

**From:** [T.L](#)  
**To:** [Council, City](#)  
**Subject:** Removal of Parking Spaces on El Camino Real - Oppose  
**Date:** Tuesday, June 18, 2024 7:30:37 AM

---

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

---

Dear City Council,

I strongly OPPOSE removal of parking spaces along El Camino Real.

- 1) significantly reduces accessibility for disabled/elderly to the businesses on ECR, dismisses their needs in favor of those with highly functioning legs and the wealthy, and thereby discriminates against them!!
- 2) HINDERS ACCESS FOR CUSTOMERS and delivery trucks of small businesses and as a result doom those businesses to fail, like so many in SF as a result of such short-sighted city planning changes. And the BUSINESS FAILURES will in turn lead to empty storefronts and suburban blight. They are also generally too busy trying to survive and not politically active, so their voices go unheard in the TINY WINDOW FOR PUBLIC COMMENTS that these issues allow.
- 3) Delivery trucks will then need to double park illegally to get their work done, which will cause more traffic problems on ECR and dangerous, unpredictable driving by others on ECR.
- 4) Succumbing to demands of the few WEALTHY in cycling coalitions, who in this neighborhood are rich people choosing to use this form of exercise, not commuters to work, like SF.
- 5) is this another situation of the wealthy 1% demanding changes that impact the other 99%? DID YOU COUNT HOW MANY PALO ALTO CYCLISTS VS PALO ALTO BUSINESS OWNERS AND DRIVERS AND RESIDENTS would be impacted? I would guess cyclists are <1% based on how many I've seen on ECR and nearby streets. How many in the people demanding this are even Palo Alto residents?
- 6) Cyclists can use parallel streets to ECR. They would cause more potential for accidents on such a busy street, if given their own lanes.
- 7) And many cyclists blatantly ignore street lights, creating more possibility for accidents with pedestrians and cars, which could jam the traffic even more. They should get tickets for running red lights too!
- 8) how about fixing the potholes in the streets that impact cyclist and drivers instead of just painting lane dividers over the potholes and considering changes like this that benefit the few?

Please do not pass this, if you value the residents and businesses in our neighborhood!

Regards,  
Sue Liao

**From:** Mark Shull  
**To:** [paloalto@bikesiliconvalley.org](mailto:paloalto@bikesiliconvalley.org)  
**Cc:** Council, City  
**Subject:** Re: [SVBC PALO ALTO] Support for ECR Bikeways and Staff Recommendations including Safety Improvements aka Parking Removal  
**Date:** Monday, June 17, 2024 10:34:23 PM

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

Council rescheduled this item for 4:00 PM tomorrow. It's the first item on their agenda then.

Mark

On Mon, Jun 17, 2024 at 1:25 PM Ken Kershner <[ken@triomotors.co](mailto:ken@triomotors.co)> wrote:

Dear Palo Alto City Council,

I am writing to express my strong support for the proposed parking removal and safety improvements along El Camino Real. These changes are critical for enhancing safety and promoting sustainable transportation in our city.

Key points to consider:

1. Clear sightlines: Removing parking is essential for improving visibility at intersections, driveways, and bus stops. This is the most effective way to reduce broadside crashes and increase safety for all road users.
2. Sub-regional impact: This project will benefit the entire corridor from Menlo Park to Sunnyvale. Narrower travel lanes will help reduce speeds and improve safety for everyone.
3. Business-friendly approach: Local cycling advocates are committed to working with the Chamber of Commerce and PA TMA to mitigate parking impacts on businesses. We support alternatives such as RPP program adjustments and short-term green curb spaces on side streets. Iterating especially around Evergreen Park to balance the employee parking needs with neighborhood available spaces and concerns will be critical. We include the parking on-street to off-street [open source dataset](#) collected during our canvassing which shows a ratio of 1:9 on to off street spaces. This dataset can be useful to Chamber and city staff to create alternative parking plans for individual businesses affected by on-street parking removal and we can support with PATMA outreach for employees along ECR to encourage mode shift with VTA bus passes.
4. Measuring success: We encourage implementing before-and-after studies to measure injury rates and mode shift, allowing for timely adjustments based on community feedback.
5. Future improvements: We urge the inclusion of additional bike infrastructure improvements in the 2025 City Bike Plan and to secure funding for priority projects.

Thank you for your consideration and ongoing efforts to make Palo Alto safer and more accessible for all.

Sincerely,  
Ken

--  
Ken Kershner | Co-Founder & CEO  
Cell 650-248-9059 | Email [ken@triomotors.co](mailto:ken@triomotors.co)

--  
Topics posted to this list are visible to the public.

---  
You received this message because you are subscribed to the Google Groups "SVBC Palo Alto Team" group.  
To unsubscribe from this group and stop receiving emails from it, send an email to [paloalto+unsubscribe@bikesiliconvalley.org](mailto:paloalto+unsubscribe@bikesiliconvalley.org).  
To view this discussion on the web visit <https://groups.google.com/a/bikesiliconvalley.org/d/msgid/paloalto/CAGzb2G09CX0%2B6G63DgSyo3NWt9giYUnKv4cvR-TdV-C5th8sHQ%40mail.gmail.com>.

**From:** [Rachael Panizzo](#)  
**To:** [Council, City](#)  
**Subject:** El Camino Real Bike Safety - Item 31 - City Council Meeting June 17th  
**Date:** Monday, June 17, 2024 9:32:37 PM

---

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

---

Dear City Council members

I am the parent transport safety representative for JLS Middle School. We have a great school culture of students walking and biking to school, and a parent community strongly supportive of active transport and safe local routes for school commutes. Over half of JLS students bike to school.

Many JLS students graduate to Gunn High School. These students need to cross El Camino Real on their bike commute to Gunn, during busy morning and afternoon rush hour traffic.

No Right Turn on Red restrictions would greatly protect these students on bicycles (or walking) from right-turning drivers who may not notice cyclists and are mainly looking to the left to find a gap in car traffic. In particular, children crossing on bike or on foot may not be seen due to their height. Further, a lot of traffic on and around El Camino Real is not just for local trips, any many drivers using El Camino Real may not be aware that several of the intersections in Palo Alto are used by students biking to school.

Leading pedestrian intervals would similarly give students more visibility and more time to cross at the large and busy intersections along El Camino Real. Students need to cross several lanes of traffic to get across the intersection. Leading pedestrian intervals + no right turn on red restrictions would make for the safest intersections for anyone not inside a car.

From my experience, the no right turn on red restrictions 'only when children present' or similar are too ambiguous and widely ignored, so the restrictions should be permanent / at all times to ensure their effectiveness.

There is a drop off in students biking to high school compared to middle school. In part this is due to the more dangerous intersections students are required to cross on their commute, and the perceived and real higher risk (El Camino Real, Oregon Expressway, etc). Anything the city can do to increase bike and pedestrian safety along school routes, especially at intersections with high volumes of traffic driving at high speed, would help to encourage more biking and walking to school.

The benefits of students walking and biking to school are well documented. More bike commutes lead to reduced car journeys to school, reduced local traffic, reduced local air pollution, and increased student physical activity, well-being and independence.

Thank you  
Rachael Panizzo

**From:** [sundancepaloalto@aol.com](mailto:sundancepaloalto@aol.com)  
**To:** [Council, City](#); [Council, City](#)  
**Subject:** sundance and ECR parking  
**Date:** Monday, June 17, 2024 6:25:20 PM  
**Attachments:** [Sundance - City of Palo Alto Letter 6-17-24.pdf](#)

---

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

Hello City Council,

I dropped off a letter earlier today that needs to be included with tonight's discussion on item number 31 (El Camino parking). I have attached a digital copy of the letter to this email just to make sure it gets included. I plan on being there to participate. Thank you for your time and consideration.

Best Regards,

Galen S. Fletcher  
Owner & Chief Executive Officer

Sundance The Steakhouse  
1921 El Camino Real  
Palo Alto, CA 94306

T: 650-321-6798 F: 650-321-6825  
web: [www.sundancethesteakhouse.com](http://www.sundancethesteakhouse.com)

EST. 1974

# SUNDANCE

## THE STEAKHOUSE

PALO ALTO

City of Palo Alto Council Meeting / June 17, 2024

Dear Council Members,

My name is Galen Fletcher, owner of Sundance The Steakhouse on the El Camino. I am writing to you to express my objections and concerns regarding the proposal to remove the parking on the El Camino. Parking for my customers and my employees on the El Camino is critical to the success of my business that has proudly served this community since 1974. We are celebrating our 50<sup>th</sup> year in business this year and this proposal presents the biggest threat to our longevity to date. We are one of Palo Alto's cherished institutions and to have my business suffer and quite possibly fold as a result of the unintended consequences of providing a bike path on a 6-lane highway that is not suitable or safe for bikes is reckless and tragic. I like riding my bike. In fact, I ride my bike from my home in Menlo Park to Sundance frequently using already established bike boulevards, bike lanes and bike paths connecting Menlo Park through Palo Alto. It is safe, convenient, and tested. Additionally, there is a two-way paved bike path on the Stanford side of the El Camino connecting Menlo Park to Stanford Avenue which is directly in front of Sundance.

My business needs the 25 plus parking spots from Stanford Avenue to Park Boulevard. Without these spots, my customers will simply pass us up and choose a restaurant that has parking. This would include restaurants at Town and Country and Stanford Shopping Center. As much as you may want to dine at Sundance, if you cannot park you will not go. Most of my clientele are elderly and do not use ride sharing apps like Uber. Additionally, no one is going to dine at my restaurant riding a bike. It's not realistic given that my restaurant is fine dining. Sundance needs to be full every day in order to function as a sustainable business. Our margins are razor thin and I need sales volume to make it work financially. My parking lot will not provide enough business to survive and thrive – period. There is no pivoting here. We are a unique business that has special needs to stay in business.

As a result of limited parking, my customers will simply park in the neighborhood making my relationship with residential neighborhood toxic and adversarial. This will create a PR nightmare for me and the city to manage. We either have places for my employees and customers to park or we will simply fizzle out. There is no way around it. Please consider this as you make your decision on this matter. I think there needs to be more research done to provide a better solution moving forward that provides bike safety along with protecting our precious businesses on the El Camino. I know there is a better solution to be discovered that will provide this needed coexistence. I love Palo Alto and I love my family business. Please consider the entire impact of our community when voting on something that will only benefit a small interest group. The consequences of this are going to be disastrous to my business and others if passed as written. Thank you for your time and consideration.

Sincerely,



Galen Fletcher

Owner

**From:** [Giuliano](#)  
**To:** [Council, City](#)  
**Subject:** 31. Discussion Regarding Caltrans' Repaving Project on El Camino Real Replacing Existing Parking with Bicycle Lanes  
**Date:** Monday, June 17, 2024 5:53:02 PM

---

Some people who received this message don't often get email from giuliano@carlini.com. [Learn why this is important](#)

Hi All,

I'd like to thank the Council, Staff, Caltrans and all who worked so hard to make this proposal better!

I write in support of removing on street parking so that they can be repurposed as bicycle lanes. I own two cars, using both regularly. I love being able to drive when I need to. And I understand the frustration, the **inconvenience**, when it is difficult to find parking and one needs to park 2, 3, 4, or more blocks away. But I also ride my bike regularly to get around to volunteer, for errands, for dining, and for recreation. What I fear is the lack of **safety**, of getting hit by a car and grievously injured or killed. Convenience is a nice to have, safety a must. Please, prioritize safety over convenience and repurpose car parking for bike lanes along ECR.

Thank you,

Giuliano Carlini

--

Drive a bike a bit more often and cars a bit less. You'll be healthier and happier, and so will our world.

**From:** [Jeff Levinsky](#)  
**To:** [Council, City](#)  
**Subject:** Keep Bikes on Park and Parking on El Camino  
**Date:** Monday, June 17, 2024 5:01:14 PM

---

Some people who received this message don't often get email from jeff@levinsky.org. [Learn why this is important](#)

Dear City Council Members:

The bike path from Menlo Park to Churchill Avenue and the roads that lead from there to Park Boulevard and into Mountain View are the safest north/south way for bikes to travel. There are far fewer cars on that route than on El Camino and many barricades that slow down drivers. The route is also faster for bikes than El Camino as it has far fewer traffic lights. Let's keep and even improve that route.

Let's also help preserve local retail along El Camino by retaining its street parking. That parking not only helps local merchants and their general customers but in particular everyone with disabilities or small children who needs to park close to a retailer. It's inconsistent with Palo Alto's values of promoting both accessibility and local retail to destroy something vital to both.

If you think about it, everyone wins with bikes on Park and parking on El Camino. Bikes get a safer and faster North/South route, local merchants get to keep their businesses, the entire community gets more local retail options, the city gets more sales tax revenue, businesses and residents off of El Camino are not inundated by more cars, and it provides more accessibility by preserving what's often the closest parking available.

Oh .. and it also saves taxpayer's money by avoiding an expensive boondoggle.

It's a rare golden opportunity to have a solution that's right for everyone --- please don't waste it.

Thanks,

Jeff Levinsky



**From:** [Gregg Forrest](#)  
**To:** [Council, City](#)  
**Subject:** Please read before tonight's meeting.  
**Date:** Monday, June 17, 2024 4:51:49 PM  
**Attachments:** [2024\\_06\\_17\\_09\\_34\\_04.pdf](#)

---

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

Thanks Gregg  
650-796-3003



6/16/24

To The Palo Alto City Council

This is Gregg Forrest, a Palo Alto native and business owner since 1985. As the owner of The Bike Connection (2011 El Camino) and Cardinal Bikes (1955 El Camino), I vehemently oppose the proposed bike lanes replacing much-needed parking for the following reasons:

1. **Elimination of 100% of employee-permitted parking along El Camino.** In an environment where it is increasingly difficult to get and obtain employees who are already paying for their parking permits, this will be the straw that breaks the camel's back. Small businesses like mine will not be able to stay viable and retain employees if this passes.
2. Without street parking along El Camino, **the relationship between local businesses and neighborhoods will become toxic.** Having employees forced to park in front of these people's homes will become a disaster for the city.
3. This very narrow special interest group of cyclists is hyperfocused on their goals and needs and not at all considering how this will affect the Palo Alto community. If you vote yes for this, you're choosing to prioritize **a small self-interest group over the needs of local businesses and residents.**
4. Bike lanes along El Camino will give the **false illusion that it is safe** to ride a bike when, in reality, it is still a six-lane highway! Bicycle safety is of the utmost importance to us at The Bike Connection and Cardinal Bikes. We would never ask our customers to ride a bike down El Camino for a test ride route. Similar plans have yet to be successful, as evidenced by a recent attempt in San Luis Obispo.

We must teach our children traffic safety, and by putting in these bike lanes, kids will think it is safe to be on the major thoroughfare. If this passes, you will look back and find that death rates increased in direct effect to this negligent choice.

It is startling to learn that these proposed bike lanes would halt at University Ave. Why would these bikes get funneled to what? To a hard stop? If that wasn't bad enough, it is mind-boggling that the city would carve out a section of these lanes to protect the RV homeless encampments!!! And yet, there seems to be NO carving out for long-running, local businesses like mine.

Palo Alto is a wonderful place to own and have a business. I started my mine here almost 40 years ago. Please don't do this. This will be a blow we may never recover from.

Gregg Forrest

Owner The Bike Connection & Cardinal Bike Shop

**From:** [caroline.horn](#)  
**To:** [Council, City](#)  
**Subject:** June 17, 2024 Council Meeting, Agenda Item #31  
**Date:** Monday, June 17, 2024 3:50:03 PM

---

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

---

Dear Council members and city staff,

Thank you very much for the progress the city has made working with Caltrans to improve bicycle infrastructure on El Camino Real in Palo Alto.

I am in a parents' group at Los Altos High School trying to encourage our students to use active transportation or public transit instead of driving or being driven to school. The benefits are numerous (and doubtless familiar) to you all: increased activity and readiness to learn, improved mental and physical health, operational independence for non-drivers, improved driving skills and road sense when student do become drivers, reduced traffic and air pollution, more open space near campus vs car-filled streets.

With all the benefits, what are our major obstacles? Survey after survey has given us the same result: safety. The lack of good bicycle and pedestrian infrastructure has created a harrowing commute for many of our students, especially those who have to cross or travel on El Camino Real.

I'm very excited that Palo Alto will be joining Los Altos and Mountain View in prioritizing bike and pedestrian improvements to El Camino. This road is one of the most efficient links between communities.

Last Saturday night, my partner and I biked to one of our favorite restaurants in Palo Alto, Indo. To return to Los Altos, however, we had to travel on the sidewalk, the wrong way, to get to the intersection for the Bol Park pathway at Matadero. Of course, we went very slowly and carefully, but I couldn't help dream about the new bike lanes on El Camino and how much faster we'll be able to reach the wonderful shops and restaurants in Palo Alto.

Again, many thanks to you all.

Best,

Caroline Horn  
Los Altos citizen, Palo Alto shopper

**From:** [David Coale](#)  
**To:** [Council, City](#)  
**Subject:** I support bike lanes on El Camino  
**Date:** Monday, June 17, 2024 3:17:33 PM

---

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

Dear Mayor and Staff,

I am writing to support the removal of parking on El Camino so that Caltrans can implement bike lanes on El Camino After repaving. The removing of parking is necessary to provide space for the bike lanes and to insure good site lines for bikes and cars to increase safety in the corridor for all users.

I would like to thank the Ad Hoc Committee (Pat Burt in particular) and Staff for working with Caltrans and other interested parties to make this a better plan. I was skeptical at first if this could happen in such a short time frame, but it has, and will also make the corridor safer for Los Aliso and Mt. View as well.

Thanks again for all the work in this short time frame to make this a better plan.

Sincerely,

David Coale

**From:** [Amie Ashton](#)  
**To:** [Council, City](#)  
**Subject:** SUPPORT FOR ECR BIKE LANES!  
**Date:** Monday, June 17, 2024 2:33:17 PM

---

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

---

Honorable Mayor Stone and City Council Members,

**I support removal of parking to implement protected bike lanes on El Camino.** Thanks to all the hard work of Transportation staff, the Council Ad-hoc committee, city consultants, Caltrans, VTA staff, Safe Routes to School advocates, and dedicated BAPAC members; we have a plan that is so much better, safer, and more cohesive than the previous version.

I strongly support staff's recommendations for the following:

- Request Caltrans add Council-identified locations for No Right Turn On Red restrictions and evaluate the safety and operational performance of the restrictions after implementation.
- Direct staff to continue working with Caltrans to improve the safety of the proposed bikeways, including requesting all changes to the plans recommended in the Fehr & Peers memo and plan mark-ups that are within the bounds of the SHOPP funding program.
- Direct staff to work with Caltrans and VTA to pilot a bus boarding island program to reduce bus and bike conflicts.
- Direct staff to engage in Caltrans-led planning for the El Camino Real corridor scheduled for August 2024.

The Silicon Valley Bicycle Coalition (SVBC) local team and SVBC's El Camino Real 2030 Campaign volunteers remain committed to ensuring the long-term success of these bike lanes along the Peninsula. We look forward to continuing our role as safe-biking advisors coordinating with staff, PABAC, and residents along El Camino; as well as assisting with any parking mitigation programs in coordination with the Chamber of Commerce and area businesses.

We hope to celebrate this project with a business- and resident-friendly ribbon-cutting and open-streets event to celebrate this project. What could be better!

Thank you for leading the way in making El Camino safe for bikes.

Amie Ashton  
SVBC Board Chair

**From:** [Frank Viggiano](#)  
**To:** [Council, City](#)  
**Subject:** YES to bike lanes on El Camino!  
**Date:** Monday, June 17, 2024 2:00:39 PM

---

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

---

I am writing to strongly urge you to approve removal of street parking and implementation of bike lanes on El Camino Real.

I have lived in Palo Alto for 48 of my 66 years (including my childhood), and have watched most of the city's business districts become attractive, vibrant retail spaces over the years. But ECR is an exception to this case. I have rarely shopped, dined, or otherwise patronized the retail establishments on ECR. I believe this is because it is less inviting than other Palo Alto shopping districts. Shopping by car is difficult, as it is difficult to see oncoming traffic as you pull out of parking lots, and trying to parallel park on the fast moving street is even more problematic. And getting there by bike is downright dangerous in its current state.

Converting the curb lane into a protected bikeway would make it safer to access the businesses (and residences) via bicycle, and would even make driving there easier, as it improves visibility for pulling into and out of parking lots.

With regards to the RV dwellers living on ECR, we all know that this is not a safe place to reside (with the high speed traffic always zipping by) and we need to find a better solution for these folks. I urge you to read a recent article in the SF Chronicle where a woman who had been a child living in a homeless encampment in the City describes how the clean-up of that encampment by then Mayor Feinstein, and the shelter and counseling provided to the residents as part of that clean-up, was the start of a better life for her. That little girl is now a successful middle class American woman.

In short, vote yes on the bike lanes to make a more vibrant ECR.

Thanks!

Frank Viggiano

**From:** [Lara Anthony](#)  
**To:** [Council, City](#); [Melissa Oliveira](#)  
**Subject:** HIGH PRIORITY: Item 31: Please Support "No Right Turn on Red" restrictions on El Camino School Crossings  
**Date:** Monday, June 17, 2024 1:30:42 PM  
**Attachments:** [SRTS Letter to Palo Alto City Council](#) [ECR Children's Safety Prioritization.pdf](#)

---

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

---

Dear Mayor Stone, Vice Mayor Lauing, and Honorable City Council Members,

Please find attached a letter on behalf of the Palo Alto Council of PTAs Executive Board **in support of the No Right Turn on Red restrictions proposed by City staff** in connection with the El Camino Real Bikeways project, Item 31 on this evening's agenda. This was sent on Friday but we are re-sending to make sure it is seen before this evening's meeting.

Thank you so much for your attention to this critical opportunity to improve safety in our community and for the thousands of children who walk and bike across El Camino to get to school daily.

Best regards,  
Lara Anthony & Melissa Oliveira  
Palo Alto Council of PTAs Safe Routes to School Chairs



Dear Mayor Stone, Vice Mayor Lauing, and Honorable City Council Members,

We are writing to you on behalf of the Palo Alto Council of PTAs Executive Board as the PTA Council Chairs for Safe Routes to School, to express our support for the prioritization of the safety of the thousands of children who walk and bike to school daily in our city.

In connection with Agenda Item 31, the [El Camino Real Bikeway Project](#), the PTA Council Executive Board strongly encourages the City to adopt the No Right Turn On Red restrictions at the El Camino Real intersections frequently used by Palo Alto children to get to school. These are identified by City staff in the [Council Staff Report Agenda Packet](#) on page 763 and Attachment E (page 808), and also listed on the Attachment hereto for convenience.

## **SAFE ROUTES TO SCHOOL**

Safe Routes to School is a partnership among the City of Palo Alto, PAUSD, and community members working through school PTAs, whose mission is to reduce risk to students en route to and from school and to encourage families to choose healthy, active, sustainable alternatives to driving solo more often. Safe Routes to School has produced Walk and Roll suggested school routes ("Recommended School Routes") to all PAUSD schools (for example, [Palo Alto High School](#)). Years of data, research and management have gone into determining which routes are safest for children biking and walking to and from each Palo Alto school to inform the Recommended School Routes. The percentage of students walking and biking to Palo Alto schools is among the highest in the nation, with over 50% of all PAUSD students biking to school by the time they reach middle school.

El Camino Real is a heavily-trafficked main vehicle artery running through the giant web of Recommended School Routes, which, unfortunately, thousands of our children must cross every day to get to school.

## **ADDITIONAL NO RIGHT TURN ON RED RESTRICTIONS NEEDED ON EL CAMINO**

We commend the City and Caltrans for taking measures to improve bicycle and pedestrian safety on El Camino Real. That said, we strongly encourage the City of Palo Alto, in



partnership with Caltrans, to add No Right Turn On Red restrictions at the additional intersections recommended by City staff in the Attachment to better protect the thousands of children that need to cross El Camino Real to get to school every day. Those include the following El Camino Real Recommended School Route intersections: Arastradero Rd./W. Charleston Rd., Los Robles Ave./ El Camino Way, Matadero Ave./Margarita Ave., Stanford Ave., Maybell Ave./El Camino Way, Cesano Ct./Los Altos Ave., Cambridge Ave., Curtner Ave., Ventura Ave.; as well as the following additional intersections heavily used by students, families, cyclists and pedestrians: Page Mill Rd./Oregon Expwy, Park Blvd./ Serra St., Churchill Ave., Galvez St./Embarcadero Rd., and California Avenue, as specified on the Attachment.

Without No Right Turn on Red restrictions, right-turning drivers look to the left to find a gap in traffic and may not look for people on foot or on bicycles coming from the right. In particular, children crossing on bike or on foot may not be seen due to their height. It is critical that we have No Right Turn on Red restrictions on our Recommended School Routes where children must cross such a busy thoroughfare as El Camino Real.

## **COLLISIONS & FATALITIES ON EL CAMINO REAL**

Currently we do not have No Right Turn On Red restrictions on El Camino Real Recommended School Route intersections. Between 2012 and 2022, there were 46 reported collisions on the Recommended School Route intersections with El Camino Real. This averages out to about 4-5 collisions at El Camino Recommended School Route intersections per year. 79% of those collisions involved bicycles, and 22% involved pedestrians.<sup>1</sup>

Intersection	# Collisions 2012-2022
Cambridge	6
Charleston/Arastradero	6
Los Altos/Cesano	3
Los Robles	3

---

<sup>1</sup> This preliminary data was gathered from publicly available information on the [Transportation Injury Mapping System](#) (TIMS) website. Data is subject to change.

Matadero	5
Maybell	5
Stanford	13
Ventura	2
Curtner	3
<b>Total</b>	<b>46</b>

Additionally, tragically, there was a student fatality at the El Camino and California Avenue intersection in 2020. While this intersection is not on a recommended school route, the California Avenue business district is a popular and important destination for students and families and accordingly we strongly recommend the addition of a No Right Turn On Red restriction at this intersection.

With Caltrans' El Camino Real Bikeway Project, the City has an opportunity to make an enormous impact on public safety generally and the safety of our children by adding No Right Turn On Red restrictions on our Recommended School Routes and other heavily used bicycle and pedestrian El Camino Real crossings. The PTA Council Executive Board strongly urges the City to adopt No Right Turn on Red Restrictions at all of the locations specified on the Attachment.

Thank you for your tremendous efforts to improve the safety of our community along the El Camino Real corridor, and particularly for prioritizing the safety of our children on their way to school each day.

Best regards,

Lara Anthony & Melissa Oliveira

Palo Alto PTAC Safe Routes to School Chairs, for and on behalf of the Palo Alto Council of PTAs Executive Board

**ATTACHMENT**

<b>El Camino Intersection Location</b>	<b>Recommended School Commute Route</b>	<b>Staff/Caltrans Recommended Approaches for Adding No Right Turn on Red Signage</b> *Note missing directions indicate that a turn restriction is not feasible or requested for that approach.
Arastradero Rd/ W Charleston Rd	Y	N, S, W
Los Robles Ave/ El Camino Way	Y	N, S, E, W
Matadero Ave/ Margarita Ave	Y	N, S, E, W
Stanford Ave	Y	N, S, E, W
Maybell Ave/ El Camino Way	Y	N, S, E, W
Cesano Ct/ Los Altos Ave	Y	N, W
Cambridge	Y (Pedestrians only)	N, S, E, W
Curtner Avenue	Y (Pedestrians only)	W
Ventura Avenue	Y	N
California Ave	N (2020 student fatality location)	S, E
Page Mill Rd/ Oregon Expwy	N	N, S
Park Blvd/Serra St	N	N, S, E, W
Churchill Ave	N	N
Galvez St/ Embarcadero Rd	N	W

**From:** [Ken Kershner](#)  
**To:** [Council, City](#)  
**Cc:** [SVBC Palo Alto Team](#)  
**Subject:** Support for ECR Bikeways and Staff Recommendations including Safety Improvements aka Parking Removal  
**Date:** Monday, June 17, 2024 1:25:20 PM

---

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

---

Dear Palo Alto City Council,

I am writing to express my strong support for the proposed parking removal and safety improvements along El Camino Real. These changes are critical for enhancing safety and promoting sustainable transportation in our city.

Key points to consider:

1. Clear sightlines: Removing parking is essential for improving visibility at intersections, driveways, and bus stops. This is the most effective way to reduce broadside crashes and increase safety for all road users.
2. Sub-regional impact: This project will benefit the entire corridor from Menlo Park to Sunnyvale. Narrower travel lanes will help reduce speeds and improve safety for everyone.
3. Business-friendly approach: Local cycling advocates are committed to working with the Chamber of Commerce and PA TMA to mitigate parking impacts on businesses. We support alternatives such as RPP program adjustments and short-term green curb spaces on side streets. Iterating especially around Evergreen Park to balance the employee parking needs with neighborhood available spaces and concerns will be critical. We include the parking on-street to off-street [open source dataset](#) collected during our canvassing which shows a ratio of 1:9 on to off street spaces. This dataset can be useful to Chamber and city staff to create alternative parking plans for individual businesses affected by on-street parking removal and we can support with PATMA outreach for employees along ECR to encourage mode shift with VTA bus passes.
4. Measuring success: We encourage implementing before-and-after studies to measure injury rates and mode shift, allowing for timely adjustments based on community feedback.
5. Future improvements: We urge the inclusion of additional bike infrastructure improvements in the 2025 City Bike Plan and to secure funding for priority projects.

Thank you for your consideration and ongoing efforts to make Palo Alto safer and more accessible for all.

Sincerely,  
Ken

--  
Ken Kershner | Co-Founder & CEO  
Cell 650-248-9059 | Email [ken@triomotors.co](mailto:ken@triomotors.co)



**From:** [Magic](#)  
**To:** [Council, City](#)  
**Subject:** El Camino Bike Lanes  
**Date:** Monday, June 17, 2024 1:19:19 PM

---

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

---

Dear City Councilpeople,

Please stop eroding neighborhood safety, quiet, and air quality by misusing Evergreen Park streets for commercial parking. Residential streets are built to provide access to adjoining properties. Let's use them for this purpose only. Let your constituents living in Evergreen Park know that those driving and parking on the streets outside our homes are friends, neighbors, and people rendering services to us at home.

To achieve net zero, we need to drive less. To fail to achieve it is to saddle our children and theirs and theirs with unconscionable environmental degradation.

Businesses on El Camino abutting Evergreen Park are within a five-minute walk from VTA bus stops and within a 15-minute walk or five-minute bike ride from the CalAve Caltrain Station. By giving employees cheap parking near to work, you encourage driving over taking transit, walking, and biking. Let El Camino facing businesses share their parking with each other. Together, they've enough to serve their customers if their employees use transit or other alternatives.

Thank you for considering these views.

David Schrom

