



**Palo Alto Pedestrian and  
Bicycle Advisory Committee**

**Tuesday, January 9, 2024 at 6:15 P.M.**

*(Rescheduled from January 2, 2024)*

**Virtual Meeting**

**Join Meeting Via Zoom Online: <https://cityofpaloalto.zoom.us/j/84932715248>;**

Dial-in: 669-444-9171 | Meeting ID: 849 3271 5248

1. CALL TO ORDER 6:15 PM
2. AGENDA CHANGES 6:16 PM
3. APPROVAL OF ACTION MINUTES: 6:18 PM
  - a. November 7, 2023 PABAC meeting
4. PUBLIC COMMENTS 6:20 PM

Note: Written comments submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org) between 12:00pm on October 17, 2023, and 12:00pm on December 11, 2023 are attached with the agenda packet.
5. STAFF UPDATES 6:25 PM
  - a. Staffing Update
  - b. [El Camino Real Repaving Project](#) (*Sylvia Star-Lack, OOT*)  
See Attachment 1 for Draft Response Letter from Caltrans, dated December 15, 2023  
See Attachment 2 for Draft Bikeways Project Plans, dated in the title December 5, 2023  
See Attachment 3 for Los Altos Approved Parking Resolution  
See Attachment 4 for Mountain View Parking Resolution
6. DISCUSSION ITEM 6:50 PM
  - a. Election of 2024 PABAC Chair and Vice Chair
7. STANDING ITEMS 7:00 PM
  - a. Grant Update – None.
  - b. CSTSC Update: [Please review CSTSC Meeting Agendas and Minutes](#)
  - c. VTA BPAC Update (*R. Neff*)
  - d. Subcommittee Reports
    - i. Rail Grade Separation Subcommittee (*B. Arthur*)
    - ii. Bike Bridge Maintenance Subcommittee (*P. Ellson*)
    - iii. Repaving Subcommittee (*R. Neff*)
    - iv. Muni Code Subcommittee (*E. Nordman*)
    - v. Sight line and Safety Problem Reporting on Bike Routes (*E. Nordman*)
  - e. Announcements
    - I. October 2023 and November 2023 Collision Reports from PA Police Department– See Attachment 5 and Attachment 6
    - II. [BPTP Update](#): Online Community Visioning Workshop, Wednesday, January 31, 2024

1. [Zoom registration link](#)
  2. [City Calendar event page](#)
- III. [San Antonio Road Community Engagement by Cal Poly Students](#): Wednesday, January 24, 2024, 6:00pm-8:00pm, at Mitchell Park Community Center
- f. Future Agenda Items
- Muni code clean-up progress update (Committee report delivered: 2018; Last update from staff: 04/04/2023)
  - 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

8. ADJOURNMENT

7:30 PM

**END OF AGENDA**



# PABAC

Palo Alto Pedestrian and  
Bicycle Advisory Committee

**Tuesday, November 7, 2023**

6:15 P.M.

## **MEETING MINUTES**

Adobe Room at Mitchell Park Community Center  
3700 Middlefield Road  
Palo Alto, CA 94303

Members Present: Alan Wachtel, Art Liberman, Bill Zaumen, Eric Nordman (Vice Chair), Jane Rosten, Kathy Durham, Nicole Rodia, Penny Ellson, Richard Swent (virtual), Robert Neff, Steve Rock

Members Absent: Bill Courington, Bruce Arthur (Chair), Cedric le la Beaujardiere, Ken Joye, Paul Goldstein

Staff Present: Ozzy Arce

Guests: Amanda Leahy from Kittelson & Associates

### **1. CALL TO ORDER**

Vice Chair Eric Nordman called the meeting to order.

### **2. AGENDA CHANGES**

Mr. Art Liberman wanted to add a topic to discuss Senator Josh Becker and Assembly Member Marc Berman’s community meeting scheduled for November 14. He was interested in any new available information and its implications as well as what may be unresolved pertaining to bicycling and pedestrians in Palo Alto. City staff from Mountain View, Los Altos and Palo Alto will be present at the meeting to address concerns and answer questions. Caltrans’ proposal for El Camino Real has significant implications for the BPTP update. He questioned if the community meeting was about Mountain View or if it included Palo Alto. Mr. Ozzy Arce offered to include the topic as a future agenda item or staff could provide an update to Mr. Art Liberman. Mr. Art Liberman pointed out there was not another PABAC meeting before November 14. Mr. Ozzy Arce stated he was happy to follow up with Ms. Sylvia Star-Lack.

Ms. Cari Templeton was present virtually and offered to answer questions. She was formerly part of Senator Becker’s staff and worked on this project. She is not speaking on behalf of Senator Becker, Assembly Member Berman or the City of Palo Alto. The community meeting is about

1 the El Camino Real repaving project in Mountain View, Los Altos and Palo Alto. The Cities of  
2 Mountain View and Los Altos have a formal plan in place, but Palo Alto does not. The City of  
3 Palo Alto is considering some ideas proposed in Mountain View's and Los Altos' plans. Caltrans  
4 owns El Camino. The Department of Transportation has a say on bicycle lanes. State Agencies  
5 will describe the repaving project and its status at the community meeting on Tuesday,  
6 November 14 at 11:30 a.m. at the Rengstorff Community Center. Participants can provide input  
7 on the repaving project. City municipalities are invited to attend to answer questions and hear  
8 community feedback. The meeting is a good opportunity for the community to get involved and  
9 engage with Caltrans about safety improvements. Of note, the current construction work is not  
10 related to the repaving project. It is a City project on El Camino to upgrade infrastructure  
11 possibly for sewer pipelines, but more clarity can be requested at the meeting.

### 12 **3. APPROVAL OF ACTION MINUTES**

13

#### 14 **a. September 5, 2023 and October 3, 2023 PABAC meetings**

15

16 Ms. Penny Ellson motioned to approve the minutes of the September 5, 2023 PABAC meeting.  
17 Mr. Art Liberman seconded. There were no additions, comments or corrections. Approval of the  
18 minutes passed unanimously.

19 Ms. Jane Rosten motioned to approve the minutes of the October 3, 2023 PABAC meeting. Ms.  
20 Penny Ellson seconded. There were no additions, comments or corrections. Ms. Kathy Durham  
21 abstained because she did not attend the meeting. Approval of the minutes passed unanimously.

### 22 **4. PUBLIC COMMENTS**

23

24 *Written comments submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org) between*  
25 *12:00 p.m. on September 18, 2023, and 12:00 p.m. on October 17, 2023 were attached*  
*with the agenda packet.*

26 Ms. Cari Templeton again mentioned the meeting on El Camino Real infrastructure  
27 improvements in case anyone joined the meeting late and missed her previous comment.

### 28 **5. STAFF UPDATES**

#### 29 **a. Notice of election of 2024 PABAC Chair and Vice Chair at the January 2024** 30 **PABAC Meeting (Ozzy Arce, OOT)**

31 Mr. Ozzy Arce stated the Committee would nominate and elect the 2024 PABAC Chair and Vice  
32 Chair at the January 2024 PABAC meeting. Vice Chair Eric Nordman remarked that he spoke  
33 with Chair Bruce Arthur and they are interested in continuing as Vice Chair and Chair.

#### 34 **b. Notice of January 2024 PABAC meeting date change to Tuesday, January 9,** 35 **2024**

36

37 Mr. Ozzy Arce will be out of the office the first week of January 2024. As a result, staff  
38 rescheduled the PABAC meeting to Tuesday, January 9. Mr. Ozzy Arce expressed his  
39 appreciation of the Committee's understanding. Toward the end of 2023, staff will send out  
40 updated calendar invites for 2024 PABAC meetings.

1 **6. DISCUSSION ITEM**

2 **a. Bicycle and Pedestrian Transportation Plan Update: Introduction &**  
3 **Overview, Community Engagement, Context & Baseline Conditions, Next**  
4 **Steps and Existing Facilities Map (Ozzy Arce, OOT; Amanda Leahy,**  
5 **Kittelson)**

6 **i. Attachment 1: Presentation**

7 **ii. Attachment 2: Draft Planning and Transportation Commission (PTC) Staff**  
8 **Report for PABAC**

9 **iii. Attachment 3: Existing Facilities Map**

10 **iv. Attachment 4: Basemap**

11 **v. Attachment 5: Bicycle Friendly Community Benchmarking Memo**

12 **vi. Attachment 6: Literature Review Summary**

13 Mr. Ozzy Arce introduced Ms. Amanda Leahy from Kittelson & Associates, the consultants for  
14 the project. Mr. Ozzy Arce acknowledged that PABAC has been looking forward to the Bicycle  
15 and Pedestrian Transportation Plan (BPTP) Update for the last few years, and he thanked the  
16 Committee for their patience. Mr. Ozzy Arce is excited about partnering with Kittelson and  
17 starting the Phase I engagement roadshow.

18 Committee members were asked to provide input by November 17 on the Existing Facilities Map  
19 (identify missing or misrepresented facilities).

20 Mr. Ozzy Arce asked PABAC members and Ms. Amanda Leahy to state their name, pronouns,  
21 and favorite place to walk/bike/roll in Palo Alto.

22 Ms. Kathy Durham (she/her) spent many years helping elementary and middle school students  
23 and some of their parents learn how to bike more safely. She is here because she cares. Her  
24 favorite places to walk, bike and roll are where people feel safe crossing busy intersections.

25 Ms. Penny Ellson (she/her) did not have a specific favorite place to walk and bike. She enjoys  
26 introducing her friends to bike boulevards throughout Palo Alto. Her favorite thing to do is invite  
27 somebody out to dinner and ride bikes to their destination.

28 Mr. Steve Rock (he/him) does not have a favorite place to ride. He used to bike to work before  
29 he retired but now rarely bikes very far. It is important to him that he is safe and maintains his  
30 bike. He used to enjoy going up in the hills but now he rides in the Baylands where it is flatter.  
31 Biking is his pleasure transportation, and he enjoys going to cafes.

32 Ms. Jane Rosten (she/her) has been involved with bicycle education for years. One of her  
33 favorite things is using the bike boulevard to go to the park.

1 Mr. Bill Zaumen (he/him) uses his bicycle for transportation or exercise.

2 Vice Chair Eric Nordman (he/him) is retired. He regularly bikes in the hills. He enjoys seeing  
3 kids bicycling.

4 Ms. Amanda Leahy (she/her) has fond memories of walking her aunt and uncle's dog around  
5 Palo Alto Avenue. She loves to see the variety of people riding on the bicycle boulevard.

6 Mr. Ozzy Arce's (he/him) favorite place to run in Palo Alto is either Palm Drive heading to  
7 Stanford right before sunset or Bryant on his way to check on California Avenue during the  
8 lunch hour. He especially enjoys the Bryant Bike Boulevard, which provides a sense of peace  
9 you do not get on other streets, knowing vehicles must slow down to accommodate cyclists or  
10 pedestrians.

11 Mr. Art Liberman's (he/him) favorite place to walk, bike and roll in Palo Alto is along the Bol  
12 Park Bike Path by the donkeys along Foothill Expressway. He often goes on the bike path  
13 toward Hanover Street to attend conferences in Stanford. He enjoys rolling through Stanford into  
14 Menlo Park.

15 Mr. Alan Wachtel has been a PABAC member around 40 years. His favorite places to walk are  
16 Foothills Nature Preserve and Arastradero Preserve. His favorite place to bike is Bryant Street  
17 Bicycle Boulevard because of its rich history. It was the first bicycle boulevard in the U.S.

18 Robert Neff (he/him) has been a member of PABAC since about 2010. He loves wherever he is  
19 biking in Palo Alto. He has been successful with his goal of not driving a car. During COVID, he  
20 learned about mountain biking and trails. His favorite is bicycling up Stanford Avenue, around  
21 the Dish, Old Page Mill Road and Los Altos Hills to get to Arastradero Preserve.

22 Ms. Nicole Rodia's (she/her) favorite place to bike in Palo Alto is the Bryant Street Bike  
23 Boulevard. Her favorite places to walk are around her neighborhood and Arastradero.

24 Mr. Ozzy Arce stated the objectives for today's meeting are to introduce Ms. Amanda Leahy  
25 from Kittelson, provide a project overview and key milestones as well as establish group  
26 agreements and shared expectations for PABAC involvement in the Plan Update effort.

27 Mr. Art Liberman asked for Ms. Amanda Leahy's email and if it was okay to direct comments or  
28 questions directly to her. Mr. Ozzy Arce requested emails be sent to him and he will forward to  
29 Ms. Amanda Leahy.

30 This plan was previously referred to as Active Palo Alto but it is now the Bicycle and Pedestrian  
31 Transportation Plan Update. Similar to the 2012 plan, there is a footnote at the beginning that  
32 notes that although this is a bike and pedestrian plan, it considers and includes other types of  
33 mobility types in the active mobility context.

34 Ms. Kathy Durham asked for an explanation on the limitations of speaking with other PABAC  
35 members. Mr. Ozzy Arce explained that BPTP items are subject to Brown Act rules, which  
36 require meeting in person and having a quorum. When committee members communicate with  
37 each other, they need to be mindful the Brown Act prohibits serial meetings. Even in one-on-one

1 interactions, do not talk about what you discussed with other PABAC members or how other  
2 members are feeling. Do not email the PABAC Google Email Group about BPTP topics. Email  
3 Mr. Ozzy Arce if you have a question. When Mr. Ozzy Arce sends BPTP updates, he ensures to  
4 BCC PABAC so Committee members do not accidentally reply all.

5 Ms. Penny Ellson remembered Mr. Ozzy Arce instructed the Committee to email  
6 transportation@cityofpaloalto and put BPTP in the subject line. She knows the Brown Act  
7 allows small groups to talk in between meetings but she wanted to know the specific rules. She  
8 thought bouncing ideas off each other and asking questions before PABAC meetings is helpful.  
9 Mr. Ozzy Arce will ask the City Attorney's Office how PABAC members can interact with one  
10 another outside of meetings if they choose to discuss topics within a group and will notify Ms.  
11 Penny Ellson of their response. Mr. Robert Neff remarked that the City gives guidelines to new  
12 commission members and it might address the answer to Ms. Penny Ellson's question.

13 Ms. Amanda Leahy delivered a slide presentation. The project is in Phase I - Visioning. They are  
14 gathering data and background information. Initial community engagement will take place  
15 through January 2024. Technical analysis on needs and concerns to support their  
16 recommendations will occur in Summer 2024. There will be opportunity to provide input. The  
17 plan will go to Council for adoption in late Spring 2025.

18 PABAC's role and responsibilities include participating in three PABAC working group  
19 meetings, review and provide input on materials shared. Today is the project overview and  
20 background. Technical analysis will be shared in the second meeting. Project prioritization  
21 recommendations will be presented in Fall 2024.

22 Ms. Amanda Leahy expressed her respect for the work PABAC has done, many members having  
23 been involved with this plan longer than she has. She wants to leverage that knowledge to guide  
24 the technical development of this plan. She is excited to work with PABAC. She appreciates the  
25 energy and enthusiasm displayed by some of the committee members in their comments.

26 Ms. Amanda Leahy recognizes she is a newcomer into this space. It is helpful for her when she is  
27 working with people to have agreements as a vision for how to work with each other. She wanted  
28 a consensus on the following agreements.

- 29 • Participate actively. Contribute openly and respectfully.
- 30 • Take space; make space. Share your thoughts and show restraint to allow others to speak.
- 31 • Adhere to deadlines. To incorporate your feedback, you must provide it by the time  
32 requested. PABAC members will have a reasonable amount of time to review materials.

33 Ms. Amanda Leahy invited the committee to ask questions. Mr. Art Liberman queried if she  
34 wanted feedback on the technical memorandum. Ms. Amanda Leahy replied no. The technical  
35 memo will not go in the plan but will serve as background information for her team. She was  
36 happy to answer questions or provide clarification. Mr. Art Liberman opined the memo  
37 contained things they should be using as part of the evaluation.

1 Mr. Alan Wachtel agreed with Ms. Penny Ellson that it is useful for committee members to talk  
2 to each other to sharpen their ideas and was interested in knowing the procedure for doing so.  
3 Mr. Ozzy Arce will see if there are ways for committee members to collaborate with one another  
4 either as individual members, with staff or as a collective.

5 Ms. Penny Ellson asked Mr. Robert Neff to share his experience on this process, what were  
6 PABAC's roles and responsibilities, how this process aligned with his experience and how well  
7 things worked. Mr. Robert Neff felt PABAC's role was to bring local information to the  
8 consultants, such as what streets are important, where there are conflicts and what is the pattern  
9 of use. In the last plan, they avoided making changes on arterial streets.

10 Ms. Amanda Leahy stressed the importance of PABAC meeting attendance to hear what other  
11 people think and feel.

12 Besides this meeting with PABAC, Phase I Engagement includes meeting with the City School  
13 Transportation Safety Committee (CSTSC) as well as the Planning and Transportation  
14 Commission (PTC). An internal staff working group was established. There is a project website  
15 and an interactive map on which they have been gathering feedback for the last month. They  
16 attended the Bike Palo Alto event. Mr. Art Liberman asked why input on the map was only  
17 available through 2023. Mr. Ozzy Arce replied there might be some flexibility, although at some  
18 point they need to close the feedback phase to proceed with compiling information. Ms. Amanda  
19 Leahy pointed out there will be other tools and methods for receiving community input in Phase  
20 II to understand needs and concerns, including technical analysis, surveys, multiday  
21 collaborative working sessions, neighborhood meetings and a PABAC meeting. In Phase III,  
22 they will present project recommendations at a community meeting, board and group meetings.

23  
24 Baseline Conditions: Ms. Amanda Leahy stated they collected data and started mapping it. They  
25 reviewed planning documents. They used the League of American Bicyclists' questionnaire  
26 template, Bicycle-Friendly America. They will evaluate and map the Bicycle Level of Traffic  
27 Stress (LTS) by looking at segments and crossings to understand the comfort level of the  
28 network. They will evaluate pedestrian barriers (major arterials, freeways, bodies of water and  
29 railroads) and out-of-direction travel required. They will identify locations where they can  
30 improve connections for people walking and make it possible for people to access more  
31 destinations with shorter routes. They will analyze data on pedestrian and bicycle-involved  
32 collisions in Palo Alto over the last five years to identify patterns and trends along corridors or  
33 times of day. They will conduct network screening to identify high-risk locations for people  
34 walking and biking (locations where there has been a high number or severity of collisions).

35 A committee member asked if data includes non-gasoline-powered use in bike lanes. Ms.  
36 Amanda Leahy responded they are limited by the data provided to them. For example, a police  
37 officer can classify an e-bike collision as a pedestrian or bicyclist. Mr. Ozzy Arce realizes e-  
38 bikes or scooters are used more widely, which is why this effort was initially called Active Palo  
39 Alto but they chose to keep the BPTP name because of its familiarity.

40 Mr. Art Liberman asked why El Camino Real and high-speed rail were not separate topics in the  
41 plan. The Chair of the Rail Subcommittee is not present at today's meeting but high-speed rail in  
42 Palo Alto is an issue that commands discussion. Mr. Ozzy Arce replied that the plan effort would



1 consider the grade separation conversation. Mr. Art Liberman stated rail crossings are a barrier  
2 and there are many east-to-west barriers. Mr. Ozzy Arce recognized that. Mr. Art Liberman  
3 pointed out that many kids need to cross those barriers to go to school, such as El Camino Real.  
4 Mr. Ozzy Arce thought rail crossing or barriers could be included in the Bicycle LTS analysis.  
5 Mr. Art Liberman thought LTS was riding on the roadway, not crossing a barrier. Ms. Amanda  
6 Leahy responded they would evaluate segments and intersections, including crossings. In their  
7 activity analysis, they will create walkshed and bikeshed maps as well as evaluate network  
8 connectivity, which allows people to see where you cannot cross because a crossing does not  
9 exist or it is high stress.

10 A committee member asked if Palo Alto had been compared with neighboring communities. Ms.  
11 Amanda Leahy will look at datasets of similarly sized cities to understand how Palo Alto's crash  
12 data compares. The committee member clarified he meant what intersections are dangerous in  
13 not only Palo Alto but also Menlo Park and Stanford to compare cities in similar situations. Mr.  
14 Ozzy Arce explained that although they might not compare crash levels at intersections in  
15 neighboring cities, they would look at best practices or facility types that Palo Alto can  
16 incorporate as part of its facilities development.

17 Mr. Robert Neff remarked there are significant barriers to bicyclists, including train tracks,  
18 Foothill Expressway, Oregon Expressway, creeks on the north side of town and crossing San  
19 Francisquito Creek. On the south side, he was thankful we now have bike lanes on Charleston  
20 but there were few good ways to get to Mountain View and Los Altos. Ms. Amanda Leahy  
21 acknowledged the evaluation and analysis of pedestrian barriers is similar for bicyclists so they  
22 can change it to Pedestrian and Bicycle Barriers instead of Pedestrian Barriers.

23 Mr. Art Liberman recalled a PABAC meeting last year with Mountain View on how Mountain  
24 View residents could travel to Palo Alto. He believed we should not limit ourselves to Palo Alto  
25 city boundaries. Understand ways to facilitate people bicycling to Mountain View, Menlo Park  
26 and Los Altos and use those towns' bicycle plans as part of Palo Alto's baseline information for  
27 review. Many commuters to Stanford Research Park come through Foothill Expressway from  
28 Los Altos. People commute from East Palo Alto into Stanford. Many bicyclists come from other  
29 areas besides Palo Alto, and he opined an important part of the BPTP update is looking beyond  
30 our geographical boundaries. Mr. Ozzy Arce remarked that a part of baseline data collection  
31 included asking neighboring jurisdictions for their GIS data layers, although not all have updated  
32 GIS layers.

33 Ms. Penny Ellson asked if the plan would consider future land use changes because the majority  
34 of State-mandated housing is being zoned for locations along El Camino Real and San Antonio  
35 Road, which are not designed as residential uses. Mr. Ozzy Arce replied that the City's recently  
36 adopted Housing Element could be incorporated in the development of the Plan Update.

37 Ms. Penny Ellson suggested relying on more than five years of collision data because those years  
38 include the pandemic and slow recovery. Bike Palo Alto in 2019 drew more people than this  
39 year. Biking to school is down. She thought this period is a huge aberration and looking at  
40 maybe the last seven years will provide a more meaningful snapshot. Ms. Amanda Leahy  
41 explained they chose five years to be consistent with the Safe Streets ongoing plan but they can  
42 look into including more data. They have not started analysis. Vice Chair Eric Nordman

1 suggested reviewing 10 years of data. Ms. Amanda Leahy worked on Berkeley’s pedestrian plan,  
2 and they pulled 10 years of data.

3 Ms. Penny Ellson wanted to know if collision rates were increasing commensurate with bike  
4 counts in order to assess if our collision rates are good or bad. She asked if bike counts included  
5 children commuting to school and how data was collected. She thought bike counts were low.  
6 Ms. Amanda Leahy does not know, but she will find out where the bike counts came from.

7 Regarding the Existing Facilities Inventory, Ms. Amanda Leahy stated they collected available  
8 GIS data. A slide of the network map was displayed. The network underpins a lot of their  
9 analysis and will be used to base their recommendations. She appreciates the time the Committee  
10 Members will spend looking at the map and providing feedback on what is missing or  
11 misrepresented or how to make it easier to understand (symbols, for example).

12 Vice Chair Eric Nordman noted the bike boulevard designation was included in the 2012 report  
13 but was missing in this report. He thinks it is a major omission because a bike boulevard is not  
14 the same as a shared lane, and it is very important to represent that. Ms. Amanda Leahy  
15 confirmed she heard his comment. They can add a classification to the standard four  
16 classifications of bicycle facilities. Class I is off-street shared use paths. Class II is bike lanes and  
17 buffered bike lanes. Class III is shared lanes and can include bicycle boulevard treatments that  
18 are traffic calming or diverters, bigger pavement markings and generally lower vehicle volumes.  
19 Class IV is an on-street bike lane with vertical separation such as flex posts, K72 bollards or  
20 planters. Vice Chair Eric Nordman stated the two biggest issues that keep people from bicycling  
21 are stress and time. He opined that bike boulevards should be in its own classification because  
22 they are designed to allow bicycles to move faster and with less stress.

23 Ms. Nicole Rodia agreed with putting bicycle boulevards in a separate classification. She noted  
24 errors and omissions in the map. She asked for an updated version or a quick turnaround to avoid  
25 PABAC members sending the same changes. Mr. Ozzy Arce replied there were not enough  
26 resources for that. Vice Chair Eric Nordman offered to send the list he generated with Ms. Penny  
27 Ellson.

28 Ms. Amanda Leahy asked PABAC members to look at the Bicycle Friendly Community Review  
29 in their agenda packet. She asked if they agreed with the findings and if there were other areas of  
30 excellence and/or opportunity in Palo Alto. Most of their analysis used data from a report card  
31 prepared in 2016 and comparison to similar-sized cities. Palo Alto demonstrated excellence in  
32 the presence of bike lanes on high-speed roads, safe routes to school, bicycle education in  
33 schools and share of transportation budget spent on bicycling. Future opportunities include  
34 increasing bicycle network mileage with a focus on gaps in low-stress network, increase bicycle  
35 parking in major activity centers and transit stops, as well as expanding bicycle education to  
36 adults, women, seniors and non-English speakers.

37 A committee member pointed out that Palo Alto did not have many bike lanes on high-speed  
38 roads. We need to connect housing on the south side of San Antonio Road and Fabian to the rest  
39 of the city probably via Middlefield to fill in the existing gaps. It is a critically important area to  
40 get from housing to shopping and schools. She enthusiastically supported the expansion of  
41 bicycle education and suggested combining bicycle education with encouragement. She noted

1 ridership numbers increased with rollouts of encouragement programs. As a marketing strategy,  
2 she advised offering adult something fun and interesting besides just learning about bicycling.

3 Ms. Jane Rosten commented on identifying and overcoming barriers.

4 Mr. Ozzy Arce is excited about the upcoming Community Visioning Workshop, which will be a  
5 virtual conversation around strengths and opportunities, plus crafting a collective vision  
6 statement for the BPTP Update effort. Mobycon, a consultant from the Netherlands, will bring  
7 their ideas to Palo Alto. PABAC will be invited to attend.

8 In response to Vice Chair Eric Nordman's question if signage or sharrows designates a Class III  
9 shared lane, Ms. Amanda Leahy replied it could be one or the other or both.

10 Ms. Nicole Rodia agreed with Mr. Steve Rock that the presence of bike lanes on high-speed  
11 roads is not an area of excellence in Palo Alto. Ms. Nicole Rodia thinks the future opportunity is  
12 not to just increase mileage but to improve connectivity. Regarding bicycle parking, she is  
13 unsure if major activity center refers to shopping centers lacking bicycle parking.

14 A committee member suggested integrating guidelines for bicycle parking in the plan. The  
15 placement of bicycle parking is important. Her lesson learned from Safe Routes to School is it  
16 can be transformative when bicycle parking is in a visible place close to the door. It keeps bikes  
17 protected. It is a reminder and incentive to everyone passing the bike rack that they could have  
18 biked. A lot of energy was spent on designing connectivity from the street to the door.

19 Regarding demonstrated excellence in the share of transportation budget spent on bicycling, Mr.  
20 Art Liberman thought there has been a great benefit from some of the things the City has  
21 expended its money. The bridge over Highway 101 is a spectacular success, a wonderful facility  
22 and serves as a model. There are lessons we can learn from the City spending a lot of money on  
23 the Ross Road changes to the neighborhood parking for a bicycling network facility. Residents  
24 were upset the City spent their money on a bike network without their approval and it resulted in  
25 the Chief Transportation Officer leaving the City.

26 A Committee Member noted that today's discussion had not included policy change. Policy  
27 drove the problem on Ross Road. The policy says neighborhood streets generally should not be  
28 closed. Staff's interpretation of the policy prevented using the same approach as on Bryant. She  
29 would like to prioritize policy change in the BPTP planning process.

30 Ms. Kathy Durham would appreciate it if the map showed connectivity that residents may not  
31 know about, but she uses frequently on El Camino. On the map, Stanford Avenue has a blue part  
32 that is a Stanford-provided facility. Her favorite is a shared pathway on one side, very wide, low  
33 stress and goes to the shopping center. The greatest difference in the last 20 years was making  
34 Stanford Avenue at El Camino safer. It gets you to downtown, the shopping center, Palo Alto  
35 Medical Clinic and the high school and is much safer than the alternatives. Beacons on El  
36 Camino have made a huge difference in crossing.

37 Mr. Ozzy Arce informed the Committee that their review and input of the draft Existing  
38 Facilities Map is needed to ensure it includes connections that locals know about but may have  
39 been overlooked on the map. Committee members were reminded to send their comments by

1 Friday, November 17 via email to [ozzy.arce@cityofpaloalto.org](mailto:ozzy.arce@cityofpaloalto.org) and copy  
2 transportation@cityofpaloalto.org, subject line BPTP Existing Facilities Map. Comments will be  
3 included in the PABAC January 2024 meeting agenda packet and used as the foundation for  
4 future analysis.

5 Mr. Ozzy Arce does not anticipate any issues with Ms. Nicole Rodia, Ms. Penny Ellson, or Vice  
6 Chair Eric Nordman sharing their list of comments about the map.

7 Mr. Alan Wachtel asked if staff was seeking comments only on the Facilities Map or on the  
8 entire presentation. Mr. Ozzy Arce is open to receiving any feedback but if you have a limited  
9 amount of hours, prioritize your time on the Existing Facilities Map. If staff has remaining  
10 questions about connections, they might either go themselves or ask PABAC to do field visits if  
11 there is an interest from committee members to volunteer their time.

12 Mr. Robert Neff noted there are many good routes around Palo Alto and many essential  
13 connections not included in the draft Existing Facilities map. He wondered if that was the type of  
14 information staff wanted. Mr. Ozzy Arce replied yes and noted the City's GIS mapping software  
15 is now online, which will help create maps for the Update effort and for future use. Keep in mind  
16 that the map should show formally designated facilities, not your personal preferred routes.

17 Ms. Nicole Rodia felt there is a lot of ambiguity about Class III. She asked if blue semicircular  
18 Peninsula Bikeways sign classify a route as Class III, for example Wilkie Way at Meadow. Mr.  
19 Ozzy Arce is only familiar with purple Bike Boulevard signs. Vice Chair Eric Nordman stated  
20 Peninsula Bikeways is multicity signage. Ms. Nicole Rodia queried if green bicycle way-finding  
21 signs classify it as a Class III bicycle facility. Ms. Amanda Leahy replied yes, it is probably on a  
22 bike route if there is a green wayfinding sign. Mr. Ozzy Arce remarked that the map should  
23 include only what the City formally recognizes as Class III.

24 In response to Mr. Robert Neff inquiring if Mr. Ozzy Arce compared the Existing Facilities Map  
25 against the 2012 Facilities Map, Mr. Ozzy Arce replied no. Mr. Ozzy Arce mentioned he just  
26 recently forwarded along the information from the 2012 BPTP Project Updates spreadsheet to  
27 Kittelson to incorporate the projects built since the last Plan Update on the draft map, which they  
28 will do.

29 Next Steps: Provide feedback by end of day Friday, November 17. Next PABAC meeting on  
30 BPTP in Spring 2024. BPTP presentations and input on the Existing Facilities Map in November  
31 for CSTSC and PTC, the Rail Committee on December 5 and Council in early 2024.

32 To avoid scheduling conflicts, a committee member asked staff to let the group know as soon as  
33 they scheduled other community meetings so she can add it to her calendar.

34 The BPTP project web page is [www.cityofpaloalto.org/bikepedplan](http://www.cityofpaloalto.org/bikepedplan).

35 Mr. Ozzy Arce told the committee that next week he would send invites for the virtual  
36 Community Visioning Workshop currently scheduled 5:30-7:00pm.

37 Public Comment: Brian (virtual) mentioned his hand was raised for a long time to share his  
38 feedback on goals and objectives. He thought the comment about bicycle parking location was a

1 good idea. He has two bikes, no car. He worries about getting his bike stolen. He asked PABAC  
2 to consider safety. Bicycle education should address e-bikes. He notes e-bikes passing him while  
3 he is riding a regular bike and thinks they are more dangerous. He wonders if there is a gap in  
4 education about shared roads. Runners, dogs and other people in bike lanes create a hazard if they  
5 are not supposed to be there. He thinks the map is a great idea. He wonders if accident and police  
6 data could be overlaid on the Existing Facilities Map. Many places he will not ride because they  
7 are not safe. His favorite places are where he feels safe. He asked if there is a way to capture safe  
8 areas on the map. He suggested reaching out to bike clubs to get more people to comment on the  
9 map. He found out about this meeting when he saw an article, thought it was interesting, and  
10 wanted to join the meeting to learn more. He read last month's notes. If there were a possibility  
11 for outreach to get more input, it would be valuable.

12 Mr. Ozzy Arce stated this is the first step in the Phase I roadshow. Public meetings will be held  
13 throughout the rest of the Plan Update effort, and the public is invited to participate. Mr. Ozzy  
14 Arce expressed appreciation to Brian (member of the public) for his feedback, and he will take  
15 his suggestion on expanding outreach. He apologized because he was not aware Brian had his  
16 hand up so long.

17 One committee member asked Ms. Amanda Leahy how many people are on her team. She  
18 replied there are six working on this actively and two or three others as well as Mobycon. Mr.  
19 Robert Neff queried what Mobycon does. Ms. Amanda Leahy explained that Mobycon is a  
20 Dutch mobility consulting firm. Most of their practice is in the Netherlands. They are best known  
21 here for their masterclass in intersection design. Their experts discuss bicycle facility planning  
22 and parking garage design for bicycles. Mobycon is supporting Ms. Amanda Leahy's team  
23 mostly in community engagement, and they will be leading the visioning workshop and hosting  
24 some sessions during a multiday workshop. There will be a design charrette and a STAR analysis  
25 where people can map origins and destinations they like to frequent. That information will be  
26 used to determine prioritization criteria for developing and supporting the network.

## 27 **7. Standing Items**

### 28 **a. Grant Update**

29 None

### 30 **b. CSTSC Update**

31 **i. For CSTSC Meeting Agendas and Minutes please visit:**  
32 [https://www.cityofpaloalto.org/Departments/Transportation/Safe-Routes-to-](https://www.cityofpaloalto.org/Departments/Transportation/Safe-Routes-to-School/Partners-and-Program-History)  
33 [School/Partners-and-Program-History](https://www.cityofpaloalto.org/Departments/Transportation/Safe-Routes-to-School/Partners-and-Program-History)

34 Use the above link to view CSTSC meeting minutes.

### 35 **c. VTA BPAC Update (R. Neff)**

36 Minutes are online at vta.org.

### 37 **d. Subcommittee Reports**

1                                   **i.       Rail Grade Separation Subcommittee**

2  
3 Vice Chair Eric Nordman stated they did not have a meeting this month.

4                                   **ii.       Bike Bridge Maintenance Subcommittee (P. Ellson)**

5 Ms. Penny Ellson reported one bid was received for bridge repairs CIP in October. The bid is  
6 30% higher than the engineer’s estimate. The City decided to rebid the bridge repair project,  
7 incorporating it with the larger annual street resurfacing project with the expectation it would get  
8 more bidders’ attention and perhaps better bid pricing. The project is anticipated to go out to bid  
9 early December 2023 and Council will award the project in early spring.

10                                   **iii.       Repaving Subcommittee (R. Neff)**

11 Mr. Robert Neff did not have an update. He asked the group for input on areas that might need  
12 repaving. Mr. Ozzy Arce thinks they may be going out to bid soon and Mr. Robert Neff can  
13 contact Young or Holly in Public Works for more information.

14                                   **iv.       Muni Code Subcommittee (E. Nordman)**

15 There were no updates.

16                                   **v.       Sight Line and Safety Problem Reporting on Bike Routes (E.  
17 Nordman)**

18 There were no updates.

19                                   **e.       Announcements**

20                                   **i.       September 2023 Collision Report from PA Police Department –  
21 See Attachment 7**

22 Mr. Ozzy Arce attached the PAPD September 2023 Collision Report in the agenda packet.  
23 PABAC members also received it as an Excel spreadsheet in the email reminder about this  
24 meeting.

25                                   **ii.       Responses to PABAC’s questions from Safer Palo Alto  
26 presentation on October 3, 2023 – See Attachment 8**

27 Sylvia Star-Lack included Attachment 8 in the agenda packet, Responses to PABAC’s questions  
28 from Safer Systems for All Action Plan or the safety action plan for short. Mr. Ozzy Arce  
29 clarified it is not called “Safer Palo Alto.”

30                                   **f.       Future Agenda Items**

- 31                                   ➤ Muni code clean-up progress update (Committee report delivered: 2018; last update from  
32 staff: 04/04/2023)  
33                                   ➤ PAUSD Hoover School campus reconstruction update (last review: 05/03/2022)

- 1 ➤ S. Palo Alto Bikeways project status/grant proposal (last update: 02/07/2023)
- 2 ➤ Rail grade separations (last update: 08/02/2022)
- 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 (Requested by
- 6 Staff: 10/06/22)
- 7 ➤ Explore alternatives for bike/ped non-injury collision and near-miss reporting
- 8 ➤ Bike parking code updates for converting existing business-owned auto parking spaces to
- 9 bicycle parking
- 10 ➤ Park Blvd to Portage Ave. (last discussion: 03/07/2023)
- 11 ➤ How to get more information on collisions

12 Vice Chair Eric Nordman invited committee members to send any future agenda items. Mr. Ozzy  
13 Arce shared Ms. Amanda Leahy's email but asked that any correspondence include him or send  
14 it to him and he can communicate with Ms. Amanda Leahy.

15 Mr. Robert Neff stated he missed the bus about a week ago. He rode his bike to work from the  
16 corner of Arastradero and El Camino. There were no cars parked on El Camino Real because of  
17 some work being done. El Camino is not bad to bike on if parking is removed.

18 **8. ADJOURNMENT** at 8:24 p.m.

**DEPARTMENT OF TRANSPORTATION**



DISTRICT 4  
P.O. BOX 23660, MS-1A  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5900  
FAX (510) 286-6301  
TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)

Making Conservation  
a California Way of Life.

December 15, 2023

Ed Shikada  
City Manager  
City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA 94301

Subject: Response to the City's request for the information on Caltrans State Route (SR) 82/ El Camino Real proposed Bikeway Project

Dear Mr. Shikada:

This letter is in response to your written request, received November 17, 2023, to address several aspects of the proposed bikeway project on SR 82/El Camino Real. Thank you for the thoughtful and detailed input on the proposal. Caltrans strives to find opportunities for complete streets in all phases of development and is committed to communities and agencies to ensure local and state transportation systems improve the connectivity to existing and planned pedestrian, bicycle, and accessibility to existing and planned destinations where possible. We appreciate the efforts you and your staff members who have reviewed our proposal to add new bikeways in the City of Palo Alto along El Camino Real. The responses, placed below each question are as follows:

***i. Request for Records:*** *The City previously requested incident/collision data to substantiate the case for bike lanes, but this has not been provided. Access to this data and your analysis leading to bike lane proposal is crucial for our independent assessment and community engagement efforts. We kindly request that Caltrans share this documentation at the earliest opportunity.*

Within the limits of Caltrans paving Project EA 04-4J89U (SR 82 Post Mile 18.2/26.4) the 2020 Bicyclist Safety Improvement Monitoring Program Report identifies several locations and segments with total 33 collisions involving bike, including one fatal and 32 injuries, for the five-year period from 2016 to 2020, as listed in the table below.



Fr PM	To PM	No. of Collision	Location	City
19.65	20.42	12	From North of Bonita Av to 160' South of Mariposa	Mountain View
22.62	22.78	4	From 270' South of Charleston Rd to Camino Wy	Palo Alto
23.41	23.55	4	From Barrow Av to Margarita Av	Palo Alto
24.33	24.77	9*	From California Av to Serra St/Park Blvd	Palo Alto
26.171	26.342	4	From Stanford Shopping Ctr. to Sand Hill/Palo Alto Av	Palo Alto

[\*] including one fatal collision

Study of collision history indicates that 13 of 33 (or 40%) involving bicyclists either riding on the sidewalk against direction of traffic or riding against traffic. It is expected that riding on sidewalk and against traffic would be eliminated or significantly reduced if there are marked bike lanes with appropriate pavement delineation and marking.

For more accident data, please request through Caltrans website at <http://dot.ca.gov> and click "Request Public Records".

**ii. Intersection Safety and Bicycle Amenities:** *The City recognizes that intersections along El Camino Real are potential hotspots for vehicle and bicycle conflicts. As such, we are particularly interested in Caltrans' plans for incorporating bicycle design elements at these intersections. This includes, but is not limited to, dedicated bicycle signals, clearly marked bicycle lanes through and across intersections (where appropriate), and any other safety measures that address the unique challenges bicycles face at these critical points. Understanding the specifics of how these intersections will be equipped to safely handle the interaction between vehicular and bicycle traffic is essential. The City believes that addressing intersection safety is as important as the bikeways themselves in reducing incidents and enhancing overall safety for all road users. We look forward to reviewing Caltrans' recommendations and plans in this regard.*

The Caltrans paving project, 04-4J89U, contract plans include the following intersection improvements for the bicycles:

- Stripe dashed bicycle lanes across SR 82 at Los Robles Avenue and Serra Street/Park Avenue.

- Bike detection loop stencils on the left turn lanes on SR 82.

The proposed bikeway at various intersections and along SR 82 in Palo Alto will additionally include the following improvements for bicycles:

- Class IV Separated Bikeway with flexible posts, Class II Buffered Bike Lanes, and where road space reallocation has been maximized Class III Shared Lane Markings (Sharrow Lanes).

- Conflict Zone Green Markings for increased visibility of the facility at right turn pockets, driveways, ramps, intersections, and transit stops.

-Stripe dashed bicycle lane through intersection to clarify bicyclist path along SR 82 and across Hansen Way and California Avenue.

-Bike boxes with bicycle detection loops at intersections with Sharrow lanes.

Protected intersection treatments were considered initially for bikeway improvements but were determined to not be feasible within the scope and schedule of the paving project due to extensive capital improvements needed such as replacing or upgrading electrical elements, rebuilding intersection corners, and additional right of way where space is constrained.

**iii. Lane vs. Parking Reduction:** *The City previously requested a review of lane reduction instead of parking reduction, and the alternative design of parking-protected bike lanes. Parking-protected bike lanes have the potential to improve cycling safety beyond bike lanes alone, avoid impacts associated with on-street parking loss, and reduce traffic speeds. We request that Caltrans conduct an analysis on this and for Caltrans to explore all potential options that prioritize safety and community needs.*

The existing lane width on ECR between Mountain View and Palo Alto has been reduced to the extent permissible by the Highway Design Manual to add bikeways. Unfortunately evaluation of reducing the number of traffic lanes is beyond the scope of the current project. In addition, analysis to eliminate one lane, to keep the street parking space and add protected bikeway, involves numerous discussions and collaboration with multiple local agencies that requires long lead time to develop the project. We need to assess the local, regional, safety, operational, transit, and environmental impacts.

**iv. Continuity of Bikeways:** *Your letter mentions the intention to extend “continuous bikeways on SR 82” as part of a connected network yet specifies two distinct segments in Palo Alto. The City requests clarification on how these segments will integrate to form a truly continuous bikeway along SR 82, ensuring no gaps in the bike path that might compromise cyclist safety and connectivity. Is the intention of Caltrans to extend bike lanes for the entirety of El Camino Real in Palo Alto?*

The new bikeway will be installed continuously from Mountain View through Los Altos and proposed to extend in the city Palo Alto on SR 82 wherever it's feasible. Caltrans is considering existing parallel facilities not within Caltrans right of way to provide continuity where needed, but the preference would be to maximize continuity on SR 82. Where this is proposed, intersection treatments are being evaluated to direct bicyclists to and from parallel facilities.

**v. Review of Draft Plans:** *The City requests the opportunity to review the current draft plans of the proposed bikeway project. This review is essential to fully understand and assess the impact on intersections, access for adjacent businesses and residences, and overall traffic flow within our jurisdiction. Access to these plans will enable the City to provide more informed feedback and*

*suggestions, particularly concerning intersection safety.*

The draft bikeway plan is attached.

**vi. Bike Lane Design and Safety:** *Considering the speed limits on SR 82 which will place fast-moving vehicles in proximity to bicycles, we would like to inquire about the specifics of the bike lane design. Specifically, does Caltrans plan to incorporate buffered bike lanes to provide space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane? Clarity is needed on whether the project includes striping only or will also feature physical buffers is crucial for ensuring the safety and comfort of cyclists alongside vehicular traffic.*

The bike lanes will be either class II or IV and if it's feasible, the flexible delineators will be installed as a separator in the buffer; Class IV Buffered Bike Lanes are proposed where there is adequate roadway cross-section width. Minimum bike lane width is 5 feet and Class II or sharrow is proposed at locations where roadway cross-section width is limited. Where Class IV bikeways are proposed, vertical flexible delineators will be spaced at every 10 feet to separate the vehicular traffic lane from the bikeway. The vertical separation devices, vertical delineator, are not proposed where there are conflict features such as driveways and transit stops.

**vii. Permanent Closure on California Avenue:** *California Avenue is undergoing a permanent closure, which allows for the removal of the left turn lane from El Camino Real onto Cal Ave. This change should be integrated into the project plan.*

The current paving project is mainly a pavement rehabilitation project and changes to the intersections are not part of the project scope. However, thank you for the information. To evaluate the proposal, please apply for an encroachment permit for the review of the details of the permanent closure of California Ave.

**viii. Notification, Outreach, and Caltrans Assistance for Parking Removal:** *The City requests detailed information on Caltrans's policies and procedures for providing outreach and advanced notification regarding parking removal and bike lane installation. This is especially pertinent for un-housed individuals who may be residing in these parking spaces and for local businesses that could be significantly impacted. Specifically, we are interested in learning about any plans or resources that Caltrans may provide to support individuals displaced by this change. Will Caltrans offer alternatives such as safe parking options, shelters, or hotel rooms? How will these supports be communicated and facilitated? Additionally, considering the short timeline necessary for City Council to adopt a parking removal resolution, we would like to know the extent of support Caltrans can offer in this regard. Can Caltrans attend a meeting with the City of Palo Alto RV Dwellers group to discuss this item? Can Caltrans provide a public meeting for businesses and residents to provide feedback? Assistance from Caltrans in engaging with the community, including residents, businesses, and un-housed individuals, would be instrumental in facilitating a thorough and inclusive communication process. This collaboration is essential to help the City Council make an informed decision about the installation of*

*bike lanes on SR 82 and to ensure that the needs and concerns of all affected parties are adequately addressed.*

Homeless Housing solutions and further support is the role of the City and County, and not Caltrans. Encampment Resolution Funds are available as grant opportunities; the homeless solutions team in the City can research the next cycle's date. In addition, Caltrans is not the entity to provide housing solutions. The State supports through funding to the Cities that have claimed status as crisis Cities, and it's unsure if Palo Alto has or hasn't.

Without having first a meaningful collaborative engagement with the City personnel and the County in charge of housing solutions, at this time, there will be no commitment from Caltrans to inform and engage with the City of Palo Alto RV Encampment members at this location, nor in a community Town Hall aspect.

As Caltrans staff discussed with the City staff, Caltrans will attend and assist the City engaging with the community in the meetings to support the City as a partner. The City needs to provide the community meetings to add new bikeways which require removal of street parking through a parking resolution.

***ix. Adoption of Parking Removal Resolution and Bike Lane Installation:*** *The City seeks guidance on the need for the City to adopt a resolution in order to remove parking on El Camino Real. It is unclear if Caltrans is attempting to comply with specific sections of the Vehicle Code and/or previous Council actions that need to be changed. The City will need to know what specific type of Council resolution is needed, and if it is in reference to a Vehicle Code, as that will determine the procedure that we will need to follow. The City also seeks guidance on potential outcomes if we choose not to adopt a resolution for parking removal. Specifically, we are interested in understanding Caltrans's approach in such a scenario.*

*Will Caltrans proceed with the installation of bike lanes along SR 82/ El Camino Real in the absence of a resolution from the City Council endorsing parking removal? This information is critical for our planning and decision-making processes, and we hope to navigate this aspect of the project with clear understanding and cooperation.*

Typically, the street parking is permitted/removed through a City resolution. It is a similar process to the city of Mountain View and Los Altos' adopted resolutions to remove street parking to install new bikeways. Attached copies are for your reference. Caltrans needs City Council endorsing parking removal and partnership with the City to install the bikeways in the City limit on SR 82.

Caltrans intends to install new bikeways on SR82 through Palo Alto as was stated in our letter to the City dated Nov 3, 2023. Caltrans is open to working with the City of Palo Alto on possible designating alternate/parallel bike routes on SR82 to reduce the number of on-street parking removal on the corridor.

***v. Lead-Time Required for Community Engagement and Decision-making:*** *In view of the*

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*

*approaching Caltrans requested April deadline for a City Council resolution on this project, it is crucial that we receive timely responses to the questions raised in this letter. The City's process for considering and adopting such resolutions demands significant lead time (...) we can adhere to our planned timeline and foster an informed, transparent, and participatory decision-making process.*

Caltrans staff will participate in the City's meetings to engage with the community and assist the City's decision-making process on implementing new bikeways.

Thank you again for your partnership and cooperation to improve safety and operations on the SR 82 Corridor. The City of Palo Alto is an important partner, your collaboration is necessary for a successful project. If you need additional information or clarification on the above responses, please contact Nick Saleh, Project Management District Division Chief, at [nick.saleh@dot.ca.gov](mailto:nick.saleh@dot.ca.gov) or at (510)715-9046.

Sincerely,

Dina El-Tawansay  
District Director  
Caltrans Bay Area

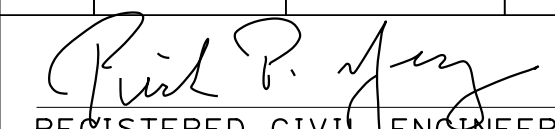
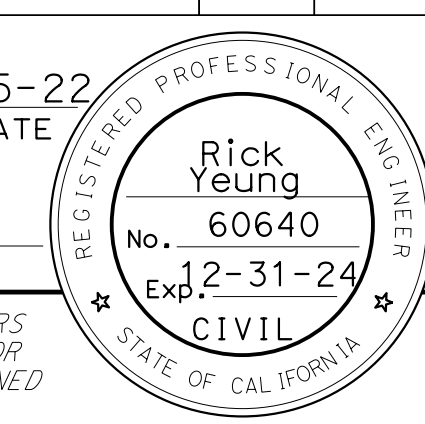
Attachments:

- Draft bikeway plan
- City of Mountain View Council Resolution
- City of Los Altos Council Resolution

c: Doanh Nguyen/Nick Saleh/Taslima Khanum/Eunmi Choi, Project Management  
Tam Ly/Son Ly/Quynh Nguyen, Design  
Celia McCuaig/Sergio Ruiz/Gregory Currey, Transportation Planning and Local Assistant  
Aung Maung/Lester Lee/Rick Yeung, Transportation Safety  
Sean Nozzari, Operations

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	218	466

 REGISTERED CIVIL ENGINEER DATE 12-5-22		
January 20, 2023 PLANS APPROVAL DATE		
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>		

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

**NOTE:**  
 1. LIMIT LINE IS 4 FT MINIMUM FROM CROSSWALK UNLESS OTHERWISE NOTED.  
 2. SHARED ROADWAY BICYCLE MARKINGS ARE PLACED AT CENTER OF THE LANE.

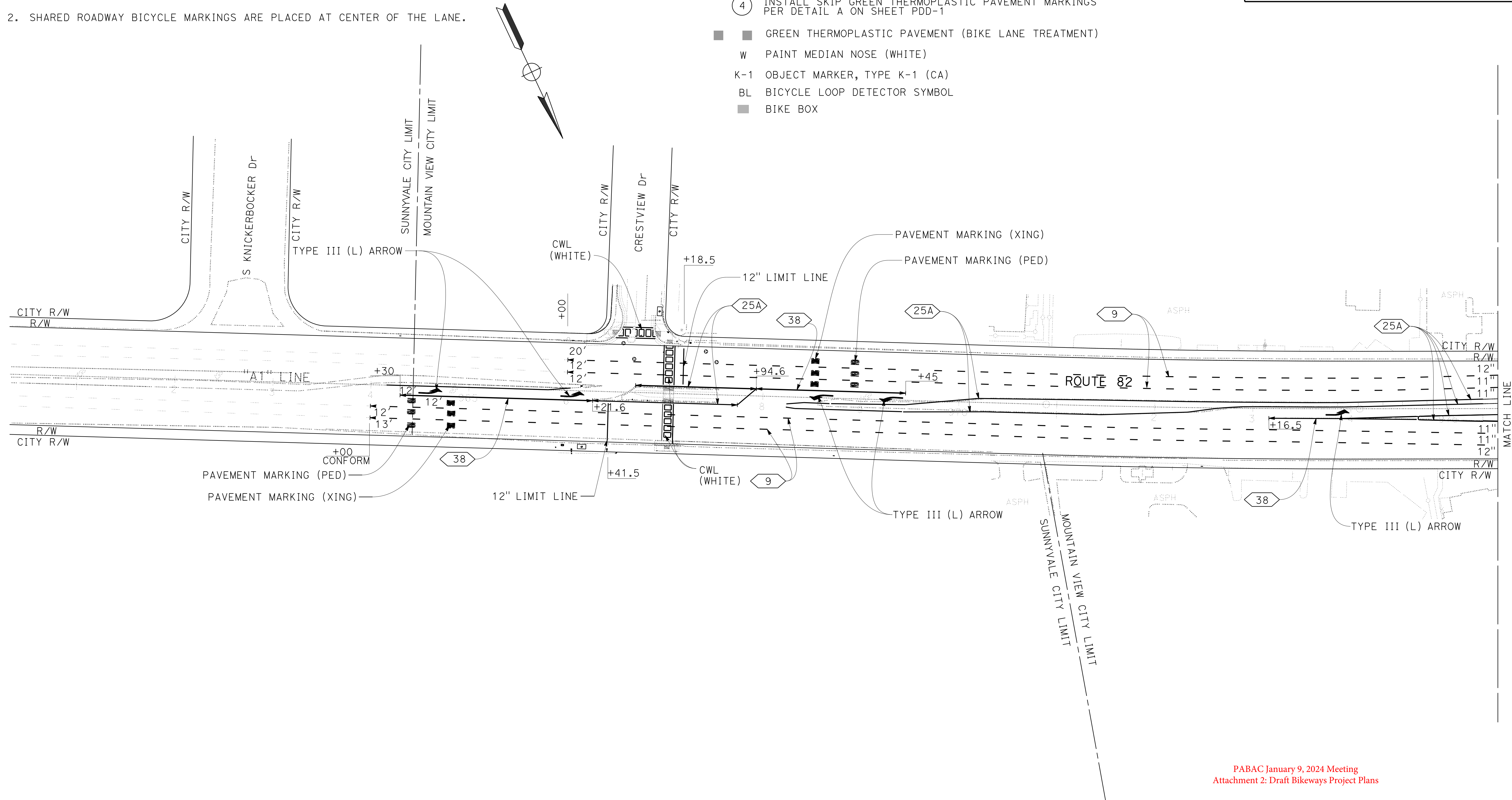
**ABBREVIATION:**

CWL HIGHER VISIBILITY CROSSWALKS (LADDER)

**LEGEND:**

- ① INSTALL BIKE LANE SYMBOL WITH PERSON AND BIKE LANE ARROW ON GREEN PAVEMENT MARKINGS
- ② INSTALL SHARED ROADWAY BICYCLE MARKING PER STANDARD PLAN A24C.
- ③ INSTALL BUFFER BETWEEN BIKE LANE AND TRAVEL LANE PER DETAIL B ON SHEET PDD-1
- ④ INSTALL SKIP GREEN THERMOPLASTIC PAVEMENT MARKINGS PER DETAIL A ON SHEET PDD-1

- GREEN THERMOPLASTIC PAVEMENT (BIKE LANE TREATMENT)
- W PAINT MEDIAN NOSE (WHITE)
- K-1 OBJECT MARKER, TYPE K-1 (CA)
- BL BICYCLE LOOP DETECTOR SYMBOL
- BIKE BOX



**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

**PD-1**

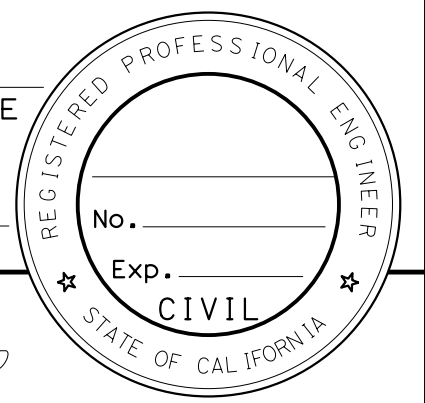
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	232	466

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

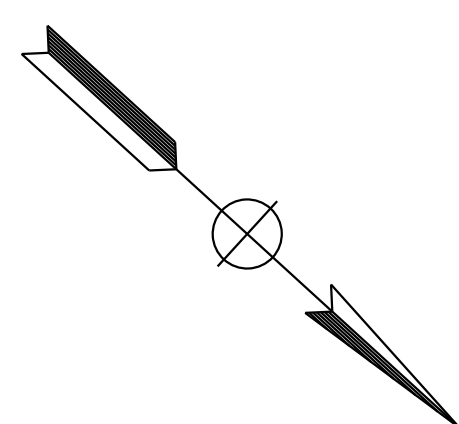
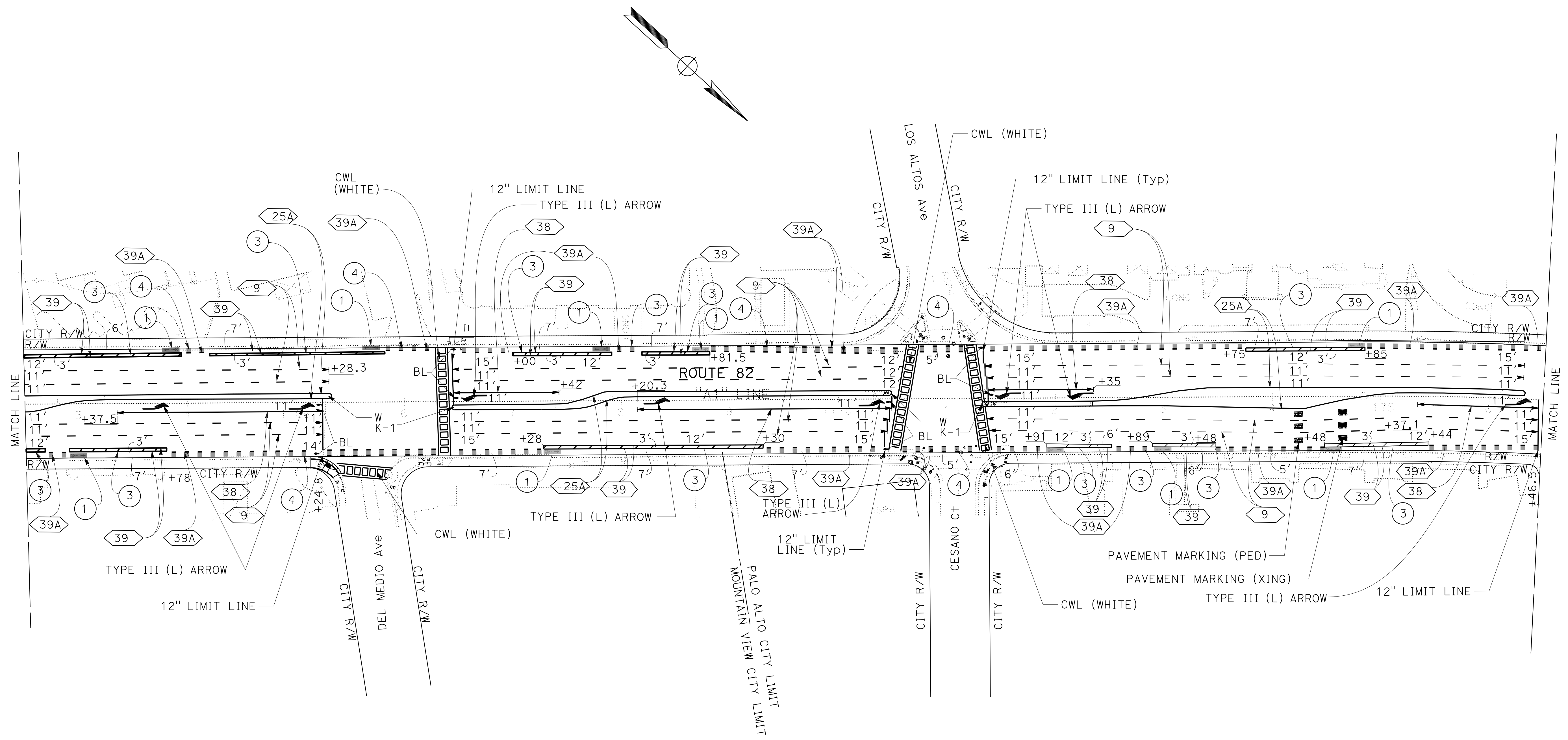
  

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**NOTE:**  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 FUNCTIONAL SUPERVISOR: LESTER LEE  
 CALCULATED/DESIGNED BY: RICK YEUNG  
 CHECKED BY: SON LY  
 REVISED BY: SL  
 DATE REVISED: 11-18-22



**PAVEMENT DELINEATION PLAN**  
SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PD-15**

LAST REVISION DATE PLOTTED => 5-DEC-2023 09-15-22 TIME PLOTTED => 12:15



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	233	466

<i>Rick P. Young</i>	12-5-22
REGISTERED CIVIL ENGINEER	DATE
January 20, 2023	
PLANS APPROVAL DATE	

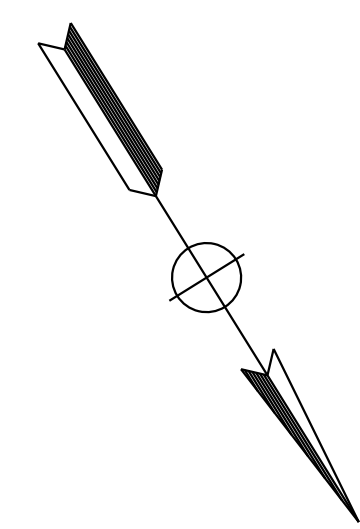
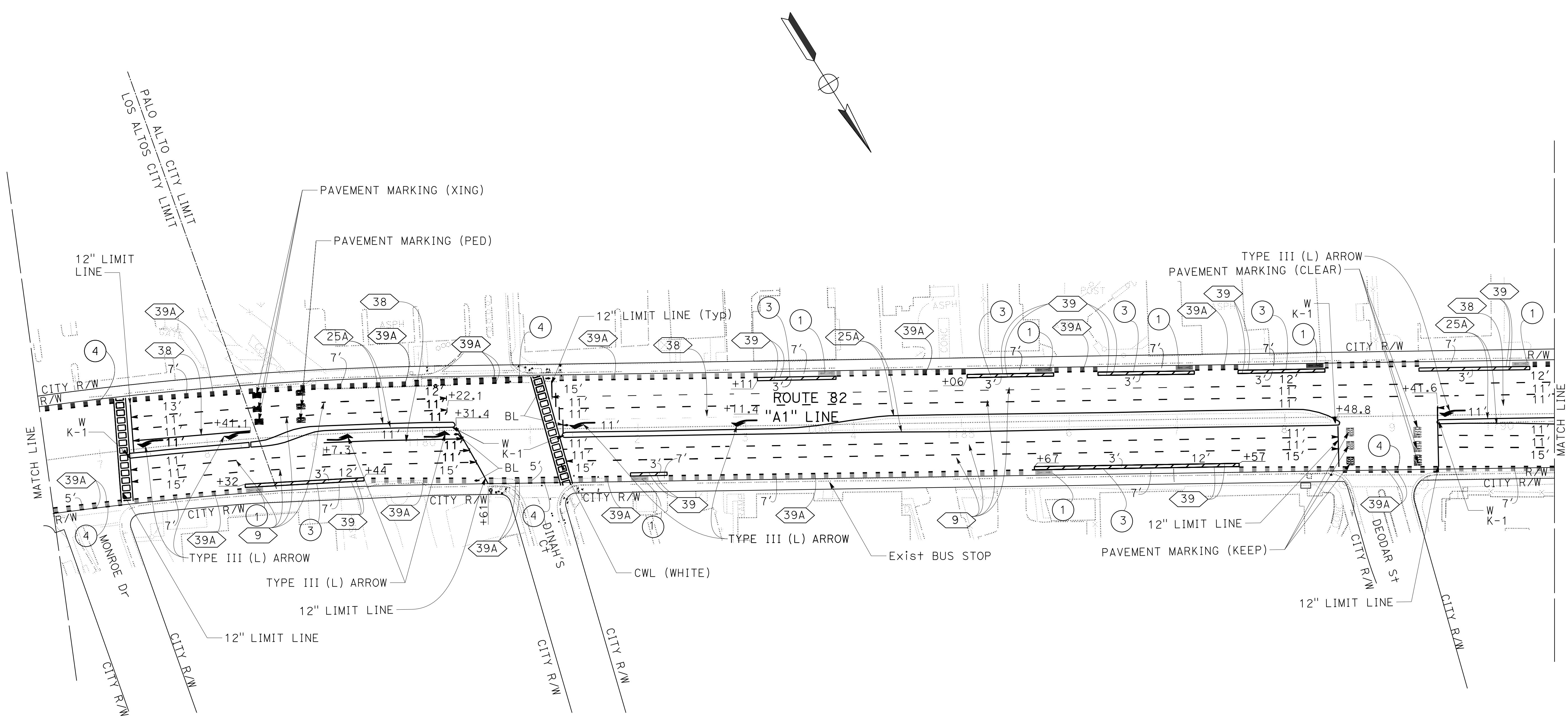
  

REGISTERED PROFESSIONAL ENGINEER	Rick Young
No.	60640
Exp.	12-31-24
CIVIL	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

SL	11-18-22
REVISOR	DATE
RICK YEUNG	SON LY
CALCULATED/DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	LESTER LEE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	TRAFFIC



**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

**PD-16**

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

LAST REVISION      DATE PLOTTED => 5-DEC-2023      TIME PLOTTED => 12:15

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	234	466

<i>Rick P. Young</i>	12-5-22
REGISTERED CIVIL ENGINEER	DATE
January 20, 2023	
PLANS APPROVAL DATE	

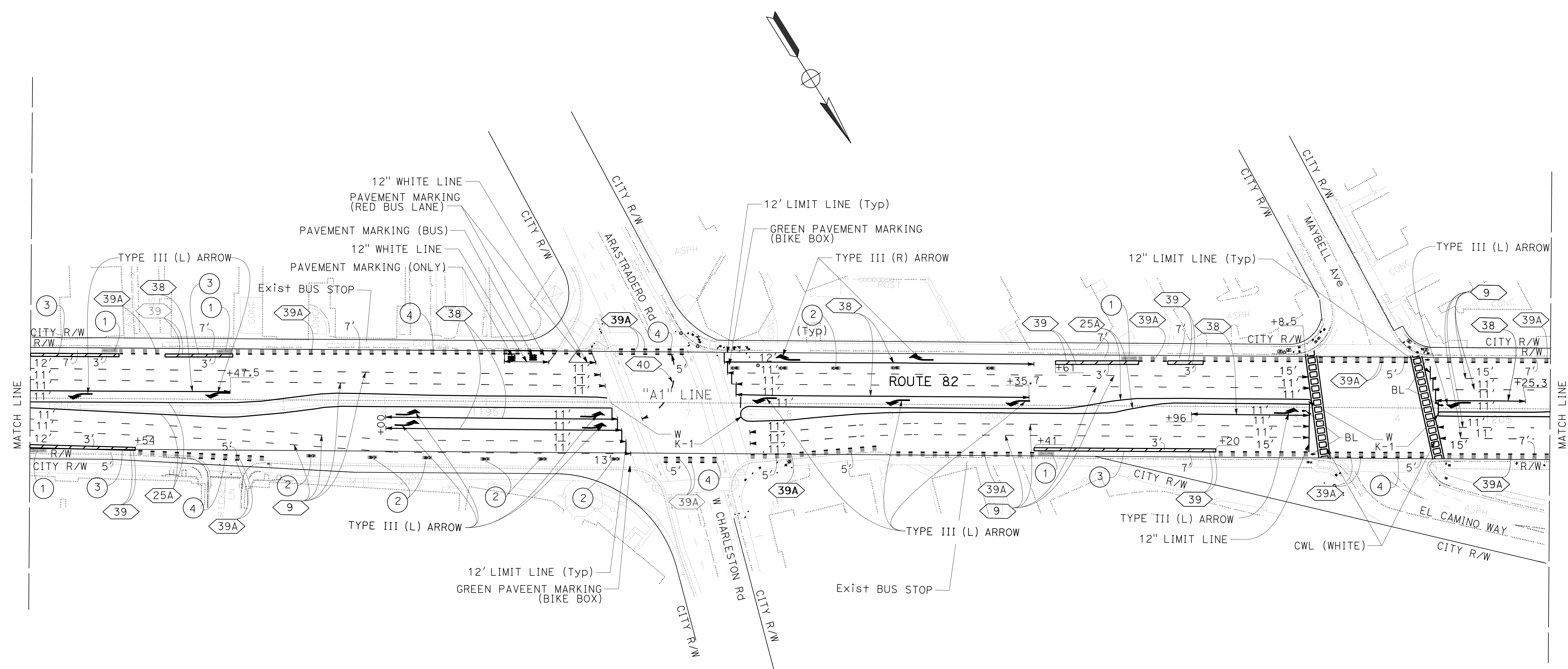
REGISTERED PROFESSIONAL ENGINEER	Rick Young
No.	60640
Exp.	12-31-24
CIVIL	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 TRAFFIC

FUNCTIONAL SUPERVISOR: LESTER LEE  
 CALCULATED/DESIGNED BY: RICK YEUNG  
 CHECKED BY: SON LY  
 REVISED BY: SL  
 DATE REVISED: 11-18-22



**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PD-17**

LAST REVISION: DATE PLOTTED => 5-DEC-2023    TIME PLOTTED => 12:15

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	235	466

<i>Rick P. Young</i>	12-5-22
REGISTERED CIVIL ENGINEER	DATE
January 20, 2023	
PLANS APPROVAL DATE	

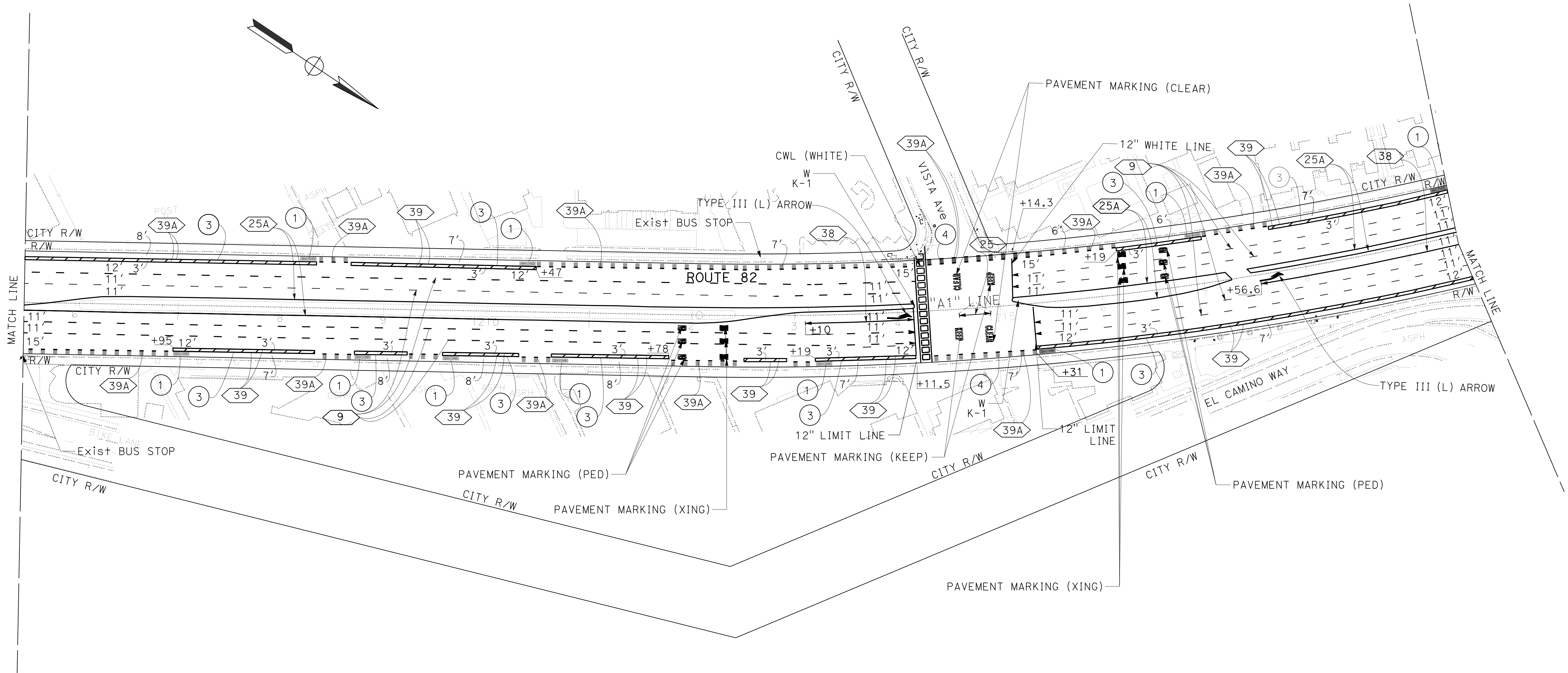
  

REGISTERED PROFESSIONAL ENGINEER	Rick Young
No. 60640	
Exp. 2-31-24	
CIVIL	
STATE OF CALIFORNIA	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

SL 11-18-22  
REVISED BY DATE REVIS  
RICK YEUNG SON LY  
CALCULATED/DESIGNED BY CHECKED BY  
FUNCTIONAL SUPERVISOR LESTER LEE  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC



**PAVEMENT DELINEATION PLAN**  
SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PD-18**

LAST REVISION DATE PLOTTED => 5-DEC-2023 09-16-22 TIME PLOTTED => 12:15

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	236	466

<i>Rick P. Young</i>	12-5-22
REGISTERED CIVIL ENGINEER	DATE
January 20, 2023	
PLANS APPROVAL DATE	

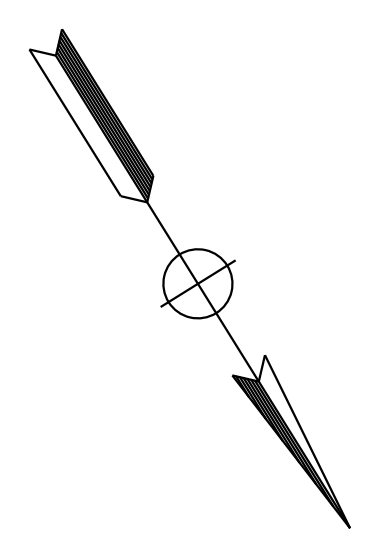
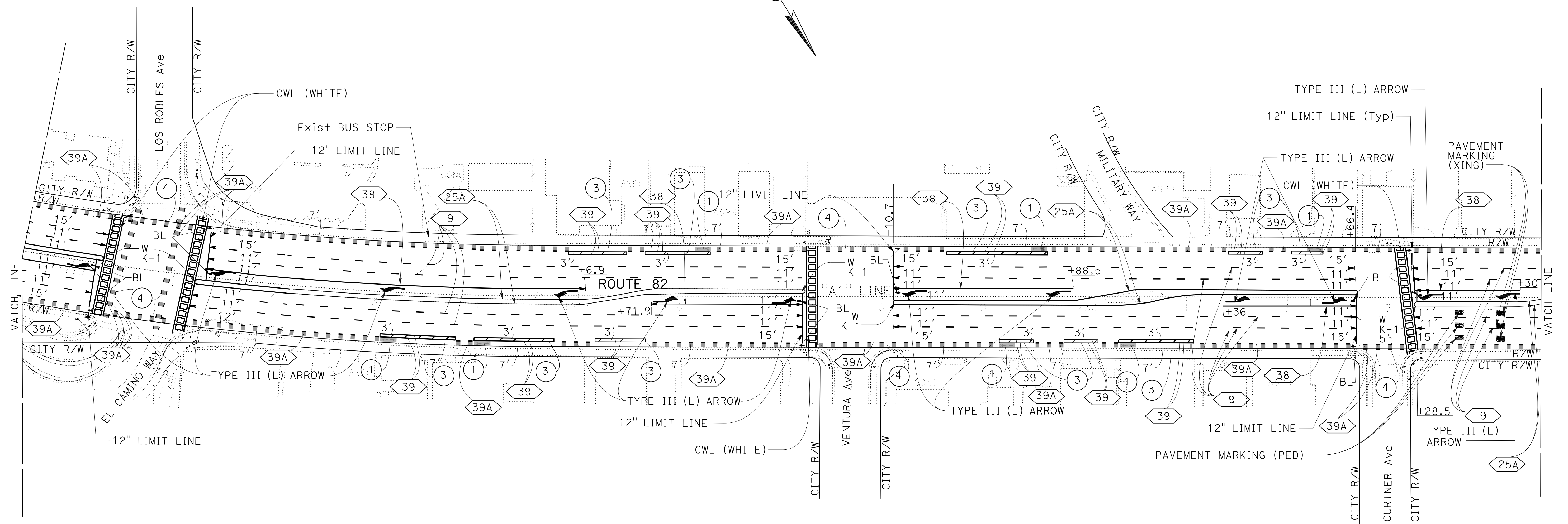
  

REGISTERED PROFESSIONAL ENGINEER	Rick Young
No. 60640	
Exp. 12-31-24	
CIVIL	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 TRAFFIC  
 FUNCTIONAL SUPERVISOR: LESTER LEE  
 CALCULATED/DESIGNED BY: RICK YEUNG  
 CHECKED BY: SON LY  
 REVISIONS: SL 11-18-22  
 REVISIONS: DATE REVISED



**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PD-19**

LAST REVISION DATE PLOTTED => 5-DEC-2023 09-16-22 TIME PLOTTED => 12:15

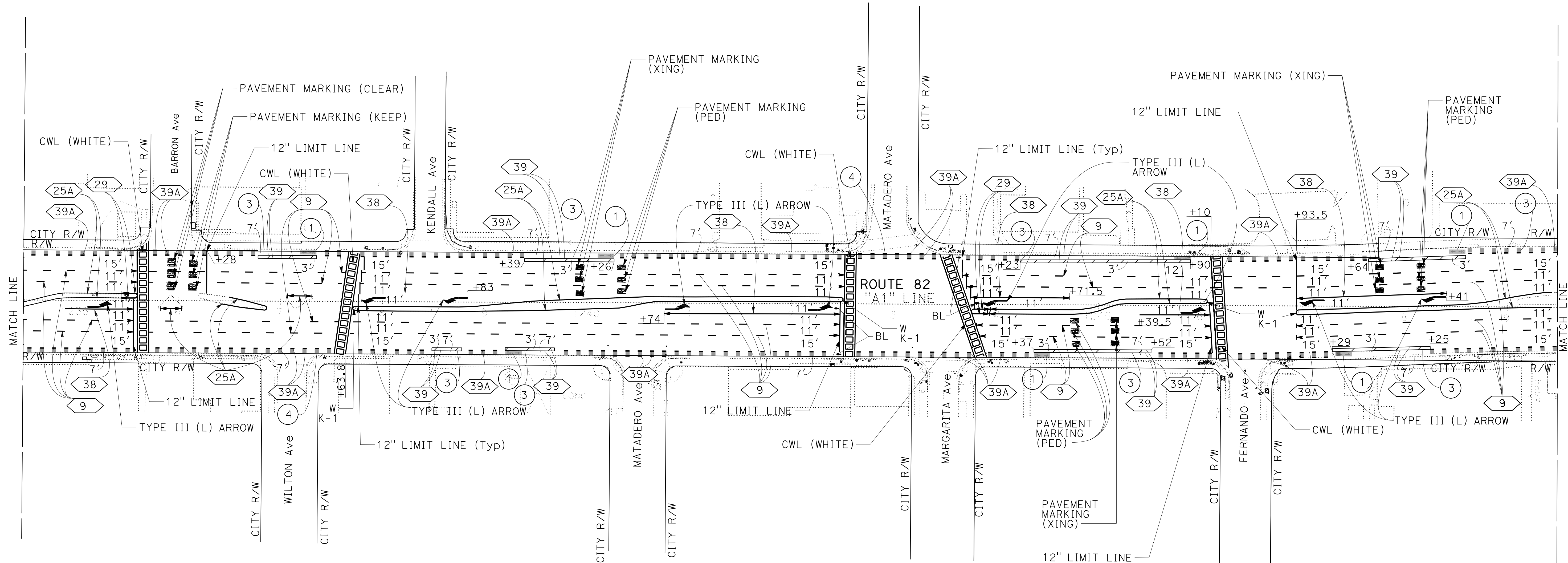
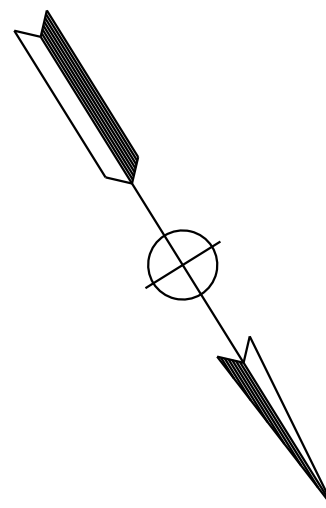
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	237	466

Rick P. Young  
 REGISTERED CIVIL ENGINEER DATE 12-5-22  
 Rick Young  
 No. 60640  
 Exp. 2-31-24  
 CIVIL  
 STATE OF CALIFORNIA

January 20, 2023  
 PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 TRAFFIC  
 FUNCTIONAL SUPERVISOR LESTER LEE  
 CALCULATED/DESIGNED BY SON LY  
 CHECKED BY  
 RICK YEUNG  
 REVISOR BY SON LY  
 DATE REVISOR 11-18-22  
 SL

**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PD-20**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	238	466

<i>Rick P. Young</i>	12-5-22
REGISTERED CIVIL ENGINEER	DATE
January 20, 2023	
PLANS APPROVAL DATE	

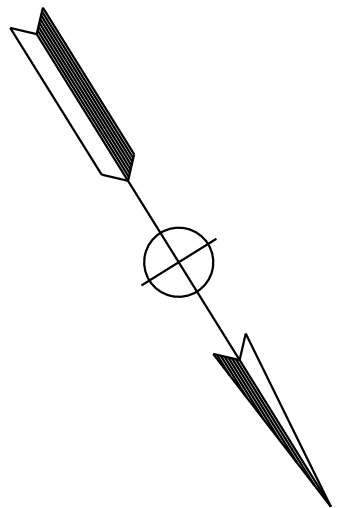
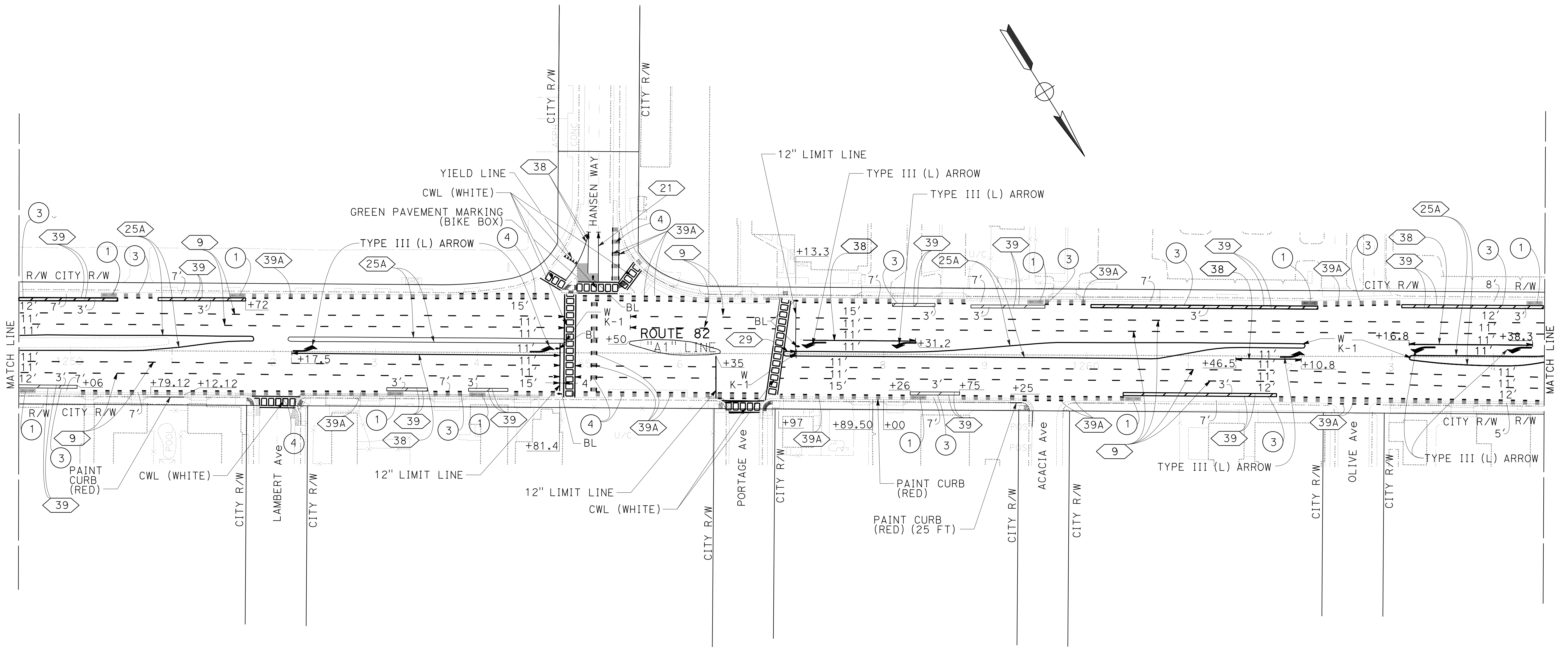
REGISTERED PROFESSIONAL ENGINEER	Rick Young
No. 60640	
Exp. 2-31-24	
CIVIL	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 TRAFFIC

FUNCTIONAL SUPERVISOR: LESTER LEE  
 CALCULATED/DESIGNED BY: RICK YEUNG  
 CHECKED BY: SON LY  
 REVISED BY: SL  
 DATE REVISED: 11-18-22



**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PD-21**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	239	466

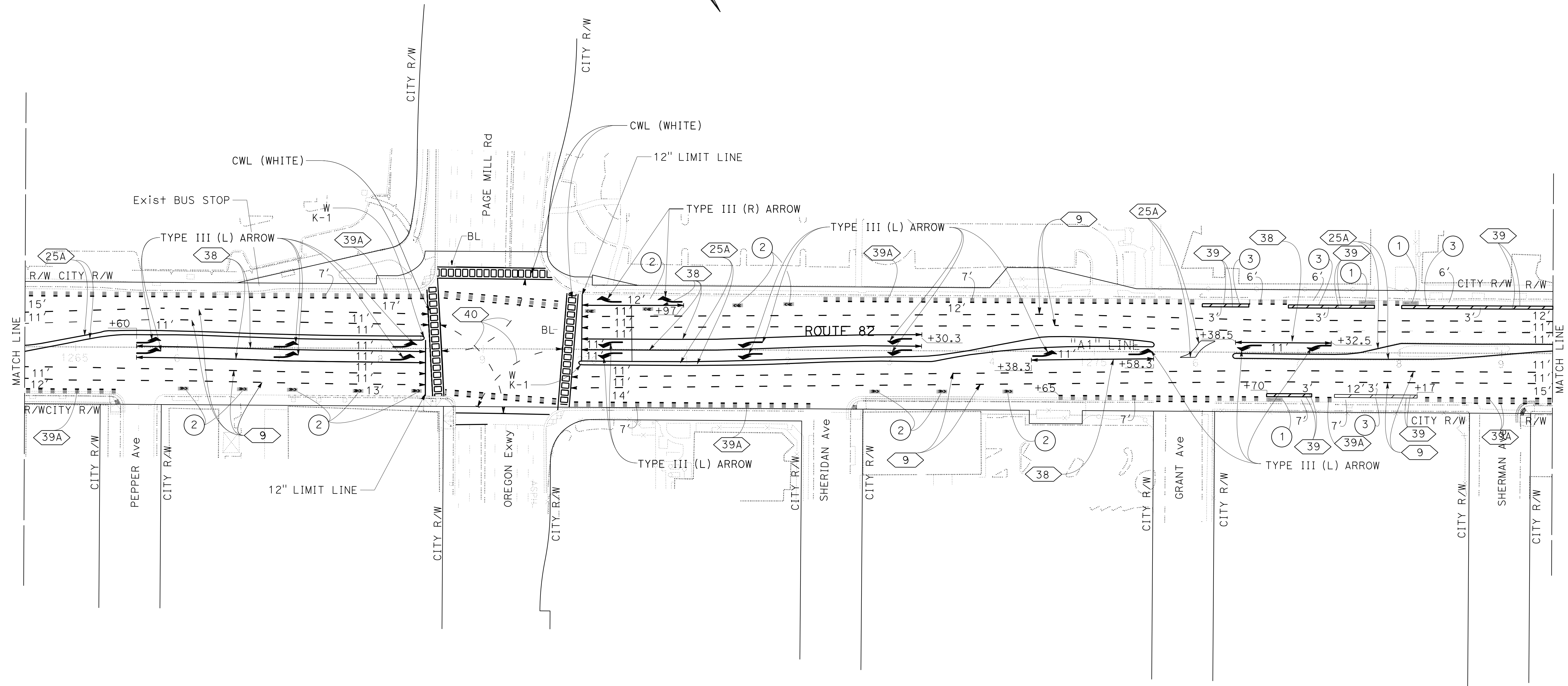
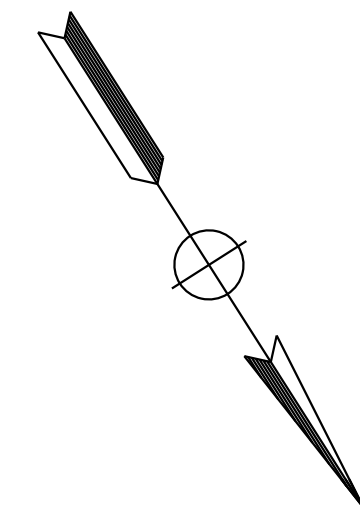
<i>Rick P. Young</i>	12-5-22
REGISTERED CIVIL ENGINEER	DATE
January 20, 2023	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
Rick Young
No. 60640
Exp. 2-31-24
CIVIL

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 TRAFFIC

FUNCTIONAL SUPERVISOR: LESTER LEE  
 CALCULATED/DESIGNED BY: SON LY  
 CHECKED BY: SON LY  
 RICK YEUNG  
 REVISOR BY: SL  
 DATE REVISED: 11-18-22

**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PD-22**

LAST REVISION: 09-16-22 DATE PLOTTED => 09-16-22 TIME PLOTTED => 12:16

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	240	466

REGISTERED CIVIL ENGINEER	DATE
<i>Rick P. Young</i>	12-5-22
No. 60640	
Exp. 2-31-24	
CIVIL	

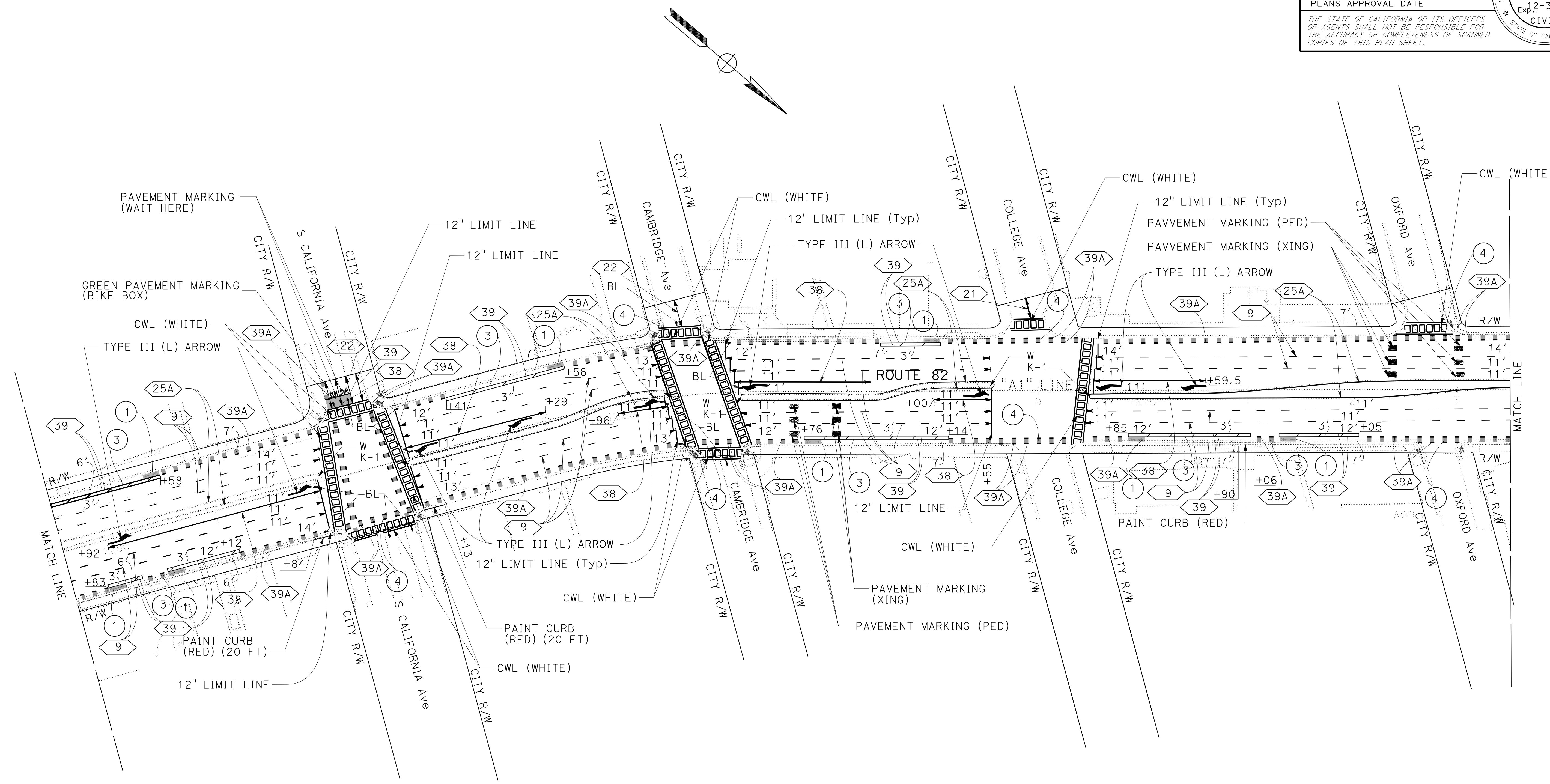
  

January 20, 2023  
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

SL	REVISOR	DATE
11-18-22	SON LY	
RICK YEUNG	DESIGNED BY	
LESTER LEE	CHECKED BY	
FUNCTIONAL SUPERVISOR		
DEPARTMENT OF TRANSPORTATION		
TRAFFIC		



**PAVEMENT DELINEATION PLAN**  
SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

PD-23



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	241	466

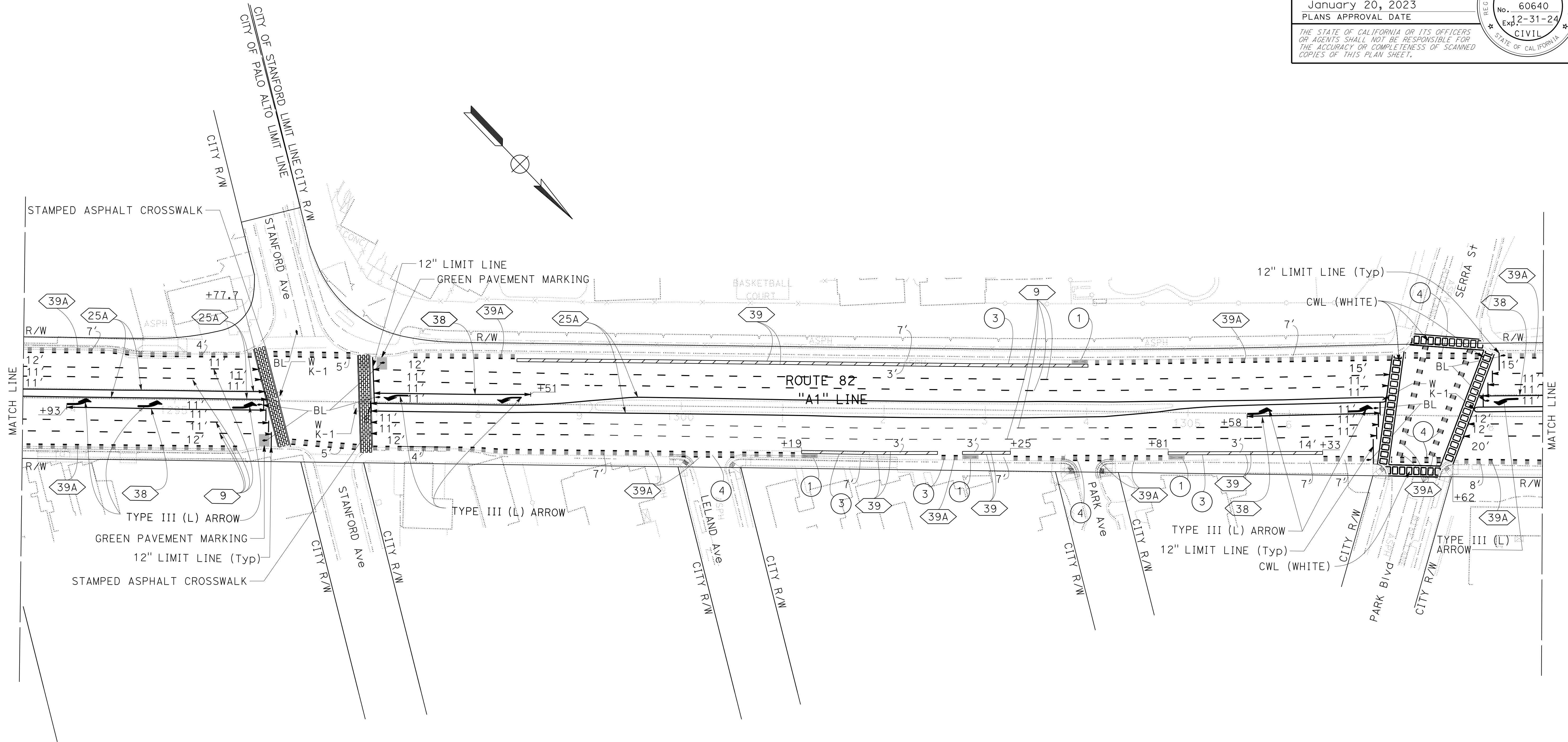
<i>Rick P. Young</i>	12-5-22
REGISTERED CIVIL ENGINEER	DATE
January 20, 2023	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER	Rick Young
No.	60640
Exp.	12-31-24
CIVIL	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 FUNCTIONAL SUPERVISOR: LESTER LEE  
 CALCULATED/DESIGNED BY: SON LY  
 CHECKED BY:  
 RICK YEUNG  
 REVISIONS: SL 11-18-22

**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PD-24**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	242	466

<i>Rick P. Yeung</i>	12-5-22
REGISTERED CIVIL ENGINEER	DATE
January 20, 2023	
PLANS APPROVAL DATE	

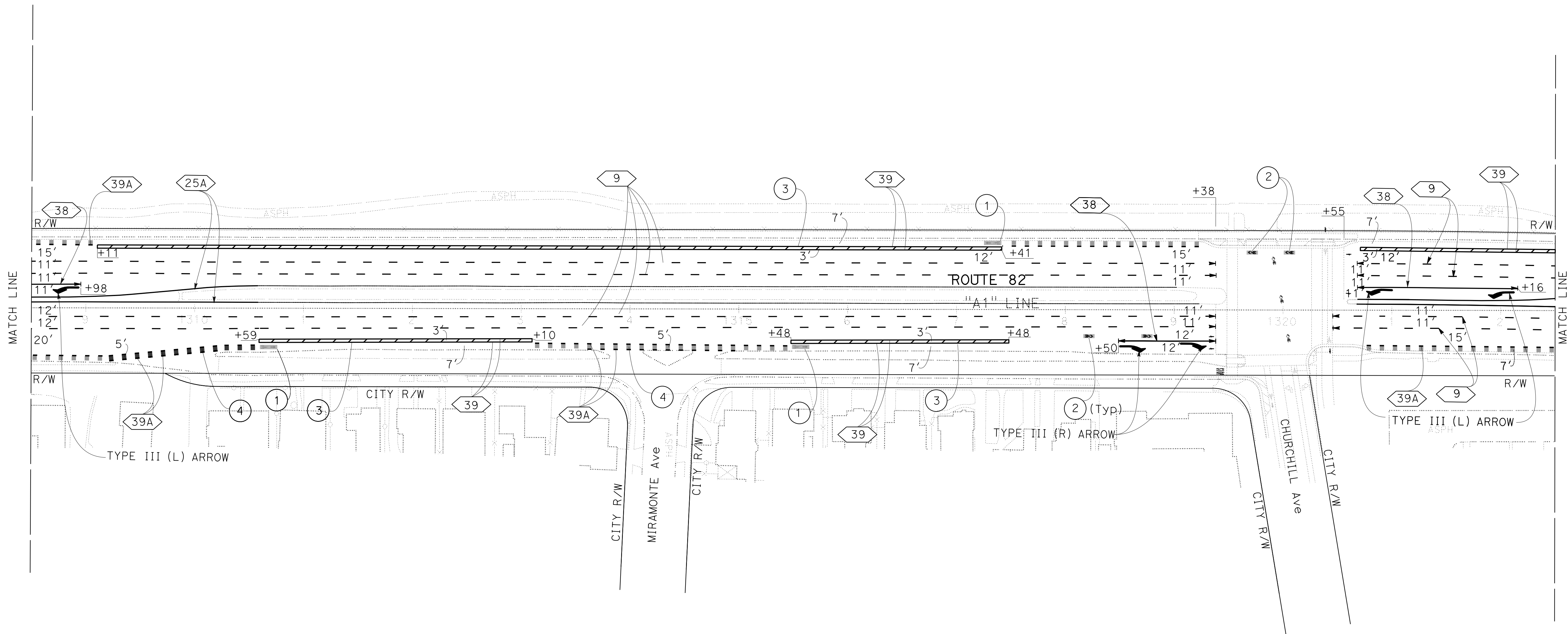
  

REGISTERED PROFESSIONAL ENGINEER	Rick Yeung
No. 60640	
Exp. 12-31-24	
CIVIL	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

SL	11-18-22
REVISOR	DATE
RICK YEUNG	SON LY
FUNCTIONAL SUPERVISOR	LESTER LEE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	TRAFFIC



**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PD-25**

LAST REVISION    DATE PLOTTED => 5-DEC-2023    TIME PLOTTED => 12:16

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	243	466

<i>Rick P. Yeung</i>	12-5-22
REGISTERED CIVIL ENGINEER	DATE
January 20, 2023	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
Rick Yeung
No. 60640
Exp. 12-31-24
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 TRAFFIC

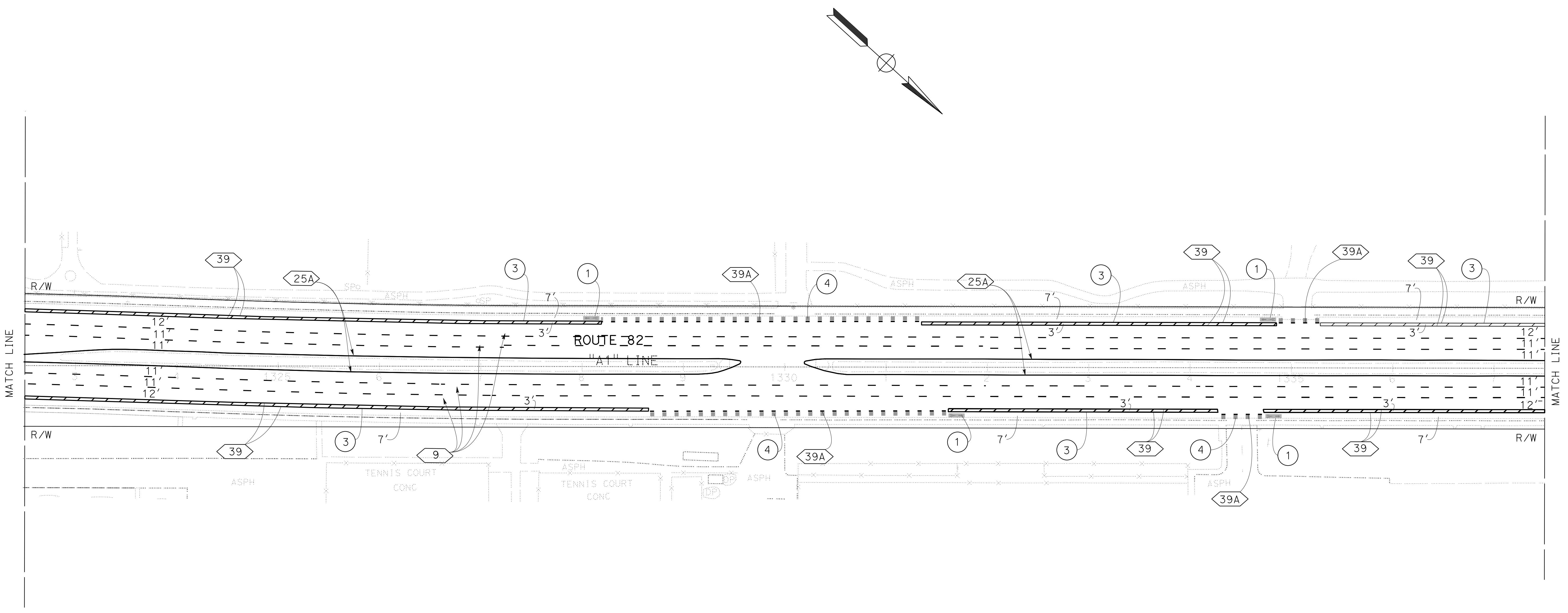
FUNCTIONAL SUPERVISOR  
 LESTER LEE

CALCULATED/DESIGNED BY  
 CHECKED BY

RICK YEUNG  
 SON LY

REVISOR BY  
 DATE REVISED

SL  
 11-18-22



**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PD-26**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	244	466

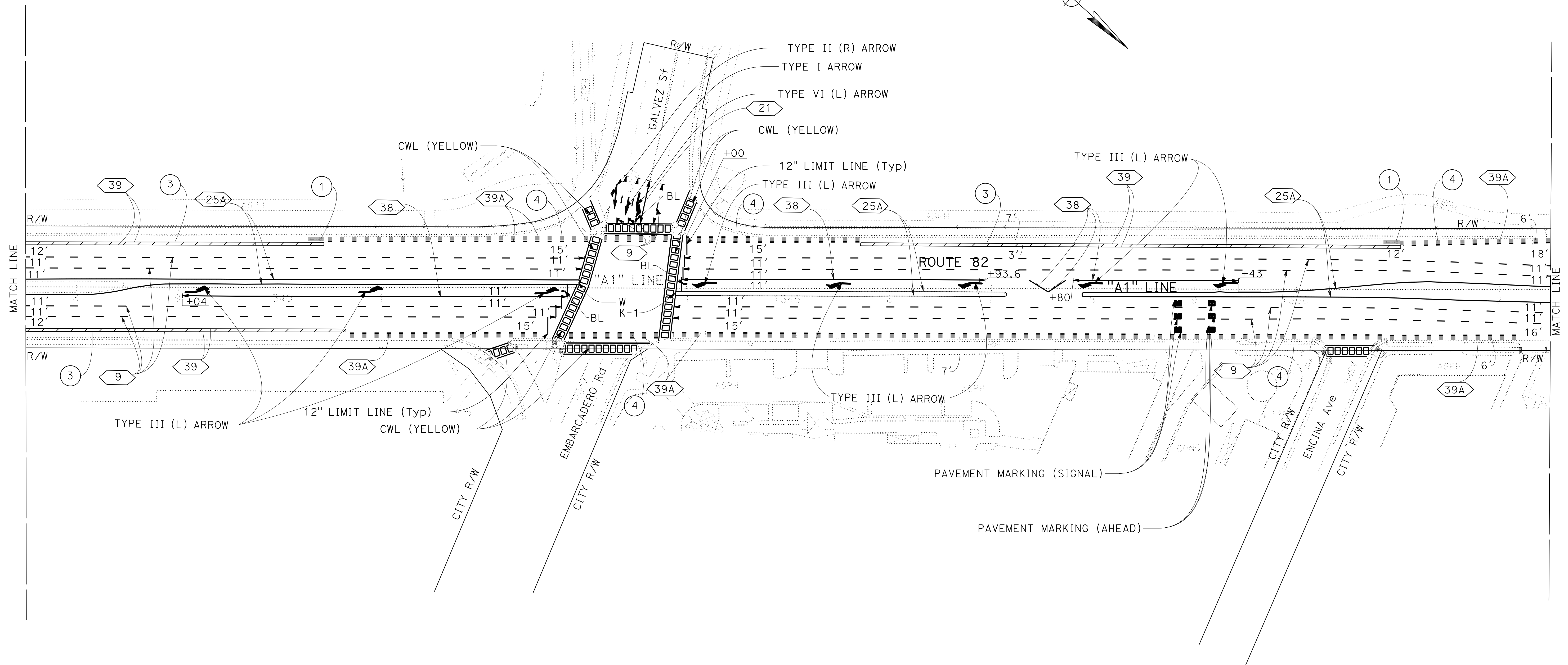
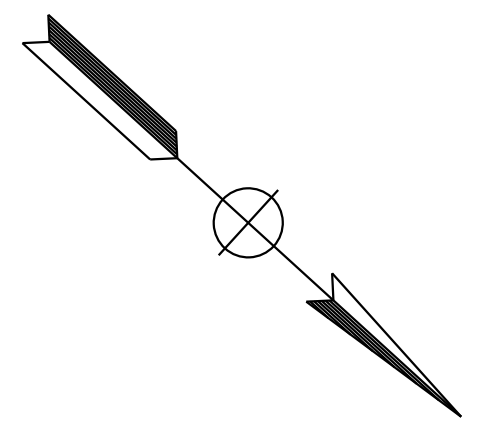
<i>Rick P. Young</i>	12-5-22
REGISTERED CIVIL ENGINEER	DATE
January 20, 2023	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER	Rick Young
No. 60640	
Exp. 2-31-24	
CIVIL	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 TRAFFIC  
 FUNCTIONAL SUPERVISOR: LESTER LEE  
 CALCULATED/DESIGNED BY: SON LY  
 CHECKED BY: SON LY  
 RICK YEUNG  
 REVISED BY: SON LY  
 DATE REVISED: 11-18-22  
 SL  
 11-18-22

**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PD-27**

LAST REVISION: DATE PLOTTED => 5-DEC-2023  
 09-19-22 TIME PLOTTED => 12:16

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	245	466

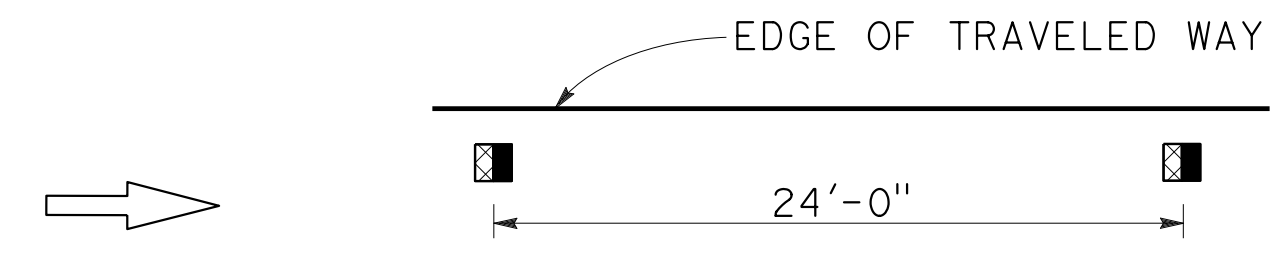
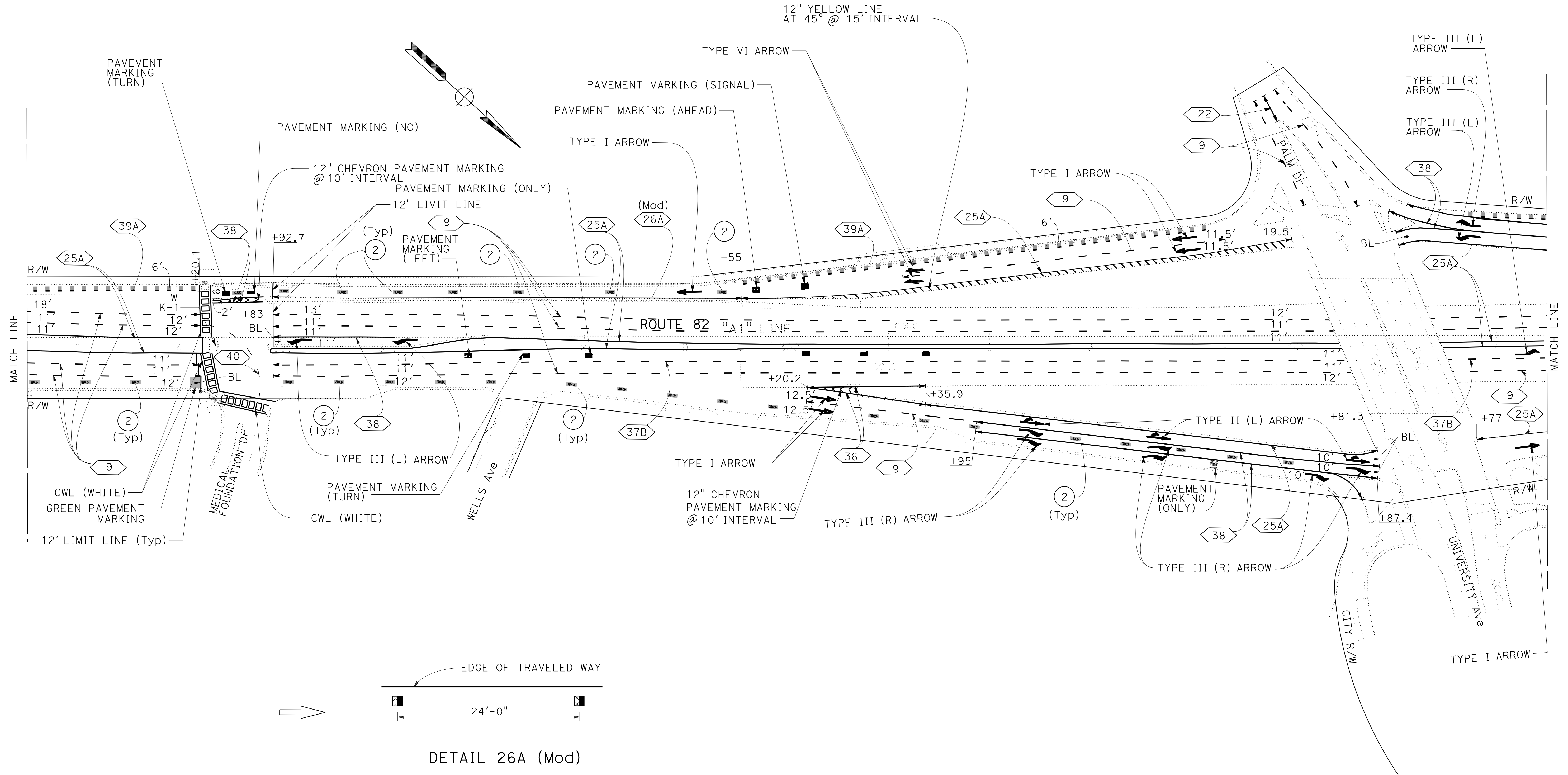
<i>Rick P. Young</i>	12-5-22
REGISTERED CIVIL ENGINEER	DATE
January 20, 2023	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER	Rick Young
No. 60640	
Exp. 2-31-24	
CIVIL	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



DETAIL 26A (Mod)  
 (FOR INFORMATION NOT SHOWN, SEE DETAIL 26A, STANDARD PLAN A20B)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 FUNCTIONAL SUPERVISOR: LESTER LEE  
 CALCULATED/DESIGNED BY: SON LY  
 CHECKED BY: SON LY  
 REVISIONS: SL 11-18-22

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

**PD-28**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	246	466

<i>Rick P. Yeung</i>	12-5-22
REGISTERED CIVIL ENGINEER	DATE
January 20, 2023	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER	Rick Yeung
No. 60640	
Exp. 12-31-24	
CIVIL	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 TRAFFIC

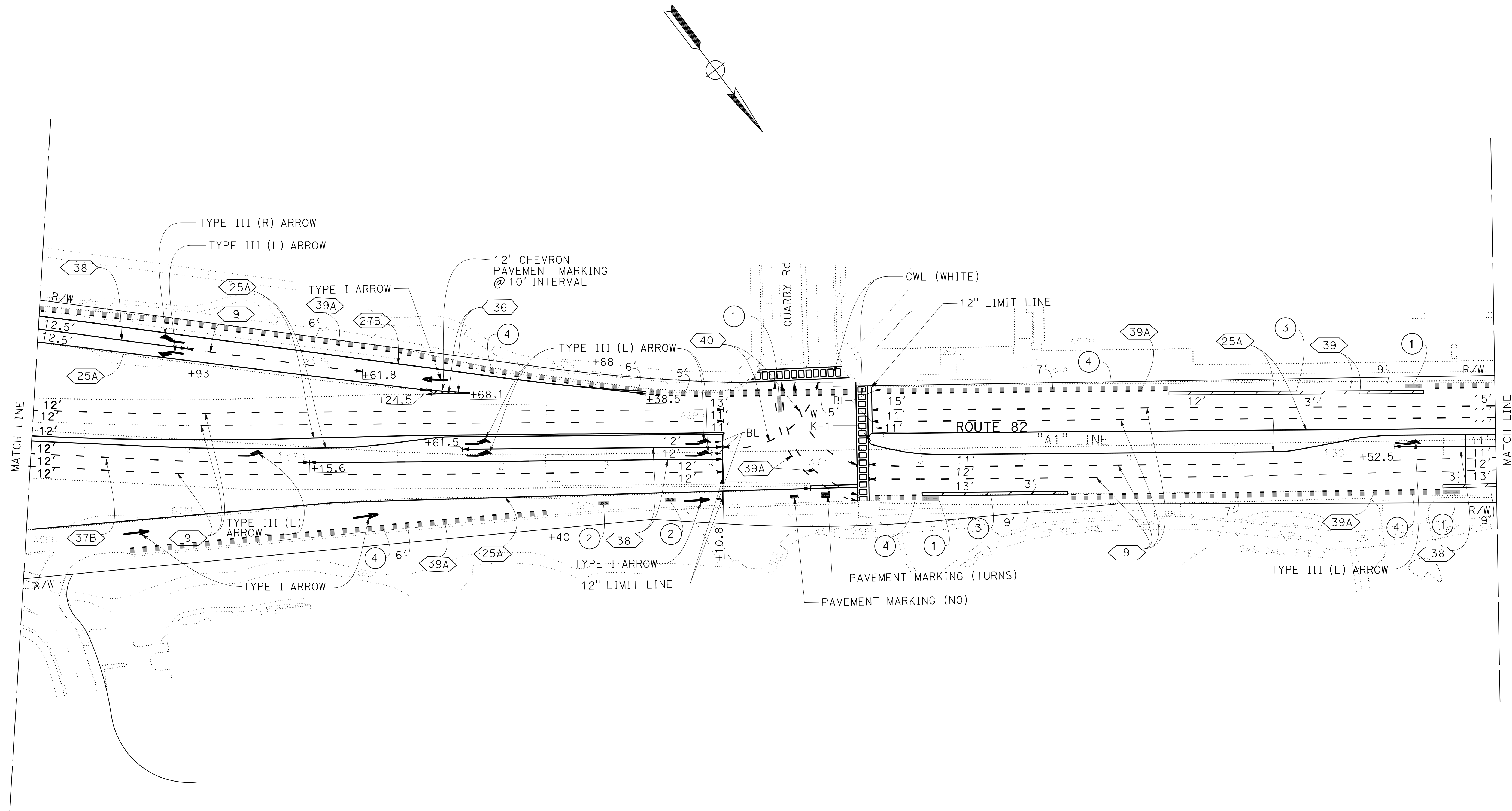
FUNCTIONAL SUPERVISOR  
 LESTER LEE

CALCULATED/DESIGNED BY  
 CHECKED BY

RICK YEUNG  
 SON LY

REVISOR BY  
 DATE REVISED

SL  
 11-18-22



**PAVEMENT DELINEATION PLAN**  
 SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS  
 AND LEGEND, SEE SHEET PD-1

**PD-29**

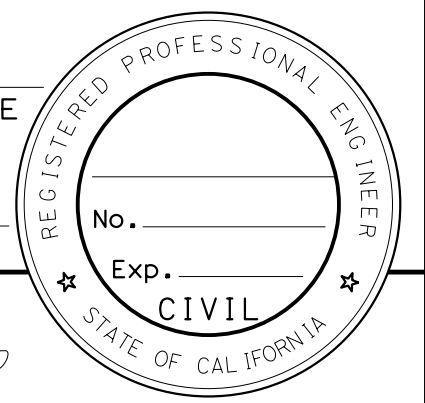
LAST REVISION: DATE PLOTTED => 5-DEC-2023  
 09-19-22 TIME PLOTTED => 12:16

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	247	466

REGISTERED CIVIL ENGINEER DATE

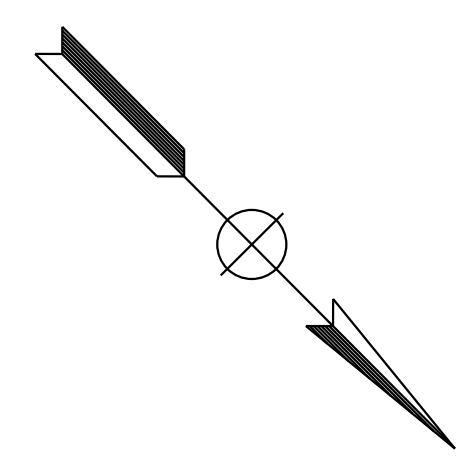
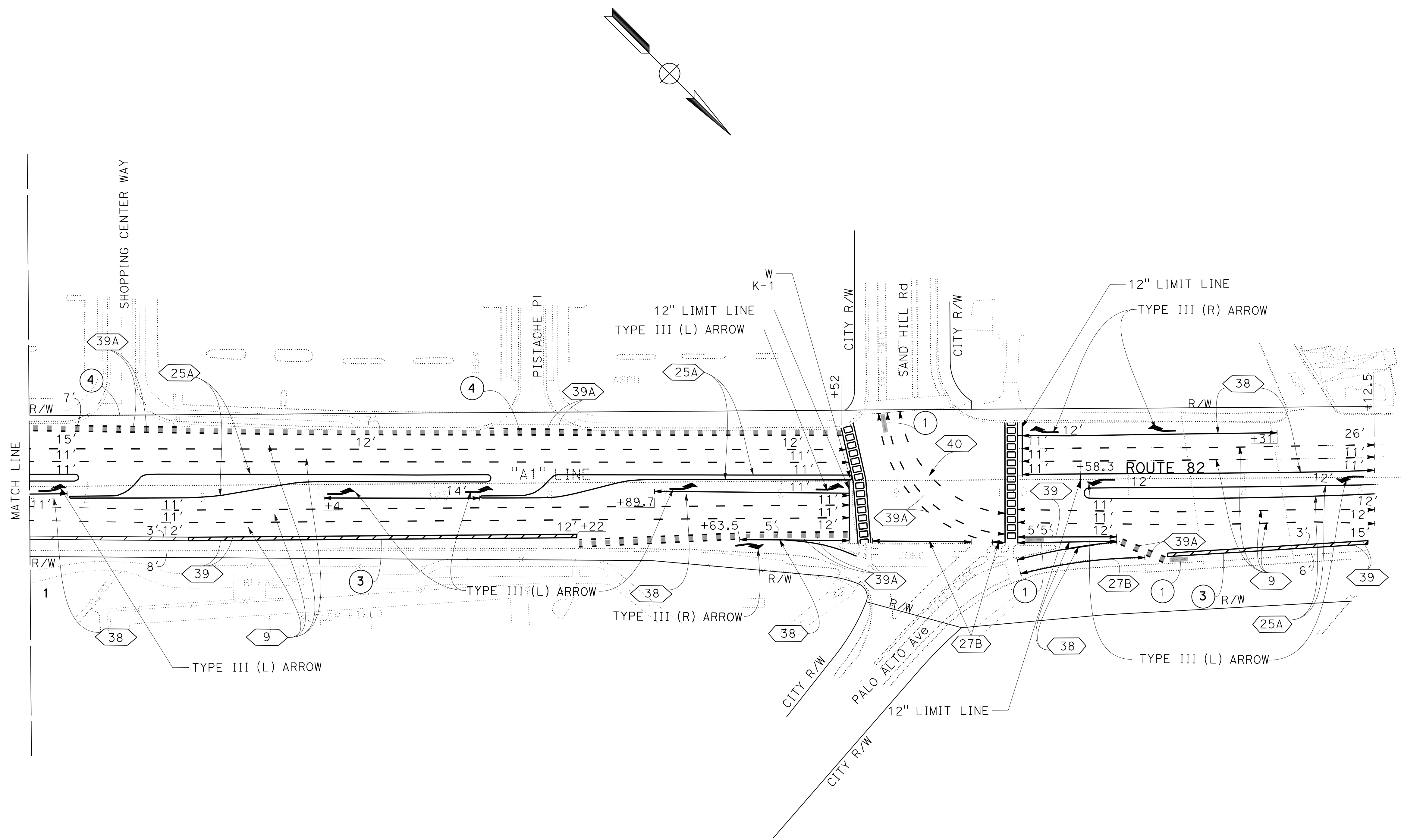
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**NOTE:**  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 FUNCTIONAL SUPERVISOR: LESTER LEE  
 CALCULATED/DESIGNED BY: SON LY  
 CHECKED BY: SON LY  
 REVISIONS: SL 11-18-22  
 REVISOR: RICK YEUNG  
 DATE: 11-18-22



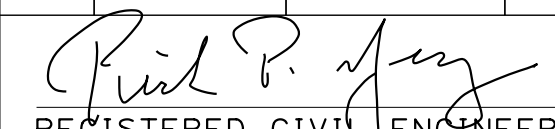
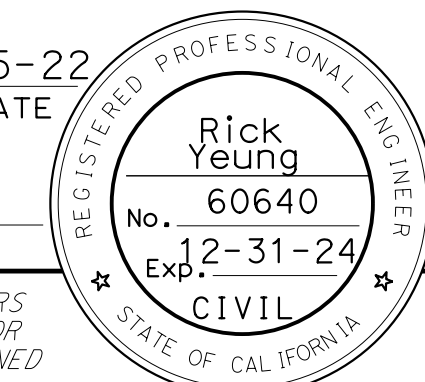
**PAVEMENT DELINEATION PLAN**

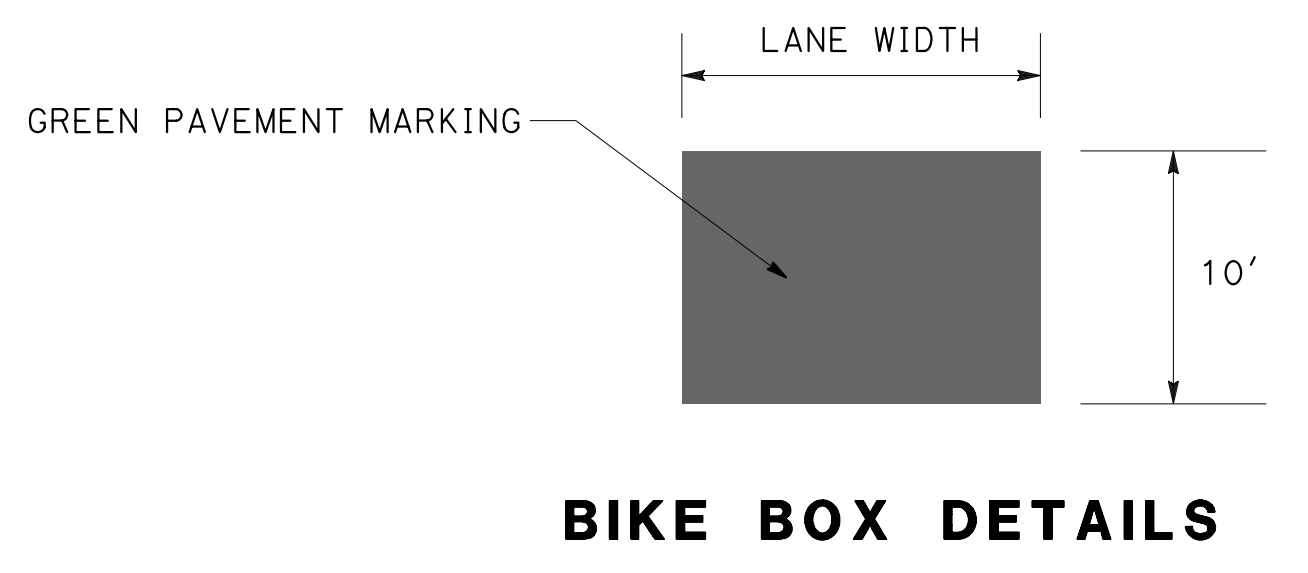
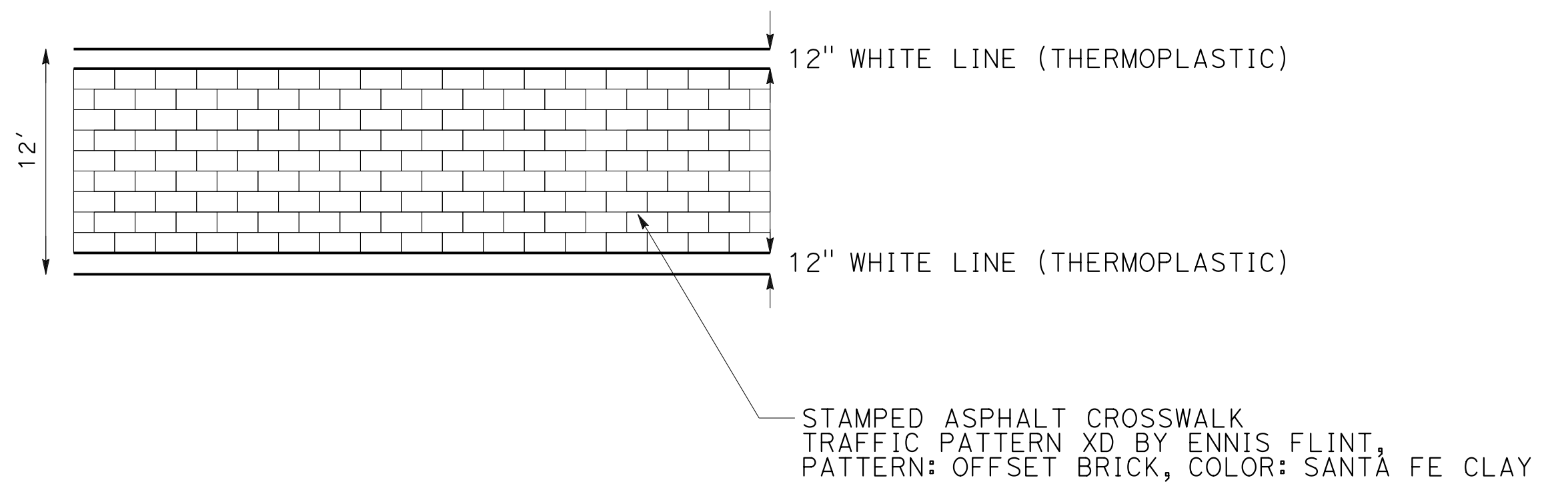
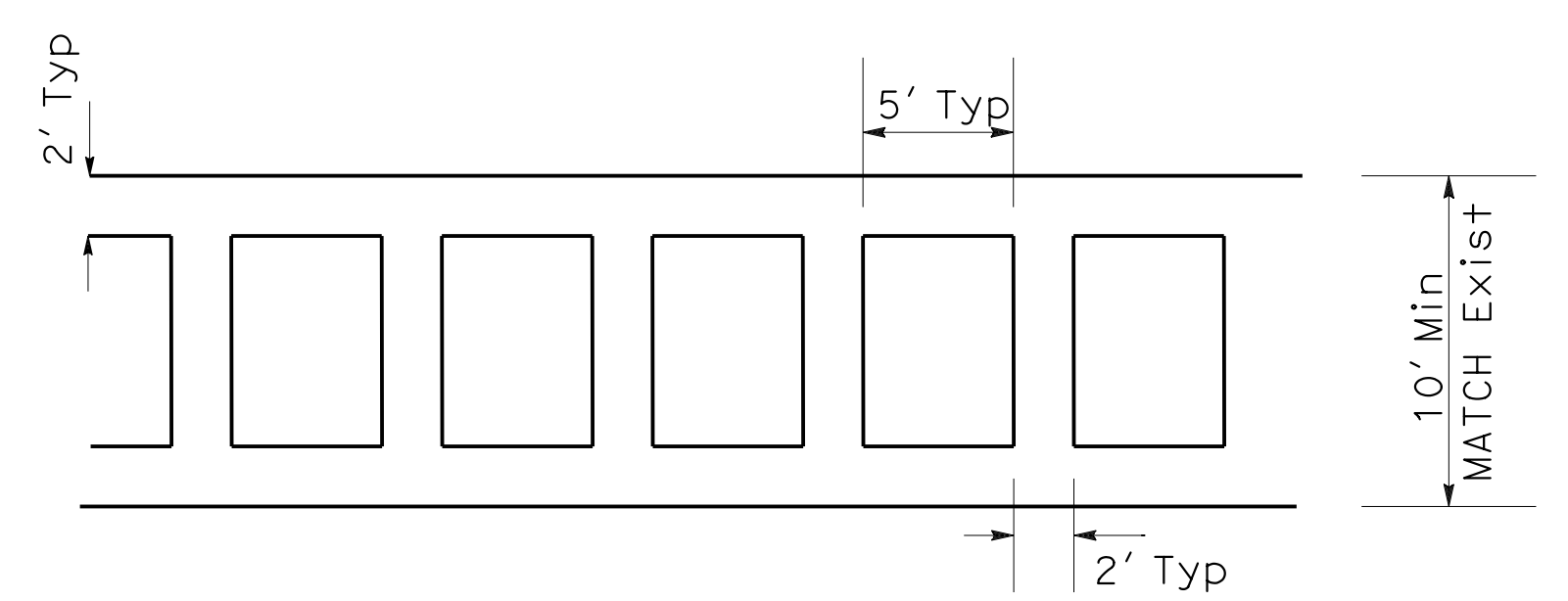
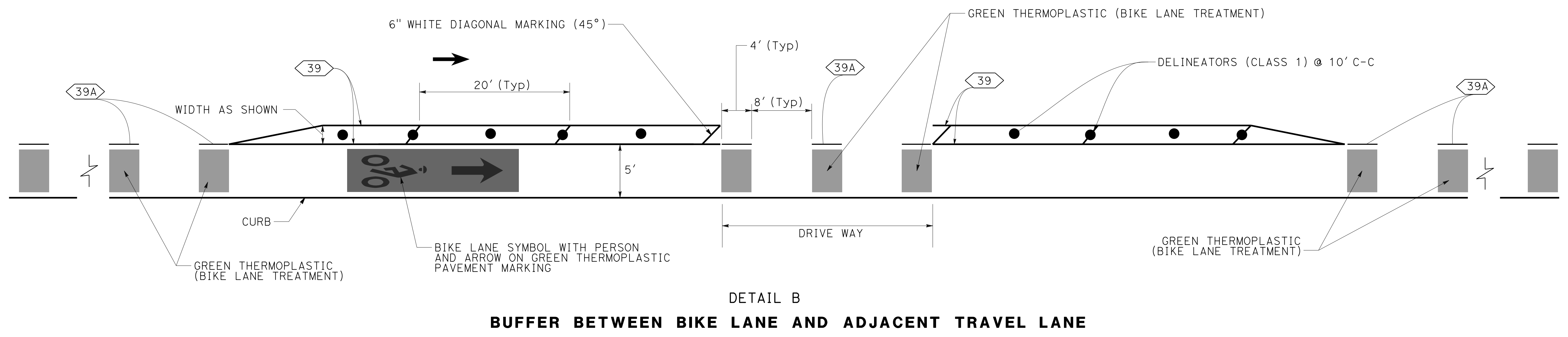
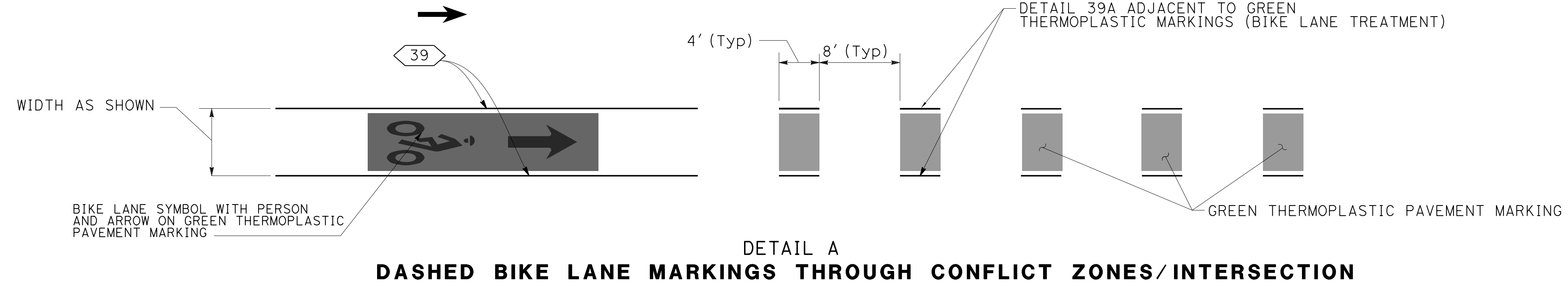
SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

**PD-30**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	82	18.2/26.4	248	466
 REGISTERED CIVIL ENGINEER DATE 12-5-22					
January 20, 2023 PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



**PAVEMENT DELINEATION DETAILS**  
 NO SCALE  
**PDD-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 FUNCTIONAL SUPERVISOR: LESTER LEE  
 CALCULATED/DESIGNED BY: RICK YEUNG  
 CHECKED BY: SON LY  
 REVISED BY: SL  
 DATE REVISED: 11-18-22

LAST REVISION: 11-28-22 DATE PLOTTED => 5-DEC-2023 TIME PLOTTED => 12:16



**RESOLUTION NO. 2022-14**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
LOS ALTOS EXPRESSING SUPPORT FOR INSTALLATION OF  
CLASS IIB BUFFERED BICYCLE LANES ON EL CAMINO REAL  
WITHIN THE CITY LIMITS AS PART OF CALTRANS STREET  
RESURFACING IMPROVEMENTS SCHEDULED FOR SUMMER  
2023 AND MAKING CERTAIN FINDINGS UNDER THE  
CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**WHEREAS**, the California Department of Transportation (Caltrans) plans to resurface El Camino Real between Palo Alto and Mountain View in the Summer of 2023; and

**WHEREAS**, if the City Council supports the action, Caltrans is prepared to install Class IIB buffered bicycle lanes along El Camino Real within the City of Los Altos; and

**WHEREAS**, the costs related to the physical installation of bicycle lanes on El Camino Real is being funded wholly by Caltrans through a combination of State and grant funding, including all signage and striping improvements; and

**WHEREAS**, at its August 10, 2021 meeting, the Complete Streets Commission unanimously agreed to forward a recommendation to the City Council in favor of the proposed installation of Class IIB buffered bicycle lanes along El Camino Real; and

**WHEREAS**, installation of Class IIB buffered bicycle lanes would require removal of 248 on-street parking spaces along El Camino Real; and

**WHEREAS**, on June 23, 2021, staff conducted a community outreach meeting attended by approximately a dozen residents and business owners to discuss the proposed removal of on-street parking spaces along El Camino Real; and

**WHEREAS**, the City hired a traffic consultant, Traffic Patterns, to analyze the impact of removing on-street parking spaces, and the analysis determined that there appears to be adequate alternative parking available; and

**WHEREAS**, providing Class IIB buffered bicycle lanes would improve bicyclist and traffic safety; and


**WHEREAS**, lane restriping along El Camino Real for bicycle traffic is exempt from review under CEQA pursuant to CEQA Guidelines Section 15301 (Existing Facilities) in that it entails minor alterations to existing public facilities involving negligible or no expansion of existing or former uses, it would not create additional automobile lanes, and none of the circumstances described in CEQA Guidelines Section 15300.2 would apply.

**NOW THEREFORE, BE IT RESOLVED**, that the City Council of the City of Los Altos hereby finds that the foregoing recitals are true and correct and expresses its support

for the installation of Class IIB bicycle lanes on El Camino Real, as currently proposed by Caltrans.

**I HEREBY CERTIFY** that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the 22nd day of March, 2022 by the following vote:

AYES: Council Members Fligor, Weinberg, and Vice Mayor Meadows  
NOES: Council Member Lee Eng and Mayor Enander  
ABSENT: None  
ABSTAIN: None

  
Anita Enander, MAYOR

Attest:

  
Andrea Chelemengos, MMC, CITY CLERK

CITY OF MOUNTAIN VIEW,  
RESOLUTION NO. 18388  
SERIES 2019

Certified to be a True Copy of the Original  
Date: 12/9/19  
*[Signature]*  
City Clerk's Office

A RESOLUTION APPROVING THE EL CAMINO REAL STREETSCAPE PLAN

WHEREAS, improving mobility for all modes of travel (pedestrians, bicycles, transit, and motor vehicles) is, and has been, a major focus for the City of Mountain View; and

WHEREAS, the City's 2030 General Plan identifies the El Camino Real corridor as a change area and envisions the corridor as "a revitalized boulevard that connects rather than divides the City, and as an attractive place to work, live, and play"; and

WHEREAS, in support of the General Plan vision for El Camino Real, the 2014 El Camino Real Precise Plan established mobility-related guidelines and principles, including wider sidewalks, new pedestrian crossings, improved bus stops, no reduction in travel lanes, buffered or protected bicycle facilities, and removal of on-street parking; and

WHEREAS, the 2018 Caltrans District 4 Bike Plan identifies the implementation of Class IV protected bikeways on El Camino Real in Mountain View as a Tier 1 project; and

WHEREAS, in support of the 2014 El Camino Real Precise Plan and 2018 Caltrans District 4 Bike Plan, the El Camino Real Streetscape Plan was drafted for City Council review and adoption and includes road cross-section changes, new pedestrian/bicycle crossings, bikeway facilities, intersection improvements, and other streetscape enhancements; and

WHEREAS, the El Camino Real Streetscape Plan included a robust outreach strategy to engage the community, including community workshops; meetings with City advisory bodies and stakeholder groups; joint meetings with staff from Palo Alto, Sunnyvale, Los Altos, Valley Transportation Authority, and Caltrans; and the ability for members of the public to provide input throughout the plan development process; and

WHEREAS, on May 13, 2019, the Council Transportation Committee reviewed and supported the mobility-related concepts, including the implementation of Class IV bicycle facilities, in the El Camino Real Streetscape Plan and invited the public to provide public comment; and

WHEREAS, on June 18, 2019, the City Council reviewed and also supported the draft mobility-related concepts, including proposed removal of on-street parking to accommodate bikeways, and provided the public additional opportunities to comment on the development and content of the document; and

WHEREAS, on August 28, 2019, the Bicycle/Pedestrian Advisory Committee reviewed and recommended to the City Council the approval of the El Camino Real Streetscape Plan and conducted a public meeting at which public comment was invited; and

WHEREAS, on October 1, 2019, the City Council held a duly noticed and public meeting to consider the adoption of the El Camino Real Streetscape Plan; and

WHEREAS, the adoption of the El Camino Real Streetscape Plan is exempt from California Environmental Quality Act (CEQA) review pursuant to Section 15301(c) of the California Public Resources Code;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View that the City Council hereby adopts the El Camino Real Streetscape Plan, which is attached as Exhibit A and incorporated herein by this reference.

-----

The foregoing Resolution was regularly introduced and adopted at a Special Meeting of the City Council of the City of Mountain View, duly held on the 1st day of October 2019, by the following vote:

AYES: Councilmembers Hicks, Kamei, Ramirez, Vice Mayor Abe-Koga, and Mayor Matichak

NOES: None

RECUSED: Councilmembers Clark and McAlister

ABSENT: None

ATTEST:

APPROVED:

  
\_\_\_\_\_  
LISA NATUSCH  
CITY CLERK

  
\_\_\_\_\_  
LISA MATICHAK  
MAYOR

I do hereby certify that the foregoing Resolution was passed and adopted by the City Council of the City of Mountain View at a Special Meeting held on the 1st day of October 2019, by the foregoing vote.

  
\_\_\_\_\_  
City Clerk  
City of Mountain View

HK/6/RESO  
915-10-01-19r

Exhibit: A. El Camino Real Streetscape Plan

PABAC January 9, 2024 Meeting  
Attachment 5: October 2023 PAPD Collision Report for PABAC

#	Date	Time	Location	City	Caused By Juve?	Primary Collision Factor	Occurred On	At Intersection	Collision Type 555 Desc	Vehicle Involved With Desc	Vehicle Involved with Description	Number Injured 555
1	10/02/2023	1200	300 HAMILTON AVE	PALOALTO	F		PARKING LOT AT 300 HAMILTON AVE		Side swipe	Parked motor vehicle		0
2	10/02/2023	1330	SAND HILL RD/PLUM LN	PALOALTO	F		600 BLK OF SAND HILL RD		Side swipe	Other motor vehicle		0
3	10/02/2023	1415	.2700 EL CAMINO REAL (SR-82)	PALOALTO	F	22107	.2700 EL CAMINO REAL		Side swipe	Other motor vehicle		1
4	10/01/2023	1738	EL CAMINO WAY/MAYBELL AVE	PALOALTO	F	cvc21453	MAYBELL AVENUE	EL CAMINO REAL	Broadside	Bicycle		1
5	10/03/2023	750	.500 E MEADOW DR	PALOALTO	F	21950(a)	.500 E MEADOW DRIVE		Vehicle-Pedestrian	Pedestrian		2
6	10/04/2023	17	1040 NEWELL RD	PALOALTO	F	CVC 22350	NEWELL RD		Head-on	Other motor vehicle		0
7	10/04/2023	959	.500 ARASTRADERO RD	PALOALTO	F	22107 VC	.500 ARASTRADERO ROAD	EL CAMINO REAL (SR-82)	Broadside	Bicycle		1
8	10/05/2023	0	MAYBELL AVE/COULOMBE DR	PALOALTO	F	VC 22107	MAYBELL AVE	COULOMBE DR	Head-on	Fixed object	STOP SIGN	0
9	10/05/2023	1746	ALMA ST/TENNYSON AVE	PALOALTO	T	CVC 21651(a)	ALMA ST		Broadside	Other motor vehicle		1
10	10/05/2023	1700	EL CAMINO REAL/CALIFORNIA AVE	PALOALTO	F	VC 22450	EL CAMINO REAL	CALIFORNIA AVE	Broadside	Bicycle		1
11	10/05/2023	1744	3277 MIRANDA AVE	PALOALTO	F	22106 VC	3277 MIRANDA AVE	FOOTHILL EXPRESSWAY	Side swipe	Other motor vehicle		1
12	10/05/2023	1821	RINCONADA AVE/BRYANT ST	PALOALTO	F	CVC 21801(a)	BRYANT ST		Broadside	Bicycle		1
13	10/05/2023	1936	MIDDLEFIELD RD/LINCOLN AVE	PALOALTO	F	21802(a)	MIDDLEFIELD RD	LINCOLN AVE	Broadside	Other motor vehicle		1
14	10/06/2023	1500	.4200 ALMA ST	PALOALTO	F	CVC 21658(a)	.4200 ALMA ST		Head-on	Fixed object		0
15	10/06/2023	1737	EMBARCADERO RD/ALMA ST	PALOALTO	F	CVC 22107	EMBARCADERO RD		Side swipe	Other motor vehicle		2
16	10/07/2023	2211	ARASTRADERO RD/COULOMBE DR	PALOALTO	F	22107	ARASTRADERO RD	COULOMBE DR	Hit object	Fixed object	TREE AND FENCE	
17	10/10/2023	1435	EMBARCADERO RD/MIDDLEFIELD RD	PALOALTO	F	22350 VC	700 BLK EMBARCADERO RD		Rear end	Other motor vehicle		0
18	10/10/2023	1711	.800 N CALIFORNIA AVE	PALOALTO	F	22530	800 BLOCK CALIFORNIA AVE		Rear end	Bicycle		1
19	10/11/2023	945	CHURCHILL AVE/BRYANT ST	PALOALTO	T	21802(A) VC	BRYANT ST	CHURCHILL AVE	Broadside	Bicycle		1
20	10/11/2023	932	3445 ALMA ST	PALOALTO	F		3445 ALMA ST.		Hit object	Fixed object	HANDICAP SIGN, SLIDING DOOR	0
21	10/11/2023	1530	.700 SAND HILL RD	PALOALTO	F	22350	.700 SAND HILL RD		Rear end	Other motor vehicle		1
22	10/12/2023	848	.1400 ALMA ST	PALOALTO	T	22350	1400 BLOCK ALMA STREET		Rear end	Other motor vehicle		0
23	10/12/2023	1102	EL CAMINO REAL/DEODAR ST	PALOALTO	F	21801(a) CVC	EL CAMINO REAL	DEODAR ST	Broadside	Other motor vehicle		1
24	10/12/2023	1541	400. MIDDLEFIELD ROAD	PALOALTO	F	CVC 21804(a)	400. MIDDLEFIELD RD		Broadside	Other motor vehicle		2
25	10/12/2023	1809	.100 OREGON EXPR	PALOALTO	F	22107	.100 OREGON EXPR		Side swipe	Other motor vehicle		1

PABAC January 9, 2024 Meeting  
Attachment 5: October 2023 PAPD Collision Report for PABAC

#	Date	Time	Location	City	Caused By Juve?	Primary Collision Factor	Occurred On	At Intersection	Collision Type 555 Desc	Vehicle Involved With Desc	Vehicle Involved with Description	Number Injured 555
26	10/13/2023	845	EMERSON ST/KELLOGG AVE	PALOALTO	F	21802(a) CVC	EMERSON ST	KELLOGG AVE	Broadside	Other motor vehicle		0
27	10/14/2023	48	100BLK UNIVERSITY AVE	PA	F	22107 VC	100 BLK UNIVERSITY AVE	UNIVERSITY AVENUE	Broadside	Motor vehicle on other roadway		1
28	10/14/2023	1249	EMBARCADERO RD/MORTON ST	PALOALTO	F	cvc 22350	EMBARCADERO RD		Rear end	Other motor vehicle		3
29	10/15/2023	124	SAN ANTONIO RD/E CHARLESTON RD	PALOALTO	F	VC 22350	SAN ANTONIO RD		Hit object	Fixed object	TREE	1
30	10/15/2023	2106	101 S/OREGON EXPRESSWAY	PALOALTO	F	23152 CVC	OREGON EXPWY		Hit object	Fixed object	CURB AND CENTER ISLAND	1
31	10/16/2023	907	MIDDLEFIELD RD/FOREST AVE	PALOALTO	F	21802(a) CVC	MIDDLEFIELD RD	FOREST AVE	Broadside	Other motor vehicle		1
32	10/16/2023	1700	SAN ANTONIO RD/HY 101 S	PALOALTO	F	21801 cvc	SAN ANTONIO RD		Broadside	Other motor vehicle		0
33	10/18/2023	840	846 BRUCE DR	PALOALTO	F	22107 cvc	BRUCE DRIVE		Head-on	Other motor vehicle		0
34	10/18/2023	1738	750 N CALIFORNIA AVE	PALOALTO	T	22107 VC	N CALIFORNIA AVE (700 BLOCK)		Broadside	Bicycle		1
35	10/18/2023	1847	E BAYSHORE RD/SAN ANTONIO RD	PALOALTO	F	CVC 21461a	E BAYSHORE RD	SAN ANTONIO ROAD	Side swipe	Other motor vehicle		1
36	10/18/2023	2111	600 BLK SAN ANTONIO COURT	PALOALTO	F	22107 VC	SAN ANTONIO COURT (600 BLOCK)		Side swipe	Pedestrian		1
37	10/19/2023	413	W BAYSHORE RD/CHANNING AVE	PALOALTO	F	23152(b) CVC	W BAYSHORE RD		Side swipe	Fixed object	FREEWAY ACOUSTIC WALL	1
38	10/19/2023	926	1700 BLOCK OF SAND HILL RD	PALOALTO	F	CVC 22350	1700 BLOCK OF SAND HILL RD		Rear end	Other motor vehicle		1
39	10/19/2023	1558	OREGON AVE/BRYANT ST	PALOALTO	F	CVC 21760	2300 BLOCK OF OREGON AVE		Side swipe	Bicycle		1
40	10/20/2023	35	3601 EL CAMINO REAL	PALOALTO	F	22106	MATADERO AVE		Rear end	Parked motor vehicle		
41	10/20/2023	1950	ALMA ST/UNIVERSITY AVE	PALOALTO	F		ALMA ST (400 BLOCK)		Broadside	Bicycle		1
42	10/20/2023	1958	ALMA STREET/GREENMEADOW WAY	PALOALTO	F	CVC 21352(A)	ALMA STREET	GREENMEADOW WAY	Hit object	Fixed object	FIXED OBJECT / FIRE HYDRANT	0
43	10/23/2023	0	CALIFORNIA AVE/PARK BLVD	PALOALTO	F	CVC 21658	CALIFORNIA AVE		Head-on	Other object		0
44	10/24/2023	1848	ALMA ST/E MEADOW DR	PA	F	21703 CVC	ALMA ST		Rear end	Other motor vehicle		1
45	10/24/2023	1809	.2400 OREGON EXPR	PALOALTO	F	CVC 22107	OREGON EXPRESSWAY		Side swipe	Other motor vehicle		0
46	10/25/2023	1710	687 ARASTRADERO RD	PALOALTO	F	21801(a)	600 BLK ARASTRADERO RD		Broadside	Bicycle		1
47	10/27/2023	1157	SAND HILL RD/DURAND WAY	PALOALTO	F		SAND HILL RD	DURAND WAY	Rear end	Other motor vehicle		
48	10/27/2023	1436	SAND HILL JNO STOCKFARM	PA	F	22350 VC	SAND HILL ROAD		Hit object	Fixed object	POLE AND LIGHT POLE	1
49	10/28/2023	1356	.4100 EL CAMINO REAL	PALOALTO	F	22350	.4100 EL CAMINO REAL		Rear end	Other motor vehicle		0

PABAC January 9, 2024 Meeting  
Attachment 5: October 2023 PAPD Collision Report for PABAC

#	Date	Time	Location	City	Caused By Juve?	Primary Collision Factor	Occurred On	At Intersection	Collision Type 555 Desc	Vehicle Involved With Desc	Vehicle Involved with Description	Number Injured 555
50	10/28/2023	2318	E CHARLESTON RD/SAN ANTONIO RD	PALOALTO	F	cvc 21460(a)	E CHARLESTON RD		Head-on	Other motor vehicle		2
51	10/30/2023	850	HIGH ST/LYTTON AVE	PALOALTO	F	22107 cvc	400 BLK HIGH ST	100 BLK LYTTON AVENUE	Vehicle-Pedestrian	Pedestrian		1
52	10/21/2023	1902	EMERSON ST/UNIVERSITY AVE	PALOALTO	F	cvc 22107	500 BLOCK OF EMERSON STREET		Rear end	Other motor vehicle		0



PABAC January 9, 2024 Meeting  
Attachment 6: November 2023 PAPD Collision Report for PABAC

#	Date	Time	Location	City	Caused By Juve?	Primary Collision Factor	Occurred On	At Intersection	Collision Type 555 Desc	Vehicle Involved With Desc	Vehicle Involved with Description	Number Injured 555
1	11/01/2023	1050	WEBSTER ST/CHANNING AVE	PALOALTO	F	CVC 22107	500 BLK CHANNING AVE	800 BLK WEBSTER ST	Other	Bicycle		1
2	11/02/2023	1014	MAYBELL AVE/COULOMBE DR	PALOALTO	F	22107 VC	MAYBELL AVE		Hit object	Fixed object	STOP SIGN	0
3	11/03/2023	905	FABIAN WAY/E MEADOW DR	PALOALTO	F	22107 VC	FABIAN WAY	EAST MEADOW DRIVE	Broadside	Bicycle		1
4	11/03/2023	904	.1900 UNIVERSITY AVE	EPA	F	CVC 22350	.1900 UNIVERSITY AVE		Rear end	Other motor vehicle		0
5	11/05/2023	855	855 EL CAMINO REAL	PALOALTO	F	Unsafe Parking	855 EL CAMINO REAL	EMBARCADERO RD	Broadside	Other motor vehicle		0
6	11/06/2023	1822	SAND HILL RD/EL CAMINO REAL	PALOALTO	F	CVC 21453(c)	SAND HILL RD	EL CAMINO REAL	Broadside	Other motor vehicle		2
7	11/07/2023	1059	3445 ALMA ST	PALOALTO	F	unknown	3445 ALMA ST		Broadside	Pedestrian		1
8	11/07/2023	900	800. FOREST AVE	PALOALTO	F	Speed	836 FOREST AVENUE		Side swipe	Parked motor vehicle		1
9	11/07/2023	1745	3833 MIDDLEFIELD RD	PALOALTO	F	21804	3833 MIDDLEFIELD RD		Side swipe	Other motor vehicle		3
10	11/08/2023	0	840 SAN ANTONIO RD	PALOALTO	F							
11	11/09/2023	639	EMBARCADERO RD/EL CAMINO REAL	PALOALTO	F	cvc 22350	EMBARCADERO RD		Rear end	Other motor vehicle		1
12	11/10/2023	1737	400BL SAN ANTONIO AVE	PALOALTO	F		400BL SAN ANTONIO AVE		Rear end	Other motor vehicle		4
13	11/13/2023	1104	HIGH ST/UNIVERSITY AVE	PALOALTO	F	21950(a) VC	HIGH ST	UNIVERSITY AVE	Vehicle-Pedestrian	Pedestrian		1
14	11/13/2023	1600	PASTEUR DR/SAND HILL RD	PALOALTO	F	22350 VC	PASTEUR DRIVE		Hit object	Fixed object	LIGHT POLE	0
15	11/13/2023	1855	EL CAMINO REAL/SHERIDAN AVE	PALOALTO	F	CVC 21950	SHERIDAN AVE	EL CAMINO REAL	Vehicle-Pedestrian	Pedestrian		1
16	11/14/2023	1049	WEBSTER ST/CHANNING AVE	PALOALTO	F	VC 22107	600 BLK CHANNING AVE.		Side swipe	Parked motor vehicle		0
17	11/14/2023	1815	750 SAN ANTONIO RD	PALOALTO	F	CVC 22107	750 SAN ANTONIO RD		Side swipe	Other motor vehicle		1
18	11/15/2023	1906	UNIVERSITY AVE/HALE ST	PALOALTO	F	CVC 22350	UNIVERSITY AVE	HALE STREET	Rear end	Other motor vehicle		0
19	11/16/2023	1940	.100 OREGON EXPR	PALOALTO	F	CVC 22107	OREGON EXPR		Hit object	Fixed object	STREET SIGN/LIGHT POLE	
20	11/16/2023	1140	2637 MARSHALL DR	PALOALTO	F	unknown	2637 MARSHALL DR		Other	Parked motor vehicle		0
21	11/17/2023	1346	ALMA ST/N CALIFORNIA AVE	PALOALTO	F	23152	ALMA ST (2400 BLOCK)		Side swipe	Other motor vehicle		3
22	11/17/2023	1706	ALMA ST/PALO ALTO AVE	PALOALTO	F	CVC 22350	ALMA ST		Rear end	Other motor vehicle		1
23	11/17/2023	1723	3825 EL CAMINO REAL	PALOALTO	F	CVC 21453(a)	EL CAMINO REAL	CURTNER AVENUE	Vehicle-Pedestrian	Pedestrian		1
24	11/18/2023	2011	EL CAMINO REAL/EMBARCADERO RD	PALOALTO	F	CVC 22350	EL CAMINO REAL		Rear end	Other motor vehicle		0
25	11/19/2023	603	1599 ARASTRADERO RD	PALOALTO	F		ARASTRADERO RD		Hit object	Fixed object	TREE	1

PABAC January 9, 2024 Meeting  
Attachment 6: November 2023 PAPD Collision Report for PABAC

#	Date	Time	Location	City	Caused By Juve?	Primary Collision Factor	Occurred On	At Intersection	Collision Type 555 Desc	Vehicle Involved With Desc	Vehicle Involved with Description	Number Injured 555
26	11/20/2023	1142	MIDDLEFIELD RD/LINCOLN AVE	PALOALTO	F	22350	MIDDLEFIELD RD	LINCOLN AVE	Broadside	Other motor vehicle		1
27	11/20/2023	1415	ALMA ST/TENNYSON AVE	PALOALTO	F	VC 22350	ALMA ST		Rear end	Other motor vehicle		0
28	11/20/2023	1400	.300 BLK HOMER AVE	PALOALTO	F	CVC 22106	300 BLOCK OF HOMER AVE		Other	Parked motor vehicle		0
29	11/24/2023	2226	.2800 EL CAMINO REAL	PALOALTO	F	CVC 22350	EL CAMINO REAL		Other			1
30	11/25/2023	1629	.800 OREGON EXPR	PALOALTO	F	VC 22350	800 BLOCK OREGON EXPR		Rear end	Other motor vehicle		0
31	11/25/2023	1834	MELVILLE AVE/CHANNING AVE	PALOALTO	F	CVC 21950(a)	MELVILLE AVENUE	CHANNING AVENUE	Broadside	Pedestrian		1
32	11/25/2023	1922	MIDDLEFIELD RD/TENNYSON AVE	PALOALTO	F	CVC 21802(a)	MIDDLEFIELD RD	TENNYSON AVE	Broadside	Other motor vehicle		1
33	11/26/2023	625	MIDDLEFIELD RD/UNIVERSITY AVE	PALOALTO	F	21453(A) VC	MIDDLEFIELD RD	UNIVERSITY AVE	Broadside	Other motor vehicle		1
34	11/26/2023	1300	.2400 BIRCH ST	PALOALTO	F		.2400 BIRCH ST		Other	Non-collision		1
35	11/27/2023	835	GREER RD/MOFFETT CIR	PALOALTO	T	22350	2800 BK GREER RD	MOFFETT CIRCLE	Vehicle-Pedestrian	Pedestrian		1
36	11/27/2023	1530	.900 EMBARCADERO RD	PALOALTO	F	22350	EMBARCADERO RD		Rear end	Other motor vehicle		1
37	11/28/2023	839	00 BLOCK EMBARCADERO ROAD	PALOALTO	F	21950(a) VC	00 BLOCK EMBARCADERO ROAD		Vehicle-Pedestrian	Pedestrian		1
38	11/28/2023	835	WAVERLEY ST/EL DORADO AVE	PALOALTO	F	Cvc 21802	WAVERLEY ST	EL DORADO AVE	Broadside	Other motor vehicle		0
39	11/28/2023	1005	716 SAN ANTONIO RD	PALOALTO	F		PARKING LOT AT 716 SAN ANTONIO RD		Broadside	Other motor vehicle		
40	11/28/2023	1210	PAGE MILL RD/HANSEN WAY	PALOALTO	F	23152(f)	PAGE MILL RD	HANSEN WAY	Rear end	Other motor vehicle		
41	11/28/2023	1330	.1000 OREGON EXPR	PALOALTO	F	21658(a) VC	.1000 OREGON EXPR		Side swipe	Other motor vehicle		0



## 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](mailto: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.

## **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](mailto:Transportation@CityofPaloAlto.org).



**From:** [pennyellson12@gmail.com](mailto:pennyellson12@gmail.com)  
**To:** [Arce, Ozzy](#); [Transportation](#); [Star-Lack, Sylvia](#); [Kamhi, Philip](#)  
**Subject:** BPTP -- Re-thinking Comp Plan Policy T-4.1  
**Date:** Thursday, November 9, 2023 12:16:50 PM

---

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

---

Hi Ozzy, Sylvia and Philip,

Years ago, when I asked staff why a treatment like Bryant BB wasn't on the table for Ross Road, they pointed to Policy T-4.1, saying they couldn't employ "street closures" to implement bicycle boulevards any more.

The Ross Road fiasco wasn't entirely caused by this policy, but that was a reason given for choosing alternative treatments to calm motor vehicle traffic.

A question I have is, ***If a bicycle boulevard (or low-stress street) has motor vehicle barriers at some locations to effect motor vehicle traffic calming while still permitting motor vehicles to access every part of that bike boulevard via other routes (as is the case on Bryant BB and could have been the case on Ross), shouldn't that street be considered open? It is in fact, completely open to all foot-powered modes. How does such limited barrier use to only one mode amount to street closure?***

**What I am wondering is whether staff's interpretation of Comp Plan Policy T-4.1 as it related to bicycle boulevards in this case was valid. What was the argument that supported that interpretation?**

I would like to see the BPTP incorporate a recommendation to change this policy to make it possible to use what we know is a very successful BB treatment. It may be we simply need to add clarifying language to the policy.

Thank you considering my comments. I'm interested in your thoughts on this subject.

Penny

Some thoughts re:

A question I have is "If a road has barriers to motor vehicle traffic at certain points but motor vehicles are allowed on the street (as is the case on Bryant), can it still be considered open?" What I am wondering is whether staff's current interpretation of the policy as it relates to bicycle boulevards is valid. It may not be, and we might challenge that. or choose to clarify interpretation of the policy in the BPTP policy recommendations.

---

**From:** [Transportation](#)  
**To:** [Arce, Ozzy](#)  
**Cc:** [Transportation](#)  
**Subject:** FW: Bike map corrections BPTP  
**Date:** Monday, November 13, 2023 1:46:01 PM

---

Hi Ozzy,

Are you in receipt of the email below? Looks like it was initially sent, then forwarded again to Transportation?

**Andria Sumpter**

Administrative Assistant, Office of Transportation

---

**From:** Stephen Rock <ser84@caa.columbia.edu>  
**Sent:** Friday, November 10, 2023 6:03 PM  
**To:** Transportation <Transportation@CityofPaloAlto.org>  
**Subject:** Fwd: Bike map corrections BPTP

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

---

----- Forwarded message -----

From: **Stephen Rock** <[ser84@caa.columbia.edu](mailto:ser84@caa.columbia.edu)>  
Date: Fri, Nov 10, 2023 at 6:01 PM  
Subject: Bike map corrections BPTP  
To: Arce, Ozzy <[Ozzy.Arce@cityofpaloalto.org](mailto:Ozzy.Arce@cityofpaloalto.org)>, <[transportation@cityofpaloalto.gov](mailto:transportation@cityofpaloalto.gov)>, <[aleahy@kittleson.com](mailto:aleahy@kittleson.com)>

2023-11-08 PABAC Bike Map Comments

OVERVIEW

- 1) Please include relevant routes in neighboring cities. Bicyclists routes are not bounded by city borders. Planning for PA bike routes must include what kind of routes are on are on the other side.  
e.g. a) Arastradero Rd. bike route does not end at the LAH border, but continues under 280 (underpass not shown) to Page Mill Rd. and then on through Peason-Arastradero Preserve (a major destination).  
b) Route to San Antonio CalTrain not shown, including underpass  
c) Many routes on Stanford Campus missing like Jane Stanford ped/bike route.
  
- 2) There are many more types of bike routes then the 4 classes you show.  
e.g. a) streets with bike lane on one direction, shared car lane in other direction (Colorado E of Middlefield).

- b) Bike Blvds
- c) separated counter car flow lane (Homer from Alma)
- d) Dirt Roads (as in Baylands and Arastradero Preserve).

3) Please include major destinations. You have Library, Community Centers, Caltrain. some schools  
MISSING: Multi Modal Transit Station, Medical Facilities (PAMF, Stanford Hospital, Stanford Shopping Center, Town and Country, Big stores like Safeway, Elementary schools, YMCA, JCC, Stanford Industrial Park, Shoreline Amphitheater, Movie Complexes.

Existing but MISSING from map

- 1) Bike route connecting Churchill with Park via Castillija.
- 2) Class I route on north side of Arastradero West of Foothills Expy
- 3) El Camino Way bike lane going south of Meadow
- 4) Connection between Park Blvd and Meadow and Wilkie at Arastradero (very popular route)
- 5) Connection between Palm Drive and RR shared path.
- 6 Lack of Connection between Palo Alto Ave and path along side of El Camino Park.
- 7) Homer from Bryant to Tunnel (one way)
- 8) Bridge from Menlo Park to Sand Hill Rd.: Show connection from Bridge to Sand Hill.
- 9) Bridge from Willow Pl. Menlo Park to Palo Alto Ave (N. of Bryant): Show connections to Bryant.

#### ERRORS

- 1) Bryant Street is a Bike Blvd. Never had bike lane (in 40 years).
- 2) Charleston E of Middlefield has bike lanes to San Antonio.
- 3) Colorado E of Middlefield has bike lane in one direction only

#### AMBIGUITIES

- 1) The bridge shown at Alma and Palo Alto Ave is over the creek. Not over the RR tracks

--

Stephen Rock  
3872 Nathan Way, Palo Alto, CA 94303

--

Stephen Rock  
3872 Nathan Way, Palo Alto, CA 94303



**From:** [Transportation](#)  
**To:** [Joye, Ken](#)  
**Cc:** [Arce, Ozzy](#); [Transportation](#)  
**Subject:** RE: BPTP update  
**Date:** Monday, November 13, 2023 1:43:32 PM  
**Attachments:** [image001.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.jpg](#)  
[image006.gif](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)

---

Good afternoon Ken,

Thank you for email. I have copied Ozzy on this email to notify him of the comment/question provided below.

Kind regards,

**Andria Sumpter**

Administrative Assistant

Office of Transportation

(650) 329-2552 | [andria.sumpter@cityofpaloalto.org](mailto:andria.sumpter@cityofpaloalto.org)

[www.cityofpaloalto.org](http://www.cityofpaloalto.org)



---

**From:** Ken Joye <[kmjoye@gmail.com](mailto:kmjoye@gmail.com)>  
**Sent:** Thursday, November 9, 2023 6:11 PM  
**To:** Transportation <[Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org)>  
**Subject:** BPTP update

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

---

I was recently introduced to a new portal on which people discuss issues of concern. I noticed this message and believe that it could be relevant to the BPTP update which is in the early planning stages. How could this very specific suggestion be generalized?:

**Thilo Braun started this community issue on 10/10/2023:**

Cycling through the Homer Ave Caltrain underpass is dangerous - at both ends of the underpass there's a blind turn for cyclists, and I've had several near collisions here. A convex safety mirror would be a cheap solution that would significantly help safety going through the underpass!

thanks for considering this,  
Ken Joye

**From:** [Transportation](#)  
**To:** [Mary Holzer](#)  
**Cc:** [Transportation](#)  
**Subject:** RE: Palo Alto Bicycle and Pedestrian Transportation Plan  
**Date:** Wednesday, November 29, 2023 11:22:51 AM  
**Attachments:** [image001.png](#)  
[image003.png](#)  
[image004.png](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)

---

Good morning Mary,

Thank you for contacting the Office of Transportation and sharing your comments with us.

I have shared your email with the project managers and consultant teams working on the [Bike Plan Update](#) and the [Safe Streets for All Plan](#) for consideration into these current planning initiatives. Please feel free to click the links above to visit the webpages for each project to learn more.

Thank you again for sharing your concerns and comments.  
Please take care.

**Andria Sumpter**

Administrative Assistant

Office of Transportation

(650) 329-2552 | [andria.sumpter@cityofpaloalto.org](mailto:andria.sumpter@cityofpaloalto.org)

[www.cityofpaloalto.org](http://www.cityofpaloalto.org)



-----Original Message-----

From: Mary Holzer <[mbholzer@gmail.com](mailto:mbholzer@gmail.com)>

Sent: Monday, November 27, 2023 2:10 PM

To: Transportation <[Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org)>

Subject: Palo Alto Bicycle and Pedestrian Transportation Plan

[You don't often get email from [mbholzer@gmail.com](mailto:mbholzer@gmail.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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

---

I have a comment, well comments, about the bike lanes/traffic/etc on the streets south of University

Avenue. Theoretically Addison is a bike lane. Addison is also one of the worst streets in the city on which to ride a bicycle. It needs to be totally resurfaced. However, it is probably also the safest street for bicycles to go from the large housing area between Middlefield and the eastern side of Palo Alto as it is conveniently located south of the high traffic of the streets on either side of University Avenue.

BUT . . . because it is so unpleasant and even dangerous to bicycle on Addison, the bike traffic has shifted north to Homer (one way west) and Channing (one way east) and thus competes with the much higher, and faster moving, traffic on those streets. Most people, including me, use them as thoroughfares into and out of Palo Alto Downtown. And it is not safe for either the bicyclists - the traffic moves rather fast - or the cars which often, too often, must swerve to avoid the bicycles.

Lets be clear . . . I could bicycle down town but after a couple of tries to bike on Addison (I refuse to even try to bike on Homer or Channing - it's too dangerous) I gave up and just drive. Which is not, I think, what the City wants to encourage.

My suggestions would be to:

#1 - resurface Addison and turn it into a real bike lane, and enforce a lower speed limit. I'm sure the Addison school children would appreciate it.

#2 - In addition, do the same for Forest Ave to provide a path for bikes that aren't focussed on going to a school.

#3 - Enforce "Not a Bike Lane" on the one-way Homer and Channing Avenues with slightly faster speed limits. I can't tell you how many bicyclists go down the middle of the street and swerve in and out of traffic. Both children and adults. And those streets are the ones which seem to bear the brunt of the cross-town truck traffic. Which makes it even more dangerous for bikes.

Thank you for your attention.

Mary Holzer

## PABAC's Comments: Existing Facilities Map—12/03/2023

- Park Blvd has NO SHARROWS from W. Meadow to Chestnut Ave. If these comments are to correct the map, then do not list this section of Park Blvd as Class III. Donald Drive has SHARROWS from its intersection with Maybell to Arastradero Los Robles has a bike lane from Orme to El Camino (part of it has sharrows, but the sharrows are in the bike lane)
- It seems there is little rationale in some cases for why some streets have sharrows and others do not. For example, Margarita between El Camino and Park Blvd is a narrow and poorly paved street but it has sharrows while Park Blvd has none. Maybe the intention in 2012, when the BPTP was last done, was to create a bike blvd or well marked Class II bike lane on Park, but that was never done. So, while this section of Park Blvd (to Maclane to Wilkie to the Wilkie Bridge to Mountain View ) is heavily used by cyclists, there is nothing that marks it as a good route for cyclists. Nor are there any sharrows on Maybell, or Amaranta. Young children ride their bikes to Briones and to Barron Ave, shouldn't those streets or roads that lead to the school at least have sharrows?
- Also - a suggestion for the future: there should be some sharrows wherever a bicycle lane disappears before a major intersection (for example Charleston-Arastradero at El Camino, and Middlefield at Embarcadero).
- Another suggestion - a map with bicycle wayfinding signs. This would be useful to tell a cyclist if a road is a Bike Blvd, part of a Peninsula Bikeway or the Bay Trail, or is a SRTS Bike Route suggested for kids riding to school.
- The map which the public was provided to comment on is missing key connectivity connections and safety upgrades for pedestrians and bicyclists which the City of Palo Alto has “paused”, or returned funding previously granted, and otherwise failed to move forward on since the 2014 Bike and Pedestrian Plan was approved. This is frustrating for those of us who spent many hours working to make that plan the best it could be! Will it be possible to share what happened to all the concerns identified in the last round? There are many new staff members and new consultants, but where is a clear summary of previously identified safety and connectivity issues for foot-powered travelers in and around Palo Alto that were addressed, which were NOT addressed, and why in the years since 2014.
- My comments focus on the portion of Palo Alto west of the train tracks and north of Matadero, because I have faith that very competent PABAC members have addressed issues east of the train tracks and south of Matadero.
- The continuous and well-maintained shared use bike and pedestrian path installed by Stanford University on the southwest side of El Camino Real from Arboretum to Page Mill should be identified as a key existing facility, allowing a wider range of pedestrians and bicyclists to access destinations along El Camino Real with lower stress and greater safety. Yes, this is technically outside of Palo Alto city limits, but it does exist due to the persistence of both City staff and citizens prior to 2010. This shared use path was supposed to connect to improvements for foot-powered users of a continuous, safe alternative to the Baylands both north and south of Oregon Expy), but it seems that this commitment has fallen off the City's radar.
- See the many comments from residents provided on the draft facilities map for several cogent concerns, including the dangerous pavement issues crossing this corridor, as well as need to improve safe crossing options. Paying heed to these concerns as part of creating routes with lower

stress and greater safety would be a real “build it and they will come” solution rather than approaching decisions one intersection at a time!

- These intersections deserve priority solutions for safe crossings as well as pavement repair, as they are way overdue: El Camino Real and California Avenue; ECR at Stanford Avenue, ECR at Churchill (and including improvements back to entrance to Paly & crossing train tracks); and ECR at Embarcadero/Galvez. These involve both student and any age bicyclists and pedestrians at high speed and volume intersections at key times.
- In conjunction with above, add signage for newbie users on both sides of ECR, and incorporate access points into Palo Alto multi-use maps.
- Given the current discussions with Caltrans and our neighbors to the south, now is the time for the decisionmakers on the Bicycle and Pedestrian Plan facility improvements to revive the commitment to providing cross barrier connectivity at major intersections. The current Caltrans project focuses on adding protected bike lanes along El Camino Real throughout Palo Alto. This deserves much scrutiny in terms of what is or is not beneficial to encouraging more bicyclists as well as pedestrians in this area, as well as the cost involved.
  - At Page Mill and El Camino, for example, the traffic signals mean lo-o-ong wait times for bicyclists and pedestrians as well as many hazardous motor vehicle turning movements. Also, there will be fierce resistance to removing parking from Page Mill south! Plus I severely doubt that I will live long enough to see the implementation of this project!
  - Instead, I beg that the Bicycle and Pedestrian Transportation Plan and the existing priorities inform Palo Alto’s advocacy in this Caltrans project. What if a fraction of the \$\$\$ needed to “improve” that humongous, often clogged intersection were used to quickly implement the well-designed improvements along Park Boulevard and Wilkie, plus safety improvements along Margarita/Margarita and across El Camino Real into Barron Park? With clear signage, of course!
- Focus on hearing the safety concerns of people who advocate for solutions that won’t work, such as 4-way stop signs on every corner, or crosswalks on busy streets with no effective physical slowing of drivers. Other cities like ours have greatly reduced crashes and related injuries through adopting the Safe Systems approach and practices, which truly can make a difference, when combined with education for both drivers and active transportation users. Let’s do this!
- Overall, the map needs to be larger so that facilities can be depicted in greater detail. (The 2012 BPTP’s Existing Facilities Map was 11X17”.)
- Comment: Facilities from the 2012 BPTP map of existing facilities (Map 3-4, page 3-23) are missing. Didn’t ride all of the routes. Used Google maps to check some of these.
- Question: Was the consultant given Shrupath’s spreadsheet of 2012 BPTP Recommended projects that were implemented? That might be helpful.
- Question: Should the map show locations where there is dedicated signalization for people on bikes and on foot?
- Question: Should the map indicate facilities like Dutch intersections? Bike boxes? Raised intersections, high viz X-walks, etc.?
- Comment: I asked what makes a normal road a shared lane facility. I was told the existence of sharrows or bike signs.
- Established Bicycle Boulevards are not indicated as such. Why? Bicycle boulevards are critical for improving bicycling in Palo Alto and other cities. Sam Adams, Mayor of Portland said, “...we did a lot

of research and we did a lot of focus groups on what it would take to get from 8% to 25% of all trips by bike. What we learned is that bike boulevards...are the way to go.”

- Missing both Bol Park Path bike/ped bridges
- Missing bike/ped bridge at Laguna/Matadero
- Missing Friendship Bridge to East Palo Alto in the Baylands.
- There is no bike path between the Friendship Bridge and the airport. This should be shown as a trail because it is dirt.
- Bryant BB does not have a Class II bike lane.
- The Middlefield Class II bike lane indicators do not reflect existing gaps, for instance:
  - There is no Class II bike lane on SB Middlefield from the Cubberley main entrance to San Antonio Road.
  - There is no Class II bike lane on NB Middlefield from the CoMV/CoPA city border to Montrose or north of Montrose.
  - Comment: Perhaps street segments with a Class II bike lane in only one direction and shared lanes in the other direction should be marked with the lower one (shared lanes).
  - There are no bike lanes on Middlefield north of Loma Verde. The lines on the street are to calm traffic. The road is not wide enough for bike lanes and parking on both sides.
- Colorado Avenue between Middlefield Road and Louis Road has a bike lane on one side and shared lane on the other side. This is not clear from the map.
- Colorado between Middlefield and Cowper Street does not have bike lanes. It has bumps and signage so can be considered Class III.
- None of the trails through Mitchell Park, which are all very important south PA bike/ped connectors, are marked. Ditto for multi-use trails and paths in most other city parks that are used as school commute routes. For instance, there is a great Robles park trail connection from Park BB to Wilkie BB via Barclay Ct. that is not on any bike/pedestrian routes map I've seen. There connections from neighborhoods to schools, Junior Museum and Lucie Stern via Rinconada Park trails. Ramos Park trails are used as a short-cut to libraries and school routes via Ross/Mayview.
- The map does not show the multi-use path from Nelson/Charleston to Mitchell Park paths, an important school and super block connector.
- There is no bike lane on Cowper Street between Loma Verde and Meadow. Instead, it is a Class III. There is a wide parking lane in some portions with inadequate room to function as a bike lane.
- PAUSD trails around the JLS playing fields that connect park trails to Hoover ES, Fairmeadow ES JLS MS and other super block community facilities are not depicted.
- PAUSD's Waverley bike/ped path (running along west sides of JLS and Hoover properties, connecting Charleston to East Meadow and school sites) is not depicted.
- The bike path which connects Faber Place to Renzel Trail is incorrectly shown as a trail. (Probably because Google maps dubs it a trail.)
- The approximately 1-mile bike path east of East Bayshore Road is not shown.
- A bike path is shown along San Francisquito Creek, west of 101, but I know of no such existing path.
- There is no bike path in front of Stanford Shopping Center—just sidewalk. There is a path on the other side of El Camino Real, connecting to the train station and, going the north, to paths to Menlo Park.
- There is an off-road multi-use trail that runs along the west side of El Camino Real on Stanford land from Stanford Avenue to Palm Drive and continues to Quarry Road.

- There is no bike lane on Hanover between California Avenue and Stanford Avenue. There is a bike route sign near Stanford Ave so Hanover between Cal Ave and Stanford Ave can be considered a shared lane. There is a bike lane on Hanover Street south of California Avenue.
- Question/Comment: How should this map address existing California Avenue conditions for bicycles? This draft map shows an existing Class III Shared Lane for bicycle, but there currently are signs posted at this location that require bicyclists to walk their bikes. If it is a bike route, it should allow bicycles. What is the correct existing condition?
- Though not in Palo Alto, there is a bike bridge across 101 at the end of Newell Road. This important commuter connection should be included in the map as it is relevant to Palo Alto bike/ped travel.
- The emergency vehicle access driveways from Nelson Drive into Cubberley that abut the north and south ends of the playing fields are not on the map. These are heavily used as paved bike/ped path connections from bike routes to Cubberley and Charleston Shopping Center, Greendell and other SoPA neighborhoods) and should be marked.
- There are a couple of segments on EB Arastradero that have multi-use paths next to the Class II bike lane to accommodate wrong-way school commute riding between Fletcher MS and land-locked neighborhoods and prevent conflicts with riders in the EB bike lane.
- There is a new PAUSD bike/ped path on the east side of the Gunn High School Arastradero main driveway entrance connecting riders entering from Arastradero to bike parking and Georgia path connections. Though it is on PAUSD property, it should be on the map as a connector. All PAUSD on-campus bike/ped facilities should be depicted on these maps. Safe and convenient foot-powered school commute connectivity between public streets and on-campus routes is very important. We can't see the gaps if we don't include the existing campus routes on the map.
- Segments of WB Charleston/Arastradero with protected and buffered bike lanes are not depicted on the map.
- Shows bike lanes on Charleston/Arastradero to and through the ECR intersection that are planned, but do not yet exist.
- Charleston/Arastradero (C/A) intersection at Alma has bike lanes along C/A to the intersection, but not through it. (Green bike lanes through this intersection might be helpful to remind drivers to look for people on bikes. Right hooks continue to be a problem at this location.)
- The bike path north of Arastradero Road is barely visible as a blue line was drawn over it. Please consider a way to make both facilities visible on the map.
- Segments of EB Charleston east of Middlefield are shown on the map as Class III shared lane. This is incorrect. There are new Class II bike lanes to the CoMV border shopping areas.
- The map shows a Class II bike lane on NB Fabian Way starting at Charleston intersection. This is incorrect. The bike lane doesn't appear until a midblock crosswalk about two parcels into Fabian.
- There are bike lanes on Hansen Way.
- The Los Robles bike lane stops at Arbol Drive where sharrows appear.
- There should be a Class I shared use path depicted from the Louis/Amarillo intersection to the Ohlone ES campus bike/ped entrance.
- At Donald, there are shared lane markings on some segments that are not depicted. There's also a bike box missing on Donald at the Arastradero intersection.
- Bike lane and sharrow connections on El Camino Way between Meadow and ECR/Maybell are missing.

- I'm not sure what to say about Maybell. It was shown as an existing BB in the 2012 existing facilities map but not here. However, it really has no improvements one might expect on a bike boulevard.
- Park Boulevard is marked as a Class III shared lane from Meadow to the Chestnut traffic barrier. Sharrows have not been implemented in this segment of Park Blvd. Is it marked this way because it is a Peninsula Bikeway?
- CoPA's published bike routes map here <https://www.cityofpaloalto.org/files/assets/public/v/1/transportation/bicycling-walking/bike-resources/paloalto-bicycle-map.pdf> may be helpful. It shows more complete connections that a lot of us use. This may help us see areas where we have facilities gaps. For example, the draft Existing Facilities map we are asked to comment on does not show the Maclane or W. Meadow connections from Wilkie BB to Park BB. At W. Meadow, NB Wilkie is marked as a Peninsula Bikeway (which, I think I understand, means it should be marked as a shared lane (though there are no sharrows). Correct? However, that Peninsula Bikeways signage inexplicably stops where Wilkie turns onto McClane, the connection to Park BB. I'm not sure how to mark any of this on the map, but this is a route that should be considered (and better marked).
- The map does not include the sharrows on San Antonio. However, they exist. They should be depicted as an existing facility. (One that needs to be removed and replaced with an appropriate facility for present and future use of this high volume, fast arterial. Maybe mark it red, indicating existence of hazardous conditions created by an inappropriate sharrow "facility." The bike/ped safety gap here needs to be called out in the BTP, especially given that so many of the abutting parcels are being rezoned for high density housing. Many drivers are oblivious to or actively hostile to the rare fearless riders who bike along San Antonio in the "shared" lanes. Extremely good bicycling skill and vigilance is needed when biking any part of San Antonio Road, and that does not guarantee safety. The San Antonio sharrows are invisible to drivers during peak times, covered by heavy auto traffic on top of them. Traffic moves much faster than posted 35MPH during off-peak times. If the city is serious about building thousands of high density housing units in this area, significant bike/ped/transit connectivity work is needed to connect parcels on both sides of San Antonio safely to transit and the rest of Palo Alto and MV, including Cubberley and super block PAUSD schools and community facilities, jobs, shopping.
- Downgrades and inaccuracies:
  - Cowper bike lanes from Meadow to Loma Verde were too narrow, and it is now a shared lane (class III) not Class II.
  - Maybell was marked on the map as a Bike Boulevard (class III), but not clear if this was adopted with street signage.
  - Middlefield bike lanes end at Keats Ct, North of San Antonio, and are not continuous on both sides of the street at Montrose, Charleston, or E. Meadow. Note that Middlefield is left out of the Palo Alto Bicycle Map, above.
- Upgrades (in **bold**, not shown on the new facilities map)
  - **Bike lanes completed on Charleston, between Fabian and CoMV city limits.**
  - New Adobe Creek Reach Trail from E. Meadow to E Bayshore, and of course the new bike bridge.
  - **South of Adobe Creek, there are signs directing cyclists to Los Altos via Monroe, the Palo Alto Bowl pathway to Cesano, and Cesano Court. There are bike route signs on Miller to Mountain View? Or bike route signs from Mountain View to Palo Alto.**
  - Ross is a class III bike boulevard, **from Garland to Louis, across Oregon Expy.**



- El Camino Way from Meadow to Maybell is bike lane / sharrows (could only fit bike lanes on one side, and AM school commute side seemed more important).
- Los Robles now does have bike lanes all the way to Laguna!
- Matadero / Margarita Class III now.
- Other comments on the new map.
  - The wide shoulders on Middlefield in N. Palo Alto (N. of Lytton) are just wide shoulders, and NOT bike lanes.
  - There is an off street gravel path from Geng Park to E. Bayshore, but the map shows it continuing magically all the way to Newell. It does not cross Highway 101.
  - E. Bayshore, N. of Embarcadero has sharrows to the city limits with EPA, so it is class III.
  - The bike lanes on Embarcadero go from the Baylands to Geng Road. They do not connect to E. Bayshore.
  - The bike path that parallels E. Bayshore does connect as a paved path all the way to Faber Place.
  - See the old map for missing bike lanes in the Research Park, particularly Deer Creek Road, and Hanover.
  - There is a gravel road connecting the end of Embarcadero Way to Byxbee park that can be used by bikes and peds.
  - The Pope/Chaucer bridge to Menlo Park should be highlighted as an Across Barrier Connection.
  - West of 280, Arastradero and Page Mill Road are heavily used by recreational cyclists, and should be included in this plan's scope. Los Trancos Road should also be included in planning.
  - The Peninsula Bikeway had a good web site, was funded, and street signs were placed, in a 4-city city managers agreement by Mountain View, Palo Alto, Menlo Park, and Redwood City. Then it was abandoned, and only the signs remain. The route across Palo Alto was Miller to Wilkie to Meadow to Bryant, to Palo Alto Ave, connecting to Willow Place in Menlo Park (just North of Bryant, on Palo Alto Ave. The main contribution in Palo Alto is explicitly signing the connection from Bryant to Wilkie on Meadow. (it does not go on Alma).
- General comments:
  - Looking at these maps, old and new, and the current bike routes map, makes me think we should spend a lot of energy on wayfinding and route marking.
  - Orienting Alma and El Camino up/down on the map can make it easier to understand.
  - Adding some detail for neighboring cities, and the county can be helpful, esp. some roads through Stanford, and the connections through Los Altos Hills. For example, the Stanford Perimeter Trail, the alignment on Old Page Mill, and the improved crossing under 280 make biking to Arastradero Preserve from Stanford or Cal Ave feasible for many.
- Several missing or incorrect items listed below are part of the Stanford campus or the town of Los Altos Hills. I think they are important to include to show the current state of bicycle access to Pearson-Arastradero Preserve and routes through Stanford campus to get to/from Palo Alto.
- Hanover St / Porter Dr loop connecting to Page Mill Rd has bike lanes, so should be marked class II (blue), not class III (yellow).
- The bike lane on Deer Creek Rd between Arastradero and Page Mill is not marked on the map, it should be class II (blue).

- There is a bike lane (class II) on Arastradero Rd through Los Altos Hills between Purissima Rd and Page Mill Rd.
- here is no bike lane on Arastradero Rd between Deer Creek and Purissima Rd. There is a "share the road" sign (no sharrows or bike route signs), I'm not sure if that counts as Class III or nothing (I would say nothing because riding in that section is unpleasant).
- The shared use path along Arastradero Rd extends to the intersection with Purissima Rd in Los Altos Hills and is not marked past the Palo Alto city limits.
- The shared use path on the south side of Junipero Serra between Stanford Ave and Page Mill Rd is missing.
- The shared use path on the east side of Page Mill Rd between Deer Creek Rd and Foothill Expwy is missing.
- The shared use path along the west side of Stanford Ave from Bowdoin to Raimundo is missing.
- Foothill Expy is misspelled (it has an 's' on the end that should not be there).
- At Stanford University, the section of Campus Dr between Palm Dr and Mayfield has a bike lane and should be marked as class II (blue), but is marked as class III (yellow).
- At Stanford University, the section of Escondido Rd from Comstock Cir to Stanford Ave does not have bike lanes, so is not class II. It also does not appear to have any sharrows or bike route signs, but is a low stress street due to bollards at Comstock Cir.
- No routes across Stanford campus are shown. I would suggest including Jane Stanford Way as Class I or Class III (it doesn't allow private vehicle traffic, but I don't think we have a classification for bikes and buses only). I would also add a Class I route connecting Escondido Rd and Panama St / Santa Teresa St because on the map, the class II routes on Escondido, Panama, and Santa Teresa just dead end and look like they don't connect to anything.
- There are bicycle wayfinding signs on Cesano Dr just NE of ECR. I'm not sure if this makes Cesano Dr class III. There are no sharrows.
- There is a bicycle wayfinding sign on Miller Dr (just after exiting the Wilkie bridge) that indicates a right turn onto Monroe Dr provides a bicycle route to Los Altos. There is another bicycle wayfinding sign on Monroe Dr marking the left turn onto the shared use path that connects to Cesano Dr (and Los Altos Ave). I'm not sure if these bicycle wayfinding signs make Monroe Dr class III; there are no sharrows or other bicycle route signage that I am aware of.
- Castilleja Ave between Park Blvd and Churchill has multiple bicycle wayfinding signs. I'm not sure if this qualifies it as Class III.
- There is a shared use path between Homer Ave tunnel and Palo Alto Caltrain station on the west side of the train tracks.
- There is a shared use path between Palo Alto Ave and the Palo Alto transit center bus area (technically it forks: (1) ends near the bus area at the dead end of Mitchell Ln and (2) ends near University Ave/ECR at the Caltrain station loop) along the east side of ECR next to El Camino Park.
- Palo Alto Ave between Alma St and the bike bridge to Menlo Park has multiple bicycle wayfinding signs. I'm not sure if this qualifies it as Class III. There is also a bike boulevard sign on the right side of Palo Alto Ave coming off the bridge from Menlo Park. Is the section of Palo Alto Ave between the Menlo Park bike bridge and Bryant considered a bike boulevard (maybe part of the Bryant bike boulevard)?
- In Menlo Park, Willow Pl between Willow Rd and the Menlo Park-Palo Alto bike bridge is marked with a bicycle route sign, so should be Class III.

- A bike boulevard classification should be added to the map and used for Bryant and other bike boulevard facilities.
- In the legend, the "trail" classification should be augmented to indicate that trails prohibit e-bikes.
- As has been noted many times over the years, the bike lanes on Addison are non-standard and should not be marked as "existing bike lanes". One side of the street has parking and the marked lane on that side is actually hazardous, it is so narrow. In addition, it is unclear what actually happens to the lane adjacent to Addison School.
- Bryant Street is marked as a Class II Bikeway with bike lanes. For the most part, this street is a "Bicycle Boulevard", where it is Class III facility. It is an excellent facility but as a technical issue, it is almost all Class III.
- It's not in my neck of the woods, but I believe Maybell is a designated bike facility.
- Please include relevant routes in neighboring cities. Bicyclists routes are not bounded by city borders. Planning for PA bike routes must include what kind of routes are on the other side., e.g.
  - a) Arastradero Rd. bike route does not end at the LAH border, but continues under 280 (underpass not shown) to Page Mill Rd. and then on through Peason-Arastradero Preserve (a major destination).
  - b) Route to San Antonio CalTrain not shown, including underpass
  - c) Many routes on Stanford Campus missing like Jane Stanford ped/bike route.
- There are many more types of bike routes than the 4 classes you show. e.g. a) streets with bike lane on one direction, shared car lane in other direction (Colorado E of Middlefield).
  - b) Bike Blvds
  - c) Separated counter car flow lane (Homer from Alma)
  - d) Dirt Roads (as in Baylands and Arastradero Preserve).
- Please include major destinations. You have Library, Community Centers, Caltrain. some schools
- MISSING: Multi Modal Transit Station, Medical Facilities (PAMF, Stanford Hospital, Stanford Shopping Center, Town and Country, Big stores like Safeway, Elementary schools, YMCA, JCC, Stanford Industrial Park, Shoreline Amphitheater, Movie Complexes.

#### Existing but MISSING from map

- 1) Bike route connecting Churchill with Park via Castillija.
- 2) Class I route on north side of Arastradero West of Foothills Expy
- 3) El Camino Way bike lane going south of Meadow
- 4) Connection between Park Blvd and Meadow and Wilkie at Arastradero (very popular route)
- 5) Connection between Palm Drive and RR shared path.
- 6) Lack of Connection between Palo Alto Ave and path along side of El Camino Park.
- 7) Homer from Bryant to Tunnel (one way)
- 8) Bridge from Menlo Park to Sand Hill Rd.: Show connection from Bridge to Sand Hill.
- 9) Bridge from Willow Pl. Menlo Park to Palo Alto Ave (N. of Bryant): Show connections to Bryant.

#### ERRORS:

- 1) Bryant Street is a Bike Blvd. Never had bike lane (in 40 years).
- 2) Charleston E of Middlefield has bike lanes to San Antonio.
- 3) Colorado E of Middlefield has bike lane in one direction only

#### AMBIGUITIES:

- 1) The bridge shown at Alma and Palo Alto Ave is over the creek. Not over the RR tracks