



**Palo Alto Pedestrian and
Bicycle Advisory Committee**

Tuesday, June 7, 2022 at 6:15 P.M.

Join Meeting Via Zoom

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

Meeting ID: 838 1330 5635

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

1. CALL TO ORDER 6:15 PM
2. Adoption of a Resolution Authorizing Use of Teleconferencing for Pedestrian and Bicycle Advisory Committee Meetings During Covid-19 State of Emergency (See attached Resolution) 6:18 PM
3. AGENDA CHANGES 6:20 PM
4. PUBLIC COMMENTS 6:22 PM
Note: Written comments submitted by email to Transportation@CityofPaloAlto.org between 12:00pm on April 21, 2022 and 12:00pm on May 20, 2022 are attached with the agenda packet.
5. STAFF UPDATES
 - a. 2012 BPTP Project Status Spreadsheet Update—See Attachment A for updated spreadsheet (*Shrupath Patel, OOT*) 6:25 PM
 - b. 2022 BPTP Update: Thank you for your Scope of Work feedback & next steps (*Ozzy Arce, OOT*) 6:30 PM
6. ADJOURNMENT 6:33 PM

PART II: OTHER ITEMS

1. CALL TO ORDER 6:33 PM
2. AGENDA CHANGES 6:34 PM
3. APPROVAL OF ACTION MINUTES 6:36 PM
4. PUBLIC COMMENTS 6:38 PM
5. STAFF UPDATES
 - a. Update on the 5/16 City Council Meeting re: California Avenue/Ramona Street street closure extension (*Ozzy Arce, OOT*) 6:40 PM
 - b. City Budget Update--upcoming Fiscal Year (*Philip Kamhi, CTO, OOT*) 6:45 PM

6. DISCUSSION ITEMS
- a. Current Development Review Process + PABAC involvement 6:50 PM
(Jodie Gephardt, Planning)
 - b. Options for streamlining the process of converting vehicular parking to bicycle parking, including fees 7:10 PM
(Jodie Gephardt, Planning)
 - c. Consideration of DRAFT letter from PABAC to City Council re: California/Ramona Street Closures 7:30 PM
(Chair Penny Ellson) —See Attachment B for letter
 - d. Consideration of DRAFT letter to City Council with request for a Council letter to Caltrans re: 2023 El Camino Real Paving Project 7:40 PM
(Chair Penny Ellson) —See Attachment C for letter
7. STANDING ITEMS 7:50 PM
- a. Grant Update – None
 - b. CSTSC Update – See Attachment D, CSTSC Meeting Notes (April 2022)
 - c. VTA BPAC Update
 - d. Subcommittee Reports
 - a. Bike bridge maintenance update 7:50 PM
(Chair Penny Ellson)
—See Attachment E for correspondence with City Public Works
 - b. Repaving Subcommittee *(Robert Neff)*
 - e. Announcements
 - f. Future Agenda Items
 - El Camino Real (SR-82) plans from Caltrans
 - 2012 BPTP Project Status spreadsheet update and discussion for future projects
 - Reducing ministerial barriers to getting bike parking approved on established private developments
 - PABAC review of private development projects
 - Incentivize bike parking at Charleston Shopping Center
 - Muni code clean-up progress update
 - Potentially invite the Bloomington, IN BPSC to attend future PABAC meetings
 - California Ave./Ramona St. permanent street closure project
 - S. Palo Alto Bikeways project status/grant proposal
 - Hoover school campus reconstruction update (PAUSD)
8. 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

Comment Instructions for City of Palo Alto Bicycle + Pedestrian Transportation Plan 2012 Projects Progress Report

- Office of Transportation is requesting PABAC members to review and provide comments on the draft BPTP projects progress report.
- The report contains projects listed in the BPTP. Non BPTP projects shall not be added to this report. Comments should be provided only on the **changes required in the project's progress status**.
- Include a description for the requested change to the project's status.
- All written comments should be emailed to Transportation@cityofpaloalto.org
- Lead your email subject line with **BPTP Update – 2012 BPTP Project Progress Report**.
- If you have multiple comments, then please include all your comments in single email.
- Reference all your comments with the project id written in the report. Below is the example showing the required format for the comments.

Format for writing comments: <Project ID>: <Change in Status> <Description for the Status Change>

Example:

TR-4: Change status 'completed' to 'partially completed'. "New lighting was installed by a developer on a short section of the path from Hanover to the rear of its property. Part of the rest of the section of the path from Hanover to Matadero is completely dark, without any lights at all."

- All comments should be submitted by **Wednesday, June 22, 2022**.

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/Alma 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 pedesrain facilities and planning as part of the Newell Road Bridge replacement proejct, 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 to Walter Hays and Rinconada Park entrance without significant impact to Embarcadero roadway operations	Not Initiated
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: - 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 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.	Completed: Ongoing as part of the street repaving
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.	Partially Completed: 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
Programmatic (Infrastructure)			
ID	Name	Project Summary	Progress to Date
PR-1	Safe Routes to School	Comprehensive access and safety improvements along the School Commute Corridor Network to be determined through detailed school site assessments and outreach as part of the VTA VERBS grant-funded project. Common elements likely to include: crosswalk striping and signage; flashing beacons and/or hybrid pedestrian signals; trail and bicycle boulevard spot improvements; targeted striping and signage for enhanced bikeway development. Funding targeted from outside grants (SRTS/SR2S), existing CIP Program, and other sources.	On-going
PR-2	Bicycle Parking Corral / Rack Installation Program	Dedicated funding to implement on-street bike corrals, "mini-corrals" along sidewalks, and both standard and custom public art racks at strategic locations and on a request basis. Note: This budget includes up to ten bicycle corral installations and several public art racks that are planned for installation in Downtown for 2011/2012.	Completed : On going based on request
PR-3	Pedestrian Countdown Signals & Crossings program	Develop new program for high visibility and/or raised crosswalks, curb bulbs, and pedestrian signals (countdown signals, HAWK, Rapid Flashing Beacons, In-Pavement Flashers)	completed/on-going
PR-4	Trail Spot Repair and Maintenance Program	Dedicated funding for spot repairs associated with striping and markings projects on priority bikeways	Not initiated as program

PR-5	Bicycle Share Program	VTA-led, multi-city program to include initial outlay of 100 bicycles at 7-12 locations in Palo Alto, focused around the Caltrain stations	Planning
PR-6	Safe Routes to Transit Program	ADA pedestrian access and stop enhancements for Palo Alto shuttle, local VTA (Route 35), and El Camino BRT services	Not initiated
PR-7	Safe Routes to Parks / Palo Alto Greenways Program	Park access and greenway network development improvements, to be determined through future study	Not Initiated
PR-8	Trail Barrier Removal Program	Remove rigid bollards and inappropriate fences from entrances to bicycle paths and bridges. If blocking access to vehicles is a priority at a particular location, a mechanism that is not hazardous to bicyclists should be used.	Ongoing
System Rehabilitation/Preservation			
ID	Name	Project Summary	Progress to Date
R-1	Castilleja Street- Park Blvd	Paving repair as part of the development of the Castilleja-Park-Wilkie Bicycle Boulevard. Include signage and wayfinding upgrades in coordination with Project BB-1.	Design
R-2	Lytton Ave Paving (STP)	Mill and overlay of Lytton Ave from Alma St to Florence. Enhancements to existing bikeway and crosswalk striping, additional pedestrian countdown signals where none currently exist; and pedestrian curb extensions where feasible as part of required curb ramp installation. (See BK-4 for more details.)	Completed
R-3	Emerson/Ramona "Complete Street" project	Pavement and signage/markings upgrades along proposed Class III bikeways through downtown between Palo Alto Avenue and the proposed Homer/Channing Enhanced Bikeway with prioritization of mid-block and plaza/park pedestrian connections	Not initiated
R-4	Middlefield Road	Enhanced striping/markings, and other pedestrian- and bicycle-oriented improvements, as part of repaving needs near Walter Hayes and Addison Elementary Schools and at the approaches to Oregon Expressway from Midtown and Jordan Middle School.	Partially completed
R-5	Everett, Webster, Kingsley Ave Bicycle Blvd	Significant pavement repair along key stretches of the Everett Bicycle Boulevard, Webster Street Bicycle Boulevard, and Kingsley Bicycle Boulevard.	Not initiated
Design, Feasibility, & Planning			
ID	Name	Project Summary	Progress to Date
F-1	Middlefield Rd "Complete Streets" project	Proposed lane reduction to provide Class II bike lanes	Not initiated
F-2	El Camino Real Bicycle Lanes	Feasibility and design study of Class II bike lanes from Page Mill Rd to Maybell Ave/Charleston Ave	Not Initiated
F-3	Matadero Creek Trail & Crossing Feasibility Study	Feasibility and Design of future potential creek trail (See TR-7 for more details)	Partial
F-4	Embarcadero Road Plan Line Study	Feasibility and design study to identify appropriate bicycle and pedestrian treatments along and across this important residential arterial.	Completed
F-5	Emerson/Ramona Street Festival/Shared Street	Feasibility/design study of potential shared space and/or festival street along Emerson Street and/or Ramona Street between Lytton Avenue and Hamilton Avenue.	in-progress
F-6	Bol Park Path/ Stanford Research Park Extension	Feasibility and design analysis of future potential trail connection through the Stanford Research Park between Hansen Way and the existing Bol Park Path near Matadero Avenue.	Partial
F-7	Enhanced Bikeway/Cycletrack Study	Feasibility/design study to assess potential for cycletrack design in Palo Alto.	Not initiated
Non-Infrastructure (Education, Encouragement)			
ID	Name	Project Summary	Progress to Date
E-1	Safe Routes to School	See VERBS grant program RFP/work plan for more details. Includes comprehensive education, encouragement, and enforcement activities at all PAUSD schools.	On-going
E-2	Citywide Traffic Counts and Data Collection	Conduct regular pedestrian and bicycle counts at high-use locations and locations identified for additional study.	On-going (last one was conducted in fall 2016)
E-3	Bike Palo Alto/Palo Alto Sunday Street	"Cyclovía" style program that encourages walking and biking through recurring street closure events and programming during the late spring/summer/early fall.	On-going
E-4	City Employee TDM program	Increase walking/biking (and transit) incentives for City employees	Completed/On-going
E-5	Adult Bicycle Safety Education and On-Street Skills Training	Continue and expand opportunities to educate and encourage youth and adults to walk and bicycle safely.	On-going

2012 BPTP Project Status spreadsheet: ***Instructions for providing input***

- Review the updated spreadsheet
- Please provide one set of written consolidated comments per PABAC member
 - Focus comments on the changes required in the project's progress status
 - Follow format for writing comments
- Submit comments to: Transportation@cityofpaloalto.org
 - Email subject line: *BPTP Update—2012 BPTP Project Progress Report*
- Deadline to submit comments: 5pm, Wednesday, June 22, 2022

Next steps on the 2022 BPTP Update

- *Thank you for providing feedback!*
- June-July 2022
 - Staff is incorporating PABAC's input + finalizing the Scope of Work (SoW)
 - Shape + issue Request for Proposal (RFP)
- August-September 2022
 - RFP live + City receives proposals
 - Consultant interviews—*thank you Alan Wachtel!*
- Fall 2022
 - Onboard Consultant + begin project!





Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, May 3, 2022

6:00 P.M.

VIRTUAL MEETING

Palo Alto, CA

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

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

Staff Present: Sylvia Star-Lack, Ozzy Arce

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

PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE

1. Call to order

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

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

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

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

3. AGENDA CHANGES

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

4. PUBLIC COMMENTS

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

1 None

2 **5. DISCUSSION ITEMS**

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

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

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

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

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

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

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

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

30 Mr. Wachtel replied that is prohibited.

31 Upon a vote the resolution carried unanimously.

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

35 Ms. Star-Lack reported

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

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

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

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

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

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

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

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

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

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

12 Mr. Goldstein commented he's had experience with dealing with Brown Act topics in the past,
13 you cannot talk once or as a group without there being present a quorum. If you do hold a quorum
14 on an item, when you submit your comments, note that "In doing these comments I have spoken
15 with..." and insert the names of who you've spoken with.

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

25 Mr. Ken Joye thanked staff for working on this and inquired if the submitted written comments
26 would be shared in the next meeting packet. Ms. Star-Lack replied they must be shared as anything
27 received regarding BPTP has to be shared in the Agenda Packet. Ms. Ellson reminded the group
28 they should not be printed.

29 Ms. Star-Lack responded to several questions raised by commenting that the way traditional
30 planning documents work is there's a version that has a project list, possible priorities, that City
31 Council adopts. If priorities change, staff must return to Council to make the change official and
32 requested Vice-chair Liberman explain what he meant by a live document. Vice-Chair Liberman
33 2012 BPTP plan and felt it is important that people who access and use the 2022 Update plan might
34 find it helpful if a live document was shared that provided the status of projects on the priority list
35 and explained why things aren't progressing, should that be the case. Vice-Chair Liberman referred
36 to a document shared with him by Paul Goldstein who explained that the follow up of changing
37 the roadway direction wasn't done for streets associated with the Homer tunnel project. Vice-Chair
38 Liberman was not involved in the 2012 plan and every time he goes through the tunnel, he is
39 confused and upset that nothing has happened.

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

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

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

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

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

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

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

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

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

36 **PART II: OTHER ITEMS**

1 **1. CALL TO ORDER**

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

3 **2. AGENDA CHANGES**

4 None

5 **3. APPROVAL OF ACTION MINUTES**

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

9 The motion passed unanimously.

10 **4. PUBLIC COMMENTS**

11 None

12 **5. STAFF UPDATES**

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

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

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

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

26 **6. DISCUSSION ITEMS**

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

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

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

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

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

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

9 The vote carried unanimously.

10

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8 Vice-Chair Liberman confirmed if PABAC had further questions they could email them to Mr.
9 Holm directly at eholm@pausd.org.

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

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

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

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

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

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

31 **6. STANDING ITEMS:**

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

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

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

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

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

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

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

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

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

20 Ms. Durham added there is a website that has all of this information available at
21 www.WalkBikePaloAlto.org.

22 **d. Subcommittee Reports**

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

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

27 **e. Announcements**

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

31 **f. Future Agenda Items**

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

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

9

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

11

Consideration of DRAFT letter from PABAC to City Council re: California/Ramona Street Closures

DRAFT

Honorable City Council,

On behalf of the Palo Alto Pedestrian & Bicycle Advisory Committee (PABAC), we write to request that future bike/pedestrian projects like the California Avenue/Ramona Street Closure extension item are provided adequate time for review by appropriate committees, boards, and commissions.

This bicycle/pedestrian project was not reviewed by PABAC, Planning & Transportation Commission, or the Architectural Review Board before it came to City Council. PABAC requested a review, but we were told that staff could not have materials ready for review in time for our meeting that preceded the agenda item.

While we understand that your recent decision on this item will result in only temporary changes, signs that tell bicyclists to dismount and walk on California Avenue are a problem. This street provides a direct route for bicycle commuters from the train station to SRP, as well as for cyclists who use the Cal Ave tunnel to commute from Mountain View and other parts of Palo Alto to SRP and Stanford University. While you considered the concerns of retailers and restaurateurs in your deliberations, consideration must also be given to the community of bicycle riders and bicycle commuters. Diversion of bikes to parallel streets where you have directed motor vehicles adds time and risk to a bike commute and creates an attractive nuisance. Some bicyclists will simply ignore the sign (as they do now), and this will contribute to a perception that bicyclists are rule breakers. While we understand, appreciate, and share your intent to protect pedestrian safety, there are alternative solutions that might have been considered.

We ask that adequate time is built into the schedule for these citizen committees to have opportunity to review the next iteration of this project before permanent proposals for these areas are reviewed by City Council.

Thank you for considering our comments.

Sincerely,

Penny Ellson, Chair, Palo Alto Pedestrian & Bicycle Advisory Committee
Art Liberman, Vice Chair, Palo Alto Pedestrian & Bicycle Advisory Committee

**Consideration of DRAFT letter to City Council with request for a Council letter to Caltrans
re: 2023 El Camino Real Paving Project**

DRAFT

Honorable City Council,

Your urgent action is requested by the Palo Alto Pedestrian & Bicycle Advisory Committee (PABAC) with regard to Caltrans' El Camino Real (SR82) Repaving Project.

El Camino Real (SR82) repaving planning has been underway for a number of years and construction is scheduled to begin in 2023. At PABAC's request, our March 1, 2022 meeting included a 3-page report of requests city staff has made to Caltrans with regard to bicycle and pedestrian safety improvements that might be incorporated in the planned repaving process. (See Attachment B, p.15 of 38 on the March 1 PABAC agenda here: https://www.cityofpaloalto.org/files/assets/public/transportation/bicycling-walking/pabac/pabac-meeting-2022/3_1_2022-pabac-agenda-packet.pdf).

There is no Caltrans web page on the Palo Alto portion of this project, so the public cannot find information about what is being proposed, current project status, project timelines, project review/approval process.

At PABAC's request, staff reached out to Caltrans for a project status update, and Caltrans offered only an Updated Fact Sheet with very limited information which was presented at PABAC's April 5 meeting. (See attached pdf.) According to this sheet, environmental documents are complete, design completion was scheduled for Spring 2022, construction should begin Summer 2023 and end Fall 2024. Though the Fact Sheet says design will be complete Spring 2022, City staff has not yet seen 95% plans, nor have they received notice of a specific date when they will.

El Camino Real carries high volumes of motor vehicle traffic, including the city's only VTA bus lines with ten-minute headways. It presents a challenging barrier to hundreds of school commuters who use multiple k-12 school routes that cross the multi-lane, fast-moving state highway and to others who walk and bike across and along SR82. As El Camino Real repaving happens only about once every thirty years, using this repaving opportunity to address existing hazards is important. Some of the highest collision intersections in the city are on El Camino Real.

Palo Alto Pedestrian & Bicycle Advisory Committee (PABAC) asks you to please write a letter to Caltrans re: the El Camino Real (SR82) Repaving project requesting a project web page with:

1. current plans,
2. project status,
3. project timelines,
4. and the review/approval process, including a timely way for local resident comments to be incorporated into Caltrans plans.

Thank you for considering our request.

Sincerely,

Penny Ellson, Chair, Palo Alto Pedestrian & Bicycle Advisory Committee

Art Liberman, Vice Chair, Palo Alto Pedestrian & Bicycle Advisory Committee



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.

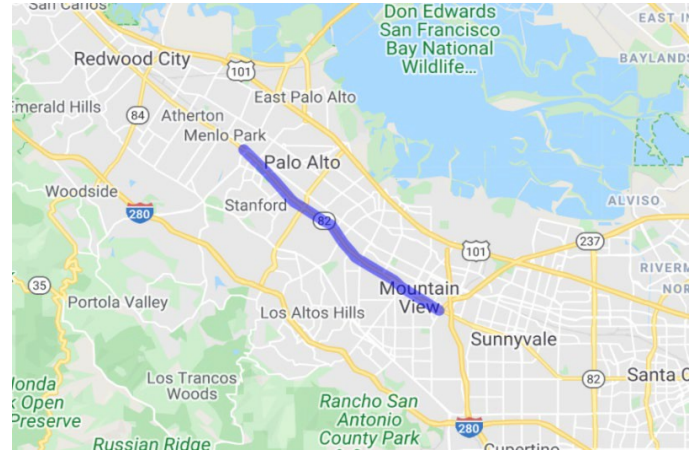
CURRENT STATUS:

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



CITY/SCHOOL TRANSPORTATION SAFETY COMMITTEE

Minutes

Thursday, April 21, 2022

10:00 a.m.

Zoom Virtual Meeting | Palo Alto, California

Participants: Sylvia Star-Lack (Staff), Rose Mesterhazy (Staff), Jose Palma (Staff), Ozzy Arce (Staff), Lt. Ben Becchetti (PAPD Staff), Eric Holm (PAUSD), Gail Reeder (Staff), Jim Pflasterer (Gunn), Joslyn Leve (JLS), Coco Matthey (JLS), Audrey Gold (Gunn), Juan Caviglia (Duveneck), Rachael Panizzo (Fairmeadow), Tom Whitnah, (Duveneck), Ashley Tseng (Hoover)

Guests: Penny Ellson, Maylyn Co, LCI Instructor (Stanford Health Care)

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

B. Engagement Updates (PAPD)

Lt. Becchetti reported the Palo Alto Police Department (PAPD) is trying to hire staff, the next training program won't be completed for a couple months. During April there were approximately twenty-four total accidents, one vehicle-versus-pedestrian accident and two vehicle-versus-bicycle accidents. March had a total of 43 collisions with about the same number of vehicle-versus-pedestrian and vehicle-versus-bicycle collisions as April. PAPD is continuing to look at parking contracts and talking to schools for crossing guards and have approved crossing guards for some of the summer schools.

Penny Ellson asked if any bicycle collision injuries involved school children, where the incidents were located, and suggested comparisons be made to the prior year monthly data. Lt. Becchetti stated the vehicle-versus-pedestrian collision was on Palm Drive and was not a normal collision. The vehicle-versus-bicycle collisions included one with a juvenile in the round-about at Ross and Meadow, and the other involved a scooter at University and Center. The pedestrian collision and one of the cyclists were treated at the hospital for minor injuries. Lt. Becchetti offered to get back to the group for the prior year comparison data and was unsure of the details surrounding the traffic circle collision; he would look into organizing the injury data. Lt. Becchetti reported PAPD was unable to determine the cause of the collision at Ross and E. Meadow.

Penny Ellson suggested a blurb be included in upcoming E-News school communications about the importance of both drivers and bicyclists yielding at traffic circles, with a focus on JLS. Rose Mesterhazy commented staff is considering a traffic circle pilot for the 3rd-grade Bike Rodeos next year.

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

Rose Mesterhazy (Staff) recognized parent Ashley YingChin Tseng (Hoover) and explained the bike safety game Ashley's 2nd-grade son created called Ticket to Ride, how involved the students are in supporting active transportation and is hopeful Hoover bike racks next school year will be as full as they were for the Bike Rodeo. Ashley YingChin Tseng thanked the group for the Bike Rodeo and thanked the City for providing a Safe Route to School for all the students. She could see the confidence of the 3rd-graders after the bike rodeo.

Audrey Gold (Gunn) commented the picture of the Hoover Bike Rodeo is a reminder that the bike racks at Hoover and Nixon are old and bend the wheels of bikes and need to be replaced.

Rose Mesterhazy stated El Carmelo has the same problem. Eric Holm (PAUSD) reported he is not the lead on bike rack replacements. Some have been replaced in the past when grant funding was available but grant funding only allows for added capacity, not replacements. The Peak Design racks are being considered at the Escondido project and the redesign of Hoover, and he is talking to the team about adding it to the Palo Verde project. He is not sure of the status of El Carmelo also being included.

Audrey Gold (Gunn) inquired if Bond Funds could be used and who they should talk to at the School Board to find out how to get this project moving.

Rose Mesterhazy (Staff) suggested making replacement bike racks an Agendized item before the end of the school year and inviting Ozzy Arce and Chuck, the new PAUSD Mode of Transportation (MOT) Director, to contribute to the conversation about the Transportation Fund for Clean Air (TFCA) as possible funding. Penny Ellson commented this is a project that needs to happen through this committee, as past initiatives took a very strong collaboration between the City, PTAs, and the school district to get the funding for them to be built.

Eric Holm added that Ashley has been instrumental in the redesign of Hoover, a great advocate and has attended all of the meetings.

C. Oral Communications/Administrative Updates

1. TSR Continuation/Recruitment

Jim Pflasterer (Gunn) reported TSR is in the process of re-recruiting for next year, with the hope of having two TSR's at every school to spread the workload. If anyone on the call has not yet heard from him or Arnout Boelens and are interested in being a TSR next year, please reach out to them. Feel free to make recommendations for possible recruits. Most TSRs from last year are returning, there are a few who have aged up or are now principals and will have to be replaced.

2. Upcoming Events

Rose Mesterhazy (Staff) provided links and information for the upcoming events:

May 16, 2022, Monday - [City Council 5:00pm](#)

Sylvia Star-Lack (Staff) will provide information about the upcoming City Council meeting.

April 19, 2022, Tuesday - Bringing Up Bicyclists Palo Verde Library 6:30pm-7:30pm

April 20, 2022 - Utilities Department [Ride and Drive Clean: E-Bike basics](#) 5pm-6pm

The utilities department is hosting a workshop to educate and promote the use of e-bikes. The transportation staff uses this event as a gauge for how many people are interested in learning about active transportation and how to better plan SRTS public outreach.

May 7, 2022, Saturday - [May Fete Parade and Fair](#)

May 1, 2022, Sunday - Cal Ave Farmers Market help is needed

June 18, 2022, Saturday - Municipal Service Center Showcase: 10am - 2pm.

Jim Pflasterer (Gunn) reported Bay Area students will "Rally for Our Earth" on Friday, April 22nd from 4pm to 6pm at King Plaza in front of Palo Alto City Hall. A student at Gunn has organized a bike group and is looking for additional volunteers.

D. Engineering (City/PAUSD/PTA)

Eric Holm (PAUSD)

1. Bell Time Schedules

Rose Mesterhazy (staff) stated the bell schedules are created with transportation considerations and have been confirmed with the elementary schools. Eric Holm stated he does not believe the middle schools and high schools have been changed, however they are talking about watching the bell times at the high schools next year for review and communicating with staff is on their radar. A potential committee is still unknown as well as if CSTSC/SRTS staff could be involved. PAUSD Superintendent Don Austin is currently the lead on this project.

Penny Ellson commented that the elementary, middle and high school bell schedules need to be reviewed together by staff for potential staggering needs.

2. Palo Verde/Greendell Updates

Eric Holm (PAUSD) has the community meeting on hold until they have more progress and direction on the signal timing. Silvia Star-Lack has been working with Engineering on the signal model numbers at the Middlefield crossings and will be reaching out in the next couple of days to schedule another team meeting with Engineering.

Ashley Tseng (Hoover) commented her family tried the route to Palo Verde via Nelson Drive and updated Walk and Roll maps would be helpful. Eric Holm replied they are currently working on the map updates for the Palo Verde to Greendell move and provided links to the flyer for the [Bringing up Bicyclist zoom training](#) that is scheduled to take place.

Rose Mesterhazy (Staff) commented a big Bell Ring for PAUSD covering the costs for the Walk n Roll map updates for the Palo Verde move to Greendell.

In reply to Penny Ellson, Eric Holm stated he will need help publicizing the community meeting when they have set a date. The focus is on the Mont Rose connection so that meeting will likely take place first; and it is possible an initial meeting for the Greenmeadow neighborhood will take place during the summer. There will be a follow-up meeting once they have looked at the bike infrastructure and have a plan for the Hoover transition.

Penny Ellson commented people are noticing the portables going up and are asking questions and expressing concerns about the back way into Cubberley and the traffic safety concerns are growing with the progress of the two construction projects in this area. Eric Holm stated the Nelson drive/back route into Cubberley for Hoover families had a meeting scheduled which was postponed. Follow up will be needed to determine what PAUSD and the City's involvement with the Architects will include.

Penny Ellson commented stated it is crucial the City stay involved in the status of the 525 Charleston Drive project as the crossings on Nelson drive and Charleston Drive, and the back route into Cubberley will be affected tremendously.

Silvia Star-Lack (Staff) commented the City will work to make sure things go as smoothly as possible and the safe routes stay open.

3. Churchill Ave. Update

City Engineering met with the Superintendent last Friday and PAUSD is trying to determine if the final design must be resubmitted to the Board.

4. Gunn Bicycle Path Enhancements

There are two parts to the Gunn Bicycle path enhancements, the bike path on the Gunn parking lot which everything that had been identified has been addressed, except the grate cover.

5. Bol Park Lighting

Bol Park lighting was expected to be completed, however, as of Monday they were still working on it.

6. Cal Ave./Ramona St. Closure/Extension

Silvia Star-Lack (Staff) reported the City Council meeting on May 16th at 5:00pm will have Cal Ave./Ramona St. Closure/Extension as an Agenda item for discussion. Council will be deliberating the changes to the current configurations of the closed streets to include what bicycle and fire accesses will look like, as well as pedestrian usage of the sidewalks.

Penny Ellson inquired if the closing extensions will make suggestions for the El Camino intersection and how it might connect so to inform CalTrans going into their repaving project and expressed an interest in hearing the budget tradeoffs and if SRTS funding will be used.

Sylvia Star-Lack stated SRTS funds will not be used, and El Camino is not being factored, this is regarding the City's right-of-way on Cal Avenue and Ramona, and how the City is choosing to reapportion that space and for which users. There will be a feasibility study to look at permanent closure, the current agenda item is only looking at the temporary closure through 2023.

7. Crescent Park

No staff update on Crescent Park, this item will be revisited at a later date.

8. 2022 Bicycle and Pedestrian Transportation Plan Update-Scope of Work

Sylvia Star-Lack (STAFF) reported the Bike and Pedestrian Plan update will be kicking off soon and the City will be hiring a consultant to help them with the workload. The Scope of Work will use an RFP bid process and Pedestrian and Bicycle Advisory Committee (PABAC) has requested to review the Scope of Work before it is put out for bid by consultants. The Plan updates, once adopted by Council, will direct City staff's

future on what projects will have funding. The Scope of Work will help guide the consultants on how to compile the Bike and Pedestrian Plan update document. Comments and suggestions for the Scope of Work can be submitted to transportation@cityofpaloalto.org. On the first Tuesday in May, the PABAC meeting will be providing their comments for the Scope of Work, which will be published a week prior to the meeting and available for viewing with the [Agenda packet](#) on PABAC's website.

Ozzy Arce (Staff) commented the Scope of Work will be closer to ten pages and is a relatively easy read. The PABAC meeting will start at 6:00pm on Tuesday May 3rd and that will be the time to make comments, the link to the [current 2012 Transportation Plan](#) was posted in the chat.

9. Charleston/Arastradero Updates

The [Charleston/Arastradero Updates](#) are available on the website, the last update was done in March. TSRs, principals and PTA presidents will be updated by email. Please let Staff know if you would like to be included in those updates.

E. Encouragement (City/PTA)

1. Spring Event Report Out

Gail Reeder (Staff) reported the Museum of Tomorrow was at JLS and Gunn with a great turnout. The Wish Tree was very popular at Gunn and the students took an interest in Jose and Penny's table for the Walk n Roll maps and the electric bike.

Jose Palma thanked Penny Ellson for her insights and pitch techniques for talking with the students.

Gail Reeder continued her update with the Bike Repair events held at JLS, Addison and Escondido. Feedback said they went well, and bikes were returned before the end of the school day. Audrey Gold commented JLS is doing a second Bike Repair event and PTA will pay the costs. Gunn's principal is planning to do another one for staff members. El Carmelo bike repair is next Thursday.

Penny Ellson confirmed tabling was being done at those events to include route and safety information and helmet fitting support while folks are waiting for their bikes, and expressed excitement about including school staff in the Bike Repair Events. Sylvia Star-Lack stated she hopes City staff will be available to help support the school staff event.

Eric Holm (PAUSD) commented adult education has been running programs for their staff, he is going to suggest they incorporate a bike-to-work training for their staff.

Jim Pflasterer (Gunn) provided an update on the TSR picnic and thanked everyone for showing up. The Farmer's Market is great exposure however, the location is a challenge. A significant number of people stopped by, and they are planning on doing it again in the future.

Jose Palma (Staff) commented the county maps are like lures to help bring people in and engaged in conversations.

2. South Palo Alto Bikeways Advocacy

Jim Pflasterer (Gunn) provided an update that funding is available for safety improvements along Waverley Path, East Meadow Drive, and Fabian Way. The City ran out of time to complete the project, but plans are to re-apply for funding again in June and are currently collecting letters from PTA's at Fairmeadow, JLS, Palo Verde & Hoover in support of the application, as these are important streets in the bicycle network of Palo Alto.

Penny Ellson commented that letters from neighborhood associations in the school commute shed area are very helpful for the application, those who are involved in their home associations may consider submitting a letter. Sylvia Star-Lack (Staff) requested anyone who can provide an association board approved letter should send it to her to be included in the grant application.

3. El Camino Safety Enhancements

Penny Ellson commented city staff has reached out to CalTrans regarding multiple school commute routes that cross El Camino Real. It might be useful for staff to report out what is being requested and if there has been any response from CalTrans. She is most interested in El Camino Way connections to Lois Roadway and Maybell in South Palo Alto and inquired if there is anyway parents and PTA's might help with letters to CalTrans to push them towards better improvements.

Sylvia Star-Lack (Staff) replied staff is still in conversations with CalTrans, and another internal meeting with the new project manager is being planned. If things are still not looking good after that point, she will be ready to elevate it to elected officials.

Rose Mesterhazy (Staff) commented there has been an interest in the El Camino project from neighboring communities and suggested reaching out to residents for additional support.

Jim Pflasterer (Gunn) is interested in how Los Altos worked with CalTrans to get their portion of El Camino changed to remove parking and add a bike lane. Sylvia Star-Lack explained they had community consensus as well as environmental clearance and gave CalTrans money and believes Mountainview also did the same. Currently, there is nothing in Palo Alto's current Bike Plan to do the same changes and there is not community consensus. The pedestrian hybrid beacons were put in by CalTrans because of several lawsuits due to people being killed trying to cross El Camino on foot.

4. Georgia Avenue Reminders

Jim Pflasterer (Gunn) reported parents got involved due to incidents, so lighting has been improved and the morning commute is not as bad because parking is not allowed. It was suggested that drop offs are done a block away. The afternoons are worse because parking is allowed. They are hoping to get the sewer grade painted to help bikers recognize it. He will continue to provide updates and the Safe Routes Audit is scheduled for Thursday April 28, 2022 at 8:00am to look at existing conditions pending an engineer's attendance, and there will be a debriefing afterwards. They are attempting to figure out how to incorporate education into Gunn's Pedaling for Prices event in May.

Audrey Gold (Gunn) is looking forward to the audit.

F. Education City/PTA

Rose Mesterhazy (Staff)

1. Bike Rodeo Summary

Pictures were shared of the different Bike Rodeo events. They were awesome events and a lot of parents showed up. There are four events left and a VIP event on May 5th which City Council will be attending. PAUSD presence would be nice if possible.

2. Bringing Up Bicyclists

Four assemblies for 5th grade took place last week. Palo Verde Bringing Up Bicyclists parents were asked what they learned from Tuesday night's lesson and some of the replies included what sharrows are, why wrong-way riding is so dangerous, how to turn left with a vehicular turn or box turn, why parents should ride behind children, stop signs are for all road users, and what skills children need to ride independently.

3. Getting to High School

Greene Bike Repair and Getting to High School event is Saturday April 30th at 11:00am. Fletcher Getting to High School Bike Bender and Ride will be Friday afternoon and volunteers are still being requested.

The next scheduled meeting will be May 21, 2022.

Meeting adjourned at 11:30 a.m.

PABAC June Meeting Agenda Packet: **Attachment E**

From: pennyellson12@gmail.com <pennyellson12@gmail.com>
Sent: Friday, May 20, 2022 12:08 PM
To: 'Bansal, Megha' <Megha.Bansal@CityofPaloAlto.org>
Cc: 'Boyd, Holly' <Holly.Boyd@CityofPaloAlto.org>; 'Alan Wachtel' <alan.wachtel@gmail.com>; 'Swent, Richard' <rswent@pacbell.net>; 'de La Beaujardiere, Cedric' <cedric.bike@gmail.com>; 'Lieberman, Art' <art_lieberman@yahoo.com>; 'Goldstein, Paul' <marmot@stanford.edu>
Subject: RE: Funding for Bike Bridge Maintenance

This is helpful. Thank you, Megha.

--Penny

From: Bansal, Megha <Megha.Bansal@CityofPaloAlto.org>
Sent: Friday, May 20, 2022 11:58 AM
To: Ellson, Penny <pennyellson12@gmail.com>
Cc: Boyd, Holly <Holly.Boyd@CityofPaloAlto.org>; 'Alan Wachtel' <alan.wachtel@gmail.com>; Swent, Richard <rswent@pacbell.net>; de La Beaujardiere, Cedric <cedric.bike@gmail.com>; Lieberman, Art <art_lieberman@yahoo.com>; Goldstein, Paul <marmot@stanford.edu>
Subject: RE: Funding for Bike Bridge Maintenance

Hi Penny,

We have researched some non-skid surfacing options to place on top of the existing deck surface (e.g., decking strips, mats, tapes, etc.) and have collected a few samples. The non-skid decking strip is a more expensive option with an estimated cost in the range of \$35k-\$50k for the entire Wilkie Bridge decking surface. The proposed FY 23 budget (PE-20001) can address this improvement. The pricing for other products varies and they would be less expensive than the non-skid strips.

We are waiting for one more product sample and can show you the samples. I suggest we first do a pilot test with one or two products that we like. Try them out for a few months and if we are happy with the performance of a particular product, then we apply it to the entire deck. We would love to get PABAC input in identifying the pilot test area(s).

Please let me know if you have additional questions.

Thanks,
Megha

From: pennyellson12@gmail.com <pennyellson12@gmail.com>
Sent: Thursday, May 19, 2022 2:57 PM
To: Bansal, Megha <Megha.Bansal@CityofPaloAlto.org>
Cc: Boyd, Holly <Holly.Boyd@CityofPaloAlto.org>; 'Alan Wachtel' <alan.wachtel@gmail.com>; Swent, Richard <rswent@pacbell.net>; de La Beaujardiere, Cedric <cedric.bike@gmail.com>; Lieberman, Art <art_lieberman@yahoo.com>; Goldstein, Paul <marmot@stanford.edu>
Subject: RE: Funding for Bike Bridge Maintenance

Hi Megha,

Two quick follow-up questions.

You said, "For Wilkie Way Bridge, in addition to the above recommended improvements we are investigating some non-skid surface topping options (placed on top of existing deck) as discussed in our April 13 field meeting. I'll share our findings with you once we complete our evaluation. "

1. Is there an estimated budget for this safety improvement in the FY23 proposed budget?
2. If not, roughly, what might that cost?

Penny

From: Bansal, Megha <Megha.Bansal@CityofPaloAlto.org>

Sent: Monday, May 16, 2022 3:59 PM

To: Ellson, Penny <pennyellson12@gmail.com>

Cc: Boyd, Holly <Holly.Boyd@CityofPaloAlto.org>

Subject: RE: Funding for Bike Bridge Maintenance

Hi Penny,

Thank you for following up. We are prioritizing Bol Park and Wilkie Bridge repairs in FY 23 based on the findings of the inspections performed this year, input from PABAC, and recommended improvements by our structural consultant. Later this week, we are meeting internally to discuss prioritization of the bridge repair projects for next year along with the proposed budget. If Council approves the proposed FY 23 construction budget for CIP PE-20001, we should be able to address the proposed improvements at these bridges as outlined below.

1. Bol Park Bridge at Matadero Creek
 - a. Replace six deck planks which are deteriorating.
 - b. Replace bolts withdrawing from planks and reattach two toe plates.
 - c. Timber deck sanding.
2. Bol Park Bridge at Barron Creek
 - a. Replace timber bridge decking in kind in its entirety and replace wire mesh safety railing with a heavier gauge wire mesh.
 - b. Some concrete patching.
3. Wilkie Way Bridge
 - a. Replace the three deck planks with splits and section loss.
 - b. Repair glulams exhibiting surface splits and splits between the laminations.
 - c. Replace UNISTRUT members exhibiting corrosion that support utility pipes under the bridge.
 - d. Repair the concrete bent caps under the walkway exhibiting spalls and erosion at the base.

For Wilkie Way Bridge, in addition to the above recommended improvements we are investigating some non-skid surface topping options (placed on top of existing deck) as discussed in our April 13 field meeting. I'll share our findings with you once we complete our evaluation.

Thanks and please let us know if you have any other questions.

Megha



Megha Bansal, PE, PMP
Senior Engineer, Public Works
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www.cityofpaloalto.org

From: pennyellson12@gmail.com <pennyellson12@gmail.com>
Sent: Monday, May 16, 2022 2:00 PM
To: Bansal, Megha <Megha.Bansal@CityofPaloAlto.org>
Subject: RE: Funding for Bike Bridge Maintenance

Hi Megha,

Is there adequate funding in the proposed budget for the bridge repair projects we discussed? How much and, specifically, for what? Please let me know.

Thank you.

Penny

From: Nguy, Roger <Roger.Nguy@CityofPaloAlto.org>
Sent: Monday, May 16, 2022 7:16 AM
To: Ellson, Penny <pennyellson12@gmail.com>; Bansal, Megha <Megha.Bansal@CityofPaloAlto.org>
Subject: RE: Funding for Bike Bridge Maintenance

Hi Megha,

I'll let you respond to Penny since I wasn't involved in the funding request process. Thanks.

Rog.

From: pennyellson12@gmail.com <pennyellson12@gmail.com>
Sent: Sunday, May 15, 2022 1:09 PM
To: Bansal, Megha <Megha.Bansal@CityofPaloAlto.org>; Nguy, Roger <Roger.Nguy@CityofPaloAlto.org>
Subject: Funding for Bike Bridge Maintenance

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

Hi Roger & Megha,

Looking through the proposed city2023 capital budget and thinking about our r field visit re: the bike/pedestrian bridges. I remember you expressed that more funding probably would be needed for the work we discussed.

I see money for City Bridge Improvements on page 190 of the Proposed 2023 Capital Budget. PE20001 shows \$483k in FY 2023 for recurring inspection, repair and improvements program, with \$2.226M total over the next five years. I'm assuming the money for the Wilkie and Bol Park bridge work we discussed would come from this fund. Correct? Without knowing all of the expenses that come out of that, it is hard for me to tell whether Public Works Engineering will have sufficient funds to make the repairs/improvements we discussed.

Please help me understand what additional funding may be needed to get this work fully funded. I'm copying PABAC Bike/Ped Bridge Subcommittee members so they will be aware that I am following up on the funding question the group asked.

If we are going to ask for additional money for the Wilkie and Bol Park bridge work, this is the time to do it.

Again, I thank you for the attention you have given to this repair/maintenance work. It is much appreciated.

Best,

Penny Ellson

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: [Arce, Ozzy](#)
To: [Transportation](#)
Cc: [Arce, Ozzy](#)
Subject: BPTP Project Website: Comments from Comms Team
Date: Friday, May 6, 2022 12:32:40 PM
Attachments: [image001.jpg](#)

Note to BPTP 2022 Update project:

Input from City's Comms Team re: BPTP 2022 Update Project website separate from, or in addition to, the City's website:

Q: For the Bike Plan Update scope of work that will be published on 4/26, should we specify that the planning consultant must build a project webpage on the City website? [@De Jesus, Amanda](#)

Answer: The preference is to use the City website where possible, but there is some flexibility where the City website cannot accommodate particular functions. Meet with Comms Team once consultant is selected to maximize City website use if possible.



Ozzy Arce (he/él) | Senior Transportation Planner
Office of Transportation | City of Palo Alto
250 Hamilton Avenue | Palo Alto, CA 94301

From: pennyellson12@gmail.com
To: [Arce, Ozzy](#)
Subject: BPTP Update -- Helpful Info Sources
Date: Wednesday, May 11, 2022 3:37:54 PM

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

Information sources on Rail Corridor Policy docs that may be helpful to you for BPTP. Read on.

Perhaps should be included in the SoW, Task 8? --Penny

-----Original Message-----

From: Adina Levin <aldeivnian@gmail.com>
Sent: Wednesday, May 11, 2022 1:25 PM
To: Penny Ellson <pellson@pacbell.net>; Cliff Bargar <cliff.bargar@gmail.com>
Subject: Deadline today - Caltrain active transportation/station access policies

Hi, Penny,

I got your voice message earlier today. You said that you were providing comments on the scope of the Palo Alto Bicycle/Pedestrian Transportation Plan as a member of the Pedestrian and Bicycle Advisory Committee.

You were asking about references to Caltrain's policy documents regarding bicycle/pedestrian access, that would be helpful for the consultant. And you said that your deadline is today.

This page has links to Caltrain's access policies and plans.

<https://www.caltrain.com/projects/plans>

This page has BART's station access documents <https://www.bart.gov/about/planning/station-access/policy>

I'm copying Cliff Bargar who is currently on Caltrain's Bicycle and Active Transportation Advisory Committee who might have additional resources.

You also asked about any High Speed Rail policy documents. I don't know where to find them if they exist. I recommend asking Boris Lipkin.

Boris Lipkin <boris.lipkin@hsr.ca.gov> <<mailto:boris.lipkin@hsr.ca.gov>> >

Best,

- Adina

Adina Levin

Friends of Caltrain

<https://greencaltrain.com>

650-646-4344

--

This email has been checked for viruses by AVG.

<https://www.avg.com>

From: [Arnout Boelens](#)
To: [Transportation](#)
Cc: [Star-Lack, Sylvia](#); [Arce, Ozzy](#)
Subject: BPTP update: Review SoW
Date: Thursday, May 5, 2022 8:33:21 PM

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

Dear Sylvia and Ozzy,

Thank you again for compiling this very comprehensive document. Below you find my written comments.

Kind regards,

Arnout

Topic Heading 4.1: Bicycle and Pedestrian Volumes

The Bicycle and Pedestrian Transportation Plan Update Final Framework Topic Headings contains: "4.1. Bicycle and Pedestrian Volumes". However, all through the Scope of Work, counts are optional (Task 4.3 and Task 10). Since none of the cited sources give a complete picture of walking rates and ridership (e.g. errands and leisure are not counted in the ACS or school counts), I would like to urge City Staff to request a small number of mandatory counts in the scope of work. This is essential for: i) road safety analysis ii) keeping track of any changes in mode share, and iii) benchmarking big data efforts.

Task 4.2. Collision and Safety Analysis

In addition to bike/ped collision trends the analysis needs to include overall traffic levels. Bicycle and pedestrian road safety is strongly affected by the number of motorized vehicles on the road.

It would also be great if the public streets at school drop off sites are included in this Collision and Safety Analysis. Talking with the Traffic Safety Representatives the issue of parents performing hazardous maneuvers in their cars at drop off was mentioned many times. This creates a very strong sense of unsafety and prevents parents from letting their kids walk and bike to school.

Task 4.3. Future Activity Levels and Benefits Analysis

I would like to recommend the inclusion of the Health Economic Assessment Tool (HEAT) for walking and cycling by the WHO (<https://www.heatwalkingcycling.org/>) as a data source. This tool can be used to compute both greenhouse gas emission reductions and public health effects of active transportation.

Task 6. Develop Pedestrian Network and Bicycle Network Enhancements

Instead of "needs, connectivity, safety, and .." I would like to recommend "Cohesion,

Directness, Safety, Comfort, Attractiveness, and ...". These are the commonly used 5 design principles for bicycle infrastructure.

City Staff could also consider introducing a hierarchy in the bicycle network, similar to the motor vehicle hierarchy of local streets, collector streets, residential arterials, etc. This might, for example, help with prioritization of projects. A gap in the primary bicycle network should be fixed before a gap in a lower level bikeway. A bicycle network hierarchy would also help for setting design standards.

Lastly, the consultant should be familiar with the motorized vehicle network, so conflicts between the bicycle network and motorized vehicle network can be minimized.

Task 6.7. Support Facility Recommendations

It would be great if this list could include educational/road safety facilities such as traffic gardens.

"Support facilities for active transportation include signal detection, dedicated signals and signal timing, lighting, signing, bicycle racks and lockers, bike racks on buses, shower facilities, staging areas at trailheads, **and educational/road safety facilities such as traffic gardens.**"

From: [Transportation](#)
To: [Arce, Ozzy](#)
Cc: [Star-Lack, Sylvia](#); [Transportation](#)
Subject: FW: BPTP Update -- Scope of Work Comments
Date: Wednesday, May 11, 2022 3:30:28 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.jpg](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.jpg](#)



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From: pennyellson12@gmail.com <pennyellson12@gmail.com>
Sent: Wednesday, May 11, 2022 3:28 PM
To: Transportation <Transportation@CityofPaloAlto.org>
Subject: BPTP Update -- Scope of Work Comments

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Ozzy & Sylvia,

Here are my comments on the BPTP 2022 Update Scope of Work. Thanks for this opportunity to review and provide comment.

On the whole, this is very thorough. Thank you for it.

General Comments

1). The Scope of Work is nearly silent on the subject of Safe Routes to School. This does not reflect the program's importance to the rapid growth of bicycling in our community in recent decades. Safe Routes to School is a crowning Palo Alto transportation achievement. It should be held up as a model that can be adapted for other segments of the city's population in the plan's introduction and throughout. As PABAC member, Nicole Zoehller, pointed out in November 2021, "To achieve Palo Alto's S/CAP goal of increasing bicycle mode share to 25% by 2030, growing student ridership through SRTS will be essential." She went further to say, "Safe Routes to School should have a

dedicated section in programs, including:

- *Program Mission*
- *10-year Vision*
- *6 E's*
- *Key Objectives & Metrics*
- *Prioritized Infrastructure Needs & Projects*

She's right, and I would take this a step further. Holding up SRTS as a model, the updated BPTP should creatively adapt the program (starting with the original 4E's) to draw new people outside of PAUSD –both youth and adult riders, people of all ages and abilities-- toward choosing active commutes. We have learned that a comprehensive approach is the way we can get that done.

2). I want to reiterate something I said in November. The initial chapter of the plan should make clear that today “bike/pedestrian” projects are actually multi-modal projects that integrate ALL road users and green stormwater management systems. (The lion's share of money in the development of these projects is almost always spent on accommodating cars. Calling them bike/ped projects is, really, a misnomer.) This is a comprehensive plan for complete street systems that will identify ways to improve opportunities for active commutes and create safer, efficient, more sustainable street environments for all road users. I hope the language of the next plan will reflect more accurately what it will accomplish for our whole community. I had hoped we would begin to see that shift in language in the Scope of Work...and I hope that shift in language will follow through to the budget and every other part of city communications on this subject.

Page 2 of 20 –Please incorporate Safe Routes to School in the Table.

Page 3 of 20 – Please include SRTS Walk & Roll maps (with related recommendations for improvements) in the bulleted list of relevant documents that the consultant should review.

Page 3 of 20 (3rd bullet from bottom) -- Please add any Caltrain or HSRA documents that might be relevant to bike/ped planning for grade separations on the rail corridor.

Page 4 of 20 Task 3.1. This inventory/map should highlight Walk & Roll suggested bicycle routes to school.

Page 5 of 20, Task 3.2. This inventory/map should highlight Walk & Roll suggested walking routes to school.

Page 6 or 20, Task 4.1. Please consider revising the last sentence thusly, “Criteria may include, but is not limited to accessibility, cost, gap closure, greenhouse gas reductions, *safety improvement, or risk reduction.*”

Page 6 of 20, Task 4.3. Please include SRTS bike/ped data on this list. Bob Golton and I used this data to project 10-year bike parking demand at secondary school sites. In retrospect, our projections were pretty much spot on. Even though it is collected by volunteers, this is useful data for planning.

Page 8 of 20, Task 5.3. Given that there are limited community meetings, please add inviting other community groups to these public meetings—PTAs, neighborhood associations, churches, synagogues, mosques (people walk and bike to services), private schools, preschools, local businesses, organizations that serve our kids and adults in all age categories: sports leagues, music and arts groups, etc. Use the city’s Community Services outreach network to cast a wide net. People walk and bike to places where they DO stuff, and they read things the organizations they do stuff with send to them.

Page 11 of 20, Task 5 Deliverable – At first glance, I worried that the outreach meetings were insufficient in number. However, I think that if all of the public outreach meetings are very well publicized, casting a wide net, I think it can be sufficient.

Page 12 of 20, Task 6.1. Please consider adapting the first sentence of the second paragraph thusly, “ The task shall include a recommendation for the development of a Vision Zero policy, *integrating a Safe Systems approach, aligning with new State and Federal policies*, outlining the program needs and resources required to develop and manage such a program...”

Page 13 of 20, Task 6.2. Re: the third bullet-- Is the Adobe Creek crossing intended to be in addition to, or instead of, the Matadero Creek crossing? I think that south Palo Alto needs both (given that presently south PA has zero grade separations of any kind), but I realize Adobe Creek may be critical during the south Palo Alto grade separation construction period, depending on what grade separation option is selected for Meadow and Charleston crossings. If the intention is to include both, can that be made more clear?

Page 14 of 20, Task 6.8. It would be helpful to, once the analysis has been done, ask the consultant to lay out clear direction on what the goals should be for the changes to committee structure and role, and then suggest options for restructuring.

Page 15 of 20, Task 8. Should Caltrain or HSRA be included here, given that rail corridor grade separation will be a big part of this plan?

Page 16 of 20, Task 8 Deliverables – Please add a bullet that asks for a “living’ updatable project list that tracks progress along the Project Development timeline for each project. This should be publicly available online for anyone to see (so we all don’t have to bother staff to find out what’s up.)

Page 18 of 20, Tasks 10 and 11. I think these should not be optional. They are both needed.

Page 13 of 20, Task 13. Also needed. I think this should not be optional.

That concludes my comments.

Thanks, again.

Penny



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From: [Transportation](#)
To: [Arce, Ozzy](#)
Cc: [Star-Lack, Sylvia](#); [Transportation](#)
Subject: FW: BPTP Update
Date: Thursday, May 12, 2022 9:01:53 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.jpg](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)



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From: William Courington <billcour@sonic.net>
Sent: Wednesday, May 11, 2022 6:39 PM
To: Transportation <Transportation@CityofPaloAlto.org>
Subject: BPTP Update

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

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Typo caused bounce, didn't notice until 6:30, sorry.

Bill

Begin forwarded message:

From: Mail Delivery Subsystem <MAILER-DAEMON@c.mail.sonic.net>
Subject: Returned mail: see transcript for details
Date: May 11, 2022 at 11:14:39 AM PDT
To: <billcour@sonic.net>

The original message was received at Wed, 11 May 2022 11:14:37 -0700
from 104-1-94-122.lightspeed.sntcca.sbcglobal.net [104.1.94.122]

----- The following addresses had permanent fatal errors -----
<transportation@cityofpaloalto.org>
(reason: 550 5.4.1 Recipient address rejected: Access denied. AS(201806281)
[BLOGCC02FT047.eop-gcc02.prod.protection.outlook.com])

----- Transcript of session follows -----
... while talking to cityofpaloalto-org.mail.protection.outlook.com:

DATA

<<< 550 5.4.1 Recipient address rejected: Access denied. AS(201806281)
[BLOGCC02FT047.eop-gcc02.prod.protection.outlook.com]
550 5.1.1 <transportation@cityofpaloalto.org>... User unknown
<<< 503 5.5.2 Need rcpt command [BLOGCC02FT047.eop-gcc02.prod.protection.outlook.com]
Reporting-MTA: dns; c.mail.sonic.net
Received-From-MTA: DNS; 104-1-94-122.lightspeed.sntcca.sbcglobal.net
Arrival-Date: Wed, 11 May 2022 11:14:37 -0700

Final-Recipient: RFC822; transportation@cityofpaloalto.org
X-Actual-Recipient: rfc822; transportation@cityofpaloalto.org
Action: failed
Status: 5.4.1
Remote-MTA: DNS; cityofpaloalto-org.mail.protection.outlook.com
Diagnostic-Code: SMTP; 550 5.4.1 Recipient address rejected: Access denied.
AS(201806281) [BLOGCC02FT047.eop-gcc02.prod.protection.outlook.com]
Last-Attempt-Date: Wed, 11 May 2022 11:14:38 -0700

From: William Courington <billcour@sonic.net>
Subject: BPTP Update
Date: May 11, 2022 at 11:14:37 AM PDT
To: transportation@cityofpaloalto.org

General comment. This scope of work document is itself large and defines an enormous effort of dubious necessity. The goal, as I understand it, is to revise the 2012 plan to reflect current conditions. The tasks described seem more appropriate to creating an original plan.

It might be wise to bear in mind that a new plan is a necessity but it is only a prerequisite for making changes on the street and in Palo Alto's behavior. Resources are better spent on the latter.

Another general comment. Include a table of abbreviations at the outset for reference: PABAC, CSTSC, MTC, etc.

p.3 middle: typo Los Altos

Task 6.2. "The network shall include a variety of bikeways for various skill levels and ages," Consider adding development of a system for classifying and marking each bikeway's intended age/skill level. Analogous to how trails are designated at ski resorts.

p.13 top. Clarify that the following four bullets are in the context of rail crossings. They don't refer, for instance, to generic "bike improvements on the north side of Embarcadero". Or do they?

Task 6.7. Should Support Facilities include legible paint markings for bicycles at signals where bikes are detected?

Task 8.3. Six bound, one unbound, hard copies? Are these justified/necessary?

Tasks 10 and 11. I don't think the counting and analysis should be optional. Let's use this opportunity to fill this crucial and long-standing gap in our knowledge.

Additional comments:

I see almost no mention of ebikes, yet they are new since 2012 and are likely to grow substantially. Given their higher speeds, collisions with conventional bikes and pedestrians are likely to be more serious. Pedestrian complaints on shared paths are likely to rise. The plan should point out how Palo Alto can prepare itself (and perhaps encourage) ebike mobility.

Identify gaps in wayfinding, such as the Oregon bike bridge, Newell bridge (to EPA/Home Depot bridge), to and from Menlo Park, East Palo Alto, and Mountain View. Address the safety issue of cyclists riding on sidewalks, especially against the flow of traffic. Can anything be done?

Bill Courington

From: [Transportation](#)
To: [Arce, Ozzy](#)
Cc: [Star-Lack, Sylvia](#); [Transportation](#)
Subject: FW: BPTP Update: Comments on Scope of Work
Date: Wednesday, May 11, 2022 4:15:07 PM

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-----Original Message-----

From: Alan Wachtel <alan.wachtel@gmail.com>
Sent: Wednesday, May 11, 2022 3:54 PM
To: Transportation <Transportation@CityofPaloAlto.org>
Subject: BPTP Update: Comments on Scope of Work

You don't often get email from alan.wachtel@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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These are my comments on the BPTP 2022 Update Scope of Work, draft 4/26/22, as attached to the agenda of the May 3, 2022, PABAC meeting. This scope of work is very detailed and asks a lot of the consultant, and I appreciate the time and effort that staff have clearly put into it.

P. 10, Task 5.8, Development and execution of community surveys (should use initial caps for consistency): "This survey should ask specific questions about current and desired levels of biking and walking, primary concerns, and types of improvements desired by the community." The results of this survey will depend significantly on how the choices are presented. Unfortunately, surveys are sometimes unconsciously biased toward a particular outcome.

For instance, the next sentence asks for the survey to include "self-categorization of bicycling confidence and ability level." The categories typically included in such a survey, developed by Roger Geller in Portland (see <https://blog.altaplanning.com/understanding-the-four-types-of-cyclists-112e1d2e9a1b> <<https://blog.altaplanning.com/understanding-the-four-types-of-cyclists-112e1d2e9a1b>>), though widely used, are arbitrary, have never been validated in any way, and force respondents to pigeonhole themselves into one of four predetermined options. The first category, "Strong and Fearless: People willing to bicycle with limited or no bicycle-specific infrastructure," can be implicitly used to disparage experienced cyclists who are capable of riding safely in traffic as young, reckless daredevils--which is entirely inaccurate--and therefore to discount their needs in planning (despite the "all ages and abilities" slogan). This categorization also implies that no one but the young, strong, and risk-seeking can be expected to use streets without special provisions of some type, even though the majority of bicycle travel takes place there.

The "Enthusied and Confident" and "Interested but Concerned" categories can likewise be used to justify bikeways that make casual cyclists feel more comfortable, a popular choice that does not always serve their needs (including

safety). If a survey like this is conducted--and I don't suppose you can stop the consultant from doing it--the results should be interpreted cautiously.

P. 12, Task 6.1, Recommended Polices and Best Practices: "The consultant shall incorporate a review of design best practices for bicycle and pedestrian facilities." How broadly is "review" meant to be taken here? Is this just a summary of what someone else has decided to label best practices, or is it an attempt to evaluate them objectively?

"The best practices will include specific technologies including detection at signalized intersections, dedicated bicycle signals, leading pedestrian intervals, pedestrian crossing signals, etc." These are important, but seem like a very limited set. Are roadway and bikeway design meant to be dealt with elsewhere?

Task 6.2, Bikeway System Development: "The consultant shall develop a bikeway system designed to move Palo Alto from its status as a Gold Level Bicycle Friendly Community to a Platinum Bicycle Friendly Community as designated by the League of American Bicyclists (LAB). The consultant shall assist the City of Palo Alto in specifically responding to the criteria outlined by the LAB for Platinum ranked communities." I am a life member of LAB, but you should not let it set policy for the City. Some of LAB's criteria may be appropriate; others might not be.

"The network shall include a variety of bikeways for various skill levels and ages, sidewalk improvement projects, and other bicycle capital improvement projects (e.g., traffic calming, bicycle parking, etc.)." Why are sidewalk improvements listed under bikeway system development?

"The plan should include a discussion and mapping of where protected bicycle facilities and protected intersections are most appropriate." The term "protected" here is highly misleading (though I'm glad to see that at least it wasn't attached to "bike lane," which would not be correct). The proper designations, as used by the Streets and Highways Code, the Highway Design Manual, and Caltrans Design Information Bulletin 89, are Class IV bikeway, separated bikeway, or cycle track. "Protected," though enormously successful as a marketing and public relations tool, is not an accurate description of these facilities. They may in some sense be protected from overtaking traffic (which is not a major cause of car-bike collisions to begin with), but they also create new geometric conflicts that did not exist before at every driveway and minor intersection, where fast-moving bicycle traffic, which has been led to believe it has right-of-way and is "protected" from cars, overtakes potentially right-turning vehicular traffic in its right rear blind spot (the so-called right hook, which is already a prevalent collision mode). Barriers such as parked cars or plantings prevent merging and may actually obstruct sight lines even further.

These geometric conflicts can be dealt with at major intersections by merging areas or separate signal phases, but that isn't possible everywhere. Design guidance for such facilities tends to gloss over these conflicts, which are inherent in the facilities themselves, and to treat any mitigation as an enhancement, rather than a critical design feature that should be addressed before the facility is adopted. Moreover, bicyclists who prefer to avoid separated bikeways may now be forced into shared lanes that have been narrowed by the presence of the bikeway, and even though the separated bikeways are not bike lanes and their use is not mandatory, lane-sharing in this situation is likely to create friction between bicyclists and drivers. Even pedestrians may be at greater risk from drivers distracted by the new cognitive demands of bicyclists passing on the right.

Separated bikeways can be useful in certain limited locations where these issues can be addressed. But their drawbacks should be publicly acknowledged, and they should not be promoted as a major component of a bikeway system.

Likewise, "protected intersection" is a marketing term, not an engineering term. These designs shift the point of conflict, but do not eliminate it.

P. 14, Task 6.4, Bikeway System Map: Now the term "separated bikeway" is used correctly.

P. 14, Task 6.8, Education, Encouragement, and Outreach Programs: There seems to be a pagination error here. There are two pages numbered 14. This is the second one.

Education, encouragement, enforcement, and outreach efforts have been demoted to a single paragraph, far less detail than is expended on planning and design considerations. This task should be developed at much greater length.

P. 15, Task 7.1, Implementation Phasing of Recommended Projects: I'm not quite sure what "ensuring that the system grows rationally" means. Are there criteria to be observed, or should I be satisfied that "The phasing plan will accomplish a phased system with tiered short-, mid- and long-term implementation programs subject to further definition under this task"?

P. 18, Task 10, Conduct Automatic Counts (Optional Task): Conducting automatic counts seems like such an important task that it should not be optional. Knowing bicyclist volume is critical both to locating areas of demand and to calculating the rate of bicycle conflicts, crashes, and other adverse events, rather than simply their absolute number.

BPTP 2012 Evaluation and Project Status, in-progress draft (Attachment B):

Title: for "Recommendde," read "Recommended"

BK-3: for "conjunciton," read "conjunction"

Thank you for considering these comments.

~ Alan Wachtel
Member, PABAC

From: [Transportation](#)
To: [Arce, Ozzy](#)
Cc: [Star-Lack, Sylvia](#); [Transportation](#)
Subject: FW: BPTP update_Eric Nordman
Date: Wednesday, May 11, 2022 3:11:36 PM
Attachments: [image001.png](#)
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Here's another!



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From: Eric Nordman <eric.nordman12@gmail.com>
Sent: Wednesday, May 11, 2022 3:06 PM
To: Transportation <Transportation@CityofPaloAlto.org>; Ellson, Penny <pennyellson12@gmail.com>
Subject: BPTP update

You don't often get email from eric.nordman12@gmail.com. [Learn why this is important](#)

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To all:
I was impressed with the SOW plan. Very detailed.

Some mostly minor comments:
Page 6, Item 5: I'm not sure the Palo Alto Municipal Code is relevant to facilities. If you think it is relevant, please forward the PABAC recommended code changes.

Page 18: For consistency, please make all items in the list plural. I.e. HAWK Beacons, in-pavement flashing markers.

Page 21: Task 8.2: To facilitate review by the public it would be nice to have separate chapters rather than one huge pdf on the web site.

Page 26:
ABC-6 spelling of: pedestrian.
TR-1 spelling of: without

Page 28,

BK-2: Change: Jordon Middle School to Jordan (now Greene) Middle School

BK-3: Capitalize: Homer

Page 29, BK-6 spelling of: network

Page 32: Spell out CS, SS, VZ since some readers will not know all the abbreviations.

--Eric Nordman

From: [Transportation](#)
To: [Arce, Ozzy](#)
Cc: [Star-Lack, Sylvia](#); [Transportation](#)
Subject: FW: BPTP Update_Robert Neff
Date: Wednesday, May 11, 2022 8:26:07 AM
Attachments: [Comments about the draft BPTP Update 5-2022 \(1\).pdf](#)
[image001.png](#)
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Comments below. Thanks!



Danille Rice

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www.cityofpaloalto.org



From: Robert Neff <robert@neffs.net>
Sent: Tuesday, May 10, 2022 11:03 PM
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.

Attached are my comments, as well as cut and pasted here:

Comments about the draft BPTP Update SoW, 5/10/2022

In general, this is a thorough and detailed scope of work, and is well prepared. I must recognize that this represents what we wish the consultants to study, not exactly what we want their conclusions to be!

I have 4 things for consideration:

1: Perhaps in Section 2.2 - Review Existing Bike/Ped Policy. I think PABAC requested a review of PABAC's historic role as a voluntary technical advisory committee to Transportation staff. Most other nearby cities have their Bicycle/Pedestrian Advisory committees as Council appointed commissions, such as the Bike/Ped Advisory Commissions in Mountain View or Sunnyvale, or have combined bike/ped oversight with general transportation issues, as on the Los Altos Complete Streets Commission. After 40+ years, the technical advisory role is not as important, as we largely depend upon well trained staff and consultants for that now, and the connection to city governance may be a better choice. I think this should be reviewed, if not by this plan, then by PTC.

2: Task 6.5 - Develop network enhancements. I think most of our streets could be improved with simple enhancements, like making a 2-way stop on a bike boulevard 4-way, or adding a simple speed hump, instead of the more extensive changes developed in the previously developed bike boulevards plans, with extensive bulb-outs and permanent improvements. Please request a menu of improvements, so that the city has the option of choosing low cost and quick build approaches to extend limited funds should that be the case in the future. Ask for the range of improvements that could be applied, not just the most platinum plated.

3: Task 6.1: Recommended Policies and Best Practices: Include review of the Transportation Element in the Comp Plan, and note any sections of the Comp Plan which are incompatible with a safe pedestrian or bicycle network. (In particular, I am thinking of the Comp Plan endorsement of alternating 2-way stops on our neighborhood streets, without painted crosswalks, ensuring that all pedestrian trips have potential hazardous crossings, and many routine bicycle trips have to cross streets with unrestricted cross traffic (2 deaths since 2012 at 2-way stops). Also, should the TE develop a standard for better and more frequent pedestrian crossings on our residential arterials? (2 deaths since 2012, on Embarcadero.).

4: Does it really require a project logo? (Task 5.7) How about reusing the already paid for Bike Boulevard logos as the project logo? Only if it will replace the map of Menlo Park on all current CPA presentations.

Thank you for your work for our City of Palo Alto.

Robert Neff

PABAC Member.

--

-- Robert
robert@neffs.net

From: Art Liberman <art_liberman@yahoo.com>
Sent: Saturday, May 7, 2022 7:31 AM
To: Transportation <Transportation@CityofPaloAlto.org>
Subject: Comments on the Draft BPTP Draft Statement of Work.

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The SOW for the 2022 BPTP Update is comprehensive, but in my mind there are four significant flaws that must be remedied before the City of Palo Alto solicits consultants to construct the plan. They are 1) absence of an associated 'live' electronic document; 2) an arbitrary and vague manner to determine projects and priorities; 3) defining the needed future bikeways, the first step in developing projects, is similarly arbitrary and vague; and 4) community outreach is inadequate to realistically assess true community needs and aspirations. These are explained in the following:

1). The most serious issue with the SOW is the absence of a corresponding 'live' web-accessible and updatable document. This should be added to Task 9 and included in Task 9 deliverables. At every discussion of the BPTP update, PABAC members, myself included, have vigorously advocated for some type of 'live' version. The status of all the proposed projects can be updated by the Office of Transportation staff in a 'live' document as they progress through design to construction to completion and evaluation, with pointers back to the specific descriptive sections in the BPTP 2022 Update document itself. Issues with projects or part of projects can also be documented.

Sections of a static 2022 BPTP Update pdf document will become obsolete and the document itself will become less relevant over time. This is certain. The 'live' document can keep the status of important issues current and in clear focus. The 'live' document would also include changes to project priorities; this is essential because new data and information released after the BPTP is drafted and formalized are likely to have significant consequences on project priorities. The experience with the 2012 BPTP plan was that the priority of many projects changed either because of political pressures, the City's financial constraints or unforeseen circumstances; we can be certain that the same will happen with the 2022 BPTP Update. For example, at some point the City Council and Caltrain will make decisions about the rail crossings. These decisions are likely to have multiple profound ramifications for bicycle infrastructure projects. New grant opportunities may also arise or other funding sources may become available. However, Task 8 states only that the document must be prepared in a form that "meets the requirements put forth by the VTA, Caltrans, and MTC, in order to qualify for grant funding." The consultant, as well as the Office of Transportation staff, must keep in mind that the primary customers of this plan are the citizens of Palo Alto, and the consultant and Transportation staff must use the technology to create a 'live' document that provides current, updated and timely information to the citizens of Palo Alto.

2). Project priorities – My second criticism of the SOW is the manner in which projects are identified and how priorities among the identified projects are established. These

tasks, described in Task 6, are critical phases and the SOW allows for vague and arbitrary decisions. Instead of objective metrics or ranking to assign weights to specific criteria to determine how a project will be identified (such as enhanced safety, sustainability, low stress routes, neighborhood feedback, enhanced mobility and East-West connectivity), Task 6.1: Recommended Policies and Best Practices calls for a generic and unspecific catch-all term, 'Best Practices', along with a few enumerated policies: *“best practices will include specific technologies including detection at signalized intersections, dedicated bicycle signals, leading pedestrian intervals, pedestrian crossing signals, etc.”* This is unsatisfactorily vague and are arbitrary.

Also unsatisfactorily vague is Task 6.6 which is the critical issue of determining project priorities. Task 6.6: Bikeway Project Evaluation/Prioritization Criteria merely states that prioritization will be determined *“according to criteria developed in conjunction with City Staff.”* This is unclear and arbitrary. It is vital to have the priorities established that are in line with community desires. The Chief Transportation Officer, speaking to PABAC earlier in 2022, said that his department’s priorities for bicycle infrastructure are: a) City Council Directives, and b) Funding grants. Will this be the method used by Transportation to set the priorities of the projects in the BPTP Update? Will the priorities in the plan be updated over time according to financial needs and political pressure? Instead, the project priorities should be set according to objective metrics , for example using criteria similar to those listed in the Access MV report[1] that include a Network Priority Score, Cost Effectiveness score, Community Support score, Geographic Utility score (new route or improved access for a particular neighborhood), Strategic Importance score (connectivity with adjacent towns), and Funding Opportunities and Cost Savings/Cost Effectiveness scores.

3). How to decide what would be needed for a proposed Palo Alto bikeway network is also unsatisfactorily vague. This is Task 6.2, Bikeway System Development. The SOW does not specify a way to rank the competing demands – *“Network development shall also take into account issues such as directness of route, barriers, system connectivity. The network shall include a variety of bikeways for various skill levels and ages, sidewalk improvement projects, and other bicycle capital improvement projects (e.g., traffic calming, bicycle parking, etc.)”* How are these oftentimes competing demands to be sorted, ranked and assessed? The SOW requires clarification. My view is the decisions are best done by introducing some objective metrics as with the project prioritization procedure, mentioned previously.

This section includes Council directives associated with Rail Crossings. In addition to those stated, at the August 23, 2021 Council Meeting at which the options for Meadow and Charleston were discussed, several Council members voiced strong support for moving forward with a pedestrian- bicycle tunnel near Loma Verde. In the Palo Alto Weekly’s article on this Council meeting topic[2], Weekly reporter Gennady Sheyner wrote: "In addition to removing the viaduct from consideration, the council agreed that the city should advance bike projects, including an underpass near Loma Verde, that would allow bicyclists to cross the tracks during the extensive construction period." The summary minutes of that Council Meeting[3] state: " Vice Mayor Burt noted the

likelihood of closing the Meadow and Charleston intersections to vehicular traffic for several years during construction and inquired about the number of bicyclists and pedestrians who utilized the intersections. Grade separations accelerated the necessity to construct a dedicated South Palo Alto bicycle and pedestrian crossing in the vicinity of Loma Verde.”

4. Task 5:Community Outreach lists many components and meetings, but they are almost entirely in the nature of informing the community about the plan rather than informing the consultant about what the community seeks and needs and desires, and what the community does not want to see in their neighborhoods. Bicycling infrastructure planning in the City of Palo Alto has suffered from low community support in recent years following the Ross Road project, which many residents of the area did not want, felt it was imposed upon them or felt that they were not consulted ahead of time and that it cost millions of dollars that should not have been spent.

The meetings listed in the SOW Task 5 are not sufficient to provide the consultant with adequate amount of pedestrian and cyclist feedback from residents. There is just the one Community-City wide meeting where the consultant is to hear needs before the plan is drafted. Meetings of the consultant with each of the Palo Alto neighborhood associations would be crucially valuable, even an essential step for the consultant to create a plan that insures it has positive community support.

The proposals and the priorities in the BPTP 2022 Update ought to be in synchronism with community sentiment. Meetings with the local communities is essential if the BPTP 2022 Update plan is to succeed in making Palo Alto a ‘Platinum’ award city from the League of American Bicyclists. The application for awards from LAB [4] involves the circulation of public surveys to community residents, League members, bike advocates, and bicyclists who may be familiar with each applicant community.

Art Liberman
PABAC member

[1] AccessMV: page 12:
https://www.mountainview.gov/depts/pw/transport/transportation_planning/default.asp#AccessMV:%20Mountain%20View's%20Comprehensive%20Modal%20Plan

[2] <https://www.paloaltoonline.com/print/story/2021/08/27/plan-for-train-viaduct-hits-dead-end-in-palo-alto>

[3] <https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/city-council-agendas-minutes/2021/08-august/20210823/20210823smccsct-final.pdf>

[4] <https://www.bikeleague.org/content/about-bfc-application-process>

From: [Star-Lack, Sylvia](#)
To: [Arce, Ozzy](#)
Subject: Fwd: Adobe vs Matadero
Date: Thursday, May 5, 2022 6:41:15 AM

Forwarding to you.

Thanks!

-Sylvia



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

Please think of the environment before printing this email – Thank you!

Use Palo Alto 311 to report items you'd like the City to fix!! Download the [app](#) or click [here](#) to make a service request.

Begin forwarded message:

From: Cedric de La Beaujardiere <cedric.bike@gmail.com>
Date: May 5, 2022 at 12:07:22 AM PDT
To: "Joye, Ken" <kmjoye@gmail.com>
Cc: "Star-Lack, Sylvia" <Sylvia.Star-Lack@cityofpaloalto.org>
Subject: Re: Adobe vs Matadero

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

Thanks Ken for the clarification. It means I don't need to try to search for a non-existent error!

I'm CC'ing Sylvia so she and her team have this context and clarification to explain the reference to Adobe Creek.

Cedric

On Tue, May 3, 2022, 18:55 Ken Joye <kmjoye@gmail.com> wrote:

You said that someone might have been misunderstood when they proposed a crossing near Adobe Creek.

Pat Burt, during the XCAP meetings, observed that when Charleston and

Meadow are under construction that bicycle commuters such as those going to Gunn HS would be hugely affected. He specifically mentioned that in addition to the Matadero Creek bike/ped facility listed in the 2012 plan there should be a similar one done closer to San Antonio, such as at Adobe creek.

I believe that his concern was that bike commuters would have a long detour and that pedestrians would be even more hard pressed to walk all the way to Loma Verde in order to cross the tracks.

Ken

From: [Paul B Goldstein](#)
To: [Arce, Ozzy](#)
Subject: Transcript of my comments last night
Date: Wednesday, May 4, 2022 5:17:01 PM

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

Notes on the Scope of Work document:

Page 4 Task 2 Deliverables should explicitly include the STATUS of the 2012 BPTP projects. (This is mentioned in the preceding paragraphs but should be explicitly stated in the deliverable.)

Page 10 Task 5.6 Please add a request to “Allow the public to sign up (via website, or some other means) to be kept informed of changes, updates, meetings, etc. as the Plan Update proceeds.”

Page 14 Task 6.8 typo: “furthers” should be “further”

Page 16 Task 8.1 PABAC should get a look at the Administrative Draft and a chance to communicate its thoughts to City Staff. Since we are advisory to Staff, this seems only fitting. If there are Brown Act issues, this could be done in a noticed meeting. Noticing should be the minimum allowable under the Brown Act.

Further note: Although the consultants are charged with advising on the governance and role of PABAC, I see no specific tasks, meetings, or deliverables regarding this. At least one meeting with PABAC should include a discussion of the structure, governance, and role of the advisory committee.

These are my comments made last night. I may submit further input before the May 13 deadline.

Thanks,
Paul



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.