

## PALO ALTO BIKE BOULEVARDS (SOUTH PALO ALTO PROJECTS) - RIDE-ALONG

Saturday, May 17, 2014

### Attendees:

- City of Palo Alto: Jaime Rodriguez
- Fehr & Peers: Charlie Alexander, Ryan McClain
- Alta: Josh Mello, Mary Stewart
- Sandis: Ron Sanzo
- Mark Thomas & Company: Admus Zewdie
- PABAC members and Palo Alto residents

### Overview:

- Bike ride covering various roads in south Palo Alto, including Middlefield Rd., Nelson Dr., Shasta Dr., Mackay Dr., San Antonio Ave., Alma St., Charleston Rd., Duncan Pl., Carlson Ct., Redwood Cir., Bryant St., Meadow Dr., Louis Rd., and Montrose Ave.
- Started off with introductions, bike ride overview, and riding etiquette
- Jaime, Josh, and Charlie led the ride and moderated discussions
- Stopped at multiple locations along the way and everyone discussed issues that we observed or experienced on segments along the way

### Notes of the issues:

#### *Nelson Dr./Diablo Ct. intersection*

- The connection between Nelson Dr. and Middlefield Rd. through the Cubberly Community Center is hidden, difficult to find from Middlefield Rd., and not bike-friendly through the Community Center parking lot
- Can the trail past the Cubberly Community Center play fields continue all the way to Middlefield Rd.?
- Because Nelson Dr. is busy with motor vehicles, some parents may encourage their kids to ride on the sidewalk – there are some safety issues with this
- The Cubberly Community Center path is an important connection to Montrose Ave. and other roads east of Middlefield Rd. without having to use Charleston Rd. or San Antonio Rd.
- The Cubberly Community Center path can be very busy with lots of conflicts between play field users and through bicyclists
- Nelson Dr. has lots of traffic, much of it related to schools; there may be dooring issues, need for traffic calming, and prohibitions of u-turns

- The connection of the Cubberly Community Center path to Nelson Dr. at Diablo Ct. does not have good sight lines due to parked cars and trees

## *Mackay Dr./San Antonio Ave. intersection*

- To/from this south end of the proposed Bryant St. Bike Boulevard extension, bicyclists are going in many directions
- Common destinations include:
  - San Antonio Caltrain
  - San Antonio Shopping Center (southeast corner of El Camino Real/San Antonio Rd. intersection)
  - Mountain View via Nita Ave.
  - Multiple commercial destinations to the north/east on San Antonio Rd.
- The naming of San Antonio Ave. versus San Antonio Rd. is confusing
- The traffic light on San Antonio Rd. at Mackay Dr. is necessary to make bicyclists feel safe crossing the street

## *Creekside Dr. at Greenmeadow Community Association Park*

- Because of limited sight distance coming off of the shared-use path over the creek, stop signs are important; their visibility is currently limited
- The shared-use path bridge over the creek is narrow, especially for bicyclists using a trailer
- On the north side of the bridge, the intersection with Duncan Pl. causes bicyclist to dart into the roadway
- The bike lanes on Charleston Rd. near Carlson Ct. work well
- The paths on the south side of Creekside Dr. through the Greenmeadow Community Association's park are not good for faster bicyclists
- Would "Ring Bell" signs help resolve potential safety issues due to sight distance coming on/off bridge?
- Instead of Bryant St. Bike Boulevard using Creekside Dr.-Nelson Dr.-Shasta Dr.-Mackay Dr., suggest instead that it uses Creekside Dr.-Parkside Dr.-Scripps Ave.-Ferne Ave.-Mackay Dr. (possibly going through Greenmeadow Community Association's park)

## *Bryant St./Meadow Dr. intersection*

- South of Meadow Dr., Bryant Street is very wide
- Bicyclists need some type of enhanced device to safely crossing Bryant St. (beacon, signal, etc.)
- Need wayfinding through the "crop circles" which are confusing
- The Carlson Ct./Charleston Rd. intersection could be improved to reduce conflicts and sight lines

## *Cowper St./Meadow Dr. intersection*

- This is an example of where the City has recently installed green-backed sharrows
- The City also installed white lines to separate parking from the travel lanes

*Louis Rd./Bibbits Dr. intersection*

- Louis Rd. has a nice tree canopy
- Bike lanes on Louis Rd. can feel narrow with the parked cars

*Middlefield Rd./Montrose Ave. intersection*

- Crosswalks, push buttons, curb ramps, etc. need to be provided across all approaches of this intersection

*Other*

- Instead of Bryant St. extension using Nelson Dr., some residents prefer going around Greenmeadow on the Alma St. sidewalk
- Can the intersections on Alma St. between Charleston Rd. and San Antonio Rd. be made smaller?
- Alma St. doesn't need a two-way left-turn lane; it would be better with defined turn pockets and a median
- Can Alma St. be widened towards the Caltrain tracks?
- Alma St. needs visual cues south of San Antonio Rd. to slow northbound vehicles
- Lots of bikes cross diagonally through the Fabian Way/Charleston Rd. and Middlefield Rd./Montrose Ave. intersections