



**Palo Alto Pedestrian and
Bicycle Advisory Committee**

Tuesday, February 1, 2022 at 6:15 P.M.

Join Meeting Via Zoom

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

Meeting ID: 838 1330 5635

PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE

No items are scheduled for this meeting.

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

PART II: OTHER ITEMS

- | | |
|---|---------|
| 1. CALL TO ORDER | 6:15 PM |
| 2. AGENDA CHANGES | 6:16 PM |
| 3. APPROVAL OF ACTION MINUTES (January PABAC meeting) | 6:18 PM |
| 4. PUBLIC COMMENTS | 6:23 PM |
| 5. STAFF UPDATES | 6:25 PM |
| a. Update on recent Council actions related to Grade Separations and share project related documents to learn more in preparation for future PABAC agenda items on this subject | |
| b. PAPD Update on Records System | |
| 6. DISCUSSION ITEMS | |
| a. SVBC Bicycle Network Priority Analysis Tool Presentation | 6:50 PM |
| b. 2022 OOT Priorities, Resources, and Workplan (Attachment – A), and how this relates to PABAC Workplan (Philip Kamhi, Chief Transportation Official will be available during this item) | 7:15 PM |
| 7. STANDING ITEMS | 7:50 PM |
| a. Grant Update – NONE | |
| b. CSTSC Update | |
| c. VTA BPAC Update | |
| d. Subcommittee Reports | |
| e. Announcements | |
| 8. ADJOURNMENT | 8:00 PM |

Future Agenda Items *(not a complete list)*

- El Camino Real (SR-82) plans from Caltrans - What did staff request?
- Potentially invite the Bloomington IN BPSC to attend one of our meetings (Bloomington is a potential domestic sister city to Palo Alto) - During BPTP Update
- Incentivize bike parking at Charleston Plaza shopping center (Rob Robinson brought this up, Councilmember Cormack raised the same issue at the 9 December 2021 S/CAP meeting)
- BPTP update timeline (public outreach, etc)

END OF AGENDA

ATTACHMENT – A

2022 OOT Priorities, Workplan and Current Staffing

Pedestrian and Bicycle Priorities and status

- S. Palo Alto Bikeways project (SRTS CIP) - awaits procurement process completion, design in 2022, must obligate funds in early 2023
- Bike Plan Update (TDA3 funds) - awaits Sr. Planner, project must complete by June 2024, must invoice for all funds by August 2024
- On-Demand Transit Launch (VTA Innovative Transit Grant) - Not a bike/ped project but will use OOT Planning staff time, must initiate project by Fall 2022
- Railroad Grade Separation & Safety Improvements CIP - ongoing
- Churchill/Alma Railroad Crossing Safety Improvements CIP - ongoing
- Churchill Enhanced Bikeway CIP – ongoing
- Charleston/Arastradero Corridor CIP– ongoing by Public Works (OOT staff as needed)
- Micro-mobility: bikeshare/e-scooters (staff time) - awaits Sr. Planner availability

Other Funded CIPs and status

- Bicycle and Pedestrian Transportation Plan Implementation - On hold due to staff working on priorities above, requires community engagement planning
- Quarry Road Improvements and Transit Center Access - On hold due to grade separation and other legal issues
- Emergency Vehicle Traffic Signal Preemption System Pilot - ongoing
- Parking District Implementation - ongoing
- Traffic Signal & Intelligent Transportation Systems - ongoing
- Transportation and Parking Improvements - ongoing

On-Going Responsibilities (Not an exhaustive list)

- Safe Routes to School programming, coordination, contracting, reporting (all six E's, including CSTSC planning)
- Development review (building and planning permits, includes large projects such as Castilleja, etc. and CEQA reviews)
- Planning project support (NVCAP, Housing Element Working Group, PTC/Council meetings, etc.)
- TDM plan review
- Traffic control plan review
- Signal system maintenance and adjustments
- Interdepartmental coordination (such as PW or Utilities requests, S/CAP planning)
- Regional/external coordination (with VTA, TMA, Caltrans, MTC, PAUSD, Managers Mobility Partnership, and others)
- Regional working group meeting participation
- MTC/VTA/other grants project funding/reporting compliance
- 311 responses, review, tracking, and resulting work
- Engineering work order development and tracking
- Responding to residents, visitors, agencies, and vendors calls/emails
- Uplift Local/parklets/street closure coordination

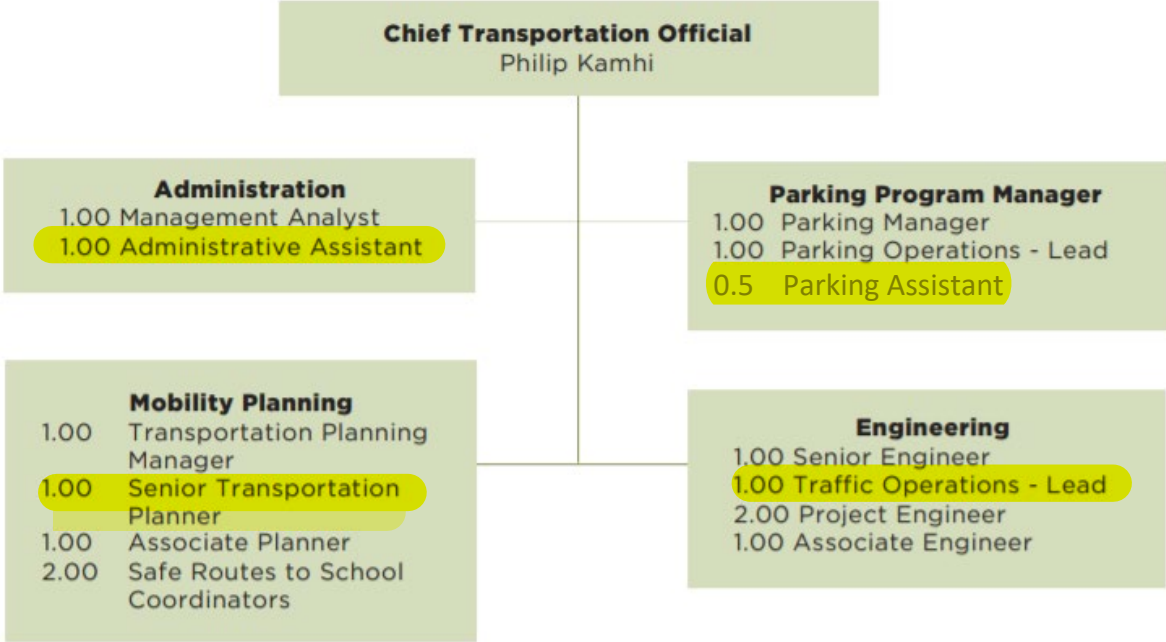
- Special event reviews
- Wide load truck permits
- Traffic data collection & analysis
- Collision follow-up
- Community engagement planning
- Project communications & coordination with CMO
- Parking operations (enforcement, permit sales, garages/lots operations, Smart Parking, RPP)
- Parking planning/workplan items
- Bicycle parking requests in the public ROW
- Traffic control/signage placement reviews/upgrades
- Staff report/presentation development/review and meeting support
- Online trainings/professional development
- Presentation/information requests from outside groups
- Website development/maintenance
- Contract/consultant management
- Contracting/procurement tasks
- Human resources tasks
- Review/payment of invoices
- Budget planning

Current OOT Staffing

3.5 FTE vacancies out of 15.5 FTE = 23% vacancy

Vacancies:

- Sr. Transportation Planner
- Transportation Engineer/Operations - Lead
- Administrative Assistant
- Parking Assistant - ½ time



FY 2022 POSITION TOTALS
 15.00 - Full-time
 1 - Part-time



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, January 04, 2022

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, Penny Ellson, Paul Goldstein, Robert Neff, Eric Nordman, Rob Robinson, Jane Rosten, Alan Wachtel, Bill Zaumen, Steve Rock, Richard Swent

Members Absent: Bruce Arthur, Kathy Durham,

Staff Present: Sylvia Star-Lack, Shrupath Patel

Guests: Ruchika Aggarwal, Transportation Project Engineer

PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE

No items

PART II: OTHER ITEMS

1. CALL TO ORDER – Chair Ken Joye called the meeting to order 6:15 p.m.

2. AGENDA CHANGES – None

3. APPROVAL OF ACTION MINUTES

Motion by Ms. Ellson, seconded by Mr. Paul Goldstein, to approve the minutes of the October 5, 2021 and November 2, 2021 meetings with the following amendments: Ms. Ellson submitted changes in writing for the October meeting minutes. Mr. de la Beaujardiere noted typo changes in the November meeting minutes on the second page, in the second line, budding should say abutting; on page 3, line 32, sharrows may not have been the correct word used; on page 6, line 9, The spelling of David Kohl should have been David Coale; on page 7, line 20, new may have been few. Motion passed 15-0, Rob Robinson abstained.

4. PUBLIC COMMENTS - None

1 **5. STAFF UPDATES**

2

3 **a. Bol Park and Wilkie Bridges Response from Public Works (Attachment A)**

4 Ms. Sylvia Star-Lack reported the letter was sent to Public Works. Three bridges have been
5 included for assessments in the Capital Improvement Program (CIP) list of projects, and a status
6 update was provided by the Project Manager Megha, which Ms. Star-Lack read in the meeting.
7 All immediate safety concerns at Bol Park will be addressed in the next couple of weeks, however
8 the bridge assessments will take a month or two to complete. Signs have been placed at Wilkie
9 Bridge to address the “slippery when wet” concerns.

10 Ms. Ellson requested the response from Public Works be included in the minutes for this meeting
11 **(Attached in the February agenda packet).**

12 In reply to Mr. Goldstein’s comment, Ms. Star-Lack stated Public works will be using a structural
13 engineer in the assessment process to determine if the decking can be replaced due to the possible
14 additional weight of a new decking, and Public Works is aware of the Palo Alto Pedestrian and
15 Bicycle Advisory Committee’s (PABAC) original request. Mr. Richard Swent stated one of the
16 concerns by Public Works with the structural integrity, had to do with the heavy trucks that
17 damaged the bridge while being used for the diesel spill in the creek.

18 Ms. Ellson expressed the concern of if the slippery-when-wet signs placed at the Wilkie Bridge
19 would be enough to eliminate the potential risks.

20 **b. Alma/Meadow Median Island & Signal Pole Project (Attachment B)**

21 Ms. Star-Lack introduced Ms. Ruchika Aggarwal, Transportation Project Engineer, to provide an
22 update on the Alma/Meadow Median Island & Signal Pole Project. Public works decided to update
23 the median since the pole already needed to be fixed. A pedestrian push button will be added, and
24 the corner facing Meadow will be streamlined since the crosswalk is also a school crossing. The
25 design has been completed and the project contract was approved. The materials are in stock, and
26 the project is expected to take about six months to complete. The method of detection for bicycles,
27 for both streets is camera detection. Once the stencils have been added to the bike lane, bicycles
28 using the pedestrian buttons to stop traffic should become less of a problem. The turning radius of
29 the corner for vehicles will be 28 feet. Ms. Star-Lack will add to the South Palo Alto Bikeways
30 project that the bike lane should be continuous on East Meadow to Alma. Striping for a bike lane
31 cannot currently take place without also striping the entire neighborhood. Committee concerns for
32 this project included adding striping for a bike lane, the radius for cars to turn at the intersection
33 be more conducive to speed control, and bikes trying to get to the retail area from the opposite
34 corners of the Alma intersection.

35 In reply to Nicole Zoeller Boelens question, Ms. Aggarwal stated most projects that include
36 modifications are brought before PABAC for feedback, the original engineer for this project is no
37 longer with the City and she was unable to find if that had happened with this project, and believes
38 that this project may have fallen through the cracks as it had originally been tagged as a traffic
39 signal pole project that evolved into a median design for pedestrians project.

1 Chair Joye suggested all the committee members who expressed concerns, send an email to
2 Transportation@CityofPaloAlto.org with “BPTP Update” in the subject, and use 3-1-1 which is a
3 way for PABAC members to propose projects that are more short term.

4 Mr. Goldstein motioned that PABAC draft and submit a letter to Public Works to consider adding
5 a change order to this project for a bike slot to be added on the east side of Alma into the frontage
6 road between Meadow and the entrance to the Alma Plaza shopping center, so that bicycles can
7 safely make the turn at Alma and E. Meadow. Ms. Ellson seconded the motion. The motion passed
8 unanimously.

9 Ms. Star-Lack provided an update on the BPTP bike plan project. The Bike Plan will get started
10 once a Sr Planner is hired, interviews have taken place and a great potential candidate is selected
11 and negotiations are in process. Ms. Star-Lack reported the Palo Alto Police Department (PAPD)
12 records database update has a meeting scheduled to meet with the PAPD to discuss the new system
13 software, what it allows PAPD to do and not do, and what policy allows them to do and not do.
14 Ms. Star-Lack is going to attempt to get clarifications on the project status, afterwards an invitation
15 will be extended to the Lieutenant to come to a PABAC meeting for a discussion centering around
16 that information and to answer PABAC questions pertaining to the timing of PAPD reports.
17 Redacting happens when staff requests Police reports, staff is not permitted to share some of that
18 information.

19 **6. DISCUSSION ITEMS**

20

21 **a. Elections for Chair and Vice-Chair**

22 Mr. Swent nominated Mr. Art Liberman for the position of Chair. Vice-Chair Liberman stated
23 that was acceptable to him, however due to his age, if he was elected, he would like a Vice-Chair
24 from a different generation.

25 Mr. Goldstein nominated Ms. Penny Ellson for the position of Chair. Ms. Ellson stated that the
26 nomination is acceptable to her.

27 Upon voting, the vote for Mr. Liberman was 8, the vote for Ms. Ellson was 8. Due to the tie, Vice-
28 Chair Liberman rescinded his nomination so Ms. Ellson would become Chair.

29 Ms. Ellson expressed a thank you to all committee members.

30 Mr. Zaumen nominated Mr. Liberman for Vice-Chair, Vice-Chair Liberman accepted the
31 nomination. Upon voting, the vote for Vice-Chair Liberman to remain Vice-Chair was 16-0.

32 **b. PAUSD School Relocations to Greendell/Cubberley**

33 Eric Holm, Director of Facilities for PAUSD, provided a presentation on the information for the
34 PAUSD school relocation to Greendell/Cubberley, and how those relocations might affect the
35 biking in the area around Charleston. The presentation began with the plans to reconstruct Hoover.
36 Three options were presented for circulation of traffic. The City recently completed extensive
37 improvements along E. Charleston, depending on the curb cuts there may need to be modifications.
38 Mr. Holm suggested possibilities could be adding a school hours timed signal between the Nelson

1 and Carlson intersection signals or a school crossing. PAUSD is attempting to solve the traffic
2 circulation concerns prior to determining the location of the new buildings that will be constructed.
3 Hoover is considered a 50/50 ratio school with the foot and bike traffic being close to equal in the
4 number of vehicles, and it is a choice school in that anyone in the district are allowed to attend the
5 school. PAUSD is attempting to construct the school in a manner that will be a fifty-to-sixty-year
6 solution. Hoover is expected to begin construction eighteen (18) months from now.

7 Beginning the next academic school year, the Palo Verde project will start, and it will be a 2.5-
8 year build with extensive affects to the school and the neighborhood as there would be zero parking
9 available on campus. There is capacity availability at Greendell/Cubberley School. By adding
10 buildings to the parking lot, it will enable PAUSD to transfer the entire Palo Verde campus to
11 Greendell for a year, with the intent to move Hoover to Greendell for two years once Palo Verde
12 has returned to their campus. They are working with the City to try repurposing a bus route for the
13 students who are located furthest from the Greendell site. There have been initiatives working with
14 Safe Routes To School to accommodate the walking and cycling traffic that will be directed to
15 Greendell which include city improvements on the E. Charleston thruway, adding sharrows, and
16 training bikers on the safest route to that location. It is 1.3 miles from Palo Verde to Greendell, so
17 they do not anticipate much foot traffic. In addition, the adult education at Greendell will be moved
18 from that location to make room for the relocation. Once students get past the Middlefield
19 intersection, there is a bike path and a pedestrian walk path. The SRTS member who teaches at
20 Palo Verde will be working with the team to help mitigate the challenges at the Middlefield
21 intersection, and the City has proposed adding additional crossing guards.

22 Committee member questions and concerns were addressed by Mr. Holm and included making it
23 too convenient for Hoover vehicle traffic which could in turn promote more vehicle traffic, how
24 to mitigate traffic on Nelson Dr. for Hoover parents doing drop-offs, if the building has been
25 looked at relative to the Building for Excellence Traffic Safety Guidelines, if bussing will be
26 offered from Palo Verde, the students coming through Mitchell Park to get to Nelson will be
27 flowing in the opposite direction of the students walking and biking to Fairmeadow and JLS middle
28 school, the need for crossing guards and crossing signals at Montrose and Middlefield and at Louis
29 Road crossing Charleston, plans should legitimize the Waverley bicycle/pedestrian path as an
30 important bike/pedestrian connector to superblock schools and city facilities and the rest of the
31 city, transportation management and encouraging car-pooling for the new Hoover, developing
32 more space for car queuing is a concern due to how little time it is utilized during the day, the bike
33 box at Fletcher is a good model that might be an option to consider, the portables will remain
34 contained in the Greendell portion of the lot and will not cut off current bike trails that are in place,
35 pedestrian pathways from the auto parking need careful planning, bike parking at Cubberley and
36 how children get to it from the street and from there to their classes, pre-school vehicle traffic
37 access points at Greendell, whether a bike box is something an elementary student could navigate
38 comfortably, maintaining the Cubberley and Greendell bike trails from Green Meadow, the
39 importance of the City of Palo Alto Adopted School Commute Corridor on Nelson Drive which
40 has significantly more foot and bike traffic than cars, separating bell times could be a possible
41 solution for traffic calming, Hoover traffic calming on campus, improving the Waverly bike path
42 to Safe Route status, there will be a dot map for Hoover like the one created for Palo Verde so
43 student traffic routes can be researched more thoroughly. Ms. Ellson said that PAUSD central
44 office staff, bond measure project manager and Hoover site principals were consistently
45 represented in the multi-million dollar planning and construction process over 20 years for the

1 Charleston-Arastradero Plan at the CSTSC, staff-to-staff meetings, and through a Stakeholders
2 Committee organized by the city. Throughout the planning process, the city asked repeatedly
3 whether the one-way site circulation would remain the same, and the city was assured by PAUSD
4 representatives that it would. The Charleston segment of the project between Middlefield and
5 Carlson, including a new dedicated right turn pocket into campus, were specifically designed to
6 integrate Hoover ES existing transportation needs and proposed future needs based on an approved
7 master plan for the Hoover site with a one-way circulation plan.
8 Ingress and egress on the east side of campus was previously explored, and it was found that it
9 created problems for Stevenson House parking lot access. With this option, Hoover drivers would
10 stack on WB Charleston, blocking ingress/egress to the senior facility. Placing ingress and egress
11 on the west side of campus will create new motor vehicle conflicts for students and other foot-
12 powered people at the mouth of the Waverley bike/ped path. Ms. Ellson asked whether PAUSD
13 had studied on-site auto stacking capacity for the new site plan concepts. If cars stack on
14 Charleston, this will create serious congestion problems during the morning peak time when
15 inbound regional commuter traffic and school commute traffic converge. If road capacity is added
16 to accommodate auto stacking on the road, the excess capacity will encourage speeding at times
17 of day when traffic volumes are much lower, including afternoon school commute times, creating
18 risk for students. These needs were carefully balanced with the new road design.
19 Chair Joye thanked Mr. Holm for the information and opportunity to provide feedback.

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

21 Deferred to a future meeting due to lack of time.

22 **7. STANDING ITEMS:**

- 23
- 24 **a. Grant Update** – None
 - 25
 - 26 **b. CSTSC Update** – There are a couple months’ worth of updates included in the
27 meeting packet
 - 28
 - 29 **c. VTA BPAC Update**
 - 30

31 Mr. Neff reported:

- 32
- 33 1. There was vote in December for the new Chair with the chapter of the Valley
34 Transportation Authority (VTA) Bicycle Technical Guidelines, Stacy Banerjee was voted in as the
35 new Chairperson (Los Altos). There was a Better Bus Stops Review which focused on high-
36 frequency stops and bus stop improvements throughout the valley, so the area they were working
37 on did not include Palo Alto. The Central Bikeway feasibility draft report was completed and
38 presented BPAC and is open for comments through Friday, January 7th, and Mr. Neff sent the

1 email with that information. The plan shows a protected bikeway from Lawrence and El Camino
2 in Santa Clara to Mabry and White in east San Jose, the total distance is more than ten miles.

3
4 2. Mr. Neff thanked Ken Joye for doing a great job the last two years as Chair.

5
6 **d. Subcommittee Reports**

7 Mr. Neff suggested a Subcommittee be formed to help keep track of the updates on the repaving
8 of the Addison project and other projects which affect the bicycle networks. The subcommittee
9 could share information and keep the PABAC committee apprised of upcoming roads to be paved
10 which would allow PABAC to proactively have needed conversations about the areas prior to the
11 repaving taking place. Possible tasks for the subcommittee could be tracking what is in the biking
12 network that should be repaved, developing proposals that can be vetted a month before the roads
13 are painted, and tracking what is on the Public Works repaving project website. Mr. Nordman and
14 Mr. Neff volunteered to work together for this subcommittee. Ms. Ellson requested connecting
15 them with the people who attend school on Addison since there is relevance to how the schools
16 are using Addison during certain times of the day. Ms. Star-Lack reported Public Works has
17 suggested they may be pushing back on the Addison project so there may still be time to submit
18 requests, she will research that and provide a follow-up. Mr. Wachtel suggested this might be
19 something Mr. Goldstein has an interest in, and paving plans are generally posted five years in
20 advance.

21 **e. Announcements**

22 Mr. Boelens announced SRTS has been working on getting the City to adopt the Safe Systems
23 Road Safety Policy. At the previous PTA council, they double motioned to support that City
24 Council adopt the policy that includes infrastructure project designs and why a particular design
25 is the safest as it relates to repaving projects. Additionally, a traffic engineer would be
26 investigating every fatal crash to provide information on how to improve safety, not just liability
27 information. A letter is being drafted for City Council and PABAC will be copied.

28 **8. ADJOURNMENT** at 8:48 p.m.

29 **Future Agenda Items**

- 30 • Incentivize bike parking at Charleston Plaza shopping center
31 • Formalize use of “colleagues memos” to allow for circulation of ideas which cannot be sent to
32 the PABAC distribution list
33 • Potentially invite the Bloomington, IN, BPSC to attend one of our meetings (Bloomington is a
34 potential domestic sister city to Palo Alto)
35 • BPTP Update timeline
36 • El Camino Real (SR-82) plans from Caltrans
37 • Bicycle Rideshare status
38 • E-Bikes in Parks
39

This email was read out at the January PABAC meeting.

Bol Park/Wilkie Bridge update for January PABAC

From: Bansal, Megha <Megha.Bansal@CityofPaloAlto.org>
Sent: Monday, December 20, 2021 11:26 AM
To: Star-Lack, Sylvia <Sylvia.Star-Lack@CityofPaloAlto.org>
Subject: RE: **Bol Park/Wilkie Bridge update for January PABAC**

Hi Sylvia,

Please see update below.

Public Works Engineering has included Bol Park and Wilkie Bridges for assessment by a structural engineering firm as part of the City Bridge Improvements capital improvement program (CIP) project (PE-20001). Site inspections for the bridges are tentatively scheduled in the 2nd and 3rd week of January, weather permitting. We'll provide preliminary findings and recommended improvements soon after the inspections.

Roger and I visited all three bridges this morning to visually inspect their condition. We identified about 10 deck planks at Bol Park Bridge (Arastradero side) to have decayed material and/or cracked surfacing. Roger's crew is planning on replacing these deck planks in the next couple of weeks as the preliminary structural assessment would take a month or so. I understand PABAC is concerned about bumpiness of the wood surfacing at the other Bol Park Bridge and slippery surfacing when wet at Wilkie Bridge. There are signs placed at Wilkie Bridge notifying the bicyclists about slippery surface when wet. However, these concerns will be reviewed with the consultant as we conduct site assessments in January and will provide further updates.

Please let Roger or I know if you have any questions.

Thanks and Happy Holidays!
Megha



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.

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

This Packet Includes:

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



From: Art Liberman <art_liberman@yahoo.com>
Sent: Tuesday, January 11, 2022 7:57 AM
To: Transportation <Transportation@CityofPaloAlto.org>
Subject: BPTP Update

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

I suggest that the BPTP Update include a priority to pave the Adobe Creek Loop trail in the Baylands. This would create a paved connection to the network of paved trails in Byxbee Park, especially for those cyclists coming from south Palo Alto. Paving the Adobe Creek Loop Trail would make this area accessible to cyclists who now use the new Bike-Ped bridge over the 101 freeway but who will not or cannot ride over the rough gravel paths. I am a member of a group of retired cyclists who now use the trails in Mountain View exclusively because of our mutual aversion and safety concerns of riding over unpaved, sometimes rutted gravel paths.

Arthur Liberman
[Sent from Yahoo Mail for iPad](#)

From: pennyellson12@gmail.com <pennyellson12@gmail.com>
Sent: Thursday, January 6, 2022 1:20 PM
To: Rothstein, Jane <evucation134@yahoo.com>; PABAC <PABAC@CityofPaloAlto.org>; PABAC_DL <PABACDL@CityofPaloAlto.org>
Cc: Transportation <Transportation@CityofPaloAlto.org>; Liberman, Art <art_liberman@yahoo.com>
Subject: RE: Request for PABAC Agenda Items and BPTP Update

Hi Jane,

Thanks for your note. PABAC's role is advisory to staff. Advocacy is not our purview.

I am copying staff on this note to see if they have anything to add to my remarks.

The City School Traffic Safety Committee (CSTSC) has a PTA arm that does do advocacy, though at the CSTSC meetings the PTA's role is only advisory. PTAs do advocate for bike/ped safety education of PAUSD students and parents through the schools.

A small group recently started a new advocacy group called WalkBikePaloAlto. <http://walkbikepaloalto.org/bike-palo-alto-2021/wbpa/> I'll admit we have been slow getting it off the ground. This nascent advocacy group has among its goals getting more bike/ped safety education and encouragement offered for more people of all ages and abilities. Engaging with this group might be one place for you to start on advocacy.

With regard to PABAC's role: We can advise staff on goals, policies and programs related to education and encouragement through the BPTP planning process. We can always advocate separately, as individual citizens, not wearing our PABAC hats.

Policy T-6.6 of the current Comp Plan ***Use engineering, enforcement, and education tools to improve safety for all users on City roadways coupled*** with Program T6.6.2 supports what you are asking for. Maybe the next BPTP should be more explicit about specific goals, policies and programs for expanding bike/ped safety ed. beyond the schools. **May I suggest that you send a specific request to Transportation @cityofpaloalto.org with BPTP Update in the Subject Line as staff has asked us to do?**

I appreciate what you are asking for. Robust education and encouragement programs were important ingredients that boosted the explosive growth of walking and biking to PAUSD schools once routes started getting engineered to be safer. If you look at the data, rapid growth closely follows implementation of ed/enc programs district-wide, reaching every student, every school year. Legions of parent volunteers enabled that with collaborative support and guidance of city SRTS staff.

Training more LCIs who can teach/coach people in other age and ability groups would help. Extending *Enjoy!* catalog bike/ped safety education offerings might be a good place to start. We might set more specific goals with regard to that in the BPTP.

I have been creating a running list of BPTP items to consider. I will add this to my list, but I hope you will use the process **in bold above** to submit a BPTP request.

Thanks for reaching out.
Penny

From: EV UCATION <evucation134@yahoo.com>
Sent: Thursday, January 6, 2022 10:16 AM
To: 'PABAC' <pabac@cityofpaloalto.org>; 'PABAC_DL' <pabacdl@cityofpaloalto.org>;
pennyellson12@gmail.com
Subject: Re: Request for PABAC Agenda Items

Thanks, Penny and Art,

Agenda item: Is there a role for PABAC in advocating biking education and/or active transportation coaching, both of which are effective in promoting more biking?

Kind regards,

Jane

*Jane Rosten, MSW, LCSW
Environmental Behavior Change Specialist
Co-founder/Managing Partner, EVucation, LLC <http://www.evucation.com>
Psychotherapist/Health Educator (includes Climate Anxiety/Solutions)*

On Wednesday, January 5, 2022, 05:49:48 PM PST, pennyellson12@gmail.com
<pennyellson12@gmail.com> wrote:

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

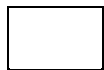
PABAC Colleagues,

As your 2022 Chair, with my leadership partner, Art, I am writing to ask you to please suggest agenda items for future meetings. Art and I plan to meet for the first time with staff on January 13 for my orientation and agenda planning. It would be helpful to get your requests at least a day or two in advance of that meeting.

We are interested in useful background information on any items you submit. If, from your perspective, there is some time constraint or reason for urgency, please share that as well.

Thanks for all you do to help improve foot-powered transportation in Palo Alto. I'm grateful to work with you.

Penny



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