



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, August 4, 2020 at 6:15 P.M.

Join Meeting Via Zoom

Join Online: <https://zoom.us/j/95101126947>; Dial-in: 669-900-6833

Meeting ID: 951 0112 6947

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| 1. CALL TO ORDER | 6:15 PM |
| 2. AGENDA CHANGES | 6:16 PM |
| 3. APPROVAL OF ACTION MINUTES | 6:18 PM |
| 4. PUBLIC COMMENTS AND ANNOUNCEMENTS | 6:20 PM |
| 5. STAFF UPDATES | |
| a. Current Projects and Programs | 6:25 PM |
| i. Adobe Bridge | |
| ii. Newell Bridge | |
| iii. Charleston/Arastradero Phase 3 – ECR | |
| iv. Shared Streets | |
| v. Summer Streets | |
| b. FY21 Transportation Work Plan | 6:35 PM |
| c. Transportation Development Act Article 3 Funds and Bicycle/Pedestrian Plan Update | 6:45 PM |
| i. Brown Act Overview | |
| d. XCAP Status | 7:00 PM |
| i. Staff Overview | |
| 6. DISCUSSION ITEMS | |
| a. Safe Routes to School | 7:30 PM |
| 7. STANDING ITEMS | |
| a. VTA BPAC Update | 7:45 PM |
| 8. ADJOURNMENT | 8:00 PM |



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, June 2, 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, Kathy Durham, Penny Ellson, Paul Goldstein, Robert Neff, Eric Nordman, Rob Robinson, Steve Rock, Jane Rothstein, Richard Swent, Alan Wachtel

Members Absent: Ann Crichton, David Hirsch, Owen Longstreth, Bill Zaumen

Staff Present: Sylvia Star-Lack, Joanna Chan, Jose Palma, Ripon Bhatia

Guest: Jamie Jarvis, Nadia Naik, Arnout Boelens, Joel Gartland

1. CALL TO ORDER at 6:20 p.m.

2. HOUSEKEEPING

- a. How to mute/unmute and raise/lower hand in Zoom
- b. Attendance in Zoom

Joanna Chan presented tips for using Zoom features.

3. AGENDA CHANGES

Motion by Mr. Goldstein, seconded by Mr. Nordman, to limit the SRP GO presentation to 5-10 minutes. Motion failed.

4. APPROVAL OF ACTION MINUTES

Motion by Mr. Nordman, seconded by Mr. Robinson, to approve the minutes of the March 3, 2020 meeting, as presented. Motion passed.

5. PUBLIC COMMENTS AND ANNOUNCEMENTS

- a. Reminder: no meeting in July

Joel Gartland appreciated the bollard at Greene Middle School being replaced with a bike lane. However, a bollard has been installed in the middle of the bike lane.

1

2 Arnout Boelens expressed interest in bike and pedestrian infrastructure and the discussion of
3 grade separations.

4 **6. SRPGO PRESENTATION**

5 Jamie Jarvis, Stanford Research Park Programs Director, presented information about the
6 transportation program, bicycling participation and interest, monthly bike days, onsite bicycle
7 tune-ups and repair clinics, safe cycling classes, a bike map, prize drawings and reward
8 programs, Bicycle Champions, Women on Wheels, and bicycling communications, marketing,
9 and events.

10 In response to questions, Ms. Jarvis stated the bike map is available on the SRPGO website.
11 About 8% of the population of Stanford Research Park lives within 5 miles of the campus. E-
12 bikes have led some workers to bicycle commuting. Childcare, late meetings, lifestyle, and
13 personal safety are common reasons for workers not bike commuting. Access to three sides of
14 Stanford Research Park is difficult, and comments indicate a connection to the upper portion of
15 the Bol Park path is needed. Unfortunately, the shortcut from the Bol Park Path through the VA
16 Medical Center has been closed. Many cyclists use the Varian parking lot to access Hanson.
17 Stanford Research Park cannot build bike paths or require companies to build bike paths through
18 the campus because of ground leases between Stanford University and companies. Some
19 companies in Stanford Research Park offer bikes for their employees' use.

20 Mr. Boelens suggested the installation of stop signs for vehicles along the bike path on
21 Arastradero.

22 Mr. Neff suggested the City and Stanford Research Park explore a path along Matadero Creek.

23 Ms. Chan introduced Ripon Bhatia, Senior Engineer for the City.

24 **7. EXTENDED COMMUNITY ADVISORY PANEL (XCAP) PRESENTATION**

25 Nadia Naik, XCAP Chair, reported the XCAP will recommend to the City Council preferred
26 grade separation alternatives for further study and refinement, and the XCAP needs suggestions
27 for bicycle and pedestrian connectivity. She described the Meadow/Charleston trench, the
28 Meadow/Charleston hybrid, the Meadow/Charleston viaduct, the South Palo Alto tunnel-
29 passenger and freight, the South Palo Alto tunnel with at-grade freight, the Meadow/Charleston
30 underpass, the Churchill Avenue vicinity viaduct, the Churchill Avenue closure, and the
31 Churchill Avenue partial underpass. The Meadow/Charleston underpass and the Churchill
32 Avenue partial underpass keep tracks at grade, provide safer bicycle and pedestrian connections,
33 may reduce construction duration, and may minimize the need for passing tracks. Ms. Naik
34 reviewed in detail alternatives for Churchill Avenue, the Charleston partial underpass, and the
35 Meadow underpass.

36 In reply to questions, Ms. Naik indicated the tunnel option will have a fact sheet. The XCAP
37 decided not to deliberate on the South Palo Alto tunnel. The XCAP cannot eliminate any
38 options. The traffic study of Churchill did not look at bike usage.

1 Mr. Swent remarked that the alternatives appear to have been designed for motorists with no
2 consideration of bicyclists' and pedestrians' convenience and safety. Churchill Option 2 is a
3 direct route for bicyclists, but it is too narrow. Coming out of a tunnel into the middle of the
4 street is hazardous for bicyclists. The design of Option 2 will encourage people to ride the
5 wrong way on Churchill to access the bike/pedestrian lane. Option 1 is better than Option 2,
6 even though there are problems with sharp corners and narrow ramps. Option 1 allows access to
7 the bike lane from both sides of the street and users to exit on the proper side of the street after
8 crossing Alma. From the east, bicyclists will ride the wrong way on Charleston to reach the bike
9 bridge, and crossing Park will be dangerous. A path on each side of Charleston would be good.
10 Two-lane roundabouts are awful. At Charleston, the cars could go under the tracks and
11 bicycles/pedestrians over the tracks. The overpass could have ramps on both sides of the road.
12 Based on the complexity of the Charleston and Meadow underpasses, the viaduct is looking
13 better and better.

14 Chair Joye suggested the amount of traffic on Churchill will be significantly less if the road is
15 closed at Alma. An Option 3 could be to close the east side of Churchill to Alma, which would
16 allow the tunnel to be wider and increase the safety of users exiting the tunnel. Accessing the
17 Charleston bike bridge from the east will require two 180-degree turns, which is suboptimal.

18 Nicole Boelens indicated the straightaway in Churchill Option 2 will be easier for cargo bikes to
19 navigate

20 Mr. de la Beaujardiere liked Churchill Option 2 because the crossing of Alma is safe, but the exit
21 from the tunnel should be similar to the exit in Option 1. A 20-foot-wide bike path can separate
22 pedestrians from cyclists and allow two-way bicycle traffic. A center bike overpass could be an
23 option for the Charleston underpass.

24 Mr. Nordman preferred Churchill Option 2 with no right turn from Alma.

25 Mr. Arthur stated the bike path in all the Churchill options appears too narrow. The 90-degree
26 turns in Option 1 are a problem. The Charleston partial underpass and the roundabout are
27 terrible.

28 Mr. Neff questioned whether the traffic signal is needed in Churchill Option 2. The two U-turns
29 to access the bike bridge on Charleston is better than waiting for the light on Alma. The
30 sidewalk on Alma is a direct connection from Meadow to Charleston and then to San Antonio,
31 and that connection needs to be preserved.

32 Mr. Robinson noted the long-term plan is to install a two-way cycle path as an extension of the
33 Caltrain path. With the cycle path, wrong-way riding would not be a problem in Churchill
34 Option 2.

35 Mr. Courington related that the Churchill partial underpass separates cyclists and pedestrians
36 from traffic.

37 Mr. Rock indicated the Churchill partial underpass also has 90-degree turns and is narrow. The
38 8-foot shoulders on Charleston are wide enough for bicyclists.

1 Mr. Wachtel advised that 20 feet is too wide for a bike path. Mixing cyclists and pedestrians is a
2 bad idea. Two-way paths on one side of a street create access difficulties at both ends. Two-lane
3 roundabouts are difficult for cyclists. Roadway shoulders should be available for bicyclists, but
4 Charleston has a 12-percent upgrade. A center bicycle overpass will have access problems at
5 both ends.

6 Ms. Ellson wanted to see the data supporting a two-lane roundabout on Charleston and
7 questioned elimination of the left turn from northbound Alma onto El Camino if the underpass is
8 not designed for a jack box.

9 Mr. Goldstein concurred with comments regarding a two-lane roundabout.

10 **8. ADJOURNMENT** at 8:41 p.m.

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