



**Palo Alto Pedestrian and
Bicycle Advisory Committee**

Tuesday, January 4, 2022 at 6:15 P.M.

Join Meeting Via Zoom

Join Online: <https://cityofpaloalto.zoom.us/j/86762299157>; Dial-in: 669-900-6833

Meeting ID: 867 6229 9157

PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE

No items are scheduled for this meeting.

No written comments were submitted by email to Transportation@CityofPaloAlto.org between 12:00pm on October 25, 2021 and 12:00pm on December 21, 2021.

PART II: OTHER ITEMS

- | | |
|--|---------|
| 1. CALL TO ORDER | 6:15 PM |
| 2. AGENDA CHANGES | 6:16 PM |
| 3. APPROVAL OF ACTION MINUTES (October and November PABAC meetings) | 6:18 PM |
| 4. PUBLIC COMMENTS | 6:23 PM |
| 5. STAFF UPDATES | 6:25 PM |
| a. Bol Park and Wilkie Bridges Response from Public Works (Attachment A) | |
| b. Alma/Meadow Median Island & Signal Pole Project (Attachment B) | |
| 6. DISCUSSION ITEMS | |
| a. Elections for Chair and Vice Chair | 6:45 PM |
| b. PAUSD School Relocations to Greendell/Cubberley | 7:00 PM |
| c. SVBC Bicycle Network Priority Analysis Tool Presentation | 7:30 PM |
| 7. STANDING ITEMS | 7:50 PM |
| a. Grant Update – NONE | |
| b. CSTSC Update – See attached meeting notes | |
| c. VTA BPAC Update | |
| d. Subcommittee Reports | |
| e. Announcements | |
| 8. ADJOURNMENT | 8:00 PM |

Future Agenda Items

- Incentivize bike parking at Charleston Plaza shopping center
- Formalize use of “colleagues memos” to allow for circulation of ideas which cannot be sent to the PABAC distribution list
- Potentially invite the Bloomington, IN, BPSC to attend one of our meetings (Bloomington is a potential domestic sister city to Palo Alto)
- BPTP Update timeline
- El Camino Real (SR-82) plans from Caltrans
- Bicycle Rideshare status
- E-Bikes in Parks

END OF AGENDA



**Palo Alto Pedestrian and
Bicycle Advisory Committee**

Tuesday, October 5, 2021

6:15 P.M.

VIRTUAL MEETING

Palo Alto, CA

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

Members Absent: Steve Rock

Staff Present: Sylvia Star-Lack, Shrupath Patel

Guests: Ted Selker, Kate Conley, Kate Blessing-Kawamura

PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE

No items

PART II: OTHER ITEMS

1. CALL TO ORDER – 6:17 p.m.

2. AGENDA CHANGES

Mr. Goldstein requested a discussion of the meeting with Parks and Recreation regarding the Foothills Preserve gate and reports from subcommittees.

Chair Joye advised that he received a request to move announcements to the end of the meeting.

3. APPROVAL OF ACTION MINUTES

Vice Chair Liberman added "in reference to the removal of a raised crosswalk and bulbouts on East Meadow Drive because of excessive weight on the existing bridge structure, noted in a letter to the September PABAC packet from Public Works containing an update to the pedestrian bicycle bridge project, Mr. Goldstein ..." to the beginning of line 6 on page 2.

1 Motion by Ms. Ellson, second by Mr. Goldstein, to approve the minutes of the September 7,
2 2021 meeting as amended. Motion passed 16-0 with 1 abstention.

3 **4. PUBLIC COMMENTS**

4 None

5 **5. STAFF UPDATES**

6 **a. Charleston-Arastradero Road Project Status**

7 Mr. Patel reported Public Works is working with the contractor to obtain submittals, and the
8 contractor is planning to begin construction of Phase 3 during the week or the following week.
9 Work will begin in the section between Middlefield and San Antonio with curb extensions,
10 underground work, and signal improvements. Plans for striping and signage are undergoing final
11 review in the Office of Transportation. When the plans are approved, Public Works will post
12 them to the website.

13 In response to Ms. Ellson's question, Mr. Patel advised that he would communicate with Public
14 Works to ensure construction announcements are provided to the public.

15 **b. PABAC 311's**

16 Ms. Star-Lack related that the agenda packet contains PABAC 311 submissions that do not fit
17 neatly in the existing 311 categories. Engineering will work with staff to develop criteria for
18 prioritizing the submissions as projects. PABAC members may continue submitting issues.
19 Some of the submissions will likely be included in the Bicycle and Pedestrian Transportation
20 Plan Update, and others will be developed as projects once staff identifies resources for them.

21 Mr. Swent noted that some of the submissions are not controversial. However, some
22 submissions require further discussion because not all PABAC members agree with elevating
23 them to projects. Mr. Star-Lack clarified that staff will not pursue all of the submissions simply
24 because they are listed as a PABAC issue.

25 Chair Joye noted that one of his submissions contained URLs, but the URLs are not contained in
26 the report. Ms. Star-Lack encouraged PABAC members to use text rather than a hyperlink in
27 their submissions.

28 Ms. Ellson expressed interest in any submissions related to bicycle/pedestrian facilities, crashes,
29 and other topics within PABAC's purview. PABAC may prefer to receive the full data set rather
30 than curated items from the data set. Chair Joye understood that a person submitting an issue is
31 able to map other submissions. Ms. Star-Lack advised that reports of 311 submissions are
32 generated based on the various types of service requests rather than key words such as bicycle or
33 collision.

34 In reply to Mr. Goldstein's question, Ms. Star-Lack indicated that there are categories for bike
35 racks and improvements to school bicycle and walking routes, but not a generic category for bike
36 route. Mr. Goldstein noted that robust public engagement would occur during the Bike Plan
37 Update.

1 **6. DISCUSSION ITEMS**

2 **a. Presentation of 525 E. Charleston Rd. Project**

3 Ms. Star-Lack reported a Council prescreening of the housing project occurred on September 27,
4 2021. Ms. Ellson has raised concerns regarding traffic circulation in the area of the project.

5 Kate Conley, DJK Architecture, advised that a great deal of bicycle infrastructure borders the
6 project site. PABAC's feedback on the project is welcome.

7 Kate Blessing-Kawamura, Eden Housing, described Eden Housing and partner AbilityPath.

8 Ms. Conley discussed the project, community engagement, the building form, integration of
9 community input, circulation, and entitlements, concessions, and waivers.

10 In response to questions, Ms. Conley related that the tree will be moved away from Charleston
11 Road and the entrance to the bike path. Parking for non-standard bikes and specialized
12 equipment can be explored with the focus group. Currently, there are no plans to widen the bike
13 path. Disabled residents are expected to utilize public transportation, walking, and potentially
14 bicycles. The community has expressed interest in the planting of drought-tolerant trees, but
15 species of trees have not been chosen at the current time. Some of the bike racks for visitors can
16 be moved near the lobby. The bike room is located within the building and accessed with a key
17 fob. The project does not include underground parking. Paratransit vans will not back out of the
18 driveway. The expected lifespan of the project is 55 years. Ms. Blessing-Kawamura indicated
19 that occupancy will likely be 60 to 70 individuals. Nine parking spaces are available for
20 residents with additional spaces available after the AbilityPath office closes for the day. City and
21 County staff are discussing use of the fire lane for circulation. Ms. Star-Lack suggested Ms.
22 Conley discuss adaptive biking and bike parking with the Bay Area Outreach & Recreation
23 Program (BORP).

24 Ms. Ellson described the complexity of traffic circulation on this segment of Charleston Road,
25 with turning movements at Nelson Drive and the Mitchell Park pathway, two ingress/egress
26 driveways for Charleston Shopping Center, ingress for Challenger School, egress for the
27 Unitarian Church, and lane changing on the approach to Middlefield. She has suggested to the
28 developer, SCC, and City Council use of an existing fire lane connecting the project to abutting
29 sites also owned by the county to provide second egress for the project via the Abilities Path
30 driveway on Middlefield Road. This would help to reduce auto impacts on Charleston
31 bike/pedestrian facilities. Also, it will enable safer, more efficient project driveway operations at
32 times of day when East Charleston is extremely congested. At their Study Session on this
33 subject, all seven City Council Members asked Eden, city staff, and SCC to explore use of the
34 fire lane to allow additional egress to Middlefield to optimize safety and efficient circulation.

35 Ms. Ellson asked PABAC comment on the suggested use of the fire lane.

36 Chair Joye announced a discussion of the fire lane will occur at the end of the meeting.

37 **b. Addison Ave. Repaving**

38 Ms. Star-Lack reported Public Works has advised staff of a project to repave Addison Avenue
39 between Cowper Street and Middlefield Road over the next two years. Addison currently has
40 sub-standard bike lanes. She reviewed the Bike Plan's recommended treatments, existing

1 conditions for Addison Avenue, Alternative 1, Alternative 2, questions for PABAC, staff's
2 ability to implement Alternatives 1 and 2, and public engagement.

3 Mr. Goldstein supported Alternative 2 with an 8-foot parking lane and parking "T" striping,
4 sharrows, and the time-of-day restriction.

5 Mr. Wachtel indicated that Alternative 1 is not desirable. The sharrow is the best alternative, but
6 many people will ignore the sharrow and ride close to parked cars.

7 Mr. Swent related that neither alternative is good. Alternative 2 has been implemented in other
8 places without a parking "T" stripe. He urged staff not to use a parking "T" stripe. Signage
9 should state simply "no parking 7 a.m. to 7 p.m."

10 Mr. Courington remarked that removing the bike lane from the door zone is the priority.
11 Sharrows in both directions may be the simplest and clearest solution.

12 Mr. de la Beaujardiere suggested removing parking or, if that is not possible, sharrows in both
13 directions with buffer striping to encourage cars to park close to the curb.

14 Mr. Neff recalled implementation of a bike lane on California and sharrows on Colorado and
15 strongly encouraged staff to consider removal of parking and a reduction of the parking lane
16 width to 4 feet. He proposed a third alternative to construct a 2-foot-wide center bicycle left-turn
17 lane.

18 Vice Chair Liberman commented that the appropriate alternative depends on the type of cyclist
19 to which the project is targeted. Statistics about dooring accidents would define the hazard more
20 clearly for young bicyclists.

21 Mr. Goldstein noted that time-of-day parking has not been problematic and Addison is a school
22 commute route. Biking Addison at night with parked cars but no marked lanes would not be a
23 problem. Eliminating the sub-standard lanes is a step in the right direction.

24 Mr. Swent indicated that another possibility is a narrow parking lane on one side, a bike lane,
25 and a wide area for vehicle travel with no center line. The parking line should not look like a
26 bike lane.

27 Mr. Zaumen shared that a quick Google search revealed dooring accidents comprised 19.7
28 percent of all reported bike collisions in Chicago, 5 percent in Boston, and 16 percent in Santa
29 Barbara.

30 **c. Maintenance of Bol Park and Wilkie Bridges**

31 Ms. Ellson recalled comments from PABAC members regarding the condition of bridges and
32 complaints regarding the Wilkie Way and Bol Park bridges. She offered a letter for PABAC's
33 consideration.

34 Chair Joye questioned whether the letter should be directed to Public Works or the City Council.

1 Mr. Wachtel remarked that somebody should know the types of surfaces available for bridges
2 and their load-bearing capacities.

3 Mr. Nordman indicated the condition of bridges is a safety issue. The letter could be sent to
4 Public Works and the City Council.

5 In reply to questions, Ms. Star-Lack explained that a bridge structural analysis is needed, and the
6 City is planning to retain a consultant for an assessment. The question is whether the contract is
7 sufficiently funded to include these bridges. PABAC should send the letter to staff and the
8 Council. Public Works may have funding for this work, but it may not be a priority.

9 Mr. Goldstein supported directing the letter to the Council and offered to work with a
10 subcommittee to revise the letter, if needed.

11 Mr. Neff commented that a wooden surface seems to be the norm even though it is hazardous in
12 wet and icy conditions. Tightening the bolts on the Wilkie Way bridge surface could help.

13 Motion by Mr. Swent, second by Mr. Goldstein, to create a subcommittee to draft a letter from
14 the Chair to City Council recommending resurfacing of the Wilkie Way and Bol Park bridges
15 and present the draft to PABAC at the next meeting for a vote.

16 Vice Chair Liberman advised that new materials are available for bridge decks. The City may
17 not need a structural evaluation to repair the bridge surfaces.

18 Motion passed unanimously.

19 Mr. Wachtel, Mr. Goldstein, Vice Chair Liberman, Mr. Robinson, Mr. Swent, and Ms. Ellson
20 volunteered to serve on the subcommittee.

- 21 **7. STANDING ITEMS:**
22 **a. Grant Update – None**
23 **b. CSTSC Update**
24 **c. VTA BPAC Update**

25 Chair Joye reported an update regarding the City-School Transportation Safety Committee
26 (CSTSC) was distributed in the packet. Mr. Neff previously indicated there was no VTA BPAC
27 meeting and, consequently, no report. Chair Joye returned to discussion of use of the fire access
28 road for circulation at 525 East Charleston Road and believed it could work but seemed highly
29 infeasible because obtaining an easement for traffic was unlikely.

30 Mr. Neff did not view exiting the site onto Middlefield as a negative issue. There seems to be
31 more bicycle traffic on Charleston than Middlefield; therefore, directing vehicle traffic onto
32 Middlefield would be beneficial.

33 Mr. Goldstein agreed with exploring the concept.

1 Ms. Ellson responded to Mr. Joye’s concerns about easement, explaining that there is precedent
2 for using the fire lane this way. Challenger School has been using the fire lane for circulation
3 since 2001. Further, all three properties are owned and leased by Santa Clara County.

4 Mr. Robinson noted that Google maps shows one-way arrows on what appears to be the fire lane.

5 **ANNOUNCEMENTS**

6 Ms. Rosten announced a virtual Bike Palo Alto.

7 Mr. Goldstein related that he provided a written report of the subcommittee meeting. The issue
8 of the gate into Foothills Park will likely be scheduled for the December meeting of the Parks
9 and Recreation Commission. Parks and Recreation Commissioners do not have favorable views
10 of bicyclists in parks.

11 Mr. de la Beaujardiere announced that legislation allowing bicyclists to treat stop signs as yield
12 signs was sent to the Governor. Mr. Wachtel added that the deadline for the Governor to sign or
13 veto the bill, AB 122, is Friday. Mr. Neff suggested supporters of the legislation send a note to
14 the Governor encouraging him to sign it.

15 **8. ADJOURNMENT** at 8:23 p.m.



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, November 02, 2021

6:15 P.M.

VIRTUAL MEETING

Palo Alto, CA

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

Members Absent: Steve Rock, Bruce Arthur

Staff Present: Sylvia Star-Lack, Shrupath Patel

Guests: Nicole Hindley

PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE

No items

PART II: OTHER ITEMS

1. CALL TO ORDER – 6:15 p.m.

2. AGENDA CHANGES

Mr. Patel advised there were changes to Agenda Item 6C (SVBC Bicycle Network Priority Analysis Tool Presentation). Lisa was not able to attend the meeting, this item will be rescheduled for a future meeting.

3. APPROVAL OF ACTION MINUTES

Chair Joye stated he believed Ms. Ellson had amendments for the October minutes however, she was not yet available on Zoom.

Motion by Mr. Swent, second by Mr. Nordman, to approve the minutes of the October 5, 2021 meeting minutes.

Upon joining the meeting, Ms. Ellson stated a large portion of her conversation of the 525 E. Charleston project was not included in the October 5th PABAC minutes. On page 4 Line 24, Ms.

1 Ellson indicated she talked about the complexity of movements, and connecting the project to
2 budding sites that are also owned by the county to reduce auto impacts. The minutes do not
3 reflect the discussion that was delayed to the end of the meeting. One of the items that was not
4 documented was that Challenger school currently uses the fire lane for circulation, and there was
5 a precedence in doing so. In addition, all three properties are owned and leased by the county,
6 which connects the three projects. Ms. Ellson requested submitting the edits in writing for the
7 next meeting.

8 Chair Joye retracted the motion and the vote so that Ms. Ellson can submit the missing
9 information, to be approved at the meeting in January 2022.

10 Motion made by Mr. Goldstein, seconded by Mr. Zaumen to move the minutes ratification for
11 the October 5, 2021 PABAC meeting to a date certain at the next PABAC meeting in January.
12 Motion passed by a unanimous vote.

13 **4. PUBLIC COMMENTS**

14 Ms. Ellson introduced Nicole Hindley as a guest and Addison Elementary School parent.

15 **5. STAFF UPDATES**

16

17 **a. Charleston-Arastradero Road Project Status**

18 Mr. Patel reported the contractor is currently doing a lot of underground work and PG&E work
19 at various locations. They will continue doing new storm drain installations, constructing new
20 sidewalks, and filling potholes during October and November. The schedule of where they will
21 be working is on the project website. In addition, Phase III site plans are available on the project
22 website.

23 **b. Status of 101 Overcrossing**

24 Mr. Patel advised they are almost in the last phase of the 101 Overcrossing project. The
25 contractor is doing remaining architectural plans, installing stripes, and doing clean-up work. It is
26 anticipated there will be one more closure in the next two weeks, based on the permitting
27 request, for closure between 7 PM and 5 AM to finish the final work. The City is planning the
28 Ribbon Cutting Ceremony on Saturday November 20, 2021 at 10 AM. The new Matadero Creek
29 Reach Trail Connection is opened on October 22, 2021.

30 In response to Vice-Chair Liberman's question, Mr. Patel answered he will have to check with
31 Public Works to see if anything will be added for additional safety where the Adobe Creek
32 Reach trail connects to the W. Bayshore walkway which leads up to the bridge.

33 In answer to Mr. de la Beaujardiere's question, Ms. Star-Lack stated the Ribbon cutting
34 ceremony will be on both ends of the crossing. The communications team is working to finalize
35 the details. Currently one side will have the speakers and the other side will broadcast the
36 speakers.

1 Ms. Ellson commented one of the first bike advocacy letter's she wrote, at the encouragement of
2 Mr. Swent, was for the 101 crossing. Additionally, she shared the news about the Ribbon Cutting
3 Ceremony with her neighborhood and it was received with great enthusiasm and excitement.

4 Mr. Wachtel advised no formal action for naming of the bridge has happened, despite the
5 discussion about naming the bridge in honor of Benjamin Lefkowitz. Ms. Star-Luck informed
6 the committee that the project manager from Public Works has been in contact with Mr.
7 Lefkowitz's son, and it's possible he will be speaking at the Ribbon Cutting Ceremony. Mr. de la
8 Beaujardiere added he believed his son was happy with the idea of receiving a plaque.

9 In reply to Ms. Durham, Ms. Star-Luck stated she will request a press release for the City, to
10 include the wording of the plaque which honors Benjamin Lefkowitz.

11 **6. DISCUSSION ITEMS**

12

13 **a. Addison Ave repaving - Need PABAC recommendation: One-side 6:35 PM** 14 **sharrows or bigger project/Complete Streets waiver?**

15 Ms. Star-Luck gave a PowerPoint presentation and advised the paving has been delayed due to
16 budget constraints. The blocks in question are between Middlefield Road and Webster Street,
17 and between Webster Street and Cowper Street. The streets are on the list to be repaved, it's a
18 matter of when Public Works will have the funds. Once Addison is repaved, there are two
19 alternatives for updating the bike lanes. Alternative #1 suggests there be a 9.5-foot travel lane,
20 time-of-day bike lane (parking would remain restricted on the eastbound side during 7 AM and 7
21 PM) on one side, and a 12-foot shared parking and bike lane on the other side. This alternative
22 still maintains the current hazard of a door zone. The Bike Plan stated to convert to sharrows.
23 Alternative #2 would retain the existing cross-section and adding sharrows. This would cause the
24 bike lane to no longer have bike lane indicators and it will essentially be a door-zone. Alternative
25 #3 would be a long-term project to completely redesign street striping. If PABAC does not want
26 to choose Alternative #2, staff will pursue a Complete Streets waiver at Council to retain the
27 existing striping.

28 Mr. Robinson recalled the center line was not included in any of the alternatives and added he
29 supports Alternative #2 with no center line.

30 Mr. Nordman wrote a letter stating the improvements made on North California (where the road
31 was offset) to include bike lanes on both sides was preferred and is in support of Alternative #2;
32 further stating while people might not like the sharrows in the bike lane, it is better than having
33 bikers traveling through a door zone when people are unloading and loading at the school.

34 Mr. Goldstein commented the street has been repaved, possibly twice, since he's lived in the
35 area, and added the door-zone bike lane is bad. He would support striping the lane with the
36 sharrows as stated in Alternative #2, until the street can be updated.

37 Mr. Wachtel stated in the short-term he supports Alternative #2, the existing striping would need
38 a Complete Streets waiver, and it's not a good idea to add a compliance with the California
39 Manual on Uniformed Traffic Control Devices, which can not be waived. He hopes that a short-
40 term Alternative #2 does not preclude Alternative #3 in the long term.

1 Mr. Boelens commented this is not the opinion of the School Traffic Safety Committee, however
2 his opinion is that Alternative #2 is best for the short term, with the North California Avenue
3 style striping the preferred long-term option.

4 Ms. Ellson advised she had reached out to the traffic safety representatives from Addison
5 Elementary School. The principal at Addison has been putting out signage on the edge of the east
6 bound bike lanes to prevent drivers from using the area as a pick-up and drop-off location. It has
7 helped to keep the area clear as a bike lane, however, not all drivers comply. Adequate Palo Alto
8 Police Department (PAPD) enforcement is impossible. Placing the signs is not legal, so they
9 have asked if there are other options they could explore (such as bollards), to affect the change
10 they feel is needed in that location. Both Traffic safety reps shared that the westbound side of the
11 street is often parked-up at drop-off and pick-up times. Many families are parking remotely and
12 walking partway to campus due to insufficient parking availability closer to campus. In the
13 eastbound bike lane, where people enter the campus, there is a vertical curb which makes it
14 difficult for kids to lift their bikes with no curb-cut. The possibility of placing a curb-cut in that
15 location is being questioned. Mid-block crossings are generally contraindicated. Ms. Ellson
16 shared the comments of the Addison Transportation Safety Representative (TSR) Asha and
17 explained that is not something that is generally added at elementary locations. Ms. Ellson
18 believes the westbound bike lane could follow Alternative #2 with the sharrows, with a
19 preference that travel lanes be 9.5-feet - not 10 feet. The ideal speed should be 15mph, as this is a
20 school route. The extra space should be given to the students who walk, questioning if
21 Alternative #2 could be implemented with the addition of a bollard-protected eastbound bike
22 lane and a new curb cut.

23 Chair Joyce invited Nicole Hindley to speak. Ms. Hindley confirmed Ms. Ellson's comments
24 about what the school has been attempting to address, particularly with regards to the bollards, as
25 they would create a higher level of protection for the kids. There are a lot of people trying to
26 enter the school from different areas because of the gate restrictions due to COVID-19.
27 Alternative #2 sounded useful, however, Alternative #3 would be ideal.

28 Mr. Neff stated he researched the street view for options currently used within the area and found
29 the set-up on Stanford, using 9.5 feet, gives a wider bike lane on the side without the time-of-day
30 parking, with a regular bike lane on the side with the parking, and it seems to work well.
31 Colorado was a project in which it was elected not to make the change when it was repaved,
32 retaining the time-of-day parking on one side and the use of sharrows running westbound. There
33 are no markings where the parking would be or where the bike lane would be. Addison has more
34 stop signs and slower traffic than Colorado, thus making Addison a neighborhood street. No
35 special parking restrictions, along with sharrows, would be sufficient. By not allowing parking,
36 or trying to manage time-of-day parking, it might allow for the use of bollards or something
37 better for bicycles and active transportation.

38 In response to Ms. Star-Lack's question, Mr. Neff explained his use of 'making Addison a
39 neighborhood street' was suggesting parking be on both sides of the street, using sharrows only,
40 and using lane markings only on the block in front of the school.

41 Ms. Durham commented the issues with the existing markings and striping has come up since the
42 1990's and believes there should be continued engagement with the schools and School Board,

1 regarding the proper use of established bike entrances; and questioned if the bike entrance at
2 Lincoln is one of the instances of non-use due to Covid. Ms. Durham is in support of Alternative
3 #2 as the best option of what is being presented.

4 Mr. Zaumen is in favor of eliminating the door-zone hazard and believes the use of bollards
5 could potentially be dangerous, as it would create a restricted area that could trap a biker in a
6 narrow channel with a vehicle on one side.

7 Mr. Swent explained Colorado was the first street the City decided not to stripe a sub-standard
8 door-zone bike lane. Given the sharrows have not had the success that was originally anticipated,
9 Colorado markings would be treated differently in today's environment. Mr. Swent is in favor of
10 Alternative #2 in the short-term, pending engagement with the school district and residents for a
11 comprehensive discussion for finding a long-term solution. Ultimately, Alternative #3 would be
12 the best solution for the long-term.

13 Mr. Courington expressed removing the terrible bike lane is the number one priority, and is in
14 favor of Alternative #2, provided there will be a proper review of the entire school traffic
15 situation around Addison to find a more permanent solution.

16 In reply to Mr. Neff's question, Ms. Star-Lack stated Public Works and Engineering would have
17 to determine if the right-side stripe, pictured in Alternative #2, would have to stay.

18 Mr. Boelens believes if the stripe is removed it will widen the car lanes and promote speeding.

19 Mr. Wachtel is in favor of removing the stripe. If the stripe stays, the area could be treated like a
20 bike lane even without the markings and signs.

21 Mr. Goldstein is in favor of removing the stripe, however, recalls from the prior group
22 conversation, it would require extensive work for staff with Transportation. The priority is to
23 remove the door-zone bike lane. If the right-side stripe was removed, Alternative #2 would be
24 suitable.

25 Mr. Nordman commented if the stripe is to be included, his preference would be to make the
26 space width equal on both sides.

27 Mr. Swent added he is not in favor of where the stripe is located, he believes it should be closer
28 to the curb.

29 In response to Vice-Chair Liberman's question, Mr. Swent stated the drivers not seeing the
30 sharrows is due to the drivers, not how the sharrows are painted.

31 Chair Joye commented he is in favor of Alternative #2.

32 Motion by Ms. Ellson to support Alternative #2 to move forward as a temporary option, until the
33 resources can be found, including working with the City School Traffic Safety Committee
34 (CSTSC) and the school district to develop a new option for the eastbound side. In the meantime,
35 City staff to work on education about where students enter the campus. Remove the westbound
36 parking lane stripe, if feasible. Mr. Boelens seconded the motion. Motion passed 12-2.

1 Ms. Star-Lack explained staff has communicated with the school about the use of bollards and
2 mid-block crossings, Transportation Engineers and space limitations currently do not allow for
3 either option.

4 Mr. Nordman suggested a friendly amendment to the motion to include changing the parking
5 lane width on both sides to eight (8) feet. Ms. Ellson rejected the amendment.

6 Mr. Neff explained supporting Alternative #2 does not change what is currently in place other
7 than adding a sharrow.

8 **b. Bol Park and Wilkie Bridge Letter**

9 Ms. Ellson reported David [Kohl] requested a line be added to the end of the letter: In addition to
10 the Wilkie Bridge, the damaged Bol Park Bridge has a warning sign close to Gunn, along with
11 another bridge; and he thanked the subcommittee for the work they did on the letter.

12 Vice-Chair Liberman shared the letter with members of his community and found most were in
13 favor of the idea. A suggestion was made by Winter Sojourner Dellenbach to address the letter to
14 be mailed directly to Mayor DuBois and Vice-Mayor Burt, and copy the City Attorney and the
15 City Manager, as it may make a difference if the City Attorney sees the emphasis of concern for
16 potential liability in future accidents. In addition, the community avoids the path because of their
17 lack of comfort with safety.

18 Ms. Star-Lack confirmed attendance is kept during the meetings, even when a quorum is not
19 required.

20 Motion by Ms. Ellson to amend the letter with the following:

- 21 • The addition of the information that the Bol Park Bridge is also damaged
- 22 • The letter is addressed to Mayor DuBois and Vice-Mayor Burt and copied to the City
23 Attorney and the City Manager.

24 Motion seconded by Mr. Nordman.

25 Mr. Goldstein requested an amendment to the motion citing the signage at the Bol Park Bridge is
26 for vehicles and believes including that information would be misleading. Ms. Ellson accepted
27 the amendment and removed that amended action. Vice-Chair Liberman agreed, Mr. Nordman
28 accepted the motion amendment to remove including the Bol Park signage comment. The motion
29 passed unanimously with 15 in favor.

30 **c. SVBC Bicycle Network Priority Analysis Tool Presentation**

31 Deferred to a future meeting due to the speaker's inability to attend the meeting.

1 **7. STANDING ITEMS:**

2
3 **a. Grant Update – None**

4
5 **b. CSTSC Update – Is included in the meeting packet**

6
7 **c. VTA BPAC Update**

8
9 Mr. Neff reported:

10
11 1. There was a session discussion on the new chapter of the Valley Transportation
12 Authority (VTA) Bicycle Technical Guidelines, a document published to help Cities in the
13 County provide guidance for bicycle accommodations to development projects. The new chapter
14 is for parking. They were able to find sufficient parking on new developments and lacked
15 guidance on the parking requirements of existing developments. Mr. Neff reported he requested
16 suggestions for existing projects going forward, with a hope they may also acquire decent racks
17 at the Charleston Shopping Center.

18
19 2. A new subcommittee was formed to help create better practices for local wayfinding,
20 an example would be the Baylands. There are relatively new signs for that area. They will be
21 working on new navigation guidelines for connections between cities.

22
23 3. San Jose hired a consultant for the Vision Zero Plan program and used a generic
24 contract so that other cities could use the same consultant and contract, eliminating the need for
25 the Request for Proposal (RFP) process. More information about this can be acquired by talking
26 to Lauren Ledbetter with VTA.

27
28 4. The County funds which come from Measure B, are being used for a countywide Safe
29 Routes to School Program. They are trying to resolve how to encourage areas with a less
30 effective program than Palo Alto's program. One of the things they found was that bicycle
31 education is hard to promote due to teachers having other things to promote and having a bicycle
32 education unit does not help towards meeting their standard State requirements. It was
33 determined that combining bicycle education with physical education might be helpful in
34 promoting the program and it would count as one of the State's physical requirements.

35
36 **d. SUBCOMMITTEE REPORTS**

37 Mr. Courington shared the PABAC Bike Signal Survey and explained the Subcommittee was
38 created from complaints about too many cyclists pressing pedestrian crossing buttons and as a
39 result was holding up traffic longer than necessary. The data was pretty good, but not definitive.
40 They found there are ninety-eight signalized intersections not counting El Camino and Oregon
41 (Caltrans, County). Seventy-three have detectors that can potentially detect bicycles, Lytton,
42 University and Hamilton do not have visible detectors as they appear to be on fixed time. Only
43 10% of intersections have stencils in Good or Acceptable condition in eligible lanes. Eligible
44 stenciled lanes are where cyclists could expect to wait for green (a bike lane, a dedicated left turn
45 or left through lane, and a right through lane). Nine intersections have (superfluous) dedicated
46 bike buttons, all of which have detectors. There are four-hundred-five eligible lanes in which a

1 stencil would be appropriate. Ninety-seven have good stencils, twenty-seven have acceptable
2 stencils, twenty-two have poor stencils, two-hundred-fifty-seven (63%) had no stencil. As a
3 result, the survey determined the problem is with installing stencils, not maintaining them. The
4 survey limitations included imperfect consistency on what constitutes a stencil-eligible lane,
5 subjectivity on good versus acceptable versus poor stencil condition, some eligible lanes may not
6 have loops. Stencils could potentially help train cyclists in the downtown area to expect a green
7 at every signal, even if the green is due to a timer and not a detector. Stencils should not be
8 placed where there is no detection (no loop in a bike lane).

9 In reply to Vice-Chair Liberman's question, Ms. Star-Lack explained if there is a stencil that
10 needs to be refreshed, it generally comes out of the Public Works budget; however, if Public
11 Works were asked to create two-hundred-fifty-seven new stencils, they would likely ask which
12 budget would provide the necessary resources. Ms. Star-Lack is eager to discuss it further with
13 Management and Public Works, is grateful for the information from the survey, and requested a
14 copy of the spreadsheet of information so she can share it with the engineers.

15 In response to Mr. Goldstein's inquiry, Mr. Courington stated areas with video detection and no
16 stencil was included in the count. Mr. Goldstein recalled when video detection was added,
17 contrary to his opinion, it was standard to not place stencils.

18 Ms. Star-Lack commented there will always be some parents who hit the crossing button even
19 with stencils as they want more time for the smaller children to cross, particularly on Oregon.

20 Mr. Swent stated there are a few places with loops and stencils in the wrong location. The
21 stencils overlap the loops because the loops are in the wrong place. The California Vehicle Code
22 (CVC) requires that anytime a traffic sensitive detector is modified or replaced, they must detect
23 all lawful traffic to include bicycles and motorcycles. Several places on E. Meadow at Waverly
24 and Middlefield, when repaved, the loops are in front of the limit line. That is the only loop that
25 will detect bicycles. There is no way a legal bicyclist who stops behind the limit line can be
26 detected. Ms. Star-Lack commented will she try to resolve that issue at E. Meadow and Waverly.

27 Mr. Wachtel confirmed the **[Inaudible]** stated the use of a signals is optional. It does not depend
28 on the type of detector, it is a performance standard, therefore it is a matter of City policy. In
29 addition, he agrees with Mr. Swent about E. Meadow at Waverly.

30 Mr. Neff stated he was upset about the changes that were made on E. Meadow. The order was
31 for the loops to be installed; however, the crosswalk was improved to a high visibility crosswalk,
32 so they moved the stop line back. The loops were not realigned to where the new stop line was
33 placed. He likes the advanced stop line effect, as it places the cyclist in front of traffic.

34 In reply to Chair Joye's inquiry, Mr. Goldstein answered the last he heard, Gate D at Foothills
35 Park is tentatively scheduled for the Parks and Recreation Commission meeting in December.
36 Chair Joye requested if any new information is acquired to please pass it on to the PABAC
37 members for those who wish to attend the meeting.

38 In response to Mr. Neff's question, Ms. Star-Lack commented a new subcommittee would be
39 helpful once the new City Bikeway map is completed by the graphics team. The current map is

1 new; however, the graphics department is working on additional edits. PABAC will have an
2 opportunity to review the final map prior to it being published.

3 Mr. Courington reported on the City School Traffic Safety Committee meeting in November, the
4 Measure B funding for the construction at Hoover and Palo Verde has decided that the
5 renovations will be so disruptive to learning, they have elected to temporarily relocate the
6 schools to Greendell. Palo Verde will be relocated for one year; Hoover will follow for two
7 years.

8 Ms. Ellson relayed she attended the City School liaison meeting in which the temporary use of
9 Greendell was discussed and Cubberley was also included in the discussions. The plans included
10 portables in the Cubberley parking lot, in addition to moving adult education to Cubberley. This
11 will be a significant intensification of use. Hoover is a “choice” school which means 66% of
12 their students are driven to school. This creates a significant problem for the Greenmeadow
13 neighborhood as Nelson Drive abuts Cubberley and is their children’s route to school. It is also
14 the Bryant Bike Boulevard extension route. The District is saying they have a lot of Bond
15 Measure projects ahead of them, beyond Hoover and Palo Verde, including Escondido, Addison,
16 and two others. Quoting the report, “At this point, we are only anticipating two projects using
17 Cubberley/Greendell but depending on the success of the temporary set-up, we could entertain
18 more in the future.” This could mean the School District is planning to use Cubberley/Greendell
19 as their construction relocation site and they have projects scheduled for several years into the
20 future.

21 **ANNOUNCEMENTS**

22 Chair Joye mentioned there were a handful of messages sent to the PABAC distribution list after
23 the October meeting. Some of those may have belonged to the list and others were not,
24 particularly given the Email Guidelines that were adopted in June. The Guidelines state that
25 agenda item suggestions, questions, and attendance information are appropriate, while prolonged
26 discussions on meeting topics is not appropriate. The mechanisms for getting topics heard by
27 Transportation is using PABAC or BPTP Update as keywords in the subject line.

28 Chair Joye announced there is not a December PABAC meeting, and January’s meeting is when
29 the Chair and Vice-Chair are up for vote should any members are considering either position.

30 In answer to Vice-Chair Liberman’s question, Ms. Star-Lack informed she has inquired with the
31 IT Department about future meetings. The PABAC committee can continue meeting via Zoom,
32 providing a resolution is made at each meeting to do so. There will be a mechanism under The
33 Brown Act for the group to certify remote meetings. More information will be provided during
34 the January meeting. Mr. Goldstein requested this topic be added to the January Agenda, Chair
35 Joye confirmed it was added.

36 **8. ADJOURNMENT** at 8:16 p.m.



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. 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.

CITY/SCHOOL TRANSPORTATION SAFETY COMMITTEE

Minutes

Friday, October 29, 2021

10:00 a.m.

Zoom Virtual Meeting from Palo Alto, California

Present: Kara Baker (Escondido), Audrey Gold (Gunn), Joselyn Leve (JLS), Natasha Nicol (Fletcher and Briones), Jim Pflasterer (Gunn), Amy Sheward (Nixon), Tom Whitnah (Duveneck), Rachael Panizzo (Fairmeadow), Juan Caviglia (Duveneck), Coco Matthey (JLS); Michelle Coyle (Barron Park), Bill Courington (PABAC), Around Boelens (PABAC), Nicole Zoelle-Boelen (PABAC); Rob Robinson (PABAC)

Staff: Sylvia Star-Lack (City), Rosie Mesterhazy (City), Jose Palma (City), Ben Becchetti (PAPD), Terri Curtis (PAUSD), Eric Holm (PAUSD)

Guest: Penny Ellson (former CSTSC member); Kim Brooks (National Operations Manager at All City Management Service – Crossing Guards)

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

Ms. Mesterhazy explained the process for the conversation and the task list.

October CSTSC Executive Report-Out

Ms. Mesterhazy reported that a Safe Route To School (SRTS) presentation was held for the City School Liaison Committee on October 21, 2021 and a link to the slides can be found on the Agenda Action list. The Evening SRTS Annual Report-Out to City Council will be Monday November 8, 2021. The Third Grade Bike Rodeos and will be taking place in Spring 2022, pending parent permissions and no major changes with pandemic mandates. There will be seven elementary schools scheduled for After School Bike Repair events through winter, please use the link provided if you would like your school to participate. The Charleston/Arastradero Corridor construction project has begun, and the timeline information is provided on the Agenda Action list. The Bike Palo Alto event will be continuing through the end of October.

Transportation Safety Representatives (TSR) please share the SRTS e-news blurbs with your school principal. Report school route safety concerns using Palo Alto 311 or call the Palo Alto Police Department (PAPD) non-emergency line. Contact SRTS to schedule a school visit by the new Bike and Pedestrian Safety Information e-Bike. A link to participate in the Stroll and Roll Back to School Elementary Poster Contest is provided under the Agenda Action list. The Alma Street/Churchill Ave. Community Meeting will be held on Tuesday, November 16, 2021 at 6:30 p.m., everyone may join via Zoom. The Sustainability and Climate Action Plan Transportation Meeting will be held on Thursday, November 04, 2021, 9-11:30 a.m.

AGENDA

A. Introductions/Oral Communications/Recognition (10 Minutes)

Penny Ellson, former CSTSC member, expressed parental concerns about three major construction projects in the Greenmeadow neighborhood area that will be affecting Fairmeadow, JLS, and Gunn High School routes for the next ten to fifteen years, and

requested this be an item for a future agenda, and revisit the Bryant bicycle Boulevard extension if possible.

Ms. Mesterhazy responded (and Eric Holm, PAUSD, confirmed) some of those concerns will be addressed during the District Measure E report-out listed on the Agenda.

Jim Pflasterer, Gunn TSR, questioned if the 2021-2022 enrollment numbers will be provided and Terri Curtis, PAUSD, responded they were included in the October 19th Board meeting and provided a link.

Ms. Mesterhazy recognized Kara Baker, Escondido TSR, as the All Star TSR of the Month, who provided a short slide presentation of the Bike Sell/Exchange event held for Escondido, including some of the challenges they had to navigate. Thirty-two bikes and scooters were donated, \$2,500 dollars were raised, and twenty families made purchases; some families made multiple purchases. Natasha Nicol, TSR for Fletcher and Briones, suggested using one of the free bike mobile events to ensure bikes get the safety checks. There was an article that stated Stanford has hundreds of abandoned bikes, perhaps that could be a resource for future bike donations.

Ms. Mesterhazy and Kara Baker, Escondido TSR, both expressed a hope for this becoming a district-wide event next year.

Audrey Gold, Gunn TSR, recognized Jose Palma for making such great connections for the Gunn Bike Path improvements. It has been a great team effort and hopefully the end result will be a huge improvement to some of the safety concerns. Mr. Palma recognized Eric Holm, PAUSD, for providing the connection with Miles, and recognized Ms. Gold, Gunn TSR, for stepping up and showing up to check out potential improvements at Gunn.

Ms. Mesterhazy reported Aiden, Paly Safe Route Youth Rep, submitted comments regarding bike parking, overcrowding at the bike cage on Paly, and the pedestrian hazards from biking on Embarcadero sidewalks because there are no bike lanes.

B. Administrative

1. Updated Spreadsheet of Community Concerns

Ms. Mesterhazy explained there has been a recent uptick in community and parental concerns being submitted to Safe Routes To School and currently there are upwards of one-hundred-fifty different requests. STRS has developed a public spreadsheet for the data which includes the school involved, who made the request and when, what the request was, the status of getting the request resolved and by which entity. The items are operationalized by SRTS action steps. This enables the team to efficiently determine the appropriate entity best suited to resolve the issue. The SRTS team shares comments and concerns about the process with PAPD/Principals/PAUSD Operations/Stamford and any other relevant partners. TSR's will be emailed for clarification of requests before it is entered into 311. This is a live document that is a work in progress. Using 311 is still encouraged for infrastructure and City maintenance requests. Please feel free to add concerns to the spreadsheet if it would be a better venue than utilizing the 311 system. Rachael Panizzo, Fairmeadow TSR, created a Do's and Don'ts tip sheet for submitting concerns from her group, which has made a huge positive impact on prioritizing some of the submitted requests and concerns.

2. SRTS Policy and Partnership Consensus Statement Reminder

Ms. Mesterhazy reported PAUSD passed a SRTS policy and links to the policy, Palo Alto SRTS Partnership Admin Regs, and the Palo Alto SRTS Partnership Consensus Statement are available through the Staff Report document. It is encouraging that the District has shown their commitment to SRTS challenges by adding considerations to Engineering, Planning and Projects, and making SRTS challenges a priority. The Palo Alto SRTS Partnership Consensus Statement has changed. SRTS is soliciting help with prioritizing more comprehensive policies for 2022-2023, prioritizing adoption of the Consensus Statement with Admin Regs, and volunteers willing to request endorsement from Parent Teacher Advisory Council/Board of Education (PTAC/BOE).

3. PAUSD New Transportation Coordinator

Ms. Mesterhazy gave an overview of the qualifications and responsibilities for the new PAUSD Transportation Coordinator position that is vacant due to Kelly Hubbard leaving. Kelly was the lead on the PAUSD side of the transportation department. Terri Curtis, PAUSD, confirmed the position is vacant and the posting closed within the last few days. Interviews have not yet begun, and it is anticipated that both Ms. Curtis and Mike Jacobs, PAUSD, will remain in partnership with the person who fills the vacancy. Concern was expressed about the loss of the Sustainability Manager position that remains vacant.

4. Breakout Session Progress Updates/November Topic Suggestions

Ms. Mesterhazy reported on the August breakout sessions which included using SRTS as a Climate Change Prevention Strategy by encouraging single occupant vehicles to walk, bike and share transportation to and from school. Single occupant vehicles are the number one source of greenhouse gas emissions. The information was shared with the Sustainability Ad hoc Committee for comments and integration and there will be a report at the November CSTC meeting.

The second topic in the August breakout session was the Back-to-School Walk/Bike Safety Events which provided time sensitive and extremely helpful feedback on how to maintain Palo Alto's high rates of student walking and biking. Wildfire air quality, less bike commuting exposure and other pandemic related considerations have been hampering SRTS efforts. Some of these have been integrated into the spreadsheet.

November Topic Suggestions included more youth involvement, and tying for second was bus, transit, and shuttles, and PAUSD Engineering and Safety Projects. Ms. Mesterhazy requested everyone informally add to the chat which of the two tied topics they would like to add as the second discussion topic for November.

C. Engineering (PAUSD) (40 minutes)

1. Elementary Bond Project Updates, Including Cubberley/Palo Verde/Hoover Site Use

Eric Holm, PAUSD, reported a temporary campus will be set up at the Greendell site so students can be moved off sites during construction. Palo Verde will be moved for a year, and then the Hoover students will use the Greendell campus for two years. The traffic impact for Hoover will not be much different from the current traffic. The traffic impact for Palo Verde will be considerable, as parents will have further to drive. The

temporary site for Palo Verde will be built around the City's recommendations for traffic. Both projects are substantial enough that learning would be impacted if students were not temporarily relocated. The Cubberley site is currently being considered as another site to use. It has already been determined that Adult Education will return to the vacant rooms in Cubberley. There is an option to construct a portable building area in the front lot for the upper grade levels. If changes will need to be made to the Waverly Bike Path, those changes will be addressed immediately. The most recent changes to Charleston Road will also have to be considered. There has been tremendous community outreach regarding this project and the team has been building upon that community feedback.

Joselyn Leve, JLS TSR, believes the Waverly Bike path needs to be investigated, as the entrances and exits onto Hoover already have issues with idling, drop offs and pick-ups. It will be concerning when the kids need to cross over to Nelson and Creekside. Bussing for Palo Verde is also a concern as it seems it is not being investigated. Having three-hundred families move to the new site is going to be a huge environmental impact.

In response, Mr. Holm commented they have already begun looking at placing an additional crossing guard at the site. The mitigation to move students to the new site are being researched and Engineering will be meeting with the Palo Verde community next week.

In response to Ms. Ellson's questions, Mr. Holm stated the 300 families are in addition to the pre-K families at Greendell. Adult education students are also included, he currently is unsure the number of adult education students. Escondido is not part of the relocation plan, the amount of time utilizing the off-campus site will be for three years total, one year for Palo Verde and two years for Hoover. The three-hundred families previously mentioned is the Palo Verde population only. Hoover has approximately 350 families.

Ms. Ellson is concerned about the money spent accommodating the current Site Plan of Hoover Elementary School during the Charleston/Arastradero Plan and no work has been done anticipating a movement of these families to the Greendell site. Nelson Drive has no traffic calming plans. Getting through the Middlefield/Charleston intersection is going to be very challenging by car and people will figure out the back street to Cubberley will be an easier drop-off point. That will impact the walking commute for children who live in the community. The long-term plan for the Cubberley expansion is in the City's Plan and while the School District's use of the site is considered short term, there are a lot of housing development plans for that area in the future. The long-term use of Cubberley needs to be considered while making traffic impact changes.

Mr. Holm explained this is a direction that transpired within the last week and their first meeting with the engineers took place yesterday. All routes will be considered, studied, and mitigated.

2. School Bike Rack Request Update and Funding Opportunities

Terri Curtis, PAUSD, reported receiving an email from Ron Ellis, PAUSD, who informed Ms. Curtis the Bike Grant is currently on hold and they are in the process of conducting an audit regarding bike rack installations. He will call on Monday to get more information.

Ms. Mesterhazy stated this will be added as a follow up discussion for the November Agenda.

Audrey Gold, Gunn TSR, stated bike rack requests have been in the works for several years and does not understand why the Bond funds can not be considered as a financial source, and thanked Stanford who donated a few bike racks.

D. Engagement/Enforcement (PAPD) (10 minutes)

1. Crossing Guard/Morning PAPD Observation Updates

2. Collision Report-Outs

Lt. Ben Becchetti, PAPD, reported he has been out to some of the schools for complaints and he does not have any of the activity reports for the last couple of months, therefore, he does not have an update for the Collision Reports. Hopefully next month there will be more information. In response to the thanks given to the Palo Alto Police Department's donation of bicycles at the Escondido Bike event, Lt. Becchetti stated if there are future events to please keep them in mind as they often have bicycles that can be donated.

E. Discussion (50 Minutes)

- **Improving Transportation Equity for All Families: How can the SRTS Partnership attract more diverse program participation? This discussion will include a review of the recently drafted SRTS Equity Plan.**

Jose Palma, SRTS coordinator, presented the Draft Equity Action Plan for feedback, discussion, and suggestions. The first six objectives, along with objective strategies were shared. The anticipated timeline is to share with English Language Learning (ELL), Volunteer Transfer Program (VTP), Exceptional Needs families, Family engagement specialist (FES), and all CSTSC members for additional feedback and suggestions on how to prioritize the strategies during November through January. Implementation discussions will take place in February; the vote on the Equity Action Plan will be in March of 2022, and the implementation will hopefully begin in May of 2022. The Mission Statement is "To prioritize communities with the highest need for safe walking and biking conditions and education programs, equitable Safe Routes to School programs address health disparities and power imbalances that lead to disparate health, educational, and economic outcomes that can span generations and often emerge along lines of race, ethnicity, class, gender, sexual orientation, and disability".

Jim Pflasterer, Gunn TSR, questioned if bus transit would also be included and Mr. Palma replied bus transit is addressed further in the strategies. The Transportation Management Association (TMA) is primarily responsible for bus transit, bus costs and bus passes, while the SRTS focuses more on parents and students.

Audrey Gold, Gunn TSR, commented it would be helpful to see the history of what has already been done so the process is not repeated. A great effort goes into the process of trying to maintain the privacy of the students, which is why the FES is so important.

Mr. Palma, SRTS coordinator, read the goal: To encourage community collaborations and partnerships to support families from vulnerable and disadvantaged populations, economically adverse backgrounds, and from historically under-represented areas in meaningful participation in SRTS efforts.

Jim Pflasterer, Gunn TSR, commented the structure of the plan looks good, and he believes Mr. Palma did a great job in covering everything. Equity in general, is a work in progress.

Mr. Palma, SRTS coordinator, is working on an education-on-the-road program with Mobility Information Kiosk eBike (MIKE) to open a table in different areas with the SRTS banner to help educate people on SRTS and the benefits of the program. The community engagement and feedback has been very positive. The City of Palo Alto will soon write a blurb about this program, and there have been discussions about also creating a blog. The hope is to have two events per week with the City posting the time and locations of each one.

Jim Pflasterer, Gunn TSR, said he could publish that out to his group to see if they can get more volunteers to help with that effort, particularly on the weekends at parks and farmers markets.

Michelle Coyle, Barron Park TSR, questioned if there is a central place for information on where Mr. Palma will be for the next week, if he's going to a school will the school's get notified to pass the information on to the parents. Mr. Palma is working on a pilot program with Briones, to work with the Principal's Buzz and he could do the same with TSR's which would enable them to share with their local PTAs. Lights were handed out after the time change to emphasize the importance of lights, and how they work during sunrise and sunset.

Penny Ellson, former CSTSC member, commented the single most effective way to change behavior is by community outreach.

Mr. Palma explained he will post the draft Plan online with the ability for everyone to add their notes by attaching sticky notes within the document.

Mr. Palma provided a summary of the breakout session for the Transportation Equity draft Plan. The jam boards chat was not working so the slides were presented through the screenshare feature. The group provided feedback on a few of the strategies and objectives and the MIKE program. There was a discussion on efforts to personalize the program and expand the community outreach initiative.

- **Anticipated 2021-22 declines in active transportation mode share warrant a data-focused Safe Routes to School approach to Year 5 injury prevention goals, objectives, and strategies. What data gathering strategies might be useful in helping assess the impacts of these mode share trends?**

Ms. Mesterhazy provided a summary of the breakout session which focused on the Anticipated 2021-2022 declines in active transportation mode share, warranting a data-focused Safe Routes to School approach to 5-year prevention goals, objectives, and strategies. Bill Courington, PABAC, and Joselyn Leve, JLS TSR, contributed a

wealth of information and direction. The need for the SRTS planning and processes involves accountability, transparency, and ensures community input is included in yearly strategies to achieve the goals and objectives. The four models that were discussed included the traditional model, traditional data-focused option of asking the community for priorities, which would create less strategies and more concrete data to report out, the SRTS Spreadsheet List option to catch up on current requests and report out the progress to Council, and the data-focused model emphasizing mode shift/bike parking tallies and injury data, which would focus primarily on strengthening evaluation mechanisms to restore 2019 data outcomes and develop a new model for long term injury prevention metrics. The group discussed the pros and cons of the models. The preference of both Mr. Courington, PABAC, and Ms. Leve, JLS TSR, was to focus more on the punch list and measuring the injury data for a more results-focused outcome.

Mr. Courington, PABAC commented that the focus needs to be less on planning and more on doing.

Ms. Leve, JLS TSR, emphasized the line about using the punch list to generate more categories of what type of information (insufficient signage, a need for more education, campuses that have challenges relating to their construction, needing bike racks, etc) to determine trends, which would help create a vision of what those components are and to help resolve the issues quicker.

In response to Ms. Ellson's inquiry, Ms. Mesterhazy explained the current document was from information from a week ago, they only received information about the Bond Measure after the document was put together. The document will likely freeze at some point and encourage people to utilize 311 as much as possible. There may be operational considerations around the Bond Measure that should be included in the punch list.

SRTS Monthly Updates

None

Meeting adjourned at 12:01 p.m.

CITY/SCHOOL TRANSPORTATION SAFETY COMMITTEE

Minutes

Thursday, November 18, 2021

11:00 a.m.

Zoom Virtual Meeting from Palo Alto, California

Present: Jim Pflasterer (Gunn), Bill Courington (PABAC), Arnout Boelens (PABAC), Nicole Zoeller-Boelens (PABAC), Joselyn Leve (JLS), Audrey Gold (Gunn), Jessica Asay (Barron Park), Rachael Panizzo (Fairmeadow), Tom Whitnah (Duveneck), Natasha Nicol (Fletcher and Briones), Greg Brail (Palo Alto), Amy Sheward (Nixon)

Staff: Sylvia Star-Lack (City), Rosie Mesterhazy (City), Jose Palma (City), Ben Becchetti (PAPD), Eric Holm (PAUSD), Terri Curtis (PAUSD), Mike Jacobs (PAUSD),

Guest:

The meeting was called to order at 11:00 a.m.

November CSTSC Executive Report-Out

Ms. Mesterhazy started the meeting by saying she hoped to see everyone at the Bridge event on Saturday at 10 a.m. which connects over to Baylands.

The annual report will be heard at the City Council meeting on November 29, 2021 at 6 p.m. This is a critical meeting which needs parental and community presence to show support for active transportation options, please attend if possible.

A. Introductions/Oral Communications/Recognition

Mr. Boelens, Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC) reported he has been working with the City on the campaign to adopt a City Road Safety Policy. At the last Parent Teacher Association (PTA) meeting the members voiced their support of the campaign and will be urging City Council to adopt the Road Safety Policy. Under the Policy, all accidents should be investigated by a traffic engineer to establish why the accident occurred, and each infrastructure should include a safety report explaining why the chosen design is the safest for all road users. The next step will be to formalize it in a letter and give the presentation to local PTAs to gather more support among the schools and local neighborhoods. A website will be coming soon.

Ms. Mesterhazy recognized Joselyn Leve, JLS Transportation Safety Representatives (TSR), as the TSR of the month. Ms. Leve created a very successful middle school initiative at JLS called W.H.A.L.E., which is acronym for Walk at the crosswalk, Helmets on, Arm Signal, Lights on at night/lock bike, Eye contact/Eyes on road. The school held an art contest and advertised it in the E-news, on Schoology, and on the student radio station LJKS. The students created original art of a "Whale on a Bike" and the winner's work will be printed on reflective bike stickers to be handed out, by raffle ticket, during the Spring Walk and Roll. Forty-Eight pieces of art were submitted and there were 166 votes via a Google form linked on Schoology, to limit voters to one vote. The lessons learned through the process was to advertise heavily, offer one place to submit the art for viewing, and do not allow for early voting as it becomes a popularity contest. Ms. Leve explained she has not received permission to share all the art so she would be limited to what she could share online. The winning art was published in the E-news.

AGENDA

The Agenda order was changed to accommodate Mr. Holm's meeting schedule.

1. PTA Encouragement / PTA advocacy items for 2021-2022

Mr. Pflasterer explained this portion of the Agenda is devoted to PTA and any updates from the TSRs to inform or motivate SRTS.

There is now a point of contact person in PTAC for advocacy items. His name is Steven Lee, he will be the conduit between the PTA and City Council for any written endorsed items by the PTA. Mr. Boelens has already met with him and going forward, this looks to be an efficient path for acquiring PTA endorsement on items.

c. Cubberley Transportation needs and Community Consideration

Mr. Pflasterer gave an overview of the situation with the plans to relocate Hoover and Palo Verde to Cubberley during construction projects. The Decision was made with no consultation with SRTS or traffic/safety considerations. Palo Verde and Hoover Transportation Safety Representatives (TSRs) need to contribute as community members raise awareness and driving advocacy, JLS and Fairmeadow may want to help as well. City Manager Ed Shikada seems to be heading this project for the City. Ms. Jennifer DiBrienza, as a parent and aware of Safe Routes To School (SRTS) activities, seems to be the person on the school board to target specifically with the community concerns. Communications can be made to principals, however if the group wants to achieve a better solution, Ms. DiBrienza is going to be the most direct path, with School Board members following in suit.

Mr. Holm, Palo Alto United School District (PAUSD), apologized and said that while it might seem safety was not a consideration in making the decision to temporarily relocate the two schools in question, the deciding group did take safety into consideration. The final decision was the sum of all aspects taken into consideration. There is an SRTS map getting the students from the Palo Verde area to Greendell. The map was reviewed and considered. Due to the number of contributing factors, the different parental groups were not included in the process because PAUSD knew this was the right thing to do to lessen the construction impacts on the education of the Palo Verde students. A meeting was held with the community once the decision was made. PAUSD also met with city engineers immediately thereafter and started conversations about safety. In addition, they have met with the City Manager and the entire City Management team, including the Chief of Fire, Chief of Police, Community Development Director, and Engineering, and reviewed several of the issues including SRTS concerns.

Mr. Holm's responded to Mr. Pflasterer's request of involving City School Transportation Safety Committee (CSTSC) members, by stating they have already reached out to Jose Palma (staff) who set up the meeting with the city engineers. Ms. Mesterhazy was not part of the meeting, however Ms. Star-Lack (staff) was in attendance. The PAUSD Superintendent has walked and biked the route to Cubberley from Palo Verde, and PAUSD is actively trying to set up bussing for the students in the outer areas. A dot map was created showing student locations and the map was provided to the City in the meeting last week.

Upon seeing the Superblock Bell times Agenda Item, Mr. Holm's commented PAUSD is considering changing the start time at Cubberley/Greendell so it will not conflict with the surrounding school's traffic.

In reply to Ms. Panizzo's question, Fairmeadow TSR, Mr. Holm replied that the group consensus was the repaving of the Charleston and Lewis intersection had already taken place, he will have to check his notes to confirm that information. PAUSD is working with the same transportation engineer who completed the analysis for the Cubberley site and Cubberley community last year, and they are trying to on-board the engineer who worked on the Bike Lane extension along the JLS Superblock at Waverly. The Waverly bike route will likely not be finished before the Hoover construction, PAUSD and the transportation engineer are currently working to reconcile those concerns.

Ms. Mesterhazy gave a reminder that the status of construction projects can be found on the City's website under Public Works, which include contact information for project managers.

In response to Ms. Asay, Barron Park TSR, Mr. Holm stated the move to Cubberley is expected to start in the Fall of 2022, and currently they are unable to predict any affects from COVID testing sites. The testing site currently at Cubberley is hosted by the School District, it could be relocated if necessary.

In answer to Mr. Boelens, PABAC, Mr. Holm commented there are two different thoughts regarding Nelson Drive traffic calming. The Palo Verde community could be inconvenienced more due to the traffic utilizing the back of the school; the Hoover parents utilizing Nelson Drive is a higher concern and both situations are being reviewed in detail. One option would be to close Nelson Drive off; the other option might be to encourage the Hoover community cyclists to use a different route.

Ms. Mesterhazy questioned if there is a community meeting mechanism to allow for community input at future meetings. Mr. Holm stated he would be happy to attend the December meeting to provide an update and provided his email for correspondence.

a. Superblock Bell times

Mr. Pflasterer commented the secondary schools have amended their start time to help with traffic calming. Currently Hoover starts at 8:00 a.m., Fairmeadow begins at 8:15, and the overlap between Fairmeadow and JLS is a concern. The goal is to have the School Board consider realigning the School times so that Fairmeadow starts at 8 a.m., Hoover starts at 8:15 a.m. and JLS would begin at 8:30 a.m.

Ms. Mesterhazy offered a reminder that December is an important month for advocacy as everything is already set for the school year before August. If changes are being requested for the next school year due to concerns, they need to be communicated in December.

b. Restoring Los Altos Hills Student Busing.

Mr. Pflasterer reported there is currently a driver shortage for Los Altos Hills students. They are hoping they can resolve the problem within the next year; currently there is a challenge getting through Federal Express Way traveling eastbound. It is a concern specific to Gunn and proper bus service would help reduce the traffic considerably.

Amy Sheward, Nixon TSR, commented the Transportation Department is trying to recruit and are offering free training. A car-pooling initiative has been set-up along with the Walk and

Roll event in the spring. Both Los Altos Hills routes will be restored once drivers have been hired. Car-pooling has been a challenge during the pandemic; the fear of ride sharing has seemed to settle somewhat, and the schools are seeing more car pools.

c. PTAC Representation

Mr. Pflasterer stated in August SRTS gave a presentation to a relatively new PTAC Executive committee on the TSR roles/activities and provided clarity on SRTS committee functions. The PTAC Advocacy Chair Mr. Lee will work with SRTS TSRs on issues pertaining with City, PAUSD, PTAC board, and will assist with advocacy letters. Mr. Lee has already met with Mr. Boelens.

Mr. Pflasterer commented that his children are now seniors, and he will soon age out of his PTA Chairmanship. CSTSC is currently looking for active parents from kindergarten to high school to be engage, fill leadership roles, and help for future safe routes. It can be a dual co-chair partnership to share activities.

The Walk n Roll event is scheduled for spring and ongoing programs include Secondary Bike Safety/Repair/Encouragement events. SRTS has a database of event materials to share if your school needs help planning events. In reply to Ms. Mesterhazy, Mr. Pflasterer stated there should be continuity in these events once he discontinues his chair role with PTAC. Some of the benefits for taking on the lead with PTAC include being involved in community and City Council activities; the position will make you more visible as a parent, particularly if you have younger children in early education and that can carry through into the secondary schools. His knowledge has grown exponentially through the years regarding PTAC, community events, and bicycle safety. The PTAC executive board goes through their election cycle in the spring, starting in March, through April and into May. It would be helpful for parents interested in this leadership role to contact him directly and to be ready during the March time frame.

Ms. Mesterhazy explained that Palo Alto has one of the most prominent SRTS programs because parents want to be involved, they get to ride their bikes and it's fun. At the same time, it is a program parents believe in because it helps to stop climate change.

d. TSR Social Events

Mr. Pflasterer outlined possible upcoming social events starting with the Farmers Market Tabling. It would be a great idea to set a table up at the Farmers Market occasionally to promote PTA SRTS. It would be on Sunday mornings and TSRs/volunteers would need to be preset for half hour to one-hour shifts.

Group rides would be a great opportunity during the holidays. TSRs and volunteers can do a planned route to look at holiday lights, Bryant Street to downtown would be a good route, and possibly a Bridge Ride for the upcoming Celebration to open the new Baylands Bridge.

An ongoing program is the bike donations and distribution for families in need. This is an important time of year and a great opportunity to donate to BikeX in Mount View and Palo Alto, and the BikeRecycle drive for Gunn Elementary.

Ms. Mesterhazy added that BikeX had really grown within the community. People are passionate about it, they want to show off their bikes, learn about the bikes and safety. Social events are crucial to SRTS and creates an opportunity to hear feedback, recruit volunteers and help parents understand the importance of the SRTS program and CSTSC.

Ms. Mesterhazy suggested doing a holiday group ride after the City Council meeting on Monday, November 29.

Mr. Boelens posted a note in the group chat stating a group ride has been planned for the Bridge Opening. Anyone interested in joining the ride to the bridge, should gather on Saturday, November 21, at the City Hall by 9:00 a.m.

2. PAPH Executive Report Out

Lt. Ben Becchetti, PAPH, reported the crossing guards are fully staffed and there have been no recent issues. The statistics are through August and do not include September and October. The numbers are creeping back up to pre Covid numbers, injury accidents are about the same as last year. The non-injury accidents have been rising slowly, and the pedestrian and bicycle accident numbers are down compared to last year. In August there were three (3) injury accidents, in 2020 there were five (5). Non-Injury accidents were twenty-one (21) in 2020, in August that went up to thirty-two (32). The rise in numbers is concerning however, the good news in some of the pedestrian and bicycle numbers are still down. There have been recent complaints about the Ross and East Meadow area, the traffic circle, Green Middle School, and some complaints about **[INAUDIBLE @ 0:55:39]**. Please continue to let them know if there are complaints about intersections, they are always happy to respond. As an added note, Lt. Becchetti shared that solo bicycle crashes should be able to be reported online. Generally, an officer will not respond to those incidents unless there are unusual circumstances.

SRTS Monthly Updates

Ms. Hindley, Addison TSR, reported the Addison Bicycle Transportation committee went to the recent PABAC meeting and they discussed the possibility of removing the bike lane in front of Addison due to confusion, and the bike lane is in a door-zone area for unloading and loading. It was a very interesting meeting. Due to funding, it will not be repaved for a while, so there is still time come up with an alternative solution. Some of the members were opposed to using bollards due to lack of space. The emphasis was placed on educating the Addison school community about how and where to properly enter the school property.

In reply to Mr. Palma, Ms. Hindley stated Asha Weinstein-Aggrawal, Addison TSR, had not shared that she and Mr. Palma had discussed the entry points into Addison, however, she had a long email that she had sent. The problem with cutting the curb is it typically is not done as a deterrent to kids leaving the sidewalk area. Mr. Palma explained he will be doing an observation at Addison during an afternoon to collect data and coordinate the observations of the TSRs and encouraged Ms. Hindley to communicate TSR to TSR about the information they each have shared with him.

Ms. Panizzo, Fairmeadow TSR, stated she has noticed a heightened presence with Fairmeadow crossing guards. At the beginning of the year, it seemed the crossing guard presence was patchy at best.

Ms. Mesterhazy is going to research the schools in another city that have become essentially car-free zones around the perimeter of their schools.

Ms. Hindley is going to check with Amanda to see if anything has happened with regards to opening the gates on Lincoln.

Meeting adjourned at 12:14 p.m.

ATTACHMENT A: Bol Park and Wilkie Bridges Response from Public Works

From: [Boyd, Holly](#)
To: [Joye, Ken](#)
Cc: [Kamhi, Philip](#); [Eggleston, Brad](#); [Bansal, Megha](#); [City Mgr](#); [Star-Lack, Sylvia](#)
Subject: RE: maintenance of pedestrian/bicycle bridges
Date: Wednesday, November 17, 2021 11:49:47 AM
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Hi Ken,

I am responding on behalf of the City Manager's office. Thank you for reaching out and sharing your concerns with surfacing at Bol Park and Wilkie pedestrian/bicycle bridges. Public Works has included these three bridges as part of the assessment for the City Bridge Improvements capital improvement program (CIP) project (PE-20001). Work on the assessment is anticipated to start next month. Megha Bansal (copied on this email) is the Project Manager for the CIP. Once the assessment is underway and options are identified, Megha will be reaching out to PABAC to discuss resurfacing options. Additionally, Public Works has repaired the immediate safety issues at the Bol Park bridge.

If you have any additional questions or concerns, please do not hesitate to reach out to either Megha or myself.

Holly



Holly Boyd, P.E.

Assistant Director

Public Works Department

(650) 329-2612 | holly.boyd@cityofpaloalto.org

www.cityofpaloalto.org/public-works



Please click here to provide feedback on our City's services



From: Ken Joye <kmjoye@gmail.com>

Sent: Saturday, November 6, 2021 3:42 PM

To: Council, City <city.council@cityofpaloalto.org>; DuBois, Tom <Tom.DuBois@CityofPaloAlto.org>; Burt, Patrick <Pat.Burt@CityofPaloAlto.org>; Shikada, Ed <Ed.Shikada@CityofPaloAlto.org>; Stump, Molly <Molly.Stump@CityofPaloAlto.org>

Subject: maintenance of pedestrian/bicycle bridges

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

Honorable Mayor DuBois, Vice Mayor Burt, City Council, City Manager Shikada, and City Attorney Stump,

The Palo Alto Pedestrian & Bicycle Advisory Committee (PABAC) asks you to urgently make plans to resurface the aging, rough wooden Bol Park and Wilkie pedestrian/bicycle bridges. The wooden decks are so uneven and rough that they are painfully uncomfortable to ride on and create risk that bicyclists might lose control, fall, and be injured. In addition, these bridges become very slippery when they are wet from dew or rain, making them even more hazardous and forcing some bicyclists to dismount and walk. One of the Bol Park bridges has recently been inspected by a Public Works official who found a wooden beam on the surface to be cracked, presenting a structural problem and potential liability that should be investigated.

The worn, unsafe bridge surfaces are essential and integral parts of our off-road ped/bike infrastructure and are heavily used for regional and local commutes, including school bike commutes. In 2020, Wilkie Bridge carried on average 615 trips/day (see attached report). We suggest Council Members experience the surfaces for yourselves by bicycling or pushing a wheeled device such as a stroller. Please consider what the city response would be if a roadway surface were equally rough.

The rough bridge surfaces are a current safety problem caused by long-term inattention to basic maintenance. Now it appears there may be new low-cost resurfacing solutions, so perhaps it could be affordably done in the short-term. Please direct Public Works staff to coordinate with PABAC on identifying solutions to these problems.

Bridge surface maintenance already is mandated by the current Bicycle & Pedestrian Transportation Plan and Comp Plan Policy T-1.20

“Regularly maintain off-roadway bicycle and pedestrian paths, including sweeping, weed abatement and surface maintenance.” It simply has been deferred for too many years, creating a safety problem that now requires urgent attention.

We believe this need warrants use of Public Works emergency repair/maintenance funds. Public Works has resources to repair potholes in roadways when they appear and are reported, and it has the charter to maintain roadway surfaces. It has the responsibility to do the same for essential bicycle infrastructure. Currently, there are signs on the Wilkie Way bridge warning bicyclists to walk their bikes when the path is wet. It is embarrassing for Palo Alto, with our Gold-level Bicycle Friendly certification and our commitment to bicycling, to have a critical part of our bicycle network with signs saying that it is dangerous for bicyclists. We ask you to prioritize this essential bridge maintenance in the near term.

Thank you for considering our comments.

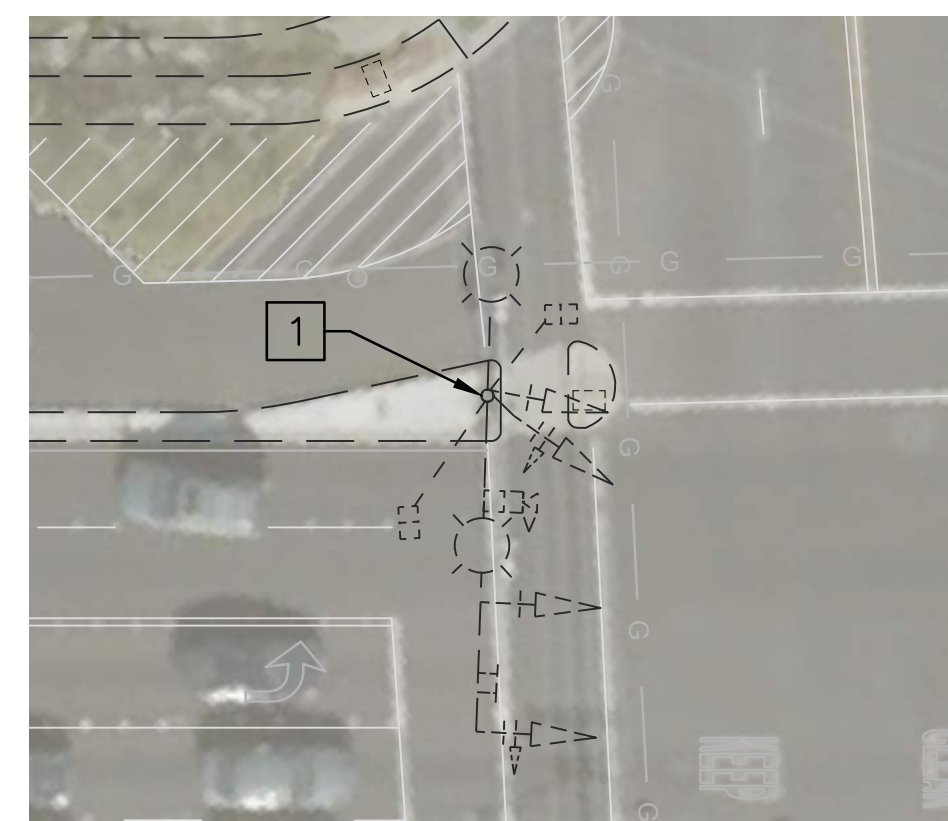
Sincerely,
Ken Joye
2021 Palo Alto Pedestrian & Bicycle Advisory Committee Chair

See links to photos, maps and bike count report for your additional information:

1. PowerPoint <https://drive.google.com/file/d/1xl0ONpMvuRODv4XR7xRWXv1cW8vbipE/view?usp=sharing> with:
 - Bike route maps showing locations of the bridges in context of the existing and planned citywide bike/ped routes network, providing regional foot-powered connectivity and off-road school commutes.
 - Photos of bridge conditions.
2. Wilkie Bridge trips count report <https://drive.google.com/file/d/1Q8bi-QDuee-6BKAB6DXuWmqvQ6OyefxH/view?usp=sharing>

CONDUCTOR AND CONDUIT SCHEDULE															
AWG	CONDUCTOR DESIGNATION	NUMBER OF CONDUCTORS													
		RUN NUMBERS													
		1	2	3	4	5	6	7	8	9	10	11	12	13	
#14	Ø1	3			3										
	Ø2								3	3					
	Ø5	3	3						3	3					
	Ø6	3	3		3					3					
	Ø7	3	3		3					3	3				
	Ø8								3(1)	3(1)					
	Ø2P									2	2				
	Ø7P	2	2							2	2				
	Ø8P	2			2						2				
	Ø2APS									2	2				
	Ø7APS	2	2							2	2				
	Ø8APS	2			2						2				
	APS COMMON	1	1		1					1	1				
	SPARES														
TOTAL #14	21	14		14					18	28					
#10	STREET LIGHTING	2	2		2								2		
	SERVICE									1			2		
	NEUTRAL	2	2		2					2	2		2		
	TOTAL #10	4	4		4					4	3		6		
VIDEO I/C	VIDEO DETECTION	1	2		1				(1)	3 (1)					
	INTERCONNECT													1	
TOTAL	1	2		1					(1)	3 (1)				1	
DLC	Ø1								2	2					
	Ø2									2	2				
	Ø5									2					
	Ø6	2	2	2						2					
	Ø7								6	6			2		
	Ø8	7				3				7					
	SYSTEM DETECTION								2	4	2		2	2	
TOTAL DLC	9	2	2		3			10	25	4		4	2		
EVP	PREEMPTION CABLE	2							2						
	TOTAL	2							2						
TOTAL CONDUCTORS	37	22	2	18	3	2		32 (2)	64 (2)	4	6	4	2	1	
CONDUIT SIZE (INCHES)	2"	2"	1"	2"	1"	1"		1-3" 1-2"	1-3" 1-2" 1-1"	1"	1"	1.5"	2"	1"	
% FILL	54%	25%	26%	12%	38%	17%		13%	27%	51%	22%	22%	7%	11%	

NOTE:
ALL CONDUIT RUNS AND CONDUCTORS ARE EXISTING UNLESS OTHERWISE NOTED.
() = NEW



EQUIPMENT REMOVAL PLAN

SCALE 1"=20'

PROJECT NOTES:

- REMOVE AND SALVAGE EXISTING EQUIPMENT ON POLE AND MAST ARM EXCEPT THE VIDEO DETECTION CAMERA. RELOCATE THE VIDEO DETECTION CAMERA TO NEW POLE E.

EQUIPMENT SCHEDULE												
No.	STANDARD			VEH SIG MTG		PED SIGNAL		APS PBA		HPS LUMINAIRE (WATTS)	SPECIAL REQUIREMENTS	
	Type	Sig. M.A.	Lum.M.A.	Mast Arm	Pole	Ø	MTG	Ø	ARROW			
(A)	SEE NOTE 2	33'	12'	MAT MAS	SV-2-TA	8	SP-1-T	8	LEFT	250 HPS	EXISTING R10-5 (MODIFIED) SIGN ON MAST ARM. EXISTING VIDEO DETECTION CAMERA ON LUMINAIRE ARM. EXISTING SNS AND DIGITAL R3-1 ACTIVATED BLANK-OUT SIGN ON MAST ARM POLE.	
(B)	17	20'	8'	MAS	SV-3-TA	2	SP-2-T	2	RIGHT	250 HPS	EXISTING "3-WAY SIGNAL" SIGN ON MAST ARM. EXISTING SNS, TRAFFIC CAMERA AND TRAFFIC CAMERA SIGN ON MAST ARM POLE.	
(C)	1-B (N)	-	-	-	TV-2-T (N)	2 (N) 7 (N)	SP-2-T (N)	2 (N)	RIGHT	-	FURNISH AND INSTALL ACCESSIBLE PEDESTRIAN SIGNALS AND PUSH BUTTON ASSEMBLY POST FOR PHASE Ø2P OPERATION.	
(D)	PPB POST (N)	-	-	-	-	-	-	7 (N)	LEFT	-	FURNISH AND INSTALL ACCESSIBLE PEDESTRIAN SIGNALS AND PUSH BUTTON ASSEMBLY POST FOR PHASE Ø7P OPERATION.	
(E)	19-4-100 (N)	30' (N)	12', 12' (N)	MAT (N) MAS (N)	SV-1-TA (N)	-	-	-	-	250 LED (N)	FURNISH AND INSTALL VIDEO DETECTION CAMERA AND R10-5 (MODIFIED) SIGN (SEE DETAIL A ON SHEET TS-1) ON MAST ARM. FURNISH AND INSTALL SNS ON MAST ARM POLE.	
(F)	19-2-70	30'	12'	MAS	SV-3-TA	7	SP-1-T	7	RIGHT	250 HPS	EXISTING "3-WAY SIGNAL" SIGN ON MAST ARM. EXISTING SNS AND DIGITAL R3-1 ACTIVATED BLANK-OUT SIGN ON MAST ARM POLE. EXISTING VIDEO DETECTION CAMERA ON LUMINAIRE ARM.	

- NOTE:**
- ALL EQUIPMENT IS EXISTING UNLESS OTHERWISE NOTED.
 - EXISTING STANDARD A IS SACRAMENTO COUNTY STANDARDS. JWR-12-3-2600-33-985 ON TYPE 19 FOUNDATION.
 - EXISTING POLE A PHASE 7 HEAD IS LOUVERED.
 - TYPE D LOOPS ARE 5 TURN
- (N) = NEW

GENERAL NOTES:

- WORK ON THESE PLANS SHALL CONFORM TO THE LATEST EDITION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD SPECIFICATIONS, STANDARD PLANS, SIGN SPECIFICATION SHEETS, LATEST CALIFORNIA MUTCD, SPECIAL PROVISIONS, AND CITY OF PALO ALTO STANDARDS.
- LOCATIONS OF STANDARDS, PULL BOXES, DETECTORS, AND OTHER EQUIPMENT SHOWN ON THE PLAN ARE APPROXIMATE. ALL EQUIPMENT LOCATIONS SHALL BE APPROVED BY THE CITY PRIOR TO INSTALLATION. NEW SIGNAL POLES SHALL BE LOCATED IN THE PRESENCE OF THE ENGINEER PRIOR TO EXCAVATION. POLES SHALL BE LOCATED A MINIMUM OF 30" FROM FACE OF CURB, AND A MINIMUM 36" OF SIDEWALK CLEARANCE FOR WHEELCHAIR ACCESS AND PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.
- ALL UTILITIES ON THESE PLANS ARE APPROXIMATE ONLY. CONTRACTOR SHALL VERIFY OVERHEAD AND UNDERGROUND CLEARANCES WITH PG&E, AT&T, CITY OF PALO ALTO UTILITIES, AND OTHER AFFECTED UTILITIES PRIOR TO THE START OF WORK.
- ALL NEW PULL BOXES SHALL BE NO. 6, UNLESS OTHERWISE NOTED.
- ALL NEW SIGNAL HEADS SHALL HAVE 12" INDICATIONS WITH BACKPLATES AND FULL CIRCLE VISORS.
- ALL VEHICLE AND PEDESTRIAN INDICATIONS SHALL BE LED.
- ALL PEDESTRIAN SIGNAL HEADS SHALL BE "COUNTDOWN" TYPE.
- ALL PEDESTRIAN PUSH BUTTONS SHALL BE LOCATED 3' FROM THE WALKING SURFACE. ALL NEW PEDESTRIAN PUSH BUTTONS SHALL BE ACCESSIBLE PEDESTRIAN SIGNAL PUSH BUTTONS AND MATCH THE EXISTING PEDESTRIAN PUSH BUTTON SYSTEM.
- CONDUCTOR SCHEDULE IS FURNISHED AS AN INSTALLATION GUIDE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CORRECT NUMBER OF CONDUCTORS REQUIRED.
- ALL NEW LUMINAIRES SHALL BE 250 W 120/240V LED FIXTURES.
- ALL NEW VIDEO DETECTION CAMERAS SHALL MATCH THE EXISTING VIDEO DETECTION SYSTEM.

PROJECT NO.	042-053 TASK 6.06
SCALE:	AS SHOWN
DRAWING NO.	TS-2
SHEET NO.	2 OF 3
DESIGNED BY:	RG / AV / LP
CHECKED BY:	RP
DATE:	OCTOBER, 2020

**ALMA STREET AND MEADOW DRIVE
SIGNAL IMPROVEMENTS**

CONDUCTOR AND EQUIPMENT SCHEDULES

4305 Hacienda Drive, Suite 550
 Pleasanton, CA 94568
 tjkm@tjkm.com

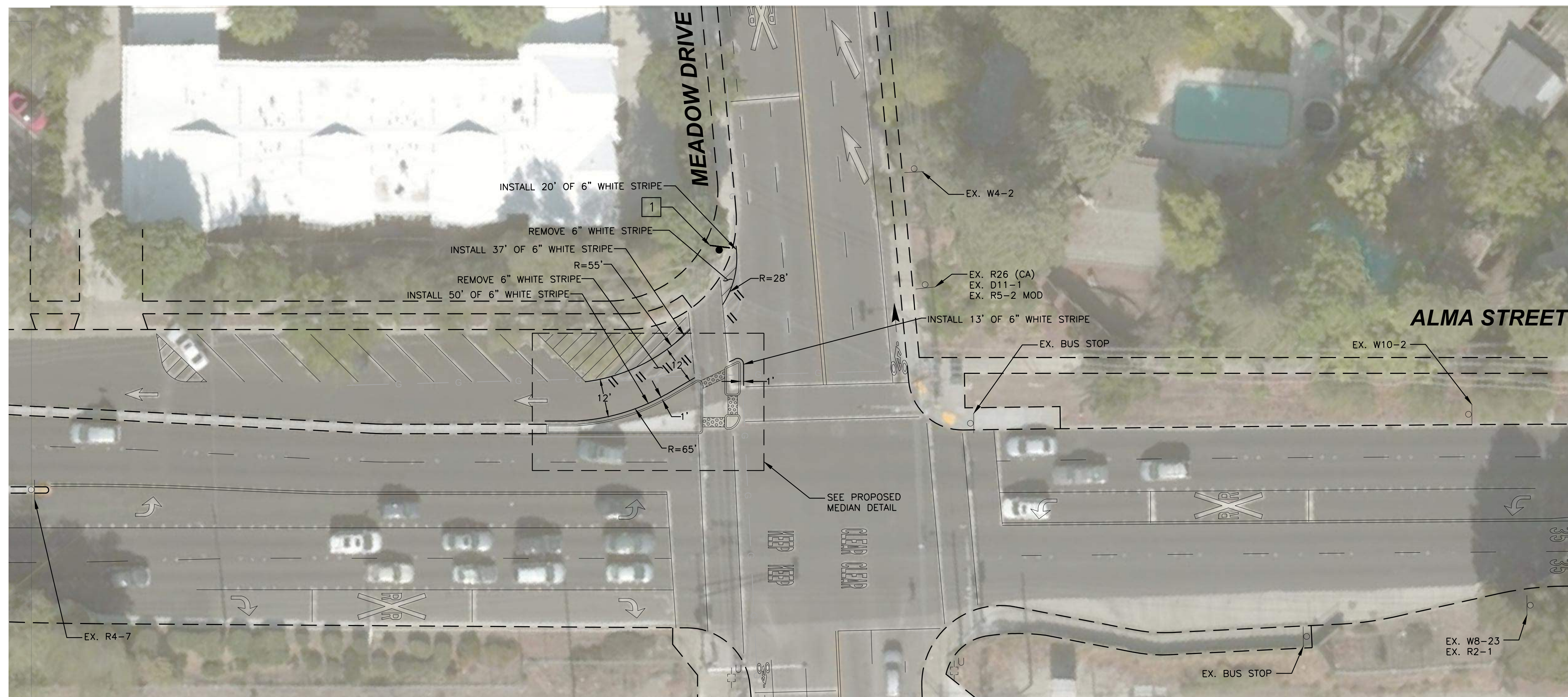
TJKM

REGISTERED PROFESSIONAL ENGINEER
 CIVIL
 STATE OF CALIFORNIA
 LICENSE NO. 51777

DATE SIGNED: _____

NO.	DESCRIPTION	DATE

City of Palo Alto
 Planning & Community Development Dept.
 Transportation Division
 250 Hamilton Avenue
 Palo Alto, CA 94301
 O: (650) 329-2441
 F: (650) 329-2154



PROJECT NOTES:

- 1 FURNISH AND INSTALL R10-15 SIGN ON A NEW SIGN POST.

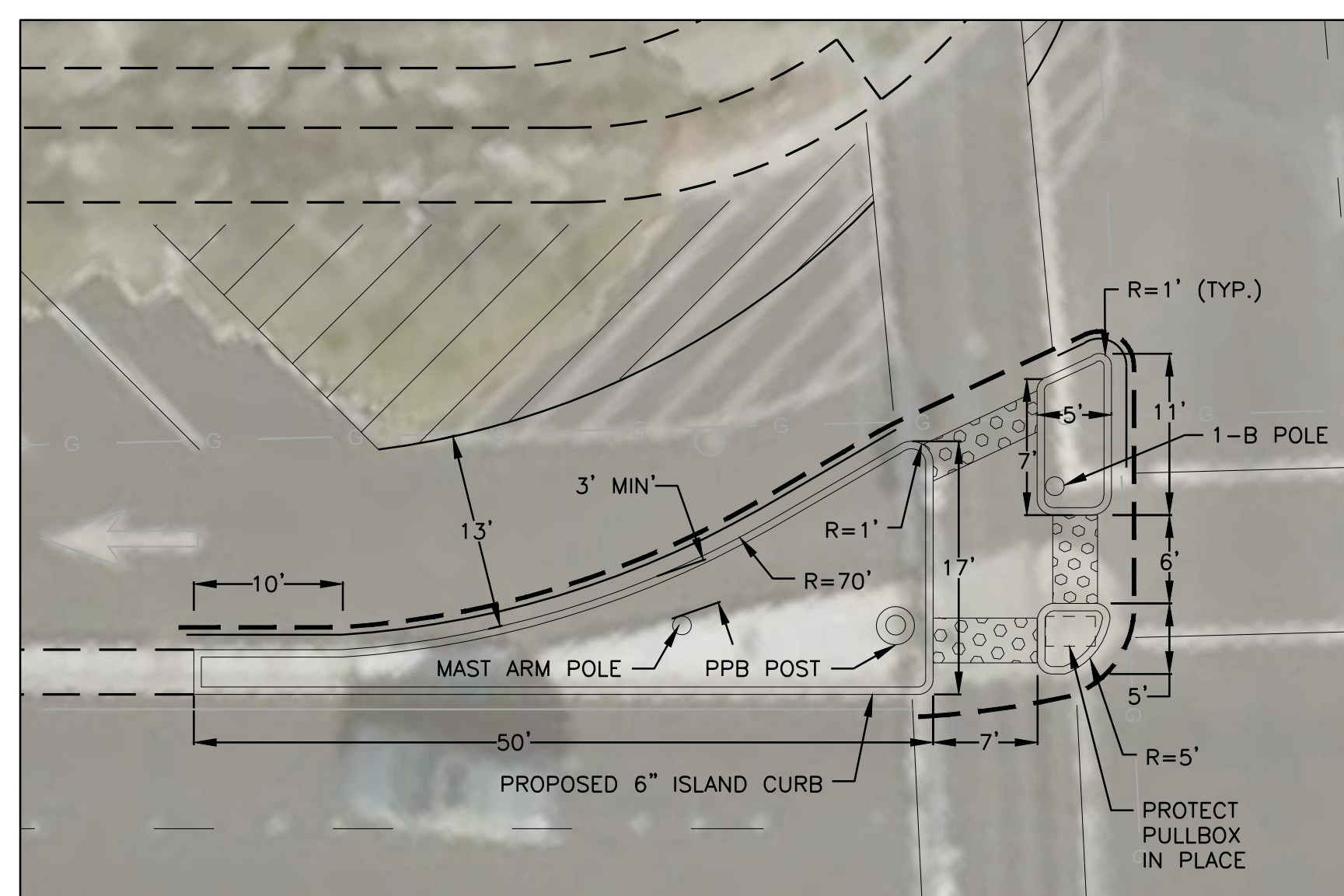
LEGEND:

- EXISTING SIGN
- PROPOSED SIGN
- EXISTING STRIPING
- REMOVE EXISTING STRIPING
- EXISTING PAVEMENT MARKING
- PROPOSED PPB POST
- SAW CUT
- PROPOSED TRUNCATED DOMES

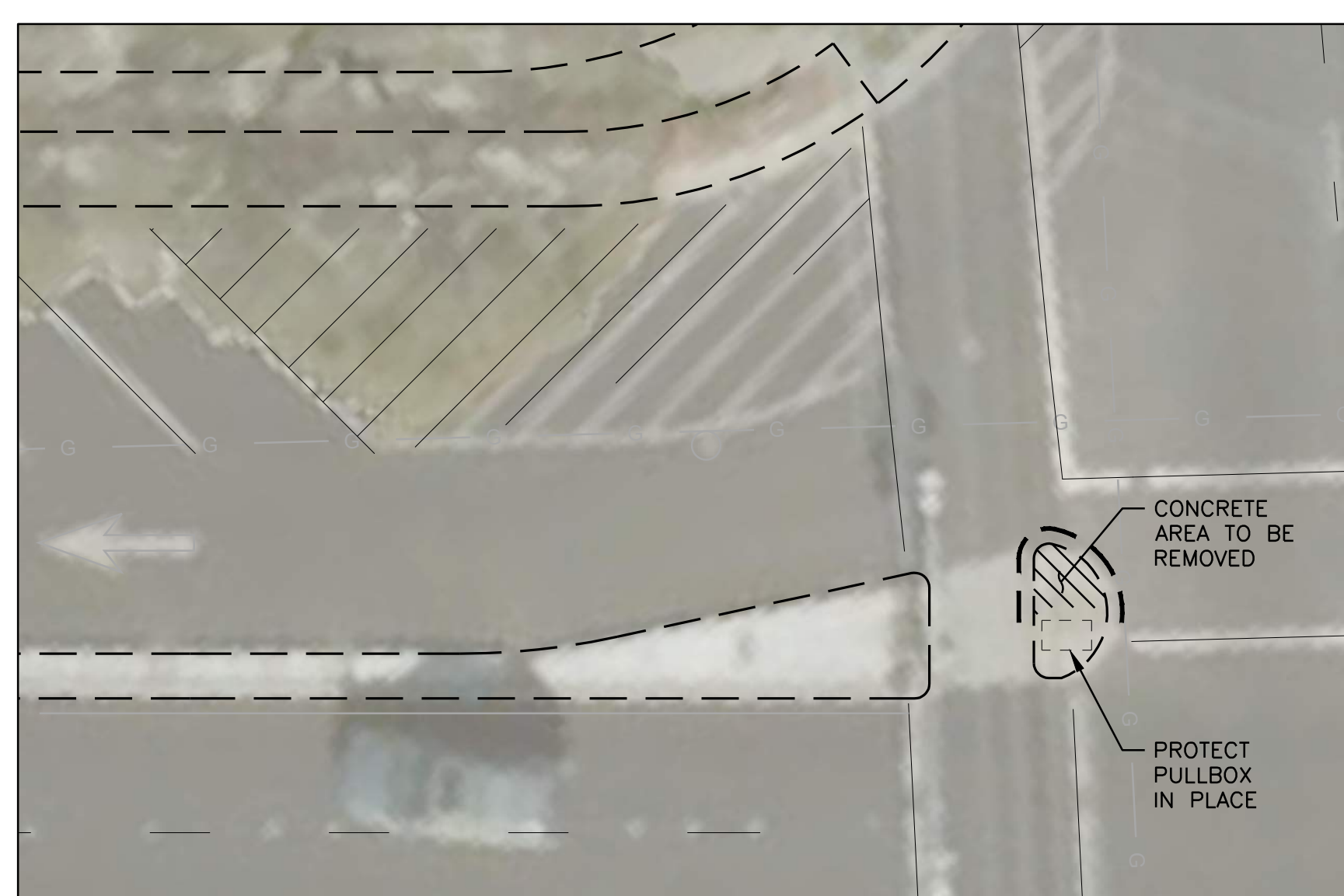
PROJECT NO.	042-053 TASK 6.06
SCALE:	AS SHOWN
DRAWING NO.	T-1
SHEET NO.	3 OF 3
DESIGNED BY:	RG / AV / LP
CHECKED BY:	RP
DATE:	OCTOBER, 2020

**ALMA STREET AND MEADOW DRIVE
SIGNAL IMPROVEMENTS**

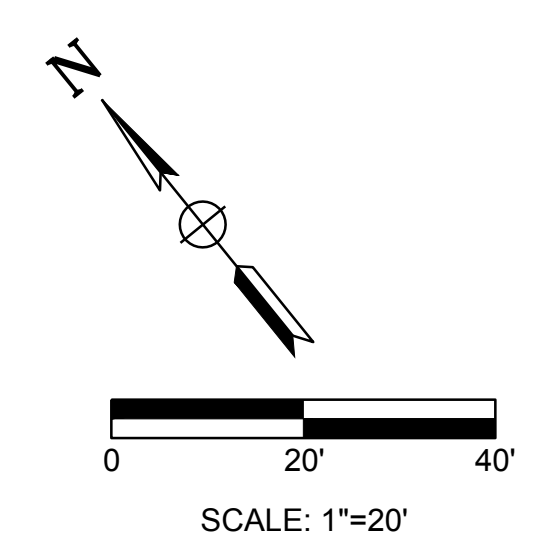
SIGNAGE AND STRIPING PLANS



PROPOSED MEDIAN DETAIL
SCALE 1"=10'



MEDIAN REMOVAL PLAN
SCALE 1"=10'

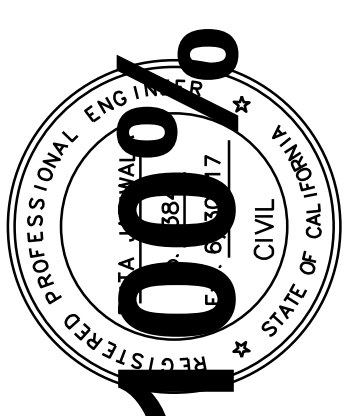
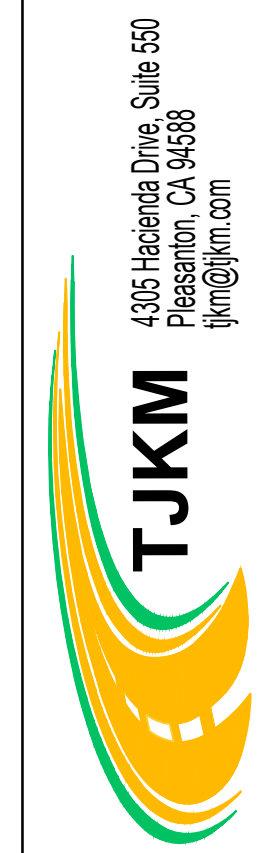


CIVIL NOTES

1. THE CONTRACTOR SHALL RESTORE ALL FACILITIES OUTSIDE LIMITS OF WORK DAMAGED BY CONSTRUCTION OPERATIONS TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CITY. ANY DAMAGE TO THE EXISTING FACILITIES INCLUDING, BUT NOT LIMITED TO: TREES, LANDSCAPING, IRRIGATION, STORM, SEWER, UTILITY SERVICES, FENCES, WALLS, SIDEWALK, AND PAVEMENT SURFACES SHALL BE RESTORED AT CONTRACTOR'S EXPENSE.
2. NO MATERIAL OR EQUIPMENT SHALL BE STORED OVERNIGHT IN PUBLIC RIGHT OF WAY.
3. IF SAW CUTTING AND/OR TRENCH EXCAVATION ACTIVITIES RESULT IN A WIDTH OF LESS THAN 4 FEET OF EXISTING PAVEMENT REMAINING BETWEEN THE PROPOSED EDGE OF TRENCH AND EXISTING EDGE OF PAVEMENT, THE CONTRACTOR SHALL REMOVE THIS REMNANT "SLIVER" OF PAVEMENT ENTIRELY AND RESTORE IT TO ITS ORIGINAL FULL WIDTH DURING SURFACE RESTORATION. THIS PAVING WORK SHALL BE CONSIDERED INCIDENTAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
4. ALL PAVEMENT SHALL BE SAWCUT FULL DEPTH FOR PAVEMENT REMOVAL.
5. ALL NEW STREET SURFACES AND CONCRETE GUTTERS SHALL BE WATER TESTED BY THE CONTRACTOR TO ENSURE POSITIVE DRAINAGE AND ELIMINATION OF BIRD BATHS PRIOR TO INITIAL ACCEPTANCE.
6. THE CONTRACTOR SHALL VERIFY AND OBTAIN APPROVAL FROM THE CITY ARBORIST PRIOR TO ANY TRIMMING, REMOVAL, AND/OR DISTURBANCE OF EXISTING TREE ROOTS. A CERTIFIED ARBORIST SHALL BE USED BY THE CONTRACTOR FOR REMOVAL, CUTTING OR DISTURBANCE TO THE ROOTS WITHIN PROJECT LIMITS.
7. ALL CONCRETE WORK SHALL BE DEMOLISHED, PREPPED, FORMED, Poured, AND PLUG PATCHED AND RELEASED TO TRAFFIC AT THE END OF EACH WORK DAY AND WITHIN THE LIMITED CONSTRUCTION HOURS OF 9AM TO 4PM. REFER TO SPECIFICATIONS SECTION 02515 FOR DETAILS.
8. USA INSPECTION SHALL BE REQUIRED AT THE DESIGN STAGE.
9. POT HOLING SHALL BE REQUIRED IF USA CONFLICTS ARE SHOWN.

SIGNAGE AND STRIPING NOTES

1. ALL STRIPING SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. ALL TRAFFIC STRIPES AND PAVEMENT MARKINGS SHALL BE APPLIED AT A THICKNESS OF 0.150 INCH.
2. THE CONTRACTOR SHALL FIELD MARK ALL PROPOSED LOCATIONS FOR NEW STRIPING. FIELD MARKS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
3. ALL NEW SIGNS SHALL BE THE STANDARD SIZE PER THE CALIFORNIA MUTCD 2014 UNLESS OTHERWISE NOTED ON THE PLANS. ALL NEW SIGNS SHALL BE CONSTRUCTED WITH RETROREFLECTIVE SHEETING.
4. ALL NEW SIGNS SHALL BE MOUNTED A MINIMUM OF 7 FT ABOVE FINISHED GRADE.
5. UNLESS NOTED OTHERWISE, ALL EXISTING STRIPING AND SIGNING ARE TO REMAIN. LOCATION OF EXISTING SIGNS, STRIPING, AND PAVEMENT MARKINGS ARE APPROXIMATE ONLY.



DATE SIGNED: _____

NO.	DESCRIPTION	DATE

City of Palo Alto
Planning & Community Development Dept.
Transportation Division
250 Hamilton Avenue
Palo Alto, CA 94301
O: (650) 329-2441
F: (650) 329-2154

**BEFORE EXCAVATING
CALL U.S.A.
UNDERGROUND SERVICE ALERT
800-227-2600 OR 811
14 WORKING DAYS BEFORE ALL
PLANNED WORK OPERATIONS**

