



**Palo Alto Pedestrian and
Bicycle Advisory Committee**

Tuesday, April 5, 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

REVISED AGENDA (3/31/2022)

PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE

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|---|---------|
| 1. CALL TO ORDER | 6:15 PM |
| 2. Adoption of a Resolution Authorizing Use of Teleconferencing for Pedestrian and Bicycle Advisory Committee Meetings During Covid-19 State of Emergency (See attached Resolution) | 6:18 PM |
| 3. AGENDA CHANGES | 6:20 PM |
| 4. PUBLIC COMMENTS
Note: Written comments submitted by email to Transportation@CityofPaloAlto.org between 12:00pm on February 23, 2022 and 12:00pm on March 21, 2022 are attached with the agenda packet. | 6:22 PM |
| 5. DISCUSSION ITEMS | |
| a. BPTP 2012 Evaluation and Project Status spreadsheet—In Progress Draft
Revised Attachment A | 6:25 PM |
| b. Potential PABAC review of BPTP Update proposals | 6:30 PM |
| c. Potential PABAC review of the draft BPTP Update consultant scope of work | 6:40 PM |
| 6. ADJOURNMENT | 6:50 PM |

PART II: OTHER ITEMS

- | | |
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| 1. AGENDA CHANGES | 6:50 PM |
| 2. APPROVAL OF ACTION MINUTES | 6:52 PM |
| 3. PUBLIC COMMENTS | 6:57 PM |
| 4. STAFF UPDATES | 7:00 PM |
| a. City Municipal Code clean-up effort | |
| b. S. Palo Alto Bikeways project | |
| c. Current development project: 2850 W. Bayshore Road (Off-site improvements on page 56 of link) | |
| d. El Camino Real Repaving status (See Attachment B—Updated Fact Sheet) | |
| e. Bridge maintenance project status | |
| f. New “I Bike Palo Alto” shirts | |

5. DISCUSSION ITEM 7:20 PM
- a. Current Development Project: [1700 Embarcadero Road](#) (Site Plan on page 2 of link)
- *Note:* Site plans are shared for reference only. OOT staff will provide more information related to the potential multi-use path on the property frontage. At this time, the project has not proposed a multi-use path, so it is not shown on the site plans.
6. STANDING ITEMS 7:45 PM
- a. Grant Update - None
- b. CSTSC Update – See Attachment C, CSTSC Meeting Notes (February 2022)
- c. VTA BPAC Update
- d. Subcommittee Reports
- e. Announcements
- f. Future Agenda Items
- Reducing ministerial barriers to getting bike parking approved on established private developments
 - PABAC Review of private development projects
 - California Ave/Ramona Street Closure Feasibility Study
 - S. Palo Alto Bikeways project status/grant proposal
 - Incentivize bike parking at Charleston Plaza shopping center
 - El Camino Real (SR-82) plans from Caltrans
 - Potentially invite the Bloomington IN BPSC to attend future PABAC meetings
 - BPTP Update/Timeline (public outreach, etc.)
7. ADJOURNMENT 8:00 PM

END OF AGENDA

NOT YET APPROVED

Resolution No. ____

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

R E C I T A L S

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

NOT YET APPROVED

The Pedestrian and Bicycle Advisory Committee RESOLVES as follows:

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

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

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

INTRODUCED AND PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

Staff Liaison

Chair of PABAC

APPROVED AS TO FORM:

APPROVED:

Deputy City Attorney

Chief Transportation Official

REVISED Attachment A: BPTP 2012 Evaluation and Project Status—IN PROGRESS DRAFT

BPTP 2012 Top Recommended Projects by Category

Across Barrier Connections

ID	Name	Project Summary	Progress to Date
ABC-1	Adobe Creek 101 Crossing	Construct overpass of Highway 101 between Adobe Creek and W. Bayshore Rd with Bay Trail and Baylands Nature Preserve	Completed
ABC-2	Caltrain/Alma Barrier Crossing at Matadero Creek	Construct new underpass of Caltrain tracks and Alma Street in the vicinity of Matadero Creek	Not Initiated
ABC-3	Palo Alto Transit Center/University Avenue Undercrossings	Widen and improve existing sidewalk undercrossing along University St at transit center	Not Initiated
ABC-4	California Ave Caltrain undercrossing improvements	Reconstruct and widen the California Ave undercrossing of Caltrain/Alma to improve user access and to meet pedestrian accessibility best practices.	Not Initiated
ABC-5	Matadero Creek Highway 101 crossing	Improve existing informal undercrossing of Highway 101 at Matadero Creek to Class I trail standard, with ability to withstand 5-yr flood event	Not Initiated
ABC-6	Newell Road Bridge Crossing at San Francisquito Creek	Provide enhanced (dedicated) bicycle and pedestrian facilities and planning as part of the Newell Road Bridge replacement project, an identified high priority for the City due to the bridge's "obsolete" classification by Caltrans.	Engineering: Preparing Construction Plans
ABC-7	Middlefield Rd undercrossing at San Francisquito Creek	Develop undercrossing of Middlefield Rd as part of multi-jurisdictional creek trail development project	Not Initiated

Trails (Class 1 Bikeways)

ID	Name	Project Summary	Progress to Date
TR-1	Embarcadero Rd /Rinconada Park Sidepath	Widen existing sidewalk between Newell and Middlefield along the north side of Embarcadero Rd to accommodate a Class I Trail segment. Sidepath would connect Churchill/Coleridge bike lanes to Newell Rd bike facilities, and provide direct access	Not Initiated

		to Walter Hays and Rinconada Park entrance without significant impact to Embarcadero roadway operations	
TR-2	Adobe Creek Reach Trail	Upgrade the existing Santa Clara Valley Water District (SCVWD) maintenance road to a Class I Trail facility from W. Bayshore Road at Adobe Creek to E. Meadow Drive. This trail would help connect the future overcrossing to the bicycle network.	Completed
TR-3	Existing Trail Access Improvements	Remove existing safety corrals that impede convenient travel and trailer access; reconfigure approaches with accessible ramps, striping, and signage/bollards as appropriate. Priority locations include: <ul style="list-style-type: none"> - Bol Park Path at Matadero Ave - 101/Embarcadero overcrossing approaches - Gunn HS path at Georgia Ave, Miranda Ave - Adobe Creek 101 underpass approaches - Bryant St Bike Blvd Matadero Creek bridge - Adobe bridge approaches at Duncan Place and Creekside Drive 	Completed
TR-4	Bol Park/Los Altos Trails Lighting Project	Install pathway or pedestrian-scaled lighting along popular school commute trail to improve early morning and evening visibility and safety	Partially Completed
TR-5	Churchill Rd sidepath	Extend existing Class I trail (Caltrain path) along north side of Churchill Rd to Stanford University trailhead by widening existing sidewalk adjacent to Paly HS	Engineering: Preparing Construction Plans
TR-6	Geng Rd Trail (Bay Trail) Widening/Repaving	Upgrade Geng Rd path to Class I standards in coordination with Baylands Athletic Center improvement project	Planning: Part of the Athletic Center or Bayland Golf improvements
Bike Lane / Sharrow Striping (Class 2 & 3 Bikeways)			
ID	Name	Project Summary	Progress to Date
BK-1	Charleston/Arastradero Enhanced Bikeway	Phase 2 improvements to include enhanced bike lane striping (green lanes, intersection-through-markings, and bike boxes as appropriate), installation of permanent median islands, improved ped/bike crossings at key north-south bikeway connections, and select spot improvements (El Camino Real, Middlefield)	Construction

BK-2	N California Ave Enhanced Bikeway	Potential cycletrack or enhanced striping and signage of existing substandard (time restricted) bike lanes to improve safety and access to Caltrain and Jordan Middle School	Completed
BK-3	Channing Ave Enhanced Bikeway	Provide enhanced bicycle markings in the short term between Homer Avenue and Greer Road in conjunction with roadway resurfacing. Longer term, consider potential for separation of bicycles and automobile traffic through design of a two-way cycletrack facility that connects to the Newell Road and Channing/homer Enhanced Bikeways as part of the "Civic Center Loop" concept that includes the existing Embarcadero/Caltrain trail, the Castilleja-Park-Wilkie Bicycle Boulevard, and the California Avenue Enhanced Bikeway.	Partially Completed
BK-4	Lytton Avenue/Alma Street/Sand Hill Road Enhanced Bikeway	Replacement of substandard bicycle lanes and incorporation of enhanced bicycle markings (super sharrows and lead-in bike lanes/boxes), pedestrian countdown displays, ADA curb ramps, and select curb extensions on Lytton Avenue as part of the upcoming repaving project. Enhance existing Class II bike lanes on Alma Street and Sand hill Road; consider cycletrack or new Class I trail along the Caltrain/El Camino Park frontage as part of the park improvement project and Stanford medical Center expansion mitigation. This enhanced bikeway may be considered as an alternative to the Everett Avenue ABC concept identified in the 2003 Bicycle Transportation Plan and Stanford Medical Center Expansion EIS.	Completed
BK-5	Homer/Channing Avenue Enhanced Bikeway	Provide dedicated or enhanced shared bike facilities from the Homer Avenue underpass to Guinda Street in order to improve connections to the Homer Street underpass and develop the "Civic Loop" bikeways concept. At minimum, provide contra-flow bike lane on Homer Avenue from Alma to high Street, and convert High Street to two-way flow to Forest or Hamilton Avenue (for downtown access). East of Emerson Street this enhanced bikeway corridor can be established through shared lane markings and signage, conversion of a vehicle traffic lane into a Class II bicycle lane, or conversion of either Homer or Channing Avenue into a two-way cycletrack.	Partially Completed
BK-6	Citywide Sharrow Markings Project and Wayfinding Signage	Mark all existing and proposed Class III facilities that meet minimum pavement condition and placement standards with sharrows. Wayfinding signage improvements at strategic locations within the bikeway network, with emphasis on improving navigability of community centers, parks and school grounds and	Completed: Ongoing as part of the street repaving

		coordinated signage with adjacent jurisdictions. As an interim measure, sign and mark appropriate segments of the future bicycle boulevard network streets as Class III Bike Routes.	
BK-7	Meadow Dr/El Camino Way/Los Robles Enhanced Bikeway	Potential cycletrack redesign or enhanced striping and signage of existing bike lanes between La Donna and Meadow Dr along Los Robles/El Camino Way; enhanced striping and signage along Meadow Dr bike lanes from El Camino Way to Fabian	Partially Completed
BK-8	Newell Rd Enhanced Bikeway	Provide enhanced bicycle markings or potential two-way cycletrack from Homer/Channing enhanced bikeway to Jordan Middle School/ California Ave	Completed
BK-9	Fabian Way Enhanced Bikeway	Potential cycletrack or enhanced striping and signage of existing substandard (time restricted) bike lanes to improve safety and access to Adobe Creek Highway 101 crossing, Charleston bike lanes	Concept
Bicycle Boulevards			
ID	Name	Project Summary	Progress to Date
BB-1	Castilleja-Park-Wilkie	Signage, striping, and spot improvements from Churchill to Charleston Rd	Partially Completed : Park Blvd and Wilkie Way Improvements Project
BB-2	Matadero/Margarita	Corridor enhancements. Improvements to consider include: - Matadero Ave bicycle chicanes, ADA/safety upgrades at El Camino Real approach, Wayfinding signs and pavement markings - El Camino Real: crosswalk realignment, signal detection upgrades, potential center median refuge and partial diversion at Margarita	Partially Completed : Sharrow markings on Matadero Ave
BB-3	Bryant Street	Wayfinding signs and pavement markings south of Bryant Street. Spot improvements for additional safety and comfort, including Churchill/Coleridge Avenue spot improvement and arterial crossing enhancements at University Avenue, Meadow Drive (consider beacon or signal), Charleston Road, and San Antonio Road at Nita Drive into Mountain View.	Concept: Part of NTSBB Project

BB-4	Ross/Louis Rd Bicycle Blvd	Spot improvements throughout corridor, including wayfinding signs and pavement markings. Priority locations and treatments to consider include: - Traffic circles at Moreno Avenue, Ames Road, and Mayview Avenue - Chicanes with bicycle pass-through at Louis Road - Revised center median at Charleston Road, Montrose Avenue/Middlefield Avenue at Cubberly Community Center entrance.	Completed
BB-5	Webster St Bicycle Blvd	This project will further develop Webster Street into an attractive bike route (and alternative to Middlefield Road) for school-related travel and trips between north and south Palo Alto. Wayfinding signs and pavement markings should be placed along the corridor.	Not Initiated
BB-6	Amarillo/Moreno	Wayfinding signs and pavement markings from Middlefield Road to West Bayshore Road.	Completed on Moreno Ave -Concept plans done for Amarillo Ave
Intersection Spot Improvements			
ID	Name	Project Summary	Progress to Date
INT-1	El Camino Real bicycle crossings project	Consistent intersection through-striping and related improvements at major existing bike crossings of El Camino Real. Priority locations include: - Sand Hill Way Trail - Quarry Rd to Palo Alto Transit Center - PAMF crossing to Stanford U. - Churchill Rd - Park Blvd/Serra Rd - Stanford Ave - California Ave - Los Robles/El Camino Way - Maybell Ave/El Camino Way - Meadow St - Charleston/Arastradero	Not Initiated

INT-2	Charleston at Middlefield through-bicycle lanes	Re-channelize Charleston Rd approaches to Middlefield Rd to improve bike lane positioning and reduce right-turn conflicts with vehicles. Consider a right-turn only lane for vehicles with a dedicated through-bike lane, intersection through-markings, and related signal enhancements as needed	In Construction
INT-3	High Street at University Avenue	(Top Collision location); New curb extension(s) and ramps on the west side of High Street; enhanced crosswalk striping and signage.	Completed
INT-4	Hanover St at Page Mill	Reconfigure number and width of vehicular travel lanes to connect existing bike lanes; include intersection through-markings and striping of two-step turn for access to Hanover sidepath	In Construction (County)
INT-5	El Camino Real at Embarcadero Rd	Removal of "pork chop" islands and relocation/replacement of signals (as necessary); installation of new curb ramps, enhanced crosswalks, and sidewalk improvements similar to those constructed at Stanford Avenue and El Camino Real. Additional attention should be paid to improving the bicycle connection from the Town & Country Shopping Center to/from the existing Caltrain Class I pathway.	Engineering; Project removed due to Grade Sep Project
INT-6	Churchill Ave at El Camino Real	Removal of "pork chop" islands and related improvements to facilitate future potential trail connection from Stanford University path to Castillej-Park-Wilkie Bicycle Boulevard and Embarcadero (Caltrain) Path along north side of Churchill Rd	Engineering: Preparing Construction Plans



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, March 1, 2022

6:15 P.M.

VIRTUAL MEETING

Palo Alto, CA

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

Members Absent: Bill Zaumen, Richard Swent

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

Guests: Philip Kamhi, Chief Transportation Official; Mr. Ripon Bhatia, Office of Transportation Engineering; Lisa Rayle, Volunteer with Silicon Valley Bicycle Coalition (SVBC), David Coale

PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE

1. Call to order

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

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

Mr. Paul Goldstein moved to pass the resolution, seconded by Ms. Kathy Durham.

The resolution was passed unanimously.

3. AGENDA CHANGES

None

1 **4. PUBLIC COMMENTS**

2 *Written comments submitted by email to Transportation@CityofPaloAlto.org between*
3 *12:00pm on December 22, 2021 and 12:00pm on January 24, 2022 are attached with the*
4 *agenda packet.*

5 None

6 **5. STAFF UPDATES**

7 **a. PABAC role in Bicycle/Pedestrian Transportation Plan (BPTP) consultant**
8 **selection**

9 Ms. Sylvia Star-Lack reported she spoke with the Palo Alto City Attorney regarding PABAC's
10 participation in selecting the BPTP consultant and it is potentially legal for one PABAC member
11 to sit on the Proposal Review Panel, however, there are caveats involved. This person would have
12 to follow strict confidentiality requirements and would not be allowed to speak to other PABAC
13 members or anyone else outside of the Panel during the process. During the 2012 selection there
14 was a PABAC member on the panel. The next phase would be to contact the procurement office
15 to let them know there is an interest, find out what the due diligence will be due to the
16 confidentiality guidelines, and inquire the length of time it would delay the Right For Proposal
17 (RFP)/hiring of the consultant.

18 Mr. Goldstein recalled participating in the process in a previous round of selecting a consultant
19 and did not recall the process for PABAC to participate being as controlled or formal as described
20 and inquired if PABAC will be allowed to see the RFP document.

21 Mr. Robert Neff agreed with Mr. Goldstein when he was asked to provide input during two prior
22 procurement selections.

23 Mr. Arnout Boelens likes the idea of a PABAC member on the panel and inquired the time
24 commitment involved. Ms. Star-Lack said the time commitment to be involved in the hiring panel
25 would depend upon how many bids are received.

26 Vice Chair Art Liberman asked if the hiring criteria could be shared with PABAC during the
27 process. Ms. Star-Lack replied that the hiring criteria can be shared as the City uses standard hiring
28 criteria; however, it can only be shared at a Brown-Acted meeting, and it is possible for PABAC
29 to add criteria.

30 Ms. Durham agrees with PABAC being advisory and she has also been involved in prior
31 procurement meetings and believes having input on the criteria in addition to being present on the
32 panel, is an excellent way to move forward. Several PABAC members have many more years
33 involved in bicycle and pedestrian planning as citizens, than staff.

34 Chair Ellson inquired when Mr. Ozzy Arca work with the scoping and the RFP process will begin.
35 Ms. Star-Lack explained Mr. Arca is present for this meeting and Ms. Star-Lack stated she
36 anticipates he will begin working on the projects in the next month or two and PABAC will be
37 allowed to see the RFP document once it goes out.

1 Mr. Eric Nordman inquired if there is a consensus for advisory only or a panel seat. Ms. Star-Lack
2 stated there cannot be a consensus/vote on a BPTP item until it is added to the agenda.

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

4 **PART II: OTHER ITEMS**

5 **1. AGENDA CHANGES**

6 None

7 **2. APPROVAL OF ACTION MINUTES**

8 Motion by Mr. Neff, seconded by Mr. Goldstein, to approve the minutes of the February 1, 2022
9 meeting with the following amendments: Mr. Goldstein stated Page 8 Line 12 Junipero Serra
10 Freeway should be Junipero Serra Boulevard; Vice Chair Liberman requested his question be
11 added on Page 3 Line 14 “Vice Chair Liberman asked why the presentation did not include other
12 grade crossing cancel requests. In his November discussion of the Churchill crossing Council
13 voted to ensure that the BPTP updates includes (1) Consideration of Seale versus Kellogg (2)
14 Consideration of bike improvements on the Northside of Bocadero (3) Evaluation of a south Palo
15 Alto bike path crossing in the vicinity of Adobe Creek consistent with the 2013 Rail Plan.”; Mr.
16 Nordman stated Page 3 Line 36, replace “and” with “to determine”.

17 Vice Chair Liberman commented he prefers the minutes be detail summary rather than summary
18 abridged.

19 Motion passed unanimously with two abstains.

20 **3. PUBLIC COMMENTS**

21 None

22 **4. STAFF UPDATES**

23 **a. Mid-year budget update – SRTS Coordinator and Sr. Engineer Position**

24 Ms. Star-Lack reported City Council voted to restore funding for the Safe Routes To School
25 (SRTS) Coordinator, and the vacant Senior Engineer position which currently has a couple
26 candidates for review.

27 **b. Bol Park and Wilkie Way Bridge Preliminary Assessment (See Attachment A)**

28 Chair Ellson explained received updates from Public Works Engineering on the status of bridge
29 assessments which were included in the Agenda Packet for this month’s meeting. In addition, there
30 is a sub-committee letter to be considered further in the Agenda under the Sub-committee section.

31

32

1 **c. El Camino Real Repaving Status & Update (See Attachment B)**

2 Chair Ellson reported questions were raised in prior meetings regarding the status of the El Camino
3 Real repaving project which prompted a request for staff to return with this information. Ms. Star-
4 Lack provided a brief presentation and included Attachment B in the Agenda packet.

5 Attachment B is a cumulation of comments that have been submitted to Caltrans since 2020/2021
6 regarding improving pedestrian and bicycle experience along Alma Crossing at El Camino Real.
7 A few months after submitting the comments staff learned Caltrans' Project Manager retired. The
8 new Project Manager has since received all comments from Holly and staff was told they received
9 they information and are waiting for the opportunity to meet with Caltrans. Caltrans is currently
10 working on their 95% design and hope to have it ready for bidding in June, with construction
11 anticipated to begin before the end of the year.

12 Mr. Goldstein inquired if the City is in the position to ask for anything more. Ms. Star-Lack
13 responded to committee questions by stating she is not sure if there is still opportunity for the City
14 to ask for more. She has inquired with neighboring communities regarding Caltrans response times
15 and Palo Alto staff is not alone in this challenge.

16 Mr. Boelens asked if the recently adopted Safe System Policy will have any effect on the design
17 for Caltrans. Ms. Star-Lack was unable to provide an answer for the question.

18 In response to Mr. Ken Joye, Ms. Star-Lack explained Joon is the Caltrans staff member who
19 oversaw the prior Caltrans Project Manager.

20 Mr. Alan Wachtel questioned what an advanced stop bar is. In addition, Mr. Wachtel requested
21 clarity on the dashed bike lane markers with regards to right turn lanes and suggested the
22 importance of staff providing Caltrans with the information of the intersections that would benefit
23 extending the bike lane through the intersection at El Camino/Churchill, ECR/Page Mill/Oregon
24 Expwy; and hopes Rafael Rius outdated email will be redirected again. Ms. Star-Lack explained
25 an advanced stop bar is a Stop Line in advance of a cross walk and the city has already provided
26 Caltrans with the information of the intersections that need the bike lane extended for safety
27 concerns, and she will follow up with Rafael.

28 Ms. Kathy Durham commented she worked with Caltrans in 1999 and 2000 and recalls Caltrans
29 defining the intersection at Stanford and El Camino as a trial of a more friendly bike and pedestrian
30 design that served as a model for areas that have commercial and residential on both sides of a
31 state highway and questioned if there are notes anywhere that may indicate prior agreements that
32 Caltrans made which have not been adhered, and if the details of the fatal crash at on March 6th at
33 El Camino and Cal Ave ever provided to Caltrans. Ms. Star-Lack replied that the city did provide
34 summary level data in a letter to Caltrans requesting a safety evaluation for that intersection. Their
35 response was to contact their pedestrian safety person.

36 Mr. Steve Rock commented the intersection at El Camino and Cal Avenue has changed
37 considerably and he hopes Caltrans will consider the changes that have already been made during
38 their evaluation.

1 **5. DISCUSSION ITEMS**

2
3 **a. Discussion on PABAC BPTP Update Meetings – Virtual or Hybrid**

4 Chair Ellson reported that the Governor’s orders that allowed online public meetings will be
5 reviewed and possibly lifted this month, which raises the question of how PABAC will meet going
6 forward. The following three options are available: 1) PABAC can meet in person 2) They can
7 have a hybrid meeting with some in person and some virtually or 3) The entire group can continue
8 to meet virtually. Hybrid meetings present a challenge as the only current City accommodations
9 currently set up to run hybrid meetings is City Council’s chambers which must be reserved by staff
10 and could potentially require the group to change the date of the meetings and involve additional
11 staff to run the media/communication equipment.

12 Mr. Goldstein inquired if individuals would be allowed to call in if the group were to meet in
13 Chambers. Ms. Star-Lack responded it would depend upon the facility that was being used, if the
14 equipment was available for call-ins, and whether the meeting was a Brown Act meeting. During
15 a Brown Act meeting, a notice must be posted on the door of where the committee member is
16 located, allowing members of the public access to that location if they want to listen to or
17 participate in the meeting. Chair Ellson believes the two libraries that were utilized prior to COVID
18 had phone in capabilities.

19 Ms. Nicole Zoeller Boelens suggested adding the possibility of meeting virtually and having one
20 or two in person meetings throughout the year.

21 Ms. Jane Rosten commented she in good with either virtual or in person and agrees with Ms.
22 Boelens suggestion.

23 **b. Crossroads Records Update/Reports (See Attachment C & D)**

24 Chair Ellson reported staff provided Crossroad records at the committee’s request to further
25 understand the collision data sources that are being considered to inform the BPTP process and is
26 interested in the committee’s questions and comments. Crossroads is collision database the Palo
27 Alto Police Department (PAPD) uses.

28 Ms. Star-Lack provided PAPD budget information regarding their staffing shortages, which was
29 already a challenge prior to this year’s budget. The report sample provided is the type of data that
30 would be available, as the City Attorney has stated PAPD is not allowed to share collision reports
31 with the public.

32 In reply to Mr. Boelens questions, Mr. Shrupath Patel explained the current data available from
33 Crossroads runs through December 2020 and will always be one to two years delayed; the only
34 difference in the information provided by Statewide Integrated Traffic Records System (SWITRS)
35 versus Crossroads is in the format of the data. Mr. Patel will research which system is providing
36 the other system with the data. Staff has access to the system and can run reports by location
37 queries with a couple options available in the format of the report (*i.e.*, excel), and it is unknown
38 if the public can access the system. Other jurisdictions will be accessing the same information as
39 they also update their BPTP.

1 Ms. Star-Lack circled back to Mr. Boelen's and added staff is looking to the committee for input
2 on the most state-of-the-art way to normalize Palo Alto's bike data in a more efficient way. Mr.
3 Wachtel explained to normalize data is a mathematical sense which considers the number of
4 cyclists and distance traveled, and then divides the number of crashes by the number of each mode
5 of transportation so you can get rate percentage instead of an absolute number.

6 Mr. Goldstein commented that Mr. Richard Swendt has spent considerable time working towards
7 normalizing the Palo Alto data for bicyclist and isn't available for this meeting, however,
8 understands it is a complex process; suggesting it would be helpful if at a future meeting, staff take
9 the first item in the data and create a key of abbreviations so others might understand the data they
10 are reviewing. Mr. Patel responded stating he agreed and has been researching the information to
11 create a key from the guides.

12 Mr. Wachtel commented there will always be a variable of perception with the cause of an accident
13 as well as considerable lack of information needed to fully understand how an accident happened.
14 That is not a reflection of staff's efforts in acquiring the data. Ms. Star-Lack added she also believes
15 there is inherent bias in some of the data and reported she is continuing to monitor how San Jose's
16 Vision Zero program is acquiring and handling their bike data. San Jose is looking to emulate San
17 Francisco's Vision Zero data sources which included hospital trauma/injury data which would
18 come from Stanford. If San Jose is successful in acquiring that data, it should also be available for
19 Palo Alto which could potentially provide injuries from incidents that were not reported, such as
20 incidents that did not include a motor vehicle.

21 Vice Chair Liberman thanked staff for their work and commented the accidents in the attached
22 data look like they all happened at intersections and inquired if data along routes and state
23 highways is included; if door accidents where a bike hits a door on a car, bicycle/pedestrian
24 accidents on the class one shared paths are include; what information other than personal
25 information would be in a redacted police report that isn't included in the Crossroads report; and
26 which traffic reports aren't included in Crossroads database.

27 Mr. Wachtel responded to Vice Chair Liberman explaining there are elaborate check boxes within
28 the entry field for the database, some of the most useful information that would not be included
29 could be diagrams of the collisions, narratives by the parties involved and the responding officers.
30 That will be information that will never be summarized yet is important in trying to gain a full
31 understanding of why and how an incident occurred. Ms. Star-Lack added that she inquired with
32 different consultants and confirmed this is the level of data when they are doing bike and pedestrian
33 planning in general.

34 Mr. Robert Neff commented the initial goal with Crossroads was that it would supply better and
35 more recent data that was not available through California Highway Patrol (CHP) and their
36 SWITRS data. Since that has not turned out to be the case, he questioned why PAPD continues
37 with Crossroads and what data Crossroads is providing that is not already available through
38 SWITRS. Ms. Star-Lack believes Crossroads might include collisions that don't show up in
39 SWITRS and University of California (UC) at Berkely Transportation Injury Mapping System
40 (TIMS) database. TIMS takes the SWITRS data and cleans it to include fatalities and serious
41 injuries. Mr. Neff is of the understanding fatal and serious injury collisions can be chosen;
42 however, he believes other information can be selected as well.

1 Mr. Nordman commented it sounds like Crossroads might have more recent data, but both SWITR
2 and Crossroads didn't seem to have a field key and inquired how long it takes to pull the report.
3 Mr. Patel replied it varies based on the number and type of queries requested during a certain
4 period. For example, a seven-year report would take longer than a five-year report of the same
5 query selections.

6 Ms. Durham expressed this conversation is an indication of the value of this type of discussion in
7 PABAC and reports on death do involve diagrams and believes the CHP does them; additionally,
8 Ms. Durham stated she's heard the term accident used several times during the meeting and was
9 under the understanding that the group was to use the words crashes or collisions.

10 **6. STANDING ITEMS:**

11 **a. Grant Update – None**

12 **b. CSTSC Update (December 2021 and January 2022 meeting minutes attached)**

13 Mr. Boelens reported a survey was completed by the parents at Palo Verde which indicated a
14 higher percentage of parents were planning to use their vehicles to drive their kids to
15 Greendell/Cubberley campus rather than use active transportation mode but were open to other
16 alternatives. There will be various training opportunities in bike rodeos this spring, which could
17 potentially help.

18 Chair Ellson questioned if a new Walk N Roll map will be created for Palo Verde and if it is, will
19 it include better routes possibly through Mitchell Park or using Nelson Drive as opposed to
20 Montrose, particularly since there is already a guard at Mayview Avenue. Mr. Boelens stated that
21 has already been asked of Mr. Eric Holm, but he does not recall a response, he will do a follow-
22 up.

23 Mr. Nordman inquired if the bike rodeos are looking for volunteers as he has an interest. Mr.
24 Boelens replied he believes they are always looking for volunteers. Ms. Star-Lack questioned if
25 there were any other volunteers, stating Ms. Rose Mesterhazy could always use the help with the
26 March, April and May rodeos scheduled.

27 **c. VTA BPAC Update**

28 Mr. Neff reported at the February BPAC meeting Carolyn Canoe, the new Valley Transportation
29 Authority (VTA) CEO and the prior active transportation liaison when she first joined VTA, was
30 a guest. The final version of the VTA bicycle technical guideline updates for bike parking was
31 reviewed and should be available on the VTA bicycle technical guidelines website soon. VTA also
32 received a preliminary report about the County's Active Transportation Plan, more information
33 can be found at ActiveSantaClara.org and it provides an opportunity to give feedback about county
34 pedestrian and bicycle facilities which include all the expressways, and all the roads that are not
35 considered in the city.

36

37

1 **d. Subcommittee Reports**

2 Mr. Neff reported the bicycle paving review group received the existing bike maps to include the
3 new low stress bikeways map, the bike network map from the 2012 Pedestrian Transportation
4 Plan, and a summary map of all the SRTS routes in the city, and a set of three pavement lists (one
5 for the current year running summer to summer, which only has seven remaining streets).
6 Immediate feedback was provided with a goal to get through the 2022 to 2023 list by March 31,
7 2022. Mr. Neff shared the spreadsheet currently in progress which will track the information they
8 receive and feedback they provide in return.

9 Chair Ellson shared the letter the Pedestrian Bicycle Bridge Subcommittee drafted in response to
10 the letter received from Public Works which was included in the Agenda Packet.

11 Mr. Goldstein thanked **Inaudible** for putting up the notion of a field meeting with the hope that
12 Public Works will agree to attend. The subcommittee is looking for endorsement from PABAC
13 and any input the committee might feel necessary.

14 Chair Ellson commented the letter does not mention the sign on Wilkie Bridge, which instructs
15 bikers to walk their bikes across the bridge when it is wet, potentially turns the bike bridge into a
16 pedestrian bridge and questioned if the group agreed it should be mentioned.

17 Ms. Rosten agreed the Wilkie Bridge sign could use some clarification.

18 Mr. Nordman believes it is better to stay focused on the fact that people pressed for time ride their
19 bikes regardless of the slip hazards when the bridge is wet.

20 Mr. Goldstein moved to approve the letter; Mr. Joye seconded.

21 The vote unanimously approved the letter.

22 Mr. David Coale commented the roughness on the bridge at Gunn High School is worse than it
23 was previously, and he did not see that bridge referenced in the letter. The planks were replaced
24 which made it better for vehicles, however it worsened the crossing for pedestrians, and he hoped
25 that might be addressed in the letter.

26 Chair Ellson explained since the letter was approved it won't be changed, however that is a good
27 point to mention in the field visit.

28 Vice Chair Liberman stated no one has stepped up to be the lead with the field visit and suggestion
29 Chair Ellson take on that role since she is the lead for the subcommittee. Chair Ellson stated she
30 would be willing to take on that role provided no one else from the subcommittee wants the role.

31 Ms. Rosten commented she does not understand how Public Works was so quick in determining
32 the bridges do not need attention. Chair Ellson stated she hopes to find that out in the field visit.

33 **e. Announcements**

34 None

1 **f. Future Agenda Items (not a complete list)**

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

- 3 • 2012 BPTP Recommended Project Status Update (April)
- 4 • Grade Separations-- Ped/Bike Facilities
- 5 • Proposed Signal Phasing Change at Coulombe/Arastradero
- 6 • Feasibility of Signal Phasing Change solution at Alma/Meadow (suggested by
- 7 A. Wachtel)
- 8 • Foothill/ Miranda bike lane auto conflicts
- 9 • Municipal Code Review requested by Eric Nordman
- 10 • BPTP Update/Timeline (public outreach, etc.)
- 11 • Removal of ministerial barriers to adding bike parking on existing private
- 12 developments
- 13

14 **8. ADJOURNMENT** at 7:59 p.m.

15



PROJECT FACT SHEET

EA #4J89U

(Project ID: 0416000023)

Project Type: In-House (SHOPP)

DESCRIPTION:

This project proposes to cold plane and overlay existing AC pavement, repair localized failed AC pavement, repair localized failed PCC pavement along SR 82 from 0.5 mile north of SR-237 to Sand Hill Road. This pavement conservation project also proposes to upgrade the existing non-standard ADA curb ramps with new ADA curb ramps in compliance with the American Disability Act (ADA) and California Complete Street Act.

PURPOSE & NEED:

Purpose: The purpose of this project is to preserve and extend the life of existing pavement and improve ride quality and to upgrade existing pedestrian facilities to comply with current ADA Standards and to improve safety, access and mobility for pedestrians at signalized intersections on the State Highway System

Need: The project is initiated to meet the requirements of Capital Preventive Maintenance (CAPM) program to improve ride quality, to comply with current ADA standard, and to improve safety, access, and mobility of pedestrians at these locations.

PROJECT SCOPE:

- Cold plane and overlay existing AC pavement,
- Repair localized failed AC and PCC pavement.
- Upgrade the existing curb ramps to new ADA compliant curb ramps.
- Repair curbs and gutters.
- Upgrade APS (Accessible Pedestrian Signal) at the crosswalks
- Upgrade drainage inlets.
- Upgrade pavement delineations per MUTCD.

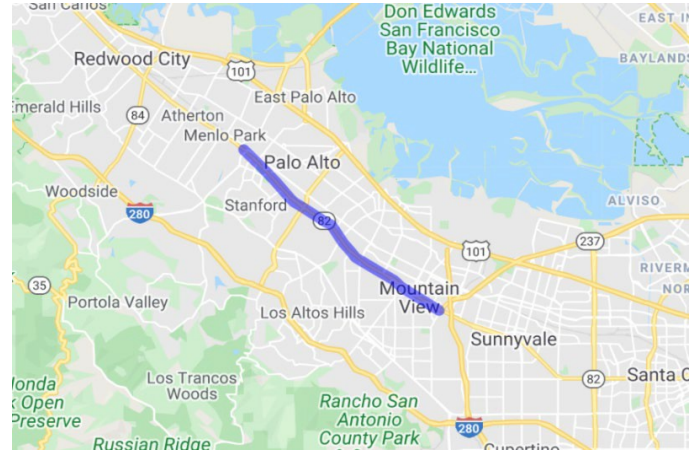
CURRENT STATUS:

Project is in Design (PS&E) phase.

Project Manager: Eunmi Choi
Design Manager: Son Ly

COUNTY: SANTA CLARA

(ROUTE 82 – Pavement Rehabilitation and ADA Improvements)
(Post Miles:18.2/26.4)



SCHEDULE:

Milestone	Status Dates (A = Actual) or (T = Tentative)
Environmental Documents	Spring 2020(A)
Design Complete	Spring 2022 (T)
Begin Construction	Summer 2023 (T)
End Construction	Fall 2024 (T)

FUNDING:

Construction Capital: \$33.86 M
Funding through SHOPP



Attachment C: CSTSC Meeting Notes (February 2022)

CITY/SCHOOL TRANSPORTATION SAFETY COMMITTEE

Minutes

Thursday, February 17, 2022

10:00 a.m.

Zoom Virtual Meeting from Palo Alto, California

Staff: Sylvia Star-Lack (City), Jose Palma (City), Ruchika Aggarwal (City), Rose Mesterhazy (SRTS), Eric Holm (PAUSD), Terri Curtis (PAUSD)

Present: Jim Pflasterer (Gunn), Arnout Boelens (PABAC/Greendell), Joslyn Leve (JLS), Audrey Gold (Gunn), William Robinson (PABAC), Jessica Asay (Barron Park), Tom Whitnah (Duveneck), Natasha Nicol (Juana Briones), Greg Brail (Paly), Amy Sheward (Principal Nixon), Rachael Panizzo (Fairmeadow), Stephanie Seale (Addison), Annora Lee (Palo Verde), Suju Rajan (Palo Verde)

Guests: Penny Ellson, Maylyn Co, LIC Instructor (Stanford Health Care), Jessica Ho (Museum of Tomorrow), Gail Reeder

The meeting was called to order at 10:02 a.m.

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

Ms. Rose Mesterhazy (SRTS) welcomed the group and gave a summary of the series of classes they are continuing to work on and commented on the start of the 3rd Grade Bike Rodeo season. Most of the schools have signed up and started the process.

Mr. Jose Palma gave a summary of the work he's been doing with the students on pedestrian safety and how interested and engaged the students have been in receiving the information.

There has been a change in links for information within the meeting, the [CSTSC Feb 17 2022 Presentation](#) document was forwarded to the group providing everyone with the opportunity to click on the links at their will, rather than having each link sent via chat. In addition, Ms. Mesterhazy created a form for meeting participants to include future agenda topics that are of interest.

Recognition was given to Ms. Amy Sheward (Principal Nixon) for adding traffic safety to the One Palo Alto (1PA) initiative at Nixon. Ms. Sheward helps supervise arrival and drop-offs, encouraging proper use of loading zones and crosswalks, plans and coordinates Walk and Roll week activities, attends monthly meetings with the district, city, Safe Routes to School (SRTS), helps supervise the 3rd Grade Bike Rodeo at Nixon. Any volunteers wishing to help with these tasks would make her work more manageable.

Ms. Sheward commented the parent volunteer for 1PA has been reaching out to parents and getting them involved in the initiative and is hopeful this will help with the unusual traffic patterns at Nixon.

Ms. Sylvia Star-Lack (City) thanked Ms. Sheward for putting together 1PA at Nixon, the transportation department was excited to see this initiative put into place.

B. Oral Communications/Administrative Updates

Ms. Mesterhazy announced California has a \$10 Million dollar e-bike incentives which includes funds for middle income families. Please follow the link in the PowerPoint presentation for

more information and to sign up for updates. There is an upcoming Silicon Valley Bicycle Coalition (SVBC) webinar for E-bike Basics scheduled for March 15, 2022 from 7pm-8pm. Please follow the link provided for more information.

Bike East Bay has a We Bike Book Club that will be meeting March 3, 2022 from 6pm-7:30pm at the Palo Alto Library. The link in the PowerPoint will lead you to the registration form.

Ms. Natasha Nicol (Juana Briones) reported on the upcoming Juana Run Community Fun Run for Briones scheduled for the 3rd week in February.

Mr. Greg Brail (Paly) commented on a couple of articles he read in the Campanile: 1. Bikers Should Not Have to Follow Stop Signs and 2. Palo Alto Needs to Fix Lincoln/Middlefield Intersection. Mr. Brail is unable to find links online, Ms. Mesterhazy suggested he screen shot the articles and email them to the group.

1. Voting on Exec Committee Election for next year

Ms. Mesterhazy provided an explanation of the voting process for the CSTSC Executive Officers and there will be one representative each for the City Office of Transportation, Police Department Palo Alto Unified School District (PAUSD), one PAUSD principal, and one - three Palo Alto Council of Parent Teachers Associations (PTAC) Traffic Safety Representatives (TSR). Additionally, a chairperson will be elected annually by the committee.

Mr. Arnout Boelens (PABAC/Greendell) nominated Ms. Mesterhazy, Mr. Jim Pflasterer (Gunn) seconded the nomination for Ms. Mesterhazy for CSTSC Chairperson. Upon referencing the Committee By Laws, the vote was unanimous for Ms. Mesterhazy to be Chairperson.

C. Engineering (City/PAUSD/PTA)

1. Cubberley/Hoover Circulation Plan Updates (PAUSD)

a. SRTS and DOT Maps, Neighborhood Meetings TBA

Mr. Eric Holm (PAUSD) reported he has the Cubberley DOT map, he has not yet received the other DOT Maps from the IT department. He is trying to resolve the logistics of the Palo Verde move before scheduling the neighborhood meeting. There is currently one bus that will run, they are continuing to shift bus routes around to accommodate a higher capacity for that bus and possibly provide an additional bus.

Ms. Mesterhazy shared a link to [Forging a New Way Forward for School Bus Drivers](#) about how Raleigh-Durham is working through their challenges in hiring qualified bus drivers.

b. Palo Verde Educator Tasks

c. Palo Verde Parent Survey Results

Mr. Boelens provided information/results on the Palo Verde parent survey that Suju Rajan (PV PTA President) conducted. There is a shortage of bus drivers and Greendell is approximately a 35-minute walk and a 10-minute bike ride. The survey had ninety-nine responses and 38% of the student body was represented. 66.7% of parents who responded are planning to drop their students off, 14.1% plan to ride bikes, and a very small percentage plan to walk to Greendell. 80% of respondents would use a

school bus if available. Three-quarters of parents surveyed are interested in alternatives to driving such as carpooling, 20%, private paid vanpool/bus, 25.3%, bike train, 25.3%. However, the remaining 25% indicated they would not participate in any of these alternatives. If given the option to pay for a van/bus, 46.5% said they could pay up to \$5 dollars per day, 13.1% said they would pay up to \$10 dollars per day and 40.4% answered n/a. 47% of parents are willing to chaperon one day/week: 26 on a bus or van, 16 in a bike train, and 5 walking to school. Over half the parents were not willing to serve as a chaperon.

(i). Bike Train/Walking School Bus/Carpooling Overview/Next Steps

Mr. Boelens stated next steps will be to continue working with the district on solutions, start a PTA committee to facilitate different options, and coordinate education with Ms. Maria Abilock who will be leading the Palo Verde/Cubberley/Hoover outreach/education and updates.

Ms. Penny Ellson provided research on HUD unit information within the Palo Verde school district at 1141 Colorado Avenue and suggested that if there is a pay-to-bus option, these families receive forgiveness on fees due to the proximity distance they are from Cubberley. The families in the Oregon Expressway area are very grateful for PAUSD and the DOT looking into bus options as their commute is going to double.

In response to Ms. Ellson's comments Mr. Holm stated Dr. Austin has stated from the start that PAUSD bus options will be required for the families in the Colorado Avenue area.

(ii). Charleston Louis Construction Reminders

The contractor will start laying concrete foundations for the traffic signal and street poles on February 8, 2022 and the work is expected to take a few days at Wilkie Way, Louis Road/Montrose Avenue, and Fabian Way. Following the completion of the foundation pours, the contractor will set new traffic signal boxes and perform signal crossing work at those streets.

2. Churchill/Alma Project Update

Ms. Ruchika Aggarwal (City) reported the Churchill/Alma project is 100% funded by CalTrans who is coordinating the improvements for both agencies right of way with Joint Powers Board (JPB). The city has completed the design plan, they are in the process of obtaining permits. The City anticipates the project going out for bid sometime in early Fall 2022 and anticipate the construction will take place in the Summer of 2023.

3. El Camino Way/James Way Project Update

Ms. Aggarwal (City) reported the city received complaints of the El Camino/James Way crosswalk beacons not working and found it was due to the tree canopy blocking the solar panels needed to operate. The conversion to wired power has been completed.

The Alma/Meadow project to replace a damaged signal pole and increase the crosswalk space in the median is scheduled to begin in March. There is a crossing guard at this intersection, Ms. Aggarwal will be working with the SRTS team once dates have been finalized for this project.

Mr. Brail (Paly) commented he was not aware of the meeting in January which addressed the Grade Separation at Paly, indicating none of the update information had been passed on to the parents at Paly and questioned how communication could be improved in the future. Ms. Aggarwal replied the meeting took place in January of 2021 and standard procedure is to mail postcard notifications to residents within a certain proximity of a project, run notifications in the newspaper, and post notifications on social media.

Ms. Audrey Gold (Gunn) reported the Churchill Enhanced Bikeway project is close to completing the legal easement agreement and City Manager Ed Shikada believes it will begin soon.

Ms. Ellson replied to Ms. Gold stating she could request making the Memorandum of Understanding (MOU) a future agenda item if Ms. Gold feels the timeline status of that project is a concern. In addition, Ms. Ellson followed up on the Alma/E. Meadow Slip Road project questioning when the last time CSTSC checked the status of this project. Ms. Star-Lack replied that was not a project that was brought to the CSTSC meeting due to the tight timeline of the project. The project is scheduled to move forward as is, however a consultant will be used to assess current concerns as part of the S. Palo Alto Bikeways project. Currently the project includes adding flex posts to detour vehicles from making a quick right turn. Ms. Ellson commented this is a school route thus plans should have been brought before this committee for review. Ms. Star-Lack stated she will add it as a future agenda item as part of the Bikeways project.

D. Encouragement (City/PTA)

Ms. Mesterhazy informed the committee the link in the presentation for Spring Encouragement will take members to the [SRTS School Activity Interest/Participation Form](#) with a list of different encouragement activities and includes check boxes so people can mark the events they are interested in, and staff will be able to follow up with those who wish to be involved.

In addition, Ms. Mesterhazy is looking for someone with graphic experience who might be interested in volunteering to design the new volunteer "I Bike Palo Alto" T-shirts. Please check that option in the presentation so she can get back to you.

1. Getting to High School Presentations

Ms. Jessica Ho ([Museum of Tomorrow](#)) provided a presentation about the opportunity to address climate change as an incentive to use bicycles as a mode of transportation and Gunn High School is piloting the event for Earth Week. This event will encourage bike safety, will possibly include bike repair, walk and roll maps, shared transportation and using the bus. JSL, Fletcher, Paly, Greene and all secondary education schools can also bring this event to their schools as a plug and play event to reinforce bike safety and active transportation. The Carbon Race, Wish Tree, and igloo tents will be at Gunn High on April 15, 2022.

2. Spring Walk and Roll

Walk and Roll events are required of TSR's to schedule one in the spring and one in the fall. It can be as simple as offering stickers to students or as involved as conducting a schoolwide contest.

Ms. Mesterhazy will be hosting a Golden Sneaker event at El Carmelo. Addison continues to hold this event each term. Wheels Exchange and Walk and Chalk are also great events.

- [Golden Sneaker](#)
- [Wheels Exchange](#)
- [Walk and Chalk](#)

3. Safe Systems Updates

Bike Repair has not been previously offered at Paly, JLS and Greene this year and it is critical to do this before the summer. The City has funding available to help with these events so please take advantage of it. Ms. Ellson commented that during Gunn's Bike Repair event they quietly moved kids from low-income families to the front of the line to ensure the families who needed it the most were able to take advantage of the program.

Mr. Boelens gave a brief explanation of safe systems and requested everyone to advocate for road safety with any PTA Council Board Member. Safe systems starts with the basic assumption that youth and students make mistakes which can lead to serious injuries or worse. It anticipates these mistakes before they happen, with the intent of minimizing the consequences.

4. Grade Separation/Organizing Around School Campus

Hosting an online Parent Bike Safety Ask Me Anything (AMA) would be a great event which can address Grade separation, routes around town, Bike Safety 101 and South Palo Alto Bikeways.

5. Black History Month Celebration Ride

There will be an El Carmelo/Escondido Black History Month Celebration Test Ride on 2/27 from 1-3pm and will tentatively start in the Greene Meadow neighborhood. This event will be highlighting several significant places around Palo Alto that has impactful history for our African American Community. Some of the places include Greenmeadow Eichlers, Hewlett Packard, Stanford (Ujamaa House), Greene Middle School, 101 Pedestrian Overcrossing, AME Zion Church, and San Antonio Caltrain. Please share this information with your Principals.

E. Education City/PTA

[SchoolStreets](#) are car-free zones around schools during pick-up and drop-off times that provide a safer more accessible space for families, students and staff to come, go, meet, talk and connect. [The Piloting School Streets webinar](#) will be on March 10, 2022 from 10-11am.

[How To Run a School Streets Pilot Program webinar](#) will be on March 24, 2022 at 6:30-10am. Ambassadors are needed to attend these webinars and share the information. Please use the link in the presentation if you are interested.

1. Bringing Up Bicyclists

CSTSC is looking for members willing to help revise, reformat/update "Bringing Up Bicyclists" PowerPoint/school presentations. They are looking for a 45-60 minute online style event versus an in-person event.

F. Engagement Update (City)

This item has been postponed as Mr. Benjamin Becchetti (PAPD) was not available for this meeting. The crossing guard/morning PAPD observation updates and collision report outs will be scheduled again for a future meeting or in the follow-up email.

Meeting adjourned at 11:30 a.m.

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.



Arce, Ozzy

From: Transportation
Sent: Monday, February 28, 2022 9:31 AM
To: Star-Lack, Sylvia; Mesterhazy, Rose; Yazdy, Shahla; Patel, Shrupath
Cc: Transportation
Subject: RE: BPTP Update

Happy Monday Everyone, fyi below.

Thank you.



Danille Rice
Customer Service Coordinator
City Manager's Office | Human Resources | Transportation
(650) 329-2229 | danille.rice@cityofpaloalto.org
www.cityofpaloalto.org



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

From: Ken Joye <kmjoye@gmail.com>
Sent: Sunday, February 27, 2022 8:01 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.

Please include this in the queue for the update of our plan:

Begin forwarded message:

From: Arnout Boelens <a.m.p.boelens@gmail.com>
Date: February 26, 2022 at 7:54:07 PM PST
To: PABAC@cityofpaloalto.org
Subject: Highway Safety Improvement Program (HSIP) Eligibility

Dear Penny and Art,

I have an agenda item. I found this Caltrans memorandum online:

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g09.pdf>

Which states that:

Local Roadway Safety Plan (LRSP)

In order to apply for the HSIP funds, an agency must have completed their LRSP or an equivalent of the LRSP, such as Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan. Other equivalents of the LRSP may be reviewed and determined on a case-by-case basis. The LRSP or its equivalent must be updated and validated at least every five years. When an agency submits an HSIP funding application, the agency must self-certify that an LRSP or its equivalent has been completed. The agency must provide a copy of the safety plan upon request.

Does the City of Palo Alto plan on applying for HSIP funds and is this something that can still be included in the BPTP update?



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.

Potential PABAC review of BPTP Update proposals

Procurement Guidelines and Requirements

- One PABAC Representative
- No Bias or Conflict of Interest
- Confidentiality – Cannot talk to PABAC or others about the process
- Time Involved -Estimate 9-12 hours (proposal review and interviews)
- Type of Role
 - Observer Role
 - Scorer Role
 - No In-Between Role

Potential PABAC review of the draft BPTP Update consultant scope of work

- Sample Tasks: 2012 Bicycle and Pedestrian Transportation Plan Tasks
- New Scope 2022 BPTP Update Framework Topic Headings
- Timing

2012 Bicycle and Pedestrian Transportation Plan Scope of Work Tasks

1. Prepare Detailed Work Plan and Strategy
2. Review Existing Bicycle and Pedestrian Policy and Program Documents
3. Inventory Existing Bicycle Facility Conditions
4. Assessment of Needs
5. Community Outreach
6. Develop Pedestrian Network and Bicycle Network Enhancements
7. Implementation and Funding Strategies
8. Bicycle and Pedestrian Plan Document
9. Project Management and Oversight
10. Manual Counts (Optional)
11. Conduct Automatic Counts (Optional)
12. Count Data Analysis and Summary Memorandum (Optional)
13. Community Survey (Optional)
14. Prepare Environmental Document (Optional)

BPTP Update Framework Topic Headings

1. Letter from the Mayor or City Manager (tentative)
2. Executive Summary
3. Introduction
4. Plans, Programs, and Facilities
5. Community Engagement for the Plan Update
6. Safety Analysis
7. Needs Assessment Criteria and Metrics
8. Recommendations
9. Implementation
10. Appendices

Timing: Which Option?

April - Staff will use the Framework and content given by PABAC during framework development and subsequently to develop a scope of work.

Option 1 – Two months for comments/review

May Meeting – Share Draft Scope for PABAC Comments

June Meeting – Share Final Scope for PABAC Approval

If PABAC wants final approval of the scope, due to the Brown Act, we'd come back in June. We could not get approval over email.

Starts the Procurement process in June

Option 2 – One month for comments

May – Share Draft Scope for PABAC Comments, Staff incorporates comments without returning in June for approval

Starts the Procurement process in mid-May, depending on comments

Option 3 – No PABAC review of the draft scope

Start the Procurement process in late April