

Resolution No. \_\_\_\_\_  
Resolution of the Council of the City of Palo Alto in Support of  
Caltrans' Repaving Project on El Camino Real

R E C I T A L S

- A. El Camino Real is a state highway maintained by the California Department of Transportation (Caltrans); and
- B. Caltrans plans to resurface El Camino Real in Palo Alto in 2024; and
- C. Caltrans is prepared to install bicycle lanes along El Camino Real within the City of Palo Alto, in addition to pavement rehabilitation, striping improvements, and curb ramps, sidewalks, and driveway improvements to comply with Americans with Disabilities Act (ADA) standards; and
- D. Installation of bicycle lanes would require the removal of all on-street parking spaces along El Camino Real within the City of Palo Alto; and
- E. Creating and maintaining a sustainable transportation system that provides safe, comfortable, and convenient travel along and across streets through a comprehensive, integrated transportation network that emphasizes walking, bicycling, use of public transportation, and other modes to reduce greenhouse gas (GHG) emissions and the use of single-occupancy motor vehicles is, and has been a major focus for the City of Palo Alto; and
- F. The adopted Transportation Element of the City of Palo Alto Comprehensive Plan 2030 includes the following goals, policies, and programs in support of bicycle facilities along El Camino Real:
  - Goal T-1 Create a sustainable transportation system, complemented by a mix of land uses, that emphasizes walking, bicycling, use of public transportation and other methods to reduce GHG emissions and the use of single-occupancy motor vehicles.
  - Policy T-1.3 Reduce GHG and pollutant emissions associated with transportation by reducing VMT and per-mile emissions through increasing transit options, supporting biking and walking, and the use of zero-emission vehicle technologies to meet City and State goals for GHG reductions by 2030.
  - Policy T-1.16 Promote personal transportation vehicles an alternative to cars (e.g. bicycles, skateboards, roller blades) to get to work, school, shopping, recreational facilities and transit stops.
  - Policy T-1.19 Provide facilities that encourage and support bicycling and walking.
  - Program T1.19.2 Prioritize investments for enhanced pedestrian access and bicycle use within Palo Alto and to/from surrounding communities, including by incorporating improvements from related City plans, for example the *2012 Palo Alto Bicycle + Pedestrian Transportation Plan* and the *Parks, Trails & Open Space Master Plan*, as amended, into the Capital Improvements Program.
  - Policy T-3.5 When constructing or modifying roadways, plan for use of the roadway by all users.

- Program T3.5.1 Continue to use best practices in roadway design that are consistent with complete streets principles and the Urban Forest Master Plan, focusing on bicycle and pedestrian safety and multimodal uses. Consider opportunities to incorporate best practices from the National Association of City Transportation Officials guidelines for urban streets and bikeways, tailored to the Palo Alto context.
  - Policy T-3.11 Consider the objectives of the Grand Boulevard Initiative and the South El Camino Boulevard Design Guidelines when designing roadway and pedestrian improvements along El Camino Real.
  - Policy T-3.12 Coordinate roadway improvements with other transportation and utility infrastructure improvements such as sewer and water.
  - Policy T-3.13 Work with Caltrans, Santa Clara County and VTA to improve east and west connections in Palo Alto and maintain a circulation network that binds the city together in all directions.
  - GOAL T-6 Provide a safe environment for motorists, pedestrians and bicyclists on Palo Alto streets.
  - Policy T-6.1 Continue to make safety the first priority of citywide transportation planning. Prioritize pedestrian, bicycle and automobile safety over motor vehicle level of service at intersections and motor vehicle parking.
  - Policy T-6.2 Pursue the goal of zero severe injuries and roadway fatalities on Palo Alto city streets.
  - GOAL T-8 Influence the shape and implementation of regional transportation policies and technologies to reduce traffic congestion and GHG emissions.
  - Policy T-8.2 Coordinate with local and regional agencies and Caltrans to maintain and improve transportation infrastructure in Palo Alto, including the Multi-Modal Transit Center.
  - Policy T-8.8 Support regional bicycle and pedestrian plans including development of the Bay Trail, Bay-to-Ridge Trail and the Santa Clara County Countywide Bicycle System.
  - Program T8.8.1 Identify and improve bicycle connections to/from neighboring communities in Santa Clara and San Mateo counties to support local trips that cross city boundaries. Also advocate for reducing barriers to bicycling and walking at freeway interchanges, expressway intersections and railroad grade crossings.
- G. The 2018 Caltrans District 4 Bike Plan identifies the implementation of Class IV protected bikeways on El Camino Real in Palo Alto as a Tier 1 project; and
- H. Caltrans is the lead agency for purposes of CEQA and has found this project Class 1 (existing facilities) categorically exempt under CEQA regulation 15301.

NOW, THEREFORE, the Council of the City of Palo Alto does RESOLVE as follows:

SECTION 1. The City Council of the City of Palo Alto hereby expresses its support for the installation of bicycle lanes on El Camino Real, as currently proposed by Caltrans.

SECTION 2. Environmental Review. As the lead agency for this project, Caltrans has found this project to be categorically exempt under CEQA regulation 15301 (existing facilities). Should the City be determined to be a responsible agency under CEQA, the City has considered the lead agency's determination.

INTRODUCED AND PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM:

APPROVED:

\_\_\_\_\_  
Assistant City Attorney

\_\_\_\_\_  
City Manager

\_\_\_\_\_  
Chief Transportation Official