



**Palo Alto Pedestrian and
Bicycle Advisory Committee**

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

Join Meeting Via Zoom

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

Meeting ID: 838 1330 5635

PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE

1. CALL TO ORDER 6:15 PM
2. Adoption of a Resolution Authorizing Use of Teleconferencing for Pedestrian and Bicycle Advisory Committee Meetings During Covid-19 State of Emergency (See attached Resolution) 6:18 PM
3. AGENDA CHANGES 6:20 PM
4. PUBLIC COMMENTS 6:22 PM
Note: Written comments submitted by email to Transportation@CityofPaloAlto.org between 12:00pm on January 24, 2022 and 12:00pm on February 22, 2022 are attached with the agenda packet.
5. STAFF UPDATES 6:25 PM
 - a. PABAC role in BPTP consultant selection
6. ADJOURNMENT 6:40 PM

PART II: OTHER ITEMS

1. AGENDA CHANGES 6:40 PM
2. APPROVAL OF ACTION MINUTES 6:42 PM
3. PUBLIC COMMENTS 6:47 PM
4. STAFF UPDATES 6:50 PM
 - a. Mid-year budget update – SRTS Coordinator and Sr. Engineer Position
 - b. Bol Park and Wilkie Way Bridge Preliminary Assessment (See Attachment A)
 - c. El Camino Real Repaving Status & Update (See Attachment B)
5. DISCUSSION ITEMS
 - a. Discussion on PABAC BPTP Update Meetings – Virtual or Hybrid 7:10 PM
 - b. Crossroads Records Update/Reports (See Attachment C & D) 7:25 PM

6. STANDING ITEMS

7:45 PM

- a. Grant Update - NONE
- b. CSTSC Update – See attached meeting notes (December-2021 & January-2022)
- c. VTA BPAC Update
- d. Subcommittee Reports
- e. Announcements
- f. Future Agenda Items
 - 2012 BPTP Recommended Project Status Update (April)
 - Grade Separations-- Ped/Bike Facilities
 - Proposed Signal Phasing Change at Coulombe/Arastradero
 - Feasibility of Signal Phasing Change solution at Alma/Meadow (suggested by A. Wachtel)
 - Foothill/ Miranda bike lane auto conflicts
 - Municipal Code Review requested by Eric Nordman
 - BPTP Update/Timeline (public outreach, etc.)
 - Removal of ministerial barriers to adding bike parking on existing private developments

7. ADJOURNMENT

8:00 PM

END OF AGENDA



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, February 1, 2022

6:15 P.M.

VIRTUAL MEETING

Palo Alto, CA

Members Present: Penny Ellson (Chair), Art Liberman (Vice-Chair), Alan Wachtel, Arnout Boelens, Bill Courington, Bill Zaumen, Bruce Arthur, Eric Nordman, Jane Rosten, Kathy Durham, Nicole Zoeller Boelens, Paul Goldstein, Richard Swent, Rob Robinson, Robert Neff, Steve Rock

Members Absent: Cedric de la Beaujardiere, Ken Joye

Staff Present: Sylvia Star-Lack, Shrupath Patel

Guests: Philip Kamhi, Chief Transportation Official; Ozzy Arca incoming Senior Transportation Planner; Mr. Ripon Bhatia, Office of Transportation Engineering; Lisa Rayle, Volunteer with Silicon Valley Bicycle Coalition (SVBC)

PART I: TDA 3 – BICYCLE/PEDESTRIAN PLAN UPDATE

No items

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

PART II: OTHER ITEMS

1. CALL TO ORDER – Chair Penny Ellson called the meeting to order at 6:15 p.m.

2. AGENDA CHANGES – Ms. Sylvia Star-Lack commented there will be a small agenda item change under Agenda Item **5. Staff Updates**, to introduce the new Senior Transportation Planner.

Mr. Paul Goldstein suggested and Chair Ellson agreed, the list of future agenda topics should be listed as the final item under Agenda item **7. Standing Items** on the Agenda.

In response to Mr. Goldstein’s inquiry about the bridges and Alma intersection projects, Chair Ellson reported they received a note at the last meeting from Public Works stating there would be

1 work on the bridges in January and the update on the Alma/Meadow intersection project was
2 deferred to the next scheduled meeting due to the number of items on the current Agenda. Chair
3 Ellson has not yet followed up with Public works and assured Mr. Goldstein both those projects
4 are important and will not be dropped.

5 **3. APPROVAL OF ACTION MINUTES**

6 Motion by Mr. Eric Nordman, seconded by Vice Chair Art Liberman, to approve the minutes of
7 the January 4, 2022 meeting with the following amendments: Page 5, line 33 Valley
8 Transportation Authority (VTA) update. Mr. Robert Neff suggested removing the sentence that
9 begins with the word “with” and ends with the word “guidelines”.

10 Motion passed unanimously.

11 **4. PUBLIC COMMENTS - None**

12 **5. STAFF UPDATES**

13

14 **a. Introduction of Senior Transportation Planner Ozzy Arca.**

15 Ms. Star-Lack introduced Mr. Ozzy Arca as the new Senior Transportation Planner who will be
16 joining Palo Alto from the city of Walnut Creek.

17 Mr. Arca thanked everyone for the opportunity to work with the Office of Transportation and is
18 excited to get to know each of the Committee members and to work on transportation priorities
19 and provided a summary of his background. He is currently wrapping up his previous position in
20 Walnut Creek and will be officially joining the Committee meetings in March as the Lead Planner
21 for the Bicycle/Pedestrian Plan Update.

22 **b. Update on recent Council actions related to Grade Separations and share**
23 **project-related documents to learn more in preparation for future PABAC agenda**
24 **items on this subject**

25 Ms. Star-Lack introduced Mr. Ripon Bhatia, Office of Transportation Engineering, who provided
26 an update on the Grade Separation projects through the City School Traffic Safety Committee
27 (CSTSC) connecting Palo Alto.

28 The Expanded Community Advisory Panel (XCAP) made a final presentation to City Council in
29 March of 2021. At the April 26, 2021 meeting, City Council eliminated the south Palo Alto tunnel
30 alternatives from further consideration for Meadow Drive and Charleston Road crossings and
31 requested additional studies to help advance the selection process of preferred alternatives for the
32 Meadow/Charleston grade separation, which ended up being a partial underpass. On November
33 29, 2021 City Council reviewed and discussed alternatives for Churchill Avenue and requested
34 additional studies to help advance the selection process of preferred alternatives for Churchill,
35 determining closure with mitigations as the preferred backup alternative, with a partial underpass
36 as an additional alternative. Viaduct and tunnels for both Churchill Avenue and
37 Meadow/Charleston were eliminated as alternatives by City Council.

1 Meadow/Charleston remaining alternatives is a trench, hybrid, and underpass. As part of the
2 additional studies, City Council directed staff to design refinements of an underpass and partial
3 underpass alternatives, have preliminary geotechnical investigations for the Charleston and
4 Meadow crossings, seek input for the refinement design through Pedestrian and Bicycle Advisory
5 Committee (PABAC), Stanford, and Palo Alto Unified School District (PAUSD).

6 Additionally, Council requested the pedestrian/bike undercrossing at Seale/Loma Verde should be
7 part of the Pedestrian and Bike Master Plan update for additional crossings. More information and
8 status updates for the project can be found at the links listed below:

9 Connecting Palo Alto Link: <https://connectingpaloalto.com/>
10 Rendering, Plans, & Animations for the different alternatives:
11 <https://connectingpaloalto.com/renderings-plans-and-animations/>
12 Fact Sheets & Matrix: <https://connectingpaloalto.com/fact-sheets/>
13

14 In response to Vice Chair Art Liberman’s question, Mr. Bhatia explained City Council requested
15 several under-crossings and tunnels be included in the Pedestrian and Bike Master Plan update,
16 the undercrossing at Seale and Loma Verde was specifically mentioned as it pertains to the current
17 Grade Separations update.

18 In reply to Mr. Bill Zaumen’s question, Mr. Bhatia stated that each alternative has pros and cons
19 and the animation was an approximation representation of some of those challenges that will be
20 researched.

21 Chair Ellison stated that Loma Verde crossing is in the current 2012 Bike Plan and did not recall
22 City Council requesting the Office of Transportation wait on that crossing. Mr. Bhatia commented
23 City Council wanted it to be included in the implementation of the Pedestrian and Bike Plan
24 update.

25 Mr. Steve Rock commented he is aware of two projects that would be changed by the Rail
26 Crossings, at both Churchill and Meadow, and asked at what point the City will stop spending
27 money on improving those two projects if the Rail Crossings will demolish those improvements.
28 Mr. Bhatia stated he does not have a schedule of the projects due to the size and time it will take
29 to complete the rail projects, thus any safety improvements that arise will be resolved.

30 **c. PABAC Update on Records System**

31 Lt. Ben Becchetti reported the record system is an internal system which allows officers to file
32 their reports in an automated fashion. It was implemented in January 2022 and he does not have
33 any additional information other than the information Palo Alto Police Department (PAPD)
34 already provides, but it will potentially lessen the turnaround time for specific information about
35 certain areas/incidents once the department catches up on backlogged information.

36 Mr. Nordman explained the Committee is interested in seeing accident reports and why an accident
37 happened.

38 Mr. Zaumen commented the information they are requesting includes the time of day of an
39 incident, the type of vehicles involved, and the direction the vehicles were traveling.

1 Mr. Goldstein suggested staff continue to work with PAPD, and particularly as the Pedestrian and
2 Bike Plan is updated, to ensure decisions can take place regarding the best engineering possible to
3 resolve the safety concerns for active transportation throughout the city.

4 Chair Ellson read the Comp Plan Policy which requires PABAC to regularly collect severity and
5 location data on roadway collisions for all modes to include fatalities and severe injuries, and use
6 that data to make design decisions, further explaining they cannot do that if they cannot get the
7 reports with the information.

8 Ms. Jane Rosten thanked Lt. Becchetti and acknowledged the PAPD's staffing challenges and
9 questioned if he might know when the information might be available.

10 Lt. Becchetti responded to Mr. Nordman that the new system does not allow for redacted reporting
11 and suggested the Citizen Rim component might, the PAPD is exploring this component however
12 his knowledge of it is limited since they have yet to purchase it; further explaining that the specific
13 information they are wanting could be something they might provide in time. In answer to Mr.
14 Zaumen, he stated officers do generally record that type of information, however he would have
15 to talk to the records division about what information they can provide legally. In reply to Mr.
16 Goldstein, Lt. Becchetti assured he would continue to stay in constant contact with Mr. Jose Palma
17 and Ms. Star-Lack to provide the information legally allowed, in addition public information data
18 is posted on the PAPD's website. There is new Department of Justice information they are required
19 to provide daily which has slowed that process and created a backlog. They will continue to do
20 their best.

21 Chair Ellson suggested adding to a future agenda the task of creating a subcommittee to help move
22 this process forward.

23 **6. DISCUSSION ITEMS**

24

25 **a. SVBC Bicycle Network Priority Analysis Tool Presentation**

26 Ms. Star-Lack introduced Ms. Lisa Rayle, a volunteer with the Silicon Valley Bicycle Coalition
27 (SVBC) who gave a presentation about their Bicycle Network Priority Analysis tool and the results
28 of the analysis she did as Palo Alto began updating the Pedestrian and Bike Master Plan. In an
29 overview of the Network Bicycle Tool (NBT), Ms. Rayle explained the purpose of the analysis is
30 to highlight opportunities for improving Palo Alto's bike network based on four categories: High
31 Need Areas, Harm Reduction, Network Connectivity, and Proximity to Destinations. Each street
32 segment is provided a score between 1-100, with the higher scored areas being those which would
33 benefit the most from infrastructure and bicycle facilities. The three areas that indicated the most
34 opportunities for improvement were Downtown Palo Alto, El Camino/Stanford Avenue, and
35 Charleston Rd/Middlefield Rd. Downtown and the Stanford Campus area have high priority scores
36 due to them both being high bike and pedestrian traffic areas. There are a lot of collisions in the
37 area of the Stanford campus. The Charleston/Middlefield area has high prioritization scores in
38 addition to high harm reduction scores due to their proximity to schools and the high density of
39 pedestrian/bike collisions, high network connectivity scores due to the proximity of destinations.
40 The area on San Antonio that currently does not have bike lanes might be an opportunity to
41 improve existing infrastructure, and the data shows connections with Mountain View important.

1 The data does not consider current street design, existing bicycle travel, trails, and new
2 infrastructure such as bridges are underemphasized. The SVBC recommended the Master Plan
3 specifically evaluate those three areas for potential network improvement and connections with
4 neighboring jurisdictions, as many high priority segments tend to be on Palo Alto's borders. Once
5 the proposed bicycle network is ready, the NPT can be run again to help prioritize investments.

6 Mr. Bill Courington inquired about the high score of Woodland/East Palo Alto.

7 Mr. Richard Swent asked who provided the scoring for this analysis and any future analysis.

8 Vice Chair Liberman's questioned if school active transportation was included.

9 Mr. Arnout Boelens requested the sources used for the data.

10 Mr. Neff inquired if the analysis takes into account what bike facilities are currently in place.

11 Ms. Rayle explained the high score of the Woodland/East Palo Alto region is due to the area being
12 densely populated, single caretaker homes, low-income households with limited vehicle access
13 and the Metropolitan Transportation Commission (MTC) Communities of Concern. The scoring
14 is based on the SVBC standards of the objective data for incidents within a segment radius, and
15 the scoring can be adjusted based on the committee's specific priorities of concern. Population
16 criteria is a raw number, with a heavier weight under the harm reduction category for areas within
17 a certain distance of schools. The demographic data is compiled from the Census, the incident
18 information is mostly from the Statewide Integrated Traffic Records System (SWITRS), the local
19 community maps is more subjective as it was taken from google maps and her knowledge of the
20 city, and the city current infrastructure was information supplied by the City. The analysis of a
21 street that would fill a gap in an existing network is weighted under the Bike Network Connectivity
22 criteria and is the only aspect that scores an area based on current bike facilities.

23 Chair Ellson thanked Ms. Rayle for the presentation and information.

24 **b. 2022 OOT Priorities, Resources, and Workplan (*Attachment – A*), and how this**
25 **relates to PABAC Workplan (Philip Kamhi, Chief Transportation Official will be**
26 **available during this item)**

27 Chair Ellson introduced Mr. Philip Kamhi, Chief Transportation Official and reported she has
28 requested Ms. Star-Lack provide a list of the 2012 Bicycle and Pedestrian Transportation Plan
29 (BPTP) projects from 2012 and their status as a future agenda item.

30 Mr. Kamhi provided information on the 2022 Vision and Workplan for the Office of
31 Transportation (OOT) and explained the budget and staff resource limitations stating it's a
32 citywide problem and he's seeing it on the consultant level as well. Within his department alone,
33 Engineering & Operations, Parking & Shuttles, and Planning & Safety have all been impacted. As
34 such, one of the Safe Routes To School (SRTS) coordinators is only working half-time on SRTS
35 due to mobile outreach and fulfilling grant requirements to keep the program funded. Both of those
36 are related to the program, however not what the position description intended. Mr. Kamhi stated
37 the development of a manageable workplan is key to ensuring an environment that strengthens
38 staff retention and accomplishment with the work that is being done. Current recruitments have

1 been a Senior Transportation Planner, Administrative Assistant, and Senior Traffic Engineer
2 (pending Council budget authority which is currently on the February 7, 2022 Agenda). Other staff
3 challenges include the remaining half of the SRTS position, and the parking administrative
4 position was lost in budget cuts. Typically, a Transportation project timeline begins with planning,
5 moves into concept, followed by engineering, right-of-way acquisition when needed, and ends
6 with construction. PABAC input is generally sought during the conception and into the
7 engineering phases of a project. There has been some talk about the Alma/Meadow project not
8 getting PABAC's input until recently. The conceptual and engineering phases of that project took
9 place prior to 2019. Mr. Kamhi provided a list of current ongoing projects and explained that out
10 of the 311 system, often a situation arises that creates additional projects which need to be
11 addressed immediately. The OOT Workplan for major projects was listed, and Mr. Kamhi included
12 the dates they intend to bring the projects in front of PABAC for input. The highest priority projects
13 are such that have been funded outside of Palo Alto through grant awards and outside agencies.
14 Additionally, all the major projects have been initiated by or budgeted by City Council. Those
15 projects which are critical for PABAC input and feedback include the permanent closures of
16 California Avenue and Ramona Avenue, both Grade Separation projects, the BPTP update, and
17 the permanent installation of the Crescent Park Traffic Calming.

18 Mr. Courington asked what Mr. Kamhi's position is with using grant money on non-high priority
19 projects versus having priority projects that are not funded.

20 Mr. Rock inquired why Palo Alto takes longer than most cities to plan projects.

21 Mr. Boelens expressed an interest in how the city identifies road safety hazards and the process by
22 which addressing them.

23 Ms. Star-Lack stated that every Bike Plan pulls a collision history.

24 Vice-Chair Liberman requested a timeline for the BPTP and what PABAC's role will be in private
25 development plans for the city as they pertain to pedestrian and bicycle activity.

26 Mr. Swent requested that one more stage be added to the OOT's project phases after the
27 construction phase is complete: Evaluation and corrections.

28 Mr. Neff commented the city has been putting in bike racks around town and inquired if the City
29 has leverage for private property such as shopping centers, to also install or upgrade bike racks.

30 Mr. Goldstein believes it would be productive for Mr. Arca to communicate with PABAC about
31 the RFP process for the BPTP consultants, and possibly have a couple of members present during
32 the consultant evaluation/selection period.

33 Mr. Courington inquired what the OOT believes will be the returning number of commuters in the
34 downtown area over the next couple of years.

35 Ms. Kathy Durham commented her question was answered with Mr. Kamhi's response about
36 anticipated returning commuters to downtown.

1 Ms. Nicole Zoeller-Boelens asked what the City’s criteria are for hiring consultants and how the
2 City’s climate change goals factor into the overall vision and daily activities of the OOT.

3 Mr. Rob Robinson commented he wished the OOT had more influence with the short-term
4 improvement projects on El Camino.

5 Mr. Kamhi explained that grant funding is not applied for on projects that will likely not get
6 implemented as it looks bad for Palo Alto to receive grants that don’t get used and it decreases the
7 likelihood of receiving future grants. City Council projects generally take priority. Palo Alto’s
8 process, in Mr. Kamhi’s opinion, doesn’t take any longer than any other city government he’s
9 worked with; there are rules, regulations and processes that must be followed, and Palo Alto has
10 educated members of the community that get involved due to Palo Alto’s excellent community
11 outreach efforts. Safety hazards that are identified through accidents with injuries is not something
12 the OOT identifies, that is information provided by PAPD. Most of the information they receive
13 comes via community outreach, residents, and visitors. The intersections with the most collision
14 history are usually prioritized in the high category. The OOT is going to bring Mr. Arca onboard
15 and he will hire a consultant that will be moving the BPTP update forward. OOT is expecting the
16 BPTP update will take at least a year and there will be several touchpoints with PABAC. Mr.
17 Kamhi agreed there needs to be a Post Construction Evaluation of projects and it is already part of
18 the process although it wasn’t included in the slide presentation. The City does not have the
19 leverage to force private properties to install bike racks and the charging stations are likely being
20 added by choice, however, the City does allow for businesses to convert required vehicle parking
21 to bicycle parking. There are procurement rules regarding hiring consultants, and he would like to
22 see PABAC involved in the choosing of a consultant for the BPTP update if possible. Currently,
23 there are very low numbers of returning commuters, the parking permit purchases are at
24 approximately 30-40% of pre-pandemic numbers. The hiring of a consultant is based on what the
25 OOT’s needs are for a particular project. Climate change goals are critical for the OOT, although
26 it was not listed, it is an ongoing major high priority project for the Office of Transportation. OOT
27 can put PABAC in contact with their public works division and the planning department of the
28 OOT to allow for more opportunity to extend beyond OOT’s reach in projects. OOT is hoping
29 that Cal-Trans changes its direction to be more considerate of active transportation within their
30 facilities.

31 Chair Ellson thanked Mr. Kamhi for joining the meeting and providing such great information and
32 requested he shares the slides of his presentation with the committee through email.

33 **7. STANDING ITEMS:**

34 **a. Grant Update – None**

35 **b. CSTSC Update**

36 Mr. Courington stated frustrations with the new reporting system and providing accident data
37 continue. Palo Alto Unified School District (PAUSD) is moving ahead with new designs for
38 Hoover and Loma Verde and they are taking pedestrians and bicycles into account. There is a
39 traffic signal that will be installed at Louis and Montrose.

1 Mr. Courington would like to remove himself as the liaison for PABAC with the CSTSC meeting
2 due to schedule conflicts and inquired if anyone else would be interested.

3 Chair Ellson thanked Mr. Courington for taking on that role and sticking with it even though it has
4 been a number of years since he had children who went to school.

5 Mr. Boelens volunteered for the liaison role as he also recently was appointed as Deputy SRTS
6 Chairperson and believes it would make sense for him to do this as well.

7 **c. VTA BPAC Update**

8 Mr. Neff reported that the Valley Transportation Authority (VTA) Bicycle Pedestrian Advisory
9 Committee (BPAC) is working on their Active Transportation Plan and provided a link which he
10 encouraged the committee to review, as the county roads do not include main highways or the
11 City's roads. However, in Palo Alto, they do include Page Mill Road, Oregon Expressway, Sand
12 Hill Road adjacent to Stanford, Junipero Serra Freeway, and Old Page Mill Road.

13 Chair Ellson stated Ms. Star-Lack sent the link to the survey to the committee earlier in the week
14 and requested anyone who did not receive that link to please let her know.

15 Mr. Neff continued by saying the Metropolitan Transportation Commission (MTC) is doing a new
16 draft Active Transportation Network Plan that seems to have information solely about large cities.
17 There is no information from the agency, however, they improved their Complete Streets criteria
18 for the applicants in the One Bay Area Grant Program which provides hope there will be better
19 projects that receive grants.

20 There are vacancies on the County Roads Commission if anyone is interested in serving on that
21 Commission.

22 In answer to Ms. Star-Lack, Mr. Neff stated as part of the Active Transportation Plan they are
23 planning on updating the County Expressway Guidelines.

24 **d. Subcommittee Reports**

25 Mr. Neff reported that the new Striping Planning Subcommittee is comprised of Mr. Neff, Mr.
26 Nordman, and Mr. Goldstein and they have acquired the County Paving Schedule through 2025.
27 It would be beneficial to use a city staff liaison to help identify roads which should be considered
28 from SRTS maps and the BPTP update, and contact Public Works Engineering to help validate the
29 subcommittee is looking at the right information.

30 Mr. Boelens stated he would be happy to help with Walk and Roll maps from the schools.

31 Chair Ellson inquired about the process and if staff would be bringing the information to the
32 CSTSC about roads that are scheduled to be repaved which are on school commute routes. Ms.
33 Star-Lack stated it is the hope that through this new subcommittee CSTSC will get more notice
34 than what Public Works is currently providing.

35 Mr. Neff stated this schedule does not include Cal-Trans repaving schedule.

1 The reason nothing was brought forward about El Camino is because Caltrans was not provided
2 with any documentation of plans adopted for El Camino.

3 **e. Announcements**

4 Mr. Goldstein was bicycling through Bol Park and he saw a sign that said Bicyclists Use Extreme
5 Caution and he feels it is inappropriate. There needs to be signs more specific than what is there.

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

- 7 • El Camino Real (SR-82) plans from Caltrans - What did staff request?
- 8 • Potentially invite the Bloomington IN BPSC to attend one of our meetings
9 (Bloomington is a potential domestic sister city to Palo Alto) - During BPTP Update
- 10 • Incentivize bike parking at Charleston Plaza shopping center (Rob Robinson brought
11 this up, Councilmember Cormack raised the same issue at the 9 December 2021 S/CAP
12 meeting)
- 13 • BPTP update timeline (public outreach, etc)
- 14

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

16

NOT YET APPROVED

Resolution No. ____

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

R E C I T A L S

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

NOT YET APPROVED

The Pedestrian and Bicycle Advisory Committee RESOLVES as follows:

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

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

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

INTRODUCED AND PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

Staff Liaison

Chair of PABAC

APPROVED AS TO FORM:

APPROVED:

Deputy City Attorney

Chief Transportation Official

Attachment A - Public Works Updates from Megha Bansal

Bol Park Path Survey and Preliminary Bridge Assessment

Public Works Engineering conducted a survey of the entire pathway last fall. We also submitted a new capital project request for FY 2023 to redo the pathway. This is currently being reviewed by internal staff and if approved, the project will be proposed to Council during the budget discussions later this spring. In the meantime, Megha Bansal, Senior Engineer (copied on this email) is working with a consultant to inspect and recommend repairs to two of the bridges along this pathway. Below is the preliminary input for short and long term improvements for both bridges along the path. Please note these are preliminary input and may be further refined.

Bol Park Bike Path Bridge #1 (Arastradero Road side):

- o Near Term: Replace individual planks that are severely corroded or likely to fail. Staff is working to bring a contractor on site and get this addressed asap.
 - o Long Term:
 - Replace the timber decking in its entirety.
 - Replace the wire mesh safety fencing in its entirety with a heavier gauge wire mesh.

Bol Park Bike Path Bridge #2:

- o No Near Term Mitigation.
- o Long Term:
 - Recommend sanding the timber decking to help smooth out pathway. Sanding should be limited to just what is required to smooth out the surfacing and avoid section loss. Replace any lag screws/bolt such that bolt heads are flush or slightly recessed below the deck surface.
 - Recommend widening the approach pathway to match the bridge deck width. There are existing utility vaults just off of the bridge that will need to be considered when paving. The approach widening should be incorporated into the paving project.

Follow-up email regarding what project scope will be sent to Council and when this can come to PABAC:

We are waiting for final recommendation and draft report. Also, I know PABAC is interested in alternative surfacing options for these two bridges and the consultant is researching feasible options. Once we have more information, we can provide further update for PABAC.

Wilkie Bridge Preliminary Assessment

No immediate repair issues were noted for this bridge. Consultant's preliminary recommendation is to continue preventive maintenance.

Attachment B - Summary of City of Palo Alto requests to Caltrans for ECR bike/ped improvements

1. Concept plans for ECR/Maybell Ave. as part of the City's Neighborhood Traffic Safety and Bicycle Boulevard Projects Phase 2 are available under the Concept & Construction Plans section on the [project webpage](#). Please see pages 9 and 10 of the Maybell pdf for the ECR/Maybell intersection concepts.
2. Replacement Crosswalks: To clarify, the project proposes to replace the existing parallel crosswalks on ECR with parallel crosswalks made of a higher visibility material. Is this right? Are changes to crosswalk types proposed anywhere in Palo Alto?
3. High Visibility Crosswalk Types: Could the City request ladder or piano keys type of crosswalks at all crossings of ECR? If not all crossings, could ladder/piano keys crosswalks be installed at school route crossings of ECR? The Quarry/ECR intersection currently has ladder-type crosswalks.
4. Advanced Stop Bars: Are advanced stop bars included in the current project? If not, could these be added at all intersections or at intersections with school route crossings?
5. Dashed Bike Lane Intersection Markings: Joon stated that dashed bike lane intersection through-markings could be considered where bike lanes on cross streets extend to ECR. We have at least two crossings of ECR with bike lanes on the cross streets that reach all the way up to the intersection – ECR/Los Robles/El Camino Way and ECR/Serra/Park. It turns out that we do not have preliminary striping plans for these locations. Could the City request dashed bike lane through-markings across ECR at these locations? Los Robles is a school route crossing of ECR and an adult crossing guard is site there.
6. Bike Facility Width Analysis: Joon offered for Caltrans to determine where travel lane widths on ECR could be narrowed in this repaving project to facilitate future bike infrastructure installation by Palo Alto. City staff would like to see the results of this analysis before striping plans are finalized to determine if lane narrowing makes sense at this time.
7. Help for ECR/Sand Hill/Alma: ECR/Sand Hill/Alma also has bike lanes on both sides of ECR. This is a more complex intersection, but the City would be interested in knowing if there are relatively easy bicycle facility updates that can be made here.
8. Bike Markings at ECR/Churchill T-Intersection: Could dashed bike lane markings across ECR to the Perimeter Trail on Stanford land be placed here? If the City's future project to reconstruct this intersection moves forward first, these markings would not be needed.
9. Crosswalk Improvements Completed at ECR/Stanford: In 2011, the City placed red-stamped thermoplastic crosswalks at the intersection of Stanford Avenue and El Camino Real, as part of the Stanford Avenue/El Camino Real Intersection Improvements project. If Caltrans is proposing to remove the crosswalks as part of the paving plan, then the City is requesting that the same type of crosswalk be placed back. The thermoplastic crosswalk is from Traffic Patterns XD and should be replaced with the same product.
10. Bike Markings at ECR/Page Mill/Oregon Expwy: The County of Santa Clara has a project to extend bike lanes on Page Mill/Oregon Expwy to ECR. This project currently does not

include dashed bike lane markings across ECR. This project may already be under review by Caltrans. Could dashed bike lane markings be added across ECR here?

11. Sidewalk Improvements at ECR/Maybell: Add concrete to create wider sidewalk, queueing area for students crossing ECR here. The City funds an adult crossing guard at this location. Hundreds of students cross here daily in normal school years, in cohorts of around 30 students per signal cycle during peak periods.
12. Traffic Signals and Leading Pedestrian Interval: Please let us know if LPI will be included in this project or if this will be coordinated separately. Please contact Rafael Rius at Rafael.Rius@cityofpaloalto.org to coordinate. The City requests an LPI evaluation at the ECR/California Ave intersection in light of the March 2020 youth fatality. See also Item 15 below regarding the length of the pedestrian crossing time for children. Who at Caltrans should we contact regarding LPI?
13. ECR/California Ave Safety Evaluation: As mentioned in our meeting, separate from the repaving project, the City will formally request a safety evaluation of this intersection once we gather relevant collision history and police reports. However, if you can expedite this request, please forward this email to the correct Caltrans staff to start the process.
14. Bike Detection Issues: We have received numerous complaints related to bike detection issues approaching ECR (ex: Maybell, El Camino Way, Los Robles). Could bike capable detection be improved on the side streets approaching ECR?
15. Signal Timing Issues: We have noticed some issues at ECR/Matadero and ECR/Arastradero with short pedestrian crossing times. We also received a complaint that the pedestrian crossing time is too short for families with children to cross ECR at California Ave.
16. School Crossing Intersections: Incorporating and in alignment with the emails sent by Penny Ellson and Arnout Boelens, I'd like to call your attention to these crossings of ECR that are used by students. The City places adult crossing guards at the intersections below marked with an asterisk. These crossings should be considered for any and all bicycle and pedestrian safety treatments that apply, including signal timing adjustments for the presence of children crossing ECR.

*Los Altos Ave**

*Arastradero Rd/Charleston Rd**

*Maybell Ave**

*Los Robles Ave**

Ventura Ave

Curtner Ave

*Matadero Ave/Margarita Ave**

California Ave

Cambridge Ave

*Stanford Ave**

Park Blvd/Serra St

Galvez St/Embarcadero Rd

Palm Drive/University Ave

Quarry Rd
Sand Hill Rd

*= Adult crossing guard sited to assist students crossing ECR

17. Does the repaving project propose any upgrades to pedestrian refuge islands on ECR?
Or, will you keep whatever is there the same?
18. We will be asking our parent transportation safety volunteers to send us their requests for striping and signal timing on ECR. We will collate them and pass them on to you so you don't get separate emails from them. We hope to get those to you in the next two weeks or so.
19. Will the repaving project upgrade all the pedestrian push buttons to the larger size button at all push-button locations?
20. Is it possible to add Keep Clear stencils and appropriate Do Not Block Intersection signage to the intersection of ECR/Cambridge?
21. Would it be possible to add bicycle wayfinding signage at ECR/Cesano Court to help cyclists find our parallel route on Monroe/Wilkie/Park?

Attachment C - Police Dept. Staffing Adjustments in FY 2022

Table of Organization

	FY 2019 Actuals	FY 2020 Actuals	FY 2021 Adopted Budget ^a	FY 2022 Amended Budget	FY 2022 Change FTE	FY 2022 Change %
Senior Engineer***	0.46	0.46	0.40	0.45	0.05	12.5%
Senior Industrial Waste Investigator	0.01	0.01	—	—	—	—%
Senior Management Analyst	1.88	2.00	2.00	2.00	—	—%
Senior Planner	3.60	3.60	2.60	3.65	1.05	40.0%
Senior Planner (Freeze)	—	—	1.00	—	(1.00)	(100.0)%
Supervisor Inspection and Surveying	0.27	0.27	0.25	0.25	—	—%
Traffic Engineering-Lead***	—	0.10	0.10	—	(0.10)	(100.0)%
Transportation Planning Manager	0.05	—	—	0.05	0.05	—%
Total Planning and Development Services	62.32	62.45	61.60	56.00	(5.60)	(9.1)%
Police						
Administrative Assistant	1.00	1.00	1.00	1.00	—	—%
Administrative Associate II	3.00	3.00	2.00	2.00	—	—%
Administrative Associate II (Freeze)	—	—	1.00	—	(1.00)	(100.0)%
Animal Control Officer	3.00	3.00	2.00	2.00	—	—%
Animal Control Officer (Freeze)	—	—	1.00	—	(1.00)	(100.0)%
Animal Control Officer-Lead	1.00	1.00	1.00	1.00	—	—%
Animal Services Specialist II	2.00	—	—	—	—	—%
Assistant Police Chief	1.00	1.00	1.00	1.00	—	—%
Business Analyst	1.20	1.20	1.20	1.20	—	—%
Code Enforcement Officer	1.00	1.00	1.00	1.00	—	—%
Communications Manager	1.00	1.00	—	—	—	—%
Communications Manager (Freeze)	—	—	1.00	—	(1.00)	(100.0)%
Communications Technician	1.00	1.00	—	—	—	—%
Communications Technician (Freeze)	—	—	1.00	—	(1.00)	(100.0)%
Community Service Officer	7.50	7.50	5.63	5.63	—	—%
Community Service Officer (Freeze)	—	—	1.87	—	(1.87)	(100.0)%
Court Liaison Officer	1.00	1.00	1.00	1.00	—	—%
Crime Analyst	1.00	1.00	1.00	1.00	—	—%
Deputy Director Technical Services Division***	0.80	0.80	—	0.80	0.80	100.0%
Deputy Director Technical Services Division (Freeze)	—	—	0.80	—	(0.80)	(100.0)%
Geographic Information System Specialist	0.50	0.50	0.50	0.50	—	—%
Police Agent	19.00	19.00	19.00	19.00	—	—%
Police Captain	2.00	2.00	2.00	2.00	—	—%
Police Chief	1.00	1.00	1.00	1.00	—	—%

Table of Organization

	FY 2019 Actuals	FY 2020 Actuals	FY 2021 Adopted Budget ^a	FY 2022 Amended Budget	FY 2022 Change FTE	FY 2022 Change %
Police Lieutenant	5.00	5.00	4.00	4.00	—	—%
Police Lieutenant (Freeze)	—	—	1.00	—	(1.00)	(100.0)%
Police Officer	50.00	50.00	39.00	39.00	—	—%
Police Officer (Freeze)	—	—	11.00	—	(11.00)	(100.0)%
Police Records Specialist II	6.00	6.00	6.00	6.00	—	—%
Police Records Specialist-Lead	1.00	1.00	1.00	1.00	—	—%
Police Sergeant	14.00	14.00	14.00	14.00	—	—%
Program Assistant II	1.00	1.00	1.00	1.00	—	—%
Property Evidence Technician	2.00	2.00	2.00	2.00	—	—%
Public Safety Communications Manager***	1.00	1.00	—	1.00	1.00	100.0%
Public Safety Communications Manager (Freeze)	—	—	1.00	—	(1.00)	(100.0)%
Public Safety Dispatcher	16.00	16.00	12.00	12.00	—	—%
Public Safety Dispatcher (Freeze)	—	—	4.00	—	(4.00)	(100.0)%
Public Safety Dispatcher-Lead	4.00	4.00	4.00	4.00	—	—%
Public Safety Program Manager	2.00	2.00	2.00	1.00	(1.00)	(50.0)%
Senior Management Analyst	1.00	1.00	1.00	1.00	—	—%
Superintendent Animal Services	1.00	—	—	—	—	—%
Veterinarian	1.00	—	—	—	—	—%
Veterinarian Technician	2.00	—	—	—	—	—%
Total Police	155.00	149.00	149.00	126.13	(22.87)	(15.3)%
Public Works						
Administrative Assistant	1.00	1.00	1.00	0.50	(0.50)	(50.0)%
Administrative Associate I	0.60	0.10	0.10	—	(0.10)	(100.0)%
Administrative Associate II	2.65	2.65	2.65	2.65	—	—%
Administrative Associate III	0.01	0.01	0.01	—	(0.01)	(100.0)%
Assistant Director Public Works	0.87	0.73	0.73	0.73	—	—%
Associate Engineer	0.30	—	—	—	—	—%
Building Serviceperson-Lead	1.00	1.00	1.00	1.00	—	—%
Cement Finisher	2.00	2.00	2.00	2.00	—	—%
Cement Finisher-Lead	0.26	0.26	0.26	0.26	—	—%
Coordinator Public Works Projects	1.50	1.50	1.50	1.50	—	—%
Director Public Works/City Engineer	1.00	1.00	1.00	1.00	—	—%
Electrician	0.80	0.80	0.80	0.80	—	—%
Engineer	0.66	0.36	0.48	0.48	—	—%

This is a sample report showing the information available in the Crossroads database. This sample shows the kind of data that can be gleaned from Crossroads. Staff can provide available collision data involving pedestrians, vehicles, and bicyclists upon PABAC request.

From 1/1/2018 to 12/31/2018

Attachment D - Palo Alto Collision Summary Report Involving Pedestrians

Total Collisions: 34

Injury Collisions: 33

Fatal Collisions: 0

Collision Summary Report

8535712	1/18/2018	17:55	Thursday	LYTTON AVE & RAMONA ST (Palo Alto)	6'	Direction: West	Dark - Street Light	Clear	Pty at Fault:1
	Head-On		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Other Visible Injury		# Inj: 1 # Killed: 0
Party 1	Driver		West	Making Left Turn	Male	Age: 52			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		South	Proceeding Straight	Male	Age: 61			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8551021	1/29/2018	20:05	Monday	RT 82 & EMBARCADERO RD (State)	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		North	Making Right Turn	Female	Age: 55			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		West	Proceeding Straight	Female	Age: 67			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8551271	2/3/2018	18:32	Saturday	FABIAN WAY & MEADOW DR (Palo Alto)	37'	Direction: West	Dark - Street Light	Clear	Pty at Fault:1
	Broadside		Pedestrian	Unsafe Speed	22350	Hit & Run: No	Other Visible Injury		# Inj: 2 # Killed: 0
Party 1	Driver		West	Proceeding Straight	Male	Age: 48			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		Not State	Crossed Into Opposing Lane - Unplanned	Female	Age: 79			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 3	Pedestrian		Not State	Crossed Into Opposing Lane - Unplanned	Male	Age: 86			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8559620	2/13/2018	17:00	Tuesday	EMBARCADERO RD & BRYANT ST (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Traffic Signals and Signs	21453A	Hit & Run: No	Severe Injury		# Inj: 2 # Killed: 0
Party 1	Driver		West	Proceeding Straight	Male	Age: 72			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Male	Age: 55			
Veh Type:	Pedestrian		Sobriety: Not Applicable	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 3	Bicyclist		North	Proceeding Straight	Male	Age: 39			
Veh Type:	Bicycle		Sobriety: Not Applicable	Assoc Factor: Not Stated	Not Stated		Not Stated		

8559616	2/15/2018	08:29	Thursday	FOREST AVE & HIGH ST (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		East	Making Left Turn	Male	Age: 32			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		Not State	Proceeding Straight	Female	Age: 63			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8568366	2/25/2018	21:37	Sunday	STANFORD AV & YALE ST (Palo Alto)	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		South	Making Left Turn	Male	Age: 28			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Female	Age: 24			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8569153	3/2/2018	14:40	Friday	3100 BLOCK MIDDLEFIELD RD & MIDDLEFIELD RD (Palo Alto)	20'	Direction: East	Daylight	Cloudy	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		South	Making Left Turn	Male	Age: 69			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		West	Not Stated	Female	Age: 54			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8569161	3/2/2018	19:25	Friday	FOREST AV & EMERSON AV (Palo Alto)	0'	Direction: Not State	Dark - Street Light	Raining	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Other Visible Injury		# Inj: 1 # Killed: 0
Party 1	Driver		West	Making Left Turn	Female	Age: 54			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		South	Proceeding Straight	Male	Age: 55			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8595826	3/28/2018	20:15	Wednesday	MIDDLEFIELD RD & LOMA VERDE AV (Palo Alto)	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		North	Making Left Turn	Female	Age: 46			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		West	Proceeding Straight	Male	Age: 50			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8598054	4/1/2018	15:14	Sunday	EL CAMINO REAL & MARGARITA AV (Palo Alto)	69'	Direction: North	Not Stated	Not Stated	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Auto R/W Violation	21804	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		West	Entering Traffic	Male	Age: 69			
Veh Type:	Passenger Car		Sobriety: Not Stated	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		South	Not Stated	Female	Age: 36			
Veh Type:	Pedestrian		Sobriety: Not Stated	Assoc Factor: Not Stated	Not Stated		Not Stated		

8598523	4/9/2018	13:50	Monday	LOMA VERDE & COWPER ST (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Pedestrian	Wrong Side of Road	216501	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Bicyclist		East	Proceeding Straight	Female	Age: 21			
Veh Type:	Bicycle		Sobriety: Not Stated	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		North	Proceeding Straight	Male	Age: 51			
Veh Type:	Passenger Car		Sobriety: Not Stated	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
8634527	4/23/2018	14:30	Monday	MORENO AV & LOUIS RD (Palo Alto)	220'	Direction: West	Daylight	Clear	Pty at Fault:1
	Broadside		Pedestrian	Improper Turning	22107	Hit & Run: Misde	Property Damage Only		# Inj: 0 # Killed: 0
Party 1	Driver		East	Proceeding Straight	Male	Age: 56			
Veh Type:	Pickup Truck		Sobriety: Impairment Not Kno	Assoc Factor: Not Stated	Unknown		Not Stated		
Party 2	Parked Vehicle		East	Parked	Not State	Age:			
Veh Type:	Passenger Car		Sobriety: Not Applicable	Assoc Factor: Not Stated	Not Stated		Not Stated		
8615370	4/23/2018	17:55	Monday	NEW MAYFIELD LN & CAMBRIDGE AV (Palo Alto)	66'	Direction: South	Daylight	Clear	Pty at Fault:2
	Head-On		Pedestrian	Wrong Side of Road	21650	Hit & Run: No	Other Visible Injury		# Inj: 1 # Killed: 0
Party 1	Pedestrian		North	Proceeding Straight	Female	Age: 24			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		South	Proceeding Straight	Female	Age: 45			
Veh Type:	Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Lap/Shoulder Harness Used		Not Stated		
8615382	4/24/2018	16:00	Tuesday	GUINDA ST & CHANNING AVE (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Improper Turning	22107	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		North	Proceeding Straight	Male	Age: 62			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		West	Proceeding Straight	Female	Age: 22			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8623754	5/5/2018	00:04	Saturday	UNIVERSITY AV & CRESCENT DR (Palo Alto)	200'	Direction: East	Dark - No Street Li	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Pedestrian Violation	21954A	Hit & Run: No	Severe Injury		# Inj: 1 # Killed: 0
Party 1	Pedestrian		South	Other	Male	Age: 25			
Veh Type:	Pedestrian		Sobriety: HBD Impairment Un	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		West	Proceeding Straight	Male	Age: 56			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Violation	Air Bag Not Deployed		Not Stated		
8622558	5/11/2018	10:41	Friday	UNIVERSITY AVE & ALMA ST (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Pedestrian	Ped R/W Violation	21950	Hit & Run: Misde	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		South	Making Right Turn	Male	Age: 67			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		East	Proceeding Straight	Male	Age: 24			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		

8637455	5/19/2018	14:00	Saturday	NORTH CALIFORNIA AV & TASSO ST (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Pedestrian	Auto R/W Violation	21802A	Hit & Run: Felony	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		South	Crossed Into Opposing Lane - Unplanned		Not State	Age:		
	Veh Type: Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Not Stated	Not Stated			Not Stated	
Party 2	Pedestrian		West	Proceeding Straight	Male	Age: 16			
	Veh Type: Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated			Not Stated	
8637459	5/27/2018	08:56	Sunday	BIRCH ST & CALIFORNIA AV (Palo Alto)	7'	Direction: South	Daylight	Clear	Pty at Fault:
	Vehicle - Pedestrian		Pedestrian	Unknown		Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		West	Backing	Female	Age: 49			
	Veh Type: Passenger Car		Sobriety: Not Applicable	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		West	Proceeding Straight	Female	Age: 12			
	Veh Type: Pedestrian		Sobriety: Not Applicable	Assoc Factor: Not Stated	Not Stated		Not Stated		
8646676	6/15/2018	11:59	Friday	MIDDLEFIELD RD & ADDISON AV (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		South	Making Left Turn	Female	Age: 37			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		East	Proceeding Straight	Female	Age: 79			
	Veh Type: Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8655556	6/27/2018	09:11	Wednesday	HIGH ST & LYTTON AVE (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Pedestrian	Other Hazardous Movement	21451A	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		South	Making Left Turn	Male	Age: 30			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Female	Age: 68			
	Veh Type: Pedestrian		Sobriety: Impairment Not Kno	Assoc Factor: Not Stated	Not Stated		Not Stated		
8663379	7/12/2018	17:08	Thursday	UNIVERSITY AV & PALM ST (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Head-On		Pedestrian	Unknown	24604A	Hit & Run: No	Other Visible Injury		# Inj: 1 # Killed: 0
Party 1	Parked Vehicle		North	Parked		Not State	Age:		
	Veh Type: Not Stated		Sobriety: Not Applicable	Assoc Factor: Not Stated	Not Stated			Not Stated	
Party 2	Pedestrian		West	Proceeding Straight	Female	Age: 40			
	Veh Type: Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8673818	7/18/2018	12:10	Wednesday	HAMILTON AV & BRYANT ST (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Bicyclist		North	Making Left Turn	Male	Age: 33			
	Veh Type: Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Pedestrian		South	Proceeding Straight	Female	Age: 55			
	Veh Type: Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		

8651003	7/21/2018	20:42	Saturday	PARK BLVD & SHERMAN AVE (Palo Alto)	3'	Direction: South	Dusk - Dawn	Clear	Pty at Fault:1
	Not Stated		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		North	Proceeding Straight	Male	Age: 68			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		Not State	Entering Traffic	Male	Age: 24			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8672071	7/24/2018	13:46	Tuesday	UNIVERSITY AV & WOODLAND AV (Palo Alto)	150'	Direction: West	Daylight	Clear	Pty at Fault:1
	Sideswipe		Pedestrian	Improper Turning	22107	Hit & Run: No	Other Visible Injury		# Inj: 1 # Killed: 0
Party 1	Driver		West	Other Unsafe Turning	Male	Age: 37			
Veh Type:	Motorcycle		Sobriety: HNBD	Assoc Factor: Not Stated	None in Vehicle		Not Stated		
Party 2	Driver		West	Stopped in Road	Male	Age: 47			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 3	Pedestrian		Not State	Not Stated	Not State	Age:			
Veh Type:	Pedestrian		Sobriety: Not Stated	Assoc Factor: Not Stated	Not Stated		Not Stated		
8670805	7/27/2018	13:53	Friday	HAMILTON AV & CENTER DR (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:2
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: Felony	Other Visible Injury		# Inj: 1 # Killed: 0
Party 1	Pedestrian		North	Other	Male	Age: 16			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Required		Not Stated		
Party 2	Driver		East	Proceeding Straight	Not State	Age:			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Not Stated	Not Stated		Not Stated		
8686670	8/1/2018	20:38	Wednesday	CENTER DR & MARTIN AVE (Palo Alto)	30'	Direction: North	Daylight	Clear	Pty at Fault:2
	Vehicle - Pedestrian		Pedestrian	Pedestrian Violation	21954A	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		South	Proceeding Straight	Male	Age: 34			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		Not State	Not Stated	Male	Age: 58			
Veh Type:	Pedestrian		Sobriety: Not Stated	Assoc Factor: Not Stated	Not Stated		Not Stated		
8676806	8/5/2018	15:43	Sunday	EL CAMINO REAL & QUARRY RD (Palo Alto)	700'	Direction: North	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950C	Hit & Run: No	Other Visible Injury		# Inj: 1 # Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 26			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Female	Age: 37			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8700231	8/30/2018	17:05	Thursday	WAVERLEY ST & MEADOW DR (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Other Visible Injury		# Inj: 1 # Killed: 0
Party 1	Driver		West	Making Left Turn	Male	Age: 53			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Male	Age: 53			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		

8700200	9/8/2018	15:15	Saturday	UNIVERSITY AVE & EMERSON ST (Palo Alto)	3'	Direction: West	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Traffic Signals and Signs	21453A	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Bicyclist		West	Proceeding Straight	Male	Age: 15			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Pedestrian		South	Proceeding Straight	Female	Age: 57			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8708079	9/26/2018	07:19	Wednesday	EL CAMINO REAL & STANFORD AV (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950C	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		North	Making Left Turn	Female	Age: 54			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		East	Proceeding Straight	Male	Age: 23			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8714933	10/15/2018	17:00	Monday	QUARRY RD & PEAR LN (Palo Alto)	5'	Direction: West	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Other Visible Injury		# Inj: 1 # Killed: 0
Party 1	Driver		West	Making Right Turn	Female	Age: 31			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		East	Proceeding Straight	Female	Age: 25			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8729248	10/31/2018	15:30	Wednesday	CHARLESTON RD & WILKIE WAY (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Improper Turning	22107	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		West	Making Left Turn	Female	Age: 74			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		South	Other	Male	Age: 13			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
8737853	11/2/2018	13:16	Friday	COLLEGE AVE & OBERLIN ST (Palo Alto)	35'	Direction: East	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Unsafe Starting or Backing	22106	Hit & Run: No	Complaint of Pain		# Inj: 2 # Killed: 0
Party 1	Driver		North	Backing	Male	Age: 16			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		West	Other	Female	Age: 36			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 3	Pedestrian		West	Other	Female	Age:			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 4	Pedestrian		West	Other	Female	Age: 23			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		

8741795	11/10/2018	12:22	Saturday	ARASTRADERO RD & MC KELLAR LN (Palo Alto)	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain		# Inj: 1 # Killed: 0
Party 1	Driver		North	Entering Traffic	Male	Age: 34			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		West	Crossed Into Opposing Lane - Unplanned	Male	Age: 65			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		

Settings for Query:

Start Date: 1/1/2018, End Date: 12/31/2018 (on SWITRS Data)

Involved With: Pedestrian

City Reported: Palo Alto

Sorted By: Date and Time



Public Comment Instructions For City of Palo Alto Bicycle/Pedestrian Plan Update

Members of the Public may provide public comments on the City of Palo Alto Bicycle/Pedestrian Plan Update as follows:

1. **Written public comments** (including visuals such as presentations, photos, etc) may be submitted by email to Transportation@CityofPaloAlto.org. Please follow these instructions:
 - A. Please email your written comments **by 12:00 pm (noon) on the Monday the week before (eight days before)** the upcoming Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC) meeting, unless otherwise indicated. Details of upcoming PABAC meetings are available on the City's [PABAC webpage](#).
 - Written public comments will be attached to the upcoming PABAC meeting agenda packet.
 - Written comments submitted after 12:00pm (noon) on the Monday before the upcoming PABAC meeting will be attached to the following PABAC meeting agenda packet.
 - B. Please **lead your email subject line with "BPTP Update"**.
 - C. When providing comments with reference to the current [City of Palo Alto Bicycle/Pedestrian Plan 2012](#), please be as specific as possible by indicating the chapter number, section heading number, and/or page number.
2. **Spoken public comments using a computer** will be accepted through the teleconference meeting. To address the Committee, click on the URL in the agenda packet for Zoom. Please follow these instructions:
 - A. You may download the Zoom client or connect to the meeting in-browser.
 - If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
 - B. You may be asked to enter an email address and name. We request (but do not require) that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
 - C. When you wish to speak, click on "raise hand." Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called to speak.
 - D. When called, please limit your remarks to the time limit allotted by the Chair.



3. **Spoken public comments using a smart phone app** will be accepted through the teleconference meeting. To address the Committee, download the Zoom application onto your smart phone from the Apple App Store or Google Play Store and enter the Meeting ID in the agenda. Please follow the instructions B-D above.

4. **Spoken public comments using a phone (cell or land line) without an app** will be accepted through the teleconference meeting. Use the telephone number listed in the agenda. When you wish to speak, press *9 on your phone to “raise hand.” You will be asked to provide your first and last name before addressing the Committee. When called, press *6 on your phone to unmute. Please limit your remarks to the time limit allotted by the Chair.

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

This Packet Includes:

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



From: Arnout Boelens <a.m.p.boelens@gmail.com>
Sent: Monday, February 7, 2022 2:56 PM
To: Transportation <Transportation@CityofPaloAlto.org>
Cc: Star-Lack, Sylvia <Sylvia.Star-Lack@CityofPaloAlto.org>
Subject: BPTP update: setting a mode share goal, city bicycle coordinator, and funding.

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

I recently finished reading Cycling for sustainable cities by Ralph Buehler and John Pucher. This book contains a lot of information on how various cities have increased their bicycle mode share. Three items that stood out to me are:

- Many cities have bicycle mode share goals to work towards. Palo Alto should have one too. This can be an overall mode share or the mode share for trips shorter than say 7.5km/4.5 miles. If the mode share goal focuses on bicycle commuters, American Community Survey data can be used to keep track of this goal. The BPTP should also mention the estimated health benefits of achieving this mode share and the possible GHG emission reductions.
- In addition to the SRTS coordinators, the City should make sure to always have a general bicycle coordinator (like Ozzy) on staff. Hopefully this will create some institutional knowledge on what kinds of programs and infrastructure work well, and the city can rely on consultants less.
- The state of Oregon requires a minimum percentage of the transportation budget to go towards pedestrian and bicycle improvements. This has greatly helped for building infrastructure in Portland. It would be great if the funding for bicycle and pedestrian infrastructure in Palo Alto was less variable.

Thanks,

Arnout

CITY/SCHOOL TRANSPORTATION SAFETY COMMITTEE

Minutes

Thursday, December 16, 2021

10:00 a.m.

Zoom Virtual Meeting from Palo Alto, California

Present: Pflasterer (Co-chair PTAC Safe Routes to School Committee; Gunn TSR), Arnout Boelens (PABAC, Greendell TSR), Audrey Gold (Gunn TSR), Jessica Asay (Barron Park TSR), Sonya Bradski (Palo Verde) William Robinson (PABAC), Penny Ellson (PABAC), Nicole Zoeller-Boelens (PABAC),

Staff: Sylvia Star-Lack (City), Rosie Mesterhazy (City), Jose Palma (City), Philip Kamhi (City), Ripon Bhatia (City), Brittany Leung (City), Eric Holm (PAUSD)

Guests: Tom Hodges, fs3 Hodges Consulting, Melinda Ballew, fs3 Hodges Consulting

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

AGENDA

A. Introductions/Welcome/Recognition

Ms. Mesterhazy began the meeting by introducing herself and the Safe Routes to School Committee for the Office of Transportation. This is a Special meeting which focused on the proposed Cubberley/Greendell move initiated by Palo Alto Unified School District (PAUSD). In addition, Brittany Leung will be providing information at the Charleston/Arastradero school signal at Louis and Montrose. Time will be provided for public comment and a PAUSD/City Staff response.

B. Palo Verde Plan Overview (PAUSD)

Mr. Eric Holm (PAUSD) gave a presentation on the temporary relocation of schools to the Greendell/Cubberley campus, during the construction phase of updating the Palo Verde and Hoover schools over the next 3 years. Both projects were originally scheduled to be occupied construction sites. After careful consideration, the district determined the safety and education impacts of being occupied constructions zones were significant enough to seek an alternative location for both schools, thus decreasing the total project timeline of both projects and increasing the safety and quality education of the students during construction. The Cubberley/Greendell campus was selected as the temporary site. There will be a repurposed bus route to pick up the kids furthest from Greendell, currently due to a shortage on bus drivers, they are not able to plan for busing of all students to the Greendell campus [SRTS staff note that PAUSD has rescinded this offer due to a lack of available buses]. The City is supporting this initiative and has set up communication liaisons between the project managers, city staff, school staff, and parents during the planning period, which includes working with Safe Routes To School (SRTS) members. There is currently a SRTS pathway from Palo Verde School to Greendell along Louis Road. This path was not designed for that amount of traffic, the city is working with them to make the necessary changes as needed to include signal modifications, cross walk additions and relocations, striping additions on Montrose, and reconfiguring the parking lot and drop off lanes at Greendell. The Superintendent lives in the Palo Verde neighborhood and has walked the pathway from Palo Verde to Greendell and is also involved in this planning phase. Adjustments planned for Greendell has included condensing morning and afternoon classes, relocating adult education

classes to empty rooms at Cubberley, the young 5 program will mix with the Kindergarten classes, and the pre-school will not be affected.

C. Public Works C/A Signal Modifications to Support Active Palo Verde School Commutes (City)

Ms. Brittany Leung (Project Engineer for the Louis/Montrose improvements) provided a summary of improvements being made for SRTS at the intersection of Louis/Montrose on Charleston which includes adding traffic pulls for pedestrian traffic, bicycle detection zones, reconfiguration of center median island, high visibility crosswalks and dedicated left turn signals on East Charleston Road and Louis Road.

D. Public Comments (PTA TSRs)

The Transportation Safety Representatives (TSRs) from the affected schools were given the first opportunity to make comments, followed by the public. Members of the public who had questions but did not want to speak were directed to leave their questions using the following link so Mr. Holm can respond:

https://docs.google.com/spreadsheets/d/1BAYp1IsX_PjuNzNINII97soBm0sN_Sy9bzLL0lspM9U/edit?usp=sharing

Mr. Arnout Boelens (Greendell TSR) thanked everyone for their participation in the meeting and gave a summary of parental and community concerns with the current SRTS from Palo Verde to Greendell which include the additional traffic on Nelson drive, their community gates will need to stay open, potential traffic calming issues; he also expressed an interest in seeing a city timeline in how they intend to address those concerns in the short time available.

Ms. Penny Ellson (Co-Chair of the PTA Council Traffic Safety Committee, former TSR, and Greenmeadow resident) spoke about the policies and guideline documents that were forwarded to the School Board. The Building for Excellence Guidelines, SRTS Partnership Consensus Statement, and CSTSC Policy are the foundation for the successful SRTS efforts and stressed the importance of the SRTS Partners, the City, the District, and PTA's working through this planning together to prioritize foot powered commutes and their safety, emphasizing the temporary plans to accommodate the relocations should not unravel the work that has already taken place for decades. Ms. Ellson expressed concerns for rushing through the planning phase to accommodate such a relocation effort in eight (8) months and requested the city provide a timeline for the signal modifications at the intersection of Montrose and Middlefield intersections. While Palo Verde is at the forefront of focus for this project, Hoover is a Choice school with over 60% of students using vehicles for their commute. The additional vehicle traffic and those safety implications are of huge concern, particularly on Nelson drive, where foot and bicycle traffic far outnumber vehicle traffic and suggested a pop-up traffic calming trial.

Ms. Heidi Voltmer (Greenmeadow resident) expressed traffic concerns on Nelson Drive with the elementary aged children walking and biking to school and explained a similar past problem on Gunn.

Ms. Shana Segal expressed concerns for the foot traffic on Middlefield and believes the plan should include busing for all children from Palo Verde, and if this process was not so rushed, the need for bus drivers would not be a prohibiting factor.

Ms. Sonya Bradski, Palo Verde TSR, spoke of her concerns of the impending vehicle traffic on Nelson and the impacts for foot and bicycle traffic. Additionally, the intersection at Montrose

and Middlefield is already challenging for pedestrians and bicyclers, Ms. Bradski questioned if there will also be improvements at that location.

Mr. Kobi Horn (Palo Verde parent) expressed his concerns for Nelson Drive and suggested the route through Mitchell Park as an alternative route that he is also considering.

Ms. Orphee Martin commented she has been biking to Fairmeadow for years and was previously a parent from Greendell. The parking lots at Cubberley is utilized by the parents from the pre-schools and smaller children are often walked into the buildings by their parents. Additionally, vehicles impede the safety of Safe Routes users and the field traffic for soccer games is also a factor for cyclists, as well as the blind curves on Nelson.

E. PAUSD/City Response

Ms. Brittany Leung responded to Ms. Ellson and Ms. Bradski's questions, stating the striping and signage for the Louis and Montrose Project is scheduled for the end of July, early August before the school year starts. The city has already sent a letter to the contractor requesting they prioritize this intersection before any other intersections do to the relocation of Palo Verde. As a part of the changes at E. Charleston and Louis, there is currently only one side that is usable as a cross walk crossing Charleston. They will be removing the flashing beacons, adding the traffic signals, and installing high visibility crosswalks in all four (4) directions of the intersection. There will be dedicated places for pedestrians and bikers to cross the crosswalks.

Mr. Eric Holm responded to questions and reported they are considering shifting the start time of Palo Verde so the congestion of traffic with Fairmeadow, JLS and Greendell will be staggered. There will be before and after school care at the site to minimize the impacts of a change in start time. The project of updating Palo Verde has been in the works for several years. The outdoor community area for the Palo Verde and Hoover students will be close in proximity and are being designed to be shared space. The City recognizes the impacts to pedestrians and bikers on Nelson Drive is a major concern and they are working with the traffic engineers to study those problems and find resolutions. The Hoover/Waverly bike path was designed to help mitigate those problems and could serve as an alternate Safe Route. There would be no parking available on either campus if the schools were to stay occupied during construction. There will be a Frequently Asked Questions (FAQ) area added to the website and everyone may email him directly for answers to their questions. In closing, Mr. Holm stated he is a cyclist himself, and he cycles his preschooler to school every day, and ensured everyone that the pedestrian and bicycle traffic for these projects is of the utmost concern and is being handled in the best possible way.

Ms. Mesterhazy thanked everyone for their participation and was pleased to hear about the planned future meetings with the communities involved in this transition.

Meeting adjourned at 11:02 a.m.

CITY/SCHOOL TRANSPORTATION SAFETY COMMITTEE

Minutes

Thursday, January 27, 2022

10:00 a.m.

Zoom Virtual Meeting from Palo Alto, California

Staff: Sylvia Star-Lack (City), Jose Palma (City), Chirag Panchal (City), Ripon Bhatia (City), Benjamin Becchetti (PAPD), Eric Holm (PAUSD), Terri Curtis (PAUSD),

Present: Jim Pflasterer (Gunn), Arnout Boelens (PABAC), Joslyn Leve (JLS), Bill Courington (PABAC), William Robinson (PABAC), Jessica Asay (Barron Park), Juan Caviglia (Duveneck), Greg Brail (Paly), Deborah Bennett (Paly), Amy Sheward (Principal Nixon), Asha Aggrawal (Addison), Rachael Panizzo (Fairmeadow)

Guests: Penny Ellson (PABAC), Kathy Durham

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

AGENDA

A. Introductions/Welcome/Recognition

Mr. Jose Palma welcomed everyone and requested going forward if there are emails to Ms. Mesterhazy or himself to please include the other's email to ensure we keep track of all correspondence. The SafeRoutes@cityofPaloAlto.org email can also be used for email communications to both of us.

Mr. Palma relayed an update from Ms. Brittany Leung (Project Engineer for the Louis/Montrose improvements), stating the contractors have been constructing new concrete between Middlefield and San Antonio, a new sidewalk will be added at westbound Louis and saw cutting and curb and gutter repairs at various locations between Middlefield and Fabian over the next couple of weeks. The same saw-cutting and repair work will also be done between Fabian and San Antonio afterwards. They will continue to pothole for traffic signal foundations at Wilkie and Fabian. The next intersection to have foundations installed will be at Louis and Wilkie, and Montrose and Fabian, and Sutherland and Montrose. Questions about the project can be emailed to Brittany.Leung@CityofPaloAlto.org and you can get updates by visiting <https://www.cityofpaloalto.org/Departments/Public-Works/Engineering-Services/Engineering-Projects/Charleston-Arastradero-Corridor-Project>.

At El Camino Way and James Road, the crosswalk button which triggers the crosswalk flash indicators is not working. Engineering stated that 311 submission is in process. They want to ensure wiring upgrades underground do not have impacts before they fix the call button.

B. Update on Grade Separation Project (City)

Mr. Ripon Bhatia, Office of Transportation Engineering, presented an update to the Committee on the Rail Grade Separation Project through the City School Traffic Safety Committee Connecting Palo Alto. The Expanded Community Advisory Panel (XCAP) made a final presentation to City Council in March of 2021. City Council eliminated the South Palo Alto tunnel alternatives from further consideration for Meadow Drive and Charleston Road crossings and requested additional studies to help advance the selection process of preferred

alternatives for the Meadow/Charleston grade separation. Viaducts and tunnels for Meadow/Charleston were also eliminated as alternatives by City Council. As part of the additional studies, City Council directed staff to design refinements of underpass and partial underpass alternatives, have preliminary Geotechnical Investigations for the Charleston and Meadow crossings and seek input for the refinement design through Pedestrian and Bicycle Advisory Committee (PABAC), Stanford, and Palo Alto Unified School District (PAUSD). Additionally, Council requested the Pedestrian/bike undercrossing at Seale and Loma Verde should be part of the Pedestrian and Bike Master Plan update for additional crossings. More information and status updates for the project can be found at the links listed below:

Connecting Palo Alto Link: <https://connectingpaloalto.com/>
Rendering, Plans, & Animations for the different alternatives:
<https://connectingpaloalto.com/renderings-plans-and-animations/>
Fact Sheets & Matrix: <https://connectingpaloalto.com/fact-sheets/>

Staff will be providing updates to the City School Transportation Safety Committee (CSTSC); and seeking feedback from this committee as well as PABAC, Stanford, and PAUSD. Projects must remain compliant within codes and regulations due to funding constraints. The consultants will be collecting the community feedback and input for the design of the alternatives. Consultants will be hired based upon their qualifications for the scope of the project.

The backup alternatives for closing and mitigations of Churchill Avenue is putting a crossing at Churchill or at Kellogg. Mr. Greg Brail (Paly) added that while he was involved with XPAC, the ratio of feedback to City Council for the Churchill project was 0 pedestrians and students to 100 vehicle traffic and suggested Paly organize a way to communicate the needs of the active transportation students at Paly to City Council while alternatives are still in the selection phase of the process. Stanford is trying to work with PAUSD to improve connectivity of bicycles at Churchill Avenue.

Ms. Ellson stated that grade separation construction detours for active school commutes should be part of the planning process.

C. Leadership Transition (PTA)

Mr. Arnout Boelens (PABAC) updated the committee that he recently became the Safe Routes to School Chairperson and gave a presentation about himself and why working with these groups is so important to him and his family. He grew up in the Netherlands and rides his bicycle everywhere he goes within the city. Mr. Boelens stated he is motivated by his family to make a difference for future generations and some of his priorities as Chairperson is to adopt a Safe System Road Safety policy, organize a Green Transportation Forum for School Board candidates with re-appoint a PAUSD sustainability manager. Additionally, education and encouragement are important and happen through programs such as 8th Grade Getting to High School, Walk and Roll Day and creating a parent cycling education program. Infrastructure priorities include safe, cohesive within network, direct routes which are comfortable and attractive to use. Current projects priorities for him that fall under infrastructure include the Cubberley/Greendell project, grade separation, South Palo Alto Bikeways project, and Churchill Avenue Enhanced Bikeway project. Please direct comments, questions, and interest in participating in these projects by contacting him at ampboelens@gmail.com.

D. Bicycle and Pedestrian Education Update (City)

Mr. Palma provided an update on bicycle and pedestrian education efforts. Close to 99% of the education classes have been scheduled. Maria Abilock (Greendell teacher) will be leading and teaching the 5th grade bike safety refresher at twelve elementary schools. Ms. Mesterhazy is working to ensure headway is made this year with this program.

E. Engagement Update (City)

Sergeant Ben Becchetti (PAPD) gave a brief update on the Palo Alto Police Department's (PAPD) involvement with pedestrian and bicycle safety within the City. Last year's information was not available for comparison however, he provided January 2022 traffic and collision information from the new system. There were 19 traffic collisions with 7 that involved minor injuries. He believes none involved pedestrians or juveniles. The department is working on solving its short-staffed challenges and suggested people continue using 311 for non-emergency incidents they feel need to be reported and/or resolved. Additional information may be found on www.cityofpaloalto.org/files/assets/public/transportation/safe-routes-to-schools/safe-routes-to-school-links/what-to-do-if-youre-in-a-collision.pdf?t=57997.56. All emergency situations should call 911.

F. PAUSD Greendell/Palo Verde/Hoover CSTSC Review (PAUSD)

Eric Holm (PAUSD) provided an update on the temporary relocation of Palo Verde and Hoover schools to Greendell, stating since the last update the meetings have been held with both school communities, PABAC, School Districts, and there will be future meetings with the Nelson Drive and Montrose communities. Parking on the Hoover campus is not up to California Department of Education (CDE) standards, the vehicle traffic areas are too narrow at the drop off and pick up locations and on the side street, leading to the current bus area which has limited space for the buses to turn around. Pedestrian, bicycle, and vehicle traffic would be a serious concern during the construction phase of updating this location. Mr. Holm showed Option A6 as a draft of the proposed changes to Hoover, potentially creating a double stacked loading zone with an extended parking area with the entrance from E. Charleston on the Carlson Court side of the property. Coming from Carlson Court on E. Charleston, students could enter the Waverly bike path to reach the entrance to the school. With these updates to the Hoover property, it would provide the space needed to widen the Waverly Bike Path, which has been a long-time goal of the bike community. The parking area would have a gate installed preventing public vehicles from entering the Waverly Bike Path to cut through to E. Meadow. Option B5 depicts a similar plan on the Stevenson House side of the property. There is a meeting scheduled with the city engineers to discuss both options.

The construction impacts to Palo Verde would be the closed bike parking on Rorke Way, limited pedestrian entrance on Rorke Way, and a closed pedestrian entrance on Louis. In addition, the Bike, pedestrian and vehicular entrance to the school would be at the same location and there would be a loss of nearly 100% of parking spaces on campus. The city is looking at potentially freeing up some bus capacity to bus the students from Palo Verde to Greendell and has contracted Ms. Abilock (Greendell teacher) to run a 4th grade rodeo to show last year 3rd grade students the Safe Routes to School (SRTS) course they missed last year due to Covid, and she is already teaching the 5th grade SRTS refresher bike courses. There will be a walk and bike audit from Palo Verde to Greendell and rolling rodeos in the fall, after the construction on the E. Charleston and Louis intersection is completed.

There will be several improvements at the Louis and Montrose intersection to include bike lanes being installed, a new traffic signal, curb extensions at all four corners, high visibility crosswalks, and larger median refuge islands for bicyclists. Changes to Greendell include upper grade levels in new portable village, parking lot repaving, bike rack locations placed in a safer area, pedestrian and bike paths created for students entering Greendell for the lower and upper campuses and potential crosswalks added to Middlefield.

Mr. Boelens gave several comments about his concerns to the safety of the pedestrian and biking community with the intended changes to the current bike path routes to Hoover and Palo Verde.

Ms. Star-Lack spoke about changes to Hoover that could potentially encourage more students and parents to utilize active transportation and adding additional crossing guards rather than relocating current crossing guards would better serve the pedestrian traffic, with the hope that PAUSD can find a way to assist PAPD in the funding for them. In addition, she would like to see a city engineer participate in the bike audit with Ms. Abilock, along with members of SRTS that would also like to be involved. Ms. Star-Lack expressed a concern with having the double stacked drop off location monitored when most single drop off locations are currently difficult to monitor.

Ms. Ellson expressed concern that the previously approved master plan for Hoover was the only plan that includes markers showing areas of potential conflict and believes the current alternative plans should also highlight pedestrian and bicycle conflict areas. The concept designs for Hoover seem to isolate the foot and bike traffic specific to Hoover when the foot traffic for JLS, Gunn, and Fairmeadow also use the Waverly Bike Path. Ms. Ellson read a statement from the PAUSD Facilities webpage regarding the Charleston-Arastradero-Corridor-Project as it pertains to the updates in front of Hoover and stated the portion on E. Charleston in front of Hoover has been completed and there is no more opportunity to change the project; she believes that should be acknowledged on the school district website. The city made a huge investment and engaged local PTA's, the community, and PAUSD in the changes for Hoover and if PAUSD is going to walk away from that commitment after a couple years, PAUSD should have to pay for those changes. Ms. Ellson questioned if PAUSD looked at any type of protection when they were involved in updating the Hoover campus; specifically which buses and/or vans would be utilizing the JLS/Hoover driveway that runs parallel to the Waverly Bike Path; and how important it is to stagger bell times to reduce traffic congestion. In conclusion, Ms. Ellson stated she agreed with all of Mr. Boelens comments and wants to understand how one staff monitor will cover the extensive double stacked drop off area.

Mr. Palma read a question by Ms. Kathy Durham requesting an explanation for what is proposed regarding the congestion from all the vans picking up Hoover students after school as well as any private vans doing drop offs in the morning.

Mr. Holm responded to questions by the TSRs, Ms. Star-Lack and Ms. Ellson which centered around the safety concerns with the changes to the drop off/pick up locations in the concept designs for Hoover and Palo Verde and the changes to pedestrian and bike paths. Mr. Holm stated he will have to research the congestion caused by the vans and circle back with a response to Ms. Durham's question.

Rob expressed a concern about speeding and sun glare at the Middlefield/Montrose intersection.

G. PAUSD Project Updates (PAUSD)

In response to Mr. Palma's question, Mr. Holm stated there have not been discussions regarding walking school busses or bike trains, and said it was a good point to bring up for further conversations with the PTA while also discussing car-pooling.

Mr. Palma thanked everyone for their participation and announced that the next meeting is scheduled for February 17, 2022 from 10 a.m. – 11:30 a.m.

Meeting adjourned at 11:37 a.m.