



Palo Alto Pedestrian and
Bicycle Advisory Committee

REVISED AGENDA: Updated March 7, 2023 PABAC Meeting Minutes
Tuesday, April 4, 2023 at 6:15 P.M.
In-Person Meeting

Location: Matadero Room at Mitchell Park Community Center
3700 Middlefield Road, Palo Alto, CA 94303

The Public May Join Online: <https://cityofpaloalto.zoom.us/j/85423333426>;
Dial-in: 669-900-6833 | Meeting ID: 854 2333 3426

PART I: TDA 3 – BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN (BPTP) UPDATE

- | | |
|--|---------|
| 1. CALL TO ORDER | 6:15 PM |
| 2. AGENDA CHANGES | 6:16 PM |
| 3. APPROVAL OF ACTION MINUTES | 6:17 PM |
| a. March 7, 2023 PABAC meeting: Part I: TDA 3—Bicycle and Pedestrian
Transportation Plan Update and Part II: Other Items | |
| 4. PUBLIC COMMENTS | 6:18 PM |
| Note: Written comments submitted by email to Transportation@CityofPaloAlto.org
between 12:00pm on February 17, 2023, and 12:00pm on March 14, 2023 are attached
with the agenda packet. | |
| 5. STAFF UPDATE | 6:20 PM |
| a. BPTP Update (<i>Ozzy Arce, OOT</i>) | |
| 6. ADJOURNMENT | 6:25 PM |

PART II: OTHER ITEMS

- | | |
|--|---------|
| 1. CALL TO ORDER | 6:25 PM |
| 2. AGENDA CHANGES | 6:26 PM |
| 3. PUBLIC COMMENTS | 6:27 PM |
| 4. DISCUSSION ITEMS | |
| a. Bicycle-focused Municipal Code clean-up update (<i>Shrupath Patel, OOT</i>)
See Attachment 1 for materials | 6:30 PM |
| b. County Active Transportation Plan (<i>Ben Aghegnehu, Santa Clara County</i>)
See Attachment 2 for materials. | 6:50 PM |

- c. County Trails Map Update (*Rebecca Coates-Maldoon, Santa Clara County*) 7:10 PM
See Attachment 3 for materials.
- 5. STANDING ITEMS 7:40 PM
 - a. Grant Update – None
 - b. CSTSC Update – February 23, 2023 CSTSC Meeting summary, attached
 - c. VTA BPAC Update (*R. Neff*)
 - d. Subcommittee Reports
 - i. Rail Grade Separation Subcommittee (*B. Arthur*)
 - ii. Bike Bridge Maintenance Subcommittee (*P. Ellson*)
 - 1. Wilkie Bridge Surface Conditions Surveys:
<https://www.cityofpaloalto.org/Departments/Public-Works/Engineering-Services/Wilkie-Bridge-Pilot-Project>
 - iii. Repaving Subcommittee (*R. Neff*)
 - iv. Muni Code Subcommittee (*E. Nordman*)
 - v. Sight line and Safety Problem Reporting on Bike Routes (*E. Nordman*)
 - vi. Open Space & Parks E-Bikes Subcommittee (*P. Goldstein*)
 - e. Announcements
 - f. Future Agenda Items
 - Muni code clean-up progress update (Committee report delivered: 2018; Last update from staff: 11/1/2022)
 - PAUSD Hoover school campus reconstruction update (Last review: 5/3/2022)
 - S. Palo Alto Bikeways project status/grant proposal (Last update: 02/07/2023)
 - Rail Grade Separations (Last update: 8/2/2022)
 - Municipal Code re: micromobility issues
 - BPTP Update Implementation Status Item for the City website
 - PABAC assistance reporting sight line/safety issues on bike/ped network (Requested by Staff: 10/6/22)
 - Explore alternatives for bike/ped non-injury collision and near-miss reporting
 - Bike parking code updates for converting existing business-owned auto parking spaces to bicycle parking
 - Park Blvd to Portage Ave. (last discussion: 03/07/2023)
 - How to get more information on collisions
- 6. ADJOURNMENT 8:00 PM

END OF AGENDA



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, March 7, 2023 at 6:15 P.M.
Meeting Minutes

Location: Matadero Room at Mitchell Park Community Center
3700 Middlefield Road, Palo Alto, CA 94303

The Public May Join Online: <https://cityofpaloalto.zoom.us/j/85423333426>;
Dial-in: 669-900-6833 | Meeting ID: 854 2333 3426

Members Present: Bruce Arthur (Chair), Eric Nordman (Vice Chair), Art Liberman, Bill Courington, Bill Zaumen, Jane Rosten (late), Ken Joye, Paul Goldstein, Penny Ellson, Robert Neff, Steve Rock, Alan Wachtel, Cedric de la Beaujardiere (late), Kathy Durham, Nicole Rodia,

Members Absent: Nicole Zoeller Boelens, Richard Swent, Arnout Boelens

Staff Present: Ozzy Arce, Shrupath Patel, Sylvia Star-Lack

PART I: TDA 3 – BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN (BPTP) UPDATE

1. CALL TO ORDER 6:15 PM

Chair Arthur called the meeting to order.

2. AGENDA CHANGES 6:16 PM

None.

3. APPROVAL OF ACTION MINUTES 6:17 PM

a. February 7, 2023 PABAC meeting: Part I: TDA 3—Bicycle and Pedestrian Transportation Plan Update and Part II: Other Items

Ms. Penny Ellson made a motion to approve the minutes of the February 7, 2023, PABAC meeting seconded by Ms. Kathy Durham. Approval of minutes passed unanimously.

4. PUBLIC COMMENTS 6:18 PM

Note: Written comments submitted by email to Transportation@CityofPaloAlto.org between 12:00pm on January 19, 2023, and 12:00pm on February 17, 2023 are attached

1 with the agenda packet. [NOTE: None for this meeting packet]

2
3 None.

4
5 **5. STAFF UPDATE** 6:21 PM

6
7 a. **2022 BPTP Update** (*Ozzy Arce, OOT*)

8
9 Mr. Ozzy Arce, Senior Transportation Planner and Project Manager, provided an update of the
10 BPTP project. Kittelson and Associates has been selected as the consultant. The contract with
11 Kittelson will go before City Council for approval, and staff is hoping to have it done within a
12 month. Mr. Arce invited Staff to look at the proposal. The process is expected to take
13 approximately 18 to 24 months.

14
15 **6. ADJOURNMENT** 6:23 PM

16
17 Chair Arthur adjourned Part I of the TDA 3 portion of the meeting.

18
19 **PART II: OTHER ITEMS**

20
21 **1. CALL TO ORDER** 6:23 PM

22
23 Chair Arthur called Part II of the meeting to order.

24
25 **2. AGENDA CHANGES** 6:24 PM

26
27
28 None.

29
30 **3. PUBLIC COMMENTS** 6:25 PM

31
32 Mr. Art Liberman addressed a discussion in the agenda notes for the City/School Transportation
33 Safety Committee meeting regarding accidents. He stated the Committee needs to know details
34 on where the accidents are happening in order to make recommendations for improvements.

35
36 Chair Arthur stated a public meeting will need to be scheduled for that discussion.

37
38 **4. DISCUSSION ITEMS**
39 a. **Park Blvd. to Portage Ave. Bike Route Update** (*Claire Raybould, Planning*)
40 6:30 PM

41 **See Attachment 1 for materials.**

42
43 Ms. Claire Raybould, Planning, shared that the City is currently working on a development
44 agreement with the Sobrato Organization for the Fry’s property. A project description was
45 outlined to include demolishing a portion of the cannery building to construct a 74-unit
46 townhome development, remodeling the remaining cannery building, construction of a parking

1 garage and dedication of 3.25 acres to the city for an affordable housing project and a park. As
2 part of the Environment Impact Report for the project, the City identified a significant impact
3 related to inconsistency with the City’s Bike/Ped Transportation Plan and County Trails Plan.
4 They are working with the developer to come up with a potential option to provide a safe bicycle
5 connection. Crosswalks have been proposed across Portage, Ash and Park Boulevard in order to
6 allow safe access to the bike paths.

7
8 Staff and PABAC members discussed their concerns about the mixed bicycle/vehicle/pedestrian
9 traffic and offered feedback on solutions to mitigate the possible safety issues.

10
11 Ms. Raybould stated that she and Mr. Shrupath Patel would be working with the consultant to
12 make refinements based on the Committee’s feedback.

13
14 Penny Ellson noted for the record: Is a traffic signal plan at Acacia & El Camino Real
15 intersection? If not, the primary access will be on Portage, not Acacia, contrary to what Claire
16 suggested.

17
18 **b. Caltrans Crossings & Bridge Rail Projects (*Srilatha Raavi, Caltrans*)7:00 PM**
19 **See Attachment 2 for materials.**

20
21 Ms. Srilatha Raavi, Caltrans Project Manager, gave an overview of Caltrans latest project
22 updating bridge railings along El Camino Real with three locations in the City of Palo Alto being
23 Mayfield Undercrossing, University Avenue Overcrossing, and San Francisquito Creek Bridge
24 Overcrossing. The purpose of the project is to upgrade existing vehicular and pedestrian bridge
25 railings to federal standards and to close the underutilized, non-ADA compliant pedestrian tunnel
26 at the Mayfield Undercrossing due to the existing bridge railing not meeting federal standards.
27 She outlined proposed improvement plans with schematics for the Mayfield Undercrossing to
28 include installing a Pedestrian Hybrid Beacon, adding high-visibility striping to the crosswalk,
29 and upgrading the curb ramps to provide a passageway for pedestrians and bicyclists.

30
31 Some Committee members expressed concerns about the pedestrian wait time and the safety of
32 push button crossing at the busy intersection.

33
34 Mr. Nick Saleh stated the feedback would be taken into consideration making sure the wait time
35 is coordinated with accounting for the length of the crossing.

36
37 Ms. Raavi then presented the proposed improvement plans with schematics for the University
38 Avenue Overcrossing which include upgrading the bridge rail to a concrete barrier type with a
39 chain-link fence over the barrier, including architectural treatment on the barrier, widening the
40 existing sidewalk from 7 feet to 12 feet 2 inches in order to accommodate bicyclists and
41 pedestrians, upgrading curb ramps, widening passageways through the islands and curb ramps to
42 accommodate bike/ped movement through the intersections, upgrading to high-visibility
43 crosswalk striping, and upgrading the traffic signal system to the latest standard. Ms. Raavi then
44 provided details on proposed improvements with schematics for San Francisquito Creek
45 Overcrossing, including upgrading the bridge rail to a standard concrete barrier, widening the
46 sidewalk on both sides to 6 feet 2 inches, upgrading the streetlight on the bridge, upgrading the

1 curb ramp, installing a crosswalk at SR-82/Creek Drive Intersection, and removing the existing
2 streetlight to install new safety lighting near the crosswalk.

3
4 Some Committee members expressed the need to accommodate bicyclists coming down El
5 Camino going straight onto the sidewalk or a different way to allocate the lane space to
6 accommodate bicyclists crossing the bridge and a concern that the signal timing is too long,
7 which encourages people not to wait for the lights before crossing.

8
9 Mr. Saleh made a recommendation that the City traffic engineers get together with Caltrans to
10 adjust the timing.

11 Ms. Raavi gave a report on the total cost of the project which has been estimated to be about \$9.8
12 million dollars. The PS&E is anticipated to be completed in the summer of 2023. Construction is
13 anticipated to begin in spring of 2024 and be completed in summer of 2025 with each location
14 taking about two to three months to complete.

15
16 Mr. Liberman inquired if work will be done to avoid having to close the road at University
17 Avenue Undercrossing due to flooding.

18
19 Mr. Saleh answered he will follow up on that issue.

20
21 **c. PABAC 2023 meeting location update: Rinconada Library Option 7:30 PM**

22
23 Ms. Sylvia Star-Lack provided two options for PABAC meeting location. Option One was the
24 Embarcadero Room at Rinconada Library, which will be available for PABAC meetings for the
25 rest of this year. Option Two was the Matadero Room at Mitchell Park Community Center with
26 the exception of availability for June, August, November and possibly January 2024 in which
27 they will return to the Matadero Room at Mitchell Park. A vote was taken with a show of five
28 hands for option 1 and six hands for option 2. The result was 6-5 for option 2.

29
30 **d. Options for PABAC members to participate in PABAC meetings virtually**

31 7:40 PM

32 **See Attachment 3, Palo Alto Architectural Review Board (ARB) Staff**
33 **Report: *Review and Adoption of the Revised ARB By-Laws to Address***
34 ***Remote/Virtual Meeting Attendance***

35 **See Attachment 4, Overview of Brown Act Rules to participate virtually**

36
37 Mr. Tim Shimizu, City Attorney's Office, gave a presentation about the changes to the Brown
38 Act. He stated California's State of Emergency related to COVID-19 ended on February 28,
39 2023. In-person attendance will be the default rule going forward. The use of remote attendance
40 will be more limited going forward. There are two ways to attend a meeting remotely under the
41 Brown Act: Standard Remote Attendance and AB 2449 Remote Attendance. He presented slides
42 outlining the rules, requirements, and limits for both methods of remote attendance and
43 explanation of how to participate remotely.

44
45 Mr. Alan Wachtel asked for clarification as to why certain portions of PABAC meetings are
46 Brown-acted.

1
2 Mr. Shimizu stated he will get that answer for him offline.

3
4 **5. STANDING ITEMS**

7:45 PM

- 5 **a. Grant Update** – None
6 **b. CSTSC Update** – January 26, 2023 CSTSC Meeting summary, attached.
7 **c. VTA BPAC Update** (*R. Neff*)
8

9 Mr. Robert Neff announced there was a presentation the month before about ways to improve the
10 benches at bus stops through a program called, Better Bus Stops. The upcoming meeting will
11 feature an update on the County Active Transportation Plan.

12
13 **d. Subcommittee Reports**

- 14 **i. Rail Grade Separation Subcommittee** (*B. Arthur*) – None.
15 **ii. Bike Bridge Maintenance Subcommittee** (*P. Ellson*)
16

17 Ms. Ellson reported that Public Works has received 218 survey responses with 124 for wet deck
18 and 94 for dry deck surface conditions for the two anti-split surfaces projects. The survey is still
19 active and can be accessed from the project website, which will be added to the next agenda.
20 They have asked Staff to mention the survey to anybody that may be interested and ask them to
21 respond. She also announced there is a Wilkie Bridge Bike To Work Day station coming up.
22 Design work for bridge rehabilitation and repair based on last year’s condition assessment started
23 in January addressing Bol Park path bridges, Wilkie Bridge, and some other bridges. It is
24 anticipated the design will be completed by late spring.

- 25
26 **iii. Repaving Subcommittee** (*R. Neff*) – None.
27 **iv. Muni Code Subcommittee** (*E. Nordman*) – None.
28 **v. Sight line and Safety Problem Reporting on Bike Routes** (*E.*
29 *Nordman*) – None.
30 **vi. Open Space & Parks E-Bikes Subcommittee** (*P. Goldstein*)
31

32 Mr. Paul Goldstein reported the recommendations from the Parks and Recreation Committee
33 have been accepted regarding E-bikes and bicycles in the parks. In open space areas, E-bikes will
34 be restricted to paved roads only. He announced he will also be providing a URL for a survey
35 regarding a project under Public Works to revitalize the street on University Avenue.

36
37 **e. Announcements**

38
39 Mr. Neff announced there are new bike racks at Charleston Shopping Center.

40
41 Mr. Arce encouraged Staff to look at the survey provided by Mr. Goldstein.

42
43 **f. Future Agenda Items**

- 44 ➤ Muni code clean-up progress update (Committee report delivered: 2018; Last
45 update from staff: 11/1/2022)
46 ➤ PAUSD Hoover school campus reconstruction update (Last review: 5/3/2022)

- 1 ➤ S. Palo Alto Bikeways project status/grant proposal (Last update: 02/07/2023)
- 2 ➤ Rail Grade Separations (Last update: 8/2/2022)
- 3 ➤ Municipal Code re: micromobility issues
- 4 ➤ BPTP Update Implementation Status Item for the City website
- 5 ➤ PABAC assistance reporting sight line/safety issues on bike/ped network
- 6 (Requested by Staff: 10/6/22)
- 7 ➤ Explore alternatives for bike/ped non-injury collision and near-miss reporting
- 8 ➤ Bike parking code updates for converting existing business-owned auto
- 9 parking spaces to bicycle parking
- 10 ➤ Park Blvd to Portage Ave. (last discussion: 11/1/2022)

11 **6. ADJOURNMENT**

8:05 PM

12 **END OF AGENDA**

13
14
15

Draft Staff Report for PTC and City Council

Chapter 18.54 updates will be provided in the future PABAC meeting.

Title: Adoption of an ordinance Amending Palo Alto Municipal Code Chapters 2.31.040, 10.04, 10.32, 10.64, and 18.54.060 updating regulations for pedestrians, bicyclists and bicycle parking facilities to comply with the current practices and California Vehicle Code.

From: City Manager

Lead Department: Office of Transportation

Recommendation

Staff recommends the City Council adopt the proposed ordinance (Attachment A) amending Chapters 2.31.040 (Deposition of lost, stolen, or abandoned bicycles), 10.32 (Pedestrians) 10.64 (Bicycle, Roller Skates and Coasters) and 18.54.060 (Bicycle Parking Facilities) of the Palo Alto Municipal Code (PAMC).

Executive Summary

This report transmits proposed amendments to various sections of the Palo Alto Municipal Code (PAMC), with the majority of changes affecting Title 10, the Vehicles and Traffic Code. These code amendments are intended to modify code provisions to reflect current practice or policy, correct errors, and to be consistent with State law. The proposed code modifications are primarily focused on the items listed below and are presented in the report in this same order.

1. Add active micro-mobility devices definition
2. Remove shared-use path definition
3. Replace business district with Downtown and California Ave commercial district
4. Remove use of crosswalks
5. Remove pedestrians prohibited – Certain overpass
6. Remove pedestrians prohibited – Foothill Expressway
7. Update Master Plan to Bicycle and Pedestrian Transportation Plan in 10.64
8. Remove section establishing licensing agency, daily reports by buyers of secondhand bicycles, and removal or alteration of tags or numbers
9. Remove section restricting sirens and whistles
10. Remove section related to handlebar grips and carriers
11. Remove rules of the road
12. Add electric bicycles and active micro-mobility devices in section 10.64.130
13. Replace business district to Downtown commercial district and California Ave commercial district
14. Remove sidewalk bicycle lanes or paths regulation

15. Remove riding bicycles on streets
16. Add section 10.64.140 - Use of active micro-mobility devices
17. Remove section 10.64.150 - Vehicles prohibited from bicycle paths
18. Remove hitching rides on vehicles
19. Remove sections 10.64.170 and 10.64.180
20. Update section 10.64.200 to allow trick riding at Greer Park
21. Update section 10.64.210(a) and remove section 10.64.210 (b), mandatory use of bicycle parking when designated bicycle parking space is available
22. Allow use of active micro-mobility devices on public right of way except on sidewalks in the Downtown commercial district and California Ave commercial district
23. Allow use of active micro-mobility devices on public right of way except on city-controlled parking lots/garages
24. Remove section 10.64.241 - Use of skateboards in residential districts
25. Remove section 10.64.242 - Lighting requirement for skateboard riding in the nighttime
26. Remove section 10.64.243 - Rules of the road for skateboarders
27. Remove section 10.64.244 - Safety of skateboard riders
28. Remove section 10.64.251 - Parents of the skateboard riders
29. Update bicycle parking facilities requirements
30. Add bicycle parking layout figure
31. Prohibit vertical, wall-mounted, and two-tier long-term bicycle parking without lift assist system
32. Remove maximum number of bicycle parking restrictions for long-term bicycle parking room/enclosure
33. Update Section 18.54.060(2)(B) to not consider common locked garage entrance as secured bicycle enclosure
34. Update bicycle parking design standards
35. Remove requirements for the bicycles to be donated to a program tackling juvenile truancy

Background

As circumstances warrant, the City reviews the Municipal Code and makes changes intended to better achieve stated goals, reflect operational practices, provide clarity, or improve a process provided for in the ordinance. There are also instances where code changes are needed to address changes in State law or in the City's Comprehensive Plan. The various code amendments proposed were initiated by the Pedestrian and Bicycle Advisory Committee (PABAC) and are part of an on-going effort to bring the code into alignment with current practices and regulations.

Discussion

The proposed code amendments are presented with the "issue" that is being addressed by the proposed code change and include any relevant background. Additionally, for each existing code section, the staff report provides links to the web-based municipal code so the reader can review the related code sections in full detail. The specific code revisions can be found in the attached draft ordinances in Attachment A and B.

1. Add active micro-mobility devices Definition

Issue: Proposed definition would include various mobility devices under one group. The proposed definition would help in removing some repetitive sections in Chapter 10.64 and applying state law.

2. Remove Shared-use path Definition

Issue: [Section 10.04.128](#), Current Shared-use path definition is not consistent with the Street and Highway Code [890.4\(a\)](#). Deletion of the shared-use path definition will allow the City to reference the definition adopted in the Street and Highway Code Section 890.4(a)~~(b)~~.

3. Section 10.32.020(a) Replace business district with Downtown and California Ave commercial district

Issue: Section 10.32.020(a) restricts pedestrians from crossing a roadway other than a crosswalk in any business districts. However, this section is more relevant in the Downtown and California Ave areas where pedestrian movement is high. Proposed changes would limit the restrictions to Downtown and California Ave commercial districts.

4. Section 10.32.020(b) Remove Use of Crosswalk Law

Issue: The current code [Section 10.32.020 \(b\)](#) requires pedestrians to cross a roadway by a route at right angles to the curb or by the shortest route to the opposite curb except in a marked crosswalk. State passed [AB 2147](#) bill in 2022 (effective from January 1, 2023) to amend the pedestrian and bicycle state law. As part of the bill, the amended [CVC 21961](#) allows local authorities to adopt ordinances prohibiting pedestrians from crossing roadways other than crosswalks. However, the code does not allow a peace officer to stop a pedestrian for a violation of an ordinance adopted by a local authority unless there is an immediate danger of a collision with a moving vehicle or other devices. PABAC recommended the removal of this section as it is not a prevalent issue, and the city is not actively enforcing the requirement.

5. Remove Pedestrians Prohibited – Certain Overpass

Issue: The current code [Section 10.32.040](#) prohibits pedestrians from using the Embarcadero Rd overpass over the US101 Highway. There is a sidewalk on the north side of Embarcadero Rd, and it is used by pedestrians to access offices, retail, and medical buildings along Embarcadero Rd and E Bayshore Rd. This prohibition is not actively enforced by the City.

6. Remove Pedestrians Prohibited – Foothill Expressway

Issue: The current code [Section 10.32.050](#) prohibits pedestrians from using Foothill Expressway with certain exceptions. Foothill Expressway is under the authority of County Roads and

Airports, not the City of Palo Alto. County Roads and Airports establishes pedestrian prohibitions and sites appropriate signage. This prohibition in the code is redundant and extraneous.

7. Update Master Plan to Bicycle and Pedestrian Transportation Plan in 10.64

Issue: The current [Section 10.64](#) reference the master plan adopted in 1971 which has been updated and adopted multiple times by the city. The current city-adopted bicycle and pedestrian plan is called Bicycle and Pedestrian Transportation Plan. The proposed change would reference all city code requirements to the latest adopted Bicycle and Pedestrian Transportation Plan.

8. Remove section establish licensing agency, daily reports by buyers of secondhand bicycles, and removal or alteration of tags or numbers

Issue: All current sections [10.64.020](#), [10.64.030](#), and [10.64.050](#) are related to bicycle licensing. The City removed licensing requirements in 2018 as it was not actively enforcing the requirement. The City now recommends residents use an online bicycle registration service.

9. Remove section restricting Sirens and Whistles

Issue: [Section 10.64.080](#) is redundant to the CVC. [CVC 27002](#) covers the restrictions on using Sirens and Whistles for all vehicles. It is also not a prevalent issue, and the city is not actively enforcing the requirement.

10. Remove section related to Handlebar grips and carriers

Issue: Sections [10.64.090](#), [10.64.100](#), and [10.64.110](#) are related to the mechanical condition of bicycles. The current code does not have mechanical condition requirements for vehicles. PABAC recommended removal of the bicycle mechanical conditions requirements from the code. Also, these code sections are not actively enforced by the city.

11. Remove rules of the road

Issue: As per CVC 4000.1, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of state law, or any local ordinance adopted pursuant to the California vehicle code. [Section 10.64.120](#) does not provide additional information therefore it is recommended to remove it from the city code.

12. Add electric bicycles and active micro-mobility devices in [Section 10.64.130](#)

Issue: Section 10.64.130 restricts riding bicycles on the sidewalk in commercial districts. [Section 10.64.230](#) covers the sidewalk riding restrictions for active micro-mobility devices in commercial districts to restrict riding on the sidewalk. Staff recommends deleting Section

10.64.230 and including sidewalk riding restrictions for electric bicycles and active micro-mobility devices in Section 10.64.130.

13. Replace business district with Downtown commercial district and California Ave commercial district

Issue: [Section 10.64.130](#) restricts riding on the sidewalk in all commercial districts city-wide. However, the City is currently enforcing sidewalk riding restrictions in the Downtown and California Ave areas where signage exists. Other commercial district locations do not have appropriate signage. Some commercial districts are located near or on school routes where students ride on the sidewalk on arterial streets, such as Middlefield Rd (in locations where on-street facilities are unavailable) and Arastradaro Rd (in locations where wide sidewalks have been provided to accommodate bicycling and walking). The proposed changes would allow bicycle riding in commercial districts except for the Downtown commercial district and California Ave commercial district.

14. Remove [Section 10.64.130 \(d\)](#) sidewalk bicycle lanes or paths regulation

Issue: Section 10.64.130 [\(d\)](#) is referred to the Embarcadero sidewalks which were labeled as sidewalk bicycle paths and had directions posted. Sidewalk bicycle lanes or paths are obsolete and not used locally and regionally. Section 10.64.130 (d) does not provide additional guidance therefore deletion of this sub-section is recommended.

15. Remove riding bicycles on streets

Issue: Bicycle riding on the street is allowed per the [CVC 21200](#) except with restrictions at some locations identified either by the state or local jurisdiction. The current [Section 10.64.140](#) does not provide any additional benefits or restrictions.

16. Add Section 10.64.140 Use of active micro-mobility devices

Issue: Chapter 10.64 covers the rules of the road for bicycles, skateboards, coasters, roller skates, and other similar devices. However, these rules are provided under multiple sub-sections of this chapter. Also, the majority of the rules are covered under the California Vehicle Code. The proposed Section 10.64.140 would reference the applicable state law for active micro-mobility devices and also remove the sub-sections which are repetitive or duplication of the California Vehicle Code.

17. Remove [Section 10.64.150](#) Vehicles prohibited from bicycle paths

Issue: Vehicle restrictions on bicycle paths are covered by CVC 23127. Section 10.64.150 does not provide any additional requirements or regulations or restrictions to the current CVC. Therefore, it is recommended to remove it from Chapter 10.64.

18. Remove Hitching Rides on Vehicles

Issue: This section requirement is covered by [CVC 21203](#). [Section 10.64.160](#) does not provide additional requirements or regulations or restrictions to the current CVC.

19. Remove Sections [10.64.170](#) and [10.64.180](#)

Issue: [CVC 21204](#) requires an adequate provision of the seat to carry the child of age 4 or younger, or 40 pounds or less. Section 10.64.170 and 10.64.1080 do not provide additional requirements or restrictions to the current CVC.

20. Update [10.64.200](#) to allow trick riding at Greer Park

Issue: The current section 10.64.200 restricts trick riding on any public right of way or upon any space, land, property, or facilities owned or controlled by the City of Palo Alto. The Skateboard bowl at Greer Park is used by the residents to perform acrobatics, fancy stunts, or trick riding. The proposed changes would still restrict trick riding on city properties except for the skateboard bowl at Greer Park.

21. Update section 10.64.210(a) and remove section 10.64.210 (b), mandatory use of bicycle parking when designated bicycle parking space is available

Issue: Parking meters are not installed in the city. The proposed changes to [Section 10.64.210\(a\)](#) would restrict the bicycle parking that may constitute a hazard or obstruction in travel portion of the pedestrians, traffic, or property. [Section 10.64.210\(b\)](#) prohibits bicyclists from parking their bicycles at other locations if the designated bicycle parking space exists in the nearby vicinity. This section was written in 1961, and updated in 1975. At that time, there were very few bicycle racks, and parking meters were sited on sidewalks. The current code requires all private developments to provide short-term and long-term bicycle parking which provides enough bicycle parking at most locations in the city. There are a few locations where the bicycle parking is fully occupied which forces bicyclists to park their bicycles at other locations. Also, some of the very old bicycle racks are not compatible with all types of bicycles which makes it difficult for some bicyclists to use the provided bicycle parking. Residents can request bicycle parking in the public right-of-way via the Palo Alto 311 system. With the current City goals to encourage and support more bicycle use, staff recommends the removal of this section.

22. Allow use of active micro-mobility devices on public right of way except on sidewalks in the Downtown commercial district and California Ave commercial district

Issue: [Section 10.64.230](#), prohibits the use of active micro-mobility devices upon sidewalk, or roadway, or upon any public right of way, or upon any property owned by the City in business districts. These active micro-mobility devices help in replacing motor vehicle trips by filling the

last-mile connection gap. For example, roller skates/blades, skateboards, and coasters are used by Caltrain commuters for last-mile transportation in Downtown and the California Ave area. Staff recommends deleting this section to allow the use of active micro-mobility devices in commercial districts. Restrictions for riding on sidewalks in the Downtown commercial district and California Ave commercial district shall be covered under the revised Section 10.64.130.

23. Allow use of active micro-mobility devices on public right of way except on city-controlled parking lots/garages

Issue: [Section 10.64.240](#), prohibits the use of active micro-mobility devices upon any roadway, or upon any public right of way, or controlled parking lots, garages, or any property owned by the City. This section discourages active transportation modes. Staff recommends revising this section to limit restrictions only to city-controlled parking lots and garages, except where parking lots and garages are used for accessing parking or traveling through for accessing a destination.

24. Remove Section 10.64.241 use of skateboards in residential districts

Issue: [Section 10.64.241\(a\)](#) does not permit the use of skateboards upon arterial and/or collector roadways in residential districts. This section discourages active transportation modes. In addition, it is difficult for active micro-mobility device users to identify the boundaries of the residential district. Active micro-mobility users may be riding or crossing these streets to access the local business districts or regional transit stations. It is not a prevalent issue, and the city is not enforcing the requirements.

25. Remove [Section 10.64.242](#) lighting requirement for Skateboard riding in the nighttime

Issue: The CVC 21293 has light and reflector requirements.. Section 10.64.242 does not provide additional requirements or restrictions to the current CVC. Lighting and reflector requirements for active micro-mobility devices are covered under the revised Section 10.64.130.

26. Remove [Section 10.64.243](#) rules of the road for skateboarders

Issue: The use of skateboard requirements is covered under the proposed Section 10.64.140 - use of active micro-mobility devices.

27. Remove [Section 10.64.244](#) the Safety of skateboard riders

Issue: The safety of skateboard riders is covered under the proposed Section 10.64.140 - use of active micro-mobility devices. .

28. Remove Section 10.64.251 parents of skateboard riders

Issue: This section does not provide additional requirements or restrictions to the current CVC.

Resource Impact

Staff does not anticipate any resulting resource impacts for the City with the adoption of the proposed code amendments.

Environmental Review

The proposed code amendments have been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. Specifically, the proposed amendments have been determined to be exempt from further environmental review per CEQA Guideline section 15061(b)(3) (Review for Exemption) because the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment, and it can be seen with certainty that there is no possibility that the activity in question may have a significantly effect on the environment.

Draft Attachment – A – Clean Version

10.04.021 Active micro-mobility devices

“Active micro-mobility device” means roller skates, skateboards, coasters, electrically motorized boards, motorized skateboards, motorized or non-motorized roller blades, electric personal assistive mobility devices (EPAMD), scooters, to the extent the city is authorized to regulate these devices under the State law.

Chapter 10.32 PEDESTRIANS*

Sections:

10.32.010 Establishment of crosswalks authorized.

10.32.020 Use of crosswalks required.

10.32.030 Limited right to use of roadway.

* State law Veh. C.A., 21961 authorizes local authorities to prohibit pedestrians from crossing roadways at other than crosswalks. A peace officer shall not stop a pedestrian for a violation of an ordinance adopted by a local authority, unless there is an immediate danger of a collision with a moving vehicle or other device moving exclusively by human power.

10.32.010 Establishment of crosswalks authorized.

(a) The city manager is hereby authorized to establish and maintain crosswalks and to designate them by appropriate devices or painted signs upon the surface of the roadway.

(b) The city manager may place signs at or adjacent to an intersection in respect to any crosswalk directing that pedestrians shall not cross in the crosswalk so indicated.

(Ord. 1714 (part), 1956: prior code § 19.81)

10.32.020 Use of crosswalks required.

(a) No pedestrian shall cross a roadway other than by a crosswalk in downtown and California Ave commercial districts.

(Ord. 1714 (part), 1956: prior code § 19.82)

10.32.030 Limited right to use of roadway.

No person shall cross the roadway of any portion of a grade separation except at a pedestrian crosswalk.

(Ord 1714 (part), 1956: prior code § 19.83)

Chapter 10.64

BICYCLES AND ACTIVE MICRO-MOBILITY DEVICES

Sections:

10.64.004 Bicycle lanes and paths established.

10.64.008 City manager to implement establishment of bicycle lanes and paths.

10.64.130 Riding bicycles, electric bicycles, and active micro-mobility devices on sidewalks and in undercrossings.

10.64.140 Use of active micro-mobility devices.

10.64.190 Racing.

10.64.200 Trick riding.

10.64.210 Parking and parking spaces.

10.64.220 Speed limits on shared-use paths.

10.64.240 Use of active micro-mobility devices in city-controlled parking lots and garages.

10.64.250 Enforcement.

* For state law providing that traffic laws apply to persons riding bicycles - See Veh. C.A. § 21200 - 21213; for provisions prohibiting bicycles from vehicular crossings except when signs indicate otherwise - See Veh. C.A. § 23330.

10.64.004 Bicycle lanes and paths established.

The council establishes those bicycle lanes and paths as designated on the Bicycle and Pedestrian Transportation Plan attached to Resolution No. 9273. adopted by the council of the city on July 9, 2012, as said map is thereafter and from time to time hereafter amended.

(Ord. 2652 § 1, 1972)

10.64.008 City manager to implement establishment of bicycle lanes and paths.

The city manager is authorized, empowered, and directed to implement the establishment of the bicycle lanes and paths as designated on the Bicycle and Pedestrian Transportation Plan.

(Ord. 2652 § 2, 1972)

10.64.130 Riding bicycles, electric bicycles, or active micro-mobility devices on sidewalks and in undercrossings.

(a) No person shall ride or operate upon any sidewalk in a downtown commercial district and California Ave commercial district.

(b) No person shall ride or operate upon any sidewalk in the University Avenue undercrossing below Alma Street and the Palo Alto train station or in the California Avenue undercrossing below Alma Street and the California Avenue train station when others are present.

(c) Any person riding or operating upon any sidewalk, any undercrossing or overcrossing shall exercise due care and shall yield the right-of-way to all pedestrians.

10.64.140 Use of active micro-mobility devices

A person operating active micro-mobility devices shall follow any California Vehicle Code requirements applicable to a particular device, and the following shall apply to active micro-mobility devices operating on a street, excluding the sidewalks.

(a) Comply with the following California Vehicle Code requirements, excepting any penalty provisions:

- (i) Section 21202, riding as close as practicable to the right-hand edge of the road;
- (ii) Section 21203, prohibited from attaching one's self to any streetcar or vehicle;
- (iii) Section 21221.5, prohibited riding under the influence;
- (iv) Section 21293, equipped with lights and reflectors during darkness;
- (v) Section 21650.1, operating in the same direction as vehicles;
- (vi) Section 27400, not wearing a headset or earplugs in both ears

(b) No person shall operate active micro-mobility devices upon any public or private ramp, or accessway specially designed for use by the handicapped;

(c) No person shall operate active micro-mobility devices upon any private or public property where not otherwise prohibited by any provision of this chapter, when such property has been

posted pursuant to this section. The city manager or his designee is authorized to post or erect or cause to be posted or erected, signs, at the owner's expense, prohibiting the riding of active micro-mobility devices, in or on those premises for which such a request has been made to, and approved by, the chief of police or his designee.

10.64.190 Racing.

No person riding or operating a bicycle, electric bicycle, electric scooter, or active micro-mobility devices upon a public right-of-way or upon any land, property, or facilities owned or controlled by the city of Palo Alto, shall participate in any race, speed, or endurance contest unless such race, speed or endurance contest has the written permission of the city manager and is under the supervision of the chief of police.

(Ord. 3880 § 1 (part), 1989: Ord. 3233 § 10, 1980: Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.26)

10.64.200 Trick riding.

No person riding or operating a bicycle, electric bicycle, electric scooter, or active micro-mobility devices shall perform any acrobatic, fancy, stunt, or trick riding upon any public right-of-way, or upon any space, land, property, or facilities owned or controlled by the city of Palo Alto except the skateboard bowl at Greer Park.

(Ord. 3880 § 1 (part), 1989: Ord. 3233 § 11, 1980: Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.27)

10.64.210 Parking and parking spaces.

(a) No person shall park a bicycle, electric bicycle, electric scooter, or active micro-mobility devices on the main-traveled portion of the sidewalk in any manner as to constitute a hazard or obstruction to pedestrians, traffic, or property.

(Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.28)

10.64.220 Speed limits on shared-use paths.

(a) No person shall ride or operate any bicycle, electric bicycle, electric scooter, or active micro-mobility devices in excess of fifteen miles per hour upon on a shared-use path when pedestrians are present.

(b) No person shall operate any transportation vehicle or device at a speed greater than is reasonable for safe operation, nor in any manner which may endanger the safety of others.

10.64.240 Use of active micro-mobility devices in city-controlled parking lots and garages.

No persons upon active micro-mobility devices shall go upon city-controlled parking lots, garages, except for the limited purpose of accessing parking or to travel through for accessing a destination.

(Ord. 3880 § 1 (part), 1989: Ord. 3684 § 1, 1986: Ord. 2972 § 1 (part), 1977: Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.46)

10.64.250 Enforcement.

Any person who violates any provision of this chapter shall be guilty of an infraction and, upon conviction thereof, shall be punishable as provided in Chapter 1.08 of this code. Where any provision of this chapter or of state law with respect to bicycles, electric bicycles, active micro-mobility devices and others similar devices has been violated by any juvenile under the age of eighteen years, in lieu of the institution of criminal proceedings under Chapter 1.08 or of proceedings in the juvenile court, the chief of police may prohibit the operation upon the streets, alleys, and public places in the city for a period not to exceed thirty days of a bicycle, electric bicycle, active micro-mobility devices so used in such violation, and in such event the bicycle, electric bicycle, active micro-mobility devices so used in such violation may be impounded by the chief of police and retained during the period of operation which is prohibited.

(Ord. 4712 § 2, 2001: Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.47)

Draft Attachment - A - Redline Version

10.04.021 Active micro-mobility devices

“Active micro-mobility device” means roller skates, skateboards, coasters, electrically motorized boards, motorized skateboards, motorized or non-motorized roller blades, electric personal assistive mobility devices (EPAMD), scooters, to the extent the city is authorized to regulate these devices under the State law.

~~10.04.186 Unauthorized motor vehicle~~

~~“Unauthorized motor vehicle” means any motor vehicle that is driven without the permission of the owner of the trail or path, or, the owner’s agent.~~

~~10.04.128 Shared use path.~~

~~“Shared use path” means a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.~~

Chapter 10.32 PEDESTRIANS*

Sections:

10.32.010 Establishment of crosswalks authorized.

10.32.020 Use of crosswalks required.

10.32.030 Limited right to use of roadway.

~~10.32.040 Pedestrians prohibited—Certain overpass.~~

~~10.32.050 Pedestrians prohibited—Foothill Expressway.~~

* ~~For s~~State law Veh. C.A., 21961 authorizes local authorities to prohibit pedestrians from crossing roadways at other than crosswalks. A peace officer shall not stop a pedestrian for a violation of an ordinance adopted by a local authority, unless there is an immediate danger of a collision with a moving vehicle or other device moving exclusively by human power.—See Veh. C.A., § 21961.

10.32.010 Establishment of crosswalks authorized.

(a) The city manager is hereby authorized to establish and maintain crosswalks and to designate them by appropriate devices or painted signs upon the surface of the roadway.

(b) The city manager may place signs at or adjacent to an intersection in respect to any crosswalk directing that pedestrians shall not cross in the crosswalk so indicated.

(Ord. 1714 (part), 1956: prior code § 19.81)

10.32.020 Use of crosswalks required.

(a) No pedestrian shall cross a roadway other than by a crosswalk in downtown and California Ave~~any business commercial~~ districts.

~~(b) In all other districts, no pedestrian shall cross a roadway at any place other than by a route at right angles to the curb or by the shortest route to the opposite curb except in a marked crosswalk.~~

(Ord. 1714 (part), 1956: prior code § 19.82)

10.32.030 Limited right to use of roadway.

No person shall cross the roadway of any portion of a grade separation except at a pedestrian crosswalk.

(Ord 1714 (part), 1956: prior code § 19.83)

~~10.32.040 Pedestrians prohibited—Certain overpass.~~

~~—No pedestrian shall cross Bayshore Freeway upon Embarcadero Road Overpass.~~

~~(Ord 2496 § 2, 1969: Ord. 2470 § 3, 1968)~~

~~10.32.050 Pedestrians prohibited—Foothill Expressway.~~

~~—(a) No person, other than peace officers acting in the performance of their duties or authorized maintenance or construction personnel, shall, except in designated crosswalks, walk upon or drive any livestock upon the Foothill Expressway at any location on said expressway between Page Mill Road and the southerly city limits at Adobe Creek.~~

~~—(b) Notwithstanding the provisions of subsection (a) hereinabove, the driver and passengers of a disabled vehicle stopped on Foothill Expressway at any location between Page Mill Road and the southerly city limits at Adobe Creek may walk to the nearest exit, in either direction, on~~

~~that side of the expressway upon which the vehicle is disabled, from which telephone or auto repair services are available.~~

~~(Ord 2844 § 1, 1975)~~

Chapter 10.64

BICYCLES AND ACTIVE MICRO-MOBILITY DEVICES, ~~ROLLER SKATES AND COASTERS*~~

Sections:

10.64.004 Bicycle lanes and paths established.

10.64.008 City manager to implement establishment of bicycle lanes and paths.

~~10.64.020 Establishment of licensing agency.~~

~~10.64.030 Daily report by buyers of secondhand bicycles.~~

~~10.64.040 Reserved.~~

~~10.64.050 Removal or alteration of tags or numbers.~~

~~10.64.080 Sirens and whistles.~~

~~10.64.090 Handlebar grips.~~

~~10.64.100 Carriers.~~

~~10.64.110 Compliance with mechanical standards.~~

~~10.64.120 Rules of the road.~~

10.64.130 Riding bicycles, electric bicycles, and active micri-mobility devices on sidewalks and in undercrossings.

10.64.140 ~~Riding bicycles on streets~~ Use of active micro-mobility devices.

~~10.64.150 Vehicles prohibited from bicycle paths.~~

~~10.64.160 Hitching rides on vehicles.~~

~~10.64.170 Passengers on vehicles and other devices.~~

~~10.64.180 Towing.~~

10.64.190 Racing.

10.64.200 Trick riding.

10.64.210 Parking and parking spaces.

10.64.220 Speed limits on shared-use paths.

~~10.64.230 Use of roller skates, skateboards and coasters prohibited in business districts.~~

10.64.240 Use of active micro-mobility devices in city-controlled parking lots and garages ~~coasters, roller skates, skateboards and similar devices.~~

10.64.241 Use of skateboards in residential districts.

~~10.64.242 Hours for skateboard riding.~~

~~10.64.243 Rules of the road for skateboarders.~~

~~10.64.244 Safety of skateboard riders.~~

~~10.64.245 Manner of skateboard operation.~~

10.64.250 Enforcement.

~~10.64.251 Parents of skateboard riders.~~

* For state law providing that traffic laws apply to persons riding bicycles - See Veh. C.A. § 21200 - ~~21213050~~; for provisions prohibiting bicycles from vehicular crossings except when signs indicate otherwise - See Veh. C.A. § 23330.

10.64.004 Bicycle lanes and paths established.

The council establishes those bicycle lanes and paths as designated on the ~~Master Bicycle and Pedestrian Transportation~~ Plan attached to ~~Resolution No. 9273 Resolution No. 4441~~, adopted by the council of the city on ~~July 9, 2012 April 19, 1971~~, as said map is thereafter and from time to time hereafter amended.

(Ord. 2652 § 1, 1972)

10.64.008 City manager to implement establishment of bicycle lanes and paths.

The city manager is authorized, empowered, and directed to implement the establishment of the bicycle lanes and paths as designated on the ~~Master Bicycle and Pedestrian Transportation~~ Plan.

(Ord. 2652 § 2, 1972)

~~10.64.020 Establishment of licensing agency.~~

~~The city shall be a licensing agency for the licensing of bicycles in accordance with all provisions of Division 16.7 of the California Vehicle Code.~~

~~(Ord. 2877 § 2, 1975; Ord. 2051 (part), 1961; prior code § 16.02)~~

~~10.64.030 Daily report by buyers of secondhand bicycles.~~

~~—Every person engaged in the business of buying secondhand bicycles is required to make a daily report to the police department, giving the name and address of the person from whom the bicycle was purchased, the description of each bicycle purchased, the frame number thereof, and the number of the license tag thereon, if any.~~

~~{Ord. 2877 § 4, 1975: Ord. 2051 (part), 1961: prior code § 16.04}~~

~~10.64.040—Reserved.~~

~~—(Repealed by Ord. 4453 § 62, 1997)~~

~~10.64.050—Removal or alteration of tags or numbers.~~

~~—No person shall willfully or maliciously remove, destroy, mutilate or alter the number of any bicycle frame licensed pursuant to this chapter. No person shall remove, destroy, mutilate or alter any license tag or registration certificate during the time in which such license tag or registration certificate is operative; provided, however, that nothing in this chapter shall prohibit the city from stamping numbers on the frames of bicycles on which no serial number can be found, or on which the number is illegible or insufficient for identification purposes.~~

~~{Ord. 2877 § 6, 1975: Ord. 2051 (part), 1961: prior code § 16.06}~~

~~10.64.080—Sirens and whistles.~~

~~—No person shall equip a bicycle with a siren or whistle or operate or use a bicycle so equipped; provided, that nothing in this section prohibits the equipping, operation or use of a bicycle with an unusual kind of bicycle horn or bell as approved by the chief of police.~~

~~{Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.12}~~

~~10.64.090—Handlebar grips.~~

~~—Every bicycle that is equipped with handlebar grips must have the grips securely glued or cemented to the handlebars.~~

~~{Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.13}~~

~~10.64.100—Carriers.~~

~~—Every bicycle equipped with a carrier must have the carrier securely attached to the bicycle.~~

~~{Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.14}~~

~~10.64.110 Compliance with mechanical standards.~~

~~—It is unlawful for any person to ride or operate a bicycle in the city unless the bicycle is equipped as provided in this chapter and unless the bicycle is in safe mechanical condition.~~

~~{Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.20}~~

~~10.64.120 Rules of the road.~~

~~—It is unlawful for any person to ride or operate a bicycle in the city in violation of the rules of the road as set forth in Sections 10.64.130 through 10.64.210.~~

~~{Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.21}~~

10.64.130 Riding bicycles, electric bicycles, and active micro-mobility devices on sidewalks and in undercrossings.

(a) No person shall ride or operate ~~a bicycles~~ upon any sidewalk in a downtown commercial district and California Ave commercial district~~business district~~.

(b) No person shall ride or operate ~~a bicycle~~ upon any sidewalk in the University Avenue undercrossing below Alma Street and the Palo Alto train station or in the California Avenue undercrossing below Alma Street and the California Avenue train station when others are present.

(c) Any person riding or operating ~~a bicyele~~ upon any sidewalk, any undercrossing or overcrossing shall exercise due care and shall yield the right-of-way to all pedestrians.

~~—(d) No person riding or operating a bicycle upon any sidewalk where a bicycle lane or path has been established shall travel in a direction other than as posted.~~

~~{Ord. 5433 § 2, 2018: Ord. 3055 § 1, 1978: Ord. 2877 910 (part), 1975: Ord. 2652 § 7, 1972: Ord. 2496 (part), 1969: Ord. 2470 (part), 1968: Ord. 2051 (part), 1961: prior code § 16.22}~~

~~10.64.140 Riding bicycles on streets.~~

~~—Any person riding or operating a bicycle upon any street where a bicycle lane or path appropriate to his direction of travel is established and officially designated may ride or operate such bicycle in such bicycle lane or path or on the sidewalk where otherwise allowed by this code. "Street" means a way or place of whatever nature publicly maintained and open to the use of the public for purposes of travel.~~

~~(Ord. 2877 § 10 (part), 1975: Ord. 2771 § 1, 1974: Ord. 2652 § 8, 1972)~~

10.64.140 Use of active micro-mobility devices

A person operating active micro-mobility devices shall follow any California Vehicle Code requirements applicable to a particular device, and the following shall apply to active micro-mobility devices operating on a street, excluding the sidewalks.

(a) Comply with the following California Vehicle Code requirements:

(i) Section 21202, riding as close as practicable to the right-hand edge of the road;

(ii) Section 21203, prohibited from attaching one's self to any streetcar or vehicle;

(iii) Section 21221.5, prohibited from riding under the influence;

(iv) Section 21293, equipped with lights and reflectors during darkness;

(v) Section 21650.1, operating in the same direction as vehicles;

(vi) Section 27400, not wearing a headset or earplugs in both ears

(b) No person shall operate active micro-mobility devices upon any public or private ramp, or accessway specially designed for use by the handicapped;

(c) No person shall operate active micro-mobility devices upon any private or public property where not otherwise prohibited by any provision of this chapter, when such property has been posted pursuant to this section. The city manager or his designee is authorized to post or erect or cause to be posted or erected, signs, at the owner's expense, prohibiting the riding of skateboards or similar devices, in or on those premises for which such a request has been made to, and approved by, the chief of police or his designee.

~~10.64.150 Unauthorized Motor Vehicles prohibited from bicycle paths.~~

~~—No person shall operate an unauthorized motor vehicle within an established and officially designated bicycle path except for purposes of ingress or egress to and from driveways, or for purposes of intersectional travel.~~

~~(Ord. 4453 § 60, 1997: Ord. 2877 § 10 (part), 1975: Ord. 2652 § 9, 1972)~~

~~10.64.160 Hitching rides on vehicles.~~

~~—No person riding or occupying any bicycle, coaster, roller skates, roller blades, sled, skateboard, toy vehicle, motorcycle, moped, or any other similar human-powered or motor-powered device shall attach the same or himself or herself to any vehicle or device when upon~~

~~a public right of way, or upon any land, property, or facilities owned or controlled by the city of Palo Alto.~~

~~(Ord. 3880 § 1 (part), 1989: Ord. 3233 § 7, 1980: Ord. 2972 § 1 (part), 1977: Ord. 2877 § 10 (part), 1975: Ord. 2652 § 10, 1972: Ord. 2051 (part), 1961: prior code § 16.23)~~

~~10.64.170 Passengers on vehicles and other devices.~~

~~—No person riding or operating a bicycle, when upon a public right of way or upon park or open space lands owned and/or controlled by the city of Palo Alto, shall be permitted to carry another person upon the bicycle; provided, however, that this prohibition shall not apply to bicycles which are built for two persons to ride and propel the same or to the carrying of a child when the child is securely fastened to a seat designed to carry a child or to the rider or operator if the child is under two years of age.~~

~~(Ord. 4642 §12, 2000: Ord. 3233 § 8, 1980: Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.24)~~

~~10.64.180 Towing.~~

~~—No person riding or operating a bicycle, moped, motorcycle, sled, toy vehicle, or any other similar human-powered or motor-powered device upon a public right-of-way or upon park or open space lands owned and/or controlled by the city of Palo Alto shall tow any other vehicle or person, including a skateboard and rider, except that bicycle trailers used for delivery or transportation of newspapers, magazines, people or merchandise may be towed when being used in such activity.~~

~~(Ord. 4642 §13, 2000: Ord. 3233 § 9, 1980: Ord. 2972 § 1 (part) 1977: Ord 2877 § 10 (part) 1975: Ord. 2051 (part), 1961: prior code § 16.25)~~

10.64.190 Racing.

No person riding or operating a bicycle, electric bicycle, electric scooter, or active micro-mobility devices~~moped, skateboard, roller skates, roller blades, sled, toy vehicle, or any other similar human-powered or motor-powered device~~ upon a public right-of-way or upon any land, property, or facilities owned or controlled by the city of Palo Alto, shall participate in any race, speed, or endurance contest unless such race, speed or endurance contest has the written permission of the city manager and is under the supervision of the chief of police.

(Ord. 3880 § 1 (part), 1989: Ord. 3233 § 10, 1980: Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.26)

10.64.200 Trick riding.

No person riding or operating a bicycle, electric bicycle, electric scooter, or active micro-mobility devices~~moped, coaster, roller skates, roller blades, sled, skateboard, toy vehicle, or motorcycle~~ shall perform any acrobatic, fancy, stunt, or trick riding upon any public right-of-way, or upon any space, land, property or facilities owned or controlled by the city of Palo Alto except the skateboard bowl at Greer Park.

(Ord. 3880 § 1 (part), 1989: Ord. 3233 § 11, 1980: Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.27)

10.64.210 Parking and parking spaces.

(a) No person shall park a bicycle, electric bicycle, electric scooter, or active micro-mobility devices ~~against any window or parking meter or~~ on the main-traveled portion of the sidewalk in any manner as to constitute a hazard or obstruction to pedestrians, traffic, or property.

~~—(b) Notwithstanding the provisions of subsection (a) of this section, when bicycle parking spaces have been established and designated by official signs and markings pursuant to Chapter 10.40, no person shall park a bicycle in the vicinity thereof except in such bicycle parking spaces.~~

(Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.28)

10.64.220 Speed limits on shared-use paths.

(a) No person shall ride or operate any bicycle, electric bicycle, electric scooter~~skateboard, or any other transportation vehicle or~~ active micro-mobility devices in excess of fifteen miles per hour upon on a shared-use path when pedestrians are present.

(b) No person shall operate any transportation vehicle or device at a speed greater than is reasonable for safe operation, nor in any manner which may endanger the safety of others.

(Ord. 5433 § 3, 2018)

~~10.64.230 Use of roller skates, skateboards and coasters prohibited on sidewalks in Downtown commercial district and California Ave commercial district~~business districts.

~~No person shall ride~~skate with active micro-mobility devices~~roller skates, or roller blades, propel any coaster wagon or vehicle or ride any skateboard upon any sidewalk, or roadway, or upon any public right-of-way, or upon any land, property or facilities owned or controlled by city of Palo Alto, if such right-of-way, land, property or facility is located within the Downtown commercial district and California Ave commercial district~~any business district of the city as defined in the City of Palo Alto Comprehensive Plan 2030 California Vehicle Code, Section 235,

~~and as it may hereafter be amended. Children aged ten (10) years and under are exempt from this provision.~~

(Ord. 3880 § 1 (part), 1989: Ord. 2972 § 1 (part), 1977: Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.45)

10.64.240 Use of active micro-mobility devices ~~coasters, roller skates, skateboards and similar devices in city controlled parking lots and garages.~~

No persons upon active micro-mobility devices ~~roller skates, roller blades, or riding in or by means of any coaster, skateboard, toy vehicle or similar device~~ shall go upon ~~upon any roadway or upon any city owned, operated, or city~~ controlled parking lots, garages, ~~or other city owned property and facilities, except as otherwise provided in this chapter~~ for the limited purpose of accessing parking or to travel through for accessing a destination.

(Ord. 3880 § 1 (part), 1989: Ord. 3684 § 1, 1986: Ord. 2972 § 1 (part), 1977: Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.46)

~~10.64.241 Use of skateboards in residential districts.~~

~~The riding of skateboards shall be permitted upon public sidewalks and roadways in residential districts of the city of Palo Alto with the exception that the riding of skateboards shall not be permitted:~~

~~(a) Upon any freeway, or upon any of the following arterial and/or collector roadways or streets:~~

~~—Alma Street~~

~~—Arastradero Road~~

~~—Arboretum Way~~

~~—California Avenue~~

~~—Coyote Deer Creek~~

~~—East Bayshore Road~~

~~—El Camino Real~~

~~—El Camino Way~~

~~—Embarcadero Road~~

~~—Foothill Expressway~~

~~—Hanover Street (South of California)~~

~~—Hansen Way~~

~~—Hillview Avenue~~

~~—Middle field Road~~

~~—Oregon Expressway~~

~~—Page Mill Road~~

~~—Palo Alto Avenue~~

~~—Porter Way~~

~~—San Antonio Road~~

~~—Sand Hill Road~~

~~—Skyline Boulevard~~

~~—Stanford Avenue~~

~~—University Avenue~~

~~—West Bayshore Road;~~

~~—(b) Upon any public or private sidewalk or ramp, or accessway specially designed for use by the handicapped;~~

~~—(c) Upon any private or public property where not otherwise prohibited by any provision of this chapter, when such property has been posted pursuant to this section. The city manager or his designee is authorized to post or erect or cause to be posted or erected, signs, at the owner's expense, prohibiting the riding of skateboards or similar devices, in or on those premises for which such a request has been made to, and approved by, the chief of police or his designee.~~

~~(Ord. 3880 § 2 (part), 1989)~~

10.64.242 Hours for skateboard riding.

~~A reflective device or devices or reflective clothing, arranged or worn on the person of the rider in a manner which is visible from all directions, shall be used while~~

~~(a) riding a skateboard in the city of Palo Alto from sunset until sunrise shall be equipped with all of the following.~~

~~(1) Except as provided in subdivision (b), a lamp emitting a white light that, while the skateboard is in motion, illuminates the highway in front of the operator and is visible from a distance of 300 feet in front of the skateboard.~~

~~(2) Except as provided in subdivision (c), a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.~~

~~(3) Except as provided in subdivision (d), a white or yellow reflector on each side that is visible from a distance of 200 feet from the sides of the skateboard.~~

~~(b) A lamp or lamp combination, emitting a white light, attached to the operator and visible from a distance of 300 feet in front of the skateboard, may be used in lieu of the lamp required by 10.64.242(a)(1).~~

~~(c) A red reflector, or reflectorizing material meeting the requirements of CVC 25500, attached to the operator and visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, may be used in lieu of the reflector required by 10.64.242(a)(2).~~

~~(d) A white or yellow reflector, or reflectorizing material meeting the requirements of CVC 25500, attached to the operator and visible from a distance of 200 feet from the sides of the skateboard, may be used in lieu of the reflector required by 10.64.242(a)(3).~~

~~(Ord. 3880 § 2 (part), 1989)~~

~~10.64.243 Rules of the road for skateboarders.~~

~~—Persons riding skateboards, as otherwise permitted under this chapter, shall obey the following rules of the road:~~

~~—(a) Obey all stop signs, traffic signals, yield signs, and such other traffic control devices;~~

~~—(b) When in the roadway, travel to the far right side of the roadway;~~

~~—(c) Yield the right of way to pedestrians whenever and wherever they are encountered;~~

~~—(d) Not impede or interfere with the flow of vehicular traffic;~~

~~—(e) Yield to approaching vehicles when entering any roadway;~~

~~—(f) Not impede or interfere with the flow of bicycle traffic in bicycle lanes;~~

~~—(g) When on sidewalks, proceed with due care and at a safe speed;~~

~~—(h) Not allow any other person, or persons, to ride the skateboard simultaneously with the rider.~~

~~(Ord. 3880 § 2 (part), 1989)~~

~~10.64.244— Safety of skateboard riders.~~

~~—Persons who ride skateboards shall not wear headphones while riding skateboards.~~

~~(Ord. 3880 § 2 (part), 1989)~~

~~10.64.245— Manner of skateboard operation.~~

~~—No person shall ride a skateboard recklessly, or in such a manner as to cause danger or injury to himself or to others.~~

~~(Ord. 3880 § 2 (part), 1989)~~

10.64.250 Enforcement.

Any person who violates any provision of this chapter shall be guilty of an infraction and, upon conviction thereof, shall be punishable as provided in Chapter 1.08 of this code. Where any provision of this chapter or of state law with respect to bicycles, ~~roller skates, skateboards and coasters,~~ electric bicycles, active micro-mobility devices and others similar devices has been violated by any juvenile under the age of eighteen years, in lieu of the institution of criminal proceedings under Chapter 1.08 or of proceedings in the juvenile court, the chief of police may prohibit the operation upon the streets, alleys, and public places in the city for a period not to exceed thirty days of a bicycle, ~~roller skate, skateboard or coaster,~~ electric bicycles, active micro-mobility devices so used in such violation, and in such event the bicycle, ~~roller skate, skateboard or coaster,~~ electric bicycles, active micro-mobility devices so used in such violation may be impounded by the chief of police and retained during the period of operation which is prohibited.

(Ord. 4712 § 2, 2001: Ord. 2877 § 10 (part), 1975: Ord. 2051 (part), 1961: prior code § 16.47)

~~10.64.251— Parents of skateboard riders.~~

~~—The parent of any child, and/or the guardian of any ward, shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this chapter.~~

~~(Ord. 3880 § 2 (part) 1989)~~



Santa Clara County Active Transportation Plan

Palo Alto Pedestrian and Bicycle Advisory Committee

April 04, 2022



Santa Clara County
**PUBLIC
HEALTH**

alta

Before we begin...



www.activesantaclaracounty.org

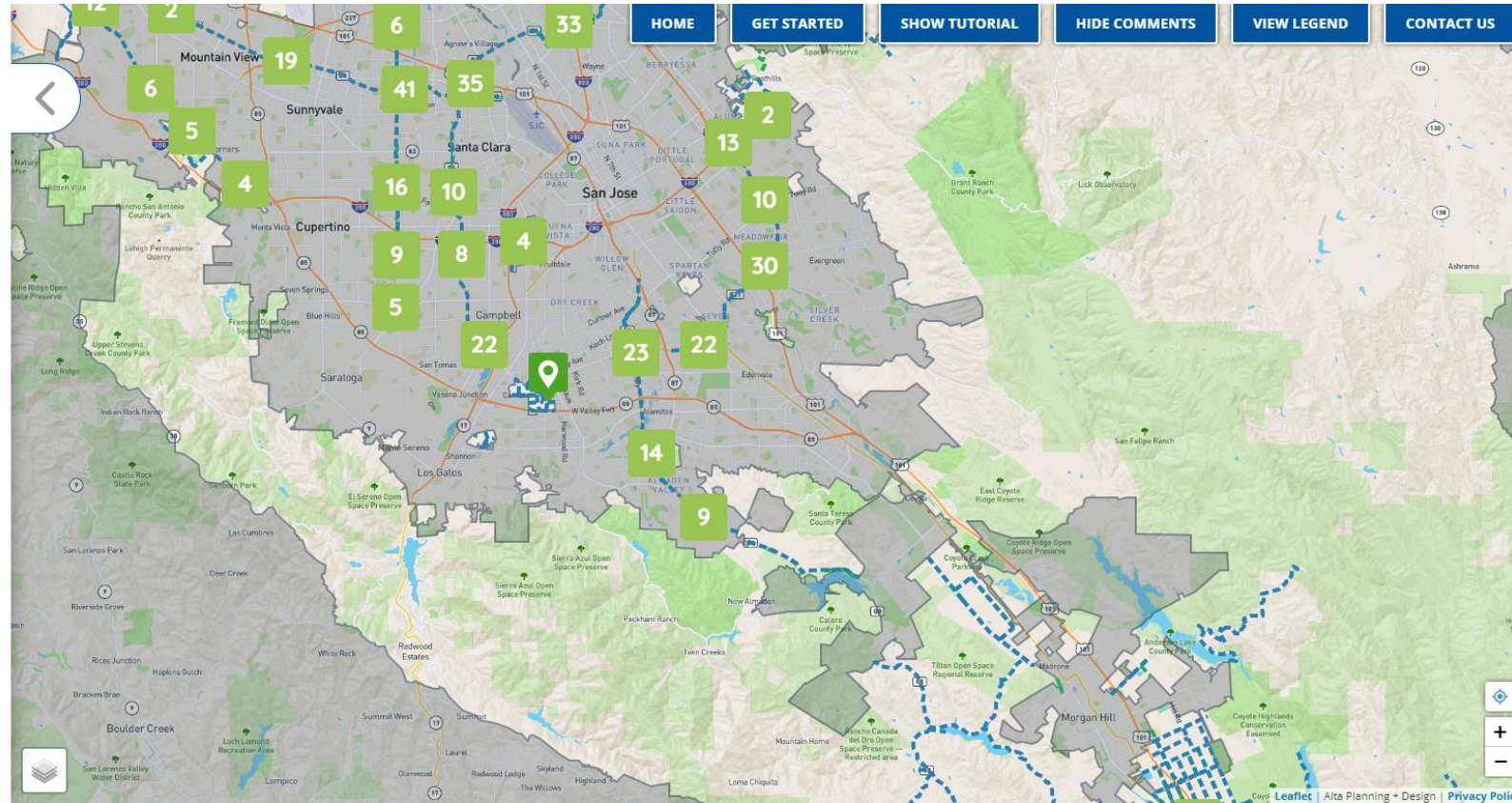
Recommendations for walking, biking and rolling in Santa Clara County

The interactive map below presents the draft infrastructure recommendations for the Santa Clara County Active Transportation Plan. Explore the walking and bicycling improvements across the County and provide your feedback.

Clicking on a draft project recommendation will launch a pop-up that will provide more information about the project. You can leave a comment, like, or dislike on any project recommendation.

Glossary of improvements

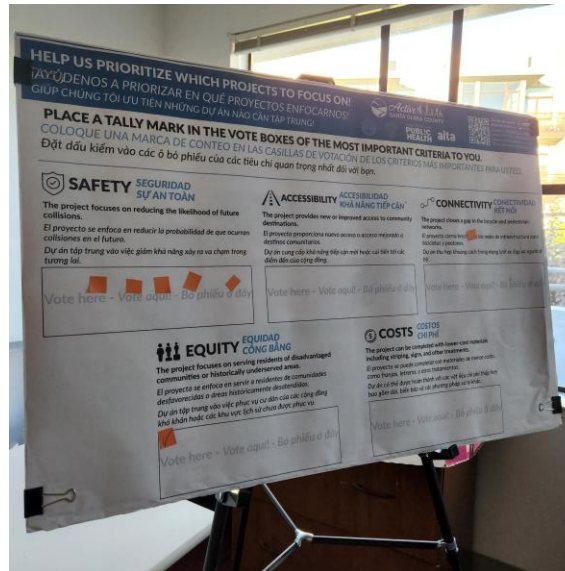
Are there corridors or intersections that don't have a recommended project, but you think should? Use the "Add a route" and "Add a point" buttons below to mark these locations on the map.



Comment period closes
May 30, 2023

Agenda

- Project Introduction
- Existing Conditions
- Phase 1 Community Outreach Summary
- Needs Analysis Findings
- Bicycle Facility Recommendations
- Pedestrian Facility Recommendations
- Program and Policy Recommendations
- Next Steps





Project Introduction

alta

Project Introduction

Focusing on **county expressways**
and roadways in **unincorporated**
areas of the county

Tasks

- Existing Conditions
 - Safety Analysis
 - Background review
 - Socio-economic analysis
- Public Engagement
- Network analysis
 - OD Analysis
 - LTS (bike and ped)
 - Gap analysis
- Project Definition



Project Timeline



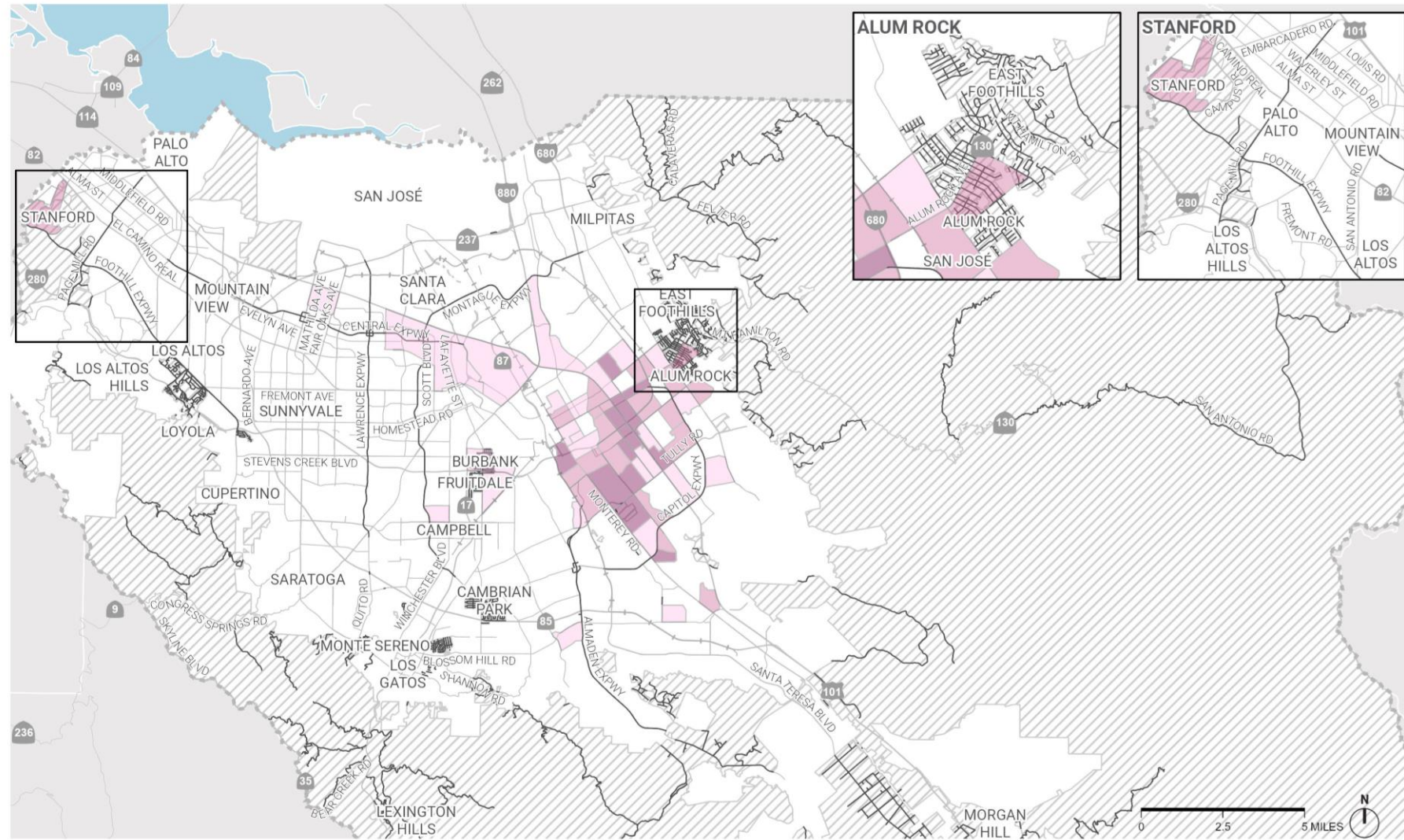


Existing Conditions Health and Equity Analysis

alta

MTC Equity Priority Communities (Urban)

- Highest concentration of Equity Priority Communities is within the City of San José
- In south County, the City of Gilroy also has multiple Equity Priority Communities
- There are three Equity Priority Communities within unincorporated County:
 - Alum Rock – higher
 - Stanford – higher
 - Burbank – high



MTC COMMUNITIES OF CONCERN

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

alta Source: Santa Clara County, VTA, US Census, Esri, MTC, June 2021.

CONCENTRATION OF COMMUNITY OF CONCERN (By Census Tract)

- Highest
- Higher
- High

FEATURES

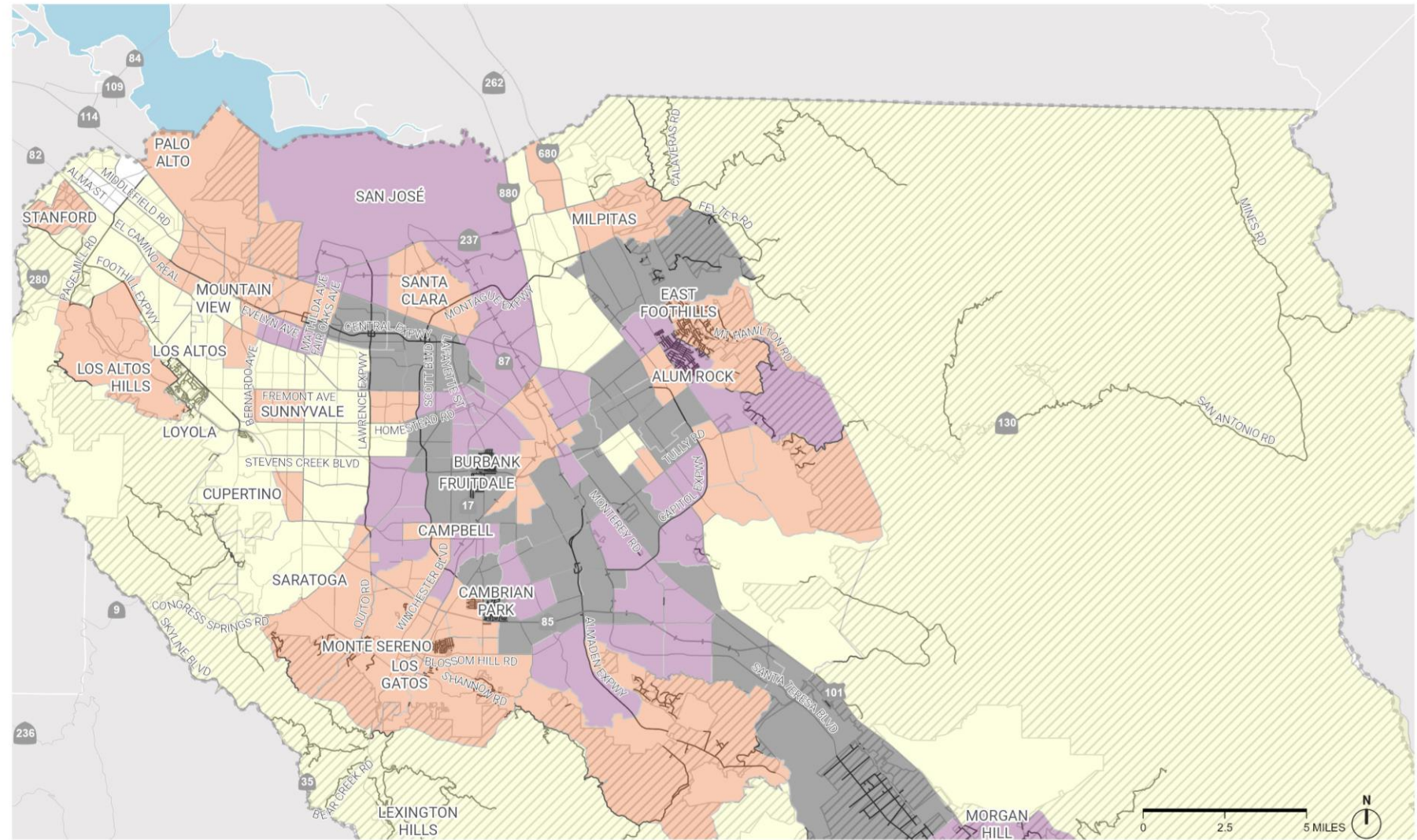
- County Controlled Roadway
- ▨ Unincorporated Area
- ⋯ Santa Clara County



Health Analysis Composite* (Urban)

Communities with the Highest Health Risks

- East San José
- South San José
- Burbank/Fruitdale
- Cambrian Park
- East Foothills
- Communities in close proximity to highways and expressways



COMPOSITE HEALTH ANALYSIS

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN



Source: Santa Clara County, VTA, US Census, Esri, MTC, ACS 2018, October 2021.

Composite Health Analysis (By Small Area/Neighborhood)

- High Health Needs
- Medium Health Needs
- Low Health Needs

FEATURES

- County Controlled Roadway
- Unincorporated Area
- Santa Clara County



Source: Santa Clara Public Health Department – Health Status Statistics – Small Area Neighborhood

* Composite map combines all health analysis indicators into one index

Existing Conditions Safety Analysis



alta

Introduction

Pedestrian & Bicycle Collisions (2015-2020)*

Network screening analysis used to identify:

- Collision hot spots at intersections and along roadway segments
- Locations of fatal and severe injury collisions
- Pedestrian- and bicycle-involved collision locations

Collision hot spots were categorized into:

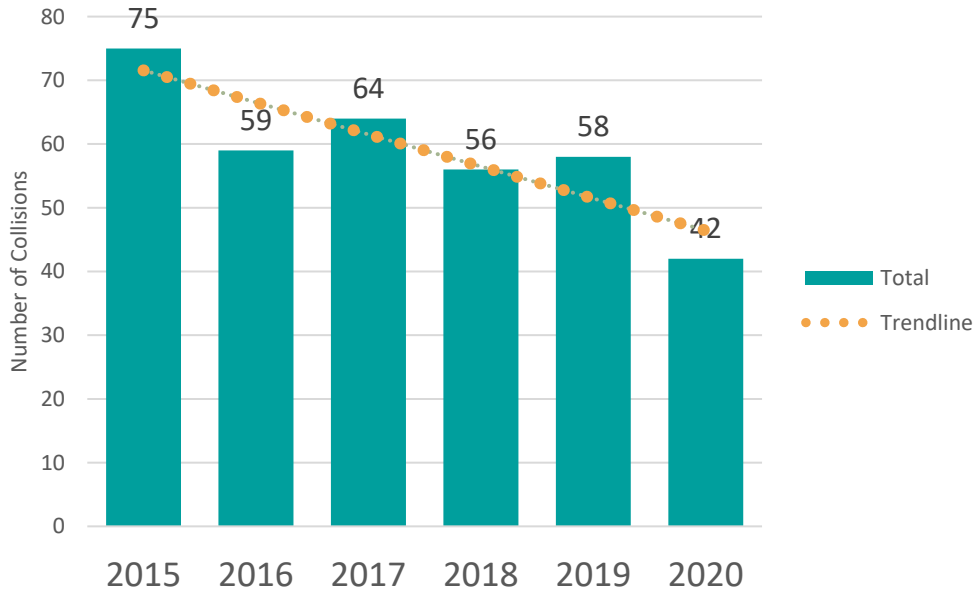
- Intersection collisions
- Roadway segments collisions

* Source: *Crossroads (Jan 2015 – Dec 2020)*

Pedestrian & Bicycle Collisions (2015-2020)



Collisions by Year



Source: Crossroads (Jan 2015 to Dec 2020)

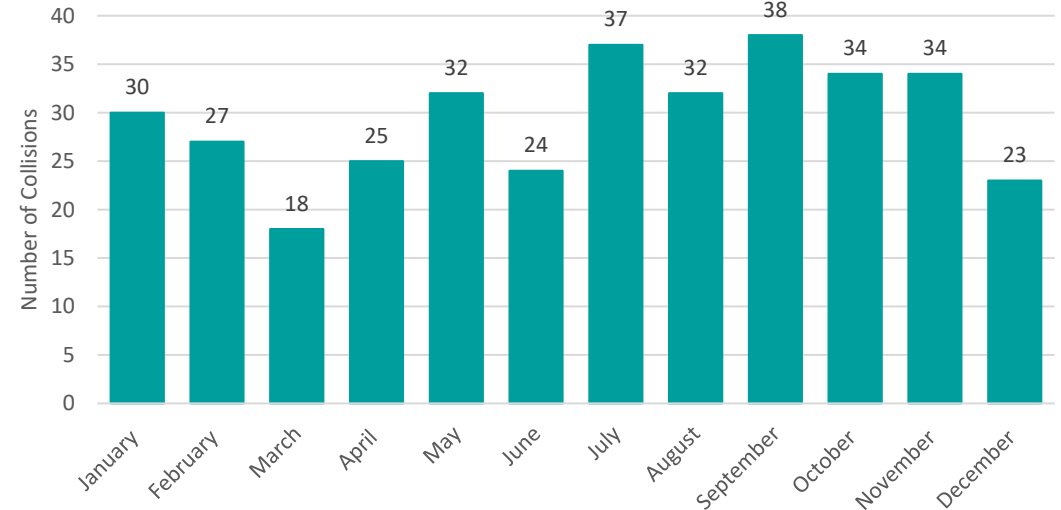
Fatal Collisions

Stated Cause	Fatal Collisions			Percent of Total
	Pedestrian	Bicyclist	Total	
Pedestrian Violation	9	0	9	36%
Traffic Signals and Signs	2	0	2	8%
Improper Passing	1	1	2	8%
Unsafe Starting or Backing	1	1	2	8%
Impeding Traffic	1	0	1	4%
Improper Turning	1	0	1	4%
Other	1	0	1	4%
Other Hazardous Movement	1	0	1	4%
Unknown	1	0	1	4%
Driving Under the Influence	0	1	1	4%
Other Improper Driving	0	1	1	4%
Unsafe Speed	0	1	1	4%
Wrong Side of Road	0	1	1	4%
Automobile Right of Way	0	1	1	4%
Total	18	7	25	100%

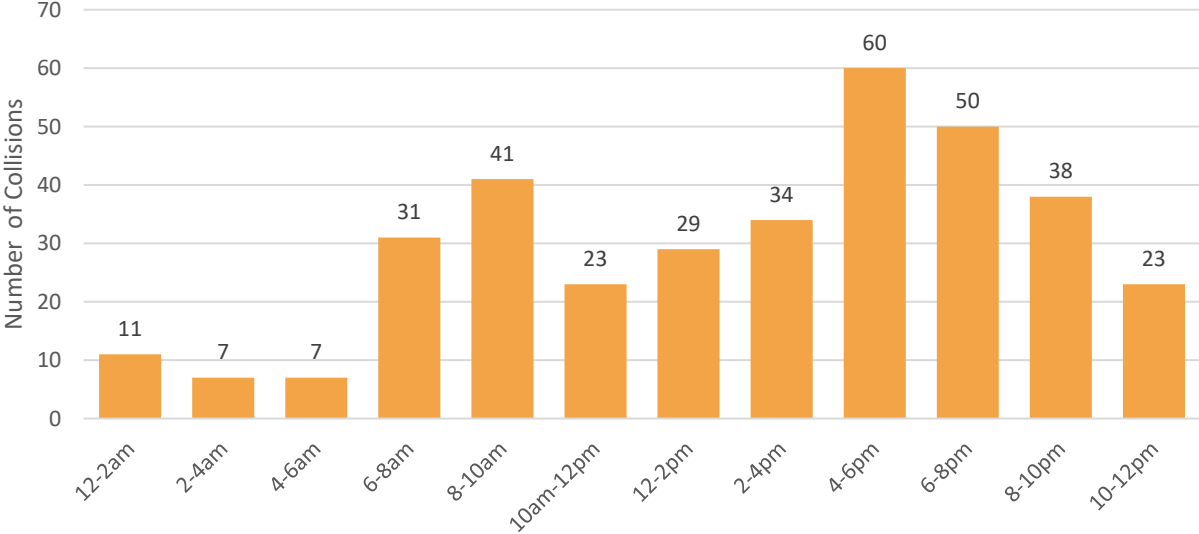
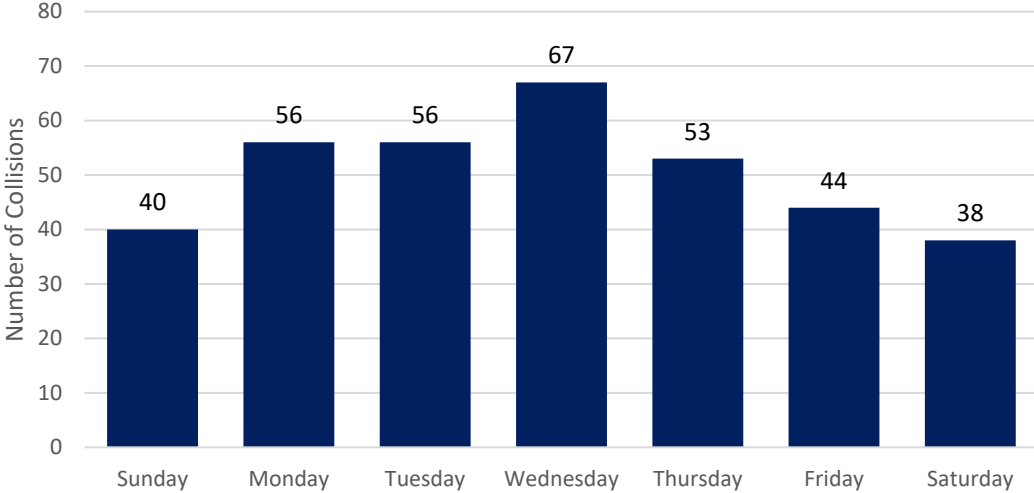
Pedestrian & Bicycle Collisions (2015-2020)



Collisions by Month



Collisions by Day



Collisions by Time of Day

Source: Crossroads (Jan 2015 to Dec 2020)

Fatal & Serious Injury Collisions

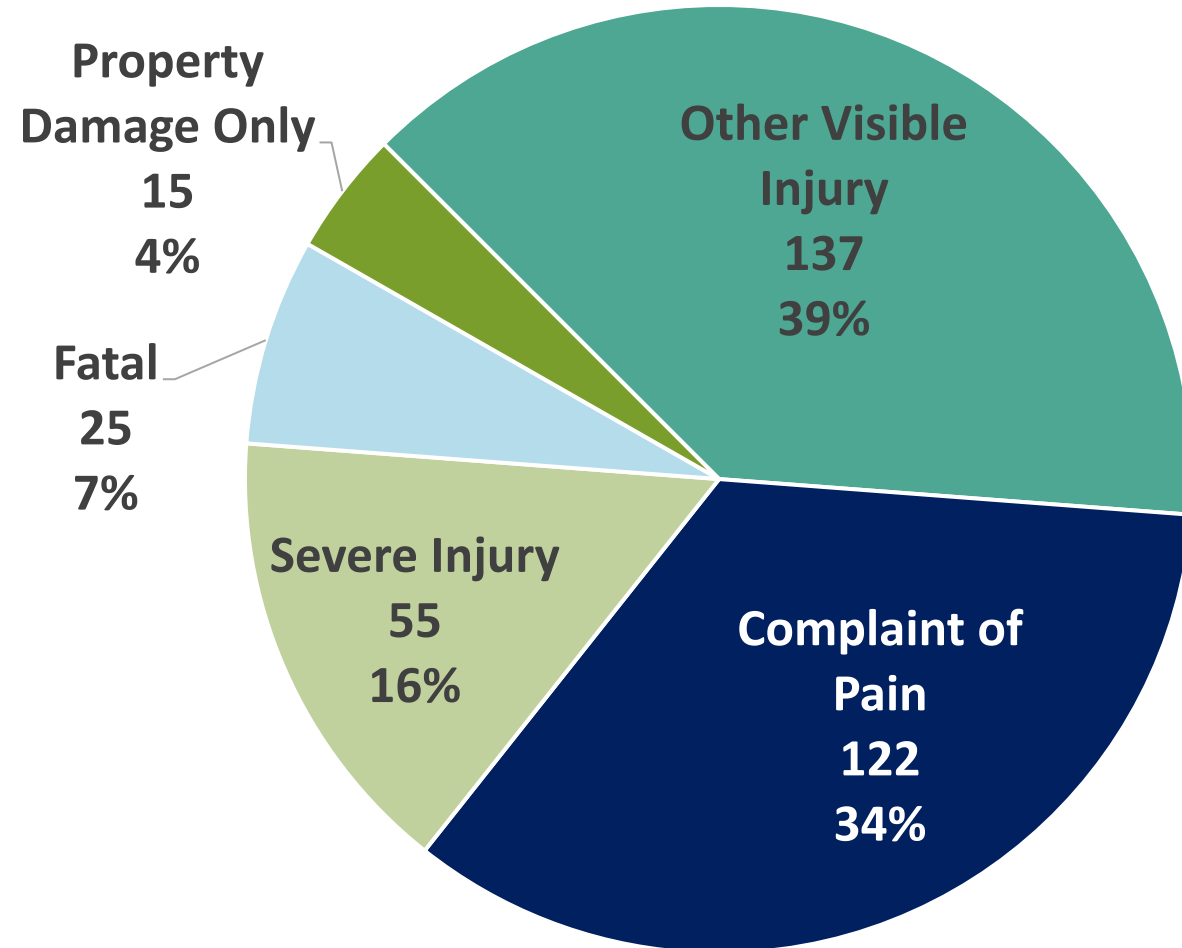


55 collisions resulted in severe injuries:

- 31 pedestrian collisions
- 24 bicycle collisions

25 fatal collisions:

- 18 pedestrian collisions
- 7 bicycle collisions



Source: Crossroads Traffic Collision Database 2015-2020

High Injury Network (HIN) - Intersections



- More collisions occurred at or within 250 feet of an intersections than along roadway segments.
- Multiple intersections along **Almaden** and **Capitol Expressways** are included on the most frequent collision location lists.

Signalized

Rank	Signalized Intersection	Ped	Bike	Total
1	Almaden Expwy and Cherry Ave	6	6	12
2	Capitol Expwy and Story Rd	6	2	8
3	Almaden Rd and Blossom Hill Rd	6	1	7
4	Capitol Expwy and El Seven Trees	5	2	7
5	Capitol Expwy and Senter Rd	6	1	7
6	Foothill Expwy and Arastradero Rd	1	5	6
7	Capitol Expwy and McLaughlin Ave	2	3	5
8	Capitol Expwy and S Capitol Ave	1	4	5
9	Capitol Expwy and Silver Creek Road	2	2	4
10	Aborn Rd an Capitol Expwy	0	4	4

Unsignalized

Rank	Unsignalized Intersections	Ped	Bike	Total
1	S Bascom Ave and Elliott St	7	2	9
2	McKee Rd and Ridge Vista Ave	4	0	4
3	Wyrick Ave and Leigh Ave	0	3	3
4	S Bascom Ave and Renova Dr	2	0	2
5	Moorpark Ave and Empey Way	0	2	2
6	Capitol Expwy and S Capitol Ave	2	0	2
7	Capitol Expwy and S Jackson Ave	0	2	2
8	S Bascom Ave and Elliott St	1	1	2
9	Flemming Ave and McVay Ave	1	1	2
10	Junipero Serra Fwy and Page Mill Rd	0	2	2

High Injury Network (HIN) – Roadway Segments



Rank	Road Segment	Pedestrian	Bicycle	Total Collisions
1	Montague Expwy	1	3	4
2	Renova Dr	4	0	4
3	Almaden Expwy	1	3	4
4	Page Mill Expwy	1	3	4
5	Capitol Expwy	2	1	3
6	Condit Rd	1	2	3
7	Foothill Expwy	0	3	3
8	Junipero Serra Blvd	1	1	2
9	Foothill Expwy	0	2	2
10	Millar Ave	1	1	2



Community Engagement Phase 1 Summary

alta

Phase 1 Outreach



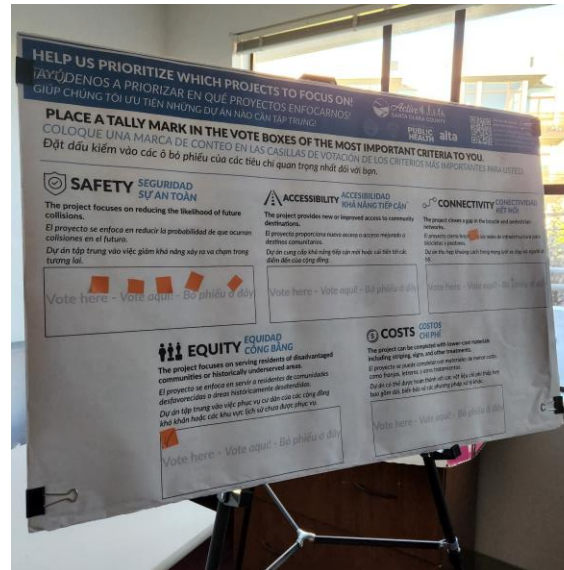
Phase 1 Goals

- Develop shared vision and goals for active transportation in the County
- Identify key corridors and destinations, active transportation infrastructure **gaps**, and **opportunities** for improvement



Phase 1 Strategies

- Project Website
- Interactive Map
- Pop-Up Events
- Technical Advisory Committee
- Stakeholder Meetings



Phase 1 Outreach



WWW.ACTIVESANTACLARACOUNTY.ORG

HOME **GET STARTED** **SHOW TUTORIAL** **HIDE COMMENTS** **VIEW LEGEND** **CONTACT US**

Tell us about walking, biking and rolling in Santa Clara County

Use the buttons below to provide feedback on destinations you'd like to walk, bike or role to, routes that function well or need improvement, and barriers to walking, biking or rolling (i.e., wheeled mobility devices, strollers, scooters, skateboards, etc.).

- Routes that work well or that you frequent
- Barriers to walking, biking or rolling
- Missing or damaged sidewalks
- Missing or damaged bike trails

Leaflet | Alta Planning + Design | Privacy Policy

Phase 1 Outreach



Phase 1 Outreach

Pop-Up Events / Meetings

- Viva Calle (Sept. 18, 2021)
- Morgan Hill Friday Night Music Series (Oct. 1, 2021)
- Gilroy Farmers Market (Oct. 2, 2021)
- Gilroy Art Walk (Aug. 19, 2022)

BICYCLE FACILITY TOOLKIT
INFRAESTRUCTURA PARA BICICLETAS
BỘ CÔNG CỤ CHO CƠ SỞ XE ĐẠP
自行车设施工具箱

Scan the QR code with your phone to access the project website.
 Escane el código QR con su teléfono para acceder al sitio web del proyecto.
 Quét mã QR bằng camera điện thoại của bạn để truy cập trang web của dự án.
 用手机扫描QR码，二维码网站项目网站。

Most Separation / Más Separación
CLASS I: SHARED-USE PATH / CLASE I: SENDERO PARA CICLISTA Y PEATÓN
 A completely separated right of way for the exclusive use of bicycles and pedestrians with minimized intersections with motor vehicles.
 Un sendero exclusivo para personas que caminan o andan en bicicleta. Estas rutas intentan evitar conflictos con automóviles.

CLASS II: BIKE LANE / CLASE II: CICLO-CARRIL
 A striped lane for one-way bike travel on a street. Green paint markings are typically reserved for conflict areas.
 Un carril designado para bicicletas en una sola dirección. La pintura verde es reservada para áreas que representan conflictos entre autos y personas en bicicleta.

CLASS III: SIGNED BIKE ROUTE / CLASE III: RUTA DE BICICLETA SEÑALIZADA
 Provides for shared use with motor vehicle traffic. Treatments include signs and pavement markings.
 Proporciona el uso compartido entre vehículos motorizados y bicicletas. Incluye letreros y marcas en el pavimento para alertar sobre la presencia de personas en bicicleta.

CLASS IV: SEPARATED BIKEWAY / CLASE IV: CICLOVÍA SEPARADA
 An on-street bike lane that is separated from traffic by a vertical barrier, such as a curb, median, bollard, or planter.
 Un carril para bicicletas en la calle que está separado del tráfico por un barrera física, como un bordillo, una mediana o bolardos.

CLASS V: BUFFERED BIKE LANE / CLASE V: CICLO-CARRIL CON ZONA DE BÚFER
 A conventional bike lane paired with a buffer space separates the bike lane from adjacent travel lane and/or parking lane.
 Un bicarril convencional combinado con un espacio intermedio (o búfer) entre el bici carril y el carril para estacionarse o el carril de circulación adyacente.

Least Separation / Menos Separación
CLASS III: SIGNED BIKE ROUTE / CLASE III: RUTA DE BICICLETA SEÑALIZADA
CLASS III: BIKE BOULEVARD / CLASE III: BULEVAR DE CICLISTA
 Streets with low traffic volumes and speeds, designated and/or designed to give bicycle travel priority.
 Calles con bajos volúmenes de tráfico y velocidades, designadas y diseñadas para dar prioridad a las personas en bicicleta.

PEDESTRIAN FACILITY TOOLKIT
INFRAESTRUCTURA PEATONAL
BỘ CÔNG CỤ DÀNH CHO NGƯỜI ĐI BỘ
行人设施工具箱

Scan the QR code with your phone to access the project website.
 Escane el código QR con su teléfono para acceder al sitio web del proyecto.
 Quét mã QR bằng camera điện thoại của bạn để truy cập trang web của dự án.
 用手机扫描QR码，二维码网站项目网站。

PATH IMPROVEMENTS / MEJORAS DE ACERAS / CÁI TIẾN ĐƯỜNG DẪN / 路径改进
SIDEWALK / ACERA / ĐƯỜNG ĐI BỘ / 人行道
SHADE TREES / ARBOLES DE SOMBRA / BÓNG CÂY / 遮荫树
PEDESTRIAN-SCALE LIGHTING / ILUMINACIÓN A UNA ESCALA PEATONAL / ĐÈN CHIẾU SÁNG DÀNH CHO NGƯỜI ĐI BỘ / 行人规模的照明
BUS SHELTER / REFUGIO EN LA PARADA DE AUTOBUS / MÃI ẦM XE / 候车亭
BENCHES / BANCOS / BẢNG GHẾ / 长凳
TRASH CANS / BOTES DE BASURA / THÙNG RÁC / 垃圾箱

CROSSING IMPROVEMENTS / MEJORAS DE CRUCES / CÁI TIẾN VƯỢT QUA / 交叉改进
CURB RAMF / RAMPAS DEL BORDILLO DE LA ACERA / LỀ ĐƯỜNG ĐỐC / 路边坡道
CURB EXTENSION / EXTENSIONES DEL BORDILLO DE LA ACERA / TIỀN ỈCH HẠN CHẾ / 路缘线扩展
PEDESTRIAN REFUGE ISLAND / ISLA PEATONAL / ĐẢO TỊ NAN CHO NGƯỜI ĐI BỘ / 行人避难岛
HIGH VISIBILITY CROSSWALKS / CRUCES DE ALTA VISIBILIDAD / LỐI ĐI NGANG TẦM NHÌN CAO / 高能能见度人行横道
RECTANGULAR RAPID FLASHING BEACON (RRFB) / CRUCE CON ADVERTENCIA PARPADEANTE / Đèn hiệu nhấp nháy nhanh hình chữ nhật / Đèn hiệu nhấp nháy nhanh hình chữ nhật / 矩形快闪灯塔
PEDESTRIAN-HYBRID BEACON / CRUCE PEATONAL ACTIVADO DE ALTA INTENSIDAD / ĐÈN HIỆU CHO NGƯỜI ĐI BỘ LAI / 行人混合信标

Phase 1 Outreach



CBO Meetings

- Cambrian Community Council (May 2, 2022)
- Veggielution (June 11, 2022)
- Community Services Agency (June 15, 2022)
- WeHope Dignity of Wheels (June 26, 2022)
- CARAS (June 28, 2022)



Needs Analysis Findings



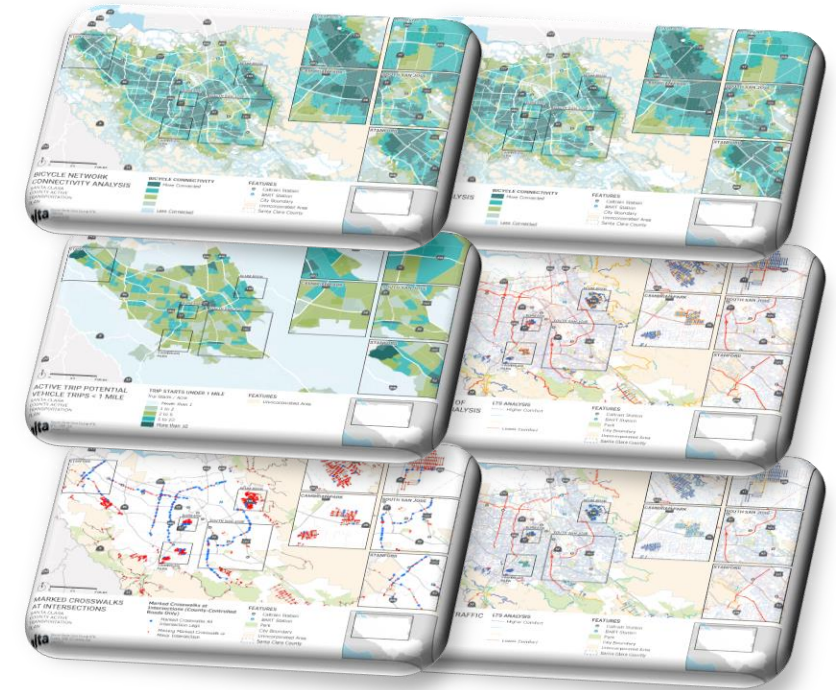
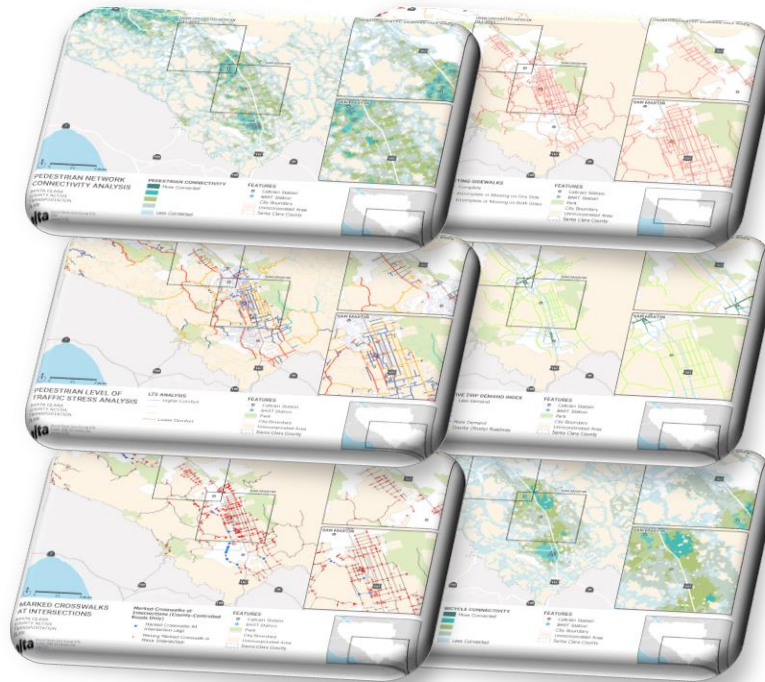
Needs Analysis



Completed Analyses

- Bicycle Level of Traffic Stress
- Pedestrian Level of Traffic Stress
- Network Connectivity
- Marked Crosswalks at Intersections & Crosswalk Spacing
- Active Trip Potential

----- South County -----



----- North County -----

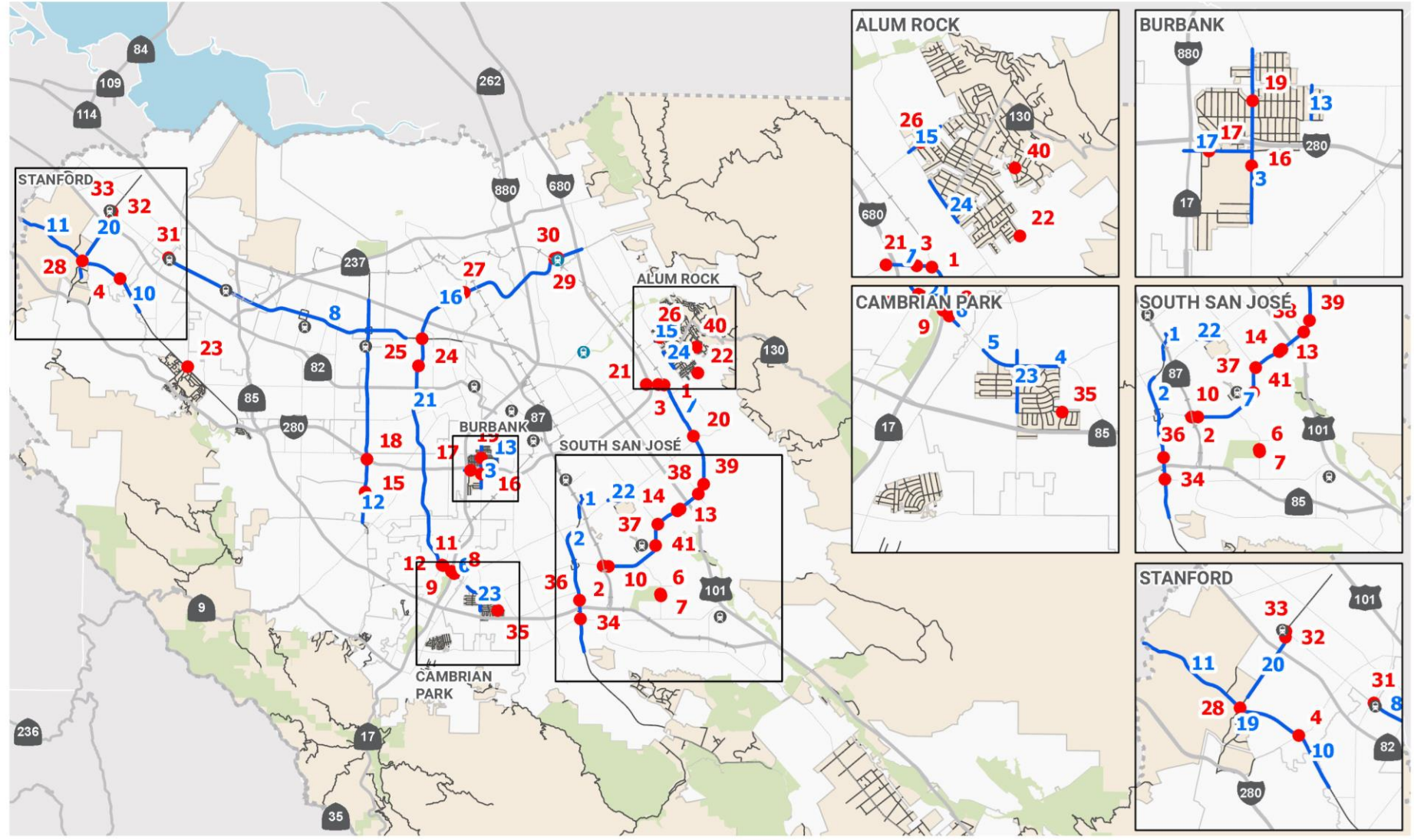
Primary Network Gaps

Roadway Network Gaps

- Expressways - 11
- Arterials - 9
- Other - 4

Intersection Network Gaps

- Expressways - 29
- Arterials - 6
- Other - 6



PRIMARY NETWORK GAPS

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

IDENTIFIED GAPS

- Network Gap
- Intersection Gap

FEATURES

- Caltrain Station
- BART Station
- Park
- City Boundary
- Unincorporated Area
- Santa Clara County



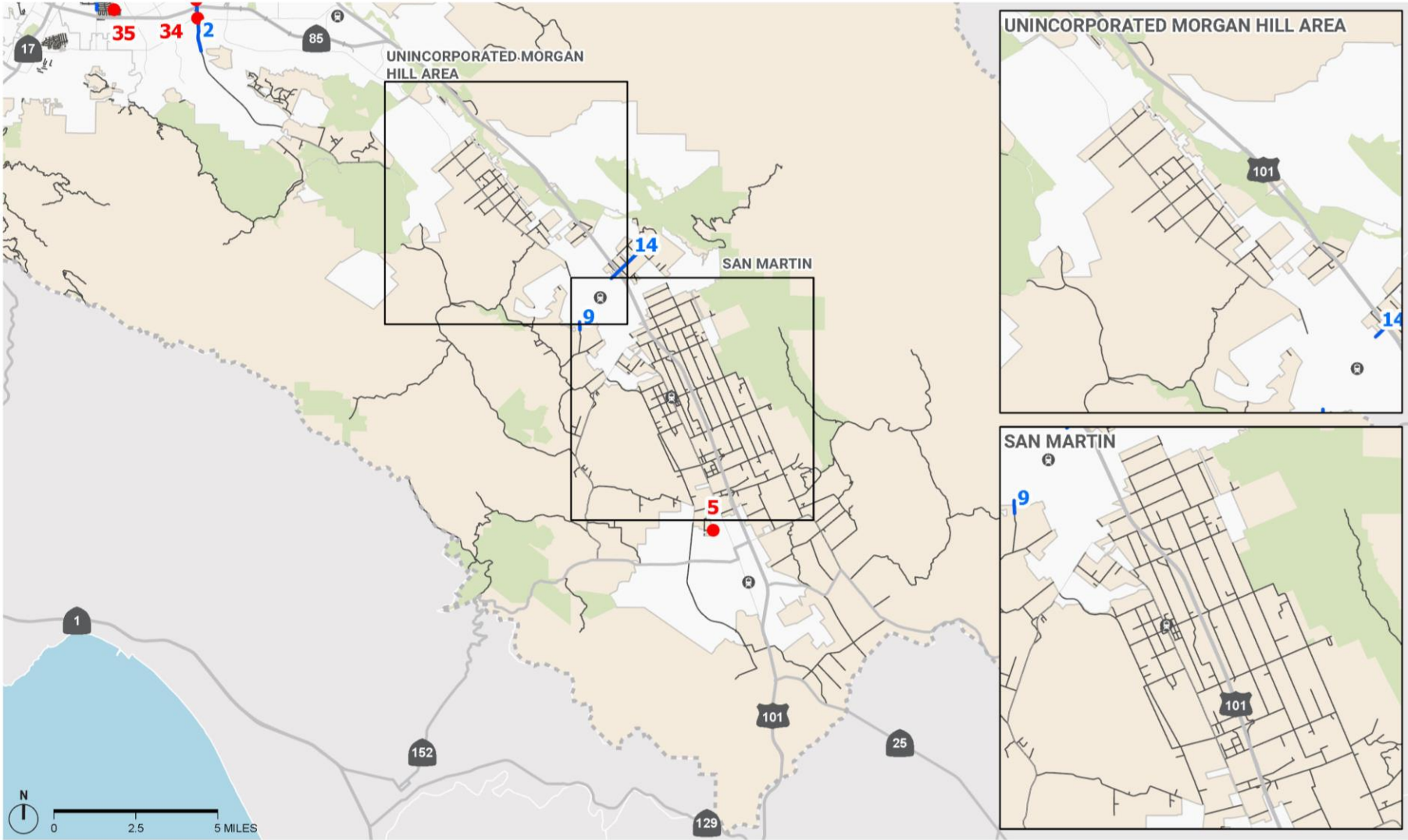
Primary Network Gaps

Roadway Network Gaps

- Expressways - 11
- Arterials - 9
- Other - 4

Intersection Network Gaps

- Expressways - 29
- Arterials - 6
- Other - 6



PRIMARY NETWORK GAPS

IDENTIFIED GAPS

- Network Gap
- Intersection Gap

FEATURES

- ⊕ Caltrain Station
- ⊕ BART Station
- Park
- City Boundary
- Unincorporated Area
- ⋯ Santa Clara County

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

alta Source: Santa Clara County, VTA, MTC, Ecopia, OSM. January 2022.



Bicycle Facility Recommendations



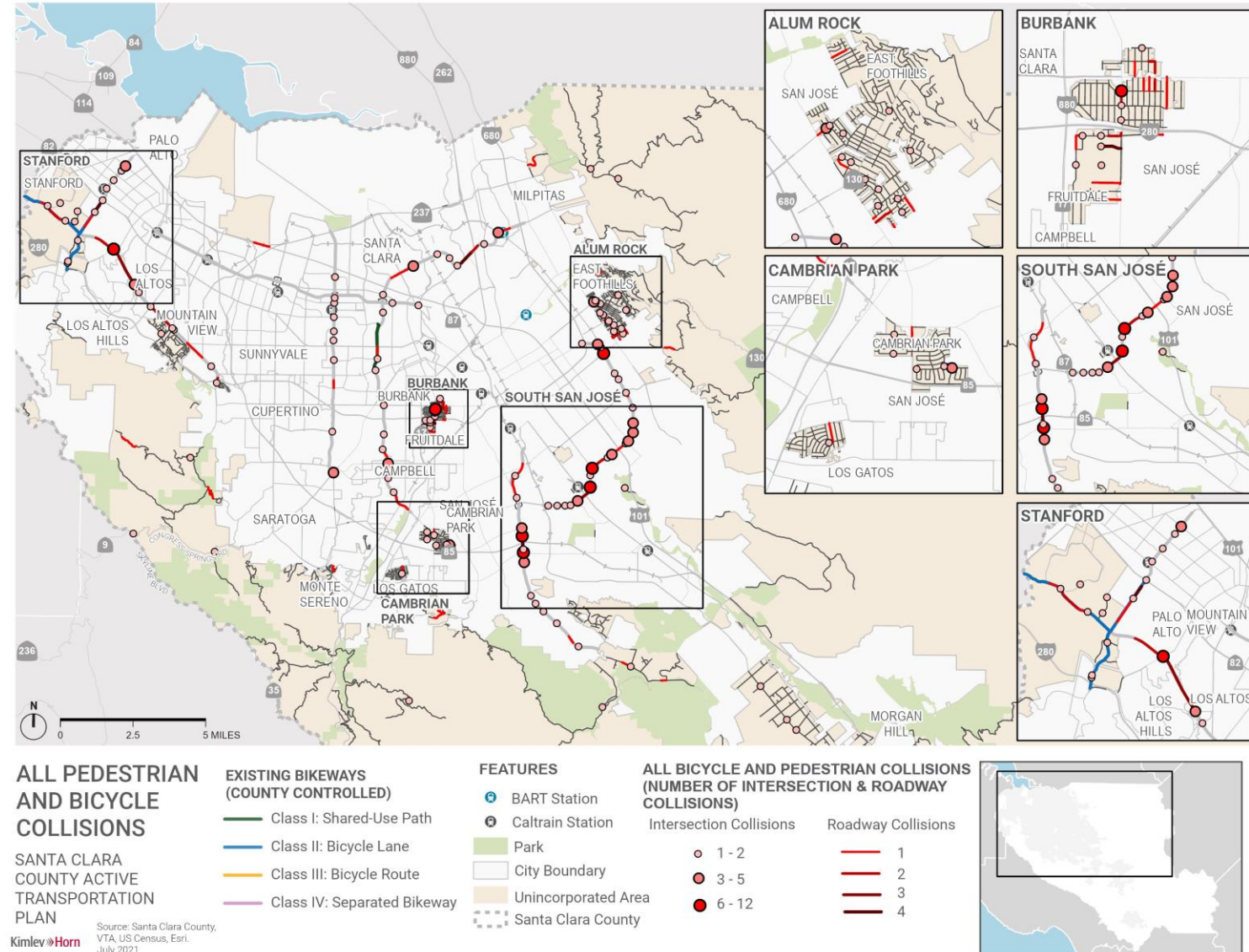
alta

Development of Recommendations



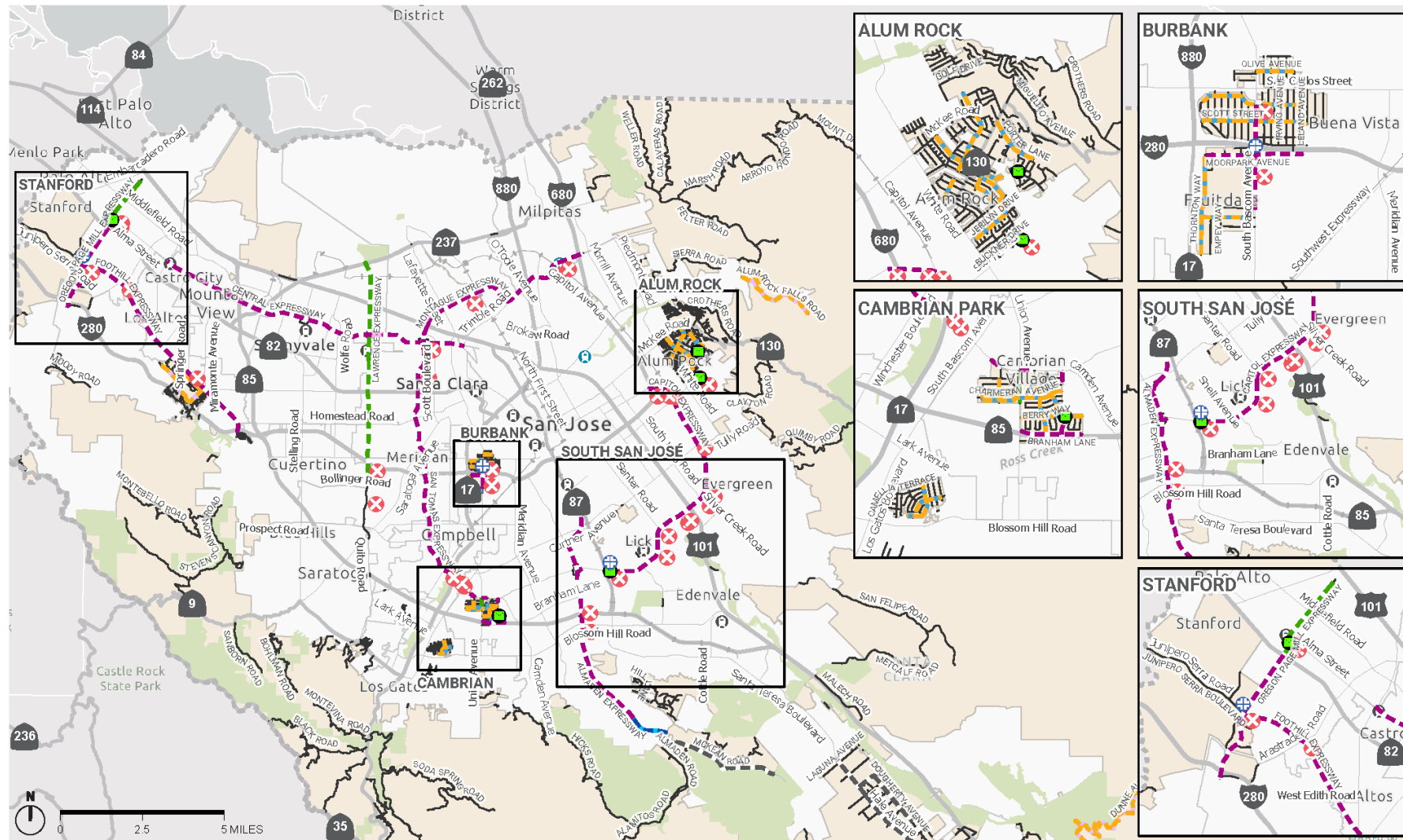
Community Feedback:

- Roadways with high speed and volumes are difficult to travel along and cross
- Need to repair / replace missing sidewalks
- Improved safety for people walking and biking
- Safer connections with transit
- *Safety, Safety, Safety*



Bicycle Network Recommendations

Recommended Improvement	Total (Mi.)
Class I - Shared Use Path	38
Class II - Bike Lanes	2
Class IIB - Buffered Bike Lanes	1
Class III - Bike Route	109
Class III - Bicycle Boulevard	15
Class IV - Separated Bikeway	53
Paved Shoulder	50
TOTAL	268



BICYCLE RECOMMENDATIONS

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

BICYCLE INFRASTRUCTURE

- Recommended Bicycle Facilities**
- Class I - Shared-Use Path
 - Class II - Bike Lanes
 - Class IIB - Buffered Bike Lanes
 - Class III - Bike Route
 - Class III - Bicycle Boulevard
 - Class IV - Separated Bikeway
 - Paved Shoulder
- Bicycle Spot Improvements**
- Bike Box
 - ⊗ Conflict Striping
 - ⊕ Protected Intersection

FEATURES

- Ⓜ Caltrain Station
- Ⓜ BART Station
- County Controlled Roadway
- Park
- City Boundary
- Unincorporated Area
- Santa Clara County



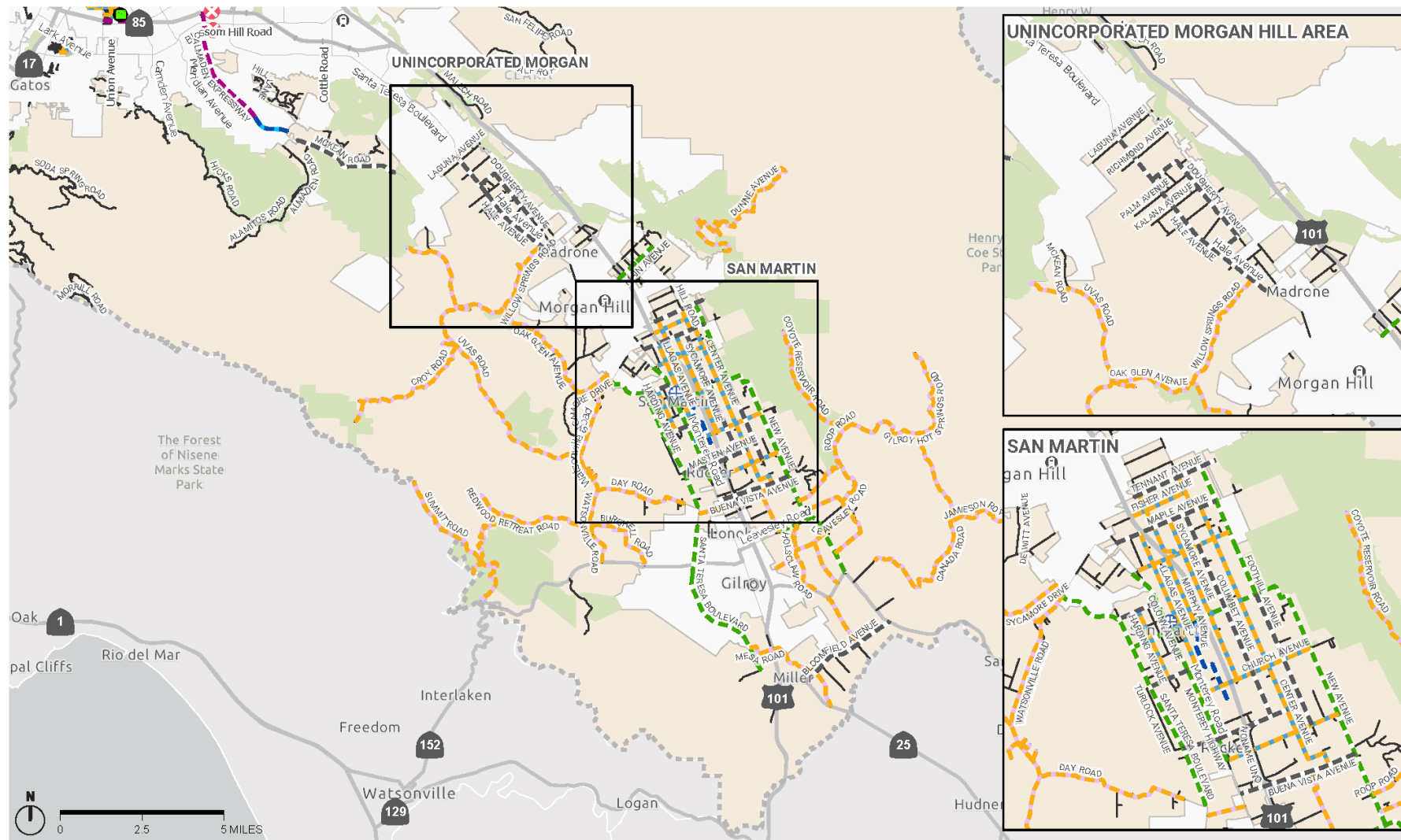
DRAFT

Bicycle Facility Recommendations

alta Source: Santa Clara County, VTA, Kimley-Horn, OSM. September 2022.

Bicycle Network Recommendations

Recommended Improvement	Total (Mi.)
Class I - Shared Use Path	38
Class II - Bike Lanes	2
Class IIB - Buffered Bike Lanes	1
Class III - Bike Route	109
Class III - Bicycle Boulevard	15
Class IV - Separated Bikeway	53
Paved Shoulder	50
TOTAL	268



BICYCLE RECOMMENDATIONS

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

alta Source: Santa Clara County, VTA, Kimley-Horn, OSM, September 2022.

BICYCLE INFRASTRUCTURE

Recommended Bicycle Facilities Bicycle Spot Improvements

- Class I - Shared-Use Path
- Class II - Bike Lanes
- Class IIB - Buffered Bike Lanes
- Class III - Bike Route
- Class III - Bicycle Boulevard
- Class IV - Separated Bikeway
- Paved Shoulder

- Bike Box
- ⊗ Conflict Striping
- ⊕ Protected Intersection

FEATURES

- Ⓧ Caltrain Station
- Ⓧ BART Station
- Park
- City Boundary
- Unincorporated Area
- Santa Clara County



DRAFT

Bicycle Facility Recommendations

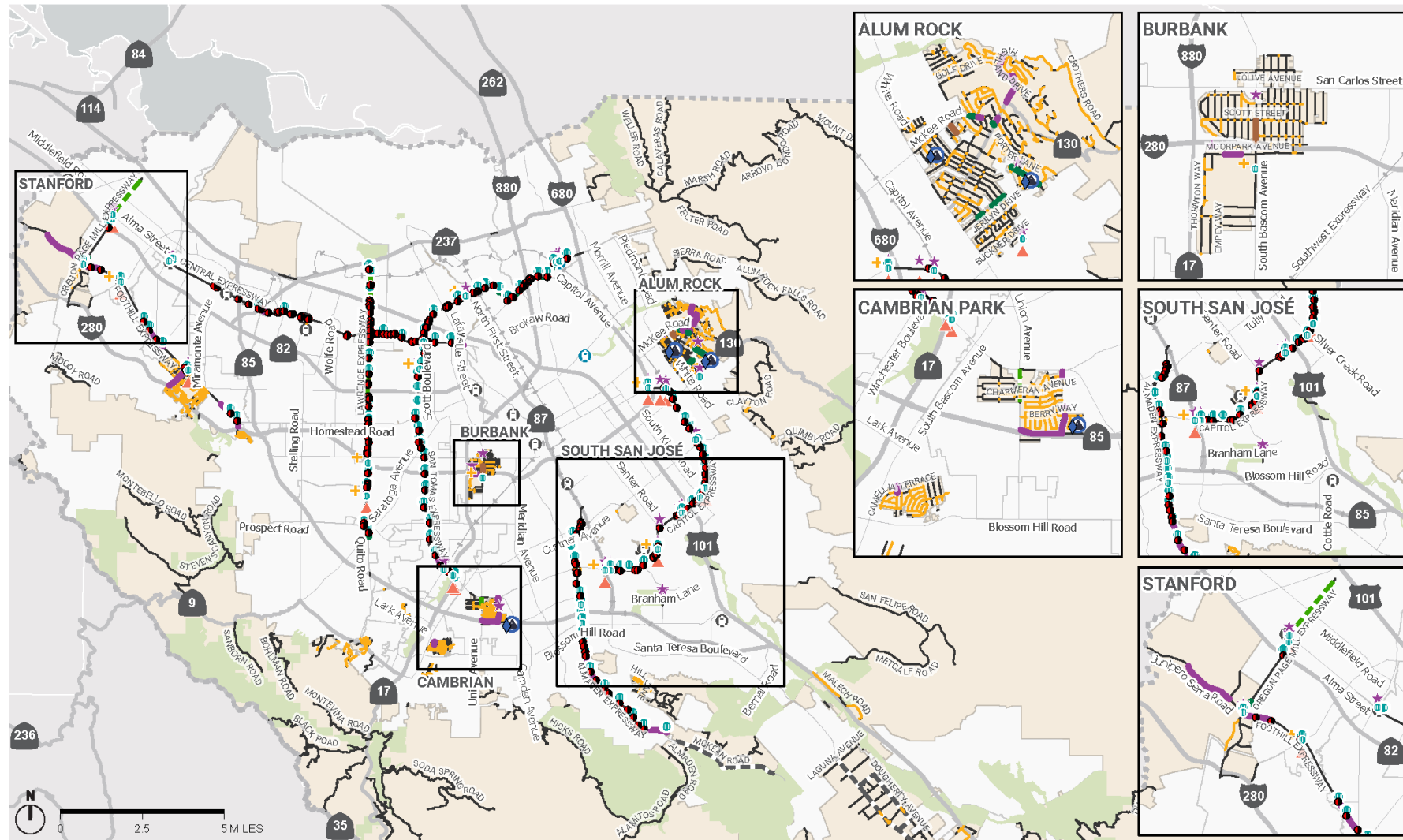
Pedestrian Facility Recommendations



alta

Spot Improvements (NORTH)

Recommended Improvement	Total
Slip Lane Reconfiguration	223
New/Enhanced Crosswalk	186
Install/ Improve Curb Ramps	38
Provide Advanced Stop Bar	34
Implement Conflict Zone Striping	31
Reduce Turn Radius	27
Construct Median Refuge	11
Consider PHB/ RRFB	4
Protected Intersection	4
TOTAL	558



PEDESTRIAN RECOMMENDATIONS SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

PEDESTRIAN INFRASTRUCTURE

Pedestrian Only Improvements

- Sidewalks - 1 Side
- Sidewalk - Both Sides
- Sidewalk - Driveway Consolidation
- Sidewalk Gap Closure - Local Road

Mixed Use Improvements

- Class I - Shared-Use Path
- Class III - Bicycle Boulevard
- Paved Shoulder (5 ft) + Intermittent Rumble Strip

Pedestrian Spot Improvements

- New / Enhanced Crosswalks
- Slip Lane Reconfiguration
- Install / Upgrade Curb Ramps
- Reduce Turning Radius
- Consider PHB / RRFB
- Construct Median Refuge
- Provide Advanced Stop Bar

FEATURES

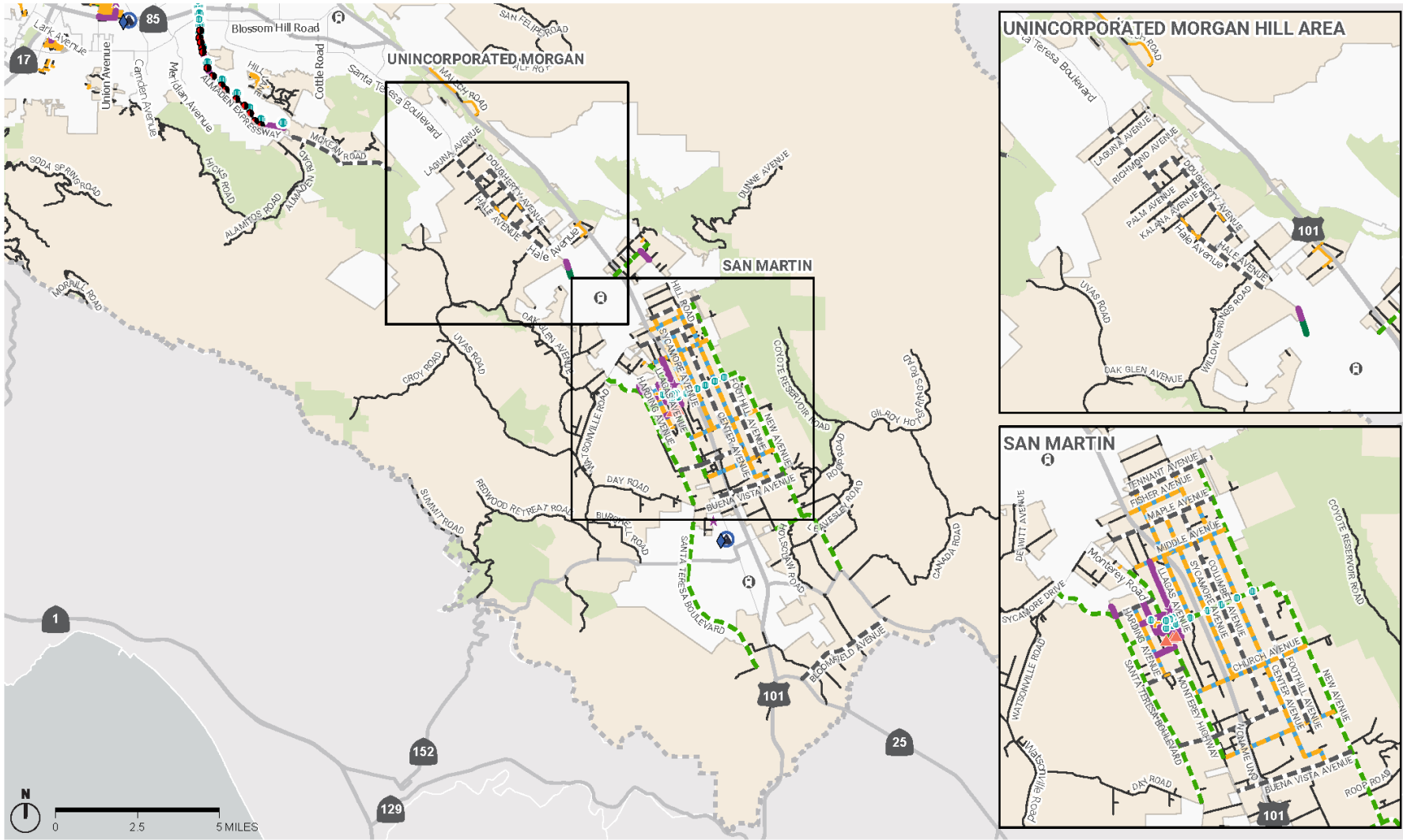
- Caltrain Station
- BART Station
- County Controlled Roadway
- Park
- City Boundary
- Unincorporated Area
- Santa Clara County

DRAFT



Spot Improvements (SOUTH)

Recommended Improvement	Total
Slip Lane Reconfiguration	223
New/Enhanced Crosswalk	186
Install/ Improve Curb Ramps	38
Provide Advanced Stop Bar	34
Implement Conflict Zone Striping	31
Reduce Turn Radius	27
Construct Median Refuge	11
Consider PHB/ RRFB	4
Protected Intersection	4
TOTAL	558



PEDESTRIAN RECOMMENDATIONS

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

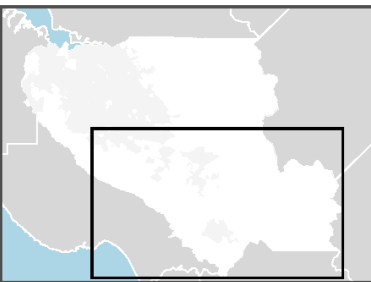
alta Source: Santa Clara County, VTA, Kimley-Horn, OSM, September 2022.

PEDESTRIAN INFRASTRUCTURE

- Pedestrian Only Improvements**
 - Sidewalks - 1 Side
 - Sidewalk - Both Sides
 - Sidewalk - Driveway Consolidation
 - Sidewalk Gap Closure - Local Road
- Mixed Use Improvements**
 - Class I - Shared-Use Path
 - Class III - Bicycle Boulevard
 - Paved Shoulder (5 ft) + Intermittent Rumble Strip
- Pedestrian Spot Improvements**
 - New / Enhanced Crosswalks
 - Slip Lane Reconfiguration
 - Install / Upgrade Curb Ramps
 - Reduce Turning Radius
 - Construct Median Refuge
 - Consider PHB / RRFB
 - Provide Advanced Stop Bar

FEATURES

- Caltrain Station
- BART Station
- Park
- City Boundary
- Unincorporated Area
- Santa Clara County



DRAFT

Program and Policy Recommendations



alta

Program & Policy Recommendations

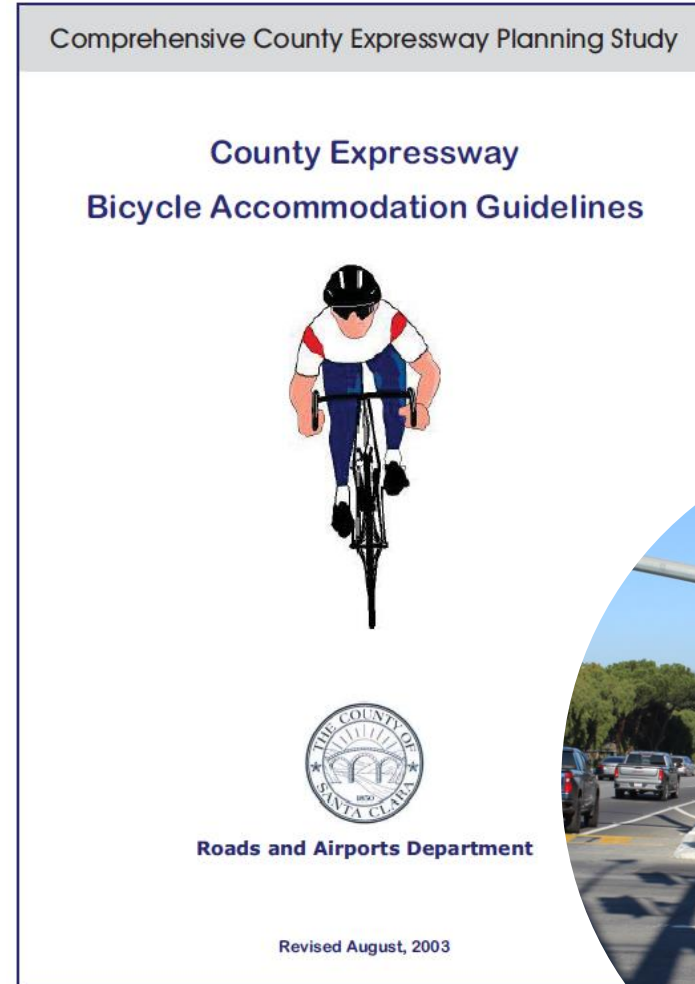


Equity

- Equity permeates throughout all program and policy recommendations
- Locations within Equity Priority Communities should be prioritized across all recommendations

Engineering

- Update the County Expressway Bikeway Accommodation Guidelines
- Curb Extensions at intersections
- Crossing Facilities
- Sidewalk and Curb Cut Improvement Program
- Slip Lane retrofitting policy
- End of trip facilities
- Quick-Build Project Implementation
- Tactical Urbanism and Slow Streets / School Streets
- Online information and service requests



Source: Santa Clara County Roads and Airports Department

DRAFT

Program & Policy Recommendations



Encouragement

- Bike to Work / Wherever Days
- Bicycle Friendly Designation
- Pedestrian Friendly Designation
- Bicycle Friendly Business Program
- Open Streets
- Partnerships with Bicycle Organizations
- Partnerships and Coordination with other County Agencies in particular Public Health Department which leads the Education and Encouragement Program
- Wayfinding



**BICYCLE FRIENDLY
COMMUNITY**



**Viva
CalleSJ**
— SAN JOSE —
PARKS, RECREATION &
NEIGHBORHOOD SERVICES

Source: League of American Bicyclists; Walk Friendly Communities; Viva Calle

DRAFT

Program & Policy Recommendations



Education

- Bike Trains to School
- Bicycle and Pedestrian Safety Campaign

Enforcement

- Bike Patrol
- Traffic Ticket Reduction

Evaluation

- Annual bicycle & pedestrian collision reports
- Bicycle & Pedestrian Count Program
- Active Transportation Online Portal
- School Safety Assessment



Source: I Love Biking

DRAFT

Next Steps



alta

Next Steps



Project Website

www.activesantaclaracounty.org

Interactive Draft Recommendations Comment Tool

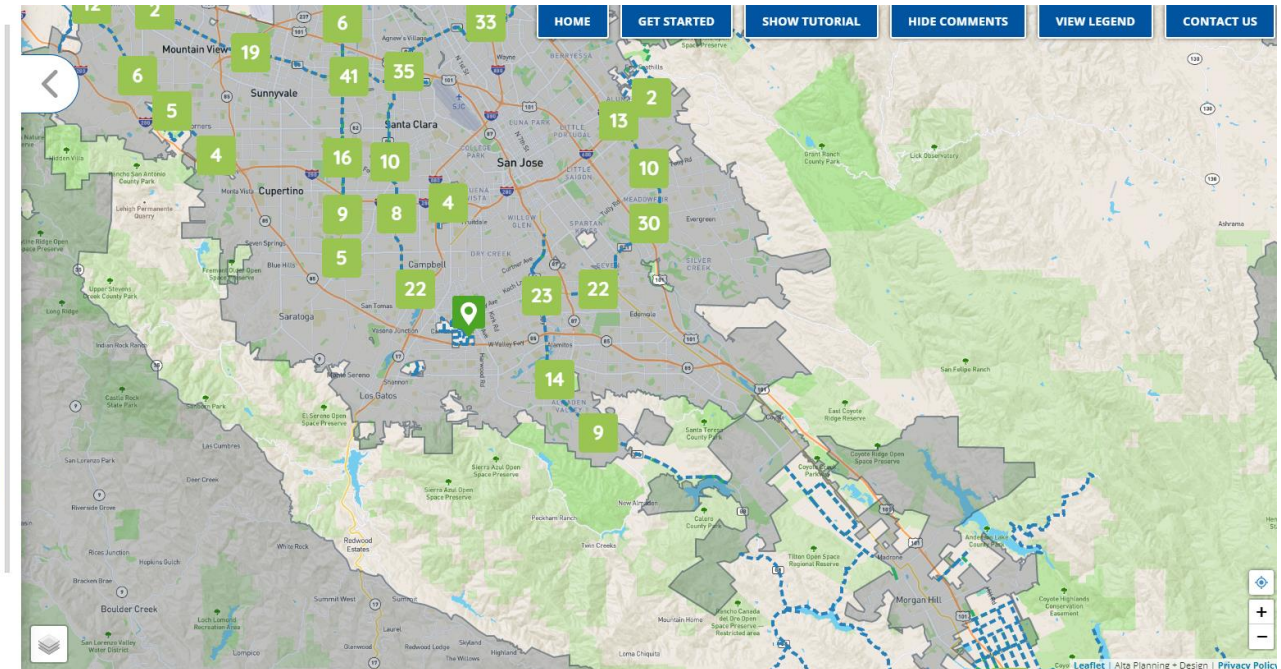
Recommendations for walking, biking and rolling in Santa Clara County

The interactive map below presents the draft infrastructure recommendations for the Santa Clara County Active Transportation Plan. Explore the walking and bicycling improvements across the County and provide your feedback.

Clicking on a draft project recommendation will launch a pop-up that will provide more information about the project. You can leave a comment, like, or dislike on any project recommendation.

Glossary of improvements

Are there corridors or intersections that don't have a recommended project, but you think should? Use the "Add a route" and "Add a point" buttons below to mark these locations on the map.



Comment period closes May 30th, 2023!!

Countywide Trails Master Plan

November, 1995

NOTE

Proposed trail routes indicated shall not be considered specific trail alignments; such alignments shall be obtained and developed pursuant to the trail implementation recommendations set forth in Santa Clara County General Plan. Trail dedications may only be requested along routes as are generally shown on this map. For further information on trail alignments and General Plan policies, please contact the Santa Clara County Parks and Recreation Department at (408) 358-3147.

THIS MAP IS NOT A TRAIL GUIDE

This map is a planning tool. Many of the routes or staging areas identified on the Map are simply proposed and not open to the public for any purpose. This map does not convey any rights to the public to use any trail routes shown on this drawing; nor does this map exempt any person from trespassing charges. For copies of maps about existing trails that are available for public use, contact the Santa Clara County Parks and Recreation Department.

Countywide Trails Master Plan Map Update Project

Rebecca Coates-Maloon, Countywide Trails Program Manager

Presentation to City of Palo Alto Pedestrian and Bicycle Advisory Committee

April 4, 2023

Legend (see text for explanation)

- Existing County Parks
- Other Public Recreation, Park or Open Space Lands of Regional Significance
- Generalized Urban Service Areas / Incorporated Areas
- Note: Direct responsibility for trail alignments and implementation of trail routes within Urban Service / Incorporated Areas is that of the City in which a particular trail route is planned.
- Proposed trail routes, are generally enclosed as follows:
 - Within Road
 - Right-of-way
 - Right-of-way with Parallel Trail;
 - Right-of-way with Parallel Trail;
 - Right-of-way with Parallel Trail;
 - Private Property Parallel to the Road
- Note: Incorporated County Jurisdiction--Proposed trail route to be considered when landowner is a willing participant -- see Trail Policy.
- Trail Route Within Other Public Lands
- Trail Route Within Private Property
- Note: Incorporated County Jurisdiction--Proposed trail route to be considered when landowner is a willing participant -- see Trail Policy.
- Staging Areas
 - Existing Staging Area
 - Proposed Staging Area
 - General Area of Evaluation for New Potential Staging Areas
- Note: Locations of Staging Areas shown are based on information available in the Countywide Trails Master Plan for park, recreation, and open space areas.
- Possible points of connection with an Adjacent County / Agency Trail Route
- Note: Locations of possible connections C33 and all trail connections

- KEY SUB-REGIONAL TRAIL ROUTES
 - 01 Melancon Creek/Paga Mill Trail (Scenic Road - Partial)
 - 02 Sequoia Creek Trail (Scenic Road - Partial)
 - 03 Guadalupe Trail (Scenic Road - Partial)
 - 04 Los Gatos Creek Trail (Scenic Road - Partial)
 - 05 Guadalupe/Lucas Creek Trail (Scenic Road - Partial)
 - 06 West Valley Trail (Scenic Road - Partial)
 - 07 Morgan Hill Cross Valley Trail (Scenic Road - Partial)
 - 08 San Martin Cross Valley Trail
- KEY CONNECTOR TRAIL ROUTES
 - C1 San Francisco / Los Trancos Creeks Trail
 - C2 Calaveras Creek Trail
 - C3 Calaveras Creek Trail
 - C4 Mohican Valley Trail
 - C5 San Tomas Aquino / Saratoga Creeks Trail
 - C6 Calaveras Trail (Scenic Road - Partial)
 - C7 Calaveras Trail (Scenic Road - Partial)
 - C8 Suburban Trail
 - C9 Suburban Pacific Rail Trail
- KEY CONNECTOR TRAIL ROUTES
 - C10 Guadalupe Reservoir / Calaveras Trail
 - C11 Calaveras / Santa Teresa Trail
 - C12 Valley Avenue Trail (Scenic Road)
 - C13 Silver Valley Trail
 - C14 Silver Creek Loop Trail (Scenic Road - Partial)
 - C15 South Mountain Trail
 - C16 Willow Springs Trail (Scenic Road)
 - C17 Main Street Trail
 - C18 Paraiso Valley Trail (Scenic Road)

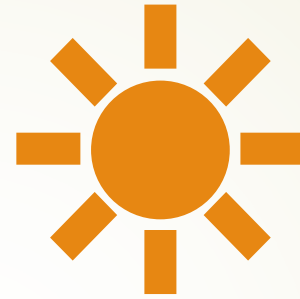
Note: The following policies relate specifically to proposed trail routes shown on private property. See the Countywide Trails Master Plan text for policy code references and more information. Policy Code - Policy

- PR-TS 2.3 Trail Routes or Regional Staging Areas shown on the Countywide Trails Master Plan Map in areas currently designated on the County General Plan Land Use Map as Agriculture shall not be required (including easements) or developed outside of County road right-of-way and/or easement. (1) The land use designation is amended by a non-Agriculture designation; or (2) there is specific interest or consent expressed by a willing property owner / seller.
- PR-TS 2.4 Trail Routes or Regional Staging Areas shown on the Countywide Trails Master Plan Map in areas currently



SANTA CLARA COUNTY PARKS

Countywide Trails Master Plan Overview



SANTA CLARA
COUNTY PARKS

Countywide Trails Master Plan (1995)

Vision: “[P]roviding a network of trails that connects cities to one another, connects cities to the County’s regional open space resources, connects County parks to County parks, and connects the northern and southern urbanized regions of the County...”



CWTMP Key Concepts

Trails of countywide significance – i.e., not all trails in Santa Clara County

Conceptual routes, not detailed plan of trail alignments

Emphasizes use of public lands

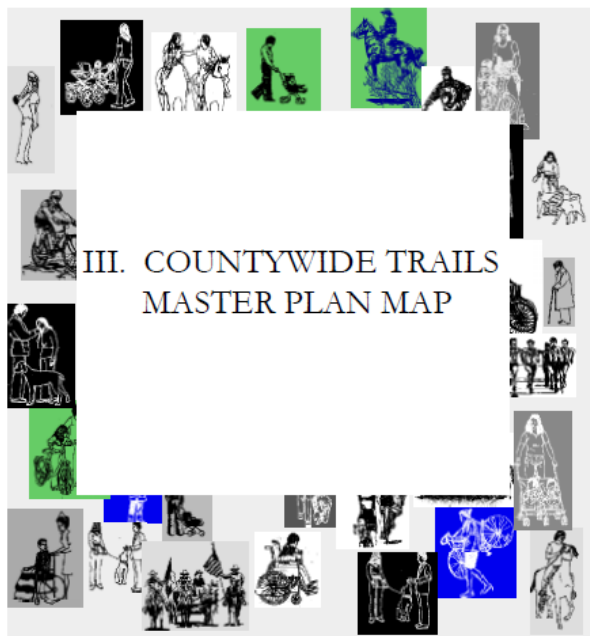
Guide for County's work on trails

Coordinated vision for existing external trail plans / efforts – does not pre-empt local trail plans



CWTMP Map

Santa Clara County
COUNTYWIDE TRAILS MASTER PLAN
 Update



III. COUNTYWIDE TRAILS MASTER PLAN MAP

Final Report
 Santa Clara County Trails Plan Advisory Committee

Adopted November 14, 1995
 Santa Clara County Board of Supervisors

Santa Clara County Trails Master Plan Update

County of Santa Clara Parks and Recreation Department

Countywide Trails Master Plan

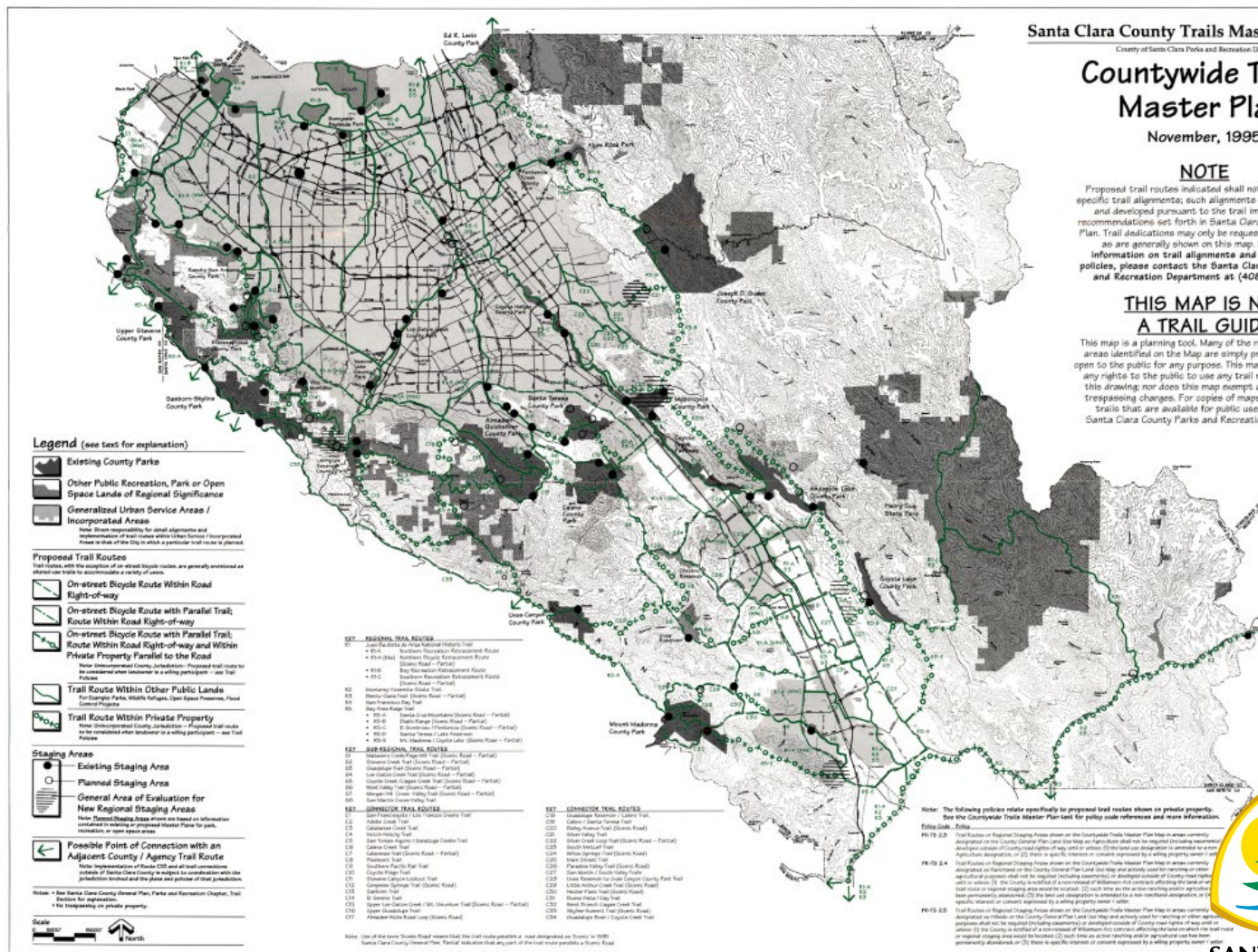
November, 1995

NOTE

Proposed trail routes indicated shall not be considered specific trail alignments; such alignments shall be obtained and developed pursuant to the trail implementation recommendations set forth in Santa Clara County General Plan. Trail dedications may only be requested along routes as are generally shown on this map. For further information on trail alignments and General Plan policies, please contact the Santa Clara County Parks and Recreation Department at (408) 358-3147.

THIS MAP IS NOT A TRAIL GUIDE

This map is a planning tool. Many of the routes or staging areas identified on the Map are simply proposed and not open to the public for any purpose. This map does not convey any rights to the public to use any trail routes shown on this drawing, nor does this map exempt any person from trespassing charges. For copies of maps about existing trails that are available for public use, contact the Santa Clara County Parks and Recreation Department.



SANTA CLARA COUNTY PARKS

CWTMP Trail Information

- General descriptions and goals for each route
- Intended uses
- Priority rating

TABLE D-1: SUMMARY OF COUNTY-WIDE TRAIL ROUTES

MAP KEY	TRAIL	GENERAL ROUTE	LOCATION	APPX. LENGTH (miles)	LEAD AGENCIES	EXISTING STATUS*		INTENDED TRAIL USES				
						Completed	Partially Completed	Hiking	Bicycling (On-Road)	Bicycling (Off-Road)	Equestrian	Priority Ranking

REGIONAL TRAILS

Juan Bautista de Anza National Historic Trail --Northern Recreation Retracement Route (north to south)

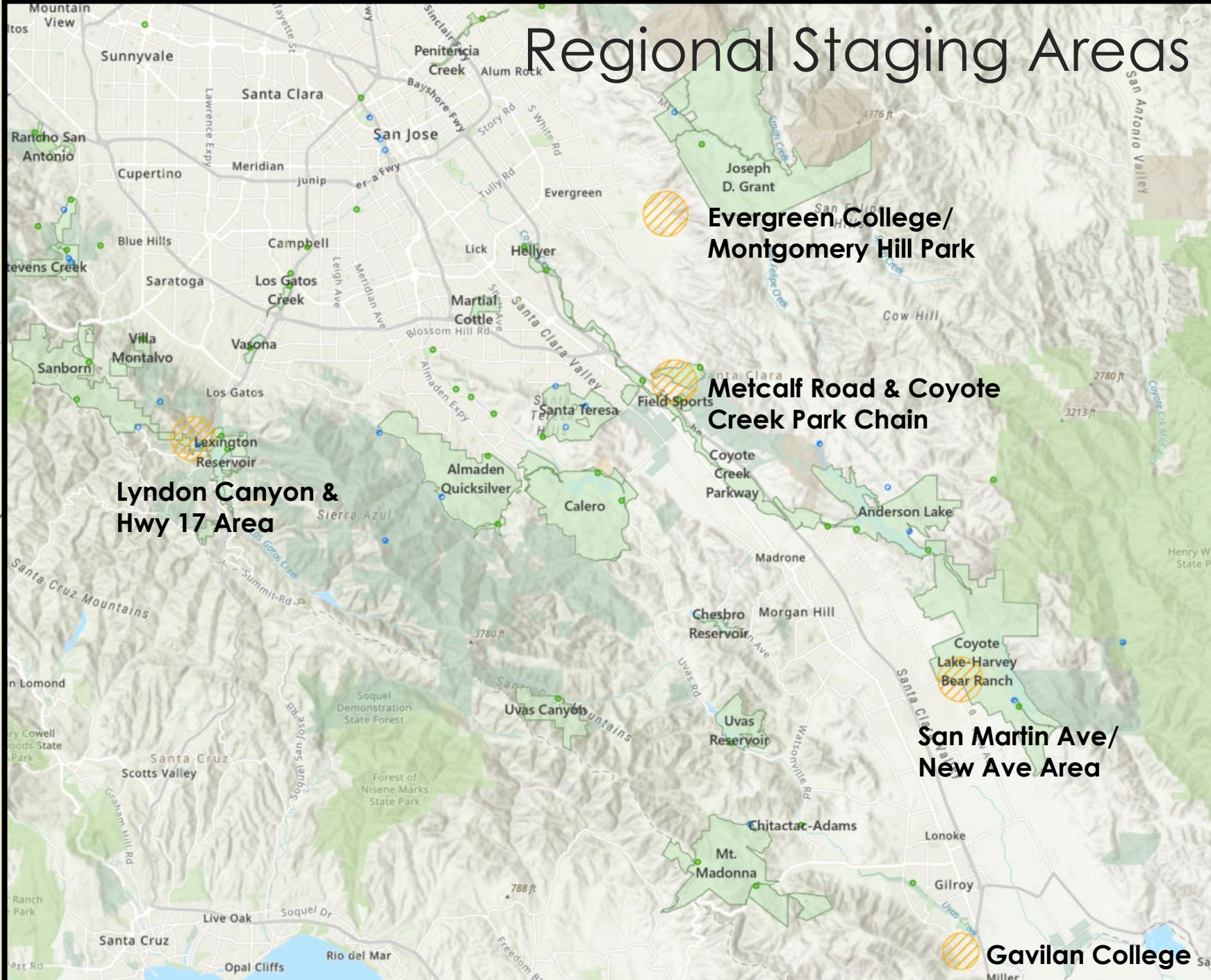
R1-A	Juan Bautista de Anza NHT - see also San Francisquito /Los Trancos Creek Connector Trail (Route C1)	Arastradero Rd.	From: Alpine Rd. To: Arastradero Preserve	0.5	Palo Alto				•	•			
R1-A	Juan Bautista de Anza NHT - see also Matadero Creek Sub-regional Trail (Route S1)	Arastradero Rd.	From: Arastradero Preserve To: Arastradero Preserve	1.0	Palo Alto	☐				•			
R1-A	Juan Bautista de Anza NHT		From: Arastradero Preserve To: Duveneck-Windmill Pasture	3.0	Los Altos Hills				•	•	•		
R1-A	Juan Bautista de Anza NHT	Rancho San Antonio OSP	From: Duveneck Windmill OSP To: Rancho San Antonio OSP	3.5	MROSD	☐			•		•		
R1-A	Juan Bautista de Anza NHT		From: Rancho San Antonio OSP To: Rancho San Antonio County Park	2.25	MROSD Santa Clara County	☐			•	•	•		
R1-A	Juan Bautista de Anza NHT - see also Stevens Creek Sub-regional Trail (Route S2)		From: Foothill Exp. To: Cristo Rey	1.0	Los Altos Cupertino Santa Clara County				•	•			
R1-A	Juan Bautista de Anza NHT - see also Stevens Creek Sub-regional Trail (Route S2)		From: Cristo Rey / Rancho San Antonio Co. Park To: Stevens Creek Blvd.	1.0	Cupertino Santa Clara County				•	•	•	•	38
R1-A	Juan Bautista de Anza NHT - see also Stevens Creek Sub-regional Trail (Route S2)		From: Stevens Creek Blvd. To: Stevens Canyon Road / Stevens Creek Co. Park	2.5	Cupertino Santa Clara County				•	•	•	•	38

Nine Sub-regional trail routes are shown in the Trails Master Plan Map. These are:

- | Map Key | Trail Route |
|---------|--|
| S1 | Matadero Creek/Page Mill Trail: passing through Palo Alto, Los Altos Hills, and Stanford University from the Bay Trail (R4) to the Bay Area Ridge Trail (R5-A) |
| S2 | Stevens Creek Trail: crossing the cities of Mountain View, Sunnyvale, Los Altos, and Cupertino linking the San Francisco Bay Trail (R4) with the Bay Area Ridge Trail (R5-A). |
| S3 | Guadalupe Trail: routed in a north-south direction from the Bay Trail (R4) in San Jose, to Guadalupe Reservoir. |
| S4 | Los Gatos Creek Trail: from its confluence in San Jose at the Guadalupe/Santa Teresa trail upstream through Campbell and Los Gatos to the Bay Area Ridge Trail (R5-A) at Lexington Reservoir. |
| S5 | Coyote Creek /Llagas Creek Trail: from the Alameda County Line and the Bay Trail (R4) to the San Benito County Line and the Monterey-Yosemite Trail (R2). |
| S6 | West Valley Trail: from Almaden Lake Park to the southern county link of the Bay Area Ridge Trail (R5-E) (Alternative Highway 152 alignment) |
| S7 | Morgan Hill Cross -Valley Trail: an east-west route from the West Valley Sub-regional Trail (S6) to Lake Anderson County Park . |
| S8 | San Martin Cross-Valley Trail: an east-west route from the West Valley Sub-regional Trail (S6), crossing the Juan Bautista de Anza National Historic Trail (R1-A) to the Bay Area Ridge Trail (R5-B) near Coyote Creek. |



Regional Staging Areas



SANTA CLARA COUNTY PARKS

Countywide Trails Master Plan Map Update Project



SANTA CLARA
COUNTY PARKS

Countywide Trails Master Plan

November, 1995

NOTE

Proposed trail routes indicated shall not be considered specific trail alignments; such alignments shall be obtained and developed pursuant to the trail implementation recommendations set forth in Santa Clara County General Plan. Trail dedications may only be requested along routes as are generally shown on this map. For further information on trail alignments and General Plan policies, please contact the Santa Clara County Parks and Recreation Department at (408) 358-3147.

THIS MAP IS NOT A TRAIL GUIDE

This map is a planning tool. Many of the routes or staging areas identified on the Map are simply proposed and not open to the public for any purpose. This map does not convey any rights to the public to use any trail routes shown on this drawing; nor does this map exempt any person from trespassing charges. For copies of maps about existing trails that are available for public use, contact the Santa Clara County Parks and Recreation Department.

Legend (see text for explanation)

-  Existing County Parks
-  Other Public Recreation, Park or Open Space Lands of Regional Significance
-  Generalized Urban Service Areas / Incorporated Areas





Note: Brown responsibility for detail alignments and implementation of trail routes within Urban Service Incorporated Areas is that of the City in which a particular trail route is planned.

Proposed Trail Routes

Trail routes, with the exception of on-street bicycle routes, are generally envisioned as shared-use trails to accommodate a variety of users.

-  On-street Bicycle Route Within Road Right-of-way
-  On-street Bicycle Route with Parallel Trail; Route Within Road Right-of-way
-  On-street Bicycle Route with Parallel Trail; Route Within Road Right-of-way and Within Private Property Parallel to the Road
-  Trail Route Within Other Public Lands
For example: Parks, Wildlife Refuges, Open Space Reserves, Flood Control Facilities
-  Trail Route Within Private Property
Note: Unincorporated County Jurisdiction - Proposed trail route to be considered when landowner is a willing participant - see Trail Policies

Staging Areas

-  Existing Staging Area
-  Planned Staging Area
-  General Area of Evaluation for New Regional Staging Areas
Note: Planned Staging Areas shown are based on information contained in existing or proposed Master Plans for parks, recreation, or open space areas.
-  Possible Point of Connection with an Adjacent County / Agency Trail Route
Note: Implementation of these trails and all trail connections outside of Santa Clara County is subject to coordination with the jurisdiction involved and the plans and policies of that jurisdiction.

Notes: • See Santa Clara County General Plan, Parks and Recreation Chapter, Trail Section for explanation.
• No trespassing on private property.



KEY REGIONAL TRAIL ROUTES

- R1 Juan Bautista Area National Historic Trail
- R2 Northern Recreation Enhancement Route
- R3A (R4) Northern Diagonal Enhancement Route (Sycamore Road - Partial)
- R4 Bay Recreation Enhancement Route
- R5C Southern Recreation Enhancement Route (Sycamore Road - Partial)

KEY SUB-REGIONAL TRAIL ROUTES

- S1 Matadero Creek/Palo Alto Trail (Sycamore Road - Partial)
- S2 Sycamore Creek Trail (Sycamore Road - Partial)
- S3 Guadalupe Trail (Sycamore Road - Partial)
- S4 Los Gatos Creek Trail (Sycamore Road - Partial)
- S5 Coyote Creek / Lugoan Creek Trail (Sycamore Road - Partial)
- S6 West Valley Trail (Sycamore Road - Partial)
- S7 Morgan Hill / Cowe Valley Trail (Sycamore Road - Partial)
- S8 San Martin / San Jose Valley Trail

KEY CONNECTOR TRAIL ROUTES

- C1 San Francisco / Los Venados Creek Trail
- C2 Public Creek Trail
- C3 Calabazas Creek Trail
- C4 Hillside Valley Trail
- C5 San Tomas Aquino / San Jose Valley Trail
- C6 Calabazas Trail (Sycamore Road - Partial)
- C7 Redwood Trail
- C8 Guadalupe Valley Trail (Sycamore Road - Partial)
- C9 Coyote Ridge Trail
- C10 Stevens Canyon/Lugoan Trail
- C11 Congress Springs Trail (Sycamore Road - Partial)
- C12 Sanborn Trail
- C13 El Arroyo Trail
- C14 Upper Los Gatos Creek / Mt. Umavumun Trail (Sycamore Road - Partial)
- C15 Upper Guadalupe Trail
- C16 Almaden Hills Road Loop (Sycamore Road - Partial)

KEY CONNECTOR TRAIL ROUTES

- C17 Guadalupe Extension / Calaveras Trail
- C18 Calaveras / Santa Teresa Trail
- C19 Dairy Home Trail (Sycamore Road - Partial)
- C20 Silver Valley Trail
- C21 Silver Creek Loop Trail (Sycamore Road - Partial)
- C22 South McLaugh Trail
- C23 Willow Springs Trail (Sycamore Road - Partial)
- C24 Mira Monte Trail
- C25 Paradise Valley Trail (Sycamore Road - Partial)
- C26 San Martin / South Valley Trail
- C27 Lower Almaden / San Jose Valley Trail
- C28 Lower Almaden / San Jose Valley Trail
- C29 Little North-Creek Trail (Sycamore Road - Partial)
- C30 Hester Pass Trail (Sycamore Road - Partial)
- C31 Basque / Peralta Loop Trail
- C32 North Branch / Lugoan Creek Trail
- C33 Higher Branch Trail (Sycamore Road - Partial)
- C34 Guadalupe / Coyote Creek Trail

Note: Use of the term "Sycamore Road" means that the trail route parallel to, and adjacent to, Sycamore Road is shown. Santa Clara County General Plan, Partial indicates that any part of the trail route parallel to Sycamore Road.

Note: The following policies relate specifically to proposed trail routes shown on private property. See the Countywide Trails Master Plan text for policy code references and more information.

- Policy Code - Policy**
- PR-15-2.3:** Trail Routes or Regional Staging Areas shown on the Countywide Trails Master Plan Map in areas currently designated on the County General Plan Land Use Map as Agriculture shall not be required (including easement) or developed outside of County road rights of way, and/or unless (1) the land use designation is amended to a non-Agriculture designation, or (2) there is specific consent or consent expressed by a willing property owner's letter.
- PR-15-2.4:** Trail Routes or Regional Staging Areas shown on the Countywide Trails Master Plan Map in areas currently designated as Ranchland on the County General Plan Land Use Map and actively used for ranching or other agricultural purposes shall not be required (including easement) or developed outside of County road rights of way, and/or unless (1) the County is notified of a non-renewal of Williamson Act contract affecting the land on which the trail route or regional staging area would be located; (2) such time as the active ranching and/or agricultural use has been permanently abandoned; (3) the land use designation is amended to a non-ranchland designation, or (4) there is specific consent or consent expressed by a willing property owner's letter.
- PR-15-2.5:** Trail Routes or Regional Staging Areas shown on the Countywide Trails Master Plan Map in areas currently designated as Urban on the County General Plan Land Use Map and actively used for ranching or other agricultural purposes shall not be required (including easement) or developed outside of County road rights of way, and/or unless (1) the County is notified of a non-renewal of Williamson Act contract affecting the land on which the trail route or regional staging area would be located; (2) such time as the active ranching and/or agricultural use has been permanently abandoned; or (3) there is specific consent or consent expressed by a willing property owner's letter.



SANTA CLARA COUNTY PARKS

Project Scope

Update
CWTMP Map

Consider
adding new
trails

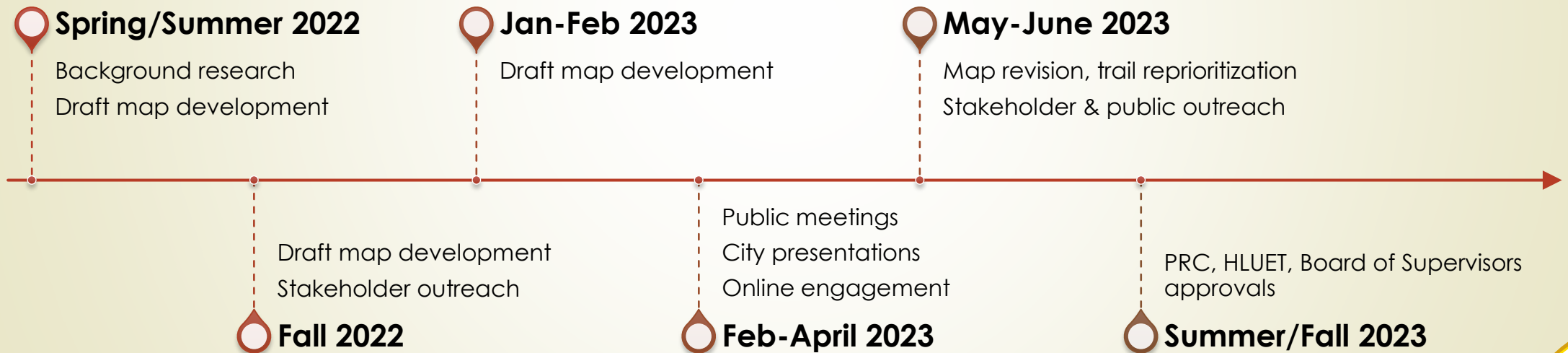
Reprioritize
trails

Consider
staging areas

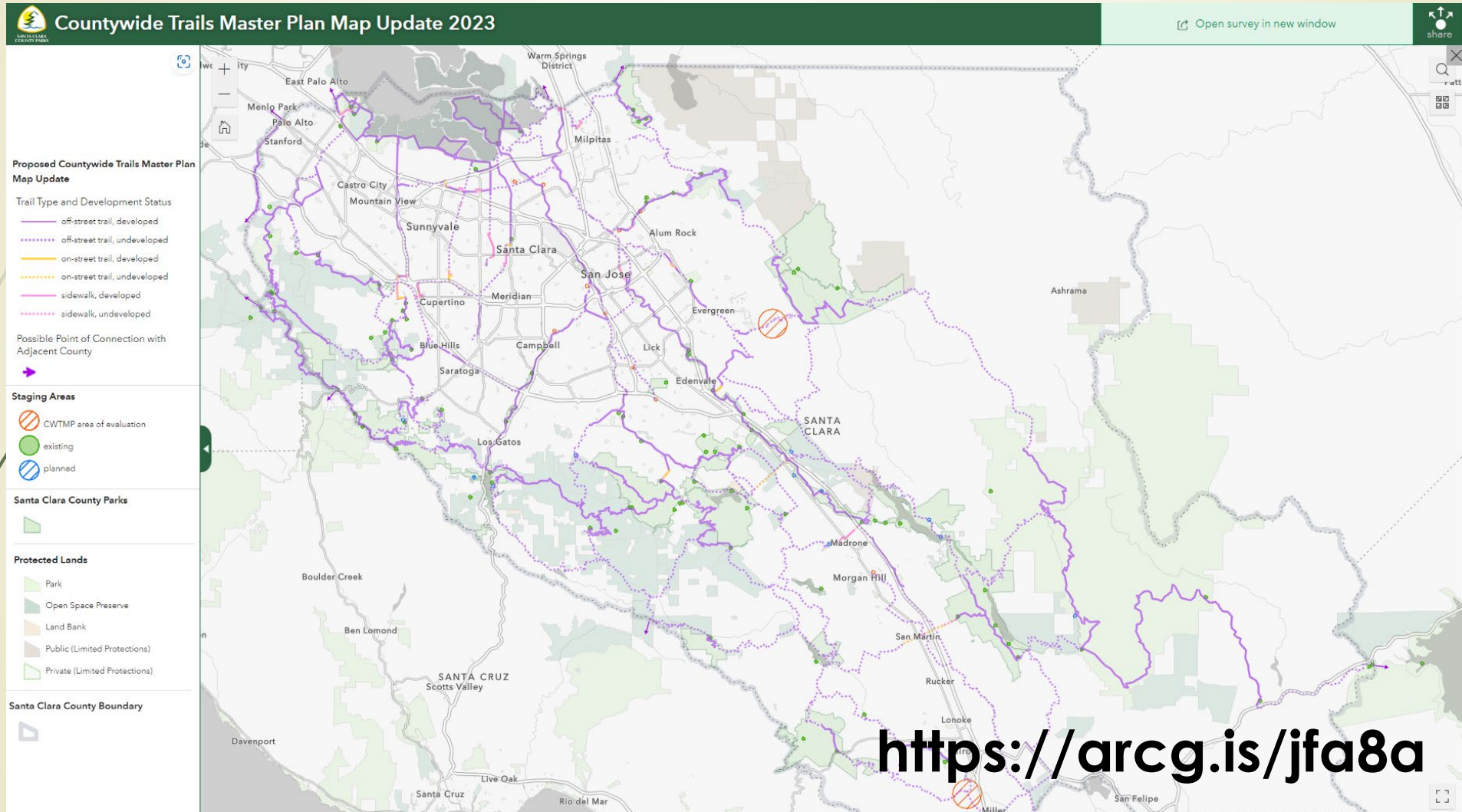
Minor refresh
for graphics,
formatting, etc.



Project Timeline



Draft Map



Proposed Map Changes

Active
Transportation
Integration

Trail Updates
Consistent with
Current
Planning

Inclusion of
Additional Trails
in CWTMP

Regional
Staging Area
Modifications



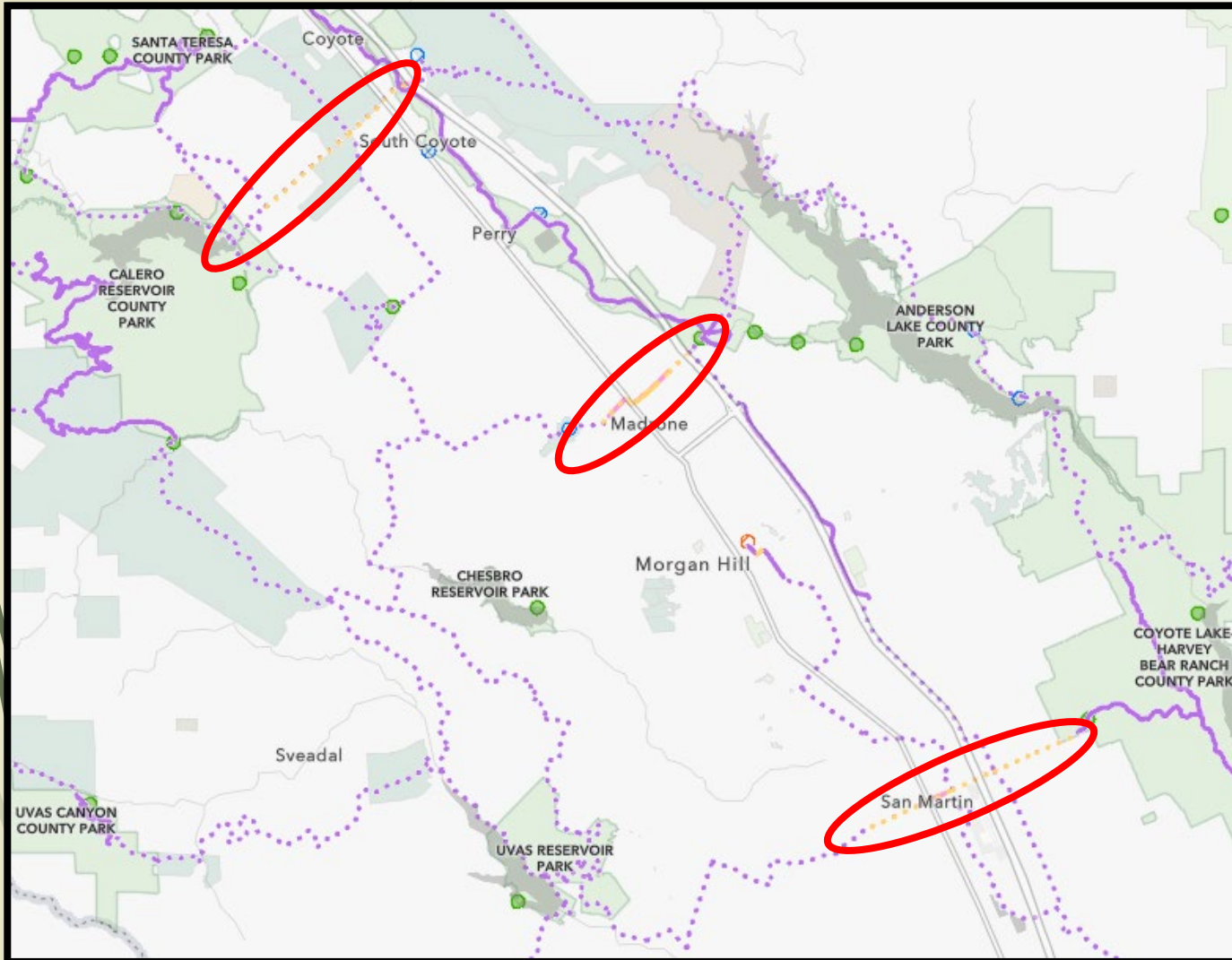
Active Transportation Integration

Better integrate CWTMP with countywide active transportation planning

Shift on-street bikeway determination to transportation agencies

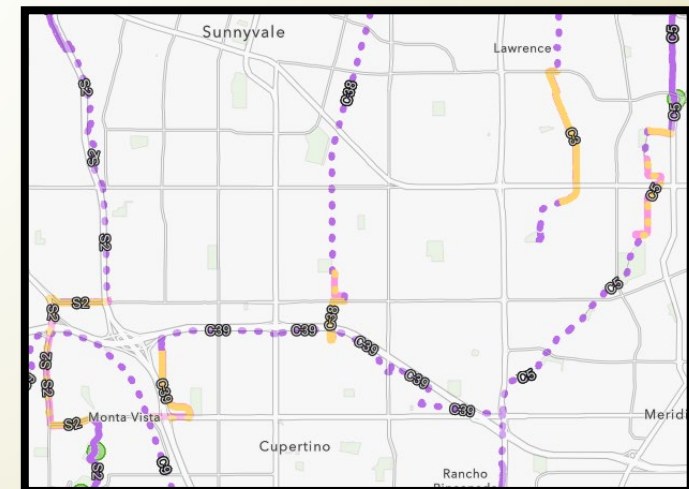


Active Transportation Overlap



CWTMP Map continues to include:

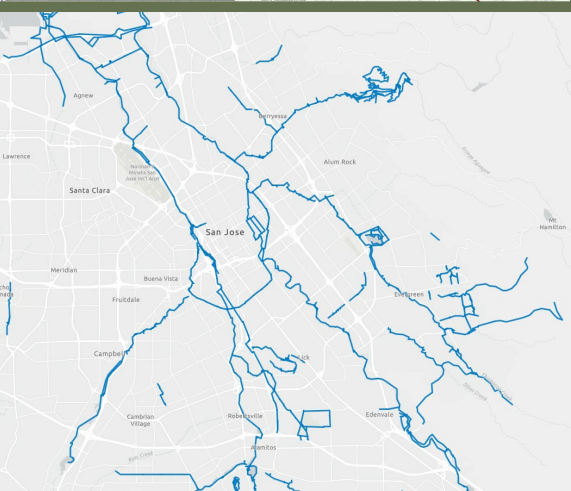
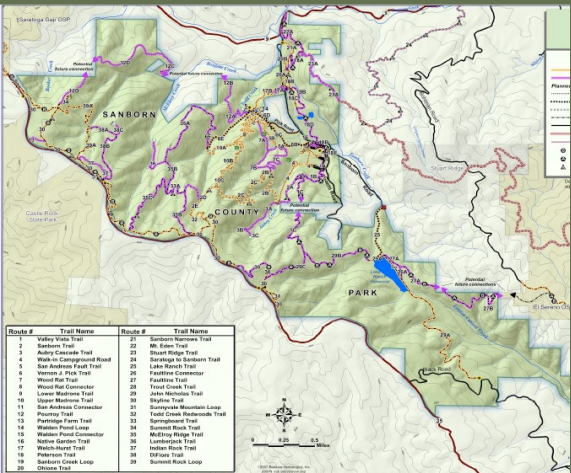
- VTA Bicycle Superhighway / CWTMP off-street trail overlap (e.g., Coyote Creek Trail)
- On-street connections necessary to link regional parks and open spaces in South County
- On-street connections that close short gaps in off-street trails



Trail Updates & Realignmentments

Examples

- Built trails since 1995
- City updates
- Trail plans
- New public lands
- Partnership opportunities



Proposed Additions to CWTMP

Map Key	Trail Name	Proposed Intended Use	General Location
C35	Five Wounds Trail	Hiking/bicycling	San Jose
C36	Three Creeks Trail	Hiking/bicycling	San Jose
C37	Canoas Creek Trail	Hiking/bicycling	San Jose, Martial Cottle County Park
C38	East Channel Trail	Hiking/bicycling	Sunnyvale, Cupertino
C39	Cupertino I-280 Trail	Hiking/bicycling	Cupertino
C40	Stevens Creek-Arastradero Trail	Hiking/equestrian	Los Altos Hills, Stevens Creek County Park, Rancho San Antonio County Park & Open Space Preserve
C41	Mt. Eden Trail	Hiking/equestrian	Saratoga, Stevens Creek County Park
C42	Saratoga to Skyline Trail	Hiking/equestrian; portions hiking/bicycling/equestrian	Saratoga, Sanborn County Park
C43	Coyote Valley Trail	Hiking/bicycling/equestrian	Coyote Valley, Santa Teresa County Park, Tilton Open Space Reserve
C44	Gilroy Gardens Trail	Hiking/bicycling/equestrian	Gilroy
C45	Diablo Range Trail	Hiking/bicycling/equestrian	Eastern Santa Clara County, Joseph D. Grant County Park, Henry Coe State Park
C46	Loma Prieta Trail	Hiking/bicycling/equestrian	Rancho Canada del Oro Open Space Preserve, Sierra Azul Open Space Preserve
S9	Mt. Umunhum to the Sea Trail	Hiking/bicycling/equestrian	Sierra Azul Open Space Preserve, Santa Cruz County

Regional Staging Area Modifications



11 light rail, train, and BART stations near trails (<0.1 mile) proposed as Areas of Evaluation for Regional Staging



Removal of 3 Areas of Evaluation now within parklands



Keep Gavilan College, Evergreen College Areas of Evaluation



Trail Reprioritization

Incorporated Areas

- Cities set priorities in their jurisdiction

Unincorporated Areas

- Public feedback
- Countywide Trails Master Plan prioritization framework



Countywide Trails Map Update: Palo Alto

Primary Trails

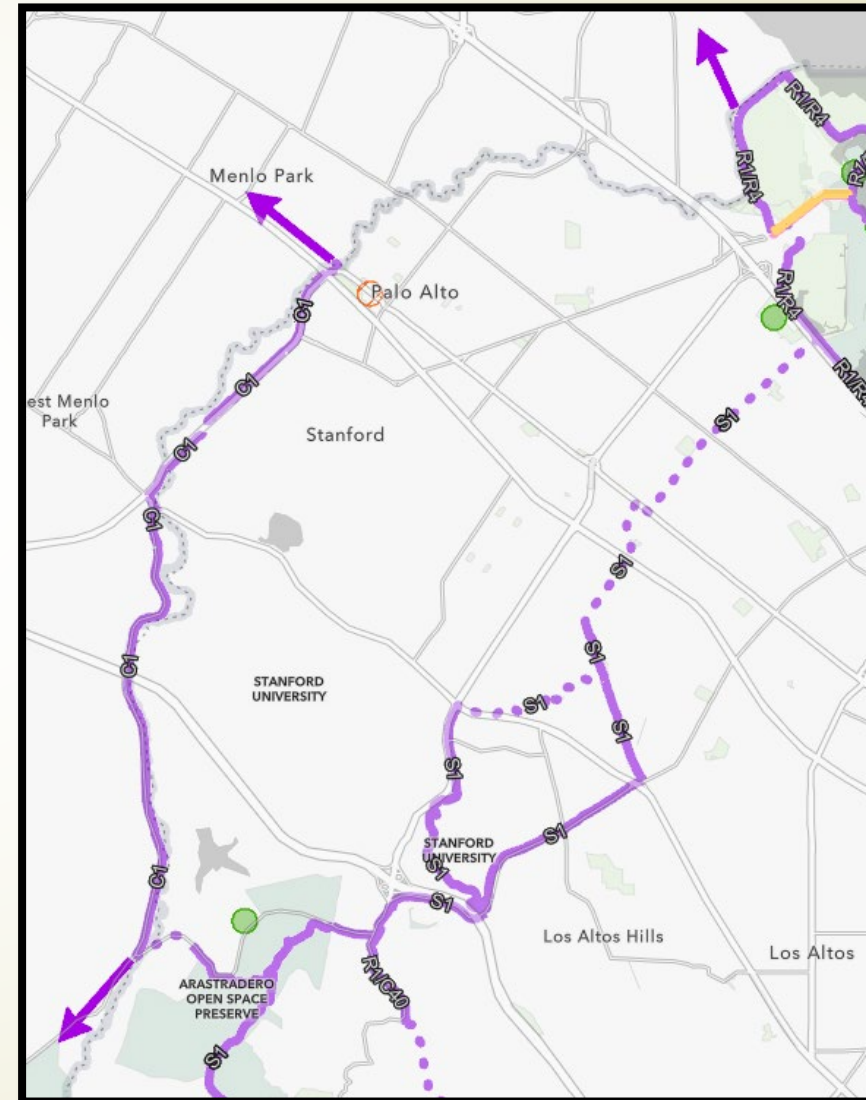
- Juan Bautista de Anza National Historic Trail (R1)
- San Francisco Bay Trail (R4)
- Matadero Creek/Page Mill Trail (S1)
- San Francisquito Creek/Los Trancos Creek Trail (C1)

Trail Updates

- Adobe Creek Trail (C2) removal - on-street only route
- Connection of C1 to Ohlone-Portola Heritage Trail (90-mile trail in San Mateo County)
- S1 "diamond" connection

Palo Alto Transit Center as Area of Evaluation for Regional Staging

Prioritization is City-determined



Upcoming Feedback Opportunities

Feedback today

Meetings and presentations

- County Parks and Recreation Commission (4/5)
- City Presentations
- *Check website for full schedule*

Explore the draft map and provide input by **April 30, 2023**



Public Feedback Tool

Project Information

Countywide Trails Master Plan Map Update 2023

Open survey in new window

share

About Survey **FAQ**

Proposed Countywide Trails Master Plan Map Update

Trail Type and Development Status

- off-street trail, developed
- off-street trail, undeveloped
- on-street trail, developed
- on-street trail, undeveloped
- sidewalk, developed
- sidewalk, undeveloped

Possible Point of Connection with Adjacent County

Staging Areas

- CWTMP area of evaluation
- existing
- planned

Santa Clara County Parks

Protected Lands

- Park
- Open Space Preserve
- Land Bank
- Public (Limited Protections)
- Private (Limited Protections)

Santa Clara County Boundary

Interactive Draft Map

Public Input Survey

The purpose of the survey is to gather public input on the County's proposed update to the Countywide Trails Master Plan Map. Please share your thoughts below on proposed conceptual changes and trail prioritization. You will also be able to provide location-specific feedback as part of the survey.

Questions? Learn more about the Map Update in the About or FAQ tabs or visit the project [website](#).

Envíe un correo electrónico a parkinfo@prk.sccgov.org para documentos o servicios de traducción de reuniones.
 Gửi email đến parkinfo@prk.sccgov.org để nhận các dịch vụ thông dịch tài liệu hoặc cuộc họp.
 如需文件或会议翻译服务, 请发送电子邮件至 parkinfo@prk.sccgov.org

I. Input on Proposed Changes

1. Do you agree with the following conceptual **changes** to the Countywide Trails Master Plan Map?

a. Increase Countywide Trails Master Plan (CWTMP) focus on off-street trails, both paved and unpaved*

Strongly Agree Agree Neutral Disagree Strongly Disagree

b. Better integrate CWTMP with countywide active transportation planning by shifting on-street bikeway determination to transportation agencies*

Strongly Agree Agree Neutral Disagree Strongly Disagree

c. Keep on-street connections and open spaces across south

Strongly Agree Agree Neutral Disagree Strongly Disagree

Explore the Draft Map
and Provide Input!



<https://arcg.is/jfa8a>

Questions & Mailing List

Rebecca Coates-Maldoon

Countywide Trails Program Manager

rebecca.coates-maldo@prk.sccgov.org

Project Information &
Public Meeting Schedule

[https://parks.sccgov.org/
countywide-trails-master-
plan-map-update-project](https://parks.sccgov.org/countywide-trails-master-plan-map-update-project)

Comments Due April 30th



CITY/SCHOOL TRANSPORTATION SAFETY COMMITTEE

Minutes

Thursday, February 23, 2023

10:00 a.m.

Zoom Virtual Meeting from Palo Alto, California

Present: Jessica Asay, Arnout Boelens, Disha Chopra, Rachel Croft, Rudy Esquivias (PAUSD staff), Audrey Gold, Joslyn Leve, Rich Marty, Rose Mesterhazy (staff), Jose Palma (staff), Stephanie Seale, Amy Sheward, John Sighamony (VTA staff), Mona Soetanto, Sylvia Star-Lack (staff), Ashley Tseng, Tom Whitnah

Guests: Thomas Bensko, Patrick Smith, Jeff Scanlan

The meeting was called to order at 10:00 a.m.

A. Welcome/Introductions/Recognitions/Oral Communications

1. Recognition
2. Oral Communications

Rose Mesterhazy opened the meeting. She shared the article "Palo Alto bicyclists get boost in push for 'safe system'" from the *Palo Alto Weekly*. She appreciates the great outcomes related to City Council's prioritization of the Safe Systems policy.

Ms. Mesterhazy recognized the Hoover team for their enthusiasm in promoting biking in the community. Mona Soetanto commented that three Bay Area BikeMobile mechanics came to Hoover school and worked on 60 bikes. On behalf of the Hoover School community, Ms. Soetanto stated they are happy and thankful to have the BikeMobile's support. Patrick Smith from BikeMobile responded they enjoyed it and had a wonderful time working with the kids, parents and faculty. Thomas Bensko from BikeMobile added they have enjoyed partnering with Palo Alto schools for approximately the last eight to nine years and they look forward to more. Thanks were voiced by Jessica Asay for Barron Park where they had about 40 bikes fixed. Stephanie Seale noted that BikeMobile is coming to Addison in a couple weeks. Ms. Seale remarked that she loved last year's BikeMobile event and is thrilled to have them come back in March. Ms. Mesterhazy commented that the BikeMobile is one of the most impactful subprograms within Safe Routes to School (SRTS). Ashley Tseng remarked that her daughter is very grateful and happy her bike was fixed. Ms. Tseng added her thanks for bringing BikeMobile to the elementary schools. In response to Rachel Croft's query if BikeMobile would work with Escondido this year, Ms. Mesterhazy responded she would follow up with Ms. Croft offline about any potential opportunities. Ms. Mesterhazy encouraged schools to sign up when there is a BikeMobile opportunity as there is a yearly limit of six or eight schools.

Ms. Mesterhazy stated there is a contract with Velofix to fix bikes at the beginning of the school year at middle and high schools and BikeX (Silicon Valley Bike Exchange) provides assistance at secondary schools. Links shared for BikeMobile <https://bikemobile.org/>, BikeX <https://bikex.org/> and Velofix <https://www.velofix.com/>

Arnout Boelens remarked that the SRTS team makes a yearly presentation to Council on SRTS achievements. Mr. Boelens will send reminders on the following: City/School Liaison Committee on March 16 at 8:30 a.m., City Council Annual Report/Update on May 1 at 5 p.m., and a Post-City Council Meeting Celebration on May 1 (time TBD). Those dates are opportunities to show your support for the SRTS program and thank the City for infrastructure improvements, policy to make our roads safer and making sure all our children get safety education. Ms. Mesterhazy encouraged attending those meetings to share your thoughts, thank the City Council and celebrate your year as a TSR. The website has

further information related to this as well as Bike Count and Travel Tally Data at <https://www.cityofpaloalto.org/Departments/Transportation/Safe-Routes-to-School/Program-Data>.

Mr. Boelens sent an email earlier this week about Walk and Roll Week, April 17-21. The most common complaint from parents about why they do not want their kids to walk or bike to school is because of safety concerns with the amount of car traffic dropping off and picking up students. One of the most direct ways we can make our streets safer is if more people walk and bike. He will follow up with the TSRs to see what they are planning for Walk and Roll Week.

Ms. Mesterhazy stated the PTA would love to have TSRs volunteer for the PTA's three Black History Month Celebration Rides on March 4. Volunteers are needed for leads, sweeps and side sweeps (riding in front, back or alongside). This event will have speakers and customized routes that explain the significance of various historical markers reflective of the achievements of Palo Alto and East Palo Alto's vibrant black community. The PTA has ordered safety vests you can borrow for the Celebration Rides or family rides.

Mr. Boelens spoke about the Safe Systems policy. He thanked all who wrote in or attended the City Council meeting in person or via Zoom. The Council was impressed with the great turnout, and the Safe Systems policy has been added to their preliminary list of objectives for this year. Mr. Boelens will notify CSTSC when the Safe Systems policy is on the City Council agenda. Mr. Boelens delivered a presentation on why a Safe Systems policy is important, how it is different from a traditional approach and how it improves road safety. Ms. Mesterhazy asked Mr. Boelens how many meetings or events he has conducted to elevate community awareness of the Safe Systems policy. Mr. Boelens responded he has lost count but he has been to all the schools, to the Farmers' Market, he has presented at PTA meetings and had many discussions with the PTA Council. He has also spoken with Slow Down for Kids, another community-based organization promoting road safety. He has spoken to Silicon Valley Bicycle Coalition, Walk Bike Palo Alto as well as a climate change group. In response to Ms. Mesterhazy's question regarding learning opportunities for TSRs and how to follow up on the Safe Systems policy, Mr. Boelens replied that TSRs could contact him. TSRs can talk to everyone they know at their school about the Safe Systems policy and build more momentum for the next meeting. Ms. Mesterhazy thanked Mr. Boelens for his efforts.

B. Administrative

1. Grants
 - i. Safe Streets for All Action Plan (SS4A) Grant Award
 - ii. South Palo Alto Bikeways Grants: What happened?
2. On-Demand Transit Program Participation

Sylvia Star-Lack delivered a slide presentation on the Safe Streets for All Action Plan (SS4A) Grant Award. She hopes to implement Arnout Boelens' work with this item. Federal and state governments have adopted the Safe Systems approach. Planning and implementation grants are available to communities. A Safe Systems approach safety plan will be developed with the \$160,000 Action Plan Grant, and the City has to provide a \$40,000 local match toward the \$200,000 project. Having a qualified Action Plan that uses the Safe Systems approach makes the City eligible for federal grants for projects that address safety. The federal government is providing about \$1 billion yearly for implementation grants. Cities need to create a plan, make a prioritized list of projects, and apply for an implementation grant. Ms. Star-Lack hopes the South Palo Alto Bikeways Project can be funded with an SS4A implementation grant.

Ms. Star-Lack met with Valley Transportation Authority (VTA) staff to discuss why we were not awarded the One Bay Area Grant. Metropolitan Transportation Commission (MTC) staff explained to Ms. Star-Lack why we did not make the cutoff points to get funding from the Active

Transportation Program (ATP) Grant. The biggest area where we lost points was for not being identified as a disadvantaged community. Points were also lost for not meeting project readiness because our project was at an early stage of concept development, one section of the residential part of the project on East Meadow did not propose protected bikeways, and the safety record on those streets was not bad enough. Ms. Star-Lack is working on how to get more points. Our SS4A Action Plan will give us more points in the ATP Grant process.

Mr. Boelens congratulated Ms. Star-Lack on receiving the grant. Mr. Boelens asked if the Request for Proposal (RFP) scope for the bicycle transportation plan would be changed to include Safe Systems. Ms. Star-Lack responded it is staff's expectation for the bike plan to incorporate the Safe Systems approach but she cannot provide additional comment because they are in the middle of procurement.

Ms. Star-Lack addressed Mr. Boelens questions regarding South Palo Alto Bikeways not being completed within the funding timeframe and how to avoid that problem in the future. Ms. Star-Lack explained that staff was encouraged to apply to any available grants. Additional staff is needed, which will be requested in the future budget process. Anyone can comment to Council about the upcoming budget.

In response to Rose Mesterhazy's question as to why some proposed protected bikeways on East Meadow were removed, Ms. Star-Lack explained that residents in those areas did not want protected bikeways on their streets because they would lose parking.

Ms. Star-Lack announced that the City would be launching the Palo Alto LINK Ride Share Service on March 7. Through April 7, fares will be free. Rides can be booked via the Palo Alto LINK mobile app or by phone. Payment can be made via the app or using cash. It is a corner-to-corner, on-demand transit service for Palo Alto only. You can ask for door-to-door service if needed but corner-to-corner allows for trip optimization and more efficiency. There will be discounted fare of \$1/trip for youth, low income, seniors and disabled; regular fare is \$3.50/trip. Unaccompanied students ages 13 to 18 can use the service but students younger than 13 need to be accompanied by an adult.

Palo Alto LINK website: <https://www.cityofpaloalto.org/Departments/Transportation/Palo-Alto-Link>

Mr. Boelens thinks it is great that this ride share program is coming to Palo Alto. In response to Mr. Boelens query if arrival times can be guaranteed for students to arrive to school on time, Ms. Star-Lack did not know. Capacity and hours are limited to eight or nine vehicles on the road at any given time and the service will operate between 8 a.m. and 6 p.m. A grant has been written to extend capacity and hours. Measure B Sales Tax monies administered by the VTA will fund the first 18 months and the City is contributing the fares back to the program. Ms. Star-Lack addressed Ms. Mesterhazy questions regarding bike racks. There will be one or two wheelchair-accessible vehicles on the road at all times. The non-wheelchair-accessible vehicles will have bike racks. Ms. Star-Lack will ask the service provider if people can specify which vehicle they prefer at the time of booking and if vehicle drivers will assist people who need help putting their bike on the bike rack.

There are secondary schools that start later, such as Paly and Gunn. Ms. Mesterhazy encouraged TSRs to use their e-news to provide information about Palo Alto LINK. In reply to Ms. Mesterhazy's query if East Palo Alto families are able to access this service, Ms. Star-Lack answered no, we are not able to use Santa Clara County Measure B tax funds in San Mateo County. Areas included in the service map are the flatlands up to East Bayshore but not all the way down Embarcadero or up to Foothills Park. Partners can be asked to help fund additional hours or areas. Stanford Research Park initially was not going to be served all day but they are willing to contribute money toward all-day service. Ms. Star-Lack will share the Palo Alto Online article regarding on-demand transit on the chat. Ms. Mesterhazy encouraged everyone to get the word out to show support for the success of this pilot project.

C. Engineering/Planning

1. VTA: Valley Transportation Plan 2050 Presentation by VTA Staff
2. PAUSD Measure Z Projects
 - i. Hoover Community Outreach
3. Palo Alto: Charleston-Arastradero Corridor – New Traffic Signals in Operation

John Sighamony delivered a slide presentation on Valley Transportation Plan 2050 (VTP2050). VTA acts as a funding conduit for local cities and other agencies. Their member agencies include the County of Santa Clara and all 15 cities within the county. VTA designs and builds transit facilities, highway improvements and they work on rail service for our light rail system. They support land use that provides access to our transit system. One of their vision statements is to have cities that are bikeable, walkable and have efficient movement. VTA is designing, building and owning the BART project, which is now in Phase 2 and will go to downtown Santa Clara. VTA is part of a joint board with San Mateo County and San Francisco on funding and approving Caltrain service. VTA works with their regional partner, the Metropolitan Transportation Commission, on programs such as the One Bay Area Grant that funds many bike and pedestrian related improvements. The VTP plan will be updated every five years. VTA wants to hear from the public on the challenges and opportunities that can be funded through this plan. VTA wants to hear what transit projects CSTSC wants to see prioritized from the perspective of a parent, commuter, biker or walker. VTA will develop the project list throughout the year and have the long-range plan adopted by their board by the end of the year.

Rachel Croft commented she cares about safe streets and thinks we are making great progress. She would love to see more emphasis on getting people on public transportation. She is frustrated that we do not have BART. The last mile is a big problem, so public transportation needs to be improved. Mr. Sighamony stated they are focused on adding more frequency to their service.

Arnout Boelens asked if VTA is considering updating the plan to include design standards with protected bike lanes and protected intersections. Having bike lanes in the middle between cars in left and right turn lanes is not appropriate for kids as well as having unprotected bike lanes along expressways with cars going 40 mph. Mr. Sighamony was asked to respond via chat. Mr. Palma wants to make sure the VTP Plan is understood and its impacts for Palo Alto and surrounding communities, especially the expressway system. The PowerPoint will be available for viewing on <https://www.vta.org/projects/valley-transportation-plan-vtp-2050> and questions can be directed to staff or Mr. Sighamony.

Rose Mesterhazy asked Rudy Esquivias if he could provide an update on Measure Z. Mr. Esquivias replied that he would provide an update for the next meeting. Ms. Mesterhazy remarked that Hoover is moving to Greendell and changing school commute patterns impacts student safety.

Mr. Palma discussed updates made along Charleston and Arastradero. A photo was shown of Fabian Way where some improvements have been added. Signals are not running up to par yet but will be soon. Mr. Palma showed a slide with a map depicting how Fabian Way connects to other parts of Palo Alto, including the Adobe Creek Pedestrian/Bicycle Overcrossing.

D. Engagement

1. Monthly Collisions
2. PAUSD Superintendent Request for Volunteer Safety Committees

Rose Mesterhazy stated that PAPD officers typically provide an update on monthly collisions but our liaison was unable to attend this meeting.

Ms. Mesterhazy asked Rudy Esquivias if he has any feedback from Mike Jacobs. Mr. Esquivias will

look into that. Ms. Mesterhazy commented that safety committees are in the process of being formed at each school community and it is very important for SRTS Practitioners to consider having a voice in those committees.

Ms. Mesterhazy found a compelling study on the benefits and disadvantages of fencing. She encouraged all to share their thoughts because it is important to have a transportation perspective around school security. The link to the study was provided:
https://wssca.wildapricot.org/resources/Documents/Public%20Site/Links/fencing_safety.pdf

E. Education: Family E-Bike Safety Education

Rose Mesterhazy introduced Jeff Scanlan from Pedego Bikes. Pedego Bikes sells bikes and provides e-bike safety education in Menlo Park, which is important because e-bike use has outpaced education efforts. The speed of e-bikes can lead to a number of spillover consequences and safety issues.

Cycling Savvy is a bike safety education organization with information about the control/release method and tips at https://cyclingsavvy.org/2023/02/ebikes-motorist-expectation-control-release/?mc_cid=67fce7fc92&mc_eid=a47627ef07p

If you have an e-bike or are considering buying an e-bike, safety tips can be found at <https://www.bicycling.com/culture/q20085571/ride-electric-bike-safely/>

Mr. Scanlan stated that many of his customers live in Palo Alto and he has renters who take bikes through Palo Alto. He stated that is wonderful to see how active Palo Alto is around promoting safe cycling.

Mr. Scanlan detailed the numerous things to consider when buying an e-bike for youth. There are safety concerns because of speed. It is California State Law that anyone under the age of 18 must wear a helmet when riding a bike. He strongly encourages parents to avoid purchasing a Class 3 e-bike. There are two classes of e-bikes with top speeds at 20 mph but a Class 3 bike can go up to 28 mph. Some bikes have elongated saddles that can accommodate a second rider but for youth he strongly discourages having more than one rider on the bike. Parents should commit to keeping the bike in good operating condition. Since e-bikes are heavier and ridden at a higher rate of speed than a bicycle, brakes can wear more frequently. Electrical components can be impacted by heavy usage. Last fall, he introduced a series of classes to his existing customer base. Starting April 2, the Safe Sundays safety classes will be open to the public. Classes will be on the first Sunday of every month from 9:30 to 10:15 in his store at 807 Santa Cruz Avenue. More information will be available in the next couple weeks and will be provided to Ms. Mesterhazy.

Ms. Mesterhazy provided an update on the status of K-8 education curriculum. The K-1 pedestrian safety education model has changed this year. Pre-pandemic, we had assemblies for kids. This year, Kindergarten and 1st grade educators are conducting pedestrian safety education in class. An educator guide was created for Kindergarten and 1st grade teachers and a link to a pedestrian safety education video. Workbooks created for 1st graders include Walk and Roll maps. For 5th graders, there is a pamphlet provided by the County about getting to school safely. There has not been staff or PTA capacity to create an 8th grade "getting to high school." She hopes there can be a continuing conversation on how to meet the demands of the middle school/secondary school demographic more effectively.

Audrey Gold displayed the new safety vests available for borrowing. She notes that they run big, look nice and have reflective tape.

Ms. Mesterhazy left the floor open for anyone who had direct questions for John Sighamony regarding the VTA VTP Plan. Ms. Mesterhazy thanked everyone for their time, attention, participation and leadership. Mr. Palma inquired what Palo Alto projects were in the previous VTP

Plan. Mr. Sighamony responded that the previous plan was adopted in 2014. Projects included a couple of interchange improvements, Rengstorff, and improving the expressway intersection at El Camino and Oregon-Page Mill. There were many bike projects in the plan under Santa Clara County Bicycle and Ped Improvements, including a bicycle improvement project along University Avenue. Once VTA has a project list included in their plan, it is submitted to MTC to include in the Bay Area plan. MTC models big projects such as improvements to highways, Caltrain or BART. MTC does not model smaller projects such as bicycle projects. In order for VTA to give money for a project, it has to be identified in the project listing.

Ashley Tseng thanked Mr. Sighamony for including bikes on the bus. She knows some East Palo Alto students are very excited that the bus can provide transportation for their bikes too. Discussion ensued on bike routes.

The meeting adjourned at 11:30 a.m.

Public Comments for City of Palo Alto Bicycle/Pedestrian Plan Update

This Packet Includes:

A compilation of written comments on the City of Palo Alto Bicycle/Pedestrian Plan Update submitted by email to Transportation@CityofPaloAlto.org.



From: [Transportation](#)
To: [Arce, Ozzy](#)
Cc: [Transportation](#)
Subject: FW: BPTP update
Date: Tuesday, March 14, 2023 10:08:07 AM

Hi Ozzy,

Forwarding to you...email is labeled BPTP update, but let me know if this needs to be routed elsewhere.
Thank you,

Andria Sumpter

Administrative Assistant, Office of Transportation

From: Ken Joye <kmjoye@gmail.com>
Sent: Monday, March 13, 2023 2:09 PM
To: Transportation <Transportation@CityofPaloAlto.org>
Subject: BPTP update

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

This photo was taken 2:00pm, Monday, 13 March 2023:



Work on infrastructure, such as water or sewer, will inevitably require disruption to the roadway. When the roadway affected is on a designated bicycle boulevard, such as this intersection of Matadero & Park, the effect upon bicycle commuters is nontrivial.

Can there be a city policy stating that Public Works or Utilities will optimize the work on bicycle boulevards such that closures are kept to the absolute minimum?

The passage depicted was closed on 12 March 2023 but there is no evidence of work on 13 March 2023 to complete the repaving. How many days will this passage be closed? Bicycle commuters are more affected by detours than motorists, so closures ought to be of the shortest duration.

thank you for considering this input,
Ken Joye
Ventura neighborhood



Public Comment Instructions For City of Palo Alto Bicycle/Pedestrian Plan Update

Members of the Public may provide public comments on the City of Palo Alto Bicycle/Pedestrian Plan Update as follows:

1. **Written public comments** (including visuals such as presentations, photos, etc) may be submitted by email to Transportation@CityofPaloAlto.org. Please follow these instructions:
 - A. Please email your written comments **by 12:00 pm (noon) on the Monday the week before (eight days before)** the upcoming Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC) meeting, unless otherwise indicated. Details of upcoming PABAC meetings are available on the City's [PABAC webpage](#).
 - Written public comments will be attached to the upcoming PABAC meeting agenda packet.
 - Written comments submitted after 12:00pm (noon) on the Monday before the upcoming PABAC meeting will be attached to the following PABAC meeting agenda packet.
 - B. Please **lead your email subject line with "BPTP Update"**.
 - C. When providing comments with reference to the current [City of Palo Alto Bicycle/Pedestrian Plan 2012](#), please be as specific as possible by indicating the chapter number, section heading number, and/or page number.
2. **Spoken public comments using a computer** will be accepted through the teleconference meeting. To address the Committee, click on the URL in the agenda packet for Zoom. Please follow these instructions:
 - A. You may download the Zoom client or connect to the meeting in-browser.
 - If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
 - B. You may be asked to enter an email address and name. We request (but do not require) that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
 - C. When you wish to speak, click on "raise hand." Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called to speak.
 - D. When called, please limit your remarks to the time limit allotted by the Chair.



3. **Spoken public comments using a smart phone app** will be accepted through the teleconference meeting. To address the Committee, download the Zoom application onto your smart phone from the Apple App Store or Google Play Store and enter the Meeting ID in the agenda. Please follow the instructions B-D above.

4. **Spoken public comments using a phone (cell or land line) without an app** will be accepted through the teleconference meeting. Use the telephone number listed in the agenda. When you wish to speak, press *9 on your phone to “raise hand.” You will be asked to provide your first and last name before addressing the Committee. When called, press *6 on your phone to unmute. Please limit your remarks to the time limit allotted by the Chair.