



**Palo Alto Pedestrian and
Bicycle Advisory Committee**

Tuesday, November 7, 2023 at 6:15 P.M.

In-Person Brown Act Meeting

Location: Adobe Room at Mitchell Park Community Center
3700 Middlefield Road, Palo Alto, CA 94303

The Public May Join 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: 6:18 PM
 - a. September 5, 2023 and October 3, 2023 PABAC meetings
4. PUBLIC COMMENTS 6:20 PM

Note: Written comments submitted by email to Transportation@CityofPaloAlto.org between 12:00pm on September 18, 2023, and 12:00pm on October 17, 2023 are attached with the agenda packet.
5. STAFF UPDATES
 - a. Notice of election of 2024 PABAC Chair and Vice Chair at the January 2024 PABAC Meeting (*Ozzy Arce, OOT*) 6:25 PM
 - b. Notice of January 2024 PABAC meeting date change to Tuesday, January 9, 2024 6:27 PM
6. DISCUSSION ITEM 6:30 PM
 - a. Bicycle and Pedestrian Transportation Plan Update: Introduction & Overview, Community Engagement, Context & Baseline Conditions, Next Steps, and Existing Facilities Map (*Ozzy Arce, OOT; Amanda Leahy, Kittelson*)
 - i. Attachment 1: Presentation
 - ii. Attachment 2: Draft Planning and Transportation Commission (PTC) Staff Report for PABAC
 - iii. Attachment 3: Existing Facilities Map
 - iv. Attachment 4: Basemap
 - v. Attachment 5: Bicycle Friendly Community Benchmarking Memo
 - vi. Attachment 6: Literature Review Summary
7. STANDING ITEMS 7:20 PM
 - a. Grant Update – None.
 - b. CSTSC Update
 - I. For 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
 - I. September 2023 Collision Report from PA Police Department—See Attachment 7
 - II. Responses to PABAC’s questions from Safer Palo Alto presentation on October 3, 2023—See Attachment 8
- 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

8. ADJOURNMENT

7:50 PM

END OF AGENDA



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, September 5, 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, Ken Joye, Nicole Rodia, Penny Ellson, Richard Swent, Robert Neff (late)

Members Absent: Paul Goldstein, Steve Rock

Staff Present: Sylvia Star-Lack, Ozzy Arce

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

None.

3. APPROVAL OF ACTION MINUTES: August 1, 2023 PABAC meeting minutes, attached 6:18 PM

Vice Chair Nordman moved to approve the August 1, 2023 PABAC meeting minutes seconded by Ms. Ellson. Motion passed by 12-0 roll call vote with Mr. Joye abstaining.

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.

Nara, a Gunn High School student, stated she is working on getting a traffic garden installed in Palo Alto. She provided details of the purpose of a traffic garden and felt it was needed for safety reasons.

Ms. Ellson asked if she would be able to do a demonstration traffic garden at Bike Palo Alto.

1 Nara answered that she currently has permission to host a pop up traffic garden at Bike Palo Alto
2 with the Gunn Bike Club. She stated she would also be starting a petition to show community
3 support.

4
5 Ms. Ellson reminded everyone that Bike Palo Alto would be coming up on October 1 and they
6 would be doing outreach for volunteers.

7
8 Ms. Rodia commented that an email had been received from Sally Hewlett commenting about the
9 lack of a proper bicycle and pedestrian connection between El Camino Park going across Palo
10 Alto Avenue to go onto Alma Street through Menlo Park. She wanted to know how to nominate
11 that for a future improvement project.

12
13 Chair Arthur said this was where Ms. Star-Lack talked about there being some outreach to collect
14 what was needed for the future.

15
16 Ms. Star-Lack concurred that there will soon be Community engagement on the Bicycle and
17 Pedestrian Transportation plan and that would be a fantastic place for Ms. Rodia to include that
18 spot as needing attention.

19
20 Mr. Liberman questioned what the consultants' objective would be at Bike Palo Alto and what
21 kind of interaction people could have with them.

22
23 Ms. Star-Lack said the consultants would be asking for suggestions for needed improvements.

24
25 Mr. Arce announced that they anticipate sending out an update to PABAC on the BPTP before the
26 next meeting to update them on the road show being planned for PABAC including anticipated
27 months that they would be visiting. As part of the kickoff effort, they wanted to alert the public,
28 Community and stakeholders that this effort is kicking off the ground.

29
30 5. DISCUSSION ITEM

- 31 a. Palo Alto Collision Reports Update (*Lt. Ben Becchetti, PD*) 6:25 PM
32 See Attachment 1: June 2023 PA Collision Report
33 See Attachment 2: July 2023 PA Collision Report
34

35 Lt. Becchetti stated he hoped everyone was seeing the information included in the packets. He
36 stated he had heard the complaints about timeliness of information for the last couple of years and
37 would be providing a snapshot of what is to come. He stated more comprehensive statistics and
38 reports would be available on their website eventually. He outlined the June and July Palo Alto
39 Collision Reports. He said the numbers for August would hopefully be included in the packet at
40 the next meeting.

41
42 Mr. Nordman stated he had made a mistake with code 22450. He encouraged to continue sending
43 the report in Excel.

44
45 Mr. Liberman asked if the word juvenile could be differentiated between high school and non-
46 high school students. He wondered if the police receives calls and comments from residents about
47 bicycle riding by high school students that are not recorded in accident reports and whether Lt.

1 Becchetti felt there was a need for improvement in bicycle riding education by secondary school
2 students, especially for those riding e-bikes.

3
4 Lt. Becchetti answered juvenile is defined as anybody under 18 and often 16 or 17-year-old
5 juvenile drivers were lost in the mix. As far as secondary education, Ms. Star-Lack and Ms.
6 Ellson were involved with the Safe Routes to School program and do a lot of education for
7 elementary and middle school. He did not think providing more education to the high schoolers
8 was a bad idea. He stated he receives emails every day with comments from the public who are
9 unhappy with bikes causing traffic jams, bicyclists unhappy about traffic jams and a variety of
10 traffic-related issues.

11
12 Ms. Rodia wanted to know if there was a way to correlate column for the number injured with
13 which party was injured on the Traffic Collision Report form.

14
15 Lt. Becchetti stated they did log that and that there was a numbering system for all the passengers
16 that might be in a vehicle involved in an accident. He said they use the California CHP 555
17 Traffic Report forms which are publicly available online that shows that information.

18
19 Ms. Rodia commented there is also a section on safety equipment that includes bicycle helmets
20 and wondered if it would be possible to add that information to the report.

21
22 Lt. Becchetti answered he could look into it but he felt that information would be difficult to pull
23 up.

24
25 Ms. Rodia wondered if it would be possible to share the spreadsheet data with the PABAC email
26 list so they could do aggregated data analysis and statistic summaries.

27
28 Mr. Arce stated he would make a note for future months to attach the Excel version to the PDF
29 packet that goes out to PABAC.

30
31 Ms. Star-Lack added they could send the old Excel spreadsheets out.

32
33 Ms. Rodia wanted to know if it was possible to run a query of the database looking back over the
34 past year or multiple years to look at trends in the collision data over time.

35
36 Mr. Arce thought that was the direction they were heading with the Safe Systems plan.

37
38 Mr. Wachtel wondered if it would be possible to indicate which party was at fault in a collision.

39
40 Lt. Becchetti answered that was generally in the narrative of the report and would be difficult to
41 add to the collision report data but he would see what he could do about it.

42
43 Mr. Joye asked if all the incidents in the reports were on the SWITRS database.

44
45 Lt. Becchetti said they would eventually all be reported to SWITRS.

46

1 Mr. Zaumen noticed on Item Number 22 there was an accident at the 700 block of Embarcadero
2 between Newell and Middlefield. He wanted to know if there was a way to determine which side
3 of the street the accident occurred on.

4
5 Lt. Becchetti stated that was something they could be looked into.

6
7 Mr. Liberman wondered whether the police have an opinion about Caltrans' suggestion for
8 bicycle lanes on El Camino.

9
10 Lt. Becchetti answered they are in the loop and have been provided with updates regarding it. He
11 could not discuss whether they support it or not. He said they were concerned about the effect the
12 construction might have on parking.

13
14 Ms. Star-Lack mentioned she had just kicked off a study with Alta Planning to look at what it
15 would take to expand the Safe Routes to School program to secondary schools because they have
16 not had the parent volunteers they normally have since the pandemic. Their consultants would be
17 talking to all of the partners to figure out a proposal that could be made to Council for a secondary
18 program. She hoped to have documents in hand by December to use to develop a budget ask. She
19 stated the Safe Streets for All Plan that will use the Safe System approach will help staff reorient
20 how they think about road safety and what can be done to make change. She plans to try to
21 institutionalize post- collision analysis that involves multiple departments more regularly. The
22 Safe Systems approach the federal government has been asking cities to adopt is going to lay out
23 protocols for that. They will have an online publicly available dashboard of collision data that
24 might allow analysis.

25
26 Mr. Neff expressed curiosity about the update on the Crossroads database and wondered if the
27 City of Palo Alto has looked at putting data into that database as well as SWITRS.

28
29 Lt. Becchetti was told the Crossroads database was being looked into. He was supportive of it.

30
31 Ms. Ellson asked Ms. Star-Lack if she meant they were considering adding education
32 programming to the Safe Routes to School programs at secondary schools.

33
34 Ms. Star-Lack clarified that they have some programming, but it is very light and not really
35 educational. She thought Council and the Community were expecting more, and they now have
36 more youth willing to lead. It will be a youth leadership program spreading bike safety norms
37 amongst their peers.

38
39 Ms. Durham stated she would be happy to be part of discussing the addition of adding the
40 secondary education program to the Safe Routes to School program. She believed a key problem
41 for the high school was how to reach the kids who had not be in PAUSD in elementary school.

42
43 b. PABAC new member recruitment strategy (*Chair Bruce Arthur*) 7:00 PM

44
45 Chair Arthur expressed a desire to find a way to recruit some more people for the Committee. He
46 felt it was odd that there were no Hispanics or Asians on the Committee. He wanted to come up
47 with ways to do outreach to pull people in.

48

1 Vice Chair Nordman said Nara had a conflict with that time but she did offer to bring it to the
2 Gunn Bike Club to see if there was some interest there.

3
4 Mr. Joye thought in the near future there would be public forums to discuss the Bike Plan update
5 where they could recruit people.

6
7 Ms. Star-Lack wanted to say regarding recruiting students to PABAC is that she generally liked to
8 funnel students into the Safe Routes program. She wanted to have a conversation about the role of
9 youth at PABAC versus on their campus. She did not want to bypass the Safe Routes program for
10 the youth.

11
12 Ms. Ellson stated one place to do recruitment was at a booth at Bike Palo Alto where the
13 consultants would be gathering information from the public and doing outreach for the Bike
14 Pedestrian Plan. She suggested having a table there with information about the role PABAC
15 plays.

16
17 Mr. Neff expressed his opinion that the Committee would benefit from fewer people with an
18 expectation of getting more work done in between meetings as opposed to having more people.
19 He also hoped the City would consider moving some of the responsibilities of the PABAC
20 Committee to a regular commission.

21
22 Mr. Liberman liked the idea of involving people who do not live in Palo Alto but work there. He
23 felt they would have success in trying to recruit someone from the SRPGO program at Stanford.

24
25 Ms. Ellson commented that SRPGO would be represented at Bike Palo Alto and told Chair Arthur
26 that she would introduce him to the person in charge of that program.

27
28 Chair Arthur agreed somewhat with Mr. Neff's opinion of not needing more people, but they need
29 people to be chairs, vice chairs and lead committees.

30
31 Ms. Ellson added that a couple of people had said they would like to retire from the committee,
32 but they have a lot of knowledge they want to share before leaving, and they do not want to lose
33 those people who have so much to share.

34
35 Chair Arthur asked if anyone wanted to volunteer to help with this.

36
37 Mr. Joye raised his hand agreeing to help.

38
39 Ms. Ellson answered she would help out.

40
41 Chair Arthur commented if there are other committees or public commissions in Palo Alto any of
42 them were interested in, they should feel free to go to those too.

43
44 Ms. Star-Lack stated many of the Architectural Resources board members talked about their own
45 personal biking in the Baylands as motivation to vote for the bike path at the new Mercedes
46 dealership. She felt it makes a difference when cyclists sit on other committees.

47

1 Ms. Rosten offered that she would be willing to go to a bike committee meeting in another city at
2 some point if that would be of value.

3
4 6. STANDING ITEMS

7:15 PM

5 a. Grant Update – None.

6 b. CSTSC Update – See Attachment 3 for the May 18, 2023 CSTSC Meeting
7 Minutes

8 For more CSTSC Meeting Agendas and Minutes, please visit:

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

11
12 Mr. Arce announced that the meeting minutes for the May 18 CSTSC meeting were attached to
13 the agenda packet. There were no summer CSTSC meetings, but the August meeting occurred
14 and would be posted as a part of PABAC’s October meeting packet, if available. He included a
15 link to all the meeting minutes for CSTSC in the PABAC agenda.

16
17 c. VTA BPAC Update (*R. Neff*)

18
19 Mr. Neff announced Caltrans’ Staff had started updating the Caltrans District 4 Bicycle plan. An
20 update had been received on VTA’s Climate Action and Adaptation plan which showed a gradual
21 decrease in greenhouse gas emissions partly from better efficiency in VTA buses after having
22 switched from an all diesel to a hybrid fleet. An update had been received on the Crossroads
23 Collision database from the County. He was not clear on what the County gets out of sponsoring
24 that database other than maybe helping some smaller jurisdictions with getting their data entry
25 into the system more efficiently than before. He found the SWITRS database to be much more
26 accessible than the Crossroads database.

27
28 Mr. Liberman wondered what he meant by Caltrans starting a mapping activity and what that
29 involved.

30
31 Mr. Neff said a lot of new bicycle plans start by the consultants issuing a map and asking for
32 community feedback by putting data information into that map. After a while, the same
33 information gets put into different maps and the Chair thought it would be nice to have people in
34 each city put inputs on state routes so they do not keep asking for the same information.

35
36 Mr. Liberman asked if there was a discretion in the VTA group about bicycles routes on El
37 Camino.

38
39 Mr. Neff thought there was quite a bit of activity toward improved bike routes on El Camino
40 Real. He described some ideas for improvements and facilities.

41
42 Mr. Swent stated when he was Chair of VTA BPAC 10 to 12 years ago, the County wished for
43 people to use Crossroads because it took two years to put anything in SWITRS and Crossroads
44 had information that went beyond SWITRS. He felt if SWITRS had improved the system, there
45 may not be need for the Crossroads database.

46
47 Mr. Neff said that it appears that the norm for many cities now is to get the information into
48 Crossroads who then migrates it into SWITRS.

1
2 Mr. Joye commented on the Caltrans Map Plan and felt Palo Alto could do better at intersections
3 that are parallel such as the intersection of Middlefield and San Antonio.

4
5 d. Subcommittee Reports

6 i. Rail Grade Separation Subcommittee (*B. Arthur*) – None.

7
8 Vice Chair Nordman said the main part of the meeting that month was associated with Geology
9 saying no problems for all the construction approaches. They had a discussion on project timing
10 in that they have gotten grants for Churchill only even though the Charleston/Arastradero was the
11 Council's first priority but because they had made a decision on preferred embodiment for
12 Churchill, they got a grant for Churchill. He said that Philip said that it is important to get a
13 preferred embodiment chosen for Charleston/Arastradero by April 2024. They were going to
14 continue to discuss that.

15
16 Mr. Neff asked if there is a preferred embodiment for Churchill right now.

17
18 Vice Chair Nordman said it was the Churchill Underpass one and the grant would cover both the
19 design for the underpass and for the bicycle pedestrian crossing.

20
21 ii. Bike Bridge Maintenance Subcommittee (*P. Ellson*)

22
23 Ms. Ellson stated an encroachment permit was approved by Caltrans on Wilkie last week with
24 details of everything that would entail. The project would be going out to bid soon. The bridge
25 was anticipated to be closed for construction for two to four weeks.

26
27 Mr. Wachtel asked if there would be a chance to review what was in the encroachment permit.

28
29 Ms. Ellson answered she only had the information she shared but she would press harder for more
30 information.

31
32 Mr. Neff encouraged having signs to warn people to watch out for pedestrians if they were going
33 to be directed onto the sidewalk.

34
35 Ms. Star-Lack stated she will send Mr. Neff Megha's contact information and he would contact
36 her and cc Ms. Ellson and Ms. Star-Lack.

37
38 iii. Repaving Subcommittee (*R. Neff*) – None.

39 iv. Muni Code Subcommittee (*E. Nordman*) – None.

40 v. Sight line and Safety Problem Reporting on Bike Routes (*E. Nordman*) –
41 None.

42 e. Announcements

43
44 Mr. Neff announced the Midtown Residents Association Ice Cream Social would be the following
45 Sunday from 1:00 to 4:00 at Hoover Park. He would have a table there representing Bike Palo
46 Alto and ask residents what they want to see improvements on. He stated if anyone was interested
47 in helping out to let him know. He stated if they printed out flyers, he would hand them out.

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- 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, October 3, 2023
6:15 P.M.

Meeting Minutes

Palo Alto, CA

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

Members Absent: Bill Courington, Kathy Durham

Staff Present: Sylvia Star-Lack, Ozzy Arce

1. CALL TO ORDER 6:15 PM

Mr. Arce called roll.

2. AGENDA CHANGES 6:16 PM

None.

3. APPROVAL OF ACTION MINUTES 6:18 PM

September 5, 2023 PABAC meeting minutes, attached

Chair Arthur noted that Mr. Joye had sent in comments.

Mr. Arce stated he received Mr. Joye's comments in an email dated September 27 and asked him if he was clarifying his statement or if there was a change in the text. If it was for a change in the text, he requested Mr. Joye send him the revised text.

Mr. Joye will do his best to send it, but if he is unable to, he asked that it be disregarded.

Approval of the minutes was postponed to the next meeting due to there being a possible change.

4. PUBLIC COMMENTS 6:20 PM

Note: Written comments submitted by email to Transportation@CityofPaloAlto.org between 12:00pm on August 7, 2023, and 12:00pm on September 18, 2023, are attached with the agenda packet.

1 Mr. Arce announced that public comments were attached to the packet and clarified that the
2 Committee does not typically respond to them.

3
4 Ms. Ellson commented that Bike Palo Alto was on Sunday, and there were 401 participants,
5 which exceeded expectations, but it was down from the 2019 event. She thanked the volunteers
6 and those who participated. They received nice feedback. She spoke of there having been helmet
7 fittings and a children's traffic garden. The BPTP Project team and Ms. Star-Lack had attended.
8 She thanked those involved with bike maintenance repair.

9
10 5. STAFF UPDATE

6:25 PM

- 11 a. Notice of election of 2024 PABAC Chair and Vice Chair at the January 2024
12 PABAC Meeting (*Ozzy Arce, OOT*)

13
14 Mr. Arce alerted PABAC that, based on bylaws, there will be an election at the January meeting
15 for a Chair and Vice Chair for the 2024 calendar year. He informed the Committee that the
16 January 2024 PABAC meeting will include nominations and the election.

17
18 6. DISCUSSION ITEMS

6:30 PM

- 19 a. Update on PABAC new member recruitment strategy
20 (*Chair Bruce Arthur*)

21
22 Chair Arthur indicated that some of the work has been started but nothing has yet been done. He
23 will work on it this month.

- 24
25 b. Safe Systems 4 All Plan: Introduction (*Sylvia Star-Lack, OOT*) 6:35 PM

- 26 i. See Attachment 1: Presentation
27 ii. See Attachment 2: Draft Staff Report for the Planning and Transportation
28 Commission (PTC) and the City Council
29 iii. See Attachment 3: Federal Highway Administration (FHWA) Safe System
30 brochure

31
32 Ms. Star-Lack discussed the development of the Safer Palo Alto Action Plan and the Safe System
33 Approach. The packet included a Staff Report, which is a Draft Report for the upcoming PTC
34 meeting on October 11. She shared a slide deck that she will present at that meeting. Related to
35 the information she will share at this meeting, she will collect comments from PABAC, PTC, and
36 CSTSC, which she will include with an updated Staff Report and send it to Council as an
37 informational report, not a presentation, in mid-November. She noted that the Staff Report in the
38 packet has been edited, so if compared with the actual PTC agenda, there are a couple small
39 changes. Tonight's agenda is to show the project schedule, provide an overview of the Safe
40 System Approach, describe the Safety Action Plan and the Committee's role, to receive input on
41 the Vision Statement, and to answer questions. She noted that the consultant team is not present at
42 this meeting, so if there are detailed technical questions, she will record them and provide answers
43 in the next PABAC agenda. She explained that she is trying to conserve the consultant's meeting
44 budget to allow them to present more technical information than what she is going to share at this
45 meeting. She furnished information related to the project schedule, which is in the Staff Report.
46 She mentioned that the Road Safety Survey and interactive map are going to be live through
47 November, and there are links on the City's webpage. She provided slides and details of the Safe
48 System Approach, which included five elements – safe road users, safe vehicles, safe speeds, safe

1 roads, and post-crash care. The approach relies on six principles –death or serious injury is
2 unacceptable, humans make mistakes and are vulnerable, safety responsibility is shared and is
3 proactive, and redundancy is crucial. The key focus of the Safe System Approach is to reduce
4 death and serious injuries through design and making a commitment to eliminating roadway
5 deaths and severe injuries by addressing every aspect of crash risk through the five elements of
6 the Safe System. She shared a graphic showing how the five Safe System elements work together.
7 She noted there are redundant systems in place if one part should fail. Implementing the Safe
8 System Approach requires moving away from several traditional safety paradigms, which she
9 outlined. She supplied a slide, which is included in the packet, listing the elements of the Safety
10 Action Plan. The plan focuses on all roadway users, which is different from the Active Palo Alto
11 update to the bike plan. Several funding sources now require or recommend a Safety Action Plan
12 for applicants to receive funds. She remarked that this project will help in receiving a state and
13 federal grant. The City had made efforts to address roadway safety, including participation in the
14 VTA Countywide Local Road Safety Plan, the Safe Routes to School Five-Year Plan, the 2017
15 Traffic Safety and Operations Report, and the Bike Plan, which is being updated. The Safe Streets
16 for All federal grant, which supports the Safer Palo Alto work, allows for a comprehensive multi-
17 modal approach that had not been considered in the past. PABAC’s role in this work is to provide
18 feedback at this and three subsequent meetings where the Committee will review consultant work,
19 and the Committee is to represent the interests of the community. She is hopeful PABAC will
20 help publicize the initiative and help people engage in plan development. She will forward
21 information to the PABAC email list that can be used to share with local networks to allow
22 participation in the online survey and interactive map. The working vision statement for the plan
23 is “Palo Alto is committed to an equity-focused, data-driven effort to eliminate traffic deaths and
24 severe injuries on our streets by 2030,” and she is interested in PABAC’s feedback related to it.
25 She will collect PABAC’s comments and include a summary in the report to Council in
26 November.

27

28 Mr. Rock asked for the definition of serious injury and if it included broken bones.

29

30 Ms. Star-Lack thinks serious injury is life-threatening and permanent injuries, but she will
31 research the definition.

32

33 Mr. Rock opined that not preventing injuries that will heal in a couple months is forsaking safety.
34 He spoke of the design of the front of a vehicle contributing to injury more than the kinetic energy
35 of a vehicle. He stated that SUVs contribute more to injury than cars because SUVs are taller than
36 cars.

37

38 Mr. Liberman asked who will be included in community engagement and if it will include
39 commuters, etc. He noted that many using Palo Alto’s roads are not residents of Palo Alto. He
40 inquired regarding Item 4 in the Staff Report how many respondents are needed to make the
41 feedback viable and if the feedback will seek gender and geographical representation.

42

43 Ms. Star-Lack answered that there are demographic questions in the survey. The consultants are
44 not able to do all the community engagement Mr. Liberman mentioned, but staff may be doing
45 the roadshow. She requested Mr. Liberman send her a list of those he wants included, and she can
46 do meetings as the process progresses. She voiced that community engagement will happen for at
47 least a year.

48

1 Mr. Goldstein, related to Mr. Rock's comments concerning kinetic energy, believes kinetic
2 energy imparts at a moment of collision, so redesigning the front of a vehicle will reduce the
3 energy available for impact.

4
5 Mr. Rock stated that Mr. Goldstein is speaking of momentum transfer. He voiced that working on
6 vehicle design was probably outside the scope of what the City could do.

7
8 Mr. Goldstein stated the Safe Systems approach makes sense, but there are valid concepts in the
9 traditional approach, such as improving human behavior. He queried if educational efforts will be
10 eliminated.

11
12 Ms. Star-Lack replied that educational efforts will not be eliminated.

13
14 Mr. Goldstein questioned if the Safe System Approach was an enhancement to the traditional
15 approach. He thinks that needs to be made clear.

16
17 Ms. Star-Lack responded that the Safe System Approach does not eliminate the E's model but
18 reorganizes things. She will ask for more text related to that.

19
20 Mr. Goldstein agrees with the traditional approach. He expressed that there are times when
21 individuals are responsible and laws and organization of society are important but occasionally
22 fail, and the design should incorporate such failures.

23
24 Ms. Star-Lack thinks Mr. Goldstein's comments are true. She noted that under the Shared
25 Responsibility Safe System Approach individuals are responsible, but it recognizes there are other
26 systems that could share in the responsibility of the safety moment.

27
28 Mr. Goldstein spoke of a personal experience walking in a crosswalk and a car almost hitting him,
29 and he voiced that more redundancy is needed in the systems.

30
31 Mr. Wachtel commented that there seems there are two independent components – the method
32 and various procedures and the objective to reduce deaths and severe injuries. He stated it sounds
33 like a great idea, but there will be tradeoffs, and no longer putting so much emphasis on
34 preventing crashes means there may be more but less serious crashes. How to balance a large
35 number of less serious crashes with a smaller number of more serious crashes is a policy decision
36 that should be acknowledged up front. He expressed that preventing death and serious injuries is
37 not an absolute good and a certain level is already tolerated for having automobiles, and the
38 question is what level will be tolerated and what will be given up to reduce the number of those
39 injured seriously rather than being handed to the Committee as part of the deal. He remarked that
40 the existing system is designed well for human mistakes and limitations and is robust and
41 redundant often does fail and takes multiple mistakes by one individual or mistakes by more than
42 one individual. He wants to know how that will be improved if it is hard to change human
43 behavior. He discussed reducing kinetic energy by reducing speed or mass and there being an
44 energy-absorbing component. Concerning the FHWA brochure included in the packet, he
45 questioned what will be considered a favorable outcome and what countermeasures will be
46 considered that are not already being implemented. The brochure addresses separating modes of
47 travel, which concerns him because the framework seems to be a precursor to favored
48 improvements that have not been closely examined. He pointed out that separated bikeways

1 create geometric conflicts at driveways and intersections not consistent with human limitations or
2 visibility. He thinks implementing something like that should be based on evidence.

3
4 Ms. Ellson appreciated Mr. Goldstein's comments. She questioned where education fits in and
5 what Ms. Star-Lack is considering adding in. She stated that responsibility means knowing how to
6 be responsible.

7
8 Ms. Star-Lack explained that this does not eliminate the model but reorganizes the E's model. She
9 will come back with content related to that. Education will not be eliminated, but there will
10 probably be more education.

11
12 Ms. Ellson thinks that should be said explicitly in the presentation to the PTC. She hopes this
13 means education will be extended not just to children but to all and that there will be more
14 outreach. She asked if the equity analysis means outreach to a lot of people or if it is an analysis
15 how the Safe System will be delivered more equitably, and she asked how will it be done.

16
17 Ms. Star-Lack will return with more details related to the equity analysis. She detailed that an
18 analysis usually looks at where most collisions happen to see if it correlates with areas of
19 disinvestment, but she is not sure it would correlate in Palo Alto because there are no equity
20 priority communities defined by MTC. She believes the consultants will explore households that
21 have zero cars available and use that as some kind of proxy, but she is asking them to look at who
22 is getting hurt the most, such as age groups. They want to target countermeasures to those
23 receiving the worst impacts.

24
25 Ms. Ellson is a little worried if it is to be looked at that way. She wants to ensure those who have
26 received education continue to be educated.

27
28 Ms. Star-Lack has some data from Police related to recent numbers of collisions involving youth,
29 and there is not a huge increase. She can share the data after the Committee poses their questions.

30
31 Mr. Zaumen discussed there being a problem with a data-driven approach as accidents have a
32 Poisson distribution, which means to double the accuracy, four times the amount of data is
33 needed. He inquired how a data-driven approach is done using current statistics.

34
35 Ms. Star-Lack answered that SWITRS or TIMS out of UC Berkeley will be used. They are also
36 asking for data through the interactive map. She thinks Mr. Arce is asking for interactive map
37 data from other recent planning exercises in Santa Clara County. She hopes he will share that data
38 with Fehr & Peers and Kittleson. The interactive map data is important because the police do not
39 have close-call data. She will ask the consultant if they are going to use other sources too.

40
41 Mr. Swent expressed this seems to be presented as being very engineering heavy and that the
42 assumption is any idiocy can be anticipated and designed around, which is not the case in his
43 experience. He indicated people will speed if streets are designed to accommodate speeding, and
44 engineering streets to accommodate bad driving will produce more bad driving. The focus needs
45 to be on changing behavior. He noted that it is within the City's scope to possibly change local
46 behavior. He does not think engineering is the answer.

47

1 Mr. Rock thinks police presence and the use of speed cameras will change human behavior and
2 reduce the number of speeding vehicles, and he thinks Palo Alto lacks in that area. He stated there
3 are state experiments happening with speed cameras, and he suggested Palo Alto volunteer to
4 participate. In addition to examining who is getting hurt, he voiced that those causing injury
5 should be examined. He questioned if there is data of a specific demographic being more
6 dangerous than others.

7
8 Ms. Star-Lack replied that demographic data is a very common method for education. The current
9 VTA Vision Zero group is promoting a PR campaign based on that kind of analysis to determine
10 who needs to be targeted for specific road safety messaging.

11
12 Mr. Liberman queried how El Camino issues will be addressed. He commented that the VTA
13 Local Roadway Safety Plan referenced El Camino as a high-collision intersection and a section of
14 El Camino as a high-collision corridor. He mentioned that Ms. Ellson had made great suggestions
15 via emails to Caltrans, and most were rejected, and he asked what the plan is to integrate with
16 Caltrans.

17
18 Ms. Star-Lack answered that this plan might provide countermeasures that could make sense
19 given the kinds of collisions happening on El Camino. This is also going to generate a prioritized
20 project list that can be used to get funds for fixes.

21
22 Mr. Liberman queried what could be done since Caltrans controls El Camino.

23
24 Ms. Star-Lack does not know what is happening with the existing paving project, but Caltrans
25 prefers that local jurisdictions create a plan, do community engagement, ask for grant funds, and
26 then start construction, which she voiced can be done for El Camino.

27
28 Mr. Neff thanked Ms. Star-Lack for the presentation. He is glad to see this move forward. He
29 likes reducing kinetic energy, which means driving slower or having lighter weight vehicles or
30 walking and biking. He likes not asking people to behave in specific ways traffic engineers say
31 they should, such as waiting for the walk signs, versus changing the streets to accommodate how
32 humans behave and to maybe make it more likely cars will slow and look for conflicts at every
33 corner instead of having a city full of two-way stops and neighborhoods that are zigzagged
34 through without stopping.

35
36 Ms. Rosten spoke of being in the psychology field and running a behavior-change program at
37 Stanford. She stated that, in her experience, engineering is connected to changing behavior. She
38 discussed recycling and behavior changing substantially with good signage. She thinks people
39 should receive motivation and help to overcome barriers in addition to doing what can be done
40 with engineering in supporting user-friendliness. She was delighted with Ms. Star-Lack's
41 presentation and thanked her it and for creating helpful slides.

42
43 Ms. Star-Lack remarked that the consultant team created the slides.

44
45 Mr. Nordman agrees with Mr. Goldstein's comment related to the slides and how the slides
46 should reflect how this process has a more tolerant approach recognizing people make mistakes.
47 He thinks the goal is extremely aspirational, but he would rather have a more realistic goal given
48 there is a limited budget and many things cannot be changed by the City. He prefers to see

1 something that will reduce serious injuries and deaths by 20% each decade or something like that,
2 which he voiced is more meaningful.

3
4 Ms. Rodia thanked Ms. Star-Lack for the presentation. She queried if the vision statement applies
5 to the entirety of the City of Palo Alto despite the fact that some roadways are controlled by other
6 entities.

7
8 Ms. Star-Lack believes the vision statement includes all roadways, but she will get clarity. The
9 USDOT and the state have adopted this approach, and the VTA recently adopted a goal with this
10 approach. She voiced that all should be using this approach. She believes it should apply to all
11 roads, but it will be tricky to figure out how to do it given the county and Caltrans.

12
13 Ms. Rodia asked if the county and Caltrans have a Vision Zero statement and, if so, do they have
14 a date in mind for achieving it.

15
16 Ms. Star-Lack replied that VTA adopted a Safe System approach or a Vision Zero statement. She
17 is not sure if county roads and airports have adopted anything yet, though they are working on
18 their local road safety plan, so hopefully there will be something in there about it. She does not
19 know about their date. She is not sure if California has adopted a date.

20
21 Ms. Rodia thinks the date seems optimistic and especially if other stakeholders do not have the
22 same plan for Vision Zero. She inquired how Palo Alto is going to drive the plan to zero if
23 Caltrans has a reduce by 50% by 2030, for example. It does not seem realistic based on the
24 timeline and resources. She queried if the goal is to reduce all crashes or if there is a specific
25 focus on ones that have serious injury or death.

26
27 Ms. Star-Lack will speak with the consultants to ensure there will be discussion related to the goal
28 and if it will include all crashes or if there will be a specific focus on ones that have serious injury
29 or death.

30
31 Mr. Goldstein added that a modern roundabout will not necessarily reduce the number of crashes
32 but will reduce the number of serious injuries and deaths, which was an example of an
33 engineering solution providing a tradeoff for the severity of the collision.

34
35 Ms. Rodia stated the goal is not clear in the materials. She thinks the vision statement is narrowly
36 focused on vehicles by using the word traffic, and she thinks the goal is to provide safe
37 transportation infrastructure or systems to accommodate diverse transportation modes in a way that is
38 safe for all users. It seems limiting.

39
40 Chair Arthur thinks the presentation is underselling some of the radical parts of this, the biggest
41 being investigating accidents and trying to address them and fixing what is wrong every time. He
42 suggested the presentation talk about that more. He requested there be support from the Police
43 Department and other groups. He asked if the PTC will make a recommendation to Counsel and if
44 there is awareness of all the changes needed to implement this plan.

45
46 Ms. Star-Lack responded that an internal staff working group will be created, which will include
47 PD and many other City departments, to inform them that a lot will need to be changed to
48 implement the plan. She is very excited about the post-crash investigation information. She

1 specified that it is post-crash care, so it is making sure there can be immediate treatment if there is
2 an injury. She indicated there will also be a feedback loop related to investigation, which will be
3 much more defined and protocols around it.

4
5 Chair Arthur questioned who will pay for this and how much it will cost.

6
7 Ms. Star-Lack replied, related to cost, that the date is important because it will lend a certain
8 urgency around needed resources. Part of the scope is to detail all that needs to be done. There
9 will be an inventory of what is currently done in terms of safety practices and policies, and the
10 consultants will offer suggestions regarding what can be done. She has also asked them to put a
11 price on such, so informed decisions can be made. The year this will be done is important and
12 required by the grant. It can be said there will be a reduction by 20% each decade, for example, or
13 that we want to get to zero by a certain year, and that goal can be presented to Council—similar to
14 how we present goals for the S/CAP for example.

15
16 Chair Arthur thinks this plan will be the largest impact in eliminating traffic deaths with cars
17 colliding with cars. He noted that fatalities on Highway 101 will generally not involve a bike or
18 pedestrian.

19
20 Ms. Star-Lack replied that Highway 101 will not be addressed; however, she believes the
21 intersections with ramps will be addressed.

22
23 Chair Arthur suggested the presentation contain a little more related to an investigation after an
24 accident.

25
26 Mr. Nordman commented that Helsinki and Oslo, with over 10 times the population of Palo Alto,
27 have been successful getting to zero traffic deaths, though not every year. He thinks reducing the
28 speed limit to 20 MPH in Helsinki was key, and he asked if Palo Alto could do that.

29
30 Ms. Star-Lack is not sure if Palo Alto could reduce the speed limit to 20 MPH.

31
32 Chair Arthur thinks the rules just changed concerning what cities are allowed to do with the speed
33 limit. He noted it is more flexible in terms of what a City can make as a goal and what they can
34 sign.

35
36 Ms. Star-Lack believes some of this work has to go beyond signage and that there needs to be
37 engineering around it.

38
39 Chair Arthur thanked Ms. Star-Lack for the presentation. The plan encourages him. He asked Ms.
40 Star-Lack if Committee members should attend the PTC meeting.

41
42 Ms. Star-Lack responded that everyone is welcome. She feels the PTC will have a lot of input.
43 She will incorporate PABAC's feedback into the report. At the PTC meeting, she wants to focus
44 on what they have to say. She thinks the PTC agenda will be posted October 4 for the October 11
45 meeting, so she does not know what time to expect to be presenting.

46
47 Mr. Arce added that the PTC meeting usually begins at 6:00.

48

1 7. STANDING ITEMS

7:20 PM

2 a. Grant Update – None.

3 b. CSTSC Update

4 I. Update on recent youth-involved collisions

5 II. For more CSTSC Meeting Agendas and Minutes, please visit:

6 [https://www.cityofpaloalto.org/Departments/Transportation/Safe-Routes-](https://www.cityofpaloalto.org/Departments/Transportation/Safe-Routes-to-School/Partners-and-Program-History)
7 [to-School/Partners-and-Program-History](https://www.cityofpaloalto.org/Departments/Transportation/Safe-Routes-to-School/Partners-and-Program-History)
8

9 Ms. Star-Lack does not think the City/School notes are out yet, but there was a lively City/School
10 meeting last week. Normal business had been conducted and there was conversation related to the
11 Escondido collision and actions the City, the School District, and the PTA could do to prevent
12 such. On October 12, there will be an Escondido School Community meeting with the Escondido
13 parents at a location near the school to have everyone review their Walk and Roll Map for
14 possible improvements. There will also be partners attending to discuss what can be done in that
15 very busy part of town.
16

17 Ms. Ellson voiced that she had attended the meeting and when she asked the School District for
18 the process around closing campus gates, which impacted school commuters, she did not get an
19 answer. She asked if the School District will have a conversation about the closure of the gates or
20 if they think the connections will be fixed. She does not know how changing the Walk and Roll
21 Maps will address it. She thinks advocacy pressure needs to be applied and that someone needs to
22 guide them in doing that.
23

24 Ms. Star-Lack remarked that it is multi-layered, and she is hopeful that the October 12 meeting
25 will help the parents understand the context in which their school is placed and the parents’
26 responsibility. She does not think that school has had a Transportation Safety Representative in
27 many years and that a lot of education needs to take place. There have been some school gate
28 changes, but they have not been drastic, but the construction has an effect. There has been an
29 access change because of the construction. They will have conversations with that community.
30 She mentioned that Stanford is an excellent partner. She will reach out to Mike Jacobs of PAUSD
31 to see if he can give her some assurances around some of the issues.
32

33 Ms. Ellson thinks that is a very important piece and that parents need someone to have a
34 conversation with regarding what happened.
35

36 Ms. Star-Lack replied it is an awkwardly situated school with odd gate placement. Some things
37 can be changed and some cannot. There needs to be a conversation about what can be done as a
38 community to make it better.
39

40 Ms. Ellson is happy to sit in on the meetings and play bad cop.
41

42 Mr. Liberman addressed a serious car accident involving a young boy on a bicycle who ended up
43 in the hospital. He asked if the accident would not have happened if the South Palo Alto
44 Bikeways Project had been in place and if the accident had an impact on the decision to reapply
45 for that project.
46

47 Ms. Star-Lack cannot make a determination if the accident would have happened if the South
48 Palo Alto Bikeways Project had been in place. She thinks the investigation is still ongoing. She

1 stated she pursued the Safer Palo Alto grant to make Palo Alto eligible for more money. She has
2 not been successful in applying for funds for the South Palo Alto Bikeways Project, and she
3 thinks the Safer Palo Alto plan may increase the City's chances of being awarded funding.

4
5 Mr. Liberman hopes there will not be another accident to use as an argument for funds.

6
7 Ms. Star-Lack added that one of the things she likes about the Safe System Approach is it will
8 prescribe systemic changes proactively, and she provided an example of such. Collision profiles
9 will be developed as part of this plan, and then countermeasures will be suggested.

10
11 c. VTA BPAC Update (*R. Neff*)

12
13 Mr. Neff highlighted that on consent is the list of projects funded for the Transportation funds for
14 the Clean Air Program, and the idea is if a project reduced air pollution, it could receive funding.
15 Some neighboring cities have used it over and over for traffic synchronization, which tends to
16 lead to faster moving traffic and impede bikes by traffic signals, so he does not like the projects. It
17 was decided that traffic synchronization will not be funded with those funds. A fair amount of the
18 fund is being used for signal priority hardware for transit, so corridors like El Camino Real have
19 been identified to install electronics at the signals, so transit priority can be implemented in the
20 future. The Valley Transportation Plan 2050 is moving ahead. The schedule is being lined up with
21 the MTC Plan Bay Area planning program, so they plan on developing a list of projects between
22 now and February. They will have public meetings to get input on the projects. They heard from
23 the VTA BPAC that they wanted to ensure a strong complete streets aspect with ways to fill in the
24 bicycle transportation network. It looks favorably on projects that could have a side effect of
25 improving the network for bicycling in Palo Alto. They heard about equitable VMT, and he does
26 not understand it. If planning a big new project, you now have vehicle miles traveled goals
27 instead of congestion management goals, so you have to show for a new development that there
28 will be mitigation to prevent additional vehicle miles traveled when the development is
29 completed. Part of this is to figure out a system that VTA will put together if something is being
30 developed in one part of town and VMT improvement is needed or if those improvements could
31 be done in another part of town. It is somewhat like what Palo Alto has done in the past with
32 parking needs if someone builds something and parking is needed, that parking is partly built by
33 themselves and partly by funding parking somewhere else. The planning now requires preventing
34 additional vehicle miles traveled if vehicle miles traveled will be negatively impacted. Hopefully
35 it does not mean VMT reductions will be bought out. He hopes to attend the next meeting
36 remotely, but he will not be voting.

37
38 d. Subcommittee Reports

39 i. Rail Grade Separation Subcommittee (*B. Arthur*)

40
41 Chair Arthur summarized that this week's discussion included grant money, which required an
42 expedited plan, which has not been Palo Alto's strength, particularly for this project. It is not
43 relevant to bikes or pedestrians. There had been a long discussion concerning noise on both sides
44 of the tracks, what it means related to Alma, and how far it goes. There was not a lot of discussion
45 related to bikes and pedestrians.

46
47 Vice Chair Nordman stated that related to noise there was focus on average train noise. He and a
48 number of Council members had asked about peak noise, and some numbers were provided in the

1 report. The bottom line is noise will decrease dramatically for everything, mainly because the
2 horn will not be sounded and because of the elimination of diesel locomotion, with the exception
3 of freight. When it is below that, the viaduct and the hybrid are quieter than the underpass,
4 contrary to what people thought. The viaduct and the hybrid have six-foot sound walls, which the
5 underpass could do, but it is not in the plan.

6
7 Chair Arthur commented they will keep monitoring and lobbying.

8
9 ii. Bike Bridge Maintenance Subcommittee (*P. Ellson*)

10
11 Ms. Ellson expressed that Megha informed her that the project is out to bid, and bids are due
12 October 11.

13
14 Mr. Neff asked when the bridge work is expected to be completed and when the temporary
15 bikeways on El Camino Real will be implemented.

16
17 Ms. Ellson answered that that information was given last month. She will give Mr. Neff that
18 information after the meeting.

19
20 iii. Repaving Subcommittee (*R. Neff*)

21
22 Mr. Neff does not have paving updates, although he requested asking the Traffic Division what
23 they are considering for Addison. He believes Addison will be due for paving at some point. He
24 thinks there had been discussion quite a while ago and that it was put on hold. He noted it would
25 be good to see a proposal from the City for Addison Street.

26
27 iv. Muni Code Subcommittee (*E. Nordman*)

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

29
30 Vice Chair Nordman does not have an update on the Muni Code Subcommittee or the Sightline
31 and Safety Problem Reporting with the exception of Art, who put in a request for a sightline issue
32 at Barron Park, and he thanked him for that.

33
34 e. Announcements

35 I. November 7, 2023 PABAC meeting, scheduled for in-person to discuss the
36 “Active Palo Alto” project (BPTP Update): Introduction, Visioning, Goals,
37 and Summaries of existing bicycle and pedestrian policy and program
38 documents.

39 1. Meeting location: Mitchell Park Community Center, Matadero
40 Room

41
42 Mr. Arce noted that the PABAC November 7 meeting will be in person at the Matadero Room at
43 Mitchell Park Community Center starting at 6:15. It will be a hybrid meeting, and it was tested
44 earlier in the year. He appreciates everyone’s patience with him doing the IT and managing the
45 presentation. He is excited to present the BPTP. There will be a formal introduction and a
46 presentation of the initial deliverables, such as the summary of the literature review and, he
47 believes, a community engagement plan. There will be many materials and attachments. He asked
48 to be informed of any questions.

1
2 Mr. Beaujardiere remarked that he will be in France, and because it will be 3:00 a.m. in France,
3 he probably will not join, but he asked if he could attend remotely.

4
5 Mr. Arce replied that there should be a link for virtual attendance, but he believes an in-person
6 quorum is needed for a formal Brown Act meeting. The November meeting will be a formal
7 Brown Act meeting.

8
9 Ms. Ellson inquired if by quorum meant attendance needs to be in person.

10
11 Mr. Arce answered that attendance needs to be in person for a quorum.

12
13 Ms. Ellson expressed that in-person attendance is important. She voiced that the hybrid meeting
14 on Escondido was almost completely inaudible online. She queried if the same sound system will
15 be used for this meeting.

16
17 Mr. Arce replied that the same sound system will be used. The room was tested, and there were
18 good experiences with two former hybrid PABAC meetings, so hopefully there will be good
19 video and audio.

20
21 Ms. Star-Lack voiced that was a good point and that normally the Planning Department's Owl
22 camera is used but it was unavailable for the Thursday meeting, and a camera was borrowed from
23 IT. They will try to use the Planning Department's camera.

24
25 II. August 2023 Collision Report from PA Police Department—See
26 Attachment 4

27
28 Chair Arthur remarked that the report was sent with the agenda.

29
30 Mr. Arce announced that the August 2023 Palo Alto Police Department Collision Report is part of
31 the agenda packet. He also sent it as an Excel file to PABAC. He asked to be notified of any
32 formatting problems. He hopes the revised, updated version works better.

33
34 Ms. Ellson stated that in previous reports there was a column titled Vehicle Involved that was
35 next to the column that today is titled Vehicle Involved with Description, and the column in the
36 report just received reflects things hit by a driver. She noted that bicycle and pedestrian accidents
37 used to be identified by that missing column. By this report, she cannot determine which involve
38 bicycles and pedestrians. She requested that the Caused By column indicate which incidents
39 involve juveniles and that their ages be published. She is glad to see the report include the number
40 of people injured.

41
42 Ms. Star-Lack shared some collision data. She apologized for not having a slide prepared. In May,
43 there was a total of 46 collisions, 10 involved bikes and 2 involved pedestrians. In June, there
44 were 50 collisions, 5 involved bikes and 3 involved pedestrians. In July, there were 52 collisions,
45 4 involved bikes and 1 involved a pedestrian. In August, there were 73 collisions, 6 involved
46 bikes and zero involved pedestrians. In September, there were 51 collisions, 4 involved bikes and
47 4 involved pedestrians.

48

1 Committee Member inquired if E-bike, E-scooter, etc., incidents and accidents could be separated
2 from manual bicycle accidents and incidents and if the Police could identify vehicle types
3 involved in collisions. He voiced that it also applies to the Safe Routes proposal and the letter to
4 Transportation requesting such be reported separately and independently addressed.
5

6 Ms. Star-Lack requested that information from Lieutenant Ben Becchetti, which he should receive
7 tomorrow. She is not sure the collision reports indicate whether it is an E-bike. She asked if he
8 was requesting a summary of E-bikes specifically. She does not think the form includes a box for
9 that.
10

11 Committee Member commented that E-bikes are a popular means of transportation, and he thinks
12 the public wants to know if accidents and collisions are happening more frequently with E-bikes
13 and that it needs to be addressed with education, etc.
14

15 Ms. Star-Lack questioned if he is asking for the Police to produce the data or if he is asking for
16 more education.
17

18 Committee Member replied that he wants data.
19

20 Ms. Star-Lack does not think it can be done, but she will ask.
21

22 Mr. Arce added that in the short term any questions around missing data or data enhancements
23 should be directed to Lieutenant Becchetti. In the longer term, he thinks this involves one of the
24 elements of the Safe Systems Approach of looking at post-collision reporting. In addition to
25 letting the Lieutenant know now, one can also recommend or provide input on the datapoints in
26 the Safe Systems planning process.
27

28 Ms. Star-Lack noted that was a good point, and she thanked Mr. Arce for that information.
29

30 Ms. Ellson noted she had sent a written request and asked if it had been forwarded to Lieutenant
31 Becchetti.
32

33 Mr. Arce answered that he forwarded it to the Lieutenant.
34

35 Mr. Arce clarified that the November PABAC meeting will be in-person to discuss the update to
36 the Bicycle and Pedestrian Transportation Plan, which is being called Active Palo Alto, which per
37 the direction from the City Attorney's office requires an in-person Brown Act meeting.
38

39 Chair Arthur questioned if other meetings will require in-person participation.
40

41 Mr. Arce anticipates the Active Palo Alto Plan update will require additional in-person meetings
42 throughout the planning process in 2024. He referenced his e-Update, which outlined the phases
43 and included anticipated times for visiting PABAC.
44

45 Chair Arthur asked for additional comments before adjourning the meeting.
46

47 III. Bike Palo Alto event, scheduled for Sunday, October 1, 2023
48

1 Ms. Rosten seconded Ms. Ellson’s comments regarding Bike Palo Alto. She declared it was
2 wonderful. She was at the registration table the entire time. She remarked that even though the
3 numbers were lower than last time, people were very enthusiastic, appreciative, and delighted to
4 be back after the pandemic. There was also a lot of appreciation for PABAC.

5
6 f. Future Agenda Items

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

21
22 8. ADJOURNMENT

7:30 PM

23
24 Chair Arthur looked forward to seeing Committee members in person next month.
25
26
27

28 **END OF AGENDA**
29



Bicycle and Pedestrian Transportation Plan Update

PABAC Meeting

November 7, 2023

www.cityofpaloalto.org

Agenda

- Introduction & Overview
- Community Engagement
- Context & Baseline Conditions
- Next Steps

Introduction & Overview

Introductions & Icebreaker

My name is _____

My pronouns are _____

My favorite place to walk/bike/roll in Palo Alto is _____

Meeting Objectives

- Provide overview of project and key milestones
- Establish group agreements and shared expectations for PABAC involvement
- Get input by November 17 on:
 - Existing facilities map – identify missing or misrepresented facilities
 - Engagement plan – provide input on events, activities, areas to prioritize for engagement

Project Overview & Timeline



PABAC Role & Responsibilities

- Participate in three working group meetings
 1. Overview and background (Nov '23)
 2. Existing conditions analysis (May/June '24)
 2. Project prioritization recommendations (Sep/Oct '24)
- Provide review and comment on materials
- Guide technical development of the Plan

Group Agreements

Agreements are an aspiration, or collective vision, for how we want to be in relationship with one another. They are explicitly developed and enforced by the group, and as such must represent a consensus.

Draft Agreements

- **Participate actively.** Contribute openly and respectfully
- **Take space, make space.** Share your thoughts and show restraint to allow others to speak
- **Adhere to deadlines.** Provide feedback by the time requested

Community Engagement

Phases of Engagement

Phase I - Visioning

- ✓ City Staff Meeting
- ✓ Internal Staff Working Group Meeting
- ✓ Planning & Transportation Commission Kick-off Meeting
- ✓ City Council Kick-off Meeting
- ✓ PABAC and CSTSC Meeting
- ✓ Development of Project Logo and Branding Materials
- ✓ Digital Engagement and Development of Project Website

Phase II - Needs and Concerns

- ✓ City Staff Meeting
- ✓ Internal Staff Working Group Meeting
- ✓ PABAC and CSTSC Meeting
- ✓ Development and Execution of Community Surveys
- ✓ Interactive Map
- ✓ Street Level Engagement (4)
- ✓ Multi-day Collaborative Working Session featuring Walk and Bike Tours (2)
- ✓ Neighborhood meetings (4)
- ✓ Community Meeting #1
- ✓ Planning & Transportation Commission Draft Plan Update
- ✓ City Council Draft Plan Update

Phase III - Recommended Projects and Programs

- ✓ City Staff Meeting
- ✓ Internal Staff Working Group Meeting
- ✓ PABAC and CSTSC Meeting
- ✓ Community Meeting #2
- ✓ Planning & Transportation Commission Final Plan Update
- ✓ City Council Final Plan Update

Engagement Tools & Activities



Bike Palo Alto (October 1)

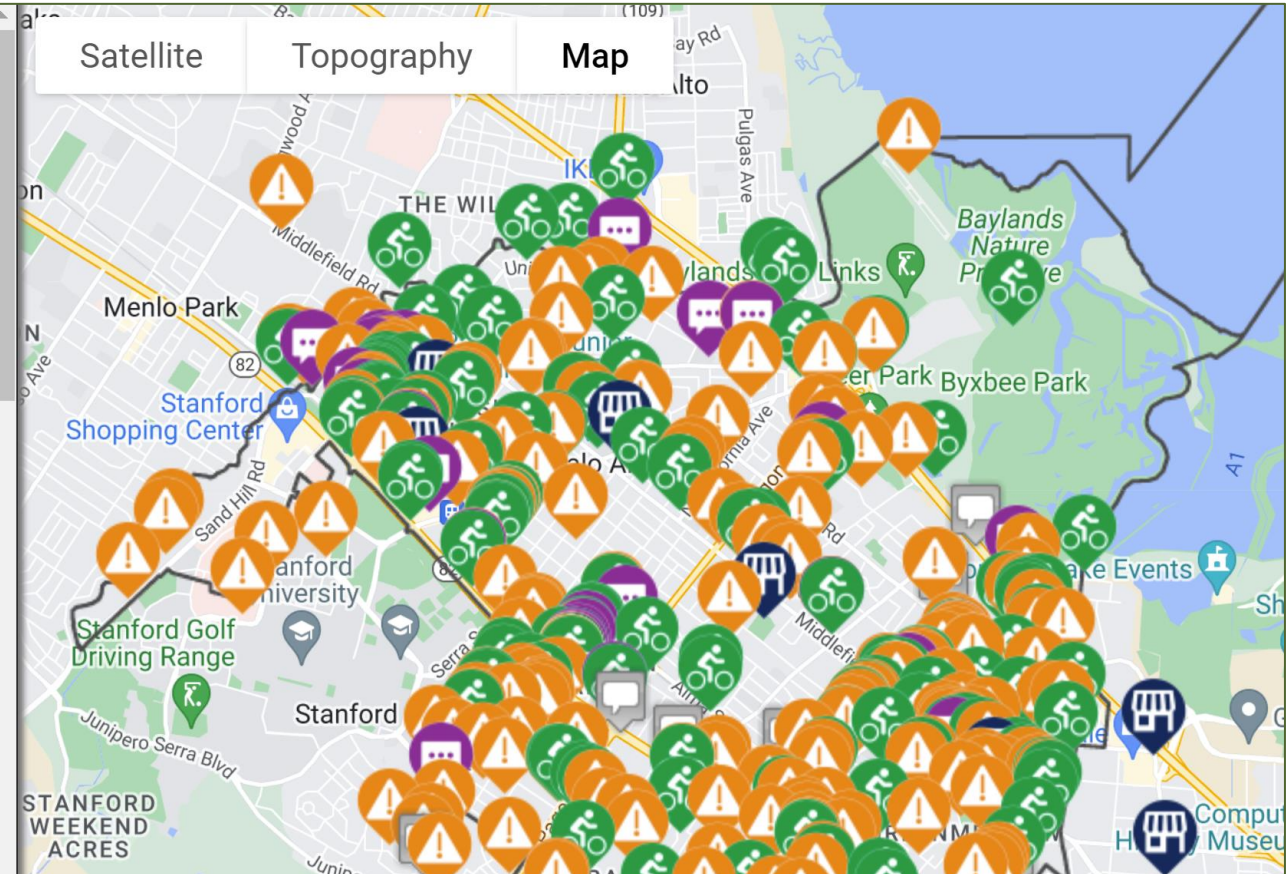


Interactive Map & Project Website

Welcome to the Palo Alto Bicycle and Pedestrian Transportation Plan (BPTP) Update online map.

Share your thoughts about walking, biking, and rolling in Palo Alto. Your feedback will help inform the types of improvements that the City will include in the BPTP Update.

If you have questions about the survey or the project, please email transportation@cityofpaloalto.org.



Context & Baseline Conditions

Baseline Conditions - Analysis Topics

Policy, Program, & Facilities Inventory	Bicycle Level of Traffic Stress	Pedestrian Barriers	Safety & Collisions	Activity & Benefits
<ul style="list-style-type: none">✓ Update facility inventory.✓ Update programs and policies inventory.✓ Conduct Bicycle Friendly Community assessment.	<p>Evaluate the bicycle level of traffic stress on segments and crossings within the City.</p>	<p>Identify major pedestrian barriers.</p> <p>Evaluate out-of-direction travel required.</p>	<p>Analyze collision data to identify patterns and trends.</p> <p>Conduct network screening to identify high risk locations and corridors.</p>	<p>Estimate existing and future walking, biking, and rolling activity.</p> <p>Forecast benefits of investments in active transportation network.</p>

✓ indicates task completed



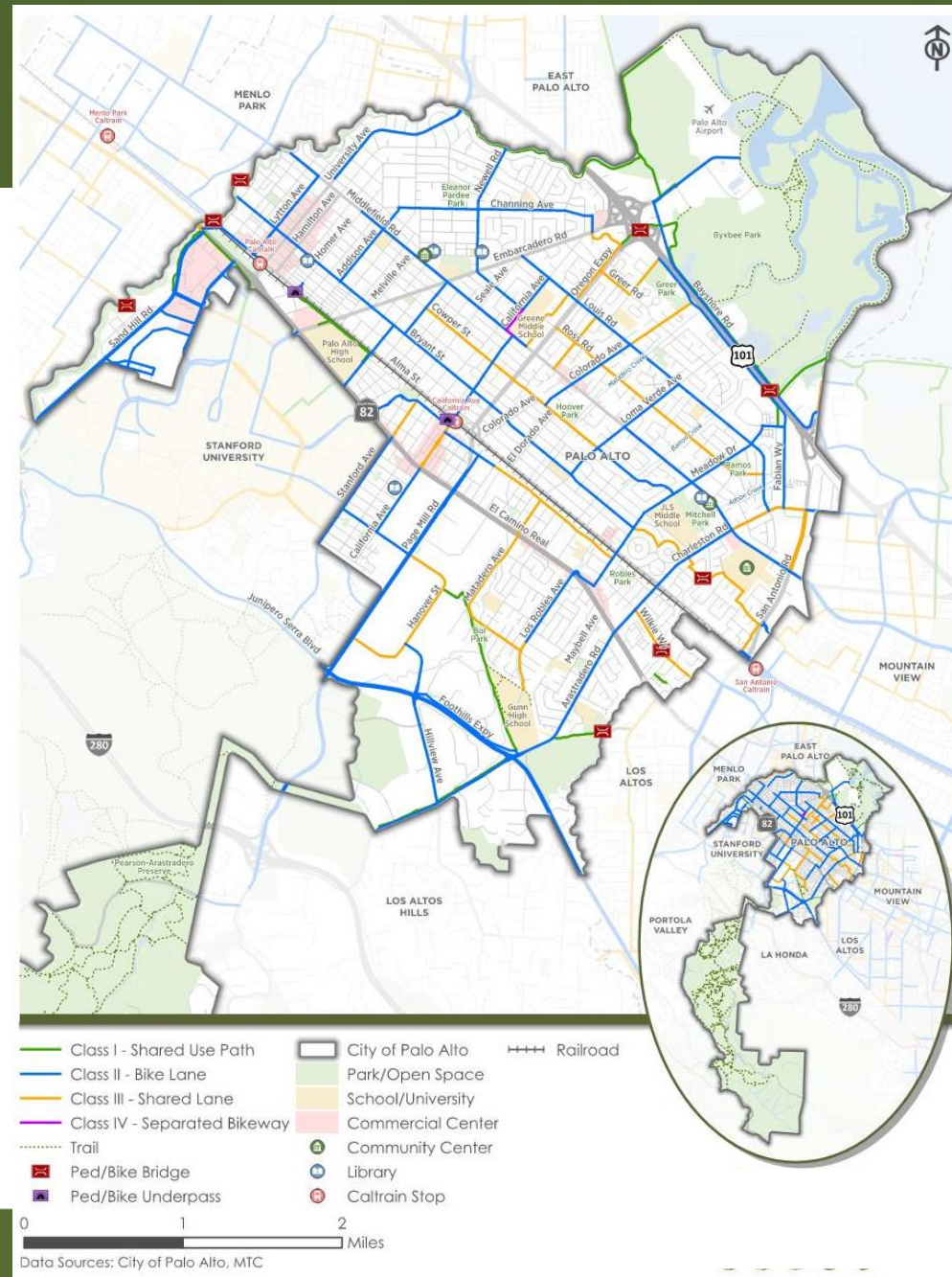
Existing Facilities Inventory

We are looking for your feedback on map content and legibility by November 17. Consider:

- What facilities are missing? (e.g., Pink Bridge)
- What is mis-represented? (e.g., Class III should be Class II)
- What would make the map clearer or easier to understand?



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Bicycle Friendly Community Review

Demonstrated Excellence

- Presence of bicycle lanes on high-speed roads
- Safe routes to school and bicycle education in schools
- Share of transportation budget spent on bicycling

Do you agree?

What other areas of excellence and/or opportunity do you see?

Future Opportunities

- Increase bicycle network mileage
 - Focus on gaps in low-stress network
- Increase bicycle parking
 - Focus on major activity centers and transit stops
- Expand bicycle education
 - Focus on adults, women, seniors, and non-English speakers
- Offer bicycle-friendly driver training to commercial drivers



Next Steps

Next Steps

PABAC

- Provide feedback by EOD Friday, November 17
 - Email: ozzy.arce@cityofpaloalto.org
- Attend next meeting in Spring 2024

BPTP Update Team

- Technical Analysis
 - Incorporate comments on Existing Facilities Map
 - Conduct existing conditions analyses
- Engagement Activities
 - Working group meetings (Nov-Dec)
 - Visioning Workshop (Dec 7)



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Ozzy Arce (he/él)

Senior Transportation Planner

Ozzy.Arce@cityofpaloalto.com

phone



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Planning & Transportation Commission Staff Report

From: Ozzy Arce, Senior Transportation Planner
Lead Department: Transportation

Meeting Date: November 29, 2023
Report #: 2309-2013

TITLE

The Bicycle and Pedestrian Transportation Plan (BPTP) Update: an active transportation plan—Introduction & Overview, Community Engagement, Context & Baseline Conditions, and Next Steps

RECOMMENDATION

Accept the report for the Bicycle and Pedestrian Transportation Plan (BPTP) Update—Introduction & Visioning

BACKGROUND

The City's existing Bicycle and Pedestrian Transportation Plan (BPTP), adopted in 2012, is a critical planning, policy, and implementation document that supports efforts to improve the safety and attractiveness of walking, biking, and rolling as a means of transportation and recreation.

At the May 17, 2021 meeting, the City Council adopted a resolution supporting the City's grant application for the State Transportation Development Act (TDA) Article 3 Funds for the BPTP Update project, and in September 2021, the Metropolitan Transportation Commission (MTC) approved of the allocation of Transportation Development Act Article 3 (TDA3) funds to the City of Palo Alto in the amount of \$334,852 for the purposes of updating the 2012 Bicycle and Pedestrian Transportation Plan. At the June 19, 2023 meeting, the City Council approved a professional services contract with Kittelson & Associates, Inc. with subconsultants Mobycon, to prepare this BPTP Update.

The objectives of the BPTP Update are to seek robust community feedback; reevaluate implementation progress from previous plans to adjust recommendations for new policies, facilities, and programs; and to determine appropriate criteria and metrics to prioritize recommendations and network routes. The BPTP Update effort will also further investigate safety data to propose impactful recommendations, explore the role of emerging transportation technologies such as electric-bicycles and micro-mobility devices, and establish

big-picture planning to expand bicycling and walking for all user types in support of the City's 2030 Comprehensive Plan, the Sustainability/Climate Action Plan, a Safe System approach, and other planning documents and policies.

COMMUNITY ENGAGEMENT

Goals of the community engagement include:

- Communicate timely information to the public and agency partners throughout the Plan Update
- Actively seek feedback prior to key milestones during the development of Plan Update
- Provide meaningful opportunities for involvement
- Demonstrate how community input has influenced the Plan Update's development
- Seek participation of potentially underserved and disadvantaged communities
- Ensure consistency with applicable state and federal laws and regulations, as well as local policies, goals, and objectives
- Coordinate with ongoing community engagement efforts carried out through other plans and programs such as the [Safe Streets for All Plan](#) and Safe Routes to Schools (SRTS)

Community engagement is divided into three phases: 1) Visioning; 2) Needs & Concerns; and 3) Recommended Projects and Programs. The community engagement effort includes a combination of digital outreach and in-person events.

- **Project website and interactive map.** The project website can be accessed at: <https://www.cityofpaloalto.org/bikepedplan>. The website includes an interactive map that allows respondents to provide geographic input on key issues and opportunity locations for walking, biking, and rolling in Palo Alto. The interactive map is open through November 2023.
- **Committee and Working Group Meetings.** The project team will engage the following committees and working groups at three key points over the course of the plan:
 - a. Pedestrian and Bicycle Advisory Committee
 - b. City School Transportation Safety Committee
 - c. Planning and Transportation Commission
 - d. Rail Committee
 - e. City Council
 - f. Interagency Staff Working Group
- **Neighborhood and Focus Group Meetings.** Four neighborhood meetings will be held during the second phase of engagement. These meetings will be jointly organized by the consultant team and community partners and will be distributed geographically throughout the city. Community partners will provide a range of roles, including distributing materials, promoting events, hosting events, providing translation and note-taking, facilitating focus groups, and reviewing material for the inclusion in the Plan.

- **Street Level Engagement:** Four street level engagement events will be held at various locations, to be selected with recommendations from City staff, working groups and committees. These events will include tabling to introduce the project and seek input on community needs and recommendations at key locations such as farmer’s markets, City fairs, community events, and pop-ups during peak lunch, dinner, and drop-off/pick-up hours on site (e.g., downtown, California Ave., middle and high schools).
 - a. The project team tabled at the Bike Palo Alto event on Sunday, October 1, 2023 to introduce the project and to receive input from the community on specific locations that need improvement.
- **Community Meetings.** Two community meetings will be hosted and are planned to be hybrid, offering both in person and virtual options for participation.
 - a. Meeting #1: Visioning Workshop (December 2023). The goal of the visioning workshop will be to identify the direction of the Plan and set forth objectives and goals. The outcomes from the visioning workshop will be revisited at the STAR Analysis workshop as part of the multi-day in-person collaborative work sessions. Stakeholders will be invited to this meeting.
 - b. Meeting #2: System Development & Network Priorities (June 2024). The goal of the second meeting is to refine project recommendations and gather feedback on prioritization. Stakeholders will be invited to this meeting.
- **Multi-Day Collaborative Work Sessions.** Mobycon staff will be curating and executing a multi-day collaborative work session at two points along the project. The first will occur in Spring 2024. Activities conducted during this time will set the stage for the network evaluation and project identification process to follow. The second session will occur in Fall 2024. Activities will focus on solidifying network recommendations and developing a process to prioritize projects, programs, and policies for implementation.

ANALYSIS

The existing conditions and needs analysis is underway. The following section presents a brief discussion of each of the topics covered in this task.

Network Mapping and Facilities Inventory. Available data has been compiled and the GIS-based infrastructure inventory has been updated to reflect the existing pedestrian and bicycle network.

Demographic Analysis. The City of Palo Alto has a population of 68,680 according to the American Community Survey (ACS) 2021 5-year estimates. The working age population cohort (ages 20 to 64) represents the largest population segment in the City at 57 percent of the total population. Palo Alto residents are highly educated, with the majority (98 percent) of people aged 25 years or older having at least a high school graduate degree. Fifty-three percent of the population is White, 7 percent of the population identify as Hispanic or Latino, and 35 percent Asian. Chinese, Asian Indian and Korean constitute the major Asian groups in the City. Approximately 61 percent of the population exclusively speaks English at home. Asian and

Pacific Island languages make up about 22 percent of the population, with around 32 percent of this group not speaking English proficiently. Other Indo-European languages account for 11 percent, of which roughly 14 percent do not speak English very well. There are no Equity Priority Communities or Disadvantaged Communities within the City of Palo Alto but there are Equity Priority Communities in Stanford University and East Palo Alto.

Program and Policy Inventory. Over twenty relevant planning documents and programs were reviewed to develop an enhanced understanding of the policy and planning environment for walking and biking in Palo Alto. This work also supports the creation of an updated inventory of existing programs and policies relevant to biking and walking and identifies gaps or needs that could be addressed by the Plan.

Bicycle Friendly Community Assessment. Since 2003, the League of American Bicyclists' (LAB) Bike-Friendly America program has been evaluating states, communities, businesses, and universities with the aim of rewarding excellence and raising standards and expectations for what constitutes a bicycle-friendly environment. As of May 2023, there were 506 Bicycle Friendly Communities, though nearly 900 have applied. As of 2023, Palo Alto was designated as a Gold-level cycling community. It has been listed as a Bicycle-Friendly Community since 2003 and has been a Gold-level community since 2010.

Palo Alto scores well on the percentage of high-speed roads with bike facilities, bicycle education in schools, and share of transportation budget spent on cycling. However, Palo Alto has a much higher rate of crashes and a lower cycling mode-share than the average Platinum community. Last year, the League of American Bicyclists announced a change in their awards process. The biggest change is the addition of the Equity and Accessibility section as part of the Five E's, but the new process also puts emphasis on other criteria.

The 2023 application increases the emphasis on addressing gaps in the low-stress network with the most recent report card indicating that quiet streets are underutilized in Palo Alto, which could easily become low-stress linkages in the cycling network for a relatively low cost.

Specific opportunities identified for the City of Palo Alto to progress up to a "Platinum" level community are as follows (based on the 2021 Report Card and the 2023 application criteria):

- Increasing the overall mileage of bicycle network with a specific focus on addressing gaps in the low stress cycling network.
- Increase high-quality cycle parking, especially near major activity centers and transit.
- Expand cycling education efforts to reach adults, especially women, seniors, under-represented groups, and non-English-speaking communities (noting the large Chinese and Hispanic groups present). Further, the LAB suggests that Palo Alto could offer bicycle-friendly training to motorists, particularly commercial drivers and fleet operators (such as delivery drivers).
- Creating a bicycle-friendly environment through laws & ordinances.

It is considered that working towards the above suggestions by building a more extensive/robust cycling network, increasing the amount of high-quality cycle parking and access to transit, expanding education efforts across different demographic groups and

improving cycle-friendly ordinances through policies could increase cycling mode share from a modest 9 percent closer to the Platinum-level average of nearly 14 percent. This would have the added benefit of reducing crash and fatality rates by increasing overall road safety which would also work towards a Platinum-level community designation.

Bicycle Level of Traffic Stress (LTS). Bicycle level of traffic stress (LTS) is a rating given to a road segment or crossing indicating the traffic stress it imposes on bicyclists. Levels of traffic stress range from 1 to 4 with LTS 1 indicating low stress facility and LTS 4 indicating a high stress facility. The segment analysis considers roadway functional classification, vehicle volume, posted or prevailing vehicle speeds, number of vehicle lanes, the presence of on-street parking, and vehicle parking and bicycle lane widths. The crossing analysis considers the right-turn lane configuration and length, bike lane approach, vehicle turning speeds, and presence of a median refuge. The results of the LTS analysis will inform the locations and types of treatments and facilities needed to create a low-stress all ages and abilities bicycle network.

Pedestrian Barriers. The analysis of pedestrian barriers will examine linear barriers (such as freeways, water bodies, and rail lines) and barriers near transit (including gaps in sidewalks, curb ramps, signals, or disconnected cul-de-sacs) that force people to take detours and increase the length of their walking trip. The results of the pedestrian barriers analysis will inform the locations and types of treatments and facilities needed to create direct connections and reduce the length of walking trips.

Safety and Collisions. Spatial analysis of the five most recent years of reported collision data involving bicyclists and pedestrians will be conducted to identify pedestrian and bicycle high injury networks (HINs). Additionally, available variables in the collision data will be analyzed to identify patterns or trends based on temporal characteristics, lighting conditions, location characteristics (intersection versus segment), primary collision factors, age and gender. These collision profiles will provide a better understanding of the common risks, and where and how efforts should be focused to most effectively make streets safer for people walking and biking.

Activity and Benefits. The analysis will utilize various data sources, including counts and location-based data, to estimate existing and future walking, biking, and rolling activity in the City and forecast benefits of investments in the active transportation network.

NEXT STEPS

The City's Office of Transportation will host a Visioning Workshop with stakeholders in December 2023 to craft the Vision and Goals for the Plan Update effort. The project team will also introduce the project at the following public meetings:

- City/School Traffic Safety Committee (CSTSC): Thursday, November 16, 2023
- Planning and Transportation Commission (PTC): Wednesday, November 29, 2023
- Rail Committee Meeting: Tuesday, December 19, 2023
- City Council: Early 2024

Additionally, the existing conditions and needs analysis will be completed over the next few months and brought back to committees for review and input as part of Phase 2 engagement, anticipated for early 2024-Spring 2024.

FISCAL/RESOURCE IMPACT

The BPTP Update project cost is \$333,945, including a 10 percent contingency. The City is eligible to cover project expenditures under MTC’s TDA Article 3 program and can request an allocation of up to \$334,852 for the effort. City staff anticipates that all eligible costs incurred will be reimbursed through the TDA Article 3 payment reimbursement process.

ENVIRONMENTAL REVIEW

California Senate Bill 922 (2022) exempts active transportation plans, such as bicycle transportation plans like the BPTP Update from environmental review under the California Environmental Quality Act (CEQA).

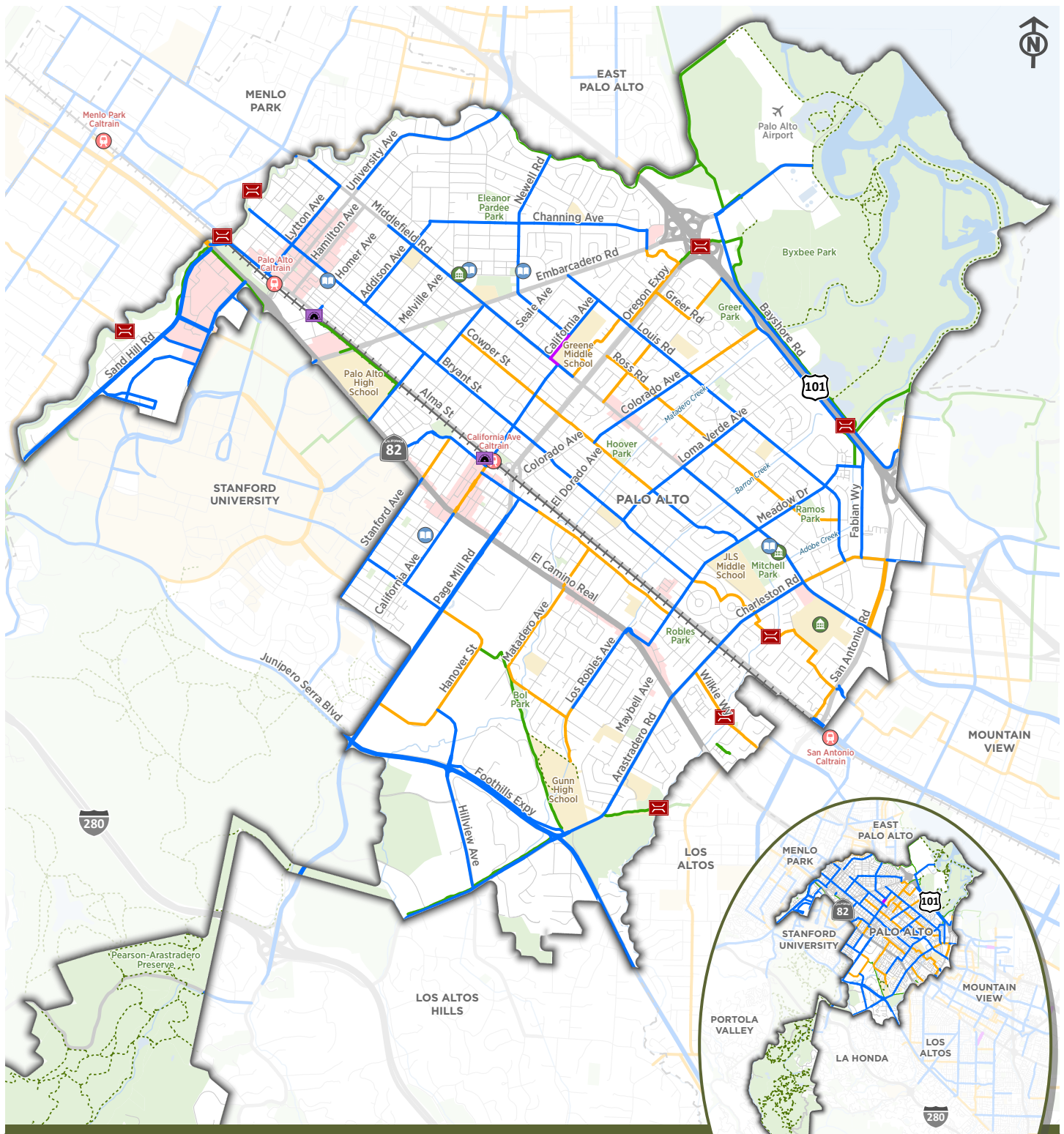
ATTACHMENTS

- Attachment A: Existing Facilities Map
- Attachment B: Basemap
- Attachment C: Bicycle Friendly Community Benchmarking Memo
- Attachment D: Literature Review Summary

AUTHOR/TITLE:

Ozzy Arce, Senior Transportation Planner

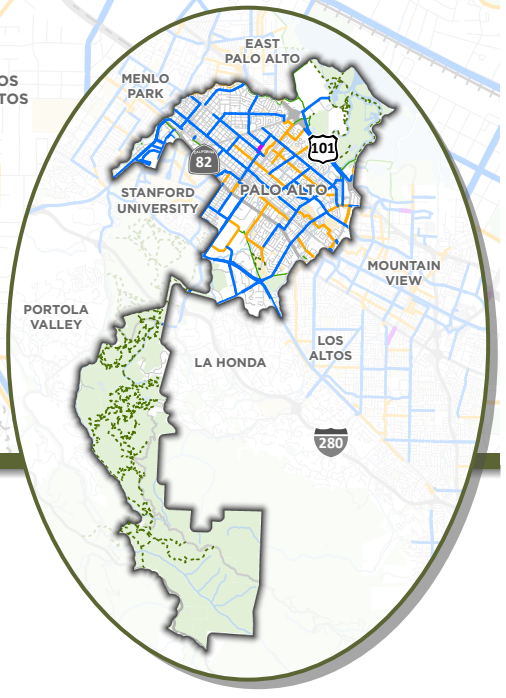
PABAC November 7, 2023 Meeting
Attachment 3: Existing Facilities Map



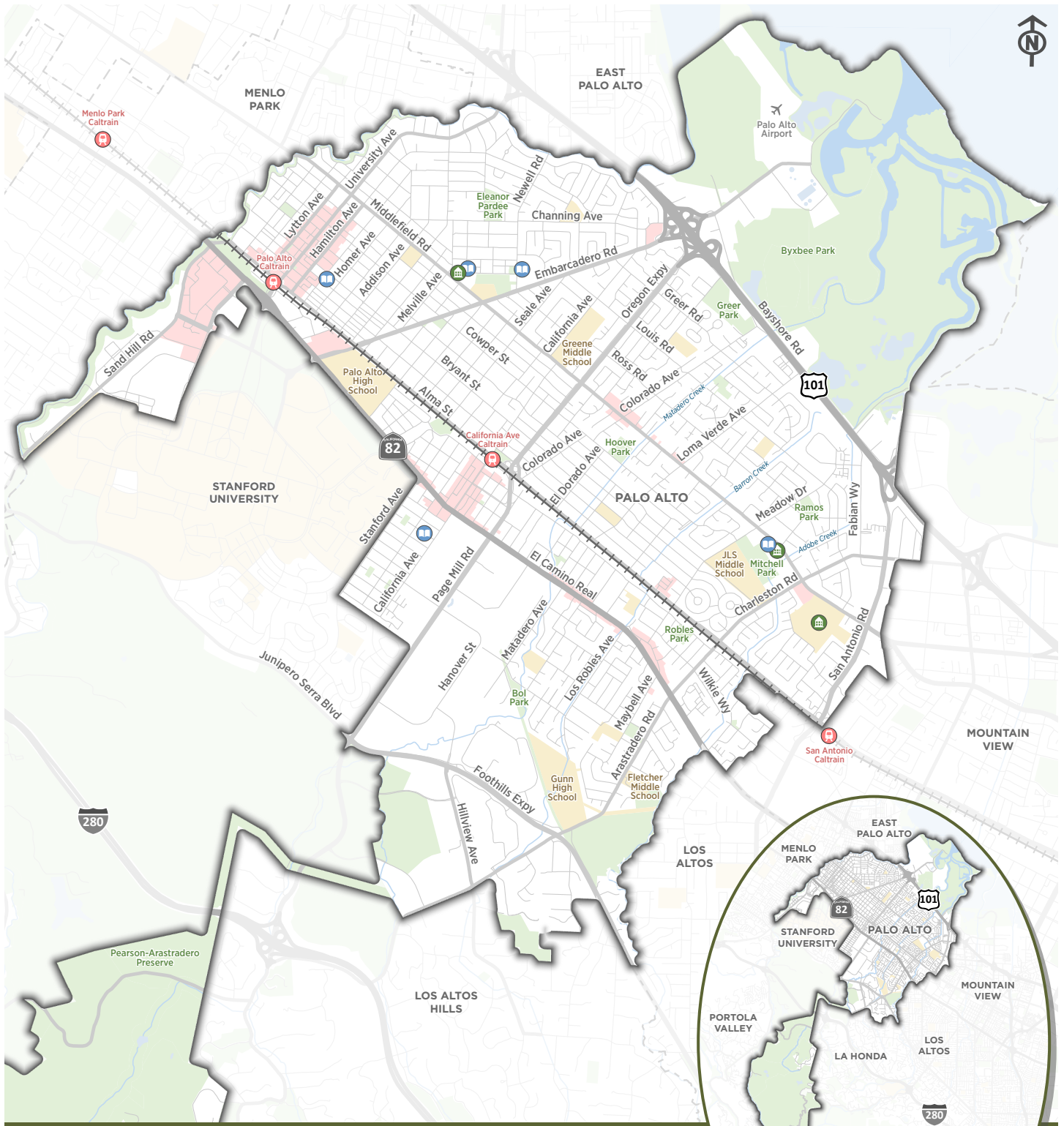
- | | | |
|--|---|---|
| — Class I - Shared Use Path | City of Palo Alto | Railroad |
| — Class II - Bike Lane | Park/Open Space | |
| — Class III - Shared Lane | School/University | |
| — Class IV - Separated Bikeway | Commercial Center | |
| - - - - Trail | Community Center | |
| ⌘ Ped/Bike Bridge | Library | |
| ⌘ Ped/Bike Underpass | ⌘ Caltrain Stop | |











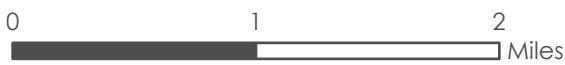
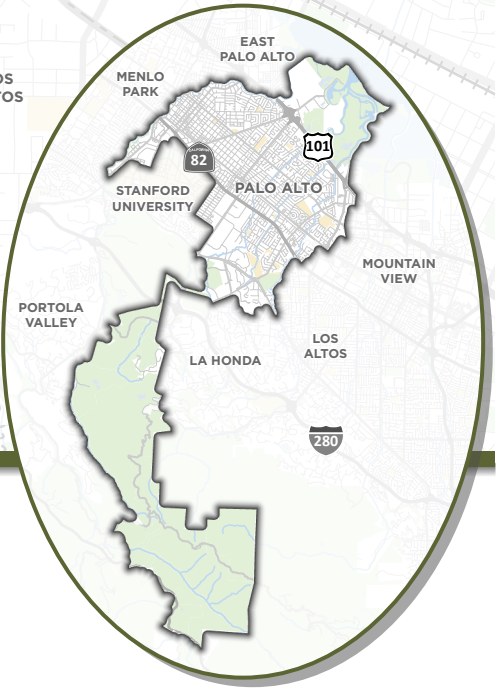
Data Sources: City of Palo Alto, MTC



City of Palo Alto
Bicycle and Pedestrian Transportation Plan Update
Existing Facilities Map, DRAFT 10/2023



- | | | | |
|--|-------------------|---|------------------|
|  | City of Palo Alto |  | Community Center |
|  | Park/Open Space |  | Library |
|  | School/University |  | Caltrain Stop |
|  | Commercial Center |  | Railroad |



Data Sources: City of Palo Alto, MTC



155 Grand Avenue, Suite 505
Oakland, CA 94612
P 510.839.1742



Technical Memorandum

August 22, 2023

Project# 28476

To: Ozzy Arce
City of Palo Alto, Office of Transportation

From: Kittelson & Associates, Inc. and Mobycon

CC: Sylvia Star-Lack, City of Palo Alto, Office of Transportation

RE: Palo Alto Bicycle and Pedestrian Transportation Plan Update – Bicycle Friendly Community

BICYCLE FRIENDLY COMMUNITY

This memo provides a review of the criteria for a “Bicycle Friendly Community” as outlined by the League of American Bicyclists and a comparison of the City of Palo Alto (the City) to Gold- and Platinum-rated peer communities. We will also examine the detailed evaluation metrics to identify areas for improvement in Palo Alto and provide suggestions to help Palo Alto improve from a Gold to Platinum-level Bicycle Friendly Community.

The Importance of Walking & Wheeling

Walking (or moving by wheelchair or mobility device) is the most fundamental form of transportation available. Regardless of what mode one chooses, there is a point at the beginning and end of their trip in which they are a pedestrian. Additionally, walking or moving by wheelchair is the one form of transportation available to everyone, regardless of age or ability to drive or ride a bike. Similar to walking, wheeling (by any one of the various means from cycling or scootering to using a wheelchair or mobility device) is, in theory, a widely accessible means of transportation and recreation. In comparison to owning a vehicle or even purchasing a transit pass, using any of the various wheeling devices is a low-cost (and sometimes no-cost) way to travel throughout one's community.

Active modes of travel have a wide variety of benefits for individuals and society as a whole. Walking and wheeling (when requiring human effort), provide users with exercise opportunities that can be incorporated into their daily routine. Exercise has been found to improve both physical and mental health, improving overall public health and wellbeing. This can have significant benefits to the health system and result in economic benefits as well.

This can have significant benefits to public health with one study finding that a moderate increase in active transport (40.5 to 53.4 minutes per person week) – in line with preferred transportation scenarios from the five largest California transportation planning regions – could result in an annual reduction of 909 deaths and 16,084 disability adjusted life years (DALYs) which is the sum of years of life lost due to premature

mortality and years of living with disability. A significantly more ambitious scenario, increasing cycling to 283 mins per person per week could result in 8,543 fewer annual deaths and 194,003 fewer DALYs.¹

In addition to public health improvements, active transportation provides economic benefits in a variety of ways, from reductions in healthcare costs associated with a healthier population, to increased property values, business revenue, and tourism. Such benefits have been observed across the country with Northwest Arkansas seeing \$137 million in economic benefits from investments in cycling², Indianapolis generating a \$1.01 billion increase in property values adjacent to the Indianapolis Cultural Trail³, and the Miami Valley in Ohio attracting \$13 million worth of goods and services income annually associated with the trails in the region⁴.

It is well-known that walking and wheeling by human-powered modes is also much more environmentally friendly than travelling by motor vehicles, whether powered by fossil fuels or electric motors. Achieving higher mode share of zero carbon emission (walking) and low carbon emission (cycling) modes can significantly reduce greenhouse gas emissions and improve air quality, linking back to public health outcomes due to reduced pollution. Motor vehicles also produce a significant amount of environmental microplastic pollution from tire wear, an issue that is of growing concern with larger, heavier vehicles that wear down tires more quickly. This is especially pertinent with the growing number of large vehicles on streets and roads (such as SUVs and pick-up trucks) as well as electric cars (which weigh more than internal combustion vehicles). It is noted that bicycles (both pedal-powered and electric) produce emissions through the logistics and assembly chain, as well as brake and tire particulate during use, however at almost insignificant levels compared to motor vehicles.

Walking and wheeling are also economically more sustainable for communities as walking and wheeling infrastructure tends to be cheaper to provide and maintain, as well as being more space efficient in moving similar numbers of people as car infrastructure. In almost all cases, walking and wheeling are the cheapest forms of transportation even when compared to transit.

Finally, providing well-planned and designed walking and cycling networks ensure residents and visitors have mobility options to safely and comfortably travel within their community. Traditional auto-centric planning and street design has created auto-dependent cities where using sustainable forms of transportation can be uncomfortable and even dangerous. Without access to a car, people can be excluded from opportunities to participate in society. This has manifested within Palo Alto through historical zoning practices relegating non-residential uses to a concentrated location resulting in significant travel distances for day-to-day errands. Providing diverse transportation networks allows people of all ages, abilities, incomes, and ethnic backgrounds to choose what form of transportation is best suited to their needs and desires, contributing to the creation of a more equitable community.

¹ <https://www.sciencedirect.com/science/article/pii/S2214140516302419>

² <https://www.waltonfamilyfoundation.org/about-us/newsroom/bicycling-provides-137-million-in-economic-benefits-to-northwest-arkansas>

³ <https://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf>

⁴ <https://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf>
<https://www.mvrpc.org/sites/default/files/2013trailsurveyreport.pdf>



Principles of Good Network Design

To create a truly sustainable transportation network, high quality facilities for all road users must be provided. Five key principles are considered for network planning and design. By ensuring all five principles are met within the network, a system of streets and spaces are created that improve access and connectivity while encouraging people to walk and cycle for all kinds of trips, from the work commute to daily errands and beyond, thus serving a wide variety of users.

- **Cohesion** – A cohesive active transportation network is one that allows users to get from A to B using active modes, with key origins and destinations linked as a cohesive whole that can be easily navigated by bike or on foot. Gaps in sidewalks or cycling facilities undermine cohesion as they present barriers for users to overcome, forcing users into environments that are not suited to them, such as a busy roadway.
- **Directness** – A direct trip by active means, or any mode for that matter, is one that can be completed quickly and with minimal effort. Since walking and cycling are human-powered modes, it is important that unnecessary detours are avoided. Such detours may require excessive time or energy for the user, presenting a barrier to active modes. Routes that are short and quick for pedestrians and cyclists result in walking and cycling trips that are competitive to other forms of transportation, increasing the likelihood of their use.
- **Safety** – Safety is a key aspect in an active transportation network. Unsafe conditions, such as mixing active users with vehicles on high speed and volume roadways is a major deterrent to a large proportion of the population. A key aspect of creating a safe environment is minimizing differences in speed and mass. In practice, this means providing dedicated spaces for pedestrians and cyclists in the form of sidewalks and cycle tracks where traffic speeds and volumes are high. In some cases, such as local streets where volumes are low, mixing users can be safe as long as the street is designed to slow vehicles to 20 mph or less, a speed that is safe for vulnerable road users. When creating a safe environment, perceived safety must also be taken into consideration. If an environment feels threatening to active users, even if there is no real danger, that environment will be avoided when possible.
- **Comfort** – Comfort is an often-overlooked aspect of designing an active transportation network. Frequent stops at stop signs and red lights can negatively impact user comfort as this increases the physical exertion required of cyclists when starting from a stop and can be irritating for pedestrians. Other aspects that can negatively influence comfort include bumpy or uneven surfaces and excessive noise from vehicles or other sources. Perceived safety, as mentioned above, can also be linked to comfort as a feeling of being unsafe undermines feelings of comfort.
- **Attractiveness** – While attractiveness is a personal opinion, there are certain elements that have been found to be widely considered as attractive along an active transportation route. Open spaces with greenery, a well-maintained route, quiet streets, and an aesthetic built environment are generally seen positively while traffic congestion, certain land uses (such as industry), and poorly lit routes are considered unattractive and deter from the use of a route or network.

What Makes a Great Cycling Community?

Since 2003, the League of American Bicyclists' (LAB) Bike-Friendly America program has been evaluating states, communities, businesses, and universities with the aim of rewarding excellence and raising standards and expectations for what constitutes a bicycle-friendly environment. As of May 2023, there were 506 Bicycle Friendly Communities, though nearly 900 have applied.

Communities hoping to be recognized as a Bicycle Friendly Community must complete an extensive application process covering bicycling facilities, maintenance, last-mile connections, education, media presence, data-collection, promotion, regulations, planning, staffing and other conditions. The LAB report



card uses information from the application as well as federally available data to make decisions regarding awards.

The League of American Bicyclists has identified five elements⁵ essential to great cycling communities: Equity & Accessibility, Engineering, Education, Encouragement and Evaluation & Planning.

- **Equity** refers to fostering a fair and inclusive planning process and cycling environment that seeks to include all potential users, regardless of background, and re-balance historical inequities by proactively reaching out to and providing extra support for marginalized groups. **Accessibility** means expanding the traditional “cycling” umbrella to include a wider range of mobility options which can open mobility opportunities to those with a range of disabilities.
- **Engineering** means designing, building, and maintaining safe and convenient places to cycle and park. High-quality cycling environments are connected networks of trails, quiet streets, and protected cycle-tracks. They also include a variety of convenient, secure cycle parking options.
- **Education** means providing a wide variety of opportunities for community members to acquire the skills and confidence to ride – from bike classes in elementary schools to accessible courses for beginner adult riders.
- **Encouragement** includes providing a range of incentives and opportunities to get and keep people cycling – from Bike to Work programs to National Bike Month Activities and Open Streets events.
- **Evaluation & Planning** means planning for and evaluating the cycling system to measure current gaps and challenges and plan for future improvements.

League of American Bicyclists – Bicycle Friendly Communities

The most recent publicly available report card for Palo Alto is from spring 2021. The Bicycle Friendly Communities application has been offline for a significant update (discussed in more detail below) but still focuses on the core Five E aspects.

As of 2023, Palo Alto was designated as a Gold-level cycling community. It has been listed as a Bicycle-Friendly Community since 2003 and has been a Gold-level community since 2010. The following table shows awards made to comparable peer communities⁶. Platinum-level communities include Davis, CA; Fort Collins, CO; Boulder, CO and Madison, WI. Peer gold-level communities include Oakland, CA and Santa Cruz, CA.

⁵ <https://bikeleague.org/bfa/5-es/>

⁶ <https://bikeleague.org/bfa/award-database/#community>



Community	Award (2023 spring)	Population	Land Use
Davis, CA	Platinum	69,289	Suburban
Palo Alto, CA	Gold	67,082	Suburban
Santa Cruz	Gold	59,946	Suburban
Boulder, CO	Platinum	108,090	Small town
Santa Monica, CA	Gold	90,401	Urban
Fort Collins, CO	Platinum	174,871	Urban core surrounded by low density suburban areas
Madison, WI	Platinum	258,054	Urbanized area

Benchmarks for Palo Alto

Applicants for the Bicycle Friendly Communities complete an extensive application⁷ in order to be evaluated on a series of metrics. Palo Alto submitted an application and was evaluated in spring 2021 by the League of American Bicyclists on these measures relative to the average platinum-level community, as shown in the following table.

	Average Platinum	Palo Alto	Comparison
High Speed Roads with Bike Facilities	36%	80%	Exceeds average for Platinum communities
Bicycle Education in Schools	GOOD	VERY GOOD	Exceeds average for Platinum communities
Share of Transportation Budget Spent on Bicycling	14%	76%	Exceeds average for Platinum communities
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD	Meets average for Platinum communities

⁷ https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf



Presence of Active Bicycle Advocacy Group;	YES	YES	Meets average for Platinum communities
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS AT LEAST MONTHLY	Meets average for Platinum communities
Bike Plan is Current and is Being Implemented	YES	YES	Average
Total Bicycle Network Mileage to Total Road Network Mileage	80%	33%	Below average for Platinum communities
Bicycle-Friendly Laws & Ordinances	VERY GOOD	ACCEPTABLE	Below average for Platinum communities
Bike Program Staff to Population	1 per 21k	1 per 26.8k	Below average for Platinum communities
Cycling Ridership	13.6%	9.19%	Below average for Platinum communities
Crashes per 10k bicycle commuters	100	281.05	Below average for Platinum communities
Fatalities per 10k bicycle commuters	0.4	0.69	Below average for Platinum communities

Palo Alto scores well on the percentage of high-speed roads with bike facilities, bicycle education in schools, and share of transportation budget spent on cycling. However, Palo Alto has a much higher rate of crashes and a lower cycling mode-share than the average Platinum community.

The League of American Bicyclists provides numerous resources⁸ to communities aspiring to become Bicycle Friendly Communities or improve their awards. The site includes resources to improve on the Five E's but also guidance on conducting a bicycle parking inventory, organizing bicycle events, and forming a bicycle advisory committee.

⁸ <https://bikeleague.org/bfa/community/resources/>



Opportunities for Improvement and 2023 Application Year

Last year, the League of American Bicyclists announced a change in their awards process⁹. The biggest change is the addition of the Equity and Accessibility section as part of the Five E's but the new process also puts emphasis on other criteria. A review of the 2023 application for Bicycle Friendly Communities includes the following additions:

- Understanding community socioeconomic and demographic information including:
 - median age of the community
 - languages other than English spoken at home
 - foreign born population
 - median household income
 - poverty rate
 - bicycle commute by sex
 - percent of household without vehicles
 - disability characteristics
 - racial and ethnicity distribution
- Defining the bicycle network for on-road and off-road cycling facilities and adoption of a Safe System approach to the delivery of the bicycle network.
- Updating bicycle infrastructure to make it more accessible for all ages and abilities, including people with physical and/or cognitive disabilities.
- Network maintenance and use of mechanisms (e.g., 311) for cyclists to identify issues, problems and hazards on the network as well as funding mechanisms for ongoing maintenance.
- Providing bicycle access to transit
- Regional coordination of bicycle facilities to ensure network connectivity and cohesion across municipal boundaries.

The 2023 application increases the emphasis on addressing gaps in the low-stress network with the most recent report card indicating that quiet streets are underutilized in Palo Alto, which could easily become low-stress linkages in the cycling network for a relatively low cost.

Specific opportunities identified for the City of Palo Alto to progress up to "Platinum" level community are as follows (based on the 2021 Report Card and the 2023 application criteria):

- **Increasing the overall mileage of bicycle network** with a specific focus on **addressing gaps** in the low stress cycling network, especially on quiet neighborhood streets where traffic calming can create safe cycling spaces for a relatively low cost. The 2023 application has been adjusted to place a heavier emphasis on building a cohesive low-stress network rather than disjointed pieces of infrastructure, reflecting the Safe Systems Approach¹⁰.
- **Increase high-quality cycle parking**, especially near major activity centers and transit.
- **Expand cycling education** efforts to reach adults, especially women, seniors, under-represented groups, and non-English-speaking communities (noting the large Chinese and Hispanic groups present). Further, the LAB suggests that Palo Alto could offer bicycle-friendly training to motorists, particularly commercial drivers and fleet operators (such as delivery drivers).
- Creating a bicycle-friendly environment through laws & ordinances:
 - The BFC application asks about the following **Bike-Friendly policies**:
 - Banning parking in bike lanes and harassing cyclists

⁹ <https://bikeleague.org/change-coming-bicycle-friendly-community-awards/>

¹⁰ https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf



- Banning cell phone use while driving and harassing cyclists (now enacted statewide)
 - Penalties for failing to yield to a cyclist when turning, 'dooring' cyclists
 - Vulnerable road user and safe passing distance laws
 - A law that allows cyclists to treat a stop sign as a yield sign (i.e. whether the "Idaho Stop" is legal in your state), a law that allows cyclists to treat an unresponsive red light as a stop sign (i.e. "Dead Red" law) and a law that allows bicyclists to follow pedestrian signals instead of motor vehicle traffic lights at signalized intersections
- The BFC application also asks communities about **bike-unfriendly policies and ordinances**. The City seems to require cyclists to use bike lanes, where available. The City also prohibits riding on sidewalks in the central business district and bans "trick riding". The following are other bike-unfriendly policies the BFC application asks about:
- **Where Cyclists Can/Must Ride:** Local law requires bicyclists to use side paths and/or bike lanes regardless of their usability, laws requiring cyclists to ride as far to the right of the road as practicable without exceptions, restrictions on sidewalk riding inside and/or outside of the Central Business District, dismount zones/regulations on shared-use paths and the banning of cycles from non-highway roads that are open to vehicles.
 - **What/How Cyclists Can Ride:** Local law restricts usage of electric-assist bicycles, mandatory bike registration and/or helmet use for all ages and bans on exhibition or "trick riding" (e.g. wheelies).
 - **Who Can Ride:** Local or school policies restrict youths from riding to school, "Bicycle safety checks" or other legal or de facto enforcement stops occur.

It is considered that working towards the above suggestions by building a more extensive/robust cycling network, increasing the amount of high-quality cycle parking and access to transit, expanding education efforts across different demographic groups and improving cycle-friendly ordinances through policies could increase cycling mode share from a modest 9 per cent closer to the Platinum-level average of nearly 14 per cent. This would have the added benefit of reducing crash and fatality rates by increasing overall road safety which would also work towards a Platinum-level community designation.





Technical Memorandum

October 24, 2023

Project# 28476

To: Ozzy Arce
City of Palo Alto, Office of Transportation

From: Kittelson & Associates, Inc.

RE: The Bicycle and Pedestrian Transportation Plan (BPTP) Update – Literature Review (Task 2.2)

LITERATURE REVIEW

The Bicycle and Pedestrian Transportation Plan (BPTP) Update will examine the existing bicycle and pedestrian infrastructure, guide investments in active transportation and recommend policies and practices to build a safer and better pedestrian and bicycle network in the City of Palo Alto. The purpose of this memorandum is to provide a synthesis and summary of existing plans, programs, and policies from recent documents. This will help develop an understanding of the policy and planning environment for walking and biking in Palo Alto.

Documents List

The following table lists the relevant documents and programs that were reviewed, summarized, and synthesized for this task.

Table 1. List of Documents Reviewed

No.	Document Name	Year of Adoption
1.	City of Palo Alto Bicycle and Pedestrian Transportation Plan	2012
2.	City of Palo Alto Comprehensive Plan	2017
3.	City of Palo Alto Sustainability and Climate Action Plan	2023
4.	City of Palo Alto Parks, Trails, Natural Open Space and Recreation Master Plan	2017
5.	City of Palo Alto Green Stormwater Infrastructure Plan	2019
6.	City of Palo Alto Public Art Master Plan	2016

7.	City of Palo Alto Safe Routes to School (SRTS)	2021
8.	Palo Alto SRTS Five-Year Work Plan, Safe Routes to School Partnership Consensus Statement	2021
9.	Adopted Palo Alto Unified School District (PAUSD) Safe Routes to School Policies	2021
10.	Santa Clara Countywide Bicycle Plan	2018
11.	The County of Santa Clara Stanford University Community Plan	2022 ¹
12.	2050 Plan Bay Area	2021
13.	VTA Bicycle Technical Guidelines	2022
14.	VTA Valley Transportation Plan (VTP) 2040	2014
15.	Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan for the San Francisco Bay Area Update	2009
16.	Central Bikeway Feasibility Study Alternatives Analysis 2022 (Peninsula Bikeway Study)	2022
17.	VTA Bicycle Technical Guidelines	2012
18.	Caltrans District 4 Bike Plan	2018
19.	Caltrans District 4 Pedestrian Plan	2021
20.	Caltrans Bay Area Bike Highway Study	2022
21.	Palo Alto's Local Road Safety Plan by VTA	2022

¹ Track changes version available - <https://static1.squarespace.com/static/5ef397ab7a79e315cd9066ae/t/648a1d95f21c5553baf74820/1686773154192/SCP+Draft+Board+of+Supervisors+12.13.22+Tracked+Changes.pdf>



Topics and Key Themes

The following relevant topics were reviewed and summarized for each document and overall themes within each topic and across all reviewed documents are synthesized in this section.

- Vision and goal statements
- Existing policies and programs related to active transportation
- Established needs, issues, and concerns raised in the study
- Current/planned projects coming from the study
- Community feedback captured in the document
- Community partners/contact information if available
- Data documentation to incorporate

The complete summary for each document is provided as an attachment to this document. Key themes from this review are presented in this section.

Vision and Goals

There is strong alignment among the vision and goals established in the documents reviewed, particularly surrounding sustainability and climate action. For example, the 2012 Palo Alto Bicycle and Pedestrian Transportation Plan support the goals identified in the City of Palo Alto Comprehensive Plan and reflect specific targets mentioned in the 2007 Palo Alto Climate Protection Plan.

Common themes around vision and goals from the review of these plans include:

- Increasing biking and walking trips for all purposes
- Constructing and maintaining safe and accessible streets for walking and biking to all modes and people of all ages and abilities
- Developing a network of bikeways, pathways, and traffic-calmed streets that connects various business districts, residential areas, open spaces and parks
- Improving the aesthetics of walkways and bike paths to attract more walking and biking trips
- Reducing overall vehicle miles traveled
- Seeking to improve the quality of life, as well as environmental quality, economic health and social equity

Policies and Programs

Most of the policies and programs mentioned in each plan aim to promote the goals and vision of that specific plan. They are also in line with the vision of similar plans that promote non-motorized transportation.

For example, the 2030 City of Palo Alto Comprehensive Plan introduced programs and policies that focus on collecting bicycle counts and conducting surveys to understand bicycle use (Program T1.16.1); encouraging participation in local walking and biking events (Program T1.16.4); providing facilities that encourage walking and biking (policy T-1.19); prioritizing investments for enhanced pedestrian access and bicycle use within Palo Alto (Program T1.19.2) etc. These policies and programs are in line with the goals and visions of the Comprehensive Plan and are consistent with the 2021 City of Palo Alto Safe Routes to School (SRTS) Plan as well.

Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan for the San Francisco Bay Area 2009 Update mentions programs and policies such as Bike-to-Work day, pedestrian and bicycle training, resolution



875², resolution 3765³ etc. developed by MTC that aim to make bicycling safer and more accessible throughout the region.

These existing programs and policies mentioned in the relevant plans are consistent with the purpose of the BPTP Update and will be reflected in the Plan.

Needs and Challenges

Common themes surrounding needs and challenges per review of the plans include:

- Improving access to neighboring commercial centers
- Improving bicycle parking facilities
- Defining a core network of crosstown and recreational routes
- Introducing traffic calming strategies
- Drastic changes in future environmental conditions due to climate change
- Enhancing comfort and making parks more welcoming
- Safety concerns such as unsafe crossings due to high vehicular speeds and volumes and unfriendly freeway interchanges
- Traffic congestion in educational districts during peak hours
- Issues related to optimizing bicycle safety such as angle of crossing, smoothness of crossing, gap between the flangeway and roadway, and closing bike paths at night
- Uncertainty of funding opportunities
- Improving level of traffic stress of bicycle facilities on major and minor bike corridors
- Failure to yield to pedestrians on the roadway
- Bicycle theft

Plans and Projects

Some plans and projects recommendations that have been initiated through adoption of these plans include:

- Across barrier connections across the City (Adobe Creek Highway 101 Overcrossing, Caltrain/Alma Barrier Crossing at Matadero Creek etc.)
- Trails and Shared Use Pathway projects (Embarcadero Road / Rinconada Park Sidepath, Adobe Creek Reach Trail etc.)
- Bicycle boulevard projects (Castilleja-Park-Wilkie Bicycle Boulevard, Bryant Street Bicycle Boulevard etc.)
- Intersection spot improvements (El Camino Real Intersection Through-Markings, Charleston Road at Middlefield Road Bicycle Through-Lanes etc.)
- Infrastructure Programs (Bicycle Parking Corral / Rack Installation Program, Pedestrian Countdown Signals & Crossings Program etc.)
- System rehabilitation and Maintenance (Castilleja Street-Park Boulevard, Lytton Avenue etc.)
- Design, Feasibility, and Planning (Middlefield Road "Complete Street" Plan Line Study, Embarcadero Road Plan Line Study etc.)
- Non-Infrastructure - Education Encouragement (Citywide Traffic Counts and Data Collection, Bike Palo Alto! / Palo Alto Sunday Streets etc.)

² First adopted in 1980 and most recently amended in 2005, this resolution guides the allocation of the "Transportation Development Act, Article 3," which funds \$2.9 million worth of Bay Area bicycle projects annually

³ This resolution, adopted in 2006, requires agencies applying for regional transportation funds to document how the needs of bicyclists and pedestrians were considered in the process of planning and/or designing the project for which funds are requested



- Plan, design and construct 10.5-acre site in Baylands for park uses; plan, design and redevelop Cubberley Community Center
- Incorporate 7.7-acre site into Foothills Park
- Demonstration projects: Hale Avenue Extension, SkyLANE, 101/Blossom Hill Road, Lundy Place Connector, Diridon Bicycle Connections
- Freeway interchange improvements (I-280/Page Mill Interim Improvements)
- Planned Bicycle Bridge/Undercrossing (Stanford Avenue /Seale Avenue, San Francisquito Creek, Adobe Creek Bridge)

Public Input

Community feedback and public input is a crucial factor throughout long-term planning processes. It helps inform and shape the final recommendations of plans. Most plans significantly invested in conducting public workshops, public surveys, open houses and community engagement events to hear from the public throughout the development of the plan. Common themes and takeaways per the review of the relevant plans include:

- Providing accessible and safe active transportation (walking, biking, etc.) routes to natural open space, community centers and parks is a high priority
- Enhancing physical and mental well-being is a critical function of parks for people who live, work and play in Palo Alto. Loop trails, bicycle and pedestrian paths to parks and places to relax are top priorities, along with exercise equipment or additional classes
- Low-stress bicycle facilities are desired
- Frequently requested bicycle infrastructure improvements include more trail lighting, better accommodation at signalized intersections, better access and signage to bicycle paths, more frequent maintenance, more space to store bicycles on transit vehicles, secure bicycle parking
- Access to Berryessa BART, connections to east San Jose, completion of the Coyote Creek Trail and Guadalupe River Trail, north-south connections in east and central Santa Clara County are desired
- Design safer and more intuitive highway crossings and interchanges
- Streamline and communicate the process for local agencies to engage with Caltrans and for Caltrans to engage with local communities
- Increase investment in bicycle facilities on state highways
- Preference for fully dedicated bike facilities that is separate from traffic and has space for multiple modes
- Bike highways should prioritize access and connection for low-income and disadvantaged communities and people without personal access to vehicles

Community Partners and Champions

Community partners and champions involved in the formulation of some of these plans include:

- The Junior Museum and Zoo
- The Children's Theatre
- Cubberley Artist Studio Program (CASP)
- Palo Alto Art Center (PAAC)
- Police Department staff
- PTA Transportation Safety Representatives at each PAUSD school
- Student representatives
- School principals
- PAUSD staff in Sustainability
- County Department of Public Health
- Silicon Valley Bicycle Coalition



- Almaden Valley Cycling Club
- County Parks and Recreation Department
- Santa Clara Valley Water District
- Bicycling advocacy organizations
- Bay Area Air Quality Management District (Air District)
- Bay Conservation and Development Commission (BCDC)
- Business Community
- Community-Based Organizations, Advocates and Non-Profits
- County Transportation Agencies (CTAs)

Data and Other Resources

Data that would be relevant to this Plan based on the review of the relevant plans include:

- Percentage of workers who bike to work, by place of residence, in Santa Clara County (2015) – (Santa Clara Countywide Bicycle Network, 2018)
- Financially constrained projects in Santa Clara County - (VTA Valley Transportation Plan (VTP) 2040, 2014)
- Regional bikeway network mapping - (MTC's Regional Bicycle Plan for the San Francisco Bay Area Update, 2009)
- Average Bay Area weekday bicycle trips (2000) - (MTC's Regional Bicycle Plan for the San Francisco Bay Area Update, 2009)
- Motor vehicle/bicycle collision analysis - (MTC's Regional Bicycle Plan for the San Francisco Bay Area Update, 2009)
- Unbuilt regional bikeway network mapping - (MTC's Regional Bicycle Plan for the San Francisco Bay Area Update, 2009)
- Santa Clara County top tier projects – (Caltrans District 4 Bike Plan, 2018)
- Collision data – (Palo Alto's Local Road Safety Plan by VTA, 2022)
- Collision classification – (Palo Alto's Local Road Safety Plan by VTA, 2022)
- Bicycle/pedestrian collisions – (Palo Alto's Local Road Safety Plan by VTA, 2022)
- Top collision trends – (Palo Alto's Local Road Safety Plan by VTA, 2022)
- High injury network – (Palo Alto's Local Road Safety Plan by VTA, 2022)



PABAC October 3, 2023 Meeting
Attachment 7: September 2023 PAPD Collision Report for PABAC

#	Date	Time	Location	City	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	09/01/2023	1235	899 E CHARLESTON RD	PALOALTO	F	medical emergency	899 E CHARLESTON RD		Hit object	Fixed object		1
2	09/01/2023	1326	154 E MEADOW DR	PA	F	21208	E MEADOW DR		Broadside	Bicycle		1
3	09/01/2023	2135	QUARRY RD/EL CAMINO REAL	PALOALTO	F	vc 23152 (a)	EL CAMINO REAL (SR-82) 100 BLOCK		Rear end	Other motor vehicle		1
4	09/03/2023	911	MIDDLEFIELD RD/FOREST AVE	PALOALTO	F	23153(A) VC	MIDDLEFIELD RD	FOREST AVE	Broadside	Other motor vehicle		2
5	09/03/2023	1658	FOREST AVE/MIDDLEFIELD RD	PALOALTO	F	CVC 21802(a)	MIDDLEFIELD ROAD	FOREST AVENUE	Broadside	Other motor vehicle		1
6	09/03/2023	2325	EMBARCADERO RD/WEBSTER ST	PALOALTO	F	23152(a) CVC	EMBARCADERO RD		Hit object	Other object	TREE	0
7	09/06/2023	1720	MIDDLEFIELD RD/HAMILTON AVE	PALOALTO	T	CVC 21453(a)	MIDDLEFIELD ROAD	HAMILTON AVENUE	Broadside	Other motor vehicle		1
8	09/07/2023	1256	SAND HILL RD/STOCK FARM RD	PALOALTO	F	cvc 22350	SAND HILL RD		Rear end	Other motor vehicle		1
9	09/07/2023	1448	E BAYSHORE RD/EMBARCADERO RD	PALOALTO	F	22107 cvc	EMBARCADERO RD		Side swipe	Other motor vehicle		0
10	09/07/2023	1700	STANFORD AVE/EL CAMINO REAL	PALOALTO	F	22107	EL CAMINO REAL 2200 BLOCK		Side swipe	Other motor vehicle		0
11	09/08/2023	1121	SAN ANTONIO RD/E CHARLESTON RD	PALOALTO	F		E CHARLESTON RD	SAN ANTONIO RD	Broadside	Other motor vehicle		1
12	09/08/2023	1447	STANFORD AVE/ESCONDIDO RD	PALOALTO	T	21456(c)	STANFORD AVE	ESCONDIDO ROAD	Head-on	Pedestrian		1
13	09/09/2023	649	VINEYARD LN/CLARK WAY	PALOALTO	F	22107 VC	SANDHILL ROAD	VINEYARD LANE	Side swipe	Other motor vehicle		0
14	09/09/2023	2100	FOOTHILLS PARK	PA	F	vc 22350	PAGE MILL RD		Hit object	Fixed object	GUARD RAIL	1
15	09/10/2023	1030	SAN ANTONIO RD/E CHARLESTON RD	PALOALTO	F	22350 VC	SAN ANTONIO RD	E CHARLESTON RD	Rear end	Other motor vehicle		0
16	09/10/2023	1200	PAGE MILL RD/MOODY RD	PALOALTO	F	CVC 22107	4000 PAGE MILL RD		Hit object	Fixed object	HIT TREE	1
17	09/12/2023	1742	HAWTHORNE AVE/EMERSON ST	PALOALTO	F	CVC 22450(a)	HAWTHORNE AVENUE	EMERSON STREET	Broadside	Other motor vehicle		1
18	09/12/2023	1745	EMBARCADERO RD/GREER RD	PALOALTO	F	CVC 22350	EMBARCADERO RD	GREER ROAD	Rear end	Other motor vehicle		2
19	09/12/2023	1759	OREGON UNDERPASS	PA	F	22107	PAGE MILL ROAD		Side swipe	Other motor vehicle		0
20	09/12/2023	2330	CHANNING AVE/COWPER ST	PALOALTO	F		CHANNING AVE	COWPER STREET	Broadside	Pedestrian		1
21	09/13/2023	1605	505 CALIFORNIA AVE	PALOALTO	F	cvc 22107	505 CALIFORNIA AVE		Side swipe	Parked motor vehicle		0
22	09/14/2023	1727	SOUTH CT/E MEADOW DR	PALOALTO	F	CVC 21755	E MEADOW DRIVE	SOUTH COURT	Head-on	Bicycle		1
23	09/15/2023	1630	180 EL CAMINO REAL	PALOALTO	F		180 EL CAMINO REAL		Broadside	Other motor vehicle		1
24	09/16/2023	300	ALMA ST/OREGON AVE	PALOALTO	F	vc 23152(a)	ALMA ST		Hit object	Fixed object	SIGN/POLE, FENCE	0
25	09/16/2023	1026	OREGON EXPR/ALMA ST	PALOALTO	F	23152(a) VC	OREGON EXPRESSWAY ONR TO SB ALMA		Hit object	Fixed object	WALL	0
26	09/18/2023	539	PAGE MILL RD/FOOTHILL EXPR	PALOALTO	F	21453(A) VC	PAGE MILL RD	FOOTHILL EXPY	Head-on	Other motor vehicle		2
27	09/18/2023	1136	OREGON EXPR/MIDDLEFIELD RD	PALOALTO	F	22350 VC	OREGON EXPR		Rear end	Other motor vehicle		0
28	09/18/2023	1300	EL CAMINO REAL/MEDICAL FOUNDATION WAY	PALOALTO	F	21950(a) VC	SR-82	MEDICAL FOUNDATION WAY	Vehicle-Pedestrian	Pedestrian		1
29	09/18/2023	1837	MIDDLEFIELD RD/LINCOLN AVE	PALOALTO	F	21802(a) VC	LINCOLN AVENUE	MIDDLEFIELD ROAD	Broadside	Other motor vehicle		5
30	09/19/2023	1253	210 TENNYSON AVE	PALOALTO	F	21802(a)	200 BLK TENNYSON AVE	EMERSON	Broadside	Other motor vehicle		
31	09/19/2023	1735	ALMA ST/PALO ALTO AVE	PALOALTO	F	CVC 22350	ALMA STREET		Rear end	Other motor vehicle		1
32	09/20/2023	1626	CHANNING AVE/COWPER ST	PALOALTO	F	CVC 21802(a)	CHANNING AVE	COWPER ST	Broadside	Other motor vehicle		1

PABAC October 3, 2023 Meeting
Attachment 7: September 2023 PAPD Collision Report for PABAC

#	Date	Time	Location	City	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
33	09/20/2023	2043	2811 MIDDLEFIELD RD	PALOALTO	F	VC 22107	MIDDLEFIELD RD		Broadside	Other motor vehicle		1
34	09/21/2023	925	OREGON EXPR/LOUIS RD	PALOALTO	F	vc 21453(a)	OREGON EXPR	LOUIS RD	Broadside	Other motor vehicle		3
35	09/21/2023	1606	EMBARCADERO RD/BRYANT ST	PALOALTO	F	CVC 21658(a)	EMBARCADERO RD		Side swipe	Other motor vehicle		1
36	09/21/2023	1637	OREGON AVE AND HIGH ST	PALOALTO	F	21208(a)	2300BL HIGH ST		Head-on	Bicycle		
37	09/22/2023	1419	WEBSTER ST/CHANNING AVE	PALOALTO	F	CVC 22100(B)	CHANNING AVE	WEBSTER ST	Broadside	Other motor vehicle		1
38	09/23/2023	0	.300 PARKSIDE DR	PALOALTO	F	23123(a) CVC	300 BLOCK OF PARKSIDE DRIVE		Rear end	Bicycle		0
39	09/24/2023	0	.600 ALMA ST	PALOALTO	F	CVC 22107	.600 ALMA ST		Side swipe	Parked motor vehicle		0
40	09/24/2023	1650	BRYANT ST/OREGON EXPR	PALOALTO	F	22350	400 BLK OF OREGON EXPRESSWAY		Rear end	Other motor vehicle		1
41	09/24/2023	1250	1870 EMBARCADERO RD	PALOALTO	F	22107 VC	EMBARCADERO RD		Side swipe	Other motor vehicle		0
42	09/25/2023	1211	SAND HILL RD/CHARLES MARX WAY	PALOALTO	F	CVC 22107	SAND HILL RD		Side swipe	Other motor vehicle		1
43	09/26/2023	1134	1700 BLK UNIVERSITY AVE	PALOALTO	F	CVC 23123(a)	UNIVERSITY AVE		Rear end	Other motor vehicle		1
44	09/26/2023	1357	EMERSON ST/HAMILTON AVE	PALOALTO	F	22350 VC	EMERSON ST		Side swipe	Parked motor vehicle		1
45	09/27/2023	857	ALMA ST/COLERIDGE AVE	PALOALTO	F	VC 22107	ALMA STREET	100 BLOCK OF COLERIDGE AVE	Broadside	Other motor vehicle		1
46	09/27/2023	1622	.700 CHANNING AVE	PALOALTO	F	VC 22107	.700 CHANNING AVE		Side swipe	Parked motor vehicle		0
47	09/28/2023	907	EL CAMINO REAL/DEODAR ST	PALOALTO	F	21461(a)	EL CAMINO REAL		Rear end	Other motor vehicle		
48	09/28/2023	1349	.1100 UNIVERSITY AVE	PALOALTO	F	22107 VC	.1100 UNIVERSITY AVE		Vehicle-Pedestrian	Pedestrian		1
49	09/28/2023	1613	ADDISON AVE/ALMA ST	PALOALTO	F	CVC 21801	ADDISON AVE	ALMA ST	Broadside	Other motor vehicle		2
50	09/28/2023	2146	933 LAUREL GLEN DR	PALOALTO	F	CVC 22106	933 LAUREN GLEN DR (PRIVATE PROPERTY)		Hit object	Fixed object	GAS LINE	0
51	09/29/2023	1637	HIGH ST/ADDISON AVE	PALOALTO	T	VC 22450(a)	HIGH ST	ADDISON AVENUE	Broadside	Bicycle		1

**Consultant Answers to PABAC SS4A Questions on October 3,
2023 [Sylvia's notes in brackets]**

1. What is the definition of “serious injury”?
 - a. Serious injuries are defined as “An injury which prevents the injured party from walking, driving, or performing activities they were normally capable of before the collision” (<https://www.chp.ca.gov/InformationManagementDivisionSite/Documents/GLOSSARY2016.pdf>).
 - b. One of the key principles of the Safe System approach and the Vision Zero commitment is that death and serious injury are unacceptable in any community. While any collision has consequences, a Safe System acknowledges that humans make mistakes but builds in strategies and redundancies to prevent those from leading to severe or fatal injuries.
 - c. Some communities may find that PDO (property damage only collisions) are important to track as “surrogate safety” data, especially if the number of total collisions is low. In this case, it is important to dig a layer deeper to determine which PDO likely could have been a severe or fatal injury had it happened a second before, etc., or had circumstances that led it to be minor. This is where kinetic energy risk – mass, direction, and particularly speed, is an important overlay. This could be applied as a filter to PDOs or just used directly as a surrogate, proactive measure.
2. Kinetic energy – design of cars is very important.
 - a. It is, and is especially a consideration as cars/SUVs get larger and heavier (like EV batteries)
 - b. While cities have limited influence on car design, they can address the mass issue through strategies such as:
 - i. Fleet vehicle choice
 - ii. Safe routes to school planning to reduce (SUV) traffic near schools
 - iii. Curbside management for first/last mile deliveries
 - iv. Freight routing and time of day restrictions
3. Will community engagement include neighborhoods, Stanford, gender equity, etc?
 - a. Our scope includes two community engagement events and meetings with various community and stakeholder groups. Note that the map and survey is included on the project website, and the City is promoting the survey/map on other channels such as NextDoor, Facebook, etc. [Stanford University, Hospitals, Leaseholders, and Research Park newsletters have published the availability of the survey and map.]
 - b. It may be important to note that while some community engagement is planned for this project, most of the engagement happens at the stakeholder level. The project is not developing new projects as much as assembling projects from other efforts, where community feedback was central. A key element of this plan will include policy, program, and practice recommendations. The attitudinal survey is intended as feedback from those types of recommendations.
4. How many respondents are needed to make the survey viable?
 - a. We shouldn't focus on a specific number. At the end of this month [October], we will review the preliminary data and look at the demographic info answered. If there are

gaps in respondents, FP and the City will identify a strategy to target responses from these groups.

- b. The interactive map and the survey are considered data inputs that will be one of several factors that shape the Plan. The qualitative data is not intended to achieve statistical significance levels or be portrayed in an academic context.
5. Kinetic energy transferred - talk about how the SSA adds on to the traditional E's approach. How does this relate to the E's model?
- a. The SSA is a paradigm shift from the traditional E's model. Rather than adding on to the traditional E's method, the SSA shifts away from concepts and assumptions built into the traditional E's approach.



(Source: https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf)

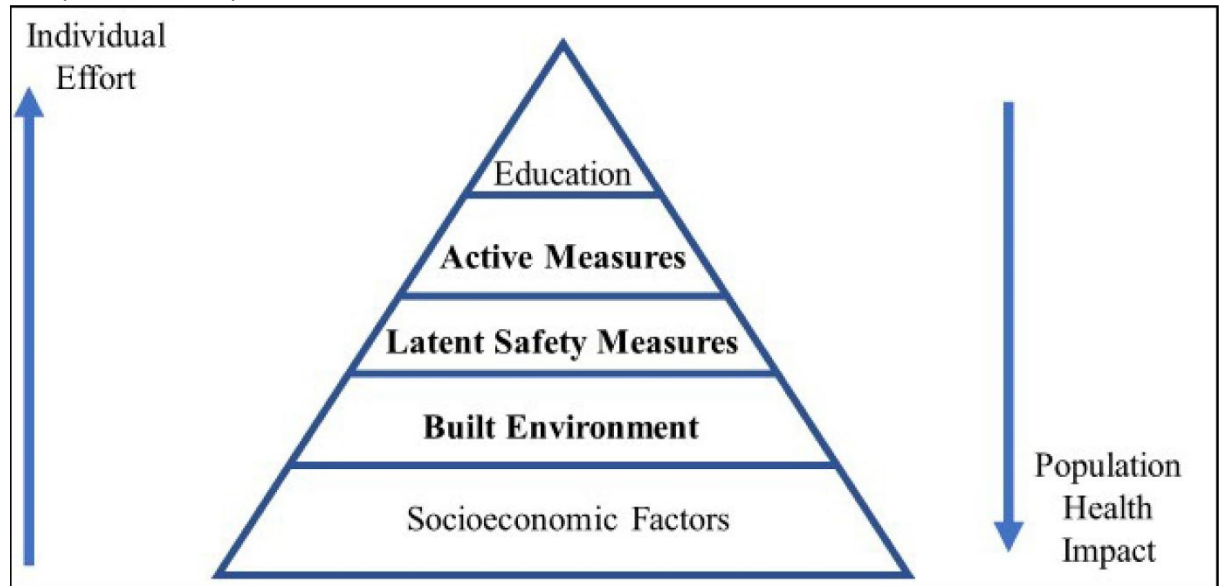
The focus on kinetic energy is a good approach to addressing some of the engineering aspects (if you were to relate it to the traditional E's approach), that is reinforced by the principles of the safe system approach.

- b. This new public health article describes the importance of de-emphasizing the Es, and in particular not implying an equivalence to them. Foundational considerations such as land use design and socioeconomic conditions can be even more important to explain why exposure occurs and why high kinetic energy street designs have perpetuated. Strategies to address vehicle miles traveled can be one of the most important safety upstream considerations when viewed this way:

<https://www.sciencedirect.com/science/article/pii/S2590198223001525> (also on a

recent podcast here: <https://usa.streetsblog.org/2023/10/05/talking-headways-podcast-bringing-public-health-to-traffic-safety>)

c. [Graphic from the public health article]



6. This is a policy decision that should be acknowledge up front. What are we giving up for zero KSI?
 - a. A focus on reducing kinetic energy transfer requires reducing speeds below 25 MPH when peds/bikes are present or separating users in space and time. So, the tradeoffs are typically:
 - i. Slower speeds for through traffic
 - ii. Or expansion or reallocation costs to separate users. The reallocation could involve lane reductions or parking removal in some cases where right of way could be repurposed for separate ped/bike facilities.
 - b. Typically, vehicle delay and/or parking. As part of the Safe System Approach, it is important that Palo Alto implements safe speeds that prioritize safety over vehicle mobility and to separate users in time and in space to reduce the kinetic energy transfer from vehicles. It is also important to have safe roads and to protect vulnerable users which may require repurposing existing vehicle right of way (or parking) to protect vulnerable users.
7. FHWA brochure – What is a favorable outcome? What do we do differently under this framework? Separate modes of travel – separate bikeways have not been examined closely. Not consistent with the goal of visibility. Should be based on evidence.
 - a. The favorable outcome would be a reduction in KSI collisions and meeting the Vision Zero goals within the set timeframe. The indirect outcome could be an increase in bicycle and pedestrian use as inexperienced users feel safer and more comfortable. Separating users in space and time is a proven strategy to reduce KSI collisions and protect vulnerable users. If users are separated and conflict points are built to enhance visibility of vulnerable users, KSI will hopefully decrease.

- b. We reference FHWA's proven safety countermeasures list for the strategies to separate users in space and time: <https://highways.dot.gov/safety/proven-safety-countermeasures>
 - c. New research is available on the collision reduction efficacy of separated bikeways: <https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-HRT-23-025.pdf>
- 8. Where does education fit in? State in the presentation that education will be included and improved.
 - a. Education will likely fit into the plan as an action plan strategy. Educating the public, elected officials, City staff, and stakeholders is vital in the implementation of this plan.
 - b. Education is a core aspect of the Safe Road Users element of the Safe System Approach. However, this Plan will focus on the importance of redundancy and creating self-enforcing systems rather than over-relying on educational messages alone for behavior change.
- 9. How will the equity analysis be done?
 - a. Palo Alto does not have any disadvantaged communities based on MTC's Equity Priority Communities and CalEnviro Screens. However, the Palo Alto Unified School District does host students from underserved communities throughout the City. We will use data available from the school district, as well as data of zero vehicle households throughout the City in the analysis. City staff may provide additional data on location of low-income households in the City to support outreach efforts or equity analysis. [F&P will also look at age of those injured in collisions]
- 10. Data driven approach, need more detail on this.
 - a. Fehr & Peers will analyze existing conditions and historical trends to baseline the level of fatal and serious injury crashes. We will also use data from PAUSD, Census data, and data from City staff as available. Lastly, we will use feedback from the survey and interactive map to supplement the collision data with community feedback.
 - b. This data will be used to develop a high injury network and summarize historical collision patterns, especially those associated with KSIs.
 - c. Using the Safe System Approach, we will also focus on proactive safety interventions that derive from:
 - i. Systemic safety analysis to extrapolate collision history to contextually similar locations
 - ii. Surrogate safety data associated with KSI (kinetic energy risk), which may include
 - 1. Speed data
 - 2. Locations where heavy vehicles interact with peds/bikes frequently (truck routes, SUVs near schools)
 - 3. Locations where near-misses have been reported and speed/mass factors are high
- 11. If you design streets to accommodate speeding, you will get more bad driving. Can't engineer bad behavior out of the road.
 - a. The Safe System elements rely on the "swiss cheese" approach across a balance of road design, vehicle design, and user behavior aspects. A Safe System seeks to be self-enforcing by designing around contextually appropriate target speeds, and then

reinforcing this with technology, enforcement, education, crash response, and other elements where design alone is insufficient.

12. Change behavior by adding PD and cameras to the streets.
 - a. Enforcement is an important element of the Safe System Approach but is not the primary element for a number of reasons:
 - i. It is very expensive
 - ii. It is not available 24/7 in all locations
 - iii. It may introduce bias and lead to inequitable outcomes
 - iv. This article and webinar present some of these considerations:
<https://visionzeronetwork.org/re-thinking-the-role-of-enforcement-in-traffic-safety-work-city-to-city/>
 - b. Speed safety cameras are an internationally proven countermeasure that address many of the above concerns. However, they are not currently allowed for use in Palo Alto. A pilot program is awaiting Governor Newsom's signature: [He signed it.]
<https://www.kron4.com/news/bay-area/california-lawmakers-pass-speed-camera-bill/>
13. Can we examine who is doing the bad driving?
 - a. We will investigate reasons that may lead to "bad driving" such as alcohol use etc., but demographic data from collision reports will not be used as there is not a standardized method for reporting. [Age and gender of drivers is not perfectly reported in the data.]
 - b. Our data driven process will address the range of collision factors that may be present, which will include roadway and other contextual considerations.
 - c. The 94% "error" reading may be helpful to speak to the commonly misunderstood role of behavior in KSIs: <https://usa.streetsblog.org/2020/10/14/the-94-solution-we-need-to-understand-the-causes-of-crashes>
14. Question about El Camino Real – How to work with Caltrans on this?
 - a. The City is more familiar with details on communication with Caltrans. However, City staff should initiate conversations with Caltrans staff and present the HIN/project list to staff and work with Caltrans to identify planning/funding for projects.
 - b. Caltrans has adopted the Safe System Approach and committed to Vision Zero as an agency, but the roll out of this to project specific contexts is still evolving and will likely involve ongoing collaboration.
15. We should attempt a more limited goal with a limited budget. Reduce by 20% each decade, for example.
 - a. Commitment to this goal on a faster timeline often includes:
 - i. Obtaining funding to do more projects, faster
 - ii. But as much if not more important:
 1. Infusing safety into all projects in the City (i.e., repaving, development review)
 2. Ensuring no projects in the City are in conflict with the Safe System Approach (this can sometimes remove a project from the CIP and free up funds for safety projects)

16. Vision statement – Find out about County and State VZ target years. If they don't have the same plan, how can we drive our KSIs to zero?
 - a. MTC vision zero policy (goal of 2030): <https://mtc.ca.gov/sites/default/files/10a%2020-0788%20-%20ResoNo%204400%20Regional%20Safety%20VZ%20Policy.pdf>
 - b. Caltrans Vision Zero policy (goal 2050) https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/policy/dp_36-a11y.pdf
17. What is intent of plan – to reduce all crashes or only those of a specific kind? Clarify what the goal is regarding crash reduction relative to kinds of crashes.
 - a. The plan will prioritize reducing KSI collisions.
18. Vision statement – Delete “traffic,” use “safe transportation infrastructure” instead of traffic.
 - a. Not sure this rephrase works in the vision statement. We typically like to say create a **safer** multi-modal transportation infrastructure and not “safe” just because people may have different definitions of what a “safe transportation infrastructure” is.
19. Are we aware of all the things we need to make post-crash care and investigation happen?
 - a. This is something that should be discussed in the internal working group. Part of this project is to identify opportunities for institutionalization of safety and coordination across departments. An outcome of this plan may be additional strategies on how to address post-crash care across departments.
 - b. Post Crash care involves response to collision scenes and the medical care provided right after a collision, but it is also much broader (and more within the City's purview) to include:
 - i. Data analysis/ before/after trend review
 - ii. Victim/family support
 - iii. Accountability and frequent updates to local safety plans
 - iv. Quick response teams
 - v. [Communications Protocols]
20. Helsinki and Oslo have reduced to zero successfully. Key things are reducing speed limits to 20mph in the City.
 - a. This gets at the heart of kinetic energy.
21. The VTA LRSP identified many parameters involved in collisions such as High Collision Intersections and High Collision Corridors. What new insights are you seeking with the new collision analysis or will this part of the project merely be an update of the VTA report with recent collision data?
 - a. VTA looked at collision data from 2015-2019. We will not only look at an updated dataset (2018-2022) but identify an action plan and projects through a holistic lens of the Safe System Approach. New insights could include strategies on reducing KSIs through the five Safe System elements, expanded from the 4 E's approach.
 - b. We will include a proactive, systemic analysis that addresses contextual risk and brings in surrogate safety measures
 - c. We will also look at opportunities to institutionalize safety into the City's programs, plans, and policies
22. The VTA LRSP analysis pointed out that unsafe speed was the most common violation among collisions of all severity. The LRSP identified the 4 “E” (Education Enforcement Engineering EMS)

emphasis areas and the performance measure. What has been done about speed and what new suggestions are expected with this project?

- a. Palo Alto already has a good approach to speed setting beyond traffic and engineering studies. This project may identify additional methods or locations to proactively implement safe speeds. [We recently reduced school zone speed limits to 20mph at all public and private schools.]
23. How will you and the citizens know whether this plan is a success? Item 7 in the staff report mentions a 'description of how plan progress will be measured' - how will it be measured?
- a. The Plan will identify how to monitor safety progress including what to measure and how. Monitoring will likely build off performance metrics used in the plan. For example, reviewing collision data in the coming years to see if there is a KSI reduction in the collision profiles identified as part of the plan. Reviewing surrogate safety data for kinetic energy risk will also be essential.
24. About Community Engagement: Will it include neighborhood and neighborhood association meetings when discussing solutions for specific high collision sites as identified in the LRSP (among those to speak with are Palo Alto Neighborhoods, Barron Park Association, SRPGo, Stanford students). This appears to me as a 'consultant driven study' that will rely principally on online surveys? We have personnel in Transportation who know- from past experience - how important it will be to get the community of Palo Alto residents involved and engaged.
- a. Going to all neighborhoods and neighborhood association meetings is out of the scope of this project [for the consultant team due to budget constraints]. [However, Sylvia is available to attend neighborhood meetings as needed.] The Safe System Approach includes a principle that responsibility is shared. Everyone in the City must take part in keeping up to date with programs, plans, and policies in the City. The City has created a project website that the community can visit to stay up to date on the plan and the progress. The study is data-driven, meaning we will use collision data for our analysis, but will also supplement it with feedback from the interactive map, census data, data from PAUSD, and additional data from City staff that is available for our use.
 - b. See above comments on this study being a consolidation of efforts from previous studies that did community outreach or will be done in coordination with new BPTP Update outreach.



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](#)
Cc: [Transportation](#)
Subject: FW: BPTP update
Date: Monday, October 2, 2023 3:46:31 PM

Ozzy, forwarding (from last week)

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: Thursday, September 28, 2023 11:57 AM
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.

At the intersection of Carlson Ct & Charleston Rd, a motorist stopped at the intersection facing “north” (toward downtown Palo Alto) currently has the view of traffic signals obscured by telecommunications cables. Those cables also obscure the view of a “no U-turn” sign.

For the BPTP update, consider whether there should be a policy stating that telecommunications infrastructure should be subordinated to traffic safety infrastructure (i.e., telecommunications cables should be strung at a height such that they do not obscure signals or signage). Failing that, consider whether it is feasible/safe to locate traffic safety infrastructure such that it will be clearly visible.

thank you for considering this issue,
Ken Joye
Ventura neighborhood

Sent from a device which thinks it types better than I do