



City of Palo Alto

City Council Staff Report

(ID # 1552)

Report Type: Study Session Meeting Date: 5/9/2011

Council Priority: {ResProject:ClearLine}

Summary Title: Study Session: Bicycle and Ped Plan Update

Title: Bicycle Tour and Study Session: Bicycle and Pedestrian Transportation Plan Update

From: City Manager

Lead Department: Planning and Community Environment

Recommendation

Staff recommends that Council:

1. Receive the staff report outlining planned and prospective pedestrian and bicycle transportation projects and programs, and
2. Participate in Optional Bicycle Tour of the Future Park Blvd Bicycle Boulevard Project and Provide discussion and input to Staff and Alta Planning + Design related to the 2011 Bicycle & Pedestrian Transportation Plan.

No action by the Council is requested.

Executive Summary

The Bicycle Transportation Plan serves as the City's guide for identifying and prioritizing bicycle transportation projects and programs in the community. The last update to the Bicycle Transportation Plan occurred in 2003. The 2011 update provides for a new Pedestrian element to the Bicycle Transportation Plan, allowing a unique opportunity to include more robust projects, programs, and general policies and recommendations to encourage alternative transportation mode uses, including trail projects, for both commute and recreational purposes.

Recommendations from the Bicycle & Pedestrian Transportation Plan will be included in the upcoming Transportation Element of the City's Comprehensive Plan and will form the basis for future Capital Improvements Program (CIP) projects. An up-to-date Bicycle & Pedestrian Transportation Plan is also essential for accruing funding from regional grant sources.

The City's design consultant for the project, Alta Planning + Design, in conjunction with staff, has held study sessions with the Palo Alto Bicycle Advisory Committee (PABAC), the City School

Traffic Safety Committee, and the Planning & Transportation Commission. A citywide community workshop was also held on March 24th, 2011 with over 75 participants, and community input is still being collected through an active on-line survey available at www.cityofpaloalto.org/bike.

Background

In December, 2009, City Council directed staff to proceed with the update to the 2003 Bicycle Transportation Plan with the added Pedestrian element as required by regional policy mandates from both the Metropolitan Transportation Commission (MTC) and the Valley Transportation Authority (VTA). Following the Request for Proposals process, the City contracted with Alta Planning + Design in the Fall of 2010 to assist the City in preparation of the new Bicycle & Pedestrian Transportation Plan in 2011.

The general framework of the new Plan will include the following categories:

- Existing Conditions Analysis
- Future Needs Assessment
- Recommended Program Network
- Best Practices and Design Standards
- Local Policies for Encouragement
- Implementation Strategies, and
- Funding

Alta Planning + Design has submitted working papers periodically throughout the Plan development as each of the above sections are developed.

Discussion

To date, City staff and Alta Planning + Design have met with the PABAC, a working group of the City-School Traffic Safety Committee, and the Planning and Transportation Commission (PTC). Input from the PTC focused around enhancing connections on and along arterials and transit facilities (Attachment B). Input from PABAC has helped to frame recommendations for new on- and off-street connections in the recommended draft plan (Attachment C)). The working group of the City-School Traffic Safety Committee input was focused mainly on highlighting connections to schools, including recommendations to highlight trail connections that may not be known to the public at large or youth (Attachment D). Staff also briefly presented the update to the Parks and Recreation Commission and will return to them for a more complete session in late May.

On March 24th, the Consultants and Staff held a citywide community workshop at Terman Middle School that included design interaction opportunities for various related community topics of interest, including: Safe Routes to Schools (Attachment E), Trails, Downtown Project Opportunities, and Bicycle Boulevards. The community workshop also served as an opportunity to inform residents and users of the city's existing bicycle and pedestrian networks, to discuss

project progress, and to allow an opportunity for residents to highlight areas of focused interest for the plan.

An online survey for the Bicycle & Pedestrian Transportation Plan 2011 is available online at: www.cityofpal Alto.org/bike. As of mid-April, the City has received over 250 responses to the online survey including input from the city's student population through an aggressive outreach effort with the local high schools and the City-School Traffic Safety Committee.

Development of the Plan also includes data collection efforts regarding current policies, bicycle and pedestrian traffic volumes, infrastructure/facility information, collision records, and field data gathering.

Preliminary Strategy and Implementation Recommendations for the City Council to consider and provide input on include:

- a. Bicycle-friendly roadway design features, such as:
 - Custom Wayfinding Signage
 - Green Bicycle Boxes and non-intrusive detection alternative at signalized intersections
 - Colored Bicycle Lanes

- b. Pedestrian-focused design features, such as:
 - Citywide Pedestrian Countdown Signals
 - Trail connections to Schools, Parks, and Communities
 - Downtown Pedestrian Safety Enhancements

- c. Preliminary Infrastructure Project Recommendations:
 - New Bicycle Boulevards – Webster St., Amarillo Ave.-Moreno, Wilkie Way-Miller Ave.
 - Cycletracks – Fabian Way (Class I bicycle trails adjacent to streets)
 - Regional/Multiple Agency Projects – Rail Corridor, San Francisquito Creek, Matadero Creek

The consultant and staff will present these concepts to the Council and public at the study session and would like the Council to respond to which of these potential enhancements or programs are most desired or what further information is needed for evaluation.

Next Steps

Following the City Council Study Session, the Draft Final Program, Policy, and Project recommendations for enhancing the Bicycle & Pedestrian Transportation Plan will be finalized and presented at the following community meeting opportunities before returning to the City Council for final adoption in July:

- May 19, 2011 City/School Traffic Safety Committee
- May 24, 2011 Parks and Recreation Commission
- June 7, 2011 Palo Alto Bicycle Advisory Committee
- June 22, 2011 Planning & Transportation Commission

Public input through the City's online survey available at: www.cityofpaloalto.org/bike will continue to be available through the end of May.

Resource Impact

Development of the Bicycle & Pedestrian Transportation Plan 2011 is funded through a combination of capital improvement program fund sources (\$25,000) and a grant from the Metropolitan Transportation Commission (MTC) - Transportation Development Act (TDA) program (\$55,000). Future projects that receive partial grant funding will be evaluated in the context of available General Fund resources and other infrastructure priorities.

Policy Implications

Development of the Bicycle & Pedestrian Transportation Plan 2011 is being implemented at the direction of the City Council and will follow policies consistent with the most current Comprehensive Plan and/or will update the policies identified in the 2003 Bicycle Transportation Plan. The Bicycle & Pedestrian Transportation Plan will be incorporated by reference into the City's update of the Comprehensive Plan.

Environmental Review

Upon completion of the development of the Bicycle & Pedestrian Transportation Plan 2011, and prior to Council action, environmental review pursuant to the California Environmental Quality Act (CEQA) will be prepared for evaluation concurrent with Council review of the Plan.

ATTACHMENTS:

- Attachment A: Palo Alto Proposed Bikeways Map - DRAFT (PDF)
- Attachment B: Excerpt Minutes of the P&TC Meeting of Feb. 23, 2011(PDF)
- Attachment C: Jan. 4, 2011 PABAC Meeting Notes (PDF)
- Attachment D: Map with notes from City School Traffic Safety Committee Meeting on February 9, 2011 (PDF)
- Attachment E: Meeting Notes from the March 24, 2011 Community Workshop regarding Safe Routes to School (PDF)
- Attachment F: PA BIKE PLAN STUDY MAY 9th LTR from Pamela Radin (PDF)

Prepared By: Jaime Rodriguez, Chief Transportation Official

Department Head: Curtis Williams, Director

City Manager Approval: James Keene, City Manager

City of Palo Alto Proposed Bikeway Network

INITIAL DRAFT NETWORK RECOMMENDATIONS
Discussion Purposes Only / Future Revision(s) to Include Spot Improvements

City of Palo Alto Proposed Bicycle Facilities

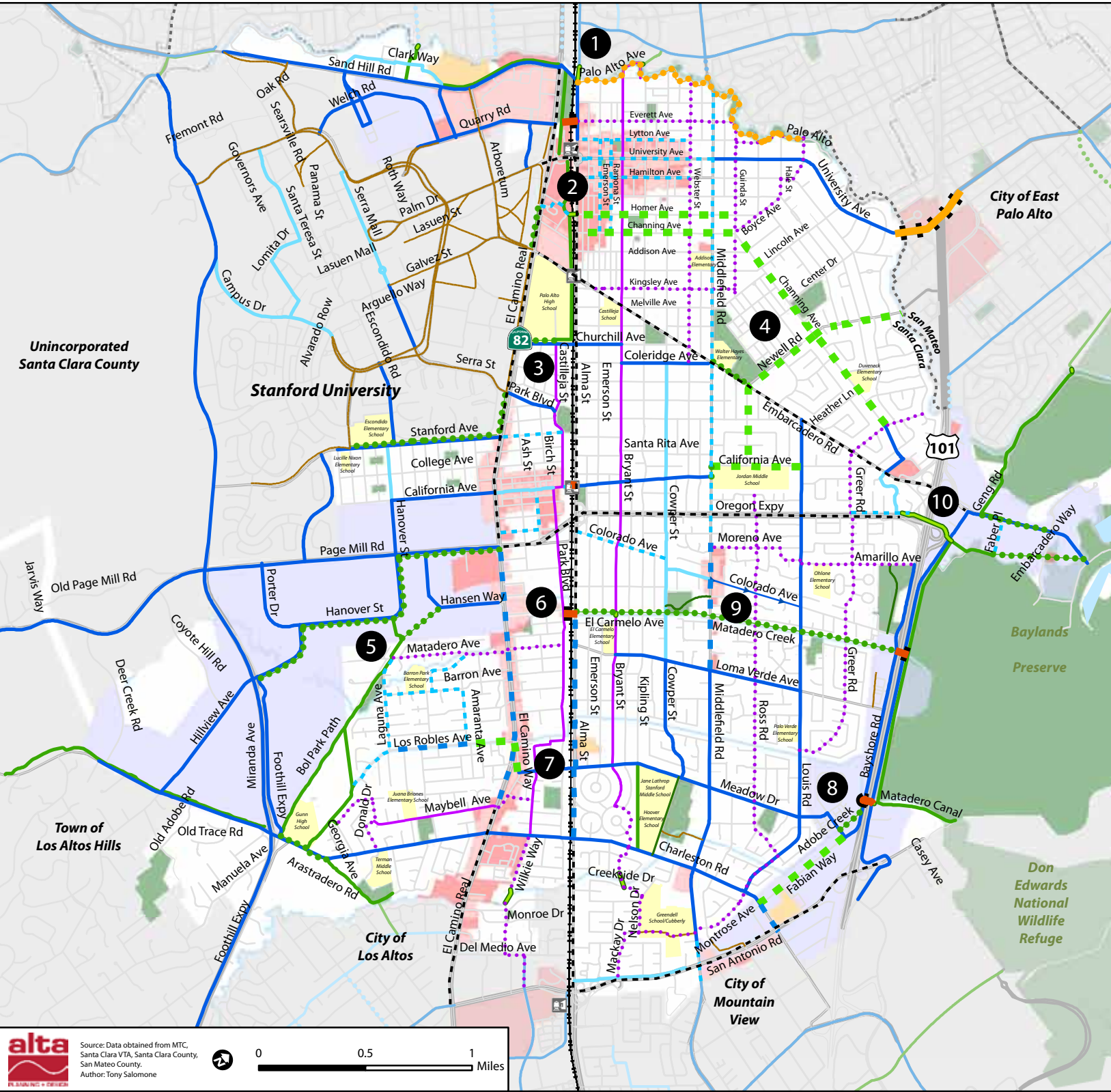
- Class I Multi-Use Path
- Multi-Use Path or Trail (Multi-Jurisdictional Project)
- Enhanced Bikeway (Class II)
- Class II Bicycle Lane
- Class III Shared Roadway (Sharrows)
- Bicycle Boulevard
- Bicycle Accommodation To Be Determined
- Across Barrier Connections (VTA)
- Across Barrier Connections (East Palo Alto)

Existing Bicycle Facilities

- Class I Multi-Use Path
- Class II Bicycle Lane
- Combination Bicycle Lane/Opposing Sharrows
- Class III Bicycle Route
- Bicycle Boulevard (Class III)
- Pedestrian/Bicycle Grade-Separated Crossing
- Private Paths
- Park Paths

Trip Attractors and Generators

- Caltrain Station
- Schools
- Commercial
- Neighborhood Commercial
- Mixed Use
- Employment District
- Parks and Open Space



Initial Discussion Notes:

1. Long-term vision is San Francisquito Creek Trail, shorter-term improvements needed at Sand Hill/El Camino/Alma/ Palo Alto Ave; Need more focused attention on Stanford Hospital Expansion package in terms of relationship to plan implementation.
2. Homer/Channing is one of the highest priorities and needs further analysis (best chance for dedicated facilities approaching downtown); Explore some combination of contraflow bike lane(s), traditional bike lanes, and sharrows to east to Guinda/Channing (see #4); Seek extension of contraflow bicycle lane on Homer to at least Emerson for improved downtown access; Remove the substandard Lytton bike lanes but improve downtown with intersection treatments, bicycle parking, and shared lane markings to encourage on-street commercial access. Locate future potential bicycle share stations.
3. Work with Stanford University to complete El Camino frontage trail and crossing to Homer underpass, and to upgrade Stanford Ave with Class I path (Bay to Ridge Trail); Improve connections to and along Churchill at Paly High and between Coleridge on Bryant Blvd.
4. School Commute Corridor/Civic Park Campus Concept: Explore making 7am-7pm bicycle lanes permanent with upgrades on Channing and Newell, and work with PAUSD to widen existing sidewalk at Walter Hayes; Designate Webster as bicycle boulevard and consolidate Addison/Melville bikeways on Kingsley for better network spacing (also allows for returning daytime parking to Addison). Work with PAUSD on connecting to Ross bicycle boulevard through Jordan campus in the long term.
5. Explore extending Bol Park Path through Stanford Research Park parking lot along historic railroad way; Widen and connect existing sidewalks on Page Mill and Hanover Streets to yield Class I path through major employment center toward California Ave and future El Camino Real bus rapid transit station; Work with private TDM programs to promote/invest in the forthcoming bicycle share program; Further south, connect the Bol Park and Hetch Hetchy/Los Altos Paths with a short off-street path segment along Arastradero Rd and Gunn High frontage.
6. Refine and integrate Matadero Creek Trail concept with future Caltrain/Alma undercrossing proposal; Develop the Margarita/Matadero Ave bicycle boulevard with a focus on improving the El Camino crossing; Explore bicycle lanes on Alma Street and the reorganization of the Alma/Meadow intersection(s) with future repaving; Reconsider opportunities on Alma Street when High Speed Rail future is determined.
7. Further study feasibility of bike lanes on El Camino Real from Page Mill to Maybell through limited parking removal and lane reduction (as proposed in 2003 El Camino Master Plan) for improving commercial access; Potential to improve safety and comfort of El Camino Way/Los Robles crossing of El Camino Real by upgrading/converting substandard bike lanes to protected cycletrack/Class I path segment; Major intersection improvement needed further south at Charleston/Arastradero.
8. Continue to prioritize and advance a year-round Hwy 101 crossing improvement at Adobe Creek; Improve connections along Adobe Creek to Meadow St, and/or along Fabian Way by reducing the number of travel lanes and providing buffered bike lanes or a two-way cycletrack.
9. Prioritize better bicycle access to Midtown Shopping Center along Middlefield Rd, Moreno/Amarillo bicycle boulevard, and Matadero Creek Trail; Initial exploration indicates implementation of Matadero Creek Trail in segments is highly feasible here, while lane reduction on Middlefield Rd requires further environmental analysis; Upgrade the informal highway underpass at Matadero Creek to formal Class I standards.
10. Improve the existing overpass at Embarcadero/Hwy 101 and connections to Bay Trail; Consider on or off-street improvements on Embarcadero Rd from Hwy 101 to airport.

1 So we have touched base with PABAC, the advisory committee, as well as the School-Traffic
2 Safety Committee, and we will be going to City Council later on in the process. As far as
3 broader public engagement we will have one public workshop. We have a scheduled date of
4 March 24, which is a Thursday. Then think when we get towards the end of the plan, more the
5 final draft products, really do want to take advantage of the online presence that we just
6 mentioned as well as a new bike plan specific website.
7

8 We realize the Comprehensive Plan is being updated at about the same time so we really don't
9 want to be reinventing the wheel or creating a separate set of goals and objectives, at least goals
10 anyway. The Comprehensive Plan actually does provide very specific guidance on pedestrian
11 and bicycle facilities so we are really wanting to insert ourselves into that process using the
12 Bicycle and Pedestrian Plan Update to really feed the Comprehensive Plan Update. So we have
13 developed this policy framework. I am not going to go through it in detail. Essentially we think
14 where we want to get to is a list of policies, programs, and actions, and how we are going to
15 organize that is through what we know as the five E's of Transportation Planning. These are
16 Engineering, Encouragement, Education, Enforcement, and Evaluation. I will note that those are
17 the categories that the City will be critiqued on as far as from the American League of Bicyclists
18 as far as a bicycle-friendly city. Currently Palo Alto is a gold city, and I think it is widely known
19 that we want to take that to the next level and become one of the very few platinum bicycle-
20 friendly cities across America. So wanting to sort of really make sure we are hitting those
21 criteria points that will be looked at down the road.
22

23 I mentioned that a lot has happened since 2003 from a design perspective. Probably the greatest
24 advance has been the focus on facilities that really speak to a broader set of the public. We
25 typically breakdown the categories of cyclists into the strong and fearless, the folks who are
26 vehicular cyclists, they don't really need a bicycle lane per se, and they feel comfortable in
27 mixed traffic. There is another level of that where you are not sort of the strong fearless going
28 30 miles a day, but you do feel comfortable on sort of medium traffic streets. Really the majority
29 of potential cyclists, and for the city to really expand the number of cyclists, we call this group
30 the interested but concerned. They understand that it is fun, that it is good for the environment, it
31 can be more convenient, but they have a lot of fear about mixing with traffic. So across the
32 country we are seeing a lot of unique design treatments. This sort of gives you a range from
33 sharing the road, and this really speaks to an arterial street not necessarily a bicycle boulevard
34 where there is some different design treatments. You see a lot more sort of in that yellow and
35 green category and even the blue category now across the country and in North America. Where
36 very different than in the past where sidewalk riding was and still is if you don't design for it
37 properly is really discouraged. There is this sort of unique middle ground where you actually do
38 design specifically for separating that bicycle traffic from both pedestrians and traffic. So these
39 are the kinds of treatments for the larger streets, or the more heavily trafficked streets that we
40 will be looking at.
41

42 Here is a good example. This is Loma Verde east of Alma. You see the parent riding in the
43 bicycle lane, which is a nice wide bicycle lane, but still the children are riding on the sidewalk.
44 This is just a good example of sort of reiterating what we know from national and local data.
45

1 One of the other themes that we really want to stress is integration. I think from a sustainability
2 standpoint sort of working in silos and having sort of single purpose projects as much as possible
3 we want to be asking what else, or how many multiple objectives can we be meeting with one
4 project and one design? These are two examples, a raised crosswalk can serve as traffic calming
5 the street as well as providing a nicer facility for pedestrians travel across the street. This subset
6 image here is called a two-can crossing because both bicycles and pedestrians can cross. These
7 are typically valuable where you have a median crossing like you see here, or where you have
8 trails sort of dead ending or starting on roadway facilities. I think Palo Alto actually has quite a
9 few of. So we are looking at these sorts of best practice treatments within the city.

10
11 So our Next Steps, as I mentioned, the heavy lifting comes from here producing a lot of the maps
12 that will be used for making sure the plan is compliant with Caltrans standards, setting up the
13 public workshop. We will also be having an online survey that will hopefully go up before the
14 public workshop. Again, just tools trying to get input as much as possible. Then through March
15 and April are really the heavy lifting months, and we will come back in May with sort of a draft
16 plan for wide review from the public as well as this body.

17
18 So our initial assessment, we are looking at the existing conditions map. Generally speaking we
19 have a really good network with good coverage throughout the city, at least proposed and
20 existing. So I think our focus is not going to be a lot on expanding this network it is going to be
21 refining it, making key connections within in this. So making sure that the quality of these lines
22 that a bike lane has a consistent amount of quality across it, that there aren't gaps, that there
23 aren't substandard lanes. So that is going to be one of our main focuses.

24
25 One of our other takeaways is that it is not really an intuitive network. You have a lot of left
26 turning and right-turning streets, or you have to jog over to a different street. So I think things
27 that pop out from somebody who is now ridden the network several times but is not intimately
28 familiar with it I think wayfinding will go a long way for improving this network. Just making
29 sure folks are aware that hey you just one street over from that connection that is going to get
30 you across town. We will talk about Bicycle Share Program, the VTA program that is coming to
31 Palo Alto in the Caltrain corridor. When you are asking folks who are not riding every day, who
32 are novice riders giving them that encouragement that hey, you are almost there, you hop on the
33 network and you will figure it out through wayfinding. Those are going to be key points for the
34 plan.

35
36 So we are going to propose some focus area, these are the areas where we are really looking at as
37 we get into project prioritization and development. I think the goal tonight is to just make sure
38 that we are going to give you sort of representative sample projects. These are not necessarily
39 the highest priority projects, just sort of giving you a litmus test of where we are headed, and
40 wanted to get your feedback. So we are throwing out a variety of projects to give you a sense of
41 the breadth.

42
43 So the first focus is the school commute corridor. This is where we have a lot better data than
44 we have sort of on a citywide scale. There is a lot of good planning that has gone into this
45 network identifying both corridors and intersections. We believe that a lot of the work on

1 prioritizing – a lot of this network actually is represented in the 2003 plan. So this does represent
2 the bulk of the network.

3
4 One project idea that came out of some early recommendations and the past plan is looking at –
5 this is Embarcadero right in front of Walter Hays. Currently we have a sidewalk that is adjacent
6 to the facility. Again, this is sort of the new wave of looking at segregated facilities. We think
7 this is an opportunity. We have a sidewalk with very few curb cuts, lots of room to expand
8 without having to move the curb, and a lot of sort of funky connections to this site coming at
9 different angles, different parts of town. Adding what we call a side path to this, widening the
10 sidewalk potentially putting a separate path for cyclists versus walkers helps provide access to
11 the school and makes some key connections across the north-south part of town.

12
13 When you do that, when you sort of stack a facility to one side you have to really focus on the
14 connections at the intersections. My understanding is that there already is a pedestrian scramble,
15 which is essentially an all walk phase, but it is only for a slight AM morning period. These two
16 images represent sort of treatments that you can do to heighten the visibility of those kinds of
17 traffic signal treatments. These are things, again, that we are going to be looking at, things that
18 have become more popular in the last couple of years even since the plan from 2003 was
19 developed.

20
21 Another issue that we see on this network, the school commute network and throughout the city
22 is wider residential streets, some with no curbs and sidewalks at all, others with rolled curbs.
23 Building out new sidewalks and gutters is very expensive and not really a practical solution
24 throughout the city. Looking at key corridors where there are proposed bicycle boulevards I
25 think these are images of chicanes. I think a lot of this is not new ideas. I think it is the
26 application to the bicycle boulevard network. I think there is a lot of opportunity to do these sort
27 of lower cost treatments, give a sense of priority for pedestrians and cyclists, while still
28 accommodating through traffic for motor vehicles. So we want to be making sure that we are
29 prioritizing the streets and these kinds of treatments on the school commute corridor.

30
31 Here is an example of taking that chicane concept to the next level and having what we call
32 bicycle pinch points. This is in Portland, Oregon. Where you sort of move that chicane off the
33 curb a little bit more giving space for cyclists and potentially, if you can imagine that rolled curb
34 sidewalk scenario, having pedestrians and cyclists sort of use that buffered area.

35
36 I mentioned wayfinding, very important for sort of your mental map of the city being able to
37 travel from one part to the other. Again, not having an intuitive straight shot connection this
38 becomes more important. There are various ways. The top images are things that the City has
39 already been planning and implemented or is implanting. Bottom, there are some different ways
40 approaching how you can differentiate the street signs for bicycle boulevards, things that have
41 been done in Berkeley. Roadway markings indicating directions, as well as looking at the Bay
42 Trail and some more graphically oriented or more branded trails and seeing how that integrates
43 with the citywide network.

44
45 Another focus area will be an active transportation, really trying to align and link up some of the
46 open space access goals of the City and the bicycle boulevard network. Trying to get a better

1 conceptual framework on what is really the core network if you are a novice rider or if you want
2 to go out and really experience the more scenic aspects of the city. Portland again has done this
3 well. This is not coming out very well, but the idea of the Bay to Ridge Trail. It is a line on a
4 map. I am not clear sort of what the steps are to implement it and take it to the next level. I
5 think we want to really engage this concept of the Bay to Ridge Trail, potentially add some spurs
6 to it. Again, it is a good organizing principle for the network. I think again, because it is not
7 intuitive this is something I think will be helpful to the city.
8

9 Accessing not only open space but the commercial centers doing a great job prioritizing key
10 areas, the California Avenue project is a wonderful opportunity for the city. I am very excited
11 about it. Making sure that because you have a lot of sidewalk riding issues a lot of that is the on-
12 street network and the on-street bicycle parking is not readily available. So looking at key
13 strategies that will help sort of improve access to these commercial areas. Again, if you want to
14 be expanding bicycle trips and walking trips you really have to focus not on just the commute
15 periods but focusing on those discretionary trips, making it convenient to run to the store and
16 back.
17

18 El Camino Real, I think obviously everyone knows it is a barrier. That subset image there is
19 Stanford and El Camino. The broader image is at Matadero Margarita, which is part of that
20 school commute corridor network. This particular intersection has a jog intersection, which
21 makes walking across El Camino even longer than it is just as a straight shot. So looking at
22 opportunities, what is the next generation of Stanford and El Camino projects? I think this is one
23 area that we are particularly interested in, again, looking at a skewed intersection, a key access
24 point to the Barron Park neighborhood and school from the Ventura neighborhood. Is there
25 something we can do here at what is not a heavy lifter intersection, frankly it is a smaller
26 intersection, but important for pedestrians and bicycles. Can we do something that is a little
27 more aggressive? This could actually improve operations for transit and traffic along El Camino
28 since we are simplifying what is a more complicated intersection. So we think there are
29 opportunities to do something aggressive from a pedestrian and bicycle standpoint that could
30 actually be quite favorable to the BRT that is being planned for El Camino, and is not going to be
31 impacting the capacity of El Camino.
32

33 I mentioned Bicycle Share, the VTA will be doing a separate outreach and planning for the
34 Bicycle Share program, but we can't help but be excited about it, and well positioned to get a
35 head start on some of the other municipalities in the VTA in terms of planning. So my firm, and
36 myself, we both bring expertise on bicycle share. We have seen this across the country. It is an
37 emerging market. There is a lot of – there is a huge learning curve whenever it is being
38 implemented. We think we can bring some of the best practices that we have taken from across
39 the country and apply them to Palo Alto.
40

41 In terms of access to Caltrain we do have this large CIP project, the Multimodal Transit Center.
42 A grand vision. A wonderful project, but really there have to be other steps that we are taking in
43 the interim to improve access before that project is fully funded. Here is an example at Lytton
44 and Alma where we can introduce some of those new concepts that we talked about. The green
45 lanes, a bicycle box, which looks like this on the ground. Essentially you allow cyclists to get
46 ahead of the queue of vehicles. This is going to be helpful where you have a lot of right turning

1 vehicles. So folks are less likely to get hooked by a right turning vehicle. Or if you have a
2 bicycle wanting to make a left hand turn it really facilitates them getting in front of the queue,
3 feeling much more comfortable taking the lane. So if you can imagine, this is now looking
4 south. If you are coming down Lytton and wanting to go underneath and access the other side of
5 the tracks you have to make a left and then a left. So these kinds of treatments a bicycle box, a
6 green lane leading into that bicycle box, so that puts you in front of the queue, and then you have
7 just a short distance to go before you can access going underneath the tracks. We have these
8 shared lane markings, which the city has a few today, but these are something where you can't
9 quite fit in a full bike lane really helps alert motorists to watch out for cyclists, give cyclists more
10 encouragement that they actually have the right to take the lane, and also provides wayfinding,
11 again, at a relatively low cost.

12
13 Then the last focus area is just making sure that all the policy work that has been passed
14 pertaining to complete streets hits the ground. What does that mean for actually planning,
15 designing, and scoping projects? So what we would like to do is we are trying to get as much
16 data as we can on other capital projects, the paving program is one that comes to mind. Try to
17 look at some of the utility work that is being mapped out for the next several years and try and
18 overlay those and see where the opportunities are so we can really use our resources most
19 efficiently and get more bang for our buck.

20
21 Here is an example of how you could complete a street. This is Bryant coming through
22 downtown between Lytton and University. You have a parking garage. I don't know the exact
23 numbers but I imagine it is a quite heavily used facility. Maybe that is a conflict point you want
24 to call out with some green treatment and some signage. That is one level. There is a mid-block
25 crossing maybe you actually want to make that a raised crossing. Again, what that also does
26 now it alerts motorist to pedestrians but also calms Bryant Street. So if you are on the bicycle
27 boulevard, you are coming through downtown it still has a feel that you can take the full lane.
28 Then with Bicycle Share in the future maybe this becomes a node where you can park and bike,
29 or park and walk, and really the street takes on a much different character than it has today.

30
31 So those are just sort of broad-brush examples. I think at this point I will stop and see if you
32 guys have questions.

33
34 Chair Tuma: Okay, great. Thanks. Before we get to questions from the Commission we are
35 going to go to the public. We have three members of the public here tonight so we will go at five
36 minutes apiece. Penny Ellson can get us started followed by Cedric de La Beaujardiere.

37
38 Ms. Penny Ellson, Palo Alto: Hello. I am here as a member of the Palo Alto Council of PTA's
39 Traffic Safety Committee. First I want to say thank you to Staff and to Alta for their outreach to
40 the City School Traffic Safety Committee. Although, one of these days you are going to get the
41 name right, City School Traffic Safety Committee.

42
43 The physical and developmental abilities of school commuting children are very different from
44 those of experienced adult road users. We really appreciate that you are considering those
45 differences in the planning process. I was glad to see the fantastic numbers, that big jump in
46 bicycling we saw this year again at both Gunn and Paly. It was very exciting to see that chart up

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there today. Our programs are really working and I think the engineering components that are starting to be outlined in this planning process are going to help us along some more.

There are some general items that I wanted to just talk about really quickly. One, I think it is important to extend the school commute corridors network to integrate areas with new housing. An example of that might be East Meadow Circle's and the BUILD projects need school commute corridor connections to bring children into the schools. Once the school commute corridors network is updated then I hope that we will be including language in the revised Comprehensive Plan that refers to the network, and the policies associated with it relating to prioritization for safety improvements.

We want to make sure that all the PAUSD sites are represented on the map because they are not presently. That Los Altos Hills school commute routes are included up to the city boarder, because right now they are not.

It might be wise to require new housing developments to identify school commute routes for their sites, and provide mitigations before they build that serve future school commuting children who will live there. So we won't be doing this backpedaling so to speak that we are doing right now with East Meadow and the BUILD project.

I really love that they are going to be looking at regional bicycle and pedestrian transportation collaboration. One of the areas where I hope from a Safe Routes to School perspective we can do that is with the Town of Los Altos Hills to more coordinate better school bicycle/pedestrian connections between our two communities. A lot of Los Altos Hills parents drive their kids to school and that creates some of the impacts that we see on Arastradero because they don't feel like their connections are safe.

I personally hope that you will be giving priority to the El Camino Real-Arastradero intersection improvements that were recommended in the Charleston-Arastradero Plan, and complete this very long awaited school commute corridor project.

We are thrilled about the suggested routes to school maps that the City is going to be working on for use at school sites district wide and for the web page materials. This has been a gap that we really needed to fill. We want to make sure that all the maps, the city maps and the school commute corridors maps, point people to those secret off-road paths that those of us who ride a lot know about and the rest of the people are like clueless about. The idea of using wayfinding signage to get people there I think is terrific. Our current bike route maps, both the school commute corridors network map and the city map, neither one of them shows pathways through Mitchell Park behind Cubberley Community Center. A gazillion little paths that you and I probably know about but a lot of people don't.

I am going to take my Safe Routes to School hat off for a moment. As the spouse of a bike commuter who rides to Sunnyvale from Palo Alto every day I would like to ask you to prioritize year-round bike connection at Adobe Creek to the Baylands and the new wonderful regional connections that are there through Moffett Park and the new bike bridges that are south of here.

1 I would also like to support at least one grade separated crossing of the train tracks to serve
2 South Palo Alto and Midtown. We don't have one.

3
4 I also want to ask that we look at how treatments like charos are working on school commute
5 routes where we have many concerned parent bicyclists. Charos are one of the road treatments
6 that I am getting some feedback from families about that I would like us to explore a little bit.
7 Kids are smaller, they are less skilled cyclists, there is a lot of space between those icons for
8 them. It doesn't feel as secure as a bike lane.

9
10 I like the general direction of the plan. It gets us closer to a community where people of all ages
11 and abilities can share the road safely. Thank you.

12
13 Chair Tuma: Thank you. Cedric de La Beaujardiere followed by Doug Moran.

14
15 Mr. Cedric de La Beaujardiere, Palo Alto: Thank you. Thanks for doing your best on my name.
16 I am the Chair of the Bicycle Advisory Committee and PABAC does support this plan. It is
17 really an essential plan. Having projects on the plan is essential for getting funding for the
18 projects. So it could be that there are more projects in the plan than we could conceivably make
19 all happen before the next iteration of the plan, but it is still important to have all those projects
20 on there. It gives Staff the flexibility to pursue whatever funding or grant opportunities arise.
21 We are looking forward to the plan being more graphical and accessible to the public. We are
22 very supportive of the wayfinding, increased signage, through the city. We are happy that we are
23 getting some of that now already. We are looking forward to reaching a greater percentage of
24 the population and getting those interested but concerned riders to leave their cars at home and
25 either ride or walk the streets. So I am here if you have any questions that Rafael or Jaime can't
26 address. Thanks.

27
28 Chair Tuma: Thank you. Our last speaker Doug Moran.

29
30 Mr. Douglas Moran, Palo Alto: I live in Barron Park. Lots of thanks for including pedestrians in
31 this and talking about the interested but concerned riders. I didn't see a lot of that in the
32 presentation. I hope the Commission would add emphasis for this. Since they do it in State of
33 the Union Addresses let me use personal examples. My own street of Matadero, which is a
34 major connector between the bike paths paralleling El Camino, the Park Boulevard, and the
35 regional bike path to Hanover, which people then connect from one side to the other and then
36 often go onto the Bryant Street bike path. I have been working on bicycle and pedestrian related
37 issues since the mid 1990s, and to this point I have had only one success and that was getting
38 valley gutters on Matadero Avenue for pedestrians and bicyclists. Matadero for improvement for
39 a bike path made it onto the 2003 list as a high priority. It was \$20,000 to implement and for the
40 past five years it has been the next thing on the list. It would be very important for the
41 Commission to have the projects, to manage expectations. People know why things are on the
42 list and why not. A lot of people in the community assume that the bicycle project is only for the
43 elite bicyclers, the strong and fearless. Many of the people in my neighborhood look and say
44 there is no provision for us to get out of the neighborhood, to cross El Camino, to cross Page
45 Mill, to cross Arastradero to get to places. That needs to be given more.

46

1 The old regime had a thing of a lot of decisions were made behind closed doors with certain
2 interests, after rejecting or ignoring what was said in the public workshop. So I think you need
3 to make a stronger outreach to the community to convince them that there has been a change and
4 it is not just business as usual as it has been for the past ten to 15 years. Please, understand my
5 cynicism and a little bit of bitterness.
6

7 One thing that was missed was having bike designations oriented towards keeping the pavement
8 in good shape. For example, they showed the illustration of El Camino and Matadero. We have
9 permanent cuts for utilities. Well, semi-permanent. They sit there for months. These are the
10 sort of cuts that plates and other bad fill that Palo Alto has recently had to settle a lawsuit over.
11 We have one that just got filled the last couple of days where it is in the place where people
12 speed up to make a light. It was forcing bicyclists out into the road, out into the speed cars.
13 Before this, and Commissioner Tuma can tell you about this because he travels it every day, was
14 another one which forced bicyclists in the middle of the road right where the road narrowed
15 where people were turning off El Camino and still coming up at speed. At night it was fearsome.
16

17 Laguna Avenue has been on the schedule for being rebuilt for 30 years, since Barron Park
18 became part of Palo Alto. The edges of the street have been creeping in and in and in further so
19 that it is not safe for a bicyclist to move to the side. You have to really time what is going on and
20 that makes bicyclists very fearful of taking one of the major parallel streets to El Camino.
21

22 I hope the plan takes into account the needs for the full spectrum as I said, because we have had
23 problems where certain groups have had virtual veto rights. For example, for the fix on
24 Matadero there were going to be bike lanes near El Camino but the decision was that those lanes
25 for the adult bicyclists would be too tempting for the elementary school students crossing. So
26 there was no improvement made. Similarly for further up on Matadero for pedestrians. Make
27 better use of local knowledge. Matadero is used by wheelchair people coming down, patients
28 from the VA. You don't see that in a simple survey. It happens off and on. Sometimes it is
29 virtually every day, sometimes there are months with nobody going by. We tried to get
30 provision for wheelchair crossing but I know ADA can make wheelchair improvements very
31 difficult to do.
32

33 I hope there is flexibility in the rules. Barron Park is very different, and a lot of the rules we
34 have had problems with speeding on Matadero where we have situations where cars doing 40
35 miles an hour will brush by a woman with a baby in a carriage. We brought this to the City
36 under the old regime and were told that we did not qualify because our street was different. This
37 makes it very dangerous not just for pedestrians but for bicyclists. We have contractors on the
38 street doing construction projects and their flagmen are appalled at how much speeding and
39 danger there is on this street, yet we don't meet the criteria. So again, better rules. Thank you
40 very much.
41

42 Chair Tuma: Thank you. With that we will close the public hearing and come back to the
43 Commission. I think to reiterate something I had said in the pre-meeting memo and also what
44 we discussed in the pre-Commission the other day is that the Staff is looking for direct input
45 particularly around specific streets, intersections, or sort of projects that could be incorporated
46 into this plan. So with that sort of focus I have Commissioner Keller followed by Garber.

1
2 Commissioner Keller: So first I would like to thank Staff and Alta for their hard work on this. I
3 also particularly want to express thanks to our new Chief Transportation Official who in a few
4 scant months seems to have accomplished a great deal. If that is what you can do in the first few
5 months of your tenure I am sort of wondering what is in store for you in the future. You will
6 have a hard time having an encore.
7

8 Secondly, I would like to thank the members of the public who have been firstly very patient
9 through all the cell phone discussions. Secondly, I know that Penny and Cedric have done a lot
10 in terms of working for the community along with others in terms of bicycle safety and in terms
11 of promoting good practices in bicycle use. I think that the community owes a great deal of debt
12 to both of you.
13

14 So with that as a preliminary, a couple of interesting things. I was interested in the idea of the
15 cycle tracks. I am just curious why, maybe I will just throw this out there, but if we ever do
16 anything like Charleston-Arastradero Road again the idea of cycle tracks was not brought up as
17 far as I know with respect to Charleston-Arastradero and placing the cars inside of the roadbed
18 and putting the bike lanes on the exterior as what I saw in one of those diagrams. I myself have
19 been concerned about the problem of people opening car doors and forcing bicyclists out into the
20 street and that issue. It seems like cycle tracks would solve that.
21

22 With respect to pinched chicanes which is an interesting thing to consider. It seems to me that a
23 good place for considering pinched chicanes in terms of that is where you have speed tables and
24 rolled curbs. I personally have witnessed cars that try to speed over the rolled curbs on Louis
25 Road between Adobe Creek and Charleston. By going sort of off the rolled curb onto the
26 sidewalk they only have one set of tires bumping up and down rather than the other, and they go
27 pretty fast. Those little metal things don't seem to work very well to keep them out of there. I
28 have seen those broken often. So it seems like a pinched chicane would sort of – in fact, if you
29 put a pinched chicane there you would actually not require the bicyclists to have to go over this
30 speed table, and it would actually improve the speed table by providing a visual barrier not only
31 to slow down but you have to avoid hitting that pinched chicane. So that seems like an
32 interesting combination to consider.
33

34 I am especially intrigued and pleased about the idea of roadway markings particularly if you look
35 at this initial assessment map. A lot of these bike routes seem to wiggle. The roads wiggle and
36 you have to turn left and turn right. So pavement markers to tell you how to get in South Palo
37 Alto from Bryant Street, which goes along pretty straight, and then once you cross East Meadow
38 all hell breaks loose and you have to go in different directions. That I think would be an
39 excellent candidate for that.
40

41 In terms of your walk bikes on sidewalks I have noticed people bicycling on the sidewalks on
42 University Avenue, which has been particularly dangerous. I yelled at one of the bicyclists on
43 there, and he says, what do you mean? I am allowed to do this. He parked right by the corner,
44 and I pointed at the marking on the sidewalk that says 'walk bikes on sidewalk here.' Better
45 signage would be useful on that. Perhaps putting a bike lane on Hamilton as well as Lytton
46 might be a way of directing cyclists who wanted to go around that to be in that. That might be

1 also an interesting thing along one of my favorite ideas, and this is converting Hamilton and
2 Lytton to have their lights timed in such a way that people take Hamilton in an eastbound
3 direction, and take Lytton in a westbound direction. Whether you change the lanes or whatever,
4 simply timing the lights in that direction will cause traffic to naturally flow there in that useful
5 way.

6
7 Looking at this initial assessment there seems be interesting gaps that I notice. One is that – do
8 you want me to continue or do you want me to stop? Okay. Let me just finish the few gaps and
9 then I will have another turn.

10
11 So if you look at Lytton there is a gap from Lytton where it hits Middlefield. It seems to me that
12 it would make sense to continue that to Guinda and have a bike boulevard on Guinda that
13 connects from Guinda all the way to where Channing is in some sense, so that you can sort of
14 make your way to there. That would make sense.

15
16 I actually, frankly, am horrified by the idea of encouraging bicyclists to take Lytton to Alma, and
17 then make an unprotected left turn with cars that can't see them onto University Avenue. I
18 would recommend instead that you consider High Street as a much better route. Encourage them
19 to make a left on High, turn right on University Avenue, or vise-versa and use that route to get to
20 the underpass. The other one makes me fearful of how many splats of bicyclists there are going
21 be with cars that can't see them. I will continue on with more things later.

22
23 Chair Tuma: Could you put the initial assessment slide up on the screen? The next up is
24 Commissioner Garber.

25
26 Commissioner Garber: In no particular order let me lead off by echoing Commissioner Keller's
27 thanks for both Staff's and public's participation and work on all of this.

28
29 I would agree that as part of the initial assessment wayfinding is probably high on the order
30 there. As you have already noticed, all I see up there is a drunken spider web of lines. It would
31 be very helpful for me to be able to see the hierarchy of the different routes that are going
32 through the city. Presumably there are routes that cut-through the city either from Menlo Park to
33 Mountain View, etc. that should somehow take dominance. I should be able to know and
34 understand implicitly, and I should be able to glance at the map and say yes, that is where I am
35 relative to that line or those lines that get me from one end to the other. I, like Penny have, not a
36 husband or a wife that commutes daily by bike, but I do have friends that commute daily to
37 Sunnyvale and Mountain View, Menlo Park, etc. and I don't know what their routes are. I know
38 that their routes change a lot. It would seem to me that to be able to identify what those things
39 are and put energy and focus on those things would go a long way to helping not just me but the
40 entire city know and help us organize around those particular routes.

41
42 In the same sense, the routes that are going perpendicular to those, that go between the Bay and
43 the hills, I know that when I get on a bike and I am not traveling to get to work or something of
44 that sort, I am going because I want to go to the Bay or the hills. In the same way, seeing those
45 big through routes and knowing how to get there and being able to sort of conceptualize in my
46 brain as well as on a graphic piece of paper what those primary routes are would be very helpful

1 to once again creating an identifiable network, identifiable network of how the city is organized
2 around these things. Granted, I have to turn corners. Hopefully there will be an arrow telling me
3 where to go, etc., etc., but I am thinking more of the brand, the idea, the identity of this network,
4 which doesn't really exist anywhere.

5
6 One of the key issues I have whenever I bike, as was pointed out by Mr. Moran, is the condition
7 of the paving. That is by far the most constraining aspect on my behavior. I don't like going
8 through the dips. I have thin tires on my bike. I am trying to avoid cracks that have the same
9 width. I am avoiding all the stuff that is on our streets. There is needless to say a lot of it. I
10 know that I am not the only one that is weaving around the street trying to find the smoothest
11 route so I am not thrown from my bike, or my bike isn't getting screwed up in some way as a
12 result of that. So I don't know if there is a way to associate for instance with these big through
13 routes, or the big boulevards, or hierarchaly opportunities to create different types of pavement
14 or a greater focus in terms of our public utility and how those streets are paved, or how they are
15 organized to keep them from getting cut up, or when they are cut up there is a higher level of
16 attention put into those particular routes even if it is just along the bike path itself. I don't know
17 what that is but having that sort of synergy would be an extraordinarily helpful synergy.

18
19 One of the other things is, again, this is just another way of thinking about this. That is, we are
20 talking about bicycle paths, but there are places in our community where we tend to gather and
21 we like to focus a lot of that energy into neighborhoods and the zones that we describe as
22 neighborhood centers. As has been described over a variety of different circumstances be they
23 different projects, and different items that have come before us the neighborhood center has three
24 characteristics. There is a synergy between adjacent housing, some retail, and then an open
25 space that you can gather between those two. So the analogy here is that you are coming from
26 your home, walking or bicycling, to get a cup of coffee and then hanging out with your friends.
27 So the pedestrian circumstance/experience is well supported typically by having chairs or
28 benches and things of that sort. I wonder if there isn't a way to sort of brand them more so that
29 bicycling is supported in there as well. Is there a cluster of bicycle stands? Is there a way in
30 which you can stand with your bike? I don't know what it is but it seems to me that there is an
31 opportunity there, a synergy that we could take advantage of that really focuses us and the
32 relationship that we have with the bike that isn't us being on it. I bicycle to get coffee. I go and
33 get the coffee and I usually just lean my bike against the storefront of Starbucks or something
34 because I pretend I can keep an eye on it. It there, occasionally it falls down, you go over and
35 you pick it up, or you wait until you get your cup of coffee and come back out. I don't know
36 what that interaction is but it seems to me there is a great opportunity there. I know lots of my
37 friends that go out and bicycle with groups of friends. They will go out, they come back, and
38 they will end up 20 people at Pete's and all the bikes are everywhere. They are coming back to
39 Starbucks or whatever. Those sorts of opportunities are another place for us to be able to brand
40 how it is the city involves bikes and the use of bikes in our community.

41
42 There is some more, but that is enough for now.

43
44 Mr. Rodriguez: I have comment in response to that. It does exist at I believe in at least one
45 location in Palo Alto, but on-street bike parking has been sort of a really wave of popularity
46 recently. It is great because it does two of the things I think directly speaking to your point.

1 One, it provides just a typically located where there is high retail or next to popular open spaces.
2 It brings not only more parking but it brings more visibility to those facilities. You can be on a
3 roadway and very easily see it versus pockmarked racks here and there. Then secondly, when
4 you do have those moments where you have a lot of riders coming and parking they are not
5 impacting the walkway for pedestrians. So you sort of get the double advantage there.
6

7 Commissioner Garber: The one caution that I have with some of the new bicycle racks that are
8 existing, the ones that you sort of ride up into things is although they look cool it requires a good
9 bit more effort to use them as opposed to just leaning it against something, which is a far more
10 convenient way of utilizing something.
11

12 Chair Tuma: Okay, Commissioner Tanaka.
13

14 Commissioner Tanaka: I wanted to thank Staff for this work. It looks pretty good. I also want
15 to thank members of the public for staying so late. I certainly appreciate that.
16

17 I also want to echo some of the comments said earlier about connections to other cities. I
18 actually now recently bike to Sunnyvale and I am still trying to figure out the ideal route. So I
19 think having stronger connections to other cities is important, not just because of myself but also
20 because Palo Alto is a destination for a lot of employees. Having very easy ways to bike to the
21 city is important. Especially the nearby cities like Menlo Park and Mountain View because it is
22 not really worth it if you add up the cost for Caltrain to take Caltrain and then try to bike or walk
23 into your work. I think what you are trying to do to collaborate with the other cities is really
24 important and really making those networks strong and obvious, and having it well marked so
25 you are not having to pull out a map as you bike to figure out which is the right way, or have
26 people try figure it out themselves. It looks like you guys are working in that direction already
27 so that I great.
28

29 One area of particular focus is the California Avenue area. We are going to be doing some
30 streetscape work there, perhaps even wider sidewalks, and making sure that elementary school
31 kids or junior high kids going from College Terrace to Jordan have a good path. That tunnel is
32 also a little bit problematic for various reasons. I realize that is a lot of money to fix. The vise-
33 versa where the kids from Evergreen going over to Escondido as well so we are making a really
34 strong and easy path for young children to be able to go to school. I think this is very important
35 because as we all know we have increasing school population and there are more and more kids
36 in our schools. If we could have more kids biking to school instead of being dropped off by their
37 parents I think that is a really good thing for the environment and for the city's congestion.
38

39 I appreciate Penny's comments about school map and making sure they all match up. I think that
40 sounds pretty obvious, and hopefully it is actually being done. Beyond that just in terms of
41 maps, when I try to go somewhere I use Google Maps. Google Maps has how walk, how to
42 bike, how to take public transit. Unfortunately a lot of these bike routes are not necessarily in
43 Google Maps. I don't know if there is a way to do that because that is actually very convenient
44 for a lot of people who have PDAs or smart phones. They are able to look up how to get from
45 here to there. I don't know how many people actually carry them. I actually carry a map but it is
46 very inconvenient. I would rather use my phone because I have it with me all the time. So

1 having strong integration with that or equivalent services, it doesn't have to be Google Maps,
2 would be really, really helpful.

3
4 Actually on the California Avenue discussion one of the examples that Chair brought up was
5 AOL in terms of how they give bikes to workers to bike down to California Avenue. I think that
6 is a great thing and if there is something the City could do to promote that so that it is not just an
7 exception that AOL does that. I am not talking just for California Avenue but maybe also for
8 other parts of the city like University where there is some sort of incentive or encouragement so
9 that during the lunchtime hours there is not such a crunch for parking. Make it very easy and
10 make it a positive experience but also make a strong enough incentive for them to do that, for the
11 employees to actually do that versus jump into the car and drive down half a mile. I think that
12 would be a great thing. So I think overall it looks like great work. Thank you.

13
14 Chair Tuma: Commissioner Martinez.

15
16 Commissioner Martinez: I had a question about Portland. Portland you know has all these high
17 marks on bicycles but they have crummy streets. I think they don't have sales tax. They don't
18 have very many signs and markings and like that. Some of the neighborhoods are kind of
19 challenging for bikes like the northwest side is real hilly. How do they get such high marks for
20 their bicycle program?

21
22 Mr. Hildreth: I came from Seattle just recently and we have a lot of Portland envy in Seattle.
23 They got a lot of things right early on as far as not necessarily the bicycle network but as far as
24 committing to transit over highway expansions in the 1970s so that helps. They are a much
25 flatter city than at least other major cities. They really did take a concerted effort in the late
26 1990s or early 2000s. Back in the mid-1990s they were not known for what they are today.
27 They really expanded, went beyond the minimum standards for a lot of bike facilities. So they
28 just took streets and they put in six-seven foot lanes versus five-foot lanes. They went to these
29 green treatments and these experimental treatments much sooner than other cities.

30
31 Once you get that sort of critical mass, and I think Palo Alto is really has it or can improve upon
32 it, is that you start building the culture of cycling. I think once that sort of sets hold that really
33 takes off and has its own character. I think Portland just for a number of reasons their bike
34 culture really took off, and I think that just really feeds the fire. I think the last couple of years
35 they have seen a lot more facilities. I don't when your experience up there has been. I have seen
36 some of their facilities and I have been very impressed. I think like everywhere else they have
37 more need than funding to improve upon it.

38
39 Mr. Williams: I was going to say I was in Portland not too long ago for almost a week. The first
40 few days I had similar feelings but then I started coming across quite a few areas where they
41 actually had the curb with the separated bike lanes. They of course have a lot of the bike share
42 parking, bike parking, or areas in some of these, as you were talking about, in the street. You
43 would have six or eight spaces in front of a restaurant or something like that.

44
45 I think Portland intrinsically has a lot of what Palo Alto has, which is a lot of streets without a lot
46 of traffic on them. A grid in many places, which like Palo Alto I think many people ride here

1 regardless of the facilities just because you have that street, nice shady streets that are residential
2 but they connect through to places. So that makes a lot of difference compared to a lot of
3 suburban type cities where you get cutoff in a cul-de-sac or something, you always have to have
4 some special facility to make a connection. So yes, I think they were doing those kinds of things
5 before we were or others.

6
7 Mr. Hildreth: One other thing they do quite well, and I think has direct relationship to Palo Alto
8 is they looked at their bicycle boulevard network and they really made a concerted effort to bring
9 in some of their other citywide goals so that it is a green stormwater infrastructure. So they
10 really actually call their bicycle boulevard network their neighborhood greenway network. So I
11 think the slide that I had that pointed to sort of how can we take some of the conceptual
12 frameworks of the beta, the hills trail, and really expand that to include some of those key
13 bicycle boulevards. I think there is a lot of opportunity here in Palo Alto to do a lot of the same
14 thing.

15
16 Commissioner Martinez: I am kind of bike-light so pardon me when I say this. In some places
17 kids riding on the sidewalk are okay with me. I think like Midtown in front of Safeway and
18 those stores headed towards Jordan. I would rather see kids on the sidewalk rather than the street
19 because the streets have no place for bicycles. Same with Alma, I would rather see people
20 charging down Alma on the sidewalk than fighting people driving 40 or 50 miles an hour down
21 the street when there is no place for them. I don't know whether there is in the works some ideas
22 about how, especially in the south part of the city, to make Alma safer for bikes, but I am hoping
23 that there is something in the works that will address that. As I mentioned in the pre-
24 Commission meeting it is the most dangerous street in the city. I think I said in the world but I
25 was exaggerating. Then hopefully we do something about that.

26
27 Then finally, I am not a big fan of a lot of signs. I hope that we pick them strategically.
28 Wayfinding is great but too many signs and charos and this and that, but really are not that
29 effective I think we should really be sensitive to.

30
31 One last thing, and I am not going to count it as my time but I would like to hear from Jaime
32 about some of the things you had to say about the City process that you were talking about in our
33 pre-Commission meeting.

34
35 Mr. Rodriguez: When I think about the City process, we started to make a lot of changes
36 already. I think the biggest thing that we are taking advantage of probably more now than we
37 have in the past is really our resurfacing program. That is where we get really some of the
38 biggest bang for the buck in trying to get our bicycle improvements implemented really quickly.
39 We are actually very fortunate that come the completion of this plan we actually have set aside
40 funds for the next upcoming fiscal year there is going to be a lot of bicycle programs and projects.
41 That will tie in line with other say school projects that are coming up at the same time. So in my
42 mind, the fiscal year 2011-12 and 2012-13 will be a very exciting time for the City of Palo Alto
43 to be implementing a lot of very innovative projects and programs that will be very unique
44 within the Bay Area. Like Casey was mentioning Seattle envies Portland, I think the rest of the
45 Bay Area is going to envy us and we will be up in line with San Francisco about bicycle activity
46 within our community. So it is the policies that we have to take advantage of as far as making

1 sure like Casey mentioned that the resurfacing program prioritizes more bike boulevard projects
2 and we do that with PABAC already, making sure that we coordinate with Utilities that when
3 they are going to do significant work in that area that we also take advantage of that project to
4 put things back.

5
6 The biggest thing that we do now that we didn't do in the past, I think I might have mentioned
7 this to this committee in the past, is that we now in Transportation take the lead in telling Public
8 Works how they have to sign and stripe the streets. That didn't happen before. So if we wanted
9 to get a bike boulevard we were scrounging in the past, or a bike lane. Saying hey you just
10 resurfaced a street but don't put it back the way it was put it this way instead. That causes a lot
11 of problem during construction but we plan ahead now, and that is one of the biggest benefits I
12 think we have started to see. It is a simple issue but it didn't happen in the past.

13
14 Commissioner Garber: You are really asking for a lot there.

15
16 Chair Tuma: Okay. I want to pick up where Doug left on some of the Barron Park things. First
17 I am wondering whether it is time to revisit some of the Barron Park guidelines with the bike and
18 pedestrian things in mind. I think some of those things have been around for a long time and I
19 wouldn't try to turn it all upside down but there is a lot of new thinking. That neighborhood is
20 just a beehive of activity, in the evenings and in the mornings people are out walking, riding.
21 There is just a lot of pedestrian and bicycle activity. Because there are not sidewalks for most of
22 it, there are sidewalks in some places, the roads are essentially the pedestrian path. So I think
23 some of the new thinking and things that you guys have been working on could be overlaid.
24 Think about revisiting some of the guidelines within Barron Park and updating some of them
25 based on things that you guys bring to bear.

26
27 It is interesting to me, if you get on a bike at let's say Ramona and Meadow heading towards
28 Barron Park not too far after that you are going to cross Alma Street which is kind of a bit dicey.
29 Fortunately during school hours there is a crossing guard there but maybe it is a place for the
30 grade separation that Penny was talking about. I don't know it is probably too difficult. This is
31 an issue that I raised at another hearing very recently. Once you cross that and you make that
32 right hand turn onto El Camino Way it is a disaster during commute hours. The reason is
33 because the Keys School is apparently not complying with their use permit, and they have their
34 pick up times a very, very limited amount of time. That area of El Camino Way curves which is
35 dangerous, and then as you come to the intersection you have all these cars backed up from
36 Keys. If you have not done it, ride that stretch during that time. It is bad. But what happens
37 then is staying on what is marked on here on the bike path, you come across El Camino to Los
38 Robles, and the bike path ends. I am wondering sort of why that.

39
40 I will tell you from going from Barron Park to Fair Meadow in the morning I see just a hoard of
41 kids coming the other direction that all look to me to be high school age as if they are heading
42 toward Gunn. So it would seem to me that one way to keep people off of Arastradero and
43 coming through the neighborhood on bikes would be to have a better connection all the way
44 down to Gunn that way. I am sure Penny knows better why that doesn't happen or whether that
45 should happen or what have you, but my observation there is there could be some benefit there.
46 The other thing is even though that is marked as a bike path, as you are on Los Robles heading

1 towards El Camino the interface between the cars that are parked on the side of the road and the
2 bicyclists is terrible. It is very dangerous. So that whole stretch I think could be enhanced as a
3 way to bring kids down to Gunn and connect, because there are quite a few kids from the whole
4 Meadows neighborhoods that do go to Gunn. That is their school. So instead of bringing them
5 down Arastradero if we could make that whole connection work a little bit better I think there
6 could be some real gains there.

7
8 I want to echo what Commissioner Tanaka said about incentives for these programs for the
9 businesses. I was incredibly impressed with the program that AOL has put together on their
10 own. But, they are in a location that has good proximity to California Avenue but you have to go
11 up and down Park. That stretch of Park, especially going back to AOL, where there is a bike
12 lane but there are all these turnoffs it is in the context of the plan that we are working on for that
13 area the biking capability could be made better, particularly when the Fry's site gets redeveloped.
14 Whether you have mixed use, or housing, or more commercial the connectivity to California
15 Avenue is going to be really important. So to the extent that we can make the bicycling more
16 safe through that area you are just going to get a lot more activity.

17
18 That covers my comments. Commissioner Keller.

19
20 Commissioner Keller: So firstly, with respect to....

21
22 Chair Tuma: I'm sorry, let me just say it is almost eleven o'clock so maybe we could do this
23 round at two minutes apiece or so and get us out of here before midnight.

24
25 Mr. Rodriguez: Actually, if I could make the offer to you, we are doing regular phone
26 conferences with Alta. Commissioner Keller, we are more than happy to invite you to attend one
27 of those if you can make yourself available.

28
29 Commissioner Keller: Sure.

30
31 Mr. Rodriguez: Then you could have some more direct contact with Casey.

32
33 Commissioner Keller: I would appreciate that. Thank you. With respect to what Commissioner
34 Tanaka mentioned perhaps that could be considered as a Transportation Demand Management
35 measure and thereby count it that way. It sounds to me like Chair Tuma is complaining that the
36 safety issue from California Avenue to AOL is a particular turnoff.

37
38 So I think that the issue of connectivity is important and Commissioner Tuma mentioned some
39 of those. One of the interesting things particularly for pedestrians is Embarcadero-Cowper. It is
40 a long stretch of Embarcadero before you can cross it, and putting a traffic light at Embarcadero-
41 Cowper would make a lot of sense so you don't have to go all the way around either to Waverley
42 or to Middlefield. That might allow the continuation of the bike lane on Cowper to reach all the
43 way to Addison.

44
45 Charleston-Louis is also an issue where it is hard to cross that intersection, particularly as cars
46 have just made the merge in a westbound direction from two lanes to one lane. One thing that

1 would help at least is a yield to pedestrians in crosswalk signage. Maybe we should have more
2 signage like that notwithstanding the comments of excess signage from the point of view of
3 Commissioner Martinez. But that is a place where I think such a sign might make sense and
4 perhaps those lighted things like they have on San Antonio Road. I am not sure if that makes
5 sense or not, or maybe road enforcement or whatever, traffic enforcement.
6

7 Also, the Homer bike tunnel on this map doesn't go anywhere. You have a Homer bike tunnel
8 and then it doesn't connect with anything. It should connect with some sort of bike route
9 somewhere to get somewhere, and tell people what to do. So that is kind of odd.
10

11 I also think that the discussions by Doug Moran about Matadero and adding that onto the route,
12 adding Los Robles onto the route, and perhaps El Camino way in the other direction to connect
13 with Maybell. The connection from Maybell to Gunn is missing and I am not sure why that is.
14

15 Just a few quick things. One is San Antonio Way through to Montrose and connect that through
16 the Greendale School, or if there is a housing development make a condition of that housing
17 development that they provide connectivity to Greendale.
18

19 I am not sure why there is not a bike route over the Chaucer Street Bridge connecting that across.
20 That seems to make sense, telling people there is a way to go on bikes as opposed to going on
21 Middlefield.
22

23 The Ross Road bike boulevard we should rethink whether that is an interesting thing, and to the
24 extent that there is potential connectivity to or through Jordan Middle School.
25

26 Finally, why not allow some part of City Hall Plaza to be used for bicycle parking? It would
27 basically make it a prominent, visible location. It is kind of central to a lot of Palo Alto. It
28 would basically make a way for which there is space to allow people to bike here and then
29 wander around walking downtown.
30

31 Chair Tuma: Okay. Commissioner Garber.
32

33 Commissioner Garber: A couple of quick comments. I am with Commissioner Martinez
34 regarding the use of Middlefield for Jordan. I live a half a block away from there. Early in the
35 morning and in the afternoon the amount of traffic of kids and bikes crossing Oregon
36 Expressway there is very, very high. Granted it only occurs a couple of times a day, but I do
37 know that when I travel along Middlefield I never bike in the street. I am always on the sidewalk
38 because I don't feel safe on Middlefield. Walter Hays, the big scramble there, doing something
39 visually probably makes a lot of sense. Right at the moment it is handled really through traffic
40 guards, and that seems to sort of work okay. It probably makes sense to do something visually
41 there to emphasize what that is. Now, granted there are a lot of hours of the day that it is not
42 going to be utilized that way, so I don't know if there is a tradeoff to be made there.
43

44 Alma is another street that I wouldn't be caught dead on, on a bike. In your spectrum of types of
45 bikers, two weeks ago I was traveling just after twilight south and there was a guy bicycling on
46 Alma headed south adjacent to the railroad tracks. He was off the left end, after fearless, damn

1 fool was there. All the cars were backed up behind him trying to get over to the left hand side to
2 get around. That is just crazy. Maybe I don't understand it or something but it doesn't make
3 sense to me.

4
5 A couple of just cautions, and they are about sharing the road stuff. That is that a lot of the roads
6 do in fact have a primary function of also serving cars. Be that as it may, I am very cautious. I
7 know that you had offered this image simply as an image of what you can do, but if we were to
8 actually look at this would we really want for instance a raised pedestrian walkway on that
9 particular street in mid-block, etc.? The answer is probably no. Not to say that that isn't
10 important in some places I just think we need to be careful where they occur and do that sort of
11 evaluation.

12
13 Chicanes, I have seen them in a variety of other communities. The image I have in my head
14 right at the moment is Menlo Park close to the Bay. A lot of those small streets back there have
15 many of those. Yes, they do work to slow down traffic. They do help create a more
16 neighborhood feel, but they are not kept up. They clearly look temporary. They have been there
17 for 12 years. They just are not any benefit to the quality of the type of environment that we want
18 to have in our community. Unless they do have the opportunity to pass between them and the
19 sidewalk I don't really see how they really help us. They help in some things but not in
20 everything, so some cautions there. That is it for me.

21
22 Chair Tuma: Commissioner Martinez.

23
24 Commissioner Martinez: Really a quick question. What are you all going to bring back to us for
25 the Comprehensive Plan?

26
27 Mr. Rodriguez: I am sorry. Can you ask that question again?

28
29 Commissioner Martinez: I was asking what are the suggestions, policies, programs that you are
30 going to be looking at to provide us for the Comprehensive Plan Update.

31
32 Mr. Rodriguez: Well a lot of the policy recommendations that get developed out of this plan will
33 roll into the Transportation Comprehensive Plan Element. We are actually very fortunate again
34 because of the timing of this. The end time of this project is the start of the Transportation
35 Element Update. We actually just received a grant to help us actually revise the Transportation
36 Element. So we will take a lot of the recommendations from here, develop a lot more policies
37 and programs when we come back to you probably end of summer or early fall for the
38 Transportation Element Comprehensive Plan Update.

39
40 Commissioner Martinez: Does that work for you, Curtis?

41
42 Mr. Williams: I don't know what your schedule is and your reviewing the policies for the
43 Transportation Element, but I think that is probably realistic that we need to get through this, and
44 then the broader Transportation Element and does that feed into the policies for the chapter.
45

1 Commissioner Martinez: Well, we are starting Transportation next and I imagine that will be
2 sometime in March. So I guess we are just going to have placeholders for you.

3
4 Mr. Williams: Okay, I think that is fine.

5
6 Chair Tuma: Okay. Thank you all very much, appreciate it. Did you guys get what you
7 needed?

8
9 Mr. Rodriguez: Yes, and if I can just very quickly close on our side with a thank you for your
10 participation. This is exactly what we were looking for. We got exactly the specific project
11 concerns that we had wanted. We got the neighborhood areas of concerns that we will continue
12 to refine with Alta. Again, this is kind of where the rubber hits the road for us as far as
13 developing brand new programs and projects. So once we have our large citywide community
14 meeting and that City Council working session meeting in April then when we come back to you
15 you are going to have really first kind of rough cut look at the real final plan, after some initial
16 PABAC feedback as well. So great timing. Thank you very much for your help.



Meeting Summary

Tuesday, January 4, 2011

Members Present: Cedric De la Beaujardiere (chair), Paul Goldstein, Bob Jackson, Ellen Fletcher,, Steve Rock Bill Zaumen, Rob Robinson, Mary Ann Michel, Bill Courington, Robert Neff, Rick Adams

Members Absent: Rich Swent

Staff Present: Rafael Rius, Kathy Durham,

Guests Present: Casey Hildreth (Alta Planning), Alan Wactel, Boris , Aiko Cuenco (VTA Staff), Penny Elson

1. ORAL COMMUNICATIONS
2. APPROVAL OF MINUTES - Minutes/Summary not provided
3. AGENDA CHANGES - Conduct officers election (#5) after Bike and Ped Plan discussion.
4. VTA BPAC REPORT - Officer elections to be held later in January. Paul Goldstein likely to be vice chair and Gerry Ann Meyer (Mountain View) likely to be named chair. 2011 goals include more productive meetings. To hold a workshop for BPACs of various cities to attend.
5. BIKE AND PED PLAN UPDATE - Casey Hildreth (Alta) presentation summarizing their initial findings and strategies for the update to the 2003 Bicycle Transportation Plan. Highlights include Palo Alto's Transportation Vision, Strengths, Weaknesses, Opportunities, Challenges, Next Steps and Guiding Principles.

Open discussion includes-
Strengths - TDM measures similar to Stanford, High mode split for public school
Bicycle Safety & Education - Outreach and encouragement and accessibility of the Plan should be emphasized.
Additional notes included in attachments (Alta's notes)
6. PABAC OFFICERS VOTE (may move to end of meeting)
 Final Officer nominations. Both voted in Unanimously:
 Chair - Cedric De la Beaujardiere
 Vice Chair - Rob Robinson
7. INFORMATION REPORTS
 - a) Whole Foods bike racks installed, Midtown Bike Racks to be installed soon
 - b) Cal Ave Streetscape Project - Grant approved by VTA. Going to PTC
 - c) Arastradero Striping Trial - median islands and minor modifications to be installed in Jan/Feb.
 - d) Bicycle Pavement Markers / Downtown Signage - Signs ordered and being manufactured
 - e) PABAC pending projects list



ALTA PLANNING + DESIGN MEETING NOTES

PROJECT: Palo Alto Bicycle & Pedestrian Transportation Plan

MEETING PURPOSE: Project Overview and Confirmation of Approach

MEETING LOCATION: Palo Alto Arts Center

DATE/TIME: Jan 4, 2011 6-9pm

PARTICIPANTS: Casey Hildreth (Alta), Rafael (City of Palo Alto), PABAC members, VTA Bicycle Share Program staff representative (name?)

Summary

Alta presented an overview of the project scope and approach, walking through a Powerpoint handout (provided to staff via email and attached here for reference) consisting of:

- Plan priorities and next steps (scope)
- High level SWOT analysis (Strengths, Weaknesses, Opportunities, Threats or Challenges)
- Proposed guiding principles (5 "I"s) and early draft goals/objectives

PABAC generally confirmed the plan approach as outlined in the memo to staff dated 12/27/10, in particular the focus on the "interested but concerned" group of novice cyclists. The group also had extremely positive responses to the proposed guiding principles and pitch for a more visually appealing and user-friendly plan available online.

The majority of the discussion concerned the SWOT analysis. The group unanimously agreed on the identified opportunity and importance of wayfinding ("We've been asking for years"), the importance of working with Stanford and other large employers ("institutional partnerships"), and that more funding was needed for bicycle and pedestrian improvements in general. Other individual comments from this discussion are noted below.






There was little substantive talk of the goals/objectives, but one member (Rick) did urge Alta to review (again) the 2009 council memo and asked if those should be the plan's goals. Alta's response was that the memorandum is a great starting point for discussion but the specific modal targets outlined are likely too high, which poses an issue of either setting up the plan for failure or making the goals meaningless. In addition, the memo does not outline (besides modal targets) specific and measurable objectives which need to be developed through the plan development process.

Two-thirds of the way through the meeting, the discussion switched to the bike share grant. A VTA staff member (Eiko?) gave an overview of the program, which emphasized a "hub and pod" strategy for station placement, some survey and other work to date from the bike share working group (of which Rafael is a member), and a plan for summer public outreach to assist in station location identification. Alta noted that the bike plan - both outreach and content - would be an easy opportunity to get started on that work and more coordination with VTA or the working group is desirable.

The meeting closed with Alta agreeing to share draft deliverables (e.g. Working Papers 1 and 2) with PABAC as soon as they are available, and a re-assertion of the opportunity to somehow integrate Bike to Work Day in May into the plan - either for outreach and promotion purposes or to get updated (manual) count information, with Alta able to provide technical assistance but needing champions and volunteers within the City of Palo Alto.

Additional Notes/Comments

- Focus on cost-effective measures like bike boulevards and progressive striping treatments
- The old plan was too inward focused, this plan should expand on the connections across borders and throughout the region
- The success of SR2S efforts are not widely known in the general public. The plan should strive to help improve upon this
- As part of institutional partnerships, focus on access to grocery stores and other major commercial destinations such as the Stanford Shopping Center
- Plan needs to address potential cyclists FEAR of traffic; trails are expensive but do this better than anything else
- Maybell is a "pseudo" bike boulevard, treatments here and elsewhere need to be more aggressive
- Don't forget about bicycle parking, it's incredibly important; disagreement on how easy and ubiquitous it needs to be

-  Critical Intersection or Crossing
-  On-street network segment
-  Off-road path (from 2004 map)
-  Existing or Proposed Bicycle Boulevard (Revised)
-  Schools

Several network additions were suggested at the Feb 2011 CSTSC meeting, including the Fabian Way corridor and the following intersections:

- Bryant St/Oregon Expwy
- Louis Rd/Meadow Dr
- Charleston Rd/Louis Rd
- Charleston Rd/San Antonio Rd
- Middlefield Rd/San Antonio Rd

Need to confirm appropriate extent of proposed Webster bicycle boulevard; note that draft plan recommendations include removal of Addison bike lanes in favor of Homer/Channing improvements

Review potential enhancement scenarios to Newell/Channing/California Ave and feasibility of Ross Bike Blvd connection through Jordan

Need to develop and/or confirm route from Nixon to Terman and Gunn; 2004 map shows off-route path, unclear if this was formal recommendation

Review potential enhancement scenarios for the El Camino Way/Lose Robles bikeway

Consider addition of Matadero Creek Trail and Caltrain undercrossing concepts to formal School Commute Network

Draft plan proposes two short Class I path segments along and across Arastradero Rd to link the Los Altos and Bol Park paths

Note draft proposal for bike boulevard connection (signage, markings, and other improvements) through Cubberly/Greendell campus

Stanford University

Unincorporated Santa Clara County

City of East Palo Alto

San Francisco Bay

Baylands Preserve

Don Edwards National Wildlife Refuge

Bike and Pedestrian Plan Community Workshop on March 24, 2011

Comments noted at Safe Routes to School Table

General concerns mentioned by one or more participants:

- Need way to reduce speed on school commute routes
- Countdown timers for ped signals on main arterials or near schools – and education for adults and students on not starting across when red hand starts flashing
- Can we have signs for main school commute routes on busy streets, to help make drivers aware?
- Drivers dropping off kids in bike lanes
- Need to include “Safe Routes from Schools” for students going to sports practice fields or pools, not just going back home. Mainly older elementary plus middle school, high school kids including those who play on club teams
- Need safer crossing for kids biking to soccer fields at Page Mill and El Camino Real

Specific Locations:

- El Camino Real and Charleston Road intersection:
 - Bike lane marked for WB cyclists going straight, to separate them from right turning cars, current situation a real problem since so many drivers are turning (2)
 - What about green bike box for WB cyclists?
 - Sidewalk on Charleston is too narrow, should be for pedestrians only
 - Vegetation grows out into sidewalk on both sides of Charleston between Alma and El Camino. Ditto leaf and debris accumulation on sidewalk. On pickup days, trash/recycling containers make this area even more hazardous. Should be a priority for enforcement or educating residents.
 - Pork chop islands are real concerns for EB Gunn/Terman students in afternoon, lots of turning cars
 - Red light running is serious issue in peak periods, especially turning left
- Maybell Bike Boulevard:
 - South side of street has intermittent sidewalk, fix to reduce kids walking out in the street
 - Too many drivers use this as alternate route to Gunn, unsafe mixing of peds, cyclists, drivers
- Middlefield and San Antonio: Add green bike box
- Path behind Gunn:
 - Needs lights between the school and the junction – many students involved in after school sports practice or drama etc feel unsafe using this path at night.
- Bryant and East Meadow:
 - During commute hours, need bike triggered traffic signal for those crossing East Meadow -- or bike/ped button like they use on Embarcadero near Paly? Kids ride wrong way on sidewalk since they can't get across street safely
- Cowper and Loma Verde intersection:
 - New problem: International School in the Catholic Church @ 3233 Cowper – parents in a drag race to get their kids to school on time. No concern for safety of others
 - Lots of kids biking or walking to JLS, Fairmeadow and Hoover via Cowper, also El Carmelo on Loma Verde – very unsafe now
 - Need traffic circle to slow cars down at intersection
 - Need chicanes to calm traffic on Cowper

- Amarillo and Louis:
 - Backups for cars in morning on Louis SB and Amarillo WB and in school drop-off area: what about no left turn during these periods?
 - Could school instruct drivers to turn right only out of front of school, then go NB or SB to their destination at Greer?
 - Drivers who come from Greer and want to turn left into drop-off area can cause gridlock. What about parking and walking from Greer?

- Oregon Expressway and intersections at Louis, Middlefield and Bryant: Add green bike box

- Middlefield and Embarcadero Intersection:
 - Not enough space on sidewalk especially at northwest corner during peak periods. No space for cyclists on street + in morning, WB Paly bound cyclists barrel through without stopping, hazardous for both cyclists and peds. Need safer solution.

- Monroe Park students crossing to Los Altos schools on west side of El Camino at Los Altos Avenue (Bullis charter school plus Santa Rita neighborhood elementary, Egan Middle, Los Altos High):
 - About 50 Palo Alto families who are in Los Altos school district rather than PAUSD live in this neighborhood.
 - Appreciate City providing adult crossing guard but there's a problem with which side bicyclists should be on, asking students to dismount and walk across.
 - Challenging to walk or bike across this intersection at any age. Specific school commute issues include many drivers exiting Los Altos Avenue in the morning. Those making left turns get backed up by students crossing, sometimes no one gets to turn when light is green so they turn left on red.
 - Cars turning right off of El Camino onto Los Altos, or turning right onto El Camino from Los Altos go too fast, intimidating for those walking or biking, unsafe for children (*due to pork chop islands on west side of intersection*).
 - Another problem is that there aren't real bike lanes on the Los Altos side, and vehicles are often parked in them especially westbound.

May 4th 2011

City of Palo Alto
Attn: Palo Alto City Council Members
250 Hamilton Avenue
Palo Alto, CA 94303

RE: Make Ross Road Top Priority on the Palo Alto Bike Plan Rev. May 9th Council PA Bike Plan Study

Dear City Council Members.

The past five years I have dedicated my community work to enhancing bike paths and pedestrian safety. Both myself and the City have received public input regarding the City's Bike plan from residents along the way and I want council to know many of our residents want Ross Road Bike Blvd. as a Top Priority.

For the Council Bike Study I make two requests . First, the City prioritize and fund Ross Road Bike Blvd placing it as First Priority on the new Revised Bike Plan Schedule.

Please engineer and fund the Oregon Expressway to Louis Road at Ross Road segment of the Ross Road Bike Blvd. [This will connect the new Mitchell Park Community Center, Ross Road YMCA, and Jordan].

And Second, the City evaluate existing bike path easements along the Ross Road Bike Blvd. at:

Louis Court. By opening this access, Louis Court provides bike access from Ross Road, to an already existing bike path that accesses Stratford School. Though circuitous, the same is true with Bryant Bike Blvd. at the Circles. This existing access is important. (please see attached photo).

720 Garland Court. By opening this access, Ross will provide important bike path connectivity from Ross to JLS, and if it were to connect via Ross to Newell – this bike path access would become a citywide bikeway with great public benefit.

Ross Road serves several benefits.

- Please take school children off Middlefield Road and put them on a safer route.
- Provide Residents E. of Middlefield close Bike Boulevard access [as Bryant does W. of Middlefield Road to residents]
- Provide the only Bike Boulevard access from South Palo Alto to North Palo Alto. Give us bike path access to business, schools, public buildings, parks.

I have heard hundreds of comments from north palo alto and south palo residents combined and there is great support. At the most recent Bike Plan meeting held by the City at Terman, many residents asked staff that Ross Road Bike Blvd. be Top Priority.

Thank you for Councils consideration,

Pamela Radin