

## What Menlo Park Needs to Do Before Conducting A Bike Lane Field Trial on El Camino Real

1. Determine the actual value (usage) of bike lanes for cyclists, especially for school age (children)– the largest group of cyclists. The evaluation should use industry best practices and be performed by an independent bike network design specialist. The value should be measured in terms of ABSOLUTE safety (not relative to existing conditions which are dangerous), RELATIVE convenience versus existing and planned alternative routes, and ACTUAL comfort (rider stress levels)
2. The city needs to evaluate the value of El Camino Real bike lanes in the context of the existing city bike network and all the other recommendations proposed in its Specific Plan (2012). Instead, a potential system component is being viewed in isolation rather than part of a bike network system.
3. The city needs to know whether a majority of residents – not simply avid bike riders - either want bike lanes on El Camino or actually oppose it. A field trial will be extremely controversial, think Measure M. It should avoid creating a divisive situation, by aggressively polling our citizens before subjecting them to a BIG experiment.
4. The city needs to rigorously evaluate all the significant potential impacts – both positive and negative ones - that bike lanes could have on motorists, pedestrians, businesses, property owners and emergency service providers, e.g., fire and police departments, ambulances.
5. The city needs to reassess its priorities and determine whether residents believe east-west bike connectivity and greater access to downtown Menlo Park is viewed as more or less important than El Camino Bike Lanes.
6. The addition of bike lanes will require the elimination of ALL the street parking spaces on El Camino - over 150 - at a time when many new developments are already planned for El Camino. The city needs to evaluate the loss of parking in the context of future not existing conditions.
7. The re-design of the Ravenswood intersection needs to accommodate the future addition of east-west bike lanes that would run on Menlo Avenue from University to El Camino, cross El Camino and continue on Ravenswood to Laurel Street.
8. Both the field trial and a permanent implementation of bike lanes are large city investments that would consume funds and staff resources, plus the attention of City Council members. The budget and staff impact of BOTH should be estimated BEFORE either project is undertaken. It does not make sense to conduct a field trial if the City cannot afford an actual implementation.