



**Palo Alto Pedestrian and  
Bicycle Advisory Committee**

**Tuesday, August 2, 2022 at 6:15 P.M.**

**Join Meeting Via Zoom**

**Join Online: <https://cityofpaloalto.zoom.us/j/83813305635>; Dial-in: 669-900-6833**

**Meeting ID: 838 1330 5635**

**PART I: TDA 3 – BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN (BPTP) UPDATE**

1. CALL TO ORDER 6:15 PM
2. Adoption of a Resolution Authorizing Use of Teleconferencing for Pedestrian and Bicycle Advisory Committee Meetings During Covid-19 State of Emergency (See attached Resolution) 6:18 PM
3. AGENDA CHANGES 6:20 PM
4. APPROVAL OF ACTION MINUTES 6:22 PM
  - a. May 3, 2022 PABAC meeting: Part I: TDA 3-Bicycle and Pedestrian Transportation Plan Update
  - b. June 7, 2022 PABAC meeting: Part I: TDA 3—Bicycle and Pedestrian Transportation Plan Update and Part II: Other Items
5. PUBLIC COMMENTS 6:25 PM  
Note: Written comments submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org) between 12:00pm on May 20, 2022, and 12:00pm on July 13, 2022 are attached with the agenda packet.
6. STAFF UPDATE 6:27 PM
  - a. 2022 BPTP Update: Project procurement timeline reminder (*Ozzy Arce, OOT*)
7. ADJOURNMENT 6:30 PM

**PART II: OTHER ITEMS**

1. CALL TO ORDER 6:30 PM
2. AGENDA CHANGES 6:32 PM
3. PUBLIC COMMENTS 6:33 PM
4. DISCUSSION ITEM
  - a. Rail Grade Separation Project Alternatives--Presentation (*Ripon Bhatia, OOT*) 6:35 PM
  - b. Rail Grade Separation Project Alternatives--Discussion & Feedback 7:05 PM  
(See Attachment A for the materials, and Attachment B for the presentation)

5. STANDING ITEMS

7:50 PM

- a. Grant Update – OBAG 3 (*Sylvia Star-Lack, OOT*)
- b. CSTSC Update – See Attachment C, CSTSC Meeting Notes (May 2022)
- c. VTA BPAC Update (*Robert Neff*)
- d. Subcommittee Reports
  - a. Bike bridge maintenance update (*Chair Penny Ellson*)  
—See Attachment D for letter to City Public Works
  - b. Repaving subcommittee (*Robert Neff*)
- e. Announcements
  - a. SCC Stanford Community Plan Process kick-off (*Chair Penny Ellson*)  
<https://stanfordcommunityplanupdate.org/events-1>
  - b. SCC Active Transportation Plan: Community Workshops (*Chair Penny Ellson*)  
[https://activesantaclaracounty.org/#gf\\_1](https://activesantaclaracounty.org/#gf_1)
- f. Future Agenda Items
  - El Camino Real (SR-82) plans from Caltrans
  - Muni code clean-up progress update
  - Hoover school campus reconstruction update (PAUSD)
  - S. Palo Alto Bikeways project status/grant proposal
  - City 5-year Paving Plan Update (*Young Tran, PW*)

6. ADJOURNMENT

8:00 PM

**END OF AGENDA**

NOT YET APPROVED

**Resolution No. \_\_\_\_**

Resolution Making Findings to Allow Teleconferenced Meetings Under California Government Code Section 54953(e)

R E C I T A L S

- A. California Government Code Section 54953(e) empowers local policy bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met; and
- B. In March 2020, the Governor of the State of California proclaimed a state of emergency in California in connection with the Coronavirus Disease 2019 (“COVID-19”) pandemic, and that state of emergency remains in effect; and
- C. In February 2020, the Santa Clara County Director of Emergency Services and the Santa Clara County Health Officer declared a local emergency, which declarations were subsequently ratified and extended by the Santa Clara County Board of Supervisors, and those declarations also remain in effect; and
- D. On September 16, 2021, the Governor signed AB 361, a bill that amends the Brown Act to allow local policy bodies to continue to meet by teleconferencing during a state of emergency without complying with restrictions in State law that would otherwise apply, provided that the policy bodies make certain findings at least once every 30 days; and
- E. While federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing to prevent the spread of COVID-19, the Santa Clara County Health Officer has issued at least one order, on August 2, 2021 (available online at [here](#)), that continues to recommend measures to promote outdoor activity, physical distancing and other social distancing measures, such as masking, in certain contexts; and
- F. The California Department of Industrial Relations Division of Occupational Safety and Health (“Cal/OSHA”) has promulgated Section 3205 of Title 8 of the California Code of Regulations, which requires most employers in California, including in the City, to train and instruct employees about measures that can decrease the spread of COVID-19, including physical distancing and other social distancing measures; and
- G. The City’s Pedestrian and Bicycle Advisory Committee (PABAC) has met remotely during the COVID-19 pandemic and can continue to do so in a manner that allows public participation and transparency while minimizing health risks to members, staff, and the public that would be present with in-person meetings while this emergency continues; now, therefore,

NOT YET APPROVED

The Pedestrian and Bicycle Advisory Committee RESOLVES as follows:

1. As described above, the State of California remains in a state of emergency due to the COVID-19 pandemic. At this meeting, PABAC has considered the circumstances of the state of emergency.
2. As described above, State and County officials continue to recommend measures to promote physical distancing and other social distancing measures, in some settings.

AND BE IT FURTHER RESOLVED, That for at least the next 30 days, meetings of PABAC will occur using teleconferencing technology. Such meetings of PABAC that occur using teleconferencing technology will provide an opportunity for any and all members of the public who wish to address the body and its committees and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing; and, be it

FURTHER RESOLVED, That the PABAC staff liaison is directed to place a resolution substantially similar to this resolution on the agenda of a future meeting of PABAC within the next 30 days. If PABAC does not meet under the Brown Act within the next 30 days, the staff liaison is directed to place a such resolution on the agenda of the immediately following Brown Act meeting of PABAC.

INTRODUCED AND PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

\_\_\_\_\_  
Staff Liaison

\_\_\_\_\_  
Chair of PABAC

APPROVED AS TO FORM:

APPROVED:

\_\_\_\_\_  
Deputy City Attorney

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



**Palo Alto Pedestrian and  
Bicycle Advisory Committee**

**Tuesday, May 3, 2022**

**6:00 P.M.**

**VIRTUAL MEETING**

**Palo Alto, CA**

Members Present: Penny Ellson (Chair), Art Liberman (Vice Chair), Alan Wachtel, Arnout Boelens, Bill Courington, Bill Zaumen, Bruce Arthur, Cedric de la Beaujardiere, Eric Nordman, Jane Rosten, Kathy Durham, Ken Joye, Paul Goldstein, Robert Neff, Steve Rock

Members Absent: Nicole Zoeller-Boelens, Richard Swent, Rob Robinson,

Staff Present: Sylvia Star-Lack, Ozzy Arce

Guests: Eric Holm (PAUSD) Ann Crichton, David Hirsch, Owen Longstreth

**PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE**

**1. Call to order**

**2. Adoption of a Resolution Authorizing Use of Teleconferencing for Pedestrian and Bicycle Advisory Committee Meetings During Covid-19 State of Emergency (See attached Resolution)**

Chair Ellson explained the resolution will need to be passed for each meeting going forward and is required tonight due to the BPTP items on the agenda.

Mr. Paul Goldstein moved to pass the resolution, seconded by Mr. Arnout Boelens.

Upon roll call by Mr. Ozzy Arce the resolution carried unanimously.

**3. AGENDA CHANGES**

In response to Jane Rosten, Mr. Goldstein explained that Bike to Work day in May should be on the non-Brown Act part of the agenda.

**4. PUBLIC COMMENTS**

*Written comments submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org) between 12:00pm on December 22, 2021 and 12:00pm on January 24, 2022 are attached with the agenda packet.*

1 None

2 **5. DISCUSSION ITEMS**

3 **a. Selection of PABAC representative for 2022 BPTP Update procurement**  
4 **process**

5 Chair Ellson began by explaining the process of selecting the representative for the 2022 BPTP  
6 Update procurement process and the parameters that the position requires. Mr. Alan Wachtel  
7 volunteered for the position.

8 Mr. Goldstein moved that Mr. Wachtel be the PABAC representative for the 2022 BPTP Update  
9 procurement process. Seconded by Mr. Bill Zaumen.

10 Mr. Wachtel provided comments that over twenty years ago he acted as a subconsultant to both  
11 Alta Planning and Fehr & Peers. He does not anticipate working with them in the future and doesn't  
12 believe that constitutes a conflict of interest, however, he felt it should be disclosed. In addition,  
13 he is not entirely confident that he will represent the views of the committee faithfully and it's up  
14 to the committee to judge, he has strong opinions about the current Bicycle Plan that not everyone  
15 may share.

16 Mr. Goldstein thanked Mr. Wachtel for volunteering and added he would have suggested Mr.  
17 Wachtel had he not volunteered, further stating he knows his strong opinions are not always on  
18 the mainstream of the committee, and trusts that Mr. Wachtel will represent both his own stance  
19 and what he knows the feelings are of the PABAC Committee, taking it as a fiduciary role. Further  
20 stating he has the highest confidence in both Mr. Wachtel and his knowledge of working with  
21 consultants.

22 Vice Chair Liberman commented he is pleased that Mr. Wachtel is willing to take on the  
23 responsibility and inquired if in his previous activities, had he participated in some capacity in  
24 creating a bicycle plan for any other community.

25 Mr. Wachtel stated he was a subconsultant to the consultants for bicycle plans for several  
26 communities including Palo Alto, San Mateo County, San Francisco, Berkeley, and Marin County.

27 Ms. Jane Rosten echoed the other members and stated she's grateful for Mr. Wachtel volunteering  
28 for this project and feels confident in him and inquired if there is a mechanism for him to check  
29 with the group when he feels out of sync with their views.

30 Mr. Wachtel replied that is prohibited.

31 Upon a vote the resolution carried unanimously.

32 **b. 2022 BPTP Update Draft Scope of Work (SoW)—See Attachment A for SoW**  
33 **6:30 PM and Attachment B for the SoW Outline+PABAC Framework**  
34 **crosswalk**

35 Ms. Star-Lack reported

1 Ms. Ellson introduced this item and referred to Staff’s 2022 BPTP Update Scope of Work (SoW)  
2 draft that was attached to the meeting Agenda packet. Staff presented an overview of the document  
3 and requested member comments after the overview be kept to two minutes or less. Staff has  
4 agreed to offer additional time for members to submit more detailed comments in writing under  
5 the following guidelines.

- 6 a. Each PABAC member may submit one set of written consolidated comments.
- 7 b. Please send those comments to [transportation@cityofpaloalto.org](mailto:transportation@cityofpaloalto.org) no later than 5 p.m.,  
8 Wednesday May 11, 2022.

9 Mr. Arce, Senior Transportation Planner & Project Manager provided a brief presentation of the  
10 draft scope of work for the Bicycle and Pedestrian Transportation Plan (BPTP) update which  
11 includes nine required tasks and four optional tasks. Attachment B in the Agenda packet is the  
12 cross walk, or ladder document, that outlines the draft scope of work that was submitted along  
13 with the adopted framework from the PABAC Committee as topic headings. Staff has been able  
14 to incorporate those topics into each of the scope of work tasks are still required. The next steps  
15 are for PABAC to continue reviewing the information and provide one set of written comments  
16 per member under the parameters as stated by Chair Ellson. Those comments will be incorporated  
17 into the SoW, which will be turned into a Request for Proposal (RFP) in working with the  
18 procurement team to hire the consultant.

19 Mr. Goldstein commented the past two deliverables on page four should explicitly state “includes  
20 the status of 2012 BPTP projects.” Although it’s mentioned in the preceding paragraph, he feels it  
21 should also be stated in the deliverables. On page 10, task 5.6, he suggests including “allow the  
22 interested members of the public to sign up to receive the notices of changes and updates.” Mr.  
23 Goldstein believes it’s helpful for interested persons to sign up on a webpage for notifications of  
24 changes, meetings, and new posts. On page 14, task 6.8, there is a typo, it should be “further”, not  
25 furthers. On page 16, task 8.1, he believes PABAC should get a look at the administrative draft,  
26 as that tends to be the best place to be able to make a change to an item in the document.

27 Mr. Arnout Boelens commented he noticed in cross-referencing the chapter headings request for  
28 consultants, on 4.1 the bicycle and pedestrian volumes, however everywhere in the documents  
29 counting is optional. That is a discrepancy, if you really want a true volume of bicycle and  
30 pedestrian traffic in a certain location, publicly available data will not give you that information.  
31 Its only data provided for commuters and load sharing at schools.

32 Vice Chair Liberman stated the most serious issue he found is the absence of any statement about  
33 making a version of the document, or subset of the document, a live electronic version. In every  
34 discussion of the BPTP update, PABAC members have vigorously advocated for a live version  
35 where the status of the projects can be updated by the office of transportation staff as they progress  
36 the design to construction, to completion and evaluation. Priorities of projects and that they may  
37 change should also be reflected along with the reasons. This will help provide the community  
38 knowledge of current situations.

39 Mr. Eric Nordman inquired regarding task 10, conducting automatic counts, what is meant by an  
40 optional task, and regarding the bike/pedestrian crossing around the Adobe Creek he is confused  
41 as to where that will be going from and to. He believes Council also made that suggestion.

1 Ms. Rosten requested clarification that one set of comments were expected from each of the  
2 members. Ms. Ellson responded the request for the opportunity to submit comments was made by  
3 her so the committee could have an additional week to review the documents.

4 Mr. Wachtel confirmed that each person could submit one comprehensive set of comments.

5 Mr. Neff inquired if they are allowed to have conversations with other members of the committee  
6 while drafting their comments, Ms. Sylvia Star-Lack explained it would be best if you did not  
7 discuss amongst each other and any conversations held took place during the Brown Act portion  
8 of the meeting, for the public's benefit. There is a way in which you can have a pod of people that  
9 you can always talk to within PABAC but believes it's only for groups of two or three people and  
10 you can only have conversations with those members in your pod group for this item. It would  
11 take conferring with the City Attorney to set up the pods.

12 Mr. Goldstein commented he's had experience with dealing with Brown Act topics in the past, and  
13 noted PABAC members can talk to one another as long as they do not serially communicate with  
14 a quorum or a majority of the committee. Mr. Goldstein added that if PABAC members do have  
15 conversations with other PABAC members under a Brown Act item, it's good to preface any  
16 remarks with noting that you have spoken with other committee members, and insert the names of  
17 who you've spoken with.

18 Mr. Wachtel commented this has been an impressively thorough and detailed Scope of Work and  
19 he can see Staff put a great deal of time into the project and expressed his gratitude, and inquired  
20 the budget for hiring the consultant. Ms. Star-Lack confirmed Ms. Ellson stating it was around  
21 \$330,000 dollars. On task 6.8, education and outreach programs, Mr. Wachtel commented one  
22 paragraph does not supply as much detail that some of the other tasks received and requested more  
23 information be supplied for the consultant so they would have a better idea of what is expected for  
24 outreach initiatives. Part of task 7.1, he's not sure what it means by the system growing rationally,  
25 and pointed out there is the word recommended at the beginning of Attachment B that is missing  
26 the final letter d.

27 Mr. Ken Joye thanked staff for working on this and inquired if the submitted written comments  
28 would be shared in the next meeting packet. Ms. Star-Lack replied they must be shared as anything  
29 received regarding BPTP has to be shared in the Agenda Packet. Ms. Ellson reminded to please  
30 save paper by not printing all of these lengthy agenda attachments—they are available on the  
31 PABAC webpage.

32 Ms. Star-Lack responded to several questions raised by commenting that the way traditional  
33 planning documents work is there's a version that has a project list, possible priorities, that City  
34 Council adopts. If priorities change, staff must return to Council to make the change official and  
35 requested Vice Chair Liberman explain what he meant by a live document. Vice Chair Liberman  
36 2012 BPTP plan and felt it is important that people who access and use the 2022 Update plan might  
37 find it helpful if a live document was shared that provided the status of projects on the priority list  
38 and explained why things aren't progressing, should that be the case. Vice Chair Liberman referred  
39 to a document shared with him by Paul Goldstein who explained that the follow up of changing  
40 the roadway direction wasn't done for streets associated with the Homer tunnel project. Vice Chair



1 Liberman was not involved in the 2012 plan and every time he goes through the tunnel, he is  
2 confused and upset that nothing has happened.

3 Ms. Star-Lack stated she understands Vice Chair Liberman's request and staff will looking into  
4 whether that is something staff should provide, or if it should be included in the consultants Scope  
5 of Work.

6 Mr. Joye commented that the table 4-12 used in the 2012 plan is a good example, but it would be  
7 beneficial to make that part of an HTML document that could be updated, rather than keeping it  
8 stagnant and only reviewing the data once every 10-years.

9 Ms. Star-Lack responded to Mr. Nordman's inquiries about optional tasks and explained the tasks  
10 listed are optional and they wanted them to be listed so they could be reflected with associated  
11 costs for budget review; and regarding Council's direction to look at a crossing near Adobe Creek,  
12 Ms. Star-Lack stated the location is unclear so that would be an item for the consultant to research.

13 Mr. Cedric de la Beaujardiere inquired about the crossings at the trains and Alma and a crossing  
14 at Matadero Creek. Ms. Star-Lack replied there is a historical project at Matadero Creek, and  
15 Council is now asking Staff to include evaluating a crossing consistent with the Corridor Study at  
16 Adobe Creek. Chair Ellson believes Council is referring to the areas identified in the Corridor  
17 Study.

18 Mr. Bill Courington inquired if what Vice Chair Liberman was mentioning could be referred to  
19 an electronic dashboard. Vice Chair Liberman further explained his idea of the live document for  
20 project status updates to include reasons for delays.

21 Mr. Steve Rock inquired about the criteria of the benefit per dollar, further explaining the City  
22 wants to get the most they can out of what's allotted in the budget and believes that using that as  
23 a criterion is a valid one, which has been a past failure. In addition, he believes the Bicycle Plan  
24 should not include extraneous things like landscaping, using as an example the recent bridge that  
25 should have been repaired and instead received landscaping and signs. Making things look pretty  
26 is important, however, beautification should come for a different budget than the bicycle budget.

27 Ms. Star-Lack replied to Mr. Rock's inquiring stating there are some circumstances in which the  
28 City is under an obligation to install what is known as greens from water infrastructure, in some  
29 situations landscaping is required. There have been times when those funds come from public  
30 works, and then there are times it must come from transportation.

31 Mr. Cedric de la Beaujardiere believes the Adobe Creek thing is supposed to be Matadero and  
32 someone in the Council mis-spoke. There is a large gap at Matadero and Meadow that needs to be  
33 addressed and Matadero was something the Council discussed. Ms. Star-Lack stated looking at  
34 both creeks fit within the alignment of the current Bike Plan. Mr. Neff commented he believes  
35 there is a separate need for a crossing at Adobe Creek if there is a long construction period at  
36 Charleston.

37 Chair Ellson Adjourned this section of the meeting at 6:48 p.m.

38 **PART II: OTHER ITEMS**

1 **1. CALL TO ORDER**

2 Chair Ellson called to order the next phase of the meeting.

3 **2. AGENDA CHANGES**

4 None

5 **3. APPROVAL OF ACTION MINUTES**

6 Motion by Vice Chair Liberman, seconded by Ms. Rosten, to approve the action minutes for the  
7 April 5, 2022 PABAC meeting. Chair Ellson, Mr. Courington, Mr. Goldstein, Mr. Joye, abstained  
8 as they did not attend the meeting.

9 The motion passed unanimously.

10 **4. PUBLIC COMMENTS**

11 None

12 **5. STAFF UPDATES**

13 **a. Update on the California Avenue/Ramona Street closure extension the**  
14 **upcoming May 16, 2022 City Council meeting**

15 Mr. Arce reported at the May 16<sup>th</sup> City Council meeting the Agenda will include discussing the  
16 extension for the street closure at California Avenue and Ramona Street through December 31,  
17 2023 as well as Staff is recommending some interim changes which center around health and  
18 safety, but also some that may be of interest to this group, citing the middle fire lane proposal by  
19 the City, which is intended to also serve as a bike lane. The recommendation includes one on  
20 California Avenue and Ramona Street.

21 Mr. Rock commented he believes it’s great that California is closed to automobile traffic, the  
22 reason for the fire lane serving also as a bike lane is the businesses that have extended to outdoors  
23 is blocking several bicycle racks. The racks need to be moved for more accessibility.

24 In response to Mr. Neff, Ms. Star-Lack said the staff report for the City Council meeting is always  
25 10-days prior to the meeting, the May 16<sup>th</sup> meeting Staff Report will be available on May 6<sup>th</sup>.

26 **6. DISCUSSION ITEMS**

27  
28 **a. Selection of VTA Bicycle Pedestrian Advisory Committee Appointee**

29 Chair Ellson asked if any Committee members were interested in being considered for this role.

30 Chair Ellson extended a thank you to Mr. Neff for his service in this role in addition to the many  
31 things he does for bike advocacy within the community. He has served on the VTA BPAC since  
32 2018. He serves on VTA BPAC, PABAC, Bike Palo Alto, SVBC Palo Alto Local Team. Thank  
33 you for keeping this committee well informed.

1 Mr. Neff gave an overview of some of the projects VTA BPAC are expecting and explained they  
2 spend a lot of time reviewing how funding works and how grant applications work, extending if  
3 that is in any other member’s wheelhouse, they may also consider the appointment. Making the  
4 county expressway safer and making bike networks work better between cities are his personal  
5 goals and reason for being part of VTA BPAC.

6 Ms. Rosten echoed Chair Ellson and thanked Mr. Neff for all his years of serving.

7 Mr. Goldstein motioned to appoint Mr. Neff the PABAC representative in the VTA BPAC.  
8 Seconded by Mr. Nordman.

9 The vote carried unanimously.

10

11 **b. Hoover Elementary school and temporary Greendell campus changes (Eric**  
12 **Holm, PAUSD)—See Attachment C for plans**

13 Mr. Eric Holm (PAUSD) reported on the concept plans studies and gave a presentation on the  
14 results of the study. PAUSD is pleased with the direction and how the Hoover plans have gone.  
15 Not only did they want to rebuild the campus, but they incorporated changes in the pickup and  
16 drop off zones that had previously been safety concerns. The two options that were previously  
17 discussed have not yet been fully resolved. In recognizing that Hoover is a choice school, more  
18 has to be considered than just local neighborhood traffic. The plan that was decided upon is very  
19 similar to option B5 that was last presented. The entrance is close to the Stevenson House side,  
20 traffic engineers were included to ensure backups would not happen that would block the  
21 Stevenson House. There will be a turn pocket which will allow two cars to be in que merging to  
22 enter the drop off zone. Width has been added to accommodate a double-stacked que, however,  
23 consensus is they don’t believe it will be needed. The Fire Department’s input was considered, and  
24 they feel it is an appropriate plan, the only request they made was to make a small change at the  
25 median in front of the entrance to allow them to make a left hand turn to enter the campus if  
26 necessary. The busses will still be using the Waverley Drive entrance and will have a T-Card  
27 access gate. A minimal amount of parking for teachers will be allowed on the bus side, however  
28 they attempted to keep the vehicle traffic low due to the bicycle and pedestrian traffic on the  
29 Waverley Bike path. The bike lane at the entrance of the vehicle drop-off side will have a split  
30 which will allow commuting cyclists to continue straight on the roadway and school cyclists to  
31 enter the bike path situated between the school and the Stevenson House. The bike lane is protected  
32 and will cross through one entrance only. The bike lane and the merge lane on the front of the  
33 campus will be repurposed and so that the bike lane will be pushed up to the edge of curb which  
34 will give more room in the bike lane. The Waverley bike path will not be moved but it will be  
35 widened as part of this project. There is a designated pedestrian and bike path that will not interact  
36 with the vehicles dropping off children. The bike path on the backside of the campus will be  
37 enhanced to include bicycle parking, and they will have their own celebrated entrance apart from  
38 the drop off entrance, that is of a plaza type space, thus allowing for PTA presence.

1 Mr. Joye inquired where the office will be in the building, and if there will bike parking near the  
2 office. Mr. Holm replied the office is at the front of the building and there will be 16 bike racks  
3 directly in front with a mixed use of peak design racks and inverted racks.

4 Mr. Boelens questioned how the double drop off works. Ms. Ellson visited the other location which  
5 no longer uses the double drop off. Mr. Holm stated he has implemented a double drop-off in two  
6 locations, it's a protected zone that must be 100% managed by staff. Using the slide, Mr. Holm  
7 explained how the double stacked drop off works. It is an A Typical scenario, so it throws people  
8 at first, but once understood and implemented, parents have generally been very pleased with the  
9 process. The parking is primarily for teachers, so it won't be a high traffic area during drop off and  
10 pick up times. There will be an area for van fleets for after school programs, and that area will be  
11 near the drop-off crosswalk to enter the school.

12 Mr. Nordman suggested the bike lane which transitions from in front of the Stevenson House to  
13 the Hoover Campus be moved further into the green area and away from the car lane and  
14 questioned if back-end parking should be considered, and believes they did a good job of trying to  
15 keep the cars and the bicycles/pedestrians separated. Mr. Holm said the illustration is showing the  
16 split in front of the building as T-shaped, however the intention is to make it more of a Y-split.

17 Ms. Kathy Durham appreciated the effort in addressing some of the concerns that were previously  
18 discussed and requested clarification of the width of the Waverley bike/pedestrian path. Mr. Holm  
19 responded he believes they will be 12-feet. The current Waverley path is 10-feet, it will be widened  
20 by two or three feet. The fence will be removed along the Waverley side and there will be a rolled  
21 curb that allows the fire lane to be shared. Mr. Holm stated it has not been fully designed, they are  
22 looking at a couple different options. The Stevenson House side bike path will also be 12-feet and  
23 constructed similar to the Waverley path. Mr. Holm stated he is confident no one going in or out  
24 will be trying to turn left, as they will be angling it such that it will not be an option. Mr. Holm  
25 stated the district, and the school will be promoting using bikes and other alternatives to driving  
26 solo to school once it's been built.

27 Mr. Rock inquired the left turn ability for folks traveling west wanting to enter the campus. Mr.  
28 Holm replied currently it is not allowed so they will be maintaining that. Students typically access  
29 the bike path which will give them the option of entering as the travel from the Waverley Bike  
30 path and there is a crossing at E. Charleston and Nelson. Ms. Star-Lack stated the city widened the  
31 sidewalk in the space between the Waverley path and Carlson because they understood the need  
32 to create a bi-directional space wide enough to carry all the pedestrians and bicycles trying to reach  
33 the super block in the mornings.

34 Mr. Wachtel echoed Mr. Nordman's concern that the design of the merge from the front bike bath  
35 to the bike path running between the campus and the Stevenson House needs to be resolved.

36 Vice Chair Liberman questioned if the crosswalk at the entrance will be a raised crosswalk. Mr.  
37 Holm replied that it has not yet been designed but it has been envisioned it will be speed table  
38 raised bike and pedestrian crosswalk.

39 In response to Mr. Neff, Mr. Holm explained the shared bike path that goes up the east side of the  
40 campus will have a landscape strip with wheel stops for cars, it has not yet been determined if

1 there will be a barrier. Mr. Holm confirmed the crosswalk at the entrance will have an 8-foot offset  
2 for safety concerns from the vehicle travel lane. The same engineering firm that helped developed  
3 the Waverley Bike path was consulted on this project.

4 Mr. de la Beaujardiere requested clarification on the commute cyclist's pathway, Mr. Holm stated  
5 the thru way on the bike path on the front side of the building will remain the same path, the only  
6 difference will be at the entrance, which will merge back into the bike lane on the other side of the  
7 entrance. Mr. de la Beaujardiere stated he would prefer the rolled curb concept on the Waverley  
8 side of the building rather than a raised curb.

9 Mr. Joye inquired about the lack of visual effect in the presentation which shows the current bike  
10 path in front of the building, Mr. Holm stated he realized that after he had finished and plans to  
11 correct that.

12 Chair Ellson inquired if there are other examples of high-volume driveways crossing two back-to-  
13 back crosswalks and envisions most vehicles will not be expecting that and will speed back up  
14 after crossing the first one. Mr. Holm stated when the Fehr & Peers came up with this  
15 recommendation, from the City's standpoint, everyone felt this would be a good solution. Ms.  
16 Star-Lack stated she has not yet had the chance to review this layout and was not comfortable  
17 making comments at this time. Chair Ellson expressed concerns of distracted parents looking to  
18 make a left turn at Nelson and believes parents will need to be trained to see the second crosswalk  
19 and maintains her concern of spillback auto congestion on Charleston and the ability to get  
20 Emergency Services into the school and Stevenson House and would love to see the data the Fire  
21 Department looked reviewed. Ms. Star-Lack replied whatever the scenario turns out to be, there  
22 will be a training initiative informing parents of all of the changes. Mr. Holm's is going to double  
23 check with the engineering firm, he believes it was the intent to maintain the current street bike  
24 lane. Mr. Holm confirmed there has been no change in the enrollment quantity of the site.

25 Ms. Durham commented that once this is completed, she hopes the district will redo the Safe Route  
26 to School (SRTS) Map in collaboration with the City, with a big promotional outreach to the new  
27 parents, existing parents, and the community.

28 Mr. Wachtel commented eliminating the on street portion of the bike lane near the driveway does  
29 not solve the problem, it directs everyone into the conflict area and that demands more global  
30 thinking.

31 Mr. Zaumen is concerned about the commuters who try to stay away from children because of  
32 their erratic behaviors, Mr. Holm stated again he will be checking with engineering about the  
33 current bike lane on the frontage of the campus.

34 Ms. Star-Lack emphasized using the construction period as an opportunity to double down on  
35 SRTS transportation demand management. It's what Staff has learned at all the other school  
36 construction projects. When the student parking went away, the students started biking. This is an  
37 opportunity to start training parents during construction.

38 Chair Ellson inquired if there will be a barrier on the median island from the east side parking to  
39 the school entrance, Mr. Holm stated it has not yet been designed but there will in fact be a barrier.

1 Chair Ellson asked if Eden Housing was conferred regarding their construction plans to begin  
2 coordination of schedules. Mr. Holm stated he has not yet followed up with them but it is on his  
3 radar to do so.

4 Mr. Rock commented students come on scooters, skateboards, electric skate boards etcetera and  
5 requested the work done on the paths accommodates all of the active transportation modes.

6 In reply to Chair Ellson, Mr. Holm stated he will be taking this to the Board and will be working  
7 with Ms. Star-Lack on when he will return to PABAC with civil drawings.

8 Vice Chair Liberman confirmed if PABAC had further questions they could email them to Mr.  
9 Holm directly at [eholm@pausd.org](mailto:eholm@pausd.org).

10 **c. Review MTC Complete Streets checklist for S. Palo Alto Bikeways OBAG 3**  
11 **grant application—See Attachment D for checklist**

12 Chair Ellson stated the MTC Complete Streets checklist was in the Agenda Packet as Attachment  
13 D.

14 Ms. Star-Lack reported that the checklist is quite long and in the packet for review and she will  
15 receive comments. PABAC is not obligated to approve the checklist, however, she is looking for  
16 review and comments with an emphasis on if the answers were understandable by a lay person, it  
17 is one of the new MTC requirements of applicants for State grants. Once all the comments have  
18 been incorporated, VTA BPAC will review the completed checklists from all the cities who are  
19 applying for the OBAG 3 grant.

20 In response to Mr. Boelens inquiry, Ms. Star-Lack stated traffic car volume counts will be collected  
21 in May, and then added to the document.

22 Mr. Wachtel believes this project is seriously misguided and [inaudible] is very misleading, given  
23 what is being asked, he thinks the project meets the formal requirements on the checklist.

24 Mr. Boelens commented he does not see much information about intersections. Ms. Star-Lack  
25 commented that what she has from Council is direction to apply to OBAG 3, and for an Active  
26 Transportation (ATT) program grant to increase Palo Alto's chances of winning, in addition from  
27 Council Ms. Star-Lack has an approved initial concept plan. The application has to be applied by  
28 the scope that was approved by City Council and it was never envisioned for this particular project  
29 to address the issue of the crossing of Bryant at Meadow, it was always intended for the Bryant  
30 Boulevard refresh to address that.

31 **6. STANDING ITEMS:**

32 **a. Grant Update – S. Palo Alto Bikeways grant project quick update**

33 Ms. Star-Lack commented this update has already been covered and added the City has contracted  
34 with a consulting firm that does grant writing.

35 **b. CSTSC Update - See Attachment E, CSTSC Meeting Notes (March 2022)**

1 Mr. Boelens reported that Attachment E in the Agenda package provided an update and added bike  
2 rodeos are still going in full swing through May and the committee was very concerned about the  
3 bike crash that happened at Menlo Park.

4 Ms. Star-Lack added that Ms. Rose Mesterhazy requested the following be announced: Fletcher  
5 Friday will be happening on May 13<sup>th</sup> at Fletcher Middle School. It is a celebration of Ellen  
6 Fletcher's life that will include bike safety education, and bike powered smoothies.

7 **c. VTA BPAC Update / Bike to Work Day**

8 Mr. Neff reported there was no VTA BPAC meeting in April. The Bike to Work Day event  
9 currently has volunteers to run the three energizer stations, two of them on Friday May 20<sup>th</sup> from  
10 3:30 p.m. to 5:30 p.m. and on Saturday May 21<sup>st</sup>, from 2:00 p.m. to 5 p.m. at Mitchel park. The  
11 event at Mitchel Park is being coordinated by Chair Ellson. Members can sign up to help volunteer  
12 for two hour shifts by contacting Mr. Neff, he will also be sending the signup information to Chair  
13 Ellson who will ensure Committee members know how to sign up.

14 Mr. Arce stated he will coordinate with Mr. Neff about the addition bike Palo Alto T-shirts that  
15 the City Ordered for the energizer stations and sent a message out to all city employees requesting  
16 volunteers for this event.

17 Chair Ellson confirmed her permit has been approved. Jamie Jarvis is planning to run an energizer  
18 station at the Stanford Research park and PABAC will be helping her to publicize that event. They  
19 have breakfast being catered.

20 Ms. Durham added there is a website that has all of this information available at  
21 [www.WalkBikePaloAlto.org](http://www.WalkBikePaloAlto.org).

22 **d. Subcommittee Reports**

23 Ms. Ellson attached a letter with the summary of the field visit that the bike bridge maintenance  
24 group did and PABAC will need to follow up on this.

25 Mr. Neff stated his subcommittee does not yet have any information to share. They are due to send  
26 out an update about the 2023 cycle of street paving list.

27 **e. Announcements**

28 Mr. Arce thanked PABAC for the t-shirt information, there are I Bike Palo Alto t-shirts available  
29 for PABAC members, and public works is still looking for a PABAC representative to sit on the  
30 University Avenue Streetscape project/working group.

31 **f. Future Agenda Items**

32 *Please forward any future Agenda requests to Vice Chair Liberman or Chair Ellson.*

- 1 • El Camino Real (SR-82) plans from Caltrans
- 2 • 2012 BPTP Project Status spreadsheet update and discussion for future projects
- 3 • Reducing ministerial barriers to getting bike parking approved on established
- 4 private developments
- 5 • PABAC review of private development projects
- 6 • Incentivize bike parking at Charleston Shopping Center
- 7 • Muni code clean-up progress update
- 8 • Potentially invite the Bloomington, IN BPSC to attend future PABAC meetings

9

10 **8. ADJOURNMENT** at 8:04 p.m.

11





Palo Alto Pedestrian and  
Bicycle Advisory Committee

Tuesday, June 7, 2022

6:00 P.M.

**VIRTUAL MEETING**

Palo Alto, CA

Members Present: Penny Ellson (Chair), Art Liberman (Vice Chair), Alan Wachtel, Arnout Boelens, Bill Courington, Bill Zaumen, Cedric de la Beaujardiere, Eric Nordman, Jane Rosten, Kathy Durham, Nicole Zoeller-Boelens, Paul Goldstein, Robert Neff

Members Absent: Bruce Arthur, Ken Joye, Richard Swent, Steve Rock

Staff Present: Sylvia Star-Lack; Shrupath Patel; Ozzy Arce;

Guests: Philip Kamhi, CTO, OOT; Jodie Gephardt, Planning;

**PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE**

**1. Call to order**

**2. Adoption of a Resolution Authorizing Use of Teleconferencing for Pedestrian and Bicycle Advisory Committee Meetings During Covid-19 State of Emergency (See attached Resolution)**

Chair Ellson explained the resolution will need to be passed tonight due to the BPTP items on the agenda.

Mr. Paul Goldstein moved to pass the resolution, seconded by Mr. Robert Neff.

Upon call of the roll, Mr. Ozzy Arce stated the resolution carried unanimously.

**3. AGENDA CHANGES**

Mr. Goldstein suggested the Brown Act minutes should be part of the Brown Act section of the Agenda.

Ms. Sylvia Star-Lack stated she will start doing that for the next agenda.

1 **4. PUBLIC COMMENTS**

2 *Written comments submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org) between*  
3 *12:00pm on April 21, 2022 and 12:00pm on May 20, 2022 are attached with the agenda*  
4 *packet.*

5 Vice Chair Art Liberman stated there were written comments that were submitted with the Agenda  
6 Packet.

7 **5. STAFF UPDATES**

8 **a. 2012 BPTP Project Status Spreadsheet Update - See Attachment A for updated**  
9 **spreadsheet (Shrupath Patel, OOT)**

10 Mr. Shrupath Patel reported he originally started with about thirty projects in February and staff  
11 has now included all pedestrian and bike projects on the status spreadsheet which has been attached  
12 to the Agenda Packet. Any and all comments from members should be emailed to  
13 [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org) by June 22<sup>nd</sup>, detailed instructions are also included in the  
14 Packet. Comments and updates as they happen, will be shared at future meetings.

15 Upon a vote the resolution carried unanimously.

16 Vice Chair Liberman thanked Mr. Patel for the work on the spreadsheet and believes it is an  
17 important process of keeping PABAC and the public up to date on local pedestrian and bike  
18 projects within Palo Alto, and encouraged other members to also submit comments.

19 Mr. Bill Courington questioned if the list was derived from the projects listed in the 2012 Plan and  
20 Mr. Patel replied it was.

21 **b. 2022 BPTP Update: Thank you for your Scope of Work feedback & next steps**  
22 **(Ozzy Arce, OOT)**

23 Mr. Ozzy Arce, Senior Transportation Planner & Project Manager provided a brief presentation  
24 and thanked members for their feedback for the Scope of Work. The next month will consist of  
25 incorporating those comments and sending it to procurement to issue the Request for Proposal  
26 (RFP). The goal is to have the RFP live in August for conducting interviews in September. In Fall  
27 of 2022 a consultant will be onboarded, and the project can begin.

28 Mr. Arnout Boelens requested PABAC be informed when the RFP goes live, to which Mr. Arce  
29 said he will keep PABAC informed via email.

30 Chair Penny Ellson Adjourned this section of the meeting.

31 **PART II: OTHER ITEMS**

32 **1. CALL TO ORDER**

33 Chair Ellson called to order the next phase of the meeting.

1 Chair Ellson relayed the news that Rob Robinson, former PABAC Member, passed away last  
2 month and expressed how much he will be missed, and provided an opportunity for other members  
3 to comment.

4 **2. AGENDA CHANGES**

5 None

6 Mr. Alan Wachtel thanked Chair Ellson for saying a few words about Mr. Rob Robinson.

7 **3. APPROVAL OF ACTION MINUTES**

8 Mr. Goldstein commented on page 3, line 27, by “circumference of the draft” he meant he felt the  
9 administrative draft gives PABAC a better opportunity for looking at an item and making a change.  
10 On page 4, Mr. Goldstein stated he was misquoted in saying a quorum is necessary in speaking  
11 with other members of the committee about a Brown Act item. You can speak to other members  
12 as long as you do not in unison or serially communicate with a quorum, and when providing  
13 comments during the meeting it is a good idea to preface those comments with whom the member  
14 held discussions with on that particular item. Adding, he does not feel side conversations should  
15 be deferred on Brown Act items, members should just be careful. Subsequent to the meeting,  
16 Mr. Goldstein called Public Works and volunteered for the University Avenue Streetscape Project,  
17 please ignore his negative remarks from the last meeting.

18 Mr. Eric Nordman commented on Page 33 of the Agenda Packet in the CSTSC minutes (Page 6,  
19 paragraph 3) Lois Roadway should have said Los Robles Avenue.

20 Mr. Arce explained to Chair Ellson the suggestion for putting the approval of the Brown Act  
21 section of the minutes into the Brown Act portion of the Agenda and explained the options of  
22 approving the current Agenda Item without the Brown Act portion of the minutes or delaying  
23 approving the minutes until it is appropriately split between the Brown Act portion of the meeting  
24 and the non-Brown Act portion of the meeting.

25 Chair Ellson elected to delay approving the minutes until they are appropriately placed in the  
26 Agenda.

27 Mr. Goldstein suggested approving Part II of the minutes and as such, delaying only Part I.

28 Chair Ellson requested a motion.

29 Motion made by Mr. Goldstein to approve Part II of the May meeting minutes as revised, seconded  
30 by Mr. Nordman.

31 Motion passed unanimously.

32 **4. PUBLIC COMMENTS**

33 None

1 **5. STAFF UPDATES**

2 **a. Update on the 5/16 City Council Meeting re: California Avenue/Ramona**  
3 **Street closure extension (Ozzy Arce, OOT)**

4 Mr. Arce reported City Council provided direction to Staff to extend the closure of California  
5 Avenue/Ramona Street through December 31, 2023, as well as install low-cost temporary  
6 interventions that help the experience of downtown. Some of the items suggested by Council  
7 include an emergency access lane for fire and police, and the removal of the larger tents and large  
8 walls to improve the open aesthetic of the area. The Office of Transportation was looking to move  
9 forward with installing a two-way bike lane down both California and Ramona, however, that was  
10 not included in Council’s directions for staff, instead direction was given to install a 16-foot-wide  
11 emergency access lane and remain status-quo with the bicycles. Staff will be moving ahead with  
12 these directives for the interventions with both aesthetics and safety in mind.

13 Ms. Nicole Zoeller-Boelens inquired when the temporary installations are expected to be installed  
14 and if PABAC will be given the opportunity for feedback once the plans are completed or  
15 installations are ready to be installed.

16 Mr. Arce explained much of the planning will involve working with the businesses downtown to  
17 remove some of the larger tents and walls within the next couple months. The timeframe will be  
18 dependent on the business’s priorities as they begin to re-adjust from the changes from the  
19 pandemic and now the new standards and requirements Council just adopted. Staff will be  
20 onboarding a consultant during this temporary phase that will help to learn, discuss and possibly  
21 install additional aesthetic enhancements, possibly public art, and programming. Part of the  
22 consultant’s scope of work will be to talk to key stakeholders such as businesses, and that would  
23 likely provide the best opportunity for PABAC to get be involved as staff transitions from the  
24 temporary to a more permanent phase. An update might be ready when PABAC returns in August,  
25 with possible changes already in place by that time.

26 Mr. Neff commented California Avenue and Ramona Street should both be primarily pedestrian  
27 space as cars have been kept out of that space for two years, and questioned if the transportation  
28 office has enough information for motorists to find their way to garages and the areas on the far  
29 ends of the streets; are enough wayfindings for bicycles to not use California Avenue, because  
30 many do now when they see little traffic in the area.

31 Mr. Arce answered that wayfinding signage will be part of the conversations both in the temporary  
32 enhancements during the interim period and definitely during the more permanent alternative  
33 analysis. Wayfinding signage will need to be for all traffic, and likely not just specific to biking.

34 Mr. Phillip Kamhi, Chief Transportation Official, noted that a new parking garage was constructed  
35 and opened in the California district during the pandemic, and he believes that additional  
36 Wayfinding signage will be necessary in that area, and the parking is highly underutilized  
37 throughout the City, which he will be discussing in the budget item on the Agenda.

38 Mr. Cedric de la Beaujardiere asked what the current status for bikes is on California Ave, there  
39 are signs that say Please Walk Your Bike ... is it anticipated that it will stay that way until Council  
40 goes in a different direction?

1 Mr. Arce replied it is currently status quo for bikes, they are not banned, rather it is requested  
2 people walk their bikes down California Avenue.

3 Ms. Kathy Durham commented the importance to consider different options for the farmer’s  
4 market open hours on Sundays and possibly weekend nights during the summer, versus the safety  
5 for all users in that specific area during the week when traffic is not as high; she is available to  
6 provide pictures and information that could help staff with those considerations.

7 Ms. Jodie Gephardt, Manager of Current Planning provided information that the Architectural  
8 Review Board (ARB) have two subcommittees, one related to the parklet designs and one related  
9 to the California Avenue closure, so they are also discussing this topic. Ultimately this topic will  
10 come before the full Board for a Public Hearing, which would be a great time for PABAC to send  
11 a representative to one of those meetings.

12 **b. City Budget Update--upcoming Fiscal Year (Philip Kamhi, CTO, OOT)**

13 Chair Ellson relayed that Mr. Phillip Kamhi will be providing an update on the budget.

14 Mr. Phillip Kamhi, Chief Transportation Official, gave a high-level presentation on the Office of  
15 Transportation’s proposed Fiscal Year (FY) 2023 Budget. The key items which happened in the  
16 FY 2023 budget was the Reinvestment Strategy to continue pursuing new revenue streams, create  
17 service efficiencies and shift resources in order to approve service delivery of its core projects and  
18 programming. In addition, a one-time loan of \$400,000 dollars from the General Fund to the  
19 Employee Residential Preferential Parking (RPP) Fund was awarded in response to a sustained  
20 drop in parking demand during the pandemic. The Office of Transportation has, in addition to  
21 hiring Ozzy, rehired Rafael Rias in the engineering group, and hired Andria Sumpter as the new  
22 Administrative Assistant. At the mid-year review, one of the Safe Routes to School (SRTS)  
23 positions which was previously funded partially by a grant, has since been fully allocated to SRTS  
24 which has allowed the department to hire a part-time consultant to assist with grant duties, and a  
25 parking administrative position was eliminated. Areas of focus for the department’s outlook  
26 include reduction of single-occupancy vehicle trips, parking management for residential and  
27 businesses, railroad crossing/grade separation planning and community engagement, monitor  
28 operations improvements and modifications of transportation and traffic systems, and continue  
29 SRTS education to families for alternative modes of transportation to schools. The 5-year FY cycle  
30 for Capital Improvement Fund and Cubberley Fund expenditures includes \$40.6 million dollars  
31 for traffic and transportation. The Capital projects for the 5-year cycle include California Avenue  
32 Streetscape Update, completing the Charleston/Arastradero Corridor project, completing design  
33 on Newell Road Bridge project, completing design and begin construction on the Churchill  
34 Avenue Enhanced Bikeway (will be on the PAUSD June meeting Agenda for a MOU approval for  
35 the easement), completing design and begin construction of the Churchill Avenue/Alma Street  
36 railroad crossing safety improvements and continuing studies and analysis for the Railroad Grade  
37 Separation and Safety Improvements. Information for all of these project budgets can be found by  
38 visiting [www.cityofpaloalto.org/departments/administrative-services/city-budget](http://www.cityofpaloalto.org/departments/administrative-services/city-budget).

39 Vice Chair Liberman read from Page 160 in the operating budget under Goals and Objectives, the  
40 section under goal #2, it says “ensures services are delivered efficiently and continue to improve”  
41 with a specific objective stating “Institute a revised community engagement process for

1 transportation projects”, and inquired what staff had in mind and if they were planning to do this  
2 for the BPTP Update; further commenting he finds the community engagement described in the  
3 statement of work to be unsatisfactory and a repeat of the past, and there are members of PABAC  
4 with extensive community involvement experience from participation leadership roles who could  
5 offer some good advice.

6 Mr. Kamhi responded the Office of Transportation would be getting proposals regarding  
7 community engagement, however, with the intention to collect community feedback, not have a  
8 consultant inform them of what is needed. This objective came out of what they learned from the  
9 Ross Road project implementation and the resulting concerns that arose after installation was  
10 complete. Staff has been implementing revised community engagement processes for the projects  
11 that have begun to move forward, unfortunately that cannot be done for projects that have already  
12 begun construction. Crescent Park Traffic Calming Pilot is another example of utilizing the revised  
13 process of adding to the meeting of residents, by implementing temporary measures for people to  
14 react to what would be installed. On a broader level the City is working on redoing their entire  
15 community engagement process and the Office of Transportation is to be a chapter in that  
16 community engagement process. A great example for looking at a revised community engagement  
17 process which was done by Sylvia Star-Lack and taken before City Council was the South Palo  
18 Alto Bikeway’s community engagement plan. In closing Mr. Kamhi commented he believes that  
19 PABAC’s input is crucial for informing the Office of Transportation how best to achieve  
20 community engagement.

21 Ms. Kathy Durham commented that, under slide 3 of the presentation about Transportation  
22 Department Outlook, last item, Continue SRTS education to families to safely walk, bicycle, bus,  
23 and carpool to school, simple... the Department needs to be talking about safety education for  
24 drivers to share the road and not just to people carpooling. SRTS has done an excellent job of  
25 educating schools, children, and families, what has been missing is a focus on sharing the road  
26 safely and the benefit of reduced trips, in particular for those who are not involved in the SRTS  
27 programs.

28 Mr. Kamhi agrees that is an under resourced area he would love to see expand in the future.

29 Mr. Boelens stated he did not see the South Palo Alto Bikeways mentioned and inquired if the  
30 application for the grant was continuing.

31 Mr. Kamhi replied the office is currently working on grant applications and will soon be ready to  
32 release two grant applications, and does expect to have the South Palo Alto Bikeways project  
33 funded again. Staff capacity will be included in the grant cycle.

34 Mr. Courington asked what an On Demand Transit Project entails.

35 Mr. Kamhi stated the On Demand Transit project is another grant that the City has been awarded  
36 from Valley Transit Authority (VTA) to deliver an on-demand shuttle which is an Uber-lift type  
37 of service with a smaller shuttle bus, that will take passengers in an on-demand fashion.

1 **6. DISCUSSION ITEMS**

2  
3 **a. Current Development Review Process + PABAC involvement – (Jodie**  
4 **Gephardt, Planning)**

5 Chair Ellson explained the importance for early engagement in the development planning process  
6 as one of the best ways to get bike/pedestrian facilities incorporated in projects and ensure  
7 development impacts on bike/pedestrian routes are mitigated and welcomed Ms. Jodie Gephardt  
8 from planning who was invited to explain the current development review process and how  
9 PABAC can engage in that process regularly and effectively.

10 Ms. Jodie Gephardt, Manager of Current Planning in Palo Alto, gave a presentation on the planning  
11 process starting with the Architectural Review Board (ARB) process, which is where new building  
12 projects begin with the receipt of an application. The planning department then reroutes the  
13 projects out to various departments. They return the projects with comments before the project  
14 meets all planning code requirements needed. During the first thirty days, or if the project comes  
15 back around it could be 30-60 days, is a great time for PABAC and residents to send in comments  
16 and questions. Once the project plans are deemed to have met zone code requirements, the plan is  
17 taken to a Public Hearing for the ARB to review the project and allow for Architectural Review  
18 findings which considers quality and circulation. A brand-new building can have up to three Public  
19 Hearings, however, could also have just one. The ARB makes a recommendation to the Director  
20 of Planning who makes a decision that is mailed out generally to everyone within 600-feet of the  
21 project. If people still have concerns at that point, the decision can be appealed to City Council  
22 who would then make the ultimate final decision. Ms. Gephardt explained the navigation of the  
23 planning departments website. The project planner is generally the best person to address questions  
24 and concerns about a particular project. Also on the Pending and Approved Projects webpage  
25 under All Projects, the Building I section allows for a search by planning applications by using a  
26 site address, or searching with the word “continue” which will provide a map of the entire city. On  
27 this map green dots are projects that are complete, the blue dots are projects that are pending. There  
28 is a legend provided for narrowing searches. Currently there are over 150 projects pending.  
29 Additionally, if you click on a dot, it will provide a pop up with specific project information.

30 ARB meetings are the first and third Thursdays of every month at 8:30 a.m. and are open to the  
31 public. Agendas for their meetings are available on their webpage. Some items currently on  
32 Agenda include the California Avenue Closure parklets, the Mercedes Dealership proposal at 1700  
33 Embarcadero and one of the Stanford Shopping Center projects will be heard on June 16<sup>th</sup>.

34 One of the recent changes for projects in the Stanford and Town N Country shopping centers is  
35 that they may not necessarily be up to code on their bike parking. The City currently requires each  
36 retail store provide one vehicle parking space per every 200-square feet of space and one bicycle  
37 parking space per 2,000-square feet of building space. Of the bicycle spaces 20% needs to be long  
38 term, 80% should be short term (lockers versus bike racks). Currently the retail spaces in the malls  
39 do not require Code Compliance because they are existing space, however, as they renovate the  
40 shopping center, the City is requesting projects get closer to Code Compliance.

41 Vice Chair Liberman commented he sent an email to Sheldon, the project planner for 1700  
42 Embarcadero, a couple of months ago and never received a reply and now sees this project is

1 scheduled before the ARB and PABAC has no way of knowing if any of their suggestions were  
2 incorporated in the changes, wondering if the planner is supposed to engage in discussions initiated  
3 by PABAC about a project or is it the responsibility of PABAC to attend the Public Hearings at  
4 the ARB.

5 Ms. Gephardt apologized to Vice Chair Liberman and stated that certainly any person who emails  
6 a project planner should receive a response and while it is not an excuse, her team is currently  
7 running at half capacity. While it isn't guaranteed that every project could be brought to PABAC,  
8 1700 Embarcadero is one of the projects that should consider PABAC suggestions. Planning has  
9 been in communication with Ms. Star-Lack and Mr. Arce who she believes have been in contact  
10 with PABAC regarding this project, so PABACs initial comments have been received; Ms.  
11 Gephardt asked Vice Chair Liberman to please resend the email. Planning is not recommending  
12 this project for approval at the ARB June 16<sup>th</sup> meeting, there are many items which need to be  
13 addressed, the bike path being one of them. Ms. Gephardt relayed communications regarding this  
14 project could have been better, if there are any additional comments than the ones relayed by Mr.  
15 Arce and Ms. Star-Lack please submit them and a PABAC representative at the June 16<sup>th</sup> meeting  
16 would help considerably.

17 Ms. Star-Lack commented she received a note that Sheldon responded to Vice Chair Liberman's  
18 email on May 16<sup>th</sup>, however it's possible that it somehow did not go through. Mr. Patel stated he  
19 has a copy of the email and can forward it.

20 Mr. Boelens inquired how many bicycle spaces are short from what's required by code, and are  
21 they supplying more or less vehicle parking spaces from what's required by code.

22 Ms. Gephardt replied both shopping centers are in the middle of determining that answer, the  
23 spreadsheet has not yet been updated. Off the top of her head Stanford and Town n Country both  
24 have sufficient vehicle parking, she is unsure the deficiency amount of bicycle parking but is sure  
25 Stanford is short. As new tenants come in, one by one the mall will be brought back up to code.  
26 It's not illegal, they are old buildings so as each space is renovated, they are slowly building the  
27 mall back up to code.

28 Ms. Star-Lack questioned when the staff reports for the ARB meetings are posted. Ms. Gephardt  
29 stated a week ahead, usually the Thursday or Friday before the meeting.

30 Chair Ellson commented she was not chairing the meeting this topic was on the Agenda for  
31 PABAC, and she did not see where the group voted on a representative for PABAC to attend the  
32 ARB meeting, however, she believes that PABAC members can attend the meeting and speak.

33 Ms. Star-Lack questioned if a vote is required for PABAC to be represented at the meeting.

34 Ms. Gephardt explained that any member of the public can attend the meeting and provide  
35 comment on a Public Hearing. It doesn't have to be a formal representation; any member can speak  
36 and say they are a PABAC member and offer comment at the hearing.

37 Chair Ellson inquired how PABAC might see projects when they are in the first 30-day period so  
38 PABAC might provide input earlier in the planning process. Ms. Gephardt suggested looking at  
39 ARB Agendas or taking a look at the BuildingEye on the website. The BuildingEye section has an



1 option to subscribe for email notifications of new projects. That would likely be the best way to  
2 see all new projects and then watch the Agenda for projects going to a hearing. If PABAC has  
3 questions regarding a new project they see, they can contact Ms. Gephardt or one of the Planning  
4 staff members to provide an update at a PABAC meeting.

5 Chair Ellson thanked Ms. Gephardt for the information.

6 **b. Options for streamlining the process of converting vehicular parking to bicycle**  
7 **parking, including fees - (Jodie Gephardt, Planning)**

8 Ms. Gephardt reported the malls have sufficient parking to add bike parking without eliminating  
9 vehicle parking. Bike Parking Code Section 18.52.070(f)(2) addresses substitution of bicycle  
10 parking for sites with existing development where additional bike parking can not be reasonably  
11 located outside of the parking lot. Existing parking stalls may be substituted with long- or short-  
12 term bike parking. The maximum number allowed for conversion would be either 2-parking spaces  
13 or 10% of the parking lot, which ever is greater. If this conversion takes place, a minimum of 4  
14 long-term or 8-short-term bike spaces need to be provided in the same location as the vehicle  
15 spaces that were converted. This allows an existing building the option to eliminate vehicle parking  
16 for the purpose of adding bicycle parking. It is brand new Code that applies only to existing  
17 development.

18 Chair Ellson inquired how an owner of an existing site would make the change, are there any  
19 potential barriers an owner might struggle with.

20 Ms. Gephardt stated anything having to do with the Planning Department will require a permit of  
21 some sort, and with the permit application there is always a fee. There have not been many of  
22 these, she does not have the permitting flow chart for a major permit. The flowchart for the minor  
23 permit generally takes about 10 days. It could likely be done over the counter in a couple of hours  
24 if a developer had all the right pieces. It's a brand-new code section, PABAC could help the  
25 Planning Department determine what all the right pieces would entail.

26 Chair Ellson asked what the cost would be if the mall wanted to add 10 bike spaces in 2-vehicle  
27 spaces. Ms. Gephardt replied currently there is not an associated cost for an over-the-counter  
28 request. In August it will be a few hundred dollars.

29 Ms. Ellson stated that seemed to be an unnecessary barrier for a business owner and money the  
30 city doesn't need and suggested to look at the San Jose website where customers, businesses and  
31 people who bike can make requests for bike parking at locations such as the Charleston Shopping  
32 Center. It would be nice if the city could incorporate such a program. The upcoming process needs  
33 to investigate streamlining the application process as she heard from a business owner the process  
34 seemed cumbersome and decided to not make the change and expressed an interest in continuing  
35 the discussion offline.

36 Ms. Gephardt replied the Planning Department would welcome any improvement Chair Ellson  
37 would like to suggest. Bike parking, multi-modal transit is all a part of the Comp Plan and it is the  
38 department's job to implement the Comp Plan.

1 Chair Ellson commented bike parking vanished at the Charleston Shopping Center through the  
2 entire construction period for implementation of the Electric Vehicle (EV) charging stations.

3 Ms. Gephardt responded she is bound to the numbers in the code, if changes need to be made it  
4 can be brought up to City Council, once City Council makes the change in the code, her office  
5 implements it the next day.

6 Chair Ellson thanked Ms. Gephardt for her time.

7 Mr. Patel stated at the previous PABAC meeting a motion was made by Mr. Neff and seconded  
8 by Mr. Rock to support staff's recommendation for a multi-use path connecting from the  
9 intersection to Embarcadero at the other end of the property along the frontage or the rear of the  
10 property and possibly a flashing beacon or a half signal as an offset improvement at the  
11 Embarcadero crossing and at the driveway, extending the southbound bike lane, as far as possible  
12 to connect the property. It's available in the meeting Agenda Packet PDF page 45. A representative  
13 of PABAC can be made to attend the ARB meeting and does not require a vote.

14 Chair Ellson urged members to attend in addition to a designated representative as many voices  
15 could help.

16 **c. Consideration of DRAFT letter from PABAC to City Council re:**  
17 **California/Ramona Street Closures (Chair Penny Ellson) - See Attachment B**  
18 **for letter**

19 Chair Ellson stated this letter was written by Chair and Vice Chair Liberman and is Attachment B  
20 in the Agenda Packet. There has only been one change of language request made, input would be  
21 appreciated.

22 Mr. Goldstein commented it's a great letter and suggested two minor edits: the mention of  
23 'attractive nuisance', the word attractive should be dropped; a couple sentences later the wording  
24 'might be considered' should be changed to 'should be considered'.

25 Mr. Bill Zaumen commented in the second to the last paragraph is in bold face, bold face can look  
26 like you're shouting, it might be better to keep it in the same font face as the rest of the text.

27 Mr. Courington questioned if there are supporting numbers for the volume of bicycle commuters  
28 from the research park to the train station. Chair Ellson replied she does not have an answer with  
29 that information. Ms. Star-Lack is not sure if counters have counted bikes. Mr. Courington  
30 suggested the bicycle person at Stanford University research has been working to acquire those  
31 numbers. Ms. Star-Lack commented she will check in with Jamie Jarvis to see if she has the  
32 number of bike commuters at the research park and agreed that could add credence to the letter.

33 Ms. Durham commented Jamie Jarvis may not know the exact number but she has contacts because  
34 she gives rewards to bicyclists, she can ask them to help generate a somewhat credible count.

35 Mr. Goldstein motioned to approve sending the letter to City Council with the edits discussed,  
36 seconded by Mr. Nordman.

1 Ms. Jane Rosten stated via telephone she was in favor of the motion. Mr. Boelens stated he was  
2 also in favor of the motion.

3 Chair Ellson stated the vote was unanimous with 0 abstentions and 0 noes.

4 **d. Consideration of DRAFT letter to City Council with request for a Council**  
5 **letter to Caltrans re: 2023 El Camino Real Paving Project (Chair Penny**  
6 **Ellson) - See Attachment C for letter**

7 Chair Ellson reported Page 25 of the Agenda Packet is a second letter draft letter to Council  
8 requesting they write a letter to CalTrans regarding the El Camino Real Paving Project.

9 Comments and suggested edits are being sought, with a vote to send the letter to City Council  
10 following.

11 Mr. Wachtel motioned to approve the letter, seconded by Mr. Goldstein, and forward the letter to  
12 City Council.

13 Chair Ellson stated the vote was unanimous with 0 abstentions and 0 noes.

14 **6. STANDING ITEMS:**

15 **a. Grant Update – S. Palo Alto Bikeways grant project quick update**

16 None

17 **b. CSTSC Update - See Attachment D, CSTSC Meeting Notes (April 2022)**

18 None

19 **c. VTA BPAC Update / Bike to Work Day**

20 Mr. Neff sent a two-sentence update via email read by Mr. Arce, that states: they looked at One  
21 Bay Area grant criteria at their main meeting for the next round of submission. Any notes, the  
22 presentation and the minutes on the VTA BPAC committee meetings are on the webpage if anyone  
23 would like to reference them.

24 Chair Ellson commented that VTA ratified Mr. Neff's appointment to BPAC for a term ending  
25 June 2024. Congratulations to Mr. Neff and thank you for that service.

26 **d. Subcommittee Reports**

27 **a. Bike bridge maintenance update (Chair Penny Ellson) See Attachment**  
28 **E for correspondence with City Public Works**

29 Chair Ellson submitted letters to Public Works via email, those correspondences have been  
30 included in the Agenda Packet, which confirmed Public Works has the funds needed to make the  
31 changes that were discussed.

1                   **b.       Repaving Subcommittee (Robert Neff)**

2 Mr. Nordman stated Mr. Neff put the items in a spreadsheet, there was one item on Park Avenue  
3 that had some confusion but has since been made clear. The subcommittee report was sent prior to  
4 the meeting, please pass on any questions or comments to Mr. Neff or Mr. Nordman, or Mr.  
5 Goldstein.

6 In reply to Mr. Boelens, Mr. Nordman stated there were places where they were wondering if bike  
7 lanes might be appropriate, James Road was one of them, because most of the people are turning  
8 left, it was unclear if that would actually be a help, there's not a lot of traffic in that location. The  
9 other place they wondered about was Loma Verde, Loma Verde already has bike lanes, except  
10 between El Camaro Street School and Alma. Mr. Neff had mentioned that area has very low bike  
11 traffic and has substantial drop-off parking for parents therefor bike lanes could potentially be  
12 problematic for the school.

13                   **e.       Announcements**

14 Ms. Rosten and Ms. Durham added their comments of recognition and sadness for the loss of Mr.  
15 Robinson.

16                   **f.       Future Agenda Items**

17 *Please forward any future Agenda requests to Vice Chair Liberman or Chair Ellson.*

18 El Camino Real (SR-82) plans from Caltrans

- 19                   • 2012 BPTP Project Status spreadsheet update and discussion for future projects
- 20                   • Reducing ministerial barriers to getting bike parking approved on established
- 21                   private developments
- 22                   • PABAC review of private development projects
- 23                   • Incentivize bike parking at Charleston Shopping Center
- 24                   • Muni code clean-up progress update
- 25                   • Potentially invite the Bloomington, IN BPSC to attend future PABAC meetings
- 26                   • California Ave./Ramona St. permanent street closure project
- 27                   • S. Palo Alto Bikeways project status/grant proposal
- 28                   • Hoover school campus reconstruction update (PAUSD)
- 29

30 In closing Vice Chair Liberman read Sheldon's May 16<sup>th</sup> response and stated the developer at 1700  
31 Embarcadero did not accept any suggestions of any multi-use paths anywhere on the property.  
32 This may encourage those in favor one somewhere on the property to attend the public hearing.

33 There will not be a July PABAC meeting.

34 **8.       ADJOURNMENT** at 8:06 p.m.

# Update on the 2022 BPTP

- June-July 2022
  - Staff incorporated PABAC's input + finalized the Scope of Work (SoW)
  - SoW sent to the City's Procurement team
- August-September 2022
  - Issue Request for Proposal (RFP)
  - RFP live + City receives proposals
- Fall 2022
  - Consultant interviews
  - Onboard Consultant + begin project!



**Attachment A**  
**Materials for Grade Separation project presentation**

**Subject:** Rail Grade Separation Project Alternatives Review & Feedback

**Objective:** The purpose of this meeting and presentation is to provide details on alternatives in consideration as desired by the PABAC members and to seek formal feedback that can be used in refining Partial Underpass Alternative for Churchill Avenue and Underpass Alternatives for Meadow and Charleston Road. Please use the corresponding spreadsheet titled, “*List of Comments (Design Refinements) 2022—PABAC*” to collect and submit your questions and comments. These comments and questions can be submitted to Ripon Bhatia before or after the meeting.

**Background:** City has been working toward the selection of the preferred alternative for the rail grade separation for crossings at Churchill Avenue, Meadow Drive, and Charleston Road across the Caltrain Corridor. The City Council has selected Partial Underpass as the preferred alternative for Churchill Avenue with Closure Alternative as a backup alternative. For Meadow Drive and Charleston Road crossings, the City Council has narrowed down to three alternatives in consideration: Underpass Alternative, Hybrid Alternative, and Trench Alternative. Staff provided the status update and an overview of the alternatives in consideration to PABAC in February 2022. At that meeting, staff shared the materials available for review and PABAC asked staff to come back for feedback and comments.

**Request:** As part of the Council review, the City Council directed staff to refine the underpass/partial underpass alternatives. Therefore, we are seeking feedback on those alternatives prior to making refinements from the key stakeholders. Of the primary value in this review are the plans and profiles that depict the layout that may be the most helpful for your review, however, rendering and animations also provide good information to provide three-dimensional perspective. The direct links to these plan and profile pages, renderings, and animation (as supplement) for the three Underpass alternatives in consideration are as follows:

Churchill Avenue:

Partial Underpass (Preferred Alternative)

- Plan and Profile: [https://connectingpaloalto.com/wp-content/uploads/2020/08/Plan\\_Churchill.pdf](https://connectingpaloalto.com/wp-content/uploads/2020/08/Plan_Churchill.pdf)
- Renderings: [https://connectingpaloalto.com/wp-content/uploads/2020/08/Renderings\\_Churchill.pdf](https://connectingpaloalto.com/wp-content/uploads/2020/08/Renderings_Churchill.pdf)
- Animations: <https://vimeo.com/444685594/38d527a057>

Meadow Drive & Charleston Road

Underpass Alternative

- Plan and Profile: [https://connectingpaloalto.com/wp-content/uploads/2020/09/Plan-Profile\\_Meadow-Charleston-Underpass.pdf](https://connectingpaloalto.com/wp-content/uploads/2020/09/Plan-Profile_Meadow-Charleston-Underpass.pdf)
- Renderings: [https://connectingpaloalto.com/wp-content/uploads/2020/08/Renderings\\_Meadow-Charleston.pdf](https://connectingpaloalto.com/wp-content/uploads/2020/08/Renderings_Meadow-Charleston.pdf)
- Animations: <https://vimeo.com/447595080/4060497f66>

I hope you find the above information helpful in providing review as we primarily need feedback on plan/profiles of the above referenced alternatives at this time. We can provide overview/detailed information at our presentation in seeking feedback as per your direction and seek PABAC feedback accordingly.

**Staff contact:** Ripon Bhatia, Senior Engineer | [ripon.bhatia@cityofpaloalto.org](mailto:ripon.bhatia@cityofpaloalto.org)





CITY OF  
**PALO  
ALTO**

# Pedestrian & Bike Advisory Committee

## Connecting Palo Alto

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### Rail Grade Separation Project

August 2, 2022

[www.cityofpaloalto.org](http://www.cityofpaloalto.org)<sup>1</sup>



# Project Meeting Agenda

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- Introduction
- Purpose of Meeting
- Project Updates
- Alternatives Being Refined
  - Churchill Avenue Partial Underpass Alternative
  - Meadow Drive and Charleston Road Underpass Alternative
- Alternatives Still Under Consideration
  - Churchill Avenue Closure with Mitigations, Option 1 and 2
  - Meadow Drive and Charleston Road Trench
  - Meadow Drive and Charleston Road Hybrid

# Purpose

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- Provide Project Overview
- Detail Review of Partial Underpass Alternative at Churchill Avenue and Underpass Alternative for Meadow Drive and Charleston Road
- Seek Feedback and Comments for Refinement of Partial Underpass and Underpass Alternatives

# Project Update

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- March 23, 2021 – XCAP presented their final report to the City Council
- April 26, 2021 - The City Council eliminated the south Palo Alto tunnel alternatives from further consideration for Meadow Drive and Charleston Road crossings
- August 23, 2021 - Review and discussed additional studies that will help in further the selection of preferred alternative(s) for Meadow and Charleston grade separation.
- November 29, 2021 – Reviewed and discussed Alternatives for Churchill Avenue and discussed additional studies that will help in furthering the selection of preferred alternative(s) for Churchill Avenue.
- May 24, 2022 – City Council authorized additional studies and refinement of the alternatives.

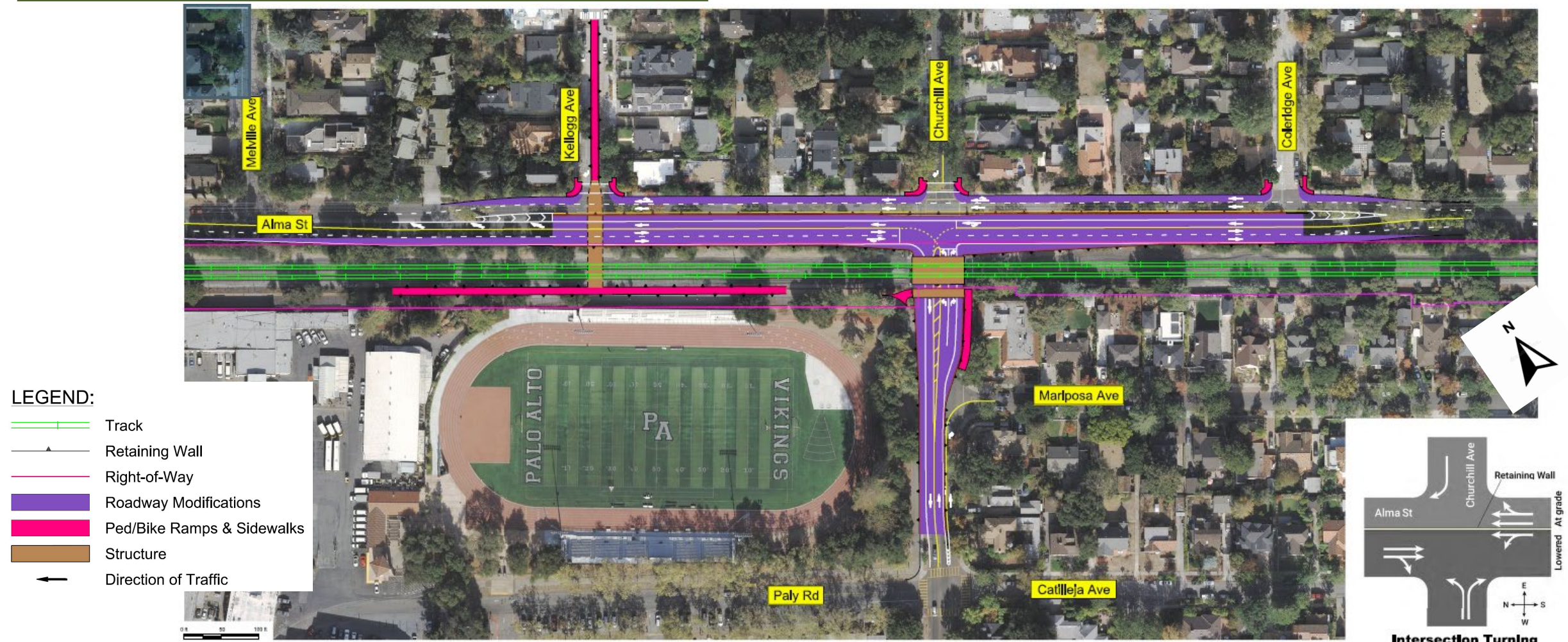
# Alternatives Being Refined

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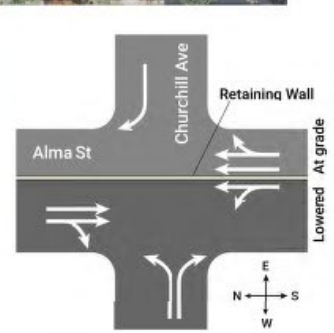
- Churchill Avenue Partial Underpass Alternative
- Meadow Drive and Charleston Road Underpass Alternative



# Churchill Ave – Partial Underpass Layout



- LEGEND:**
- Track
  - Retaining Wall
  - Right-of-Way
  - Roadway Modifications
  - Ped/Bike Ramps & Sidewalks
  - Structure
  - Direction of Traffic



**Intersection Turning Movement Diagram**

# Churchill Ave – Partial Underpass

## Photo Simulation

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**Before (Existing Condition)**  
(Looking North on Alma St)



**After (Proposed Project)**

# Churchill Ave – Partial Underpass

## Renderings

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**Looking Northwest**  
**(PAHS in Background)**



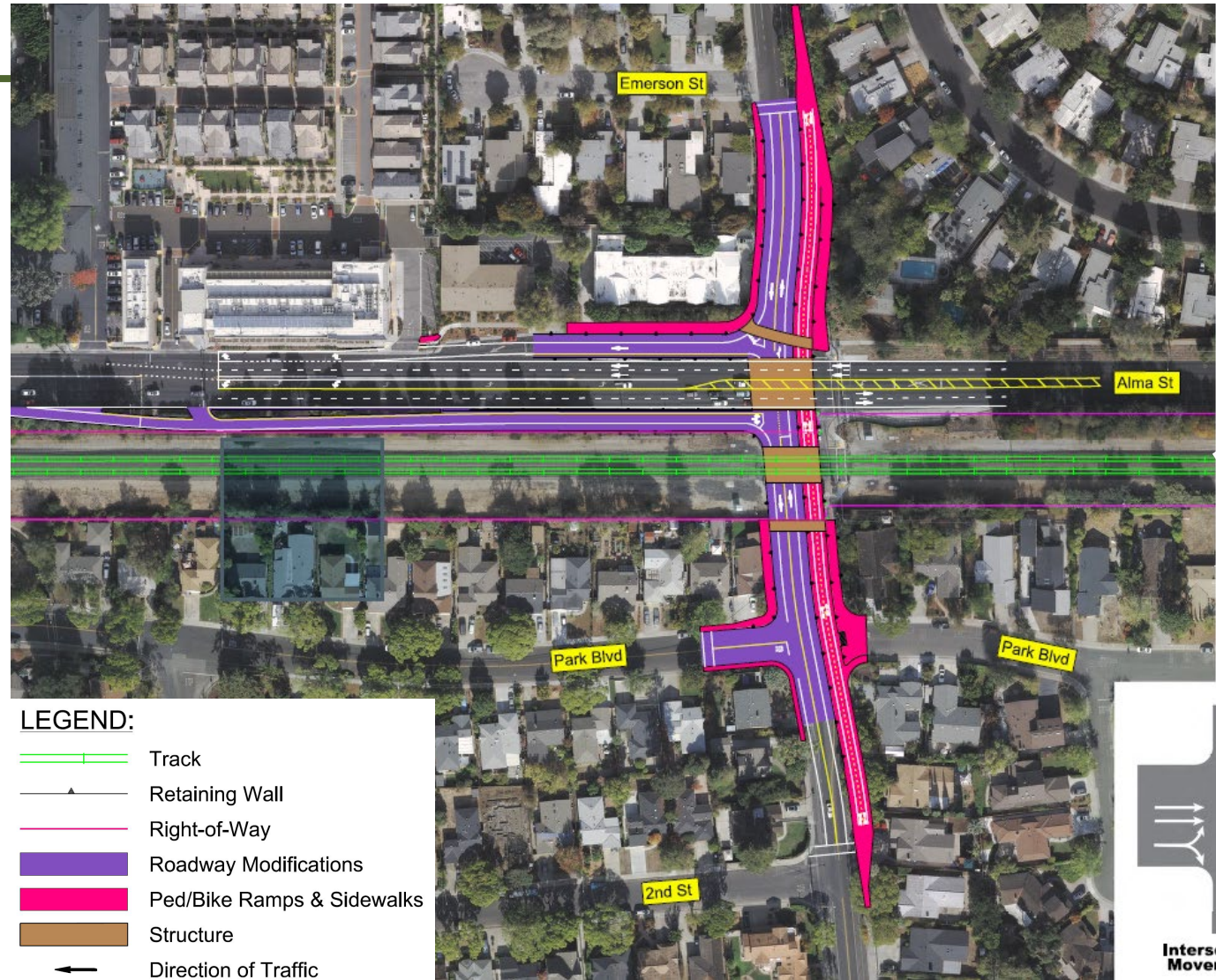
**Looking North on Alma St**

# Meadow Drive – Underpass

## Layout

### Restricted Movements

- Eastbound Right
- Westbound Left
- Northbound Left and Right  
(U-Turn at Alma Village)
- Ped/Bike Crossings at 2<sup>nd</sup> Street on west side and Emerson Street on east side

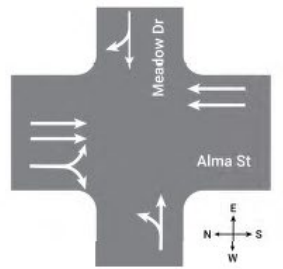
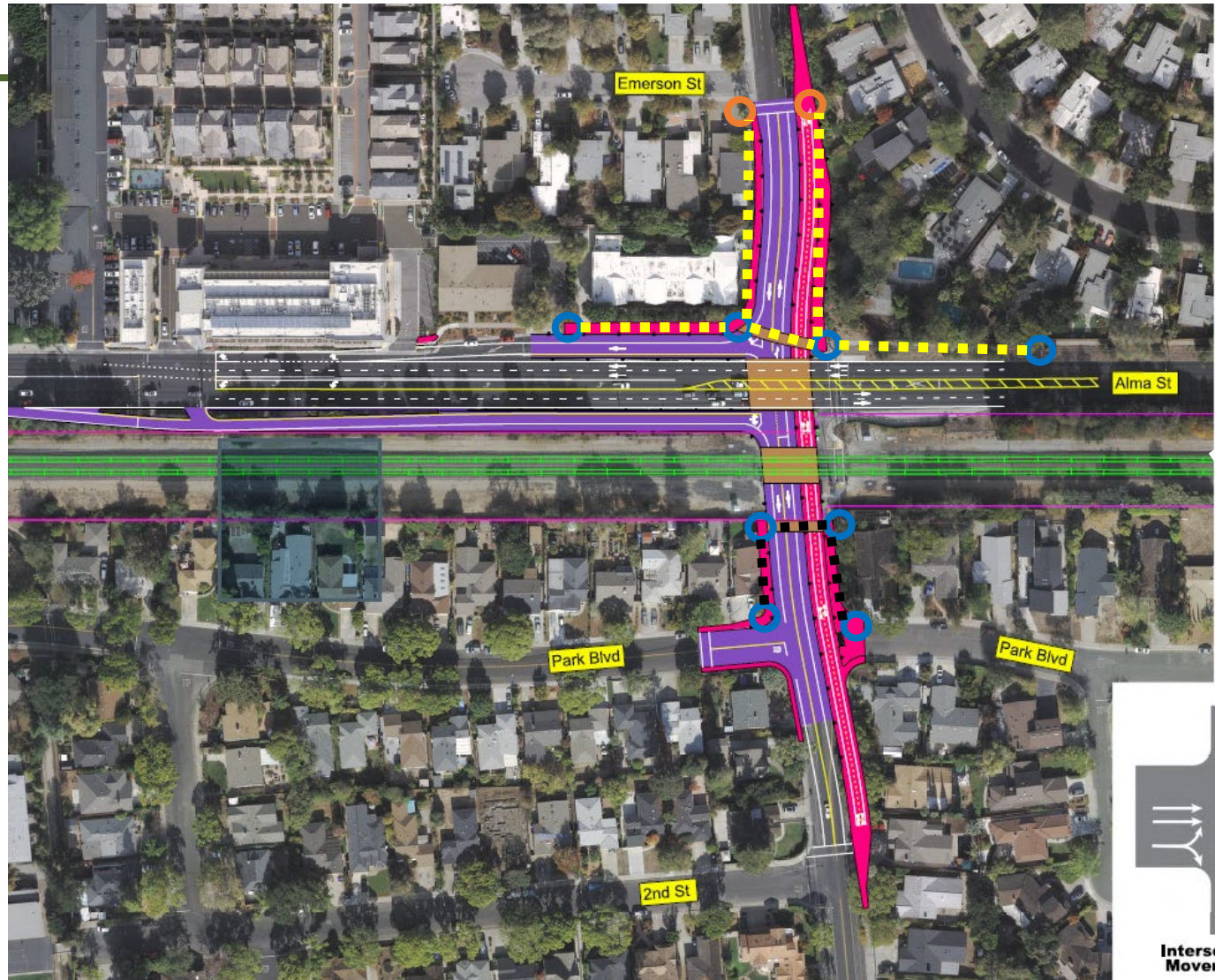




# Meadow Drive – Underpass

## Restricted Movements

- EBR
- WBL
- NBL & NBR (At Alma Village)
- Ped/Bike Crossings at 2<sup>nd</sup> Street on west side and Emerson Street on east side

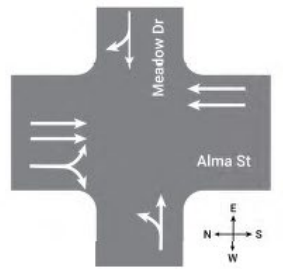


Intersection Turning Movement Diagram

# Meadow Drive – Underpass

## Restricted Movements

- EBR
- WBL
- NBL (At Alma Village)
- NBR
  
- Ped/Bike Crossings at 2<sup>nd</sup> Street on west side and Emerson Street on east side



Intersection Turning Movement Diagram



# Meadow Drive – Underpass

## Conceptual Private property Impacts



# Meadow Drive Underpass

## Renderings

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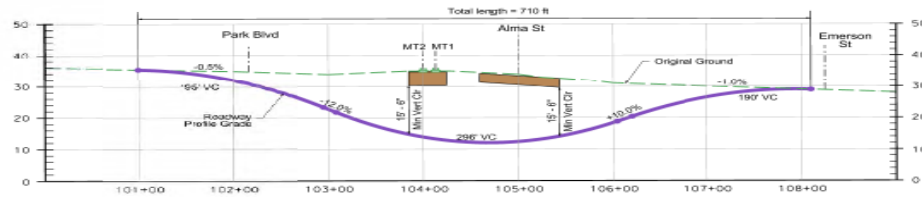
Looking North on Alma St



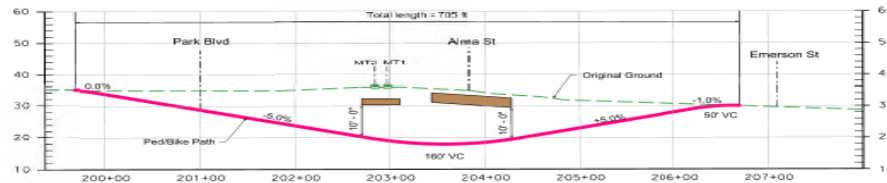
Looking West on Meadow Dr

# Meadow Drive – Underpass

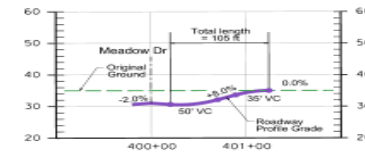
## Profile & Sections (May 20 Update)



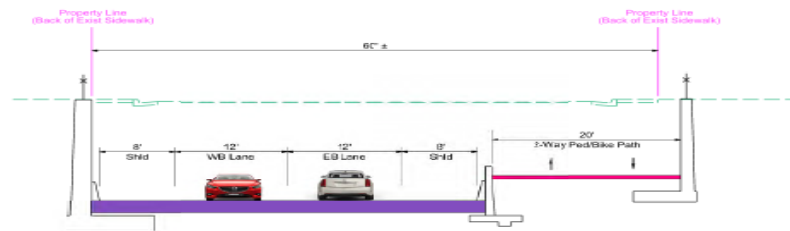
**Meadow Dr Profile**



**Ped/Bike Profile from Park Blvd to Emerson St**



**Park Blvd Profile (North Side)**



**Typical Section Meadow Dr Underpass**

# Meadow Drive – Underpass










**Note: This rendering does not include the following features that are shown on the layout:**  
Pedestrian/bike bridge on West Meadow Drive just west of railroad  
Pedestrian/bike bridge on East Meadow Drive just east of Alma Street  
Meadow Drive alignment shifted approximately 20 feet north  
Lowering of Park Boulevard and West Meadow Drive intersection and associated retaining walls  
Removal of buildings north of Meadow Drive due to property acquisitions  
Pedestrian/bike/stair/ramp connection from Park Boulevard to the path on the south side of Meadow Drive  
U-turn at Alma Village Circle and Alma Street intersection North of Meadow Drive

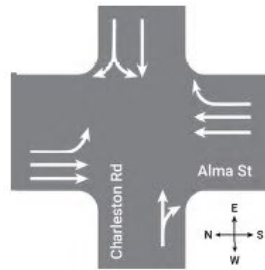
# Charleston – Underpass Layout

Movements Accommodated  
via Roundabout:

- Eastbound Left
- Northbound Left
- Southbound Right

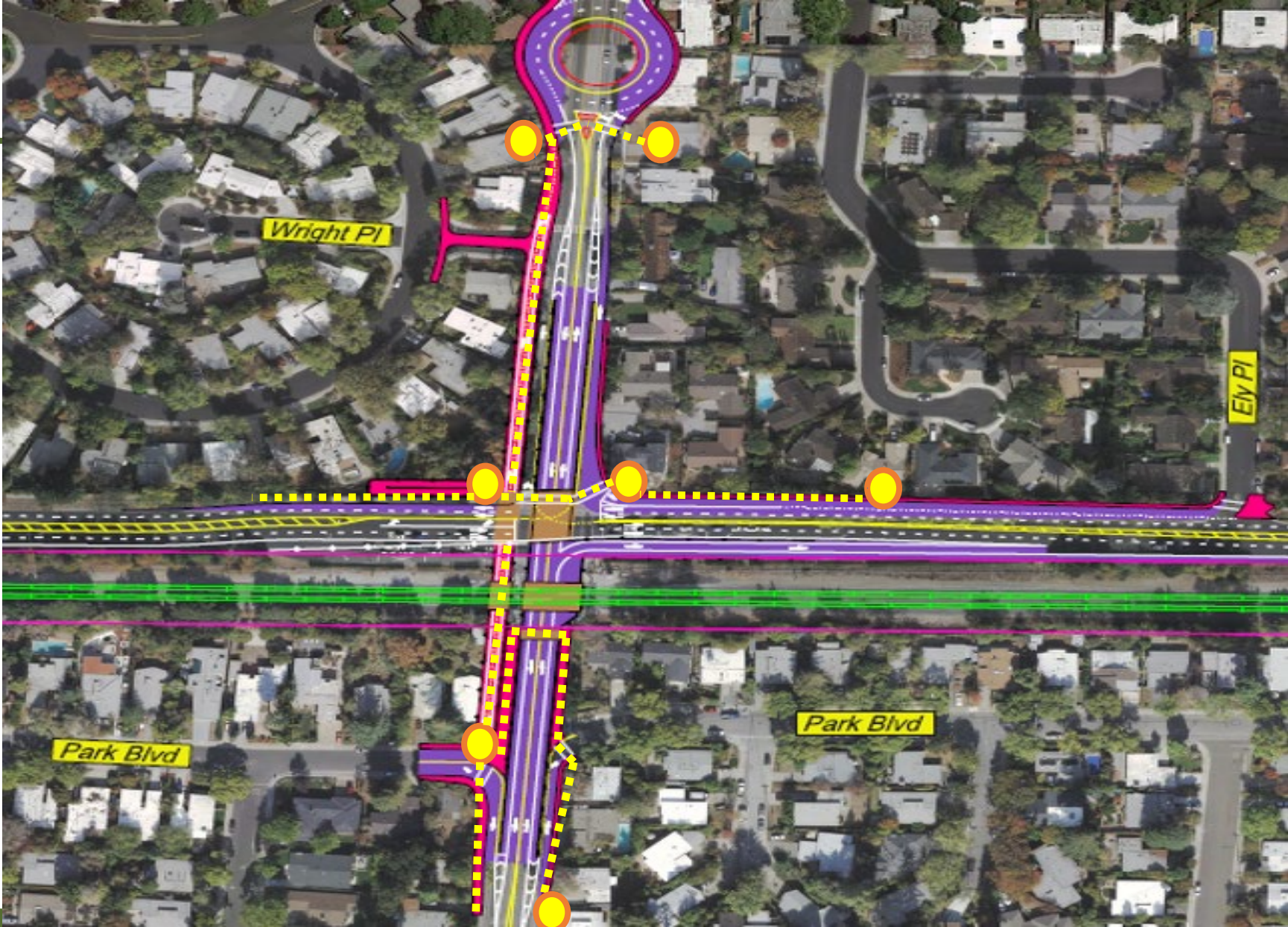
## LEGEND:

-  Track
-  Retaining Wall
-  Right-of-Way
-  Roadway Modifications
-  Ped/Bike Ramps & Sidewalks
-  Structure
-  Direction of Traffic



Intersection Turning  
Movement Diagram

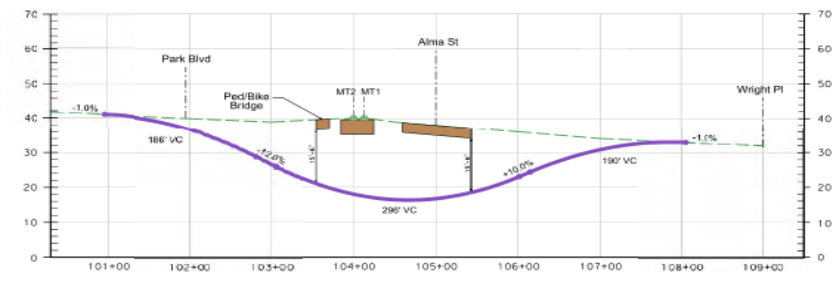
# Charleston Underpass



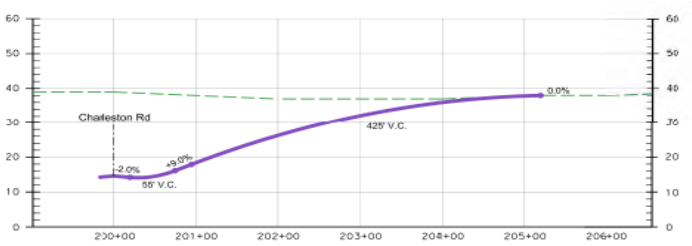


# Charleston – Underpass

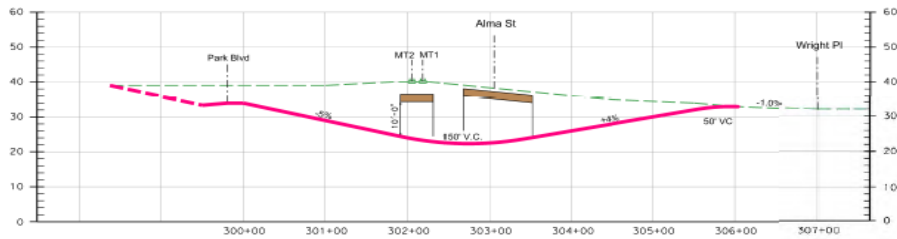
## Profile & Sections



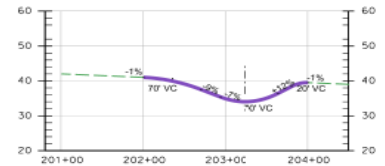
**Charleston Rd Profile**



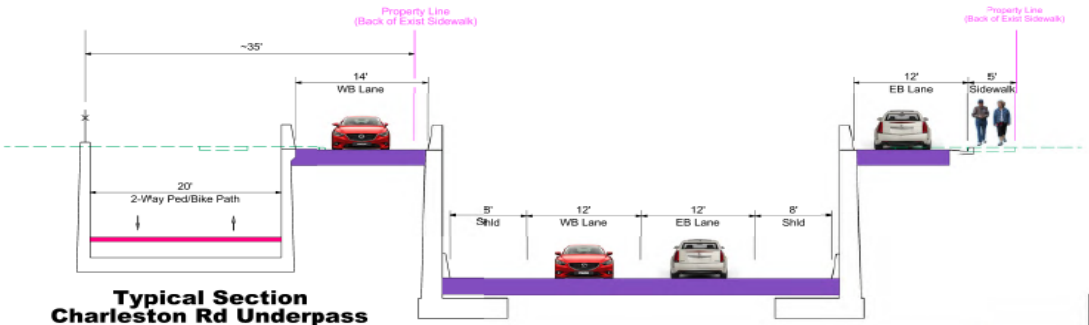
**Ramp Profile from Charleston Rd to Alma St**



**Ped/Bike Profile from Park Blvd to Mumford PI**



**Park Blvd Profile (North Side)**



**Typical Section Charleston Rd Underpass**

**PRELIMINARY**  
FOR DISCUSSION PURPOSES ONLY

# Charleston Road– Underpass

## Conceptual Private property Impacts



# Charleston – Underpass



# Charleston Road Underpass

## Renderings

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Looking South on Alma St



Looking West on Charleston Rd

# Alternatives Still Under Consideration

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- Churchill Avenue Closure with Mitigations, Option 1 and 2
- Meadow Drive and Charleston Road Trench
- Meadow Drive and Charleston Road Hybrid

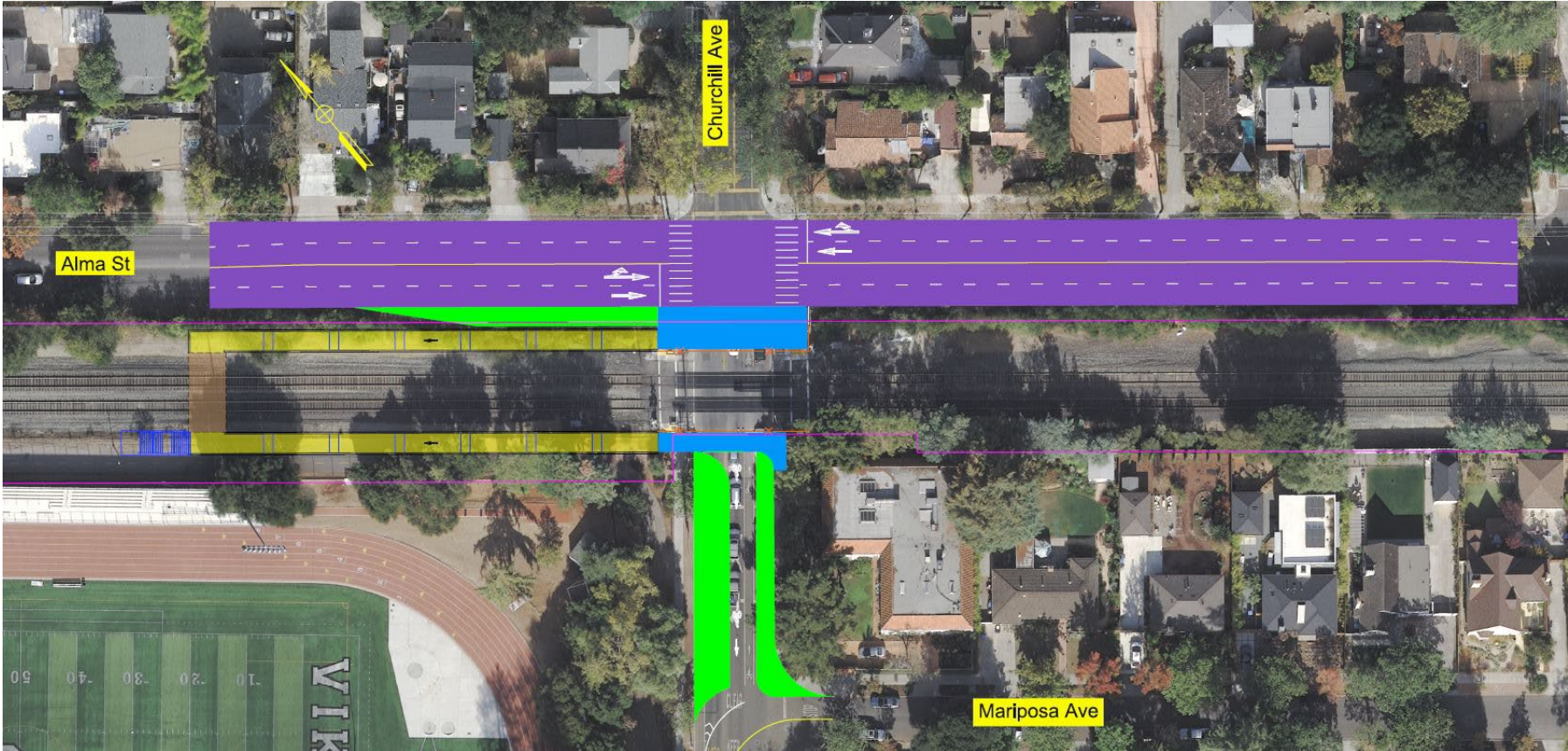
# Churchill Ave – Closure with Mitigation

## Option 1 - Layout



**LEGEND**

-  Fence
-  Right-of-Way
-  Ramp
-  Landscaping
-  Roadway Modifications
-  Sidewalk Modifications
-  Undercrossing Structure
-  Stairway



# Churchill Ave – Closure with Mitigation

## Option 2 - Layout



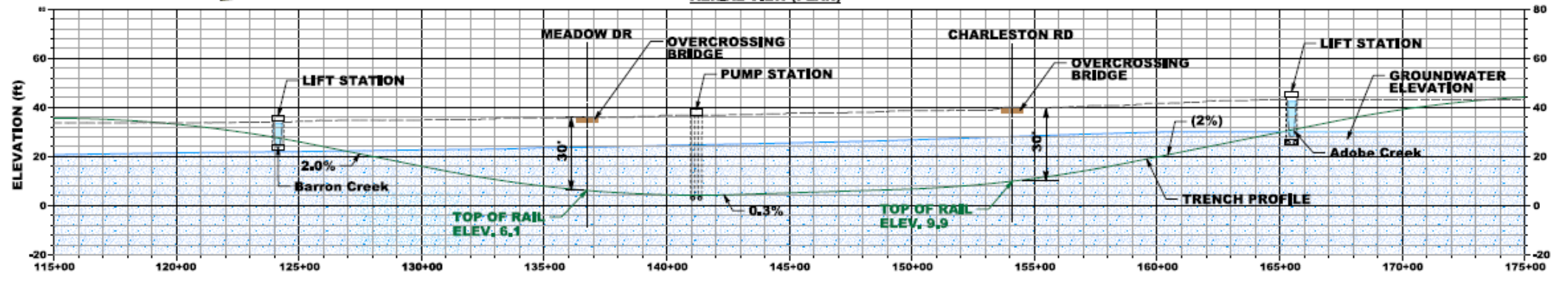
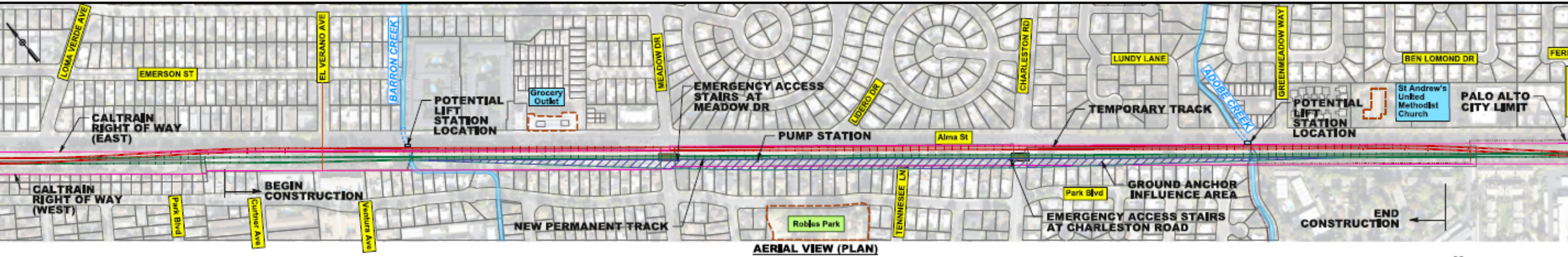
### LEGEND

- Fence
- Right-of-Way
- Ramp
- Landscaping
- Roadway Modifications
- Sidewalk Modifications
- Undercrossing Structure
- Stairway



# Meadow-Charleston – Trench

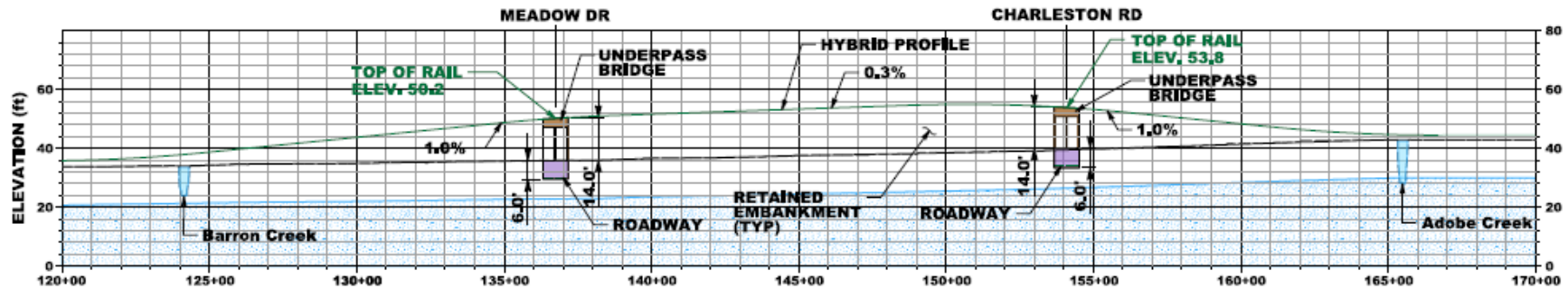
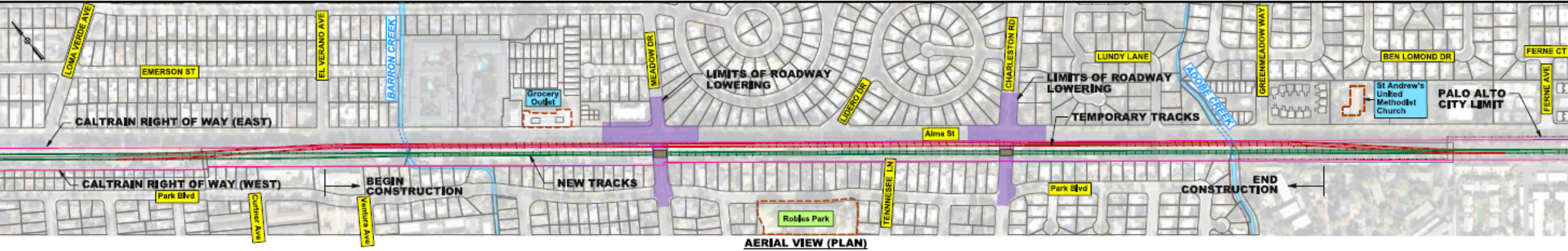
## Plan and Profile



**LEGEND:**  
 New Permanent Track



# Meadow - Charleston – Hybrid Plan and Profile



# Next Steps - Additional Studies/Review

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- Design Refinement of Underpass/Partial Underpass Alternatives
  - Preliminary Geotechnical Investigations for Charleston Road & Meadow Drive Crossings
  - Additional Outreach/seek input for refinement of design through PABAC, Stanford & PAUSD
- Ped/Bike Undercrossing at Seale and Loma Verde as part of Pedestrian and Bike Master Plan Update



# Connecting Palo Alto

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**Materials Available Connecting Palo Alto website:**

[www.connectingpaloalto.com](http://www.connectingpaloalto.com)

- **Rendering, Plans & Animations:**

<https://connectingpaloalto.com/renderings-plans-and-animations/>

- **Fact Sheets & Matrix:**

<https://connectingpaloalto.com/fact-sheets/>

**Thank You**



**AECOM**

**CITY/SCHOOL TRANSPORTATION SAFETY COMMITTEE**

**Minutes**

Thursday, May 19, 2022

10:00 a.m.

Zoom Virtual Meeting | Palo Alto, California

Members: Sylvia Star-Lack (Staff), Rose Mesterhazy (Staff), Jose Palma (Staff), Lt. Ben Becchetti (PAPD Staff), Gail Reeder (Staff), Jim Pflasterer (Gunn), Arnout Boelens (PABAC, Greendell), Joslyn Leve (PTAC), Coco Matthey (JLS), Audrey Gold (Gunn), Juan Caviglia (Duvleneck), Rachael Panizzo (Fairmeadow), Tom Whitnah, (Duvleneck), Jessica Asay (Barron Park)

Guests: Penny Ellson, Ashley Tseng (Hoover), Raul Garcia (SVBC)

The meeting was called to order at 10:00 a.m.

**A. Introductions/Welcome/Recognition (PAUSD, City Staff and TSRs)**

**Rose Mesterhazy (Staff)**

1. Recognition and a plaque were given to Jim Pflasterer, who will be leaving after 11 years as a Safe Routes to School (SRTS) TSR and as Council of Parent Teachers Associations (PTAC) Co-Chair. Jim thanked the committee for the recognition and commented the key for finding long range participation is starting at the elementary level for members and volunteers and growing the network from those early years as parent and public opportunities diminish as families move on into middle and high schools. Penny Ellson thanked Jim for his time and efforts in gaining ground in the relationship between SRTS and PTAC. Jim suggested a one-on-one meeting with Arnout Boelens as he takes on Jim Pflasterer's role.

Honor was given to Rob Robinson, south Palo Alto Gunn and JLS crossing guard, who is retiring and currently under hospice care. He's been a tireless and outstanding community advocate for biking and walking, his joy and humor will be greatly missed.

Gail Reeder gave honorable mentions to Ginnie Noh, Ria Lo, Coco Matthey, Sarah Cornwell, and Audrey Gold, along with all the volunteers for stepping up and working the many SRTS bike and walk events at the secondary schools this spring year.

Arnout Boelens provided a report out on recent changes in pedestrian and bicycle state laws and updated that City Council chose not to consider bicyclists on California Avenue in the temporary measures. The group needs to be an active voice as the permanent design plans progress so the changes made will be safe for pedestrians and cyclists. Safe Streets Safe Systems approach campaign is now being supported by the PTA council. E-News will include links to the online petitions and sign up for notifications regarding when these items will be scheduled to appear before City Council.

Penny Ellson stated you can find detailed info on Bike to Wherever (BTWD) Events at <http://walkbikepaloalto.org/events/btwd22>. The Downtown and California Avenue event is on Friday from 3:30 – 5:00 p.m. and the Mitchel Park event will be from

2:00 – 5:00 p.m. which will include bike route maps for families to take offroad bike trail rides, the bike blender will be there, there will be children’s activities and snacks.

2. SRTS Summer Bucket List for the summer includes updating the website and walk and roll maps, evaluating the rodeo enhancements to better utilize the rodeo events next year, gathering data from the audits, work on a collective strategy to help solve the bike rack challenges so many schools are facing, wrapping up the Mobility Information Kiosk E-Bike initiative and the Year 4 Plan/311 SRTS requests, and start the initiative to best utilize the Bike Palo Alto event in October to help spread the word about SRTS.
3. Round Robin: Sharing One Success/One Challenge, What Are You Working On/What Are You Proud Of

Gail Reeder requested members email successful event stories and challenges that can be used as a future guide, along with things the members and volunteers are proud of accomplishing this past year.

## **B. Administrative**

### **Rose Mesterhazy (Staff)**

1. Palo Alto SRTS Priority Tasks: 2022-23  
Rose provided the SRTS year 5 CSTSC priorities and explained the significance of November for soliciting ideas, January when the ideas are discussed, March when the short list is synthesized, June is when that list is voted on and July when those passed are implemented. Rose asked committee members to please share their ideas over the summer.
2. Bicycle Pedestrian Transportation Plan Proposed Tasks  
The following link can be used to brainstorm ideas and provide feedback for programs or safety improvements that could be beneficial to include in the BPTP 10 year plan: <https://docs.google.com/document/d/1GTuHKfaPBGExwsWUoKNXjDJIX31xfll3E7GJ1edabXw/edit?usp=sharing>
3. 311 will remain open during the summer and is a great way to get a head start before reconvening again in August. Friendly reminder, 311 is for city requests, not school campus repair requests. Audrey Gold recommended using the [Let’s Talk](#) feature on the PAUSD website or emailing the principals for school related reports.

## **C. Engineering (City/PAUSD)**

1. [Charleston-Arastradero Corridor Construction Summary](#)  
Updates on this project can be found at this link.  
Paving - May 21 - E. Charleston from Middlefield to San Antonio  
Paving - June 4 - W. Charleston from El Camino Real to Alma
2. Measure Z Updates:
  - a. Middlefield/Montrose updated was postponed in lieu of Eric Holms absence. Eric will be providing a written update at a later time.

b. Churchill Update an agreement with the city for the bike lane installed on Churchill will be on the next School Board agenda for discussion and then approval in the subsequent meeting.

3. 2022 SRTS Partnership

a. Bike Racks – El Carmelo will need overflow bike racks for their upcoming walk and roll event. There is a major need and long-standing requests to improve bike parking in so many areas, there is a need to add it to the BPTP tasks. Penny Ellson commented PABAC was able to get the most recent round of updated bike racks by utilizing the bike count data and making projections for 5-10 years and providing the School District with a specific number request while Bond Measure projects were underway. In addition, using the argument that if they don't provide people with places to park their bikes, they will need spaces to park their cars.

b. Current and Upcoming Audits

Jose is still working on the audits from Gunn and Briones and thanked everyone who participated.

c. 2021-22 Task List from last fall is still being worked on, the rodeo season made that process slower but will be worked on during the summer. Jose thanked everyone for their patience. Questions can be directed to [SafeRoutes@pal Alto.org](mailto:SafeRoutes@pal Alto.org).

**D. Encouragement (City/PTA)**

**Rose Mesterhazy (Staff)**

The Health department made WE ARE WALK AND ROLL SCHOOL laminated posters for the elementary schools.

1. Bike Month

a. Bike to Wherever Days 2022

Raul Garcia a program coordinator with the Silicon Valley Bike Coalition (SVBC) provided information about the San Jose Bike party at 7 p.m. tomorrow and the Bell Haven Bike Rodeo scheduled to be on Saturday.

b. Santa Clara County Health Dept Bike Rack Decorating Contest/Bike to the Moon This County wide project pilot will be held at El Carmelo in conjunction with their Walk n Roll day event. There will be a light up duck wearing a helmet/horn for every student that bikes.

2. Cargo Bike Blender took their maiden voyage at Fletcher Friday. As a long-term project, it would be awesome to make this valuable resource accessible to school communities going forward.



## **E. Engagement (PAPD)**

Lt. Becchetti (PAPD) reported they are still in communication with the school districts to nail down the crossing guards for summer schools and for Palo Verde next year.

### **1. Collision Updates –**

April ended with 45 collisions, 2 involved bicycles and 2 involved pedestrians. The bicycle collisions one involved an adult, and one involved a juvenile. Also, one of the pedestrian collisions involved an adult and the other involved a juvenile. Currently May has 24 collisions with 3 involving bikes and 0 pedestrians, all of them were adults. April and May 2021 stats are not yet available for comparison.

### **2. Collision Stats Year to Date 2022**

Injury accidents is 40, compared to 32 last year. Non-injury collisions are down from 61 to 53. The bicycle and pedestrian accidents are at 9, year to date. Last year there were a total of 5 bicycle and pedestrian accidents. Audrey pointed out that due to the pandemic, students were not biking to school last year because they were doing school from home. Arnout asked if car traffic has increased this year. Lt Becchetti responded that the PAPD does not have the data to provide that information.

## **F. Education City/PTA**

### **Rose Mesterhazy (Staff)**

#### **1. Outreach and Education 2021-22 Program Outcomes and Data At-A-Glance**

Through the course of the 2021-2022 school year 3,446 elementary students were engaged in SRTS safety and education programs. 1,218 secondary school students were engaged. Penny Ellson commented Bike Palo Alto was moved online and David Kohl might be a resource for that information.

Ashley Tseng requested a Walk n Roll event banner for Hoover.

Sylvia Star-Lack thanked Arnout and the PTAs at Hoover, Fairmeadow, Palo Verde and JLS for their letters of support for the South Palo Alto Bikeways project grant application she's working on. Penny Ellson added a reminder that neighborhood associations can also submit letters of support.

Rose Mesterhazy reported that On-Bike safety practice is available through the [Wheelkids Middle School Bike Skills Camp](#). Bike repair and recommended walk n roll maps will be available at their bike event the first week of school.

An adaptive cycling event for exceptional needs secondary students will be held Tuesday, June 28th.

Penny Ellson commented no one in attendance at the City School Traffic Safety Committee meeting from PAUSD to discuss the plans for the Hoover and Churchill transition, which are scheduled to go before the School Board and were on the draft agenda.

Meeting adjourned at 11:40 a.m.

## Attachment D

### Letter to City Public Works re: Follow-up to Ped/Bike Bridge Maintenance Subcommittee Meeting

July 17, 2022

Hello Megha & Roger,

Thank you for meeting with PABAC Subcommittee members Paul Goldstein, Cedric de la Beaujardiere, Alan Wachtel, and Art Liberman re: next steps on the Wilkie Bridge. Thanks to Paul for organizing the meeting and to Art for thoroughly documenting the outcomes while I was traveling.

I understand from Art that Megha shared sample materials, including: a number of pieces of fiber reinforced polymer of thicknesses from ¼” to 1/8”, some with beveled edges, and of varying roughness, several with adhesive strips, and a sample of slurry/paint coating (Tuff Coat for coating wood surfaces). Megha proposed, and the group agreed, to a trial of two materials, each at 12’ sections of the bridge:

1. The group settled on one of the fiber reinforced polymers (about 1/8” thick and 4” wide and various lengths), beveled at the ends. This would be applied on a 6’ section at the end of the bridge where it crosses Adobe Creek (black strips with a yellow strip at either end to make bridge users aware of the test sections.) and 6’ beyond that point.
2. There will also be a trial of the slurry/paint coating at a 12’ section further along toward Mt. View. For this, bridge surfaces would have to be sanded smooth, and bolts tightened before the test is done. Megha will contact the manufacturers to see when the material can be obtained for the test.

In response to questions about maintenance issues, Megha referred the group to Roger.

We know that Roger's group did not have the resources to deal with bridge surface maintenance when the problems with the surface of the Bol Park bridge were identified this year. We expect that Public Works recognized the need for resources for this work in their current Operating Budget and going forward.

The following questions are directed to Roger and we look forward to hearing his response.

1. What are the procedures Public Works follows for monitoring wooden bridge surfaces and examining material components for maintenance needs (wood structures and surfaces for soundness and safety, including slippery surfaces and roughness that may present hazards for people who walk and bike) ?
2. What is the schedule Public Works will follow for monitoring the maintenance of wooden bridge surfaces and bridge structure?
3. What criteria does Public Works use to determine when it is necessary to sand wood surfaces, tighten bolts, identify/replace faulty or failing structural components?
4. How often does the city check that gaps between boards on the surface are not clogged with debris, preventing water to drain from bridge surfaces (allowing moisture to build up and create slick mold and/or moss coating these surfaces)? This was identified as a potential problem during our visit with Megha to the Wilkie Bridge on the section of the bridge structure that passes over Adobe Creek where there are thick wooden members along either side of the bridge that prevent the water from draining at the ends.

Thank you again for your thoughtful attention to pedestrian and bicycle bridge maintenance and safety.

Sincerely,

*Penny Ellson*

*Art Liberman*

on behalf of PABAC Pedestrian/ Bicycle Bridge Maintenance Subcommittee

## **Public Comments for City of Palo Alto Bicycle/Pedestrian Plan Update**

This Packet Includes:

A compilation of written comments on the City of Palo Alto Bicycle/Pedestrian Plan Update submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org).



**From:** [Star-Lack, Sylvia](#)  
**To:** [Office of Transportation](#)  
**Cc:** [Arnout Boelens](#); [Arce, Ozzy](#)  
**Subject:** BPTP Comments: Input from Arnout  
**Date:** Thursday, June 16, 2022 5:10:26 PM  
**Attachments:** [image001.jpg](#)

---

Hi Ozzy,

Arnout submitted a 311 request with this text: BPTP update: install sidewalks in the Barron Park Neighborhood, e.g. El Centro Street.

Could you please include this with the BPTP correspondence in the next PABAC packet?

Thanks!

-Sylvia



Sylvia Star-Lack | Transportation Planning Manager  
Office of Transportation | City of Palo Alto  
250 Hamilton Avenue | Palo Alto, CA 94301  
**T:** 650.329.2546 | **E:** [Sylvia.star-lack@cityofpaloalto.org](mailto:Sylvia.star-lack@cityofpaloalto.org)

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**From:** [Transportation](#)  
**To:** [Arce, Ozzy](#)  
**Cc:** [Transportation](#)  
**Subject:** FW: BPTP item: Connect San Antonio Ave to Middlefield for bicycling  
**Date:** Monday, June 6, 2022 11:21:09 AM  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[image003.png](#)  
[image004.jpg](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)

---

Hi Ozzy,

I believe you were BCC'd on this, but just in case. No need to follow-up with me.

Thank you!



**Andria Sumpter**

Administrative Assistant  
Office of Transportation  
(650) 329-2552 | [andria.sumpter@cityofpaloalto.org](mailto:andria.sumpter@cityofpaloalto.org)  
[www.cityofpaloalto.org](http://www.cityofpaloalto.org)



---

**From:** Star-Lack, Sylvia <[Sylvia.Star-Lack@CityofPaloAlto.org](mailto:Sylvia.Star-Lack@CityofPaloAlto.org)>  
**Sent:** Monday, June 6, 2022 10:22 AM  
**To:** Transportation <[Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org)>  
**Cc:** Arnout Boelens <[ampboelens@gmail.com](mailto:ampboelens@gmail.com)>  
**Subject:** BPTP item: Connect San Antonio Ave to Middlefield for bicycling

Hi Ozzy,

This request came into PA 311 as a BPTP update item from Arnout. I'm sending it to you via the OOT email so it is included in the BPTP email requests for the next PABAC packet.

“BPTP update. San Antonio Ave is a comfortable street to cycle on. However, San Antonio Ave ends at Byron St and there is no cycling path to reach Middlefield Rd where a bike lane starts towards Mountain View.”

Thanks!

-Sylvia



Sylvia Star-Lack | Transportation Planning Manager

Office of Transportation | City of Palo Alto

250 Hamilton Avenue | Palo Alto, CA 94301

**T:** 650.329.2546 | **E:** [Sylvia.star-lack@cityofpaloalto.org](mailto:Sylvia.star-lack@cityofpaloalto.org)

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**From:** [Transportation](#)  
**To:** [Arce, Ozzy](#)  
**Subject:** FW: BPTP Update - 2012 BPTP Project Progress Report - Update  
**Date:** Tuesday, June 21, 2022 8:31:49 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)

---

2<sup>nd</sup> email from Robert



**Andria Sumpter**

Administrative Assistant  
Office of Transportation

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[www.cityofpaloalto.org](http://www.cityofpaloalto.org)



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**From:** Robert Neff <[rmrneff@sonic.net](mailto:rmrneff@sonic.net)>  
**Sent:** Monday, June 20, 2022 5:24 PM  
**To:** Transportation <[Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org)>  
**Subject:** BPTP Update - 2012 BPTP Project Progress Report - Update

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

---

Hello Staff,

Here are my recollections, corrections, and amendments:

Update - an additional note on ABC-2. A feasibility analysis/overview done in section 4.4 of the Midtown Connector Feasibility Study.

-- Robert Neff

-----

2012  
BPTP Project Status Input

A  
little more discussion on a few items here:

ABC-5

- 101 undercrossing at Matadero Creek. Marked: Not Initiated.

This

was studied as part of the Midtown Connector project (the new name for the Matadero Creek Trail project). A search on the web found this final report.

[https://www.cityofpaloalto.org/files/assets/public/transportation/traffic-safety-projects/midtown-connector-feasibility-study\\_lores.pdf](https://www.cityofpaloalto.org/files/assets/public/transportation/traffic-safety-projects/midtown-connector-feasibility-study_lores.pdf)

You

can see this had preliminary planning and assessments done, for mixed use or pedestrian only use, in 6 different segments. (plus a look at a 2-way cycletrack on Loma Verde.

When

this was brought to council, council turned down the entire project, and this section, probably the most impactful part of the project, was not advanced.

ABC-2

- Caltrain/Alma crossing at Matadero Creek (~ Loma Verde)

The

consultants for the Midtown Connector project also looked at potential alignments for crossing Alma/Caltrain at Matadero Creek. That would be in reports done for the Midtown Connector Citizen Advisory Committee meetings. It is discussed in section 4.4 of

the report, on page 34 of the report linked above.

BB-2

- Matadero / Margarita Bike Boulevard

The

installation included sharrows (mentioned) and **also speed humps**. This was

all done on Matadero - no significant changes to the intersection at ECR and to Margarita, but there are concept plans for ECR and for Margarita.

F-1

- Middlefield Rd Complete Streets project

There

was a proposal and community meeting to consider removing parking, and adding crosswalks and bike lanes from California to Downtown (or at least Embarcadero). At the community meeting citizens did not like losing parking ON THEIR OWN SIDE OF THE STREET, because

they did not want to be forced to always have to cross the street to get from street parking to their homes on the other side. Given the traffic intensity, and distance even to proposed high visibility crosswalks, I think this was a reasonable response to the proposal.



F-2

- El Camino Real Bike Lanes

The

city had a grant to look at bike lanes on El Camino as part of the Grand Boulevard Initiative, and this was just near Page Mill, perhaps from Cambridge to Hansen? So a study was done, but not advanced.

F-3

- Matadero Creek Trail

Yes,

the Midtown Connector CAC was formed, and a study done. Brought to Council, and council voted against moving ahead. Note, this says "See TR-7 for details" yet there is no TR-7 on this list.

F-4

- Embarcadero Road Plan Line Study

I

recall a study from Bryant to ECR, but this mentions a study along the full length of Embarcadero, and completed. Can you verify that this did cover all of Embarcadero, from Baylands to Stanford? If not, this should note which sections were included.

(Also,

if you could send me a link to this, I would appreciate it. –

[Robert@neffs.net](mailto:Robert@neffs.net))

--

-- Robert Neff  
[robert@neffs.net](mailto:robert@neffs.net)

**From:** [Transportation](#)  
**To:** [Arce, Ozzy](#)  
**Subject:** FW: BPTP Update - 2012 BPTP Project Progress Report  
**Date:** Tuesday, June 21, 2022 8:31:28 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)

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Good morning Ozzy,

Forwarding as they come in...



**Andria Sumpter**

Administrative Assistant

Office of Transportation

(650) 329-2552 | [andria.sumpter@cityofpaloalto.org](mailto:andria.sumpter@cityofpaloalto.org)

[www.cityofpaloalto.org](http://www.cityofpaloalto.org)



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**From:** Robert Neff <[rmrneff@sonic.net](mailto:rmrneff@sonic.net)>  
**Sent:** Monday, June 20, 2022 5:15 PM  
**To:** Transportation <[Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org)>  
**Subject:** BPTP Update - 2012 BPTP Project Progress Report

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---

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[Robert@neffs.net](mailto:Robert@neffs.net))

--

-- Robert Neff  
[robert@neffs.net](mailto:robert@neffs.net)

**From:** [Transportation](#)  
**To:** [Arce, Ozzy](#)  
**Subject:** FW: BPTP Update-2012 BPTP Project Progress Report  
**Date:** Monday, June 20, 2022 10:49:43 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)

---

Hi Ozzy,  
Please see previously discussed email below.

Thank you!



**Andria Sumpter**

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**From:** William Courington <[billcour@sonic.net](mailto:billcour@sonic.net)>  
**Sent:** Saturday, June 18, 2022 10:25 AM  
**To:** Transportation <[Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org)>  
**Subject:** BPTP Update-2012 BPTP Project Progress Report

You don't often get email from [billcour@sonic.net](mailto:billcour@sonic.net). [Learn why this is important](#)

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E-2. Citywide Traffic Counts and Data Collection. This is marked On-going. However, I have seen no evidence of “regular pedestrians and bicycle counts at high-use locations and locations identified for additional study.”

BK-4. Lytton/Alma/Sand Hill Enhanced Bikeway. I’m not exactly sure what this project intends, but if one considers traveling between Lytton and Sand Hill via Alma/Palo Alto Avenue, I don’t think this area could reasonably be considered an “enhanced bikeway”. In fact, the section between Sand Hill/El Camino and Alma/Hawthorne is a hellish place to ride when there’s heavy auto traffic, which is frequent. I think a traffic count would reveal lots of bike traffic along this segment (much of it is to/from Palo Alto Avenue rather than Hawthorne).

BK-5. Homer/Channing Enhanced Bikeway. The only accomplishment between Homer tunnel and

Guinda, so far as I remember, is the short contraflow bike lane that awkwardly ends at High. "Partially Completed" strikes me as a considerable overstatement. There is nothing else on Homer or Channing that contributes to a low-stress ride.

BB-3 Bryant Street mentions "south of Bryant Street". But Bryant runs north/south (by common usage).

I am not familiar with the status of many projects south of Churchill.

Bill Courington

**From:** [Transportation](#)  
**To:** [Arce, Ozzy](#)  
**Cc:** [Star-Lack, Sylvia](#); [Transportation](#)  
**Subject:** FW: BPTP Update—2012 BPTP Project Progress Report  
**Date:** Tuesday, May 31, 2022 7:37:33 AM  
**Attachments:** [image001.png](#)  
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[image006.png](#)  
[image007.png](#)

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**Danille Rice**

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**From:** Art Liberman <[art\\_liberman@yahoo.com](mailto:art_liberman@yahoo.com)>  
**Sent:** Monday, May 30, 2022 9:42 PM  
**To:** Transportation <[Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org)>  
**Subject:** BPTP Update—2012 BPTP Project Progress Report

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This note incorporates my comments on the BPTP 2012 Top Recommended Projects Summary Sheet. The spreadsheet of the BPTP 2012's Top Recommended Projects is very valuable document. Thanks goes to PABAC Chair Ellson who proposed this project and to Shrupath of Transportation who did the work.

I am sure this document will be helpful for the consultant and Transportation Staff in development of the BPTP 2021 Update. A similar document, updated and improved as described below, should be a web 'live' document produced by the consultant who will write the BPTP 2021 Update and maintained by Transportation Staff. My comments aim mostly towards enhancing the document in its iteration for the BPTP 2021 update.

Good points:

1. I like the idea of making individual lists of the nine different categories of projects proposed in the plan. For example, it was easy to see that Across Barrier Connections is a very challenging category for Palo Alto with only one project completed (albiet an impressive success) out of seven.

Need for improvement:

1. Separate the projects into smaller individual bites: Some of the Top Recommended Projects encompasses a sizeable number of separate smaller projects. This leads to confusion as to the status – what part was done and what part was not done. For the purposes of a Top Recommended Projects spreadsheet in the 2021 Update they should be broken down into individual pieces and so each piece can be tracked.
2. Each individual piece of a project should have its estimated project cost and funding source and estimated date/FY.
3. The spreadsheet would benefit if it had more columns; "partially completed" just does not do service to many of these projects. For the spreadsheet that will accompany the 2021 BPTP Update, if a project has been initiated, then additional columns should list the status (seeking grant funding, community outreach, engineering planning, construction, awaiting Council Action, County Project, Caltran project, etc ) and an associated or estimated date listed for each step. If a project has been put on hold or is no longer under active consideration, the reason should be stated (Grade Separation, lack of funding, Council Action, etc.) . As an example of why this is needed, consider the unsatisfactory situation for BK-5, the Homer/Channing Enhanced Bikeway. Only one section of this multi-part project was completed; the 'contra-flow bike lane on Homer' was built, but the rest of the project was not done. No reasons are offered.

Specific comment. To my knowledge the status of Project F-6 (Bol Park Path/Stanford Research Park Extension) is **not initiated**

Art Liberman





## Public Comment Instructions For City of Palo Alto Bicycle/Pedestrian Plan Update

Members of the Public may provide public comments on the City of Palo Alto Bicycle/Pedestrian Plan Update as follows:

1. **Written public comments** (including visuals such as presentations, photos, etc) may be submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org). Please follow these instructions:
  - A. Please email your written comments **by 12:00 pm (noon) on the Monday the week before (eight days before)** the upcoming Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC) meeting, unless otherwise indicated. Details of upcoming PABAC meetings are available on the City's [PABAC webpage](#).
    - Written public comments will be attached to the upcoming PABAC meeting agenda packet.
    - Written comments submitted after 12:00pm (noon) on the Monday before the upcoming PABAC meeting will be attached to the following PABAC meeting agenda packet.
  - B. Please **lead your email subject line with "BPTP Update"**.
  - C. When providing comments with reference to the current [City of Palo Alto Bicycle/Pedestrian Plan 2012](#), please be as specific as possible by indicating the chapter number, section heading number, and/or page number.
2. **Spoken public comments using a computer** will be accepted through the teleconference meeting. To address the Committee, click on the URL in the agenda packet for Zoom. Please follow these instructions:
  - A. You may download the Zoom client or connect to the meeting in-browser.
    - If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
  - B. You may be asked to enter an email address and name. We request (but do not require) that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
  - C. When you wish to speak, click on "raise hand." Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called to speak.
  - D. When called, please limit your remarks to the time limit allotted by the Chair.



3. **Spoken public comments using a smart phone app** will be accepted through the teleconference meeting. To address the Committee, download the Zoom application onto your smart phone from the Apple App Store or Google Play Store and enter the Meeting ID in the agenda. Please follow the instructions B-D above.
  
4. **Spoken public comments using a phone (cell or land line) without an app** will be accepted through the teleconference meeting. Use the telephone number listed in the agenda. When you wish to speak, press \*9 on your phone to “raise hand.” You will be asked to provide your first and last name before addressing the Committee. When called, press \*6 on your phone to unmute. Please limit your remarks to the time limit allotted by the Chair.