



Planning & Transportation Commission Staff Report

From: Planning and Development Services Director
Lead Department: Planning and Development Services

Meeting Date: March 13, 2024
Report #: 2402-2580

TITLE

Presentation to PTC and HRC by Caltrans on El Camino Real Bike Lanes and Parking Space Removal

RECOMMENDATION

Staff recommends Planning and Transportation Commission (PTC) and Human Relations Commission (HRC) receive a presentation by Caltrans requesting to repurpose parking lanes on El Camino Real for bicycle lanes and to provide feedback on the Caltrans proposal.

EXECUTIVE SUMMARY

This report provides background and context for the Caltrans proposal to repurpose parking lanes for bicycle lanes on El Camino Real throughout Palo Alto. Conversion from parking to bike lanes would occur during the upcoming repaving project to be done in Palo Alto. Caltrans staff seek community feedback on the proposed bicycle lanes, and Caltrans has asked City Council to consider (tentatively scheduled for April 1) the parking removal necessary to install the bicycle lanes.

PROJECT DESCRIPTION

This Caltrans project proposes converting parking lanes to bike lanes throughout Palo Alto during the upcoming Caltrans repaving project.

BACKGROUND

El Camino Real is a state highway maintained by Caltrans. To meet the requirements of its Capital Preventive Maintenance (CAPM) program, Caltrans is repaving El Camino Real (State Route 82) in Mountain View, Los Altos, and Palo Alto to improve ride quality, comply with current ADA standards, and improve safety, access, and mobility of pedestrians and bicyclists.

The project will repair pavement and upgrade existing non-standard ADA curb ramps and add complete street elements.¹

According to Caltrans correspondence with the City Manager², the 2020 Bicyclist Safety Improvement Monitoring Program Report found a cluster of collisions (13 of 33, or 40%) where cyclists were riding on the sidewalk against traffic or riding against traffic. Caltrans proposes bike lanes in place of existing on-street parking to reduce or eliminate the risk of riding on the sidewalk and against traffic. Caltrans requests feedback on the proposal and has asked that the City Council consider supporting Caltrans' removal of parking on El Camino Real to accommodate proposed bike lanes. Council consideration is tentatively scheduled for April 1.

Prior planning by the City for El Camino Real includes a 2017 grant-funded project that targeted collision hot spots in Palo Alto and Redwood City. In November of 2018, two resulting concept plans for bicycle facilities were presented to PTC and generated an inconclusive discussion.³ At the time, the City had a separate pedestrian-focused Once Bay Area Grant (Cycle 2) to prepare design plans and construct improvements on El Camino Real between Stanford and Lambert Avenues, but the City returned the grant in December of 2020 after the Valley Transportation Authority (VTA) was unable to re-scope it to include bicycle facilities.

Caltrans staff notified City staff in early-2019 about the upcoming repaving project that was then scheduled to begin in 2020. Caltrans staff noted that the City could add complete street elements such as bicycle lanes to the Caltrans plans if the City funded the community engagement, design, environmental clearance, and construction of those elements before the scheduled construction date, which was within 9-12 months of notification. As the City had not already initiated a project, and due to the size and complexity of the project, 9-12-month notice was insufficient time to conduct a community conversation, and to design, gain necessary approvals, fund, and environmentally clear a bike facility proposal. City staff worked with Caltrans to include pedestrian and bicycle improvements consistent with the existing Caltrans project scope.

In early 2023, Caltrans shared initial ideas for proposed bike lanes with City staff, and by mid-2023, the first draft of the plans had been reviewed by the City's Pedestrian and Bicycle Advisory Committee (PABAC) and a limited number of stakeholders granted access by Caltrans, such as the Valley Transportation Authority. The second iteration of the draft bike lane plan is the subject of this report and is posted to the City's website.⁴

Caltrans formally notified the City of their proposed SR 82 El Camino Real Bikeway Project in a letter dated November 3, 2023, and since then staff has sought additional details to fully understand reasoning and implications for the community.

¹ Caltrans project website: [SR-82-Pavement Rehabilitation and ADA Improvements](#)

² See City website: [City Issues Letter to Caltrans SR82 El Camino Real Bikeway Project](#)

³ [PTC Staff Report, November 14, 2018](#)

⁴ [Draft Caltrans Bicycle Lane Plan, dated January 22, 2024](#)

On November 17, 2023, the City sent an official communication to Caltrans in response to the proposed addition of new bikeways along SR 82. The City asked several questions about the proposed project and requested additional information in an effort to ensure that the Palo Alto community and businesses potentially impacted by Caltrans plan are given an opportunity to fully understand the details, timeline, and opportunities for input. Caltrans responded on January 11, 2024, with answers to the City's questions.⁵ This correspondence with Caltrans can be found at the City's website referenced above.

ANALYSIS

Staff continue to seek clarity from Caltrans regarding several aspects of the bike lanes proposal which are detailed in this section, including the safety of the proposed bicycle facility design and the effects of parking reductions on businesses and RV dwellers. In addition, staff note below the planning context of the El Camino Real corridor, specifically the Housing Element and the Bicycle and Pedestrian Transportation Plan.

Safety Considerations

As noted in correspondence with the City, the bike lane proposal is a response to Caltrans policies to reduce risk to vulnerable road users on State Highway 82. Caltrans has adopted both a Safe System Approach and a Vision Zero goal in roadway safety planning across California to eliminate traffic deaths and severe injuries.⁶ This approach identifies traffic safety as the highest priority for the design and operation of the transportation system and views traffic fatalities and severe injuries as unacceptable and preventable through joint action. The Safe System Approach is the foundation for the National Safety Strategy released by the US Department of Transportation in 2022.⁷

To bring the Safe System Approach into statewide roadway design, Caltrans issued Design Information Bulletin – 94 (DIB-94), effective on January 16, 2024, which provides Caltrans staff guidelines on how to select and incorporate transit, bicycle, and pedestrian facilities to match their urban context.⁸ This bulletin alters Caltrans design guidance to “minimize the transfer of kinetic energy through the adoption of design elements that minimize crash speeds and impact angles.”⁹ City staff have noted that the bicycle lanes included in the Caltrans draft plans for El Camino Real do not consistently align with the design guidance provide in DIB-94. City staff have requested clarification of whether DIB-94 applies to the repaving project given that the recent bike lane draft plans were dated after January 16, 2024.

The City is currently developing its own Safe Streets for All Safety Action Plan to incorporate the Safe System Approach into the City's policies and practices.¹⁰ As part of this work, El Camino Real has been identified as part of the City's High Injury Network. Representing 4% of the City's

⁵ [Caltrans Response Letter, dated January 11, 2024](#)

⁶ <https://dot.ca.gov/news-releases/news-release-2022-009>

⁷ <https://www.transportation.gov/nrss/usdot-national-roadway-safety-strategy>

⁸ [Design Information Bulletin – 94 Complete Streets: Contextual Design Guidance](#)

⁹ [Design Information Bulletin – 94 Complete Streets: Contextual Design Guidance](#), p. 17

¹⁰ [PTC Staff Report, October 11, 2023](#)

streets, this roadway network concentrates 63% of injury collisions involving any modes of travel between 2018 and 2022. A recent PTC staff report (February 28) shared the Safety Action Plan collision data analysis and High Injury Network.¹¹ A way to improve safety for all road users is to include bicycle lanes, especially separated and protected bicycle lanes to streets.¹²

Parking Impacts & Considerations

A diverse variety of community members use parking availability along El Camino Real segments, at day, evening, and overnight hours. Several segments are included in Residential Preferential Parking (RPP) programs to ensure day time parking is available for business customers, employees of businesses, visitors, and residents. RPP programs ensure turnover and short term parking availability for business interests and residents during restricted hours (weekday working hours). Longer parking sessions are available overnight and weekends. Parking segments in these programs are from Park Blvd. to Page Mill Rd. Other segments, from Page Mill Rd. to San Antonio Rd., provide business-interested and residential parking less restrictively. It is unclear whether alternative parking is available, either off-site or only in adjacent residential areas for current usage.

Caltrans recently provided estimates of total parking spaces currently available along El Camino Real in the City of Palo Alto. These provided Office of Transportation staff an opportunity to conduct parking occupancy counts of these segments on Saturday, February 24, 2024, 1pm - 2pm, and Wednesday, February 28, 2024, 4am – 5am, to provide a sample of current usage at evening and overnight hours. See Table 1 for this sampling of occupancy usage rates along these segments of El Camino Real.

¹¹ [PTC Staff Report, February 28, 2024](#)

¹² [Cycling Lanes Reduce Fatalities for All Road Users, Study Shows](#), ScienceDaily.com, Accessed February 27, 2024

Table 1: El Camino Real Parking Counts, February 24, 2024 (1-2 pm) and February 28 (4-5 am)

SF Creek to San Antonio Rd. (southbound & eastbound)	2/24/2024	Saturday			2/28/2024	Wednesday	
	Total	1p - 2p	%	RVs	4a-5a	%	RVs
SF Creek to San Antonio Rd.							
PAMF Drive to Galvez St. / Embarcadero Rd.	26	18	69%	8	12	46%	4
Galvez St. / Embarcadero Rd. to Churchill Ave.	71	60	85%	10	39	55%	13
Churchill Ave. to Serra St. / Park Blvd.	29	21	72%	3	6	21%	2
Serra St. / Park Blvd. to Stanford	32	3	9%	1	8	25%	2
Stanford to Oxford	4	2	50%	0	1	25%	0
Oxford to College	4	2	50%	0	2	50%	0
College to California	Temporary No Parking - Construction Signage						
California to Page Mill	18	18	100%	0	12	67%	0
Page Mill to Portage	No Parking						
Portage to Hansen	No Parking						
Hansen to Matadero	13	11	85%	4	11	85%	6
Matadero to Kendall	8	7	88%	2	7	88%	5
Kendall to Barron	3	2	67%	0	0	0%	0
Barron to Curtiner	4	2	50%	0	0	0%	0
Curtiner to Military	6	2	33%	0	0	0%	0
Military to Ventura	4	4	100%	0	0	0%	0
Ventura to Los Robles	14	10	71%	0	11	79%	0
Los Robles to Vista	12	8	67%	2	10	83%	1
Vista to Maybell	21	5	24%	0	10	48%	0
Maybell to Arastadero	10	4	40%	0	0	0%	0
Arastadero to Dinah's Court	18	14	78%	0	1	6%	0
Dinah's Ct. to Los Altos Ave.	10	2	20%	0	0	0%	0
Los Altos Ave. to San Antonio Rd.	24	1	4%	0	1	4%	0
San Antonio Rd. to Stanford Ave. (northbound and westbound)							
San Antonio back to Stanford							
San Antonio Road to Del Medio	COMV	6		0	4		0
Del Medio to Cesano	16	9	56%	0	2	13%	0
Cesano to Monroe	No parking						
Monroe to Dinah's Ct.	9	0	0%	0	0	0%	0
Dinah's Court to Deodar	15	2	13%	0	3	20%	0
Deodar to Charleston	No parking						
Charleston to El Camino Way	10	1	10%	0	1	10%	0
El Camino Way to El Camino Way	37	25	68%	0	1	3%	0
El Camino Way to Ventura Way	11	1	9%	0	1	9%	0
Ventura Way to Curtner	7	3	43%	0	0	0%	0
Curtner to Wilton	7	2	29%	0	0	0%	0
Wilton to Madero	6	1	17%	0	3	50%	0
Matadero to Margarita	No parking						
Margarita to Fernando	7	2	29%	0	1	14%	0
Fernando to Portage	No parking - Construction						
Portage to Acacia	No parking - Construction						
Acacia to Page Mill	No parking - Construction						
Page Mill to Sheridan	No parking - Construction						
Sheridan to Grant	9	0	0%	0	0	0%	0
Grant to Sherman	11	3	27%	0	0	0%	0
Sherman to California Ave.	No parking - Construction						
California Ave. to Cambridge	10	4	40%	0	0	0%	0
Cambridge to College	9	3	33%	0	0	0%	0
College to Oxford	12	3	25%	0	No parking - Construction		
Oxford to Stanford	9	8	89%	0	2	22%	0
Stanford to Park	No parking - Construction						
Park to SF Creek	No parking						

Source: Caltrans and City of Palo Alto

The Caltrans El Camino Real Project will result in, at minimum, temporary displacement of vehicles that park along this State Highway. This will have impacts on people that visit the area, as well as those who live on or near El Camino Real. The City is working with Caltrans to improve communication and ensure a project schedule is provided for the whole community and as much advance notice as feasible of segments where work will begin that triggers “no parking” signage.

At the end of January, 41 vehicles parked along El Camino Real in Palo Alto appeared to have people dwelling in them. Caltrans has indicated that their approach is to notify the County “Continuum of Care” two weeks prior to noticing vehicles. Then Caltrans workers place notices on vehicles indicating they must move within 72 hours. At the 72-hour mark, California Highway Patrol steps in to enforce. In light of impacts to people living in vehicles along El Camino Real, the City is working towards enhanced collaboration and communication between City, County, and strategic partners to:

1. Identify a way to give people more than 72-hours’ notice of displacement.
2. Identify places for people to relocate to when displaced.
3. Identify resources for people with inoperable vehicles.

Planning Context: Housing Element & Bicycle and Pedestrian Transportation Plan Update

The City’s new Housing Element¹³ concentrates housing along El Camino Real, a state highway that is well-served by transit but lacks a bicycle facility. The presence of a bicycle facility on El Camino Real (or lack thereof) will influence the transportation choices of future residents of this corridor. Notably, the City’s development review pipeline currently includes over 1,000 housing units proposed for El Camino Real.

The City’s new Bicycle and Pedestrian Transportation Plan update will be complete in the fall of 2025.¹⁴ This document will take the Housing Element into account to recommend an updated bicycle network for Palo Alto. Prior bicycle network plans have included bicycle facilities parallel to El Camino Real, and El Camino Real Bicycle Facilities were to be included along with VTA’s Bus Rapid Transit (BRT) on El Camino Real. The BRT project would have dedicated two El Camino Real lanes to rapid buses in each direction, however the project was discontinued by VTA. The current bike lane proposal accommodates bus stops within the bike lanes. Cyclists approaching a bus at a stop are expected to either wait behind the bus or merge into the vehicle lane to pass the bus on the left.

¹³ [Housing Element Update project website](#)

¹⁴ [Bicycle and Pedestrian Transportation Plan Update project website](#)

FISCAL/RESOURCE IMPACT

It is not anticipated that Caltrans will ask the City for any funding to fund the proposed bike lanes. The City is absorbing the cost of hosting the community engagement meetings that are in excess of the usual standing committee calendars.

STAKEHOLDER ENGAGEMENT

Caltrans requested City staff assistance in setting up community engagement meetings to gain public feedback on the proposed bike lane plans. The meeting schedule was publicized on the City website and shared through City communication channels including City digital newsletters and via social media. A web form to gain community input continues to be available.¹⁵

A Community Meeting was held on February 29, 2024, at Palo Alto High School, where Caltrans shared the proposed bike lane plans and gained input from over 60 attendees. The meeting recording will be available on the City's YouTube channel at <https://www.youtube.com/c/cityofpaloalto>.

A Joint Pedestrian and Bicycle Advisory Committee (PABAC) and City/School Transportation Safety Committee meeting was held on March 7, 2024 at the Mitchell Park Community Center.

Council consideration of the Caltrans proposal is tentatively set on April 1 and aligns with Caltrans' request for Council to discuss project details in April.

ENVIRONMENTAL REVIEW

As the lead agency, Caltrans is responsible for the environmental review of the El Camino Real Repaving Project. Provision of feedback to Caltrans staff is not a project under CEQA Guidelines section 15378.

ATTACHMENTS

Attachment A: Caltrans Presentation: Proposed Bikeway Implementation in Palo Alto on State Route 82 (El Camino Real)

AUTHOR/TITLE:

Amy French, Chief Planning Official

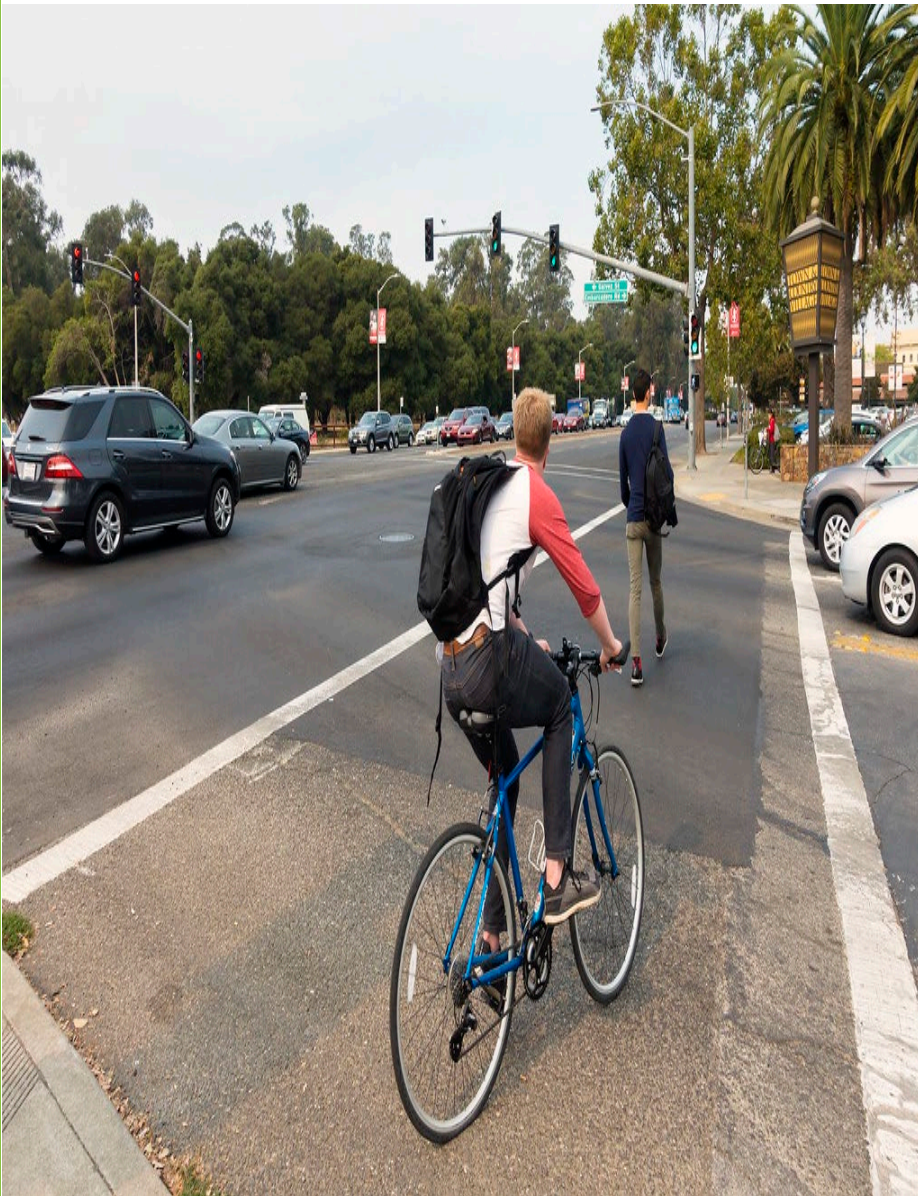
¹⁵ Website Feedback Form; <https://us.openforms.com/Form/1328d991-d30a-4ca1-b9f7-9e364540e959>



Caltrans community meeting in Palo Alto

Item 3

Caltrans Presentation: Proposed
Bikeway Implementation in Palo Alto
on State Route 82 (El Camino Real)



Proposed Bikeway Implementation in Palo Alto on State Route 82 (El Camino Real)

February 29, 2024, at 6PM in Palo Alto High School

AGENDA

- Introduction
- Presentation
- Q&A



PROPOSED BIKEWAY IMPLEMENTATION IN PALO ALTO ON STATE ROUTE 82 (EL CAMINO REAL)

Community meeting in Palo Alto, February 29, 2024

By Caltrans District 4, Bay Area

TOPICS

- Caltrans paving project on State Route (SR) 82 (El Camino Real)
- Planning & Mobility
- Safety Discussion for the proposed bikeway in Palo Alto
- Design Considerations

Caltrans SR 82 Paving Project

Item 3

Caltrans Presentation: Proposed
Bikeway Implementation in Palo Alto
on State Route 82 (El Camino Real)



High Visibility Crosswalk



Pedestrian Hybrid Beacon



Class II Bike Lane



**Class IV
Bike Way**



APS

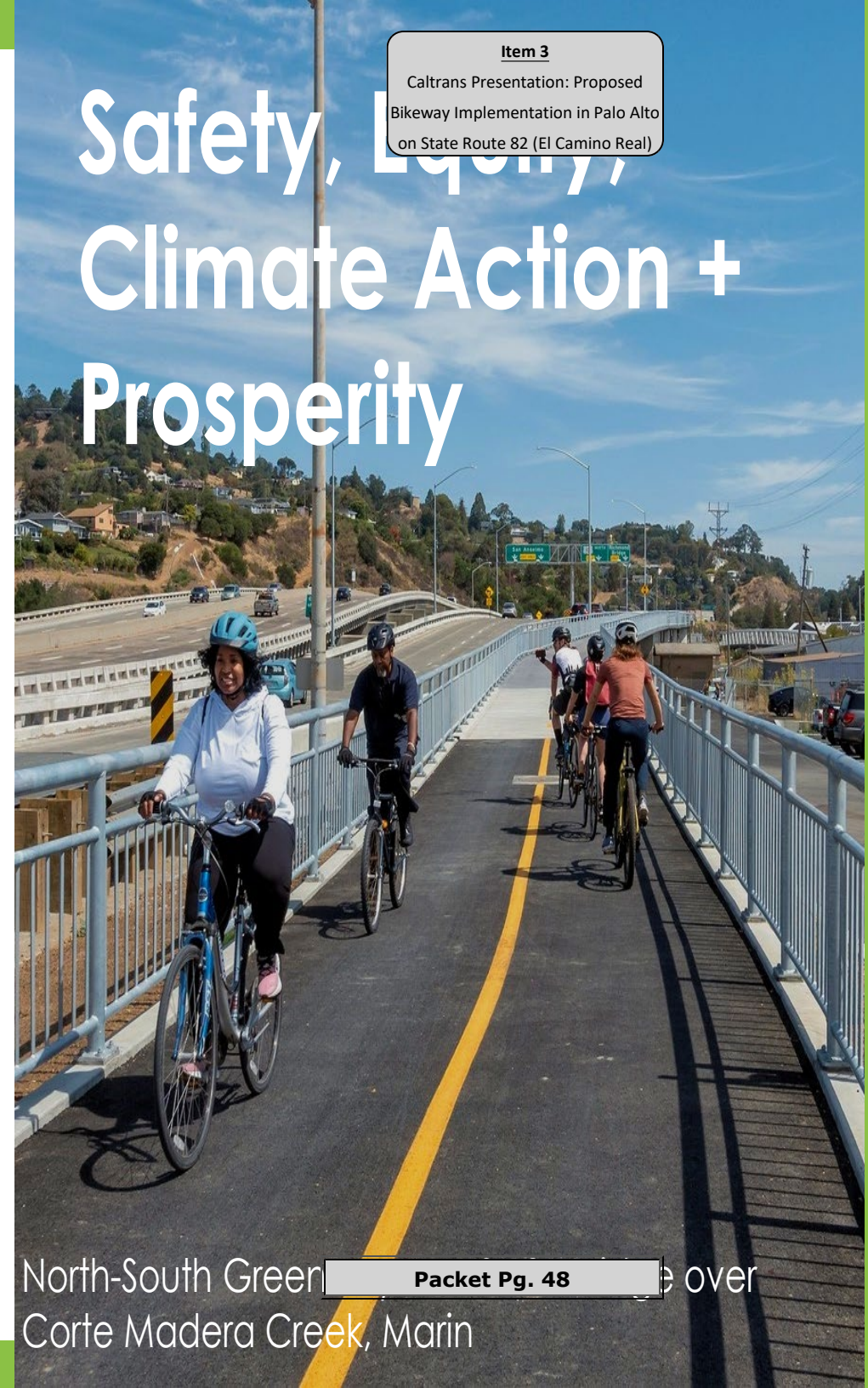
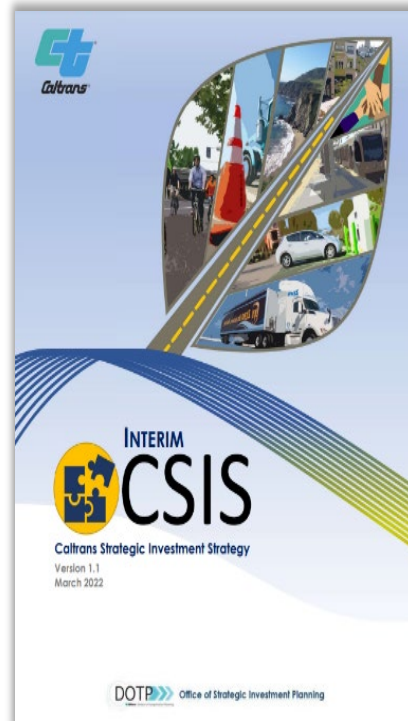
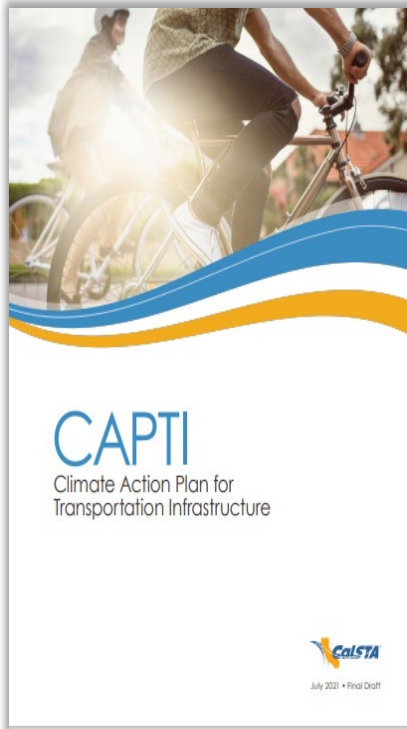
Scope:

- Pavement Rehabilitation
- Curb ramps, sidewalks, and driveways to comply with Americans with Disabilities Act (ADA) standard.
- High visibility crosswalk markings
- Electrical work
- New bikeways in Mountain View and Los Altos
- New bikeway proposal in Palo Alto

Schedule:

- In construction and completion in fall 2025(T).

Planning & Mobility Strategic Priorities



Item 3

Caltrans Presentation: Proposed
Bikeway Implementation in Palo Alto
on State Route 82 (El Camino Real)

Safety, Equity, Climate Action + Prosperity

North-South Greenway over
Corte Madera Creek, Marin

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Director's Policy 37 Complete Streets

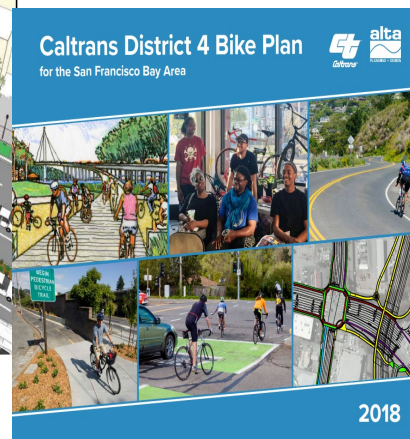
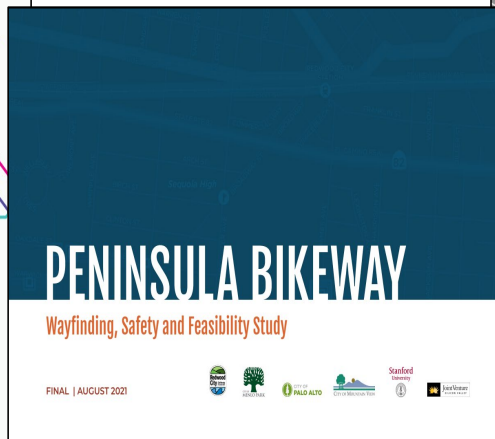
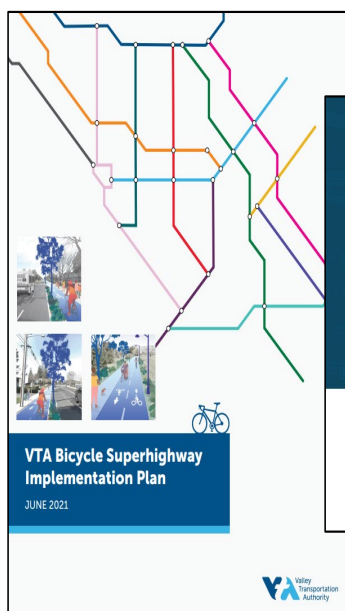
It is "Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail."



Planning

The need for bikeway improvements on El Camino Real has been documented in numerous county, regional and city planning efforts:

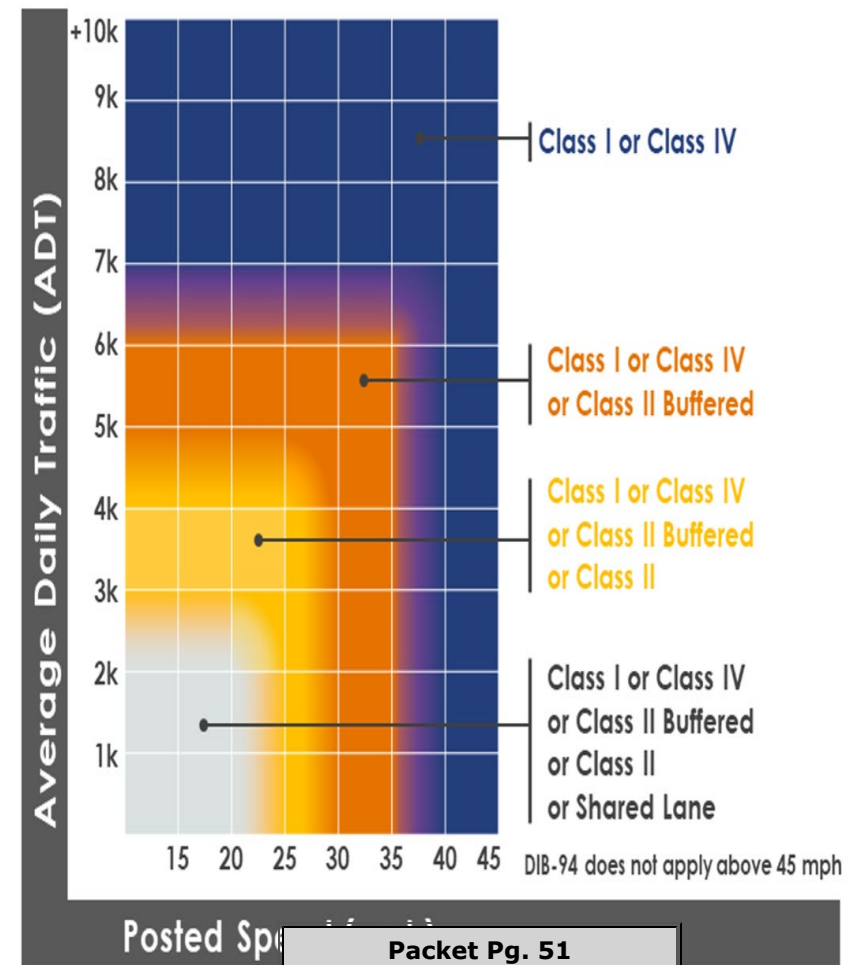
- VTA Bicycle Superhighway Implementation Plan (2021)
- Peninsula Bikeway Wayfinding, Safety and Feasibility Study (2021)
- Grand Boulevard Initiative Palo Alto Safety Study (2019)
- Caltrans District 4 Bike Plan (2018)
- VTA Countywide Bike Plan (2018)



Improving Mobility for Bicyclists on El Camino Real

- El Camino Real connects many downtowns and business districts between San Jose and San Francisco.
- The proposed bikeway would connect to existing local and regional bikeways within Palo Alto
- Class IV separated bikeways align with FHWA and Caltrans bikeway selection guidance.

Figure 5-A - Recommended Bicycle Facilities for Urban Areas, Suburban Areas, and Rural Main Streets



El Camino Real Bikeways In Development

Caltrans SHOPP projects proposing bikeways on El Camino Real (tentative construction years):

- Mountain View and Los Altos (2024)
- Redwood City and Atherton (2026)
- Daly City, Colma, South San Francisco (2026)
- Santa Clara (2026)
- South San Francisco (2028)
- Palo Alto (potential in 2024/2025)

El Camino Real Bikeways

Proposed Bikeways projected to be installed as part of Caltrans SHOPP projects, with construction start anticipated between 2024- 2028 on SR-82

Item 3

Caltrans Presentation: Proposed
Bikeway Implementation in Palo Alto
on State Route 82 (El Camino Real)

Daly City , Colma,
South San Francisco
Anticipated 2026
Caltrans SHOPP 0Q140

South San Francisco
Anticipated 2028
Caltrans SHOPP 0AA32

Redwood City and Atherton
Anticipated 2026
Caltrans SHOPP 1W130

Mountain View and Los Altos
Anticipated 2024
Caltrans SHOPP 4J89U

Palo Alto
Potential 2024
Caltrans SHOPP 4J89U

Santa Clara
Anticipated 2026
Caltrans SHOPP 1W200



SAFETY DISCUSSION ON THE IMPLEMENTATION OF BIKEWAY IN PALO ALTO ON SR 82 (ECR)

Topics

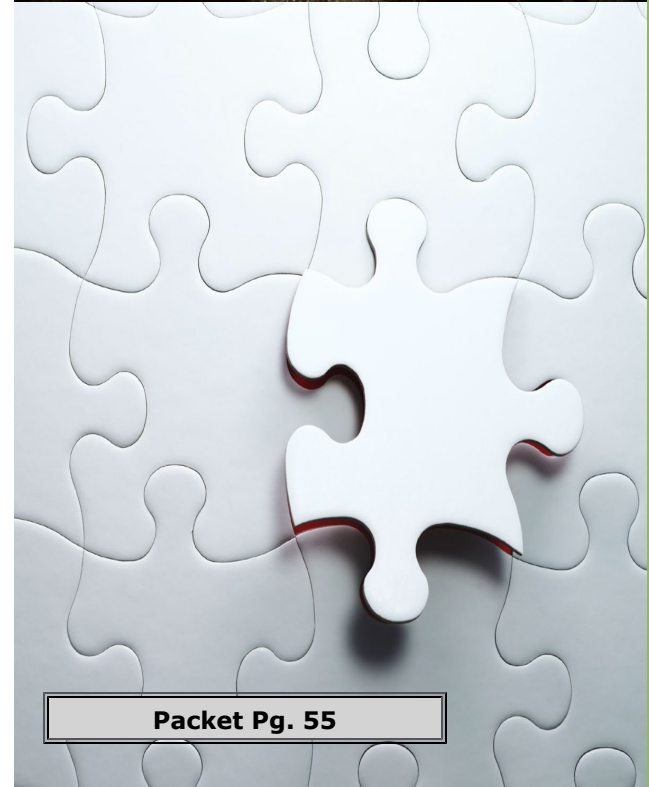
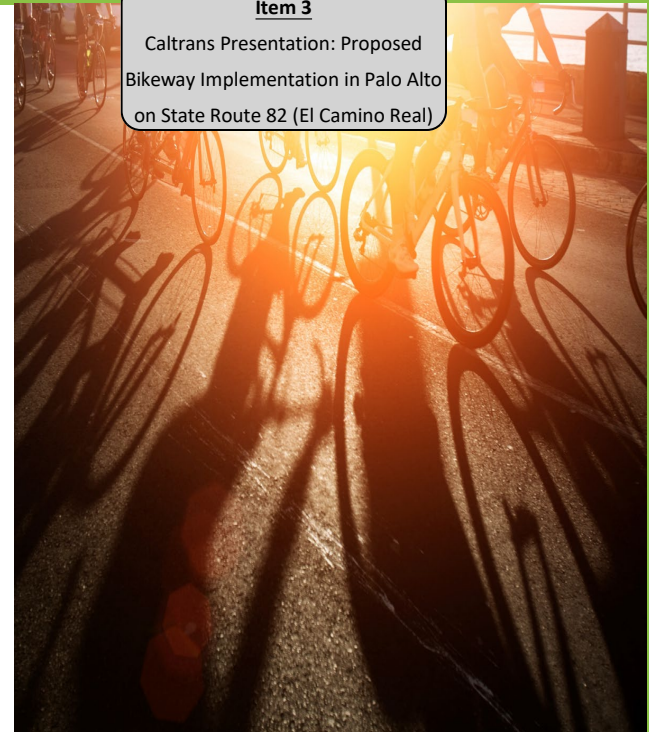
- **Caltrans' Safety-First Mindset**
- **Bicyclist Safety Improvement Monitoring Program**
- **Review of Crash History**
- **Safety Enhancement Recommendation**

Safety-First Mindset

- Priority: safety for all road users
- Vision: elimination of all fatal and serious injury
- How: adoption of the Safe System Approach

Item 3

Caltrans Presentation: Proposed
Bikeway Implementation in Palo Alto
on State Route 82 (El Camino Real)



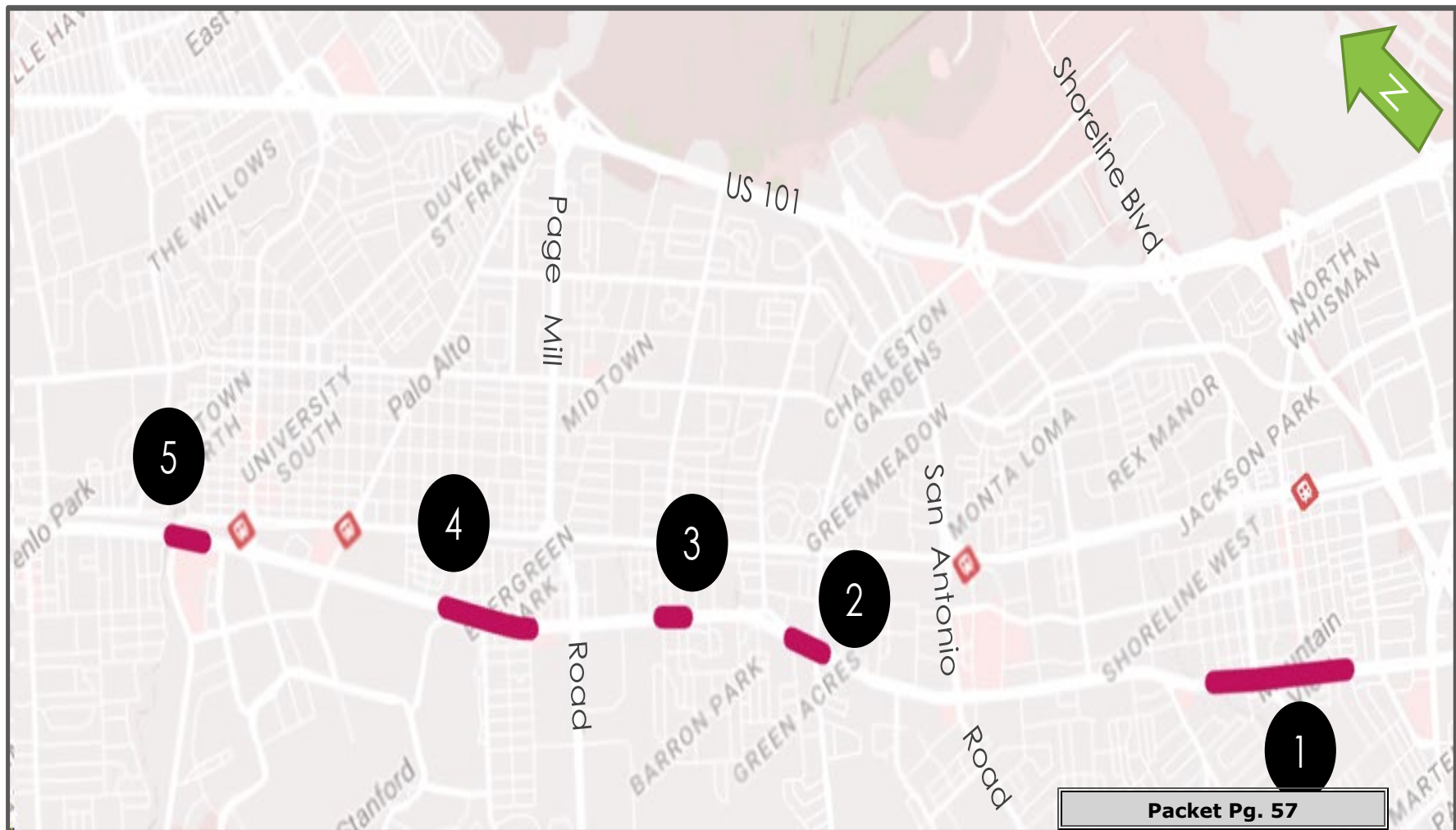
Bicyclist Safety Improvement Monitoring Program

Purpose: identify and investigate areas with high concentration of bicyclist-involved crashes

Date range covered by the Monitoring Program:
Jan 1, 2016 – Dec 31, 2020
(5-year period)

Bicyclist Safety Improvement Monitoring Program

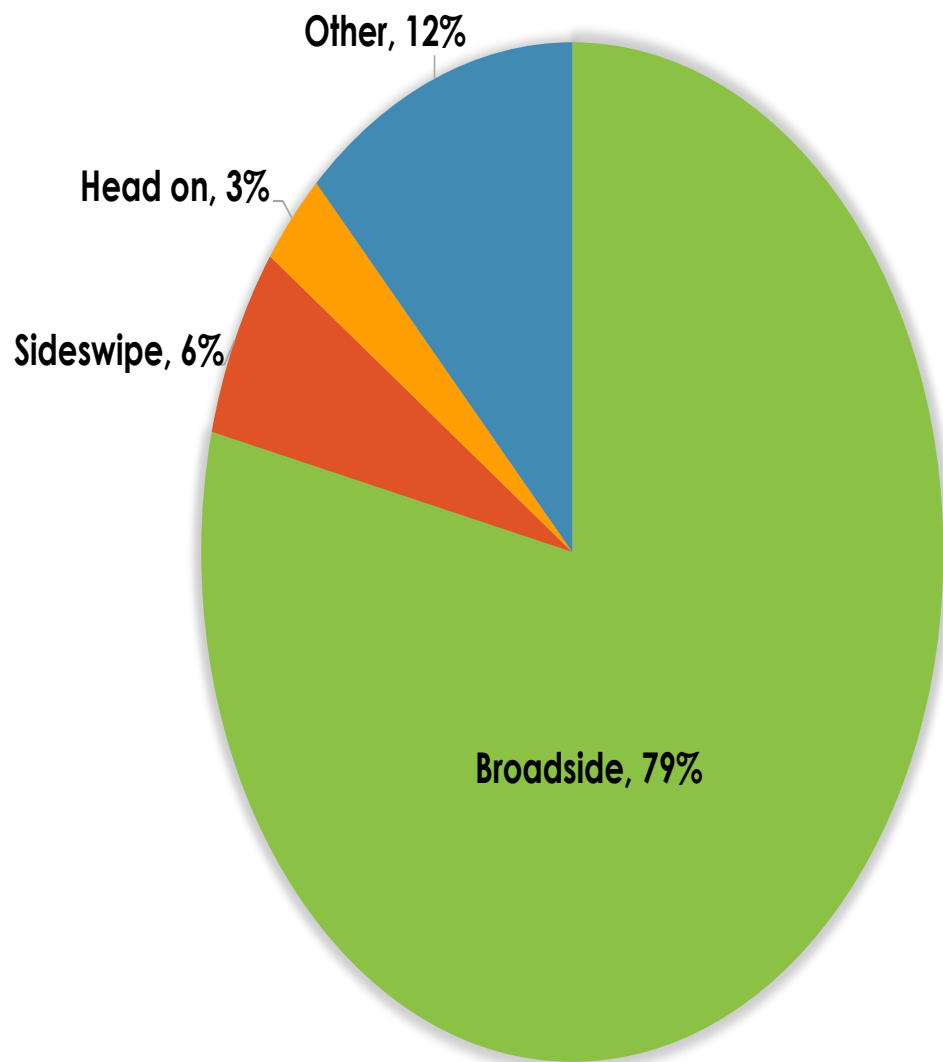
1. Bonita Ave to Mariposa Ave (Mountain View)
2. West Charleston Rd to Maybell Ave (**Palo Alto**)
3. Wilton Ave to Matadero Ave (**Palo Alto**)
4. California to Park Blvd (**Palo Alto**)
5. Entrance to El Camino Park to Quarry Rd (**Palo Alto**)



Bike Related Crash History Review

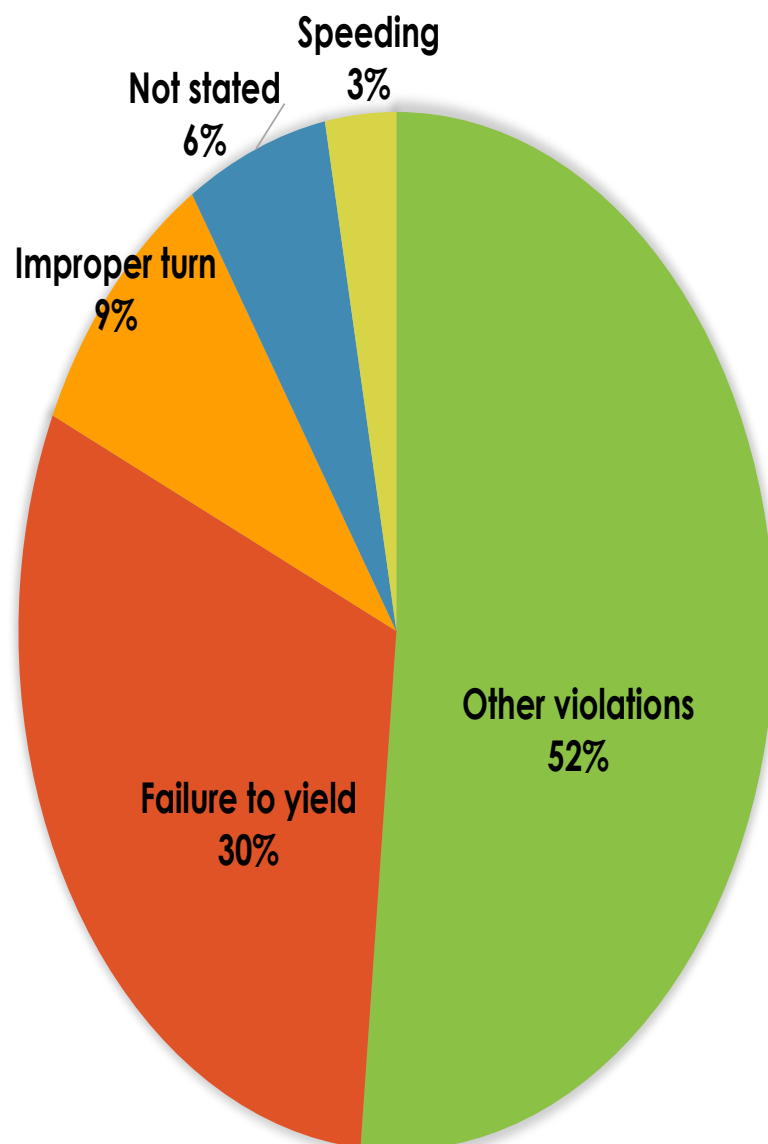
Highway Segments Along El Camino Real	Number of Bicyclist-related Crashes (1/1/2016 – 12/31/2020)	
	Fatality	Injury
1. Bonita Ave to Mariposa Ave (MV)	0	12
2. West Charleston Rd to Maybell Ave	0	4
3. Wilton Ave to Matadero Ave	0	4
4. California Ave to Park Blvd	1	8
5. Entrance to El Camino Park to Quarry Rd	0	4
Total	1	32
	33	

Bike Related Crash History Review (Crash Type)



Collision Type	Number of Crashes	
Broadside	26	(78.8%)
Other	4	(12.1%)
Sideswipe	2	(6.1%)
Head on	1	(3%)

Bike Related Crash History Review (Primary Collision Factor)



Primary Collision Factor	Number of Crashes	
Other violations	17	(51.5%)
Failure to yield	10	(30.3%)
Improper turn	3	(9.1%)
Not stated	2	(6.1%)
Speeding	1	(3%)

Bike-Related Crash Pattern / Mitigation

1. Drivers' Failure to Yield
2. Bikes Going Against Flow of Traffic
3. Red Light Violation

Bike-Related Crash Pattern / Mitigation

1. Drivers' Failure to Yield

Potential Underlying Issues

- Distraction
- Visibility issue
- Unclear right-of-way assignment

Potential Mitigations

- Upgrade / improve signs, markings
- Ensure clear line of sight
- Driver education
- Provide bike boxes at select intersections

Bike-Related Crash Pattern / Mitigation

2. Bikes Going Against Flow of Traffic

Potential Underlying Issues

- Lack of designated area for bicycling
- High-stress bike riding environment

Potential Mitigations

- Provide standard bike facility designating portion of roadway for bikes
- Installing appropriate signs and markings to indicate direction of bike travel

Bike-Related Crash Pattern / Mitigation

3. Red Light Violation

Potential Underlying Issues	Potential Mitigations
• Speeding • Not able to see signal equipment • Signal timing	• Traffic enforcement • Education • Ensure signal visibility • Verify appropriate signal timing

Safety Enhancement Recommendation:

- Implement bikeway on El Camino Real with the on-going Caltrans pavement rehabilitation project

Benefits:

- Provides bike network connectivity between various communities along El Camino Real
- Reduces the incidence of bicyclist riding against the flow of traffic
- Lessens potential for conflict between bikes and vehicles
- Improves traffic safety on El Camino Real



Proposed Bikeway Implementation on State Route 82

Bikeway Design Considerations

- Right of Way
- On-Street Parking
- Intersections and Driveways
- Transit Stops (VTA)



Proposed Bikeway & Right of Way along SR 82



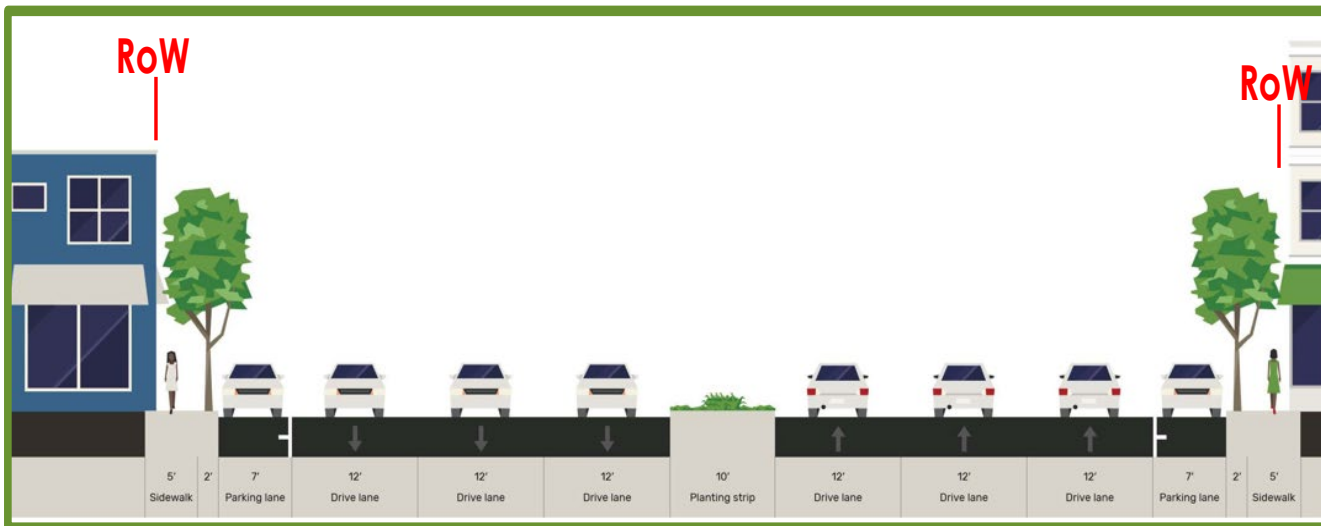
RoW = 130 ft



RoW = 121 ft



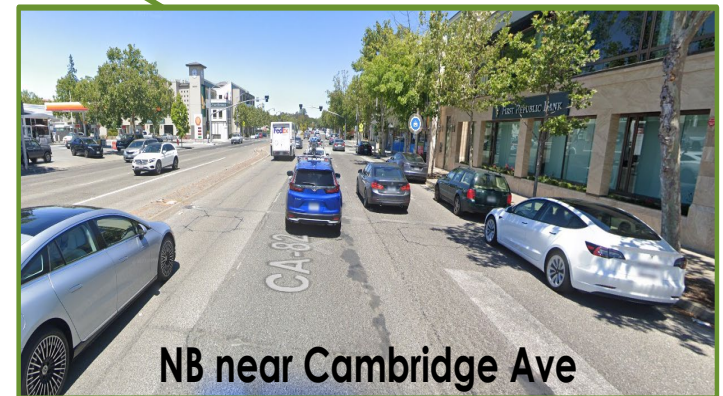
RoW = 100 ft



Right of Way Various:

- Back of sidewalk (TYPICAL)
- Face of curb
- Or Lip of Gutter

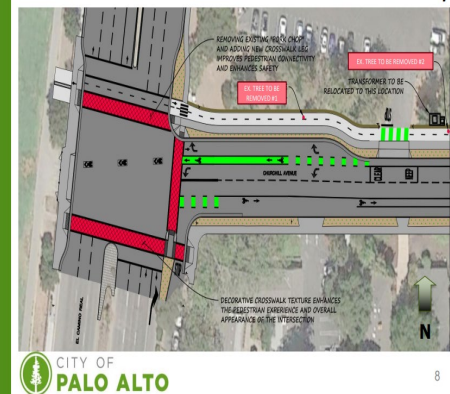
Proposed Bikeway & On-Street Parking along SR 82



Intersections & Driveways:

- **Conflict zones**
- **Turn Lanes**

El Camino Real to PAUSD Driveway



Proposed Bikeway & Transit Stops along SR 82

Transit Stops:

- Conflict zones
- Provide room for buses to pull in and out



Proposed Bikeway Plan View (p

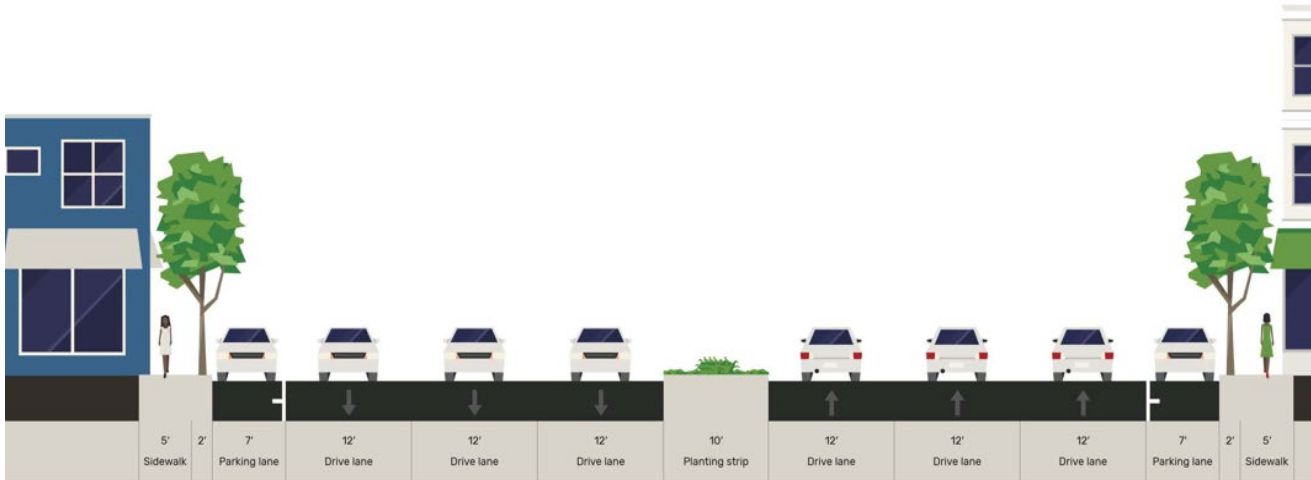
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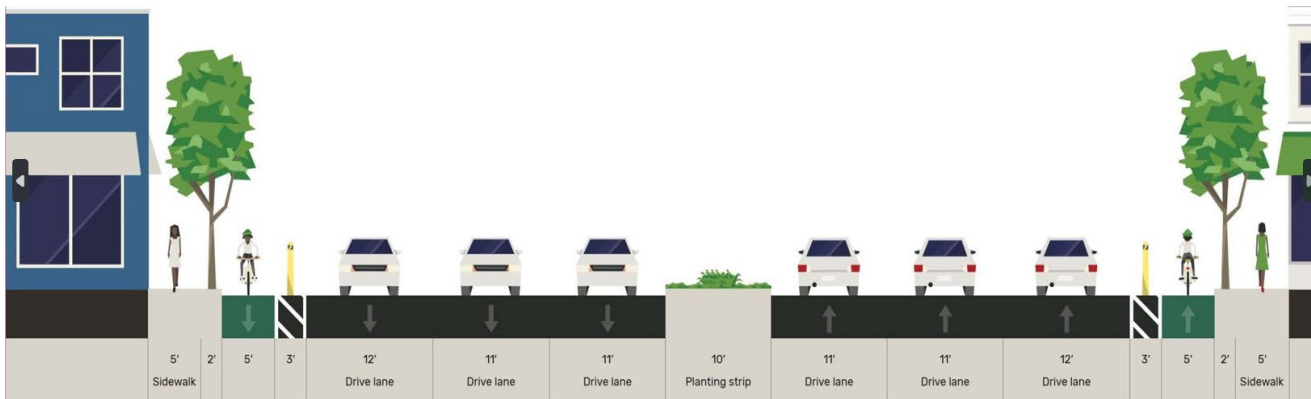


Packet Pg. 71

Proposed Bikeway Typical Cross-section (Before and After)



Before



After

Class IV
(shown)



SR 82 / California Ave



Proposed Bikeway (BEFORE) (at California Ave)



Northbound

Southbound

Packet Pg. 73

Proposed Bikeway (After) Rendering (at California Ave)



Northbound

Southbound

Packet Pg. 74

Proposed Bikeway

Alternatives that were Considered

1. MAINTAINING ON-STREET PARKING
2. LANE WIDTH REDUCTION
3. ROADWAY DIET (POSSIBLE FUTURE PROJECT BY CITY OR STATE – NOT PART OF PROJECT SCOPE)

Proposed Bikeway implementation in Palo Alto



NEXT STEPS:

- **Joint Pedestrian and Bicycle Advisory Committee (PABAC)/City/School Transportation Safety Committee (CSTSC) Special Meeting:**

March 7, 6:30 p.m. at Mitchell Park Community Center
Adobe Room, 3700 Middlefield Road

- **Joint Planning and Transportation Commission/Human Relations Commission Meeting:**

Wednesday, March 13, 6 p.m., City Hall Council Chambers,
250 Hamilton Avenue.

- **City Council Meeting :**

Monday, April 1, 6 pm(Tentative), City Hall, Council Chambers,
250 Hamilton Avenue.

THANK YOU!

QUESTIONS/COMMENTS?

