



**Palo Alto Pedestrian and
Bicycle Advisory Committee**

Tuesday, September 5, 2023 at 6:15 P.M.

Virtual Meeting

Join Meeting Via Zoom Online: <https://cityofpaloalto.zoom.us/j/85423333426>;

Dial-in: 669-900-6833 | Meeting ID: 854 2333 3426

1. CALL TO ORDER 6:15 PM
2. AGENDA CHANGES 6:16 PM
3. APPROVAL OF ACTION MINUTES: August 1, 2023 PABAC meeting minutes, attached 6:18 PM
4. PUBLIC COMMENTS 6:20 PM
Note: Written comments submitted by email to Transportation@CityofPaloAlto.org between 12:00pm on July 18, 2023, and 12:00pm on August 7, 2023 are attached with the agenda packet.
5. DISCUSSION ITEM
 - a. Palo Alto Collision Reports Update (*Lt. Ben Becchetti, PD*) 6:25 PM
See Attachment 1: June 2023 PA Collision Report
See Attachment 2: July 2023 PA Collision Report
 - b. PABAC new member recruitment strategy (*Chair Bruce Arthur*) 7:00 PM
6. STANDING ITEMS 7:15 PM
 - a. Grant Update – None.
 - b. CSTSC Update – See Attachment 3 for the May 18, 2023 CSTSC Meeting Minutes
For more CSTSC Meeting Agendas and Minutes, please visit:
<https://www.cityofpaloalto.org/Departments/Transportation/Safe-Routes-to-School/Partners-and-Program-History>
 - c. VTA BPAC Update (*R. Neff*)
 - d. Subcommittee Reports
 - i. Rail Grade Separation Subcommittee (*B. Arthur*)
 - ii. Bike Bridge Maintenance Subcommittee (*P. Ellson*)
 - iii. Repaving Subcommittee (*R. Neff*)
 - iv. Muni Code Subcommittee (*E. Nordman*)
 - v. Sight line and Safety Problem Reporting on Bike Routes (*E. Nordman*)
 - e. Announcements
 - f. Future Agenda Items
 - Muni code clean-up progress update (Committee report delivered: 2018; Last update from staff: 04/04/2023)
 - PAUSD Hoover school campus reconstruction update (Last review: 5/3/2022)
 - S. Palo Alto Bikeways project status/grant proposal (Last update: 02/07/2023)
 - Rail Grade Separations (Last update: 8/2/2022)
 - Municipal Code re: micromobility issues

- BPTP Update Implementation Status Item for the City website
- PABAC assistance reporting sight line/safety issues on bike/ped network (Requested by Staff: 10/6/22)
- Explore alternatives for bike/ped non-injury collision and near-miss reporting
- Bike parking code updates for converting existing business-owned auto parking spaces to bicycle parking
- Park Blvd to Portage Ave. (last discussion: 03/07/2023)
- How to get more information on collisions

7. ADJOURNMENT

7:30 PM

END OF AGENDA



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, August 1, 2023 at 6:15 P.M.

Meeting Minutes

Join Meeting Via Zoom Online: <https://cityofpaloalto.zoom.us/j/85423333426>;

Dial-in: 669-900-6833 | Meeting ID: 854 2333 3426

Members Present: Bruce Arthur (Chair), Eric Nordman (Vice Chair), Alan Wachtel, Art Liberman, Bill Courington, Bill Zaumen, Cedric de la Beaujardiere, Jane Rosten, Kathy Durham, Nicole Rodia, Paul Goldstein, Penny Ellson (late), Richard Swent, Robert Neff

Members Absent: Ken Joye, Steve Rock

Staff Present: Philip Kamhi, Sylvia Star-Lack, Ozzy Arce, Rose Mesterhazy

1. CALL TO ORDER 6:15 PM

Chair Arthur called the meeting to order, and Mr. Arce called roll.

2. AGENDA CHANGES 6:16 PM

Ms. Star-Lack requested Item 6e(i) be pulled from order and that Rose Mesterhazy make her announcement and that she then be released.

Chair Arthur announced that would be done before public comment.

Mr. Liberman proposed discussing scheduling an in-person meeting so a BPTP project topic could be discussed.

Chair Arthur declared that will be put in the agenda at the beginning of the Standing Items.

3. APPROVAL OF ACTION MINUTES 6:18 PM

- a. June 6, 2023 PABAC meeting: Part I: TDA 3 – Bicycle and Pedestrian Transportation Plan Update and Part II: Other

Vice Chair Nordman requested the minutes be corrected (Page 11, Line 13) to reflect E-bikes being prohibited on unpaved roads, not paved roads.

Chair Arthur requested a motion to accept the minutes.

Vice Chair Nordman moved to accept the minutes, seconded by Mr. Liberman.

1 Mr. Arce took a roll call vote. The motion passed 11-2 with Mr. Zaumen and Mr. Beaujardiere
2 abstaining as they had missed that meeting.

3
4 4. PUBLIC COMMENTS

6:20 PM

5 Note: Written comments submitted by email to Transportation@CityofPaloAlto.org
6 between 12:00pm on May 19, 2023, and 12:00pm on July 18, 2023 are attached
7 with the agenda packet.—*Note, none for this meeting.*

8
9 Mr. Holder appreciated the public comments in the *Daily Post* related to PABAC’s opinion
10 related to the decision to add bike lanes to El Camino in Palo Alto. He noted that apparently most
11 of the public may be against the decision. He stated that Mountain View and Los Alto support the
12 decision there.

13
14 Ms. Mesterhazy made public comment and thanked the Committee for being able to speak at the
15 beginning of the meeting. She announced that Bike Palo Alto has been brought back after a four-
16 year, pandemic-induced hiatus and that on Sunday, October 1 from 12 to 4 p.m., volunteers will
17 be at Fairmeadow Elementary School, and she invited the Committee to consider helping the
18 volunteers.

19
20 Ms. Ellson addressed the five-year crossing guard contract coming forward in August and asked if
21 advocacy is needed. She inquired if Council had a previous discussion as it was on the consent
22 calendar for a vote, which is to be a two-third majority vote.

23
24 Ms. Star-Lack commented that she has not heard that it will be controversial.

25
26 Mr. Kamhi expressed that he has not heard a concern of it getting pulled from consent, which
27 means it will pass on consent unless there are concerns.

28
29 5. DISCUSSION ITEMS

6:25 PM

- 30 a. Palo Alto Office of Transportation Update: FY24 Projects
31 (*Philip Kamhi, Director, OOT*) – See Attachment 1 for presentation

32
33 Ms. Mesterhazy declared that her public comments addressed what she wanted to share. She will
34 ensure that a link will be provided to the Committee related to volunteering on Sunday, October
35 1. She thanked the Committee for their ongoing service and participation. She hoped to see many
36 Committee members for the event.

37
38 Mr. Arce confirmed that he will email or chat Ms. Mesterhazy the email for PABAC if she wants
39 to follow up with an email.

40
41 Mr. Kamhi shared a PowerPoint and apologized for any spelling errors, etc., as it had been pulled
42 together quickly. He provided an overview of the OOT’s Work Plan for the coming year and
43 highlighted the mission and purpose of the OOT. He displayed the current organization chart as of
44 July 1, which is composed of four divisions that play a crucial role in enhancing the transportation
45 infrastructure in Palo Alto, which includes the Administrative Division, the Engineering and
46 Operations Division, the Parking and Transit Division, and the Planning and Safety Division,
47 which he outlined. There are currently 14 members and 3 vacancies which impact the ability to
48 execute projects and program initiatives effectively, and recruitment is out for the 3 positions. He

1 asked the Committee to make referrals if they know of anyone meeting the required prerequisites.
2 The positions include two Senior Transportation Planners, which are new, and the replacement of
3 an Associate Transportation Planner. He detailed what each position will focus on. He highlighted
4 a few ongoing projects and work areas in the OOT, which include 311 responses and tracking to
5 address transportation-related inquiries, management of the departmental budget, recruitment,
6 coordination of contracts and management of consultants, reviews and evaluations of
7 transportation impacts related to development projects, collaborations with regional agencies,
8 implementation of Safe Routes to School programming, managing and operation of the traffic
9 signal system, and operation of parking facilities and managed enforcement, etc. He provided a
10 brief status of each of the key projects they are working on for FY2024, which started in July.
11 They include the Bicycle and Pedestrian Plan Update, Car-free Steets, the Churchill Alma Safety
12 Project, the Churchill Avenue Enhanced Bikeways, the Crescent Park Traffic Calming Project,
13 the Embarcadero Road Improvements Project, Engineering and Traffic Speed Surveys, Grade
14 Separation, an intersection and safety analysis for Lincoln and Middlefield, the Micromobility
15 Launch, the Parking Action Plan, the Pedestrian and Bicycle Muni Code Update, the Quiet Zone
16 Study at Palo Alto Avenue, RRFB at University Avenue and Crescent Park, the Safe Streets for
17 All Action Plan, and the San Antonio Road/Charleston Road Intersection Improvement Project.

18
19 Chair Arthur asked what RRFB is the acronym for.

20
21 Ms. Star-Lack answered that RRFB is the acronym for rapid rectangular flashing beacon, and she
22 explained that they are different than the ones installed by Caltrans on El Camino Real.

23
24 Committee Member asked if they are different from HAWK and if they are the ones on the
25 ground.

26
27 Ms. Star-Lack clarified they are not HAWKS.

28
29 Mr. Kamhi explained they are typically seen at a crosswalk with warning lights and pedestrian
30 signage.

31
32 Chair Arthur asked where they exist.

33
34 Ms. Star-Lack responded that they exist at Arastradero/Clemono, El Camino Way/James, ,
35 Embarcadero/High, and on Newell at the Arts Center.

36
37 Mr. Arce provided a slide showing what RRFBs look like.

38
39 Mr. Neff voiced that the distinction is the RFBs are just a warning, which works well on streets
40 with one lane of traffic, but for multiple lanes of traffic, the HAWKS have a red light to stop
41 traffic.

42
43 Mr. Liberman asked for Transportation's views on the bike lanes on El Camino, if removing
44 parking and having protective bike lanes is being considered for the 2018 Grand Boulevard Plan,
45 and who within Transportation is interfacing with Caltrans on the issue.

46
47 Mr. Kamhi noted that OOT, Public Works, and Utilities often field questions related to El Camino
48 Real, so a lot of interfacing is happening with Caltrans. He explained that they intend to study the

1 bicycle and transportation network holistically through the BPTP and hopes to share community
2 feedback with Caltrans. There is not a formal request from Caltrans. ,
3 Regarding grade separation, Rail Committee recently recommended that Caltrain review the
4 viaduct option. He commented that part of the challenge in the grade separation project is
5 balancing tradeoffs. Regarding sustainability, he explained that sustainability is critical to all the
6 work they do, and he clarified that one of the positions they are hiring is to specifically work on
7 sustainability and Climate Action Plan projects.

8
9 Chair Arthur suggested sustainability be discussed more in the future.

10
11 Mr. Neff hopes Charleston and Arastradero at El Camino will be done. He noticed that the traffic
12 islands in the middle have disappeared to make room for the bike lanes, and he is looking forward
13 to the intersection being restriped and the bike lanes extended. He stated the RRFB on University
14 at Crescent Park should not take long to install once the go-ahead is received. He inquired how
15 effectively PTC and PABAC work with the OOT and how it is decided which Bicycle and
16 Pedestrian projects are discussed with PABAC and PTC. He asked when it will be easy to pay for
17 parking downtown, and he addressed parking for those visiting downtown for more than two
18 hours.

19
20 Mr. Kamhi declared that the RRFBs are in final design and may be done by the end of the year,
21 depending on the contractor's scheduling. Regarding PTC and PABAC working with OOT, the
22 PTC, by statute, has specific items that need to be heard and brought to the PTC. Typically, any
23 project requiring special technical or local bike knowledge comes to PABAC, which may or may
24 not go to PTC and depends on the type of project, and he provided an example. As for paying for
25 parking downtown, as of July 1, a daily permit can be purchased for \$8, and a lot of downtown
26 garages and lots sell permits, and they can be purchased at City Hall. They had been working on
27 an on-street paid parking to extend parking, but it is not currently viable. Part of the Parking
28 Action Work Plan involves getting a new parking permit vendor, and they are trying to find a
29 vendor that can create additional and more accessible permit types.

30
31 6. STANDING ITEMS

6:55 PM

32 a. Grant Update – Safe Streets for All (*Sylvia Star-Lack, OOT*)

33
34 Ms. Star-Lack expressed that the Federal Safe Streets for All Safety grant program can be viewed
35 on the USDOT Safe Streets for All website. The program offers \$1B in grants every year for five
36 years, one subsection for planning grants and the other for implementation. The implementation
37 grants can only be accessed when there is an eligible Safety Action Plan adopted by the
38 jurisdiction, so there will not be access to construction money until the planning work is done.
39 The City won a grant to develop a Safety Action Plan, and once done, Palo Alto will be eligible to
40 apply for implementation/construction money. Fehr & Peers will be working with the City to
41 develop a Safety Action Plan, which will analyze collision data for all modes, not just bike and
42 pedestrian modes, and will help identify high-injury networks and what needs to happen to make
43 the corridors and intersections safer, and she hopes to finalize the scope with them this week. She
44 noted there is a lot of synergy between this and the Bike Plan Update, so they will try to
45 consolidate the community outreach, so it is just one consultation series for the community.

46

1 Mr. Liberman stated he is not sure why community meetings will be consolidated because these
2 are different types of issues and certain neighborhoods need to be consulted. He asked if there
3 will be a map related to bicycle and pedestrian accidents available for PABAC's review.
4

5 Ms. Star-Lack explained that certain things have become standard with this kind of work, for
6 example an online survey or interactive map in which the community can voice issues at a certain
7 location, which lessens the number of surveys for the community to respond to. She does not
8 think having more surveys would produce the needed response. She thinks care needs to be taken
9 in going to the community too often with similar subjects. Regarding a map related to bicycle and
10 pedestrian accidents available for PABAC's review, the interactive map will allow people to
11 identify places needing improvement. The Safety Action Plan will include a map of the most
12 common collision locations.
13

14 b. CSTSC Update – CSTSC Meeting Agendas and Minutes:

15 [https://www.cityofpaloalto.org/Departments/Transportation/Safe-Routes-to-](https://www.cityofpaloalto.org/Departments/Transportation/Safe-Routes-to-School/Partners-and-Program-History)
16 [School/Partners-and-Program-History](https://www.cityofpaloalto.org/Departments/Transportation/Safe-Routes-to-School/Partners-and-Program-History)
17

18 c. VTA BPAC Update (*R. Neff*)
19

20 Mr. Neff stated they did not meet in July. They met in June and heard from the VTA Manager
21 regarding the state of VTA and their transit service. Every year they do an update on the transit
22 plan to see where there should be more or fewer busses. They have a new program to get more
23 real-time data regarding busses, for example if there is space for a bicycle or disabled seating on a
24 particular bus. He expects an update on the Crossroads database at the upcoming meeting, which
25 is the Santa Clara County version of data related to collisions of all types. The original promise
26 was to have better data at the county level than what had been provided with the state data, and he
27 is curious to see if the data from the Crossroads database will be better and more accessible to
28 people who do not work professionally in the county on transportation issues. He is looking
29 forward to the presentation.
30

31 Chair Arthur asked Mr. Liberman to address there being an in-person meeting to discuss BPTP
32 next month.
33

34 Mr. Liberman asked PABAC to support a motion for an in-person meeting to request
35 Transportation post an online spreadsheet that will identify the priority projects coming out of the
36 BPTP, along with the current status. He apologized for using the term BPTP because it seems to
37 be a Brown Act issue.
38

39 Ms. Star-Lack requested that the Committee not respond to the item so as to not commit a Brown
40 Act violation. She indicated that staff can make comments and provide one-way updates to
41 PABAC members about the plan, but there cannot be a discussion. She remarked that a document
42 will be provided for the upcoming BPTP, and she does not think it is worthy of a Brown Acted
43 meeting.
44

45 Mr. Liberman questioned when a Brown Acted meeting should be held for PABAC to be brought
46 up to speed on the BPTP.
47

1 Ms. Star-Lack replied that Mr. Arce will work with the consultant, and the consultant is coming
2 up with a community engagement plan that will outline when they will attend PABAC meetings,
3 which are the ones that have to be Brown Acted and in person, so it is under development. When
4 staff has the schedule, they will share it with the community.

5
6 Mr. Courington asked if the 2012 Bike and Pedestrian Plan, which has many great projects, is
7 considered null and void and if any of those projects will be considered.

8
9 Ms. Star-Lack stated she is uncomfortable discussing what the new plan will look like, and she
10 does not want to have the conversation now. She offered to have a conversation with Mr.
11 Courington through email.

12
13 Mr. Liberman voiced he does not understand the objection of freely discussing the issues and
14 having community discussion for their views. He stated that the approved Bike Plan from 2012 is
15 public knowledge that there is to be a scheduled update, which will consider the approved plan
16 and that it will be updated. He wants things to move faster.

17
18 Ms. Star-Lack explained that in a prior meeting upper management decided PABAC meetings
19 should be online to make sure staff has time to process all the priorities. She remarked that in-
20 person meetings require an increased amount of work for staff, so they are going to do in-person
21 meetings when needed for the Bike Plan.

22
23 Mr. Wachtel indicated there are significant restrictions on remote participation in Brown Acted
24 meetings, which is not a reason to minimize them as much as possible. He quoted Wittgenstein –
25 Whereof one cannot speak, thereof one must be silent.

26
27 d. Subcommittee Reports

28 i. Rail Grade Separation Subcommittee (*B. Arthur*)
29

30 Chair Arthur commented that at the last Rail Committee meeting they wanted to look at the
31 viaduct again. There has been feedback that people did not like the bike and pedestrian underpass
32 option, particularly at Charleston. The consultants doing the work have been fired, and now
33 Caltrain and their engineering consultants are being used, and they are happy to explore more
34 options. It does not appear as though it will be the underpass and that it will be more open. There
35 was also discussion of changes for Churchill and possibly making a viaduct bigger than the south
36 part of Palo Alto. They are somewhat reopening consideration for the viaduct, and the hybrid was
37 also discussed. Rail Committee members had discussed there not being much height difference
38 between the hybrid and the viaduct, and the viaduct having some distinct advantages. He invited
39 the Committee to watch the meeting. PABAC had provided the Rail Committee with feedback.
40 The work seems to be getting further away with each meeting, but he thinks it is on a better track.

41
42 ii. Bike Bridge Maintenance Subcommittee (*P. Ellson*)
43

44 Ms. Ellson reported she had sent to her colleagues the update from Megha Bansal that she
45 received in response to her inquiry. She inquired if the Committee had received and reviewed it.
46 She wants to ensure all the Committee's questions are answered, and she requested the
47 Committee provide her direction related to next steps.
48

1 Chair Arthur thanked Ms. Ellson and expressed that the summary is well written and efficient.

2
3 Mr. Beaujardiere asked if a decision was made for the detour route for the Wilkie Way bridge.

4
5 Ms. Ellson answered that the detour route for the Wilkie Way bridge is being sorted out with
6 Caltrans, but it will be on El Camino, and it must be in a public right of way. The City will work
7 with Caltrans on how that will be done.

8
9 Chair Arthur added that there is now a HAWK light at Monroe and El Camino, so it is a good
10 place to detour cyclists.

11
12 Mr. Liberman voiced that there were concerns at the meeting about the screws holding the
13 fiberglass strips down, which is why he thinks they will be continued in place for another six
14 months or so, to ensure there will not be a problem with bicycle tires.

15
16 Ms. Ellson acknowledged that is correct.

17
18 iii. Repaving Subcommittee (*R. Neff*)

19
20 Mr. Neff announced there is no report.

21
22 iv. Muni Code Subcommittee (*E. Nordman*)

23
24 Vice Chair Nordman declared there is nothing new.

25
26 v. Sight line and Safety Problem Reporting on Bike Routes (*E. Nordman*)

27
28 Vice Chair Nordman expressed there is nothing new.

29
30 e. Announcements

31 i. Bike Palo Alto event, tentatively scheduled for Sunday, Oct. 1, 2023
32 (*Rose Mesterhazy, OOT*)

33 ii. Follow-up materials from Lt. Ben Becchetti, Police Department
34 re: City of Palo Alto Collision Reports
35 See Attachment 2—Corrected Collision Report for May 2023
36 See Attachment 3—Blank Collision Report form
37 See Attachment 4—Traffic Reporting Manuals

38
39 Mr. Arce noted that updated materials have been received from Lieutenant Becchetti, including a
40 corrected May 2023 Collision Report and a Blank Collision Report, plus some background on
41 how the reporting is done. Mr. Arce mentioned he asked Lt. Becchetti if he could visit PABAC
42 during their September 5 meeting, which he agreed to. He will most likely share June 2023 and
43 July 2023 Collision Reports as part of September's agenda.

44
45 Ms. Rosten announced that Silicon Valley Bike Coalition has a Bike Summit scheduled for
46 August 24, 2023, and the information is on their website. She questioned if it is okay that she
47 shared that information at this meeting.

48

1 Ms. Star-Lack thought it was fine to share that information. She announced that Rose Mesterhazy
2 and Maria Abilock have been nominated on the slate for Bike Professional of the Year.

3
4 Ms. Ellson pointed out that David Stillman is also on the list, an engineer who worked for Palo
5 Alto on Complete Streets and is now the Chief Transportation Official for Cupertino.

6
7 Mr. Neff added that Cherie Walkowiak is also on the list, who worked for the Safe Routes to
8 School team in Palo Alto and is now working in Cupertino on Safe Routes to School.

9
10 f. Future Agenda Items

- 11 ➤ Muni code clean-up progress update (Committee report delivered: 2018; Last
12 update from staff: 04/04/2023)
- 13 ➤ PAUSD Hoover school campus reconstruction update (Last review: 5/3/2022)
- 14 ➤ S. Palo Alto Bikeways project status/grant proposal (Last update: 02/07/2023)
- 15 ➤ Rail Grade Separations (Last update: 8/2/2022)
- 16 ➤ Municipal Code re: micromobility issues
- 17 ➤ BPTP Update Implementation Status Item for the City website
- 18 ➤ PABAC assistance reporting sight line/safety issues on bike/ped network
19 (Requested by Staff: 10/6/22)
- 20 ➤ Explore alternatives for bike/ped non-injury collision and near-miss reporting
- 21 ➤ Bike parking code updates for converting existing business-owned auto
22 parking spaces to bicycle parking
- 23 ➤ Park Blvd to Portage Ave. (last discussion: 03/07/2023)
- 24 ➤ How to get more information on collisions

25
26 7. ADJOURNMENT

7:30 PM

27
28
29
30 **END OF AGENDA**
31
32
33

PABAC September 5, 2023 Meeting

Attachment 1: June 2023 Collision Report for PABAC

	Caused By Juve?	Primary Collision Factor		Occurred On	At Intersection	Collision Type 555 Desc	Vehicle Involved With Desc	Vehicle Involved with Description	Number Injured 555
1	F	cvc 22106	Unsafe backing	301 ALMA ST	HIGH ST	Side swipe	Parked motor vehicle		0
2	F	CVC 22107	Unsafe lane changes	400 BLK PAGE MILL RD		Head-on	Fixed object	SIGN POST	0
3	F	CVC 22106	Unsafe backing	180 EL CAMINO REAL		Other	Parked motor vehicle		0
4	F	23152 (a) CVC	DUI	300 BLK EL CARMELO AVE		Side swipe	Parked motor vehicle		0
5	F	21703 VC	Following to closely	180 HAMILTON AVE		Rear end	Other motor vehicle		1
6	F	CVC 23152	DUI	400 BLOCK UNIVERSITY AVE		Rear end	Other motor vehicle		0
7	F	22350 VC	Speeding	3100 BLOCK OF EL CAMINO REAL	APPX 50 FEET SOUTH OF ACACIA AVE	Rear end	Other motor vehicle		1
8	F	VC22350	Speeding	ALMA ST. (900 BLOCK)		Side swipe	Parked motor vehicle		0
9	F	21804(a) VC	Yield to traffic on highway	300 BLOCK OF HIGH ST		Broadside	Other motor vehicle		0
10	F	CVC 21954(A)	Peds yield to traffic	700 BLOCK ALMA STREET	HOMER AVENUE	Head-on	Pedestrian		1
11	F	21658(a) CVC	Stay in lane	2000 BLOCK OF ALMA ST	SANTA RITA AVENUE	Hit object	Fixed object	STREET SIGN,TREE,FENCE	1
12	F	VC 22106	Unsafe backing	UNIVERSITY AVE (500 BLK)		Side swipe	Other motor vehicle		0
13	F	Other Than Driver		1700 BLOCK OF EL CAMINO REAL	PARK AVENUE	Side swipe	Fixed object	TWO TREES	0
14	F	VC 22350	Speeding	ALMA ST (600BLK)		Rear end	Other motor vehicle		1
15	F	21703 CVC	Following to closely	3800 BLOCK OF MIDDLEFIELD RD	EAST CHARLESTON RD	Rear end	Other motor vehicle		1
16	F	21453 cvc	Stop at red light	EL CAMINO REAL	MEDICAL FOUNDATION WAY	Broadside	Other motor vehicle		1
17	F	21801 CVC	Yield when turning left	1500 BLOCK OF PAGE MILL RD	HANOVER STREET	Broadside	Other motor vehicle		1
18	F	21658 CVC	Stay in lane	400 BLOCK OF UNIVERSITY AVE		Side swipe	Other motor vehicle		0
19	F	cvc 21801(a)	Yield when turning left	EMBARCADERO RD	GREER RD	Broadside	Other motor vehicle		0
20	F	Unknown		ALMA STREET (3600 BLOCK)		Side swipe	Other motor vehicle		0
21	F	22350 CVC	Speeding	OREGON EXPRESSWAY	ALMA ST	Rear end	Other motor vehicle		
22	F	CVC 22350	Speeding	700 BLOCK OF EMBARCADERO RD		Rear end	Bicycle		1
23	F			840 EMERSON ST		Side swipe	Parked motor vehicle		0
24	F	21703	Following to closely	100 BLOCK OREGON EXPRESSWAY	ALMA STREET	Rear end	Other motor vehicle		1
25	F	CVC 21804(a)	Yield to traffic on highway	MIDDLEFIELD ROAD	SEALE AVENUE	Broadside	Other motor vehicle		2
26	F	22350 VC	Speeding	.100 EMBARCADERO RD		Rear end	Other motor vehicle		0
27	F			UNIVERSITY AVE		Other	Non-collision		1
28	F	VC 22107	Unsafe lane changes	EMBARCADERO RD		Side swipe	Other motor vehicle		0
29	F	CVC 22350	Speeding	PAGE MILL RD		Hit object	Fixed object	ROAD	2
30	F	22350	Speeding	EMERSON ST		Head-on	Other motor vehicle		0
31	F	21950 VC	Yield to pedestrians	180 EL CAMINO REAL	PLUM LANE	Broadside	Pedestrian		1
32	F	22107	Unsafe lane changes	UNIVERSITY AVE	EMERSON STREET	Broadside	Bicycle		1
33	F			UNIVERSITY AVE	BRYANT STREET	Rear end	Bicycle		1
34	F	21453(A) VC	Stop at red light	E MEADOW DR (500 BLK)	COWPER ST (3500 BLK)	Broadside	Bicycle		0
35	F	22107 VC	Unsafe lane changes	725 WELCH RD		Side swipe	Other motor vehicle		0
36	F	21802(A) VC	Stop at stop sign	ALMA STREET (1100 BLOCK)	LINCOLN AVENUE	Broadside	Other motor vehicle		2
37	F	21755(a)	Driving off road, passing on right	PETER COUTTS ROAD	PAGE MILL ROAD	Broadside	Other motor vehicle		1
38	F	23152(a)	DUI	EL CAMINO REAL (SR-82)		Hit object	Fixed object	TRAFFIC SIGNAL CONTROL BOX	1
39	F			900 BLK EMBARCADEO RD.		Side swipe	Other motor vehicle		0
40	F			200 BLOCK UNIVERSITY AVE	500 BLOCK RAMONA STREET	Side swipe	Parked motor vehicle		0
41	F	21703 VC	Following to closely	800 BLOCK EAST CHARLESTON ROAD		Rear end	Other motor vehicle		0
42	F	21658	Stay in lane	HAMILTON AVE	EMERSON ST	Side swipe	Parked motor vehicle		
43	F	22450(A) VC	Stop at RR crossing	GREER RD		Head-on	Bicycle		1
44	F	CVC 21801(a)	Yield when turning left	EL CAMINO REAL	BARRON AVENUE	Broadside	Other motor vehicle		2
45	F	22106	Unsafe backing	539 EMERSON ST		Broadside	Parked motor vehicle		0
46	F	VC 21663	Don't drive on sidewalk	E BAYSHORE ROAD (2200 BLOCK)		Vehicle-Pedestrian	Pedestrian		1
47	F			.00 PALM DRRIVE		Broadside	Other motor vehicle		0
48	F			EL CAMINO REAL	MEDICAL FOUNDATION WAY	Broadside	Other motor vehicle		2
49	F	22107 cvc	Unsafe lane changes	500 BLK ARASTRADERO RD		Side swipe	Other motor vehicle		0

Attachment 2: July 2023 Collision Report for PABAC

	Caused By Juve?	Primary Collision Factor		Occurred On	At Intersection	Collision Type 555 Desc	Vehicle Involved With Desc	Vehicle Involved with Description	Number Injured 555
1	F	23152(b) CVC	DUI	EL CAMINO REAL	QUARRY RD	Rear end	Other motor vehicle		0
2	F			708 COLORADO AVE		Broadside	Other motor vehicle		0
3	F	21658	Stay in lane	SAN ANTONIO ROAD		Rear end	Parked motor vehicle		0
4	F	cvc 22106	Unsafe backing	5065 SKYLINE BLVD		Hit object	Fixed object	MAIL BOX	0
5	F	Driver Error		500 PASTEUR DR	VISITORS GARAGE	Hit object	Parked motor vehicle		0
6	F	22106	Unsafe backing	PARKING LOT (774 EMERSON ST)		Side swipe	Parked motor vehicle		0
7	F	CVC 22107	Unsafe lane changes	800 BLOCK OF EMBARCADERO RD		Side swipe	Other motor vehicle		0
8	F			400 BLK PAGE MILL RD		Side swipe	Other motor vehicle		0
9	F	22350 VC	Speeding	PAGE MILL ROAD		Rear end	Other motor vehicle		1
10	F	CVC 23152(a)	DUI	EMERSON STREET (300 BLK)		Side swipe	Parked motor vehicle		1
11	F	cvc 22106	Unsafe backing	391 CAMBRIDGE AVE		Side swipe	Parked motor vehicle		0
12	F	22106 CVC	Unsafe backing	IN PARKING LOT OF 720 SAN ANTONIO RD		Side swipe	Other motor vehicle		0
13	F	21453(A) VC	Stop at red light	EL CAMINO REAL	QUARRY ROAD	Broadside	Other motor vehicle		1
14	F			LONDON PLANE WY	SAND HILL RD	Rear end	Other motor vehicle		0
15	F	CVC 21802(a)	Stop at stop sign	HALE ST	UNIVERSITY AVE	Broadside	Other motor vehicle		0
16	F	CVC 21801(a)	Yield when turning left	SEALE AVE	MIDDLEFIELD RD	Broadside	Other motor vehicle		1
17	F	23152(A) VC	DUI	EMBARCADERO RD (200 BLK)		Hit object	Fixed object	MEDIAN AND ISLAND	1
18	F	22350 VC	Speeding	ALMA ST	E CHARLESTON RD	Rear end	Other motor vehicle		0
19	F	CVC 22106	Unsafe backing	2400 BLK ASH STREET		Rear end	Parked motor vehicle		0
20	F	VC 23152(a)	DUI	434 LYTTON AVENUE	FLORENCE ST	Rear end	Parked motor vehicle		0
21	F	22107	Unsafe lane changes	LOUIS RD		Rear end	Parked motor vehicle		1
22	T	22350 VC	Speeding	E MEADOW DR	ALMA ST	Hit object	Fixed object	TRAFFIC LIGHT POLE	2
23	F	cvc 22106	Unsafe backing	2452 WATSON CT		Broadside	Other motor vehicle		0
24	F			213 QUARRY RD		Rear end	Parked motor vehicle		0
25	F	22107 CVC	Unsafe lane changes	CHANNING AVE	RAMONA ST	Side swipe	Other motor vehicle		0
26	F	21802(a)	Stop at stop sign	SEALE AVE	NEWELL ROAD	Broadside	Other motor vehicle		1
27	F	CVC 23152(a)	DUI	SAN ANTONIO RD		Side swipe	Other motor vehicle		0
28	F	cvc 21453	Stop at red light	HAMILTON AVENUE	WEBSTER STREET	Broadside	Other motor vehicle		0
29	F	22107 CVC	Unsafe lane changes	900 BLK BRYANT ST	ADDISON AVE	Hit object	Fixed object	HIT LIGHT POLE	1
30	F	21453(a) CVC	Stop at red light	MIDDLEFIELD RD	LYTTON AVE	Broadside	Bicycle		0
31	F	22350 cvc	Speeding	3300 PAGE MILL RD		Other	Bicycle		1
32	F	22350 VC	Speeding	FOOTHILL EXPRESSWAY		Rear end	Other motor vehicle		1
33	F	21802(a)	Stop at stop sign	CHANNING AVE		Broadside	Other motor vehicle		0
34	F	CVC 21950(A)	Yield to pedestrians	OREGON EXPRESSWAY	BRYANT STREET	Vehicle-Pedestrian	Pedestrian		1
35	F	CVC 22107	Unsafe lane changes	EL CAMINO REAL		Hit object	Fixed object	TREE AND STREETLIGHT	0
36	F	22107 cvc	Unsafe lane changes	600 BLOCK OF SAN ANTONIO RD	MIDDLEFIELD ROAD	Side swipe	Other motor vehicle		0
37	F	22350	Speeding	EAST CHARLESTON ROAD	SUTHERLAND DRIVE	Broadside	Bicycle		1
38	F			ALMA ST	CHARLESTON RD	Side swipe	Other motor vehicle		0
39	F	23152	DUI	3900 AND 4000 BLK OF PARK BLVD		Rear end	Other motor vehicle		0
40	F	22106 VC	Unsafe backing	KIPLING ST (200 BLK)		Broadside	Parked motor vehicle		0
41	F	22350 CVC	Speeding	.800 OREGON EXPR		Rear end	Motor vehicle on other roadway		0
42	F	21801(a)	Yield when turning left	SAINT FRANCIS DR	EMBARCADERO RD	Broadside	Bicycle		1
43	F	cvc 22450	Stop at stop sign, RR crossing	MIDDLEFIELD ROAD	700 BLOCK FOREST AVENUE	Broadside	Other motor vehicle		1
44	F			455 E CHARLESTON RD		Head-on	Parked motor vehicle		0
45	F	CVC 21950(B)	Yield to pedestrians	MIDDLEFIELD RD	MELVILLE AVE	Broadside	Pedestrian		1
46	F	22350	Speeding	.4100 PAGE MILL RD		Hit object	Fixed object	TREE	0
47	F			UNIVERSITY AVENUE	BRYANT STREET	Broadside	Other motor vehicle		3
48	F	21804(a)	Yield to traffic on highway	700 BLOCK MIDDLEFIELD ROAD	FOREST AVENUE	Broadside	Other motor vehicle		4
49	F	CVC 22350	Speeding	UNIVERSITY AVE		Rear end	Other motor vehicle		1
50	F	CVC 21658(a)	Stay in lane	737 COLORADO AVE		Side swipe	Parked motor vehicle		1
51	F	22350	Speeding	800 BLOCK OF EMBARCADERO RD		Rear end	Motor vehicle on other roadway		3

**CITY/SCHOOL TRANSPORTATION SAFETY COMMITTEE
Minutes**

Thursday, May 18, 2023

10:00 a.m.

Zoom Virtual Meeting from Palo Alto, California

Present: Ben Becchetti (PAPD staff), Ripon Bhatia (staff), Arnout Boelens, Juan Caviglia, Rachel Croft, Rudy Esquivias (PAUSD staff), Audrey Gold, Joslyn Leve, Rose Mesterhazy (staff), Jose Palma (staff), Rachael Ranizzo, Stephanie Seal, Amy Sheward

Guests: Deborah Goldeen, Jared Sanchez, Shree Sandilya

Rose called the meeting to order at 10:00 a.m.

A. Welcome/Introductions/Recognitions/Oral Communications

This was the final City/School Transportation Safety Committee (CSTSC) meeting this school year. Rose mentioned that today she served pancakes, fruit and coffee for bicyclists on Bike to Work Day. At least 255 bicyclists passed by. Rose commended Audrey and Maria for their Gunn Pedaling for Paws idea that parents eagerly supported. On Saturday, stop at Mitchell Park Library's family-friendly Bike Everywhere energizer station. Bike Palo Alto Maps were available online. [\[LINK\]](#)

Rose remarked that Arnout (CSTSC PTAC Liaison) was moving to the Netherlands and wished him the best. Arnout and Nicole, his wife, served as the voice of the Safe Routes to School (SRTS) parent leadership. Whether conducting data analysis, promoting key policies or advocating, their cheerful dispositions motivated, inspired and reminded us why this work was important. Arnout stated he will miss this wonderful community, and it was a pleasure working with everyone. Rachel commented that losing Arnout was Palo Alto's great loss and another community's great gain. Rachel hopes we can find someone with his same passion. Rachel and Jose thanked Arnout for everything he has done. Ripon said Arnout was a good asset for the City of Palo Alto and thanked him for his contributions. Arnout will be in Bloemendaal.

B. Administrative

1. PTAC Leadership Transition
2. TSR Recruitment

PTAC SRTS needs new leadership. Arnout stated that they wanted to know whether parents would continue next year as TSRs. If there will be no TSR at your school next year, please help to look for a replacement because TSRs know which parents are passionate and walking or cycling every day. In the U.S. overall, 2% or 3% of kids walk and bike, it is exceptional that Palo Alto has over 50% of kids walking and biking to school. That was only possible because of this great partnership and parents' advocacy.

Rose remarked that leadership or co-leadership was needed for the TSR PTAC Liaison role. She hoped two parents would co-lead as in the past. If TSRs are interested, contact Keri Wagner. Not having a leadership and liaison role would dramatically lessen CSTSC's impact. The role was flexible to accommodate full-time working parents. See the links to review the TSR description [\[LINK\]](#) and training orientation [\[LINK\]](#).

Arnout invited discussion about meeting time and duration, as well as reasons for preferring in-person or virtual. Juan preferred to bike everywhere, so remote meetings were more convenient because he does not need to add commute time, but he could adjust to meet in-person. This was Juan's first year as a TSR and he noticed the restoration of some pre-pandemic traditions, so he

wanted to consider restoring anything else canceled during the pandemic.

Audrey suggested having a couple in-person meetings but most of them on Zoom. She thought advocacy was one of the most important things the PTA should do because it was something City staff could not do. Advocacy includes talking to City Council and Palo Alto Unified School District (PAUSD) administration about taking cyclists and pedestrians into consideration when proposing changes. If we build on our different interests and strengths, we make a strong team together.

Arnout stated he was always happy to answer any questions to help with the transition. He agreed with Audrey that advocacy was important. You can invite 200 people to a City Council meeting but only 10 will attend. Voicing your perspective to City Council was the only way to change things.

Juan noticed there was a lot of rotation in residents moving to and from Palo Alto. The message needs to be communicated to parents to pay it forward and contribute to the long-term value by improving the city.

Rachel had trouble getting enough volunteers at Escondido this year. It was more difficult for people to commit when more was required of them. She supported keeping all meetings on Zoom to make it easier to attend and maybe have optional in-person periodically. She recommended finding someone who was passionate about biking for the leadership role.

Stephanie commented via chat that it was helpful to schedule in-person meetings a few months in advance or at the outset of the schoolyear.

Rose remarked that El Carmelo had many parents here temporarily from various places. The prestige of the leadership role was a big draw. PAUSD was one of the school districts in the country with the highest percentage of kids walking and biking. The things you could learn in a short amount of time as well as the difference you could make in sustaining the program are significant. If a one-year gap in leadership occurs, it sends a message about parents' priorities. This was an opportunity for parents to help keep this program from slowly losing people. Zoom was convenient and helpful in enabling busy working parents to participate.

To Juan's point, Arnout remarked that the people who put in a lot of work before us were the reason we can walk and cycle so much in Palo Alto. It was important to pay it forward. Infrastructure projects could take 20 years, but improvements only happen because people advocated for them.

Rose spoke about cultivating youth leadership. In 2017, a four-way partnership involving youth was discussed superficially. Since the pandemic, bike clubs have grown at Gunn and Paly. Middle schools have a sustainability program at Fletcher and some JLS students volunteer at the Bike Exchange. Middle school parents' support was needed to cultivate meaningful youth involvement in this partnership to help grow youth leadership. City staff are understaffed and under-resourced to provide educational support, encourage compliance and increase safety along school routes. Rose was not sure what would happen if we do not have leadership in the fall. Decreasing CSTSC meetings to bimonthly might be considered. Even if it was only for a year, please consider supporting the leadership role.

C. Engineering/Planning

1. City Engineering: Quiet Zone Study Presentation
2. PAUSD Engineering
 - a. Hoover Walk & Roll Maps
 - b. JLS Construction Circulation Changes
 - c. Bike Rack Purchasing and Placement

Ripon (Senior Engineer, Office of Transportation) delivered a presentation on the quiet zone

study. Federal regulations require trains to blow their horn to provide an advance notice of 20-30 seconds at 96-110 decibels prior to reaching at-grade crossings. Each locomotive continuously sounds their bells when the train is running through at-grade crossings.

Trains do not need to sound their horn in quiet zones. Quiet zone crossings require upgrades to be safer without horns than they are in their current state with horns as well as meet minimum requirements established by the California Public Utilities Commission (CPUC) and Federal Railroad Administration (FRA). A crossing's Quiet Zone Risk Index (QZRI) is determined by evaluating it against FRA standards and comparing it against the national average. Most crossings do not meet QZRI thresholds and require additional Supplementary Safety Measures (SSM) to lower the risk to an acceptable level.

The quiet zone study was a joint project with the City of Menlo Park, which included four crossings in Menlo Park and one crossing in Palo Alto. The first stage required agency coordination, development of the concept plan, and public outreach. A community meeting was held in March. Meetings were also held with PTC and PABAC. Ripon was seeking CSTSC's feedback before the report was finalized and recommendations made to City Council. On May 23, the Rail Committee will meet to discuss recommendations to City Council for concept plan approval. After City Council approves the concept plan, the next steps were design improvements as well as CPUC and Caltrans permits for alteration of the existing at-grade crossing. Work within or close to Caltrans' right-of-way requires permitting in accordance with FRA requirements. Then, the design would be finalized, funding procured, and construction would begin. Once construction was completed, a formal application to FRA is required for quiet zone certification and implementation. After a grace period, trains stop sounding their horns at the railroad crossing.

In partnership with the City of Menlo Park, a consultant (Kimley-Horn & Associates) was hired for agency coordination. Caltrain and Union Pacific Railroad saw the concept earlier this year because they have operating rights on this railroad corridor.

The conceptual designs have been prepared. For the Palo Alto Avenue crossing, the adjacent intersections were far enough to warrant median island improvements. These safety improvements would prevent vehicles from jumping over the curb to go into the opposite direction. The existing curb needed to be raised to an 8-inch curb and existing median islands elongated on both sides to meet the minimum safety requirements to qualify for a quiet zone. The left-turn pocket for the bike lane would be reduced by about 12 to 15 feet but there should be adequate space to make a left turn onto Palo Alto Avenue. Roadway signage and refreshed striping would be added at all crossings to comply with current MUTCD standards.

Palo Alto had four at-grade crossings. Soon after completing the first phase of the Palo Alto Avenue project, a study will initiate on the Meadow, Charleston and Churchill Avenue crossings. Those three crossings were more complex because of nearby signalized and full intersections, so the extent of improvements was expected to be much more than that of Palo Alto Avenue. If City Council gives their approval this summer, the design process would start in the fall.

Arnout wondered whether the project scope could include implementing safety improvements for bicyclists crossing the slip lane to cross El Camino where vehicles drive fast. Ripon replied that this project was widely requested from the community, and he wanted to move forward expeditiously. The project scope does not include other improvements because it was only for quiet zone implementation. If the City had funding and desire, other improvements could be considered separately or as part of this project.

Jose asked if some of the median space could accommodate bikes turning left. Ripon thought there would be a pocket of 25 to 30 feet to allow bikes to make a left turn. That was the best strategy to meet FRA requirements for a median island minimum width of 6 feet.

Shree wondered if a train not blowing their horn through intersections made it more dangerous for vehicles. Ripon explained that quiet zones do not prevent an operator from blowing the horn if

a rail engineer saw a safety hazard at the crossing or someone in close proximity. Only in routine conditions would they not blow their horn.

Rose pointed out that a train would not blow their horn if it were too dark for them to see something blocking the tracks. Ripon stated that a pedestrian would be aware because the train would still use bells. Rail pedestrian gates prevent pedestrians from crossing.

Arnout commented that trains in Europe do not commonly sound their horn at intersections and it was a safe method. Ripon remarked that before the train comes in, no directional traffic could enter because the crossing gates and pedestrian gates were down. The QZRI was calculated based on compliance data and collision history. The score was low enough to require only minimal improvements of median islands. Several cities in the Bay Area have established quiet zones, including San Jose, Atherton and Pleasanton.

Jose announced that the updated Hoover/Palo Verde Walk & Roll Map would be posted on the website as soon as possible. He asked families to remind friends and neighbors to familiarize themselves with Walk & Roll Maps. Parents should practice routes with their children this summer.

He also encouraged use of PAUSD's "Let's Talk!" for questions or comments about JLS Construction circulation changes. Jose said that the minutes would be updated with additional contact information.

Fairmeadow parents commented to Rachael about increased traffic on East Meadow. She thought some of it was due to JLS construction. She requested JLS construction updates be included in the Fairmeadow newsletter. Any question about construction updates should be done through "Let's Talk!" to report issues on PAUSD campuses.

Rachael heard anecdotally about parents parking in the bike lane, making U-turns in the middle of East Meadow, and dropping off kids on Waverly so they can walk to JLS. Rose advised calling PAPD non-emergency or filing a 311 when observing those behaviors.

Arnout noted that California Avenue had yellow poles in the middle of the road to prevent U-turns and Skyline had them at the parking lot. Every TSR had complaints about parents making illegal U-turns. Arnout suggested having something block the median at school sites as a great permanent solution to this behavior. He also suggested protecting bike lanes to prevent parents from parking.

Rose commended Rachael for her SRTS bulletin board and Walk & Roll pathway at Fairmeadow. Rachael was excited that the BikeMobile was coming next week after rescheduling twice because of bad weather.

Eric notified Jose that Peak bike racks were ordered and would be installed this summer. Audrey suggested removing old bike racks to make space for new racks. Some old racks accommodated locking only two bikes. She hoped to be involved in deciding where the new racks would be installed.

Rose stated that 450 Peak bike racks would be spread across the elementary sites, which equated to 40 racks per site. Juan commented that the ideal placement of the bike racks would involve extra work. Audrey recommended that Juan meet with the principal as soon as possible and ask Eric if he could be at that meeting. Jose requested Juan to cc Safe Routes when contacting the principal. Rose suggested sending a notice to TSRs for them to ask Eric if he had availability to respond to any site-specific concerns.

D. Encouragement

1. Walk and Roll Week School Equity Considerations

2. AB 73 Stop-As-Yield Proposed Legislation Presentation

Rose said that El Carmelo had a good Walk and Roll Parade and some East Palo Alto families attended. Meetup points provided driver participation. VTP students received the same handouts and goodies.

Arnout stated that AB 73 would make it legal for bicyclists over the age of 18 to treat stop signs as yields. A similar law was on Governor Newsom's desk last year, but it included all ages and there was concern about children's safety. With cycling, you have to keep rolling to stay in balance. Bicyclists roll through stop signs to stay upright. Please support this law because it motivates people to ride. Stopping for a stop sign takes a lot of energy. The advantage was getting out of the intersection quicker, which meant less risk of being involved in a crash. Please click on the link to sign the petition. [\[LINK\]](#)

CalBike was running a campaign for California to divest from car infrastructure and invest in transit, cycling, walking and biking. Visit their website for more information. [\[LINK\]](#)

The Governor might sign the bill as early as September or October. Rose opined it would be more difficult to teach students to stop at stop signs when they see adults rolling through, but there were other restrictions for those under the age of 18, such as helmet use.

Shree asked if it would be legal for a biking family to roll together through the intersection or if the child was required to stop. Rose asked Arnout to forward questions to the California Bicycle Coalition for their feedback.

E. Engagement

1. Collision Report

Ben (PAPD) reported there were 42 collisions in April, 10 involved bicyclists and 4 of those 10 involved juveniles. It was preferable to report collisions by speaking with an officer, but people can report online. He thought a good topic for him to present in the future was the process a report goes through at the police department. Staffing was increasing. There were discussions about adding some traffic officers but there was nothing to report yet.

Rose recommended using 311 website to report obstructions or barriers that might impede safe school commutes. You can also report non-emergency issues to PAPD when they occur, such as people parking in the bike lane, by calling (650) 329-2413. Use "Let's Talk!" to report issues on PAUSD campuses.-

On behalf of the City of Palo Alto and the SRTS program, Rose thanked everyone for making a big difference this year in their school communities.

Shree asked via chat if there were month-to-month collision trends. If those figures were increasing, reducing danger should be prioritized. Ben replied there were 35 to 40 collisions on average. He opined having 10 collisions in April involving a bike was high but not a big enough increase to warrant making any drastic changes.

The meeting adjourned at 11:30 a.m.



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: [Transportation](#)
To: [Arce, Ozzy](#); [Star-Lack, Sylvia](#)
Subject: FW: BPTP update
Date: Thursday, August 3, 2023 9:05:48 AM

Andria Sumpter
Administrative Assistant
Office of Transportation
(650) 329-2552 | andria.sumpter@cityofpaloalto.org
www.cityofpaloalto.org

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

From: Ken Joye <kmjoye@gmail.com>
Sent: Wednesday, August 2, 2023 12:45 PM
To: Transportation <Transportation@CityofPaloAlto.org>
Subject: BPTP update

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

The following was sent to an SVBC distribution list by a community member:

> On Aug 2, 2023, at 12:41 PM, Elaine Uang wrote:
> I agree with Reid about Middlefield. I also see a ton of kids riding the sidewalks the wrong way on Middlefield and it would be nice if there was clearer more defined bike infrastructure to help them get to places they need to go: school, after school activities (skating, dance, martial arts, soccer), Midtown Shopping Center, Safeway, Piazza's/Rick's,
>
> Heck, adults should also be able to get to those places by bike on nice dedicated bike infrastructure. How about that for climate action?

From: [Transportation](#)
To: [Arce, Ozzy](#)
Cc: [Star-Lack, Sylvia](#)
Subject: FW: PBTP update
Date: Monday, July 24, 2023 11:55:43 AM

Forwarding along, please let me know if this needs to be entered as a 311 instead.

Thank you.

Andria Sumpter
Administrative Assistant
Office of Transportation
(650) 329-2552 | andria.sumpter@cityofpaloalto.org
www.cityofpaloalto.org

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

From: Sally <sm.h@comcast.net>
Sent: Sunday, July 23, 2023 12:50 PM
To: Transportation <Transportation@CityofPaloAlto.org>
Subject: PBTP update

[You don't often get email from sm.h@comcast.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

To whom it may concern:

I am a long time 74 year old Palo Alto resident. I ride my bike for exercise and for errands. I find the north Palo Alto bike link to Menlo Park insufficient. I ride along the bike path north by El Camino Park and when I arrive at Palo Alto Ave I must go right with no bike lane or I must cross Palo Alto Ave and ride against traffic to access the bike path over the bridge to join with Alma in Menlo Park. When I return I must do this in reverse. It makes me very nervous and is not safe.

I think these two paths should have better access to each other.

Thanks. Sally Hewlett

Sent from my iPhone

From: [Art Liberman](#)
To: [Kamhi, Philip](#)
Cc: [Star-Lack, Sylvia](#)
Subject: On-line documentation of status of new BPTP priority projects
Date: Wednesday, August 2, 2023 11:20:44 AM

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

Mr, Kamhi -

Thank you very much for your presentation at last evening's PABAC meeting.

I would like to mention an additional (or complementary) project, that may be included under the BPTP update rubric, but would require some ongoing effort by Transportation Staff and not by the consultant in the years following the adoption of the new BPTP. .

The project would have Transportation **post and keep current** an online document that would identify the priority projects in the new BPTP, along with their current status. This document could be in the form of a spreadsheet, like the one that Shrupath Patel constructed for the 2012 BPTP, following the request by last year's PABAC chair, Penny Ellson, The spreadsheet by Shrupath was provided as an attachment to one of the PABAC meetings last year, I think it was in April 2022. It is online, but it is not readily visible to the citizens of Palo Alto. The key point is that Transportation would keep this new document regarding the new BPTP current after the adoption of the new BPTP and ensure that it is visible and prominently displayed on the Transportation Bicycling and Walking webpage: <https://www.cityofpaloalto.org/Departments/Transportation/Bicycling-Walking>, alongside the link for the new BPTP. It would inform the public of the ongoing status of priority projects from the BPTP in the years following the adoption of the new BPTP.

Towards the end of last night's meeting I asked if we could schedule an in-person PABAC meeting that would give PABAC's support to Transportation doing this.

(The reason I requested an in-person meeting is that Sylvia Star-Lack wrote to me in an email that any discussion of the BPTP by PABAC members at a PABAC meeting was prevented by the Brown Act and that "upper management" had requested, for the time being, that PABAC hold remote meetings only). Sylvia Star-Lack responded last night during the discussion of this item that Transportation had agreed to provide an online document of priority projects from the new BPTP and to keeping it current , and an in-person meeting was not necessary. I am writing this note to document her statement.

Thank you
Art Liberman, PABAC member