



Technical Memorandum

July 25, 2024--**DRAFT**

Project# 28476

To: Ozzy Arce, Senior Transportation Planner
City of Palo Alto, Office of Transportation

From: Kittelson & Associates, Inc.

CC: Sylvia Star-Lack, Transportation Planning Manager

RE: Bicycle and Pedestrian Transportation Plan Update – Community Engagement Summary
– Phase 1 Visioning

PHASE 1 - VISIONING

The City of Palo Alto (City) is updating the 2012 Bicycle and Pedestrian Transportation Plan. This Bicycle and Pedestrian Transportation Plan (BPTP) update will serve as a comprehensive action plan for the City to provide improved bicycle and pedestrian facilities for its residents, employees, and visitors. As part of the BPTP update, the project team is undertaking an extensive community engagement initiative, divided into three phases: 1) Visioning; 2) Needs & Concerns; and 3) Recommended Projects and Programs. The community engagement effort includes a combination of digital outreach and in-person events.

Phase 1 community engagement themes included an interactive map, public survey (developed and distributed in partnership with the Safe Streets For All Action Plan team), a series of seven committee and working group meetings, an in-person pop-up event at Bike Palo Alto and a virtual community visioning workshop. This memorandum provides a summary of the key insights gathered from these Phase 1 engagement activities.

PROJECT WEBSITE AND INTERACTIVE MAP

The project website can be accessed at: <https://www.cityofpaloalto.org/bikepedplan>. The website included an interactive map that allowed respondents to provide geographic input on key issues and opportunity locations for walking, biking, and rolling in Palo Alto.

A total of 952 unique comments were received between September 28 and December 31, 2023. Forty (40%) of comments were made in locations outside the Palo Alto City Limits to access Stanford University, Grocery Stores in Menlo Park and Mountain View, Downtown Mountain View, Los Altos Hills and San Antonio Center. Commenters had the option to select four different comment categories, including safety concern, infrastructure needed, destination you want to access, and other. Table 1 shows the summary of comments based on user-defined type. Over half of the comments (54%, or 516 comments) were categorized as a "Safety Concern", followed by 29% (274) of comments categorized as "Infrastructure Needed", 14% (136) of comments were categorized as "Other", and the remaining 3% (28) of comments were categorized as "Destination You Want to Access". Figure 1 shows the map of all the comments based on user defined type and the detailed comments are presented in Appendix A.

Table 1 Interactive Map Comments by User Defined Type

Comment Type	Count	%age
Safety Concern	516	54%
Infrastructure Needed	274	29%
Destination You Want to Access	28	3%
Other	134	14%
Grand Total	952	100%

Source: Kittelson & Associates, Inc.

Participants were given the option to view and like comments from other users. Notably, comments advocating for improved infrastructure to address connectivity gaps in existing bicycle facilities, safety enhancements, wider bike lanes for increased rider comfort, and the provision of bike infrastructure near schools garnered the highest number of likes. Figure 2 shows the map of all comments weighted by number of likes in a heatmap format to visualize the priority locations.

Roadways that were highlighted in the comments are:

- El Camino Real
- Middlefield Avenue
- University Avenue
- Churchill Avenue
- Embarcadero Road
- Meadow Drive



- Alma Street
- San Antonio Road/San Antonio Avenue
- Page Mill Road
- Hanover Street
- W Charleston Road
- Arastradero Road
- Seale Ave
- Cowper Street
- California Avenue
- College Avenue
- Stanford Avenue

Major concerns and suggestions include:

- Existing bike lanes are regarded uncomfortable for most users and fail to provide protection against motorists.
- Residents are advocating for crossing improvements at major intersections, citing confusing geometry and a lack of proper signals and signage. They particularly desire safer crossings, such as at San Antonio Road and Middlefield Road, to access Cubberley Community Center.
- Poor connectivity forces bicyclists to enter roadways with high speed and volumes to reach their destination. There is a strong desire for unimpeded bike access down California Avenue and Caltrain station, especially to reach the underground crossing.
- Safer connections between Palo Alto and Stanford, such as crossing El Camino Real and accessing Stanford via back entrances.
- Unsafe behavior and poor traffic etiquette from drivers, coupled with insufficient enforcement of traffic laws, are noted. Suggestions include educating drivers on proper roundabout use and sharing the travel lane.
- There is a call for better traffic control, wayfinding signage, and infrastructure improvements to protect cyclists and pedestrians. Additionally, residents propose deploying more traffic calming measures.
- Residents express a desire to ride bikes to various destinations including Costco (Mountain View), San Antonio Center, and Palo Alto Medical Foundation.
- Concerns are raised about illegal parking and garbage cans obstructing bike lanes.
- There is a need for safer routes to destinations such as Safeway in Menlo Park, downtown Mountain View, Byxbee Park, Bay Trail, Mitchell Park and Greer Park.



Figure 1 Interactive Map Comments by User Defined Type

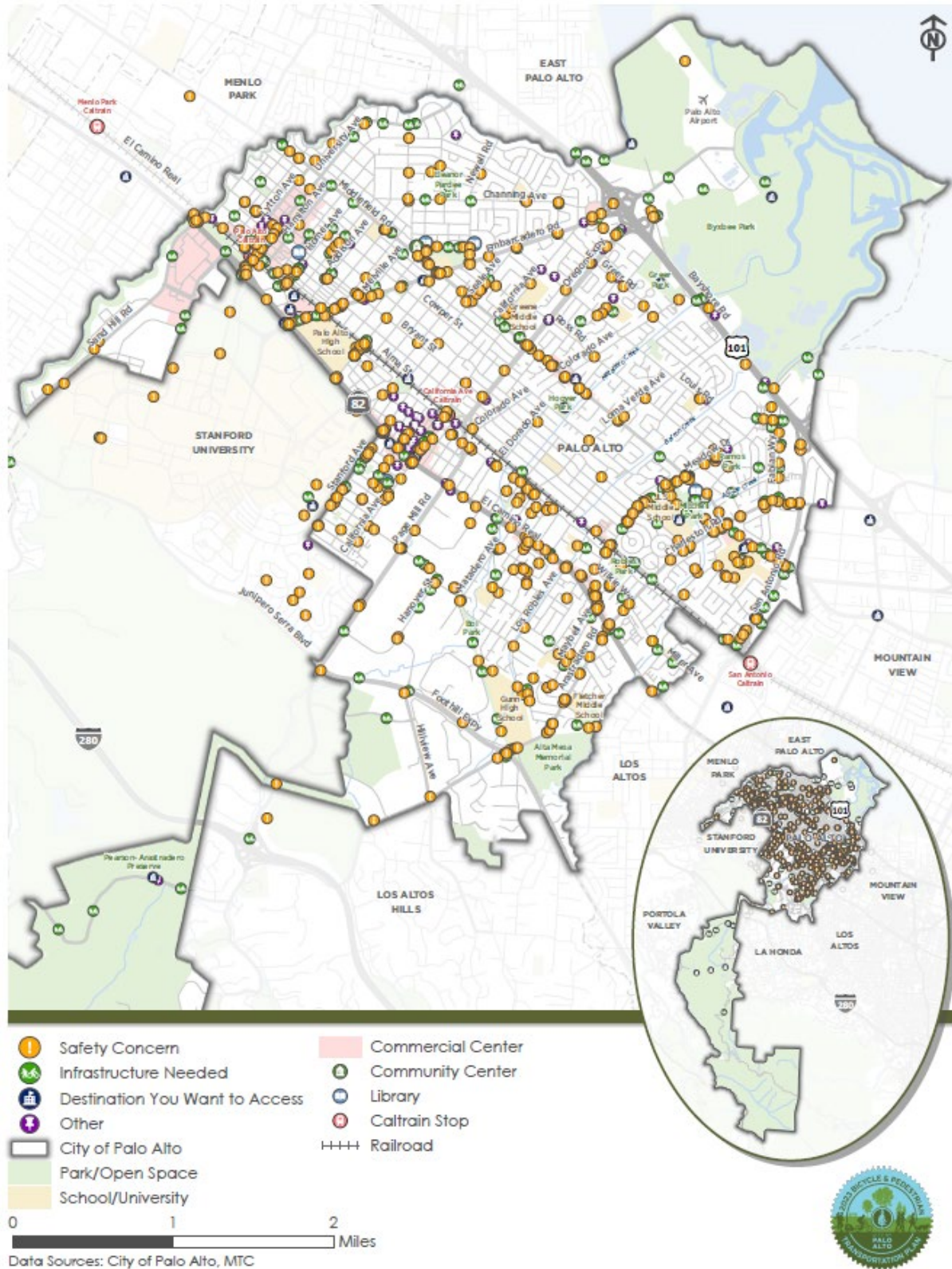
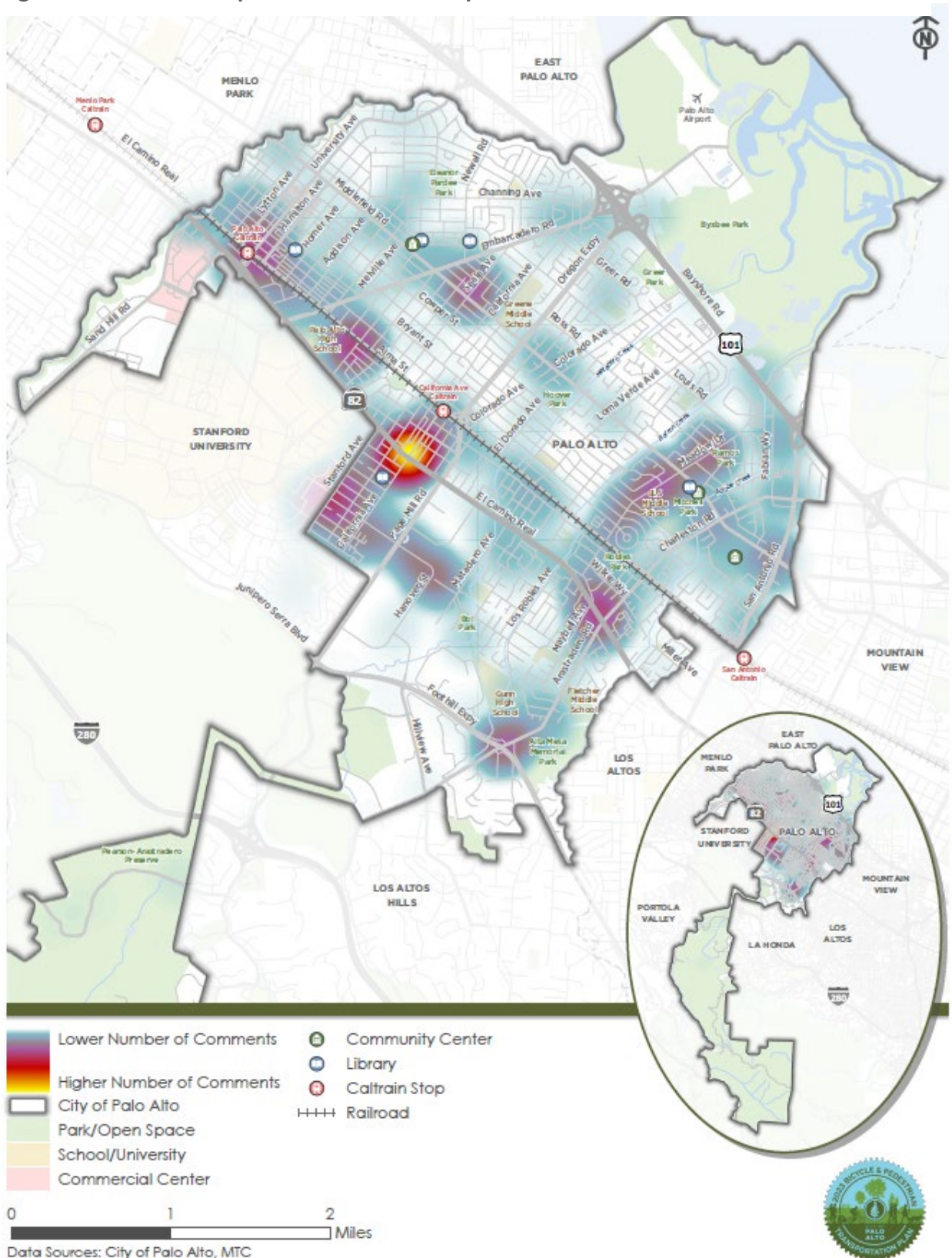


Figure 2 Interactive Map Comments - Heatmap



COMMITTEE AND WORKING GROUP MEETINGS

The BPTP Update team engaged with six standing committees and commissions and created an internal agency working group to guide the development of the work.

- Pedestrian and Bicycle Advisory Committee (November 7, 2023)
- City School Transportation Safety Committee (November 30, 2023)
- Planning and Transportation Commission (November 29, 2023)
 - Link to Meeting Agenda and Recording:
<https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplateId=12783>
- Parks and Recreation Commission (January 23, 2024)
 - Link to Meeting Summary:
<https://cityofpaloalto.primegov.com/Public/CompiledDocument?meetingTemplateId=14702&compileOutputType=1>
- Rail Committee (December 5, 2023)
 - Link to Meeting Agenda and Recording:
<https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplateId=13225>
- City Council (January 22, 2024)
 - Link to Meeting Agenda and Recording:
<https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplateId=13333>
- Interagency Staff Working Group (November 15, 2023)

The purpose of the Phase 1 working group and committee meetings was to provide an overview of the plan process and engagement activities, get feedback on the existing facilities map, and hear about the interests and priorities of group members. Feedback received covers a wide range of topics related to safety, transportation infrastructure, across barrier connections, transformative technologies, and future development. Key themes that emerged from these meetings include:

- **Safety is a top priority.** People expressed concerns about pedestrian and bicyclist safety at various locations, especially for students walking to and from school.
- **There is demand for high quality transportation infrastructure.** Suggestions to support more walking and biking included implementation of more bicycle boulevards with traffic calming treatments on neighborhood streets, as well as additional secure and long-term bicycle parking, and separated bike lanes on higher speed higher volume roadways. There was general agreement that quality was more important than quantity when it comes to transportation infrastructure for walking and biking.
- **Across barrier connections are needed.** Committee and working group members recognized the presence of major barriers, such as U.S. 101 and the Caltrain tracks.



and acknowledged the need for low-stress connections to overcome these barriers. There was a sense of urgency around selecting a preferred location for grade-separated crossing(s) of the Caltrain tracks.

- **Power and potential of transformative technologies.** The presence of new travel modes, including e-bikes and e-scooters, as well as the availability of new technologies such as LiDar and vehicle to infrastructure sensors, has rapidly changed the landscape of transportation planning and facility design. Committee and working group members expressed an interest in considering and incorporating these transformative technologies in the BPTP Update analysis and recommendations.
- **Plan for the future.** There is substantial growth planned in Palo Alto, particularly within select priority development areas. The BPTP Update must consider land use changes and development patterns.

BIKE PALO ALTO EVENT

The BPTP Update team participated in the Bike Palo Alto event, which was held on October 1, 2023 from 1-3 p.m. at Fair Meadow Elementary School. The team received comments from about 40 participants who expressed concerns related to walking and biking safety, supported implementation of protected bike lanes, and identified El Camino Real as a barrier to connectivity within the city.

Figure 3 depicts the feedback map illustrating locations favored or disliked by the community in relation to bicycling and walking.

Figure 3 Feedback Map



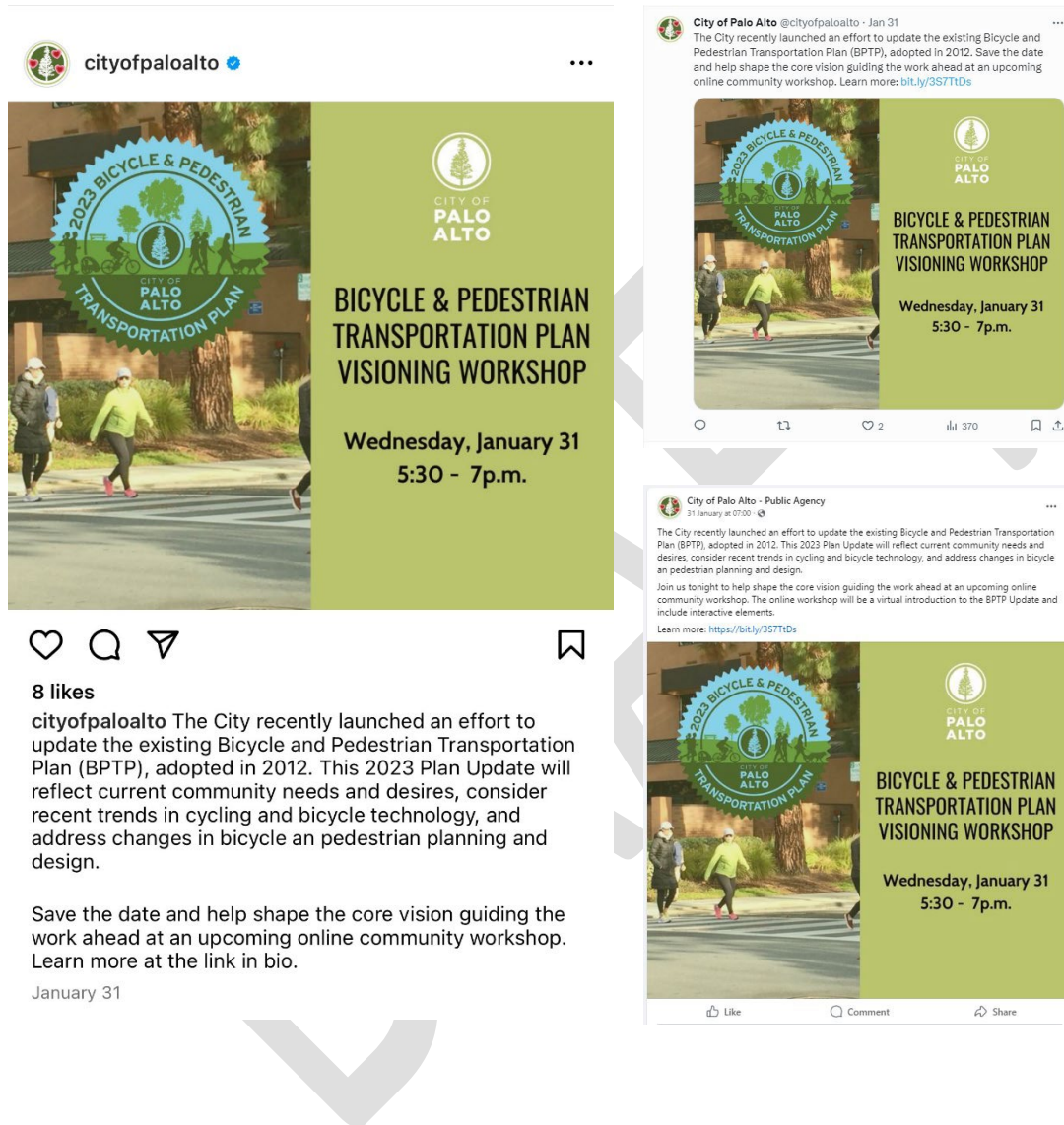
VISIONING WORKSHOP

The Community Visioning Workshop was held virtually via Zoom on Wednesday, January 31, 2024. The purpose of this workshop was for participants to collaboratively develop a vision statement and begin defining objectives that will be used to guide the development of the BPTP Update.



The event was promoted in the City’s website, social media channels, transportation mailing list, Uplift Local newsletter, and Working Group meetings, as shown in Figure 4. A total of 56 residents registered for the event, of which 24 attended the workshop.

Figure 4 Visioning Workshop Promotional Materials



Home / Bike/Ped Plan Update: Community Visioning Workshop

Bike/Ped Plan Update: Community Visioning Workshop

The City recently launched an effort to update the existing Bicycle and Pedestrian Transportation Plan (BPTP), adopted in 2012. This 2023 Plan Update will reflect current community needs and desires, consider recent trends in cycling and bicycle technology, and address changes in bicycle and pedestrian planning and design.



Save the date and help shape the core vision guiding the work ahead at an upcoming online community workshop. The online workshop will be a virtual introduction to the BPTP Update and include interactive elements. Attendees will participate in small group discussions and use an online tool to engage and view feedback in real time, and help begin developing a vision statement for the Plan Update effort.

Join the City's Office of Transportation on Zoom on Wednesday, January 31, 2024 from 5:30pm to 7:00pm. Register using the link below. All are welcome.

[Register here >](#)

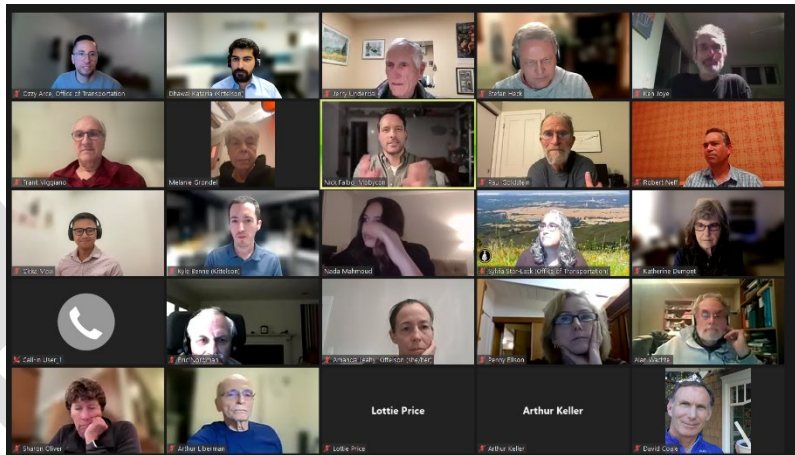
Event Snapshot

Cost
Free

Contact
Ozzy Arce, Project Manager
ozzy.arce@cityofpaloalto.org
BPTP Update Project Webpage

The workshop was designed to foster an open dialogue regarding how Palo Alto streets should look and feel in the future and involve the public in planning from the beginning of the process. An initial presentation was held to orient the attendees to the plan, recent developments in mobility, and primed the audience to be thinking about the broad benefits transportation can bring to communities. The workshop featured online polls and a breakout room activity to facilitate the discussion about the vision statement in smaller groups.

Figure 5 Visioning Workshop Participants



Interactive Poll Results

The BPTP Update team used Mentimeter tool at the Visioning Workshop to support interactive polling technology, enabling the real-time presentation of results. This facilitated an instant feedback loop, fostering direct engagement and reflection between the community and the project team.

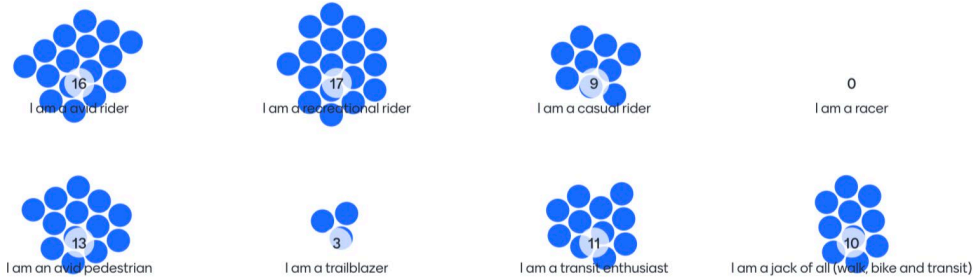
Figure 6 shows the results of the opening polling question which was intended to learn a little more about the audience, and to serve as a first question to get the audience familiar with the



polling tools and technology. Once users are logged into the system, it ensures the audience is ready to answer subsequent questions.

Figure 6 Interactive Poll Question #1

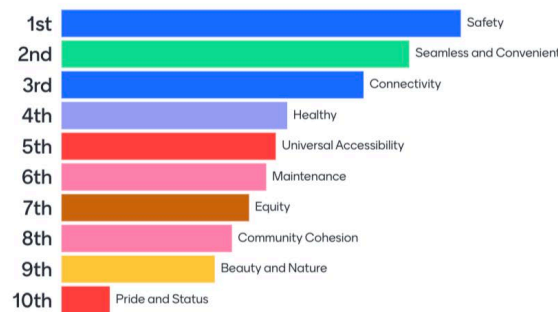
Who is in the room? Select all statements that are true for you?



The poll asked participants to rank their mobility values from a range of 10 pre-selected words. These values were meant to represent the broad array of ways that a transportation system can affect people’s lives. The top ranked values were Safety, Seamless and Convenient, and Connectivity—See Figure 7.

Figure 7 Interactive Poll Question #2

Rank these values in order of importance for the Bicycle & Pedestrian Plan Update



The poll then asked participants to submit their own words to describe how “they’d like the city’s streets to look/feel into the future.” Users submitted their own words and were allowed



to submit multiple times. The polling interface adjusted the input into a word cloud that adjusted in real-time to the feedback being submitted—See Figure 8.

Figure 8 Interactive Poll Question #3



Breakout Rooms

To allow for more direct feedback from community members, the workshop used breakout rooms to support focused conversations. The participants were grouped into 4 breakout rooms of 5-8 people each, to host interactive discussion and co-creation of vision statements and additional considerations.

Participants were asked to finish the sentence, “In 10-20 years, walking and cycling in Palo Alto should be...”

Breakout room facilitators documented the discussion in real time by writing down community submitted ideas. After the breakout room discussions, facilitators reported back to the larger groups. The facilitators recorded discussion onto a shared worksheet and added in Appendix B.

Vision Themes

Project staff distilled the community-developed elements into shared interests and ideas, 5 key themes emerged:

- Safety, Infrastructure, and Universal Access



- Convenient and Connected Networks
- Comfort and Enjoyment
- Community Engagement and Programming
- Integration and Collaboration

Safety, Infrastructure, and Universal Access

- Prioritize safety measures such as protected bike lanes, separated facilities, and a safer streetscape for all road users.
- Ensure equitable access to pedestrian and bicycle infrastructure across all parts of the community, addressing disparities and geographic inequities.
- Incorporate elements of Vision Zero to prioritize safety and eliminate traffic fatalities and severe injuries for all road users.

Convenient and Connected Networks

- Develop a cohesive and connected network of sidewalks, bike lanes, and trails that supports walking and cycling as preferred modes of transportation.
- Prioritize the creation of a dense network that facilitates efficient travel and easy access to transit options.

Comfort and Enjoyment

- Improve the comfort and enjoyment of walking and cycling by providing amenities such as shade, greenery, and well-designed streetscapes.
- Create shortcuts and efficient routes for pedestrians and cyclists to enhance the convenience and appeal of active transportation.

Community Engagement and Programming

- Engage with the community and provide education and encouragement programs to promote active transportation and change mindsets around walking and cycling trips.
- Support initiatives that prioritize walking and cycling through infrastructure investments, programming, and policies aimed at making active transportation more accessible and appealing to residents and visitors.



Integration and Collaboration

- Collaborate with neighboring cities to incorporate best practices and ideas into the pedestrian and bicycle plan, promoting connectivity and consistency across regional networks.
- Integrate walking and cycling infrastructure as an integral part of the transportation system, with a focus on seamless connections and multimodal integration.

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DRAFT VISION STATEMENT

In Palo Alto, we envision a city where sustainable transportation thrives, embodying safety, efficiency, and enjoyment. Our streets will form a connected, cohesive network, supporting walking and cycling with tree-lined paths, efficient shortcuts, and secure bike parking. We commit to overcoming barriers, ensuring every part of our community is easily traversed on foot or by bike, fostering a connected region where sustainable transportation is a shared priority. Palo Alto aspires to be a leader, with comprehensive programming encouraging everyone to embrace sustainable modes. We invest more in walking and biking infrastructure, ensuring equity and accessibility for all. Embracing the Safe System Approach, our city prioritizes safety and aims for a future where walking or biking for short trips is more convenient than driving, shaping a city where every journey, no matter how small, contributes to a more sustainable and connected community.

DRAFT OBJECTIVES

Walking and Cycling in Palo Alto should be...

- **Safe and Inclusive:** Prioritizing safety for all road users and ensuring equitable access to pedestrian and bicycle infrastructure across the community.
- **Connected and Accessible:** Featuring a convenient and interconnected network of sidewalks, bike lanes, and trails that provide efficient travel options and easy access to transit.
- **Comfortable and Enjoyable:** Enhancing the comfort and enjoyment of walking and cycling through amenities such as shade, greenery, and well-designed streetscapes.
- **Community-Driven:** Fostering community engagement and participation in promoting active transportation, supported by education, programming, and infrastructure investments.
- **Integrated and Collaborative:** Collaborating with neighboring cities to create a seamless and integrated regional network of pedestrian and bicycle infrastructure.



Appendix A: Interactive Map Comments

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Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
148482	The intersection at California & Columbia is hazardous for cars, bicyclists, and pedestrians crossing Cal Ave. The visibility is not good with parked cars. There are hundreds of people who ride their bikes and walk through this intersection each day. This would be safer as a 4-way stop.	Safety Concern	37.4177323	-122.1518831	33
148317	Bike infrastructure needed to cross safely when biking on Hanover (coming from Page Mill) turning left into the Bol Park bike path. Bikes cannot safely cross, you cannot see cars. Cars speed in the turn. Kids going to school (toward Fletcher and Gunn) are forced to take the sidewalk because it is simply safer. You could consider placing stop signs on Hanover for cars in both directions? A traffic light that senses bikers? This is on a school route and is unsafe and dangerous for kids.	Safety Concern	37.41411024	-122.1430232	20
148541	Bike lane should be made wider and safer. Drain for storm drain is a hazard.	Safety Concern	37.42491172	-122.1459774	20
148624	Student was recently hit here on his way home from school due to control inconsistency (light functions one way in the morning and a completely different way in the afternoon commute times). Provide crossing guards and safety controls on the lights that make sense and improve safety for the afternoon commutes and communicate appropriately to the school community and on signage.	Safety Concern	37.42166192	-122.1543891	19
148496	ECR pavement is horrible and makes biking/walking across almost a dangerous experience. Embarcadero intersection greatly improved recently. Can we repave here?	Safety Concern	37.42512265	-122.1457942	18
148704	I wish the bike lane on Stanford from El Camino to Peter Coutts would be continuous and not stop in front of the school.	Infrastructure Needed	37.42110102	-122.1548131	18
149177	Many families would like to enter Escondido Elementary School via this gate (that was previously opened pre-Covid). Opening this gate saves a trip up Stanford and to the front entrance of Escondido, decongesting school pickup/dropoff.	Destination You Want to Access	37.42089343	-122.1570719	18
148175	The poorly designed WB Arastradero bike crossing at Miranda to Foothill needs a LOT of work. It is confusing and dangerous to people who drive, bike and walk. Traffic moves fast, autos turn suddenly across the bike lane at Miranda because they are confused about how the intersection works. I think a signalization change (or some other engineering improvement to separate movements of different modes) may be needed here. This will require work of the county and city together. Given the high volume of foot-powered work and school commuters at this location. Alternatively, could bicyclists bound for Foothill be pushed to Miranda and given a path from Miranda back to the Foothill bike lane?	Infrastructure Needed	37.39873583	-122.1348307	16
148474	Easier way for bikers to turn left and access the sidewalk from Hanover onto Stanford. Children have to bike alongside cars.	Safety Concern	37.42122345	-122.1545912	15
148476	Something needs to be done to make sure cars in the far right 'Miranda only' lane stay there. Have witnessed many near misses, especially scary when bikers are present. Maybe bring back the soft orange pylons that used to outline the right turn lane?	Safety Concern	37.39913266	-122.1341652	15
148485	I know ECR is not in City's purview but the sensors don't pick up cyclists so unless there is a car or a pedestrian cyclists can't cross the road.	Infrastructure Needed	37.42498357	-122.1458689	15
148537	Rough pavement	Infrastructure Needed	37.42502785	-122.1458268	15
148288	The Arastradero - El Camino intersection is very dangerous to cross by bike. The bike lane ends right before the intersection, and cars speed right next to cyclists.	Safety Concern	37.41038524	-122.1233861	13
148314	Not apparent what is the preferred path to go from the bike trail left onto Arastradero	Infrastructure Needed	37.40075707	-122.1300043	13
148357	I find it very scary to cross this intersection due to cars turning right on red that impinge on the crosswalk at high speed, before they look if pedestrians are there. This is particularly dangerous when the view is obstructed (for both pedestrians and cars) by other traffic waiting at the light. Could we consider one of the following: 1) Could we make this no-turn-on-red if there are pedestrians that have pressed the walk button? In this case, there are guaranteed to be pedestrians crossing, so let's keep them safe by not allowing cars turning right on red to impinge on the crosswalk. 2) Could we at least move the stop-line further away from the intersection to improve visibility for both pedestrians and cars and give cars more of a chance to see pedestrians that may be crossing?	Safety Concern	37.41998137	-122.1099863	13
148497	Can we add mirrors to gain visibility inside/outside the tunnels	Infrastructure Needed	37.44087294	-122.1606076	12
148338	El Camino BADLY needs new pavement! Especially in this intersection where a lot of people bike. The rolling gravel is really dangerous when you're biking.	Safety Concern	37.41200931	-122.1245742	11
148434	We need a 4 way stop sign here and a crosswalk for kids to get across Stanford Ave, particularly with how busy this street is in the morning during school dropoff.	Safety Concern	37.42479352	-122.151737	11
148500	The traffic light at ECR and Cal Ave needs some updating with timed crossings since Cal Ave is closed below ECR, the traffic light still turns green, but the pedestrian/cycle crossings are unclear with the white walking sign on the northbound side illuminating for a few seconds before warning red.	Safety Concern	37.42494191	-122.1459973	11
148649	This is such a poorly designed intersection. I see cars exiting the gas station the wrong direction out of this one way 'road' and many near misses with other cars and bikes Can't it just be closed and cars can use the Fabian intersection instead?	Safety Concern	37.4217857	-122.1019173	11
148677	Please square up the corners at this stop sign. The wide corner radius encourages rushed drivers to "California Stop" by rolling through the stop sign without yielding to cyclists, especially when turning right from Hanover to California.	Safety Concern	37.41917499	-122.1507084	11

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
148695	Cars in the far-right "Miranda only" lane often do not turn right onto Miranda, and instead proceed through the intersection and turn right onto Foothill. Cyclists who turn right onto Foothill, are often almost hit from behind by cars who ignore the "Miranda only" directive. This is very dangerous for cyclists.	Safety Concern	37.39924562	-122.1337039	11
148711	Many middle and high school students travel to Gunn and Fletcher via this intersection. They have the choice of sometimes facing aggressive drivers if they cross via the bike lane (including sometimes honking because the driver wants to turn right on red from Hanover to Page Mill and the child on the bike is in their way) or when they walk their bike across the intersection they risk getting hit by drivers turning right from Page Mill onto Hanover. These are issues for traffic going in all directions. Cyclists need a protected way to cross. I would also like to see a crossing guard here during high student traffic hours.	Safety Concern	37.4172021	-122.1470978	11
150113	this is part of a safe routes to school street, but there have been multiple car accidents at this intersection, in large part due to parked cars on Middlefield blocking visibility for the cars crossing on Seale. Please create much longer stretches of "No Parking" curb on Middlefield (particularly on the northwest side!) so that cars trying to cross on Seale can see	Safety Concern	37.43965981	-122.1394073	11
148300	Traffic light is poorly timed. Way too long for bikers on Park Blvd to wait. This intersection only favors Eastbound drivers on Page Mill, which is only busy morning rush for 2 hours maybe. The rest of the 24x7 hours, it is totally empty. Bikers regularly go right thru it.	Infrastructure Needed	37.42626366	-122.1391692	10
148308	We desperately need a separated bike/ped crossing in South Palo Alto for Alma and the train tracks.	Infrastructure Needed	37.41478511	-122.1184273	10
148333	Two out of three times that my middle schooler cycled to school this week, cars almost hit her as they drove from Alger Drive onto Cowper. They either assumed there is a stop sign on Cowper or ignore the fact their own stop sign. Since the intersection follows a bend, they may also have limited visibility. This is a very frequent route for children to cycle and poses a significant hazard. I've also experienced near misses as a walker.	Safety Concern	37.4236854	-122.1176096	10
148341	Need to fix the bridge by the donkeys so that there is a smooth non-hazardous surface. I have see a bike crash here due to this rough surface. The city has been dragging their feet on this for more then a year and I am sure there have been other crashes.				
148341	There needs to be on-going maintenance on all bike paths and infrastructure in the city that is pro-active, not reactive and delayed.	Infrastructure Needed	37.40876707	-122.1386301	10
148355	The roundabout at E Meadow and Ross Rd is very confusing and unsafe - visibility is poor, and no one knows who has the right of way. Specifically: This roundabout is a 2-way stop controlled intersection, which means traffic on Ross Rd does NOT have to stop or yield. On the other hand, everyone expects that once you are inside a roundabout, you should be able to finish going around without being cut off. Therefore, when there's a car or bike going around and another car approaches on Ross Rd (with no stop or yield sign), there's confusion -- this happens all the time. Usually, the car on Ross yields despite not being required to do so. But in the less-common case when cars follow the city signage and cruise through without yielding, there are accidents or near misses. My husband witnessed 2 accidents that happened this way, and I witnessed a car that nearly hit a bike. This is easy to fix. Please add stop signs on Ross Rd to create symmetry in the roundabout and ensure that traffic going around the roundabout will be able to finish their traversal without being cut off. Note that this intersection is made even more complicated by crosswalks in both directions, and many bikes choose to zip across the crosswalk rather than use the roundabout. By having stop signs on Ross Rd, it will slow things down and help keep pedestrians/bikes/scooters in the crosswalks safer.	Infrastructure Needed	37.42609911	-122.1115312	10
148358	When crossing from Maybell to El Camino Way, the light here does not trigger for bikes. That means a bike needs to either way for a car to come, get onto the sidewalk and push the pedestrian button, or cross illegally against the light. Could you please create a way for bikes to trigger this light without needing to get off their bike and go on the sidewalk?	Infrastructure Needed	37.41186906	-122.1247697	10
148430	We need a 4 way stop sign here and a crosswalk for kids to get across Stanford Ave particularly when parents are racing to drop off kids in cars and a Margherite bus turns right here	Infrastructure Needed	37.42257282	-122.153425	10
148470	Crossing El Camino here on a bike is very scary. There is no bike lane. I move into the sidewalk a block before El Camino (going eastbound). And get off of my bike when crossing E.C.	Infrastructure Needed	37.41014105	-122.1232674	10
148481	Narrow shoulder / bike lane, cars often pass too close to bicyclists.	Safety Concern	37.41542669	-122.1436899	10
148655	The disappearing bike lane forces student bicyclists onto the sidewalk to avoid cars and then makes them a hazard to pedestrians. Dedicate and protect the bike lane all the way through the intersection on all sides of this intersection	Safety Concern	37.40949524	-122.1239655	10
148672	People are in a hurry to get to the highway and drive much too fast on Embarcadero. The red light is ignored daily. My car was totaled (with my whole family, including two kids under 11, inside) at that intersection. I would love to see law enforcement or a camera at that intersection	Safety Concern	37.44588886	-122.1298096	10

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
148699	California Ave between ECR and the CalAve tunnel is a "safe route" and major thoroughfare for students commuting to Greene MS or Escondido ES, as well as for many others cyclists. Currently, the sandwich boards request cyclists to walk their bikes. But this is a completely unreasonable request that would significantly add commuting time during school and work commuting hours. While I can understand the request on Sundays when the Farmer's Market is open, or during the evenings when the street is bustling with restaurant goers and families, I have been yelled at by a pedestrian walking down the middle of the street at 7am on a weekday when no businesses are open. There are two wide sidewalks but he claimed to have felt unsafe even though my child and I gave him plenty of space as we rode past him. Please remove the sandwich boards and welcome cyclists back on Cal Ave.	Destination You Want to Access	37.42515326	-122.1457151	10
148100	Busy intersection for peds and bikes to cross	Infrastructure Needed	37.42294446	-122.1419957	9
148291	Bike lane abruptly ends and forces bikes into car lanes between Cubberly and the Middlefield-San Antonio intersection.	Infrastructure Needed	37.41727741	-122.1054735	9
148312	The Bike Path kind of ends abruptly here, which can make it a bit awkward to cross to Castilleja if there's traffic on Churchill	Safety Concern	37.43457809	-122.1526282	9
148335	This is a very dangerous cross walk with bikes, pedestrians and cars all trying to cross east meadow at the same time. I'd recommend making one of the stop light cycles pedestrian / bike only all directions. Also, a direct route for bikes to cross Mitchell's park that isn't past the Fairmeadow walking / biking entrance from Mitchell Park would reduce the likelihood of middle schoolers hitting an elementary school student / other walker.	Safety Concern	37.42311036	-122.1168533	9
148456	DON'T ADD STOP SIGNS! This is not how roundabouts work! Everybody should yield entering the roundabout, then have right of way while still in the roundabout. To make this roundabout work better * remove extra signs! * reduce visibility I know reducing visibility seems counter intuitive, but if you can't see that it is clear on the other side, you have to slow down.	Other	37.42601391	-122.1113488	9
148473	Striped crosswalk needed in all 4 directions. There is only one crosswalk at this very busy intersection.	Infrastructure Needed	37.42266288	-122.1533846	9
148538	Unclear who can ride on Cal Ave? There are signs for bike route, but it says please walk bike...which is correct?	Other	37.42674481	-122.1444845	9
148654	This dark, isolated part of the bike path is in need of lights and a blue emergency type light like they have on Stanford campus. Dark corners that don't get lots of foot traffic are intimidating to new bicyclists- especially women.	Safety Concern	37.41371298	-122.140857	9
148690	Bicycles are forced onto narrow pedestrian sidewalks on Palm Drive going over El Camino and on the University Ave circle in front of the Caltrain station. Pedestrian ramps need to be widened to accommodate bicycles and pedestrians. Also, either the sidewalk needs to be widened, or some sort of a bikelane (strip, green, separated, etc.) could be added to improve flow.	Safety Concern	37.44244607	-122.1652351	9
148712	University Ave is by far the fastest way to commute from PA, EPA or some parts of Menlo Park to Stanford because the green wave of traffic lights is slow enough for a regular bike-commuter to catch it all the way from Middlefield onto campus and back in the evenings. However, University Ave has no bike paths in the downtown area. They disappear suddenly leaving Stanford Campus and as suddenly the other way right before crossing Middlefield. As there is no equally fast bike route, many cyclists (including myself) opt to bike on University where I regularly outpace car traffic and have to overtake them without the much-needed safety of a bike lane. Please add a bike lane!	Infrastructure Needed	37.44433086	-122.1631927	9
148739	No bike lanes on this high-traffic, fast road with lots of industrial driveways (Summerwinds, gas stations) with lots of traffic. Would LOVE to have bike lanes here!	Safety Concern	37.41652831	-122.1040678	9
148844	Many people, including kids, cross this intersection. Cars turn without paying attention to pedestrians and bikers. Also, at night, some bikers and pedestrians are not wearing any light and not visible to others.	Safety Concern	37.41910466	-122.1564659	9
149116	Cyclists cannot see around large vehicles often parked near this corner. It's right where Park Blvd narrows and drivers are often further left going at high speeds or cutting the corner to Wilton.	Safety Concern	37.42118869	-122.1302536	9
150120	The corner if Seale and Middlefield is very dangerous as you try to enter Middlefield from Seale going North. Very dangerous.	Infrastructure Needed	37.43962963	-122.1396442	9
150123	Way too many drivers driving way too fast. Many are cutting through to get to the highway. This is very dangerous for the many children, pedestrians and bikers in the neighborhood. A previous attempt was made to document speeding, but the black cable used was clearly visible and drivers slowed down when approaching thus rendering the test and results useless.	Safety Concern	37.44079154	-122.138337	9
148173	East Meadow/Bryant Bicycle Boulevard crossing GREATLY needs safety improvement. Also, wayfinding through the confounding circles is deficient.	Safety Concern	37.4200156	-122.1213966	8
148289	On trash pickup day, many trashcans along Charleston will block the bike lane, forcing cyclists to weave in and out of traffic.	Safety Concern	37.41192409	-122.1215906	8
148309	We need a separated bike/ped crossing in South Palo Alto to safely cross Alma and the train tracks.	Infrastructure Needed	37.41779646	-122.1230723	8
148330	This intersection is incredibly dangerous from 8-8:30am. Needs a better solution. Too many children walking and cycling across from westbound E Meadow to the path in the park. Poor visibility of people walking from the park to cross and the Exit Only exit of the Fairmeadow parking lot. Too many things converging in one spot.	Safety Concern	37.42310824	-122.1168957	8
148331	Safer cycling infrastructure needed on East Meadow for kids cycling to school. Very dangerous in the mornings in particular	Infrastructure Needed	37.42337414	-122.1164394	8
148377	Cars coming down Churchill Ave don't need to stop, unless someone is in the crosswalk. this really should be a four-way stop, 1. for pedestrians 2. because it's also right in front of the high school.	Infrastructure Needed	37.43457149	-122.152569	8

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Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
148382	Bring back the Cal Ave bike route.	Other	37.42615882	-122.1447634	8
148483	Intersection at Hanover and Page Mill. For bicyclists crossing Page Mill in either direction, if no cars are present, then the light will not turn green. This means waiting for several minutes or crossing illegally across the red light.	Infrastructure Needed	37.41722056	-122.1468671	8
148486	Bikes need to be able to go down California Avenue unimpeded to the underground crossing. It is ludicrous and unsafe to make the entire Cal ave section closed off to bikes/a 'walk bikes' area. There is plenty of room to have both pedestrians (who have access to two huge sidewalks) and bicyclists travel safely on the road. The city should do everything in its power to make biking safer, more efficient and more accessible rather than closing off one of the few thoroughfares that allow crossing of alma/train tracks to bikes. Biking should be encouraged rather than punished. There are huge quantities of cyclists who need access to this thoroughfare: students, commuters, shoppers, etc.	Destination You Want to Access	37.42551749	-122.1454705	8
148603	Intersection at Channing and Lincoln is dangerous for bikers, pedestrians and even cars. Drivers coming out from Lincoln, particularly from north, seem to come abruptly, almost skipping the stop sign. When sun is setting, it's blinding to drivers heading west. Channing drivers don't have a stop---	Safety Concern	37.44862561	-122.1467954	8
148606	Turning right from California onto El Camino is tricky, especially in the morning. The main problem is that many cars turning right on red don't anticipate that cars going north on El Camino might make a U-turn here. Add in bicycles and it all gets more complicated	Safety Concern	37.42493823	-122.1458976	8
148626	Southbound cars turning right from Middlefield to Colorado and then immediately left into the Wells Fargo parking lot often don't signal, or they give confusing signals. Unsafe for pedestrians and bikers. Why can't the entry be a simple right from Middlefield and the exit onto Colorado?	Safety Concern	37.43288468	-122.1287257	8
148710	bike lane through the underpass is needed, or some other fast connection across el camino that is as fast as taking the underpass	Infrastructure Needed	37.44199602	-122.165353	8
148716	Super dangerous, there is no real bike path through this area that is convenient. At this point specifically fairly high chance that you get right hooked by a car not watch.	Safety Concern	37.44357926	-122.1638635	8
148718	There is a storm drain the same size of the bike lane in the bike lane. Drivers are seemingly annoyed that bikes are not in the drain.	Infrastructure Needed	37.42493142	-122.145932	8
148733	A few years ago, an 11 yo boy was struck and killed at this intersection while on his bike. No improvements have been made on this intersection since then, though the vehicular traffic has been temporarily eliminated due to temporary street closures here.	Safety Concern	37.42518629	-122.1458549	8
148753	Almost everything that can be dangerous for a cyclist is present at this intersection: cars making a right in front of cyclists, torn up pavement that causes cyclists to fall, huge storm drains and potholes, high speed cars, huge buses at a bus stop. It's extremely dangerous.	Safety Concern	37.42497824	-122.1459158	8
148881	El Dorado @ Waverley is an unsafe intersection that needs a 4-way stop sign. There is one at El Dorado @ South Court one block away that makes less sense as there is a creek a block in one direction, and it dead-ends at Oregon in the other direction; there is no cross-traffic to stop for. Waverley is a thoroughfare with cars traveling quickly down alongside bikers. There have been accidents in this intersection, as well as hit bikers.	Safety Concern	37.42883652	-122.1317278	8
148909	At a minimum - the light here should stop all traffic for crossing pedestrians/cyclists. A middle school boy died at this intersection when crossing the street. We do not need that to happen again. The city has been warned.	Infrastructure Needed	37.42491036	-122.1458753	8
150125	Traffic on Seale goes way too fast for a residential street because (1) people cut up Seale to Newell (and vice versa) to miss the Embarcadero-Middlefield light; (2) there are no stop signs or calming devices on Seale between Newell and Middlefield. It is a disaster waiting to happen. Please put in speed bumps like on North California	Safety Concern	37.44031793	-122.1388691	8
148307	super dangerous part of bike blvd. bikers have to practically stop even though it is not a stop for us. If you don't live in the neighborhood and know this, worried they will get hit by a car (with a stop) who doesn't stop.	Safety Concern	37.44824804	-122.1654048	7
148322	The separated bike path along East Bayshore abruptly ends, forcing riders to cross the busy road and ride without separation with high speed traffic, or take a circuitous path through the Baylands. The path separation should continue at least to San Antonio Road (and ideally to Garcia Blvd) for riders going to Intuit/Google and office parks. Not everyone is trying to get to BayShore or Shoreline Parks after crossing the bike bridge.	Safety Concern	37.43225305	-122.1049338	7
148336	There are so many people dropping off kids on E. Meadow outside JLS. I think that a similar solution to that outside Green, with two-way bike-lanes separated from cars with white "cones" would be good. People don't need to park there and make dangerous u-turns if they'd let their kids bike to school in a safe manner. Plus add speed bumps on E. Meadow.	Infrastructure Needed	37.42302688	-122.1173672	7
148465	Why do the bicycle paths cross the pedestrian walkways twice? It requires negotiating with pedestrians in an already tight space.	Other	37.44094878	-122.1605059	7
148467	This roundabout is a disaster as is. It's not quite big enough to be a true roundabout and should not have 2 stop signs and 2 yields, that's not how roundabouts work. What about just turning it back into a regular intersection?	Safety Concern	37.42659915	-122.111666	7
148548	When will the plastic barriers be removed? Or made permanent? The current situation is not ideal.	Infrastructure Needed	37.42732524	-122.1439328	7
148613	Crossing San Antonio and middlefield by foot or bike is super super scary in any direction. Major hazard from Cars turning right and not yielding to bike and pedestrians. This intersection desperately needs no turn on red and the big flashing lights warning any car turning right on green. I asked PA police if they could help and they said "we don't know what we can do?" "I don't think they see traffic enforcement as part of their charter. Would be useful to clarify this.	Safety Concern	37.41621302	-122.1033722	7

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Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
148676	Crossing Meadow Dr when cycling/walking/running along Park Blvd is very dangerous. It is very difficult to see oncoming traffic to judge when it is safe to cross. Need to go out into the road a significant distance to see if it is safe to cross.	Safety Concern	37.41708853	-122.1236758	7
148692	Traveling through the underpass on the road is challenging in both directions. Motor vehicles often do not leave enough space between the lane and the curb and also change lanes erratically.	Safety Concern	37.44179862	-122.1653003	7
148694	The overgrown hedges block all visibility between the main trail and the connector trail, making this a completely blind intersection. Riding from the connector trail onto the main trail requires just hoping that nobody is coming along the main trail. And riders on the main trail can't even see that there is a connector trail until the last second, so if they don't know the connector exists, they don't know to keep extra space for riders that might pop out. This could all be solved by cutting the hedges back at the intersection.	Safety Concern	37.40415384	-122.1328415	7
148697	In the stretch of E Meadow between Ramona and Waverley (inclusive of those intersections and in both directions of traffic), drivers routinely illegally swerve out to the bike lanes to pass drivers waiting to turn left. I have observed near misses with bicyclists in these situations.	Safety Concern	37.41994502	-122.1212433	7
148719	Very dangerous intersection for cyclists, cars often go ignore the miranda only sign, and use the lane to turn right arastradero.	Safety Concern	37.39928468	-122.1335483	7
148754	SUPER dangerous "surprise" intersection here for Cyclists coming down Arastradero toward Foothill Expy. Cars crossing from left to right as they get onto Manuela Ave cross right in front of the bike path with little-to-no advance notice. Someone is going to T-bone a bike (or vice versa) very soon. Extremely dangerous for the cyclists, and for the drivers too, I think.	Safety Concern	37.39835957	-122.1355982	7
148783	I'm curious, are restaurants paying any rent for all the new space they have expanded to in the street? Now able to handle many more customers, they must be making quite an increased profit. They should contribute in some way to the local community for permanent use of this public space. It was originally allowed so that people could be outdoors during the height of the pandemic.	Other	37.42579865	-122.145231	7
148862	There needs to be a clear substantial and all marked space for the large number of Palo students to collect here on southbound Churchill while they are waiting to cross Alma in the morning. They collect on the corner dangerously close to the fast moving traffic in the right northbound lane of Alma.	Safety Concern	37.43562821	-122.15156	7
148865	Infrastructure should be added to encourage bikes to slow down, to reduce collision risk and to keep the space comfortable and accessible for all. Asking bikes to fully dismount is unreasonable for such a valuable bike thoroughfare, and does not result in compliance. A middle ground is necessary. Extremely dangerous intersection for bikes. One child was already killed here last year. Let's not have that happen again. Immediate improvements that need to be made include: 1. Painting a green bike strip that stretches all the way across the car lane so bikes can be in FRONT of cars that are turning right. 2. New traffic lights on southbound El Camino that are MUCH brighter and that are visible in the morning when the sun is behind them.	Infrastructure Needed	37.42632499	-122.1448281	7
148876	3. Resurfacing the road so that it is smoother for cyclists and they don't fall when crossing El Camino.	Safety Concern	37.42492469	-122.1459501	7
149888	Now that the City has decided Cal. Ave. will be permanently closed to cars for a long stretch, they are also closing it to bicycles (unless you walk your bike, not realistic for this length of blocks), and now there is no easy or marked way for bicycles to get from Cal. Ave. on the west side to the bike tunnel by the train station. There is insufficient reason to prevent bike riding down the middle of the street closed to cars -- there is plenty of room for a bike lane, and responsible cyclists will slow or stop for pedestrians as needed. Obviously no one is going to ride through the farmers market on Sundays, but that's just a few hours a week. If PA is going to prevent bike riding on Cal. Ave., then another, different, signed and protected bike lane is needed for this major artery for cycling.	Infrastructure Needed	37.42613693	-122.1449318	7
150124	When heading west on Tennyson approaching Middlefield, it's very difficult to see cars to the south because of cars parked on the street. Super-dangerous. There should be no parking on the southeast corner of that intersection for at least 75 feet.	Safety Concern	37.44053149	-122.1405713	7
148290	The entry/exit to El Palo Alto Park is difficult to smoothly and safely access. When traveling from Menlo Park into Palo Alto, there is a very tight turn from the path exit onto the Palo Alto Ave bike lane. If you then want to access the bike path running parallel to El Camino Real in El Camino Park, you have to quickly jut across the car lane and wait at two separate crossing islands.	Other	37.44670263	-122.1690904	6
148298	Busy bike path from Nelson to Greendell along Cubberley Track needs to be levelled and repaved. Huge tree roots are a longstanding bike hazard. Do in conjunction with new planned restroom.	Safety Concern	37.41505615	-122.109073	6
148299	Many campers on north/east side of Fabian make the bike lane too narrow for bikers going to Kehilla High School, Girls Middle School, houses on Charleston, hwy 101 bike bridge, Ramos Park, Greer Park. Widen the bike lane.	Infrastructure Needed	37.42718866	-122.1040482	6
148365	The intersection of middlefield and embarcadero is lacking bike lines. Bikers need to get onto the sidewalk to feel safe.	Infrastructure Needed	37.44224013	-122.1435106	6
148383	University avenue is full of life. It would be good to widen the sidewalks or even make the whole street pedestrianized or not a through street.	Infrastructure Needed	37.44516787	-122.1624043	6
148387	Underpass needs lights on in the morning also (it is dark when kids bike to Paly in the AM)	Safety Concern	37.42936508	-122.1420689	6
148479	The shoulder on Hanover (heading towards Barron Park) is narrow and the pavement is in poor condition, so cyclists ride close the edge (if not partially in the roadway). There's a turn lane in the center of the road. Some drivers use it to go around cyclists, but other drivers stick to the lane and pass cyclists with inches to spare.	Infrastructure Needed	37.41574068	-122.1442527	6

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
148488	Palo Alto Ave is the perfect route - and much utilized - for bicycles going west or going to PA from MP. But the Middlefield intersection doesn't allow for a safe continuation down Palo Alto Ave to ECR.	Infrastructure Needed	37.45360465	-122.161262	6
148495	Keep the low hedge trimmed please - one side did get trimmed recently but not the other and it's covering half of the bike lane just before the turn onto Embarcadero Bike Path where traffic joins from Alma.	Safety Concern	37.43542349	-122.151981	6
148531	The mini golf blocks the ability for bikes to activate the traffic signal	Safety Concern	37.42513419	-122.1458382	6
148532	The underpass should be made wider to allow for bikes and walkers to pass.	Infrastructure Needed	37.42934922	-122.1421424	6
148625	Bike lanes on this road are not protected. A student was recently seriously injured at this location when a vehicle attempted to pass a left-turning vehicle by entering the bike lane (unaware that a young person was in the lane on his bike, also attempting to turn left). We need our students to be able to safely bike on E Meadow to and from the library/park.	Safety Concern	37.42072325	-122.1207432	6
148629	This corner is so tight and some people bike too fast. Need mirrors so people can see who is coming around the corner, signs to slow down and the bike lanes need better demarcation	Safety Concern	37.42035022	-122.1125272	6
148642	The amount of illegal parking in this 3 minute drop off lane is ridiculous. It would improve safety for all- pedestrian, bike, and driver, if we did away with the parking altogether. Dedicated bike lane or wider curb would be so much better. Also, something more needs to be done to enforce/ increase awareness about the no-idling ordinance, especially around schools and parks where children are.	Safety Concern	37.42186917	-122.11918	6
148653	It should be easier for bikes crossing southbound on Churchill to turn right into the bike path here. Instead, you have to turn around at the next crosswalk to get over the curb and meet up with the path. Level the curb and improve signage	Safety Concern	37.43556598	-122.1516537	6
148659	how is one supposed to get from this corner across Alma AND Churchill so as to access the bike lane on the other side of Churchill (going towards Middlefield)? One is not permitted to cross Alma on the other side of Churchill, and the Emb. bike path puts us on the "wrong" side of Churchill if we want to continue towards Middlefield (or the Bryant St bike blvd)	Infrastructure Needed	37.43553279	-122.1517265	6
148670	EB bike lane on Arastradero going to the Bol Park bike path also needs a lot of work - right now you cross an intersection with the light, and then have to somehow dart into the left turn lane (with lots of incoming cars behind you).	Infrastructure Needed	37.39851275	-122.1346462	6
148720	Quite dangerous to turn left from the loss altos bike path onto arastradero. Often the only way to cross this road in peak hours is to cycle to the traffic lights on the sidewalk	Safety Concern	37.40073461	-122.1300391	6
148817	This entire bridge project including all associated ramps, observation deck, design decisions such as width, lighting, aesthetics, and how it all ties into the adjacent neighborhood and Baylands is stellar. This should be a model for all future projects.	Other	37.43278517	-122.105959	6
148820	1. Cars on Ross do not always yield when entering the roundabout, even if a car is already in the roundabout and has the right of way. There have been several near misses. 2. It's not clear what bikes are supposed to do at this junction. The bike lane disappears. Cars cut up/overtake bikes to try and get through the roundabout first. There are some green road markings suggesting bikes should get onto the sidewalk but then what? Lots of kids use this junction to get to/from school and there are always issues here.	Safety Concern	37.42591592	-122.1115036	6
148928	Routefinding signage would be useful here to encourage cyclists heading towards Bol Park Bike Path to cross on the straight section of Hanover rather than waiting until the corner, where speeding cars are liable to hit them	Infrastructure Needed	37.41605273	-122.1448974	6
148972	This corner is so tight it is prone to accidents and collisions. The mirror is not helpful enough for visibility. Could the path be modified to round out the corner more so bikes are more able to stay within their lane as they come around the blind corner?	Infrastructure Needed	37.41369757	-122.1407499	6
149857	This is a heavily used bike/ped pathway where students travel to and from Paly. Cars speed down Embarcadero and fail to stop even when lights are flashing in crosswalk. I have experienced and seen many near misses on the route from Emerson to Town and Country-bikes hitting peds/bikes almost getting hit by cars/peds almost getting hit by cars. There was a plan to improve this route. Please revisit, improve and enact a version of this plan before someone is seriously injured or killed.	Safety Concern	37.43873462	-122.1549674	6
150115	both newell and Seale have many speeding cars, traffic accidents and cars zooming through intersection. Please add a roundabout to slow them down and prevent accidents!!	Infrastructure Needed	37.44164766	-122.1375305	6
150121	Corner of Seale and Middlefield.	Safety Concern	37.43960039	-122.1400606	6
148238	This 5-way intersection is poorly designed with unclear signage. Motorists going south on San Antonio Ave (the side street to San Antonio Rd) who stop at Briarwood, do NOT go around the island - they go straight into oncoming vehicles heading north on San Antonio Ave.	Safety Concern	37.41031808	-122.1076181	5
148311	A bit tricky for those coming south on Charleston that want to turn left to Wilkie (east)	Safety Concern	37.41253569	-122.1209691	5
148327	For a number of weeks / months each year, the sun is blinding when driving up Cowper towards East Meadow and this is at the time of the day children are biking and walking to school. As a driver, I have almost zero visibility and have had to come to a near stop. I'd recommend ramps to slow drivers down as many drivers drive as normal and hope for the best.		37.42357292	-122.117347	5
148334	For a number of weeks / months each year, the sun is blinding when driving up Cowper towards East Meadow and this is at the time of the day children are biking and walking to school. As a driver, I have almost zero visibility and have had to come to a near stop. I'd recommend ramps to slow drivers down as many drivers drive as normal and hope for the best.	Infrastructure Needed	37.42358008	-122.1173727	5

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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	The wide sidewalk on Amarillo leading to Ohlone Elementary School has an extremely shallow rolling curb - there is barely any differentiation between road and sidewalk. Therefore, cars will often drive on the sidewalk without even realizing it.				
	This makes it very dangerous for young children who expect they are safe on the sidewalk and don't expect cars to be driving on it. Little children zipping around their scooters end up within inches of cars driving on the edge of the sidewalk. There are also cars that park on the sidewalk, make u-turns on the sidewalk, etc.				
148356	It's an easy fix -- please add some kinds of posts or bollards (or turn this into a vertical curb) to make a clear separation between road and sidewalk and keep kids safe on the sidewalk.	Safety Concern	37.43927014	-122.1241493	5
	Vehicles regularly parked illegally in the no parking section of this area. PAPD doesn't police it often enough. Causes bicyclists to need to veer out of the bicycle lane and into vehicle traffic or sidewalk				
148361	Stronger keep out or monitoring and enforcement needed.	Safety Concern	37.41247921	-122.1245467	5
148364	The intersection of high and embarcadero feels unsafe to cross when cars zoom by, especially because you're not sure whether the car is going into the underpass or onto Alma. This needs better ped access	Infrastructure Needed	37.43877131	-122.1549029	5
148367	People treat middlefield here like a highway and never follow the speed limit. Consider moving the car parking closer to the street to make the street appear smaller so that cars will move slower.	Safety Concern	37.44304129	-122.144523	5
148376	There should be stop signs on Churchill at the entrance to the high school. It's hard to safely make a left out of the parking lot when there's traffic.	Infrastructure Needed	37.43503853	-122.1521342	5
148464	Sharp right from Alma street onto the entrance of the underpass. Saw a biker almost get hit from behind.	Safety Concern	37.4411236	-122.1603704	5
148466	When biking from the Caltrain station, there is a blind spot for pedestrians when trying to enter the tunnel.	Safety Concern	37.44087918	-122.1606455	5
148472	El Camino is not a good route for bikes and should NOT be made into one. Better to focus on safer bike riding on Park Blvd and other parallel routes. Train corridor is a good idea for a grade separated bike route.		37.42009025	-122.1362887	5
148478	Need to make it easier to access the Embarcadero Bike Path through the Town and Country Village mall! This crossing is really slow to cross!	Infrastructure Needed	37.43740199	-122.1602533	5
148487	The design of multiple raised concrete concrete curbs (terminology?) makes navigating into the Embarcadero bike path from Palo Alto Ave with bikes, especially cargo bikes or bikes with child trailers impossible. If Embarcadero bike path is supposed to be our main bikeway across town, access going south needs reconsidering.	Infrastructure Needed	37.44671767	-122.1712796	5
148534	Add bike racks for library p	Infrastructure Needed	37.42308228	-122.1486173	5
148536	No Bike lane going towards Cubberly	Infrastructure Needed	37.41630528	-122.1034698	5
148539	Bike lane needed	Infrastructure Needed	37.41608457	-122.1030215	5
148542	Access to wide path on Hanover on other side of street is awkward for bikes to get to.	Infrastructure Needed	37.41723443	-122.1470153	5
148616	We need a bike crossing under Alma along the creek.	Infrastructure Needed	37.42432069	-122.1333646	5
148638	There are many kids/teenagers that bike to Gunn high school along El Camino Way. There are no bike lanes, and bikes are often forced to ride on the sidewalk to be safe. Those that choose to try to deal with cars and bike on the road have to manage a LOT of parked cars, low visibility, and a poor road surface.				
148638	Please help bikers who want to use this section of road to connect West Meadow to Maybell Ave.	Safety Concern	37.41352599	-122.1250602	5
148684	The pavement along Fabian way is in very poor condition and getting worse.	Safety Concern	37.42693082	-122.1042153	5
148687	Regular accidents seem to occur at the intersection of Lincoln and Hamilton.	Safety Concern	37.44605325	-122.1492513	5
148696	Cars on Hanover coming down the hill toward the Hanover/Hillview/Porter intersection are often traveling at speed and round out their left turns when turning onto Hillview. This poses a danger to cyclists waiting at the red light on Hillview, wanting to go to the Hub (or turn left onto Porter).	Safety Concern	37.40915499	-122.1470847	5
148776	bike lane on university needed removed one side of parking spaces or better yet move cars out completely	Infrastructure Needed	37.44464585	-122.1629143	5
148789	A crosswalk with lights and or elevated speed hump type crossing here would be great. Even better if we could get a button for bikes to request the lights	Infrastructure Needed	37.41995795	-122.1213348	5
148796	Parents dropping off kids at Nixon by car are forced to turn right onto Stanford Ave, leading to unnecessary traffic and irritated drivers outside Escondido. There should be a crossing guard or light in front of Nixon so drivers can turn left and egress to Junipero Serra in the morning.	Safety Concern	37.41474439	-122.1573703	5
148800	No striping, signage, or lighting to advise/protect the connection from the pedestrian bridge onto the path. Make these two green lines connect safely.	Safety Concern	37.44755126	-122.1188381	5
148815	Cars always drive in the bike lane to try to turn right on the red. They block the bike lane for cyclists - usually kids biking home from school. Cars also turn right when there are pedestrians crossing.	Safety Concern	37.42415671	-122.1147983	5
148843	A lot of kids cross streets here and cars sometimes don't stop.	Safety Concern	37.42001627	-122.1580216	5
148853	There is inadequate bike parking on Cal Ave.	Infrastructure Needed	37.42674238	-122.1446314	5
148914	Multiple accidents on this intersection. Parked cars on Middlefield limit visibility for cars on Lincoln trying to cross safely. Cars on Middlefield do NOT respect school speed limit.	Safety Concern	37.44600622	-122.1495018	5
148930	Matadero is very narrow and the traffic is fast making this unsafe for cyclists. This is also on a save route to school so this needs attention.				
148930	Please remove the parking on Matadero, on the south side, from Josina Ave to past Whitsell until the apartments. There is already no parking before and after Whitsell so this is only a few spaces and will give more space for cyclists without them having to go out into the street to avoid parked cars.	Infrastructure Needed	37.41723524	-122.1359675	5

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
148960	There needs to be a plan, any safe plan, for cyclists who use the Middlefield corridor, that is better than "let them use the sidewalk" or "Sure take your chances in that traffic."	Safety Concern	37.43486935	-122.1317059	5
148970	the bike lane on Stanford Avenue is used extensively by elementary school children heading to Escondido elementary. However it is very narrow and cars pass by the students at uncomfortably close quarters. There is also a bike lane on the other side of the street. Could these bike lanes be merged on one of the street and be protected by a barrier from the road traffic? That would widen the path and provide greater protection. the current plan is dangerous, especially with new bicylists in the Kinder - early grades on the streets, encouraged to bike to school by the city and the school. At present many children instead bike on the sidewalk, creating issues for pedestrians, but possibly the bike path could be relocated to alongside the sidewalk as another option. There appears to be space enough to allow this.	Safety Concern	37.42588776	-122.1507925	5
149078	Can the sidewalk here be marked specifically as a bike line going in both directions? As noted in the other comment, it is not safe to take the bike lane (especially coming from Page Mill) because cars go super fast on this section. The sidewalk is wide enough to accommodate a shared bike/pedestrian path in both directions, as an extension of the Bol Park Bike Path which is also shared bike/pedestrian.	Infrastructure Needed	37.41442568	-122.1427817	5
149145	Cars parking on this corner at Wilton and Park bottleneck the street passing for both ways, also block view for both bikers and drivers. So dangerous.	Safety Concern	37.42087342	-122.1304572	5
149903	More bicycle parking along California Ave's business area. At the El Camino end there are only 4 or 5 place to park a bike and they are often full. In the middle there are a dozen or so, but they are often full as well. Closer to Birch street and down near Park Blv. the few that are around are also full. And I'm talking weekdays, during the Sunday market it is even worse. There are several hundred car spaces in the area but maybe 40 bike spots total - hard to see this as the way to encourage biking.	Infrastructure Needed	37.42685567	-122.1445167	5
150127	Seale Ave is a speedway for commuters avoiding Middlefield and Embarcadero. There are numerous accidents on Seale & Middlefield as well as catastrophic rollover on Seale and Newell earlier this year. Our family has lived here 40 years and the problem continues to trend dangerously. Previous studies have been ineffective. A stop sign at Seale and Fulton or speed bumps would help reduce the risk to pedestrians and bikers.	Safety Concern	37.4412707	-122.1379427	5
150128	Cars speed dangerously on Seale between Middlefield and Newell. There need to be traffic calming devices implemented before there is a fatal crash.	Safety Concern	37.44066771	-122.1384951	5
147774	Add more bike parking in the City lot behind CVS.	Infrastructure Needed	37.43404331	-122.1290702	4
148174	A plan is needed to connect foot-powered people who will live in all of the PDA-zoned areas of San Antonio Road (especially on the south side of this high volume artery) to local schools, parks, shopping, etc. in the rest of the city. This plan needs to be in BPTP Update so developers can be required to integrate new transportation planned facilities in their projects as the new housing gets built.	Infrastructure Needed	37.41546517	-122.1034579	4
148239	Vehicles who proceed north on San Antonio Ave (the side street to San Antonio Rd) after stopping at Mackay, often come close to striking crossing bicyclists who emerge quickly from the Nita crosswalk, or who go through the stop sign at Mackay and travel kitty-corner through the intersection to get to the Nita crosswalk. There are many children using this route to PAUSD schools from the Rosewalk condos (east of San Antonio Rd and north of Nita). Traffic will get worse as more developments are built on San Antonio Rd from people who drive, bike, and walk to CalTrain or Alma.		37.41142593	-122.1067306	4
148293	New Housing going up here, but no bike or pedestrian infrastructure to support getting to the nearest elementary school, Greendell(closed) or Fairmeadow or Mitchell Park.	Infrastructure Needed	37.42027998	-122.1015618	4
148297	Busy Park Blvd bike route needs to be levelled and repaved between Lambert and Margarita.	Infrastructure Needed	37.42357188	-122.1334278	4
148313	Wayfinding aides would be useful for people going between the two cities here.	Infrastructure Needed	37.41142063	-122.1063402	4
148320	There should be a crossing light at Cowper and El Camino. This road is a good parallel through street (alternative to busy Middlefield) all the way from Downtown North to Mitchell Park, except for this intersection. It doesn't make sense that the only N/S options East of El Camino for bicyclists are Middlefield (too congested) or Bryant (too far West)	Safety Concern	37.44082203	-122.1475185	4
148325	Please install protected bike lanes on University Ave. Last night we saw drivers swerving into the bike lane to pass cars trying to turn left. There were 2 cyclists in the bike lane biking towards downtown and they were not wearing helmets.	Infrastructure Needed	37.45564692	-122.146177	4
148332	There is limited visibility approaching the Cowper/Alger crosswalk from Cowper going South East (towards East Meadow) due to the bend in the road. It's very risky to cross the road not knowing if a car going South on Cowper will see you. I'd recommend either a stop sign or a speed bump before the cross walk.	Safety Concern	37.42372301	-122.1176742	4
148337	There used to be seconds counting down on the walking lights here - why were they removed? All crossings should have those, even when people haven't pushed the button to cross. It would also help if all intersections would have a 2 second delay for the lights to turn green for cars after they turn red from the other directions.	Other	37.42913649	-122.1225865	4
148339	Cars illegally parked in the bike lane. Signage and enforcement are not fixing this problem.				
148339	Make this a green bike lane, the same as there is on the other half of El Camino Way.	Safety Concern	37.41490276	-122.1263988	4
148342	Need to fix the bridge by the flood basin so that there is a smooth non-hazardous surface. The city has been dragging their feet on this for more than a year.				
148342	There needs to be on-going maintenance on all bike paths and infrastructure in the city that is pro-active, not reactive and delayed.	Infrastructure Needed	37.40189705	-122.1357043	4
148354	Dedicated Bike Lane needed on Alma St between Hamilton & University.	Infrastructure Needed	37.44288955	-122.163031	4

Comments have been arranged in the descending number of likes

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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148362	Challenger is letting vehicles exit from this spot and have poor traffic management during pick up and drop off, causing significant traffic and hazards for bicyclists and pedestrians. Vehicles are overly aggressive trying to get in, turning while pedestrians or bicyclists are trying to cross at Middlefield	Safety Concern	37.41962553	-122.1106575	4
148368	I 100% agree with other comment re adding stop signs at the Ross/Meadow roundabout. Please ALSO add signage instructing everyone to yield to traffic in roundabout to further help alleviate confusion about who has the right of way. I was nearly hit by a car just last week - I was in the roundabout on my bike after stopping at the stop sign and was actively continuing to signal my left turn. I had to brake hard to avoid being hit by an oncoming car that entered the roundabout despite that I had the right of way. I bike that route daily to take my child to school and there is confusion in the roundabout every day.	Safety Concern	37.4255879	-122.1114447	4
148375	There's a lot of brief street parking and folks crossing Hopkins here, especially in the summer when the pool is very busy and running camps. Please add a crosswalk from the tennis court parking lot to the path to the pool. Speed humps and other safety measures on Hopkins to slow traffic and aid safe pedestrian crossing would be welcome.	Infrastructure Needed	37.44454924	-122.1406236	4
148462	There is a crosswalk with lights here in front of the Fire Station. However, cars frequently don't stop. When there are power outages, it gets so bad that Fletcher PTA will go out on power outage days to help stop traffic for Fletcher/Briones students.	Safety Concern	37.40768249	-122.1253458	4
148489	Sensors don't recognize bikes, a side-of-the-road cyclist signal button is needed on both sides for crossing Middlefield as not everyone can access the pedestrian signal button.	Infrastructure Needed	37.44990213	-122.1556062	4
148494	Sudden end of bike path heading downtown from Embarcadero bike path and Stanford Campus, so bikes are supposed to navigate heavy car traffic on University that is rarely understanding of the fact that bikes belong on the road too.	Safety Concern	37.44371772	-122.1637143	4
148545	A newer wider bike bridge would be helpful	Infrastructure Needed	37.44589948	-122.1231443	4
148547	There are tables and signs and random items in the middle of the Cal ave street. Who can put tables and chairs and signs there?	Infrastructure Needed	37.42728508	-122.1440929	4
148552	Add cross walk so Stanford families can get to library	Infrastructure Needed	37.42375071	-122.1496541	4
148631	There are several comments suggesting removing the two stop signs. I think that's a bad idea. This roundabout initially had four yield signs, but what was happening was that cars driving on Meadow would approach the roundabout at high speed and barely slow down, putting bikes and cars already in the roundabout at risk. Cars on Ross generally aren't driving as fast because of the speed bumps on the YMCA-side of Ross and the stop sign at Mayview. Ross was intended to be a new bike boulevard, but as a frequent bicyclist I was often at risk from speeding drivers on Meadow that cut in front of me though I was already in the circle. This is not an "education" issue. That was already tried. There are just too many drivers that ignore the rules. Even now, a good portion of drivers on Meadow treat the stop signs as yield signs.	Safety Concern	37.42593879	-122.1113608	4
148660	At the intersection of Paly exit and Churchill, I would propose an on-demand LIGHT (traffic signal). A 4way stop makes everyone stop, one at a time, and thus slows the flow; a light allows a number of cars (& bikes and peds) to go safely together at one time. Better flow (less irritated drivers both ways), and equal or better safety.	Infrastructure Needed	37.43502036	-122.1523429	4
148698	Pedestrians and bicyclists frequently nearly hit by drivers dropping off students in front of JLS. Drivers often take fast U-turns right through the bike lane, up the rolled curb and throw their cars in reverse to try to fit in a small parking space, without regard to safety for other students/commuters.	Infrastructure Needed	37.42181107	-122.119552	4
148703	Same concern as Bryant/Everett. I have tried for over 10 years to make this a 4 way stop. The city has fought me every step of the way.	Safety Concern	37.44567892	-122.1659249	4
148709	the pedestrian/bike traffic light switches so fast to red that it is not possible to get across the bridge on a green light and then be able to cross here on gree while the cars have a green light for quite a while longer. Thus, I ride on the street to not have to cross a red light or wait for an entire cycle.	Infrastructure Needed	37.44166872	-122.1655771	4
148713	Suggestion for a traffic and pedestrian-friendly downtown PA: close University to car traffic and make is a pedestrian zone with one crossing in the middle. Re-route traffic into a counter-clockwise one-way loop around University Ave. This way traffic can be fast, as there is enough space to accommodate right and left turn lanes together with a 1-2 lanes going straight. All the streets turned into cul-de-sacs could accommodate additional parking and allow access to all University Ave shops within one block. Make University ave a center for retail and gastronomy like many European cities do very successfully.	Other	37.44670676	-122.1608294	4
148714	to make Campus more bike friendly and renewable, switch the pedestrian lights automatically to "go" when cars get a green light. Otherwise, bikes will just cut through the red lights and endanger themselves and others, because the cars don't anticipate the traffic if the pedestrian light is red.	Safety Concern	37.43451551	-122.1678823	4
148717	During the pandemic the street was mostly not a through street. This made it a much more enjoyable and safe place to be as a pedestrian / cyclist. Since its reopening to traffic, it has become quite dangerous for cyclists who easily out pace the cars in this area.	Infrastructure Needed	37.4448378	-122.1626987	4
148721	Restrict turning: right turn only for cars from Barron Ave onto El Camino. This intersection was rated 2nd highest collision intersection by the Santa Clara Transportation Authority in their Countywide Local Roads Safety Plan	Safety Concern	37.41787498	-122.1325965	4
148724	I think it would be helpful to have stop signs at all of the intersections in College Terrace. Oberlin and College is a particularly risky corner when traveling west on College (toward Amherst St.). There are often large trucks parked near the corner due to construction and it's hard to see if the intersection is clear unless you walk partway into the street!	Safety Concern	37.42158328	-122.1514489	4
148755	This would be significantly safer as a 4-way stop.	Safety Concern	37.41877417	-122.1537972	4

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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148790	This intersection needs a speed bump or roundabout to slow cars down. Also, the stop signs are not seen in certain light conditions. My car was hit and air bags went off when car coming down Channing from the highway didn't see the stop sign and light in their eyes made them miss my car in the intersection. Lucky my kids weren't in the car or bicyclists were not around as my car was hit hard enough to be spun around in the intersection.	Safety Concern	37.4487424	-122.1297728	4
148797	Please updated the striping and add more flashing lights to this pedestrian (and bikes that have no where else to go) crossing. Cars exiting US-101SB frequently are still moving at 50+mph at this junction	Safety Concern	37.4269335	-122.1018854	4
148811	20 mile per hour zone school zone why is the speed monitor not working for months?	Safety Concern	37.41304654	-122.1583791	4
148813	If the cross walk was on the North side of the intersection instead of the south side, the traffic headed south bound on ECR from Churchill could all turn left and the traffic back up would be minimal.	Other	37.43253931	-122.154601	4
148816	This crosswalk should be a 4 way walk sign for pedestrians so kids and bikes can cross into Mitchell Park.	Safety Concern	37.42307638	-122.1167693	4
148858	Please remove the two stop signs. It has created confusion that makes the intersection hazardous because people often don't seem to understand it. It should either be a 4-way stop or a traffic circle. It was safest to me as a pedestrian, driver, and a cyclist as a traffic circle because it slowed everyone down.	Safety Concern	37.42603922	-122.1114101	4
148860	The plantings on the Southeast and Southwest corners reduce the sightlines from Meadow so much that you can't see traffic traveling along Ross Rd. early enough to cross safely, especially on a bike.	Safety Concern	37.42589885	-122.1113668	4
148869	Drivers Westbound on W Meadow often cross into the bike lane between Alma and Park Blvd, narrowly missing cyclists, especially when many Gunn students are riding to school in the morning.	Safety Concern	37.41760528	-122.1233671	4
148892	Heading away from Mitchell Park and towards Gunn, drivers frequently pass other drivers by going into the bike lane. This is very unsafe and likely cause of a recent major accident. There are lots of bikers heading to Gunn and coming home from JLS and the bike lanes are regularly crossed by speeding drivers impatient to get around another driver.	Safety Concern	37.42118252	-122.1201445	4
148901	I've almost been run over twice at this busy intersection by drivers on University blowing through a red light. Often, even after the walk light is on for Bryant Street. This is supposed to be a bike boulevard, for heaven's sake. My proposed solution? Turn University Ave back to being a pedestrian and bicycle only road, like it was in the pandemic. It's an unpopular opinion, but it was so nice then... And Hamilton and Lytton could be made one way in different directions to control traffic flow.	Safety Concern	37.44594694	-122.1616628	4
148911	There is no bike lane on middlefield and many Greene students bike to midtown on a daily basis and have to use the sidewalks. Better bike lanes/spacing should be provided for safer bike routes.	Safety Concern	37.43543161	-122.1326174	4
148939	Remove Stop sign on Park. Park is labeled a bike blvd years ago, yet nothing was done to actually implement that. Please remove the 4 Stop signs. The one North bound on Park at Fernando is ridiculous since it is located about 20 yards before the intersection so one cannot even see cars on Fernando.	Infrastructure Needed	37.42278411	-122.1328605	4
148956	Almost all cyclists ignore the STOP signs. Los Altos bike lanes disappear at the city line. Better to have bike lanes, or an off street path, from the city limits to Arastradero Preserve.	Infrastructure Needed	37.38604334	-122.1712348	4
148962	Cars constantly drive into the bike lane on E Charleston and Mumford headed away from Central and towards Middlefield. And not just a little bit but OFTEN and by a lot. The problem is when you are in a car the median barrier that was put up optically from a cars POV makes a car drift into the bike lane. As I see it there are TWO solutions : 1. get rid of that median there. (this seems costly and time consuming) or 2. repaint the bike lane to give cars more room.	Safety Concern	37.41656025	-122.1163484	4
148966	IF SOMETHING DOES NOT HAPPEN SOMEONE ON A BIKE WILL BE HIT THERE.	Safety Concern	37.41656025	-122.1163484	4
148967	Weekday afternoons parents parking and driving illegally dropping and picking up their kids between 4-6. Parking on corners makes it unsafe for riders and walker and residents trying to get out of their neighborhood.	Safety Concern	37.41525006	-122.1101113	4
149007	We've made 90% of Charleston and Arastradero safer for bikes - AWESOME... but leaving this intersection as the remaining very dangerous other 10%	Safety Concern	37.41060678	-122.1231736	4
149053	Can we work with MP and finally fix this crossing. It is a nightmare. There are hundreds of crossers on bikes and as peds daily who go to Willows Market and cross in between neighborhoods. You have to run across and take your life into your own hands.	Infrastructure Needed	37.45349498	-122.1612477	4
149105	Cars accelerate to unsafe speeds on Arastradero South of the Donald Dr intersection. This puts bikes and pedestrians crossing the road at risk. Cars regularly travel at 40+ miles per hour reported on the electric sign.	Safety Concern	37.4034947	-122.1282081	4
149055	Bikes entering downtown from Stanford, Embarcadero bike path, etc. are forced to ride between cars or on the sidewalk. The stretch of University between Alma and High St. is often backed up, so cyclists coming from the underpass into downtown hit a weird cycling deadend.	Infrastructure Needed	37.44398343	-122.1634111	4
149105	There are often large trucks or other vehicle obstructing the bike lane in this area, making cyclists have to unsafely enter the vehicle travel lane	Infrastructure Needed	37.42483135	-122.1363728	4

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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	There needs to be a speed bump at Williams x Stanford because there is one stop sign at Stanford x Yale and then only a tiny speed bump at Wellesley x Stanford. So cars hit maximal speed on Stanford (north and south bound) ON STANFORD WHEN THEY REACH WILLIAMS street and literally whip past Williams x Stanford at extremely high rates.				
149156	SPEED BUMPS AND BIKE lanes need to be created along Stanford because it is a high pedestrian, jogger and middle and high school bicyclist route.	Infrastructure Needed	37.42545343	-122.1510924	4
149845	This stretch of Middlefield between Charleston and San Antonio is hazardous for bikers: 1) cars are moving at high speeds (typically 35-40 mph instead of the posted 25 2) many driveways in and out of Cubberley and Charleston Center, with drivers avoiding car traffic on Middlefield as they turn into or out of those driveways, rather than looking for bikes or pedestrians. Would be helpful if bike lanes were painted green to make sure drivers look here!!	Safety Concern	37.41787373	-122.1070688	4
149846	Terrifying to be a pedestrian or bicyclist trying to cross the traffic going on to or off of these freeway ramps. It's so bad that the first time I tried to, I ended up turning around and giving up. Cars exiting are often going 50+ MPH and are not expecting pedestrians or bicyclists. More visible/clearly marked crosswalks or signage would be helpful.	Safety Concern	37.42671445	-122.1018009	4
149878	Interestingly, the new bike bridge is not shown on this map! It's a marvel and so appreciated!, but the access points taking it west to go north are very problematic, and there is no good way or signage as an alternative to take a southerly route off the bridge (which is safer than going immediately north on the frontage road) to then go to the north. Specifically, we now prefer to take this bridge crossing 101 from Green Gables going south (vs. the older bike bridge at St. Francis & Oregon) to cross over to the bike paths by the shoreline. One has to be careful on the bike lane on the frontage road (west of 101) due to all the vehicles coming and going from the Girls Middle School and other locations there (residential and business) to access the bridge going east. But going in the opposite direction is a nightmare. When you come off the bike lane and want to go north, you then have to cross the frontage road with vehicles going at excess speeds, no warnings to their drivers about bikes crossing, and then travel along the frontage road to make a left turn to get back into the neighborhoods for safer riding.	Safety Concern	37.43438216	-122.1082245	4
	Cars exiting the Shell station trying to get to 101 do not have any good options.				
	Those exiting from the western driveway face a double-yellow line, and on the eastern side two sets of double-yellow lines which seem to me to be less than two feet apart. I believe a left turn would be legal on either of those, but traffic on east-bound Embarcadero is often backed up to Saint Francis and beyond, so trying to get to south-101 is dangerous. Likewise, west traffic on Embarcadero is often think and above posted speeds, so even trying to enter the left lane on East-bound Embarcadero is dangerous.				
	Many drivers enter west-bound Embarcadero and shift to the left-turn lane on Saint Francis. From there they sometimes attempt a U-turn, which often fails and turns into a 3-point K turn, blocking other cars.				
	Many drivers turn left on Saint Francis and either: 1) Try to get to 101, assuming Saint Francis goes through. 2) U-turning or 3-point turning in the intersection of Saint Francis Drive and Saint Francis Terrace 3) Turn on to Saint Francis Terrace and attempt a U-turn there.				
149937	All of these maneuvers are dangerous to other users of the roads, including bike riders and pedestrians.	Safety Concern	37.44719631	-122.1259591	4
149964	Cars rarely stop even as the warning signs flash. Make this a mandatory 4 way stop.	Safety Concern	37.43459403	-122.1526433	4
150114	This stretch of Seale from Middlefield to Newell is treated like a raceway shortcut (full acceleration) for cars trying to avoid the traffic at Middlefield/Embarcadero. It is also part of the Safe Routes to School--a terrible combination. Please narrow Seale/add bump-outs for this entire stretch. Even better, if there's any possibility of making a bike boulevard (say through the center of the street) physically separated from the street, that would be phenomenal!	Safety Concern	37.44080703	-122.1383595	4
148295	New Housing going up near here, but no bike or pedestrian infrastructure to support getting to the nearest elementary school, Greendell(closed) or Fairmeadow or Mitchell Park. Very narrow bike lane with fast traffic. Need a wide sidewalk out of traffic,	Safety Concern	37.42177743	-122.1031447	3
	Extremely close call collision with a car driver during school hours. Driver had passed me on my bike then cut me off by turning right into the parking lot. A child likely wouldn't have been able to avoid the collision. There is traffic separation on Cal Ave in front of Greene MS but it does not extend to Louis Road, which it should.				
148319	Additionally, the angled street parking causes low visibility for drivers backing out into a street with high bike traffic to two schools on California avenue. Parking lot should be reconfigured to prioritize bike and pedestrian safety.	Safety Concern	37.44135234	-122.1327882	3
148326	Two out of three times that my middle schooler cycled to school this week, cars almost hit her as they drove from Alger Drive onto Cowper. They either assumed there is a stop sign on Cowper or ignore the fact their own stop sign. Since the intersection follows a bend, they may also have limited visibility. This is a very frequent route for children to cycle and poses a significant hazard. I've also experienced near misses as a walker.		37.42366197	-122.1175555	3
148328	There is limited visibility approaching the Cowper/Alger crosswalk from Cowper going South East (towards East Meadow) due to the bend in the road. It's very risky to cross the road not knowing if a car going South on Cowper will see you. I'd recommend either a stop sign or a speed bump before the cross walk.		37.42371981	-122.1176885	3
148363	The intersection of Kellogg and middlefield is scary to cross especially for little kids. This is especially with traffic zooming by very quickly and not stopping at all. The weekends as well as weekdays	Infrastructure Needed	37.44362255	-122.1455243	3

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Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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148373	Agree with other comment here - this intersection does not feel safe on a bike, especially southbound on Newell. Suggest dedicated left turn lanes and lights so cyclists going straight aren't navigating cars turning left concurrently. Having a dedicated left lane and a separate right/straight lane is more standard and would be safer, and probably improve traffic flow too. Also dedicated bike lane as suggested in the other comment.	Safety Concern	37.44300247	-122.139687	3
148381	Some type of traffic barrier is needed where solid white lines are to stop vehicles from making last-minute illegal lane changes into the bike-pedestrian crosswalk that leads to the underpass. The barriers that were there no longer exist.	Safety Concern	37.43888781	-122.1546162	3
148433	We need a 4 way stop sign here and a crosswalk for kids to get across Stanford Ave, particularly with how busy this street is in the morning during school dropoff.	Safety Concern	37.42273809	-122.1534819	3
148451	The pavement here is terrible for biking.	Safety Concern	37.40153946	-122.1396005	3
148452	During school drop-off and pick-up, this intersection is nuts. I have seen several near collisions and one actual collision between a car and bicyclist.	Safety Concern	37.44123193	-122.1222486	3
148457	This stretch of Meadow is dangerous, but the solution isn't educating kids on how to bike safer, it is making car drivers drive safely. The onus should not be on the children to not get killed. The onus should be on the driver to not kill. The only way to make this stick, however, is to make people want to go slower. This can be accomplished by narrowing the traffic lanes, reducing visibility, forcing the traffic to meander (with planters, bollards, etc). You can't argue with physics, so let's use physical solutions.	Safety Concern	37.42366317	-122.1157511	3
148463	Even though the entrance to Georgia says, "Residents Only", parents will still turn in to drop off their children. This is the only car exit path for Briones drop off. It is also the safe route for children biking into campus. With unauthorized cars entering and then making U turns, it is absolute chaos and the bikers and walkers are dodging cars from every direction.	Safety Concern	37.40789763	-122.1275789	3
148471	The 2 stop signs added to the roundabout make it confusing and dangerous. Please take those out and instead teach drivers how a roundabout is used.	Safety Concern	37.42626687	-122.1110414	3
148480	Cyclists who are waiting at the lights to cross Middlefield Road are in danger from cars who turn right and fail to look in the bike lane. Loma Verde is a main route through to the Bike Bridge across 101, and this route also connects to the Ross Road Bike Boulevard. Upgraded traffic lights for bike traffic are required here to hold cars (with no right turn on red) so that bikes can cross Middlefield Road safely.	Infrastructure Needed	37.42905779	-122.1225328	3
148484	Barrier needed - students run out into the Embarcadero bike path without regard for flow of traffic.	Safety Concern	37.4381086	-122.1560867	3
148492	Cars do not always stop at stop signs. If bikers are to be safe and if we want to support more sustainable ways of commuting to work, school, etc, we need routes that are actually safe for individuals, families, and children to use.	Safety Concern	37.43579462	-122.1454676	3
148499	Consider separate bike lane or other infrastructure change to reduce the unsafe behavior from both cars and bikes. Can we have Google Maps and Wayze redirect traffic away from E Meadow in the mornings?	Infrastructure Needed	37.42213057	-122.1186322	3
148501	Intersection of Oberlin and College sees many bicycling children interacting with cars turning right onto Oberlin from College or driving too fast on Oberlin to turn onto College. It seem only a matter of time before luck runs out and someone is hurt.	Safety Concern	37.4215653	-122.1488963	3
148602	People drive much too fast on this street. It's used as a cut-through street since it is one of the few College Terrace streets that open onto California. Delivery trucks are super fast on it, but so are cars. Several pets have been killed, and it's a wonder no children have	Safety Concern	37.42267392	-122.1497344	3
148612	Traffic between Channing and Forest travels much too fast. We need a speed bump or traffic calmer to slow people down	Safety Concern	37.45120034	-122.1468222	3
148623	Pavement here is in rough shape on ECR, and ECR is 9 lanes wide here. During morning school hours, there is a crossing guard who can only "protect" one side of ECR during crossing and only in one direction. If a collision occurs (and many have) while the students are crossing on the other side where the guard is not present, the guard is not allowed to come to their aid. This is extremely dangerous. Please make light timing more bike-friendly, and provide full coverage of this large intersection with enough guards.	Safety Concern	37.4157789	-122.1281667	3
148627	Traveling North on Middlefield towards East Meadow, the bike lane disappears and riders are often crammed in right by the curb by right-turning cars which don't take our need for space into account. This also happens at Charleston and feels very unsafe.	Safety Concern	37.42386276	-122.114431	3
148635	Why no bike access through here? Would like to access foothills without having to brave Page Mill.	Destination You Want to Access	37.36575177	-122.1836842	3
148641	Cars illegally park in this bike lane, especially during pickup and dropoff times. Combined with all the additional pedestrian and bike traffic at these times, it is very dangerous. More enforcement, better signage, more outreach by school staff or PTA?	Safety Concern	37.4312333	-122.1133585	3
148645	Cars go so fast through this stretch. Widen/separate the bike lane. Add raised crosswalks, not just the stripes in the street. I have seen many cars blow right through them when pedestrians are in them.	Safety Concern	37.42823796	-122.104282	3
148662	People drive way too fast on Nelson Dr, especially on weekends when there are many cars parked in the street obstructing visibility of the many children present.	Safety Concern	37.4160969	-122.1109733	3
148671	The trees/bushes along the path make it really hard to see pedestrians (on Arastradero, going to Hillview). I walk/run on the path frequently and always have to be super careful crossing here because drivers can't see anyone coming off the path. Would be better if the island was just continuous with the trail to avoid this interaction.	Safety Concern	37.39476221	-122.1431473	3
148674	That stop sign is often ignored. Law enforcement distributing a few tickets there would help until people get the message!	Other	37.4487198	-122.1296581	3
148675	That stop sign is often ignored. Law enforcement distributing a few tickets there would help until people get the message!	Other	37.44875808	-122.1335596	3

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
148683	There are ways to bike to San Antonio Center from Palo Alto but is not well marked and could use improvements.	Destination You Want to Access	37.40332985	-122.10963	3
148685	Adding more trails that follow existing creeks would be a great addition to add more options for cyclists and pedestrians to keep us separated from vehicles on roads.	Infrastructure Needed	37.42906678	-122.1051187	3
148691	Same issue as Hawthorne & Bryant - only stop on Hawthorne and car traffic is not very aware. This issue exists at many intersection in this area (Hawthorne & Emerson, Everett & High).	Safety Concern	37.44749806	-122.1641249	3
148693	This is an easy one! Continue the bike path through to Cesano Ct. that the City of Mountain View has built behind the apartments at 2700 W El Camino Real (which currently ends at a tall fence).	Infrastructure Needed	37.40508402	-122.11695	3
148740	Cars on Bryant going W sometimes go around barrier and continue on Bryant across Embarcadero, very dangerous to bikes! Please fix diverter so they can't do this.	Safety Concern	37.43983653	-122.1519716	3
148745	Enforcement would be good. I see parents making uturns on Louis after dropping on kids. Very dangerous for all!	Safety Concern	37.43118198	-122.1132986	3
148746	I would love to see dotted lines painted in this intersection to help people know how to "stay in their lane" when making left turns. Left turning cars pull forward into the oncoming traffic's lane in anticipation of turning left, which is further complicated by people not using their left turn signal ("are they turning? can I pull forward into my turn? Are they going straight?"), and by left-turning cars pulling forward into the oncoming traffic lane and then waiting there while pedestrians are crossing in front of them in the crosswalk.	Safety Concern	37.42776357	-122.1492096	3
148752	The right lane on Hanover approaching Page Mill should become a dedicated right-turn lane, and the bike lane should "cross over" to be between the center lane and right-turn lane. This would be significantly safer for middle school and high school students riding bikes in the morning.	Infrastructure Needed	37.4172621	-122.1471287	3
148756	Bike lane on Cal Ave from Hanover almost all the way to ECR has deep cracks and uneven concrete slabs in it. I've seen multiple toddlers and children with major cases of road rash from spills on this bike lane over the past couple of years.	Safety Concern	37.42184431	-122.1484878	3
148791	Heading east from Galvez across CA 82 on to Embarcadero Rd is unsafe for bicycles. There is no bike lane on Embarcadero between CA 82 and the traffic light for the entrance to PA High School, beyond where cyclists can take the sidewalk beneath Caltrain tracks. There is a concrete island in the east side the intersection of 82 that forces cyclists into a lane of traffic. The road surface on 82 is full of potholes. I ride this regularly, and it takes nerves of steel to share the road with 2 lanes of cars that don't want to share.	Infrastructure Needed	37.43715231	-122.160268	3
148809	Huge potholes in both directions crossing El Camino from both directions east and west. Hundreds of students use this path to bike to Fletcher and Gunn High School. Please fill up these pot holes.	Safety Concern	37.41198193	-122.124616	3
148810	Also there a many potholes in the crosswalk and many use these crosswalks to travel to Walgreens. There are senior centers closeby and the crosswalks are dangerous to walkers.	Safety Concern	37.41237017	-122.1591324	3
148819	These potholes are dangerous to walkers and riders and it doesn't make sense that this is a safe route to schools with this hazard.	Safety Concern	37.41732707	-122.1575279	3
148824	Dangerous intersection. Needs new zebra stripes at crossing. Many cars run red lights. Children crossing.	Infrastructure Needed	37.42134051	-122.1201779	3
148852	The traffic light frequently turns red for Stanford Ave traffic even when there is no one coming from Peter Couetts Rd.	Infrastructure Needed	37.44417997	-122.1633804	3
148861	This junction needs better pedestrian/bike infrastructure and signage to manage road traffic and kids walking and biking to school at busy rush hour.	Safety Concern	37.42508897	-122.1099925	3
148864	There is inadequate bike parking along university ave.	Infrastructure Needed	37.43245247	-122.154751	3
148878	The intent of raising this intersection with the textured surface to slow drivers down is a failure. It is not raised enough to slow people down. Drivers on Ross routinely drive through the stop signs after 5-10 MPH, before being able to see pedestrians or cyclists.	Safety Concern	37.42619583	-122.1504653	3
148879	There should be a traffic signal visible from the West side of El Camino at Churchill so cyclists can see when the signal is green for traffic on Churchill.	Infrastructure Needed	37.42153905	-122.1514914	3
148885	The eastbound stop sign on Stanford Avenue is not clearly visible to motorists because it is far from the intersection due to a tree. I'd recommend trying to reposition the stop sign closer to the intersection as well as installing flashing lights for when pedestrians are crossing. Perhaps a speed bump might also be helpful.	Safety Concern	37.42153905	-122.1514914	3
148895	This intersection needs to be a 4 way stop. Cars zoom down Oberlin and since it is one of the few 2-way stops in College Terrace, I've seen many near-accidents as drivers assume the Oberlin cross-traffic will stop (even though they don't have a stop sign).	Infrastructure Needed	37.415708	-122.1281337	3
148896	Crossing El Camino is difficult by bike with loose gravel and pot holes. El Camino crossings needs regular street sweeping and smoother road.	Safety Concern	37.4118438	-122.124824	3
148910	At Los Robles At Maybel At Charleston	Infrastructure Needed	37.42763698	-122.1492808	3
148941	El Camino street crossing is dangerous with loose gravel and big pot holes. Maybel needs Bike Blvd upgrade (it is marked in bike plan as a Bike Blvd) but doesn't have share the road signage, bike lane, or share the road signs. Hundreds of kids ride this road daily for school commute so it needs attention.	Safety Concern	37.446393	-122.1706579	3
148910	Stop all car traffic for pedestrian and cyclists on all major intersections with designated "safe routes to school".	Safety Concern			
148941	Biking on Palo Alto Ave turning onto Bike Path parallel to El Camino in El Camino Park. This is very unsafe because it involves crossing car exit from El Camino going wrong way. There is a closed gate further 'east' on PA Avenue which could be used to access the bike path much more safely. Please open the gate.	Safety Concern			

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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148944	Car. Turning left from N bound El Camino onto Stanford Ave there is a median barrier with a gap for a pedestrian crossing. The extension of the median is not visible from a car stopped in the left turn lane and many vehicles have hit it. Please put up a visible post or something.	Infrastructure Needed	37.42758586	-122.1491135	3
148958	I know this is in Los Altos Hills, and jurisdiction of the county and CalTrans, but a safe, low stress connection walking/biking connection from the Stanford Trail at Foothill Expy via Old Page Mill to Page Mill and Arastradero would greatly improve walking and biking access to Arastradero Preserve. (The county proposed sidepath on the S. side of Page Mill Expressway to Deer Creek Rd will not serve this need, and is inferior because of the hill it must go over, and its proximity to Page Mill Expressway.	Infrastructure Needed	37.39066384	-122.1635468	3
148974	This isn't a standard roundabout traffic circle. It's some weird combination of a stop on one road and a roundabout without any yield markings. It is totally confusing for drivers because it's not clear who has right of way on Colage Ave and there's no crosswalk for pedestrians. Please turn this into a standard roundabout (no stop sign) and proper entry markings to the roundabout.	Safety Concern	37.42515249	-122.1484905	3
148990	The stretch of University/Palm Dr. from Homer to Alma under the train station and over El Camino is extremely dangerous for bikes. There are no protected bike lanes and no way to travel through this area without having to share lanes with unsafe traffic and low visibility, riding on sidewalks, or dismounting and walking through the train station. The bikes going in and out of the train station ramps create extra hazard, as most bikers use the sidewalks on the bridge over El Camino and the underpass under the train station.	Safety Concern	37.44223814	-122.1652043	3
149005	PLEASE put better signage at this intersection and more red paint for safety and visibility. I have been almost hit here like 1000 times. It could be as easy as more red curb to create greater sight distances and better signage since cars DO NOT know it is a 2-way stop and bikes have the ROW on the bike boulevard.	Safety Concern	37.44820375	-122.1652725	3
149006	PLEASE put better signage at this intersection and more red paint for safety and visibility. I have been almost hit here like 1000 times. It could be as easy as more red curb to create greater sight distances and better signage since cars DO NOT know it is a 2-way stop and bikes have the ROW on the bike boulevard.	Infrastructure Needed	37.44737727	-122.1640631	3
149039	As a driver on Birch pulling into Park Blvd and heading toward El Camino, it's impossible to see the bikers coming toward me. The road curves around that island and cars are parked up to the corner. I have to creep out into the road to see the bikers, and they get mad. My suggestion: red paint/no parking on the corner of Park and Birch.	Safety Concern	37.43104658	-122.1493483	3
149076	There is no lighting at night on this section of Bol Park Pathway which goes along the border with Gunn High School. There are lights along this path which are on further down the path, but the lights next to Gunn need to be on at night.	Safety Concern	37.40483708	-122.1334611	3
149084	The crossing sign with the yellow flashing lights does not work. Cars do not stop for pedestrians	Infrastructure Needed	37.41319422	-122.1248544	3
149119	The sidewalk here is extremely crowded and dangerous in the mornings before Escondido School starts, with bikes (including widebody cargo bikes that take up the entire sidewalk), scooters, and pedestrians rushing to and from the Escondido gate. Pedestrians frequently have to veer off the paved sidewalk to accommodate bikes. Consider widening the sidewalk (currently there is a dirt path alongside the sidewalk) and clearly dividing it into two lanes.	Safety Concern	37.42094611	-122.155022	3
149155	<p>There is a stop sign at Yale x Stanford and a speed bump at Wellesley x Stanford. However, between Yale and Wellesley Ave ON STANFORD, there is neither a stop sign or a speed bump and cars whip past Stanford at high speeds in both directions at Williams x Stanford ave. It's both dangerous and there needs to be a stop sign or a speed bump at Stanford x Williams to slow down traffic.</p> <p>Also the speed bumps are so small, that cars go at high speeds over the existing speed bump at Wellesley x Stanford.</p> <p>Furthermore, parked cars on Stanford block the line of vision for the many cyclists that exit out of Williams onto Stanford ave.</p> <p>There is also a tendency for the elementary, Greene middle and Palo Alto high school students who bike North on Stanford Ave towards El Camino to use the pedestrian side walks as there is no clear bike lane on the east side of Stanford Ave for cyclists to bike towards El Camino (towards Palo Alto High or Greene Middle School), leading to increased danger for both pedestrians and cyclists.</p> <p>A BIKE Lane must be created on the east side of Stanford so cyclists biking north on Stanford towards Paly high or Greene Middle school are more protected.</p>	Safety Concern	37.42550927	-122.1510743	3
149195	This intersection is designed to restrict auto traffic flow but does NOT make appropriate concessions to bicycles coming down Margarita turning left onto Park Blvd, or bicycles turning left from Park onto Margarita. Also, motorcycles frequently use the bicycle cut-through to go straight through on Park Blvd, and cars southbound on Park frequently make the right turn onto Margarita and then immediately U-turn and continue back onto Park Blvd.	Safety Concern	37.4222508	-122.1321121	3
149317	Street lighting is poor and insufficient in this part of Magnolia Drive, creating hazardous condition for pedestrians during night and late evenings.	Safety Concern	37.41527926	-122.1325858	3
149319	Insufficient street light creates hazardous condition for pedestrians and bikers in the evenings/nights, especially during daylight saving time.	Safety Concern	37.41548211	-122.132991	3
149876	Because there are fewer stop signs, Homer and Channing, still one direction each (originally due to the prior location of PAMF), are best for bike commuters going to Caltrain or Stanford from points east. It would be ideal if these two-lane streets could instead have one lane for cars and one for bikes, with designated loading zones separate from these lanes for various delivery trucks using these streets.	Infrastructure Needed	37.4460097	-122.1553828	3

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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149877	Because there are fewer stop signs, Homer and Channing, still one direction each (originally due to the prior location of PAMF), are best for bike commuters going from Caltrain or Stanford to points east. It would be ideal if these two-lane streets could instead have one lane for cars and one for bikes, with designated loading zones separate from these lanes for various delivery trucks using these streets.	Infrastructure Needed	37.44534636	-122.1539114	3
149881	As one leaves the bike bridge going east to turn right (south) on the frontage road, though you come to a full stop, it is impossible to see if someone is walking or riding along the sidewalk coming north, due to the City of Palo Alto opaque fence covering that comes right to the corner of the lot on the right. If one could see through the chain link fence even a little, one could then know if a safe righthand turn is possible.	Safety Concern	37.44811854	-122.1192315	3
149885	Some of the stop signs on the cross streets of Bryant NW of Lytton (Hawthorne, etc) have "2 way stop" signs that are so worn, cars don't realize that bike (or car) traffic does not stop on Bryant. Many just cruise through at these stops, barely avoiding cyclists that have the right of way.	Safety Concern	37.44829511	-122.1653759	3
149886	For pedestrians and cyclists traversing from Byxbee Park to the Embarcadero Fwy crossing, we need to go across E Bayshore Rd. Heavy traffic and speeding cars create a dangerous point of collision between peds and cars. I've seen people running across the street for safety. In order to create a safer pathway, a crosswalk with lights would benefit all.	Safety Concern	37.44752423	-122.1188287	3
149893	Cars coming from Lincoln from the north and are crossing Middlefield often do not pay careful attention to traffic on Middlefield, hence creating risk to cause an accident that impacts people biking and walking around that corner as well	Safety Concern	37.44602666	-122.149349	3
149946	The previous comment about the gas station is dead on accurate. The amount of dangerous traffic the station creates is crazy. All day long I see and hear cars leaving that station doing burnouts or simply going full throttle through 4 gears up to the freeway overpass. There's no enforcement, the days of having a PAPD officer sitting at St Francis watching for dangerous drivers is long gone. And the vast majority of the traffic/dangerous U-turns on/at St Francis are people coming from the gas station. So is it time to talk about getting rid of the gas station?	Safety Concern	37.44747882	-122.1259156	3
149966	Just a horrible intersection for bikes. The road is very badly worn, and cars turning right onto Arastradero often don't stop. And the cars crossing El Camino try to run the bikes off the road that are trying to cross, since there isn't much room for the bikes on the other side.	Safety Concern	37.41065878	-122.1231585	3
147773	as	Destination You Want to Access	37.44168663	-122.1415567	2
148296	Bi directional bikers ride on sidewalk on north/east side of Alma to get to and from Greenmeadow, Caltrain, and also Charleston Corridor.Need wider sidewalk.	Safety Concern	37.41343498	-122.1147474	2
148318	This intersection has improved some, but is not safe enough for pedestrians and cyclists. Kids still have to take the sidewalk to be safe. Cars are often in a hurry to get onto Page Mill, the bike lanes are not separated enough from the cars. The crossing light for pedestrians and cyclist could be on a separate timer and a sign could be placed to watch for bikers going straight so turning cars wait and watch out (or use the same signage that is on Homer Ave and Alma: cars are not allowed to turn onto Alma when the pedestrian/cycle traffic light is green(white). It would be safer when cars are forced to wait to turn onto Page Mill. Cars illegally parked in the bike lane. Signage and enforcement are not fixing this problem.	Safety Concern	37.41882558	-122.1454251	2
148340	Make this a green bike lane, the same as there is on the other half of El Camino Way.	Infrastructure Needed	37.41498798	-122.1267854	2
148353	Remove 2 parking spaces in front of Patagonia. Add large scale biking parking instead	Infrastructure Needed	37.44297067	-122.163133	2
148369	Agree with great suggestion to add height to Amarillo sidewalk curb. In addition to original comment, bollards or posts or something high would have the added bonus of discouraging (already forbidden) drop-offs along that stretch. When families have their kids jump out there, the car doors can hit kids passing on bikes/scooters as the children getting out of the cars in a rush don't check for pedestrians before they open their doors; at minimum kids jumping out there creates extra congestion and general lack of safety in that corridor for everyone. High barriers would also discourage cars from (illegally) parking there - when that happens, no one can pass on the road safely.	Infrastructure Needed	37.43892939	-122.1233738	2
148386	It would be nice if this intersection were set up like the one on California and Middlefield with the white bollards and a biking path to JLS- maybe even as part of the park to separate the middle schoolers from the elementary school walkers.	Safety Concern	37.42309758	-122.1167901	2
148432	A 4 way stop here would also help slow traffic speeding down Stanford as there isn't a stop from Yale to Escondido.	Infrastructure Needed	37.42482022	-122.1516785	2
148454	Cars blow through this stop sign all the time. It is especially bad at school drop-off time.	Safety Concern	37.44207699	-122.1235886	2
148477	Would be great to have a paved path through the interior of the park for those who want a more pleasant bike ride than being led to the car park.	Infrastructure Needed	37.42087894	-122.1146303	2
148490	Sensors don't recognize bikes, a bike signal pole is needed in both directions for safe crossing of Middlefield. While this is an issue at many intersections, the Homer/Middlefield should be a priority as it leads to the Homer bike underpass and Embarcadero bike path.	Infrastructure Needed	37.44838674	-122.1530708	2
148491	Bikes (kids rushing to school but also adults) do not disembark their bikes regardless of who is in the tunnel. Crowds of kids rush down on bikes at full speed at 8.45am in their way to school and regularly endanger pedestrians.	Safety Concern	37.42947959	-122.142037	2
148533	Bikers ride against traffic on the wrong side. Cars picking up after school cause grid lock	Infrastructure Needed	37.43786376	-122.1361866	2

Comments have been arranged in the descending number of likes

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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148544	Farmers Market cars and trucks are on Cal Ave..So is Cal ave closed to cars or Not? At what hours? Who is in charge of the signage and rules?	Safety Concern	37.42613749	-122.1449725	2
148550	Parents waiting to pick up children park on the road. This creates gridlock	Safety Concern	37.43855844	-122.1354883	2
148621	Saw a lady almost get run over at the crosswalk by a car speeding after the stop sign Emerson and Homer.	Safety Concern	37.44204815	-122.159375	2
148628	The tree roots make this dangerous to bike	Safety Concern	37.41995177	-122.1121808	2
148634	Need some nice visible entrance here. Still regularly find people lost at the California Avenue ave under crossing looking for the northbound train. I've even seen people try to cross Alma!!! yikes, and climb fence, in the past. Opportunity for something big and artistic like in Paris?	Other	37.42854758	-122.1410066	2
148647	This road is too narrow with the street parking. Remove the parking on one side and have a separate lane for bikes. If possible, elevate the crosswalks to enhance visibility		37.41321576	-122.1248841	2
148650	I love this intersection as a pedestrian and bicyclist. The dedicated lights, the greenery, the clear signage. Please do more of this.	Other	37.41917086	-122.1114958	2
148651	I would love to be able to ride my bike to Costco	Destination You Want to Access	37.42046007	-122.0937809	2
148666	Had a low speed collision with a pedestrian here. This junction is not safe at all. Turning left from Cowper the walk sign does not become active until about 2 seconds after the light turns green so that the crosswalk comes on MID TURN. This resulted in a pedestrian stepping into the crosswalk at the same time I turned. Given the nearby school it was very lucky this was not a child or serious injuries could occur. Filter arrows for automobiles coming from Cowper are a necessity.	Safety Concern	37.42309768	-122.1168614	2
148668	The slip lane to turn right from Foothill to Hillview is really dangerous (this is generally true of the slip lanes off of Foothill). There is very poor visibility as a pedestrian on Hillview, and Foothill cars are generally driving very fast and unaware that there may be a pedestrian trying to cross.	Safety Concern	37.40411085	-122.1462948	2
148680	The "Bike Lane" along los robes feels very dangerous. It is a narrow road with cars sometimes parked into the lane. There are many residents parked in the gravel beside the road that have poor visibility when pulling out into the road.				
148680	The road in general is also starting to get rough and may become a larger problem quickly.	Safety Concern	37.41021538	-122.1327791	2
148686	Occasionally adult bicyclists have used Alma. This roadway is very narrow with no shoulder. Traffic is typically high. This is dangerous for the cyclist and for passing traffic. Are there any solutions?		37.41985713	-122.1265157	2
148689	The university avenue pedestrian tunnel underneath the Caltrain station regularly smells of urine. Better sanitation is needed.	Other	37.44321604	-122.1644629	2
148702	We need much better traffic enforcement of turn-only on weekday mornings here for Churchill traffic approaching Alma from the Emerson side. Vehicles disregard the turn-only signage and light, cross Alma, and then proceed onto this block of Churchill and endanger the many bikes that are using this road.	Safety Concern	37.43531685	-122.151904	2
148723	Whitsell is a narrow street and it is also on the Walk and Roll Map for Barron Park School. The intersection with Matadero is dangerous for cars because parking is allowed on both sides of Whitsell near the corner. Safety concern for drivers on Whitsell wanting to turn onto Matadero, while driver on Matadero may want to turn onto Whitsell -not enough room! Visibility for cyclists is dangerously obscured by vegetation at corner.	Safety Concern	37.41732898	-122.1359077	2
148735	The sidewalk along El Camino between Matadero and Cal Ave is in poor condition. The surface is irregular, and the path is frequently interrupted by trees and poles. There's also been construction scaffolding over some sections for months. I only find it a little annoying, but people with mobility challenges may find it unnavigable.	Infrastructure Needed	37.41493685	-122.1361462	2
148738	Bike to downtown Mt. View. Route goes along Middlefield; terribly unsafe for last block to San Antonio with no bike lanes on either side and lots of driveways.	Destination You Want to Access	37.41185389	-122.0927413	2
148774	I bike from EPA to Stanford 3 days a week with two flashing lights a reflective vest and helmet. Riding in the bike line I commonly have cars coming into the bike lane to pass left had car or simply to pass cars that are going to slow. Would like to see barriers erected to stop cars passing on the right by using the bike like or at least police sting operations focused on curbing that activity.	Infrastructure Needed	37.45559309	-122.1498451	2
148779	In the previous BTPT, Program T-23 identified "Develop public sidewalks and bicycle facilities in Stanford Research Park and other employment areas." This element needs to continue at a more robust pace. As more and more workers return to the office, there are many more pedestrians and cyclists in the Research Park, especially in the area around the Hub (a popular coffee and lunch spot). Yet, it is still the case that vehicle drivers often speed on Hanover, Hillview and Porter (creating a safety issue for cyclists/pedestrians), the sidewalks are too narrow in many places for the number of pedestrians (especially around lunch time, and around bus stops at the beginning and end of the work day), there are sidewalk gaps (e.g., north side of Hanover in front of the power substation), and the traffic light cycles are long. Vehicles have three lanes of space in most places, including the center turn lane, seemingly indicating that "cars are king" and vehicles have priority. Please please strongly consider devoting more resources to cycling/pedestrian infrastructure within the Research Park, and repurposing some of the space currently used for vehicles and turning it into much needed mixed cycling/pedestrian space, especially around the Hub.	Infrastructure Needed	37.41183617	-122.1448261	2
148785	The intersection of Matadero and Laguna is dangerous for pedestrians approaching Laguna from the left-side of Matadero (as required by law). Cars and e-scooters/bikes traveling on Laguna toward this intersection regularly ignore the STOP sign and make the right turn at speed. Pedestrians just around the corner on Matadero are not at all visible to drivers due to bushes obstructing the view. The risk of a vehicle colliding into pedestrians here is high. Measures need to be taken to improve pedestrian safety at this intersection.	Safety Concern	37.4125694	-122.1400602	2

Comments have been arranged in the descending number of likes

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
148788	It is not clear how bikes headed to Hoover elementary from north bound Charleston are supposed to get there. Are they supposed to cross to the eastbound side of Charleston and join traffic on the bike path or are they supposed to do a u-turn at the next light?	Safety Concern	37.41738992	-122.1149253	2
148801	Bike/pedestrian bridge over Adobe Creek at Grove Ct would be excellent	Infrastructure Needed	37.42276955	-122.1094912	2
148814	The lack of pedestrian signage across Raimundo is a concern for my school-age children who walk to school. Cars drive through very quickly and fail to look for children. Could you please add a pedestrian crossing?	Safety Concern	37.41097108	-122.1576562	2
148818	The pavement is extremely rough / there are many pot holes. I've gotten a flat tire on my bike from crossing El Camino here, and from crossing El Camino in other places.	Safety Concern	37.43001607	-122.1517809	2
148823	Cars need to cross a busy bike lane right outside school to get to and from the '3-minute parking' zone. The name itself implies drivers are rushed. Other schools have red line / no parking outside school.	Safety Concern	37.42169982	-122.1194317	2
148832	There is a new pedestrian crossing here. But there isn't any kind of flashing light to alert drivers that someone is crossing. Honestly not sure why we needed that extra pedestrian crossing so close to the Charleston/Middlefield crossing that already is available and well protected. But to the extent we need to have another one so close to a major intersection requiring extra and unusual attention from the drivers, please add flashing lights indicating that someone is crossing. I especially worry about the children who cross assuming that traffic will somehow stop for them - they are kids after all.	Safety Concern	37.42059226	-122.1085072	2
148846	This light is unsafe for both motorists and pedestrians/cyclists due to the unprotected left turn signals on Middlefield. At a minimum, these should be changed to protected left turns during commute hours. If there are motorists in the left turn lane on Middlefield in both directions at the same time, the drivers can't see oncoming traffic (and this is always the case in evening rush hour). Therefore, when it is rush hour, most left turns happen during the yellow light. Adding to this, they are turning into the pedestrians who are also allowed to cross Loma Verde at the same time. It's a lot for drivers to watch at once and I've seen a car accident here. And to make the matter really bad, in the winter during the evening rush hour, due to the angle of the sun, the person turning left onto Loma verde (going towards El Carmelo) can't see and is blinded by the sun as they turn. I'd really love to see both a protected left turn here and at least during school commute times, an all walk pedestrian crossing to make it extremely safe for the students getting to school.	Safety Concern	37.42917775	-122.1226471	2
148850	It would be great if all intersections on College in College Terrace were roundabouts, like the one at Yale. It is especially confusing when the cross streets have the right of way.	Safety Concern	37.42303604	-122.1502582	2
148863	There is no way for cyclists to trigger a signal change when Westbound on Churchill, waiting to cross El Camino. The sensor in the traffic lane is not sensitive enough to detect bikes. Riders often give up waiting and cross without the light.	Safety Concern	37.43260116	-122.1545923	2
148867	Drivers often speed on Channing and do not respect cyclists' right to take a full lane. It should be reduced to a signal traffic lane and a protected bike lane by the South curb, parallel parking to the left of the bike lane.	Infrastructure Needed	37.44374486	-122.1556458	2
148877	The timing of the pedestrian signal on the northern end of El Camino requires reprogramming. It starts too late and is too short, which often leads to confusion for pedestrians. It is also sometimes unresponsive for long stretches of time. I have seen so many people get misled by this signal and find themselves caught in the middle of El Camino just as the high speed cross-traffic resumes.	Safety Concern	37.42501603	-122.1459715	2
148880	The no parking zone should be extended further out from the intersection along California Ave. Currently when vehicles are parked on this intersection it makes it very difficult for cars turning onto California Ave from Williams St to see any oncoming cross-traffic (which tends to be at very high speeds given the lack of speed bumps in this part of California Ave).	Safety Concern	37.42346946	-122.147113	2
148882	This intersection is confusing as there is no stop for traffic heading west - into the dead end, but cross traffic doesn't realize this and assumes a 4 way stop. Student bikers heading north on Wilkie, will slide through the stop sign, cut the turn left onto James short, and then be facing head-on traffic that has the right away. I've personally cleaned up about 7 bloodied students who have fallen off their bikes and hit cars doing this.	Safety Concern	37.41416605	-122.1231536	2
148883	Despite the signage indicating that this is a crosswalk, the cars never stop and wait for pedestrians. I use this intersection at least 2 to 4x a week and in the last few months a car has only stopped once. Something more is needed.	Safety Concern	37.44369056	-122.1456181	2
148885	cars parked in the bike lane on the opposite side of the road from Palo Verde make it very dangerous since bikes need to veer into the lane of traffic. Can we make it a no-parking zone on the half-block across the street from Palo Verde on Louis?		37.43112584	-122.1125733	2
148887	Bike Racks needed on this side of the shopping center by Peets. The bike racks by Piazzas are great but they are often full.	Infrastructure Needed	37.41948716	-122.1105876	2
148890	This is a very dangerous, tight intersection, where safety of schoolchildren coming from/going to Nixon Elementary and other pedestrians (numerous on the weekends because of Dish) has been overlooked for too long. Threats posed: cars accelerating through orange/red light, especially coming off Junipero Serra; cars turning right on a red onto Stanford ave. from Raimundo (drivers looking left, not at pedestrians waiting to cross); cars turning left onto Stanford ave from Raimundo and into crossing pedestrians.	Safety Concern	37.4123229	-122.1591087	2
148902	The Churchill parking entrance is SO dangerous, with pedestrians, bicyclists, and (new) drivers. Would love Paly to restripe the parking lot to create larger, diagonal spaces. Plus a stop sign or light at Churchill & Mariposa.	Safety Concern	37.43528349	-122.1524613	2
148905	When the high schoolers leave Paly, they cross the road on the north side and then cross through the traffic at Churchill to get to the bike lane on the south side of the road. Churchill might function better as a one way road so there is adequate space for the extensive bike traffic multiple times a day.	Infrastructure Needed	37.43594064	-122.1512909	2
148908	The bike lane going east disappears in the neighborhood and the traffic safety person is on the wrong side of the road for elementary kids going home from school because some use the side walk and some use the street - there isn't a clear designated path for them to follow and so some are biking across and then crossing midstreet while cars are driving straight across on the green light. el Camino should have some lights that pause all traffic and allow pedestrians and bikers - at California ave, Stanford and Churchill.	Safety Concern	37.42796452	-122.1489554	2

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
148915	I live at this intersection and can confidently say that at least one of three cars does not stop at the intersection of Pitman and Center. This is really dangerous because it is an intersection near a park with many children.	Safety Concern	37.45129754	-122.1442738	2
148916	Love the new round-about at the five way intersection (Hamilton/Southwood/Center)--it's forcing drivers to stop and think before ploughing through. It seems much safer now.	Other	37.45466326	-122.141562	2
148919	Put public restrooms in Eleanor Pardee Park! When my kids were little, it was a constant worry that someone would need to use the restroom while playing on the play structures. Also, I can't have picnics in this park because you can't stay for more than a few hours without someone needing a restroom. I imagine that there are no bathrooms now because it might *gasp* encourage out-of-neighborhood people to enjoy the park. I think it would be great for the park to draw lots of kids and have a vibrant play atmosphere.	Infrastructure Needed	37.44986517	-122.1421481	2
148920	The kids ride through the stop sign and cross traffic does not stop. This should really be a three way stop. Also, cross traffic is not easily seen by bikers as there is a lot of illegal parking, as noted by someone else.	Safety Concern	37.41313339	-122.1246984	2
148937	Please remove the RVs that are parked (permanently) blocking the bike lanes in both directions on Park. Having a sign stating no parking between 2 AM and 6AM does not help. Even if obeyed, I don't think there is much bike traffic during those hours.	Safety Concern	37.4275696	-122.1413255	2
148954	Bike Lane in the uphill direction.	Infrastructure Needed	37.38387936	-122.1811481	2
148955	Wider shoulder or bike lane in the uphill direction.	Infrastructure Needed	37.38214775	-122.1850506	2
148959	Seasonal access to the 101 underpass at Matadero should be opened to all, not just to joggers, and dog walkers who are able to climb over a fence. Access through the utility driveway off Colorado or from Greer Rd. should be easy. Would open up the Baylands to Midtown.	Infrastructure Needed	37.44005385	-122.1138937	2
148968	Embarcadero is a direct rout for many going to Paly, T&C, or Stanford. Can it be made a safe route for cyclists - Either in the street, or with improvements to make cyclists on the sidewalk safer at intersections? It seems like cyclists in narrow sidewalks is the current plan.	Safety Concern	37.44017462	-122.1500331	2
148983	For students biking to JLS coming from East of Middlefield (& for the sake of the community), there is a very unexpected stop light outside of Walgreens on Middlefield that catches cars who have just crossed Oregon/Middlefield stop light and that visibility is virtually 100% *blocked* by the sun's glare (going Southbound) in the morning commute hours during fall & winter months. Living nearby, I've driven my kids to JLS hundreds of times, but cannot even see the stop light in the morning sun glare, let alone the color of the light (Green? Red?), and so I inch forward through the stop light. However, most cars don't live here and are completely unaware and blow through stop lights at this location (as there are no cross streets to signify a need for a stoplight to exist.) I have known a few PAUSD kids and community neighbors who are crossing Middlefield at this location on a one-way signal, only to be hit by cars blowing through a red light. My suggestion: please implement blinking lights or sounds to alert cars of the stoplight, especially those morning commute hours in which I cannot even see that the stop light itself. Thank you!	Safety Concern	37.43397253	-122.1302312	2
148997	Four way stop is needed here. These one way stop signs are super dangerous.	Infrastructure Needed	37.44700445	-122.166524	2
149004	This should be a 4 way stop, roundabout, or have a system to stop traffic when pedestrians and bikes need to stop (worst option bc that would be awful for traffic). As it stands, no one is clear on whether cars yield to bikes and peds. The lighting is also inadequate. It's very hard to see pedestrians and bikers at night, who often pop out thinking traffic will yield to them.	Safety Concern	37.43455172	-122.1526688	2
149013	There is a traffic light signal here that is supposed to be synchronized with the pedestrian walk sign to show as RED when the walk sign is activated. Drivers frequently run this red light and seriously endanger pedestrians and cyclist who are crossing the road here.	Safety Concern	37.44639278	-122.1707133	2
149015	Drivers routinely run red lights on our downtown streets. Everyone I know has a personal story about feeling threatened by cars running red lights. I have never seen any enforcement downtown.	Safety Concern	37.44542889	-122.162031	2
149016	Adults and children on bicycles ignore the 4-way stop sign at this intersection creating opportunities for collisions with vehicles. Particularly when Greene Middle School dismisses classes in the afternoon, students riding west in large groups block the vehicle lanes on N. California and ignore the stop sign on Bryant. Suggest posting a police officer intermittently on that corner to ticket scofflaws.	Safety Concern	37.43225042	-122.1399451	2
149017	This parking lot is a major thoroughfare for people going to Bing, CCSC, rear of Escondido, and the Stanford campus. Please consider infrastructure improvements that acknowledge this is a major route.	Infrastructure Needed	37.42168645	-122.1576026	2
149021	It would be nice to put the green bicycle markings on the stop areas of both sides of Stanford Ave @ El Camino so bicyclists can have a designated staging area while they wait, or something to give them separation from cars. This goes for other safe routes to school intersections crossing major thoroughfares like El Camino.	Safety Concern	37.42775936	-122.1492591	2
149049	People CONSTANTLY run this red light	Safety Concern	37.45033191	-122.1592723	2
149080	Are there signs on El Camino to tell bikers to take a parallel side street? I see bikers on El Camino dangerously riding in the street, maybe because they don't know of an alternative route.	Safety Concern	37.42191934	-122.1400201	2
149082	A lot of students on bikes do not stop at the sign. They will try to beat cars and is very dangerous for both drivers and bike riders	Safety Concern	37.40788926	-122.1276307	2
149106	Keeping this intersection open creates a large amount of traffic on Churchill from drivers trying to use it as a cut-through between Alma and El Camino. This makes it unsafe for cyclists to cross at Castilleja, partially just because of having to wait for the traffic to clear, and partially because drivers going one direction will stop for cyclists (despite there being no stop sign) but drivers going the other way may not.	Infrastructure Needed	37.43552697	-122.1516656	2
149112	Safety and use - need an overhead caged tunnel similar to the bike/pedestrian overground tunnel across 101 that will keep students and neighbors safe. Or to close Churchill all together. Too many safety issues at this intersection to list.	Infrastructure Needed	37.43533794	-122.1513491	2
149133	One child got hit by a car here while crossing the street as a pedestrian on a green light. The glare from the sun and shiny wet streets caused the driver not to see him. Had a serious injury and skull laceration	Infrastructure Needed	37.43397012	-122.1302172	2

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Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
149134	Child biking back from school Got hit by car biking from Cowper to Ohlone school.	Safety Concern	37.43396269	-122.1302213	2
149135	My kid almost got hit by a northbound car when it ran a red light.		37.43395531	-122.1302212	2
149139	My son and his friend were hit by a car when biking across El Camino. The car in the car lane could not see them crossing. The police were called to the scene for injuries and I reached out to the city about getting a crossing guard at the far ends of El Camino during peak school bike commute times.	Safety Concern	37.41566295	-122.128293	2
149148	This is a dangerous intersection for school kids. Should make this as an underpass or overpass for bikers. Short term solution is to employ a crossing guard to help kids cross during school rush hours.	Infrastructure Needed	37.43556218	-122.1515399	2
149150	This intersection is very unsafe for Paly students who are walking or biking across this intersection. This should be a 4 way stop.	Safety Concern	37.43457144	-122.1526194	2
149151	This is the intersection is pitch dark for Paly kids who are walking and crossing or biking and crossing making it very unsafe for them. Install street lights on both sides on this intersections where kids are visible when they are walking/biking across.	Safety Concern	37.43459153	-122.1526342	2
149152	Suggest adapting the traffic pattern to include a left turn lane for westbound traffic on University.	Infrastructure Needed	37.45550579	-122.1469258	2
	cars parked on College ave on the southbound side (west side of College ave) are so close to the stop sign (2-way stop) that cars, pedestrians and cyclists have trouble having a clear line of vision along Williams when going south-east along Williams street.				
149157	Both sides of the south bound curb (west side of the street) on College ave, at the intersection of College x Williams MUST BE PAINTED RED SO CARS DO NOT PARK RIGHT UP TO THE STOP SIGN and block the line of vision	Safety Concern	37.42444827	-122.1490434	2
149160	Consider putting speed bumps ON Bryant close to the roundabout. A few months ago, a clinic worker who works in one of the facilities in downtown Palo Alto and often takes Bryant Street, was rounding the corner of the roundabout so fast, his car jumped the curb and hit the lamppost on the north east corner of Addison x Bryant, and completely severed the STEEL LAMPPPOST in half. Thankfully this was early morning on Saturday. If this had been any other school day, a child or middle schooler or high schooler or walker or jogger could have easily been hit by this car turning the corner at such top notch speed, and killed someone. People familiar with this roundabout, go around it at breakneck speeds. There needs to be a speed bump right as cars enter the round about ON BRYANT in both directions, which forces cars to SLOW DOWN	Infrastructure Needed	37.44196571	-122.1553423	2
149161	There is not enough street lighting on Addison between Ramona and Ln D E. Because Ln D E is an ally way, and homes often have only their car driveways and garages face east side of Addison road, so the "front yard" of PROPERTIES FACING ADDISON ave on the east side of Addison Ave are not lit up. At night time, the entire east side of Addison Ave is dimly lit and more street lamp posts should be installed along Addison Ave between Ramona AND BRYANT given many students cycle north along Addison towards Bryant (as it is a safe routes to school street). Also many elementary kids bike, walk or scooter on the side walk of Addison (going north east) where the street and intersections are dimly lit. Given day light savings time, and winter making things darker in the evenings, consider adding more street light on Addison ave (between Bryant & RAMONA)	Safety Concern	37.44146525	-122.1558414	2
149163	can we add more lighting and cameras here in this underground tunnel? Many Palo Alto high students use this underpass to bike or walk to Palo Alto high, but there have been a few cases of Palo Alto citizens being mugged in this underpass and robbed of their iphones etc.	Safety Concern	37.44100576	-122.1604402	2
149166	put in a bike lane - on the east side of Stanford ave (direction going north towards El Camino) - otherwise kids will continue to bike on the sidewalk. This puts the kids' lives at risk when they bike up Stanford Ave towards El Camino as they bike on sidewalk and traverse intersections (hopping on and off sidewalks) because there is no designated bike lane	Infrastructure Needed	37.42535229	-122.151167	2
149167	Going north on bike path between the soccer field and El Camino. When one comes to Palo Alto Ave it makes sense to turn right into Palo Alto Ave. then one must go 1/2 block across the tracks and then cross Palo Alto Ave to get into the path over San Francisquito Creek. Otherwise one has to go across the intersection of El Camino and Palo Alto Ave and then go against traffic and in the wrong way in the bike lane to access the bike bridge to Menlo Park and Alan Ave.	Destination You Want to Access	37.44647963	-122.1706932	2
149168	Please put in bike lanes on BRYANT street. Cars are parked along Bryant but there are no bike lane markings. BRYANT Street is a safe routes to school street, just like North California ave, but only North California has bike lane markings. Put in bike lanes please	Infrastructure Needed	37.44192454	-122.1554386	2
149179	So many accidents and near accidents at this intersection. If you're on CA turning left onto Alma, it's also not unusual for drivers to pull up behind and lay on the horn, making the turner have to choose between potential road rage and an accident. May be time to put a light here, at least timed with others so it doesn't affect the expressway.	Safety Concern	37.42965437	-122.1420579	2
149181	As a pedestrian who walks down Barron frequently, I would not support turning it into a one way street as it would make it much less safe for pedestrians and cyclists. Restricting left turns at El Camino would prevent more cars from driving down it however.	Safety Concern	37.41728507	-122.1330682	2
149182	My daughter has almost been struck here multiple times while trying to get to school. Drivers turning right from El Camino Way often do not look for pedestrians crossing El Camino because they are too busy looking for a gap in traffic.	Safety Concern	37.41584104	-122.1280842	2
149183	It would be amazing to have Class IV bike lanes on El Camino to be able to access these stores more easily by bike. The current 110' stroad is incompatible with our urban environment. Park Ave is great, but bicycles need a network of roads.	Infrastructure Needed	37.42005442	-122.136127	2

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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149184	The center lane on Hanover encourages cars to speed here (either up or down the hill) and creates a huge hazard with the Bol Park Bike Path. The center lane should be removed and the bicycle "gutters" converted into Class IV bike lanes	Infrastructure Needed	37.41348126	-122.1435543	2
149193	The road surface down Margarita Ave is in poor condition - unpleasant to bike down.	Other	37.41992262	-122.1339519	2
149194	Cars coming from downtown or turning from Embarcadero don't seem to know that Bryant is a Bike Boulevard. The cars go fast and I think some speed bumps (with a gap for bikes) would be very helpful to slow these cars down.	Safety Concern	37.44020681	-122.1525965	2
149200	Median could be improved to allow better bicycle through traffic. Gutter gap is often blocked by parked vehicles and the other path is too narrow for bikes and pedestrians coming in opposite directions.	Safety Concern	37.42235989	-122.1319907	2
149201	Should be a 4-way stop or change it so the bike boulevard doesn't need to stop.	Infrastructure Needed	37.41308445	-122.1216844	2
149213	for cyclists, the left turn from eastbound charleston to northbound fabian is dangerous and bizarre. there's a rectangle of green paint on the *right* side of eastbound charleston, and on that green paint is a left arrow. is the idea that a single bicycle should wait in that green box to turn left, surprising and crossing all lanes of traffic? this is a "suicide box."	Safety Concern	37.422017	-122.104257	2
149234	The induction sensor to cross from Terman to Donald does not trigger consistently for bikes. Fine for kids leaving Fletcher, but for commuters like myself, it is a nuisance to wait multiple light cycles before giving up and going to the sidewalk to trigger the ped light. The sensor only seems to trigger for cars and when a bike is waiting, cars are too hesitant to pull up behind (onto the sensor).	Infrastructure Needed	37.4037058	-122.127906	2
149278	A multi-use path along Alma from East Meadow to the San Antonio Caltrain station would be very nice. This path would also support bike/pedestrian trips to Etz Chayim and churches on this stretch of Alma.	Infrastructure Needed	37.40944039	-122.1101586	2
149318	Dangerous bend for pedestrians and bikers due to fast-moving vehicles rushing to drop-off/pick-up kids at Barron Elementary and no space on the either side of the road. Blind curve means either the vehicle overtakes pedestrian/biker with very little safety margin without spilling over to the oncoming lane, risking the pedestrian/biker or the vehicle spills over, risking themselves or oncoming vehicle that has no visibility of the situation.	Safety Concern	37.41544022	-122.1341338	2
149745	The road here is difficult to cross on a bike, with a stroller, in a wheelchair, or with children due to large potholes and a rough, bumpy surface. It's also not easy to cross here on bike or foot but necessary for families that map to Juana Briones.	Infrastructure Needed	37.41193675	-122.1246651	2
149847	This section of Middlefield between Loma Verde and Oregon is terrifying for bicylists: Cars are going so fast (often 40 MPH instead of the posted 25) that cyclists often use the sidewalk instead, which makes it unsafe for pedestrians. Furthermore, between Colorado and Oregon, the bike lane disappears and the driving lanes become very narrow. We need better bike lanes and traffic calming measures on Middlefield through Midtown.		37.43139106	-122.1261994	2
149850	Dangerous right on red at cal ave onto southbound ECR. Very busy bike ped intersection, busses swinging on ECR just at Cal ave Also, many northbound red light runners maybe visibility problems for northbound ECR in far right lane. Same problem one block north at Cambridge and ECR northbound	Safety Concern	37.42498951	-122.1458157	2
149852	Many cars coming south on ECR Run green turning arrow onto eastbound Embarcadero create a blocked intersection when stuck on ECR waiting to get green lit just east on embarcadero into Town and Country and Paly Embarcadero from ECR to 101 is subject to terrible speeding	Safety Concern	37.43729889	-122.1601198	2
149854	This is a high volume intersection for vehicles coming on Sheridan and turning right onto Park. Unfortunately, hardly any of them stop and most only look to the left to see if it is clear. I regularly walk north on Park through this intersection and even though I have the right of way have been close to an accident several times.	Safety Concern	37.42682365	-122.1402267	2
149858	This intersection is a disaster. The "Keep Clear" box makes it often impossible to turn left off of Oregon Ave -- traffic on Greer is moving, and the cycle of the light means that it often turns red with cars in the Keep Clear from the right. Turning right off of Oregon Ave is also difficult. While looking right into the direction of the turn, cars are turning right from Oregon Expressway SW to Greer NW, but are several feet back, and behind the turning cars on Oregon Ave. This is true both when the light on Oregon Exp is green and when red, with right turn permitted. The lack of alignment of Greer at Oregon Expressway also makes it difficult to turn from Greer heading NW on to Oregon Ave. Cars need to swing wide to make the turn, or risk head-on collision with traffic at the STOP sign on SW Oregon Ave.		37.44201964	-122.122897	2
149869	Unsafe lane narrowing -- bike lane disappears	Infrastructure Needed	37.41609153	-122.1029032	2
149934	block off through traffic on bryant here to calm the traffic. this is perhaps the most busy part of the bike blvd making it stressful to get to the caltrain.	Infrastructure Needed	37.44590229	-122.1615431	2
149935	upgrade the sharrows to protected bike lanes here	Safety Concern	37.44465646	-122.1648964	2
149940	the fence here greatly cuts into visibility. Can we remove the vision blocking slats within 8' of the corner of the fence?	Safety Concern	37.44758888	-122.1189976	2

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
	The foliage on the wire fence makes it difficult to see pedestrians and bikes coming across Oregon Expressway.				
149949	This is particularly dangerous for bikes coming at speed when cars are on NE Oregon Ave.	Safety Concern	37.44483716	-122.1242302	2
149963	This whole confusing intersection is terrible. Cars drive too fast, and coming out of the soccer field is a nightmare for pedestrians and bicyclists alike.	Safety Concern	37.44653372	-122.1708536	2
150023	I have tried for 10 years to make this a 4 way stop. Near misses are very very common.	Safety Concern	37.44753119	-122.1640942	2
150034	The width of the surface between the curb and the concrete structure for the stairs leaves very little room. Coupled with visibility issues and the transit bus parking makes for a hazardous situation.	Infrastructure Needed	37.44295644	-122.164304	2
150122	Safety concern for pedestrians and cars. Cars are speeding down Waverly, going 50 miles an hours	Safety Concern	37.435764	-122.1431302	2
150126	Pedestrian and bicycle traffic is very hard to accommodate. Many close call/accidents of bicycles going in both directions, pedestrians walking to multiple schools and heavy car traffic driving much too fast and speeding around corners. Slowing measures are needed.	Safety Concern	37.44227504	-122.1422637	2
150166	The access via ramp on both sides is hazardous to underpass. Pedestrian, bikes and children on scooters use this. The slope of the ramp tilts/bevels toward high speed traffic with incomplete coverage (perhaps for drainage). The guard railing is ancient and not protective and bent. This improvement request has been shared for 20 years with no improvement. Also the ramp access from the Kingsley side is too narrow with a pole that creates a hazard as high speed (greater than 50 mph) egress Embarcadero toward Alma. The hazard flashing light is not automatic to facilitate bicycle transportation use. Obviously the bike routing on the portion of Kingsley as it intersects Emerson is inadequate as both pedestrian and bike must use this to access the neighborhood. (Editorial Comment: Symbolically across the years this bias toward cars and not toward bikes at this location symbolizes the City not being really committed to the mode shift our climate action plan invites)	Infrastructure Needed	37.43839387	-122.1557875	2
148240	There is only a sidewalk on the west side of San Antonio Ave, not the east side, thus all bikes and pedestrians cross Ponce Drive to get to CalTrain or Alma. Motorists coming out of Ponce Drive often don't see crossers until they almost hit them. Traffic will get worse as more developments are built on San Antonio Rd from people who drive, bike, and walk to CalTrain or Alma.	Safety Concern	37.40958519	-122.1082434	1
148292	No way to bike to Hausner School safely except on narrow sidewalk	Infrastructure Needed	37.41347933	-122.1045638	1
148301	Northbound bikers crossing Charleston wait way too long for light. Compare to the light at Bryant and busy Embarcadero, which is much more responsive.	Infrastructure Needed	37.42202635	-122.1057041	1
148305	Cars crossing across the bike lane with no real constraints.	Safety Concern	37.41786857	-122.1141586	1
148321	Southbound bicyclists cross El Camino either must wedge themselves in between cars in the two traffic lanes (one right turn and one straight/left turn) or go onto the sidewalk to wait for the light to change. This is a heavily trafficked route to Greene. There should be a clear marking for a bike only lane rather than shared lane with cars. There should be no turn on red allowed from Newell onto El Camino.	Safety Concern	37.4431558	-122.1397765	1
148329	This is a very dangerous cross walk with bikes, pedestrians and cars all trying to cross east meadow at the same time. I'd recommend making one of the stop light cycles pedestrian / bike only all directions. Also, a direct route for bikes to cross Mitchell's park that isn't past the Fairmeadow walking / biking entrance from Mitchell Park would reduce the likelihood of middle schoolers hitting an elementary school student / other walker.		37.4231224	-122.1168405	1
148366	Crossing at melville and Waverley is a route to school. Feels unsafe because cars zoom by at high speeds here. This needs better bike and ped infra to cross Melville at waverly	Infrastructure Needed	37.44084833	-122.1504483	1
148371	The in-road sensor for bikes traveling southwest on Meadow does not work. Cyclists have to get on the sidewalk and push the pedestrian crosswalk button to get the light to turn, which can be unsafe/unwieldy depending on the situation.	Infrastructure Needed	37.42415361	-122.1143859	1
148372	As other comments have mentioned, this stretch of Meadow is extremely unsafe when kids are arriving at school in the morning. On southwest-bound Meadow, middle schoolers ride in packs in a narrow bike lane between cars driving through and cars trying to park to drop off their kids. Every day, I see kids on bikes spilling into the car lane without checking for cars. I'd suggest turning the SW-bound parking lane into a wide bike lane with posts like at Greene or better yet completely re-envisioning this road with pedestrian and bike safety as the priority. Perhaps widen the road to make more room for additional safety measures by cutting into that unused grassy area of the park. Certainly add a crossing guard at Cowper, preferably, one who can and will instruct the middle schoolers on safety and road rules as they pass. We also need way more bike safety education required for kids. The middle schoolers are out there on the roads but appear to have no idea what the rules of the road are. Every day, they ride too many across when it isn't safe to do so, swerving into the traffic and the "door zone" of the parked cars, they don't have their helmets buckled, they make left turns from the (curb side) bike lanes at (other) 4-way intersections, they cut across Meadow into the park without signaling, cut off and disregard the safety of pedestrians in crosswalks/sidewalks/paths, pass on the right on the bike path between Mitchell Park and Fairmeadow, stop and block the bike lane when their light at Cowper is green but they want the red so they can cross to the left into the park, etc. I love biking my kids to school but this stretch of Meadow in particular has felt so unsafe and stressful in the mornings the last two months that I'm seriously considering switching to going by car instead of bike (and I keep my TK'er on my cargo bike! - if TK were at our neighborhood school, I'd feel comfortable having him riding his own bike to school, but I don't dream of letting him attempt this route on his own bike).	Safety Concern	37.42372711	-122.1157488	1

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
148374	I was biking up Sand Hill Road late afternoon last week. An SUV passed a car at 50mph swerving into the shoulder on a blind curve. Cyclists use this shoulder/bike lane to reach the hills and mountains in Portola Valley and Woodside. So dangerous!	Safety Concern	37.4354196	-122.1816816	1
148378	Need a dedicated bike land and bike parking in front of store. Customers ride in every day to the Patagonia store.	Infrastructure Needed	37.44305535	-122.1632549	1
148380	Accessing the Northbound platform of the Caltrain station from Homer Ave requires merging with high speed traffic or riding through the parking lot. It would be great if the parking lot was made smaller and a dedicated bidirectional bike lane was added to allow connectivity to and from Homer Ave's bidirectional bike path.	Infrastructure Needed	37.44184896	-122.1619082	1
148385	Make the crosswalk at Walgreens have a flashing floor bumps ALONG with the light- this red light is impossible to see when the sun is shining in the winter time after rain.	Infrastructure Needed	37.43394108	-122.1299726	1
148458	The bike safety education concerns pointed out in the other comment near here wouldn't be a problem if people in cars didn't run into the kids. If this were a bikes-only road, there wouldn't be any safety problems.	Other	37.42370261	-122.1156901	1
148469	I bike out of Florales and make a left turn into Amaranta. It is hard to see if cars are speeding up on Amaranta going east to west. The Florales/Amaranta intersection needs pedestrian crossing markings on Amaranta. I have a similar problem as a pedestrian in the reverse direction. It doesn't feel safe.	Infrastructure Needed	37.40902273	-122.1299772	1
148493	Cars don't regularly stop for pedestrians, and bikes crossing Middlefield don't stand a chance. Could pedestrian crossing lights at least help bring attention to both groups so that they can safely cross Middlefield?	Infrastructure Needed	37.43976145	-122.1394805	1
148498	Cars on Colorado fly down this road and intersection. Consider speed humps. Kids on bikes have almost been hit multiple times.	Safety Concern	37.43483178	-122.1254018	1
148543	In the morning there are delivery and garbage trucks on Cal Ave. Is the road closed or not?	Other	37.42532923	-122.1455487	1
148551	El Camino needs to be repaved	Infrastructure Needed	37.42555595	-122.1467821	1
148614	The intersection of Ellsworth Place and Middlefield Road is dangerous to pedestrians and cyclists and also to cross traffic with Middlefield Road. People do not see there is a road here and pedestrians have almost been hit here on many, many occasions.	Safety Concern	37.43150942	-122.1263248	1
148615	Getting to Hoover Park across Middlefield Road is a game of Frogger! The only lights to cross Middlefield Road are at Colorado Ave and Loma Verde. There needs to be a safe crossing somewhere in between so people have easier access to both the park and the Bryant Bike Boulevard.	Destination You Want to Access	37.4301814	-122.128652	1
148619	Add a roundabout but keep the stop signs to force traffic to stop at the intersection	Infrastructure Needed	37.4250616	-122.1065234	1
148620	busy intersection with lots of people and bikes! The sidewalks are always filled with people and bikes. It would be good to increase the size of the sidewalks so that there isn't as much tension.	Infrastructure Needed	37.44235163	-122.1590694	1
148636	Sign this S-curve with BIKES MAY USE FULL LANE & DO NOT PASS signage. Drivers routinely pass cyclists on this S-curve when they cannot see opposing traffic.	Safety Concern	37.43949842	-122.1199008	1
148639	this is the crossing path and main entrance to JLS. One crossing guard, many cars, bicycles and pedestrians. Parents make turns on Waverley, almost hitting bicyclist and pedestrians etc.	Safety Concern	37.4213566	-122.1201231	1
148640	Please do NOT put a traffic light here. It would add too many cars to the bike boulevard.	Safety Concern	37.4343971	-122.1306829	1
148643	This parking lot and path around cubberley is utter chaos. Cars routinely drive the wrong way through the one-way signage and no wonder, the signage is poor and I. Parts there are painted arrows on the road going both directions. Close this narrow path to cars so pedestrians and bikes can pass safely.	Safety Concern	37.41696264	-122.1091196	1
148646	Something needs to be done about the line of cars blocking half of the southbound lane during pickup and dropoff. The backup can be blocks long and encouraged reckless passing. It's not responsible to have a school here and no safe way for students to bike there.		37.43575413	-122.1096977	1
148648	This sidewalk is confusing. Am I supposed to ride my bike on it or join car traffic on the road? Add some signage	Safety Concern	37.43878192	-122.1245983	1
148656	This entry into cubberley is a mess and should just be closed to car traffic. Folks disregard the signage already there, the cars turning in from northbound middle field cause a backup, there's a better entrance at the next intersection, this one just creates chaos	Safety Concern	37.41885947	-122.1085712	1
148658	There is no safe way for bicyclists to connect from the library to the south part of Mitchell bridge. They shouldn't go against the flow of one way traffic to connect to the multi-use path or be forced onto sidewalks but driving through the parking lot can also be hazardous given all of the distracted parkers. A protected path or marked route-in green?- would be helpful.	Infrastructure Needed	37.42201937	-122.1137939	1
148667	The sensor on this light appears to be timed to stop automobiles driving north east before JLS school. The sensor is very poorly timed and comes on too late which in turn creates an effect of vehicles accelerating to pass the yellow light or braking suddenly. Dangerous.	Safety Concern	37.42135998	-122.1201528	1
148669	Slip lane from Page Mill onto Foothill is always blocked at the crosswalk during commute hours. I take this to Matadero Creek Trail and am often waiting for the car to move off the crosswalk. Would suggest removing this altogether, or making the island continuous with the path (like a giant speed bump) to discourage people from parking across it. Also going the other way, drivers are not looking for bikes & pedestrians coming off the trail when the driver is turning right. I was hit at a similar intersection (at Page Mill & Coyote Hill). I no longer bike in this direction due to the visibility challenges here and drivers driving down the shoulder to get to this lane. It would be great to just remove this slip lane altogether.	Safety Concern	37.40600962	-122.1558111	1
148673	Need sidewalk on Coyote Hill - speed limit is way too high, and road connects with some good walking paths	Infrastructure Needed	37.40178693	-122.1482712	1
148678	This is technically out of the zone, but this bike path ends directly into a brick wall. What idiot that paved this path or put up the wall thought it was a good idea?? The wall should be removed so that the path can be safely accessible.	Infrastructure Needed	37.4532319	-122.1278929	1

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Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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148679	Access to the san francisquito creek trail when going along E Bayshore rd is not well marked. There should be signs added and lines painted showing that the trail is accessible from E Bayshore Rd towards the trail.	Infrastructure Needed	37.45247632	-122.1267021	1
148681	When going north from here, what is the intended way for cyclist to join onto Park blvd? Continue along wilkie, cross charleston and meadow and the light/stop signs, then right down maclane? Signage indicating how to get to the bike blvd on Park and to get to the cal ave downtown area from here would be helpful.	Infrastructure Needed	37.40918363	-122.1182392	1
148682	When heading south to San Antonio, what is the intended way for cyclists to do so? Adding signage on how to connector from Park blvd to San Antonio center with prioritization on making that route safer would help. Although out of the zone, crossing San Antonio by bike between the tracks and EL camino real is not fun, safe or well marked	Infrastructure Needed	37.40839328	-122.1176411	1
148700	Need a pedestrian path/side walk parallel to Foothil Expressway connecting Page Mill Road to Hillview Ave.	Infrastructure Needed	37.405396	-122.1514592	1
148701	I have tried for over 10 years to make this, and Everett/High, into a 4 way stop. I have been met with resistance from the city every step of the way.	Safety Concern	37.44746766	-122.1641562	1
148715	A stop sign for bikes halfway across the street? Have you ever seen the chaos that follows if someone actually obeys that sign?	Safety Concern	37.4305093	-122.175343	1
148722	Barron Ave is very narrow and should be made one way from - and in the direction - El Camino to Whitsell. Parking is now allowed on both sides and often two cars cannot navigate the road- another reason to make it one-way. Also intersection with LaSelva Dr is blind because of fence along property line	Safety Concern	37.41738455	-122.1329705	1
148729	It would be good to block off Cornell Street at California. Many streets parallel to Cornell are blocked off at California to prevent cut-through traffic, speeding, and traffic in general. This has had the effect of diverting all that traffic and speeding onto Cornell and a couple other streets. As you get farther west from El Camino this is less of a problem because those streets are not so attractive as cut-through streets. College Terrace is a tiny neighborhood, but surrounded by Stanford U., El Camino, and Page Mill, it sees a ton of dangerous through traffic.	Safety Concern	37.42209687	-122.1484944	1
148732	E. Meadow speed limit needs to be enforced.	Safety Concern	37.42529821	-122.1126722	1
148734	I frequently walk along El Camino Real, between Matadero and Cal Ave. Many drivers making right turns on both red and green lights do not look for pedestrians. Some drivers also attempt to make left turns at the last possible moment. This happens very frequently during morning and evening commute hours. This makes my regular walk quite dangerous, and I've had more than one very close call in the past few months. I have to be incredibly cautious and look for approaching drivers in right turn lanes when I cross, even though it is their legal obligation to ensure that no pedestrians are in the crossing. I'm not sure if there's a clean solution to this, but more protection for pedestrians (not just children and the elderly!) would be appreciated.	Safety Concern	37.41433908	-122.1326329	1
148736	An underground crossing at El Camino and Page Mill has been closed for as long as I've lived here -- would be nice to have that crossing available.		37.42248593	-122.1414532	1
148743	Bikes use Arastradero even though there is a separate walk/bike path. This is a narrow street with no shoulder and blind curves, which makes it very dangerous for drivers unexpectedly encountering cyclists	Safety Concern	37.39253914	-122.149496	1
148777	The right turn lane to go from Sand Hill road going east on to Stock Farm crosses the bike lane. During the morning commute I've seen numerous bicyclists nearly being hit because of drivers not being aware of bicyclists passing through. Needs extra attention getting signage/road markers/lights for bicycle awa	Safety Concern	37.43156886	-122.1855362	1
148780	At times the brush growth extends onto the sidewalk so the walkway is very narrow. The growth can also get to be 6 feet tall on both sides where I am visible to no one and I feel susceptible to crime walking through.	Safety Concern	37.44681731	-122.1698439	1
148781	I don't understand what this map is supposed to mean, with having Cal Ave split into two here. You can't drive on it in either direction. Is this supposed to indicate sidewalks?	Other	37.42535028	-122.1456765	1
148782	Why is the miniature golf course shown as being here? It is at ECR. Was it originally supposed to be here? Maybe it would be better if it were here.	Other	37.42548936	-122.1455427	1
148784	The indicator for bikes crossing Sand Hill from Clark Way to Pasteur Drive is frequently dysfunctional. Sometimes the only way for a cyclist to catch the light is to use the pedestrian crosswalk button. Alternatively, many just cross when they think it is clear enough.	Safety Concern	37.43473939	-122.1821677	1
148787	The pedestrian crossing sign was knocked down or removed rom the middle of this crosswalk but it should be replaced. All along Fabian, there should be consistent signage and markings on the road to indicate crosswalks. Some have paint that is obscured and no longer as visible as the other ones.	Infrastructure Needed	37.42932192	-122.1042869	1
148792	Pedestrian pathway not visible during night. Cars seen driving by without stopping despite the stop sign. Suggest an active light switch for the pedestrian pathway.	Safety Concern	37.43312741	-122.1731943	1
148794	Please finish connecting the bike path along Adobe Creek at least to Louis Road, as it is already a bike corridor as it crosses Charleston.	Infrastructure Needed	37.42872323	-122.1051045	1
148798	Signage needed to explain how this east bound bike path connects to Charleston NB. Right turn to Carlson to request cross in pedestrian crossing? Wrong way on sidewalk to Nelson?	Infrastructure Needed	37.41771902	-122.1144877	1
148802	The speed limit here is 25mph. Nobody follows this during off-peak hours, the usual speed is 40mph. There have been accidents at Keats & Middlefield, Cubberly/Montrose at Middlefield, San Antonio & Middlefield because of the increased speeds. Children use these to bicycle to JLS, Faimeadow, Hoover, Cubberly. Younger children are advised to take the pavement because the road is so dangerous, making the pavement dangerous for older pedestrians.	Safety Concern	37.41706508	-122.1049944	1
148821	Cars almost never stop at this pedestrian crossing, it's very dangerous. The crossing and lights are not always visible due to the trees. Cars travel on Fabian at 40-50 mph very often. It looks like a highway.	Safety Concern	37.42416926	-122.1042428	1
148827	Cars use the bike lanes on East Meadow as an extra driving lane. Better road markings or a separated bike lane needed.		37.42207444	-122.1188932	1

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Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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148830	Significant back-up of cars on Middlefield turning left into Mitchell Park Library parking lot. This frequently happens on weekends and during community events, in addition to weekday school / commute hours. Lots of near-miss collisions due to cars zipping around stopped traffic. What happened to the protected left turn lanes that made a brief appearance years ago? They should be added back.	Safety Concern	37.42262848	-122.1123491	1
148839	There is no crosswalk here but it is the main way to get to the park, or to go from the park to safeway, for many blocks, Cars do not stop as they are legally required to for "unmarked crosswalks" to cross over to sutter ave.	Safety Concern	37.43195941	-122.1270136	1
148848	Speed limit in residential areas where it is now 25 mph should be reduced. Safety issues are difficulty seeing traffic when backing up driveway to street and hazard for children and animals running out into street.	Safety Concern	37.41407816	-122.1621666	1
148849	Cars turning left out of PAMF onto El Camino share the signal phase with walkers. The conflict area at the crosswalk is four lanes long, so it's difficult for walkers to cross quickly, and it's far from where the left-turning cars stop so it's hard for drivers to see if people are crossing. Two lanes of left-turning cars adds to the danger since either car in the first lane can fail to notice if there's pedestrians. Cars also fan out when they're in the intersection, so even if the first car enters the intersection then yields, the second car has room to maneuver into an adjacent lane and enter the crosswalk without yielding.	Safety Concern	37.43948474	-122.1627125	1
148855	Long crosswalks and unprotected left turns put pedestrians at risk. Could benefit greatly from curb extensions.	Infrastructure Needed	37.44511744	-122.1603695	1
148857	Drivers often speed on this stretch of Channing. This is probably encouraged by the one-way traffic flow and wide lanes. Drivers also sometimes go the wrong way on Channing. Channing could benefit from being turned into a two-way street, or have traffic calming measures implemented.	Safety Concern	37.44441393	-122.155002	1
148868	Drivers on Homer often drive right through the stop sign at High ST, impatient to get to the green light at Alma, endangering drivers, pedestrians, and cyclists on High st. There needs to be calming measures of some kind on Homer.	Infrastructure Needed	37.44174858	-122.1596474	1
148884	There should be some kind of infrastructure here to cross. Cowper is a great way to get to Mitchell Park and continue south without having to ride on Middlefield which has too many cars. I use Cowper and Nelson to get all the way to San Jose on bike and met someone riding their bike who does the same every week.	Infrastructure Needed	37.44093721	-122.1473362	1
148886	Protected bike lanes are sorely needed for JLS students on Meadow. It's heavily trafficked by bikes and especially the crossing of Middlefield and Meadow needs a protected bike lane to separate bikes and cars.		37.42355315	-122.1159602	1
148888	I was biking on Univ Ave when someone threw open their door without looking. Univ Ave should be a Sharrow where bikes are allowed to occupy middle of the lane. Traffic doesn't move faster than 15 mph anyway.	Infrastructure Needed	37.44846974	-122.1590856	1
148891	The "no left turn" out of Greene MS onto N Cal Ave during drop off and pickup hours is hard to respect. Wouldn't a 3-way stop alleviate gridlock and help crossing guards?	Safety Concern	37.4391128	-122.1350055	1
148898	Flatten sharp bumps along this path. If it can be widened and blind turns cleared, even better.	Safety Concern	37.41976782	-122.1120504	1
148904	It's dangerous to NOT have a stop sign at Churchill and Bryant, given the number of high school drivers who could collide with cyclists and pedestrians here. Cars have to slowly, slowly enter the intersection to get a good view, and not all cars do so.	Safety Concern	37.43800606	-122.1490673	1
148906	I live in Southgate. This is a safe route to school and yet cross traffic on Churchill does not need to stop for bikers unless they hit the button - which they don't do and leaving Southgate in the morning is very difficult with cross traffic and bikers. Churchill could be 1 way or this could be a signal timed with the railroad light so that the buses and cars exiting paly or southgate also get a chance to turn onto churchill without having to accelerate quickly into traffic in an area congested with bikes and pedestrians.	Infrastructure Needed	37.43448971	-122.1526025	1
148907	We need to eliminate parking on Stanford avenue between El Camino and Bowdoin street and enlarge the bike paths with dividers in both directions because this is a thoroughfare for a neighborhood to go to high school, middle school and other neighborhoods to get to elementary. Recreational cyclists also choose Stanford avenue because it is a less busy street than Page Mill to get up to the Portola Valley/Hills bicycle rides.	Infrastructure Needed	37.42430433	-122.1518973	1
148917	The incomplete clover leaf freeway interchange causes so much backup and slowness on University Avenue. The light has to be extra long at this intersection because people coming from EPA must turn left across traffic to get to 101 South. The building code should be changed so that no more buildings can be built to interfere with completing the last "leaf" of the cloverleaf intersection. I know this intersection is in EPA and not Palo Alto, but it causes problems on University Ave. When University Ave is so slow it chokes commerce into Palo Alto. Fixing this should be a priority for the health of our downtown and people commuting to Stanford.	Infrastructure Needed	37.45919267	-122.1412865	1
148929	75% of cars go through this intersection at 10-30 miles per hour. Through a stop sign. It is crazy and so unsafe. I think because Center Drive goes by the park, is fairly wide, and has a long run up to this stop sign. But almost no one stops fully oh well. But many many folks go 20-30 miles an hour right through this intersection and it is SO unsafe.	Safety Concern	37.45185315	-122.1432585	1
148935	On Park and El Camino going toward Stanford there is a pole on the sidewalk with a walk button, successfully tempting many clyclists to be on the right of the vehicle right turn lane. This is a very dangerous position. There is a clear green bike lane which should be used. Some people erroneously think that pushing the button makes the light change more quickly. Aside from the safety, the walk button unnecessarily delays traffic on El Camino. Please remove the button	Safety Concern	37.43007579	-122.1516103	1

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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148938	<p>Access to Safeway from South East. The safest access to the Safeway bike parking is now through a private parking lot which is between Sutter and Safeway. This involves going the wrong way through the lot when leaving Safeway. Access from Colorado involves biking the length of the Safeway parking lot with cars backing up and lots of traffic.</p> <p>Please create a safer route to this popular destination</p>	Destination You Want to Access	37.43278289	-122.127496	1
148940	<p>Biking from the Embarcadero Bike Path onto Castilleja to get to Park Blvd. It's very unsafe having to cross Churchill. There is a very very narrow cut out behind some bushes to enter Churchill so it's difficult to make the turn onto Churchill. Then there is a very short distance to cross a lane of traffic to get to the bike left hand turn. Cars going toward El Camino sometimes move very quickly. Turning at Palo Rd involves crossing from the Bike Path involves crossing Palo Rd (feels unsafe) then trying to cross 2 lanes of Churchill.</p> <p>Please widen the cutout and put up a stop sign for Churchill at Palo.</p>	Safety Concern	37.43497303	-122.152227	1
148943	<p>Avoiding San Antonio and Charleston (dangerous for bikes despite the recent fixes). There is a route from Montrose onto Sutherland and then through the Condo Complex onto Leghorn. Please put up signage to make that easier to follow</p>	Other	37.41784786	-122.1042932	1
148949	<p>An official connection along the edge of the marsh from the end of Faber Place to Byxbee park would make access to the trails in Byxbee park simpler. It is possible now by snaking through parking lots, and using the water treatment plant driveway on Embarcadero way. Better to extend the Renzel Trail as an 8 foot mixed use path.</p>	Infrastructure Needed	37.45014333	-122.1133703	1
148963	<p>This is the most dangerous intersection of my entire bike commute with car always going into the bike lane. I am almost hit at least once a week here.</p>	Safety Concern	37.42411198	-122.1148522	1
148964	<p>There is a fence poll sticking out that if some one hits it will hurt and do some damage. This can be a confusing intersection to drivers and bikers.</p>	Safety Concern	37.42030239	-122.1124772	1
148965	<p>first of all the cars go first not the pedestrians which throws people off. second on bikes are we supposed to wait for the cross walk and crossing guard or are we supposed to sit on the bike graphic and go on the green light.</p> <p>its a little confusing</p>	Infrastructure Needed	37.41913091	-122.1114767	1
148975	<p>This isn't a standard roundabout traffic circle. It's some weird combination of a stop on one road and a roundabout without any yield markings. It is totally confusing for drivers because it's not clear who has right of way on Yale St and there's no crosswalk for pedestrians. Please turn this into a standard roundabout with no stop sign and proper entry markings to the roundabout.</p>	Safety Concern	37.42467963	-122.1475426	1
148988	<p>Who is responsible for maintaining the bushes that grow into the bike lane? I see many kids swerving so they don't get branches in their face but this pushes them into car traffic lane. These should be carefully maintained.</p>	Safety Concern	37.42248964	-122.15391	1
148993	<p>Please create bike lanes that go in both directions for the two blocks where this is one-way north of University. Emerson (the next northbound street) is a nightmare for bikes to ride on and going all the way to Bryant is way out-of-the-way.</p>	Safety Concern	37.44222302	-122.1604569	1
148996	<p>While Embarcadero has sidewalks, a pedestrian has to cross 4 highway ramps without striped crosswalks or adequate visibility for entering and exiting vehicles, where drivers are often driving fast and focused on merging, not on possible pedestrians.</p>	Safety Concern	37.44777505	-122.1249132	1
148998	<p>Drivers coming on to University from Stanford frequently enter or remain in this intersection (often blocking the crosswalk) after the light changes and the pedestrian signal turns on to cross University. The leading time for pedestrians before the light changes is usually not helpful because it is still unsafe to enter the road.</p> <p>Crossing either University or High from the southern corner (at Arya Steakhouse) also feels dangerous due to drivers turning right on to High St.</p>	Safety Concern	37.44411167	-122.1634026	1
148999	<p>Crossing Forest Ave at Alma as a pedestrian always feels risky due to drivers trying to make left turns in to or out of Forest in busy Alma traffic, or trying to make a quick right turn on to Forest from Alma.</p>	Safety Concern	37.44196345	-122.1614708	1
149000	<p>Crossing Middlefield at Everett or Hawthorne is better after the Middlefield redesign but still feels dangerous. I usually have to wait for there to be no traffic in both directions because drivers don't seem to yield to waiting pedestrians.</p>	Safety Concern	37.45233225	-122.1593321	1
149014	<p>Dozens of times each day cars ignore the prohibited left turns onto Middlefield from Hawthorne and Everett. Cars often drive through the crosswalk or sometimes drive the wrong way on Middlefield to reach they lane/direction they want. The no left turn restrictions, along with the time-based no right turn restrictions, are pointless without significant enforcement. And it remains dangerous for pedestrians to use these crosswalks. Cars frequently fail to stop for pedestrians entering the crosswalk and almost never allow pedestrians to finish crossing before proceeding. Here again, we need enforcement to pressure behavior change by drivers.</p>	Safety Concern	37.45293697	-122.1603922	1
149018	<p>The deep dip in the road (where the parking lot meets Escondido Road) causes a lot of cars to bottom out and scrape.</p>	Safety Concern	37.42281304	-122.1566769	1
149019	<p>I use this route daily at about the same time. There are a handful of drivers who use the right turn lane from southbound Loma Verde onto Middlefield heading toward Oregon as if it were a second option for heading straight across Middlefield. I guess this works ok when the first driver in the straight/left turn lane is planning on a left turn, but it doesn't work at all when both drivers are going straight, especially when there is a car going the other way on Loma Verde. A right turn only sign for that lane might help.</p>	Safety Concern	37.42946686	-122.1219212	1

Comments have been arranged in the descending number of likes

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
149024	Light to cross El Camino gives too little time when triggered only by bike on Serra Street or Park Boulevard. I've seen near misses when light for El Camino drivers turns green and bicyclists are only 3/4 across El Camino.	Safety Concern	37.42955822	-122.1522999	1
149027	The green left turn segment is very unsafe for bicyclists to be on with the oncoming car traffic they needs to manoeuver around the segment. If they go straight they drive straight into the segment. There needs to be a physical separation such as an elevation or street furniture protecting the bicyclists when waiting to turn.		37.43457851	-122.1526463	1
149047	This entire intersection: Foothill/Arastradero and the NB Foothill off-ramp with Arastradero needs crossing guards when children are present. Bike lane ends in a weird dead-end against 2 oneway streets.	Safety Concern	37.3988235	-122.1344973	1
149054	If you're trying to go downtown from the Embarcadero bike path, you have to ride on the sidewalk or take a weird detour.	Infrastructure Needed	37.44172121	-122.1596499	1
149088	Add sharrows along Fielding to enforce bike access rights. I've had an aggressive parent in a car call me stupid for riding along Fielding to Ohlone (I was blocking traffic at the bend to allow my kids to ride safely, as this is a pinch point for cars and bikes).	Infrastructure Needed	37.43800089	-122.1270284	1
149089	Agree about making the lights faster here for bikes. It potentially creates a safety issue when bikes don't know if they've triggered the lights and then try to cross at the wrong time. Bryant and Embarcadero is much better, for example.	Safety Concern	37.42176331	-122.1059036	1
149090	This is probably the most dangerous intersection in Palo Alto. Do something (anything!) to slow cars down and improve visibility.	Safety Concern	37.44747962	-122.1641161	1
149099	The light sensory gets trigger by bicyclists 50% of the time. Bikers have to walk down to push the pedestrian button.	Safety Concern	37.42143608	-122.1056817	1
149100	The green light period for bikers sometimes were too short. When I biked with two of my two kids, even though we had power start and crossing right after it turned green, three of us still couldn't cross completely before it turn red again.	Safety Concern	37.42172497	-122.105865	1
149104	For the love of all things good, can we just finally turn middlefield into a bike boulevard instead of a parking lot? It seems so unfair that the good of the city is being overruled by the good of a few property owners who cannot/will not park in their garages. There is business parking on side streets. Menlo Park is making great strides on Middlefield, why can't we?	Infrastructure Needed	37.44573364	-122.1486549	1
149110	Churchill caltrain crossing has become nearly akin to the Golden Gate Bridge in terms of suicides. Need infrastructure to reduce access to fast moving trains at this intersection.	Safety Concern	37.43548437	-122.1513452	1
149111	Cars turning right from Churchill onto Alma do not stop at red lights even if pedestrian and bikes are present. Cars turning right from Alma onto Churchill also do not stop at red lights even with pedestrians or bikes present.	Safety Concern	37.435377	-122.1515613	1
149113	Consider a 3-way light. Evening traffic backs up and the left turners from Park onto Page Mill end up blocking bike traffic, or cutting off bicyclist traveling straight	Safety Concern	37.42621254	-122.1391274	1
149131	Paint a walkway along the T&C sidewalk at the parking lot exit so that everyone can plainly see where pedestrians should walk and where exiting cars at the red light should move forward to. This will allow more cars into the line and improve the backups in the T&C lot. Right now everyone thinks the visual surface transition from asphalt to bricks is the crosswalk even though there are curbs there and no pedestrian can, or should, walk across the intersection there. The real sidewalk is further forward people.				
149131	Also there should not be a right turn only lane at the exit, this less used direction causes too much backup in the parking lot waiting for one lane.	Safety Concern	37.43791566	-122.1581862	1
149142	One time as I was driving on the first lane on Alma, a driver coming from Homer tried to make a left turn onto Alma but almost hit me!!! That was a close call. Would've hit me if I hadn't hit the break so hard. Driver saw two cars making a right turn from Alma to Homer and thought there was no traffic on Alma. Maybe we can take down some parking space on Alma to avoid parked cars blocking the view.	Safety Concern	37.44118108	-122.1602756	1
149147	Near miss where bicyclist was almost run over when the light changes and they were still in the street. Also seen people driving too close to bicyclist because there is no bike lane.	Safety Concern	37.41780748	-122.1232505	1
149149	Palo Alto Police or Palo alto traffic control should be present more often in the morning between 8:30am -- 9:15am at this intersection to give tickets to the cars who violate traffic rule where they shouldn't be going straight on Alma towards Paly during this time.	Safety Concern	37.43560633	-122.1515402	1
149153	Homer and Channing should be redrawn to allow for a single vehicle lane and a dedicated bike lane. This would provide a much needed route for bikes to / from Bryant. There is not enough traffic to warrant two vehicle lanes on these streets and we would be better served to have dedicated bike lanes.	Infrastructure Needed	37.44543791	-122.1580082	1
149154	I've repeated near-misses as right-turning motorists weren't aware of cyclists in the separated bike lane due to a lack of visibility	Safety Concern	37.40614076	-122.1264076	1
149158	Taverna blocking the sidewalk is really getting a bit much. How long is the road and sidewalk going to be blocked? The pandemic is long over, can we go back to normal already.	Other	37.44229223	-122.1590371	1
149159	Consider putting in speed bumps along Addison. Children often bike up and down Addison to go to Greene Middle School, Addison Elementary school, or Palo Alto High, especially because Bryant is a safe routes to school road. However because ADDISON is open to both Alma and Middlefield road, cars speed along Addison like they are on the race tracks. Especially along Ramona - cars also whip by as they cross Addison Ave.	Safety Concern	37.44147593	-122.1559201	1



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149162	<p>The entire length of Embarcadero Road going west direction has no fencing between the sidewalk curb and Embarcadero street. Cars whip along Embarcadero at extremely high speeds all hours of the day, and if they should jump the curb, students walking and biking to Paly could easily be killed.</p> <p>Likewise if a student trips and falls, they can easily fall towards the side of the road with traffic on Embarcadero road (north side of Embarcadero road) which travels in the westerly direction, and be killed. There needs to be a barrier of some sort - metal fencing or railing to divide both cars and pedestrian walkway</p>	Infrastructure Needed	37.4381052	-122.1569578	1
149164	<p>this intersection needs to stop all traffic on El Camino and Stanford ave to allow pedestrians and cyclists to cross. There are new stop signs on El Camino in Barron Park that completely stop traffic on El Camino for long lengths of time, but at Stanford x El Camino where you get lots of Palo Alto high students and Stanford students crossing and navigating this incredibly busy intersection, the lights are super short for pedestrians or cyclists and it is not pedestrian cyclist protected</p>	Infrastructure Needed	37.42761371	-122.1492818	1
149165	<p>even though Embarcadero is not a safe routes to school, Palo Alto high kids will constantly use Embarcadero sidewalk to walk and run or jog along the sidewalk of Embarcadero Road to get to Paly.</p> <p>IN THE Mornings, you will notice the "northern" side of Embarcadero road (car direction south-west) is very packed with Paly students using the sidewalk to walk or run to school.</p> <p>However there is very little barrier between the incredibly buisy and fast cars on Embarcadero and the sidewalk. Consider putting in a barrier - metal fencing. Lives will be saved - pedestrian lives.</p>	Infrastructure Needed	37.43834313	-122.1561448	1
149169	<p>For decades, this intersection has been a problem for elementary school kids walking to school from the neighborhood. Large groups of bike going to Gunn treat the stop sign like it doesn't exist. If little kids try to cross they are swarmed and have been hit. Parents have to walk their kids instead of sending them independently. It can be virtually impossible to cross safely or at all sometime even accompanied. Police have come out and given tickets but all it does is make students cry and if they stop from then on they risk being hurt by the students who don't stop. Complaints to the high school and promises of better education never change things. This location needs a crossing guard so little kids from the neighborhood can walk to school by themselves.</p>	Safety Concern	37.40483105	-122.1300668	1
149170	<p>Although there is a bicycle trigger for the left turn arrow from Quarry Road (biking towards El Camino) into Vineyard Lane, the trigger often does not work unless the bike is in exactly the right position. I either have waited multiple cycles for a car to come (rare at some times of the day) or get off my bike and push the walk button that is on the median.</p>	Infrastructure Needed	37.43669746	-122.1723709	1
149173	<p>The bike box here is an extreme hazard for cars turning left the rest of the day and seems to be teaching kids to zoom across car bumpers at other intersections. National standards for bike boxes are for intersections **with good visibility in all directions** which is not the case here. The DMV emphasizes that cars should not just trust a light while turning but drivers should look both directions before pulling into an intersection, but this is not possible at all because the bike box allows almost zero visibility for cars to the left. A light does not protect cars as our transportation department keeps insisting as this intersection light is frequently run. I have myself nearly been broadsided more than once by cars running the light at full speed on Arastradero. If you stop at the line during the 23.5 hours of the day when there are almost never bikes present, when the light turns, you have to drive up and stop to check for cross traffic which puts you in danger of being rear ended by someone behind who would not expect that behavior which has also happened. Worst of all, when that bike box went in, all over town, kids on bikes began racing across car bumpers to pull ahead of them at intersections, assuming even tiny spaces of inches with a bike in the paint means it's a bike box and they are supposed to pull in front. I've also seen kids pull into Arastradero from Donald against the light more than once, mimicking behavior based on the light conditions in the morning that are not standard to favor getting them across. Only by sheer luck are they alive today. I've also seen adult bikers on the sidewalk to cross at the light when I asked why they didn't use the bike box, they said it was confusing. When told this, the City dropped full page color instructions on doorsteps traffic conditions should never require nonintuitive full page instructions, assuming no one new will ever use the road. Lastly, this intersection is still extremely hazardous for young bikers despite the bike box and in some ways because of it. It needs a redesign that takes the need for car passenger safety into account too, the need for visibility when turning, and the need for safety of bikes at that intersection in the morning where parents are still dropping their kids off at the corner and then pulling into Donald to turn onto Arastradero creating danger for the bikes including because of them pulling around for the bike box (also leaving those who can't fit stuck behind alone amid large buses and cars.)</p>	Safety Concern	37.40376652	-122.1280459	1
149178	<p>There is so little space for cars and bikes on this narrow road that this turn is a huge hazard for bikes and death waiting to happen. Cars are moving straight through the intersection while bikes in front are between a car headed straight for them and parked cars along El Camino Way, with no room to maneuver.</p>	Safety Concern	37.41222366	-122.1243854	1
149180	<p>Have to pull to a stop when turning right in order to avoid on coming traffic and hunt for bikes in the "protected" lane which gives them a false sense of security at the intersection. Unfortunately not enough space to stop means cars behind on Arastradero might collide. This needs to be rethought. Or Arastradero needs a redesign. Bikes pull around from the park so that cars looking for bikes as they approach the intersection don't realize a bike is there as drivers have to look in numerous directions all at once to turn safely.</p>	Safety Concern	37.40611412	-122.1264488	1
149185	<p>The pavement has split here and cars coming off of ECR and wanting to turn right onto University crowd out the crosswalk. This makes it extremely dangerous for cyclists. The wheel of my bicycle was caught in the seam of the pavement which caused me to fall onto a car which had stopped in the cross walk.</p>	Safety Concern	37.44214458	-122.1650415	1

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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149188	Arastradero and El Camino are unpleasant and hazardous to walk on. Rather than narrowing Arastradero by putting in extraneous road furniture, why WEREN'T (correction) walking and biking ways widened? Couldn't a two-way separated bikeway with signaling and a wider sidewalk have been put in instead? Sidewalks in this city are littered with obstructions. No one wants to walk if they have to go single file and can't carry on a conversation because of constant obstacles. Although unhappily the city has been working hard over the years to eliminate retail people used to want to walk to anyway, in favor of hotels and offices, the city should be remembering pedestrians not just bikes. This intersection in particular is a perennial hazard for pedestrians to cross going to El Camino.		37.40919145	-122.1240771	1
149191	Bike paths are shared by pedestrians and cyclists. Cyclists are often whizzing by way too fast, not safely sharing the road or practicing safe behavior around pedestrians who are often little kids or people walking small dogs. I don't know what the answer is, but I'm tired of the near misses. Pedestrian bike collisions can and have been fatal, it is not something to ignore.	Safety Concern	37.40713594	-122.1379465	1
149198	Southbound auto traffic on Park Blvd turning right onto Page Mill cuts across the bicycle lane at high speed and seldom stops at red lights at the Park/Page Mill intersection.	Safety Concern	37.42643194	-122.1394074	1
149199	Median could be improved to allow better bicycle through traffic. Staying far right in the gutter gap does not provide enough visibility for traffic coming from Chestnut.	Safety Concern	37.42375703	-122.1342952	1
149203	Add traffic calming (eg. speed humps) to discourage cars coming from San Antonio who use this route as a shortcut to El Camino. There are no sidewalks, so pedestrians are always in the street too.	Infrastructure Needed	37.40725283	-122.11588	1
149205	Traffic Light at Ross & Oregon is offensively stupid. Once a sensor on Ross is triggered on either side the request for Green light is latched and remains in place even if the bicycle or car has moved on by turning right, or otherwise leaving. Nonetheless the light will eventually stop Oregon traffic and turn green for Ross eventhough nobody is there anymore. Further there is guaranteed green for Oregon of several minutes without regard to any traffic on Oregon. Once Ross crossing is requested you can wait minutes for a green, even though there are no cars on Oregon. It is frustrating and stupid for everyone involved. If this is to be a successful bike boulevard crossing of Oregon a few things need to happen: -- Smart sensors on Ross that reset of the sensor is cleared. -- Traffic sensors on Oregon that can accelerate the green for Ross when there is no Oregon traffic. -- Shorter minimum holdout on Ross greens, so that there are shorter wait times for people crossing at Ross.	Other	37.43811105	-122.1306059	1
149211	1. Cars rush through from Pope to Chaucer trying to catch the green light - already a danger without bike lanes to segment traffic from bikes - lots of parents use to cross with kids in the AM. 2. And because of the bend on University, bikes on University can't see cross traffic in time.	Safety Concern	37.45553845	-122.151968	1
149214	There is a parking lot here and frequent street crossing to access the park and pool. There is no cross walk here or at the Pine St. corner.	Safety Concern	37.44454498	-122.1404644	1
149217	i cross el camino at arastradero on my bike often, and every time i feel like i'm risking death. the intersection is huge, but there's no bike lane, so cars and bikes converge at the far side of the intersection in a deadly game of chicken. if i take the whole lane to try to keep cars away, i feel like i'm one inattentive driver away from the morgue. if i scoot to the right side, i can reach out and touch the passing cars. and the road surface is full of gravel and rocks and potholes, so all my attention it taken simply keeping the bike upright. it's a deathtrap.		37.41054943	-122.1230627	1
149225	Especially as this is commonly used as a crossing for school routes, this intersection needs much attention, both the repave the road as it is in very rough shape. And, to make signage and lights clear to be on the look for bikers, with extending the timing of the green light for the Los Robles/El Camino Way direction to allow slower kid bikers time to make it across El Camino.	Safety Concern	37.41569128	-122.1282172	1
149230	Would really like to see a back entrance (peds & bike) to connect Foothills Paark with Los Trancos drive.	Destination You Want to Access	37.36445826	-122.1917547	1
149231	Instead of having bikes and pedestrians on the bike path yield to cars, I think cars crossing the bike path should yield to bikes and pedestrians as required in CVC 21952	Safety Concern	37.43941339	-122.1124903	1
149232	It would be nice if this entire section of the trail could be smoothed over and resurfaced. It is extremely bumpy in parts.	Other	37.43875719	-122.1117779	1
149235	The intersection of paths/bridge is blind and hazardous. Too many cyclists whipping down the path eastbound, people popping out of Terman park southbound, and others on the narrow bridge. I have had many near misses on my bike here. Bollards at either end of the bridge make the situation worse, in my opinion, because they make it impossible to make a last-second dodge when you realize someone is barreling down on you. Clearing back vegetation and opening sightlines would help, as might installing a fisheye mirror opposite the intersection. I wonder if it is possible to use textured pavement to slow cyclists in hazardous areas? I have never seen this done, but a mini "rumble strip" kind of texture would force people to ride more slowly. Perhaps it would not meet ADA requirements though.	Safety Concern	37.40136557	-122.124478	1
149236	Visibility along this path is terrible. When the tree work was first done, it was clear and wide - lovely - but live oaks resprout readily and now we have not trees, but a dense hedge growing into the path and blocking most of the westbound lane. Combine this with blind curves, pedestrians with earbuds in, dog walkers with roaming pets, and sun in the eyes of westbound commuters in the evening and it is a recipe for distaster.	Safety Concern	37.40124977	-122.1253168	1

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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	Curb cut on the bike path, without a crosswalk, across from Mariposa creates unsafe conditions. I got hit on my bike crossing Churchill from the path to Mariposa because a car was sneaking up to get in the right turn lane, while all other traffic was stopped. I was crossing in the "keep clear" section (that's what it's for, right?) and the sneaking car and I did not see each other until too late.				
149239	Add a crosswalk with a light, or remove the curb cut to encourage bikes and pedestrians to use the crossing at Paly Rd/Castilleja.	Safety Concern	37.43515498	-122.1520837	1
149243	It is very difficult to turn out of the Bowman parking lot onto arastradero rd when cars are coming at 40+ mph.	Safety Concern	37.40096372	-122.1297234	1
149244	Frequent trash/recycling truck activity during morning bike commute times blocks the bike lane for kids heading to Greene Middle School, and otherwise heading north.	Safety Concern	37.42239218	-122.1537426	1
149245	Very difficult to cross the road from Georgia Avenue into the Bowman West school on a bicycle and vice versa. A crosswalk or some sort of clear infrastructure would be very helpful	Infrastructure Needed	37.4015476	-122.1294756	1
149247	My child got hit here by a left turner on the way to middle school. Should be a stop sign or no left turn during school hours in morning.	Safety Concern	37.44449206	-122.1397296	1
149249	A big thank you to the crossing guard at this location!!!! She is awesome, and a true partner with Greene students and the neighborhood in keeping everyone safe. Thank you!	Other	37.4426301	-122.1315888	1
149253	Cars parked along El Camino in front of Wilton Court create a blind spot for anyone turning from Wilton Ave onto El Camino (right or left).	Safety Concern	37.41834708	-122.1327071	1
149254	Cars zoom past the intersection of Byron and Melville on Byron because there is no stop sign or calming measures. Needs to be a slower speed limit and also with speed bumps and a stop sign. Cars have left an indent on the bump in the road	Infrastructure Needed	37.44382399	-122.1473443	1
149257	Middlefield feels scary to cross at embarcadero. The intersection is at an angle so drivers don't look before turning. It feels like crossing a highway rather than a regular city street	Safety Concern	37.44215407	-122.143416	1
149258	crossing Churchill at Paly as a biker is challenging even with the crosswalk. even installing a button to trigger flashing lights would help make this crossing feel safer	Infrastructure Needed	37.43461717	-122.1526143	1
149259	My son has had a couple of near misses while on his bike riding to Fletcher in the morning. Cars regularly don't stop at the stop sign as he is trying to cross Matadero to either stay on the bike path or switch over to Laguna Avenue.	Safety Concern	37.41252253	-122.1401586	1
149262	Going West on East Meadow, the bike lane disappears 30 feet before the stop line, and it does not reappear until the far side of the train tracks. If the cyclist does not want to go over to push the pedestrian button to trigger the light, where should they wait? There is not bike detection marking - I always go to the middle of the auto lane, instead of staying in the space with the missing bike lane marking. This is non-intuitive. Every signal controlled intersection in Palo Alto should be checked to make sure that all cyclists will have functional signals and infrastructure that works for a naive first time rider.	Infrastructure Needed	37.41785645	-122.1231036	1
149263	Crossing across Miranda plus Foothill for Pedestrians should be analyzed, and improved. It is not practical to make it from this corner to the far side of Foothill without waiting through a second full cycle of the traffic signal. Can it be creatively engineered to make it more practical? Otherwise, we will continue to see pedestrians crossing against the light across Miranda, because they won't wait that long.	Other	37.39918898	-122.1340437	1
149264	Please consider if the pedestrian signals to get from El Camino Park to this corner can be made more responsive to pedestrians. If a pedestrian waits for the traffic cycles here, it can take 4 minutes to cross from El Camino Park to the North side of Palo Alto Ave! Of course nobody waits for the pedestrian walk sign here!	Infrastructure Needed	37.44673639	-122.171055	1
149265	City should pursue turning this public right of way into a pathway between the Bol Park Path and El Camino Real.	Infrastructure Needed	37.4190876	-122.1366399	1
149268	A HAWK crossing of Middlefield here would connect bikes and peds to midtown on lightly travelled streets, and the path through the park. Most bikers and peds do not go out of their way to cross at the light at Colorado.	Infrastructure Needed	37.43187422	-122.1270054	1
149269	Bike lanes on Fabian should be continuous all the way to the intersection with Charleston. There is a bike lane gap here. It would be good to have bike lane gaps on the existing conditions map.	Infrastructure Needed	37.42230504	-122.1042285	1
149285	Normal expectations require a 4-way stop here. People on Wilkie who are unfamiliar with the intersection don't expect people from James to proceed at full speed.	Infrastructure Needed	37.4140455	-122.1231958	1
149287	right turn land on to ECR from Sand Hill is a challenge for bikes	Safety Concern	37.44634167	-122.1710567	1
149290	bring back the dutch intersection idea here!	Infrastructure Needed	37.43719309	-122.1599766	1
149294	Signage needed to direct cyclists going north/West to divert to the bike route as the bike lane ends at the city boundary.	Infrastructure Needed	37.40894185	-122.108685	1
149300	Many kids/people cross this street via foot or bike. Would like to have a caution sign for those turning right on to nita drive from san antonio. Oftentimes they don't look for pedestrians/bikers until too late	Safety Concern	37.41133219	-122.1065001	1
149301	It is impossible to bike on San Antonio Rd. I ALWAYS bike on the sidewalks for fear of being hit. Since you are building more homes you will need to build more bike lanes.	Infrastructure Needed	37.4124315	-122.1056339	1
149303	The rows of RV, camper, and motor homes etc on both sides of Park endanger bicycle riders by forcing bicycles out into the main auto traffic lanes.	Safety Concern	37.42476569	-122.1362615	1
149305	Fabian Way could use some green bike lane striping to help get across or turn onto Charleston. The existing bike lane just ends at the mid-block crosswalk.	Infrastructure Needed	37.42209285	-122.1042243	1
149310	For the love of all that is holy, can we do something about dozens of high schoolers biking together - late to school - covering the entire bike path (both lanes) at once but all going from Alma towards Paly? If we can't rely on home education, and we can't rely on enforcement of traffic rules, infrastructure is our only hope.	Safety Concern	37.43549653	-122.1519794	1
149311	The campus-adjacent bike path is great - but we need a plan in place to extend access into College Terrace neighborhood and beyond.	Infrastructure Needed	37.42771206	-122.1494572	1

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
149322	<p>Many people are uncomfortable riding or having their kids ride on East Meadow or Charleston due to the heavy traffic. A concept for a bike/ped underpass at Lindero that would connect to Park Blvd was presented to the Rail Committee. This would allow kids to ride on low volume streets and avoid Alma and the rail tracks. One house would need to be acquired. It would allow a low stress crossing during the extensive rail crossing construction period.</p>	Infrastructure Needed	37.41624054	-122.1203945	1
149340	<p>This is a very dangerous intersection. Middlefield is a busy street, especially at commute times, and the average speed of traffic is well over 25 mph, which is the posted speed limit. The cross streets, Webster and Moreno, are offset and in an atypical configuration. To add to that, there are busy parking lots--Walgreens and Midtown Shopping Center--on either side of the cross walks. Cars exiting those parking lots--especially Midtown Shopping Center--don't know there is a light and cross walk there when they are turning left out of the parking lot, because they are exiting in the middle of the "intersection". In addition, the light, when the pedestrian button is pressed, doesn't always give a "walk sign" so it's not clear when you can cross as a bike or pedestrian. Finally, there is a bus stop right near the light/intersection, and drivers, especially in the morning, will park their bus in the street and take a break for 10-15 minutes. I saw this regularly/daily last year during morning commute/school commute time. I haven't seen it yet this academic year and hope that VTA realized how dangerous that was. Not only was the bus blocking one lane of traffic on a busy street, it blocked the view of anyone trying to cross the street at the light and blocked cars' view of the pedestrian and bikes trying to cross at the cross walk.</p>	Safety Concern	37.43396839	-122.1302309	1
149347	<p>This round-about causes more problems than what it's trying to solve. Restore to original state (4-way stop) and add speed humps on Ross and East Meadows is all that's needed. My son biking to school got bumped in the round about by a car (lucky no injury), and I often see cars speeding through from both directions of Ross Rd at higher speeds and without slowing down through the roundabout - drivers intentionally take advantage of the Yield sign. Confusion and more problems are all this current roundabout implementation is causing. Revert back to original, put proper road paint/indicators for bike paths and pedestrian crossings instead of this monstrosity of confusion.</p>	Safety Concern Infrastructure Needed	37.42600065	-122.1113871	1
149602	<p>the car speed is too high on Hawthorne ave at Kipling going west.</p>	Safety Concern	37.45012538	-122.1636388	1
149746	<p>This area is packed with middle school students on bikes which is great but it's also packed with elementary students walking making for crowded and unsafe bike/pedestrian encounters</p>	Safety Concern	37.42234023	-122.1164126	1
149842	<p>East Meadow between Waverley and Alma is a super dangerous area for bicyclists and pedestrians trying to cross East Meadow or make a left turn onto South Court, Bryant, or Ramona from East Meadow, whether the car or bicyclist is heading towards or away from Alma. This section of East Meadow (from Waverley to Alma) is where a protected bike lane would be valuable, rather than the section of East Meadow between Middlefield and East Meadow Circle that was proposed in the South Palo Alto Bikeways plan. Cars travel at high speeds between Waverley and Alma; they do not once you are between Middlefield and 101. The other problem is that cars making a right turn enter the bike lane and don't look to see whether a bike is in the lane....a massive problem given the large number of students biking to and from Gunn high school down East Meadow.</p>	Safety Concern	37.42012638	-122.1211183	1
149843	<p>This intersection is a major pedestrian hazard for pedestrians crossing Charleston on the North/West side of San Antonio or crossing San Antonio on the north side of Charleston. As cars exit the freeway and turn from San Antonio to Charleston, they often cannot see pedestrians who are in the crosswalks, particularly because there are two right turn lanes (an unusual situation that a lot of drivers don't know how to navigate). The safety issue is compounded because the pedestrians are often senior citizens from Moldaw and take a long time to cross the intersection. It would be safer if there were only one right turn lane.</p>	Safety Concern	37.42194022	-122.1018189	1
149844	<p>There are two right turn lanes heading from San Antonio off 101 and turning onto Charleston. The two right turn lanes are already confusing, but once the cars make it onto Charleston, the right lane becomes a right turn only lane onto Fabian, which means that cars have to merge together on Charleston within a very short (and congested) distance. It would be safer if there were only one right turn lane so that cars making a right turn from the inner lane could more easily move out of the lane that turns onto Fabian.</p>	Safety Concern	37.42191367	-122.1027956	1
149848	<p>The intersection at the little Oregon Ave frontage road and Greer is confusing for drivers, pedestrians, and bicyclists alike. There is a stop sign on Greer, but then not much room after the stop sign and the light for cars to wait and cars end up blocking Oregon Ave.</p>	Safety Concern	37.44328436	-122.1258166	1
149853	<p>Lincoln Avenue is a high speed dangerous cut through from university (near 101) to Alma with very high column of vehicles!</p>	Safety Concern	37.4388142	-122.1565278	1
149855	<p>This intersection has some of those weird lights that not many drivers seem to understand or care about. I regularly cross ECR at this intersection to get to Real Produce. Once the lights turn red I have a walking man sign but cars almost always go through the red light many seconds afterwards. Some don't even seem to have seen the red light! Others disregard it. This is supposed to be a bike boulevard (BB) and yet more and more vehicle traffic is sent on Park. It is the busiest BB in Palo Alto and the main route for bikes into Stanford. When is something going to be done to calm down the traffic? I've been talking to transport chiefs since Josh Mello and still nothing substantial gets done other than endless talk. With all the new developments and associated traffic we need separation of bikes from vehicles from Lambert to Cali Ave on Park Blvd.</p>	Safety Concern	37.42626525	-122.1475096	1
149856	<p>Lincoln Avenue is a high speed dangerous cut through from university (near 101) to Alma with very high column of vehicles!</p>	Safety Concern	37.42755127	-122.1415196	1

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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149863	<p>Various parts of Saint Francis Drive are designated NO PARKING but marked only with signs. People regularly park in NO PARKING areas. This makes driving St Francis difficult, and the turns have lower visibility.</p> <p>This street is windy and used as access to the bike bridge, with heavy bike traffic at times. With the poor parking practices combined with the heavy bike use, it seems dangerous for both drivers and bikers.</p> <p>More enforcement combined with red curbs would help a lot.</p>	Safety Concern	37.44648165	-122.1246392	1
149879	<p>Drivers coming along Lincoln at Channing in either direction frequently do not stop for bicycles coming through along Channing, seemingly thinking this is a 4-way stop when it's not. Better alerts to ensure they give right of way to bicycles and vehicles on Channing are needed.</p>	Safety Concern	37.44884891	-122.1468671	1
149890	<p>I live on Duncan Place; we have one end of the bike bridge from Greenmeadow. Although there are stop signs at each end they are regularly ignored. I have narrowly missed hitting cyclists who come flying out of the blind slot--neither of us could see the other. The stop signs seem to be a CYA gesture on the part of the city, and mostly serve to inculcate the habit of flying by stop signs on the part of countless cyclists who use this bridge.</p> <ol style="list-style-type: none"> Cars have trouble seeing that people want to cross Middlefield Rd. and hence do not stop well. Cars that are ready to turn from Middlefield into Everett are blocking cars that keep going on Middlefield from seeing that people want to cross. <p>Propose to install lights that can blink when people want to cross.</p>	Safety Concern	37.41547595	-122.1132781	1
149892	<p>This intersection is very dangerous. I've seen cars crossing Wester on the red light at the full speed at least 3 times in the past year.</p>	Safety Concern	37.45233276	-122.1593259	1
149896	<p>Add traffic calming on all streets within one block of Addison, Walter-Hayes, and Duveneck. Speed bumps, narrow lanes,</p>	Safety Concern	37.44953577	-122.1580084	1
149901	<p>brick roads, chicanes</p>		37.44465505	-122.1533556	1
149936	<p>entrance to the parking lot is severely damaged and makes it a bumpy ride.</p>	Safety Concern	37.44421744	-122.1653248	1
149939	<p>the "dismount zone" signs are ineffective. Can we try a different solution? Paint a line down the center of the path (solid on sloped bits, and dotted on level locations), and replace sign with one saying "single file on bridge"</p>	Infrastructure Needed	37.44608541	-122.1229321	1
149941	<p>Existing path needs paving (tree roots) and a center stripe especially around the corner at the pickleball courts.</p>	Safety Concern	37.41982266	-122.1120366	1
149942	<p>Very dangerous intersection! Needs signage and bushes trimmed for better visibility.</p>	Safety Concern	37.42158615	-122.1157485	1
149959	<p>Embarcadero is a residential street with a residential speed limit.</p> <p>People aiming to get to or just leaving 101 are often driving over 40 MPH, particularly trying to make the light on St Francis.</p> <p>But all the way from 101 to Embarcadero people drive as if it's an arterial road.</p> <p>There needs to be more enforcement of the red light, safe turns, and safe speeds.</p>		37.44695781	-122.126846	1
149968	<p>The crosswalk on the freeway offramp is super dangerous, because cars coming off of the freeway are going fast and are NOT expecting a crosswalk on a freeway offramp. And the crosswalk here is NOT well marked. It presents an accident waiting to happen</p>	Safety Concern	37.42722632	-122.1017996	1
149969	<p>This is a terrible intersection for bikes. There's no bike lane on the Arastradero (westbound) lane. So, as a cyclist, you go from having a bike lane to not having one.</p>	Infrastructure Needed	37.40984762	-122.1220586	1
149988	<p>SB Emerson drivers largely ignore stop signs at Kingsley and Embarcadero, where there is much bike & pedestrian crossing. I've seen lots of close misses (including me). Tried to flag down a PAPD officer once to complain but he didn't stop - and ran both stop signs.</p>	Safety Concern	37.43926034	-122.1540288	1
149989	<p>Bryant N of Meadow is a good bike route. Middlefield & Alma S of San Antonio are good routes, too, but safe connections between need to be developed.</p>	Infrastructure Needed	37.41986793	-122.1212981	1
150024	<p>I have tried for 10 years to make this a 4 way stop. Near misses are very very common.</p>	Safety Concern	37.44567671	-122.165923	1
150026	<p>I have had numerous close calls, and one which was a near high speed head on collision. Most often the issue is with vehicles traveling along Everett who don't look for cyclists, but sometimes vehicles will turn onto Everett right in front of me.</p>	Safety Concern	37.44748127	-122.1641212	1

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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	<p>Traffic Light at Ross & Oregon is offensively stupid. Once a sensor on Ross is triggered on either side the request for Green light is latched and remains in place even if the bicycle or car has moved on by turning right, or otherwise leaving. Nonetheless the light will eventually stop Oregon traffic and turn green for Ross eventhough nobody is there anymore. Further there is guaranteed green for Oregon of several minutes without regard to any traffic on Oregon. Once Ross crossing is requested you can wait minutes for a green, even though there are no cars on Oregon. It is frustrating and stupid for everyone involved. If this is to be a successful bike boulevard crossing of Oregon a few things need to happen:</p> <ul style="list-style-type: none"> -- Smart sensors on Ross that reset of the sensor is cleared. -- Traffic sensors on Oregon that can accelerate the green for Ross when there is no Oregon traffic. -- Shorter minimum holdout on Ross greens, so that there are shorter wait times for people crossing at Ross. <p>The light at Oregon Expwy & Ross is stupid. It needs to be more responsive to pedestrian and bicycle users on Ross Rd. In addition, it needs to stop showing a Green for Ross traffic when there isn't any traffic on Ross. Eliminate the "bicycles sensors on Ross that falsely trip on slow vehicles. These problems are are a great source of pollution. The lights for left turns from Oregon Expwy need to be changed to a Flashing Red to prevent stopping cars when there are huge breaks in the traffic on Oregon Expwy.</p>				
150036		Other	37.43810909	-122.1306077	1
150130	There is no way for cyclists to get to the train station on palm drive without switching to using side walks. Ideally a bike lane would exist here	Infrastructure Needed	37.44175303	-122.1652762	1
150132	The intersection of Fulton and Middlefield is very dangerous. PLEASE make this intersection a four-way stop. Fix this problem before someone is hurt or killed.	Safety Concern	37.44138274	-122.1443013	1
150162	The 101 South sign isn't marked clearly enough that people who want to go south on 101 actually take it. Because of this a LARGE number of cars (100s per day) do U-turns on Embarcadero road OR St Francis Dr causing dangerous conditions for pedestrians, bicyclists, and other drivers.	Safety Concern	37.448714	-122.1235541	1
150167	The ability to cross University Avenue on bike or as a pedestrian is very difficult. The location of any crossing in this area is sparse (Lincoln and Guinda). One needs a cross walk or some basis to cross, and a cyclist or pedestrian should not be relegated to almost a one mile barrier for crossing this street in this area. Crossing at Hale is highlighted as it intersects Hamilton and Forest, and as a cyclist or pedestrian would turn onto Hale toward the north, there is no basis other than to wave at cars to beg them to stop to allow crossing.	Infrastructure Needed	37.45434455	-122.1531728	1
150671	Dangerous crosswalk for St. Elisabeth Seton and Hays students. Cars are not stopping at crosswalk as they should. Crosswalk needs repainting and suggest a push button/flashing light to be installed. Cars fly though here and do not stop as current signage is not doing the job. Submitted by Walter Hays PTA	Infrastructure Needed	37.44877394	-122.1448837	1
148241	The section of San Antonio Ave between the stopsign at Briarwood and the stoplight at Alma is a safety concern as motorists race from one to the other. Traffic will get worse as more developments are built on San Antonio Rd from people who drive, bike, and walk to CalTrain or Alma. Suggest speed bumps.	Safety Concern	37.40992064	-122.1079567	0
148287	From the Stanford park hotel north to middle Avenue on both sides of El Camino it is incredibly unsafe to bike and or walk on the sidewalk. It is even more unsafe now as the construction for the middle Avenue Stanford housing and retail is complete and their sidewalks did not get wide and sufficiently for bikes. On the west side of El Camino in the same four blocks the development of these buildings has closed off an alley behind, the buildings which we used to use for biking. Now the sidewalk is really unsafe, not wide enough for walking, biking, and wheelchairs. I live in Allied arts. And I bite to the bike event today and saw two wheelchairs, leaving the sidewalk on the west side of El Camino going into El Camino between , Partridge and Cambridge or Partridge and Stanford to go on the sidewalk which is not wide enough.	Safety Concern	37.44710128	-122.1711498	0
148294	New Housing going up here eventually, but no bike or pedestrian infrastructure to support getting to the nearest elementary school, Greendell(closed) or Fairmeadow or Mitchell Park. Bicyclists regularly blow thru the posted stop sign due to their laziness and ignorance of the law.	Infrastructure Needed	37.42307454	-122.1009003	0
148359	Cars also speed down East Meadow because of the incline and end up going much faster than the limit when going down hill. Something to control the flow of traffic, maybe a full length unavoidable bump, would be effective to slow things down since enforcement will never happen.	Safety Concern	37.42938263	-122.1050083	0
148360	The parking enabled side of East Meadow blocks visibility to see incoming traffic from Fabian Way, especially when the majority of traffic is speeding. Need to improve visibility by limiting the parking or add mirrors across the street. Additional speed bumps could also help.	Safety Concern	37.42944297	-122.1060552	0
148370	Bike path to Magical Bridge/Pickleball Courts needs to be better marked as bike/pedestrian only - apparently one of the navigation apps routes people up that path - I've seen cars trying to drive up it multiple times.	Infrastructure Needed	37.41927116	-122.1116978	0
148379	There is no easy and safe way to get from the Permanente Creek Trail that exits on rock street to Cubberley Community Center. It is only a 15 minute bike from my work but it requires so much biking with car traffic. A lot can be done on just the crossing on San Antonio Road and Middlefield Road to make it safer to cross.	Destination You Want to Access	37.41771327	-122.1080077	0
148384	Too many people biking on the sidewalk on university avenue.	Safety Concern	37.44561798	-122.1618441	0
148449	Bike racks here would be nice	Infrastructure Needed	37.44022438	-122.113359	0
148450	The bike racks here are no good. They should be replaced with better ones.	Infrastructure Needed	37.45090677	-122.106336	0

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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148453	The sidewalks here are too narrow! There isn't enough room for a parent and child to walk side-by-side along either side of Amarillo north of Ohlone Elementary School. The other day I heard a father saying to his two sons, "Come on, single file!" so that he could get them past a bush on one side, a parked car on the other, and a pedestrian coming toward them.	Other	37.4401385	-122.1233477	0
148455	The "Wrong Way Bikes" sign here is absolutely infuriating. My kids and I routinely ignore it because there is NO ALTERNATIVE! If you're leaving the parking lot on the south side of Middlefield and are heading toward Charleston, you put your life in the hands of the idiots on the road if you try to obey the rules. The wrong way on the sidewalk is the only safe option.	Infrastructure Needed	37.41912771	-122.1092016	0
148459	Shouldn't this just be a roundabout?	Other	37.4231298	-122.1420072	0
148468	There have been multiple bicycle accidents in Palo Alto regarding students on bikes and cars. There is a stop sign at Laguna and Los Robles but most of the bikes coming from Gunn don't stop. Not sure how to remedy this, but what about putting a police officer there for a while and ticketing the bikes that don't stop at the sign?	Safety Concern	37.40852137	-122.1339838	0
148622	there are sort-of 3 lanes on E. Meadow going northeast at Middlefield. One left, one straight, one right. But after school the bikes fill up the right-turn/bike lane, forcing cars wanting to turn right into the straight-thru lane. Cars can't turn right on red because of all the bicycles. They can't turn right on green because of all the bicycles. The crossing guard there won't let a car turn right if there is a bicycle coming from down the block. This blocks all the cars trying to go straight thru. I've seen it backed up almost to Alma! It makes the pick-ups at JLS worse because cars can't get out of the parking lane and into the street. Maybe stop parking on JLS side of street and have JLS pickups drive thru Fairmeadow parking lot? Or open Waverly so parents picking up from JLS can drive in from E. Meadow and out onto Charleston? We worry so much about bikes that we aren't making room for cars to get thru the area. This jam up makes it worse for the bikes who are trying to maneuver around the cars.		37.423965	-122.1148015	0
148637	Please consider adding a three-way stop sign at the intersection of Vista and Versa. Cars in this neighborhood park at odd angles, often protruding into intersections causing cars to veer into the middle of streets. A stop sign here would prevent accidents and would protect kids who bike to school through this intersection.	Safety Concern	37.41293228	-122.1280358	0
148644	The new bike path to Hoover is nice but this corner is a hazard. There should be no parking here as cars have limited visibility around this corner. Add bollards or something to separate/protect pedestrians	Safety Concern	37.41651274	-122.1075234	0
148652	This stretch of Colorado is c dangerous with many driveways and cars parked on the road visibility is already poor. Add that to the speed at which cars turn off Bayshore, makes this a great candidate for speed bumps/humps, a road diet, bump out curbs at the intersections to increase visibility of pedestrians.	Safety Concern	37.44011701	-122.1159073	0
148657	The sidewalk at this intersection are scary. There is so little visibility for cars or pedestrians. Please learn a lesson from this and never approve another like it.	Safety Concern	37.4190569	-122.1248521	0
148661	Sidewalk is extremely narrow NB on Alma, just north of San Antonio. With cars exceeding 50 mph and the slight left bend in the road here, it's a disaster waiting to happen.	Safety Concern	37.40947391	-122.1096653	0
148688	Pedestrian signal light broken. Never switches in between stop and walk lights.	Infrastructure Needed	37.44173884	-122.1656117	0
148725	Cars are idling in the drop off and pick up zone here creating a long line of cars that want to get into the station. There should be stricter no-idling sign here.	Other	37.44400778	-122.1652233	0
148737	PAMF is a frequent location I'd prefer to bike to. I usually take Bryant from S. Palo Alto to Channing, but the one-sided bike lane on Channing is a bit strange.	Destination You Want to Access	37.43983166	-122.1596051	0
148741	Need bike rack here!	Infrastructure Needed	37.43356241	-122.0999322	0
148742	Path around golf links is narrow and unsafe for bike and pedestrian combined traffic. Can it be widened?	Safety Concern	37.461722	-122.1156788	0
148744	My dentist. The only easy way to access is via Middlefield, and the section of Middlefield from University to Menlo Park is very bike unfriendly.	Safety Concern	37.45775418	-122.1718481	0
148769	Since there is a Bryant/Lytton Garage stairway here, people are jaywalking here to cross Bryant St., even though there is a crosswalk close by.	Safety Concern	37.44623642	-122.1621447	0
148770	There are many senior citizens who are using the crosswalk, trying to get to Avenidas. Please post a "Seniors Crossing" sign.	Other	37.44641626	-122.162415	0
148771	There are many senior citizens who are using the crosswalk, trying to get to Avenidas. Please post a "Seniors Crossing" sign.	Other	37.44667428	-122.1629073	0
148772	There are many senior citizens who are using the crosswalk, trying to get to Avenidas. Please post a "Seniors Crossing" sign.	Other	37.44611742	-122.1634437	0
148786	Can we get some crosswalk striping here? With many pedestrians, bicyclists and cars, it just makes sense.	Infrastructure Needed	37.42952926	-122.1068218	0
148793	Pavement is terrible at this intersection		37.40466793	-122.1181825	0
148795	Please investigate to identify the responsible party in Sep/Oct 2023 that used broadleaf herbicide to completely destroy all plant life in Adobe Creek from E Meadow Dr up to the confluence with Barron Creek.	Safety Concern	37.43055874	-122.1051878	0
148799	Though clearly marked with "Dismount Zone" on both ends and multiple "WALK BIKES" on the bridge, it is not uncommon to nearly be impaled on the handlebars of cyclists zipping on the downhill going both ways!	Safety Concern	37.44589466	-122.1231921	0
148822	It's very hard and dangerous for a bike to turn left here	Infrastructure Needed	37.42932348	-122.1038423	0
148825	Bumpy path, tree roots, narrow parts on this bike path.	Infrastructure Needed	37.4198493	-122.117919	0
148826	A lot of traffic here from cars trying to turn into the private school at drop off / pick up times. Cars at a standstill on Middlefield waiting to turn in, from both directions.	Safety Concern	37.42094818	-122.11095	0

Comments have been arranged in the descending number of likes

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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		Type	Latitude	Longitude	Like
148828	Would be great if this bridge could be wider like the new one connecting to Baylands. This traffic light sensor problem is everywhere. Cyclists are invisible to sensors. Only if a car drives up behind you then the lights will turn.	Infrastructure Needed	37.44770068	-122.1184923	0
148829	This roundabout is quite dangerous for pedestrians because the pedestrian crossings are so close to the circles. Hard to tell if the car is aimed at you or actually turning. Similarly when driving there isn't much time to see both pedestrian on the right and also the roundabout traffic. Best to move the pedestrian crossing a few feet further out for now. I have seen roundabouts in the UK - usually they are placed in much wider intersections so the issue we see at Ross & Meadow just doesn't happen. I still think it was wrong to convert this intersection from a 4-way stop to the hybrid it is today. Today it is not safe at all for the young cyclists who are just too young to pay that extra attention this intersection now requires. Americans don't get roundabouts in general :-)) and they get roundabouts with two way stop signs even less. I pray that none of the child cyclists or pedestrians ever get hit.	Infrastructure Needed	37.42420292	-122.1144405	0
148831	Very often I see dog owners bringing their dogs into/out of Ramos Park without leashes. Obviously we can't call the police each time we see this and the police have better things to do. What would be useful is to have very visible signs at the Ramos Park entrances and exits asking people to leash their dogs. My son was bitten at this park once so I know all what is possible when people don't have their dogs on a leash. It prevents others from enjoying the same facilities.	Safety Concern	37.42602208	-122.1112728	0
148833	This light always lasts too long for people coming from Palo Alto High school or town and country. It should be more reactive to the actual traffic present.	Safety Concern	37.42509554	-122.1099884	0
148840	Regarding the Hillview/Hanover/Porter intersection, I've noticed that at lunch time during the work week there are many pedestrians who ignore the walk signs, as they walk to/from Coupa Cafe for lunch. One reason for this is because the traffic light has 4 phases and the wait times are long, particularly for those crossing diagonally. Previous inquiries to the city via PaloAlto311 got responses indicating that prioritizing pedestrians would likely increase wait times for vehicles. But in my view this is a good example of a place where pedestrian traffic should have an increased priority, at least during the lunchtime hours during the week.	Other	37.4377368	-122.1585858	0
148847	Crosswalks are long, increasing pedestrian exposure. All light phases are unprotected, increasing pedestrian danger from left-turning cars that fail to yield. This intersection would greatly benefit from curb extensions which would shorten crosswalk lengths and increase visibility of waiting pedestrians.	Safety Concern	37.40899482	-122.1472268	0
148851	Would love to be able to walk through the block here, going from Scott St, through Heritage Park, through this block, and onto Gilman St.	Safety Concern	37.44631809	-122.1591739	0
148854	Drivers turning left onto Channing sometimes don't yield to walkers. The green light seems to encourage drivers to make the left without looking, and this issue is worsened by the large potential conflict zone since drivers can pick either lane to turn into.	Destination You Want to Access	37.44457283	-122.1579331	0
148856	Safety could be improved by turning the intersection into an all-way stop.	Safety Concern	37.44396821	-122.1554395	0
148859	Curb extensions would greatly increase the amount of space available to bikes and pedestrians and reduce crossing lengths at this busy intersection.	Infrastructure Needed	37.44232964	-122.1591812	0
148866	There should be a bike lane on Embarcadero so cyclists can safely cross 101 for access to facilities and businesses on the East side of 101. The existing bike and pedestrian bridge is too narrow, outdated, and out of the way.	Infrastructure Needed	37.44733023	-122.1253728	0
148897	This intersection only has a crosswalk on 2 of the 4 crossings-- leading to a school and community center and shopping center. This needs to be updated with crosswalks and ped crossing signs all 4 directions.	Infrastructure Needed	37.41775181	-122.1061184	0
148899	Great new bike lane through the back of Cubberley near the track. However, still some sharp speed bumps that need flattening. They can knock things out of my bike basket.	Safety Concern	37.41646102	-122.1087028	0
148900	This intersection should have an additional traffic lights that allow right turn only when green. This would provide so much more safety for our kids who go and come from school.	Infrastructure Needed	37.42426937	-122.1147406	0
148903	The absence of these lights is the reason why many parents do not let their kids bike on their own.	Safety Concern	37.45119783	-122.1386499	0
148918	Many drivers roll through this stop sign when on Newell. Add a blinking crosswalk? This intersection is used by many children biking to and from Fletcher and Gunn. Pedestrians and bikers have to cross multiple lanes of Page Mill with traffic turning in multiple directions.	Safety Concern	37.41204884	-122.1514558	0
148934	Make the Ross/Meadow half round a bout into a full roundabout. Replace the stop signs on Meadow with "YIELD To Traffic in Circle". Now it is ambiguous who has the right of way when a vehicle is continuing in the roundabout coming from one direction of Ross and passing the other direction of Ross to make a 270 deg turn. I have had several "too close for comfort" incidents on my bike.	Safety Concern	37.42598514	-122.1111957	0
148936	Also drivers frequently ignore the stop signs (much more frequently than most stop signs) Please put a YIELD sign for cyclists going from Castalea to Park.	Safety Concern	37.43165368	-122.148215	0
148942	Please make the warning about bike crossing E. Meadow drive (to get to the path to the bridge) more prominent. Also, marking a bike lane going toward Fabian on Meadow Dr crossing Meadow at a small angle to the Adobe creek path. Now it's a 90 deg left turn.	Safety Concern	37.42937717	-122.1050027	0
148948	I like to access the baylands by bike here.	Destination You Want to Access	37.44035285	-122.1130075	0
148950	The trails in Byxbee park are a great riding destination.	Destination You Want to Access	37.44955999	-122.1055682	0
148951	The Bay trail connection to EPA, and around the airport is a good place for biking	Destination You Want to Access	37.45415955	-122.121583	0
148952	The gravel levee trail from E Bayshore to Geng Park should be paved, and could make it a more attractive (but longer) alternative to the sharrow on E. Bayshore.	Infrastructure Needed	37.45262741	-122.1246557	0
148953	Greer park, with its sports fields, is a destination for adults and kids involved with youth sports.	Destination You Want to Access	37.44157694	-122.1179922	0

Comments have been arranged in the descending number of likes

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined			Like
		Type	Latitude	Longitude	
148957	Arastradero Preserve is a great destination for trail biking and walking.	Destination You Want to Access	37.38702493	-122.1744253	0
148961	Poor visibility with a lot of bikers entering from Kingsley Ave and overgrown planting as you approach Embarcadero. Also, speeding cars often do not expect bikers who use crosswalk to continue on Embarcadero and into the underpass.	Safety Concern	37.43911246	-122.154101	0
148969	JLS sports fields are a destination after school and on weekends.	Destination You Want to Access	37.42017633	-122.1154438	0
148971	This intersection is dangerous to pedestrians and bicyclists during morning and evening commute hours. Students use this light to cross Middlefield to bike to Paly and El Carmelo. Green Middle School students bike down the Middlefield sidewalk at this stretch to get to and from school. Drivers are racing down Middlefield to get to Oregon Expressway/101 and driving south to drop off students at Keys School. Drivers race down Colorado to get to Alma.	Safety Concern	37.43297677	-122.1286793	0
148973	Dangerous hole in the sidewalk where manhole cover has been broken. There are orange cones signaling it, but still poses risks for little kids and obstruct the sidewalk passage	Safety Concern	37.42712533	-122.1436097	0
148989	Left turn to Charleston Rd is challenging. Tremendous risk to both drivers and cyclists who want to cross the street. Suggest adding "keep clear" markings.	Safety Concern	37.4206208	-122.1084983	0
148991	There is a lamp post on the corner right where the sidewalk turns that creates a pinch point for pedestrians, bikes, and cars trying to cross this narrow intersection.	Infrastructure Needed	37.44253125	-122.165021	0
148992	This entire block is very unsafe for bikes as there are many delivery drivers idling and double-parked and many drivers driving erratically as they look for parking and dart in and out of the parking lots. The parklets created for restaurants on this street also take up space and force bikes further into car traffic. Bikes and traffic are forced down this street due to the alternating one-way streets.	Safety Concern	37.44518359	-122.1635533	0
148994	This is a dangerous intersection for bikes crossing the street as many cars and buses try to turn right into the Arboretum/Hoover Pavilion area.	Safety Concern	37.43830124	-122.1668521	0
148995	Cars turning onto El Camino from University are a huge risk to bikers commuting to and from the Caltrain Station. Removing this onramp road to El Camino would greatly improve safety and promote use of public transit.	Safety Concern	37.44238365	-122.1651374	0
149001	Technically in Menlo Park, but this Safeway is convenient for residents of north Palo Alto and there's no easy way to reach here by bike. You have to ride on El Camino without a bike lane then cross 3 lanes of traffic to make a left turn across another 3 lanes of traffic.	Destination You Want to Access	37.45038033	-122.1789453	0
149002	The landscaping and layout of this parking lot exit mean drivers cannot see pedestrians and pedestrians cannot see exiting vehicles until almost in the driveway. This is particularly bad if a large truck or SUV parks in one of the two spots closes to High Street. Drivers are also often looking right at High St traffic and not left for pedestrians.	Safety Concern	37.4444869	-122.1639645	0
149003	The parklet designs along Emerson (but especially for Evvia and The Patio) make it hard to use this sidewalk as a pedestrian going between Lytton and University. I usually avoid Emerson or deliberately use the other side, which is slightly better.	Other	37.4452918	-122.1637876	0
149008	We desperately need crosswalk signals through out the downtown corridor. It is insane that Palo Alto lacks pedestrian signals with countdown timers at all signaled intersections, yet there are more than a dozen in the extremely high traffic area downtown (all but one intersection on each of Lytton and Hamilton lack ped signals). Downtown has high populations of children, senior citizens, and visitors, all of whom are particularly in need of extra time and direction when navigating busy streets that are often crowded with rushing drivers, illegally parked vehicles and other obstacles.	Infrastructure Needed	37.44490517	-122.1646751	0
149009	We desperately need crosswalk signals through out the downtown corridor. It is insane that Palo Alto lacks pedestrian signals with countdown timers at all signaled intersections, yet there are more than a dozen in the extremely high traffic area downtown (all but one intersection on each of Lytton and Hamilton lack ped signals). Downtown has high populations of children, senior citizens, and visitors, all of whom are particularly in need of extra time and direction when navigating busy streets that are often crowded with rushing drivers, illegally parked vehicles and other obstacles.	Infrastructure Needed	37.44550938	-122.1640509	0
149010	We desperately need crosswalk signals through out the downtown corridor. It is insane that Palo Alto lacks pedestrian signals with countdown timers at all signaled intersections, yet there are more than a dozen in the extremely high traffic area downtown (all but one intersection on each of Lytton and Hamilton lack ped signals). Downtown has high populations of children, senior citizens, and visitors, all of whom are particularly in need of extra time and direction when navigating busy streets that are often crowded with rushing drivers, illegally parked vehicles and other obstacles.	Infrastructure Needed	37.44471004	-122.1628124	0

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
149011	This path from Meadow toward JLS is narrow and crowded, particularly at the Fairmeadow entrance gate at school drop off time. The JLS students cut across the grass, pass unsafely and tear through too fast when there are small kids and elderly trying to cross to Fairmeadow from the Mitchell Park parking lot. Suggest the path should be widened, ideally with separate marked bike and pedestrian lanes, plus signage with bike speed limits and "caution pedestrian crossing" signs (like are just on the other side of the gate to Fairmeadow). A wider gate into Fairmeadow would also help.	Infrastructure Needed	37.42258738	-122.1166181	0
149012	Agree with the other comment that a safer way for bikes to get from Mayview to JLS/Mitchell Park is needed here. Importantly, if a dedicated and safe bike lane or path could be added past the library, it could divert student bike traffic off of the dangerous and congested Meadow corridor. Suggest a bike path around the parking lot or converting some of the parking into a bike lane.	Infrastructure Needed	37.42200272	-122.11364	0
149020	I 100% agree that this is a dangerous intersection, especially at morning drop-off time for Fairmeadow (and JLS). There is often a child - yes, a CHILD - out there acting as a crossing guard. Usually there is an adult there along with them, but that person is often on their phone or talking to someone. It is a rare day when the child-crossing-guard actually has much supervision at all. This intersection absolutely needs to be added to the list of intersections protected by trained ADULT crossing guards. Many years ago when my PTA asked the principal (at a different school with much less traffic) if parent volunteers could act as crossing guards at the nearby intersection, the answer was an absolute no because of the risk. What on earth is Fairmeadow doing using children??? Please, please, please stop this practice before something terrible happens!!!!		37.42308019	-122.1168097	0
149022	This roundabout is dangerous for runners doing the (very popular) campus loop. I have been nearly hit by multiple motorists turning left onto Campus from Santa Teresa who are speeding toward the 280 and not paying attention.	Safety Concern	37.42666902	-122.1812048	0
149023	Cars going on Oregon Ave do not respect the signals here and run into the space reserved for cyclists.	Safety Concern	37.43104384	-122.1380357	0
149025	A pedestrian and bicycle crossing here would be nice.	Infrastructure Needed	37.4511462	-122.1173016	0
149026	Need bike lane	Infrastructure Needed	37.44921766	-122.1195539	0
149050	When biking/driving west on James Road, the rider/driver does not have a clear view on oncoming traffic from the left, due to cars parked north bound on El Camino Way (though fewer cars on weekends). So making a left turn here feels like a gamble every time, even for an adult. Even making a right can be risky. A three way stop here is long over due.		37.41326856	-122.1247178	0
149051	When biking/driving west on James Road, the rider/driver does not have a clear view on oncoming traffic from the left, due to cars parked north bound on El Camino Way (though fewer cars on weekends). So making a left turn here feels like a gamble every time, even for an adult. Even making a right can be risky. A three way stop here is long over due. Note: there is absolutely no stop or yield sign currently at this three way intersection.		37.41326856	-122.1247178	0
149052	When biking/driving west on James Road, the rider/driver does not have a clear view on oncoming traffic from the left, due to cars parked north bound on El Camino Way (though fewer cars on weekends). So making a left turn here feels like a gamble every time, even for an adult. Even making a right can be risky. A three way stop here is long over due. Note: there is absolutely no stop or yield sign currently at this three way intersection. I submitted a request to the city in the past - they said it was checked and is fine - so not true.		37.41326856	-122.1247178	0
149077	Cars routinely run this red light during school dropoff/pickup hours. What can be done to get drivers to slow down and be ready for the light?	Safety Concern	37.40378466	-122.1281018	0
149079	Can the right lane on El Camino approaching Page Mill from the south be turned into a 'right turn only' lane? To help with traffic flow. Also signage to watch for pedestrians crossing Page Mill here while turning right.	Safety Concern	37.42297769	-122.1416268	0
149081	Placing of button for right turn onto CalAve coming from Middlefield is not realistic. You can't reach it from the bike lane.	Infrastructure Needed	37.43737214	-122.1356095	0
149085	Pinch point in bike lane. When residents' cars are parked here (happens regularly), kids will ride around the car and into traffic. This is particularly dangerous when cars on Louis are going fast to catch the green light.	Safety Concern	37.44082706	-122.1287908	0
149086	No convenient bike access from N Cal Ave to Ross bike blvd. Safest is to ride on the sidewalk along Middlefield in front of Greene, but this can cause issues with pedestrians.	Infrastructure Needed	37.43647517	-122.1338655	0
149087	Crossing Middlefield here is scary! Limited visibility of cars coming along Middlefield at left. Cars are coming fast to get onto Oregon and tend to stop on/after the pedestrian crossing. I won't take my kids this way, because I think it's too dangerous.	Safety Concern	37.43579148	-122.133219	0
149091	Safe bicycle connection needed from North California Avenue and Ross bike boulevard, via Garland. On Greene side of Middlefield.	Destination You Want to Access	37.4363821	-122.1339796	0
149101	Cars turning on to both Bret Harte and Mark Twain from Embarcadero often drive way too fast while turning to avoid traffic on Embarcadero and kids on bikes and kids walking have almost been hit many times because these cars are trying to dash across two lanes of traffic and don't notice the pedestrians.	Safety Concern	37.44372813	-122.1375671	0
149107	I want to get to this nice grocery store by bike but it involved going down oxford ave and then crossing at the intersection that is kinda dangerous.	Destination You Want to Access	37.42665126	-122.1484268	0
149114	Potholes line El Camino, making it very unsafe to travel by bike	Safety Concern	37.41651153	-122.1297113	0
149115	Bicyclist do not trigger Ventura light to cross El Camino. A "push for cyclist" button would be helpful.	Infrastructure Needed	37.41697341	-122.130024	0
149117	Traffic back-up onto El Camino Real and cars not stopping to look for pedestrians on the sidewalk as they exit the drive-thru	Safety Concern	37.41726612	-122.1305938	0
149118	Bikers and drivers often ignore stop sign here by the elementary school.	Safety Concern	37.41334764	-122.1358416	0

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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149122	Please consider making this crosswalk across Channing Ave. at Heather Ln. a raised crosswalk. This will help keep this intersection safer by forcing people to slow down a bit. This stop sign is often ignored, which creates a potential safety risk for children crossing for Duveneck Elementary School. There is a crossing guard down at Alester, but there is not one here, so any small improvements to slow people down will help.	Safety Concern	37.44878367	-122.1333938	0
149124	Please trim the plants on the southeast side of Charleston. Vision is greatly obscured when trying to turn right onto Charleston from Louis.		37.42191226	-122.1059551	0
149125	The intersection of Middlefield Rd at Oregon Expy in all directions at every corner: This intersection is super dangerous for bikers and pedestrians, particularly Greene students headed to and from school. There have already been a few accidents and near misses by commuters, including one yesterday. There is no signage, no pedestrian and bike lanes or lights. It would be great to see a crossing guard or even better for there to be a pedestrian bike bridge going over Oregon Expy.	Safety Concern	37.4357053	-122.1328975	0
149128	Too many lighted crosswalks too close together in this stretch of El Camino. This is a main car thoroughfare, pedestrians should walk to a crosswalk, there should not be one every 2 streets stopping traffic on top of all the lights.	Infrastructure Needed	37.41816682	-122.1319636	0
149129	Do not ruin this major intersection too by adding more bike crossing infrastructure. Keep the ability to move car traffic through. Bikes can cross fine as is using crosswalks with common sense.	Safety Concern	37.43744712	-122.1598199	0
149130	Coordinate the timing of this light from T&C parking lot with the light at El Camino to move traffic through.	Safety Concern	37.43792546	-122.158232	0
149137	Drivers are doing u-turns after dropping off passengers/ children for school (observed multiple times every weekday morning but it's likely happening at other times too). It's happening at a part of the road where there is a double yellow line, is close to a junction so cars or bikes will suddenly encounter the obstruction after turning onto Cowper, where cars are blocking the use of the bike lane and often when bike users (generally children) are on the road.	Safety Concern	37.42338362	-122.1170677	0
149138	Pedestrian (runner) hit by car while in the crosswalk in December 2022, leading to life-altering injuries.	Safety Concern	37.43114856	-122.1195271	0
149140	Near miss, pedestrian in crosswalk almost hit by car who went through intersection not paying attention	Safety Concern	37.43852817	-122.1188119	0
149141	Students biking on this smaller frontage road don't stop at Cowper, and cars don't have a hard stop at the frontage road. I personally and have seen many near miss collisions between bikers and cars.	Safety Concern	37.43344644	-122.1355757	0
149143	Should probably put some sort of bike crossing here. Or better visibility of cross walk. Many kids bike from Duveneck and Greene and this intersection see cars not always stopping.	Infrastructure Needed	37.44860646	-122.1297471	0
149144	Lack of visibility due to trees in the corner. It is hard to see cars turning from Foothill into Arrastradero and to turn from Miranda into Foothill. Also cars take the corner at high speeds and there should be a no right turn on red from Foothill into Arrastradero coming from Los Altos to avoid cars taking the corner fast and hitting pedestrians or bicyclists. There has been too many near hits over the years.	Safety Concern	37.39932191	-122.1333403	0
149146	There is a slight turn where cars cannot see pedestrians and if the lights are all timed green the cars drive fast. Seen cars passing on yellow and driving over speed limit to meet the lights	Safety Concern	37.42137334	-122.120135	0
149171	Although there is a bicycle trigger for the left turn arrow from Quarry Road (biking towards El Camino) into Vineyard Lane, the trigger often does not work unless the bike is in exactly the right position. I either have waited multiple cycles for a car to come (rare at some times of the day) or get off my bike and push the walk button that is on the median. (Sorry, I also made this comment by mistake at the intersection of Welch and Quarry Road)	Infrastructure Needed	37.43788778	-122.1719075	0
149172	The light going across Sand Hill Road here takes forever to change to green even when you press the pedestrian button.	Infrastructure Needed	37.44325145	-122.1735172	0
149174	The problematic design of the "improvements" at this intersection were made without neighborhood input by people who see the dangers daily. When the then head of transportation was asked why not, he wrote that they didn't know how to reach the neighbors (seriously). This intersection is the site of constant near misses and has been made dangerous for cars. The survey seemed leading and intent on continuing this unnecessary ethos that safety for bikes must needs increase danger for drivers.	Safety Concern	37.40374924	-122.1280455	0
149175	Arastradero and El Camino are unpleasant and hazardous to walk on. Rather than narrowing Arastradero by putting in extraneous road furniture, why were walking and biking ways widened? Couldn't a two-way separated bikeway with signaling and a wider sidewalk have been put in instead? Sidewalks in this city are littered with obstructions. No one wants to walk if they have to go single file and can't carry on a conversation because of constant obstacles. Although unhappily the city has been working hard over the years to eliminate retail people used to want to walk to anyway, in favor of hotels and offices, the city should be remembering pedestrians not just bikes. This intersection in particular is a perennial hazard for pedestrians to cross going to El Camino.	Safety Concern	37.40921276	-122.1239453	0
149176	Shade from tall buildings and trees make the light/dark at this crossing hazardous. The large flashing signs are almost a distraction when people want to cross because it can be very hard to spot pedestrians because of contrasting light and parked cars. THIS CROSSING NEEDS EMBEDDED FLASHING LIGHTS.	Safety Concern	37.41505618	-122.1265143	0
149186	Homer should be returned to two way traffic, or a contra-flow class IV bike lane be extended from High St. Ideally it's returned to two way traffic which would mean we don't need the weird 1 block protected bike lane.		37.44271268	-122.1586985	0
149187	I don't know if it's just this crosswalk or if there is another one on El Camino Way (off the top of my head) but the flashing lights don't work. They are distracting. The way the shadows from the tall buildings (which can't be changed) and trees (which shouldn't be changed) contrasts with sunlight much of the day, drivers can't see people trying to cross. This crosswalk needs EMBEDDED FLASHING LIGHTS	Safety Concern	37.41328748	-122.1249078	0



Id	Comment	User Defined Type	Latitude	Longitude	Like
November 05 2023	<p>The bike box here is an extreme hazard for cars turning left the rest of the day and seems to be teaching kids to zoom across car bumpers at other intersections. National standards for bike boxes are for intersections **with good visibility in all directions** which is not the case here. The DMV emphasizes that cars should not just trust a light while turning but drivers should look both directions before pulling into an intersection, but this is not possible at all because the bike box allows almost zero visibility for cars to the left. A light does not protect cars as our transportation department keeps insisting as this intersection light is frequently run. I have myself nearly been broadsided more than once by cars running the light at full speed on Arastradero. If you stop at the line during the 23.5 hours of the day when there are almost never bikes present, when the light turns, you have to drive up and stop to check for cross traffic which puts you in danger of being rear ended by someone behind who would not expect that behavior which has also happened. Worst of all, when that bike box went in, all over town, kids on bikes began racing across car bumpers to pull ahead of them at intersections, assuming even tiny spaces of inches with a bike in the paint means itâ€™s a bike box and they are supposed to pull in front. Iâ€™ve also seen kids pull into Arastradero from Donald against the light more than once, mimicking behavior based on the light conditions in the morning that are not standard to favor getting them across. Only by sheer luck are they alive today. Iâ€™ve also seen adult bikers on the sidewalk to cross at the lightâ€™when I asked why they didnâ€™t use the bike box, they said it was confusing. When told this, the City dropped full page color instructions on doorstepsâ€™traffic conditions should never require nonintuitive full page instructions, assuming no one new will ever use the road. Lastly, this intersection is still extremely hazardous for young bikers despite the bike box and in some ways because of it. It needs a redesign that takes the need for car passenger safety into account too, the need for visibility when turning, and the need for safety of bikes at that intersection in the morning where parents are still dropping their kids off at the corner and then pulling into Donald to turn onto Arastradero creating danger for the bikes including because of them pulling around for the bike box (also leaving those who canâ€™t fit stuck behind alone amid large buses and cars.)</p>	Safety Concern	37.40376705	-122.1280809	0
149189	<p>This only needs to be fixed if it hasn't been in the last few years and I'm unaware. For many years, the playground of Juana Briones elementary was turned into a street for older kids to cross on bikes, so the city didn't have to admit that Maybell wasn't that safe. Then the excuse was that Maybell was being upgraded (after the upgrade was already finished). This situation is unsafe. I have myself witnessed several collisions between older kids on bikes and little kids on foot. Thankfully none serious but such collisions can be deadly. Signs telling kids to slow down or walk bikes do not work. I've even witnessed an older kid on a bike running into one and falling off his bike. The school yard needs to be closed/ made off limits to through-traffic bikes, and high school/middle school kids on bikes need to be encouraged to use actual streets and bike paths on their way to school. It is not only unsafe for the little kids to have their playground used simultaneously as a freeway for older kids on bikes, it limits the play and ability of younger students to fully enjoy their own schoolyard before and after school. Time to fix this (if it hasn't been, haven't heard word).</p>	Safety Concern	37.40787711	-122.1288914	0
149190	<p>Biking from Stanford to Los Altos should be though through, so that more people can bike to middle school and high school, and conversely, to Stanford. This street is a major dangerous barrier, and a more safe crossing that cyclists and pedestrians can count on should be introduced, including hardscape not just a light.</p>	Safety Concern	37.41187436	-122.1516473	0
149192	<p>Streets in South Gate are too narrow for parking on both sides. Recommend prohibiting parking on one side of each street for emergency vehicle access. It is so narrow that a car and a bike cannot pass when cars are parked on both sides. Always large vehicles parked on Park Blvd directly in front of the signs indicating that parking of those vehicles is illegal in this area.</p>	Safety Concern	37.43361558	-122.1511349	0
149196	<p>Trim hedges to improve visibility. Pedestrians cannot be seen when coming out of the bike bridge.</p>	Safety Concern	37.42511608	-122.1368968	0
149202	<p>No need to change anything here. The parking needs to be there to support park activities and the bike lanes work well even with all the parking being there. Spend the money some place else that really needs it, but no need to change anything here.</p>	Safety Concern	37.40920661	-122.1182576	0
149204	<p>Thanks.</p>	Other	37.42667209	-122.1101306	0
149206	<p>Please expand this section (west side of Churchill) going south on Churchill as in the mornings, a huge group of bikers clump together. This section of the road should have the curb painted RED so cars can not be parked along Churchill and expand the bike lane to be wider.</p>	Safety Concern	37.43562376	-122.1515631	0
149207	<p>please do not merge the bike lanes. There needs to be a bike going north east on Stanford Ave, because there are also a huge number of Greene Middle School and Palo Alto high school students who bike NORTH towards El Camino on Stanford daily.</p>	Safety Concern	37.42568115	-122.1508818	0
149208	<p>There is a HUGE OAK TREE that juts out onto Bryant street, so if a biker going east bound on Bryant towards Embarcardero (i.e. Greene Middle school students), they may run into the tree. Consider reflective ribbon or reflective paint on the tree and lights on the tree trunk to ensure bikers do not run into the tree while biking on Bryant at night time or early morning. going towards Greene Middle School</p>	Safety Concern	37.44003431	-122.1523386	0
149209	<p>Consider putting in speed bumps on Ramona. Cars often come from downtown Palo Alto, speeding towards Addison, along Ramona at top notch break speed when often little kids, pedestrians/walkers and cyclists are also on Ramona Improve the way high schoolers from Paly who come by bike can cross Alma to Churchill. Right now many of them use the pedestrian traffic light to cross on the wrong side of Churchill and then swerve over to the right side of Churchill. Also, they often keep crossing Alma when the pedestrian light is red, but the car traffic light is green, blocking all the traffic on Churchill.</p>	Infrastructure Needed	37.44145887	-122.1561197	0
149210	<p>Churchill.</p>	Safety Concern	37.43560883	-122.1515973	0

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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149212	Need physical separation for bike lane - cars use it to go around on the right, incurring the bike lane, making it dangerous for any bikes.	Infrastructure Needed	37.45568905	-122.1517335	0
149215	there are so many things wrong with the intersection of foothill and arastradero, covered by other comments, but i'll add another: the traffic light causes *all* lanes of traffic to stop for minutes on end. everybody staring at everybody else, nobody moving across acres of asphalt. it's not like this intersection is particularly busy - it doesn't need to be, since it parallels the freeway so closely. why is it so enormous? why do we need a giant expressway in that location? why does it have such an unbelievably slow traffic light sequence? i've witnessed many cyclists give up on the long wait and cross against the light, risking their lives with 50 mph traffic.	Safety Concern	37.39880327	-122.1345672	0
149216	cyclists should be prohibited on alma. i've seen several recently, and it's just insane, there's no room, drivers try to squeeze past them, endangering other drivers and the cyclists. alma is a cyclist deathtrap. do the cyclists not know about bryant?		37.4163428	-122.1209373	0
149218	whenever anyone tries to turn left from eastbound alma onto northbound hawthorne, the ensuing backup persuades some drivers to try to pass on the right, in the bike lane, which endangers everyone. long ago i got a ticket for doing the same thing, and i haven't forgotten about it. give out a hundred tickets and make it stop. or prohibit left turns there in some way that will work better than the polite little sign that's already there. bollards would work.	Safety Concern	37.44587994	-122.1678353	0
149219	There has been many cars that run the red light here because it is not well marked as a pedestrian intersection. Used heavily by students going to Duveneck Elementary and Greene Middle School. There should be flashing pedestrian lights! Also, a dedicated left hand turn signal (or lane) when you're westbound turning from Embarcadero to Louis.	Safety Concern	37.4446278	-122.134472	0
149220	Drivers at the intersection of middle Field and Oregon express way don't honor pedestrian sign fully, do not watch for bicycles	Safety Concern	37.43576566	-122.1330291	0
149221	For some reason, drivers really like to run or almost run red lights at this particular intersection. They see yellow lights as a challenge of sorts and would rather accelerate to unsafe speeds than slow down and stop. Recent changes to the timing of the traffic lights have made crossing the intersection feel less perilous as a pedestrian or cyclist using the crosswalks. Adding a few seconds of delay between when the light turns green and when the walk symbol turns on has resulted in less cars cutting off pedestrians entering the crosswalk. However, this change has not incentivized drivers to drive more safely. I'm not sure how we can encourage more responsible driving practices in our city as a whole, but maybe red light cameras or other penalties for unsafe driving might help disincentivize reckless behavior.	Safety Concern	37.43731786	-122.1600988	0
149222	4 way stop, but if bike turns left, can be less safe.	Safety Concern	37.4272405	-122.1258395	0
149223	It is confusing for both bikers/pedestrians and cars negotiating this intersection about who has right of way and when. Cars rarely will stop for visible pedestrians and bikers looking to cross Meadow on Park. And sometimes cars coming Westbound on Meadow will barrel through at fairly high speeds - presumably impatient as they just finished waiting for the light at Alma. Something needs to be done to better indicate the presence of pedestrians/bikers and that cars need to stop and wait for them to cross.	Safety Concern	37.41713342	-122.1237009	0
149224	Another comment to highlight the need to repave this section of road. Some patches are reduced to gravel making it less than safe for bikers and also not ideal for cars too.	Safety Concern	37.42995595	-122.1518172	0
149226	Crossing from Seale under the tracks to Peers Park would be a wonderful addition to the network and would help bikers avoid the craziness of Churchill in the AM	Destination You Want to Access	37.43254017	-122.1465102	0
149227	Buses continue to stop and block the bike lane forcing bikes into the busy traffic area while just sitting / waiting there (not at a bus stop). Why is this allowed and are bus drivers not trained as to how dangerous this makes things for cyclists?	Safety Concern	37.43098953	-122.1873731	0
149228	Lots of cars trying to do U-turns in this area. Dangerous and confusing for pedestrians and bikers	Safety Concern	37.42650296	-122.1445026	0
149229	Larger and more bike parking areas in downtown. The current options often only hold 2-3 bikes making it difficult to find parking near destinations (esp for 2+ bikes traveling together).		37.44490398	-122.1625072	0
149233	Multiple accidents at the intersection. Lincoln is a busy road and people don't seem to have the patience to wait to cross Middlefield. There are kids and families crossing Lincoln here on foot and on bikes, as well as cars trying to speed through the intersection. A traffic light would definitely help.	Safety Concern	37.44598835	-122.1492483	0
149237	Bike/pedestrian conflicts on this path are an issue. It is too narrow to pass without going onto the grass. Simply widening the walkway would help.	Infrastructure Needed	37.40147448	-122.1266334	0
149238	Forget signage for this impossible bike route - put a cut in the median and a crossing with flashing lights. Or at the very least, a curb cut that directs cyclists the RIGHT way into the bike lane to cross at Carlson.	Infrastructure Needed	37.41768462	-122.1142839	0
149240	Restrict roadside parking the last section of Whitsell, and maybe install a three-way stop. Cars parked right up to the corner makes it impossible to see if there is oncoming traffic (from Whitsell) when turning from Matadero and I have had many close calls there.	Safety Concern	37.41732424	-122.1357009	0
149241	Take an idea from SF and make this section of Barron a "slow street" - closed to cars except for residential access. There's no reason for this to be an artery, either to or from El Camino. Matadero, Kendall, and Military provide perfectly good and safer alternatives to access this neighborhood.	Safety Concern	37.41767066	-122.1327731	0
149242	Potential collision. The view of this round about is not that clear.	Infrastructure Needed	37.4267335	-122.1814157	0
149246	no pedestrian or bicycle crossing at this intersection, which enters into a school where young children attend.	Safety Concern	37.40155103	-122.1294375	0
149248	I have seen kids hit at this intersection. Drivers can only see back of the yield to pedestrian sign and think it is a stop sign. They go in front of kids and cars as a result and hit or get hit as a result. Please make this a 4 way stop.	Safety Concern	37.44109302	-122.1366933	0
149250	Consider changing this to a pedestrian and bike-friendly roundabout. Too often everyone waits at red lights while no cross traffic is passing. Also, it might help to slow down speeders on Foothill.	Infrastructure Needed	37.40428663	-122.1458125	0

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Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
149251	Change this intersection to a pedestrian and bike-friendly roundabout. Crosswalks should have RRFB lights, but also should have Do Not Cross to allow breaks when school lets out. Manuela should attach the roundabout, as would right-turn off Miranda into the round about (or eliminate it all together and only allow left turn from Miranda south to Arastradero east. This design would slow traffic on Foothill, eliminate the confusion of Manuela entrance, and reduce eait times when cross traffic is light or non-existent. There is plenty of room at the intersection to accomidate a significant redesign.	Infrastructure Needed	37.39883064	-122.1346725	0
149252	This L turn from Kendall onto Josina is a Bike Safe route to school, but landscape and road curves make it very hard for bikers to see cars traveling on Josina. A painted cross walk, fisheye mirror, or car sensor is needed so that elementary kids aren't biking across traffic blind.	Safety Concern	37.4138103	-122.1365044	0
149255	Need better access routes for bikes to cross from Palo Alto to Stanford. El Camino is scary to cross	Destination You Want to Access	37.43740048	-122.1606475	0
149256	Need better access across embarcadero for pedestrians. Middlefield is a very large crossing with 2 busy streets intersecting	Destination You Want to Access	37.44145274	-122.1449736	0
149260	Please do not block intersection signage and enforcement needed. There is only 1 crosswalk across ECR at Ventura, and it is blocked most cycles during evening hours	Infrastructure Needed	37.41680638	-122.1300726	0
149261	A bicyclist approaching this intersection in the bike lane is NOT DETECTED BY THE TRAFFIC SIGNAL! Signal detection only seems to be reliable pushing the pedestrian button, or riding in the auto traffic lane. This is not the only place where it is not clear where a bicyclist should position themselves to be detected, so cyclists swerve over to the sidewalk at many intersections to make sure the light will change for them, and they can cross the street. Every signal controlled intersection in Palo Alto should be checked to make sure that all cyclists will have functional signals and infrastructure that works for a naive first time rider.	Infrastructure Needed	37.44871774	-122.1397172	0
149266	Northbound on Middlefield the bike lane disappears through this intersection. A safety concern, and an infrastructure need.	Safety Concern	37.41985321	-122.1099904	0
149267	Northbound on Middlefield the bike lane disappears through this intersection. A Safety and Infrastructure problem.	Infrastructure Needed	37.42417493	-122.1146246	0
149270	The new signal here is a big safety improvement!	Other	37.42168275	-122.1058475	0
149271	Needs better bike infrastructure! This intersection is all about auto turning lanes, no bike/ped accomodation, except the crosswalk. Turn the right turn only lane into a right turn auto / through bike lane? (Cupertino does this.) Even as a vehicular cyclist, I'm not sure where I should wait here, to end up in the bike lane across San Antonio.	Infrastructure Needed	37.41637276	-122.1036394	0
149272	Cars often ignore the pedestrian crossing light. Perhaps a camera could be added so drivers who ignore the red light would be ticketed. That might promote better behavior.	Safety Concern	37.41843771	-122.1328458	0
149273	cars turn onto Birch too fast from Lambert. Lambert is a narrow local-width street that is used by higher-speed through traffic.	Safety Concern	37.42254611	-122.1350943	0
149274	Cars speed through this series of intersections without looking for oncoming traffic.	Safety Concern	37.42191985	-122.1335686	0
149275	Cars turn onto Orinda from Fernando without slowing or stopping and without looking for oncoming traffic. Streets in this area are too narrow to be used by higher-speed through traffic.	Safety Concern	37.42153034	-122.1338873	0
149276	Cars at Orinda/Matadero never stop and seldom slow down enough for safety when turning right from Matadero onto Orinda. Many people ignores the stop sign when approaching from any direction.	Safety Concern	37.42058635	-122.1322189	0
149277	Southwest-bound through traffic on Matadero travels on narrow local street at 30-35 mph without slowing for pedestrians or other cars. Drivers treat this area as if these are arterial streets, not local residential.	Safety Concern	37.42112742	-122.1317018	0
149279	Southeast-bound electric bicycles and scooters travel down Park at unsafe speeds and often refuse to slow down for their own safety and the safety of others, especially pedestrians and non-electric bicycles. Electric bicycles are a hazard in this area of Park. Park is narrow between Lambert and Curtner and electric bikes and scooters often are going way too fast.	Safety Concern	37.42274634	-122.1327103	0
149280	The El Camino Margarita/Matadero light isn't timed to allow enough traffic through often enough and the left turn from Margarita to Southeast-bound El Camino is hazardous to pedestrians. This intersection is both a safety concern and an access-concern.	Safety Concern	37.41926988	-122.1345342	0
149281	The roundabout may be a safety/delay improvement for bicycles on Ross, but, the combination of stop sign and roundabout is confusing for motorists and bicycles on Meadow.	Safety Concern	37.42606849	-122.1112995	0
149282	There is too much high-speed through traffic for the narrow streets between Curtner and Lambert. This area needs serious enforcement to discourage through traffic from speeding through this area.	Safety Concern	37.4209634	-122.1297963	0
149283	This area is not designed for high-speed e-bikes, but, they blow through at maximum speed regardless of the safety of themselves or others.	Safety Concern	37.42227558	-122.1319214	0
149284	This is a park area with people parking, children entering/exiting cars, and bicycle riders re-entering Park Blvd from the park. And yet cars often speed by at 35-40 mph. Speed enforcement needed.	Safety Concern	37.41590057	-122.1219332	0
149286	this should be open for bikes to ride through, peds access on both quarry for crossing ECR, and transit access to the transit center!	Infrastructure Needed	37.4437621	-122.1674494	0
149288	Road markings needed to indicate that bikes going west need to cross to the south side of the street to continue straight into Palo Alto	Infrastructure Needed	37.41093799	-122.10592	0
149289	work w/Caltrans to improve signal timing.	Safety Concern	37.44171951	-122.1650864	0
149291	can't wait to have the churchill project completed.	Infrastructure Needed	37.43241262	-122.1545856	0
149292	This should be a round about. The current signage is not intuitive around who has right of way in different parts on the intersection. Particularly dangerous for bikes and pedestrians	Infrastructure Needed	37.4102979	-122.1077477	0
149293	this needs bike and SRTS improvements - continuous bike lanes on Stanford Ave	Infrastructure Needed	37.41912023	-122.1563666	0
149295	please sweep the Bol Park path	Safety Concern	37.40624824	-122.1363174	0
149296	light improvements on Bol Park Path	Infrastructure Needed	37.40614189	-122.1375078	0

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Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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		Type	Latitude	Longitude	
149297	review circulation in this area	Infrastructure Needed	37.44078919	-122.160753	0
149298	can we formalize Wells Ave as a bike route (btw ECR and Urban).	Infrastructure Needed	37.44071094	-122.1614163	0
149299	review lighting here. feels unsafe at dark	Safety Concern	37.44255694	-122.163628	0
149302	Need all street corners painted red to show there are no parking zones. Every afternoon during various practices at cubberly field, parents park on the corners of Tioga and Diablo. It makes it extremely dangerous to look for cars and people around the corner. We have complained many times. A RED corner that says DO NOT PARK will hopefully help. In the meantime, people, please STOP parking on these street corners!	Safety Concern	37.41512206	-122.109941	0
149304	A few years ago, we were promised a roundabout at the intersection of Stanford Ave and Ash Street. Nothing has happened so far. The roundabout should be built in such a manner that cars have to slow down and go "around" in a circle, and not like an intersection such as Stanford Ave and Park blvd where the intersection has become a race track (nobody stops or even slows down there anymore). thank you.	Safety Concern	37.42872819	-122.1484041	0
149306	Trail needs to be repaved.	Infrastructure Needed	37.43508933	-122.1011947	0
149307	Very heavy commute hour traffic in this area. Lots of rolling stops. Near misses. Lots of bicycle commuters use this route too. Plus dog walkers and kids on their way to school in the AM. This is a residential neighborhood, but long, wide straight-aways seem to invite speeding by hurried commuters and the city's data collection proves this. Police are not resourced to solve this. Traffic calming infrastructure, such as speed tables, curb extensions, etc. need to be employed to keep residents safe.	Safety Concern	37.45431729	-122.146881	0
149308	The bike lanes on northbound Fabian Way are unsafe, putting cyclists in the door zone of parked cars. Bike lanes on both side of Fabian are too narrow and poorly maintained.	Infrastructure Needed	37.42509205	-122.1041761	0
149309	Bike lanes on Charleston between Fabian and Louis are blocked by garbage cans at all times, forcing cyclists into busy travel lanes	Safety Concern	37.4221104	-122.1048986	0
149312	Talking of bike parking improvements " please include designated spaces for cargo bikes downtown and in other retail/high-traffic areas. If we're serious about sustainable transportation, you can't leave families takingthe plunge into biking together behind by leaving us without parking options.	Infrastructure Needed	37.44520722	-122.1622129	0
149313	[Repeated] Talking of bike parking improvements " please include designated spaces for cargo bikes downtown and in other retail/high-traffic areas. If we're serious about sustainable transportation, you can't leave families takingthe plunge into biking together behind by leaving us without parking options.	Infrastructure Needed	37.43363699	-122.1293809	0
149314	Talking of bike parking improvements " please include designated spaces for cargo bikes downtown and in other retail/high-traffic areas. If we're serious about sustainable transportation, you can't leave families takingthe plunge into biking together behind by leaving us without parking options.	Infrastructure Needed	37.42732516	-122.1440447	0
149315	There is a plan for safer ped bike lane from Emerson to Embarcadero tunnel that should be at a top priority. Hundreds of Paly students take this route. When they cross at high the cars speed towards them and rarely stop. The flashing light caution device is totally inadequate. I urge council to see first-hand how dangerous this crossing is and fast-track a solution.	Infrastructure Needed	37.4389517	-122.1542847	0
149316	The 90 degree bend is dangerous for pedestrians and bikers due to no walk space on one side of the road (the side with even numbered houses such as 3834 Magnolia). It is also dangerous for vehicles on that side because when they complete the turn they have no visibility of a vehicle pulling into the road from driveways near the bend.	Safety Concern	37.41560768	-122.1331768	0
149320	The bend is dangerous for bikers and pedestrians to cars speeding through narrow drive due to no stop sign and parked vehicles due to the apartment complex.	Safety Concern	37.41605163	-122.1312798	0
149321	While I ride Embarcadero often, it involves riding with heavy traffic and is stressful. There was a good design created for a Dutch intersection and connecting paths between ECR and Bryant.	Infrastructure Needed	37.43762602	-122.1591332	0
149323	I agree that the traffic light at Oregon Expwy & Ross is stupid. It needs to be more responsive to pedestrian and bicycle users on Ross Rd. In addition, it needs to stop showing a Green for Ross traffic when there isn't any traffic on Ross. Eliminate the "bicycles sensors on Ross that falsely trip on slow vehicles. These problems are a great source of pollution. The lights for left turns from Oregon Expwy need to be changed to a Flashing Red to prevent stopping cars when there are huge breaks in the traffic on Oregon Expwy.	Other	37.43803864	-122.1306795	0
149324	The parking lot is very dangerous to walk across at the crosswalk. There are not stop signs and people don't look and speed in the parking lot. Needs more safety measures here	Safety Concern	37.44419697	-122.1446209	0
149325	Needs a stop sign here or something. People speed here and is also a crossing that kids use to go to school. Feels unsafe to cross Waverley both here and at Melville	Safety Concern	37.44161374	-122.1514802	0
149326	There are no lights along this road. High schoolers biking home often risk being hit my cars simply because the road is narrow and unlit.	Safety Concern	37.40720424	-122.1279864	0
149327	Most cars traveling on Stanford ave are turning onto el camino - its very confusing for drivers nagivating the turn and watching for bikers - a specifi turn signal for cars would be very helpful. At a minimum an illuminated pedestrians have right or way sign is need	Infrastructure Needed	37.42758907	-122.1492736	0
149328	Many kids cross here and cars don't expect walkers and bikers crossing Stanford ave coming college terrace because this is a blocked off dead end street from that direction. A pedestrian right of way sign in the road like there is further up the street near Nixon would be helpful	Safety Concern	37.4190851	-122.1563914	0
149329	Cars should not be allowed to turn right on red when bikers or children are present - the bike lane is narrow and not clear - this is such a dangerous intersection	Safety Concern	37.42497257	-122.1459197	0

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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149330	Southeast-bound cars ignore or don't see the first (red) light at Portage Ave and blow through at speed, stopping at Hansen. This endangers anyone in the crosswalk, or, proceeding by bike or car from Portage and turning left onto El Camino. Probably another, more visible light on Southeast-Bound El Camino at Portage is required. I've seen cars blow through that red light numerous times recently.	Safety Concern	37.42107949	-122.1385554	0
149331	The speed limit of 50 mph is a little high for this stretch of road because of the light at Deer Creek Rd. Lowering it to 45 mph would be an improvement. There is a lot of traffic turning left from Deer Creek onto Page Mill these days.	Safety Concern	37.39567419	-122.1606288	0
149332	The lack of speed and red light enforcement along El Camino is very noticeable. In some locations it doesn't matter, but, there are lot of people crossing El Camino from Margarita on south to Arastradero, and i've seen numerous close calls at Curtner in particular. Please patrol and enforce. Unsafe for pedestrians and bicycles.	Safety Concern	37.41833222	-122.132485	0
149333	Cars constantly turn right on red without stopping first, endangering pedestrians and bicycles crossing El Camino from El Camino Way to Maybell. Sometimes with zero visibility if a bus or truck is blocking the view to the left.	Safety Concern	37.41197923	-122.1247483	0
149334	Auto access getting in to Town and Country is OK, but, it is very hard to get out, especially south on El Camino. I don't have an answer but it is a mess.	Destination You Want to Access	37.4386142	-122.1600025	0
149335	Speeding vehicles, including trucks and especially VTA buses, blow through the Curtner intersection long after the light has turned red, endangering pedestrians and bicyclists. It is particularly disturbing to see in the morning when kids are walking and riding to Barron Park and Juana Briones schools. The section of El Camino between Margarita and Maybell needs traffic enforcement.	Safety Concern	37.41768496	-122.1314121	0
149336	Students biking on hanover from California Ave to Gunn High ride on the sidewalks. As a pedestrian walking on those sidewalks several mornings a week I have been unaware of the bikers approaching from behind me, as they give no voice warning or alert. If I should need to step to the side, a crash is very likely. There are also bike lanes on both sides of the street, but riders seem to prefer the southbound sidewalk route. A community service officer making warning stops may be a good idea.	Safety Concern	37.41883771	-122.1500568	0
149337	I have witnessed several crashes at Embarcadero and Greer because of people running the red light. This intersection needs a red light camera.	Safety Concern	37.4460079	-122.1297925	0
149338	Speeding is rampant on Embarcadero from Paly all the way to 101. I routinely drive on Embarcadero, doing 25 mph, the speed limit, and routinely get passed by people driving at 40 mph and 50 mph. I have complained to the City of Palo Alto Police and have been told there is nothing they can do. I do not understand why I have been told this. Install speed cameras all along Embarcadero ASAP. This is a residential area with a 25 mph speed limit and we do not need more traffic fatalities on this road.	Safety Concern	37.43995548	-122.1508288	0
149339	Often waste bins are in bike lane, causing cyclists (many inexperienced children) to swerve into the main traffic lane. I believe waste bins should never be put in the street on this side of this block, but rather collected from the strip between the curb and the sidewalk. If this is not possible, collection time should be adjusted so that residents can be required to set them out and collect them so that they are never in street during commute hours.	Safety Concern	37.43565292	-122.1515005	0
149341	Add some type of flashing ground light to warn cars that there is a crosswalk when the walk sign is activated. Cars frequently run this red light at speeds well over the speed limit, and this is a heavily trafficked crosswalk for kids going to and from Ohlone, Greene, JLS, and Paly.	Infrastructure Needed	37.43396626	-122.1302309	0
149342	This is so dangerous, ESPECIALLY during school drop off (including later start time for high school kids) and pick up. It needs a light or a guard or a stop sign on middlefield.	Infrastructure Needed	37.44607819	-122.149352	0
149343	Turning left onto Barron from El Camino (northbound) can be problematic if a)the driver has committed but cars are coming southbound but b) pedestrians are crossing the crosswalk from one side of Barron Ave to the other side. What's a driver to do? Wait and possibly get struck by an oncoming (southbound) car or hope that he/she avoids striking a pedestrian	Safety Concern	37.41796547	-122.1325216	0
149344	During commute hours large groups of school kids on bikes often do not stop at this intersection. This causes cross-traffic on Wilkie to get stuck and a safety problem if a car gets impatient or tries to use a gap and expects the bikes to stop.	Safety Concern	37.4156081	-122.1249722	0
149345	Cars frequently drive the wrong way through this "Do Not Enter" section	Safety Concern	37.42338426	-122.1335302	0
149346	It's very hard to see down El Camino Way when turning left from James without pulling out into El Camino Way due to the number of cars parked along the road, leading to a safety hazard if someone is driving or biking fast.	Safety Concern	37.41315663	-122.1248239	0
149348	Please add a crosswalk connecting southbound Alpine to eastbound Junipero Serra. I commute to work by bicycle along this route, coming down Alameda de las Pulgas to Junipero Serra. The intersections with Sand Hill and Junipero Serra do not permit a safe bicycle left turn. I have to fight with the cars through into the middle lane and make a left turn to Junipero Serra from the middle lane. I would rather stay in the shoulder bike lane from Alameda all the way to the traffic light at Junipero Serra, and then cross onto eastbound Junipero Serra in a crosswalk.	Infrastructure Needed	37.4243484	-122.191537	0
149840	This is a two way stop but really should be four-way given the amount of bike, pedestrian, and speed of vehicular traffic during school commute hours. Currently, traffic on Waverley stops, but traffic on El Verano does not. When stopped on Waverley, you think you are clear to go, but then cars come whipping around Kipling onto El Verano so fast that you get caught in the middle of the intersection. I live a few houses from the intersection and see near misses on a daily basis, where pedestrians, bicyclists, and cars, start crossing El Verano, only to slam on brakes/abruptly stop because a car is racing down El Verano. The problem is the worst in the morning, with a large number of cars going down Waverley to JLS, and a lot of morning commute traffic (to school or otherwise) going down El Verano towards Alma. However, it is problematic all the time. It is a miracle I have never seen an accident here, given all the near misses.	Safety Concern	37.42395854	-122.1243504	0

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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149841	There needs to be a no right turn when children are present sign at this intersection visible to drivers who are heading down Waverley towards JLS. I live a few houses down and have 1) seen a crossing guard almost get hit by drivers making a right turn 2) spoken to a different crossing guard who said that he had almost been hit by cars making a right turn from Waverley onto East Meadow multiple times. I submitted a 311 request, but was told "there is no place to put a sign." To that, I say make a place!!!!!! Because it's not going to be OK when a kid is run over.	Safety Concern	37.42136835	-122.1201777	0
149849	The Bol Park path is POORLY maintained. It is VERY bumpy and especially the two bridges. This needs to be fixed and I have complained about this for years. Please spend as much money as is necessary to make this a safe and pleasant path to ride.	Safety Concern	37.40079342	-122.1352175	0
149851	Red light turn runners from Stanford ave onto northbound ECR	Safety Concern	37.4277434	-122.1491012	0
149859	Pre		37.44201964	-122.1300762	0
149861	Sorry; I was very confused by the interface to the map, and my previous comment at Greer and Moreno was intended for Greer and Oregon Ave		37.44326581	-122.1261763	0
149875	Passing cars have little room to stop and low visibility of pedestrians and bicyclists. Syncing a crossing light to the Alma/Meadow interchange might help.	Infrastructure Needed	37.41713492	-122.1237398	0
149880	As one leaves the bike bridge going east to turn right (south) on the frontage road, though you come to a full stop, it is impossible to see if someone is walking or riding along the sidewalk coming north, due to the City of Palo Alto opaque fence covering that comes right to the corner of the lot on the right. If one could see through the chain link fence even a little, one could then know if a safe righthand turn is possible.	Safety Concern	37.44811854	-122.1192315	0
149882	Fabian Charleston area lacking bike parking and bike shares. New offices and new residential apartments coming. Vehicles picking up students at the end of the school day wait and park in the bike lane forcing bicyclists into main traffic.	Infrastructure Needed	37.42236698	-122.1041947	0
149883	Need to have vehicles park in empty nearby business parking lots for picking up students.	Safety Concern	37.42549958	-122.1042655	0
149884	Traffic calming is needed on Middlefield at Ashton. Cars on Middlefield turn right onto Ashton at high speed and cut the corner onto Murdoch Drive to maintain this speed. Cars turning left onto Ashton are looking for a break in traffic, not pedestrians crossing Ashton. Bicycles turning left onto Middlefield face 4 lanes of high-speed traffic without even a crossing island. Thus, Ashton is hazardous for bicycles and pedestrians from Middlefield to Murdoch Drive.	Infrastructure Needed	37.42588172	-122.1177904	0
149887	There is a problem here with drainage every time it rains -- water pools 4-6" deep in the gutter and beyond right at the crosswalk on the north side of Embarcadero, for maybe 20 feet x 4 feet, and remains a long, large puddle, sometimes for days, that pedestrians and cyclists have to cross through as they cross the street.	Infrastructure Needed	37.44451217	-122.1343636	0
149889	This stretch along El Camino Way is rough, and the markings for the bike lane are wearing away.	Safety Concern	37.41411741	-122.1248163	0
149891	It is dangerous for bikes going westbound on Page Mill towards 280 and impossible for novices. One cyclist already died crossing from Old Page Mill to the left side of the westbound lanes (to avoid the on-ramps).	Safety Concern	37.39254424	-122.1616071	0
149894	Regardless of from which way one enters the intersection, visibility is low. I love the plants on the roundabout, but potentially they do not make the crossing more secure	Safety Concern	37.45213223	-122.1574937	0
149895	Missing bike lane and clear way to cross the street when walking or biking from Paly into Stanford campus. The path is useful to ride to escondido elementary.	Infrastructure Needed	37.43251726	-122.1545735	0
149897	Cars speed on these one way roads. We don't need one way roads in a residential neighborhood.	Safety Concern	37.44473518	-122.1545826	0
149898	Most cars speed on these one way roads. We don't need residential one-way roads. These are dangerous for kids, especially during school times	Safety Concern	37.4454427	-122.155958	0
149899	mandate sidewalks not dip into driveways in downtown. Prioritize pedestrian safety by having all streets rise to sidewalk level at cross walks on University and within one block of University.	Safety Concern	37.44504558	-122.1622469	0
149900	Cars can go down this road very quickly. Perhaps it's considered one of the "express ways" through Barron Park, but it really doesn't have the infra to support such fast cars.	Safety Concern	37.41415729	-122.132636	0
149902	north/southbound Park Blvd needs safety improvements for crossing W. Meadow	Safety Concern	37.41769774	-122.1269336	0
149938	In spite of a municipal code reference on signs on both sides of the underpass requiring bikers to dismount when pedestrians are inside, this rarely happens. More young but old riders are equally the culprits, so what's the answer? Add a \$ fine to the sign?	Safety Concern	37.42915182	-122.142312	0
149943	Bicycles headed SW on Charleston often don't stop at the red light. I've had many close calls when trying to cross Charleston from the bike path to Nelson with these bikes. Signage could help.	Safety Concern	37.41920738	-122.1114935	0
149944	Bike path could use paving and striping. It's hard to stay to one side with all the tree roots	Safety Concern	37.41834703	-122.1155131	0
149945	Visibility is very poor for bikers in both directions on the Duncan side of the bridge. Maybe mirrors or a crosswalk in the street to make a safer path in?	Safety Concern	37.41579409	-122.1135727	0
149947	Poor visibility of bike lane during rush hour particularly for left turn.	Safety Concern	37.4015642	-122.1293856	0
149948	[Moving this from the misplaced pin.] This intersection is a disaster. The "Keep Clear" box makes it often impossible to turn left off of Oregon Ave -- traffic on Greer is moving, and the cycle of the light means that it often turns red with cars in the Keep Clear from the right. Turning right off of Oregon Ave is also difficult. While looking right into the direction of the turn, cars are turning right from Oregon Expressway SW to Greer NW, but are several feet back, and behind the turning cars on Oregon Ave. This is true both when the light on Oregon Exp is green and when red, with right turn permitted. The lack of alignment of Greer at Oregon Expressway also makes it difficult to turn from Greer heading NW on to Oregon Ave. Cars need to swing wide to make the turn, or risk head-on collision with traffic at the STOP sign on SW Oregon Ave.	Safety Concern	37.44331038	-122.1260939	0

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
149950	Nearly all riders of bicycle do not stop at the stop sign since 4 years (as of November 2023) 24 hours a day 7 days per week.	Other	37.42762607	-122.1462701	0
149951	Bicyclists nearly never stop at the stop sign since a few years all year around.	Other	37.42840321	-122.1430173	0
149952	Car or vehicles will not yield to pedestrians in the crosswalk unmarked.	Other	37.42833432	-122.1457466	0
149953	It is challenging to take a left turn from Page Mill onto Porter Drive via bike! Perhaps a green protected bike lane on the left? Currently, the options are to try to merge into the left turn lane (crossing busy Page Mill and then try to position your bike to activate the motion sensor), or awkwardly stop at the weird crosswalk and push the button.	Infrastructure Needed	37.40959881	-122.1532707	0
149954	The road narrows here so the bike lane becomes nonexistent and at the same moment there is a giant storm drain where the pavement is damaged, so you either have to merge into the car traffic to avoid the bad pavement or get very jostled trying to ride over the drain.	Safety Concern	37.42168452	-122.1543219	0
149955	Would be safer to change this intersection to a four way stop sign. A lot of students cross here either by bike towards Gunn or walk across here.	Infrastructure Needed	37.41928294	-122.1219173	0
149956	Please consider changing this intersection to a four way stop sign. It will slow down cars.	Safety Concern	37.41995113	-122.1212699	0
149957	Please change this intersection to a four way stop sign. It may help slow down cars.	Safety Concern	37.4207089	-122.120715	0
149958	I live in south Palo Alto and am an older pedestrian. When walking on sidewalks, I have been knocked down three times by bicycles riding on the sidewalk. (Once on Arastradero; once on Maybell, once on El Camino Real.) As the number of bicycles increases (encouraged by the city), the danger to pedestrians walking on sidewalks also increases as more bicycles ride on sidewalks. I suggest that bicycles be prohibited from riding on sidewalks throughout the city.	Safety Concern	37.41957308	-122.1391367	0
149960	The three traffic lights between the Alma underpass and El Camino are not coordinated, or if they are they are not done well. Motor traffic along this section gets trapped between these lights. There are so many issues here. The right turn at El Camino and pedestrians crossing at Embarcadero conflict, so at times the green allows very few cars, which also limits traffic going straight. The crossing entering and exiting the school and the shopping center gets full both at busy shopping times and when school is getting in or out, and limits the flow on Embarcadero. I know it's private property, and built long ago, but man the traffic flow in the shopping center is awful. I just needed to gripe about it. Oh hey. thank you for all the work, and the hundreds of hours I drive around without having any problems at all. Palo Alto has grown cars and traffic a lot faster than it has grown roads and infrastructure, and the traffic engineering around all that is a huge challenge. It's going to be years of work, and a moving target.		37.43802601	-122.1577706	0
149961	Thank you for taking citizen input.		37.43802996	-122.1590146	0
149962	Road Surface is very broken up on University under the overpass. Is difficult to maintain stability on my bike when I am unlucky enough to hit a particularly deep rut in the road.	Safety Concern	37.44303141	-122.164316	0
149965	I know this was an extremely dangerous intersection that was "fixed", but cars turning onto El Camino North still try to beat the bicycles trying to cross El Camino and continue on Stanford. What about a pedestrian-only mode for the traffix light?	Safety Concern	37.42783414	-122.1492097	0
149967	This road is in bad condition for bikes to cross. And it is a main bike route.	Safety Concern	37.40465341	-122.118198	0
150032	A crosswalk here is needed to provide safe access for residents on both sides of the street. This would properly connect Sutter Ave to Hoover Park and it amenities (dog park, playgrounds, playing fields, etc)	Infrastructure Needed	37.43191679	-122.1270347	0
150033	The T intersection is dangerous for everybody. Many cars do not see the stop sign and just blow through it.	Safety Concern	37.42758535	-122.1463659	0
150035	From El Camino Way going south, the road is in very bad condition. Going from Maybell north across to El Camino Way is almost impassible by bicycle because of the road condition.	Safety Concern	37.41203866	-122.12459	0
150116	The Traffic light for Crossing W. Charleston Road does not prioritize bike traffic on the Wilkie Way bike Boulevard. There are significant delays to get a green light even when traffic has cleared on Charleston. Wilkie Way is a designated Bike Boulevard. Set policy is to prioritize bike traffic and this is currently not done for the Wilkie Way Bike Boulevard. The new housing and offices along San Antonio Road have increase use of the Wilkie Way Bike Boulevard and more increase will be needed to mitigate raffic from the additional developments on San Antonio which are planned.	Infrastructure Needed	37.41255123	-122.1210207	0
150117	Reconfigure Stop Sign at Wikle Way and Carolina Avenue to prioritize bicycles on Wilkie Way Bike Boulevard. Traffic on Wilkie Way has a stop sign while Carolina Lane does not. The stop sign placementsshould be moved so vehicles on Carolina will need to stop and vehicles on Wilkie Way do not need to stop. This will improve the experience and safety for cyclists using increasing number of cyclists using the Wilkie Way Bike Boulevard to key location employment, housing and retail locations on San Antonio Road.	Infrastructure Needed	37.41307167	-122.1216775	0
150118	Vehicles traveling on 2nd street are infrequent but sometimes traveling at or above speed limits. Many cyclists, especially school children, using Maclane Street are not expecting traffic on 2nd street and cross with out checking for approaching vehicles. A stop sign or speed hump to reduce speeds on 2nd street would increase safety by bicylists using Maclane Street to connect to or from the Park Blvd Bicycle Boulevard to the Wilke Way Bike Boulevard and bridge.	Infrastructure Needed	37.41749366	-122.1259562	0
150119	The stop sign on Wilkie Way at James Road should be removed and be replaced by a stop or yield sign on James Road. This would improve the experience and safety of cyclists using the Wilkie Way Bike Boulevard. By prioritizing bicycle traffic and making cycling safer and easier more people will make more trips by bicycle which will help the city reach its sustainablility and green house gas reduction goals.	Infrastructure Needed	37.41419654	-122.1232394	0

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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150129	Crossing this intersection as a cyclist to connect to the bike path feels very unsafe due to either very high school traffic or cars not looking for cyclists and not stopping. I suggest a way for cyclists to signal for cars to stop without needing to use the pedestrian infrastructure.	Safety Concern	37.43457693	-122.1526214	0
150131	New bike bridge becomes much more beneficial if the bike lane were extended further along Adobe creek. Safe continuous East-West bike routes are unavailable anywhere in Palo Alto and are sorely needed.	Infrastructure Needed	37.43230161	-122.1061837	0
150133	As of November 2023, since mid 2018 at least 3 bicycles were stolen from properties around here. Some theft were reported to the Police of Palo Alto. Also maybe at least around three two or three other bicycle theft were reported to the Police of Palo Alto in the block one theft. As such there is a serious issue in bicycle theft in the block here. Also two cars were reported as stolen also. Although bicycle are a convenient and low polluting vehicle considering the high risk of theft here it is susceptible to often theft. Beware of prowlers and thieves here coming from the sidewalk and street of the city of Palo Alto (on this block) 24 hours a day 7 days a weeks. Also there were many trespasser foraging in the private garbages. Some prowlers have brought on a private property here some plies some rebar bar, some two foot long bolt cutter, some hacking kind of tool, some kind of small knife looking item, some empty Narcan packaging, some bicycles, some cars.	Safety Concern	37.42708745	-122.1468022	0
150134	Since at least two or three years many car do not stop at the stop sign here (including cars driven by residents of neighborhood since ten years or more). The California Vehicle Code says that vehicles should stop at the stop signs. Please note also that many car stop after the white stop line. Also the city white line does not finish to the curb. Comment made as of November 2023.	Other	37.42633684	-122.1474728	0
150135	Often there are bicyclist riding their bicycles on the sidewalk in contrary to the ordinance of Palo Alto here. This happens since several years. Comment made as of Nov 2023.	Other	37.42665306	-122.1460087	0
150136	Since two or three years many residents from the neighborhood do not stop at the four stop signs in their cars or on their bicycles. Comment made as of November 2023. Please note that some vehicles having the logo of Palo Alto may not stop also, maybe.	Other	37.42824503	-122.1473906	0
150137	As of November 2023, many car do not stop at the red light when coming from Cambridge Avenue and turning right to El Camino Real. Also many bicyclist are riding on the sidewalks in front of First Republic Bank - Chase Bank or in Cambridge Avenue near, in contrary to the Palo Alto ordinance that forbid riding bicycles in the California District. Also some electric scooter are riding illegally on the side walk on El Camino Real or on College Avenue sidewalks near here. Comment made as of November 2023.	Other	37.42568586	-122.1467334	0
150138	Since at least two or three years, nearly all the bicyclist do not stop at the stop signs. Many car do stop after the white line of the stop signs. Comment made as of November 2023	Other	37.42873139	-122.1484089	0
150139	As of November 2023, since at least two or three year many car may not respect the red light here, when turning right onto Page Mill Road, it seems.	Other	37.41711544	-122.1468389	0
150140	As of November 2023, many bicyclist never stops at the stop sign on Hanover street.	Other	37.41913627	-122.1506557	0
150141	Every day when it is the end of the school day many bicyclist under 18 ride on the left of the street. This happens since at least 5 years maybe. Comment made as of November 2023.	Other	37.43566695	-122.1516115	0
150142	Every day some pedestrian do not cross in the pedestrian walkway. Some pedestrians also walk when the signal is red for pedestrians. Also many car do not stop at the white line of the stop (on the Shell gas station side) when going to enter on El Camino Real). Comment as of November 2023	Other	37.42619608	-122.1476452	0
150143	Regularly some vehicles (cars) having passengers going to Living Wisdom School park on the left side of the street. Comment made as of November 2023. Also some car may not yield to pedestrian on the sidewalk in the morning when driver have deposited their children from the alley in the school and exiting and going to College Avenue. Also some driver then may not stop or stop fully at the stop sign of the block after. Comment made as of November 2023.	Other	37.42683658	-122.147049	0
150144	Many car do not stop at the stop sign here. Comment as of November 2023.	Other	37.4295267	-122.1463686	0
150145	Many bicycles or vehicles (including USPS vehicles) do not stop at the stop signs here. Comment as of November 2023.	Other	37.42788305	-122.1450546	0
150146	Since two year many car do not stop at the stop sign. Comment made as of November 2023.	Other	37.42940726	-122.1436762	0
150147	Bicycles usually do not stop at the stop signs here. Comment as of November 2023.	Other	37.42735403	-122.1440546	0
150148	This section of Park Blvd is too narrow for two-way bicycle and vehicle traffic when cars are parked on both sides of the street. Suggestion to remove parking on one side of the street in the narrow section.		37.42118486	-122.130158	0
150149	Block off one end of James Rd (either El Camino Way end or Wilkie Way end) to eliminate cut-through traffic between El Camino and Charleston.		37.4131957	-122.1246876	0
150150	Widen Wilkie Way ped/bike bridge due to heavy usage.		37.40925835	-122.1181963	0
150151	Create bicycle lane to reach Pearson-Arastradero Preserve from Palo Alto city, e.g., a continuous bike lane from Foothill-Arastradero intersection all the way to Arastradero Preserve.		37.38673909	-122.1738263	0
150152	The walk signal button to cross El Camino towards Churchill Avenue is not working. It does not cause the lights to change, making it impossible for pedestrians to safely cross El Camino here.	Safety Concern	37.43247333	-122.1547167	0
150153	The instructions/markings at this intersection are unclear and I'm never sure where I should be as I traverse the intersection on Louis, both from the north and from the south	Safety Concern	37.43855242	-122.125141	0
150154	The bike pressure pad at the intersection is great and keeps crossing this major intersection from disrupting the bike boulevard	Other	37.43075193	-122.1376088	0

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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150168	Bicycle turnouts on Upper Page Mill Road. Upper Page Mill Road is heavily used by recreational bicyclists on weekends. Bicyclists are very slow in the uphill direction. The BPTP should anticipate the next repaving cycle on this road, or other funding opportunities, to consider: Where to add grippier coarse pavement. Where to add uphill turnouts for cyclists, so that cyclists can ride through the shoulder and allow faster traffic to pass. This approach has been developed on Mount Diablo, and also applied on lower Kings Mountain Road nearby, and was not well known when the current repaving was done.	Infrastructure Needed	37.34680933	-122.175749	0
150169	Would be good to legalize bicycle riding on unpaved fire roads in Foothills preserve. especially this access road from Palo Alto Hills via the fire station, and the Wildhorse Fire Road near the campground..	Destination You Want to Access	37.36719797	-122.1754971	0
150170	Crossing Oregon is a brutal wait for expressway traffic, and not just at rush hour. Sunday evening at 6:00? Wait 2 minutes. Should look at the standards used for deciding how long to make crossing traffic wait at all expressway crossings. What makes sense at rush hour is very inconvenient then, and should not be used all day.	Other	37.43103644	-122.1380059	0
150171	I often ride on the sidewalk on Alma through this interchange to cross oregon at this overpass,when I want to get somewhere in a hurry. It is reliably faster than waiting at Bryant. Look at safety for pedestrians (and bikes on the sidewalk) from here to the Cal Ave tunnel.	Safety Concern	37.42811479	-122.1390778	0
150172	Car drivers do not come to a full stop here unless there is other traffic at the intersection.	Other	37.42839488	-122.1431214	0
150547	Block entire intersection to vehicle traffic at corner of Seneca, Lytton, Palo Alto Ave. This will reduce cut through traffic and create a 'greenway' along Hopkins Creekside Park along Palo Alto Ave. This would be similar to Palo Alto Ave west of middlefield ave. This would greatly improve safety East/West bicycle flow from the foothills to the bay	Safety Concern	37.45372571	-122.1555235	0
150665	Pedestrian/bike crosswalk in dire need of push button flashing light. Many Walter Hays and Greene students cross here and cars are speeding and do not stop. Crosswalk should also be repainted to make it clear this is a ped/bike crossing. Unsafe intersection as cars do not yield. Submitted by Walter Hays School PTA	Infrastructure Needed	37.4436541	-122.1455736	0
150666	Red "no parking" curb needs to be painted here in front of the fire hydrant all the way to the tree. Cars constantly illegally park here as they are not clear that it is no parking. Fire Department will have a hard time to access in case of fire and when cars are parked here, it completely blocks the sight line for cars exiting Walter Hays School. Easy fix for a dangerous situation. Red line should be painted on curb from the school exit to the tree, just past the hydrant. Submitted by Walter Hays School PTA	Safety Concern	37.44306209	-122.144523	0
150667	The no parking area in between the school driveway entrance and exit is frequently violated. Creates sight line issues. Suggest painting the curb red here and painting the lines which are slanted on the street red as well. Submitted by Walter Hays PTA	Safety Concern	37.44290848	-122.1443337	0
150668	Embarcadero & Newell intersection is highly trafficked by Hays and Greene students. A few improvements to suggest: entire intersection/crosswalks needs new paint/restriping. Suggest moving the stop line for cars going north on Newell be moved back a bit like the others at the other corners. Suggest installing electric no right turn signs (similar to Alma at train crossings) for when the button is pushed for the crosswalk. Cars are not obeying the no turn when students present signage. Submitted by Walter Hays PTA.	Infrastructure Needed	37.4431316	-122.1397395	0
150669	Crosswalk at Newell and Hopkins needs to be restriped/repainted. Can't see and many Hays students, art students, swimmers and people going to the library cross here. Submitted by the Walter Hays PTA	Safety Concern	37.44449023	-122.1397507	0
150670	Bike lane all the way down Newell needs to to be repainted with green paint. Many Hays and Greene students bike here and the lanes have faded and need updating. Submitted by Walter Hays PTA	Safety Concern	37.44388872	-122.1397474	0
150672	Crosswalk across entire intersection need repainting. Too faded for students crossing and kids going to the park. Submitted by Walter Hays PTA.	Safety Concern	37.44885089	-122.1432043	0
150673	Need better signage or street paint as some cars have actually tried to drive down this fire road and into the park. Just needs clearer paint or signage "not a driveway". Submitted by Walter Hays PTA	Safety Concern	37.44417058	-122.1446012	0
150683	I have witnessed multiple collision re car-on-bicycle incidents at the T-junction of the Gunn High School access pathway with Georgia Avenue. This intersection creates an extreme hazard for automobiles, pedestrians, bicycles, and rolling traffic. I have previously reported this to PAUSE but nothing was done to mitigate traffic safety problem.	Safety Concern	37.40423581	-122.1322969	0
150684	I have witnessed multiple collision re car-on-bicycle incidents at the Georgia Avenue corner with Donald Drive. This intersection creates an extreme hazard for automobiles, pedestrians, bicycles, and rolling traffic. I have previously reported this to PAUSE but nothing was done to mitigate traffic safety problem.	Safety Concern	37.40565287	-122.1316958	0
150685	I have witnessed multiple almost collision re car-on-bicycle incidents at the Georgia Avenue corner with Maybell Avenue. This intersection creates an extreme hazard for automobiles, pedestrians, bicycles, and rolling traffic. I have previously reported this to PAUSE but nothing was done to mitigate traffic safety problem.	Infrastructure Needed	37.40480995	-122.1300609	0
150686	I have witnessed multiple collision re car-on-bicycle incidents at the Georgia Avenue pedestrian-bicycle pathway T-intersection. This intersection creates an extreme hazard for automobiles, pedestrians, bicycles, and rolling traffic. I have previously reported this to PAUSE but nothing was done to mitigate traffic safety problem.	Infrastructure Needed	37.40418446	-122.1322736	0
150687	I have witnessed multiple collision re car-on-bicycle incidents at the 600 block of Georgia Avenue "curve". This intersection creates an extreme hazard for automobiles, pedestrians, bicycles, and rolling traffic. I have previously reported this to PAUSE but nothing was done to mitigate traffic safety problem.	Infrastructure Needed	37.40461281	-122.1323642	0

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



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150688	I have witnessed non-injury collision re car-on-car as well as car-on-bicycle and also bicycle-on-pedestrian incidents occurring in the 600 block of Georgia Avenue during school days' student drop-off and pick-up times. This intersection creates an extreme hazard for automobiles, pedestrians, bicycles, and rolling traffic. I have previously reported this to PAUSD as well as the Palo Alto City Council but no follow up was done by the City to mitigate the extreme traffic safety problem.	Safety Concern	37.40357528	-122.132062	0
150689	I have witnessed non-injury collision re car-on-car as well as car-on-bicycle and also bicycle-on-pedestrian incidents occurring along Maybell Avenue between Donald Drive and El Camino during school days' student drop-off and pick-up hours. This intersection creates an extreme hazard for automobiles, pedestrians, bicycles, and rolling traffic. I have previously reported this traffic hazard to PAUSD as well as the Palo Alto City Council but no follow up was done by the City to mitigate the extreme traffic safety problem.	Safety Concern	37.40505711	-122.1294932	0
150690	I have witnessed dozens of non-injury close calls re car-on-car as well as car-on-bicycle incidents occurring at the Maybell Avenue intersection at the stop sign on Amaranta Avenue, in front of Juana Briones Park during school days' student drop-off and pick-up hours. This intersection creates an extreme hazard for automobiles, pedestrians, bicycles, and rolling traffic. I have previously reported this traffic hazard to PAUSD as well as the Palo Alto City Council but no follow up was done by the City to mitigate the extreme traffic safety problem.	Safety Concern	37.40790527	-122.1275822	0
150691	I have witnessed countless non-injury close calls re car-on-car as well as car-on-bicycle and also car-on-electric scooter safety incidents occurring when waking-biking-rolling traffic approaches the stoplight intersection of El Camino Way with El Camino Real during school days' student drop-off and pick-up hours. This intersection creates an extreme hazard for automobiles, pedestrians, bicycles, and rolling traffic. I have previously reported this traffic hazard to PAUSD as well as the Palo Alto City Council but no follow up was done by the City to mitigate the extreme traffic safety problem.	Infrastructure Needed	37.412522	-122.1245454	0
150692	I have witnessed numerous non-injury close calls re car-on-car as well as car-on-bicycle and also car-on-electric scooter safety incidents occurring when the Tesla car dealership delivery truck illegally parks for long periods of time on the Walgreen's side of Maybell Avenue in the 'No Parking Any Time' zone during school days' student drop-off and pick-up hours. This parking violation creates a recurring extreme hazard for automobiles, pedestrians, bicycles, and rolling traffic. I have previously reported this traffic hazard to PAPD but no follow up was done by the City to mitigate the extreme traffic safety problem.	Infrastructure Needed	37.41121854	-122.1252903	0
150693	I have witnessed countless non-injury close calls re car-on-car as well as car-on-bicycle and also car-on-electric scooter safety incidents occurring when waking-biking-rolling traffic approach the stop sign intersection of Maybell Avenue with Coulombe Drive especially during school days' student drop-off and pick-up hours. This intersection creates an extreme hazard for automobiles, pedestrians, bicycles, and rolling traffic. I have previously reported this traffic hazard to PAUSD as well as the Palo Alto City Council but no follow up was done by the City to mitigate the extreme traffic safety problem.	Infrastructure Needed	37.40684683	-122.1282539	0
150694	Intersection at Embarcadero & Middlefield needs extensive safety analysis given the number of Hays, Greene and Play students that pass through on a daily basis. See notes throughout. Submitted by Walter Hays School PTA	Safety Concern	37.44215259	-122.1431864	0
150695	On all corners, "when children present, no turning on red" signs are far too small and unreadable. Consider installing electric light "do not turn red" signs (similar to train crossings) when the pedestrian/bike button is pushed. Submitted by Walter Hays School PTA	Safety Concern	37.44208121	-122.1432002	0
150696	Bike striping needs to be repainted with standard bike lane green paint. Submitted by Walter Hays School PTA	Safety Concern	37.44214156	-122.1431253	0
150697	Barrier pillars with reflectors should be considered on all four corners, not just the one. Submitted by Walter Hays School PTA	Infrastructure Needed	37.44215259	-122.1432644	0
150698	Crossing alert sound for sight impaired is too low. The alert sound is helpful for all students but needs to be louder. Submitted by Walter Hays School PTA	Safety Concern	37.4421281	-122.1430557	0
150699	Crosswalk needed. There is not a logical place for students and swimmers to cross at this highly trafficked intersection. The crossing from one side at Pine does not match the roll-up curb on the other. Also, gravel should be added to the walkway between the street and the Magic Forest, currently a muddy dirt path. Submitted by Walter Hays School PTA	Infrastructure Needed	37.44449449	-122.1409658	0
150700	Crosswalk and striping needed badly. A push button flashing pedestrian crossing would be preferred. There is not a logical place for students, swimmers and tennis players to cross at this highly trafficked intersection. The crossing from one side at Cedar does not match the roll-up curb on the other. Submitted by Walter Hays School PTA	Infrastructure Needed	37.44451152	-122.1421844	0
150701	Dangerous intersection for students as cars are not stopping at this stop sign intersection. Larger stop sign needed. Crosswalk re-striping also in dire need. A push button flashing pedestrian crossing would be preferred for the number of students and park goers that cross here. Submitted by Walter Hays School PTA	Safety Concern	37.44454301	-122.1434807	0
150702	Crosswalk should be painted here on the speed bump at the Junior Museum. Cars are not stopping for students and museum goers who cross here. Drivers do not realize that this is a walking path to the park. Submitted by Walter Hays School PTA	Safety Concern	37.44407156	-122.1446844	0
150719	Many times a car is left partly on the concrete sidewalk blocking the East side of the two way concrete side walk by usually either a car that is a Chevrolet Volt or a Rivian Truck. These car were left there partly on the private property (355 College Avenue) and the public (?) sidewalk. If a blind pedestrian were to pass there it would be not so simple, maybe.		37.42819504	-122.1455182	0
150720	Since several year, a car is parked on the left side of the street (contrary to the California Vehicle code requirement). It may pose a safety risk maybe when the car is starting to drive on the car. Now since several months there are usually two car parked on the left side of the street (Ash Street) in front of the building located at 2160 Ash Street. This is against the California Vehicle Code.		37.42784009	-122.1466874	0
150721	A resident at 390 College Avenue is leaving maybe 4 car on Ash Street there without moving each car every 72 hours as indicated in a Palo Alto Ordinance.		37.42777907	-122.1464446	0

Comments have been arranged in the descending number of likes

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
150722	As of Dec 2023, since maybe 4 years, nearly all the bicycle do not stop at the stop sign here even when a Palo Alto Police car is parked nearby. Not stopping at a stop sign riding a bicycle is against the law, it seems.		37.4289348	-122.1427887	0
150723	In front of the building located at 424 College Avenue, there is a bush planted on the private property located at 424 College Avenue that was let by the owner grow over the concrete sidewalk since maybe at least 4- 5 years. If a pedestrian wants to use the public concrete sidewalk on the North side he/she has to be scraped by this bush and have a wound. It was notified via 311 many times and the bush is still over the sidewalk and dangerous if you walk on the sidewalk.		37.42725291	-122.1467163	0
150724	Many pedestrians on Cambridge Avenue near 470 Cambridge Avenue are crossing not in the marked crosswalk. Maybe there is a Palo Alto Ordinance saying that one must cross at marked pedestrian near 470 Cambride Avenue.		37.42620364	-122.1463312	0
150725	The truck UPS (the delivery company truck) since at leasst three year is parking sometimes on the left side of the street on College Avenue. Also the USPS (United States Postal Service) truck may park on the left side of the road on College Avenue between El Camino Real and Park Boulevard - that is illegal. It may create a road hazard.		37.42720508	-122.1467509	0
150726	When walking on the concrete sidewalk next to the property located at 335 College Avenue, one's would hurt his/her shoulder by scraping against the bushes of the property at 335 College Avenue that are over the concrete sidewalk. This was notified via 311 to the city but the bushes are always there encroaching over the concrete sidewalk since at least 3-4 years. If two handicaped person would walk there one would hurt it self maybe with the branches of the bush of the property at 335 Collee Avenue.		37.42832102	-122.1455804	0
150727	Since at least 4 years, many residents living on College Avenue between El Camino Real and Ash Street when driving on College Avenue toward El Camino Real and turning right onto El Camino Real will not stop at the stop sign at the intersection of El Camino Real and Collee Avenue. It is against the law and may creat e a road hazard.		37.4263774	-122.1474524	0
150728	In front of the property located at 432 College Avenue, there is a tree that is on the planter's strip that has a branch broken since March 2023. The branch is already broken and was notified via 311 since June 2023 to the city of Palo Alto. This branch may fall down onto a pedestrian. The city has still never cut down this branch as of Dec 2023. This may pose a safety hazard to a car parked there or to a pedestrian passing on the sidewalk there.		37.42707418	-122.146861	0
150729	As of Dec 2023, many bicyclist do not dismount when there are some other pedestrian in the tunnel under the train railway.		37.4291288	-122.1423828	0
150730	A UPS truck was seen not stopping at the stop sign at Collee Avenue and Ash street and then parking on the left side of the street in the week before the 31 of December 2023. This is against the law.		37.42900087	-122.1451476	0
150731	The sides of the lane of Sedro lane is not marked so pedestrian do not know if they are walking on public property or private property. This is dangerous for pedestrians.		37.42660255	-122.1471546	0
150732	A resident living on Collee Avenue between El Camino Real and Ash street while walking on El Camino Real (East Side) while trying to cross El Camino Real (against a forbidden sign to pedestrian to cross here) will not yield to a bicyclist riding his bicycle on El Camino Real (going North). This pedestrian was not respecting the California Vehicle Code, it seems. Every day this resident is walking accross Collee Avenue without care for cars; also this resident is walking on Collee Avenue between El Camino Real and Birch Street without care if there are cars or not although there are sidewalk on the two side of Collee Avenue in opposition to what is stipulated in the California Vehicle Code.		37.42631024	-122.1473886	0
150733	Since 5 years maybe, many bicyclist do not walk their bicycles on the bridge where it is signaled by some notices.		37.44637433	-122.1225686	0
150734	Many resident living between El Camino Real and Ash Street on Oxford Avenue when driving cars are not stopping at the stop sign or at the white line of the stop sign on the South West side of the intersection of Ash Street and Oxford Avenue since several years. It is against the law.		37.42816196	-122.147388	0
150735	Many cars since more than five years are going above 25 MPH although there is some signalization to go to 25 MPH. The drivers of these cars are not respecting the California Vehicle code. It may be dangerous for pedestrians and bicyclists.		37.43471227	-122.1315535	0
150736	Since several years nearly all the bicyclist do not stop at the stop sign. This is against the law.		37.42838317	-122.1429795	0
150737	Nearly all the bicyclist do not stop at the stop sign since more than 5 years. This is against the law (to not stop at stop sign while riding a bicycle).		37.43217574	-122.1399232	0
150738	Maybe one year or two years ago, I have seen a resident living on Collee Avenue between El Camino Real and Ash Street driving his car on Collee Avenue towards El Camino Real and he did not stop at the stop sign there while turning right onto El Camino Real - at the same time there was Palo Alto Police car turning from the Shell Station (left on El Camino Real) that should have been able to see this resident not stopping at the stop sign. The Police Officer in this car did not stop the car not respecting the vehicle code and went on El Camino Real it seems. Please note that this same resident did not stop several time at this same stop sign on others times.		37.42639597	-122.1474342	0
150739	I saw maybe one to three years ago a bicyclist on Cambridge Avenue not stopping at the stop sign and there was a Palo Alto Police car behind and the Police did not stop this bicyclist to tell about the law at stop signs in California. It was surprising to say the least.		37.42782801	-122.1448888	0
150740	I saw a bicyclist riding on the sidewalk in contrary to an ordinance that forbid, I think, bicyclist from riding bicycles in the California Business District.		37.4269493	-122.1457415	0
150741	Since 5 years some theft of bicycles were reported to the Police of Palo Alto at 421, 423, 425, 427, 429 Collee Avenue. Accross these address, also some bicycles theft were reported. With so many bicycles theft it does not makes one's wanting to have a bicycles here. Also two at least car were reported stolen in the block.		37.42718969	-122.1466601	0
150742	The car of the resident at 291 Stanford Avenue was usually left since 5 years partly on the concrete sidewalk. I have reported this several times to the Police of Palo Alto or to the Palo Alto parking police. One time the Police Officer did not wanted to intervene. This resident did like this for several years.		37.42995532	-122.1470279	0

Comments have been arranged in the descending number of likes

Palo Alto Bicycle and Pedestrian Transportation Plan Update
Interactive Map Comments



Id	Comment	User Defined Type	Latitude	Longitude	Like
150743	Since at least 4 years some residents parked their cars on the left side of the street . This is against the law.		37.43091604	-122.1481103	0
150744	Since several years. Many residents leaves their vehicles parked at the same locations more than 72 hours (it is against an ordinance of Palo Alto). The City was alerted several times but if not alerted they do nothing. Also sometimes some car are parked more than 2 hours (residential parking permit program) and the city seems to do nothing.		37.42701404	-122.1468807	0
150745	A resident is leaving his/her car on the left side of the street since maybe one year or more. It is against the law.		37.42911945	-122.1455013	0
150746	When going on Churchill Avenue towards El Camino Real on bicycle when in the bicycle lane (in the middle of Churchill Avenue) to try to turn left onto Castilleja Avenue, the paint of the road is not clear enough to be seen by car coming from the opposite way so sometimes they think that the bicycle lane is the (south car lane of Churchill). This is dangerous for the bicyclist. Maybe put a small curb or a plastic stick?		37.43461502	-122.1526593	0
150747	The automatic green light for the bicycles to cross across Embarcadero Road is very convenient for bicycles. The time to wait is little so it makes it want to use more one's bicycle.		37.4396237	-122.1515981	0
150748	Since 5 years, when I am driving on Middlefield here nearly all the car are going above 25 mph. It is my understanding that the speed limit is 25 mph because it is marked so.		37.41815703	-122.1074822	0
150749	The sign "City of Palo Alto 25 mph ..." is hidden by the tree branches since at least several months. If it is well hidden many people will not know that it is 25 mph here if not notified otherwise.		37.4218721	-122.0992508	0
150750	The panel 35 mph is hidden by branches. Many cars are going over 35 mph.		37.44457324	-122.1245677	0
150751	Since Mid 2018 at least, we were witness of theft of three bicycles here. One was stolen on a Tuesday or Wednesday at about 10 am and was stolen taken within minutes to California Avenue Caltrain Station bicycles racks. Another time, two bicycles was stolen on a Sunday evening between 8 pm and 10 pm. Another time, we also got a bicycle stolen around 2 am on a Monday night. The thief came on foot and cut the chain with some kind of hack saw within 1 minutes 40 seconds and went away with the stolen bicycle. The thief also came on the Sunday at about 19:30 to look around, he was on a bike. On a Thursday we got a car stolen around 5 am. On a Friday we got a prowler jumping in and out of the backyard at about 5:40 pm. Another time, three persons came in a car and parked here, one cut with a plier a storage hasp within 1 minutes 40 seconds. After opening the storage's door they went away. All this took under 3 minutes. Another time a person parked on the neigborg's driveway and came here with a bold cutter (2 feet long or more) and cut a storage lock but not another one at about 2 am. Another time a prowler came around 2 or 4 am on foot and then came back around 6 am to try to open a door. After that the prowler sat down next to a bicycle and ate a breakfast here around 6 am. Several times we got people foraging in the recycle bins without authorization here and in the neigborg's recycle bins. Those persons after were seen sometimes at the parking next to Mollies Stones recycle center. We also got two person preying open the mailboxes at about 10 pm on Christmas Eve while people were near on the street. We also got a man in an afternoon trying to open a window and then foraging in the recycle bins. We also got a woman with a child looking around and then trying to open a door. We also got several times unknown bicycles left here. We also go two person coming from the sidewalk walking like trying to open the mailboxes at about 5-6 am. We also got a couple parked onto the neigborg's parking and then cutting over the driveway with some kind of small knife in the hand... We also got several times stranger walking and looking around. As such there are many prowler interested in stealing bicycles here so it does not seems a good choice having a bicycle you care about here. Also car are stolen also. We also got a person leaving a bag with some false credit cards and a permanent resident card and a Narcan packaging and some two foot long metal rebar.		37.42712792	-122.1468481	0

Appendix B: Breakout Room Comments

DRAFT





Vision Workshop Breakout Room Worksheet

Room Facilitator: ~~Okka~~ Maw

Create a Vision Statement

Working collaboratively in your breakout room, finish the statement below. Try to use the community-generated words and prioritized values from the previous exercises to inform your statements. Don't try to be perfect, these will be edited and combined with other statements from other groups.

In 10-20 years, walking and cycling in Palo Alto should be...

- *Safer for everyone and all modes on all streets*
 - *A self-reinforcing streetscape that expects drivers to drive safer*
- *First choice mode of transportation*
 - *Convenient*
 - *Faster than driving*
- *Easy to navigate??*
 - *Improved signage and wayfinding*
- *A cohesive and connected network that can be easily accessed by all residents and visitors*
- *Dense network that supports walking and cycling*
- *Well connected to transit options*
- *Easy to park my bike knowing that it will be safe*
 - *Convenient and close to the entrance*
- *Walking should be more comfortable with more shade (canopy coverage) and wider sidewalks*
- *Tree lined and green*
- *Shortcuts for bicyclists and pedestrians to making walking and cycling more efficient (and faster)*



Additional Considerations

Additional suggestions that may not fit in the above statement but should be considered as a part of the planning process, should be noted below.

- *Shouldn't need a professional degree to navigate the network.*
- *Current bike routes are heavily focused on school travel and could be expanded.*
- *Not enough bicycle in private spaces such as shopping centers and malls. Retrofit is an issue*
- *Not enough trees*
- *Driver behavior is getting worse making streets feel more dangerous*
- *Proliferation of micromobility and unregulated nature making streets feel more dangerous*
- *Hamilton and Lytton as one-way streets; this was attempted a few decades before but potentially not through a roadspace reallocation program which would allow complete streets with great cycling and walking facilities.*



Vision Workshop Breakout Room Worksheet

Room Facilitator: Kyle Benne and Silvia Star-Lack

Create a Vision Statement

Working collaboratively in your breakout room, finish the statement below. Try to use the community-generated words and prioritized values from the previous exercises to inform your statements. Don't try to be perfect, these will be edited and combined with other statements from other groups.

In 10-20 years, walking and cycling in Palo Alto should be...

- *Separated bike/ped facilities.*
- *Prioritized (over car traffic)*
- *Well designed and appropriately sized separated bike facilities*
- *Unimpeded by barriers (railroad, arterials, highways)*
- *Improvements in areas of high-density housing*
- *An integral part of the transportation system*
- *60% mode share for active transportation*
- *Supported by programming for all (education and encouragement)*
- *Invest in more bike parking (secure)*
- *Invest more in walking/biking than in auto infrastructure*
- *Equitable and accessible to everyone (geographic equity) (bikeshare)*
- *Vison Zero*
- *More east-west routes*
- *Easier to walk or bike for short trips than drive*



Additional Considerations

Additional suggestions that may not fit in the above statement but should be considered as a part of the planning process, should be noted below.

Other Notes from breakout room:

- *Not thrilled with Roth Rd Bike Boulevard*
- *Reasons/destinations for biking in Palo Alto among participants*
 - *Local trips/shopping*
 - *CA Ave, Farmers Market*
 - *Through Stanford Campus*
 - *El Camino off-street trail to Stanford Events*
- *Program similar to safe routes to school for destinations such as shopping and jobs/employment areas*
- *More money spent on bike than cars per person*
- *More bike parking at train stations*
- *Bike rentals/bike share at train stations*
- *Stat provided: \$45 per year/per resident equals a 1% mode shift*
-



Vision Workshop Breakout Room Worksheet

Room Facilitator: Nada Mahmoud (Kittelson & Associates Inc.)

Create a Vision Statement

Working collaboratively in your breakout room, finish the statement below. Try to use the community-generated words and prioritized values from the previous exercises to inform your statements. Don't try to be perfect, these will be edited and combined with other statements from other groups.

In 10-20 years, walking and cycling in Palo Alto should be...

- *Safe, convenient (enough bike parking, bike lanes connected to other cities), and intuitive (signs and connections to other places, wayfinding signs).*
- *Connected to neighboring cities (connectivity out of the city is not convenient).*
- *Has much safer bike rides/trails with no gaps or poor intersections.*
- *A city that is very welcoming to people who like to bike to work.*
- *Has a perspective were biking and pedestrian had incorporated to the infrastructure.*
- *Has numbered biking routes.*
- *Has more convenient and friendly recreation bike riding and bike sharing facilities.*
- *Plan incorporating ideas from neighboring cities.*
- *Execute on the plan elements regarding safety.*
- *Separate bikeways from traffic.*



Additional Considerations

Additional suggestions that may not fit in the above statement but should be considered as a part of the planning process, should be noted below.

- *Cross connections across the tracks.*
- *Connections across Caltrain (East-West connection). There are not many east-west routes.*
- *Big green lane in the roadway to provide guidance.*
- *Going downtown is not very pleasant (University Avenue).*
- *Rail crossings and constructions for rail crossings (e.g., bridge above 101 is a game changer).*
- *Mt. Diablo has regular bike turn outs. Safer and would love to see that on other routes. The space makes such a difference.*
- *Real bottlenecks that are really unsafe for pedestrians and bikes (reported in collision data). Look into high bike traffic locations.*
- *Safety concerns: major streets intersections (Waverly and Seale Avenue, Alma St., Charleston., California Avenue).*
- *Biking in El Camino Real is not pleasant.*



Vision Workshop Breakout Room Worksheet
Room Facilitator: [Insert Name Here]

Create a Vision Statement

In 10-20 years, walking and cycling in Palo Alto should be...

- *Part of a complete street system to make residents feel safe*
- *Efficient and well connected routes*
- *Convenient and direct*
- *Low stress*
- *Flexibility, enjoyment of bike riding on streets of Palo Alto*
- *Easily cross railroad tracks at grade, with little elevation change (viaduct option)*
- *Protected (separated) bike lanes*
- *Encourage electric and co-existence of these modes*
- *Walking and cycling in PA should be more common than it is today, a preferred option for travel*
- *Every little bit counts, one small trip at a time (1x per 2 weeks), change mindset around walking and biking trips*
- *City staff dedicated to helping overcome psychological and physical barriers to walking and biking*
- *Biking and walking should be as easy in all parts of the community (e.g., disparity between north and south palo alto)*



Additional Considerations

Additional suggestions that may not fit in the above statement but should be considered as a part of the planning process, should be noted below.

- *Incremental changes rather than waiting for funding for large project*
- *School travel focus and priority. Invest in school mode shift.*
- *Planning approach that considers multi-jurisdictional travel*
- *Consider different types of trips – long distance vs short distance*
- *Make it comfortable - shelters and lighting*