



**Palo Alto Pedestrian and
Bicycle Advisory Committee**

**Tuesday, March 5, 2019 at 6:00 P.M.
Adobe North Room, Mitchell Park Community Center
3700 Middlefield Rd, Palo Alto**

1. CALL TO ORDER 6:00 PM
2. AGENDA CHANGES
3. APPROVAL OF ACTION MINUTES
4. PUBLIC COMMENT
5. STAFF UPDATES:
 - a. Personnel Update / Chief Transportation Official Recruitment Status
6. DISCUSSION ITEMS: 6:15 PM
 - a. [Cubberley Community Center Presentation by CSD](#)
(Please preview the City Council presentation linked above)
7. ANNOUNCEMENTS
8. ADJOURNMENT 6:50 PM

Please note the State of the City Address Meeting at 7:00 pm, Tuesday, March 5, Mitchell Park Community Center, El Palo Alto Room.



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, February 12, 2019

6:15 P.M.

MATADERO ROOM, MITCHELL PARK COMMUNITY CENTER

3700 Middlefield Road, Palo Alto, CA

Members Present: Eric Nordman (Chair), Bruce Arthur, Bill Courington, Cedric de la Beaujardiere, Kathy Durham, Paul Goldstein, Art Liberman, Robert Neff, Rob Robinson, Steve Rock, Jane Rosten

Members Absent: Ken Joye (Vice Chair), Ann Crichton, Richard Swent, Bill Zauman

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

Guest: Penny Ellson, David Hirsch, Alan Wachtel

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

2. AGENDA CHANGES

None

3. APPROVAL OF ACTION MINUTES

MOTION

Motion by Mr. Goldstein, seconded by Mr. Robinson, to approve the minutes of January 15, 2019, as presented. Motion passed 9-0.

4. PUBLIC COMMENT

None

5. SRTS UPDATE

Ms. Mesterhazy announced the second public service announcement for Safe Routes to School is ready. She will post the PSA to the SRTS website and share it with the San Francisco Streets blog and on the City's social media platforms. During a 30-minute morning observation at the California Avenue tunnel, 58 percent of adults and 34 percent of children rode their bikes part of the way through the tunnel. One adult over the age of 80 was near the tunnel. In an afternoon

1 observation, more adults than students complied with laws. Ninety-three percent of kids were
2 wearing helmets. Bicycle traffic was very busy during the morning observation.

3 In response to questions, Ms. Mesterhazy suggested incidents may occur when traffic is lighter
4 and fewer people are present. She did not observe any incidents of cursing or pushing people
5 while at the tunnel. New signage that accurately reflects the Municipal Code language will be
6 installed. She was at the east side of the tunnel in the morning and the west side in the afternoon.
7 Ms. Star-Lack advised that the City does not have cameras to observe the tunnel 24/7. Also, the
8 City now has a surveillance policy. She agreed to provide information to PABAC regarding the
9 VIMOC cameras and data.

10 Mr. Rock noted more children are wearing helmets more often and biking safely. Mr. Robinson
11 indicated the City had improved the approaches to the tunnel.

12 **6. STAFF UPDATES:**

13 **a. Bicycle Boulevard Evaluation Report Status**

14 Ms. Star-Lack reported she and Mr. Patel will draft the evaluation report for the Council. A date
15 has not been set for a Council discussion, but she will notify PABAC when it is scheduled. She
16 did not know if additional data would be collected in the spring before presenting the report to the
17 Council. The City Manager will probably schedule the Council discussion whether or not a Chief
18 Transportation Official (CTO) has been hired. Because of the extremely competitive job market,
19 it could be several months before a CTO is hired.

20 Mr. Goldstein remarked that the anticipated date for the evaluation report is spring of 2019.

21 **b. Personnel Update/Chief Transportation Official Recruitment Status**

22 Ms. Star-Lack introduced Shrupath Patel, one of the newest members of the transportation team.
23 Jarrett Mullen has resigned, and his position will be advertised in the next week or two. Rob de
24 Geus is also leaving the City. The City Manager's Office will assign additional staff to the
25 transportation team. The City has retained a consultant to assist with the RPP Program and
26 Measure B funding. Recruitment for a CTO will begin the following week. The Council recently
27 approved a salary schedule for the position.

28 In reply to inquiries, Ms. Star-Lack reported the CTO will report to the City Manager, and the
29 position has been elevated to Director level. Recruitment was delayed while reorganization of the
30 division was being considered. Projects have been delayed because of the lack of staff. Ms. Star-
31 Lack did not know if the reorganization report would be released to the public. A job description
32 for Chief Transportation Official will be posted publicly.

33 Mr. Rock suggested PABAC recommend the City Council act swiftly to employ a CTO because
34 the lack of senior staff is delaying projects.

35 **c. Traffic Signal Timing: Park Boulevard and Page Mill Road**

36 Ms. Star-Lack advised that Rafael Rius will check the signal timing. The signal should rest on
37 green for Park.

1 Mr. de la Beaujardiere suggested the signal be responsive to bicyclists traveling from the train
2 station.

3 **d. Cubberley Community Center**

4 Ms. Star-Lack noted the Council held a study session regarding Cubberley the previous night. City
5 staff has provided feedback regarding the initial plans for Cubberley. Ms. Mesterhazy added that
6 the City/School Traffic Safety Committee wants to meet with the consultants to review the plans.

7 Ms. Ellson advised that the consultants will present information to the PAUSD Board the night of
8 the PABAC meeting and the Planning and Transportation Commission the following night.

9 **7. DISCUSSION ITEMS:**

10 **a. Pedestrian Friendly Signal Timing**

11 Mr. Neff reported he requested this item. He wants to map the decisions for design shown in the
12 presentation to areas of Palo Alto. The presentation may provide guidance for the Bicycle and
13 Pedestrian Transportation Plan update.

14 Ms. Star-Lack indicated the City is using the standard walking speed of 3.5 feet per second.
15 PABAC can provide staff with locations where they do not feel the green time is appropriate for
16 pedestrians.

17 Mr. Goldstein advised that some locations require pedestrians to wait for a long time. The
18 locations were generally not City-controlled intersections. The issue was the length of the phase
19 rather than the walk cycle.

20 In reply to questions, Ms. Star-Lack indicated the El Camino and Embarcadero project is on hold.

21 Mr. Wachtel noted the importance of having short signal cycles, utilizing the appropriate walking
22 speed, and not having long distances between signalized intersections. The presentation does not
23 address reconciliation of signal timing among pedestrians and other needs. The City is using the
24 advanced pedestrian interval at some locations.

25 Mr. Goldstein related the County's innovative solution for pedestrian and bicycle phasing so that
26 pedestrians have sufficient time to cross expressways. The adaptive pedestrian signal timing
27 appears to be successful.

28 Mr. Rock remarked that Great Britain had used a system of two buttons, one for fast walkers and
29 one for slow walkers. One problem with the walk signal is many times the walk cycle ends and
30 the green for traffic continues for a long period of time, which causes an unnecessary delay for
31 pedestrians. If a pedestrian reaches the button just after the cycle begins, he has to wait an entire
32 cycle before receiving a green.

33 Ms. Durham expressed interest in incorporating pedestrians in planning discussions to show the
34 Council that PABAC is considering non-motorized transportation modes including pedestrians.

1 Mr. Liberman suggested outreach to pedestrians who utilize an intersection where a project is
2 planned in order to obtain feedback about projects.

3 Mr. Robinson felt pedestrian service across El Camino is poor. At 3:00 p.m. daily, Caltrans resets
4 the traffic signal at the intersection of Stanford and El Camino, which confuses everyone at the
5 intersection.

6 Chair Nordman commented that a speed slower than 3.5 feet per second would be appropriate for
7 locations used by high numbers of elderly people.

8 Mr. Neff noted Caltrans has been more responsive to pedestrians crossing El Camino. They have
9 plans to install pedestrian hybrid beacons at five crossings on El Camino.

10 Ms. Mesterhazy reported Safe Routes to School staff has developed some educational materials
11 for grades K-8 about pedestrian hybrid beacons and using them.

12 **b. Louis/Moreno Bollards**

13 In reply to questions, staff reported the Louis/Moreno and Louis/Amarillo intersections are offset.
14 Moving the stop signs and changing the operation of the intersection help students navigate the
15 intersections whether they ride or walk on the widened sidewalk or ride as a vehicle. Bollards
16 were installed to prevent vehicles from entering the widened sidewalk. The intersections were
17 raised to create a feeling of a plaza and to increase driver awareness of the intersections. In the
18 two weeks following installation of the treatment, staff did not observe any issues, but another
19 observation can be scheduled. Staff has noticed bicyclists riding on the sidewalk and the roadway.
20 Bicyclists traveling on Moreno to across Louis appreciate the treatment. The Ohlone Elementary
21 principal has not expressed any complaints. Staff has avoided the use of bollards and flexible
22 delineators as much as possible. The process for presenting projects to the public for review will
23 probably change so that the public has ample time to review designs. Bollards have always been
24 a part of the design for the Louis/Moreno intersection. Staff is trying to educate other departments
25 about alternative ways to reduce vehicle intrusion onto multiuse paths. Flex bollards were used
26 along Middlefield near California Avenue. Transportation Engineering staff can determine
27 whether flex bollards can be used at the Louis/Merino intersection.

28 Mr. Wachtel remarked that the intersection does not feel like a raised intersection. The curb
29 extensions and striping clearly direct bicyclists traveling in both directions to move onto the
30 sidewalk. Bicyclists have to dodge the bollards to move to the sidewalk. The bollards channel
31 bicyclists to the right side of right-turning traffic, which should be avoided. These intersections
32 should have the same markings as those used at the approach to a small roundabout.

33 Ms. Durham stated the treatment does not read as a raised intersection. Ms. Star-Lack explained
34 that a utility conflict prevented a larger grade change.

35 Mr. Neff wondered whether changing the street markings would make the use of bollards more
36 acceptable. Mr. Wachtel indicated bollards are a hazard and expressed concern about the presence,
37 visibility, and number of bollards.

38 **MOTION**

1 Motion by Mr. Goldstein, seconded by Ms. Rosten, to schedule a discussion about bollards, bicycle
2 safety, and geometric issues related to the Louis/Moreno intersection and about the use and
3 placement of bollards in general, and to request staff return with alternatives that address the
4 bicycle safety issues at the Louis/Moreno intersection. Passed 9-1

5 Ms. Durham explained that she voted no on the motion because it did not consider the safety of all
6 users.

7 Mr. Wachtel suggested installing sharrows and Bikes May Use Full Lane signage to remind
8 bicyclists and motorists that they are permitted to use the roadway at the intersection. Northbound
9 on Louis north of Moreno, there is a slot between the sidewalk and the ramp to the roadway that
10 is a bicycle hazard.

11 **MOTION**

12 Mr. Neff moved, seconded by Mr. Goldstein, to recommend the City quickly place adequate
13 reflective material on all bollards. Motion passed 10-0

14 **8. STANDING ITEMS:**
15 **a. VTA BPAC Update**

16 Mr. Neff reported BPAC will meet on February 13 to discuss funding for educational programs
17 and funding guidelines and ranking rules for Measure B grants.

18 Mr. Liberman remarked that the County does not encourage or incentivize cities to connect
19 infrastructure across city boundaries. Mr. Neff indicated a project that benefits a connection will
20 receive a higher rating. A BPAC subcommittee is looking at missing cross-barrier connections
21 where cities do not work together.

22 Mr. Goldstein believed more points should be given to projects that facilitate transportation
23 between agencies and that are located on cross-county corridors as designated by the County
24 Bicycle Plan. The scoring system is somewhat deficient.

25 **b. Grant Funding Update**

26 None

27 **9. ANNOUNCEMENTS:**

28 Ms. Mesterhazy announced Bike to Work Day is scheduled for May 9. Summit Bicycles is
29 interested in hosting an after-party/educational event on California Avenue. People interested in
30 participating should contact Ms. Mesterhazy.

31 Ms. Rosten reported she taught a bike class the previous week and included electric bikes.

32 Ms. Star-Lack advised that staff is preparing a request for the Council to extend the bikeshare pilot
33 program for one year so that vendors can submit their applications.

1 **10. ADJOURNMENT** at 8:07 p.m.

2

3 **JANUARY MINUTE CORRECTION:**

4 Mr. Hirsch was in attendance at the January Meeting, but this fact was not included in the January
5 meeting notes. This note is included here to document his presence at the January meeting. - SSL