



**Palo Alto Pedestrian and  
Bicycle Advisory Committee**

**Thursday, October 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**

***Note: Meeting day is on Thursday instead of Tuesday***

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

1. CALL TO ORDER
  - a. New PABAC member—Nicole Rodia introduction 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) 6:20 PM
3. AGENDA CHANGES 6:22 PM
4. APPROVAL OF ACTION MINUTES 6:24 PM
  - a. September 6, 2022 PABAC meeting: Part I: TDA 3—Bicycle and Pedestrian Transportation Plan Update and Part II: Other Items
5. PUBLIC COMMENTS 6:26 PM  
Note: Written comments submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org) between 12:00pm on August 12, 2022, and 12:00pm on September 19, 2022 are attached with the agenda packet.
6. STAFF UPDATE
  - a. 2022 BPTP Update: Procurement update (*Ozzy Arce, OOT*) 6:28 PM
7. ADJOURNMENT 6:33 PM

**PART II: OTHER ITEMS**

1. CALL TO ORDER 6:33 PM
2. AGENDA CHANGES 6:34 PM
3. PUBLIC COMMENTS 6:35 PM
4. STAFF UPDATES
  - a. PABAC email distribution list: Transition to another service (*Sylvia Star-Lack, OOT*) 6:38 PM
  - b. Signage Visibility & Sightlines Review—PABAC assistance requested 6:45 PM

5. DISCUSSION ITEMS
- a. January 2023 PABAC meeting date 6:55 PM
  - b. Notice on the nominations and January 2023 election of PABAC Chair and Vice Chair for 2023 7:00 PM
  - c. Brief update: EcoCounters and possible next steps towards gathering better bike/ped count data (*Eric Nordman, PABAC*) 7:05 PM
  - d. Draft letter to Caltrans District 4 Director for PABAC review and/or approval (Requested by PABAC at their September 2022 meeting)—See Attachment 1 7:15 PM
  - e. Brief update: Possible Upcoming Work with Parks and Recreation Commission (PRC) re: E-bike and Electric Conveyances Policy for Parks and Open Space Areas 7:25 PM
6. STANDING ITEMS 7:30 PM
- a. Grant Update – OBAG 3
  - b. CSTSC Update – August 25, 2022 CSTSC Meeting summary attached
  - c. VTA BPAC Update (*Robert Neff*)
  - d. Subcommittee Reports
    - a. Bike Bridge Maintenance Subcommittee
    - b. Repaving Subcommittee
    - c. Muni Code Subcommittee
    - d. Rail Grade Separation 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)
    - Rail Grade Separations (Last update: 8/2/2022)
    - Municipal Code re: micromobility issues
    - Possible Parks and Recreation Commission (PRC) E-bike and Electric Conveyances for Parks and Open Spaces
7. ADJOURNMENT 7:50 PM

**END OF AGENDA**

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, September 6, 2022

6:15 P.M.

**VIRTUAL MEETING**

Palo Alto, CA

Members Present: Penny Ellson (Chair), Art Liberman (Vice Chair), Alan Wachtel, Bill Zaumen, Bruce Arthur, Cedric de la Beaujardiere, Eric Nordman, Jane Rosten, Ken Joye, Richard Swent, Robert Neff, Steve Rock

Members Absent: Arnout Boelens, Bill Courington, Kathy Durham, Nicole Zoeller-Boelens, Paul Goldstein

Staff Present: Ozzy Arce, Shrupath Patel

Guests: Nicole Rodia

**PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE**

**1. Call to order**

Chair Ellson called the meeting to order, 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 the September 6, 2022 PABAC meeting.

Mr. Eric Nordman moved to pass the resolution, seconded by Vice Chair Art Liberman.

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

Chair Ellson took a moment to provide a brief account of the memorial for Rob Robinson who will be remembered for his long-time commitment to PABAC and many other organizations which work for the greater good of the Palo Alto community.

**3. AGENDA CHANGES**

1 None

2 **4. APPROVAL OF ACTION MINUTES**

3  
4 **a. August 2, 2022 PABAC meeting: Part 1: TDA 3-Bicycle and Pedestrian**  
5 **Transportation Plan Update and Part II: Other Items.**  
6

7 Mr. Ken Joye motioned to approve the minutes of the August 2 PABAC meeting as revised, Mr.  
8 Bill Zauman seconded. Upon call of the roll the minutes were passed unanimously.  
9

10  
11 **5. PUBLIC COMMENTS**

12 *Written comments submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org) between*  
13 *12:00pm on April 21, 2022 and 12:00pm on May 20, 2022 are attached with the agenda*  
14 *packet.*

15 Nicole Rodia provided comment she is interested in joining PABAC as a member and requested  
16 her attendance be reflected.

17 **6. STAFF UPDATES**

18 **a. 2022 BPTP Project Update – Project procurement timeline reminder**

19 Mr. Ozzy Arce, Senior Transportation Planner & Project Manager reported he has not yet received  
20 an update regarding the procurement, Scope of Work, or RFP. The procurement staff member  
21 returns from vacation the end of the week and he expects to have an update by the next meeting  
22 and will keep the committee informed.

23 **7. ADJOURNMENT**

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

25 **PART II: OTHER ITEMS**

26 **1. CALL TO ORDER**

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

28 **2. AGENDA CHANGES**

29 None

30 **3. PUBLIC COMMENTS**

31 Ms. Rodia commented regarding the Caltrans repaving project on El Camino Real and asked that  
32 bike signaling infrastructure be considered for streets that cross El Camino Real with light timing  
33 durations that accommodate bicycles. Additionally, she did not see Park Boulevard, in particular  
34 the section from Lambert to Matadero on the Palo Alto streets repaving project list. It is a major

1 bike route in need of repairs. Cambridge Avenue is on the FY 2023 list, however, with the closure  
2 of California Ave, Cambridge has become a popular route for bicycles and questioned if  
3 Cambridge is being considered for bicycle facilities.

4 **4. STAFF UPDATES**

5 **A. 1700 Embarcadero Project update (Shrupath Patel, OOT)**

6 Mr. Shrupath Patel provided an update on the Auto Dealership project application in which the  
7 PABAC supported staff recommendation for a multi-use path along the property frontage. Staff  
8 has been working with the applicant to obtain a right of way for the multi-use path connection  
9 along property frontage on Embarcadero and East Bayshore Road. At the last submittal request  
10 the applicant proposed a 10 feet wide multi-use path and the site plan is attached to the agenda for  
11 this months PABAC meeting. Mr. Patel thanked the Committee for all of PABAC’s feedback and  
12 recommendations.

13 In reply to Mr. Wachtel’s comments, that he sees the path but cannot identify where the path  
14 connects to either roadways or other path on the ends, Mr. Patel explained staff agrees there is still  
15 gap and questions surrounding how that is going connect to the southbound bike lane. The City  
16 will look for neighboring redevelopment opportunities to extend this multi-use path along E.  
17 Bayshore Rd and hopefully provide some sort of bike/pedestrian signal at E. Bayshore  
18 Rd/Embarcadero Bicycle/Pedestrian crossing so the path users can cross E. Bayshore Rd more  
19 easily. Staff anticipates that can be discussed as part of the Bike Plan update. Currently that  
20 connection is outside of the scope of this project.

21 Mr. Cedric de la Beaujardiere commented the end at Geng Road is offset somewhat from the  
22 crossing at Embarcadero and questioned if there is a signal bicycle traffic can use at that crossing.  
23 Mr. Patel responded currently there are no bike detectors planned, bicyclists should use the  
24 pedestrian crossing to travel across Embarcadero and Geng Road intersection.

25 Mr. Joye questioned if he were to ride from East Palo Alto on the Bay trail, and arrive at the  
26 intersection of Geng and Embarcadero, would there be a signal button he could push from his bike.  
27 Mr. Patel answered there is a button but not on the 101 side. Mr. Joye pointed out in the plans there  
28 is a button on the Bay side of the intersection but not on the 101 side which suggests pedestrian  
29 facilities are being offered on only one side of Geng Road and suggested that be something that’s  
30 added to the communities biking network so those using the Bay trail have a way to access the off-  
31 road path.

32 Chair Ellson inquired if staff planned to return to PABAC with plans or concepts of any of the  
33 feedback provided from PABAC during the meeting. Mr. Patel stated the city is getting this 10-  
34 foot-wide multi-use path as part of this project. The City could consider a stand-alone project to  
35 fill the other bike and pedestrian connection gaps, he hopes to have more information of if it could  
36 be part of the Bike Plan Update or a separate project, after speaking with Ms. Star-Lack upon her  
37 return. Chair Ellson expressed hope that some of the ideas provided from PABAC members could  
38 be considered and an update is provided soon that includes next steps.

1 Vice Chair Liberman expressed his gratitude for Mr. Patels efforts and vigilance in pursuing the  
2 project to make changes and hopes he will continue looking at other development projects that  
3 could benefit from bicycle/pedestrian traffic improvements.

4 Mr. Zaumen commented while the current concept looks difficult in the plans, he doesn't believe  
5 it will be much of a problem in practice.

6 **B. Caltrans 2023 El Camino Real Repaving Project Update**

7 Chair Ellson reported that on August 30<sup>th</sup> Mr. Arce emailed 95% plans to PABAC for comment  
8 and reminded the Committee the contact information for comments was provided in the email from  
9 Mr. Arce and the deadline to submit those comments is September 7<sup>th</sup>. Please copy Mr. Patel on  
10 those emails, his email address is also in the August 30<sup>th</sup> email from Mr. Arce. The 95% Plans  
11 were not made available to PABAC until well after the Agenda had been set due to Caltrans  
12 requirement of staff to not share the plans with the public, which included PABAC. There is no  
13 project website allowing the public to retrieve project update information/plans.

14 Mr. Arce replied that Ms. Star-Lack was not able to attend the meeting and the information that  
15 Chair Ellson provided is the extent of Staff's update.

16 Chair Ellson remarked on the non-transparency and inconsistency of the Plans regarding Caltrans  
17 Safe Systems Policies and expressed an interest in sending a letter and copy the Caltrans Director.  
18 As PABAC Chair, the PABAC Committee will need to be in support of that letter before it's sent,  
19 Chair Ellson requested the PABAC Committee member's thoughts.

20 Mr. Nordman commented this is not a minor project and communications via email are not  
21 preferable and he supports Chair Ellson wanting to send a letter to Caltrans.

22 Mr. Joye is supportive of Chair Ellson writing a letter regarding the Caltrans paving project.  
23 Mountain View was very active with Caltrans repaving project within their community, and it  
24 appears that Palo Alto has not had the same opportunity, unless the City of Palo Alto declined  
25 involvement when it was first presented.

26 Mr. Cedric de la Beaujardiere questioned if this project is exclusive to paving or will it also entail  
27 streetlights, timings, etc. Mr. Arce responded his understanding is the project is repaving; he is not  
28 aware if street light timings will be included. Jurisdictions are possibly looking at the project as a  
29 potential for Complete Streets upgrades. It doesn't appear as if Palo Alto has a plan for El Camino  
30 from a Complete Streets planning standpoint, Mountain View however did, which is likely why  
31 they were able to be involved with their Caltrans repaving project. Mr. Beaujardiere is in support  
32 of the letter from Chair Ellson requesting greater transparency.

33 Vice Chair Liberman commented he supports Chair writing a letter to Caltrans and the public  
34 officials; and requested Mr. Arce relay the following question to the Office of Transportation:  
35 Does the Office of Transportation have a responsibility to inform the community about community  
36 improvement plans. Understandably, staff doesn't want the responsibility of responding to  
37 community input, however, there should be a responsibility of informing the public on what  
38 improvement projects the community will see. Mr. Arce replied while the City is partnered with  
39 Caltrans on this effort, Caltrans is their own entity which, he believes, is going through a culture



1 change. Staff members are putting in the effort of trying to partner with Caltrans to communicate  
2 better so staff is able to relay information in more appropriate time frame which allows more  
3 community input.

4 Mr. Richard Swent supports Chair Ellson writing the letter and remembers prior requests from  
5 PABAC to staff for updates on other repaving projects around Palo Alto that were not received.

6 Mr. Neff suggested PABAC think of this as a bike community problem rather than a City staff  
7 problem regarding what the bike community's vision was in the 2012 Bike Plan, which did not  
8 include a bike plan for El Camino Real. When the City obtained the grant to do one, there was not  
9 a lot of support. A study was done and ultimately was dropped by the City. Mountain View  
10 budgeted twenty million dollars to help with the Caltrans repaving effort within their community.  
11 Caltrans had hoped the City would take the lead on the El Camino improvements and that didn't  
12 happen which is likely why the project is ninety-nine percent no change from what is already on  
13 the streets. He believes the letter from Chair Ellson still holds value in encouraging Caltrans to  
14 incorporate the input they have received and seek more input on future projects.

15 Mr. Wachtel commented he had technical difficulties uploading the plan and questioned if the plan  
16 was from Caltrans, further explaining when he logged into his personal Adobe account, he was  
17 able to access the document. Mr. Wachtel added this is a paving plan and it wasn't clear to him if  
18 it included a striping plan as no cross striping was provided. He too is unclear if there are changes  
19 outside of the 98% and if so, he'd like to know about them. Repaving will certainly affect signal  
20 detection and that should also be included in the plan. Timing is possibly outside of the scope but  
21 none the less a factor that needs to be addressed. Many of the crossings are used by school children  
22 and timing is important for their safety. Mr. Wachtel is in favor of Chair Ellson writing a letter and  
23 believes it should be forwarded to the District 4 director rather than the headquarters of Caltrans  
24 since both the planning and the decision to not share the plans with the public is made at the district  
25 level.

26 Chair Ellson clarified that Caltrans has a Director that oversees the Safe Systems Policies and felt  
27 that he would be interested in knowing that on the district level, the plans are not proposing bike  
28 lanes that connect to the school route bike lanes, which is not consistent with their own policy.  
29 Additionally, there is no website, and no one can see this project and Caltrans is directing every  
30 City not to share the information with the public.

31 Mr. Wachtel replied if an email is being sent, the first two lines should be the Caltrans District  
32 Four Director in addition to the others. Chair Ellson asked Mr. Wachtel if he would be willing to  
33 work with her on the letter given his knowledge of the Agency. Mr. Wachtel agreed.

34 Chair Ellson shared information from Ms. Star-Lack in that Mr. Neff is correct in that  
35 improvements to El Camino Real were not included in the 2012 BPTP. That unfortunately tied  
36 staff's hands somewhat particularly since in the interim staff lost the Chief Transportation Official  
37 who wasn't replaced for over a year. Cities such as Mountain View, Sunnyvale, and Los Altos  
38 completed their bike plans later than Palo Alto which gave them an advantage to consider Caltrans  
39 initial plans for the repaving project in their bike/ped plans. None of those cities had good  
40 alternative parallel routes. In addition, Mountain View had large developer impact fees that could  
41 be spent on traffic mitigation. This project was identified in their bike/ped plan as a very high

1 priority for them to create bike lanes on El Camino. Ms. Star-Lack also expressed a concern about  
2 city staff receiving comments and interpreting them for Caltrans, given that Caltrans opted not to  
3 participate in meetings with PABAC. The Chair’s comments for staff will be focused on the  
4 project as it pertains to school routes which include signal detection and timing and public process  
5 transparency.

6 Ms. Rosten commented she is very much supportive of the letter from Chair and believes the  
7 comments shared by Ms. Star-Lack sheds some light on some of Mr. Joye’s earlier comments. If  
8 there is an efficient way to find more information about that, it could be helpful. Ms. Rosten  
9 suggested adding a response request time limit as a means of a little more assertiveness in a  
10 suggestive way to not ignore the letter.

11 **5. DISCUSSION ITEMS**

12 **A. City 5-year Repaving Plan (Young Tran, PW) – Packet Attachment II**

13 Mr. Young Tran from the Public Works Engineering department reported he manages the street  
14 overlays and sidewalks. The attachment is a five-year overlay list that gets surveyed every other  
15 year. The list is not conclusive as situations can always occur that may amend what’s currently  
16 listed. A good example is the Addison shared bike lane, they are waiting for Transportation and  
17 PABAC’s position on that project. Streets are chosen by the Pavement Condition Index. According  
18 to NTC, 85 is a passing grade. The immediate focus request are the projects in Fiscal Year (FY)  
19 2023-2024, as the plans for Fiscal Year 2022-2023 have been completed. The bidding process for  
20 FY 2023-2024 will be sent out in October 2022, with the intention to begin work in July of 2023.  
21 Those plans are still in a phase that will can allow for potential changes, particularly the Loma  
22 Verde plan. Currently the plan is to replace existing striping. If PABAC sees a need to make  
23 changes, the optimum time is now to make those suggestions. Mr. Tran stated Mr. Arce has the  
24 link for PABAC to use to access the information regarding the Public Works 5-Year Repaving  
25 Plan.

26 Mr. Nordman stated roads are paved in sections of two to three blocks and questioned if the  
27 addition of sharrows and such can be added after a repaving has already happened. Mr. Tran stated  
28 stenciling can be added at any time, however the overall plans require communication with the  
29 Office of Transportation who clears any changes due to them having a larger city-wide scope of  
30 perspective in how changes affect the city. Public Works can always be flexible as long as the  
31 Office of Transportation is in support of the changes.

32 Mr. Neff questioned what type of changes are possible, citing examples like adding sharrows to a  
33 street already on the bike network, maintaining bike lanes already in place, narrowing streets by  
34 removing the center lines to add a bike lane, and requested the appropriate process for the more  
35 extensive updates.

36 Mr. Young suggested working with Transportation and cautioned they can only work with the  
37 current width of streets that are already in place, and the ideas that are suggested would need to fit  
38 into the current configurations. They can implement what Transportation approves.

39 Mr. Rock commented when overlays are applied on top of current overlays, sometimes large  
40 potholes are created around the manhole entry points and suggested raising those access points to

1 street levels rather than causing them to be buried deeper; the transition from the asphalt to the  
2 curb can often be very rough and the way the asphalt was laid on Park north of California works  
3 quite well.

4 Mr. Young indicated the past decade or so they changed the way the manhole access points were  
5 repaved and thanked Mr. Rock for bringing the manhole/pothole issue to his attention and will  
6 relay that to the engineering department and inspector's attention. The curb work is always done  
7 by hand and ramps on corners are often different elevations and roughness. The six-inch allowance  
8 has become obsolete, and the new ones are now two feet which allows for the plate compacting  
9 versus the old manual compacting of the cement leading to the curbs. He can suggest in those areas  
10 the workers use less rock and more sand in the asphalt mixture which should make a smoother  
11 asphalt on the road leading up to the curb cement.

12 Mr. de la Beaujardiere looked for roadways that begin in one FY and are continued in the following  
13 year and inquired about Kingsley Avenue which has four identical sections listed in one year and  
14 then again in the next, is it a continuation, a possible delay, or a road that's redone every year.  
15 Additionally, they requested the list be presented in a map.

16 Mr. Young replied he believes it is a typo as Kingsley is not on the list of projects for 2023 and he  
17 will have the corrected listed online the following morning. There is a map of the project locations  
18 online under the City of Palo Alto Streets and Services Program that include color coding and will  
19 forward the link to Mr. Arce.

20 Mr. Nordman noticed the street paving process has become better quality through the years and  
21 noticed the paving project around Page Mill was done very well.

22 Mr. Rock has noted that often the warning signage can often become hazards depending on  
23 placement locations and they did an excellent job on Charleston at Louis of placing the signage  
24 after he notified the police that the signs were blocking the bike lanes when the project began.

25 Mr. Young appreciated the comment and will keep that in mind.

26 Vice Chair Liberman commented on Ms. Rodia's comment concerning the streets that were  
27 severely impacted by the Water Line replacement project, adding Matadero and Margarita for  
28 example and El Camino to Park are full of excavated pits, steel plates and present a danger; also  
29 adding there are no streets in the Ventura neighborhood area and questioned if any of those will  
30 be done in conjunction with the coating project.

31 Mr. Young stated the list is based on how bad the streets are in terms of their ability to hold up  
32 traffic. When Utilities performs work, they are required to replace what was there prior to the  
33 work. The streets that are in bad shape are prioritized based on condition. He will request an  
34 engineer look at all neighborhoods and streets that PABAC believes is a danger and added that  
35 often when utilities repave over a road project, that is considered an upgrade and those streets don't  
36 qualify for the list. If utilities have work scheduled on a street, that will also prevent a road from  
37 making the repaving list so not to duplicate the repaving project.

38 Mr. Swent commented regarding the City of Palo Alto's website where in addition to the 5-year  
39 repaving program there is a 5-year sidewalk/curb/gutter repair program which is listed as "on

1 hold.” Mr. Swent suggested that moving forward, the committee should consider reviewing the  
2 sidewalk/curb/gutter program as they do the repaving program. If roll curbs and vertical curbs  
3 could be repaired, and gutter pans could be cut back those would address Mr. Rocks concerns.

4 Mr. Young replied to Mr. Swent’s comments that they have been working on the  
5 sidewalk/curb/gutter list and plan to resume that project this year and suggested PABAC forward  
6 their suggestions and comments to the Office of Transportation so where possible, they could be  
7 incorporated into the repairs that are planned for this coming year.

8 Chair Ellson commented using James Road as an example, has an extremely low PCI, which  
9 suggests the road could be ready for reconstruction. This is a school commute route which was  
10 discussed in prior years and has since not been updated. Chair inquired if Public Works also  
11 collaborates with the OOT on past plans and historical work that wasn’t completed.

12 Mr. Young stated to his knowledge past plans and projects have not been considered and suggested  
13 Chair Ellson use the 5-year list as it is the most current list and commented that the route leading  
14 to Addison has been put off until the striping issues have been resolved.

15 Mr. Arce commented he will forward the list without the typos and the map, to the group in email.

16 **B. Formation of PABAC Rail Grade Separation subcommittee**

17 Chair Ellson reported at the last meeting three people volunteered to be in a PABAC Rail Grade  
18 Separation subcommittee including Mr. Swent, Mr. Wachtel, and Mr. Arthur, and she would also  
19 like to join as a member of the subcommittee. PABAC will need to approve the formation of the  
20 subcommittee and consider and possibly approve a draft Subcommittee Charter which is located  
21 on page twenty of the Agenda Packet which guides the committee’s work. There are still questions  
22 regarding information flow and deliberation questions that will need to be conferred with staff, as  
23 well as addition process questions.

24 Mr. Joye thanked the members who volunteered to serve on the subcommittee and commented the  
25 charter looked thorough and he couldn’t think of anything further to add.

26 Mr. Joye moved to approve the formation of a subcommittee with the Charter as included in the  
27 Agenda Packet.

28 Vice Chair Liberman commented there were some things listed in the Charter that may impact the  
29 BPTP and inquired if it was omitted for any particular reason. Chair Ellson replied those are the  
30 areas that will require staff input.

31 Vice Chair Liberman seconded the motion.

32 Mr. Arce explained that PABAC as a whole will contribute in the discussion regarding additional  
33 rail grade crossings for Bike and Pedestrian infrastructure, not just the Rail subcommittee, and felt  
34 that it would be more appropriate to have those topics discussed at PABAC meetings, which is  
35 how the Scope of Work for the BPTP update approaches it.

1 Upon raise of hands, the vote was unanimous for forming the Rail Grade Separation Subcommittee  
2 and the Charter.

3 **6. STANDING ITEMS:**

4 **A. Grant Update – VTA Local Roads Safety Plan + Safe Systems for all Federal**  
5 **Grant**

6 Mr. Arce reported Ms. Star-Lack is currently at the NACTO Conference and explained a Federal  
7 grant opportunity has come up which could be made available to all the jurisdictions in the County  
8 with the assistance of VTA, who recently completed Local Road Safety Plans for each jurisdiction  
9 in the County. There is a new Federal grant program called Safe Streets for All which will take  
10 advantage of the new Transportation monies being made available through the Federal  
11 government. VTA will seek to upgrade the Local Road Safety Plans to comply with the  
12 requirements of the Safe Systems for All Grant.

13 **B. CSTSC Update - CSTSC August 25, 2022 Meeting minutes will be provided in**  
14 **the October PABAC Agenda Packet**

15 The CSTSC minutes will be posted with the October packet due to the late date of their meeting.

16 **C. VTA BPAC Update**

17 Mr. Neff reported in the August meeting discussion surrounding funding sources and opportunities  
18 and how the City can apply for local safety improvement funds that could have something to do  
19 with the much larger highway project. The Measure B update included Los Gatos requesting VTA  
20 move funds from one project to a similarly ranked project in order to expedite the initiatives using  
21 the same pot of money. The County has put together a Transportation Demand Management  
22 Program through VTA which will be included in the Counties updated transportation plan. The  
23 September meeting is scheduled for September 7<sup>th</sup> and the County/Local Road Safety Plan is  
24 included in the Consent Calendar, which includes specific information about Palo Alto and way to  
25 improve safety on Palo Alto streets to somewhat include pedestrian and bicycles. Getting people  
26 to slow down would seem to help considerably in many places. There is grant funding that requires  
27 having one of the plans in place and once done, an application can be submitted for the grant. It is  
28 still unclear what the allocation requirements will be for those funds. Every City that does not have  
29 a Vision Zero plan is grouped in with the County/Local Road Safety Plan. The corridors in Palo  
30 Alto that are identified include much of Oregon Expressway, Embarcadero from Newall to across  
31 Middlefield, El Camino Real from Lambert to El Camino Way, and University from near the City  
32 Limit to East Palo Alto, and an area near the county line. Most are areas with a lot of collisions  
33 that involve rear-ending.

34 **D. Subcommittee Reports**

35 **a. Bike bridge maintenance Subcommittee**

36 Chair Ellson reported she had email exchanges with Roger from public works and read their  
37 response to her inquiries. People have been on vacation and there have been material delivery  
38 delays. A contractor is expected in 2023 to address the two wooden bridges at Bol Park. The bridge

1 next to the donkeys will have bolts tightened and planks sanded to mitigate some of the roughness.  
2 The entire surface deck boards will be replaced on the other wooden bridge closer to Gunn High  
3 School at the same time. The materials have been ordered for the Wilkie Way bridge test strips  
4 and the paint coating is already on hand. On Tuesday September 6<sup>th</sup> a small test strip will be tested  
5 on a small piece of lumber. The re-enforced polymer has already been tested and it looks good.  
6 There was a six-week lag time between ordering and receiving materials. All materials are  
7 expected to be on-hand by mid-September. Barring unforeseen circumstances, the test strips are  
8 planned to be installed during the second half of September.

9 Ms. Rosten thanked Chair Ellson and the committee for continued efforts in getting those bridges  
10 addressed.

11 Mr. Rock commented the information that Chair Ellson received should be shared with the general  
12 public.

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

14 Mr. Neff commented he appreciated the presentation earlier and as a committee PABAC needs to  
15 look at the list and get ahead of the curve with improvements.

16 **c. Muni Code subcommittee**

17 Mr. Nordman reported from his conversation with Ms. Star-Lack, she is waiting until there is an  
18 opportunity to include it with something else to provide an update.

19 **E. Announcements**

20 Mr. de la Beaujardiere reported at the Charleston Plaza and noticed the bike racks had been moved  
21 over near Rick's Ice Cream to make room for installation of electric car chargers and noticed the  
22 bike racks are substandard and thought the installation of the car charges might be a significant  
23 enough project to warrant adding better bike parking.

24 Chair Ellson replied she has been trying to chase that down and gave credit to Mr. Rob Robinson  
25 for his efforts in working to get better bike racks at the Charleston Plaza. There will be some added,  
26 the question remains if it will be enough and if they are put in the right location. The new racks  
27 are supposed to be put against the southern wall of the plaza, there will be U Racks and she believes  
28 possibly ten spaces. Parking is also needed on the opposite end of the Plaza as well, for school  
29 aged and adult bikers. The Plaza manager apparently had a very frustrating experience with City  
30 Hall regarding this issue. Chair Ellson is going to put this effort back into her priorities once she  
31 returns from out of town.

32 Mr. Neff commented the first rule is only shop at places with good bike racks such as Molly Stones  
33 and Grocery Outlet and Safeway. The improvement at Meadow and Alma has been installed. It is  
34 now easier for cyclists to make a left turn through the sidewalk space getting into the Alma Plaza  
35 without having to ride on Alma. The space for pedestrians is now wider than it was before. The  
36 improvements on Charleston are intermittent and really nice. This last weekend the light was  
37 installed at Louis and Montrose which has made it safer to make left and right turns and to cross  
38 the intersection. Construction has begun at El Camino Real and Arastradero/Charleston.

1 Ms. Rosten commented that she went to the opening of the Democratic Volunteer Center and there  
2 are no bike racks anywhere near the building and inquired if anyone with the city could request  
3 bike racks be put in that location or if the bike rack request program was still active.

4 Chair Ellson replied there is a City Grant Program that provides money for parking but isn't sure  
5 of all the details.

6 Mr. Arce stated that program does still exist, Mr. Patel is the person who is most familiar with the  
7 311 program.

8 Mr. Nordman believed the property owner has to make the request.

9 Mr. Rock expressed thanks to those who worked at getting upgraded parking at the Charleston  
10 shopping center.

11 Chair Ellson suggested all the members of PABAC should write a letter to the Manager of Peet's  
12 stating it would be so nice to replace those cars who sit and run their engines with bike racks.

13 Mr. Joye mentioned there is a place under 311 to request bicycle parking in the public right of way  
14 under the bicycle section. He made a request for Ace Hardware on Channing Street, and it was  
15 installed based upon his request.

16 Chair Ellson commented she has learned that bicyclists hate parking their bikes near the street for  
17 several reasons. When bike parking started moving closer to the door ways on school campuses it  
18 increased the number of students who rode their bikes to school.

19 **f. Future Agenda Items**

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

- 21 • El Camino Real (SR-82) plans from Caltrans (Last update: 4/5/22)
- 22 • Muni code clean-up progress update (Last update: 4/5/22)
- 23 • PAUSD Hoover school campus reconstruction update (Last update: 5/3/22)
- 24 • S. Palo Alto Bikeways project status/grant proposal (Last update: 5/3/22)
- 25 • Grade Separations (Last update: 8/2/22)

26  
27 Committee Member requests

- 28 • Stanford Park Circle
- 29 • Park Boulevard upgrades
- 30 • Street signs and streetlights buried inside bushes and trees
- 31 • Municipal Code as it pertains to micro mobility issues

32  
33 Mr. Arce added an informational attachment at the end of the Agenda Packet with the consolidated  
34 comments that Ripon received from PABAC regarding the Grade Separation project. A revised  
35 attachment with the folks whose comments were missed will be available on the website. Mr. Arce

1 expressed appreciation for the Committee’s patience and apologized for not having all the answers  
2 to all the questions that were asked. Please send any further questions to him and Ms. Star-Lack.

3 In response to Mr. Wachtel, Mr. Arce answered he will send Ripon an email about his missing  
4 comments on the grade separation consolidated comments spreadsheet attachment.

5 Chair Ellson expressed an interest in having the October meeting in-person and asked staff if that  
6 could be an option.

7 Ms. Rosten commented she will not be able to attend the October meeting.

8 The October meeting is scheduled for October 6<sup>th</sup>.

9 Mr. Zaumen commented he’s been to hybrid meetings that seemed to work well. Chair Ellson  
10 responded the only place with the technology to do hybrid meetings is in Council Chambers. It  
11 could be a difficult coordination due to travel constraints as well.

12 Mr. Rock commented he read that some cities are contracting with a company that monitors what  
13 vehicles park and stop along curbs specifically delivery vehicles and suggested that might be a  
14 good suggestion.

15 **8. ADJOURNMENT** at 8:13 p.m.



**DRAFT** Caltrans District D4 Director Letter for PABAC review and approval.

PABAC Colleagues,

The DRAFT Letter to Caltrans District 4 Director El-Tawansy follows. If you have comments/edits, I invite you to share them with me in advance of the October 6 PABAC meeting, so I can edit in advance and we can have an expeditious discussion and vote.

Dear Caltrans District 4 Director El-Tawansy,

As 2022 Chair of the City of Palo Alto (CoPA) Pedestrian & Bicycle Advisory Committee (PABAC), a citizen advisory committee to city staff reporting to Palo Alto's Chief Transportation Official, I write at the request of PABAC to notify you of what appears to be an irregularity in communications with the public regarding the El Camino Real (ECR) Repaving Project segment through Palo Alto.

Until a recent complaint by me, there has been no project information available on the web for the Palo Alto segment of the ECR Repaving project. This project page <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-santa-clara-sr82-pavement-rehabilitation-and-ada-improvements> appeared after I asked city staff why members of the public have had no resource to find project plans or a contact person to ask questions. Please note that there are no links to project plans for the Palo Alto segment of the repaving project on this page.

On August 10, I learned from city staff that 95% plans had been delivered to them for review, but when I asked when PABAC would see them, I was told that Caltrans had directed staff not to share these plans with the public. I asked staff to ask if a citizen advisory committee to staff might see them. After my inquiry, staff arranged for Caltrans to deliver 95% plans to PABAC members by email on August 30. We were given a deadline of September 7 to provide comment by email. The delay made it impossible to give adequate time in the monthly meeting agenda to fully review and discuss the plans and vote on recommendations. Instead, I reminded my colleagues to submit comments as individuals if they had not yet done so. I also briefly shared this troubling interaction with my PABAC colleagues. They agreed that I should notify you of this occurrence.

Please understand that Palo Alto has numerous k-12 school commute routes that cross El Camino Real in addition to a very strong walking and bicycling culture that draws hundreds of foot-powered people to cross ECR daily. Also, the city is planning and building a number of large new housing projects along the state highway. We are concerned about poor outreach to the public and a process that made a citizen advisory committee's normal operation impossible. We are further concerned that these newly repaved crossings will not conform with City of Palo Alto Comprehensive Plan standards for bicycle & pedestrian safety on school routes, nor will they conform with Caltrans' own new Safe Systems directives and Complete Street policies.

**Questions:**

- Is it typical for Caltrans to direct a city staff not to share plans for a local public street with the affected members of the public?
- Please read the email thread (pasted below) that goes back to 2021 when plans were at 65%. There was no web site then either. The thread documents my requests for one at two different times prior to my most recent interaction with city staff. I learned about the project when a friend stumbled across mention of it in a Fact Sheet he found. Then project manager, Kathy Karroubi, was listed as a contact person, and that is how I came to reach out to her. You can see from my letter that I had little understanding of the scope of the project. I was guessing and asking a lot of questions.

PABAC October 6, 2022 Meeting  
Attachment 1

- Where can citizens look to find timely information about Caltrans projects within our city limits?
- How can we work together to improve timely communications between Caltrans and residents of Palo Alto (and other cities who may be experiencing similar difficulties) to provide a more publicly transparent process?

The favor of a reply by \_\_\_\_\_ in time to report back to PABAC, is requested.

Thank you for considering my comments.

Sincerely,

*Penny Ellson*  
2022 Chair, Palo Alto Pedestrian & Bicycle Advisory Committee

## **CITY/SCHOOL TRANSPORTATION SAFETY COMMITTEE**

### **Minutes**

Thursday, August 25, 2022

10:00 a.m.

Zoom Virtual Meeting | Palo Alto, California

Participants: Rose Mesterhazy (staff), Jose Palma (staff), Sylvia Star-Lack (staff), Philip Kamhi (staff), Ripon Bhatia (staff), Ben Becchetti (PAPD), Eric Holm (PAUSD), Maria Abilock (PAUSD), Maylyn Co (Stanford Healthcare), Arnout Boelens (PTAC, Greendell TSR), Joslyn Leve (PTAC), Rachael Panizzo (Fairmeadow TSR) Tom Whitnah (Duveneck TSR), Rich Marty (Walter Hays TSR), Jessica Asay (Barron Park TSR), Disha Chopra (Fletcher TSR), Deborah Bennett (Paly TSR), Stephanie Seale (Addison TSR), Matt O'Neill (Ohlone TSR), Jess McClellan (Palo Verde TSR), Ashley Tseng (Hoover TSR), Arthur Liberman (PABAC), Martha Lara (SCCPHD), Peter DeStefano (AECOM), Millette Litzinger (AECOM), Mona Soetanto (Guest), Saurabh Vats (Guest), Nikita Kutselev (JLS Parent)

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

Jose Palma reminded the Committee the meeting is being recorded and requested that everyone please be mindful of background noises and use the mute feature when not speaking.

Rose Mesterhazy began the meeting introducing herself as the Palo Alto Safe Routes to School Coordinator and the City School Transportation Safety Committee Chair for the Department of Transportation within Palo Alto and asked the returning voting members to introduce themselves.

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

Rose Mesterhazy (Staff) began by introducing herself as the Palo Alto Safe Routes to School Coordinator and the City School Transportation Safety Committee Chair for the Department of Transportation, within Palo Alto. Jose Palma and returning voting members Arnout Boelens and Ben Becchetti also introduced themselves. Rose gave a brief explanation of the format followed during the meeting and encouraged participants to please use the chat feature to introduce themselves and receive links provided for information discussed throughout the meeting presentation.

#### **1. Recognition**

Rose recognized the Hoover Team for their Golden Pathways event which trained the Kindergarten parents to park at Mitchell Park and walk to Hoover in an effort to minimize the build-up of traffic along Charleston Ave; The Greene Team for their Greene Bike Cage Poster Contest which highlights posters created by students; Maria Abilock from a Palo Verde/Greendell teacher for the help she provides PAUSD in assisting with the transition of the temporary relocation to Greendell; all the TSRs for their leadership efforts during the middle and high school Back to School events. In closing the recognition part of the agenda, Rose welcomed all the new TSRs and guests who are considering becoming a TSR.

Maylyn Co gave a shout out to Maria Abilock from PAUSD and the Wheel kids organization who during the summer break, taught thirty-six incoming middle school families how to ride bikes safer throughout Palo Alto.

Rose added a special shout out to Jose for all his hard work over the summer on the M.I.K.E. (Mobility Information Kios E-Bike) program and asked if anyone had comments on non-agenda items.

Disha Chopra mentioned she submitted a ticket to the 311 program and asked if there was anything else that needed to be done. Rose introduced Sylvia Star-Lack who explained 311 is the best way to submit change or signage requests as the system is built to track the progress of those requests. The CSTSC committee could be an alternative if the 311 system isn't working. Philip Kamhi added the system also provides email updates on requests made into 311.

Arthur Liberman commented there is a proposal for a very large apartment complex on the corner of El Camino and Matadero with a proposed underground driveway right at the bike and walk path leading to Barron Park Elementary and wanted to make sure the TSR rep for Barron Park was aware. Jessica Asay responded she is aware.

## 2. CSTSC Member Summer Photos

Rose shared summer photos committee members took at various events over the summer including her picture of her son biking to a bridge, Eric Holm's photo of an e-bike rental station that had an e-bike with the ability to put a wheelchair in front, Jose's photo of a bike lane that was next to a sidewalk rather than in the street, Sylvia's photo of a restaurant using bicycles to delineate an outdoor seating area in Minnesota, Maria's photo of the first training ride for the Palo Verde school community to the Greendell campus.

## 3. Round Robin: One Word Describing Your 2022-23 TSR Goals/Intentions

Rose asked all the TSRs to list one word in the chat section of what their goals/intentions are for the new school year. Some of the responses included awareness, safety, collaboration, safe systems, participation, learn and investigate, education, community engagement, increased biking, environmental stewardship, participation, watching, helpful, zero fatalities.

## **B. Administrative - Rose Mesterhazy (Staff)**

### 1. New TSR Orientation

Arnout narrated an orientation presentation for new TSRs which explained the purpose of Safe Routes to School and CSTSC as a joint partnership between the Palo Alto PTA, Palo Alto Planning and Transportation, City Police, and the Unified School District within Palo Alto. The mission being safe walking and cycling to school. This mission is accomplished by using the Framework 6 E's: engagement, education, encouragement, engineering, evaluation, and equity. Some of the benefits for promoting active transportation includes building self-reliance in youth, teaching students' safety skills, health benefits, environmental stewardship, and social activity. Examples of some of the events throughout the year are spring and fall Walk & Roll, bike repair events, Spring Kick-off, Bike Palo Alto!, bike rack decorating contest, Bike Bender. Engineering is focuses on finding challenges that need to be addressed with crosswalks, crossbikes, protected bike lanes, the use of traffic calming, signal improvements, bike box, bike cages and racks and bike FIXIT stations. The goal is to do all these things in the most equitable way possible to ensure all students are provided opportunities for access,

address language obstacles and develop outreach on every campus to all families. Evaluation and success is calculated by doing bike counts, the number of educational events, the number of students impacted and through surveys. None of this could happen without the partnership between the Planning and Transportation Department, PAUSD, the Police Department who manages the crossing guards, and advocacy from the PTA. The core responsibilities of a TSR include engagement by being a school liaison for parents and to relay safety concerns to the City. Organize spring and fall Walk & Roll events and conduct the September bike rack counts. Optional responsibilities could be reviewing the school website for current SRTS information, attend monthly CSTSC meetings, Share SRTS PTA advocacy messages with other parents through E-news or by writing or speaking at City Council and Board of Education meetings. Some of the initial things TSRs can do to get started is introduce yourself as the TSR for your school to the principal and PTS, check your Walk & Roll Maps, plan for the October 3<sup>rd</sup>-7<sup>th</sup> Walk & Roll event, do a bicycle and scooter count and ask how you can help with travel tallies if needed. Great resources for information include the PTAC websites, SRTS website, 311, school websites and your fellow TSRs.

Arnout responded to questions from TSRs.

## 2. Bicycle Counts

Rose provided details about conducting the September bike counts and provided tips such as taking the counts on a Tuesday or Thursday on fair weather days, complete the counts immediately after the morning bell for elementary and middle schools; and around 10 a.m. for high schools. Prior to taking the counts, confirm a major field trip or event is not taking place that day and check all the racks, caged areas, and fences for bikes. Please forward the counts to Rose and Arnout and please include the date, time, and name of school; weather conditions, number of bikes and trailers (bikes with a trailer is one count), and do not include scooters or skateboards. Please take notice if there are bike rack shortages for the number of bikes. If you have a small school, consider taking the count a couple times and get an average. The early in the month it's completed the better.

Eric Holm made mention the Palo Verde campus needs to include the temporary new campus, but also the many students who ride their bikes to the old campus and take to the bus shuttle to Greendell. As well, the TSRs may get a better count after the traffic signal is install and the train rides have been posted.

## 3. Fall Priorities

Fall priorities for the 2022/2023 school year include:

- Aiming to provide City Council the CSTSC Annual report presentation in November.
- Back to school events such as the sixth-grade bike safety education in the classroom.
- Bike rodeos this year have been expanded with zero waste enhancements and equity efforts to ensure no child is left behind without a bicycle.
- Walk and Roll Week will be held October 3<sup>rd</sup> – 7<sup>th</sup>.
- Creating a five-year priority plan that will maximize impacts and outreach initiatives.

CSTSC is an upstream program, the goal is to educate and encourage safety with the goal of preventing accidents and tragedies from happening, proactive before reaction prevention.

## C. Engineering (City/PAUSD)

### 1. 311 Requests Overview

Jose gave an overview update of the 311 program. This is the busy season as staff and students return to school. There have been a total number one-hundred-fifty-five total requests from TSRs, staff, principals, residents, CPA SRTS, and parents. Fifty-five of the requests have been completed leaving one hundred still in progress.

### 2. City Engineer Summaries:

#### a. South Palo Alto Bikeways Project Update

b. Links to current infrastructure project online updates (Staff project managers may not be available for comment): [Charleston-Arastradero Corridor](#), [Alma/Churchill Intersection Safety Project](#), [San Antonio/Charleston](#), [Grand Boulevard Initiative \(El Camino\)](#)

### 3. PAUSD Updates

#### a. Measure Z: Palo Verde at Greendell

Eric reported Palo Verde has opened at Greendell and thus far has been successful due to Maria Abilock's hard work in training families, along with all the incredible community services individuals who have been helping. There are still improvements that will be made to including enhanced striping in the intersection and pedestrian priority updates to the crossing signals at Middlefield and Montrose, if the City hasn't already completed them. There are approximately twenty-five cyclists riding to the old campus and catching the bus to Greendell. About forty-five percent of the campus students are utilizing the bus provided from Palo Verde to Greendell. Now that parents have seen how well that is working there have been requests for additional bussing. The City is working towards hopefully being able to fulfill those requests. More bike racks have been added at Greendell for the Palo Verde students as well as the existing programs already in place, and cargo bikes being used by parents. Peak design racks have also been added. Maria will be doing more training rides once the signal has been completed, and that program will also be extended to the Hoover parents in anticipation to their temporary transition to Cubberley and due to the increase in parents and students who are biking to Hoover this year. Additional bike racks have been placed at Hoover.

#### b. Bike Racks – El Carmelo/Nixon etc.

Eric has been working to add funding into the maintenance program for Peak Bike Racks to be placed at El Carmelo and Nixon campuses. It won't be a full replacement, but they are hoping to add a few new racks to each site in an effort to accommodate the growing capacity of families who are biking to the elementary schools.

Maria Abilock provided information on the classes she will be holding for bikers of all ages. More information can be found at <https://paadultschool.org/classes/adult-bicycling>. The first class will be Bringing Up Bicyclists which will be September 15<sup>th</sup> from 7 p.m. to 8 p.m. The class is being cross promoted with Palo Verde and Hoover

but open to all. Once the signal has been installed Palo Verde will begin promoting their Walk n Roll week and more training classes. Workers expect the signal to be installed at Charleston in the next couple of weeks. The last Wednesday of September there will be an adult cycling class for the Palo Alto Adult School and the following Sunday afternoon will be a Bike Palo Alto event. We are looking for new registrations for that class.

Eric requested TSRs let him know if there are areas of racks that aren't being utilized during their counts as racks can be relocated to infill areas at schools that don't have enough.

#### 4. New Infrastructure

##### a. Alma/E. Meadow

The ADA Compliant crossing has been added at Alma and E. Meadow which has improved the placement so more bike can queue-up safely. Flex bollards have also been installed so the turn radius is more likely to protect pedestrians and bicyclists trying to cross the train tracks and Alma.

##### b. Hanover/Page Mill

Green lane striping has been added at Hanover and Page Mill for the Barron Park/Fletcher community. Even with the green lanes, a box-turn is being recommended for cyclists coming from Hanover trying to cross to the shared-use path on Hanover.

##### c. Gunn Bikeway

Jose gave a shout out to Audrey and Eric for all their help at Gunn. Pavement has been improved that extends the path with the use of delineators. This has already been updated on the Gunn Walk n Roll map. Eric will follow up to see if the improved drain grate has been added. The relocation of the drain would be an extensive project, they are not yet sure if that will happen.

Sylvia Star-Lack noted from a Safe Routes perspective they are not encouraging students to make the vehicular left turn from Hanover onto the Bol Park Path. The safety benefit for students is as they approach Page Mill, they now know where they should be with the extensions.

Disha Chopra suggested taking a zoomed photo of the new crossing area at Hanover and including it in the Walk n Roll maps to help familiarize parents and students with the change in crossing patterns.

#### **D. Encouragement (City/PTA) - Rose Mesterhazy (Staff)**

The Health Department made WE ARE WALK AND ROLL SCHOOL lamented posters for the elementary schools.

##### 1. TSR Recruitment Status

Arnout stated overall recruitment is going well, there are still a couple vacancies that need to be filled. The goal is to have two TSRs at each school. TSRs are needed at Escondido, and Nixon. Please reach out if you know of anyone who is interested.

## 2. Safe Systems Policy

Arnout explained the Advocacy supporters for Safe Streets in Palo Alto are looking to get 500-signatures to present to City Council and ask them to adopt a Safe Systems Policy for road safety to coincide with the City's goal of zero fatalities and injuries and set a date for that goal. Currently the count is at 400-signatures. Safe Systems is a new policy that has been adopted by the federal government and by Caltrans that by nature humans are susceptible to injuries and make mistakes, but those mistakes should never lead to injuries and fatalities on the roadways. This guides the design process for any new infrastructure or repaving project and prioritizes safety by applying known safety principles. Please help spread the word, more information can be found by visiting <https://www.gopetition.com/petitions/safe-streets-for-palo-alto-2.html>.

### **E. Engagement (PAPD) - Lt. Becchetti (PAPD)**

#### 1. Collision Updates

Lt. Ben Becchetti provided an update that in August 2021 there were 44 total accidents and 3 bicycle/pedestrian collisions. This month they are at 34 collisions (up to the 25<sup>th</sup>), with 4 bicyclist versus vehicles. There have not been any involving pedestrians versus vehicles.

#### 2. Crossing Guard Updates

Staffing continues to be a challenge. The company contracted to hire is trying to do so as fast as they can. There were ten openings when school started, that has now dropped to four openings and of those four, three have part-time guards. PAUSD has helped with adding two locations and due to Palo Verde move to Greendell, the City is trying to anticipate the needs for next year's move of Hoover.

#### 3. Shared Use Path Personal Safety Recommendations

Some safety tips for kids using the shared path include using a buddy system, let family members know you'll be using the paths and where they will be going, there are emergency beacons along the Caltrans paths so make note of those locations while out, consider an alternate route that could be better lit.

### **F. Education City/PTA - Rose Mesterhazy (Staff)**

#### 1. Fall Events: Back to School, 6th Grade Lessons, Walk 'n Roll Week

#### 2. Mobility Information Kiosk e-Bike (M.I.K.E.) Outcomes

Jose explained the City recognized a need to expand its community engagement efforts to support student/family and community safety education and the on-the-ground pedestrian/bicycle engagement strategy. During the summer 137-materials were distributed, there were 208-interactions through 35-in person demonstrations which discussed SRTS Walk n Roll maps for nine schools.

#### 3. BikeX/Silicon Valley Bike Exchange Support



Rose postponed the BikeX/Silicon Valley Bike Exchange report to the next meeting.

## **G. Grade Separation Presentation**

Rippon and Peter gave a presentation about the grade separation update, responded to questions, and requested any feedback be submitted to the City before the end of the month. City Council selected the Churchill partial underpass Alternative as the preferred update with a Churchill Avenue closure with Mitigations, Option 1 and 2 and Council's designated backup. The presentation included 3-D renderings of the proposed changes.

Eric added PAUSD is against the closure of Churchill because that is the main route for their buses.

Rippon explained there is not currently a bike/ped crossing at Alma/Churchill in the preferred plans, the crossing will be at Kellogg and or Seal instead. There is a ped/bike path at Alma/Churchill in the Alternate Option 2 which is still being considered.

Arnout expressed concern that the discussions to close Churchill was held behind closed doors and he is just hearing about the City's position to keep Churchill open.

Meadow/Charleston alternatives are still under consideration. The three possibilities include an underpass, trenching and hybrid. The underpass proposal will restrict the traffic movements of eastbound right turns, westbound left turns and northbound left and right turns. Park will no longer have direct connection to Meadow from the bike path on the southside and will require property acquisitions.

With the trench proposal, the railroad will be lowered from Meadow Drive to Charleston Road. The lowering will begin south of Loma Verde Avenue and return to grade at the San Antonio station. The railroad will be approximately thirty feet below Meadow and Charleston, numerous regulatory permits will be required. Anchors would be needed for the lowered train box which will limit some landscaping.

The hybrid alternative means the railroad will be partially raised and the roadway will be partially lowered. The railroad would be approximately 15-feet above Meadow and Charleston and the roads would be lowered about 6-feet.

City Council has asked the staff to design refinement of the underpass/partial underpass alternatives, conduct preliminary geotechnical investigations for Charleston & Meadow crossings, conduct outreach to receive input for refinement of the designs through CSTSC, PABAC, Stanford and PAUSD, and include the Pedestrian/Bike undercrossing as Seale and Loma Verde as part of the Pedestrian and Bike Master Plan update.

All materials for these projects are available at [www.connectingpaloalto.com](http://www.connectingpaloalto.com).

Renderings, plans and animations can be seen at <https://connectingpaloalto.com/renderings-plans-and-animations>.

Fact sheets & Matrix can be viewed at <https://connectingpaloalto.com/fact-sheets>.

Next steps include reviewing comments from stakeholders, seek direction from the Rail Committee, refine alternatives, provide updates to stakeholders and then seek Council approval.

Rose indicated she will put all the chat comments in the spreadsheet so those can be documented. Jose sent a link to the spreadsheet in the chat section of the meeting.

Rippon indicated mitigating bicycle traffic will not be resolved until one of the alternatives have been chosen. There will be future opportunities for feedback during the design phase once one of the options moves forward. All comments will be passed on to the City Council once they have been gathered.

Nikita and Rachael believe the underpass at Churchill will cause cars to speed up rather than slow down and with over 60% of students biking to school currently and the expectation of that number increasing, more attention should be given to bike and pedestrian improvements rather than vehicle improvements, and the bike lanes should be separated from the pedestrian lanes for the trench and hybrid alternatives as well.

Sylvia reinforced that the underpass at Cal Ave is not a modern underpass and hoped that people are not thinking of the Cal Ave underpass as a good comparison for the proposed underpass at Churchill and Meadow. The Homer underpass is a more updated version of how an underpass could be built.

Rippon responded to Deborah that Council directed staff to update the website with current information for these projects and staff is currently in the process of doing so.

Eric explained in using the Homer underpass as a comparison consider that the size of the Churchill underpass will be larger to accommodate the volume of students utilizing the street, sidewalk, and bike path bike lanes during peak times.

Deborah suggested a completed traffic study of the bicycle traffic before school and after school should be conducted prior to determining the width of the bike paths featured in the design of the Churchill underpass.

Next CSTSC Meeting: Thursday, September 15, 2022, 10:00 AM -11:30 AM

Meeting adjourned at 11:40 a.m.

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

This Packet Includes:

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



**From:** [Transportation](#)  
**To:** [Arce, Ozzy](#)  
**Cc:** [Transportation](#)  
**Subject:** FW: BPTP Update  
**Date:** Wednesday, September 7, 2022 1:36:32 PM

---

Hi Ozzy, good afternoon!

3 BPTP emails came through, forwarding them individually...1 of 3

Andria Sumpter  
Administrative Assistant  
Office of Transportation  
(650) 329-2552 | [andria.sumpter@cityofpaloalto.org](mailto:andria.sumpter@cityofpaloalto.org)  
[www.cityofpaloalto.org](http://www.cityofpaloalto.org)

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

From: Ken Joye <[kmjoye@gmail.com](mailto:kmjoye@gmail.com)>  
Sent: Tuesday, September 6, 2022 6:35 PM  
To: Transportation <[Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org)>  
Subject: BPTP Update

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

---

Add improvements for connecting an off-road multi-use path on 1700 Embarcadero Rd to the existing bicycle network.

thanks  
Ken Joye  
PABAC member

**From:** [Transportation](#)  
**To:** [Arce, Ozzy](#)  
**Cc:** [Transportation](#)  
**Subject:** FW: BPTP Update  
**Date:** Wednesday, September 7, 2022 1:36:45 PM

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2 of 3

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

From: Ken Joye <[kmjoye@gmail.com](mailto:kmjoye@gmail.com)>  
Sent: Tuesday, September 6, 2022 6:41 PM  
To: Transportation <[Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org)>  
Subject: BPTP Update

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

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Specifically, add a button for bicyclists who have been traveling “south” on the Bay Trail to invoke a signal to cross from Geng Rd to the multi-use path across Embarcadero Rd.

Specifically, add a HAWK beacon on East Bayshore Rd at the “southwest corner” of the 1700 Embarcadero Rd parcel, to allow a user to safely cross East Bayshore to continue “south”

> On Sep 6, 2022, at 6:35 PM, Ken Joye wrote:  
> Add improvements for connecting an off-road multi-use path on 1700 Embarcadero Rd to the existing bicycle network.  
>  
> thanks  
> Ken Joye  
> PABAC member

**From:** [Transportation](#)  
**To:** [Arce, Ozzy](#)  
**Cc:** [Transportation](#)  
**Subject:** FW: BPTP Update  
**Date:** Wednesday, September 7, 2022 1:36:58 PM

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3 of 3

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[www.cityofpaloalto.org](http://www.cityofpaloalto.org)

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

From: Ken Joye <[kmjoye@gmail.com](mailto:kmjoye@gmail.com)>  
Sent: Tuesday, September 6, 2022 7:29 PM  
To: Transportation <[Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org)>  
Subject: BPTP Update

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

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In the update, could there be a proposal to have a standard for sidewalks on streets with multi-family residences which is perhaps different than streets with R-1?

For example, rolled curbs may be less of a problem for pedestrians on blocks of single family homes due to lower density.

Ideally, any block which has RM-20 would have a vertical curb, a planter strip, the sidewalk, then the easement into the parcel. That keeps parked automobiles from impinging upon pedestrian use of the sidewalk.

thanks for considering this as a new policy,

Ken Joye  
PABAC



## 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](mailto: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.