



**Palo Alto Pedestrian and
Bicycle Advisory Committee**

Tuesday, September 6, 2022 at 6:15 P.M.

Join Meeting Via Zoom

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

Meeting ID: 838 1330 5635

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

1. CALL TO ORDER 6:15 PM
2. Adoption of a Resolution Authorizing Use of Teleconferencing for Pedestrian and Bicycle Advisory Committee Meetings During Covid-19 State of Emergency (See attached Resolution) 6:18 PM
3. AGENDA CHANGES 6:20 PM
4. APPROVAL OF ACTION MINUTES 6:22 PM
 - a. August 2, 2022 PABAC meeting: Part I: TDA 3—Bicycle and Pedestrian Transportation Plan Update and Part II: Other Items
5. PUBLIC COMMENTS 6:24 PM
Note: Written comments submitted by email to Transportation@CityofPaloAlto.org between 12:00pm on July 13, 2022, and 12:00pm on August 12, 2022 are attached with the agenda packet.
6. STAFF UPDATE 6:26 PM
 - a. 2022 BPTP Update: Procurement update (*Ozzy Arce, OOT*)
7. ADJOURNMENT 6:28 PM

PART II: OTHER ITEMS

1. CALL TO ORDER 6:28 PM
2. AGENDA CHANGES 6:29 PM
3. PUBLIC COMMENTS 6:30 PM
4. STAFF UPDATES 6:33 PM
 - a. 1700 Embarcadero Project update (*Shrupath Patel, OOT*)
See Attachment 1 for plans
 - b. Caltrans 2023 El Camino Real Repaving Project update 6:55 PM

5. DISCUSSION ITEMS
- a. City 5-year Repaving Plan (*Young Tran, PW*) 7:00 PM
See Attachment 2 for the City's 5-year Paving Plan list
 - b. Formation of PABAC Rail Grade Separation subcommittee 7:40 PM
See Attachment 3 for Draft Subcommittee Charter
6. STANDING ITEMS 7:50 PM
- a. Grant Update – VTA Local Roads Safety Plan + Safe Systems For All Federal Grant
 - b. CSTSC Update – Most recent meeting: Thursday, August 25, 2022
Note: CSTSC Meeting minutes to be included in PABAC's October Agenda Packet
 - c. VTA BPAC Update (*Robert Neff*)
 - d. Subcommittee Reports
 - a. Bike Bridge Maintenance subcommittee
 - b. Repaving subcommittee
 - c. Muni Code subcommittee
 - e. Announcements—None
 - f. Future Agenda Items
 - El Camino Real (SR-82) plans from Caltrans (Last update: 4/5/2022)
 - Muni code clean-up progress update (Committee report delivered: 2018; Last update from staff: 4/5/2022)
 - PAUSD Hoover school campus reconstruction update (Last review: 5/3/2022)
 - S. Palo Alto Bikeways project status/grant proposal (Last update: 5/3/2022)
 - Grade Separations (Last update: 8/2/2022)
7. ADJOURNMENT 8:00 PM

END OF AGENDA

Note: Informational Attachment included at the end of the agenda packet re: PABACs Rail Grade Separation project consolidated comments post-August 2, 2022 PABAC meeting.

Resolution No. __

Resolution of the Pedestrian and Bicycle Advisory Committee (PABAC) of the City of Palo Alto

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:

Assistant City Attorney

Chief Transportation Official



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, August 2, 2022

6:15 P.M.

VIRTUAL MEETING

Palo Alto, CA

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

Members Absent: Robert Neff, Steve Rock

Staff Present: Ozzy Arce, Ripon Bhatia

Guests: Nichole Rodia; Millette Litzinger, Peter DeStephano, AECOM

PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE

1. Call to order

Chair Ellson called the meeting to order, and Mr. Ozzy Arce called roll and established a quorum was present.

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 introduced the Adoption of the Resolution Authorizing Use of Teleconferencing for PABAC meeting.

Mr. Paul Goldstein moved to pass the resolution, seconded by Mr. Ken Joye.

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

3. AGENDA CHANGES

None

1
2 **4. APPROVAL OF ACTION MINUTES**

3
4 **a. May 3, 2022 PABAC meeting: Part 1: TDA 3-Bicycle and Pedestrian**
5 **Transportation Plan Update**

6
7 **b. June 7, 2022 PABAC meeting: Part 1: TDA 3-Bicycle and Pedestrian**
8 **Transportation Plan Update and Part II: Other Items**

9
10 Mr. Goldstein motioned to approve both sets of minutes. Vice-Chair Liberman seconded. Mr. Ken
11 Joye, Mr. Bruce Arthur, and Mr. Richard Swent abstained due to absence. The minutes were passed
12 unanimously.

13
14
15 **5. PUBLIC COMMENTS**

16 *Written comments submitted by email to Transportation@CityofPaloAlto.org between*
17 *12:00pm on April 21, 2022 and 12:00pm on May 20, 2022 are attached with the agenda*
18 *packet.*

19 None

20 **6. STAFF UPDATES**

21 **a. 2012 BPTP Project Update – Project procurement timeline reminder**

22 Mr. Ozzy Arce, Senior Transportation Planner & Project Manager reported the Bicycle Pedestrian
23 Transportation Plan (BPTP) Scope of Work (SoW) was finalized and sent to the City's
24 procurement team. A Request for Proposal (RFP) will be issued, and the City will receive
25 proposals in August and September. During the fall interviews will be conducted with potential
26 consultants, a firm will be chosen, and the project will begin.

27 Mr. Arce noted that some PABAC members had questions around how the BPTP update will
28 prioritize project and mentioned that the Scope of Work for the update includes a task to develop
29 the criteria used to prioritize the City's bicycle and pedestrian network and projects, first based off
30 of existing City goals and policies and influenced by feedback from PABAC and other
31 stakeholders through a formal community engagement process. PABAC will have the opportunity
32 to comment on the priority project ranking list too once developed.

33 **7. ADJOURNMENT**

34 Chair Ellson adjourned the Brown Act Part I of the meeting.

35
36 **PART II: OTHER ITEMS**

37 **1. CALL TO ORDER**

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

2

3 **2. AGENDA CHANGES**

4 Chair Ellson reported the October 4th meeting will be held on October 6th due to a conflict with
5 Yom Kippur.

6 Chair Ellson introduced Nicole Rodia, who is a guest and looking to possibly join PABAC in the
7 future.

8 **3. PUBLIC COMMENTS**

9 Elizabeth Alexis commented she is the one who proposed the underpass on the Grade Separation
10 project and other alternatives to the underpass would cause a number of other problems to include
11 significant new traffic which would potentially raise traffic calming needs between Alma and El
12 Camino on Charleston and crossing at Park would become increasingly unsafe. The underpass
13 solution would offer traffic calming along with protected bike lanes in Mitchell Park. Most trips
14 would be faster, however would change traffic patterns that will take some time to understand and
15 evaluate. The current drawings are highly conceptual at this point and feedback and creativity will
16 be required to get it to a place to see if it will work.

17 Olger, a Mountainview resident provided comment that the corner of Page Mill Road and Hanover
18 Street there was a new traffic light that was installed that is working well. The new street markings
19 however are making it more dangerous for bicycles. They added a right turn lane which caused a
20 solid line marking which causes bicycles to assume they can speed along across the intersection.

21 **4. DISCUSSION ITEM**

22 **a. Rail Grade Separation Project Alternatives – Presentation**

23 Mr. Ripon Bhatia, Senior Engineer, gave a presentation on the Rail Grade Separation Project
24 providing details on the alternatives under consideration. They can be used in refining partial
25 Underpass Alternatives for Churchill Avenue and Underpass Alternatives for Meadow and
26 Charleston Road. A spreadsheet was distributed in the Agenda packet allowing PABAC members
27 to submit their questions and comments.

28 As part of City Council review, staff was directed to refine the underpass/partial underpass
29 alternatives. Staff is seeking feedback on those alternatives prior to making refinements from key
30 stakeholders. Plans and profiles that depict the layout are of primary value, however rendering and
31 animations also provide good information for three-dimensional perspective. These plan and
32 profile pages, renderings and animations can be found by visiting the Connecting Palo Alto website
33 at <https://connectingpaloalto.com/renderings-plans-and-animations/>.

34 The three alternatives currently being considered are Hybrid, Trench and Underpass.

1 Senior Engineer Peter DeStephano provided visuals and information about the Underpass
2 alternatives at Charleston, Meadow, and Churchill Avenue. Millette Litzinger with AECOM
3 provided information on Closure with Mitigation alternative for Churchill that is still under
4 consideration and the trench and hybrid alternatives for Meadow-Charleston.

5 Mr. Bhatia explained the next steps will be design refinements and a preliminary geotechnical
6 investigation for Charleston and Meadow Drive crossings as requested by City Council. Additional
7 outreach and input will be sought for the design refinements from PABAC, Stanford, and PAUSD.

8 The Rail Committee will be discussing and prioritizing future crossing projects including the
9 pedestrian/bicycle undercrossing at Seale and Loma Verde at their August 9th meeting at 1:00 p.m.

10 All materials in tonight’s presentation along with preliminary renderings, plans and animations,
11 fact sheets and Matrix can be found by visiting www.connectingpaloalto.com.

12 **b. Rail Grade Separation Project Alternatives – Discussion & Feedback**

13 Chair Ellson stated all written comments outside of the meeting will be accepted by Mr. Bhatia
14 and his team up to August 23rd and requested they copy Mr. Ozzy Arce so they can be included in
15 the minutes as a written record. In addition, Chair Ellson is looking for possible subcommittee
16 members to possibly work with staff. She will follow up with Ms. Sylvia Star-Lack once she
17 returns.

18 Mr. Richard Swent commented when there is a two-way bike path on one side of the road that
19 poses problems because at some point someone is left on the wrong side of the road. How that’s
20 dealt with has a major effect on the safety and effectiveness of the overall facility. The meadow
21 design does not do a good job of dealing with that. Unsignalized crosswalks at both ends are
22 extremely dangerous and negates any safety advantages from motor vehicles traffic being
23 separated from the underpass. The dangers will increase as the motor vehicle traffic increases and
24 as those waiting to enter traffic are inconvenienced, more people will not wait and will continue
25 to ride on the wrong side until they feel safe crossing. That is already happening at Paly on
26 Churchill, where students are not comfortable crossing Churchill and ride on the wrong side of the
27 road until they are. These designs are going to be inconvenient, dangerous and will encourage
28 behaviors we don’t want to encourage. If separate bike paths are the goal, there needs to be one on
29 each side of the road.

30 Mr. Arnout Boelens commented he provided several comments on the spreadsheet and questioned
31 how committee members will be able to view responses to comments from the spreadsheet.
32 Additionally, he expressed concern if tandem bikes, bikes with trailers, and cargo bikes will be
33 able to navigate the new features and turning radii at the volumes that the bike routes along
34 Meadow, Charleston and Park already see and would appreciate some assurance that these designs
35 work.

36 Mr. Bhatia replied once the comments have been reviewed and received a final response, those
37 responses will be shared with PABAC and the department is already doing investigative work into
38 that particular concern and investigating other cities comparable to the design and volumes of Palo
39 Alto and how those designs can be modified or applied to Palo Alto’s needs. If a particular concern
40 can not be corrected it will be applied as a drawback to the specific alternative involved.

1 Mr. Ken Joye thanked the staff, Alexis, and the consultant for their contributions to this project.
2 None of the three designs listed under consideration for Meadow and Charleston include a good
3 alternative. All have flaws. Mr. Joye echoed the safety concerns from Mr. Boelens and Mr. Swent
4 and commented the design for the partial underpass includes convoluted movements that no
5 motorist would be expected to take on a public roadway. The traffic study distributed during the
6 XCAP process made no mention of the changes to the volume on Wilkie Way which is part of the
7 designated bicycle boulevard network and a main connector to Mountainview. He remains dubious
8 about the work that went into that traffic study and inquired if the comments that were made during
9 the XCAP study will need to be repeated on the current spreadsheet.

10 Mr. Bhatia answered he believed part of the original comments on the Wilkie Way project included
11 a response that traffic calming would be added. The XCAP comments were either responded to or
12 not incorporated because they were directed to not be considered in certain situations, and if there
13 are additional comments, please add it to the spreadsheet. If there are original comments that were
14 not considered, Mr. Bhatia recommended the comments be made again so they can be on record.

15 Mr. Joye requested the width of the sidewalk leading to the pedestrian bridge for pedestrians
16 wanting to continue along Park to Meadow, after the turn leading to the bridge. Mr. DeStefano
17 replied the current layout is ten (10) feet. Mr. Joye suggested ten feet is inadequate for a two-way
18 path for pedestrians and bicycles.

19 Mr. Alan Wachtel commented that he disagreed with Ms. Alexis' earlier comments about Meadow
20 He stated the underpass is the worst alternative for pedestrians and bicycles and the other
21 alternatives retain intersections which can be signalized at Meadow, Alma and Charleston and it's
22 straight forward to accommodate bicyclists and pedestrians. The underpass alternative creates
23 unsignalized intersections with free-flowing ramps which are very difficult for bicyclists to cross.
24 To mitigate the situation some of the turning movements have been restricted which is not going
25 to help motorists while accommodating two-way bike paths on one side of the street. Those paths
26 are excessively wide at twenty (20) feet, the width could be used in other places and drop off at
27 each end which will induce wrong way bicycle traffic exiting one end and entering the other. The
28 idea that bicyclists will cross at an uncontrolled crosswalk is unrealistic. The round-about on
29 Charleston is a two-lane round-about which will make it difficult for bicycle traffic to make a U-
30 turn and the roadways on Charleston and Meadow have been made hostile to bicyclists by means
31 of grade and narrow lanes which doesn't make that a safe bicycle option. The Kellogg Tunnel on
32 Churchill will have highly concentrated traffic at school hours, Mr. Wachtel questioned if the
33 tunnel will have the capacity to accommodate those traffic demands and how the tunnel connects
34 at either end, particularly for the Embarcadero path. The details of right of ways, sight lines,
35 entrance and exit routes, volume concerns and traffic controls need to be clearer.

36 Mr. Bill Zaumen stated that Mr. Wachtel, Mr. Swent and Mr. Joye covered most of his concerns
37 and also mentioned that turns on some of the alternatives. It is not clear that bicycles will be able
38 to turn easily and it could be useful to create a mock-up in a parking lot for ride throughs to test
39 the turns. Looking at Churchill, one of the diagrams showed two-way bicycle traffic exiting a
40 tunnel adjacent to a bike path which means there will be traffic moving in opposite directions as
41 you move from one lane to another. If a design such as that is needed, have the bicycle traffic on
42 both sides of the tunnel move parallel with each other.

1 Mr. Eric Nordman echoed the comments that crossing streets is very awkward and will be
2 problematic. Most commuters and high school students will ride under the tunnel and avoid the
3 bike paths rather than having to deal with the double-crossing problem. For the Churchill
4 underpass, Mr. Nordman wondered if the proposal of a bike path at Seale would a better option as
5 it would put bike paths at even spacing, as opposed to Kellogg being very close to Embarcadero
6 and then a long distance to the Oregon Expressway. A bike path at Seale would be much easier to
7 make. Twenty feet wide is excessively wide for a bike path.

8 Ms. Kathy Durham commented all three crossings in question are major school commute routes,
9 there will be a lot of people walking as well as biking, and not necessarily skilled or experienced
10 at understanding the new routes during high volumes. Twenty feet may not be too wide, as volume
11 information has yet been acquired and she requested they be cautious with the varying types of
12 traffic during peak use. Ms. Durham was intrigued by the Kellogg Tunnel idea regarding the
13 conflicts for “normal” users who already find the crossing at Alma and Churchill difficult. The
14 design and the sharp turns will need to be communicated to the community and all of the North
15 Palo Alto Bike Route maps would need to be changed which would require additional outreach
16 needs. Anything that considers roundabouts will require technical analysis in addition to selling
17 the idea to people who see roundabouts as unsafe.

18 Mr. Cedric de la Beaujardiere commented thanked staff for bringing these items to PABAC for
19 discussion. The Meadow/Charleston hybrid in his opinion is the best of the remaining options as
20 well as the Churchill closure with option number two (2), and also has concerns with the sharp
21 turns of the ramps leading down into a tunnel under option one (1). The sight lines are poor and
22 create safety issues people can’t see who’s traveling towards them or for who might be lurking
23 down under the overpass. The Trench option impacts Barron and Adobe creeks and will require
24 lift stations which has drastic ecological impacts to the creek. It would be better to divert the creek
25 bed farther to the north or south respectively to avoid the trench and not have a lift station. The
26 Charleston/Meadow underpass is a catastrophe waiting to happen. He agrees with the notion that
27 wider is better and is in favor of having the bike/pedestrian path on either side if the underpass are
28 constructed. Mr. de la Beaujardiere questioned if the profile of the bike/pedestrian ramps is
29 accurate at 5%. Mr. Bhatia replied currently it is accurate for what is expected.

30 Mr. Bruce Arthur thanked everyone for their work and commented he echoes the concern of
31 putting the bike path on one side of Charleston and Meadow, if that is what happens there has to
32 be a level of control at the intersections with pedestrian and bike activated lights to force the cars
33 to stop. When you put cars in isolated sections, they generally go faster than they are going now.
34 The right turns for bikes at the bottom of tunnels speaks to people not being aware of how bicycles
35 work, particularly longer bikes. These have to be much larger radius turns to make those turns
36 successful. While the grades of the roads are important, PABAC is more concerned with the grades
37 of the bike paths. California Avenue is a good reference point but way to steep. Churchill Closure
38 under option number two (2) is a much better route. Closing that intersection to bikes would be a
39 safer thing to do so bikes won’t have to compete with cars, and they will have open space to get to
40 the right side of the street without conflict.

41 Mr. Bill Courington provided comments on the side of the long bikes on the sharp turns and
42 looking at the future the design for e-bikes needs to also be considered. They are heavier and faster

1 and there will be increased grades on these paths, so the difference of the speed of pedestrians and
2 bicycle speeds need to be considered.

3 Mr. Joye asked if anyone on staff knew the width of the Homer Tunnel, which is a superior facility
4 in terms of pedestrian/bicycle coexistence. Mr. DeStephano replied it's just under twenty (20) feet
5 and has received a lot of good feedback from the use of the Homer tunnel design.

6 Vice-Chair Art Liberman commented all of his comments had been covered by previous members.

7 Chair Ellson stated appreciation for all the previous member comments and her comments center
8 around the circuitousness of the routes in both the round-about and the bike/pedestrian bridges on
9 Meadow and Charleston. Both appear to be less direct than existing routes, and she questioned if
10 the time it takes to navigate the new facility will be more or less than the time it takes for less
11 streams of traffic. Train preemption will cease on the east-west routes. This currently provides
12 long breaks in the traffic platoons, enabling people to cross Meadow and Charleston from Park.
13 What will the trip time trade offs look like for the changes. The traffic study for the grade
14 separations indicated there will be induced auto traffic demand on these east-west routes once the
15 train barrier is removed and the travel times for the new routes is important information,
16 particularly if the crossings will be left at grade. Chair Ellson would like pedestrian and bicycle
17 trip times to be considered for all the options. The comprehensive plan requires the level of service
18 for pedestrians and bicycles be viewed as well as cars.

19 Mr. de la Beaujardiere questioned if there is the ability for a person going westbound on Charleston
20 driving, to go left (south) on Alma. Mr. DeStephano replied there will be a signalized intersection.
21 From the round-about they would bear right and proceed to the signalized intersection at Alma to
22 go left.

23 Mr. Bhatia thanked members of PABAC for the great comments and concerns, staff will review
24 all comments and work diligently on incorporating those comments and communicating what the
25 issues were for the concerns the comments that can't be incorporated.

26 Chair Ellson stated Mr. Arthur, Mr. Wachtel and Mr. Swent raised their hands as being interested
27 in being involved in a sub-committee with staff so she will pursue that possibility.

28 **5. STANDING ITEMS:**

29 **a. Grant Update – OBAG 3**

30 Mr. Ozzy Arce reported Ms. Star-Lack was not able to attend the meeting and she has been
31 working hard to submit the grants. OBAG 3 has been submitted for the South Palo Alto Bikeway
32 project and staff is waiting for the scoring of that grant proposal.

33 Vice-Chair Liberman reported the June 16th ARB meeting included a discussion about the proposal
34 at the 1700 Embarcadero property and the need of a bike/pedestrian path. ARB members were
35 critical of the proposal because of the absence of the path and voted to put the proposal back into
36 staff's cue for the developer to refine that and other issues and to continue the discussion at a date
37 uncertain.

1 **b. CSTSC Update - See Attachment C, CSTSC Meeting Notes (June 2022)**

2 Mr. Boelens stated CSTSC has been on break for the summer and are getting ready for the new
3 school year, there are no current updates.

4 **c. VTA BPAC Update**

5 Mr. Neff submitted a VTA BPAC update in writing which was submitted after the Agenda packet
6 was sent for publishing. Mr. Arce read Mr. Neff’s report as following:

7 In June BPAC reviewed the complete street criteria that BPAC is responsible to review for the
8 MTC OBAG grants. In July the grants that were submitted were reviewed that came under the
9 jurisdiction of the BPAC, grant applications from Santa Clara County, San Jose, Saratoga, Morgan
10 Hill, and Gilroy. The Complete Streets review in Palo Alto for the OBAG grant submission was
11 done by PABAC a few months ago.

12 The Repaving subcommittee report has had no action since the June meeting.

13 **d. Subcommittee Reports**

14 **a. Bike bridge maintenance update (Chair Penny Ellson) See Attachment**
15 **D for letter to City Public Works**

16 Chair Ellson attached the letter that was drafted and sent to Public Works with the agenda packet.

17 Vice-Chair Liberman stated there were two parts to the letter, one to thank the Engineer for looking
18 at various materials for trying to make safer bridges for pedestrians and bicyclists during wet
19 weather, and the second part of the letter was to request information about how Public Works plans
20 to evaluate bicycle bridge surfaces and determine maintenance action, and whether Public Works
21 has personnel and funding for maintaining wooden bridge surfaces as they deteriorate.

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

23 Stated above by Mr. Arce.

24 **e. Announcements**

25 At Chair Ellson’s request, Mr. Arce provided links to the upcoming public input events scheduled.
26 Stanford Community planning process is important to bicycle planning and funding in Palo Alto.
27 This is a process worth watching.

28 **a. SCC Stanford Community Plan Process Kick-off**

29 <https://stanfordcommunityplanupdate.org/events-1>
30

31 **b. SCC Active Transportation Plan: Community Workshops**

32 https://activesantaclaracounty.org/#gf_1
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f. Future Agenda Items

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

- El Camino Real (SR-82) plans from Caltrans
- Muni code clean-up progress update
- Hoover school campus reconstruction update (PAUSD)
- S. Palo Alto Bikeways project status/grant proposal
- City 5-year paving Plan Update

10 Mr. Arce stated he received word from Elise from the Public Art Program that there will be a
11 temporary art installation at Palo Alto’s Pink bridge on Bryant Street between El Carmelo Avenue
12 and El Dorado Avenue over the Matadero Canal. It draws history from Pink Floyd’s history and
13 time in Palo Alto from 1967 to 1968. Ian Ivy is a local artist who will transform the bridge into a
14 temporary art installation that will last about a month and should be completed within the next
15 couple of months.

16 Ms. Kathy Durham commented she attended the bridge dedication for the Lefkowitz Bridge. It
17 was a wonderful occasion; the family appreciated the dedication and the work being completed.

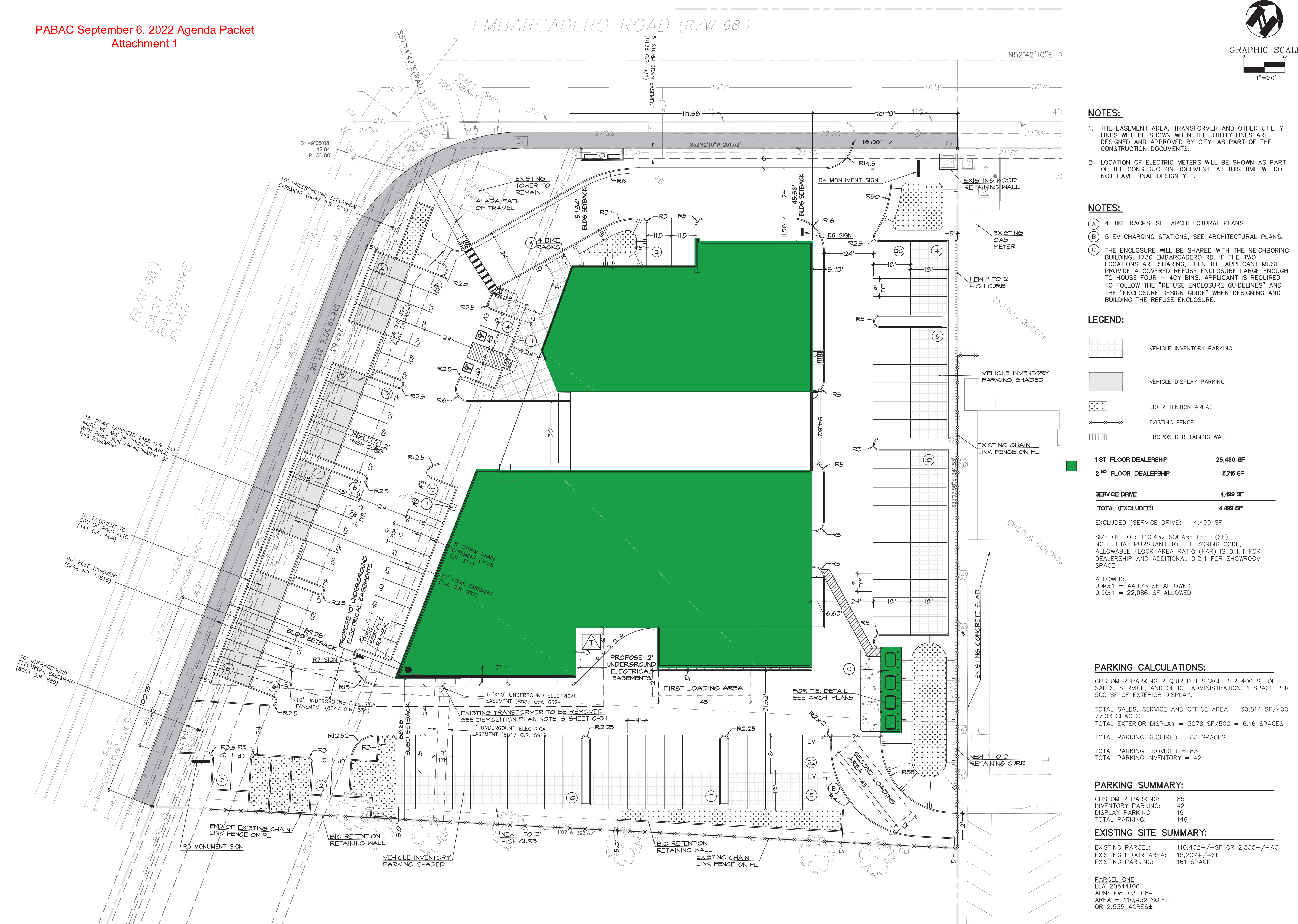
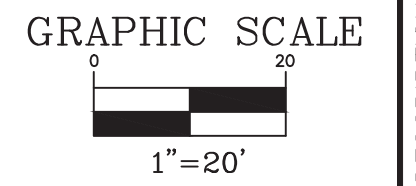
18 Chair Ellson forwarded an invitation from Ann Robinson for honoring Rob Robinson. Anyone
19 who did not receive the invitation please let her know.

20

21 **8. ADJOURNMENT** at 7:52 p.m.

22

EMBARCADERO ROAD (R/W 68')



NOTES:

1. THE EASEMENT AREA, TRANSFORMER AND OTHER UTILITY LINES WILL BE SHOWN WHEN THE UTILITY LINES ARE DESIGNED AND APPROVED BY CITY. AS PART OF THE CONSTRUCTION DOCUMENTS.
2. LOCATION OF ELECTRIC METERS WILL BE SHOWN AS PART OF THE CONSTRUCTION DOCUMENT. AT THIS TIME WE DO NOT HAVE FINAL DESIGN YET.

NOTES:

- (A) 4 BIKE RACKS, SEE ARCHITECTURAL PLANS.
- (B) 5 EV CHARGING STATIONS, SEE ARCHITECTURAL PLANS.
- (C) THE ENCLOSURE WILL BE SHARED WITH THE NEIGHBORING BUILDING, 1730 EMBARCADERO RD. IF THE TWO LOCATIONS ARE SHARING, THEN THE APPLICANT MUST PROVIDE A COVERED REFUSE ENCLOSURE LARGE ENOUGH TO HOUSE FOUR - 4CY BINS. APPLICANT IS REQUIRED TO FOLLOW THE "REFUSE ENCLOSURE GUIDELINES" AND THE "ENCLOSURE DESIGN GUIDE" WHEN DESIGNING AND BUILDING THE REFUSE ENCLOSURE.

LEGEND:

- VEHICLE INVENTORY PARKING
- VEHICLE DISPLAY PARKING, SHADED
- BIO RETENTION AREAS
- EXISTING FENCE
- PROPOSED RETAINING WALL

1ST FLOOR DEALERSHIP	25,480 SF
2ND FLOOR DEALERSHIP	5,715 SF
SERVICE DRIVE	4,499 SF
TOTAL (EXCLUDED)	4,499 SF
EXCLUDED (SERVICE DRIVE)	4,499 SF

SIZE OF LOT: 110,432 SQUARE FEET (SF)
NOTE THAT PURSUANT TO THE ZONING CODE, ALLOWABLE FLOOR AREA RATIO (FAR) IS 0.4:1 FOR DEALERSHIP AND ADDITIONAL 0.2:1 FOR SHOWROOM SPACE.

ALLOWED:
0.40:1 = 44,173 SF ALLOWED
0.20:1 = 22,086 SF ALLOWED

PARKING CALCULATIONS:

CUSTOMER PARKING REQUIRED 1 SPACE PER 400 SF OF SALES, SERVICE, AND OFFICE ADMINISTRATION. 1 SPACE PER 500 SF OF EXTERIOR DISPLAY.

TOTAL SALES, SERVICE AND OFFICE AREA = 30,814 SF/400 = 77.03 SPACES
TOTAL EXTERIOR DISPLAY = 3078 SF/500 = 6.16 SPACES
TOTAL PARKING REQUIRED = 83 SPACES

TOTAL PARKING PROVIDED = 85
TOTAL PARKING INVENTORY = 42

PARKING SUMMARY:

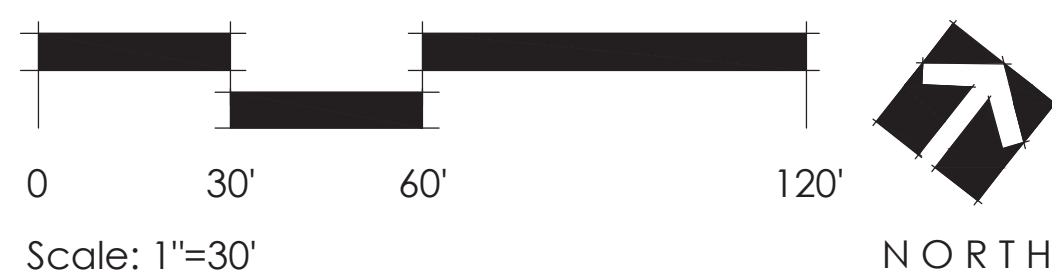
CUSTOMER PARKING:	85
INVENTORY PARKING:	42
DISPLAY PARKING:	19
TOTAL PARKING:	146

EXISTING SITE SUMMARY:

EXISTING PARCEL:	110,432+/-SF OR 2.535+/-AC
EXISTING FLOOR AREA:	15,207+/-SF
EXISTING PARKING:	161 SPACE

PARCEL ONE
LLA 20544106
APN: 008-03-084
AREA = 110,432 SQ.FT.
OR 2.535 ACRES±

SHEET C-21 OF PROJECT 20-2518	HORIZONTAL CONTROL MERCEDES-BENZ OF PALO ALTO 1700 EMBARCADERO RD PALO ALTO SANTA CLARA COUNTY CALIFORNIA	801 YGNACIO VALLEY ROAD SUITE 220 WALNUT CREEK, CA 94596 925-943-2777 FAX 925-943-2778 ams associates, inc. PLANNING ENGINEERING SURVEYING	DESCRIPTION DATE BY REV # DATE SCALE: 1"=20' DESIGNED: DRAWN: CHECKED: PROJ. MGR: FILE PATH: 20-2518 mb_palo_alto\latest_date_directory\10-05-20_entitlement\2518site.dwg
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DESIGN STATEMENT:

THE LANDSCAPE DESIGN FOR THIS PROJECT WILL TAKE THE BAYLANDS NATURAL PRESERVE STYLE AND INTERTWINE THE MODERN LOOK OF THE MERCEDES BRAND.

THE LANDSCAPE SURROUNDING THE BUILDING WILL BE DESIGNED TO FRAME THE WINDOWS, PROVIDE ACCENTS AT FOCAL AREAS, AND ADDRESS ALL SIDES OF THE BUILDING.

REFER TO THE GRADING PLANS FOR DRAINAGE AND WATER QUALITY INFORMATION

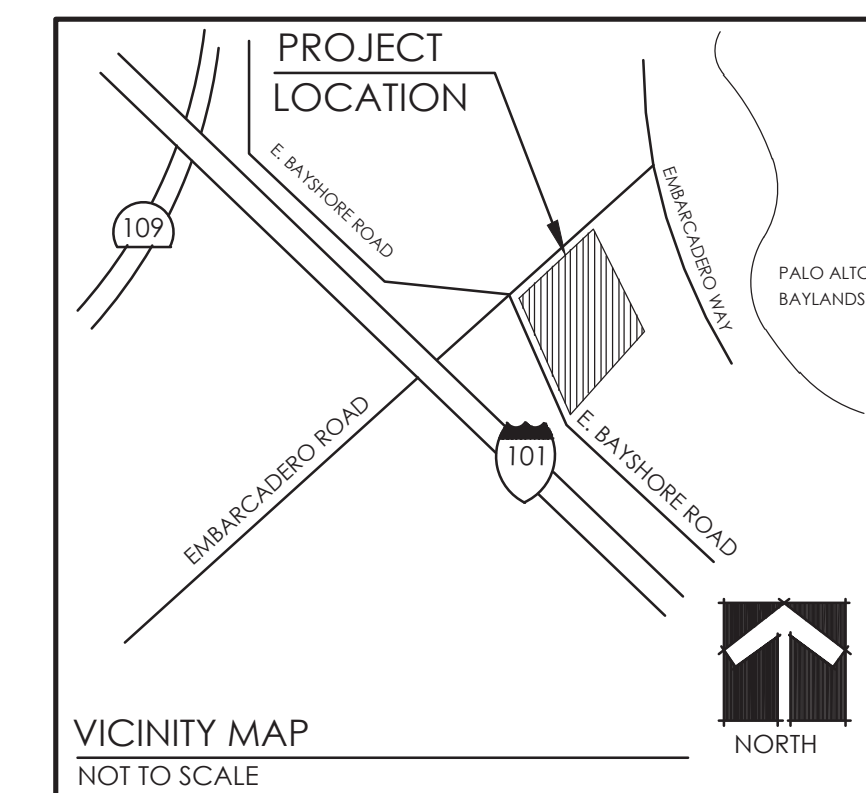
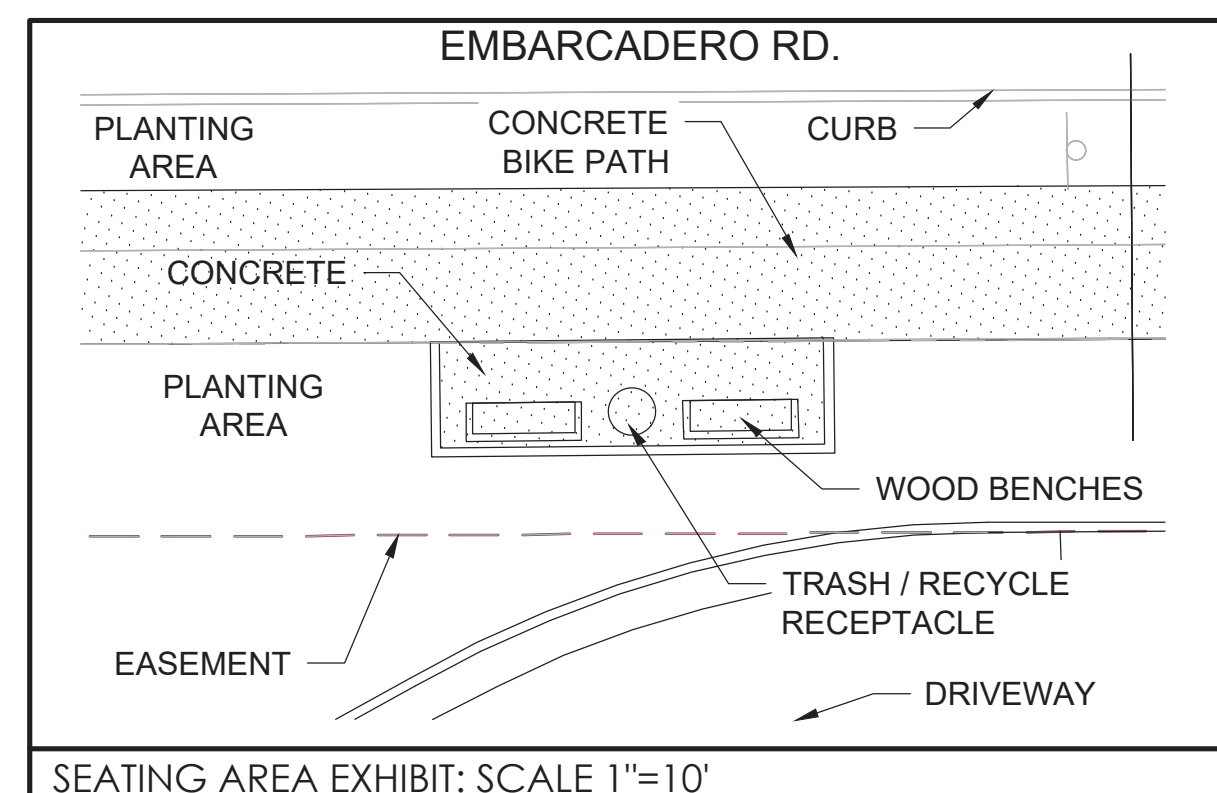
IRRIGATION STATEMENT:

THE IRRIGATION SYSTEM WILL BE DESIGNED TO COMPLY WITH THE WATER CONSERVATION LANDSCAPE ORDINANCE. THE EQUIPMENT SHALL UTILIZE THE MOST UP TO DATE WATER CONSERVATION METHODS INCLUDING, DRIP IRRIGATION AND AN ET WEATHER MONITORING CONTROLLER.

CONCEPTUAL PLANT LEGEND

BOTANICAL NAME	COMMON NAME	MIN. SIZE	SPACING	PLANT WATER USE	PLANT NATIVE
EXISTING OFF-SITE TREES					
ULMUS PARVIFOLIA	CHINESE ELM (LARGE TREE NEAR PG&E ELEC. TOWER)				
VARIOUS EUCALYPTUS SPECIES	EUCALYPTUS (ALONG SOUTHERN PROPERTY LINE)				
INTERIOR ACCENT TREE					
CERCIS OCCIDENTALIS	WESTERN REDBUD	48" BOX	AS SHOWN	MEDIUM	NATIVE
PARKING SHADE TREE					
QUERCUS LOBATA	VALLEY OAK	36" BOX	AS SHOWN	LOW	NATIVE
PERIMETER TREE / SCREEN TREE					
ACER MACROPHYLLUM	BIGLEAF MAPLE	36" BOX	AS SHOWN	MEDIUM	NATIVE
QUERCUS AGRIFOLIA	COAST LIVE OAK	36" BOX	AS SHOWN	MEDIUM	NATIVE
VERTICAL FOUNDATION TREES					
PINUS ELDERICA	AFGHAN PINE	48" BOX	AS SHOWN	MEDIUM	NON NATIVE
FOUNDATION SHRUBS AND PERENNIALS					
ARCTOSTAPHYLOS HYBRIDS	MANZANITA HYBRIDS	5 GALLON	2' - 4' O.C.	LOW	NATIVE
CALLISTEMON "LITTLE JOHN"	DWARF BOTTLEBRUSH	5 GALLON	2' - 4' O.C.	LOW	NON NATIVE
DIETES BICOLOR (MORAEA)	FORTNIGHT LILY	5 GALLON	2' - 4' O.C.	LOW	NON NATIVE
RHAMNUS CALIFORNICA "ED HOLM"	COFFEEBERRY	5 GALLON	2' - 4' O.C.	LOW	NATIVE
GARRYA ELLIPTICA	SILK TASSEL BUSH	5 GALLON	4' - 6' O.C.	LOW	NATIVE
HETEROMELES ARBUTIFOLIA	TOYON	5 GALLON	4' - 6' O.C.	LOW	NATIVE
MAHONIA "GOLDEN ABUNDANCE"	HYBRID "GOLDEN ABUNDANCE"	5 GALLON	2' - 4' O.C.	LOW	NATIVE
JASMINUM NITIDUM	ANGELWING JASMINE	5 GALLON	2' - 4' O.C.	LOW	NON NATIVE
RIBES AUREUM	GOLDEN CURRANT	5 GALLON	2' - 4' O.C.	LOW	NATIVE
LIRIOPE "MONROE WHITE"	WHITE LILY TURF	5 GALLON	4' - 6' O.C.	MEDIUM	NON NATIVE
RIBES SANGUINEUM "CLAREMONT"	PINK WINTER CURRANT	5 GALLON	2' - 4' O.C.	LOW	NATIVE
RHAPHIOLEPIS "MAJESTIC BEAUTY"	INDIA HAWTHORN	5 GALLON	4' - 6' O.C.	LOW	NON NATIVE
ROSA "ICEBERG"	WHITE SHRUB ROSE	5 GALLON	2' - 4' O.C.	MEDIUM	NON NATIVE
ORNAMENTAL GRASSES					
CALAMAGROSTIS FOLIOSA	MENDOCINO REED GRASS	1 GALLON	3' O.C.	LOW	NATIVE
CHONDROPETALUM TECTORUM	CAPE RUSH	15 GALLON	3' O.C.	LOW	NON NATIVE
CHONDROPETALUM ELEPHANTINES	LARGE CAPE RUSH	15 GALLON	3' O.C.	LOW	NON NATIVE
FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GALLON	3' O.C.	LOW	NATIVE
NASSELLA CERNUA	NODDING NEEDLE GRASS	1 GALLON	3' O.C.	LOW	NATIVE
MUHLBERGIA RIGENS.	DEER GRASS	1 GALLON	3' O.C.	LOW	NATIVE
SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS	1 GALLON	3' O.C.	LOW	NON NATIVE
GROUNDCOVERS					
ARCTOSTAPHYLOS "EMERALD CARPET"	GROUNDCOVER MANZANITA	1 GALLON	3' O.C.	LOW	NATIVE
MAHONIA REPENS	CREeping MAHONIA	1 GALLON	3' O.C.	LOW	NATIVE
SISYRINCHIUM BELLUM	BLUE-EYED GRASS	1 GALLON	3' O.C.	LOW	NATIVE
SANTOLINA VIRENS	GREEN LAVENDER COTTON	1 GALLON	3' O.C.	LOW	NON NATIVE
3"-8" ROCK COBBLE - MINIMUM 8" DEPTH					
VINES					
DISTICTUS BUCCINATORIA	RED TRUMPET VINE	5 GALLON	3' O.C.	MEDIUM	NON NATIVE
BIO-SWALE GROUNDCOVER					
CAREX PANSA	CALIFORNIA MEADOW SEDGE	LINERS	12" O.C.	MEDIUM	NATIVE

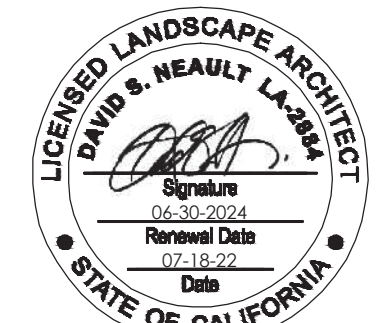
TOTAL LANDSCAPE AREA: 22,332 S.F.



OVERALL LANDSCAPE PLAN

LANDSCAPE CONCEPT PLAN FOR:

Mercedes-Benz of Palo Alto
Swickard Auto Group





CONTEXT MAP

FAR CALCULATION

SIZE OF LOT: 110,432 SQUARE FEET (SF)
 NOTE THAT PURSUANT TO THE ZONING CODE, ALLOWABLE FLOOR AREA RATIO (FAR) IS 0.4:1 FOR THE DEALERSHIP AND ADDITIONAL 0.25:1 FOR THE SHOWROOM SPACE

ALLOWED:
 0.40:1 = 44,173 SF ALLOWED
 0.29:1 = 32,025 SF ALLOWED

PROPOSED:
 1ST FLOOR SF (EXCLUDING SERVICE DRIVE): 25,480 SF 2ND FLOOR SF: 5,715 SF
 TRASH ENCLOSURE: 381 SF = TOTAL AREA: 31,195 SF

SERVICE DRIVE (THIS IS THE ONLY EXCLUDED SF ON THE SITE): 4,499 SF
 TOTAL SQUARE FOOTAGE OF DEALERSHIP (EVERYTHING BUT SERVICE DRIVE AND SHOWROOM): 27,098 SF TOTAL SQUARE FOOTAGE OF SHOWROOM: 4,097 SF

TOTAL SQUARE FOOTAGE OF BUILDING FOOTPRINT PLUS TRASH ENCLOSURE (THIS IS FOR THE MAX LOT COVERAGE): 35,694 SF

*SEE SHEET 04 FOR AREA DIAGRAMS

PROJECT SUMMARY

THIS PROJECT ENTAILS THE CONSTRUCTION OF A NEW AUTOMOTIVE DEALERSHIP WITH A SERVICE FACILITY. THE BUILDING HAS A PARAPET OF 26'-0" AND A PYLON TOWER OF 38'-0". EXTERIOR CLADDING OF THE PROPOSED FACILITY WILL CONSIST OF GLAZING, ACM PANELS, RIBBED METAL PANELS, RECLAIMED WOOD SIDING, STUCCO, AND A LANDSCAPE WALL.

THE REAR OF THE SITE CONTAINS A DRIVEWAY ALLOWING ACCESS FROM THE PROPOSED MERCEDES-BENZ DEALERSHIP TO THE EXISTING AUDI DEALERSHIP NEXT DOOR.

THIS BUILDING HAS MIXED OCCUPANCY CLASSES OF B, S-1, AND S-2.

PARKING CALCULATIONS

CUSTOMER PARKING REQUIRED - 1 SPACE PER 400 SF OF SALES, SERVICE, AND OFFICE ADMINISTRATION. 1 SPACE PER 500 SF OF EXTERIOR DISPLAY

TOTAL SALES, SERVICES AND OFFICE AREA = 31,195 SF / 400 = 78 SPACES
 TOTAL EXTERIOR DISPLAY = 3,078 SF / 500 = 6.16 SPACES
 TOTAL CUSTOMER PARKING = 85 SPACES
 TOTAL INVENTORY PARKING = 42 SPACES
 TOTAL DISPLAY PARKING = 19
 TOTAL PARKING = 146 SPACES
 BICYCLE PARKING (PAMC 18.52.040 TABLE 1) = 1 SPACE PER 10 EMPLOYEES, 40 EMPLOYEES = 4 BIKE SPACES
 2 LOADING SPACES = 12 X 45'

EV CHARGING STATIONS = (PAMC 16.14430 SECTION A5.106.5.3.5) REQUIRES 86 SPACES * 5% = 5 EV CHARGERS (2 DUAL MOUNT AND 1 SINGLE).

EXISTING SITE SUMMARY

EXISTING PARCEL: 110,432 SF OR 2.535 AC
 EXISTING FLOOR AREA: 15,207 SF
 EXISTING PARKING: 161 SPACES

BUILDING DATA

CONSTRUCTION TYPE: II-B
 FLOOR AREA ALLOWANCES: B: 150, S-1: 300, S-2: 300
 OCCUPANCY USE: MIXED SEPARATED: B, S-1, S-2
 OCCUPANCY LEVEL 1: B: 99, S-1: 43, S-2: 7
 OCCUPANCY LEVEL 2: B: 10, S-1: N/A, S-2: 14
 SPRINKLER TYPE: NFPA 13
 SEISMIC CATEGORY: D

SEE LANDSCAPE SHEETS FOR EXACT TREE LOCATIONS AND LANDSCAPE INFORMATION



1 | Architectural Site Plan
 1" = 20'-0"

PWE 5-YR OVERLAY LIST

PABAC September 6, 2022 Agenda Packet:
Attachment 2

FY 2023 Overlay (July 2022 - June 2023)			
Street	From Street	To Street	PCI
Acacia Avenue	El Camino Real	Angle	53
Ash Street	California Avenue	Sherman Avenue	24
Bryson Avenue	Middlefield Road	End	42
Cambridge Avenue	Birch Street	Park Boulevard	52
Churchill Avenue	Alma Street	Emerson Street	68
Churchill Avenue	Emerson Street	Bryant Street	44
Community Lane	Harriet Street	Wilson Street	38
Community Lane	Newell Road	Pine Street	54
Community Lane	Pine Street	Cedar Street	56
Dartmouth Street	Werry Park	College Avenue	55
Embarcadero Way	Embarcadero Road	End	51
Florence Street	Lytton Avenue	Univeristy Avenue	51
Fulton Street	Embarcadero Road	Tennyson Avenue	33
Kent Place	Center Drive	End	55
Kingsley Avenue	Cowper Street	Waverley Street	60
Kingsley Avenue	Waverley Street	Bryant Street	60
Kingsley Avenue	Bryant Street	Ramona Street	51
Kingsley Avenue	Ramona Street	End	51
Lane 6 East	High Street	Emerson Street	36
Loma Verde Avenue	Emerson Street	Ramona Street	51
Loma Verde Avenue	Waverley Street	Kipling Street	59
Loma Verde Avenue	Kipling Street	Cowper Street	54
Los Trancos Road	City Limits	City Limits	42
Seal Avenue	Middlefield Road	Fulton Street	48
Wilson Street	Hopkins Avenue	Parkinson Avenue	52
Average PCI:			50

FY 2024 Overlay (July 2023 - June 2024)			
Street	From Street	To Street	PCI
Emerson Street	Lytton Avenue	University Avenue	33
Emerson Street	University Avenue	Hamilton Avenue	33
Emerson Street	Hamilton Avenue	Forest Avenue	46
Emerson Street	Forest Avenue	Homer Avenue	55
Emerson Street	Homer Avenue	Channing Avenue	34
Fielding Drive	Fielding Drive	End	47
Fielding Drive	Moreno Avenue	Fielding Cul-de-Sac	50
James Road	El Camino Way	Narrow	38
James Road	Narrow	Wilkie Way	45
Kingsley Avenue	Cowper Street	Waverley Street	60
Kingsley Avenue	Waverley Street	Bryant Street	60
Kingsley Avenue	Bryant Street	Ramona Street	51
Kingsley Avenue	Ramona Street	End	51
Leland Avenue	Birch Street	Park Boulevard	55
Morris Drive	Maddux Drive	Greer Road	49
Paradise Way	Paradise Way	End	60

PWE 5-YR OVERLAY LIST

Park Boulevard	Park Avenue	Birch Street	53
Park Boulevard	Birch Street	Castilleja Avenue	49
Ramona Street	Everett Street	Lytton Avenue	58
Ramona Street	Lytton Avenue	University Avenue	33
San Antonio Road	Narrow	Divider	7
San Antonio Road	Divider	E. Bayshore Road	10
San Antonio Road	E. Bayshore Road	Metering Station	30
University Avenue	Middlefield Road	Fulton Street	30
University Avenue	Fulton Street	Guinda Street	50
University Avenue	Guinda Street	Seneca Street	35
University Avenue	Seneca Street	Hale Street	35
University Avenue	Hale Street	Chaucer Street	59
Average PCI:			43

FY 2025 Overlay (July 2024 - June 2025)			
Street	From Street	To Street	PCI
Addison Avenue	Alma Street	High Street	57
Addison Avenue	Ramona Street	Bryant Street	63
Addison Avenue	Bryant Street	Waverley Street	60
Addison Avenue	Waverley Street	Cowper Street	60
Addison Avenue	Cowper Street	Webster Street	49
Addison Avenue	Webster Street	Middlefield Road	60
Coleridge Avenue	Emerson Street	Bryant Street	60
Downing Lane	Forest Avenue	Homer Avenue	58
Embarcadero Road	High Street	Alma Street	53
Embarcadero Road	Alma Street	Under Pass	60
Genevieve Court	Maddux Drive	End	56
Georgia Avenue	Amaranta Avenue	End, South	48
Hamilton Avenue	Cowper Street	Webster Street	55
Hillview Avenue	Coyote Hill Road	Arastradero Road	58
Loma Verde Avenue	Flowers Lane	Middlefield Road	58
Lytton Avenue	Guinda Street	Seneca Street	57
Maybell Avenue	Baker Avenue	Thain Way	41
Ortega Court	East Meadow Drive	End	57
San Anonio Avenue	San Antonio Avenue	Transport Street	45
Sherman Avenue	Park Boulevard	End	62
University Avenue	Stanford University	The Circle	51
Waverley Street	Hawthorne Avenue	Everett Avenue	52
Webster Street	Kellogg Avenue	Embarcadero Road	60
Average PCI:			56

FY 2026 Overlay (July 2025 - June 2026)			
Street	From Street	To Street	PCI
Burnham Way	Dennis Drive	Celia Drive	59
Chaucer Street	Palo Alto Avenue	City Limits	47
Churchill Avenue	Cowper Street	Embarcadero Road	58

PWE 5-YR OVERLAY LIST

Coastland Drive	Marion Avenue	Moreno Avenue	46
Cowper Street	Churchill Avenue	Coleridge Avenue	30
Embarcadero Road	West Bayshore Road	East Bayshore Road	51
Embarcadero Road	Emerson Street	High Street	38
Higgins Place	Colorado Avenue	End	46
Geng Road	Embarcadero Road	End	48
Jacaranda Lane	Birch Street	Park Blvd.	39
Julie Court	Matadero Avenue	End	55
Lambert Avenue	Ash Street	Birch Street	51
Lambert Avenue	Ash Street	El Camino Real	48
Lois Lane	Stanley Way	Walnut Drive	57
Oregon Avenue	Alma Street	Oregon Ramp	58
Palm Street	University Avenue	End	37
Park Boulevard	Castilleja Avenue	Leland Avenue	58
Ramona Street	Hawthorne Avenue	Everett Avenue	46
Ramona Street	University Avenue	Hamilton Avenue	60
Ramona Street	Hamilton Avenue	Forest Avenue	50
Stanford Avenue	City Limits	Amherst Street	60
Tasso Street	Seale Avenue	Santa Rita Avenue	35
Wilton Avenue	Orinda Street	Park Boulevard	59
Wintergreen Way	Ross Road	End	48
Average PCI:			49

FY 2027 Overlay (July 2026 - June 2027)			
Street	From Street	To Street	PCI
Crescent Drive	University Avenue	University Avenue	54
Fabian Way	Charleston Road	West Bayshore Road	52
Miranda Avenue	Foothill Expwy.	Hillview Avenue	48
Miranda Avenue	Hillview Avenue	Veterans Hospital	57
Miranda Avenue	Arastradero Road	Veterans Hospital	57
Washington Avenue	Waverley Street	Cowper Street	38
Washington Avenue	Cowper Street	End	37
Waverley Street	Seale Avenue	Santa Rita Avenue	51
Waverley Street	Santa Rita Avenue	Washington Avenue	48
Waverley Street	Washington Avenue	N. California Avenue	48
Webster Street	Santa Rita Avenue	N. California Avenue	42
Average PCI:			48

PABAC September 6, 2022 Meeting
Attachment 3: DRAFT PABAC Rail Grade Separation Subcommittee Charter

DRAFT PABAC Rail Grade Separation Subcommittee Charter—08/24/2022

Work with PABAC to assist and advise staff to help move multi-modal grade separation plans toward preliminary design in time to qualify for funding. The subcommittee will evaluate multi-modal rail crossing alternatives to make sure rail crossing safety and convenience is maintained or improved during and after construction in all parts of the city. The subcommittee will assist staff identifying preferred multi-modal crossing alternatives. The subcommittee will also evaluate these plans to ensure they are designed to augment the planned bicycle/pedestrian network and school routes, per city policy and Council directives. Some activities to support this charter include, but are not limited to:

- Review materials on the Connecting Palo Alto website <https://connectingpaloalto.com/> to understand the breadth of work that has been done to date and its relevance to next-step planning.
- Along with staff, review and distill comments from the public and committees and attend Stakeholders input sessions
- Review possible changes to technical Caltrain standards that are relevant to this planning process
- Engage with the consultant –Learn what can and cannot be done, actively contribute to design process, particularly focusing on bike/pedestrian safety
- Regularly update PABAC and request meeting time for substantive discussions at important junctures when PABAC comment may be needed.
- Work with city process requirements
- Attend City Council Rail Committee meetings
- Participate in next-stage consultant selection?
- Assist staff identifying preferred locations for additional bike/ped crossings.

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.

Note: NONE RECEIVED FOR THE SEPTEMBER 2022 PABAC MEETING





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.

INFORMATIONAL ONLY

Grade Separation Projects
Compiled Comments for Design Refinements (PABAC)

No.	Name	Entity	Date Received	Location	Alternative	Subject	Comment
1	Ken Joy	PABAC	7/20/2021	Churchill	Partial Underpass	Bike/Pedestrian Design	Seale Crossing is better than Kellogg as it provides the direct connection without 90 degrees bend. Prefer Seale to Kellogg
2	Ken Joy	PABAC	7/20/2021	Churchill	Partial Underpass	Bike/Pedestrian Design	Similar comments to Arnout on Meadow/Charleston. Also provided comments during the townhall and XCAP review
3	Cedric de La Beaujardiere	PABAC	8/2/2022	Meadow & Charleston	Hybrid	Best of remaining options	The Meadow & Charleston Hybrid with elevated tracks and slightly lowered roads is the best of the remaining options under consideration. It has the least impacts and the most natural and efficient movements
4	Cedric de La Beaujardiere	PABAC	8/2/2022	Charleston	Underpass	WB Charleston to Alma capacity issues	westbound on Charleston, turning onto Alma, diagrams show only one lane and this intersection will have capacity issues and delays for right-turning vehicles as everyone will be stuck waiting at the light and for left-turners to clear through. It will take a long time to clear all the turners and I bet that not everyone will be able to get through a single light cycle. There will be pressure to have a shorter light so that Alma traffic is not adversely affected, and this will adversely affect Charleston traffic...
5	Cedric de La Beaujardiere	PABAC	8/2/2022	Churchill	Closure w/ Opt 1	Bad sightlines	Option 1 has terrible sightlines: people won't be able to see oncoming traffic and there will be bike/bike and bike/ped collisions.
6	Cedric de La Beaujardiere	PABAC	8/2/2022	Churchill	Closure w/ Opt 1	Bad tight turns	Option 1's turns are too tight and will be difficult for longer or bulkier bikes

No.	Name	Entity	Date Received	Location	Alternative	Subject	Comment
7	Cedric de La Beaujardiere	PABAC	8/2/2022	Churchill	Closure w/ Opt 1	unsafe for women	Option 1 prevents people from looking ahead to see any sketchy characters hanging out in the underpass, and women, especially, will be afraid to go through the tunnel.
8	Cedric de La Beaujardiere	PABAC	8/2/2022	Churchill	Closure w/ Opt 2	Best of remaining options	Option 2 has the best sightlines and easiest movements
9	Cedric de La Beaujardiere	PABAC	8/2/2022	Churchill	Closure w/ Opt 2	Widen tunnel	As someone noted in the meeting, this crossing gets a very high volume of bike and ped traffic during school commute hours, so the tunnel could be wider to accommodate this flow.
10	Cedric de La Beaujardiere	PABAC	8/2/2022	Churchill	Closure w/ Opt 2	Prevent turns onto Churchill	As someone noted in the meeting, and I agree, we should make Churchill be a dead-end for cars at Alma and prevent turns from Alma into Churchill and from Churchill out to Alma. This will increase the safety of bikes and peds entering and exiting the underpass ramp as well as support widening the tunnel.
11	Cedric de La Beaujardiere	PABAC	8/2/2022	Meadow & Charleston	Trench	Major Creek Impacts	The Trench option continues to have major creek impacts, requiring lift stations or pumps, which any fish will not be able to pass through and survive. Council is working to naturalize a stretch of Matadero Creek, and it is my hope, as well as, I understand, the desire of the Water District, to naturalize all the creeks. Once naturalized we could have fish swimming up and down the creeks from the bay to the hills, but these lift stations or pumps will again harm the ecology of the creek. If the Trench is pursued, and I sincerely hope it is not, then instead of pumps and lift stations, we should divert the creeks far enough to avoid the trench and just flow naturally around and under the tracks.

No.	Name	Entity	Date Received	Location	Alternative	Subject	Comment
12	Richard Swent	PABAC	8/8/2022	Churchill	Partial Underpass	Bicyclists and Pedestrians	This is not a great solution for bicyclists and pedestrians. It takes them out of their way significantly. Underpasses like this have problems with sight lines and blind corners and are awkward to share safely between bikes and pedestrians. Entry/Exit in the middle of Kellogg is awkward, undesirable and unsafe. Closing Kellogg at Alma would reduce vehicle volumes on that block and make it safer for bikes and peds to do the weird movements needed to get to and from the ramp.
13	Richard Swent	PABAC	8/8/2022	Churchill	Closure with Mitigations Option 1	Bicyclists and Pedestrians	This is far better than the underpass option, although there are still potential problems with the blind turns at the bottom of the underpass. It is not as much of a detour and it keeps people on Churchill.
14	Richard Swent	PABAC	8/8/2022	Churchill	Closure with Mitigations Option 2	Bicyclists and Pedestrians	This the most direct and simplest option, if access issues at each end of the underpass ramps can be solved. On the side closest to Bryant safety could be improved by closing access to Alma at that end of Churchill. Eliminating through auto traffic on that block would reduce volumes and make it safer for bikes and peds to do the weird movements needed to get on and off the ramps.

No.	Name	Entity	Date Received	Location	Alternative	Subject	Comment
15	Richard Swent	PABAC	8/8/2022	Meadow	Underpass	Bicyclists and Pedestrians	This looks terrible for bikes and peds. Two-way paths on one side of a road are always inconvenient and require two crossings for one direction, which can be slow and dangerous. Forcing bicyclists to cross a busy road twice at uncontrolled crosswalks is totally unacceptable. A bike path on each side of the road would be much safer. The crossing on Park is awkward. It means going well out of the way, with sharp turns that could be problems for long bikes. It would be better if there was a bike/ped overpass that went straight across from Park to Park. Since Meadow is already lowered a bit there the underpass would not have to be very high above the grade on Park.
16	Richard Swent	PABAC	8/8/2022	Meadow	Underpass	Bicyclists	Southbound bicyclists on the bike/ped ramp at Park would be going from the ramp into the road on Meadow at Park. This is always a safety problem when bicyclists, out of sight and out of mind for drivers, need to re-enter the road. Doing so at an intersection where drivers can turn across the path of a bicyclist without seeing them is a very bad idea. The intent may be to divert bicyclists partway down Park to have them cross at the crosswalk, but most will not want to go that far out of their way and will go straight across at Park. Pedestrians will probably go straight across, too.

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17	Richard Swent	PABAC	8/8/2022	Charleston	Underpass	Bicyclists and Pedestrians	This is the craziest idea of all of them. For southbound bicyclists and peds it works OK except at the Park intersection, which has some of the problems listed above for Meadow. Bicyclists and pedestrians wanting to go across on Park are seriously inconvenienced, but not as much as those going northbound on Charleston. Dumping the bicyclists at a crosswalk at the entrance to the circle is totally unacceptable. The crossing of Charleston on Park has the same problems as the underpass option for Meadow. A straight overpass for bikes and peds would be much simpler and more efficient and would avoid all the problems with sharp turns and sight lines.
18	Richard Swent	PABAC	8/8/2022	Charleston and Meadow	Trench	Bicyclists and Pedestrians	This is clearly the best for bicyclist and pedestrians. Straight and flat, with no detours. Wide open with good sight lines. Those on Park crossing Charleston and Meadow are not affected, but as traffic volumes increase that crossing will get more difficult. An overpass or a set of lights to get a break in traffic would help.
19	Richard Swent	PABAC	8/8/2022	Charleston and Meadow	Hybrid	Bicyclists and Pedestrians	Although there are very few details in the documents, this looks almost as good as the trench. It is straight and simple, with only a small grade to go down and up. Good sight lines. Those crossing on Park are not affected,, but as traffic volumes increase that crossing will get more difficult. An overpass or a set of lights to get a break in traffic would help.

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20	Richard Swent	PABAC	8/8/2022	All	Underpass	Bicyclists and Pedestrians	All of the underpass designs are very problematical for pedestrians and bicyclists. When PABAC had a rep from XCAP at a previous meeting (1-2 yrs ago) I commented that it appeared that these had been designed for cars first, and after the design was settled they tried to figure out how to fit in bicyclists and pedestrians. The XCAP rep acknowledged that the process had, in fact, worked that way. It shows. I am sure that we could do a much better job of accommodating bicyclists and pedestrians if they had been included as equals from the start of the design process.
21	Stephen Rock	PABAC	8/8/2022	All	Underpass	Bicycle and Pedestrian	Park Blvd is supposed to be a Bike Blvd. There is a long section of Park between California Ave and Meadow with no connection to East of the tracks. The connection between the proposed bike path West bound on Meadow and park looks quite hairy, crossing two way traffic coming uphill with no space to make the turn. There should be someplace cyclists can make the turn, stopping if necessary without blocking through traffic. It will probably be recommended to go to 2nd street, but most of the problem will remain aside from the uphill part.
22	Art Liberman	PABAC	8/11/2022	Churchill	Churchill Partial Underpass	What is the width of the ramp and the Kellogg tunnel?	The ramps should be at least 10' wide to accommodate pedestrians and bicyclists. This is very long tunnel and so width should be <u>at least 15'</u> , with a separate path for pedestrians.
23	Art Liberman	PABAC	8/11/2022	Churchill	Closure & Partial Underpass	Safety of Pedestrians and Cyclists in the tunnel	Because of the safety concerns for all users traversing a long tunnel, especially women and older people, the tunnel should have 24 hour lighting and be equipped with video cameras that are monitored by the PAPD.

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24	Art Liberman	PABAC	8/11/2022	Churchill	Closure & Partial Underpass	Ramp length and slope	What is the grade of the ramp? There should be speed bumps on the ramp to control the speed of cyclists(important for high school age students), and a flat section at the bottom. How do the ramps compare in slope and in length to the ramps at the Caltrain underpass at the Crossings in Mountain View?
25	Art Liberman	PABAC	8/11/2022	Churchill	Closure & Partial Underpass	Ext of the Tunnel at the Palo Side	The rush of students in the morning at after school who will use the tunnel could lead to an unsafe condition. This is partly due to the 90 degree bend at the tunnel entrance/exit. The solution is to widen the exit entrance into a Y shape that would soften the 90 degree turns somewhat and provide needed additional space
26	Art Liberman	PABAC	8/11/2022	Churchill	Churchill Partial Underpass	Change location of bike/ped tunnel	Instead of the tunnel from Kellogg, construct a tunnel from Seale into Peers Park with an exit path from the park to Castilleja Ave This would provide an easy and safe route to school for Palo students. Issues of tunnel width and safety are the same as mentioned above for the Kellogg tunnel.
27	Art Liberman	PABAC	8/11/2022	Meadow & Charleston	Meadow and Charleston Underpass	Neither alternative is satisfactory for cyclists	Having a 2 way cycle track on one side of the road with no easy /safe way to cross at either end is a critical defect

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28	Art Liberman	PABAC	8/11/2022	Meadow & Charleston	Bike and Ped Crossing	Find, plan and construct alternative bike/ped crossings of Caltrain	Video animation says both intersections (Meadow/Alma and Charleston/Alma) would be closed at the same time, probably for years, during construction. This would make it impossible for the many students who live south of Alma to bike to Fletcher and Gunn. What is necessary is another crossings of Alma and Caltrain (the crossing of Alma could be surface street crossing). There has been a need for additional bike/ped crossings of Caltrain in south Palo Alto for years, as noted by support for new crossings in previous bicycle and pedestrian transportation plans.
29	Art Liberman	PABAC	8/11/2022	Meadow & Charleston	An Alternative to the Meadow Charleston plan	Support for the Hybrid option	Rather than have underpass under train and Alma, have underpass only under the train - lower both Meadow & Alma, and Charleston and Alma, (Alma lowered between Meadow and Charleston) keeping intersections as they presently are. Instead of two way cycle tracks, this would maintain bicycle lanes on either side of the roadway.

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30	Art Liberman	PABAC	8/11/2022	Meadow & Charleston	Bike & Ped During Construction	Provisions during Construction	The Underpass Option animation by AECOM mentions that both Meadow and Charleston would be closed during the construction, and they (one or both?) would be closed during the construction of the Trench Option. The Hybrid Option animation does say that road way access would be maintained (one lane of traffic, but nothing about bike and ped connection and it doesn't look possible- and certainly not safe if were possible - on the video). We have kind of heard it alluded to but I'm not clear on is. There was a statement that of course we intend to continue to have bike and ped access during the construction of the vehicular crossings, and I've never seen the design to show how that would be."
31	Robert Neff	PABAC	8/22/2022	Churchill	Underpass	Don't spend \$\$\$\$ at Churchill	The underpass alternative looks very expensive, yet serves relatively few compared to the Embarcadero underpass. If Churchill were not upgraded, and this much investment were made to improve Embarcadero, or even Embarcadero underpass plus Embarcadero / El Camino Real, what would be possible? 4 lanes and better sidewalks at Embarcadero? Embarcadero lanes under ECR?
32	Robert Neff	PABAC	44795	Churchill	Underpass	Widening of Alma to make way for this is a negative. Planting strip is lost.	This plan removes some of the existing setback from the East side of Alma street, to make way for its improvements. This will make the sidewalk less acceptable for walking and bicycling. A planting strip between the street and the sidewalk, or better, an 8' space, should be retained, or its removal made apparent on the plans.

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33	Robert Neff	PABAC	8/22/2022	Meadow / Charleston	Underpass	Widening of Alma to make way for this is a negative. Planting strip is lost.	In much the same as at Alma, the plans show removal of the planting strip and space that makes the sidewalk attractive for cyclists and pedestrians on the East side of Alma. Sacrifice of this strip is a significant negative.
34	Robert Neff	PABAC	8/22/2022	Meadow / Charleston	Underpass	Closure during construction time makes this an impossible project.	The construction planning showed up to 2 years of complete closure of Charleston and Meadow to all modes. (bicycle, pedestrian, and auto.) This makes the project very difficult to accept. Alternative routes are too distant for such a long closure.
35	Robert Neff	PABAC	8/22/2022	Meadow / Charleston	Hybrid	Update the intersections for active transportation (bikes) at Charleston/Alma and Meadow/Alma.	The current intersections of Alma/Charleston and Alma/Meadow are old, out of date designs that need improvement to make them safer for bicyclists crossing Alma in the bike lane. In particular, there are dangerous right-hook conflicts going West on Charleston and East on Meadow now, and with the Hybrid changes, going East on Charleston will have a similar conflict. Redesign this intersection to avoid this conflict, as we have, for example, going East on Charleston at Middlefield with a right turn lane to the right of the bike lane, or consider a protected lane and bicycle signal phases as Cupertino has at Wolfe / Stevens Creek. Incorporate a safer intersection design for bicyclists and pedestrians into the plan, and perhaps require some land acquisition (a few feet, or an encroachment towards the sidewalks?) to improve this alternative. Creating a better, state of the art intersection design for active transportation makes this a fairer comparison to the underpass alternative. Such an improvement could be done now, without grade separation.

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36	Robert Neff	PABAC	8/22/2022	Meadow / Charleston	Underpass	For bikes or peds, one direction is good, the other is not.	Observation: Going East on Meadow, or West on Charleston, is reasonably nice in this plan at the train tracks, (Though the Charleston traffic circle seems like a huge, out-of-place suburban amenity.) The opposite direction requires crossing the road twice (Meadow), or a slow, circuitous loopback followed by an awkward entry around a busy traffic circle (Charleston).
37	Robert Neff	PABAC	8/22/2022	Meadow / Charleston	Underpass	Bike/Ped crossing of at traffic circle may require a signal	The Bike/Ped crossing of the 2 entry and 2 exit lanes from the traffic circle should include a signal that actually stops traffic for vulnerable users crossing 2 lanes of otherwise free-flowing traffic. I do not think a ladder crosswalk, or simple flashing lights would not insure a safe crossing.
38	Bruce Arthur	PABAC	8/22/2022	Castilleja and Churchill	Churchill Partial Underpass		I am concerned that cars will drive too fast through the underpass and not slow or stop for peds and bikes at Castilleja and Churchill. Can we get a light or HAWK light at that intersection?
39	Bruce Arthur	PABAC	8/22/2022	Kellogg Underpass	Churchill Partial Underpass		I fear that the Kellogg bike crossing will need a very sharp turn with bad visibility. This seems really bad. Can we open that up so the visibility is good and the turn is gradual
40	Bruce Arthur	PABAC	8/22/2022	Kellogg Underpass	Churchill Partial Underpass	Grade on the bike path is too steep	Riders just moving parallel to the tracks will tend to go accelerate on the down hill in order to gain momentum for the uphill that is coming up. Sadly, they will now be going much too fast when they reach the bottom of the grade and may be surprised by riders coming in from the Kellogg underpass. I think the best solution would be take more space and have a through route that remains flat and have a separate path that descends for the connection with the Kellogg tunnel

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41	Bruce Arthur	PABAC	8/22/2022	Kellogg Underpass	Churchill Partial Underpass	Not enough visibility at the intersection of Kellogg Tunnel and bike/pedestrian path	The intersection of the existing bike path and the Kellogg tunnel does not have enough visibility for it to be safe. The tunnel needs to be considerably wider so pedestrians and cyclists will have sufficient time to see each other before moving into a possible conflict space. Additionally, we have more cargo bikes and bikes with trailers now, and they need larger radius turns.
42	Bruce Arthur	PABAC	8/22/2022	Kellogg and Alma	Churchill Partial Underpass	Bet to close Kellogg and Alma intersection to cars	Bicycles and pedestrians entering the tunnel on Kellogg will have to carefully navigate from the sides of the road into the tunnel. It would be much better to close the intersection of Kellogg and Alma to reduce vehicles traffic there and make the movement easier and safer.
43	Bruce Arthur	PABAC	8/22/2022	Alma and Churchill	Churchill Partial Underpass	Much better to close Churchill to cars and just create a tunnel for pedestrians and bikes	I believe this was covered as "Option 2". Having an underpass just for bikes and pedestrians would be much, much better. And please consider closing the intersection of Churchill and Alma to reduce the vehicle traffic to make the tunnel ingress and egress safer.
44	Bruce Arthur	PABAC	8/22/2022	Meadow and Alma	Meadow-Charleston Underpass	Pedestrian and bike paths on only one side of the road is bad.	Creating pedestrian and bike paths on only one side of the street and requiring users to cross a busy street to use it is terrible. Most cyclists will just ride in the road, or possibly ride the wrong way on the road on ingress or egress. This is an astonishingly bad design.

No.	Name	Entity	Date Received	Location	Alternative	Subject	Comment
45	Bruce Arthur	PABAC	8/22/2022	Meadow and Alma	Meadow-Charleston Underpass	The roundabout on Charleston is terrible for cars and cyclists	Why on earth would we have a roundabout on a road not at an intersection? This is expensive and nuts. The nominal reason is to allow drivers moving North on Alma to have a way to get to Charleston moving West. This could be done with a simple turn lane, but in order to maximize car through put we have added a very large and very expensive round about two blocks away. I anticipate that drivers, pedestrians, and cyclist will all hate this. Also, a roundabout two lanes wide is much more dangerous to pedestrians, cyclists, and cars. If you really want this roundabout, please make it only one lane. And I suspect that acquiring the land to do this will be very expensive. What a waste.
46	Bruce Arthur	PABAC	8/22/2022	Meadow and Alma	Meadow-Charleston Underpass	Better Design Alternative	Just add a side walk and a standard bike lane to the underpass. This would be much simpler for everyone and much less expensive. Another option would be to have 10 foot pedestrian and bike path on each side of Charleston. This would look something like the Embarcadero underpass near Paly
47	Bruce Arthur	PABAC	8/22/2022	Meadow and Alma	Meadow-Charleston Underpass	The pedestrian and bike route has path with a 180 degree turn	This space is not large enough for bicycles and pedestrians or people in wheel chairs to navigate safely. I am not sure why we need it, but if we do, it needs to have substantially more space to execute 180 degree turns.
48	Bruce Arthur	PABAC	8/22/2022	Park and Charleston	Meadow-Charleston Underpass	The right turn for vehicles from Charleston West to Park North is dangerous to pedestrians	The large radius turn is going to encourage vehicles to take this corner fast. I see that the cross walk has been moved back a bit, but that seems like the wrong solution. It would be much better to keep that turn a tight turn to force drivers to slow down before turning.

No.	Name	Entity	Date Received	Location	Alternative	Subject	Comment
49	Bruce Arthur	PABAC	8/22/2022	Roundabout	Meadow-Charleston Underpass	Add HAWK lights to aid pedestrians and cyclist trying to cross traffic in order to get to and from the bike path	There are cross walks for pedestrians to come across Charleston, but I fear that drivers will fail to yield, particularly those moving East. Adding pedestrian activated lights would make this much safer. And please add pedestrian lights at any location where you expect pedestrians and cyclists to cross Meadow or Charleston to use those separate bike paths.
50	Bill Zaumen	PABAC	8/22/2022	Churchill, Meadow, Charleston	Closure, Underpass and Partial Underpass	Bicycle and Pedestrian	Some areas with very sharp bends: a very sharp turn at low speeds is difficult enough to do that one will either have to get off the bicycle to turn it or accept a higher than typical risk of a fall.
51	Bill Zaumen	PABAC	8/22/2022	Churchill, Meadow, Charleston	Closure, Underpass and Partial Underpass	Bicycle and Pedestrian	Two way traffic along school commute routes can be problematic: children tend to take up all the available space and this can create a difficult situation for adult commuters riding in the opposite direction.
52	Bill Zaumen	PABAC	8/22/2022	Churchill, Meadow, Charleston	Closure, Underpass and Partial Underpass	Bicycle and Pedestrian	The intersections of the bike paths with the roads should be closer to what would be done when two roads intersect rather than the boundary between a road and a sidewalk.
53	Bill Zaumen	PABAC	8/22/2022	Churchill Avenue	Underpass	Bicycle and Pedestrian	(See Email for clarification) For Churchill in particular, the tunnels have T intersections, and it is important to have adequate sight lines. The outlet from the tunnel to the bike path parallel to the railroad tracks, as shown in some illustrations, is simply dangerous: it requires traffic to merge by crossing a lane of traffic moving in the opposite direction.
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No.	Name	Entity	Date Received	Location	Alternative	Subject	Comment
							<p style="text-align: right;"><----- direction of travel tunnel - - - - -</p> <p>- - -</p> <p style="text-align: right;">-----></p> <p>=====</p> <p style="text-align: right;"><-----</p> <p>path - - - - -</p> <p style="text-align: right;">-----></p> <p>=====</p> <p>Instead, it should be more like the following:</p> <p>Path <---- =====</p> <p>tunnel <> =====</p> <p>Path ---> =====</p>
54	Penny Ellson	PABAC	8/23/2022	E. Meadow Charleston	Underpass	Grade Change	<p>I appreciate that this alternative tries to minimize grade change for bikes/peds. (Important on school routes for littler, less powerful legs.) Could the grade change be made better by reducing clearance? 10' clearance seems like a lot for a bike/ped facility. Is that a requirement? Whose? Also, it looks like part of the bike/ped underpass may be more than 10' clearance. Could this be adjusted to reduce grade change?</p>

No.	Name	Entity	Date Received	Location	Alternative	Subject	Comment
55	Penny Ellson	PABAC	8/23/2022	E. Meadow - Charleston and Possible Additional SoPA Grade Sep for Construction Detours	All Alternatives, but especially Underpass	Grade sep disparity north and south of Oregon Expwy & Construction Detours	<p>There are 5 existing grade separations north of Oregon Expwy and zero existing grade separations south of Oregon Expwy. This disparity is an existing problem and will be a much bigger problem during construction for every Charleston & Meadow alternative, but especially for the underpass. If both south PA crossings are closed simultaneously, a bike/ped crossing in the vicinity of Matadero Creek as recommended in the 2012 BPTP will be insufficient to accommodate bike commuters who live south of E. Meadow. Matadero would be an onerous bike/ped detour through the construction period for many. For instance, it would lengthen a school commute from my neighborhood, Greenmeadow, to Gunn from 17 minutes to 30 minutes or more. We need a bike/ped grade sep plan that serves all of south Palo Alto through and after construction of grade separations. Construction detours for south PA should be part of the planning process now for every alternative in south PA because there are no existing grade seps and there are so few location options for new rail crossings. Please begin to explore south PA construction detour options now.</p>

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56	Penny Ellson	PABAC	8/23/2022	E. Meadow - Charleston	Underpass	Understanding Comparative Bike/Ped LOS of Alternatives	<p>Circuitous bike/ped facilities via the roundabout and bike/ped bridges on both Meadow and Charleston appear less direct than existing routes. This may or may not make this convenient for bike/peds. Long breaks in E/W auto traffic platoons caused by train preemption today will go away when grade seps are in place. This change, coupled with projected induced auto demand after grade seps are in place, might make it much harder to cross East Meadow at Park BB at-grade, for instance, in the future--possibly affecting bike/ped travel times with the hybrid or trench alternatives.</p> <p>Please analyze bike/ped LOS for bike network cross streets with each alternative and compare to existing conditions so we can understand the effects of each alternative on bike/ped travel times. Staff has studied automobile LOS for these alternatives. Doing comparative bike/ped travel time analysis would be consistent with Comp Plan Policy T-2.4 <i>“Consistent with the principles of Complete Streets adopted by the City, work to achieve and maintain acceptable levels of service for transit vehicles, bicyclists, pedestrians and automobiles on roads in Palo Alto, while maintaining the ability to customize to the Palo Alto context.”</i></p>

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57	Penny Ellson	PABAC	8/23/2022	E. Meadow Charleston	Underpass	Create drawings that are understandable without explanation and that address people's key expressed concerns.	This alternative keeps the train at grade which will minimize impacts on nearby Eichler homes. I'm not personally affected by this, but I know it is important to many people whose homes and privacy will be affected. What I do not see is any suggestion in renderings of how sight lines and privacy of homes might be protected. Has anyone raised a story pole and taken photos to show how views of the hills might be affected? Will trees on a berm be an option? Are there ways to protect glass-walled Eichler homes from prying eyes of train passengers? These are legitimate worries. If you want to garner support for alternatives, address the voter/residents' well-based concerns with language and drawings that laymen can understand. SHOW that you are listening to concerns. We need to get a project approved, but the drawings don't address key causes of opposition to certain options. Please address the root issues in a way that will help the public understand what can be done. We need to get past opposition to garner support, and these drawings as they are won't help.

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58	Penny Ellson	PABAC	8/23/2022	E. Meadow Charleston	Underpass	Charleston/Park BB Intersection--How is it used. What is needed?	Peds/bikes won't have to wait for breaks in auto traffic to cross Meadow or Charleston via Park as they do today with this design. Crossing Charleston at Park safely and conveniently is difficult right now at some times of day. Question: How many people turn left or cross Charleston from any direction at Charleston/Park today? I ask because I live in Greenmeadow and I usually avoid crossing Charleston and making left turns at Charleston/Park. I do this by turning left on Meadow from SB Park and using the Circles to get to a signalized intersection where I can safely and easily turn left at Carlson/Charleston. From EB Charleston, I turn at the Wilkie signalized intersection to go to Meadow and then north on Park.
59	Penny Ellson	PABAC	8/23/2022	E. Meadow Charleston	Underpass	Alma Hazards	This alternative completely separates people who walk and bike from both high speed, multi-lane Alma Expressway and the train tracks. Thank you for exploring a school route alternative that tries this. While there are significant problems with this concept, I hope you won't give up. The Alma Xing on the school commute corridor is a major safety problem. Right hooks, in particular, need to be addressed for both EB and WB Charleston at the Alma intersection. In addition, this alternative has a lot of potential to address the privacy concerns of homeowners while not inhibiting underground water flow as much as the trench would.

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60	Penny Ellson	PABAC	8/23/2022	E. Meadow Charleston	Underpass	Request more clarity in the renderings	According to the matrix, full bike/ped movement is maintained, but I cannot see that in the materials available. Please make that more clear in the renderings, plans and animations so the community can see and understand how it works. Overall, I found it was a lot of work to figure out from these plans, profiles, renderings and matrix how it is all supposed to work. The average citizen is not going to have the time or patience to do that much work and we are going to need their support of at least one alternative. The plans and related documents need to communicate more clearly and succinctly what will be built and how it will work. These plans are a long way from ready for prime time.
61	Penny Ellson	PABAC	8/23/2022	E. Meadow Charleston	Underpass	Illustrating the big picture.	This alternative may provide useful connectivity to the rest of the bike network, but the drawings don't make that clear, so I'm not sure. Please show how each alternative would connect to the rest of the network and nearby destinations that draw foot-powered people: schools, train station, super block, community centers, shops, playing fields, etc. so the public can understand.

No.	Name	Entity	Date Received	Location	Alternative	Subject	Comment
62	Penny Ellson	PABAC	8/23/2022	Charleston	Underpass	Two-lane Roundabout Capacity	The two-lane roundabout on Charleston appears over-designed and dangerous for people on bikes and on foot. See file:///C:/Users/pells/Downloads/safety-07-00020%20(1).pdf . Design for the speed you want in the school zone. Entry speeds coming off Alma Expressway will probably exceed 35 mph. A one-lane roundabout would more effectively moderate auto speeds to 20mph as they enter the school zone. I would like to see the traffic study and data that supports this much capacity in the roundabout to understand why it is needed. I have asked the engineer about this twice and have not received a well-supported answer. I don't see data in the traffic studies to justify this capacity. Please show us the data. I hope we are not building this capacity to support projected increased auto demand induced by elimination of train preemption on the CoPA School Commute Corridor. That would be inconsistent with Comp Plan policy...and very harmful to bike/ped safety.
63	Penny Ellson	PABAC	8/23/2022	Charleston	Underpass		The crosswalk at the entry/exit of the two-lane roundabout on Charleston is not safe for people on foot and on bikes. It is necessitated by the two-way multi-use path. I can't think of a better solution for this design. Someone suggested a traffic signal, but I don't know if that will work with a roundabout. People don't expect a signal at a roundabout. In any case, make the right turn radius from NB Alma sharp to encourage drivers to moderate speed before entering Charleston and the roundabout.

No.	Name	Entity	Date Received	Location	Alternative	Subject	Comment
64	Penny Ellson	PABAC	8/23/2022	Charleston	All Alternatives		Is it possible to extend C-A Plan lane reduction further with grade separation? People who walk and bike to/from neighborhoods south of Charleston need a safe route. With grade separation, we will no longer need so much auto lane capacity to stack cars during train preemption. Can we capture that space to extend lane reduction and create wider bike lanes and sidewalks to and through the Alma-to-ECR Charleston segment as far as possible both directions?
65	Penny Ellson	PABAC	8/23/2022	All locations with tunnels	All Alternatives with tunnels		Please minimize places where people may be isolated, like long tunnels. (As a person who has been the victim of attempted assault in a location like this, I generally avoid them.) Where you have to use these facilities, design for maximum personal safety: security cameras, emergency phones, excellent sight lines around corners, minimize any blind spots, excellent lighting, wide spaces to make escape possible. Bullying or much worse can happen in places where bad actors feel free of prying eyes. Keep our kids (and everyone) safe.
66	Penny Ellson	PABAC	8/23/2022	Meadow	Underpass		Slide 42--The midblock crosswalk on Park just north of the Meadow intersection is meant to get foot-powered folks on the right side of the road to access the proposed bike/ped Xing. Bikes don't use crosswalks. Also, this is too close to the intersection. Might a traffic circle or roundabout with ped crossing work better? If it is placed to do so, a roundabout could also connect the park pathways to the bike boulevard.

No.	Name	Entity	Date Received	Location	Alternative	Subject	Comment
67	Penny Ellson	PABAC	8/23/2022	Churchill Kellogg Seale Embarcadero	Selection of X-ing locations: Kellogg, Churchill, Embarcadero , Seale		Seale probably would provide better connectivity for kids commuting to Hays ES and Greene MS from Southgate. In any case, it also provides a nice connection for Old Palo Alto to the park. I don't know what Seale vs. Kellogg means for Paly kids who are the largest group of school commuters in this area. For those coming from the northern part of the attendance boundary, Seale probably is worse. A big downside of Kellogg is the isolated circuitous tunnel. Have you thought about asking Paly students? Would they prefer a grade sep X-ing at Kellogg or Seale or Churchill? Having just read Robert Neff's comments on this, I wonder what improvements Paly students might want at Embarcadero if Churchill stayed at-grade and they got a Seale crossing? A well-written survey might yield a clear answer. A survey would also be a good opportunity to ask kids (and their parents) how they feel about walking and biking in a tunnel with limited sight lines like what is proposed at Kellogg.
68	Penny Ellson	PABAC	8/23/2022	Charleston Meadow	All Alternatives		Whatever alternative you propose for Meadow and Charleston, I hope you will do everything you can to eliminate the risk of bike collisions at the Alma intersection. Multi-lane, high speed Alma is a problem. Fix the right hook problem on EB and WB Charleston at this intersection. Drivers are busy watching for safe breaks in oncoming high speed car/truck traffic. They don't even notice people on bikes and on foot.

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69	Penny Ellson	PABAC	8/23/2022	Charleston Meadow Kellogg	All Alternatives		I heard several members of PABAC comment on the sharp turns in the Kellogg, Meadow and Charleston plans. I understand that staff intends the final designs will have much wider turns with good sight lines. I can't think of a more diplomatic way to say this. If PABAC is having trouble understanding what you intend from these concept plans and renderings, then the public will have even more trouble. These drawings are not just for engineering decision-making. They also are for the public, and for electeds and the decision-making process--which is political. They must be drawn so that laymen can understand what you intend to build without explanation. If people are telling you they don't understand, you need to change the drawings because they are failing to communicate how the concept will work. Don't blame the people for not understanding. Fix the drawings that fail to communicate. I'm sorry to be so blunt, but this is a big problem which will get worse when these start going out more into the public.
70	Eric Nordman	PABAC	8/3/2022	Churchill	Seale/Peers Park bike ped crossing	Kellogg vs Peers	Kellogg is close to Embarcadero. An undercrossing at Seale/Peers Park would space crossings better and avoids blind T intersection (likely conflict point). For the Kellogg design there is also a conflict point with the two way Embarcadero path but having two (N/S) ramps significantly reduces the danger.
71	Eric Nordman	PABAC	8/3/2022	Churchill	Option 2	Option 2 is much better than option 1	The Churchill closure with modification (Option 2, pg 55) is a good option for bike/ped if they decide to close the road. Option 1 is clearly inferior.

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72	Eric Nordman	PABAC	8/3/2022	E Meadow	Hybrid	Two way bike path issues	The two lane bike path works well in only one direction. The west bound direction is awkward and most commuters, high school students, etc. will probably just ride on 5' shoulder of E Meadow under the tracks. To allow this double crossing of the busy streets, signals would probably be required. The hybrid design approach avoids this and is much cheaper.
73	Eric Nordman	PABAC	8/3/2022	E Meadow		Slide 41 cleanup	Unclear meaning of circles on diagram. Add legend. Remove redundant (already on pg 40) text. Title: Street level bike/ped paths.
74	Eric Nordman	PABAC	8/3/2022	E Meadow		Slide 42 cleanup	Redundant text. Title: Route for west bound bike/ped
75	Eric Nordman	PABAC	8/3/2022	E Meadow		Acq of apartment block	Acquisition of the two story apartment block sounds expensive.
76	Eric Nordman	PABAC	8/3/2022	E Meadow		Slide 45 cleanup	Meadow drive profile doesn't show ped bridges.
77	Eric Nordman	PABAC	8/3/2022	Charleston		Missing partial acquisition	Isn't there a partial acquisition required for north side of the roundabout.
78	Eric Nordman	PABAC	8/3/2022	Charleston	Hybrid	Hybrid design better than underpass	The hybrid design avoids the backward double road crossing for bike/peds. It also looks much cheaper.
79	Eric Nordman	PABAC	8/3/2022		Hybrid	Consider pedestrian island.	Consider adding an island so pedestrians can look for NB Alma traffic separate from left turn from SB Alma onto Charleston.

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80	Eric Nordman	PABAC	8/3/2022	Charleston	Hybrid design or single lane roundabout	The two lane roundabout violates design rules	In a normal 2 lane roundabout you are expected to select the lane before the roundabout. Link: https://www.youtube.com/watch?v=CEhNboz5GPk This is not possible for the traffic exiting NB Alma wanting to turn left using the roundabout. They are positioned in the right lane but should be in the center lane. Similarly, traffic on EB Charleston should be in the right lane but they are in the center lane. These two parallel lanes need to cross each other. One option is to have both lanes merge first and then have a one lane roundabout. The hybrid design avoids this issue.
81	Eric Nordman	PABAC	8/3/2022	All	Many options	Construction timing	While more frequent trains will cause backups at Charleston and perhaps E Meadow, it seems prudent to maintain at grade crossings at Churchill and Palo Alto Avenue until construction is complete at the other crossings. High speed rail doesn't seem likely anytime soon.
82	Eric Nordman	PABAC	8/3/2022	Charleston & E Meadow	Hybrid design	Trench design	Because of the creeks and high water table the trench design is likely to be very expensive. For bikes and pedestrians the hybrid solution is comparable and dramatically cheaper.
83	Paul B Goldstein	PABAC	8/3/2022	Meadow & Charleston	Underpass	Bike/Ped	Palo Alto is a largely built-out city. Bicyclists use the streets to get around, we do not have the luxury of having our own dedicated travel routes. Because we ride on the streets, any facility for bikes needs to be integrated with the street network. Because they require some users to cross a (major) road twice, two-way facilities on only one side of a street are dangerous and problematic.

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84	Paul B Goldstein	PABAC	8/3/2022	Meadow & Charleston	Underpass	Bike/Ped	Several of the alternatives provide for bicycle/pedestrian facilities on only one side of the street. Although I recognize that the City Council instructed that bike/ped facilities be separated from automobile traffic, these two-way facilities on only one side of the street are dangerous and inconvenient for bicyclists and pedestrians. They require users (in one direction) to cross the street twice: street crossings are far more dangerous than riding with traffic. To increase safety, the crossings should be signalized, but this will require additional wait time and inconvenience and will probably lead to even more dangerous behaviors (e.g. wrong-way riding). If we want to encourage more bicycle and pedestrian activity, we need to provide facilities on both sides of the street. The crossings at Meadow and Charleston are heavily used by bicycles and pedestrians and we should be encouraging more (and safer) use rather than discouraging this use and making it less safe.
85	Paul B Goldstein	PABAC	8/3/2022	Charleston	Underpass	Roundabout	The two-lane roundabout on Charleston is a disaster for bicyclists. One-lane roundabouts are very safe and convenient for cyclists, but two-lane roundabouts are more challenging and dangerous. Using the pedestrian features of the roundabout are ok for pedestrians, but bicyclists will be likely to ride through the crosswalks, creating conflict and danger. As stated above, bike/ped facilities should be provided on both sides of the street, eliminating the need for most cyclists to use the roundabout.

No.	Name	Entity	Date Received	Location	Alternative	Subject	Comment
86	Alan Wachtel	PABAC	8/23/2022	Meadow; Charleston	underpass	two-way ped-bike paths: transition to roadway	The two-way ped-bike path on the south side of Meadow east of the tracks simply terminates at a sidewalk continuation. This design is likely to produce mixed bicycle and pedestrian traffic on a narrow sidewalk, wrong-way westbound bicycle traffic on the street approaching the path, and unpredictable westbound bicyclist movements to cross from the right side of the street to the left side. Two one-way paths would be far better. The situation is similar for the two-way path on the north side of Charleston east of the tracks, where only an uncontrolled crosswalk is provided for crossing, and for both paths west of the tracks.
87	Alan Wachtel	PABAC	8/23/2022	Meadow; Charleston	underpass	two-way ped-bike paths: mixed traffic	Mixing bicyclists and pedestrians on a path may be hazardous to both, especially on the downgrade, where bicycle speeds will be high. Effective separation is a necessity.
88	Alan Wachtel	PABAC	8/23/2022	Meadow; Charleston	underpass	provision for bicyclists on roadway	Both Meadow and Charleston under the tracks appear to have 8-foot shoulders, which would be ample for bicyclists who prefer to use the roadway, who must be anticipated and designed for. The cross-section on these roads elsewhere, however, is unclear. In addition, the 10 and 12 percent grades through the underpasses make this option much more difficult.

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89	Alan Wachtel	PABAC	8/23/2022	Charleston	underpass	roundabout	The roundabout appears to be inaccessible to bicyclists on the sidepath. Bicyclists on the Charleston roadway will find using the roundabout to turn around challenging, since, in order to avoid traffic exiting the roundabout, they must either merge across two lanes of traffic to the left and then merge back again across two lanes to the right, or merge across one lane and ride between lanes of traffic.
90	Alan Wachtel	PABAC	8/23/2022	Park Boulevard	underpass	sharp turns	A number of locations on Park Boulevard, and also at the west end of the Kellogg underpass, appear to call for near right-angle turns by bicyclists. The HDM specifies a minimum design speed for bike paths of 20 miles per hour and a minimum radius of curvature for this speed as 90 feet. Can these standards be met?
91	Alan Wachtel	PABAC	8/23/2022	entire project	underpass	ped-bike access during construction	What are the plans for maintaining bicycle and pedestrian access across the tracks during construction without imposing lengthy detours?
92	Art Liberman	PABAC	8/30/2022	Meadow & Charleston	Underpass	Alternative	Can we have the Meadow and Chareleston Underpass design to provide 5% roadway grade?