



**Tuesday, February 4, 2014**

7:30 P.M.

**Cubberley Community Center – Room H5**  
4100 Middlefield Road, Palo Alto, CA

Agenda

- |   |      |
|---|------|
| 1. ORAL COMMUNICATIONS  | 7:30 |
| 2. APPROVAL OF SUMMARY  | 7:35 |
| 3. AGENDA CHANGES   | 7:40 |
| 4. VTA BPAC REPORT  | 7:45 |
| 5. ELECTION OF CHAIR AND VICE CHAIR   | 7:55 |
| 6. STANFORD PERIMETER TRAIL   | 8:05 |
| 7. BICYCLE BOULEVARD PROJECTS   | 8:25 |
| a) Matadero-Margarita Bicycle Boulevard to P&TC on February 12  |      |
| b) El Camino Way/Maybell/Georgia/Donald Bicycle Boulevard Concepts  |      |
| 8. PAGE MILL RD/OREGON EXPWY WAYFINDING SIGNAGE (CEDRIC)  | 8:45 |
| 9. SHORT LEAD-TIME PROJECTS LIST (ATTACHED)   | 9:00 |
| 10. REPAVING PROGRAM  | 9:15 |
| <a href="http://www.cityofpaloalto.org/civicax/filebank/documents/36066">http://www.cityofpaloalto.org/civicax/filebank/documents/36066</a> |      |
| a) PABAC Feedback   |      |
| b) North California Avenue  |      |
| 11. CALL FOR AGENDA ITEMS   | 9:25 |
| 12. ADJOURNMENT   | 9:30 |



Meeting Summary  
Tuesday, January 7, 2014

Members Present: Robert Neff (chair), Eric Nordman (vice chair), Rob Robinson, Jane Rothstein, Bill Zaumen, Bill Courington, Paul Goldstein

Members Absent: Ann Crichton, Cedric De La Beaujardiere, Steve Rock

Staff Present: Jaime Rodriguez, Sylvia Star-Lack (Staff Liaison)

Guests: Penny and Rich Ellson, Alan Wachtel, Ed Roseboom, Richard Swent, Raquel Perez

1. ORAL COMMUNICATIONS

Robert Neff reported that he sent the Matadero-Margarita Bicycle Boulevard Support letter to the Planning Commission.

Chaucer Street Bridge Meeting Announcement: The San Francisquito Creek Joint Powers Authority (JPA) will rebuild every bridge on San Francisquito Creek. Chaucer will start construction this year. The first community meeting about this bridge will be held by Menlo Park on January 15.

2. APPROVAL OF SUMMARY

No summary. The December summary will be distributed with the February agenda.

3. AGENDA CHANGES

Added two items:  
New #10: Paul Goldstein's item  
New #12: Jane Rothstein's Bike Rack Item

4. VTA BPAC REPORT

Paul Goldstein reported that the County held a workshop/open house so the County BPAC and the public could review various projects they are or will be working on soon. Les Earnest, former BPAC chair, had another idea for I-280/Page Mill project. BPAC held elections.

5. PRESENTATION FOR NEWELL BRIDGE WILL BE RESCHEDULED

## 6. BICYCLE BOULEVARD PROJECTS

### a) Bicycle Boulevard Design Request For Proposals (RFP)

Jaime reported that Council budgeted \$1.2m every year for 5 years to build out the Bike Plan. The Bicycle Boulevard Design Project is to complete a design phase for many bike projects in town. It is important to complete design phases in order to get grant funding, like OBAG funds. The projects in this RFP include:

- Bryant Street Bicycle Boulevard update and extension
- Park Boulevard Bicycle Boulevard
- Homer/Channing Couplet Bicycle Boulevard
- Amarillo/Moreno Bicycle Boulevard
- Greer Road Bicycle Boulevard
- Ross Road Bicycle Boulevard
- Stanford Avenue Bicycle Boulevard, east of El Camino Real
- Wilkie Way Bicycle Boulevard
- Barron Park Bike Routes

The City interviewed five firms, of which two were selected; Fehr and Peers for projects west of Caltrain and Alta Planning & Design for projects east of Caltrain.

There will be other projects - Charleston/Arastradero, Churchill/ECR, and Matadero Creek Trail - that will be awarded on February 3rd by Council. In addition, the City has other active bicycle boulevard design projects, Matadero/Margarita and Maybell.

Proposal teams expressed concerns about the number of projects and how coordination and outreach would occur. To address these issues of coordination and outreach, the City will develop a Technical Advisory Committee (TAC) to get more representation with different interests in the community. Potential members of the TAC could include representatives of the following entities:

- PABAC
- City/School Traffic Safety Committee (CSTSC)
- Stanford
- Google
- Planning and Transportation Commission (PTC)
- Stanford Research Park

The TAC would meet during the day with representatives from all the consultant teams. All consultants would be able to see what the others are proposing, and the meetings would be open to the public. The TAC would kick-off in March.

Paul: What is PABAC's role with this change?

Jaime: PABAC role doesn't change. The TAC would receive new input that we don't get through this body, as in pedestrian comments, or commuters who live outside of Palo Alto but work here.

Jane Rothstein shared that she is available to help with the Stanford commuters. Jaime has asked Brodie Hamilton to suggest someone from the campus.

Paul: Should PABAC be dissolved and reconstituted? If PABAC isn't the committee it needs to be, then maybe staff should reconstitute the committee? It sounds like you've lost confidence in this committee.

Jaime: We are pushing our consultants to weigh both pedestrians and bicyclists, so we'd like different representation from the community. Other city Bicycle Advisory Committees are constituted differently, many are appointed.

Penny Ellson: How frequently would the TAC meet?

Jaime: At first, once a month, and later, a couple times a month. Meetings could last half a day. Evening meetings are too expensive with regard to paying for consultant time.

Alan Wachtel: Is this an ad hoc committee related just to the Bicycle Boulevards?

Jaime: Yes.

Alan: The TAC shouldn't be a shadow committee that displaces PABAC.

Eric Nordman: What is the process?

Jaime: Nothing changes with regard to PABAC and its role. PABAC will still review projects at the same time it would have if we didn't have the TAC.

Robert Neff: The TAC requires a higher time commitment than PABAC. Will technical issues be resolved in the TAC?

Jaime: No. PABAC will see projects at the same time as the TAC. We won't ask the TAC to vote on anything.

Paul: Both are staff advisory. Let's not be duplicative.

Rob Robinson: The good part is that daytime meeting that saves on consultant fees. Please make sure we get the agenda.

Jaime: We can move the meetings around to different venues to solicit input from different constituencies, such as large employers.

Penny: I'm worried about PABAC not having enough representation on the TAC and the funders who will be on the committee.

Bill Courington: Why Google?

Jaime: So many of their employees live here that they can give us guidance regarding commute volumes. They have a commute incentive program.

Rich Ellson: Does Google have the origin/destination data you want?

Jaime: They seem willing to get us the data we need. They want to see innovations in the Bay Area.

Alan: I hope that Google is willing to collect data on these facilities.

Jaime closed with an invitation to PABAC to attend the Council's Feb. 3rd meeting.

Eric: Motion to draft letter of support for awarding design projects.

Rob R.: Second

Approved unanimously

b) Upcoming Meeting on the Maybell Bicycle Boulevard

The meeting will be on January 28, hopefully at Terman, 6:30pm. We will review the initial draft plans after item 6c.

c) Matadero/Margarita Bicycle Boulevard Data Collection

Jaime reported that the Planning and Transportation Commission (PTC) questioned the need for this project and asked for data. Data was collected at 4 points. The data show that the speeds are what we aim for in residential areas, but since there are no sidewalks, speeds should be even slower than 25mph. Bike and pedestrian volumes combined are almost as high as vehicle traffic.

Bill C: Will slowing traffic entice more cyclists?

Jaime: Building the network will entice more cyclists. I'd be appreciative if additional data were collected. I will aim to get to PTC the last week of January. Staff will let PABAC know the meeting date when it is scheduled.

Paul: What about the FHWA cancellation of green back sharrow experiments?

Jaime: We can use green back sharrows.

b) (continued) Ten-minute break to review the Maybell initial draft design concepts

Jaime reported that the consultants on the Maybell project noted that utility poles limited sidewalk space. This is a phase 1 design. A later phase could include utility undergrounding.

## 7. PAGE MILL RD/OREGON EXPWY WAYFINDING SIGNAGE

Skipped since Cedric could not attend tonight to present his proposal.

## 8. FIVE-YEAR REPAVING PROGRAM

Robert Neff: In the second year (2014-15), N. California Avenue is scheduled for repaving. It has substandard bike lanes now. Do we want what happened on Colorado Ave?

Eric: Regarding Greer Road, should we push that one off until we know what the bike boulevard design is?

Jane: Please prioritize Ash from Sheridan to California.

## 9. MIDDLEFIELD BIKE LANE STRIPING AT SAN ANTONIO ROAD

Robert Neff: Alan was concerned that the 5-ft bike lane has a 3-ft gutter with only 2 feet of pavement, when the standard is that 3 feet of pavement should be provided. Neff was surprised that the project went forward without timely PABAC review. Also, he feels that the plans for Fabian and Charleston haven't been reviewed in depth by PABAC.

Paul: Substandard bike lanes should be called to our attention.

Alan: We don't know what was in the plans. Did things go wrong in the plan or implementation? Lane is extremely narrow. There are other places where there is not 3 feet of clear pavement in the bike lane.

Jaime: We will have this problem all over the city. Gutters are usually 3 feet in town, sometimes even wider. The gutter pan width slipped through our hands with this project. Mountain View took our designs and did this project as a condition of approval.

Alan: So this is something that we need to pay attention to. There is no discretion to stripe a substandard bike lane.

Ed: Can we restripe it in the future to make it a standard bike lane?

Jaime: We'd have to talk about that. There could be design fixes to this.

Penny: My husband came tonight for this item. He gets pushed by traffic into the gutter pan, and it is uncomfortable to ride there.

Jaime: The City (Public Works) will look at resurfacing Middlefield throughout the City, so we may have a chance to fix this in the future. This might include widening at points.

## 10. NEW SIGNAGE AT HOMER CONTRA-FLOW LANE

Paul reported confusing signage at the Homer contra-flow lane. Also, approaching the contra flow lane on High, there is a bike warning sign without a two-way arrow.

Alan: The bike crossing sign was put up before the right turn-only sign.

## 11. BIKE PROJECT GRANTS 2014

Jaime asked for a list of projects with short lead-times or with no required design work for potential grant opportunities.

Paul: Overpass at Adobe Creek?

Jaime: The overpass project is going through the environmental process now and is too big of a project.

Paul: Bike Share Pods?

Eric: Keeping the underpass open?

Jaime: Underpass access is based on an agreement with the Water District. Money won't keep it open.

Penny: Bike traffic to and from new Google offices will go through Greenmeadow so we should focus on those bike routes.

Bill C. volunteered to compile a project list from PABAC member suggestions and send it to Jaime.

## 12. BIKE RACK OUTREACH

Jane listed locations for bike racks:

- Piazza's – She said they want racks.
- Country Sun
- Whole Foods
- Celia's on El Camino Real – The owner wants racks.
- Jane's Condo building in the garage.

Penny: Avenidas needs racks during the day at Cubberley. Daycare facilities can also be good locations for rack installation.

## 13. CALL FOR AGENDA ITEMS

- Repaving Program – PABAC to give feedback on this next month
- Elections
- Charleston/Fabian Update
- Bike Share in Palo Alto?

Adjourned at 10:17pm



Meeting Summary  
Tuesday, December 3, 2013

Members Present: Robert Neff (chair), Eric Nordman (vice chair), Rob Robinson, Jane Rothstein, Bill Zaumen, Bill Courington, Steve Rock, Paul Goldstein, Cedric De La Beaujardiere

Members Absent: Ann Crichton

Staff Present: Jaime Rodriguez, Sylvia Star-Lack (Staff Liaison)

Guests: Jerry Underdal, Penny Ellson

1. ORAL COMMUNICATIONS

The League of American Bicyclists, in its Bicycling by the Numbers report, listed Palo Alto as the #3 city for the proportion of bike commuters. We also had the highest median cyclist age at 42 years.

Robert Neff reported on the Bike Boulevard RFP status. There were five submittals, and interviews will be held a week from Friday.

2. APPROVAL OF SUMMARY

Approved unanimously

3. AGENDA CHANGES

Added items:  
Bike Activation of Flashing Beacons  
Churchill/El Camino Real Project Status  
High Street Two-way Conversion Status  
Homer Contra-Flow Lane Extension Status

4. VTA BPAC REPORT

Paul Goldstein reported that the November 13<sup>th</sup> meeting included discussion of the following:

Approved TFCA Criteria

The BPAC approved the new Transportation Fund for Clean Air (TFCA) project scoring criteria.



### Nominating Committee

The BPAC appointed a subcommittee to nominate a chair and vice chair to start in 2014. Paul is not in the running but on the nominating committee. Elections will be in January, 2014.

### New Project Focus

Lauren Ledbetter is VTA's new Bicycle and Pedestrian Program Planner. She would like to move VTA to put more effort on pedestrian planning. The committee wants more focus put on Bicycle Expenditure Projects, for important inter-city or across-barrier routes and major connections. VTA will structure its scoring criteria to target these signature projects.

### County Expressway Program Update

The 2003 report done by John Ciccarelli regarding accommodation of bicycles on the County Expressways will be updated. County staff will visit all the BACs in the County.

### Bicycle Anti-Harassment Ordinance

Members of the BPAC met with County Staff to pursue a bicycle anti-harassment ordinance that would make it a civil and criminal offence to harass a cyclist. LA, Sunnyvale, Sonoma County, Santa Rosa, Oregon, and other jurisdictions have these. Essentially, an ordinance like this makes it easier for a lawyer to sue. Ordinance content can be part of driver/bike safety education programs. SVBC has been pursuing this. The types of infractions included are typically shouts, thrown objects, or placing a cyclist in apprehension of physical injury. Getting such an ordinance passed is very difficult.

Penny Ellson: What is the effect of these laws? There is not much data that civil suits are initiated because of this.

## 5. BICYCLE BOULEVARD PROJECTS

### a) Matadero-Margarita Project Update & Barron Park Bicycle Routes

Jaime Rodriguez reported that the Matadero-Margarita Bicycle Boulevard proposal was not approved by the Planning and Transportation Commission (PTC). TDS has been hired to collect video data, 7 days' worth, and tube counters will capture car counts and speed data. This data collection costs \$12,000, about the price of the proposed speed humps that were included in the plan. In response to questions by commissioners, Jaime told the PTC that building the network is important for creating value for the community. There is no alternative plan.

The City will go back to the PTC in January, hopefully by the second meeting in January, and to the Council in February. All phase 1 improvements were delayed until July due to the PTC decision.

Bill Courington: It seemed like the PTC didn't understand the proposal was a bicycle boulevard in context.

Paul: I thought this project was a slam dunk. Some on PTC seemed to be confused about what a Bicycle Boulevard (BB) is. The Bike Plan definition is an improved bikeway, but we need to get them to understand that not all BB's are going to be like Bryant Street.

Penny: Has the PTC read the BPTP? They seemed to not have any training in this subject. It was disturbing.

Jaime: Maybe we should invite them, have a training, or off-site for the PTC?

b) PABAC Bicycle Boulevard Support Letter

There was general support of Robert Neff's letter.

Cedric de la Beaujardiere: Great letter. Mention that the nearby signalized intersections are T intersections, and emphasize the pedestrian improvements.

Paul G.: PTC should have been paying attention to schedule, phasing, and specific treatments. He would prefer no green-backed sharrows. He doesn't see GB sharrows as well as he sees regular sharrows. Sharrows are a new device in California. He would like PABAC to advocate for standard signage.

Sharrows are not a great way to designate a bike route. The purpose of the marking is to position bikes on the road away from parked cars, out of the door zone. They are not intended to let drivers know that cyclists are on the road. There are other indicators of a bicycle route. Standard bike crossing signs should be used (diamond shaped). He is very concerned about the AC berms and doesn't think they are a good thing for bicyclists. He will ask the PTC to really look at these treatments.

Jaime: The Community wanted the green-backed sharrows. White sharrows are just the minimum improvement. Green-backed (GB) sharrows are an enhancement.

Neff: GB sharrows are not in the MUTCD (Manual on Uniform Traffic Control Devices). When are we to use them? Is there a process to make it an experiment to use these?

Jaime: There is a process. Some devices are used before they are officially adopted. We don't need to wait for the Feds. The state wants to wait for the Feds, usually. Jaime's professional opinion is that it is ok for the City to use them.

Cedric: GB sharrows could be good at conflict-prone situations, like Matadero/Josina/Tippawingo.

Bill C.: This is the wrong forum for design. It seems that we're doing things ad hoc. It's our job to lead the community to explain what markings to use, but we shouldn't use GB sharrows because a community asks for them.

Paul made a motion to approve Robert's letter. It was unanimously endorsed by 9 members present with one amendment to add that the project will help the city meet its greenhouse gas (GHG) goals.

Neff encouraged members to write their own letters if they have specific concerns not mentioned in the committee's letter.

c) El Camino Way/Maybell Avenue/Donald/Georgia Project Update

The consultant, Fehr and Peers, is coming up with alternatives.

d) South Palo Alto/Monroe Park Wayfinding Signage Proposal

Neff shared a map of suggested sign locations and suggested sign types. There was discussion of some of the text to be placed on the green directional signs, with "To Los Altos" being one of the options.

Rob Robinson: Robert Neff did a great job.

Jaime: We'll install the signs if PABAC supports this proposal.

The motion to add signs at these locations passed unanimously.

Cedric: Signage is needed to get cyclists off the Oregon Underpass and direct them to the California Avenue underpass.

Jaime: PABAC can ask the County to add wayfinding signs.

Paul: PABAC did not want to add this signage a few years ago because the County had wanted to discourage cyclists from riding on the Expressways. However, it is the right of cyclists to ride these roads.

Steve Rock: We should not encourage cyclists to ride through the car tunnel.

Cedric will suggest signage for this area at the next meeting.

## 6. BICYCLE RACK VOUCHER GRANT PROGRAM BY BAAQMD

### a) Proposed Locations To Date

Jaime asked PABAC members to outreach to local businesses to site bike racks on public right of way. Members suggested the following locations:

- Corner Bakery Cafe – Rob will look into this.
- PA Hardware - Bill C. reported the manager was receptive.
- Whole Foods Parking lot
- Charleston Shopping Center by Peets
- Peninsula Hardware
- Walgreens at Maybell/ECR

### b) PABAC Outreach Assistance

Jaime: There will be no cost to property owners. Please try to site racks within the public ROW. Standard U-racks are eligible for this program. Installation on private property could cost the owner, but it depends.

Eric Nordman volunteered to develop a handout for approaching businesses for bicycle racks.

## 6.1 BIKE ACTIVATION OF FLASHING BEACONS (New Item)

Jaime reported that microwave detection of cyclists would activate the pedestrian beacons at crossings. He would like to find an enhanced solution for cyclists. Danville uses an AC powered beacon. At the Iron Horse Trail, cyclists are detected. Can we have a system be activated by both pedestrians and cyclists?

Penny: These signals don't require vehicles to stop. We still need to do a lot of education around these devices.

Paul: Cyclists in crosswalks do not have the right of way. He is skeptical of a device that could encourage cyclists to keep moving through an intersection.

Jaime: The proposed location is Embarcadero and Faber Place.

Neff & Nordman: Location and implementation will make the difference.

## 7. INFORMATION REPORTS

### a) Los Altos Hills Meeting - 280/Page Mill Road Proposal

Neff reported on a Los Altos meeting about the Caltrans project that is going to provide a way for pedestrians to cross under 280 as part of a project to signalize the off-ramps. A County workshop on 12/11 will discuss this project as well.

### b) Status of Churchill/El Camino Real Project

Jaime reported that several bicycle design contracts will be bundled together for a January Council meeting, including these projects: Churchill/El Camino Real Design, Bicycle Boulevard Design, Matadero Creek Trail, and Charleston/Arastradero Corridor. They are all contract awards on the consent calendar.

### c) High Street Two-Way Conversion Status

Jaime reported that businesses didn't like converting High to two-way traffic. The City agreed to look at other options.

### d) Homer Contra-Flow (CF) Lane Extension Status

Jaime stated that the consultant will study alternatives to connect cyclists to downtown via Homer or another route. The name of the project will change to note that it is about making a bicycle connection to downtown. The mid-block crossing to the alley was judged to be not a good option. Jaime stated that extending the CF bike lane one more block on Homer could be the easiest option. He is aware that PABAC is not enthusiastic about this option. The city needs to do a contract extension through the City Council so that Hexagon can study the additional options.

Cedric: Bike design RFP candidates should have solid community outreach programs.

Adjourned at 9:29pm.