22 The entrance to the cycle track has been improved. A through bicyclist traveling north on
23 Middlefield should probably take the traffic lane rather than the cycle track. People riding along
24 Middlefield are typically more experienced and faster bicyclists. Share the road signs are located
25 on both northbound and southbound Middlefield, but the sharrows have been removed.

26 Bill remarked that bicyclists traveling north on Middlefield do not have a warning that the cycle
27 track takes them completely off the road. Signage and sharrows at the south entrance to the cycle
28 track would help the situation. Vice Chair Joye suggested installing wayfinding signage at the
29 cycle track entrance to direct through bicyclists to take the lane and bicyclists to North California
30 to take the cycle track. Mr. Goldstein added that the cycle track should be marked as a right-turn
31 only lane for bicyclists. Ms. Mesterhazy cautioned that signage and markings should be clear as
32 to use of the cycle track so that students and inexperienced bicyclists are not confused. Many
33 Greene Middle School students utilize the cycle track to reach school. Vice Chair Joye suggested
34 staff provide the routes of students traveling to Greene so that PABAC can make an informed
35 recommendation.

1 Mr. Wachtel stated the facility creates a geometric conflict for northbound bicyclists, and the
2 geometry is showing up in other locations. The intent seems to be to direct bicyclists onto the
3 sidewalk on the right side of right-turning traffic. Mr. Wachtel also commented regarding the
4 proposal for a cycle track on El Camino and the use of the term protected bike lane in the November
5 2018 minutes.

6 Mr. Neff appreciated staff explaining the need for through bicyclists to yield when exiting the
7 cycle track rather than making the turn onto North California. He preferred to take the bike lane
8 rather than the traffic lane when traveling Middlefield Road.

9 In reply to Mr. Longstreth's question, Ms. Mesterhazy advised that staff uses the 6-E approach to
10 correct bicyclists' behavior. Compliance with rules of the road and regulations grows each year.

11 Mr. Goldstein related that the Bike Plan opens a Pandora's box of things that could be useful in
12 some situations but almost always lead to geometric conflicts. Staff and PABAC have to balance
13 conflicting issues. Geometric conflicts are serious. Through bicyclists should be warned that the
14 bike path leads to a right turn.

15 Mr. Cordes suggested a median would help students stay in the correct lane and ride in single file.
16 Signage at the beginning of the cycle track would be helpful. Chair Nordman indicated a street
17 sweeper cannot clean the cycle track with a median. Also, a median would collect trash and
18 prevent bicyclists from passing other bicyclists.

19 Mr. de la Beaujardiere recommended installation of signage that indicates bicyclists are allowed
20 the full use of the traffic lane if staff installs signage directing through bicyclists to take the lane,

21 In answer to Mr. Robinson's query, Ms. Mesterhazy indicated staff teaches students correct
22 behavior, safety regulations, and proper use of new bicycle infrastructure around town.

23 Mr. Mullen understood PABAC felt use of the cycle track for through bicyclists is confusing. Staff
24 will prepare and present some concepts for PABAC review.

25 **MOTION**

26 Mr. Goldstein moved, seconded by Mr. Robinson, that PABAC request staff to examine the
27 current geometric conflicts for northbound bicyclists on Middlefield Road and return with
28 suggestions to mitigate the conflicts. Motion carried 10-0 with one abstaining

29 **c. Multi-City Meeting with Mountain View B/PAC**

30 Mr. Mullen advised that staff from the City of Mountain View inquired regarding PABAC's
31 interest in meeting with the Mountain View Bicycle/Pedestrian Advisory Committee and topics of
32 interest.

33 PABAC members expressed interest in meeting with the Mountain View B/PAC and suggested
34 topics of the area around San Antonio, data regarding pedestrians and bicyclists crossing Mountain
35 View's borders, connectivity between Palo Alto and Mountain View, and the connection from the
36 Bryant Street extension.

1 Mr. Cordes shared the difficulties the Sunnyvale B/PAC encountered in attempting to meet with
2 B/PACs from other jurisdictions. Sunnyvale B/PAC members individually attend B/PAC
3 meetings in other jurisdictions and report to the Sunnyvale B/PAC.

4 **d. Student Perspective**

5 In reply to questions, Mr. Longstreth remarked that bike safety presentations at middle schools
6 contain outdated videos and simplistic concepts. The content needs to be changed, and students
7 need to participate in presentations. More bike safety presentations are needed for high school
8 students. He did not believe a particular group of students needed education more than another.
9 Students whose parents do not bicycle may be more likely to commit safety violations.
10 Ms. Mesterhazy reported high school engagement is part of the current plan; however, staff has
11 not finalized an approach for engagement.

12 **8. STANDING ITEMS:**

13 **a. VTA BPAC Update**

14 Mr. Neff had no report because the December and January meetings were canceled.

15 **b. Grant Funding Update**

16 Mr. Mullen had no update.

17 In answer to Mr. Cordes' inquiries, Chair Nordman advised that the City rarely pursues TDA
18 projects. Mr. Mullen added that the revenue for TDA projects was marginal, and staff prefers to
19 apply for larger grants.

20 **9. ANNOUNCEMENTS:**

21 Ms. Rosten announced classes for winter biking and alternate modes of travel for climate change
22 have been scheduled. She offers active transportation counseling on an ongoing basis.

23 Mr. Liberman reported he presented PABAC's position regarding a proposed bike path spur to a
24 new development at 3223 Hanover Street to the Architectural Review Board (ARB). The ARB
25 approved the spur. In the spring, the City will conduct a survey of usage of the Bol Park pathway.

26 **10. ADJOURNMENT** at 8:09 p.m.

27