



Tuesday, May 3, 2016 at 6:00 P.M.
FLEX ROOM, PALO ALTO CITY HALL
Floor 1, 250 Hamilton Avenue, Palo Alto, CA 94301

1. CALL TO ORDER	6:00
2. APPROVAL OF ACTION MINUTES	6:05
3. AGENDA CHANGES	6:10
4. VTA BPAC REPORT	6:15
• Paul to provide update on recent VTA BPAC meetings.	
• Page Mill/280 update.	
5. SRTS REPORT	6:20
6. EL CAMINO AND EMBARCADERO PROJECT UPDATE	6:26
7. PARK BLVD. CYCLETRACK DEMO RECAP & DISCUSION	6:47
8. BICYCLE BOULEVARD UPDATE	7:02
9. GREENWAY FOR A DAY DEMONSTRATIONS	7:12
10. STATUS OF 101 BRIDGE AT ADOBE CREEK	7:22
11. BIKE SHARE	7:25
12. ADJOURNMENT	7:30

Future Items:

- El Camino Real Park access
- Comprehensive Plan feedback



Tuesday, April 12, 2016

6:00pm

FLEX ROOM, PALO ALTO CITY HALL

Floor 1, 250 Hamilton Avenue, Palo Alto, CA 94301

SUMMARY

Members Present: Robert Neff, Eric Nordman, Bill Courington, Paul Goldstein, Rob Robinson, Jane Rothstein, Bill Zaumen, Cedric de la Beaujardiere

Members Absent: Ann Crichton, Steve Rock, Bruce Arthur, Ken Joye

Staff Present: Sylvia Star-Lack, Jarrett Mullen

Guest: Alan Wachtel

1. CALL TO ORDER at 6:00pm

2. APPROVAL OF ACTION MINUTES

Approved minutes

3. AGENDA CHANGES 6:10pm

Items in packet not on Agenda:

- a. VTA Report before or after PAPD
- b. Sylvia has a SRTS report

4. SRTS REPORT

Visioning session in March to discuss program background and future. Not yet completed.

5. POLICE DEPARTMENT Q&A 6:20pm

Sgt. Kratt

How many on Traffic Team? Now there are 2, zero as of July. There are 4 people in the pipeline. Maybe mid-year we'd have two motorcycle officers. Lots of agencies are having staffing issues now. Next school year, there won't be traffic officers when school starts. Minimum staffing in the day is 6 officers and 2 supervisors. Many officers have been trained for bike patrol but they don't get a lot of time to ride bikes.

Alma/Churchill enforcement: We do go out and cite folks but enforcement activities block the bike lane and cause a problem. We don't do it routinely.

Report on crashes: big discrepancy between SWITRS and ER admissions. Lots of single bike incidents that are not being written up. PAPD: we respond to all crashes and will take a police report if victim demands it. For solo bike crash, officer will determine cause. Will ask if cyclist wants to be documented as at fault. If serious injury, it will be documented. This is why we have a high crash rate in SWITRS, we respond to everything. Rich: we want the data – how to collect this data? PAPD: public records request for bicycle incidents may be possible. There is a computer generated report if PAPD or fire went out to investigate an incident.

OTS Grant: DUI and Bike/Ped enforcement – PAPD has officers go out on their days off and target bike and ped violations. Grant runs through October. One day per month for bikes, one day per month for pedestrians. Next time is Monday.

Juvenile diversion program – several hundred parents and kids over the past 2.5 years were taught in this law class. This will continue to be taught by Josh Salkeld with County support via TSCN.

Paul: There is a reduced bike violation fine in Palo Alto to increase enforcement. PAPD used to not be enthusiastic about fining cyclists. PAPD doesn't like to be yelled at or sworn at by the cyclists they cite. This attitude discourages officers from citing cyclists.

How to enforce stops? Ken uses discretion and other officers use discretion. We tend to cite the folks who make no effort to stop.

If people stopped at stop signs or stopped riding in crosswalks, or wrong way in crosswalks – many crashes would not happen.

PAPD: Helmet wearing is great here. Sometimes they go to enforce and all the kids are wearing helmets.

Pedestrians crossing against lights, entering crosswalks when it's not legal (when it's safe to do so), jaywalking,

PAPD will do 6 undercover pedestrian stings starting next month to cite motorists who don't yield to pedestrians.

Sidewalk riding is legal with the exception of the business districts. Opinion from Attorney General from 1992 – sidewalk riding wrong way is illegal. We don't follow that – but if there is a crash, bicyclists will be found at fault if riding wrong way on sidewalk. OK to ride on ECR sidewalks if riding in direction of traffic.

Alan: Attorney General opinion is not consistent. Can discuss the laws on sidewalk riding if desired.

Traffic enforcement of drivers: If school has fence around it, can use radar enforcement to ticket when kids are coming and going. Gunn, Jordan: all day. Hoover: only arrival and departure.

Do you get complaints for bikes colliding with cyclists on multi-use paths? PAPD: No. Maybe motorcycles out on levees in Baylands, but not bicyclists. Collisions with poles or other obstructions are more common. Rarely receive complaints of motorcyclists on paths with exception of a few incidents in the Baylands.

VTA Report

March meeting: Envision Silicon Valley status: figuring out how much money would go where. Have not determined the project list yet. Evaluating them on various goals and ranked them. Palo Alto bridge over 101 is ranked. Even the traffic mitigation measures have a Complete Streets component.

VTA Bike Plan is being updated.

Pedestrian access to transit Plan – trying to develop a set of best practice measures to improve pedestrian access to transit.

Junipero Serra Traffic Calming Project is going forward with lane narrowing, chicanes, visual traffic calming, medians, safety for Santa Maria Drive.

There will be a new Countywide Bike Map for BTWD, printed in English and Spanish. 50,000 will be printed, 25% in Spanish.

Caltrain – a third bike car has been added to the Bombardier trains.

6. PROJECT UPDATES 7:00pm

Jarrett to provide updates and answer questions regarding ongoing capital projects.

Park Blvd-Wilkie Way Design Status

Update: concept plan has been approved. Coordinating with Public Works to do early implementation due to the resurfacing schedule. They can construct some of the improvements in the Bike Plan. Install mini roundabout at Park Blvd and Stanford. Out to bid now and will be constructed this summer. There will be yield signs prior to the intersection. Will have signs stating bikes have use of full lane. Removing all stop controls. Will highlight that the bike lane will end before the intersection rather than add signs warning of the roundabout. Will have mountable apron for fire trucks. Roundabout will be planted with succulents. Existing medians are staying. There will also be a bulbout added at Cambridge and Park to install a new crosswalk.

Alan: It's not a roundabout or a traffic circle. This is a new concept for Palo Alto. Glad to see stop signs removed.

Jarrett: The traffic circles currently installed in the city are more for traffic calming and usually retain stop signs on two of the approaches.

Paul: Can we add video to monitor how this roundabout will function?

Cedric: this will follow the same rules as international roundabouts? Answer: Yes.

Bicycle Boulevard Projects & Concept Plans, presented by Hugh from Alta

Amarillo Avenue-Moreno Avenue; Bryant Street; Louis Road-Montrose Avenue; Ross Road*

Amarillo-Moreno

Raised medians, why?

Median islands on all four legs of intersection. Traffic calming device. Meant to slow traffic at that intersection. Like at Bryant and Lowell.

Louis and Charleston: Is there room for a large bus to make a turn?

That will be done as part of the Charleston/Arastradero design.

Colorado at Ross: Medians are to slow traffic at the intersection in combination with the other measures.

Alan: What about bicyclists getting pinched against the curb when road narrows?

Alan: Why raised intersection at Amarillo-Moreno/Louis?

Hugh: To create a number of safer crossings to get to the school.

Shared path on Amarillo to help students walking and biking get to the school.

Did Alta study weekend parking at Greer Park? Alta looked at it at different times.

Bryant from Menlo Park to Embarcadero:

Please remove bollard at bridge to Menlo Park.

Stop control will be removed at Addison/Bryant. How to deal with the yielding situation? Who yields to whom with a perpendicular approach? Education on how to drive these will be important.

There will be signage: Yield to traffic in circle.

Forest and Bryant:

Can we remove the stops at Forest? It is currently a 4-way stop. Can it be a two-way stop so that Forest stops?

Sharrows on Bryant from Everett to Channing – After Forest, there does not need to be sharrows. Reduce the number of sharrows throughout.

Channing raised intersection: Not sure it will last. Wanted to create a safer, more pedestrian friendly crossing.

Lowell new stop sign is good.

It's a good idea to put a roundabout at N. Cal and Bryant.

At Matadero Creek, make sure there isn't too much deflection since the bridge is not very wide. It's great to remove existing bollards. A line might be enough to channel bikes to where they need to go.

Short rubberized median islands at El Carmelo already exist.

Roundabout at Loma Verde – might not be a good idea. Removing stops here may not be a good idea.

Campesino roundabout may not be necessary.

No need for speed humps between El Verano and East Meadow.

No need for sharrows on Bryant here. Do you need sharrows on a bicycle boulevard? One other commenter likes the sharrows.

Strong preference for standard green signs over purple signs.

Montrose Avenue

Sutherland Drive – keep only stops on Sutherland.

Seminole Way – remove stops on Montrose.

Remove edgeline on Montrose. Students read these as bike lanes.

Support other traffic calming measures.

Louis Road

Consider combining bike lane and right turn in SB direction to create room to add a bike lane in the NB direction. But the plan is ok as is, too.

Ross Road

Narrow road with not enough separate space.

Can we measure before installation to discover change in behavior?

Slotted speed humps will allow bikes to maintain speed but vehicles must slow down.

Corina Way medians seem unnecessary so close to Ross Road/Louis Road.

Midtown Connector

Hugh presented

Saturday, April 23, 2016, 1-5pm will be a pop-up Trail event at Hoover Park

Cowper to Waverly

Enhanced Bikeway Projects

Churchill Avenue Phase 0 nearly complete

Driveway curb cuts and path improvements. Tree was transplanted.

Churchill Avenue Phase 1*

65% design, discussing ROW with PAUSD for new right turn lane and multi-use path

Embarcadero Road at El Camino Real Improvements***Quarry Road Improvements & Palo Alto Transit Center Access Improvements***

Two projects done at once. Need to complete before Stanford Hospital occupancy in Spring 2017. PRC on 4/26, ARB in May, Council not firm date, construct in late 2016. There is only enough budget to do striping.

PABAC comments are on email.

Additional comments:

Alt. 1 and 2 are preferred.

Two members in support for the bike slot.

Do you have enough right turning traffic to justify a right turn lane?

Alt 3 is too much delay, there would be bad compliance, and confusion about where bikes should be on the road. Wrong message would be sent to cyclists on where to be. Committee voted to reject Alternative 3.

Comment that folks agreed with: Reduce the length of the bike lane approaching ECR. Add taper or bulbout so that all traffic is deflected to the left, then start right turn lane.

El Camino Park Plan

Remove bollards.

Embarcadero/El Camino Real

Concepts will be refined further with input from community meeting.

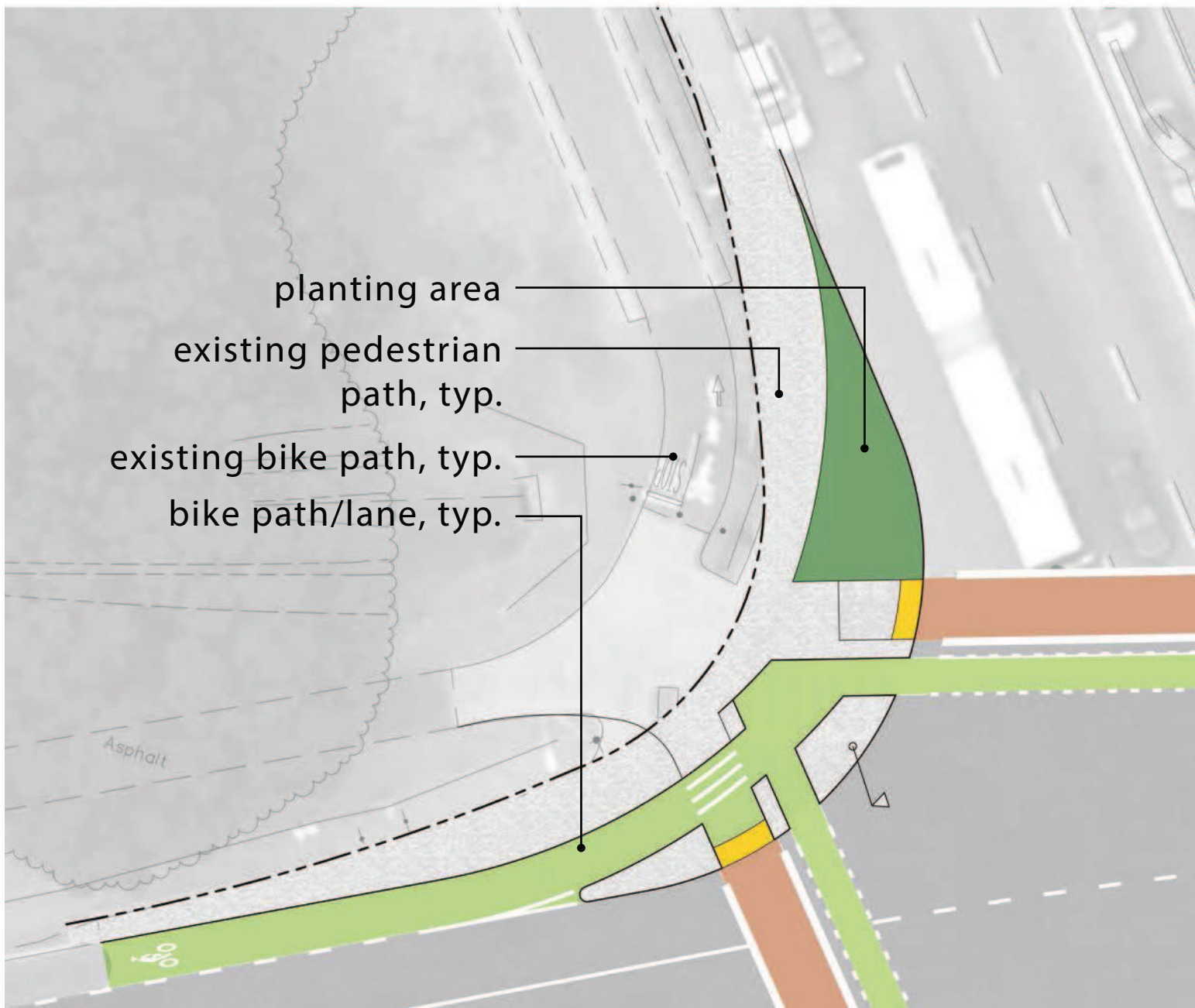
Deferred this item.

7. FUTURE MEETING SCHEDULE 7:45pm

Page Mill Interchange Community Meeting at Los Altos Hills Town Hall, 4/20/16, 7pm?

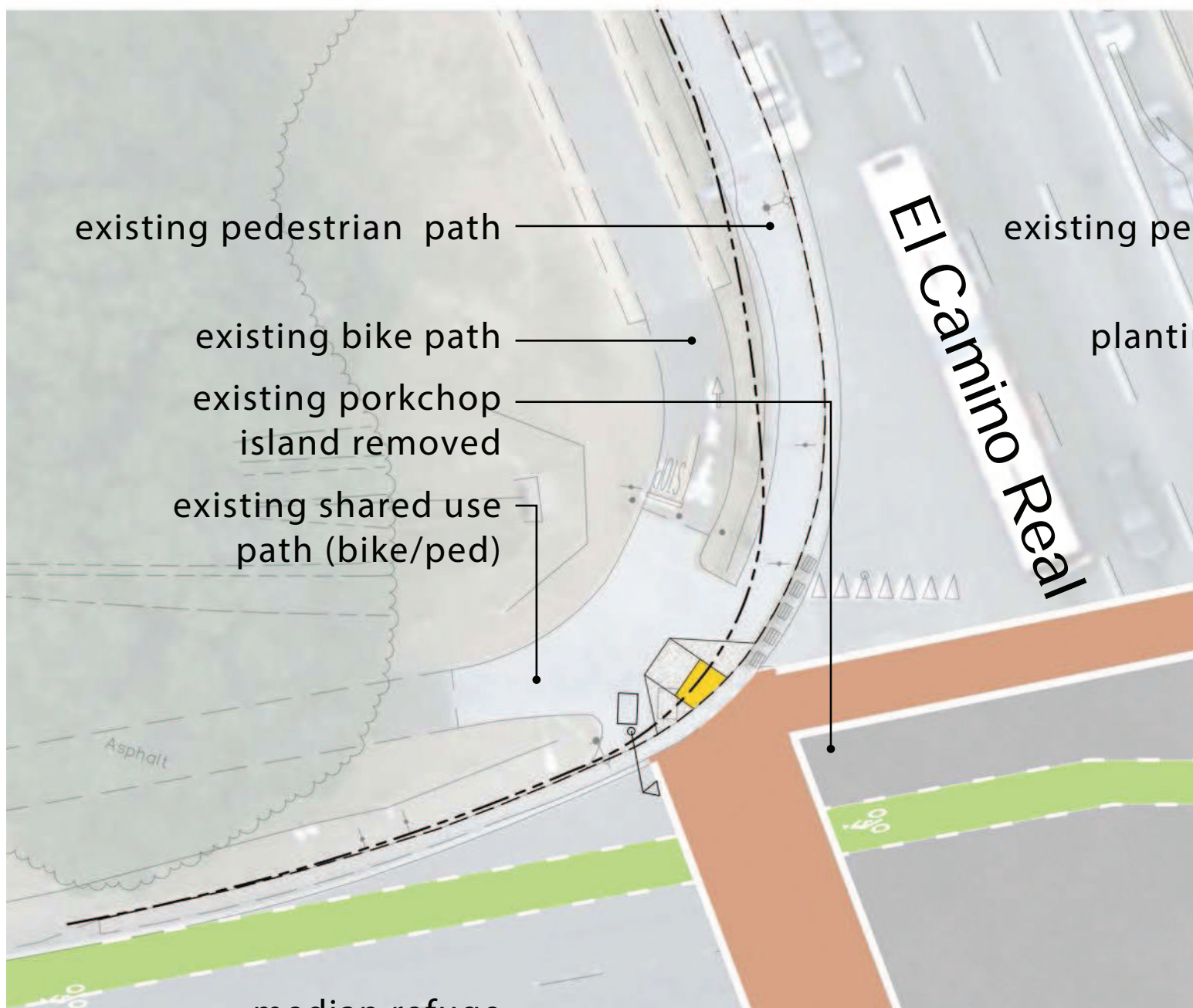
8. ADJOURNMENT at 8:38pm

EMBARCADERO





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