



**Palo Alto Pedestrian and  
Bicycle Advisory Committee**

**Tuesday, March 5, 2024 at 6:15 P.M.**

**In-Person Brown Act Meeting**

**NOTE: Later meeting end time of 8:30 P.M.**

*Revised 03-11-2024*

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

**The Public May Join Online:** <https://cityofpaloalto.zoom.us/j/84932715248>; Dial-in: 669-444-9171 | Meeting ID: 849 3271 5248

1. CALL TO ORDER 6:15 PM
2. AGENDA CHANGES 6:16 PM
3. APPROVAL OF ACTION MINUTES: 6:18 PM
  - a. January 9, 2024 PABAC meeting (*revised*)
4. PUBLIC COMMENTS 6:20 PM

Note: Written comments submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org) between 12:00pm on December 11, 2023, and 12:00pm on February 13, 2024 are attached with the agenda packet.
5. STAFF UPDATES
  - a. [El Camino Real Repaving Project](#) Updates (*Sylvia Star-Lack, OOT*) 6:25 PM
  - b. PABAC, the Brown Act, and small group discussions (*Sylvia Star-Lack, OOT*) 6:35 PM
    - i. See Attachment 1 for information
6. DISCUSSION ITEMS
  - a. [Bicycle and Pedestrian Transportation Plan Update](#): Share and confirm vision statement and goals, share and get feedback on existing conditions technical analysis, share and discuss upcoming engagement activities (*Ozzy Arce, OOT; Amanda Leahy, Kittelson*) 6:45 PM
    - i. Attachment 2: BPTP Presentation
    - ii. Attachment 3: Draft Planning and Transportation Commission (PTC) Staff Report for PABAC
    - iii. Attachment 4: Bicyclist Level of Traffic Stress Map (Draft)
    - iv. Attachment 5: Barriers Map (Draft)
    - v. Attachment 6: Collision Maps (Draft)
    - vi. Attachment 7: Bike Trip Origin and Destinations Map (Draft)
    - vii. Attachment 8: BPTP Update Vision, Objectives and Performance Measures (Draft)
    - viii. Attachment 9: Existing Bicycle Facilities Map (Final)
  - b. [Safe Systems for All](#): Project update, present collision analysis, High-Injury Network, and collision profiles (*Sylvia Star-Lack, OOT; Ashlee Takushi, Fehr & Peers*) 7:30 PM
    - i. Attachment 10: SS4A Presentation

## 7. STANDING ITEMS

8:15 PM

- a. Grant Update – S. Palo Alto Bikeways Community Engagement; Striping Trail to seek SS4A funds
- b. CSTSC Update
  - I. For more CSTSC Meeting Agendas and Minutes, 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. BPTP Update: In-person field activities & work session: Tues. 4/16-Thur. 4/18
  - II. Bike to Work Day 2024: Thursday, May 16, 2024
  - III. Request for a joint meeting with the City of Mountain View’s Bicycle Pedestrian Advisory Committee (BPAC): Wednesday, June 26 at 6:30p.m. virtual or in-person
  - IV. City recruiting for open seats on the Planning & Transportation Commission and other Boards, Commissions, and Committees. Apply by March 17, 2024
    1. For more information, visit: [www.cityofpaloalto.org/BCRecruit](http://www.cityofpaloalto.org/BCRecruit)
  - V. December 2023 and January 2024 Collision Reports from PA Police Department—See Attachment 11 and Attachment 12
- 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

8:30 PM

**NOTE: Later meeting end time of 8:30 PM**

**END OF AGENDA**



**Palo Alto Pedestrian and  
Bicycle Advisory Committee**

**Tuesday, January 9, 2024 at 6:15 P.M.**  
*(Rescheduled from January 2, 2024)*

**Meeting Minutes (Revised 03-11-2024)**

**Join Meeting Via Zoom Online: <https://cityofpaloalto.zoom.us/j/84932715248>;**

Dial-in: 669-444-9171 | Meeting ID: 849 3271 5248

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

**Members Absent:** Richard Swent

**Staff Present:** Sylvia Star-Lack, Ozzy Arce

**1. CALL TO ORDER** **6:15 PM**

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

**2. AGENDA CHANGES** **6:16 PM**

None

**3. APPROVAL OF ACTION MINUTES:** **6:18 PM**

a. November 7, 2023 PABAC meeting

Mr. Goldstein asked if there had been a clarification about the Brown Act subsequent to the discussion that was held at the meeting. He discussed his understanding of the Brown Act. He did not see any reason why a small number of people fewer than a quorum could not have a discussion about a topic that is Brown Acted. He thought it was advisable for members of the Committee in small groups to discuss some of the issues to get greater clarification until they found their thinking on matters.

Mr. Arce said he would reach out to the City Attorney's office to see if they had any material to share.

Chair Arthur thought the place to discuss those topics would be a Brown Acted meeting.

Mr. Goldstein confirmed that was correct. He discussed how that was handled when his wife was on City Council.

1 Ms. Rodia thought the question to ask was if they could have an Ad-Hoc Advisory Committee  
2 numbering fewer than the quorum of the Board to discuss the BPTP topic updates.

3  
4 Mr. Goldstein stated he was thinking more if there was a certain issue involving the Bike Plan he  
5 wanted to discuss and he could reach out to the person he wanted to discuss it with and they  
6 would decide whether they were going to discuss that and would be using up that number of  
7 people in the possible quorum.

8  
9 Ms. Star-Lack clarified that the way Council did it was to have set discussion buddies so it is  
10 controlled. She thought the way other Cities did it was to have a quorum of a quorum and not  
11 larger than that because then there would be the possibility of a small meeting going the way that  
12 group wanted things to go so it would have to be a really small group. She added they would get  
13 clarification from the City Attorney about how to do this.

14  
15 Chair Arthur thought the challenge was that they have Brown Acted meetings irregularly.

16  
17 Ms. Ellson did not think it was necessary to wait for a Brown Acted meeting or even the next  
18 PABAC meeting to get back to them on the subject. She would like an email.

19  
20 Vice Chair Nordman moved to accept the minutes from the November 7, 2023, meeting. Ms.  
21 Ellson seconded the motion. Mr. Arce did a roll call vote and the motion passed with Mr. Joye,  
22 Mr. Goldstein and Mr. Neff abstaining.

23  
24 4. PUBLIC COMMENTS

6:20 PM

25 Note: Written comments submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org)  
26 between 12:00pm on October 17, 2023, and 12:00pm on December 11, 2023 are attached  
27 with the agenda packet.

28  
29 Ms. Rodia discussed a written communication that mentioned the Addison Bike Route in  
30 Downtown Palo Alto needed to be resurfaced. She wondered if the repaving committee knew  
31 whether that is on the list of streets to be resurfaced.

32  
33 Mr. Neff had not heard any update from the city about the plans for Addison.

34  
35 Mr. Goldstein did not think Addison was any worse than any other street.

36  
37 Mr. Neff opined the issue on Addison was that it had substandard bike lanes. It is due to be  
38 repaved and he had not seen a plan that encompasses a conforming design and suggestions from  
39 PABAC.

40  
41 5. STAFF UPDATES

6:25 PM

42 a. Staffing Update

43  
44 Ms. Star-Lack stated that Council approved two additional senior planners in her transportation  
45 planning group for this fiscal year. They had one associate planner move on to another position in  
46 a different department which meant that she had three recruitments happening this fall. She was  
47 able to hire for one of the three openings, a senior transportation planner, who will start at the end  
48 of February and will be working on Bike Plan implementation items. She could not hire for the

1 associate planner or the other senior transportation planner. She would be doing another  
2 solicitation to fill those in the spring.

3  
4 b. [El Camino Real Repaving Project](#) (*Sylvia Star-Lack, OOT*)

5 See Attachment 1 for Draft Response Letter from Caltrans, dated December 15,  
6 2023

7 See Attachment 2 for Draft Bikeways Project Plans, dated in the title December 5,  
8 2023

9 See Attachment 3 for Los Altos Approved Parking Resolution

10 See Attachment 4 for Mountain View Parking Resolution

11  
12 Ms. Star-Lack stated the Chair and Vice Chair thought that the Committee might want some time  
13 to discuss things. She wanted to remind everyone this is not a City project. It is a Caltrans project  
14 and she could only answer certain questions because she is not the project manager. She discussed  
15 a letter that had been sent by the City Manager to Caltrans asking several questions about the  
16 repaving project on December 15. Caltrans sent a draft response letter to the City Manager that  
17 addressed many issues raised by the City Manager's letter. While they shared the draft and the  
18 attachments with PABAC, the City Manager's office had not posted the draft letter and  
19 attachments to the City website as they are waiting for the final letter so as not to confuse the  
20 community with the draft letter. She is seeking clarification that the Bike Lane Plans that were  
21 sent are the latest iteration. She is confused that they are stamped January 2023 but they also say  
22 they were plotted in December 2023 so she wanted to understand the latest iteration and if the  
23 plans actually incorporate comments that were made by PABAC and City Staff in the middle of  
24 2023. She added City Staff planned to hold a community meeting with Caltrans Staff in early  
25 February. The kinds of resources Caltrans could bring to any kind of community engagement was  
26 not yet clear. They had not budgeted any community engagement for this project because it is a  
27 maintenance project and they were not expecting this situation. They still need to work out with  
28 Caltrans what they would do at a community meeting.

29  
30 Mr. Joye asked if she thought that the drawings included in their packet for the month were final  
31 and there was no point in making any comments.

32  
33 Ms. Star-Lack did not know the answer to that question.

34  
35 Mr. Wachtel commented that Ms. Star-Lack would not know the answers to the questions because  
36 it is not a City project. Caltrans may know the answers, but they were unresponsive. A partial  
37 response to Ed's letter was received. They do not know the justification for the plans and if you  
38 want to know anything about it you have to make a public records request.

39  
40 Ms. Star-Lack stated she made a public records request and was told they needed an additional 10  
41 days.

42  
43 Mr. Wachtel observed that nothing had been budgeted for community engagement although they  
44 professed community engagement to be an important part of drumming up public support for  
45 whatever is they secretly have in mind. He opined Caltrans' strategy was to stall and then say it is  
46 too late to make any changes and do whatever they please. He expressed his frustration.

47  
48 Ms. Ellson did not think that El Camino would not get repaved. She stated there is a final plan on  
49 the City of Mountain View website that shows an approved project that has gone out to bid that

1 could move forward and has no bike lanes. Alternatively, if City Council approves a resolution as  
2 Los Altos and Mountain View did, they would have to do some work on the draft Bike Lane plans  
3 they had seen so it might be worth their while to collectively think about what needs to be done to  
4 make those plans better. She thought there was evidence of foot dragging. She wanted to support  
5 her request because she thought it was important when City Manager Shikada requested the  
6 Incident Collision Data and Analysis. She thought it was important to understand where the  
7 problems are and what problems need to be solved. The data provided in their letter only  
8 addressed 40% of the bicycle-involved collisions. She said the two-paragraph summary was  
9 insufficient for them to understand what is going on. She wanted to know about the other 60% of  
10 the collisions. She wanted City Council to know that too. She wanted to write a letter with her  
11 colleagues at PABAC. She had written a rough draft supporting the City Manager's request and  
12 saying she did not understand why they were telling the City Manager who had already made a  
13 public records request to go to the website and make a public records request. She thought it was  
14 impolite and lacked public transparency that should be expected of the government agencies.  
15

16 Mr. Goldstein stated he thought Caltrans' response was pissy. He thought it indicated that they  
17 had no desire to engage with them. He wanted to know if Ms. Star-Lack had any suggestions  
18 about what they could do. He thought independently writing a letter to Caltrans or the Bicycle  
19 Coordinator, Sergio, might help. He expressed disappointment in the California Transportation  
20 Division. He questioned if Caltrans could unilaterally say that there is no parking on El Camino or  
21 if they needed a City Council resolution.  
22

23 Ms. Star-Lack did not know the answer to that question.  
24

25 Mr. Neff asked if the letter from Caltrans was shared with PTC and Council, as well.  
26

27 Mr. Star-Lack answered that they wanted to share it with PABAC right away, but she did not  
28 know if they had also sent it to them because it was a draft and their communication team would  
29 not post a draft. She added that she asked last week when the letter would be coming and got a  
30 response the day prior from Caltrans saying it would be soon.  
31

32 Mr. Neff asked to be alerted when the signed version arrived. He thought the progress depended  
33 on both Caltrans and the City of Palo Alto, and there was a lot more the City could do. He  
34 referenced Mountain View and Los Altos doing traffic studies and moving the project along then  
35 going to Caltrans with the plan for the bike lanes and asked them to collaborate with them on the  
36 plans. He thought the answer for encouraging Caltrans to put these facilities in was to go through  
37 the process of figuring out if Palo Alto wants bike lanes on El Camino and if they want to trade  
38 parking for bike lanes. They need to do the work to help Council and Planning and Transportation  
39 make that decision. He would like to see the City lead a traffic study to analyze where parking is  
40 needed, where it is essential for businesses and the continued thriving on El Camino Real and  
41 where it could be converted into a more multimodal street for all modes. He wanted to make a  
42 motion to ask PABAC to support the City's request from Caltrans and another supporting action  
43 to study parking, but since the letter from Caltrans was not yet signed he thought it was  
44 premature.  
45

46 Mr. Goldstein did not think it was premature to make a motion.  
47

48 Mr. Rock shared everyone's frustration about this. He thought Mr. Neff's idea was good that the  
49 City should have a plan what Palo Alto wants in addition to saying Caltrans should cooperate

1 more and show them the plans. In addition, he thought they should contact their state legislators  
2 and see if they could intervene. He thought Ms. Ellson's idea of writing a letter of frustration was  
3 a good one.

4  
5 Vice Chair Nordman asked Ms. Star-Lack if she would be able to share the information with  
6 PABAC when she received it.

7  
8 Ms. Star-Lack said she could share the information depending on the format.

9  
10 Mr. Liberman asked Ms. Star-Lack who would speak for the City at the community meeting, how  
11 the meeting would be arranged, where it would be held and who would have the agenda.

12  
13 Ms. Star-Lack answered that it is not a Council meeting but a community engagement meeting.  
14 She did not have specifics on it. She would share the details when they have been worked out.  
15 She reiterated that she did not know what Caltrans could bring to the meetings.

16  
17 Mr. Liberman wanted to know if there might be any role for the consultants for the BPTP to  
18 participate and advise Caltrans in the future should it come up about improving the plans for the  
19 bike lanes and integrating other things in the BPTP.

20  
21 Ms. Star-Lack said that the intent of the chronology was that they would have the BPTP and then  
22 talk about El Camino in the BPTP, but Caltrans is moving ahead with the repaving project so that  
23 conversation was going to be tricky.

24  
25 Ms. Durham added that it seemed to her like Mountain View and Los Altos had very active  
26 citizen groups who made things happen in their City Councils in anticipation of the Caltrans  
27 repaving proposal. She had gone through the Stanford Avenue modification of intersections in  
28 1999. She described projects they successfully got done at that time. She surmised that at this  
29 time all Caltrans was doing was paving the through asphalt. When they did the second round of  
30 trying to improve El Camino for transit, there was a lot more outreach. The changes to the number  
31 of lanes and width was completely shut down. She thought it was up to the City to do all the  
32 negotiations of the people who live and breathe by their driveways and the parking. She asked  
33 what they were getting that would do anything for their Bike and Pedestrian Plan.

34  
35 Ms. Star-Lack gave clarification on the project goals.

36  
37 Mr. de la Beaujardiere surmised it would be good to have bike lanes on El Camino. He thought  
38 there had been a study about the possibility of putting bike lanes in the middle of the street instead  
39 of on the side. He discussed a shared bike, bus and taxi configuration in the middle of the street in  
40 Paris that was similar to El Camino and thought that configuration would address the issue with  
41 all the driveways.

42  
43 Mr. Wachtel referred to the plans on the Mountain View website that showed 2 11-foot travel  
44 lanes and a 20-foot outside lane. He did not believe that would be enough for a travel lane, bike  
45 lane and parking but if parking were removed, there would be potential for some kind of bicycle  
46 facility. If Caltrans goes ahead just with the paving project, he thought there was a possibility in  
47 the future of converting that to something else and they might have the advantage of seeing what  
48 happens in Mountain View, Los Altos and maybe other cities with whatever bike facilities they  
49 choose to put in on El Camino. He agreed that this needs to be developed by the City in

1 cooperation with Caltrans but not dictated by Caltrans. He also pointed out that although the City  
2 Manager's office may not yet have published the draft letter from Caltrans, it would probably be  
3 available as part of the agenda for anyone with the resourcefulness to find it.  
4

5 Ms. Ellson commented that it was her understanding that Caltrans had a need for this resolution to  
6 go to City Council by April, so they were pressed for time and Caltrans was not helping them  
7 meet deadlines.  
8

9 Mr. Neff read a motion he had sent to the Chair earlier. He emphasized that they had a lot of  
10 parking on El Camino Real that did not support businesses. Council has never made that a  
11 priority. He was surprised that the City Manager asked Caltrans to deal with that when it is a City  
12 issue.  
13

14 Vice Chair Nordman commented that Caltrans went out with two quotes, one with bike lanes and  
15 one without. There was concern that there might not be any option for something in between that  
16 Caltrans would consider and that there was not enough time to do a parking study.  
17

18 Mr. Neff commented one limitation on a parking study was that it would cost money and he  
19 thought it would take a few weeks.  
20

21 Ms. Star-Lack was not sure if this is the right season for a parking study. It was about appointing  
22 someone in the City to be the project manager and getting the resources for all of that.  
23

24 Ms. Ellson expressed concern about diversion of parking to El Camino Real cross streets that  
25 function as school commute routes. She was particularly worried about El Camino Way where it  
26 connects to Maybell and Los Robles. She stated she had suggested a solution to Staff that would  
27 be expensive. She wanted to understand where the parking on El Camino Real would go. She  
28 stated there is currently a problem on El Camino Way with a few people parking in the bike lanes  
29 forcing youth bicyclists to take a lane at a location that is fast moving. She did not want to make  
30 the route worse than it already is.  
31

32 Mr. Neff said he was focusing this motion on parking in support of existing businesses. He asked  
33 how she would describe the kind of parking she was thinking of.  
34

35 Ms. Ellson said she would like to look at how parking diversion might impact El Camino Real  
36 cross streets that serve as school commute routes. She gave El Camino Way as an example.  
37

38 Mr. Neff added that to his motion.  
39

40 Mr. Rock thought the opening paragraph should be diluted somewhat. He did not think El Camino  
41 is a good bikeway. He remembered people saying they have a route going parallel to El Camino,  
42 Park Boulevard, and there was no need for bicycles or throughways going long distances through  
43 Palo Alto to go on El Camino. He did not want to encourage anybody to go on El Camino. He did  
44 not think it would be a good idea to say they are strongly in favor of it being a bikeway. He  
45 thought the major problem was access to businesses and housing. He thought making it so people  
46 could go one or two blocks along El Camino coming off Park Boulevard to get to their  
47 destinations was a difficult problem.  
48



1 Mr. Neff said that he did not say how the bikeways would get used. It could be used by both  
2 people going a long or short distance. He suggested removing the word “strongly” in the opening  
3 paragraph to state, “the PABAC members support”.

4  
5 Mr. Neff said that was much better and would be even better if instead of saying bikeway it said  
6 bike route or path.

7  
8 Mr. Neff opined that saying bikeway was the most generic way of describing it.

9  
10 Mr. Zaumen did not think the information was describing the issues.

11  
12 Mr. Neff clarified that the motion was that the City would figure out where it needs to keep  
13 parking in order to support local businesses.

14  
15 Mr. Liberman agreed about the bikeways on El Camino. He did not think he could support the  
16 motion. An important factor that was not included was that the City should have a traffic and  
17 speed of traffic survey which would be important to understand what the dangers are of people  
18 bicycling on El Camino with the intense and high-speed traffic. He asked Ms. Star-Lack what the  
19 possibility would be of having the City do a traffic and speed of traffic survey.

20  
21 Ms. Star-Lack was not sure about that. She thought what they were proposing was protected bike  
22 lanes where possible or at least buffered bike lanes.

23  
24 Mr. Liberman asked if Mountain View or Los Altos had inquired about that. The speed of the  
25 vehicles on the El Camino roadway was his concern for anyone riding in the bike lane.

26  
27 Mr. Neff did not see that as a necessary part of this motion. He discussed the measurement of the  
28 bike lanes and thought they were sufficient for the speeds on the roadway.

29  
30 Mr. de la Beaujardiere hoped if the lane was buffered, it would be frequently spaced and strong  
31 enough to deter cars from driving over them.

32  
33 Mr. Goldstein stated the reason he seconded the motion is because it allows PABAC to say they  
34 would like to start working toward having El Camino be a multimodal street. The first thing that  
35 needs to be done is to determine what other rights other users have of the street such as the cars  
36 and parking. They would like bicycles to also be considered as legitimate users of the street and  
37 they would like the City to start looking at how to accommodate bicyclists and pedestrians on that  
38 street. In order to do that, the existing conditions have to be studied. The motion says they support  
39 removing unnecessary parking in order to accommodate multimodal transportation. He felt it  
40 would be better to have received Caltrans’ willingness to work with them at a time when this  
41 could be incorporated in the bicycle plan. He wanted to see PABAC making a statement that  
42 multimodal transportation was something they were interested in and something to be looked at  
43 for El Camino.

44  
45 Ms. Ellson said instead of considering parking diversion, she would like the motion to concentrate  
46 on parking diversion from El Camino that would impact school commute routes.

47  
48 Mr. Goldstein thought it should not just concentrate on that. He thought it was adequate the way it  
49 was.

1  
2 Ms. Ellson asked Ms. Star-Lack how many kids a day ride El Camino Way.

3  
4 Ms. Star-Lack answered it was probably in the 100s. She added parking studies are otherwise  
5 known as parking occupancy studies and they count the number of people parked on the street at  
6 different points in the day to determine what the parking demand is for that location. She had not  
7 seen a parking study thinking about where parking would move. She was not sure what kind of  
8 modeling would be required to figure that out. She thought it should be included but did not know  
9 what the methodology would be. She stated it would be adding a different kind of study to what  
10 an occupancy study is.

11  
12 Mr. Neff stated that he was inclined to leave it the way it was.

13  
14 Mr. Liberman wanted to know what unnecessary parking was.

15  
16 Mr. Neff thought unnecessary parking was for City Council and Planning and Transportation to  
17 decide.

18  
19 Mr. Wachtel answered it was for the study to determine.

20  
21 Mr. Neff said the second sentence emphasizes parking for businesses but that it is not PABAC's  
22 business to decide what is unnecessary parking. He felt if there is unnecessary parking, it should  
23 be removed in support of multimodal transportation. If Council and PTC decide that all the  
24 parking they have on El Camino is necessary, then that was okay.

25  
26 Mr. Arce performed a roll call vote which passed 12-2 with one absent.

27  
28 6. DISCUSSION ITEM

6:50 PM

29 a. Election of 2024 PABAC Chair and Vice Chair

30  
31 Mr. Arce instructed that every first meeting of the year, PABAC would elect a new PABAC Chair  
32 and Vice Chair to serve for the calendar year. Majority of votes wins.

33  
34 Mr. Liberman nominated Chair Arthur for Chair.

35  
36 Vice Chair Nordman nominated himself for Vice Chair.

37  
38 Ms. Ellson nominated both Chair Arthur and Vice Chair Nordman as a slate seconded by Ms.  
39 Rosten.

40  
41 A show of hands vote was held to elect a slate of Chair Arthur and Chair and Vice Chair  
42 Nordman as Vice Chair for the coming year. The motion passed unanimously.

43  
44 7. STANDING ITEMS

7:00 PM

45 a. Grant Update – None.

46 b. CSTSC Update: [Please review CSTSC Meeting Agendas and Minutes](#)

47 c. VTA BPAC Update (*R. Neff*)

48

1 Mr. Neff planned to send an update by written message. He did note that there had been a prank  
2 call warning that someone was going to come and raid the meeting which forced them to evacuate  
3 the building.

4  
5 d. Subcommittee Reports

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

7  
8 Chair Arthur stated the Rail Committee meeting happened in December. He said that the City  
9 Council members were eager to get a decision and get moving on this to get some grant money.  
10 There was frustration from some of the City Council members that they needed to get moving on  
11 grade crossings in South Palo Alto before they make progress on deciding how they are going to  
12 build the crossings. An important issue discussed was a desire to get a crossing somewhere in  
13 South Palo Alto, but it was unclear exactly where. He would let people know when the next  
14 follow-up meeting is scheduled.

15  
16 Mr. Neff spoke about some work done on a bike/ped crossing at Matadero Creek when he was on  
17 the Midtown Connector Committee. He asked if that work was still known to the Grade Crossing  
18 Committee.

19  
20 Chair Arthur said there were a bunch of discussions made about Matadero Creek, Loma Verde  
21 and Adobe Creek, but essentially the Rail Committee would like City Staff to look at those and  
22 not wait for BPTP.

23  
24 Vice Chair Nordman commented that Ed was very much against moving on anything associated  
25 with bicycles even though the Loma Verde and Matadero Creek Crossing was in the last Bike  
26 Plan and the one before that. He said the new bike plan might say there was a new alignment and  
27 they should not do any sort of studies to get things started because it could be delayed until the  
28 Bike Plan is done.

29  
30 Chair Arthur stated he would continue attending the meetings but that it is slow going. He invited  
31 everyone to join the meetings if they would like to.

32  
33 ii. Bike Bridge Maintenance Subcommittee (*P. Ellson*)

34  
35 Ms. Ellson said that Megha shared that Public Works redid the Bike Bridge Repair Project in  
36 December. Bids will be due January 22. She hoped to report a little more next month.

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 I. October 2023 and November 2023 Collision Reports from PA Police  
44 Department–See Attachment 5 and Attachment 6

45  
46 Mr. Arce stated the Police Department’s Collision Report for October and November were  
47 attached. He had also sent them in excel format via email. December’s report would be a part of  
48 the next meeting packet.

49

1 II. [BPTP Update](#): Online Community Visioning Workshop, Wednesday,  
2 January 31, 2024

- 3 1. [Zoom registration link](#)
- 4 2. [City Calendar event page](#)

5  
6 Mr. Arce announced that the online BPTP Update Community Visioning Workshop he had  
7 mentioned at the November meeting had been rescheduled to late January 2024. He sent an email  
8 about it, and they were asking people to register ahead of time.  
9

10 III. [San Antonio Road Community Engagement by Cal Poly Students](#):  
11 Wednesday, January 24, 2024, 6:00pm-8:00pm, at Mitchell Park  
12 Community Center  
13

14 Ms. Star-Lack provided details about the San Antonio Road Community Engagement Workshop  
15 hosted by Cal Poly Students asking everyone to attend if possible.  
16

17 Mr. Arce discussed what the context of the meeting would be.  
18

19 Ms. Ellson offered to share a list she had drafted for the City School Traffic Safety Committee of  
20 the upcoming City events that might interest people who are interested in bicycling. She then  
21 discussed writing a letter regarding City of Palo Alto's response to the SR 82 El Camino Real  
22 Bikeway project discussing what the letter should include. She asked if the members thought state  
23 electeds should be copied on such a letter. She stated that she felt like the City Staff had been  
24 snubbed, public transparency had fallen apart and that it was a pattern of behavior. She asked Ms.  
25 Star-Lack if this would be a helpful thing to do or if it would make things worse.  
26

27 Ms. Star-Lack did not think it would make things worse. She was unsure of the timing of it.  
28 Caltrans had clearly drafted a letter and keep telling her they are going to send the letter soon. She  
29 did not want to discourage PABAC from expressing themselves but wondered if they should wait  
30 until the letter was received.  
31

32 Mr. Goldstein did not support sending a letter. He did not understand why Caltrans sent a draft  
33 and not a final letter. He thought the elected officials were people to contact when an agency was  
34 not being responsive. He stated he might contact one of the electeds to say that the state was not  
35 responding properly. He also thought Sergio, the Pedestrian and Bicyclist contact person at  
36 District 4, would have a perspective and might be able to exercise stuff to move things along.  
37

38 Ms. Ellson said she was thinking about calling Josh Becker's office.  
39

40 Mr. Goldstein stated that Joe Simitian had been helpful on things like this.  
41

42 Vice Chair Nordman suggested drafting a letter and sending it through email not necessarily from  
43 PABAC but getting a lot of people to sign it.  
44

45 Ms. Ellson offered that she could write it as an individual and she could share it with the PABAC  
46 list if people are interested.  
47

48 Mr. Rock agreed that writing a letter from a group of individuals signing it would be a good thing.  
49 He supported sending it as soon as possible.

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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

8. ADJOURNMENT

7:30 PM

**END OF AGENDA**

# PABAC, the Brown Act, and small group discussions

PABAC March 5, 2024 Meeting  
Attachment 1

## Option for small group discussions

- No more than 4 people per group
  - PABAC has 14 active members
  - Groups no larger than one-less-than a quorum of a quorum
- To avoid serial meetings, groups cannot be changed until the BPTP Update is adopted by the City Council
- PABAC Chair, Vice Chair, or a designee, can work with the members to divide the Committee into groups
- PABAC will vote on the list of groups





# Bicycle and Pedestrian Transportation Plan Update

Pedestrian and Bicycle Advisory  
Committee Meeting #2

March 5, 2024

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

# Agenda

---

- Meeting #1 Recap & Meeting #2 Requests
- Technical Analysis
- Community Engagement
- Vision, Objectives & Performance Measures
- Next Steps



# Meeting #1 Recap & Meeting #2 Requests

# PABAC Meeting #1 Recap (Nov 7, 2023)

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## Agenda & discussion topics

- BPTP Update overview & objectives
- Group agreements
- Engagement plan tools & activities
- Baseline conditions
  - Existing facilities map
  - Literature review
  - Bicycle Friendly Community benchmarking
- Next steps

# PABAC Meeting #1 Comments & Resolutions

What we heard	What we did/are doing
Comments on existing facilities map	Incorporated comments and prepared final map
Consider extending timeline for interactive map	Extended timeline for interactive map by one month & considering use of the map tool for future phase of engagement
Consider extending time period of analysis for collision data	Conducted high level analysis of ten years of collision data
Encourage coordination with city/school transportation safety committee	Continue coordinating with CSTSC
Expand range of performance measures beyond those identified in the Bicycle Friendly Community application	Developing performance measures specific to this BPTP Update. Seeking PABAC feedback on those measures.
Create glossary of key terms early in plan development	Drafting glossary of key terms

# PABAC Meeting #2 Feedback Requests

---

- Review and provide comments on the following packet materials by March 22, 2024
  - Focus review on the Draft Vision, Objectives, and Performance Measures
  - With additional time, provide review and comments/questions on analysis maps
    - Draft Bicycle Level of Traffic Stress maps
    - Draft Barriers maps
    - Draft Collision maps
    - Draft walk and bike origin and destination maps
- Please email your comments to [Ozzy.Arce@cityofpaloalto.org](mailto:Ozzy.Arce@cityofpaloalto.org)

# Technical Analysis

# Baseline Conditions - Analysis Topics

## Policy, Program, & Facilities Inventory

- Update inventory of facilities, programs and policies
- Conduct Bicycle Friendly Community assessment.

## Bicycle Level of Traffic Stress

- Evaluate the bicycle level of traffic stress on segments and crossings within the City.

## Barriers

- Identify major barriers.
- Estimate out-of-direction travel required.

## Safety & Collisions

- Analyze collision data to identify patterns and trends.
- Conduct network screening to identify high risk locations and corridors.

## Activity & Benefits

- Analyze existing walking, biking, and rolling activity.
- Identify locations that would benefit most from investment.

indicates task completed and presented in Meeting #2

indicates task completed and presented in Meeting #1

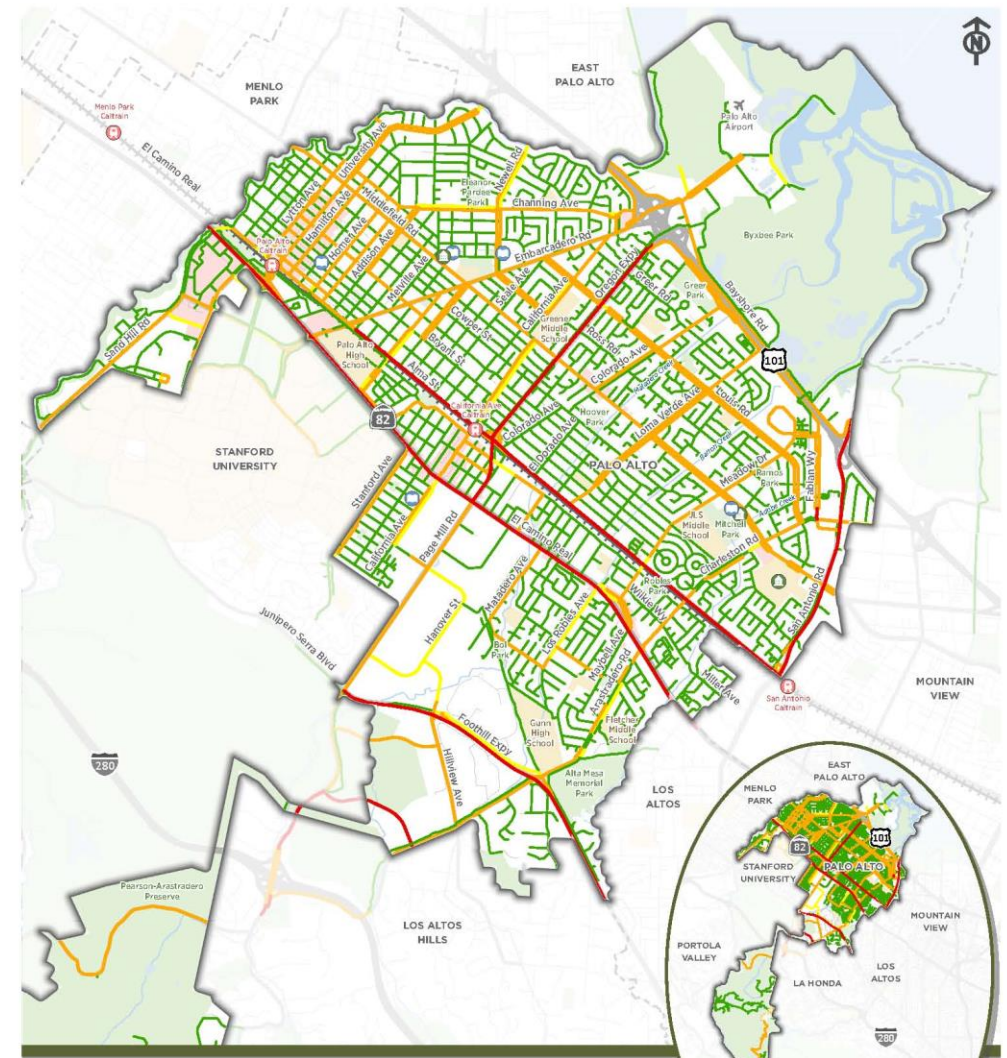


# Bicycle Level of Traffic Stress

- Highest stress roadway segments located on
  - El Camino Real
  - Alma Street
  - Oregon Expressway
  - San Antonio Road
  - Foothill Expressway
- Low stress (LTS 1 and LTS 2) streets make up 68% of street miles in Palo Alto



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**Note:** Split lines are only used for roadways with different conditions per direction (for example: bike lane in only one direction or parking only on one side), otherwise all roads are shown with only a centerline.

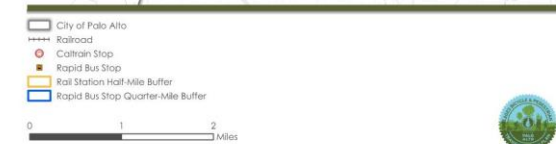
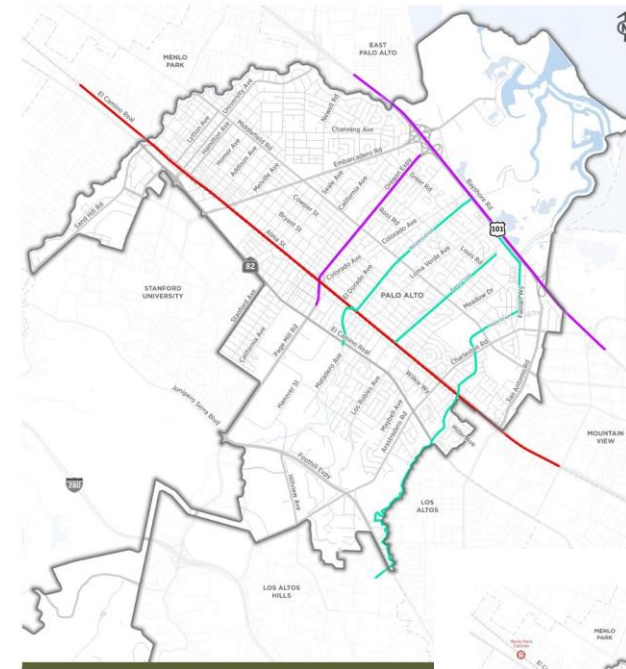


Data Sources: City of Palo Alto, MTC



# Major Barriers – Analysis Locations

- Linear Barriers
  - US 101
  - Oregon Expressway
  - Adobe Creek
  - Barron Creek
  - Matadero Creek
  - Rail
- Barriers Near Transit
  - Palo Alto Station, Palo Alto Transit Center, and El Camino Real/Embarcadero Road
  - California Avenue Station and El Camino Real/California Avenue
  - San Antonio Station and El Camino Real/Charleston Road





# Major Barriers – Analysis Example

- **US 101 Barriers Evaluation**
  - Lack of crossing opportunities
  - Results in ~4x increase in travel distance
  - Most significant gap between the walking and biking bridges
  - Limited access to Adobe Creek Loop Trail



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#### Barrier Detour

- Up to 1.25x Detour
- 1.25x - 1.75x Detour
- 1.75x - 2.00x Detour
- 2.00x - 4.00x Detour
- More than 4.00x Detour

#### Available Barrier Crossing Locations

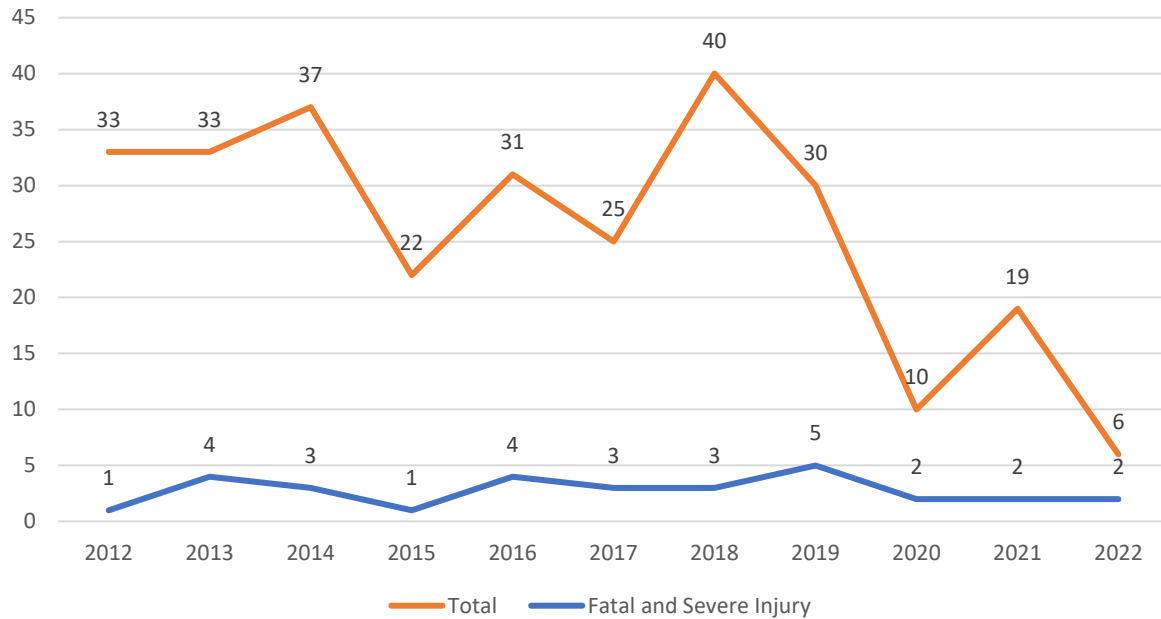
- Level of Stress 1
- Level of Stress 2
- Level of Stress 3
- Level of Stress 4

0 1 2 Miles

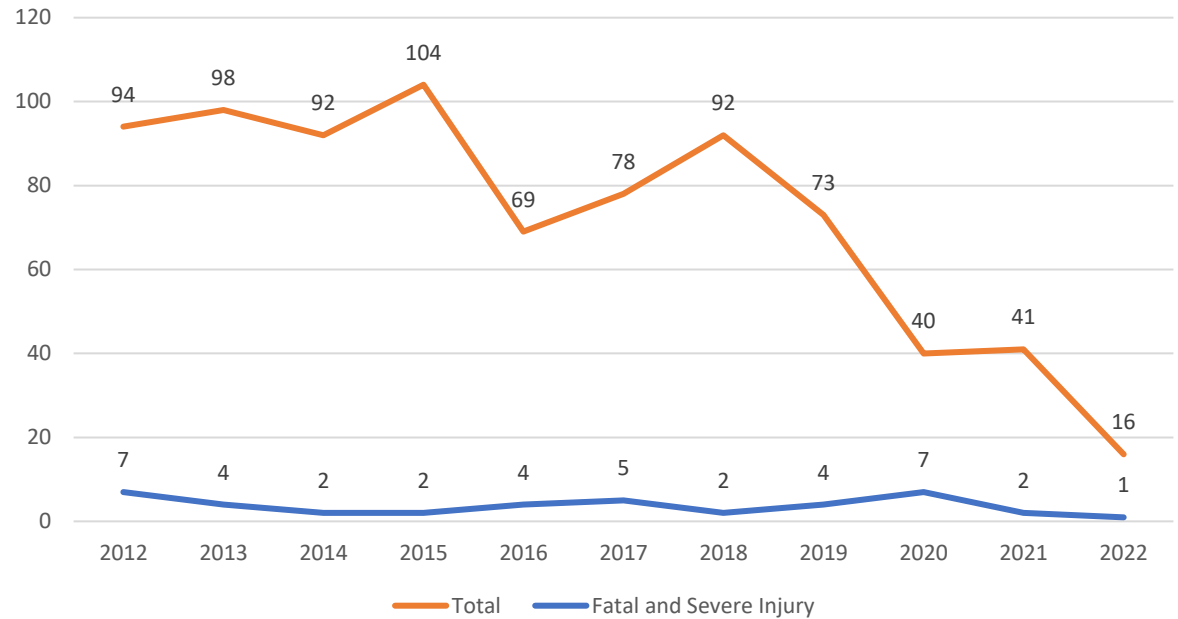


# Ten-Year (2012-2022) Collision History

### Pedestrian Collisions



### Bicycle Collisions



General decrease in the number of pedestrian- and bicycle-involved collisions over the ten-year period from 2012-2022



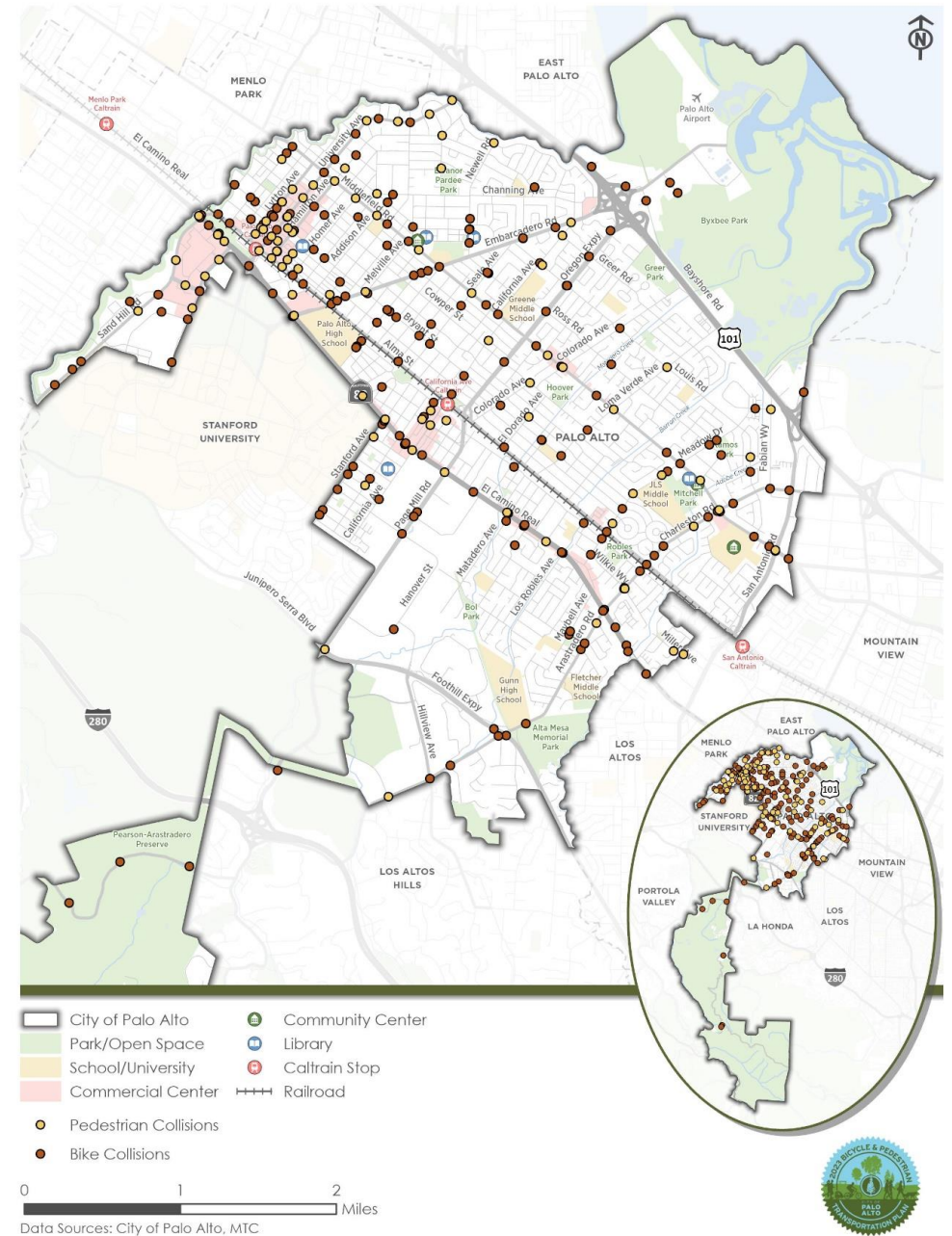
# Five-Year (2018-2022) Collision History

Parties Involved	Fatal	Severe Injury	Moderate Injury	Minor Injury	Reported Total
Pedestrian	3 (2.9%)	9 (8.7%)	49 (47.1%)	43 (41.3%)	104
Bicyclist	1 (0.4%)	12 (4.7%)	175 (68.1%)	69 (26.8%)	257

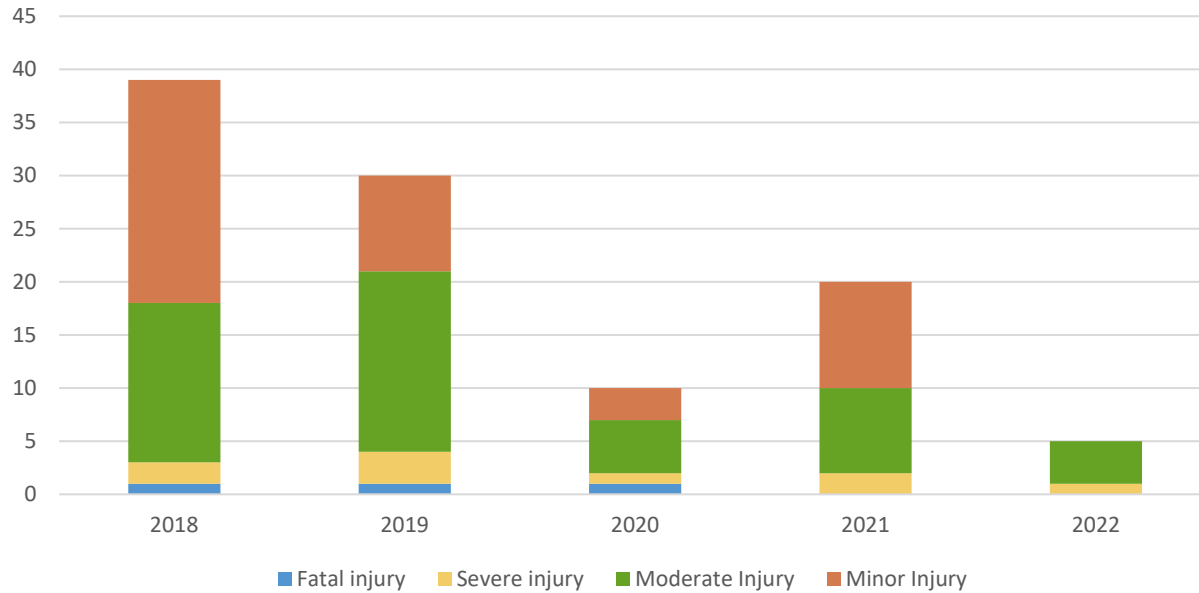
Source: TIMS data from January 1, 2018, through December 31, 2022



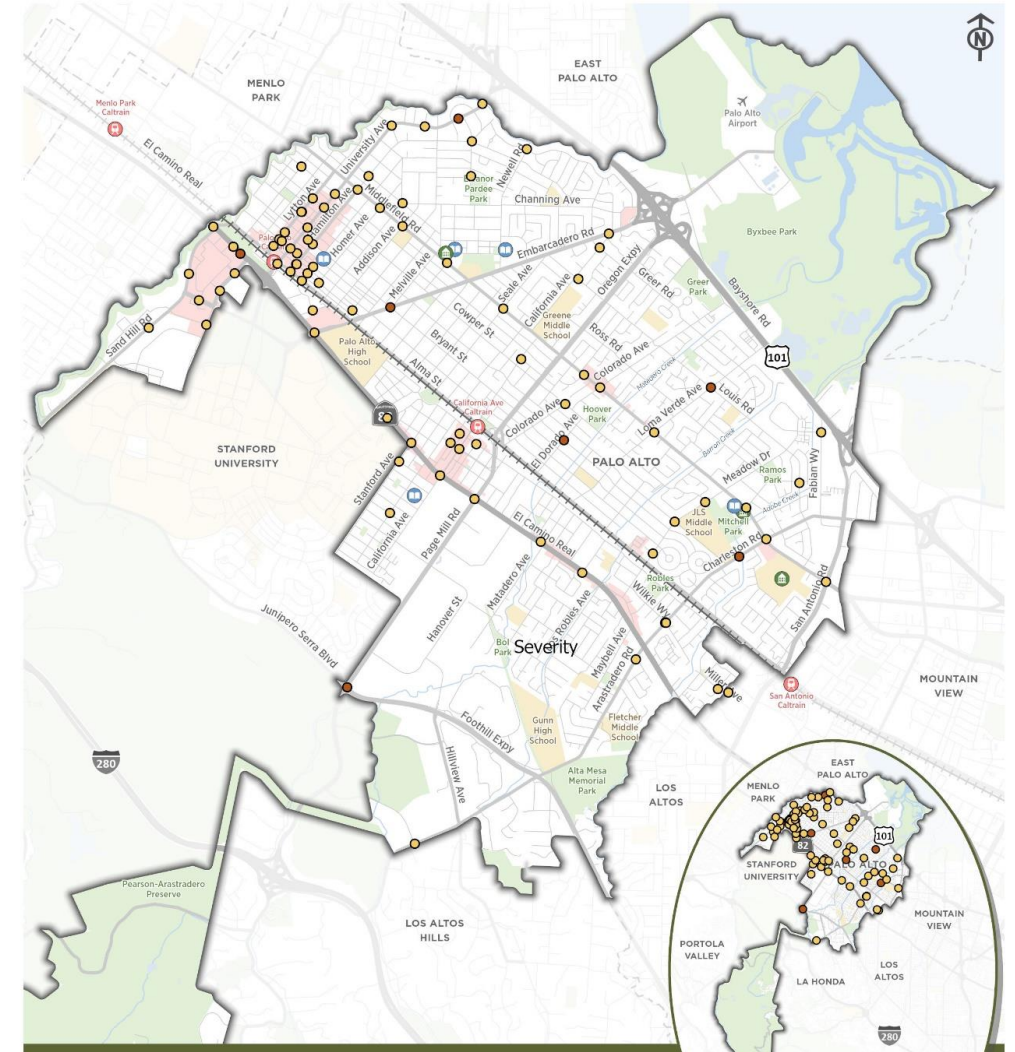
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# Pedestrian Collision, 2018-2022



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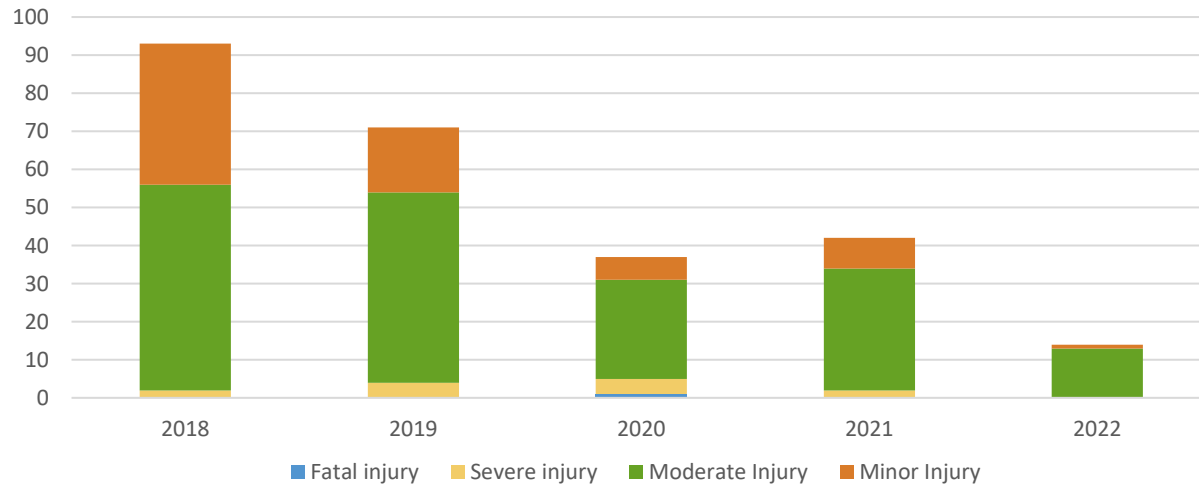
- Fatal and Severe Injury Collisions
- Other Injury Collisions
- ▭ City of Palo Alto
- ▭ Park/Open Space
- ▭ School/University
- ▭ Commercial Center
- Community Center
- Library
- Caltrain Stop
- +—+— Railroad

0 1 2 Miles

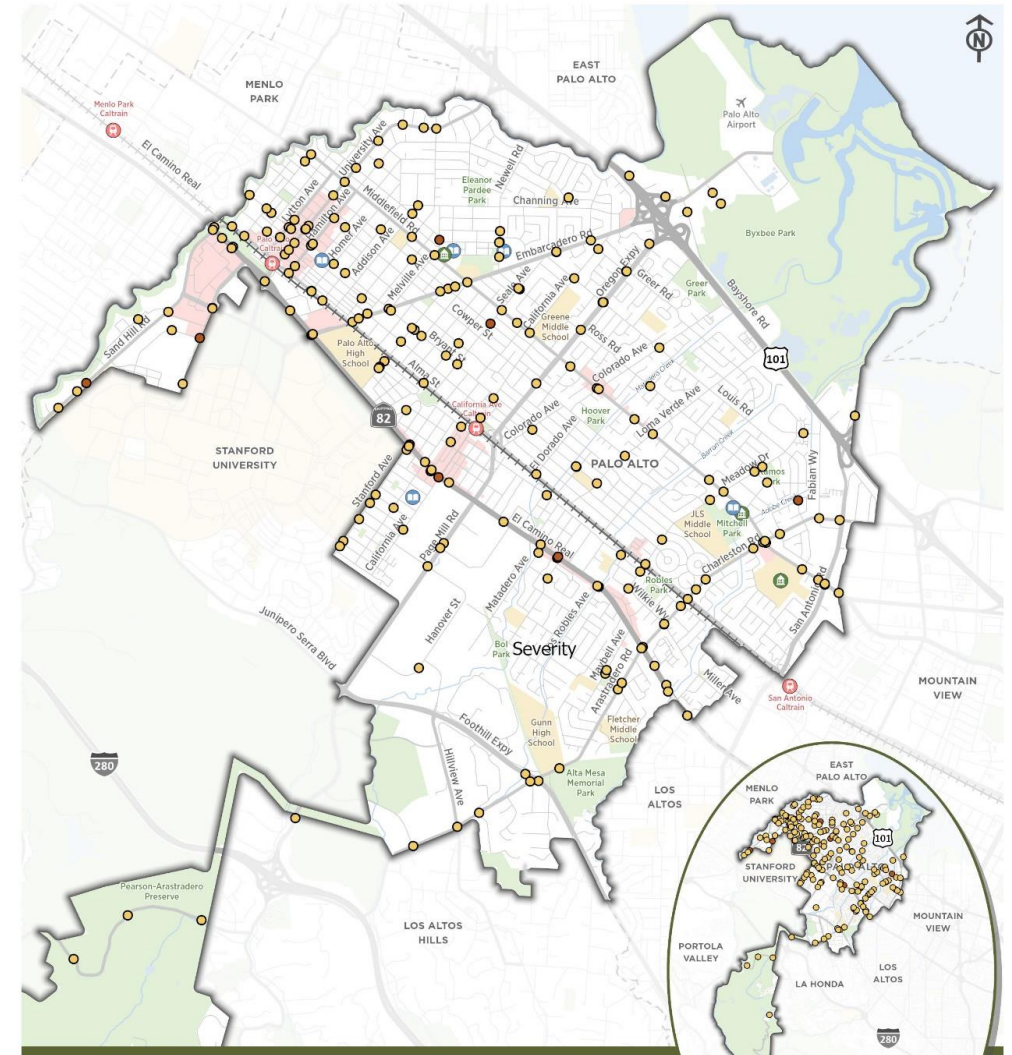
Data Sources: City of Palo Alto, MTC



# Bicycle Collisions, 2018-2022



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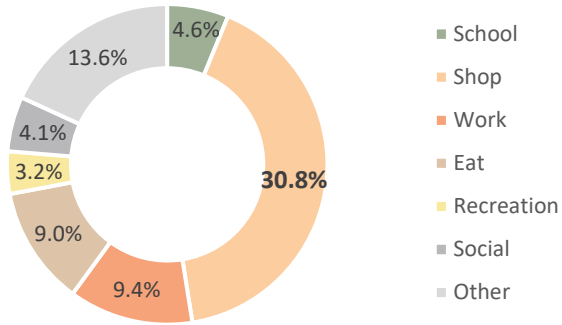


- Fatal and Severe Injury Collisions
- Other Injury Collisions
- ▭ City of Palo Alto
- ▭ Park/Open Space
- ▭ School/University
- ▭ Commercial Center
- Community Center
- Library
- Caltrain Stop
- +—+— Railroad

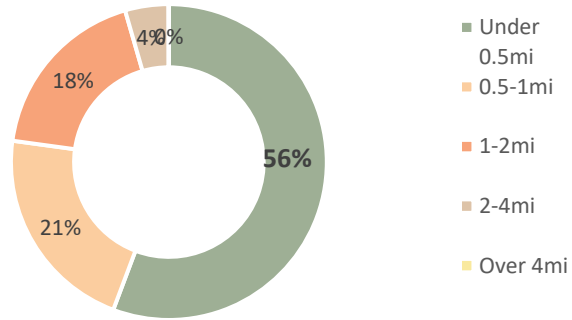
0 1 2 Miles  
Data Sources: City of Palo Alto, MTC



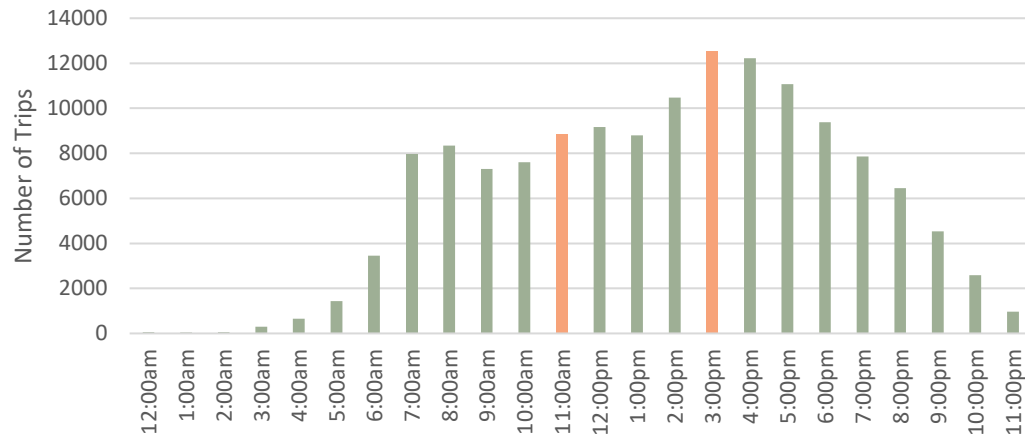
# Walking Activity



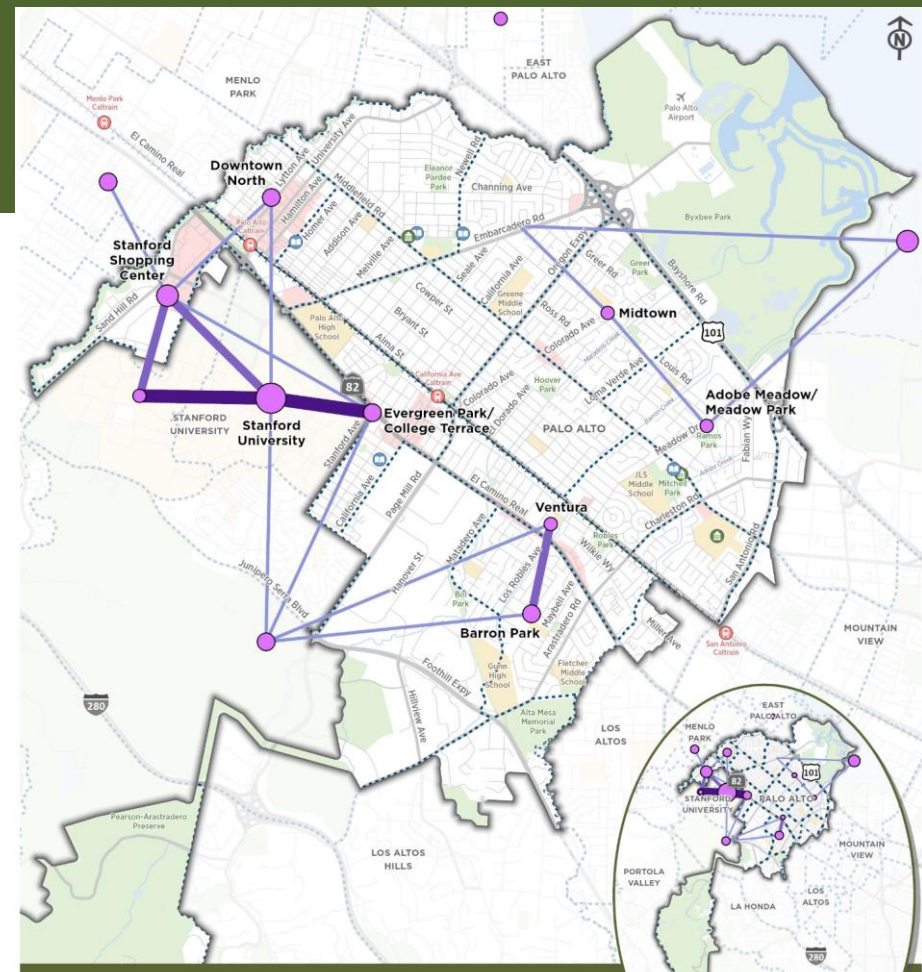
Walk Trip Purpose



Walk Trip Distance



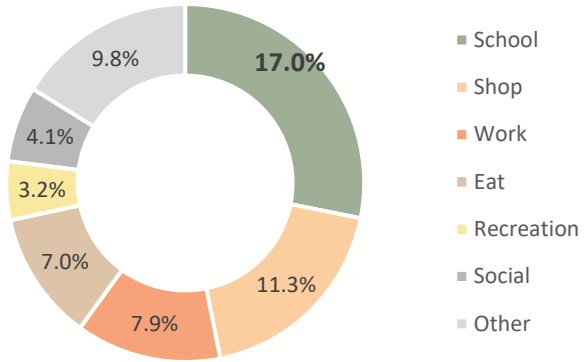
Walk Trip Time of Day



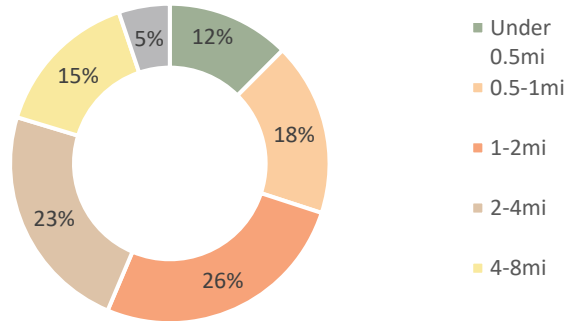
Walk Trip Origins and Destinations



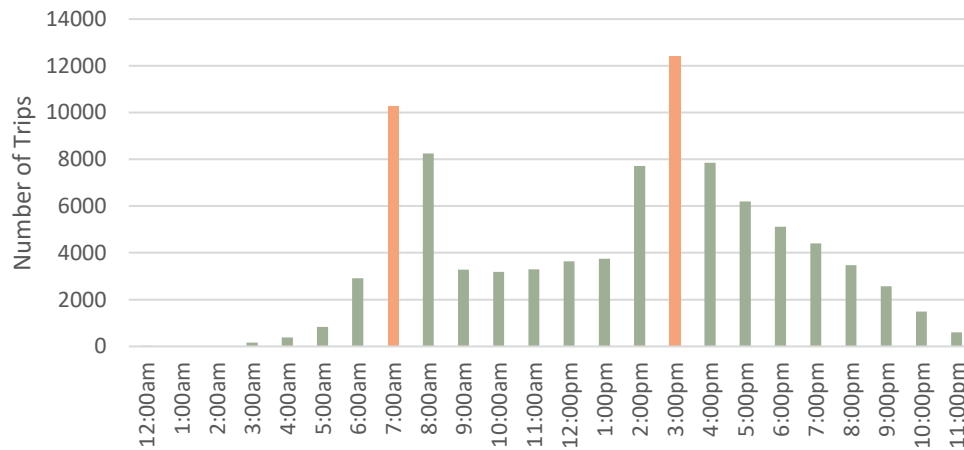
# Biking Activity



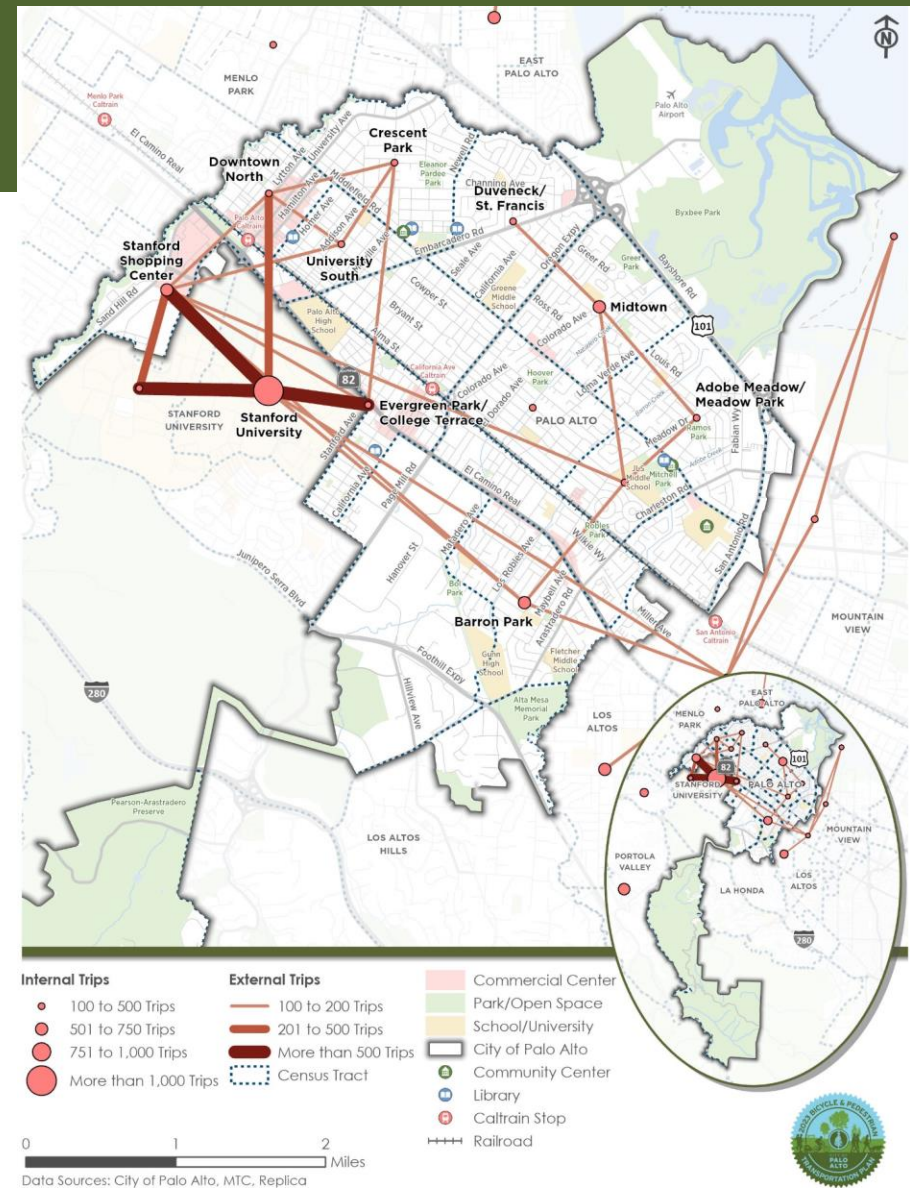
Bike Trip Purpose



Bike Trip Distance



Bike Trip Time of Day



Bike Trip Origins and Destinations



# Community Engagement



# Phase 1 Engagement Summary

---

- **Interactive Map** Live From Sept 28-Dec 31 2023
  - 956 unique comments
  - 54% expressed a safety concern
- **Seven Committee & Working Group Meetings**
  - Safety is a top priority
  - Demand for high quality infrastructure and across barrier connections
- **Bike Palo Alto Event** on October 1, 2023
  - 40 active participants
  - Supportive of separated bike lanes
- **Visioning Workshop** on January 31, 2024

## Bike/Ped Plan Update: Community Visioning Workshop

The City recently launched an effort to update the existing Bicycle and Pedestrian Transportation Plan (BPTP), adopted in 2012. This 2023 Plan Update will reflect current community needs and desires, consider recent trends in cycling and bicycle technology, and address changes in bicycle and pedestrian planning and design.



Save the date and help shape the core vision guiding the work ahead at an upcoming online community workshop. The online workshop will be a virtual introduction to the BPTP Update and include interactive elements. Attendees will participate in small group discussions and use an online tool to engage and view feedback in real time, and help begin developing a vision statement for the Plan Update effort.

Join the City's Office of Transportation on Zoom on Wednesday, January 31, 2024 from 5:30pm to 7:00pm. Register using the link below. All are welcome.

[Register here >](#)

*Registration page on project website*

### CITY OF PALO ALTO BICYCLE & PEDESTRIAN TRANSPORTATION PLAN



#### Vision Workshop Breakout Room Worksheet Room Facilitator: Kyle Benne and Silvia Star-Lack

##### Create a Vision Statement

Working collaboratively in your breakout room, finish the statement below. Try to use the community-generated words and prioritized values from the previous exercises to inform your statements. Don't try to be perfect, these will be edited and combined with other statements from other groups.

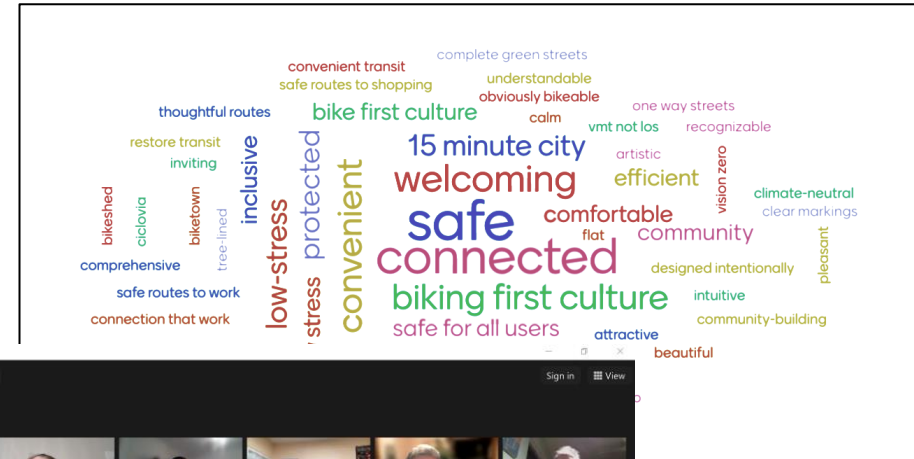
##### In 10-20 years, walking and cycling in Palo Alto should be...

- Separated bike/ped facilities.
- Prioritized (over car traffic)
- Well designed and appropriately sized separated bike facilities
- Unimpeded by barriers (railroad, arterials, highways)
- Improvements in areas of high-density housing
- An integral part of the transportation system
- 60% mode share for active transportation
- Supported by programming for all (education and encouragement)
- Invest in more bike parking (secure)
- Invest more in walking/biking than in auto infrastructure
- Equitable and accessible to everyone (geographic equity) (bikeshare)
- Vision Zero
- More east-west routes
- Easier to walk or bike for short trips than drive

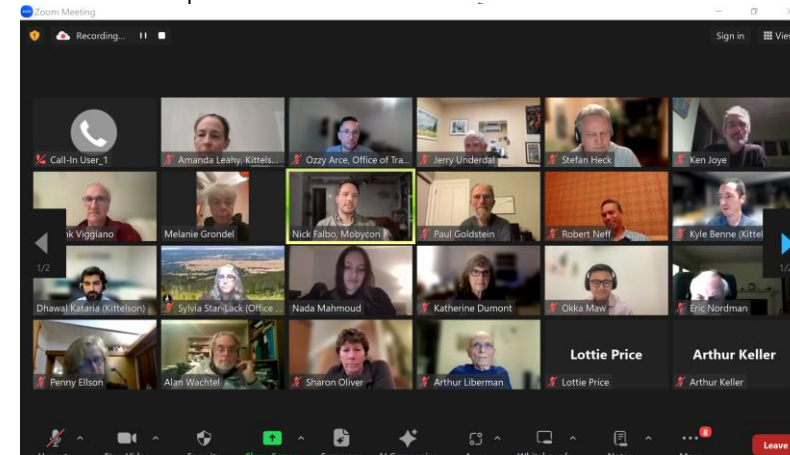
*Worksheet for documenting community-based discussions*

# Visioning Workshop

- January 31, 2024, 5:30-7pm
- Participation of 33 people, including 9 staff
- Agenda
  - Orientation to plan
  - Mobility values exercise
  - Vision words
  - Breakout rooms
  - Report back
  - Q&A panel



*User-submitted feedback via online polling tools*



*Live action screenshot of participants in a Zoom environment*

# Phase 2 Engagement Overview

---

- **Committee & Working Group Meetings**
  - PABAC: Tue, Mar 5, 2024
  - Parks and Recreation Commission (PRC): Tue, Mar 26, 2024
  - Planning and Transportation Commission (PTC): Wed, Mar 27, 2024
  - City/School Traffic Safety Committee (CSTSC): Thu, Mar 28, 2024
  - City Council: Spring 2024
- **Multi-Day Collaborative Worksession** on Apr 16-18
  - Walkabouts & bikeabouts with community partners
  - STAR analysis community workshop
  - Community pop-up(s)
- **Earth Day** on Sunday, April 21, 2024

# Vision, Objectives, & Performance Measures

# Draft Vision Statement

---

*In Palo Alto, we envision a city where sustainable transportation thrives, embodying safety, efficiency, and enjoyment. Our streets will form a connected, cohesive network, supporting walking and cycling with tree-lined paths, efficient shortcuts, and secure bike parking. We commit to overcoming barriers, ensuring every part of our community is easily traversed on foot or by bike, fostering a connected region where sustainable transportation is a shared priority.*

*Palo Alto aspires to be a leader, with comprehensive programming encouraging everyone to embrace sustainable modes. We invest more in walking and biking infrastructure, ensuring equity and accessibility for all. Embracing the Safe System Approach, our city prioritizes safety and aims for a future where walking or biking for short trips is more convenient than driving, shaping a city where every journey, no matter how small, contributes to a more sustainable and connected community.*

# Draft Objectives

---

- ***Safe and Inclusive:*** Prioritizing safety for all road users and ensuring equitable access to pedestrian and bicycle infrastructure across the community.
- ***Connected and Accessible:*** Featuring a convenient and interconnected network of sidewalks, bike lanes, and trails that provide efficient travel options and easy access to transit.
- ***Comfortable and Enjoyable:*** Enhancing the comfort and enjoyment of walking and cycling through amenities such as shade, greenery, and well-designed streetscapes.
- ***Community-Driven:*** Fostering community engagement and participation in promoting active transportation, supported by education, programming, and infrastructure investments.
- ***Integrated and Collaborative:*** Collaborating with neighboring cities to create a seamless and integrated regional network of pedestrian and bicycle infrastructure.

# Draft Performance Measures

Reduce GHG			
2024 Vision Workshop Themes	2012 Plan Objectives	Bike Friendly Communities Criteria	Potential Measure(s) - Modified for 2024
N/A	Convert discretionary vehicle trips into walking and bicycling trips in order to reduce City transportation-related greenhouse gas (GHG) emissions 15% by 2020.	N/A	Consider relying on the Palo Alto Sustainability and Climate Action Plan (S/CAP) to address GHG emissions GHG reduction is a lagging measure and an outcome of mode change which is contingent on availability of AAA cycling and walking infrastructure

Expand Walk/Bike Network			
2024 Vision Workshop Themes	2012 Plan Objectives	Bike Friendly Communities Criteria	Potential Measure(s) - Modified for 2024
<b>Connected and Accessible:</b> Featuring a convenient and interconnected network of sidewalks, bike lanes, and trails that provide efficient travel options and easy access to transit.	Develop a core network of shared paths, bikeways, and traffic-calmed streets that connects business and residential districts, schools, parks, and open spaces to promote healthy, active living.	High Speed Roads with Bike Facilities	Leading Indicator: Projects with Complete Street checklists completed and approved for AAA routes Direct Lagging Indicator: Percentage of households that live within 1000ft of completed and connected all ages and abilities (AAA) cycling infrastructure (bikeways, trails)
		Total Bicycle Network Mileage to Total Road Network Mileage	Leading Indicator: Miles of bicycle boulevards, enhanced bikeways, and trails developed Direct Lagging Indicator: Numbers of pedestrians and bicyclists on key facilities, as determined by counts. Leading Indicator: Amount of grants provided to local residents and community groups to hold "open streets" events Lagging Indicator: Number of annual street closure events
	Double the rate of bicycling for both local and total work commutes by 2020 (to 15% and 5%, respectively).	Bicycle Ridership Rate	Direct Lagging Indicator: Construction of new Across Barrier Connections within or near employment centers. Lagging Indicator: Census commute mode share, school commute mode share, TMP reports

Safe and Complete Streets			
2024 Vision Workshop Themes	2012 Plan Objectives	Bike Friendly Communities Criteria	Potential Measure(s) - Modified for 2024
<b>Safe and Inclusive:</b> Prioritizing safety for all road users and ensuring equitable access to pedestrian and bicycle infrastructure across the community.	Plan, construct, and maintain 'Complete Streets' that are safe and accessible to all modes and people of all ages and abilities.	Crashes per 10k bicycle commuters	Leading Indicator: Annual installation of Americans with Disabilities Act (ADA) compliant curb ramps and accessible pedestrian signals
		Fatalities per 10k bicycle commuters	Leading Indicator: Percentage complete of pedestrian and bicycle collisions with KSIs improved or studied. Lagging Indicator: Annual pedestrian and bicycle collisions (either as 10k commuters or pr 100,000 residents)
<b>Comfortable and Enjoyable:</b> Enhancing the comfort and enjoyment of walking and cycling through amenities such as shade, greenery, and well-designed streetscapes.			Leading Indicator: Number of street tree installations along key walking and cycling routes Lagging Indicator: Canopy coverage of key walking and cycling routes

Planning & Policy			
2024 Vision Workshop Themes	2012 Plan Objectives	Bike Friendly Communities Criteria	Potential Measure(s) - Modified for 2024
<b>Integrated and Collaborative:</b> Collaborating with neighboring cities to create a seamless and integrated regional network of pedestrian and bicycle infrastructure.	Promote efficient, sustainable, and creative use of limited public resources through integrated design and planning.	Bike Plan is Current and is Being Implemented	Leading Indicator: Share of transportation budget spent on walking and biking
		Bike Program Staff to Population	Leading Indicator: Projects completed involving multiple agency or departmental funding sponsors
		Share of Transportation Budget Spent on Bicycling Bicycle-Friendly Laws & Ordinances	Lagging Indicator: Change or introduction of bicycle-friendly laws and ordinances Leading Indicator: Number of connections to cycling infrastructure built by neighbouring municipalities

Education & Encouragement			
2024 Vision Workshop Themes	2012 Plan Objectives	Bike Friendly Communities Criteria	Potential Measure(s) - Modified for 2024
<b>Community-Driven:</b> Fostering community engagement and participation in promoting active transportation, supported by education, programming, and infrastructure investments.	N/A	Bicycle Education in Schools	Leading Indicator: Number of walking and biking promotion events run per year at schools Lagging Indicator: Number of schools with complete Safe Routes to School rolled out
		Bike Month and Bike to Work	Lagging Indicator: school commute mode share Leading Indicator: Amount of grants provided to local residents and community groups to hold "open streets" events Lagging indicator: Number of annual street closure events

Community, Equity & Advocacy			
2024 Vision Workshop Themes	2012 Plan Objectives	Bike Friendly Communities Criteria	Potential Measure(s) - Modified for 2024
N/A	N/A	Presence of Active Bicycle Advocacy Group	Leading Indicator: Presence of Active Bicycle Advocacy Group
		Active Bicycle Advisory Comm.	Leading Indicator: Presence of Active Bicycle Advisory Committee

# Next Steps



# Next Steps

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## **PABAC**

- Review and provide comments on packet materials by March 22, 2024
  1. Vision, objectives, and performance measures
  2. Analysis maps and findings
- Promote and participate in Phase 2 engagement activities

## **BPTP Update Team**

- Technical Analysis
  - Incorporate comments on draft analysis
- Engagement Activities
  - Confirm multi-day work session schedule of events
  - Promote and prepare for Phase 2 events



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**Ozzy Arce** (he/él)

*Senior Transportation Planner*

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**Amanda Leahy** (she/her)

*Kittelson & Associates, Consultant*

[aleahy@kittelson.com](mailto:aleahy@kittelson.com)



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## Planning & Transportation Commission Staff Report

**From: Ozzy Arce, Senior Transportation Planner**  
**Lead Department: Office of Transportation**

**Meeting Date: March 27, 2024**  
Report #: 2402-2620

### **TITLE**

Bicycle and Pedestrian Transportation Plan (BPTP) Update: Share and confirm the vision statement and goals, share and get feedback on the existing conditions technical analysis, and share and discuss upcoming engagement

### **RECOMMENDATION**

Receive report, provide feedback on the vision statement and goals, and provide feedback on the existing conditions technical analysis.

### **EXECUTIVE SUMMARY**

This report provides an overview on the effort to update the City's existing 2012 Bicycle and Pedestrian Transportation Plan (BPTP), including an overview of the feedback received during the introductory first phase of the project and the existing conditions analysis for biking, walking, and wheeling in Palo Alto. The analysis includes Bicycle Level of Traffic Stress (LTS) findings, a Major Barriers analysis, a Safety and Collisions analysis, and an Activity & Demand analysis.

Key takeaways are:

- The most stressful segments for bicycles are located on El Camino Real, Alma Street, Oregon Expressway, San Antonio Road, and Foothill Expressway.
- About 68% of street miles in Palo Alto are low stress for bicycles (LTS 1 or LTS 2), yet low stress streets are often interrupted by high stress roadways and intersections.
- Major barriers and locations in the analysis include: Oregon Expressway, Adobe Creek, Barron Creek, Matadero Creek, Rail, Palo Alto Station, Palo Alto Transit Center, and El Camino Real/Embarcadero Road, California Avenue Station, El Camino Real/California Avenue, San Antonio Station, El Camino Real/Charleston Road.
- Based on the ten most recent years (2012-2022) of collision data, there has been a general decrease in the total number of pedestrian and bicycle involved collisions.

- Pedestrian-involved collisions tended to be more severe during dark conditions, however, the majority of nighttime pedestrian-involved collisions took place in areas with streetlights.
- Broadside collisions are the most frequent type of bicycle collision that occurred in Palo Alto within the five year study period. The fatal and severe injury bicyclist-involved collisions predominantly occurred in areas where streetlights were absent.
- Based on location data modeled by Replica, the highest percentage of biking trips were associated with schools and colleges (17%), followed by shopping (11%) and work (8%) related trips.
  - With only 7% of the population, Hispanics and Latinos represent 20% of the total bike trips. With about 15% of the population, people age 18-34 made almost 45% of the total bike trips.
  - Over 59% of biking trips take place between 12 noon and 9 p.m., with the peak time observed at 3 p.m., representing 13% of the total bike trips.
  - The average bike trip is 14.2 minutes, and the median travel time is 10 minutes.
  - The average bike trip length is 2.5 miles, and 56% of trips are less than 2 miles in length, 23% are between 2 and 4 miles, and 20% are over 2 miles.
  - The highest number of bicyclists travel to or from Stanford University.
- Based on location data modeled by Replica, the highest percentage of walking trips were associated with shopping (31%), work (9%), and restaurant (9%) related trips.
  - With only 7% of the population, Hispanics and Latinos represent 20% of the total walking trips. With about 15% of the population, people age 18-34 made almost 45% of the total walking trips.
  - The peak time for pedestrian trips occurs between 3 and 5 p.m.
  - Most walking trips are under 5 minutes with a mean of 11 minutes and median of 7 minutes.
  - Most walking trips (56%) are under 0.5-mile, and 96% of trips are under 2 miles.
  - The highest number of pedestrians travel to or from Stanford University with other walking hubs in downtown, Barron Park, and Adobe Meadow/Meadow Park.

## **PROJECT DESCRIPTION**

The City's existing 2012 BPTP 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. 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. The BPTP Update effort will be a 24-month process, with the BPTP Update adoption anticipated for Summer 2025.

## **BACKGROUND**

At its 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. At the January 22, 2024 meeting, the City Council received an Informational Report as an overview on the BPTP Update effort.<sup>1</sup>

## **ANALYSIS**

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

*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 the presence of a median refuge. The draft Bicycle LTS map is included as Attachment A.

As shown in the Bicycle LTS Map (Attachment A), the most stressful segments for bicyclists are located on El Camino Real, Alma Street, Oregon Expressway, San Antonio Road, and Foothill Expressway. Many streets with existing bicycle facilities were classified as low-stress, LTS 1 or LTS 2. Approximately 68% of street miles in Palo Alto are LTS 1 or LTS 2. This map illustrates how low stress streets in Palo Alto are often interrupted by high stress roadways and intersections.

*Major Barriers.* The analysis of major barriers examines linear barriers and barriers near major transit stations that require people to take detours and increase the length of walking and biking trips. The draft barriers maps are included as Attachment B.

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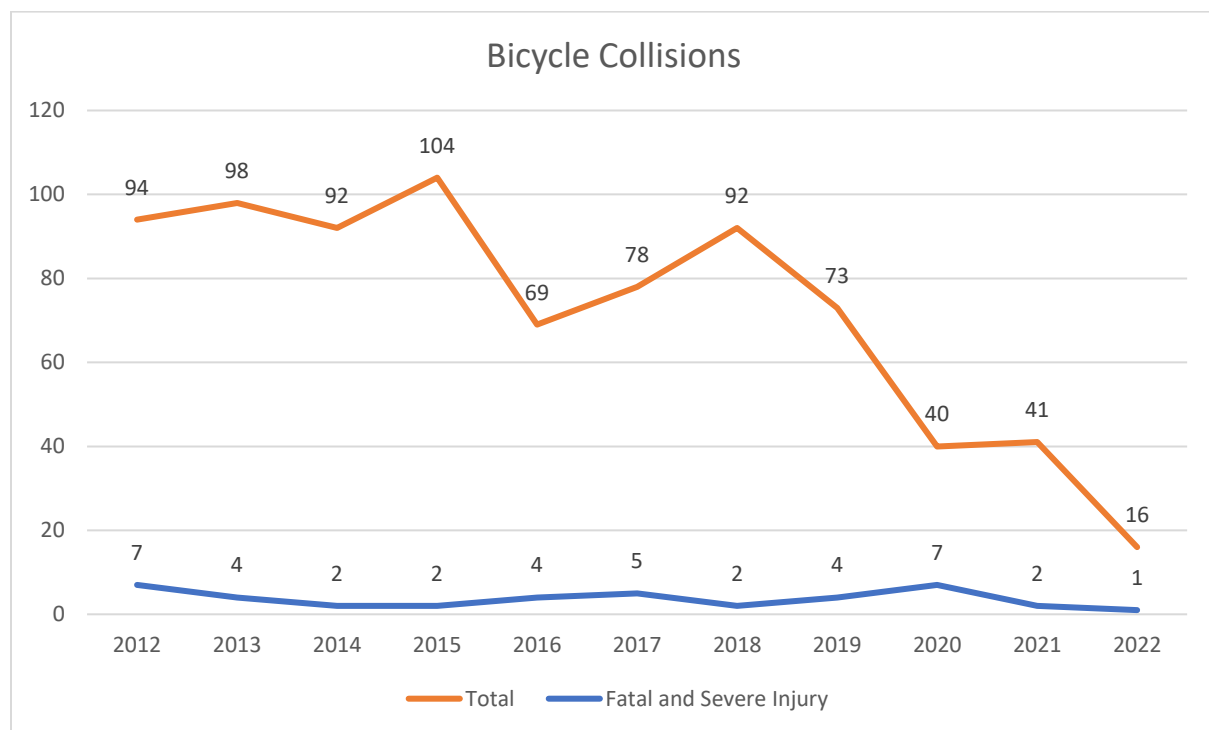
<sup>1</sup> Palo Alto City Council Meeting January 22, 2024. Information Report 14: Bicycle and Pedestrian Transportation Plan (BPTP) Update: an active transportation plan – introduction and overview, community engagement, context and baseline conditions, and next steps.  
<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=3829&meetingTemplateType=2&compiledMeetingDocumentId=8932>

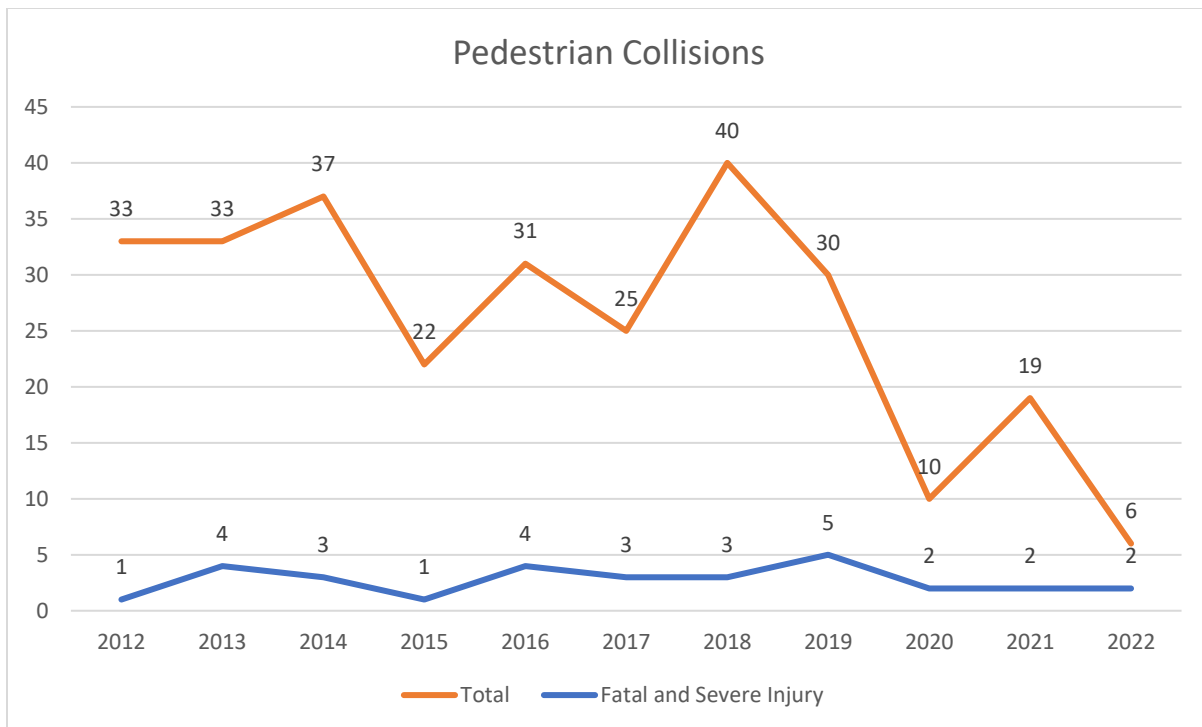
- **US 101:** The lack of crossing opportunities across US 101 results in noticeably longer walking trips, including some paths that are more than four times longer than the straight line crossing path. Of the existing crossing locations, the walking and bicycling bridges provide the highest level of separation from vehicles, while the Embarcadero Road and San Antonio Road crossings include vehicle-oriented facilities such as channelized free highway on- and off-ramps. The most significant gap occurs between the two walking and bicycling bridges, limiting access to the Adobe Creek Loop Trail.
- **Oregon Expressway:** The Oregon Expressway does not create significantly longer pedestrian crossing paths as crossings with curb ramps, crosswalks, and traffic signals are generally located every quarter mile.
- **Adobe Creek:** The lack of crossing opportunities of Adobe Creek, especially to the south, results in out-of-distance travel of approximately two times the trip length. Opportunities to cross Adobe Creek include Louis Road, Middlefield Road, Charleston Road, Alma Street, and El Camino Real (all of which include sidewalks). There are also two walking- and bicycling-only connections: a walkway connecting the Miller Avenue cul-de-sac to Wilkie Way, and the Los Altos-Palo Alto Bike Path (connecting Los Altos Avenue to Arastradero Road). The greatest out of direction travel occurs in the area between the Los Altos-Palo Alto Bike Path and the Foothill Expressway, where the creek runs between the Alta Mesa Memorial Park and a residential neighborhood.
- **Barron Creek:** While some paths across Barron Creek are longer than the straight long crossing distance, they are usually less than double that distance due to the availability of closely-spaced crossing facilities. Crossing opportunities are generally located every 1,100 feet north of Waverly Street, and every 300 feet south of Waverly Street and sidewalks are provided on streets crossing the creek.
- **Matadero Creek:** Lack of crossing opportunities of Matadero Creek result in increased travel distances of up to 1.75 times, especially to cross the canal west of Bryant Street. The presence of the rail line along the southern tip of the canal's above-ground alignment further increases the out of distance travel in that area.
- **Rail:** There is substantial variation in crossing opportunities along the length of the rail line. The longest distances are near Seale Avenue, Colorado Avenue, El Dorado Avenue, Loma Verde Avenue, and El Verano Avenue. There is an approximately 0.65-mile gap between the Churchill Avenue and California Avenue crossings with a midpoint at Seale Avenue. Peers Park is located between these two crossing locations on the west side of the railroad tracks, across the tracks from residential neighborhoods. The Churchill Avenue crossing is at grade. The California Avenue crossing is a grade-separated undercrossing that is not ADA compliant, and bicyclists must dismount to navigate the steep undercrossing if others are present in the tunnel. There is an approximately 1.3-mile gap between the California Avenue and Meadow Drive crossings (note, while the Oregon Expressway crosses the tracks, sidewalks are not provided). The Meadow Drive crossing is at grade.
- **Palo Alto Station, Palo Alto Transit Center, and El Camino Real/Embarcadero Road:** Primary barriers include the presence of several channelized turn lanes, a number of intersections missing crosswalk markings, and there is a gap in the sidewalk network along Palo Alto Avenue east of El Camino Real.

- **California Avenue Station, and El Camino Real/California Avenue:** Primary barriers include missing crosswalk markings and presence of a channelized right-turn lane at the intersection of El Camino Real and Page Mill Road.
- **San Antonio Station and El Camino Real/Charleston Road:** The primary barrier in this area is a lack of sidewalks on a portion of San Antonio Road and on residential streets.

*Safety and Collisions.* A high-level review of ten years of collision data was conducted to identify a general trend in the number and severity of pedestrian and bicycle collisions. The most recent five years of collision data was conducted 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 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.

Based on the ten most recent years (2012-2022) of collision data, there has been a general decrease in the total number of pedestrian and bicycle involved collisions.





Throughout the five years (2018-2022) under more detailed review, a total of 104 pedestrian and 257 bicycle collisions were reported in the city of Palo Alto, with three collisions involving both pedestrians and bicyclists. Around 12%, or 12, of the pedestrian collisions resulted in a fatality (3 collisions) or severe injury (9 collisions). Around 5%, or 13, of the bicycle collisions resulted in a fatality (one collision) or severe injury (12 collisions). Collision maps are included as Attachment B.

Pedestrian-involved collisions tended to be more severe during dark conditions. Around 29% (30 collisions) of the injury pedestrian collisions and almost half (6 collisions) of the fatal and severe injury pedestrian collisions occurred at night. Although the majority of nighttime pedestrian-involved collisions take place in areas with streetlights, the effectiveness of this lighting is inconsistent. Often, streetlights may not be bright enough or may be spaced too far apart. This issue particularly affects pedestrians and those on sidewalks, as streetlights are often designed primarily with vehicles in travel lanes in mind.

The most frequent type of bicycle collision that occurred in Palo Alto within the five year study period are broadside collisions, constituting 61% (156 collisions), followed by sideswipe collisions at 13% (34 collisions). Considering fatal and severe injury bicycle collisions, broadside collisions make up 54% (7 collisions), while head-on and hit object collisions comprise 15% (2 collisions) each. The fatal and severe injury bicyclist-involved collisions predominantly occurred in areas where streetlights were absent.



*Activity and Demand.* The analysis utilizes 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.

To understand existing walking and biking activity, Kittelson utilized Replica, a big data mobility analytics platform that leverages a composite of location data collected from personal mobile devices and in-dashboard telematics. The Spring 2023 data from Replica includes approximately 91,800 biking trips by 58,200 riders and 142,000 walking trips by 96,900 pedestrians originating within two miles of city limits. The dataset is a complete trip and population table for a typical weekday and typical weekend day for the selected season and region. Model inputs include American Community Survey 5-year estimates, TIGER/Line data, LEHD Origin-Destination Employment Statistics Data, and ACS Public Use Microdata Sample (PUMS), the Census Transportation Planning Products Program (CTPP) as well as data from the National Center for Education Statistics, US Department of Education, building data and proprietary parcel data and points of interest data. Draft bike and walk trip origins and destinations based on Replica model are illustrated in Attachment D.

- **Biking Activity.** Based on Replica data, the highest percentage of biking trips was associated with schools and colleges (17%), followed by shopping (11%) and work (8%) related trips. With only 7% of the population, Hispanics and Latinos represent 20% of the total bike trips. With about 15% of the population, people age 18-34 made almost 45% of the total bike trips. The highest percentage of trips in the morning occurs at 7 a.m., constituting around 11% of the overall bike trips. Over 59% of trips take place between 12 noon and 9 p.m., with the peak time observed at 3 p.m., representing 13% of the total bike trips. The average bike trip is 14.2 minutes, and the median travel time is 10 minutes. The average bike trip length is 2.5 miles, and 56% of trips are less than 2 miles in length, 23% are between 2 and 4 miles, and 20% are over 2 miles. The highest number of bicyclists travel to or from Stanford University.
- **Walking Activity.** Based on Replica data, the highest percentage of walking trips were associated with shopping (31%), work (9%), and restaurant (9%) related trips. With only 7% of the population, Hispanic and Latino represent 20% of the total walking trips. With about 15% of the population, people age 18-34 made almost 37% of the total bike trips. The peak time for pedestrian trips occurs between 3 and 5 p.m. Most walking trips are under 5 minutes with a mean of 11 minutes and median of 7 minutes. Most walking trips (56%) are under 0.5-mile, and 96% of trips are under 2 miles. The highest number of pedestrians travel to or from Stanford University with other walking hubs in downtown, Barron Park, and Adobe Meadow/Meadow Park.

### **Next Steps**

The City's Office of Transportation will host a multi-day working session April 16-18, 2024 to confirm the vision and goals and to draft network criteria and performance measures that will be used to identify and evaluate project, program, and policy recommendations.

Following committee and Council review and input on the existing conditions and needs analyses, the project team will develop network and corridor criteria to identify and prioritize project, program, and policy recommendations. Draft recommendations will be brought for committee and Council review in Fall/Winter 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. These funds are included in the FY 2024 Adopted Budget in the Bicycle and Pedestrian Transportation Plan Implementation Project (PL-04010).

### **COMMUNITY ENGAGEMENT**

#### **Phase 1 Community Engagement Themes**

Phase 1 community engagement themes included an interactive map, public survey (developed and distributed in partnership with the Safe Streets For All Action Plan team), a series of seven committee and working group meetings, an in-person pop-up event at Bike Palo Alto, and a virtual community meeting visioning workshop. An overview of what we heard through these Phase 1 engagement activities is presented in this section.

- *Interactive Map.* A total of 956 unique comments were received between September 28 and December 31, 2023. Commenters had the option to select four different comment categories, including safety concern, infrastructure needed, destination you want to access, and other. Over half of the comments (54 percent, or 516 comments) were categorized as a "Safety Concern", followed by 29 percent (276) of comments categorized as "Infrastructure Needed", 14 percent (136) of comments were categorized as "Other", and the remaining 3 percent (28) of comments were categorized as "Destination You Want to Access". Participants were given the option to view and like comments from other users. Notably, comments advocating for improved infrastructure to address connectivity gaps in existing bicycle facilities, safety enhancements, wider bike lanes for increased rider comfort, and the provision of bike infrastructure near schools garnered the highest number of likes. The project team will be further reviewing the comments in the upcoming months.
- *Committee and Staff Working Group Meetings.* The BPTP Update team engaged with several standing committees and commissions and created a staff working group to guide the development of the work. The Phase 1 working group and committee feedback covers a wide range of topics related to safety, transportation infrastructure, across barrier connections, transformative technologies, and future development. Key themes that emerged from these meetings include:
  1. Safety is a top priority. People expressed concerns about pedestrian and bicyclist safety at various locations, especially for students walking to and from school.

2. There is demand for high quality transportation infrastructure. Suggestions to support more walking and biking included implementation of more bicycle boulevards with traffic calming treatments on neighborhood streets, as well as additional secure and long-term bicycle parking, and separated bike lanes on higher speed higher volume roadways. There was general agreement that quality was more important than quantity when it comes to transportation infrastructure for walking and biking.
  3. Across barrier connections are needed. Committee and working group members recognized the presence of major barriers, such as U.S. 101 and the Caltrain tracks, and acknowledged the need for low-stress connections to overcome these barriers. There was a sense of urgency around selecting a preferred location for grade-separated crossing(s) of the Caltrain tracks.
  4. Power and potential of transformative technologies. The presence of new travel modes, including e-bikes and e-scooters, as well as the availability of new technologies such as LiDar and vehicle to infrastructure sensors, has rapidly changed the landscape of transportation planning and facility design. Committee and working group members expressed an interest in considering and incorporating these transformative technologies in the BPTP Update analysis and recommendations.
  5. Plan for the future. There is substantial growth planned in Palo Alto, particularly within select priority development areas. The BPTP Update must consider land use changes and development patterns.
- *Bike Palo Alto* (October 1, 2023). The BPTP Update team participated in the Bike Palo Alto event, which was held on October 1, 2023 from 1-3 p.m. at Fair Meadow Elementary School. The team received comments from about 40 participants who expressed concerns related to walking and biking safety, supported implementation of protected bike lanes, and identified El Camino Real as a barrier to connectivity within the city.
  - *Visioning Workshop* (January 31, 2024). The goal of the visioning workshop was to identify the direction of the BPTP Update and establish the vision and objectives for the plan. The draft vision statement and objectives created during this process are as follows:
    - Draft Vision Statement: *In Palo Alto, we envision a city where sustainable transportation thrives, embodying safety, efficiency, and enjoyment. Our streets will form a connected, cohesive network, supporting walking and cycling with tree-lined paths, efficient shortcuts, and secure bike parking. We commit to overcoming barriers, ensuring every part of our community is easily traversed on foot or by bike, fostering a connected region where sustainable transportation is a shared priority. Palo Alto aspires to be a leader, with comprehensive programming encouraging everyone to embrace sustainable modes. We invest more in walking and biking infrastructure, ensuring equity and accessibility for all. Embracing the Safe System Approach, our city prioritizes safety and aims for a future where walking or biking for short trips is more convenient than driving,*

*shaping a city where every journey, no matter how small, contributes to a more sustainable and connected community.*

- Draft Objectives:
  - *Safe and Inclusive:* Prioritizing safety for all road users and ensuring equitable access to pedestrian and bicycle infrastructure across the community.
  - *Connected and Accessible:* Featuring a convenient and interconnected network of sidewalks, bike lanes, and trails that provide efficient travel options and easy access to transit.
  - *Comfortable and Enjoyable:* Enhancing the comfort and enjoyment of walking and cycling through amenities such as shade, greenery, and well-designed streetscapes.
  - *Community-Driven:* Fostering community engagement and participation in promoting active transportation, supported by education, programming, and infrastructure investments.
  - *Integrated and Collaborative:* Collaborating with neighboring cities to create a seamless and integrated regional network of pedestrian and bicycle infrastructure.

The draft vision, objectives, and performance measures are included as Attachment E. These will be refined with input from council, committee, and working group members and revisited at the STAR Analysis workshop as part of the multi-day in-person collaborative work session on April 16-18, 2024.

## **Phase 2 Community Engagement Activities**

Phase 2 engagement activities are planned to include a multi-day working session with a second series of committee and working group meetings, a multi-day collaborative in-person community working session, and a community meeting.

- *Project website and interactive map.* The project website can be accessed at: <https://www.cityofpaloalto.org/bikepedplan>. The website will continue to be updated with relevant material and information.
- *Committee and Working Group Meetings.* The project team will engage the following committees and working groups at during Phase 2:
  - Pedestrian and Bicycle Advisory Committee (March 5, 2024)
  - City School Transportation Safety Committee (March 28, 2024)
  - Planning and Transportation Commission (March 27, 2024)
  - Parks and Recreation Commission (March 26, 2024)
  - City Council (Spring 2024)
  - Interagency Staff Working Group (March 13, 2024)
- *Street Level Engagement:* The project team will lead and participate in the following street level engagement activities during Phase 2:

- Earth Day (Sunday, April 21, 2024). This event will include tabling to seek additional feedback on the vision and goals and seek input on community needs and recommendations.
- Walkabout(s)/Bikeabout(s). Walk and bikeabouts will be planned for April 16-18, 2024 in collaboration with community partners. These events are in the planning and coordination stages and the timing and location of these events will be posted to the project website and promoted through social media and other publications.
- *STAR Analysis Workshop*. A STAR analysis is a visual way to identify priority origin/destination pairs within the transportation network and results in a conceptual key bicycle corridor network based on existing desire lines. The workshop will offer stakeholders a hands-on approach to explore key factors including local routes, travel behaviors, and infrastructure gaps. The workshop will include:
  - Definition of origins and destinations
  - Development of the star patterns
  - Bundling and optimization of the routes.

The outcomes from the STAR Analysis be used to verify, modify, remove, and create the active transportation network recommendations.
- *Community Meetings*. One in-person community meeting will be held in Fall 2024. The goal of this second meeting is to refine project recommendations and gather feedback on prioritization.

## **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: Bicyclist Level of Traffic Stress Map (Draft)

Attachment B: Barriers Maps (Draft)

Attachment C: Collision Maps (Draft)

Attachment D: Bike Trip Origin and Destinations Map (Draft)

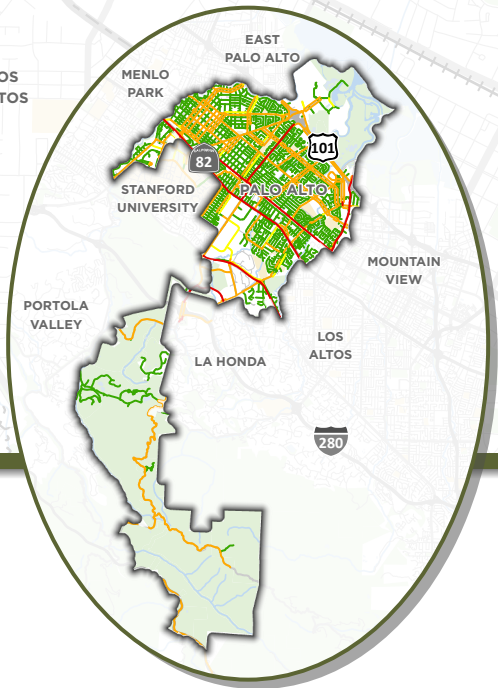
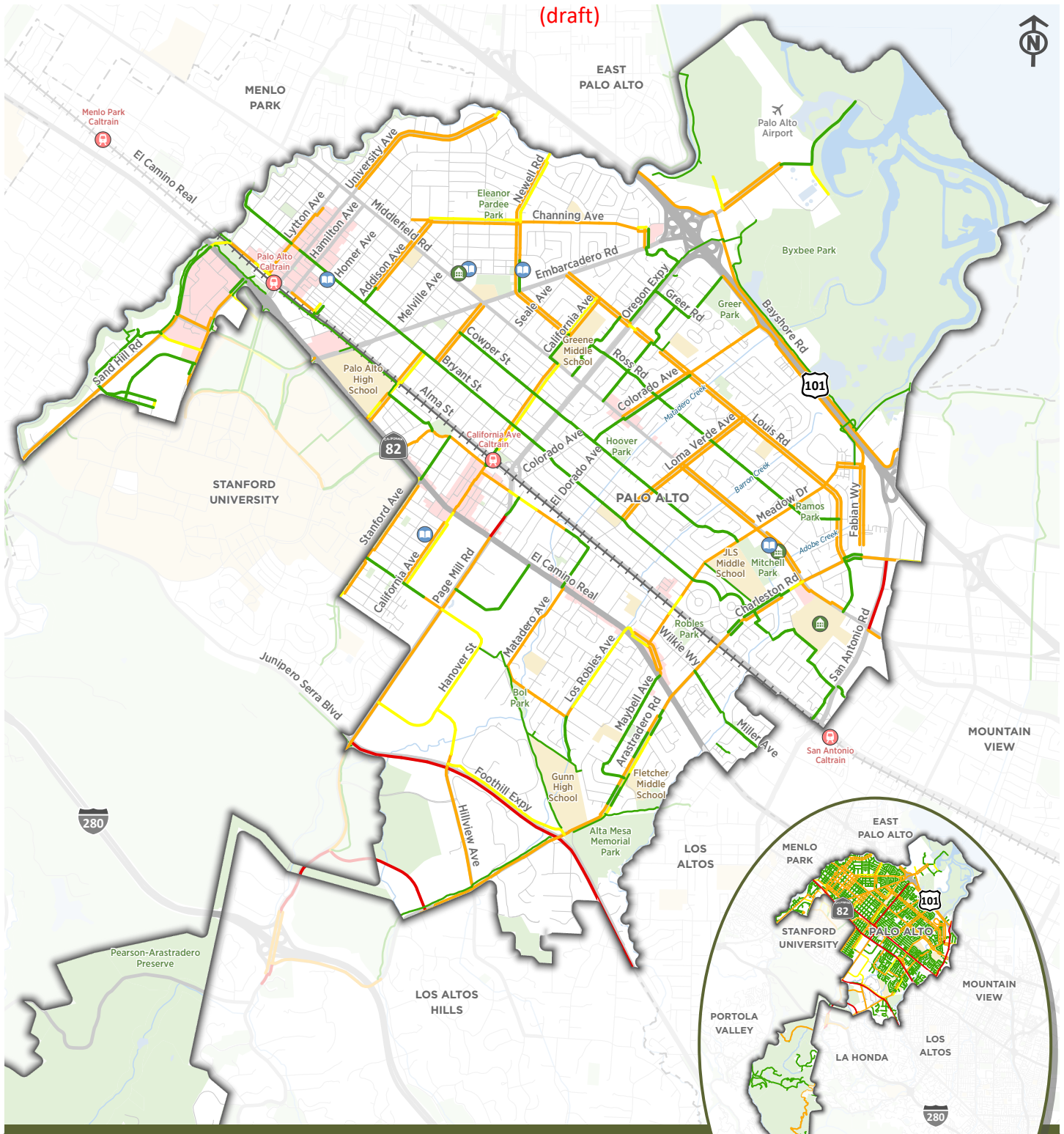
Attachment E: BPTP Update Vision, Objectives, and Performance Measures (Draft)

Attachment F: Existing Facilities Map, Final (01/05/2024)

## **AUTHOR/TITLE:**

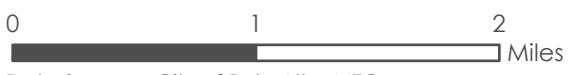
Ozzy Arce, Senior Transportation Planner

PABAC March 5, 2024 Meeting  
 Attachment 4: Bicyclist Level of Traffic Stress Map  
 (draft)



- |   |                   |                  |
|---|-------------------|------------------|
| <span style="color: green;">—</span> LTS 1  | City of Palo Alto | Community Center |
| <span style="color: yellow;">—</span> LTS 2 | Park/Open Space   | Library          |
| <span style="color: orange;">—</span> LTS 3 | School/University | Caltrain Stop    |
| <span style="color: red;">—</span> LTS 4    | Commercial Center | Railroad         |

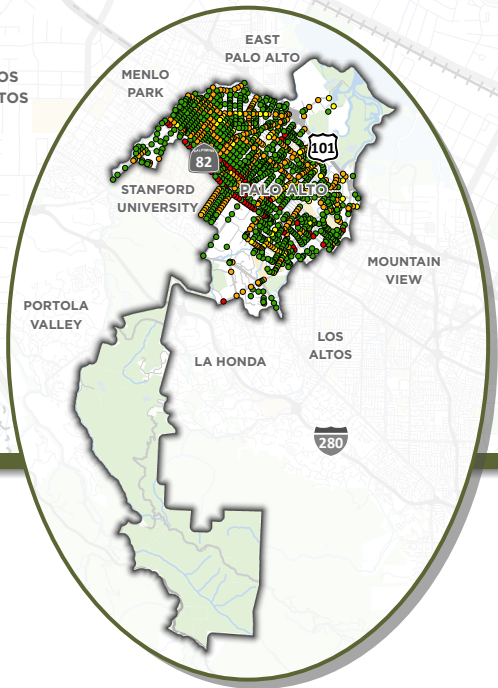
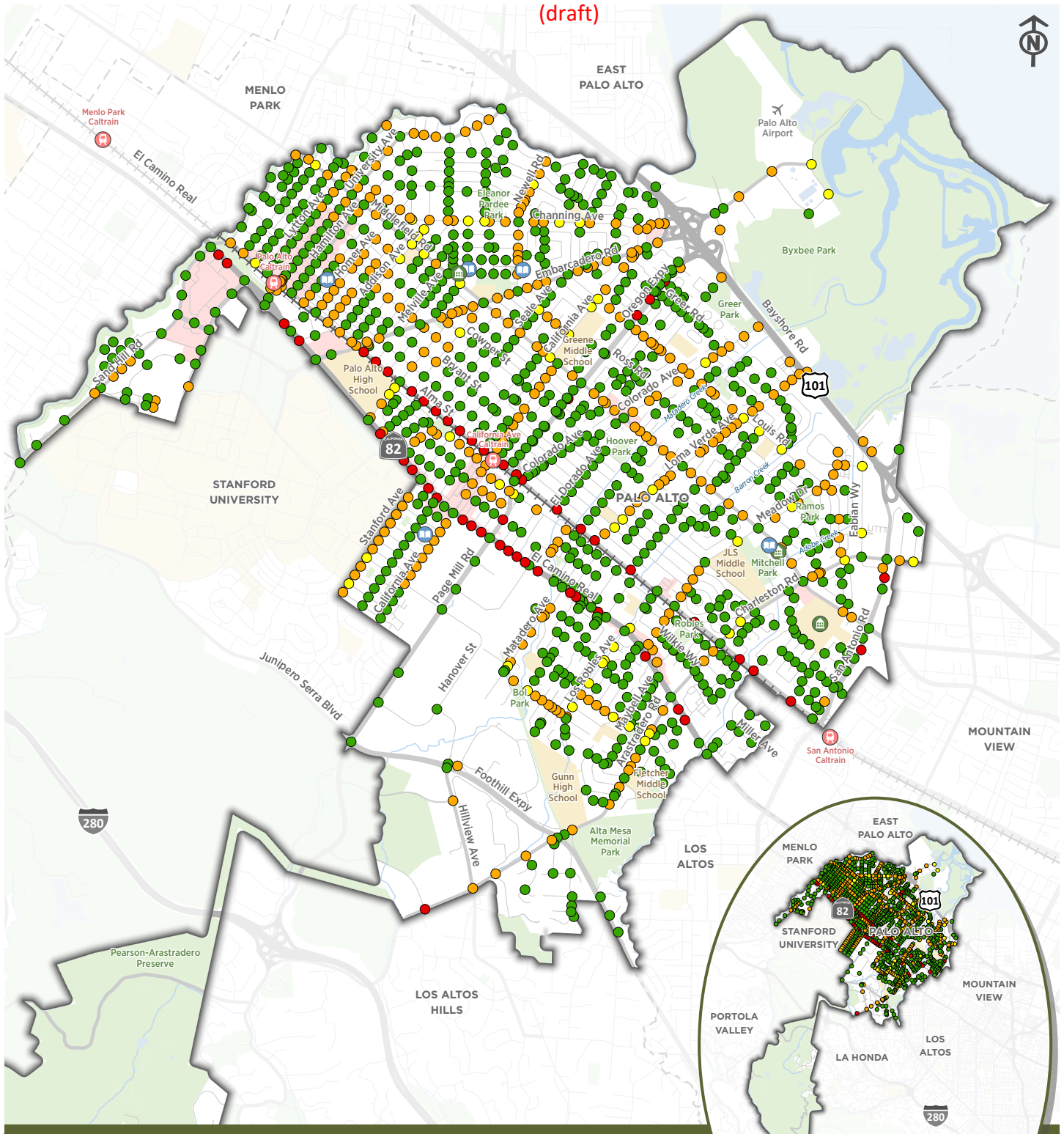
**Note:** Split lines are only used for roadways with different conditions per direction (for example: bike lane in only one direction or parking only on one side), otherwise all roads are shown with only a centerline.



Data Sources: City of Palo Alto, MTC



PABAC March 5, 2024 Meeting  
 Attachment 4: Bicyclist Level of Traffic Stress Map  
 (draft)



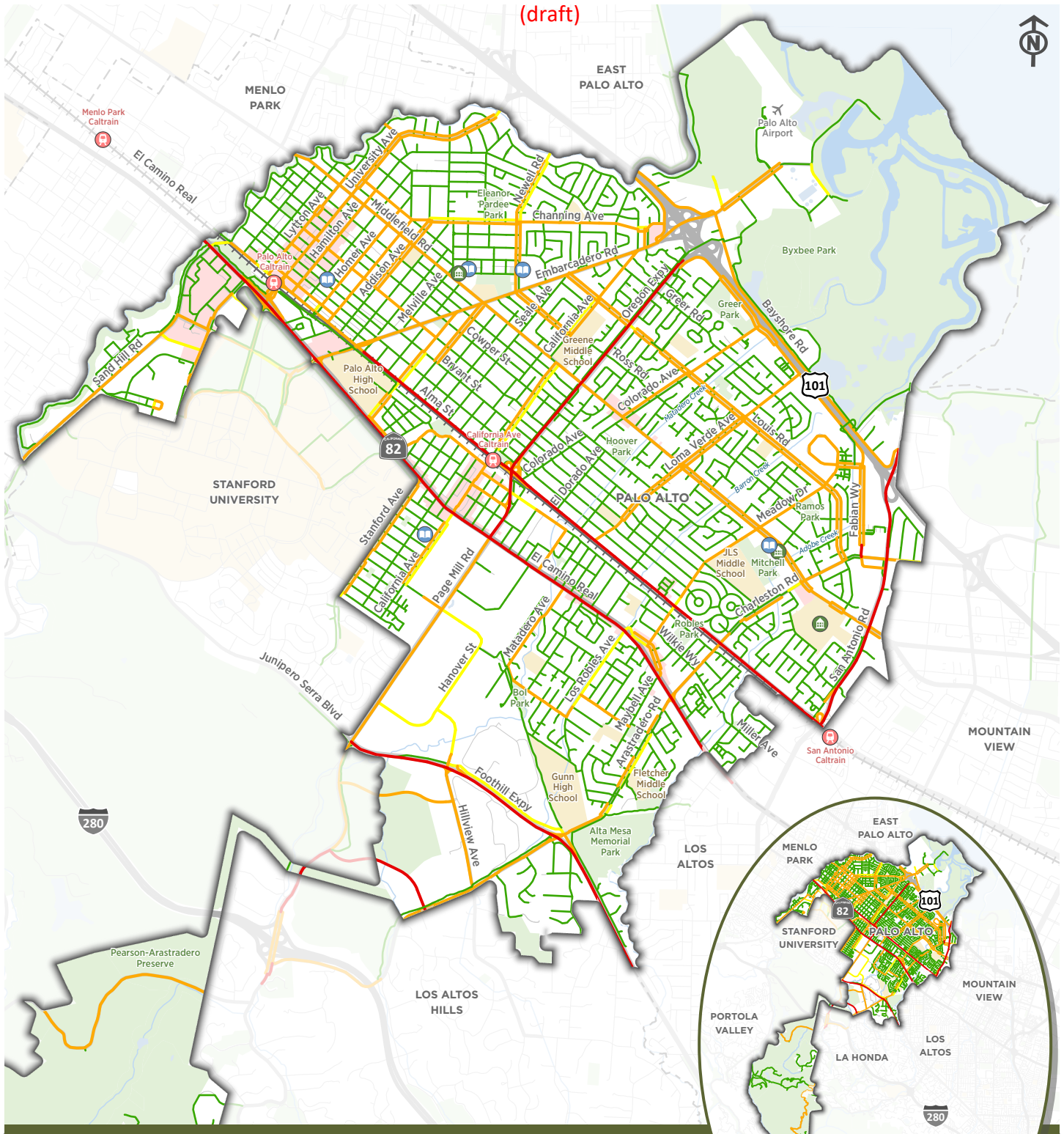
- |         |                     |                    |
|---------|---------------------|--------------------|
| ● LTS 1 | ▭ City of Palo Alto | 🏠 Community Center |
| ● LTS 2 | ▭ Park/Open Space   | 📖 Library          |
| ● LTS 3 | ▭ School/University | 🚆 Caltrain Stop    |
| ● LTS 4 | ▭ Commercial Center | 🚊 Railroad         |

0 1 2 Miles

Data Sources: City of Palo Alto, MTC

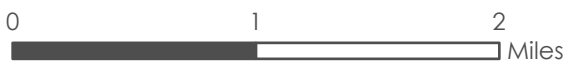
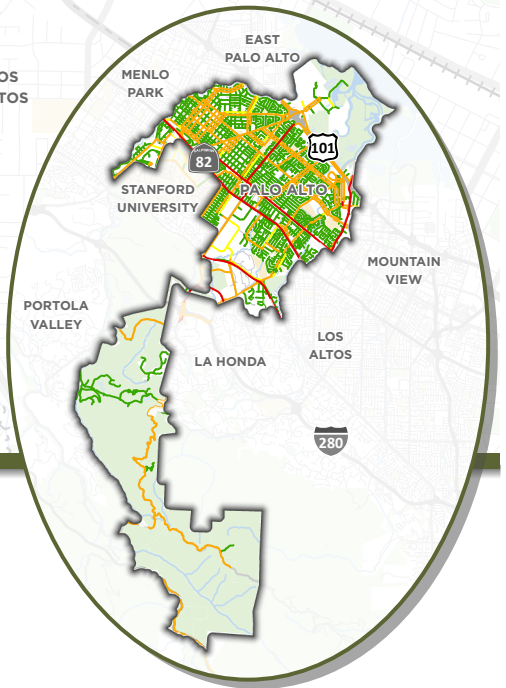


PABAC March 5, 2024 Meeting  
 Attachment 4: Bicyclist Level of Traffic Stress Map  
 (draft)



- |  |       |  |                   |  |                  |
|--|-------|--|-------------------|--|------------------|
|  | LTS 1 |  | City of Palo Alto |  | Community Center |
|  | LTS 2 |  | Park/Open Space   |  | Library          |
|  | LTS 3 |  | School/University |  | Caltrain Stop    |
|  | LTS 4 |  | Commercial Center |  | Railroad         |

**Note:** Split lines are only used for roadways with different conditions per direction (for example: bike lane in only one direction or parking only on one side), otherwise all roads are shown with only a centerline.

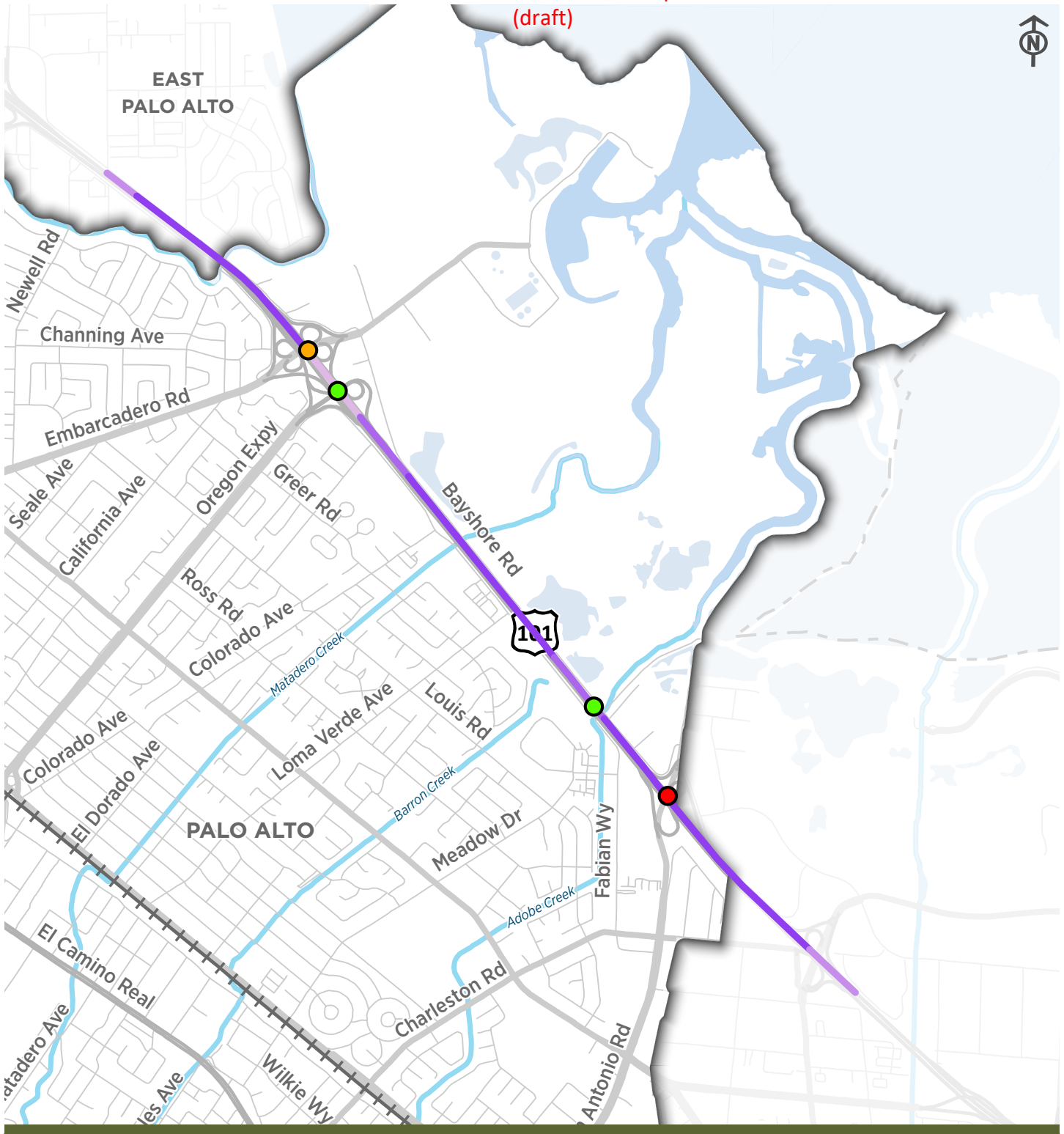


Data Sources: City of Palo Alto, MTC





PABAC March 5, 2024 Meeting  
 Attachment 5: Barriers Map  
 (draft)

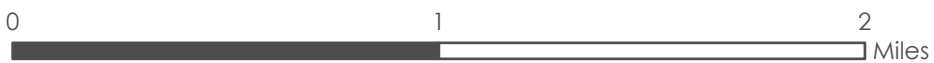


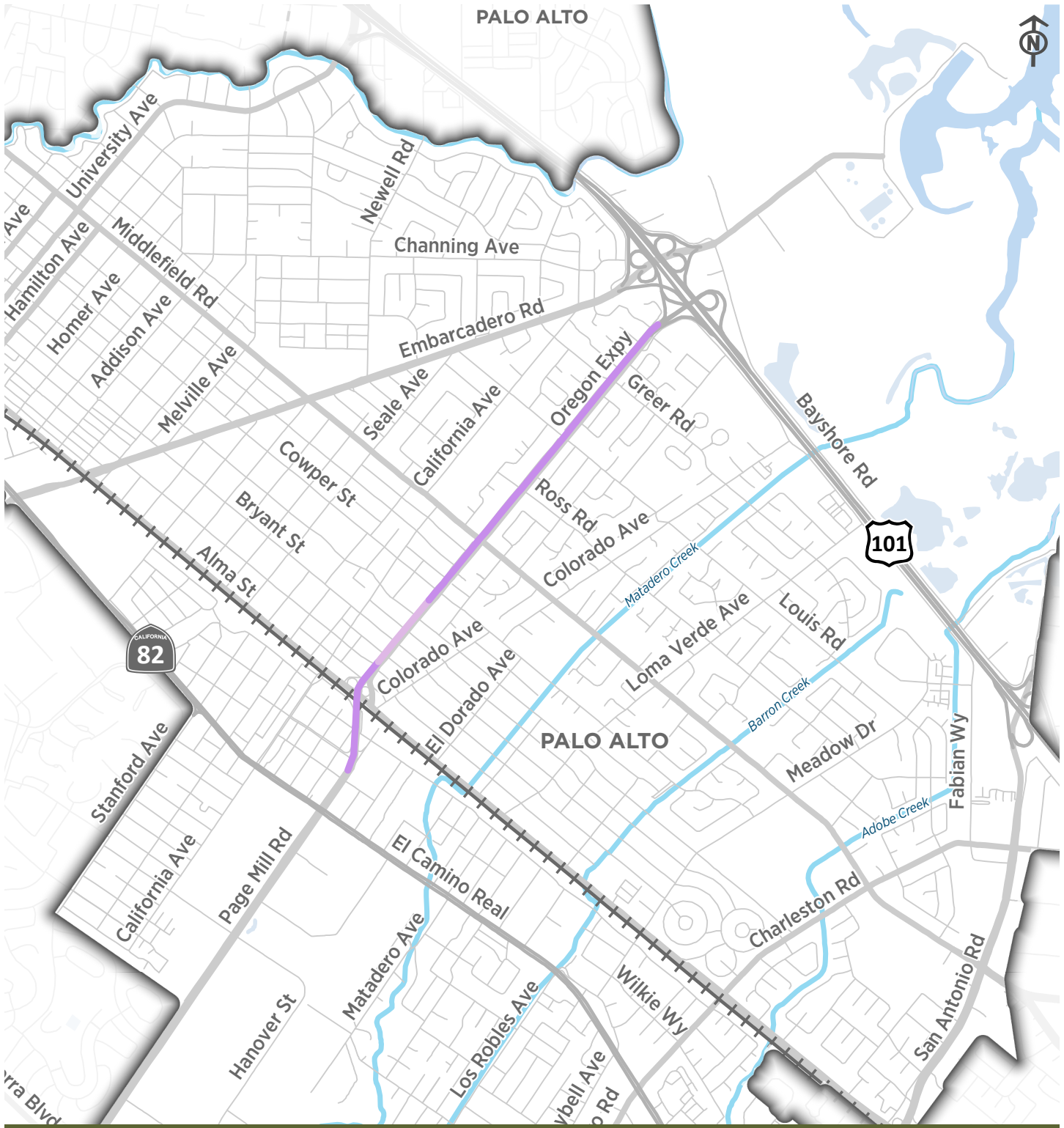
**Barrier Detour**

- Up to 1.25x Detour
- 1.25x - 1.75x Detour
- 1.75x - 2.00x Detour
- 2.00x - 4.00x Detour
- More than 4.00x Detour

**Available Barrier Crossing Locations**

- Level of Stress 1
- Level of Stress 2
- Level of Stress 3
- Level of Stress 4

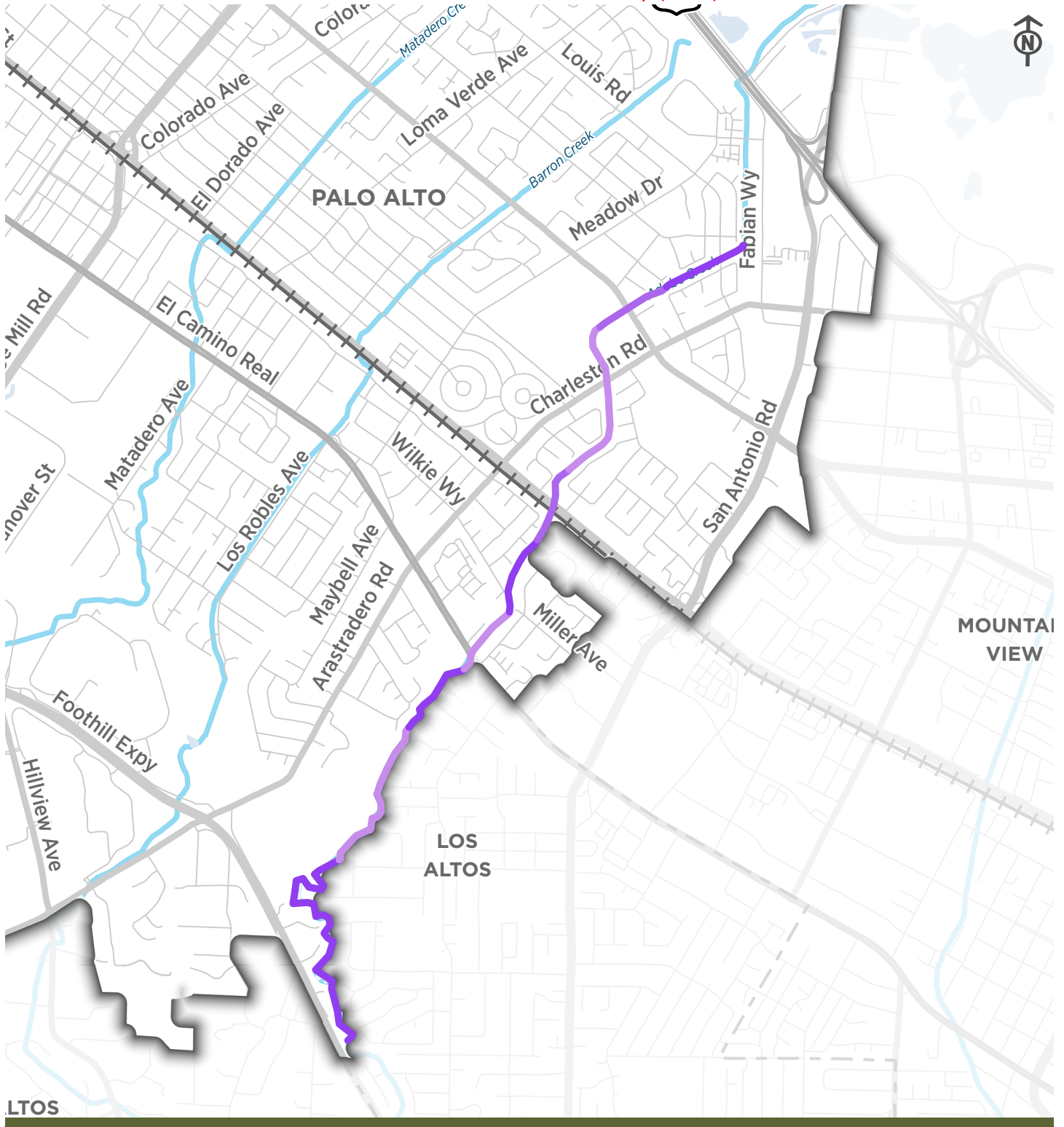









**Barrier Detour**

- Up to 1.25x Detour
- 1.25x - 1.75x Detour
- 1.75x - 2.00x Detour
- 2.00x - 4.00x Detour
- More than 4.00x Detour





**Barrier Detour**

-  Up to 1.25x Detour
-  1.25x - 1.75x Detour
-  1.75x - 2.00x Detour
-  2.00x - 4.00x Detour
-  More than 4.00x Detour

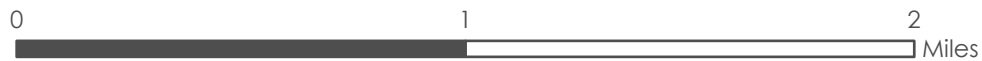


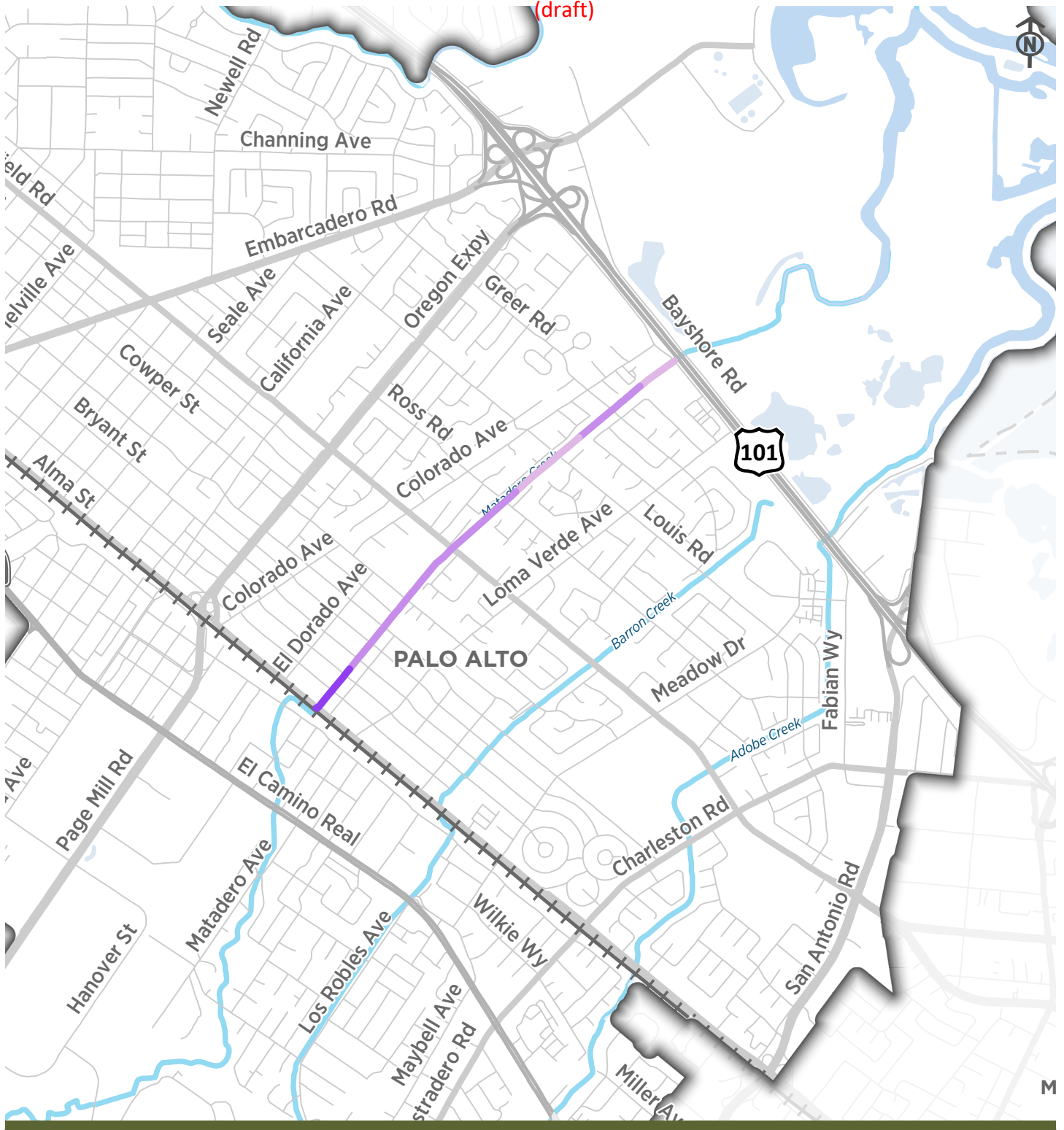
PABAC March 5, 2024 Meeting  
 Attachment 5: Barriers Map  
 (draft)



**Barrier Detour**

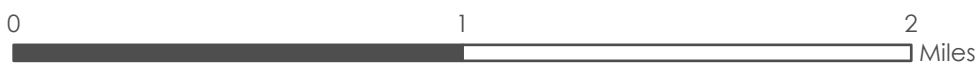
- Up to 1.25x Detour
- 1.25x - 1.75x Detour
- 1.75x - 2.00x Detour
- 2.00x - 4.00x Detour
- More than 4.00x Detour



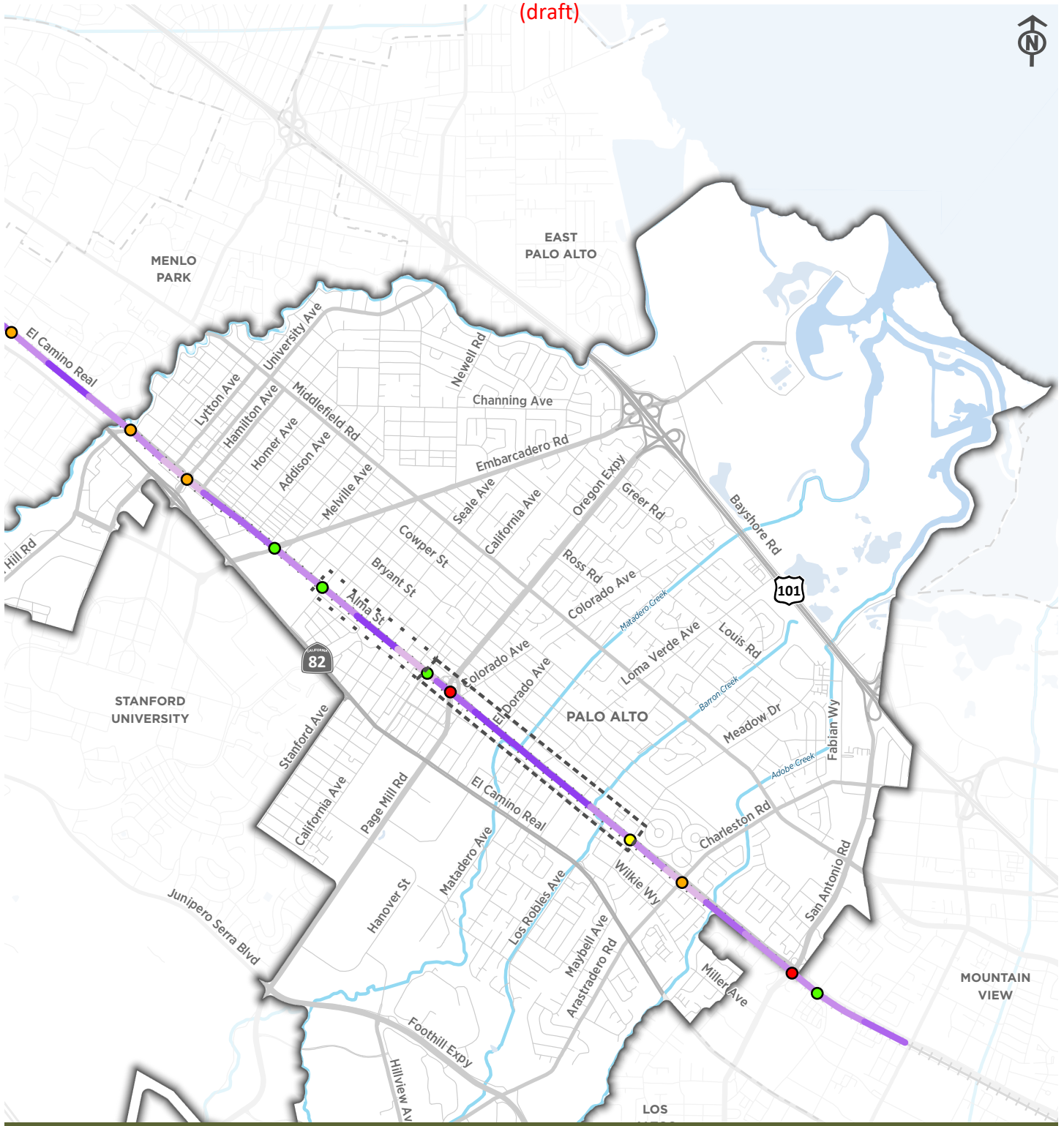


**Barrier Detour**

- Up to 1.25x Detour
- 1.25x - 1.75x Detour
- 1.75x - 2.00x Detour
- 2.00x - 4.00x Detour
- More than 4.00x Detour



PABAC March 5, 2024 Meeting  
 Attachment 5: Barriers Map  
 (draft)



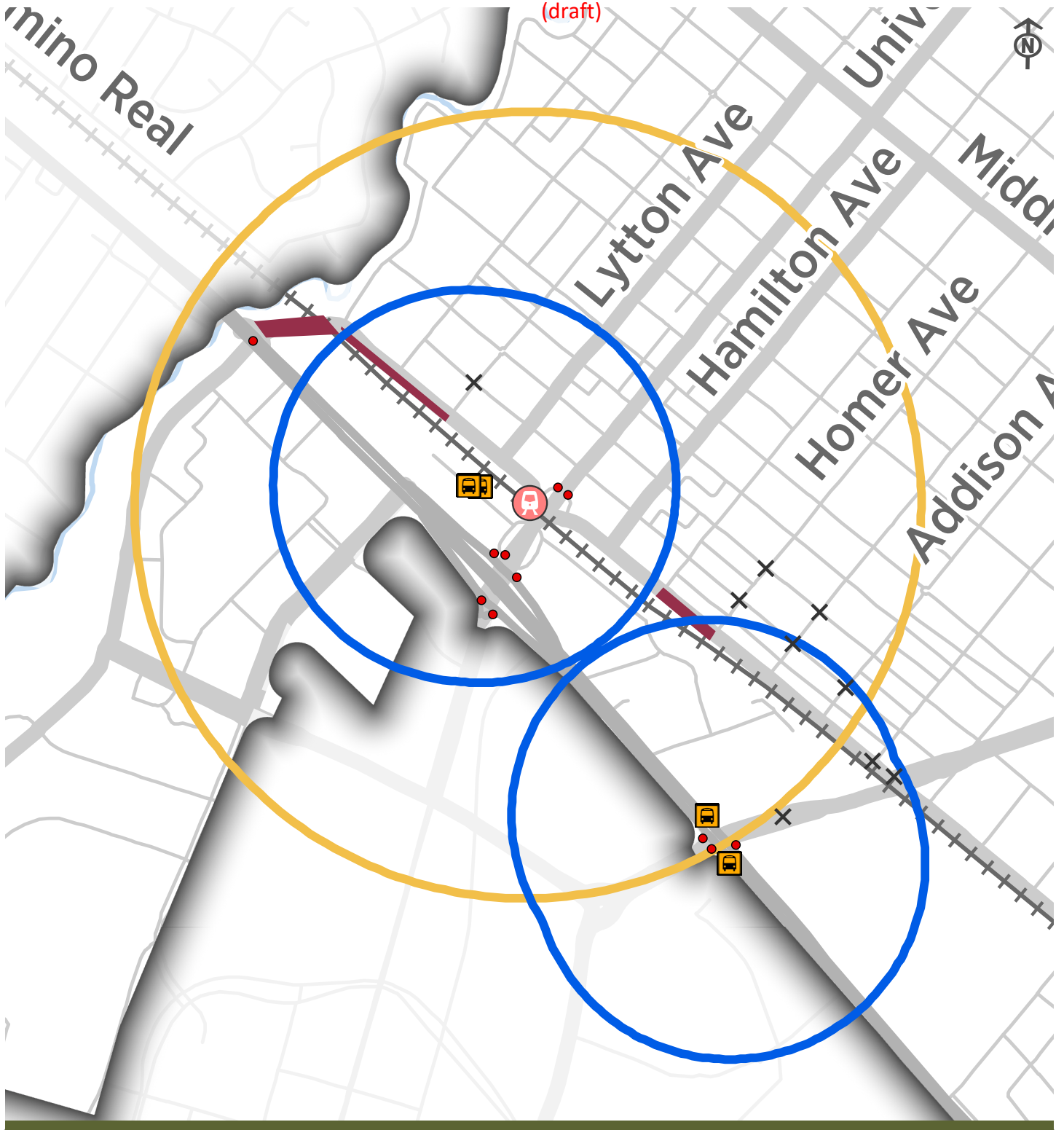
**Barrier Detour**








- Up to 1.25x Detour
- 1.25x - 1.75x Detour
- 1.75x - 2.00x Detour
- 2.00x - 4.00x Detour
- More than 4.00x Detour

**Available Barrier Crossing Locations**

- Level of Stress 1
- Level of Stress 2
- Level of Stress 3
- Level of Stress 4
- Churchill Avenue to Meadow Drive (1.3 mile) Crossing Gap
- Churchill Avenue to California Avenue (0.7 mile) Crossing Gap

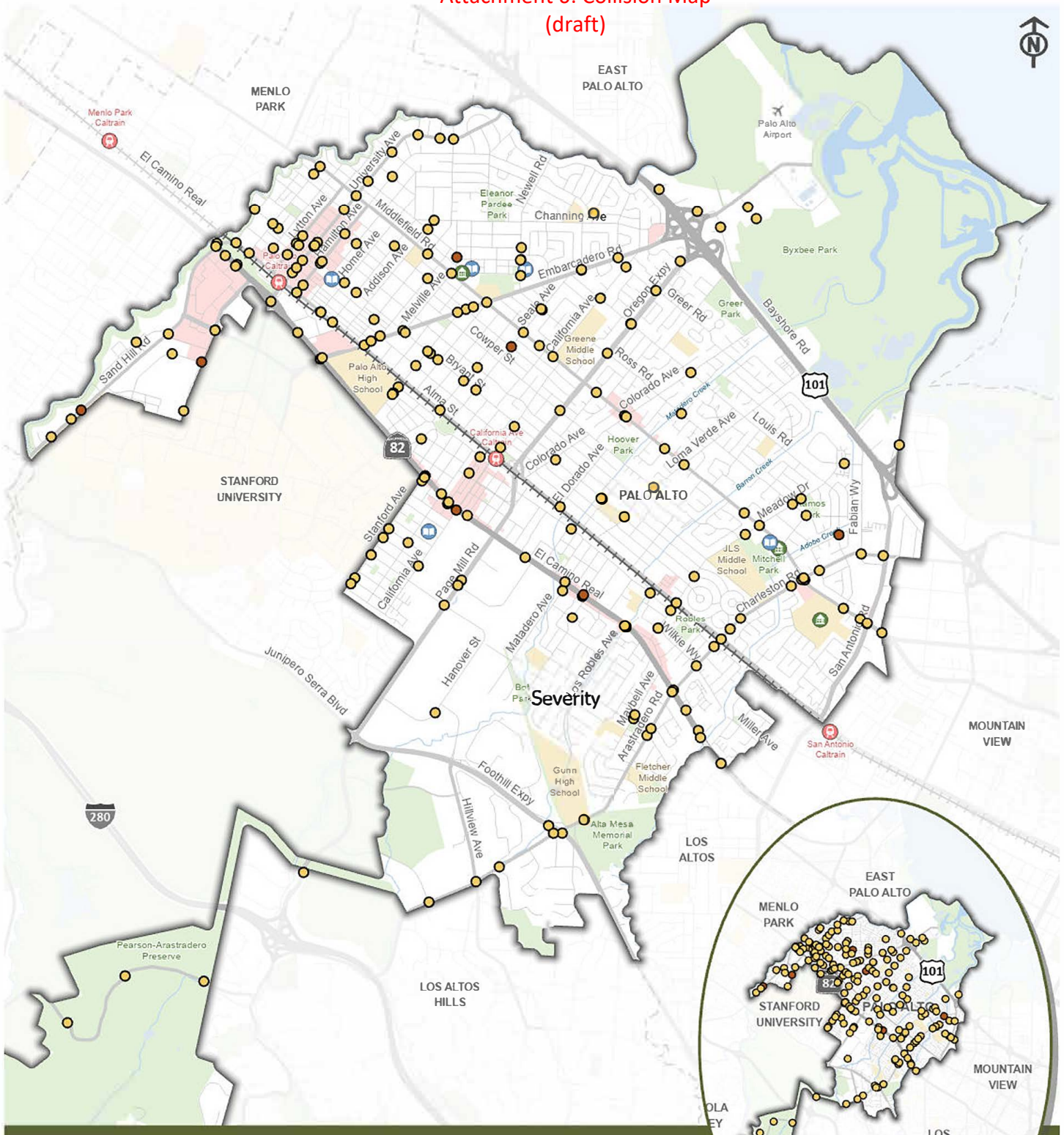




-  Caltrain Stop
-  Rapid Bus Stop
-  Rail Station Half-Mile Buffer
-  Rapid Bus Stop Quarter-Mile Buffer
-  High-Speed Turns
-  Missing Crosswalks
-  Areas Generally Lacking Sidewalks

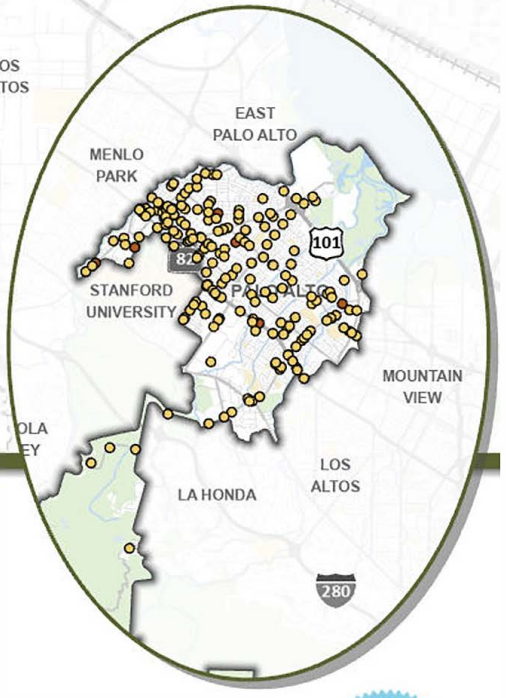


PABAC March 5, 2024 Meeting  
Attachment 6: Collision Map  
(draft)



Severity

- Fatal and Severe Injury Collisions
- Other Injury Collisions
- City of Palo Alto
- Park/Open Space
- School/University
- Commercial Center
- Ⓜ Community Center
- 📖 Library
- 🚉 Caltrain Stop
- ⚡ Railroad



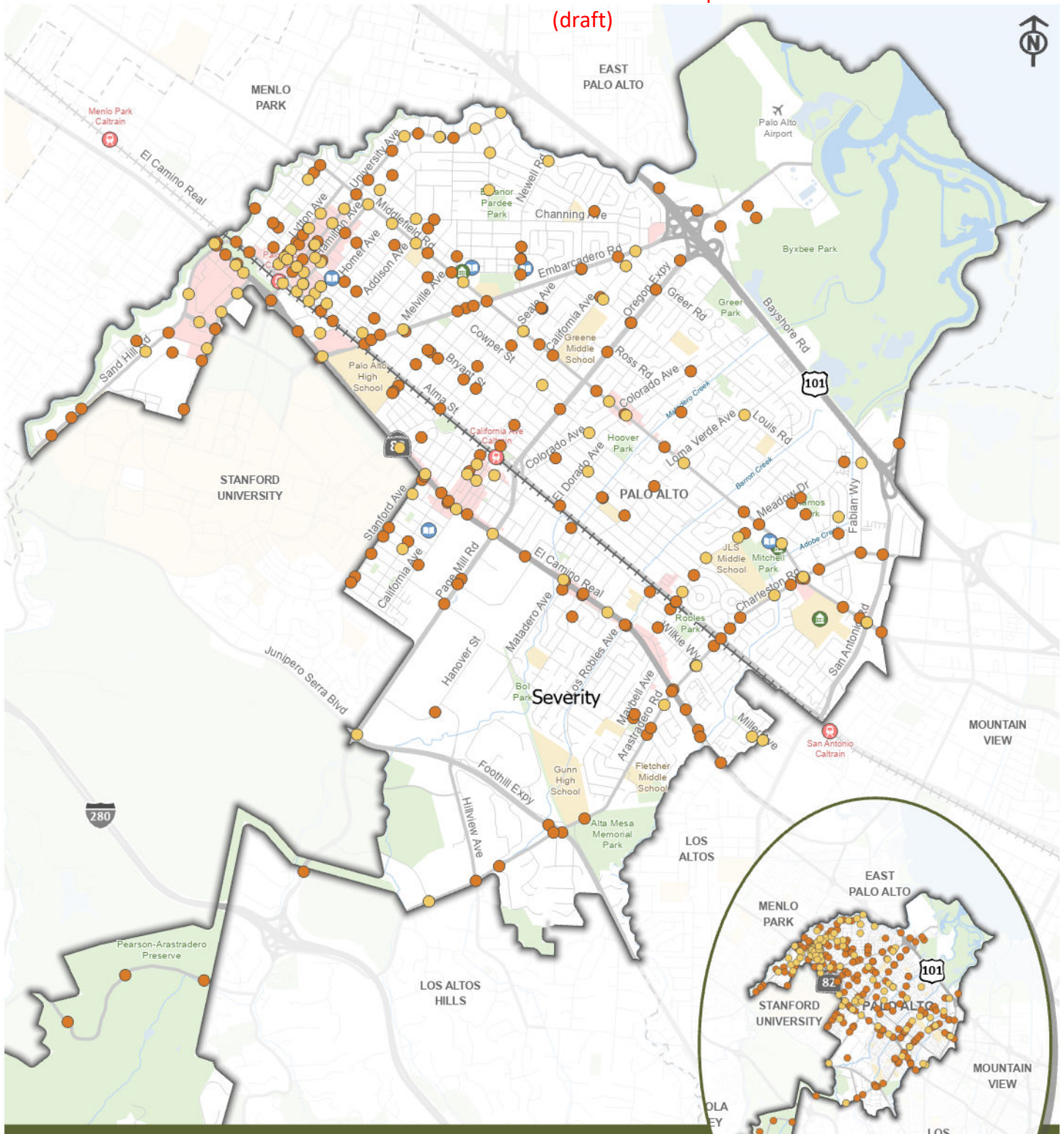
Data Sources: City of Palo Alto, MTC

Bicycle Collisions By Severity 2018 - 2022

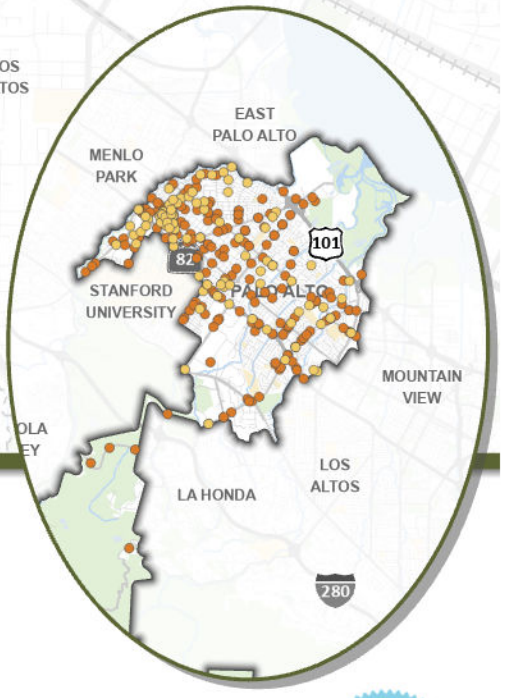




March 5, 2024 PABAC Meeting  
Attachment 6: Collision Map  
(draft)



- Pedestrian Collisions
- Bicycle Collisions
- City of Palo Alto
- Park/Open Space
- School/University
- Commercial Center
- CC Community Center
- L Library
- C Caltrain Stop
- Railroad

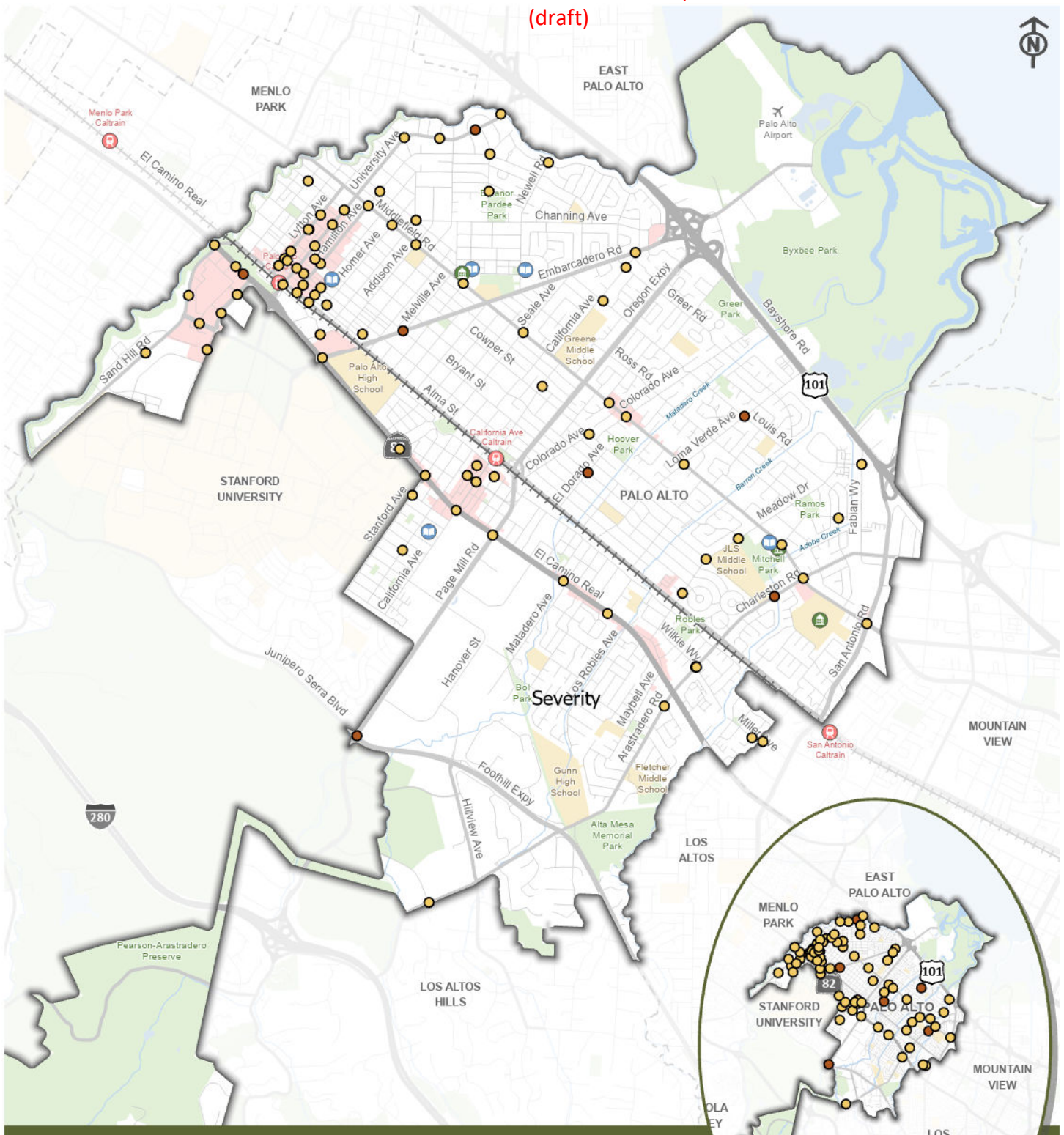


Data Sources: City of Palo Alto, MTC

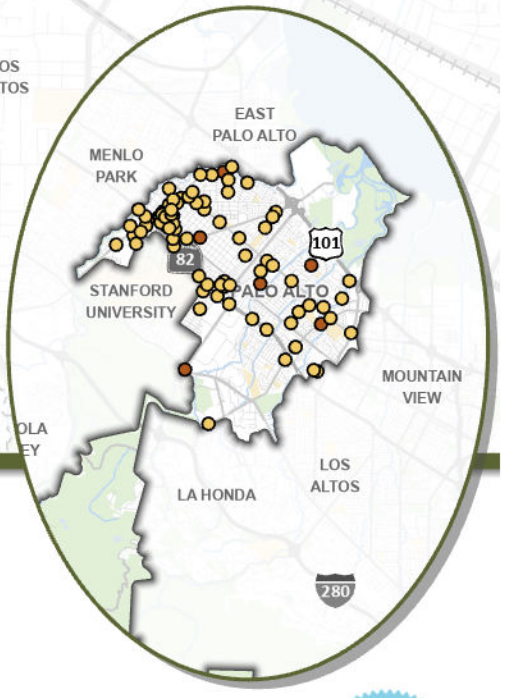


Five Year Pedestrian and Bicycle Collisions 2018 - 2022

PABAC March 5, 2024 Meeting  
Attachment 6: Collision Map  
(draft)



- Fatal and Severe Injury Collisions
- Other Injury Collisions
- City of Palo Alto
- Park/Open Space
- School/University
- Commercial Center
- Community Center
- Library
- Caltrain Stop
- Railroad



0 1 2 Miles

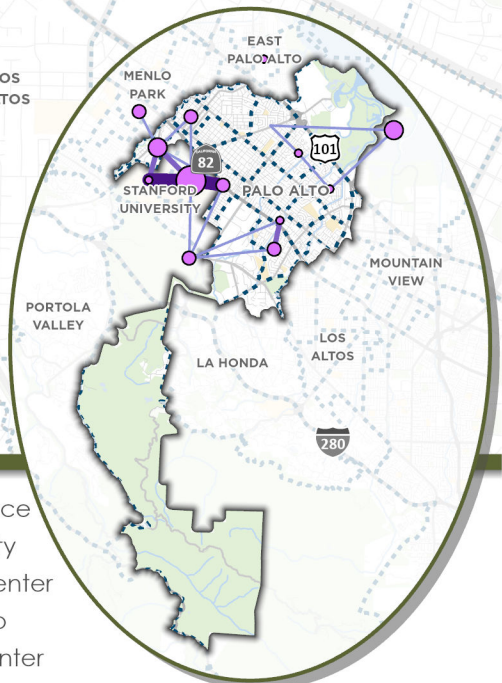
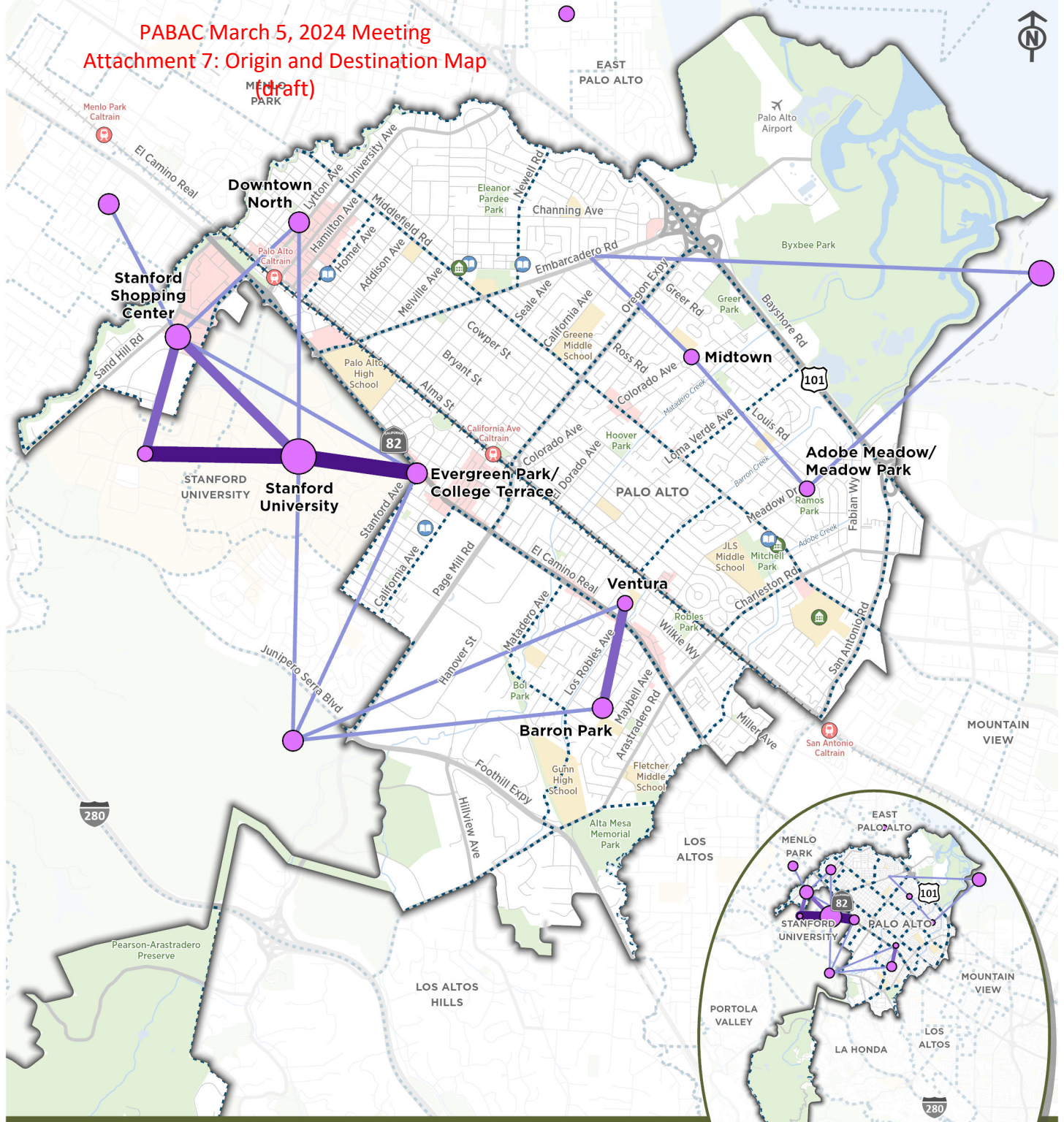
Data Sources: City of Palo Alto, MTC

Pedestrian Collisions By Severity 2018 - 2022



**PABAC March 5, 2024 Meeting  
Attachment 7: Origin and Destination Map**

(Draft)



**Internal Trips**

- 100 to 2,000 Trips
- 2,001 to 4,000 Trips
- 4,001 to 8,001 Trips
- More than 8,000 Trips

**External Trips**

- 100 to 500 Trips
- 501 to 1,000 Trips
- More than 1,000 Trips
- Census Tract

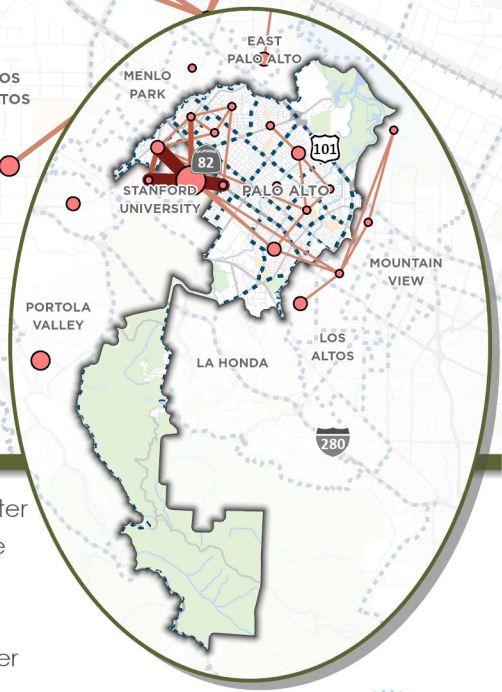
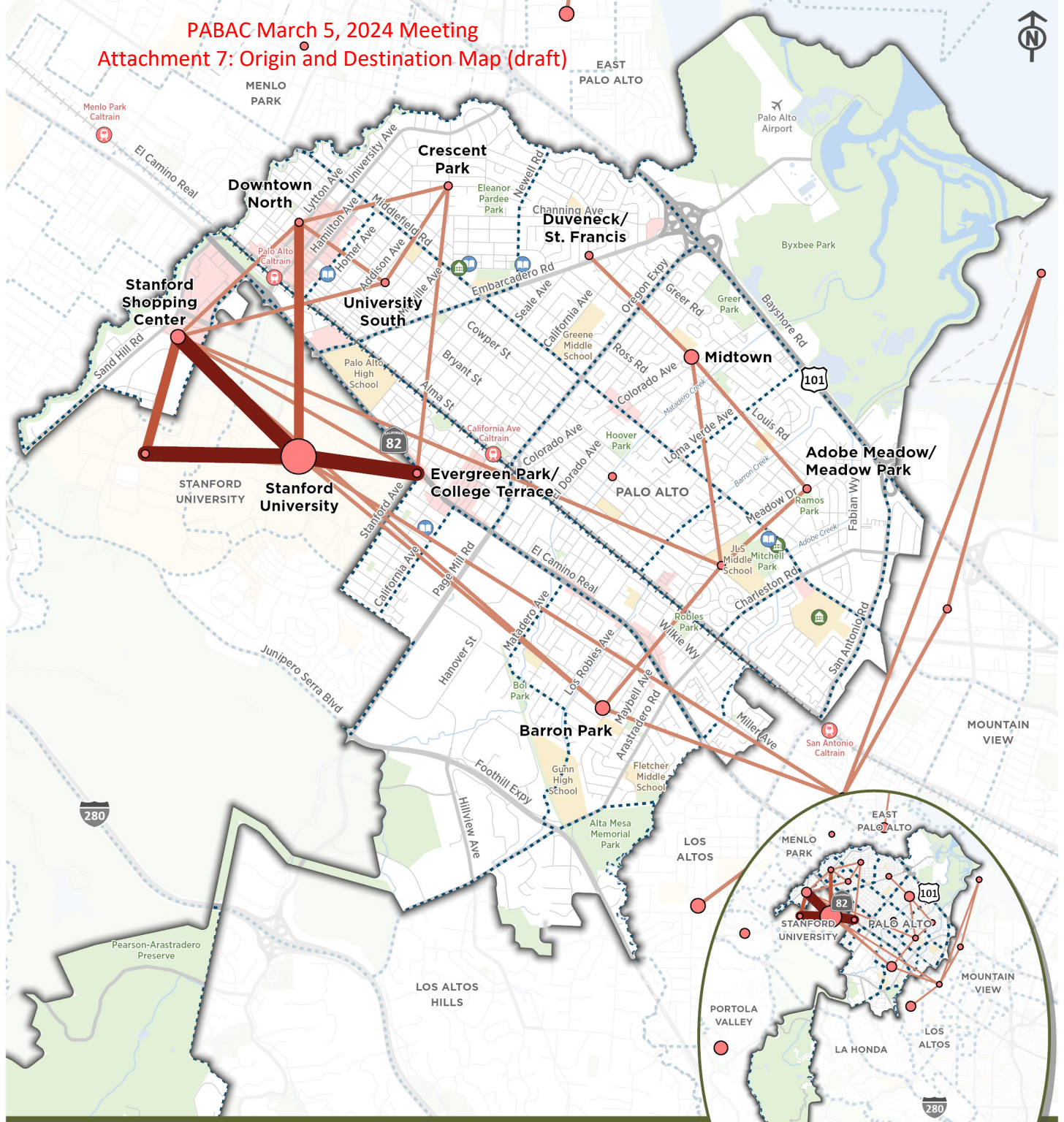
- Park/Open Space
- School/University
- Commercial Center
- City of Palo Alto
- Community Center
- Library
- Caltrain Stop
- Railroad



Data Sources: City of Palo Alto, MTC, Replica



**PABAC March 5, 2024 Meeting  
Attachment 7: Origin and Destination Map (draft)**



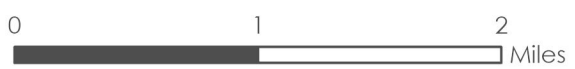
**Internal Trips**

- 100 to 500 Trips
- 501 to 750 Trips
- 751 to 1,000 Trips
- More than 1,000 Trips

**External Trips**

- 100 to 200 Trips
- 201 to 500 Trips
- More than 500 Trips
- Census Tract

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



Data Sources: City of Palo Alto, MTC, Replica



# VISION STATEMENT

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In Palo Alto, we envision a city where sustainable transportation thrives, embodying safety, efficiency, and enjoyment. Our streets will form a connected, cohesive network, supporting walking and cycling with tree-lined paths, efficient shortcuts, and secure bike parking. We commit to overcoming barriers, ensuring every part of our community is easily traversed on foot or by bike, fostering a connected region where sustainable transportation is a shared priority.

Palo Alto aspires to be a leader, with comprehensive programming encouraging everyone to embrace sustainable modes. We invest more in walking and biking infrastructure, ensuring equity and accessibility for all. Embracing the Safe System Approach, our city prioritizes safety and aims for a future where walking or biking for short trips is more convenient than driving, shaping a city where every journey, no matter how small, contributes to a more sustainable and connected community.

# OBJECTIVES: Walking and Cycling in Palo Alto should be...

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- ***Safe and Inclusive:*** Prioritizing safety for all road users and ensuring equitable access to pedestrian and bicycle infrastructure across the community.
- ***Connected and Accessible:*** Featuring a convenient and interconnected network of sidewalks, bike lanes, and trails that provide efficient travel options and easy access to transit.
- ***Comfortable and Enjoyable:*** Enhancing the comfort and enjoyment of walking and cycling through amenities such as shade, greenery, and well-designed streetscapes.
- ***Community-Driven:*** Fostering community engagement and participation in promoting active transportation, supported by education, programming, and infrastructure investments.
- ***Integrated and Collaborative:*** Collaborating with neighboring cities to create a seamless and integrated regional network of pedestrian and bicycle infrastructure.

## Palo Alto Bicycle and Pedestrian Transportation Plan

Performance Measure Reference Table  
2/15/2024

The tables below sort the 2012 Plan objectives and Bike Friendly Community criteria to corresponding 2024 Vision Workshop themes, where available.

Reduce GHG			
2024 Vision Workshop Themes	2012 Plan Objectives	Bike Friendly Communities Criteria	Potential Measure(s) - Modified for 2024
N/A	Convert discretionary vehicle trips into walking and bicycling trips in order to reduce City transportation-related greenhouse gas (GHG) emissions 15% by 2020.	N/A	Consider relying on the Palo Alto Sustainability and Climate Action Plan (S/CAP) to address GHG emissions GHG reduction is a lagging measure and an outcome of mode change which is contingent on availability of AAA cycling and walking infrastructure

Expand Walk/Bike Network			
2024 Vision Workshop Themes	2012 Plan Objectives	Bike Friendly Communities Criteria	Potential Measure(s) - Modified for 2024
<b>Connected and Accessible:</b> Featuring a convenient and interconnected network of sidewalks, bike lanes, and trails that provide efficient travel options and easy access to transit.	Develop a core network of shared paths, bikeways, and traffic-calmed streets that connects business and residential districts, schools, parks, and open spaces to promote healthy, active living.	High Speed Roads with Bike Facilities  Total Bicycle Network Mileage to Total Road Network Mileage	Leading Indicator: Projects with Complete Street checklists completed and approved for AAA routes Direct Lagging Indicator: Percentage of households that live within 1000ft of completed and connected all ages and abilities (AAA) cycling infrastructure (bikeways, trails)  Leading Indicator: Miles of bicycle boulevards, enhanced bikeways, and trails developed Direct Lagging Indicator: Numbers of pedestrians and bicyclists on key facilities, as determined by counts. Leading Indicator: Amount of grants provided to local residents and community groups to hold "open streets" events Lagging indicator: Number of annual street closure events Leading Indicator: Share of transportation budget spent on walking and biking Direct Lagging Indicator: Construction of new Across Barrier Connections within or near employment centers. Lagging Indicator: Census commute mode share, school commute mode share, TMP reports
	Double the rate of bicycling for both local and total work commutes by 2020 (to 15% and 5%, respectively).	Bicycle Ridership Rate	

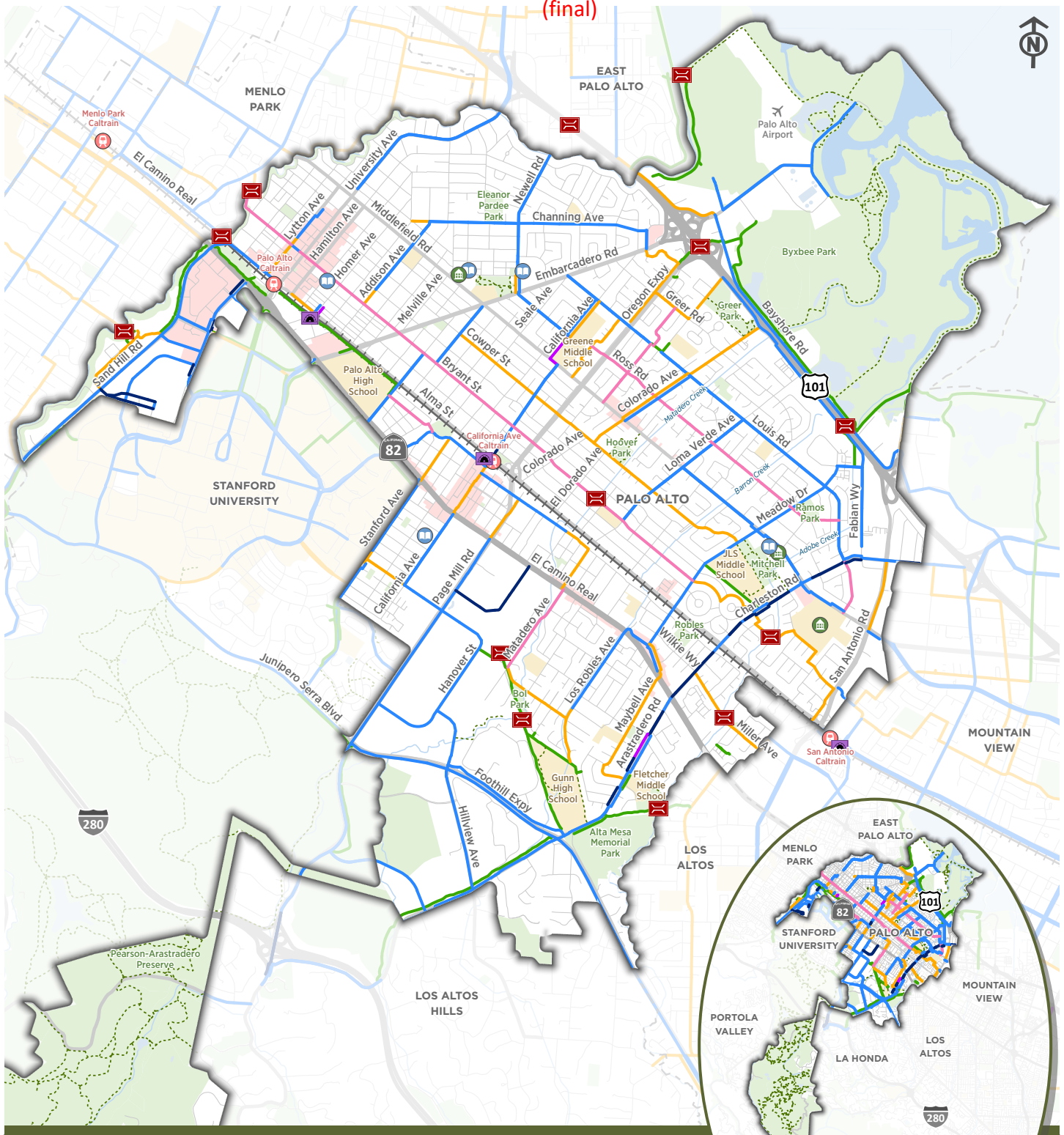
Safe and Complete Streets			
2024 Vision Workshop Themes	2012 Plan Objectives	Bike Friendly Communities Criteria	Potential Measure(s) - Modified for 2024
<b>Safe and Inclusive:</b> Prioritizing safety for all road users and ensuring equitable access to pedestrian and bicycle infrastructure across the community.  <b>Comfortable and Enjoyable:</b> Enhancing the comfort and enjoyment of walking and cycling through amenities such as shade, greenery, and well-designed streetscapes.	Plan, construct, and maintain 'Complete Streets' that are safe and accessible to all modes and people of all ages and abilities.	Crashes per 10k bicycle commuters	Leading Indicator: Annual installation of Americans with Disabilities Act (ADA) compliant curb ramps and accessible pedestrian signals
		Fatalities per 10k bicycle commuters	Leading Indicator: Percentage complete of pedestrian and bicycle collisions with KSIs improved or studied. Lagging Indicator: Annual pedestrian and bicycle collisions (either as 10k commuters or pr 100,000 residents)  Leading Indicator: Number of street tree installations along key walking and cycling routes Lagging Indicator: Canopy coverage of key walking and cycling routes

Planning & Policy			
2024 Vision Workshop Themes	2012 Plan Objectives	Bike Friendly Communities Criteria	Potential Measure(s) - Modified for 2024
<b>Integrated and Collaborative:</b> Collaborating with neighboring cities to create a seamless and integrated regional network of pedestrian and bicycle infrastructure.	Promote efficient, sustainable, and creative use of limited public resources through integrated design and planning.	Bike Plan is Current and is Being Implemented	Leading Indicator: Share of transportation budget spent on walking and biking
		Bike Program Staff to Population	Leading Indicator: Projects completed involving multiple agency or departmental funding sponsors
		Share of Transportation Budget Spent on Bicycling Bicycle-Friendly Laws & Ordinances	Lagging Indicator: Change or introduction of bicycle-friendly laws and ordinances  Leading Indicator: Number of connections to cycling infrastructure built by neighbouring municipalities

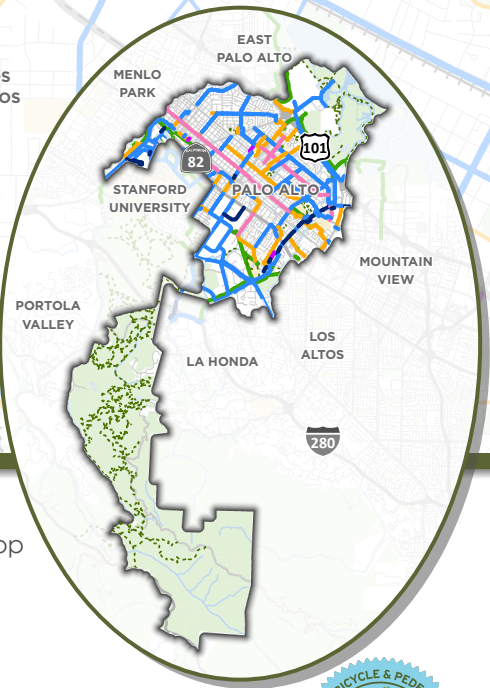
Education & Encouragement			
2024 Vision Workshop Themes	2012 Plan Objectives	Bike Friendly Communities Criteria	Potential Measure(s) - Modified for 2024
<b>Community-Driven:</b> Fostering community engagement and participation in promoting active transportation, supported by education, programming, and infrastructure investments.	N/A	Bicycle Education in Schools	Leading Indicator: Number of walking and biking promotion events run per year at schools Leading Indicator: Number of schools with complete Safe Routes to School rolled out
		Bike Month and Bike to Work	Lagging Indicator: school commute mode share Leading Indicator: Amount of grants provided to local residents and community groups to hold "open streets" events Lagging indicator: Number of annual street closure events

Community, Equity & Advocacy			
2024 Vision Workshop Themes	2012 Plan Objectives	Bike Friendly Communities Criteria	Potential Measure(s) - Modified for 2024
N/A	N/A	Presence of Active Bicycle Advocacy Group	Leading Indicator: Presence of Active Bicycle Advocacy Group
		Active Bicycle Advisory Comn	Leading Indicator: Presence of Active Bicycle Advisory Committee

PABAC March 5, 2024 Meeting  
 Attachment 9: Existing Bicycle Facilities Map  
 (final)



- |  |                    |               |
|--|--------------------|---------------|
| <span style="color: green;">—</span> Class I - Shared Use Path         | Ped/Bike Bridge    | Library       |
| <span style="color: blue;">—</span> Class IIa - Bike Lane              | Ped/Bike Underpass | Caltrain Stop |
| <span style="color: darkblue;">—</span> Class IIb - Buffered Bike Lane | City of Palo Alto  | Railroad      |
| <span style="color: orange;">—</span> Class IIIa - Bike Route          | Park/Open Space    |               |
| <span style="color: pink;">—</span> Class IIIb - Bike Boulevard        | School/University  |               |
| <span style="color: purple;">—</span> Class IV - Separated Bikeway     | Commercial Center  |               |
| <span style="color: black;">- - -</span> Trail                         | Community Center   |               |



0 1 2 Miles

Data Sources: City of Palo Alto, MTC







**Palo Alto**  
**Safe Streets & Roads for All**  
Meeting 2

**MARCH 5, 2024**

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

# Agenda

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- Schedule
- Collision Landscape Analysis Summary
- High Injury Network
- Preliminary Engagement Feedback
- Collision Profiles



# Project Schedule

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Project Task	Date
Collision Analysis, Collision Profiles, HIN	Oct. 2023 – Jan. 2024
Develop Project List & Countermeasures Toolbox	Jan. 2024 – Mar. 2024
Develop Progress Measures and Outcome Data for Monitoring	Mar. 2024 – May 2024
Develop Action Plans	May 2024 – Aug. 2024
Final Plan Adoption	Nov. 2024



# Project Objectives

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- Create a Vision Statement, Strategy, and Goal to reach zero fatalities and serious injuries in Palo Alto
- Develop partnerships between key stakeholders and the community to support this, and other, safety efforts
- Prepare a data-driven analysis to understand collision history and patterns
- Identify program, policy, and practice opportunities to institutionalize Safe System
- Prepare a comprehensive Safety Action Plan that includes strategies and recommendations built around the Safe System elements





# Collision Landscape

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# Data Source

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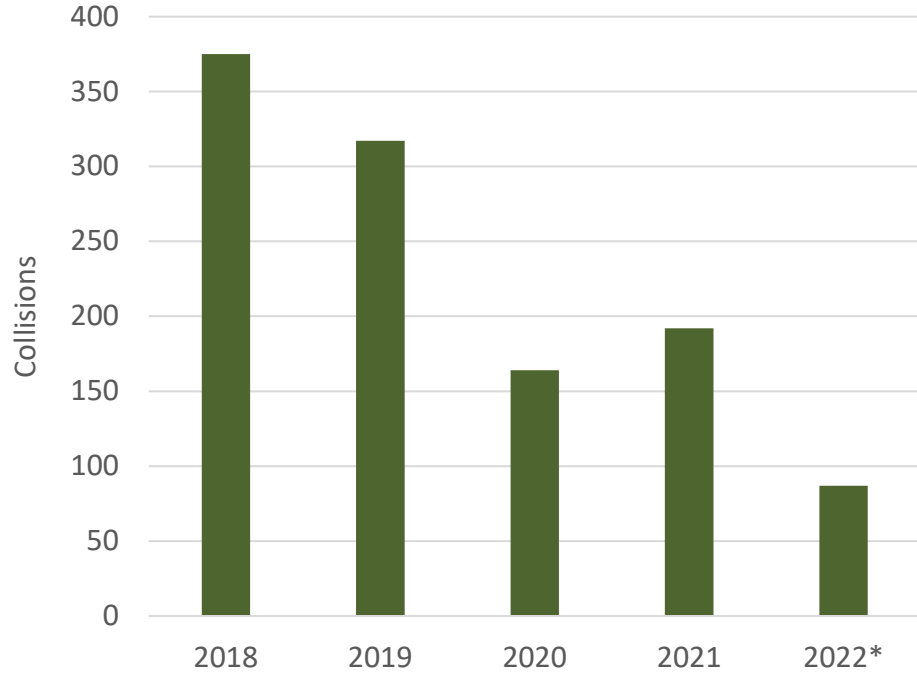
## Transportation Injury Mapping System (TIMS)

- 2018-2022\*
- Injury Collisions
  - Inclusive of fatal and injury collisions - Killed/Serious Injury (KSI)
  - Excludes Property Damage Only (PDO) collisions
- Inclusive of all public roadways across the region, except for any grade separated Caltrans facilities

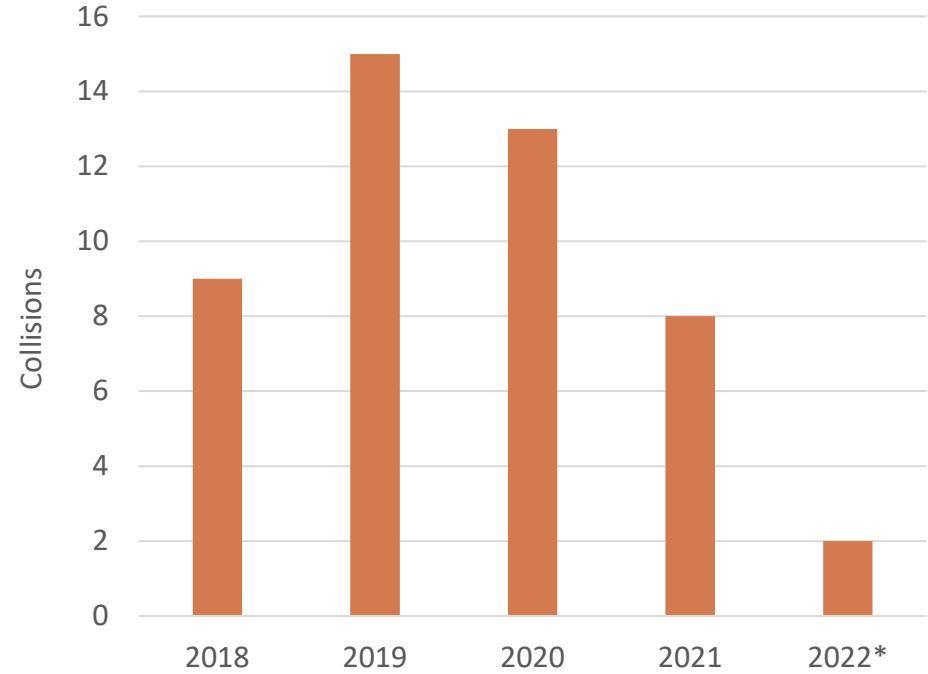
\*note: 2022 data is still preliminary and is subject to change

# Trends Over Time

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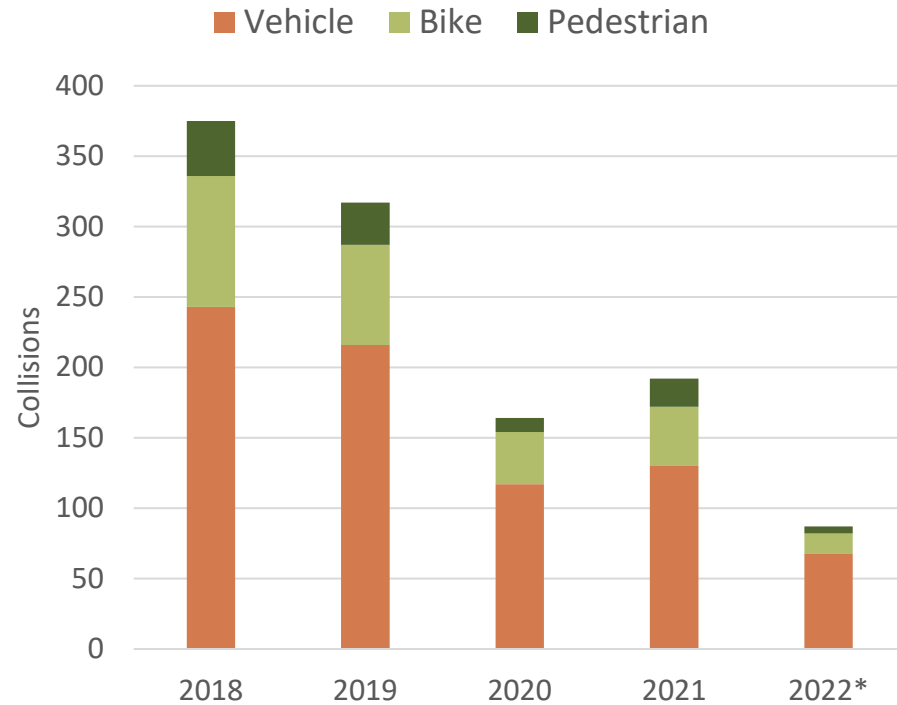


**All Collisions**

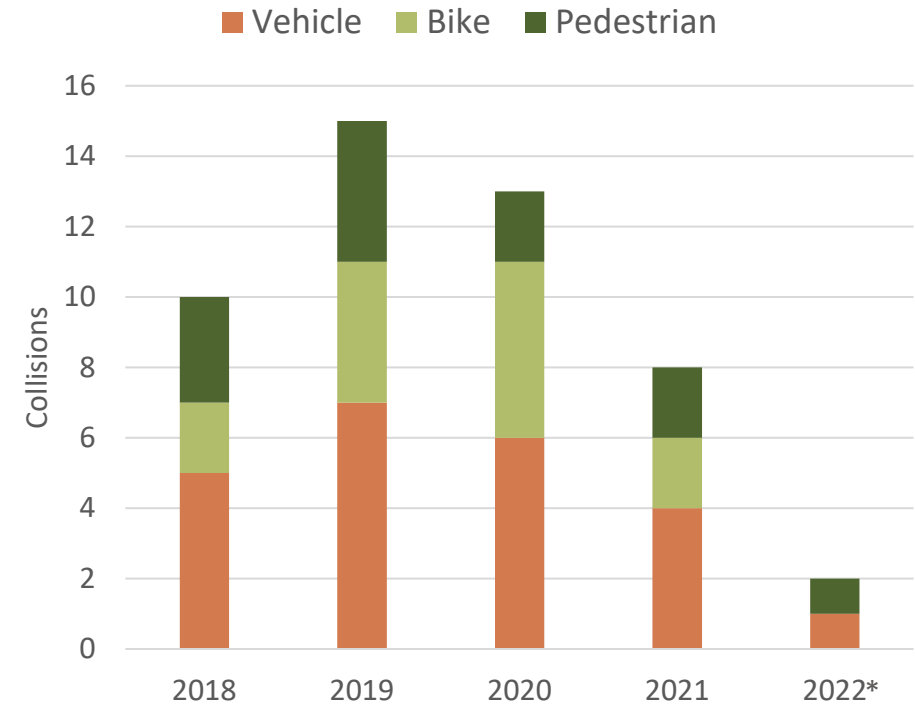


**Killed or Severe Injury (KSI)  
Collisions**

# Modal Breakdowns



All Collisions



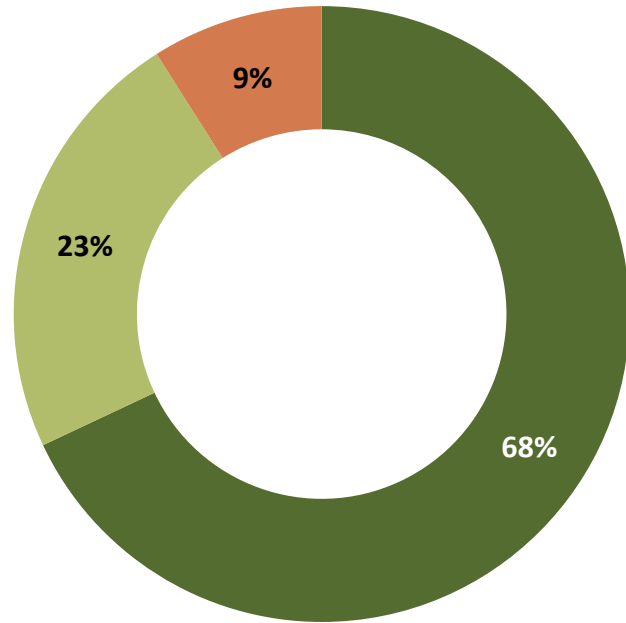
Killed or Severe Injury (KSI)  
Collisions



# Modal Breakdowns, 2018-2022

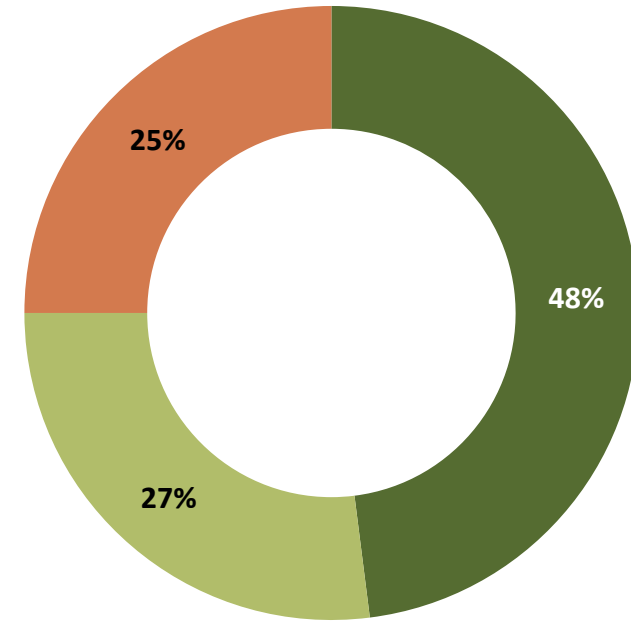
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## All Collisions



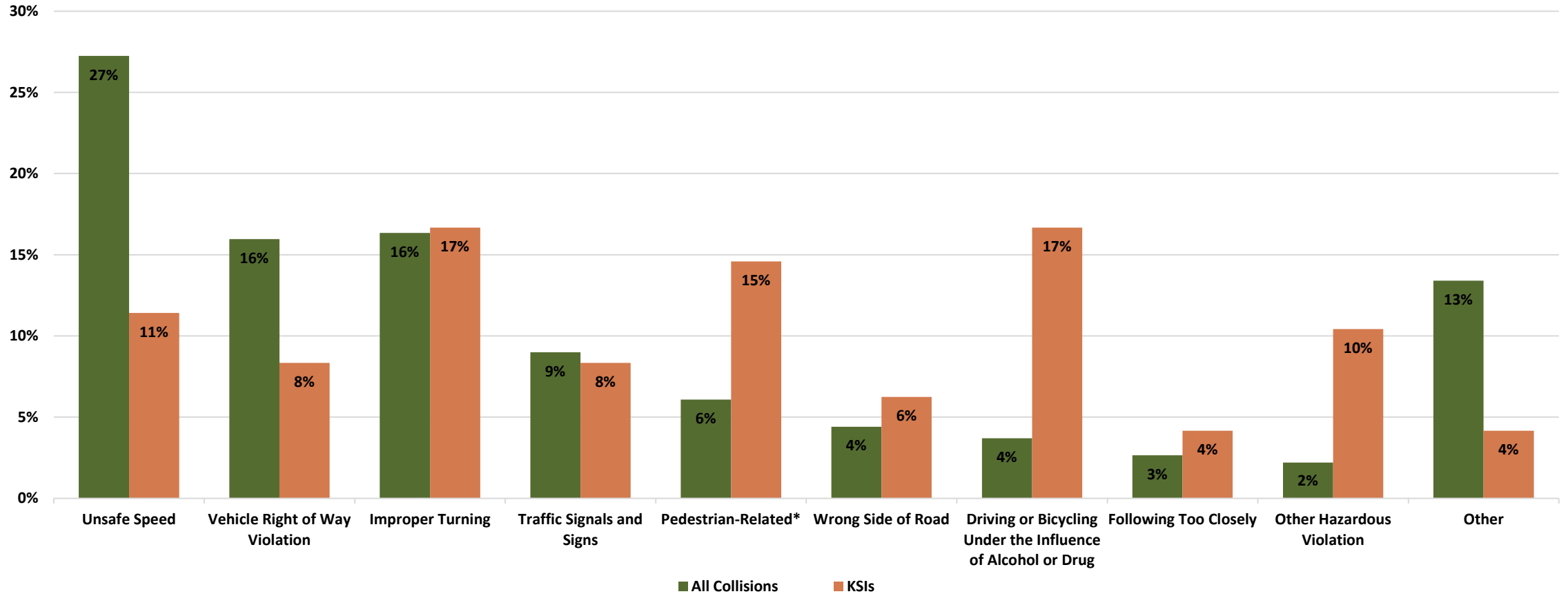
■ Vehicle ■ Bike ■ Ped

## KSI Collisions



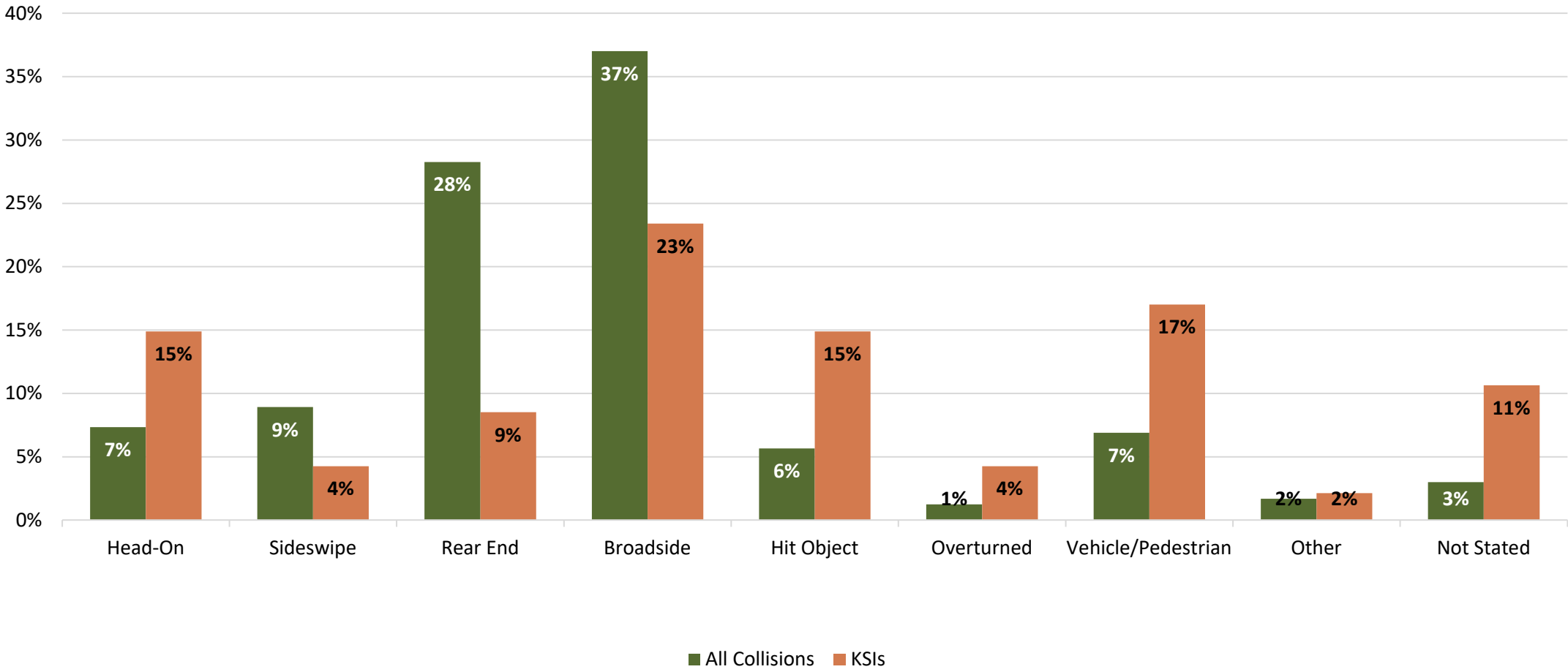
■ Vehicle ■ Bike ■ Ped

# Share of Collisions by Primary Collision Factor (PCF)



The “Pedestrian-Related” category shown here combines two PCF categories: Pedestrian Violation and Pedestrian Right of Way Violation. The former indicates that the pedestrian violated a rule of the road, such as crossing outside of a crosswalk, where the latter indicates the driver of a vehicle violated the pedestrian’s right of way. The Pedestrian Violation category may be overrepresented due to a lack of clear information related to collision circumstances, and the increased likelihood that the pedestrian party may be unable to provide their side of the incident at the time of the collision. For this reason, we have elected to not show the distinction in these tallies, and instead show all pedestrian-related collisions in one single category.

# Share of Collisions by Collision Type





# High-Injury Network

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# High Injury Network

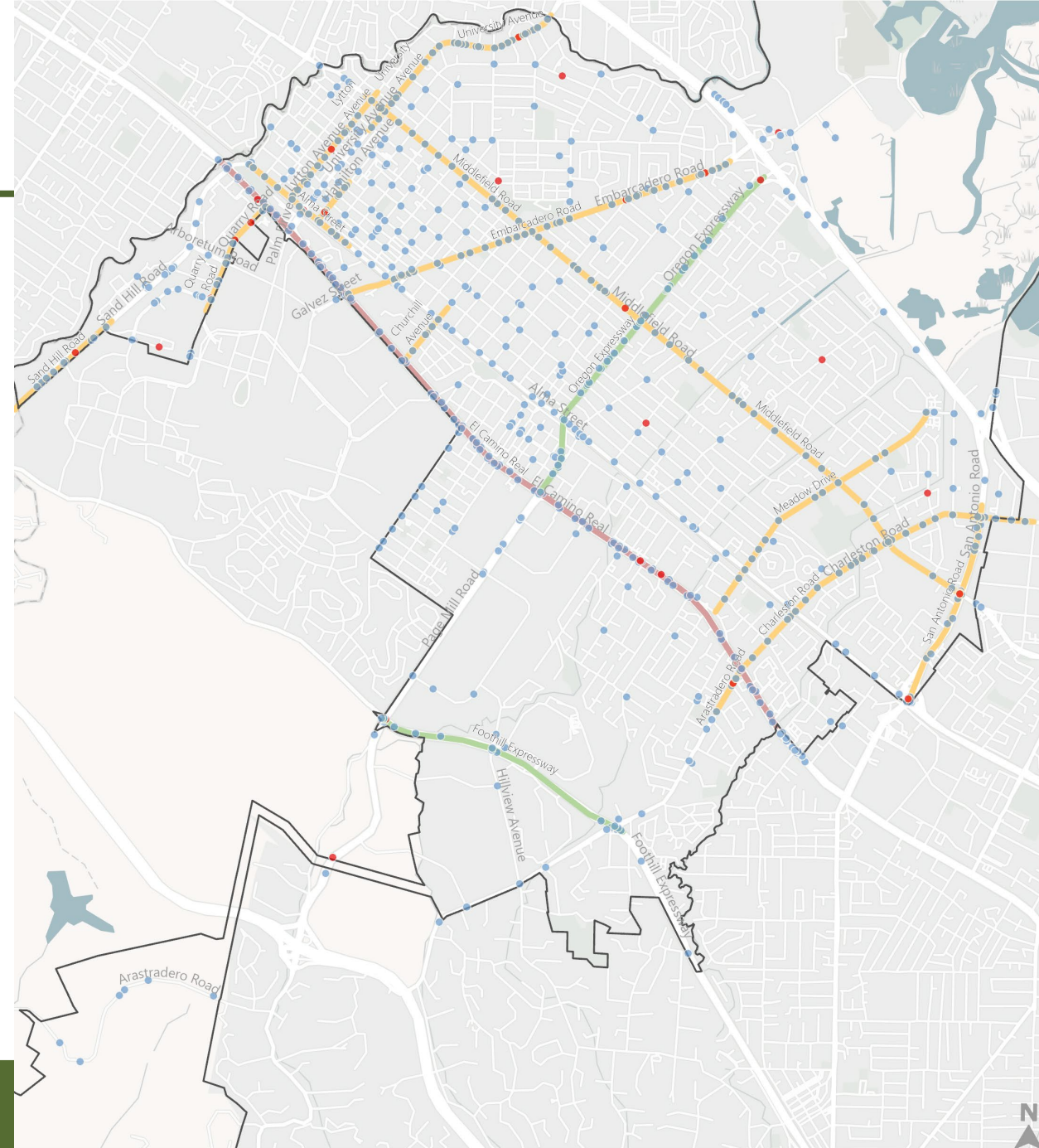
- HIN shows streets where collisions are concentrated
  - 63% of collisions occur on 4% of Palo Alto's streets
  - El Camino Real has the highest proportion of collisions (14%)

## Collisions (2018-2022)

- Injury Collision
- KSI Collision

## High-Injury Network

- Caltrans
- City
- County





# Community Feedback

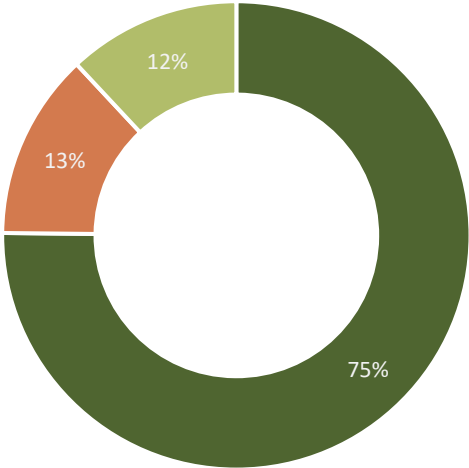
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# Community Feedback: Survey

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- Online survey
- Opened from October to December
- 766 respondents

- City of Palo Alto
- Stanford
- Other location outside of Palo Alto city limits



**Where do you live?**

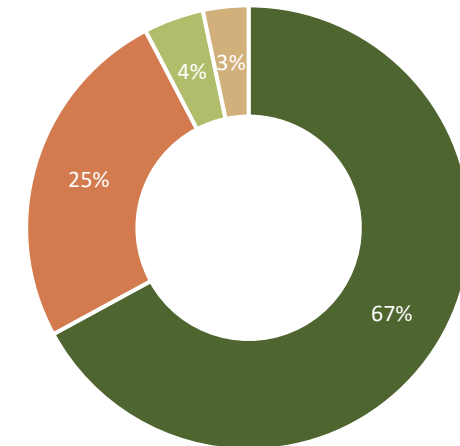


# Community Feedback: Key Themes

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- Majority (~60%) strongly agreed to prioritize safety over on-street parking
- 85% of respondents strongly support eliminating traffic fatalities and serious injuries (KSIs) in Palo Alto
  - 99% of respondents are willing to change their driving behavior to reduce KSIs

■ Strongly Agree    ■ Agree  
■ Disagree        ■ Strongly Disagree

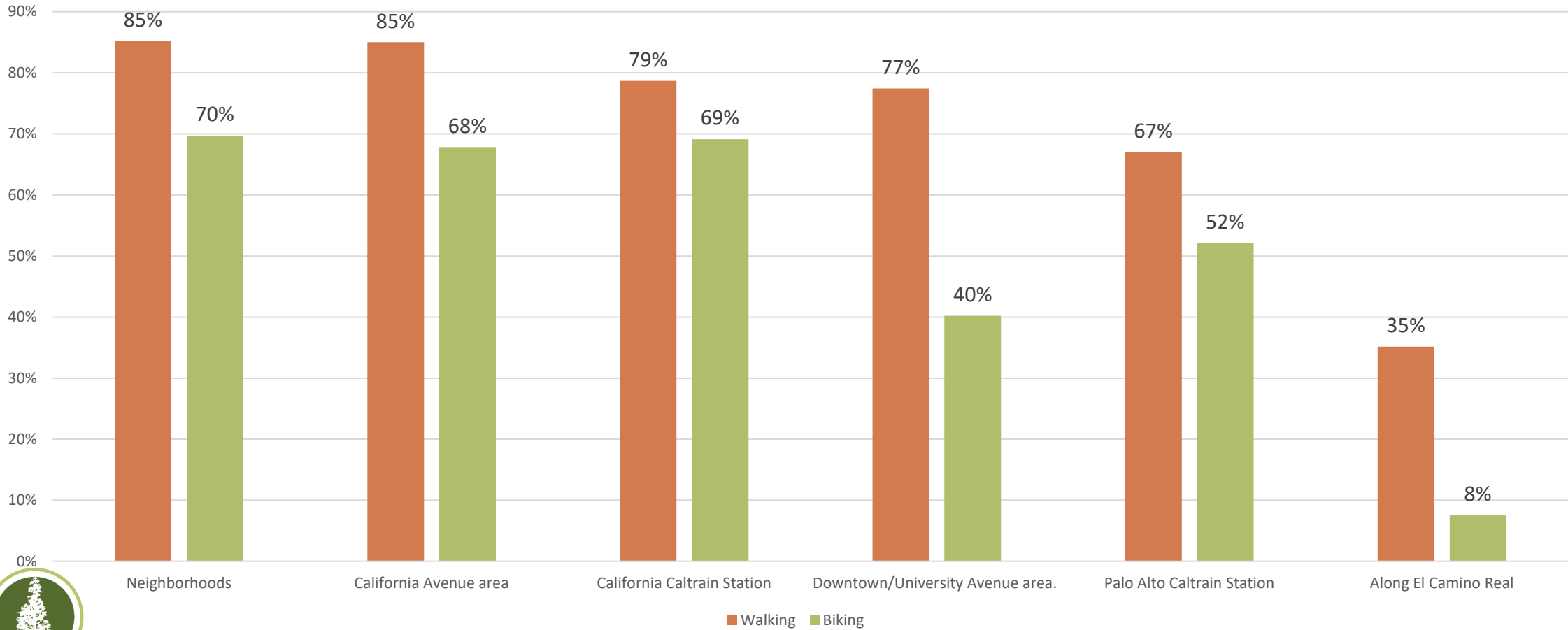


**Prioritize Ped/Bike Safety over  
On-Street Parking?**





# Community Feedback: I feel safe...



# Additional Comments to Office of Transportation & On Interactive Map

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## ■ **Bike and Pedestrian Facilities and Access**

- Improve bike lanes to downtown
- Include safety enhancements along school routes – upgrade rolled curbs, install RRFBs, traffic calming, repaint high-visibility crosswalks
- Include additional safety enhancements in the Downtown area – longer pedestrian signal timings, bike box, upgrade signal heads
- Identify ways to mitigate vehicles parking/driving in the bike lanes



# Additional Comments to Office of Transportation & On Interactive Map

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## ■ Road Design

- Conduct road diet (lane reduction) feasibility studies
- Improve sight distance and intersections to enhance visibility of pedestrians and bicyclists

## ■ Safety Education

- Increase education for all road users
- Prepare policy and promote education around electric bicycles





# Collision Profiles

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# What are Collision Profiles?

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- Seven Collision Profiles from local data were developed that each represent 6-15% of all KSI collisions
- 47 KSIs over the 5-year period (2018-2022)



**Residential  
Arterials**

13% of KSIs

**Alcohol  
Involved**

15% of KSIs

**Pedestrians On  
Arterials at Night**

9% of SKIs

**Pedestrians On Major  
Downtown Streets**

6% of KSIs

**90° Angle Collisions  
with Bicyclists (All Ages)**

13% of KSIs

**Walk & Roll Bike Routes  
Crossing Higher Stress  
Streets**

4% of KSIs

**Children Riding  
Bicycles**

6% of KSIs



# Residential Arterials

- 6 KSIs (13% of all KSI collisions)
  - 187 Vehicle-Vehicle Collisions
- Time of Day
  - 67% KSIs occur at night (6 PM – 6 AM)
- 96% of these collisions occurred at an intersection



# Residential Arterials

- Potential Countermeasures
  - Roadway lighting
  - Protected left turn phasing
  - Road diets
  - Access management
  - Design roadways to lower speeds
  - Signal timing for arterial traffic calming



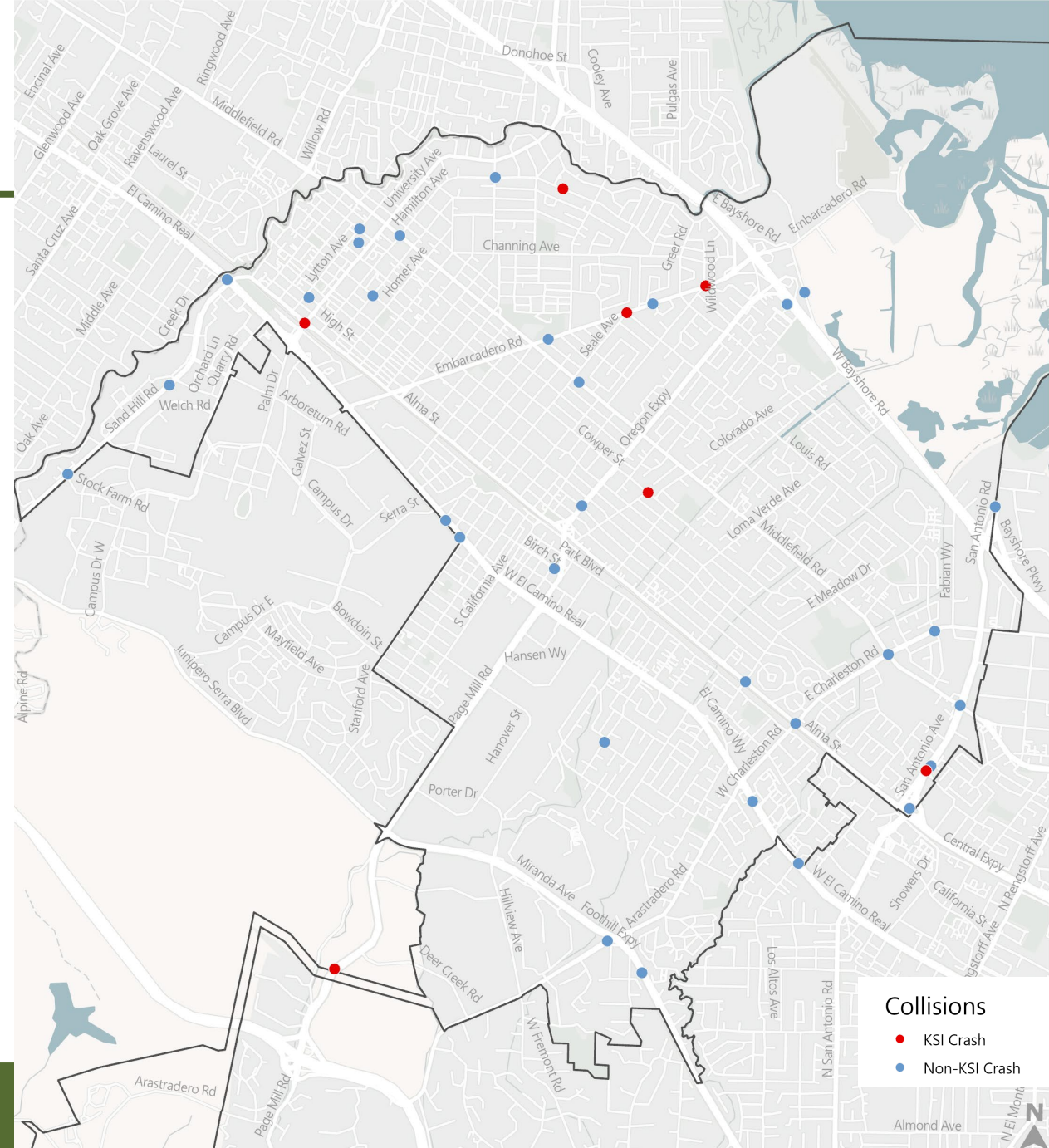


# Alcohol Involved

- 4% of all collisions but 15% of KSI collisions
  - All KSI collisions were vehicle-vehicle
- Time of Day
  - 86% KSIs occur at night (6 PM – 6 AM)
- Day of Week
  - 53% of collisions occurred between Friday and Sunday
- 88% of collisions occurred at an intersection



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ALTO**

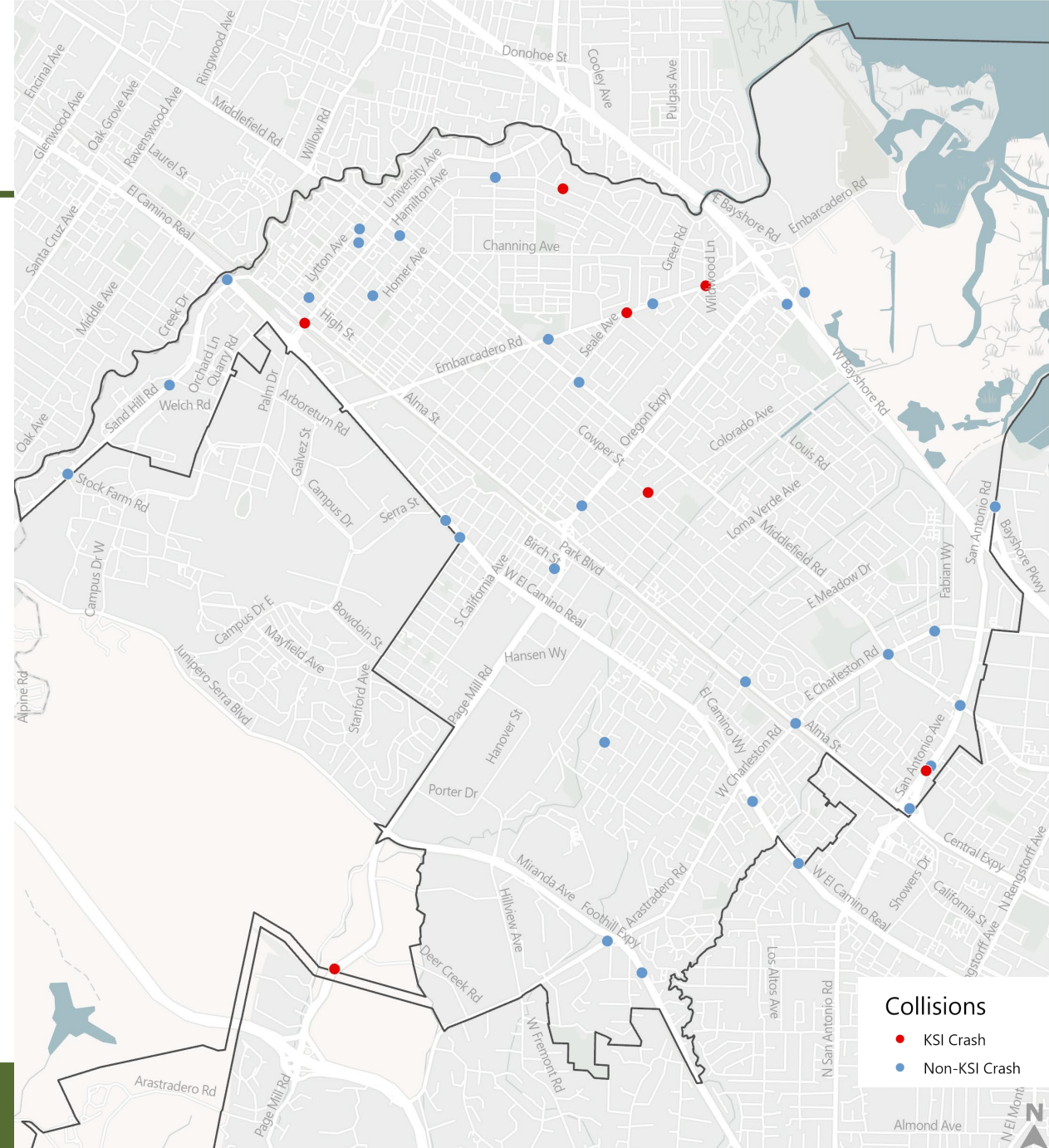


# Alcohol Involved

- Potential Countermeasures
  - Design roadways to lower speeds
  - Speed sensitive rest in red signal
  - TDM measures and partnerships
  - Narrow lane widths



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ALTO**

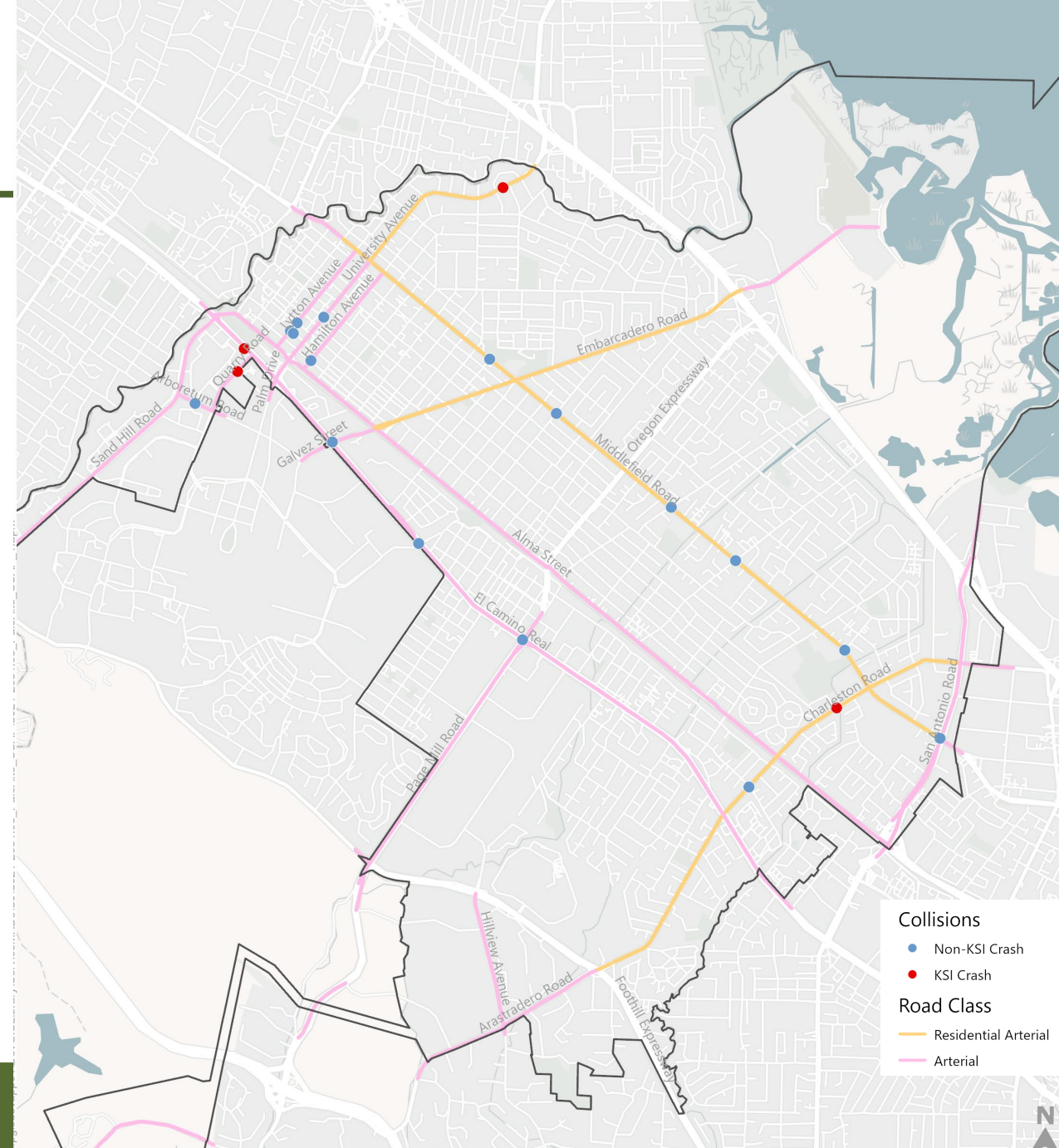


# Pedestrians On Arterials at Night

- 4 KSI pedestrian collisions (9% of KSI collisions)
- Day of Week
  - 91% of collisions occur on weekdays
  - 50% KSIs occur on weekdays
- 95% of collisions occurred at an intersection



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ALTO**

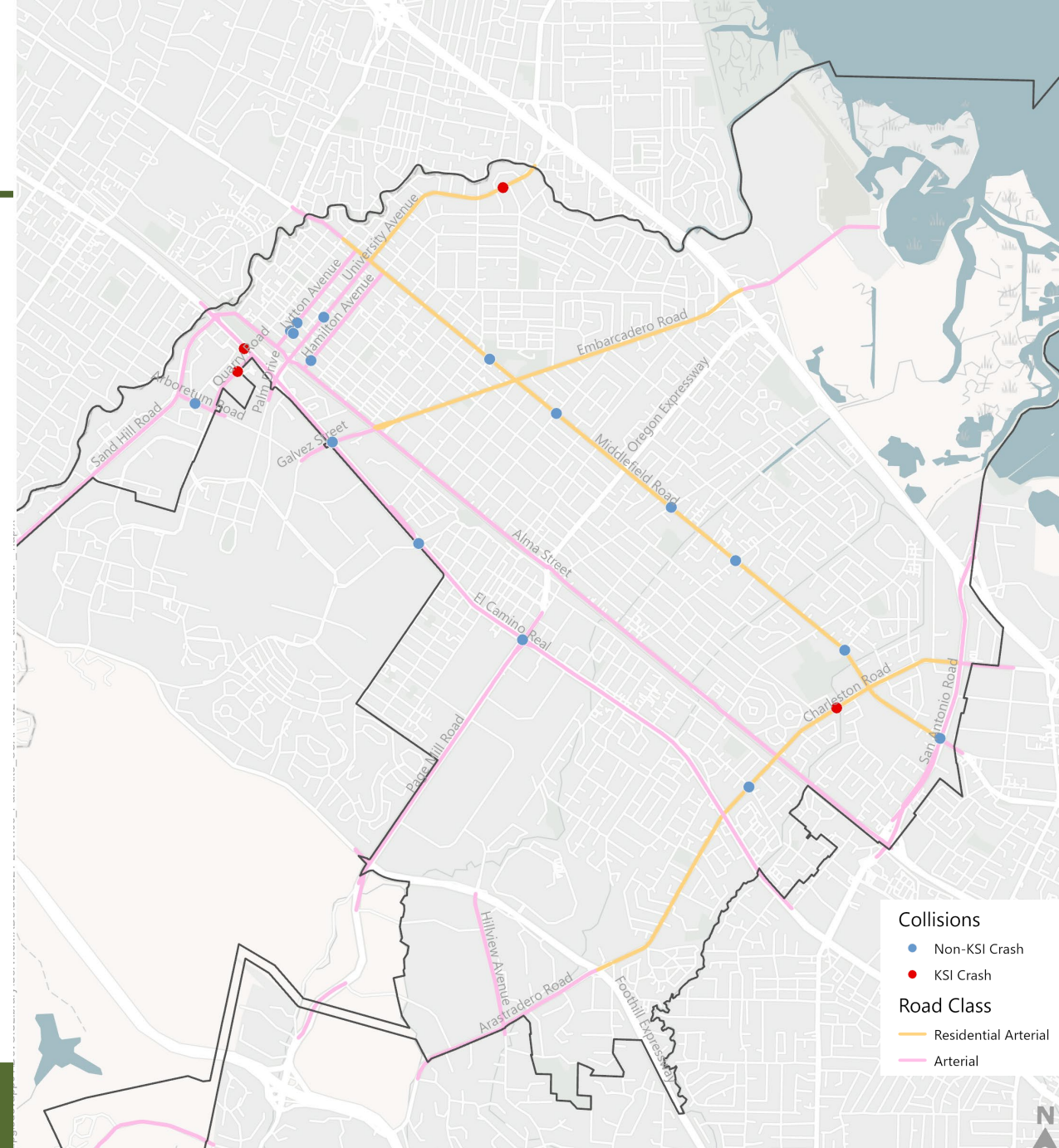


# Pedestrians On Arterials at Night

- Potential Countermeasures
  - High-visibility crosswalks
  - Tighten intersections
  - Intersection and segment lighting
  - Signal timing for arterial traffic calming
  - Narrow lane widths
  - TDM measures and partnerships



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ALTO**



# Pedestrians On Major Downtown Streets

- 3 KSI pedestrian collisions (6% of KSI collisions)
- Day of Week
  - 81% of collisions occur on weekdays
  - 67% KSIs occur on weekdays
- 100% of collisions occurred at an intersection
- All KSI collisions occurred before 2021
  - 1 KSI in 2019
  - 2 KSIs in 2020



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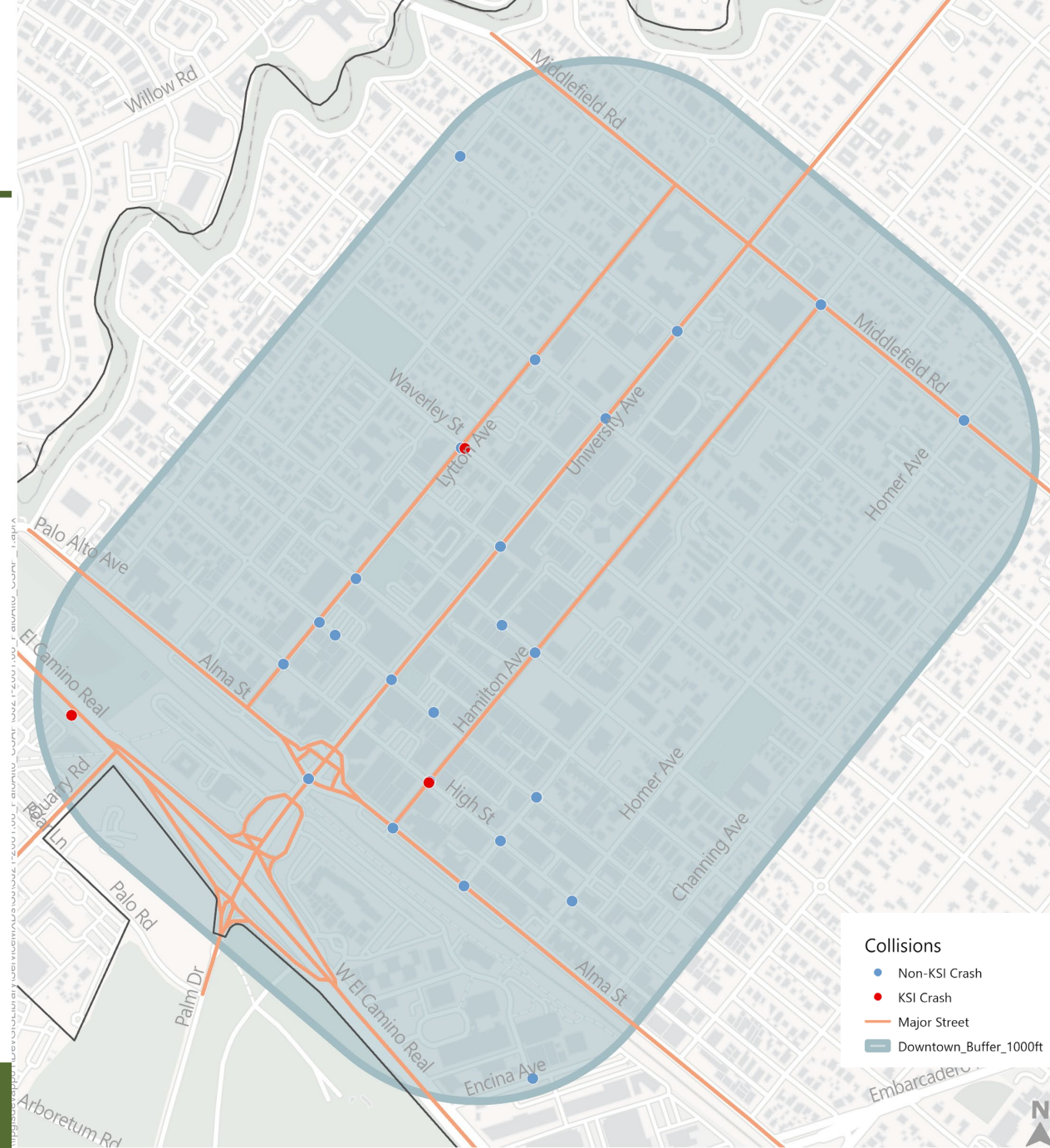


# Pedestrians On Major Downtown Streets

- Potential Countermeasures
  - Curbside management to address goods movement
  - Leading pedestrian intervals
  - Pedestrian scrambles
  - Restrict right turns on red through Downtown
  - Road diets

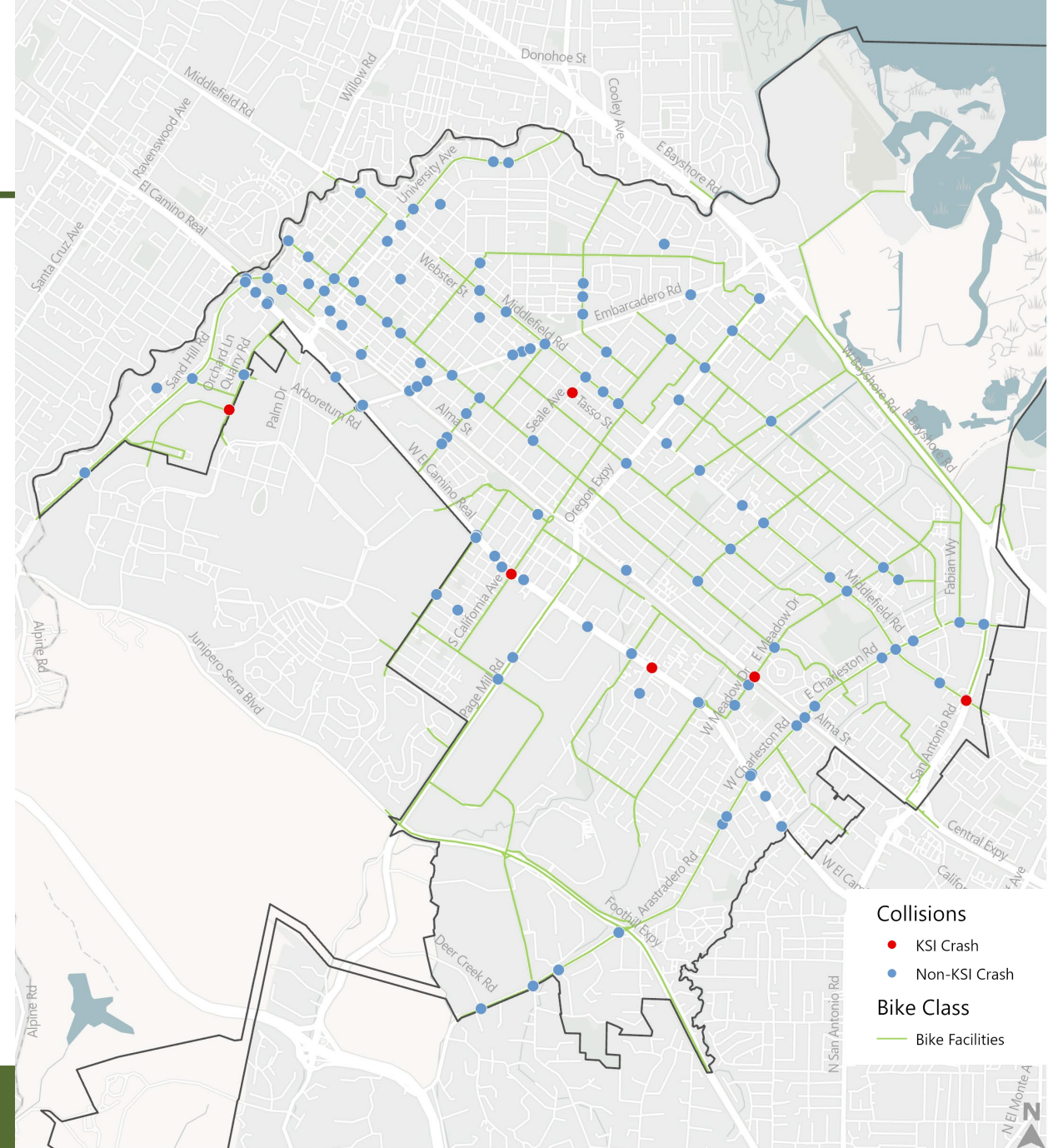


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ALTO**



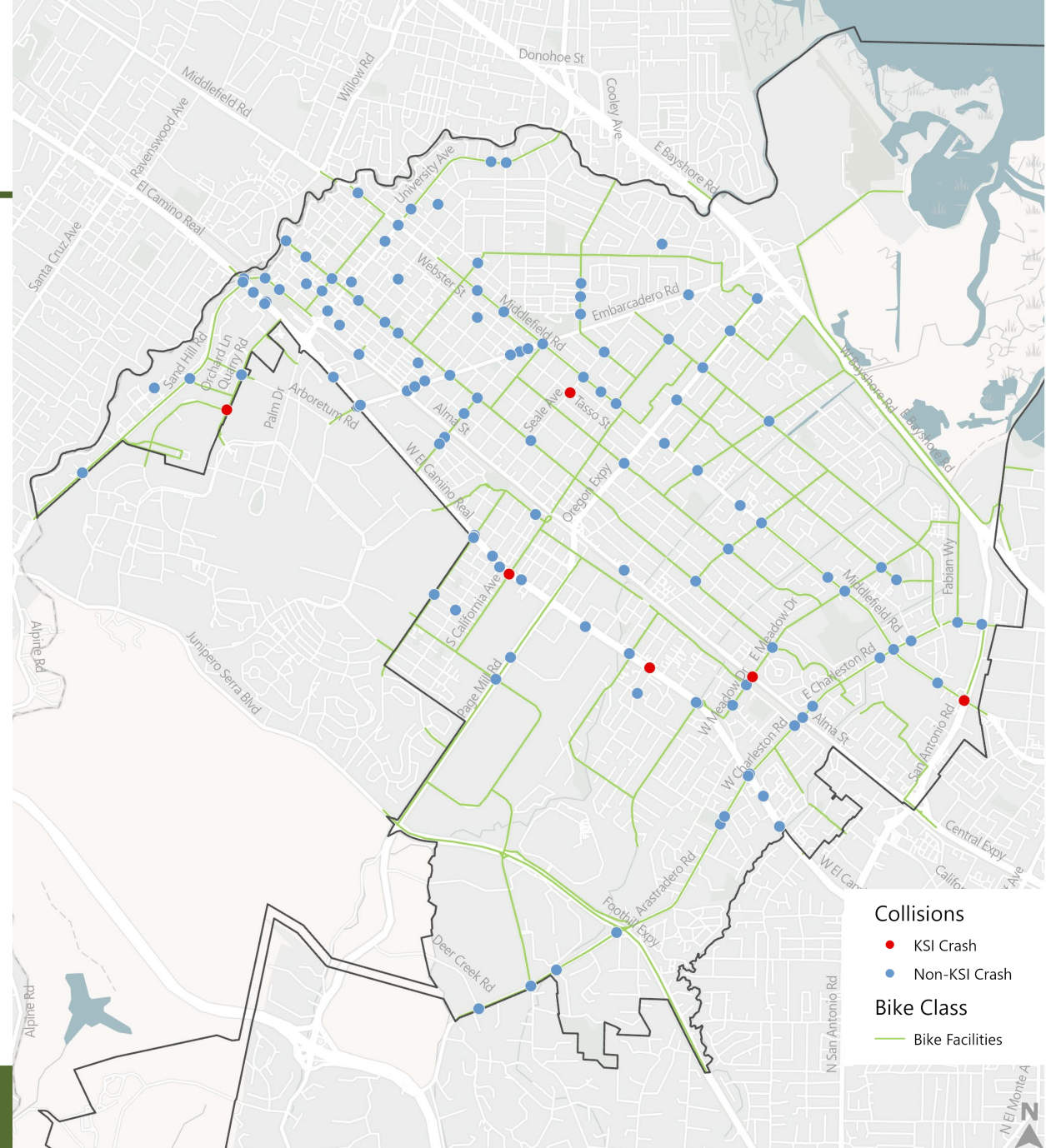
# 90° Angle Collisions with Bicyclists (All Ages)

- 6 KSI bicycle collisions (13% of KSI collisions)
- 144 total collisions (13% of all collisions)
- Day of the Week
  - 83% KSIs occur on weekdays
- 74% of collisions occurred on streets with bike facilities
- 65% occurred on major streets
- 50% of KSI collisions (3 of 6) involved youths (under 18 years old)



# 90° Angle Collisions with Bicyclists (All Ages)

- Potential Countermeasures
  - Separate bicycle signal phasing
  - Protected intersection
  - Restrict right turns on red at hot spot intersections
  - Intersection reconstruction and tightening



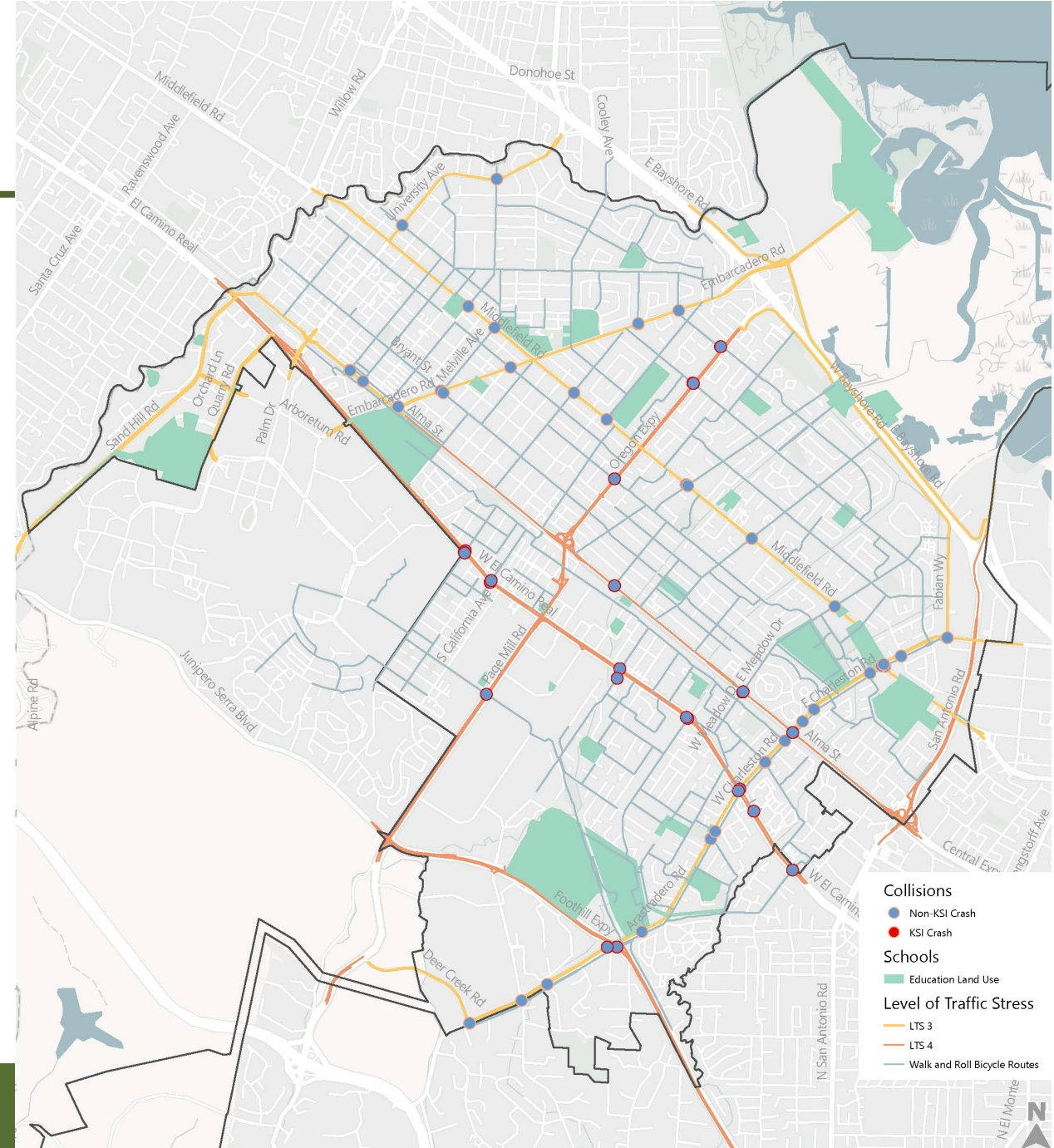


# Walk and Roll Bike Routes Crossing Higher Stress Streets

- 82 total collisions, includes all ages of bicyclists
- 2 KSI bike collisions (4% of KSI collisions)
- Day of Week
  - 84% of collisions occur on weekdays
- 99% occurred at intersections
- 95% occurred on major streets
- 88% occurred on streets with bike facilities



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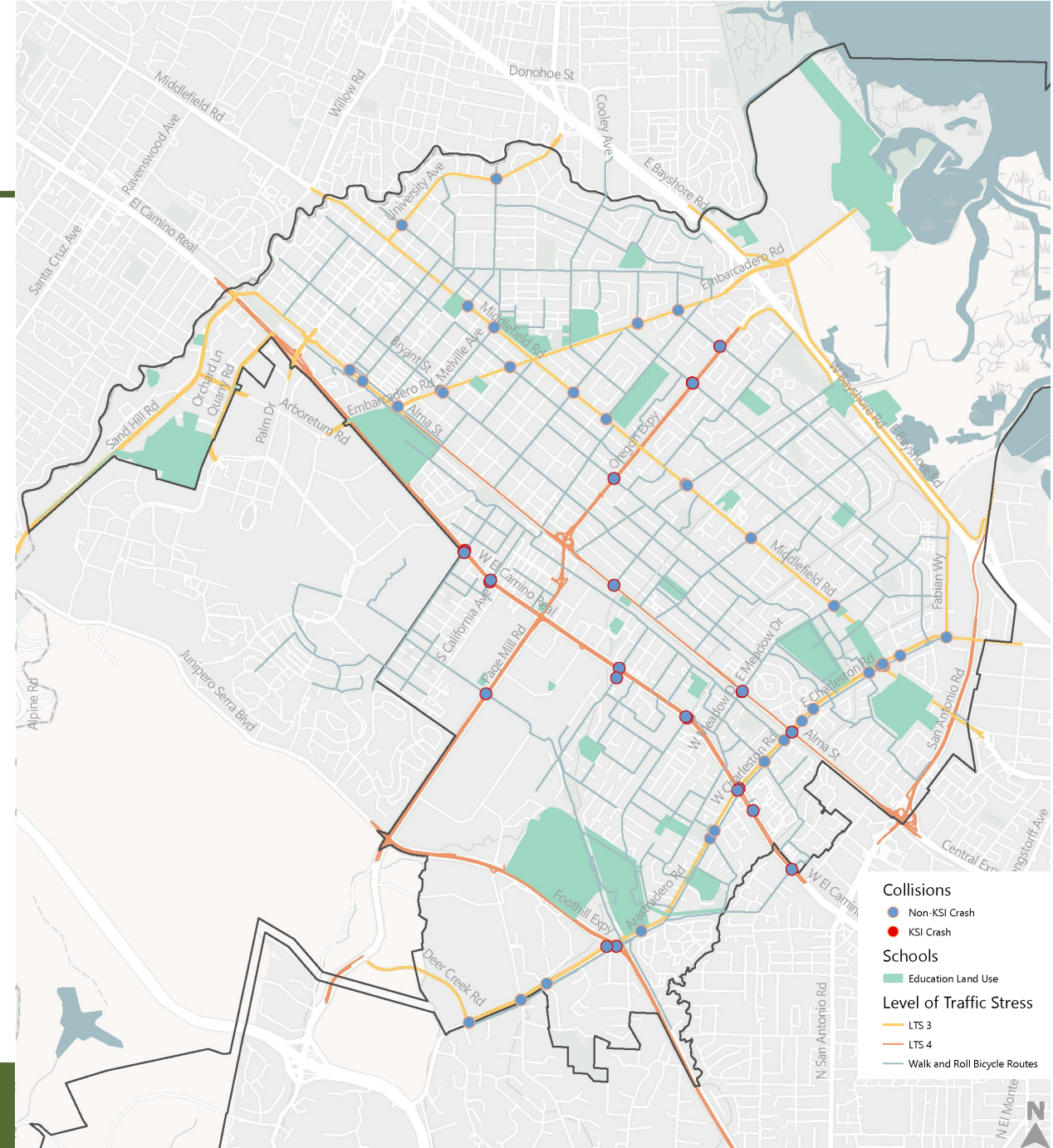


# Walk and Roll Bike Routes Crossing Higher Stress Streets

- Potential Countermeasures
  - Separate bicycle signal phasing
  - Upgrade to Class I or Class IV bike lanes
  - Improve bike facilities on parallel roads
  - Road diets

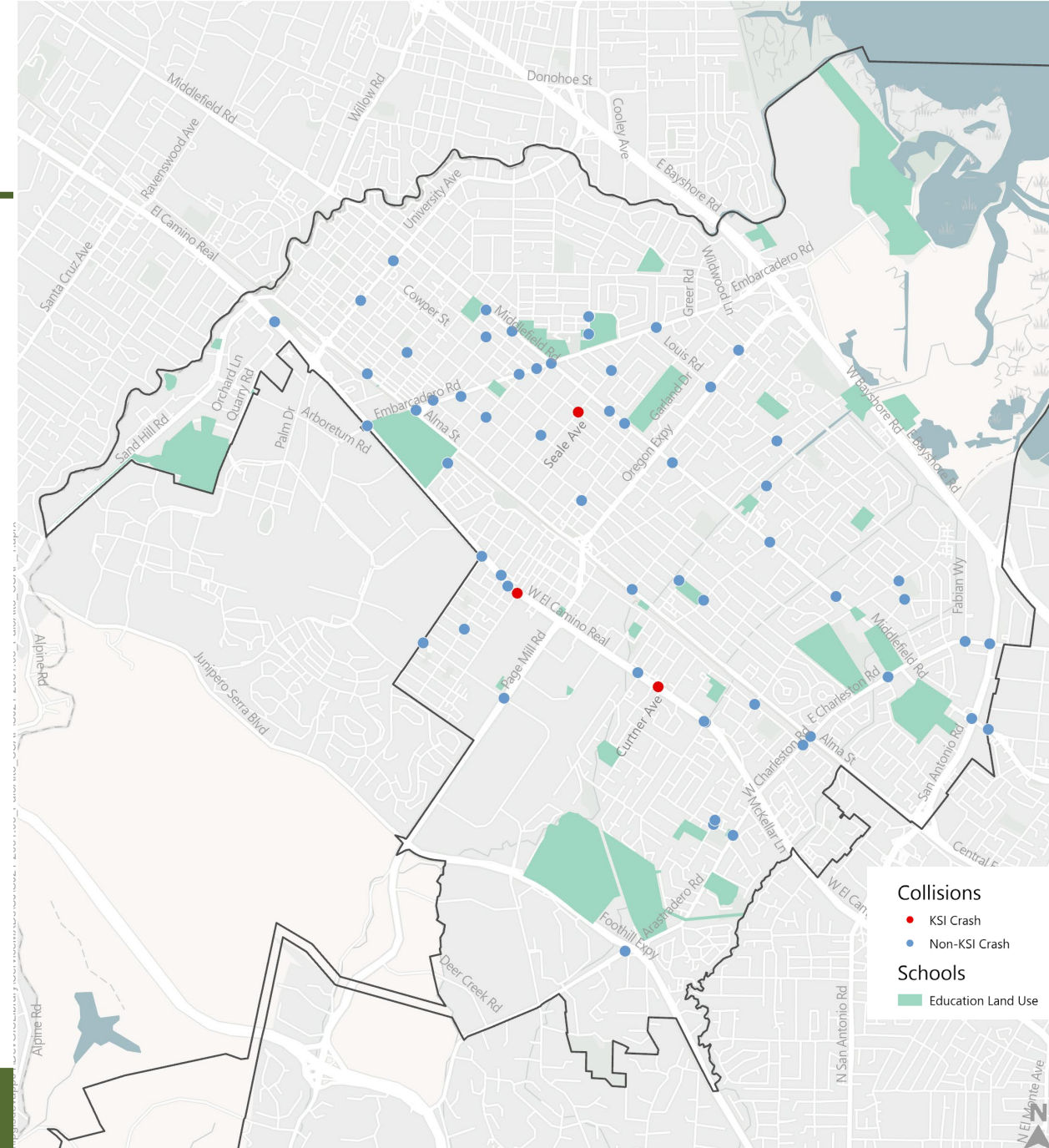


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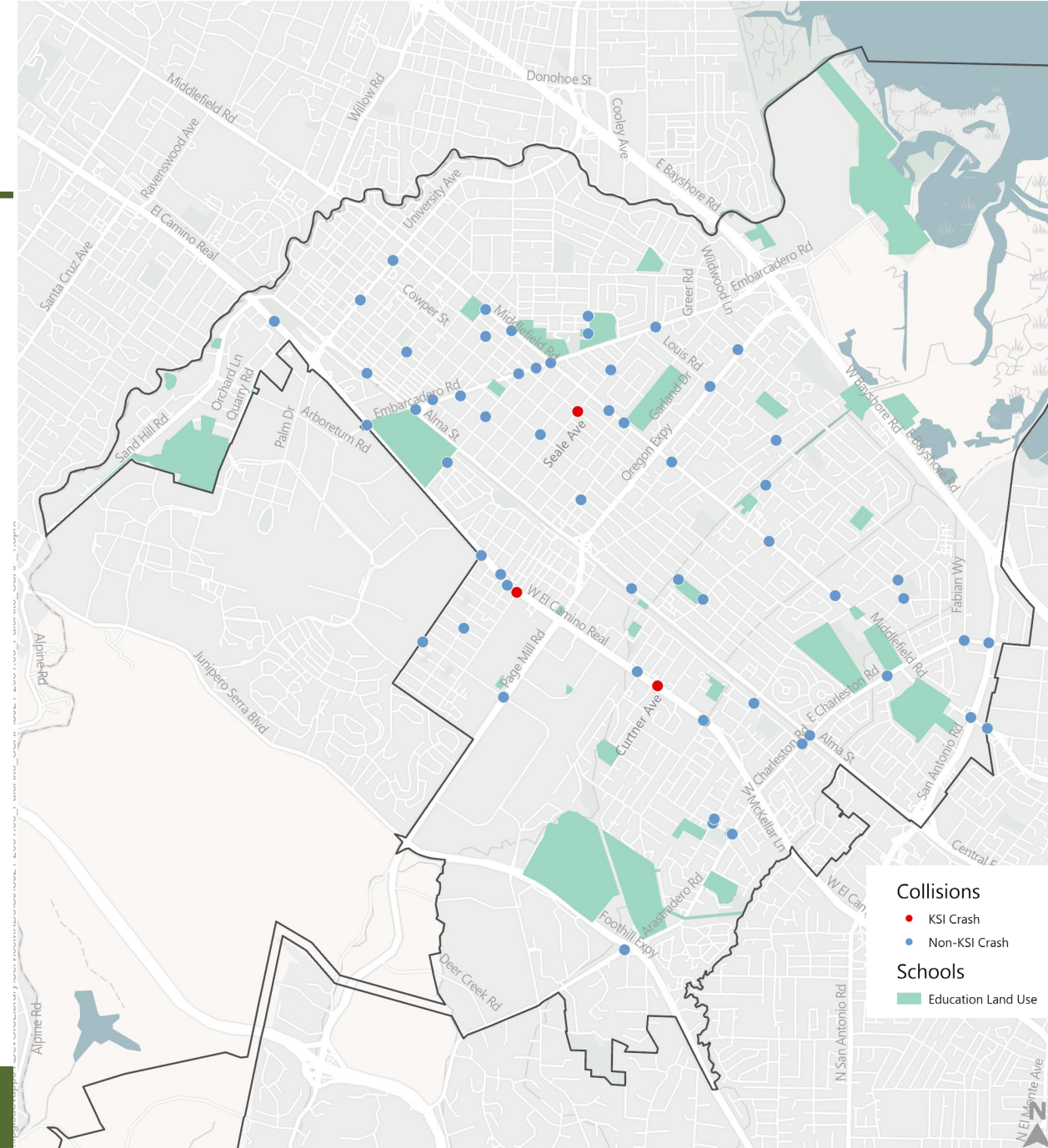
# Children Riding Bicycles

- 3 KSI youth bicycle collisions (6% of KSI collisions); 2 occurred on ECR
- 68 total youth bicycle collisions (6% of all collisions)
- Day of Week
  - 100% KSIs occur on weekdays
- 98% occurred at intersections
- 57% occurred on major streets



# Children Riding Bicycles

- Potential Countermeasures
  - Additional crossing guards near schools
  - Class I off-street bike paths or Class IV bike facilities on SRTS Walk and Roll Bike Routes
  - Youth education
  - Focused interventions/enforcement based on hot spots/trends





Questions?

PABAC March 5, 2024 Meeting  
Attachment 11: December 1-31, 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	12/01/2023	1547	600 E MEADOW DR	PALOALTO	F	VC 22107	.600 E MEADOW DR		Broadside	Bicycle		1
2	12/01/2023	1715	500 ARASTRADERO RD	PALOALTO	F	CVC 22107	ARASTRADERO RD		Broadside	Other motor vehicle	MOTORCYCLE	
3	12/01/2023	2335	917 EMBARCADERO RD	PALOALTO	F	CVC 22107	EMBARCADERO RD	HEATHER LANE	Broadside	Other motor vehicle		0
4	12/03/2023	1530	2300 ALMA ST	PALOALTO	F	VC 22107	2300 BLOCK ALMA ST		Head-on	Other motor vehicle		3
5	12/04/2023	750	ALMA ST/LINCOLN AVE	PALOALTO	F	21802(A) VC	ALMA STREET	LINCOLN AVENUE	Broadside	Other motor vehicle		2
6	12/04/2023	1237	401 WAVERLEY ST	PALOALTO	F		401 WAVERLEY ST		Vehicle-Pedestrian	Pedestrian		1
7	12/04/2023	1550	MAYBELL AVE/CLEMO AVE	PALOALTO	F	21760(b)	600 BLK MAYBELL AVE		Side swipe	Bicycle		1
8	12/05/2023	1515	700 SAND HILL RD	PALOALTO	F	VC 22350	SAND HILL RD		Rear end	Other motor vehicle		0
9	12/06/2023	815	700 CALIFORNIA AVE	PALOALTO	F	22107	.700 N CALIFORNIA AVE		Head-on	Bicycle		1
10	12/08/2023	2202	SAN ANTONIO RD/BYRON ST	PALOALTO	F	21658	SAN ANTONIO RD		Side swipe	Other motor vehicle		
11	12/09/2023	1841	2300 ALMA ST	PALOALTO	F	21801 CVC	ALMA STREET	OREGON AVE	Broadside	Other motor vehicle		1
12	12/10/2023	1450	4000 MIDDLEFIELD RD	PALOALTO	F	CVC 22350	4000 BLOCK MIDDLEFIELD RD		Rear end	Other motor vehicle		1
13	12/10/2023	1800	100 EL CAMINO REAL	PALOALTO	F	22107 VC	SR-82		Side swipe	Fixed object		0
14	12/11/2023	824	2390 EL CAMINO REAL	PALOALTO	F	VC 21453(A)	EL CAMINO REAL	CALIFORNIA AVE	Broadside	Other motor vehicle		0
15	12/12/2023	1215	300 FOREST AVE	PALOALTO	F	22107 VC	.300 FOREST AVE		Side swipe	Other motor vehicle		0
16	12/12/2023	1516	CHANNING AVE/MIDDLEFIELD RD	PALOALTO	T	22107 CVC	MIDDLEFIELD RD	CHANNING AVE	Broadside	Bicycle		1
17	12/14/2023	1038	ALMA ST/EL VERANO AVE	PALOALTO	F	22107 VC	ALMA ST (3300 BLOCK)	EL VERANO AVE	Broadside	Other motor vehicle		2
18	12/15/2023	1740	FOOTHILL EXPR/ARASTRADERO RD	PALOALTO	F	22350 VC	FOOTHILL EXPR		Rear end	Other motor vehicle		0

PABAC March 5, 2024 Meeting  
Attachment 11: December 1-31, 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
19	12/15/2023	1751	PAGE MILL RD/FOOTHILL EXPR	PALOALTO	F	21453 (a) cvc	PAGE MILL RD	FOOTHILL EXPWY	Broadside	Other motor vehicle		0
20	12/16/2023	1000	180 EL CAMINO REAL	PALOALTO	F		180 EL CAMINO REAL	LONDON PLANE WAY	Side swipe	Parked motor vehicle		0
21	12/19/2023	1846	1000 EMBARCADERO RD	PALOALTO	F	VC 22350	EMBARCADERO RD		Rear end	Other motor vehicle		3
22	12/19/2023	2004	400 UNIVERSITY AVE	PALOALTO	F	Unknown	UNIVERSITY AVE		Rear end	Other motor vehicle		1
23	12/21/2023	230	3445 ALMA ST	PALOALTO	F	23152(f)	ALMA STREET		Head-on	Fixed object	CENTER ISLAND	0
24	12/21/2023	837	2100BLK BOWDOIN ST	PALOALTO	F	22107 CVC	2100BLK BOWDOIN ST		Broadside	Bicycle		1
25	12/21/2023	1340	500 PASTEUR DR	PALOALTO	F	23152(G) VC	500 PASTEUR DR		Broadside	Parked motor vehicle		1
26	12/22/2023	1905	N CALIFORNIA AVE JEO MIDDLEFIELD RD	PALOALTO	F	21658(a) VC	N. CALIFORNIA AVENUE		Side swipe	Other motor vehicle		0
27	12/26/2023	1523	1280 NEWELL RD	PALOALTO	F	CVC 22350	1400 HOPKINS AVENUE		Rear end	Other motor vehicle		0
28	12/27/2023	0	EL CAMINO REAL/QUARRY RD	PALOALTO	F	CVC 22350	EL CAMINO REAL		Rear end	Other motor vehicle		1
29	12/27/2023	1203	2500 BLK OF E BAYSHORE ROAD	PALOALTO	F	CVC 22350	2500 BLK OF E BAYSHORE ROAD		Rear end	Other motor vehicle		2
30	12/27/2023	1312	3700 ALMA ST	PALOALTO	F	22107 VC	ALMA ST		Side swipe	Other motor vehicle		0
31	12/29/2023	0	832 WAVERLEY ST	PALOALTO	F	cv 22107	832 WAVERLEY ST		Rear end	Parked motor vehicle		1
32	12/08/2023	1155	875 BLAKE WILBUR DR	PALOALTO	F		875 BLAKE WILBUR DR		Rear end	Other motor vehicle		0
33	12/30/2023	1425	UNIVERSITY AVE/CENTER DR	PA	F		UNIVERSITY AVE	CENTER DRIVE	Rear end	Other motor vehicle		1

PABAC March 5, 2024 Meeting  
Attachment 12: January 1-31, 2024 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	01/01/2024	1130	744 SAN ANTONIO RD	PALOALTO	F	cvc 21658a	750 SAN ANTONIO ROAD		Side swipe	Other motor vehicle		0
2	01/02/2024	1920	SAN ANTONIO RD/E CHARLESTON RD	PALOALTO	F	cvc 22350	SAN ANTONIO RD	E CHARLESTON RD	Head-on	Other motor vehicle		2
3	01/02/2024	2100	DEODAR ST/RICKEYS WAY	PALOALTO	F	CVC 21950(a)	DEODAR STREET	RICKEY'S WAY	Vehicle-Pedestrian	Pedestrian		1
4	01/03/2024	1115	840 EMERSON ST	PALOALTO	F		800 BLOCK OF HOMER AVE	100 FT WEST OF	Rear end			0
5	01/04/2024	122	.700 EL CAMINO REAL	PA	F	CVC 22350	EL CAMINO REAL		Rear end	Other motor vehicle		
6	01/05/2024	1242	ALMA ST/N CALIFORNIA AVE	PALOALTO	F	INATTENTION	ALMA ST		Other	Non-collision		1
7	01/06/2024	1541	EL CAMINO REAL/MEDICAL FOUNDATION WAY	PALOALTO	F	21453(c) VC	EL CAMINO REAL (SR-82)	PALO ALTO MEDICAL FOUNDATION WAY	Broadside	Other motor vehicle		1
8	01/06/2024	1729	EMBARCADERO RD/GALVEZ ST	PA	F	cvc 21208	EMBARCADERO RD	EL CAMINO REAL	Broadside	Bicycle		1
9	01/08/2024	530	MIDDLEFIELD RD/SAN ANTONIO RD	PALOALTO	F	21453(a)	MIDDLEFIELD RD	SAN ANTONIO ROAD	Broadside	Other motor vehicle		1
10	01/08/2024	701	1100BL EMBARCADERO RD	PALOALTO	F	UNK	ST FRANCIS DRIVE	EMBARCADERO ROAD	Broadside	Motor vehicle on other roadway		
11	01/08/2024	935	FOREST AVE/GILMAN ST	PALOALTO	F	VC 21801	FOREST AVE	GILMAN ST	Broadside	Other motor vehicle		0
12	01/08/2024	1140	SAN ANTONIO RD/MIDDLEFIELD RD	PALOALTO	F	21453(C) VC	SAN ANTONIO RD	MIDDLEFIELD RD	Broadside	Other motor vehicle		1
13	01/09/2024	756	1408 HAMILTON AVE	PALOALTO	F	vc 22106	1408 HAMILTON AVE		Hit object	Fixed object	STREET LAMP	0
14	01/08/2024	950	795 EL CAMINO REAL	PALOALTO	F	CVC 22106	84 URBAN LANE		Other	Pedestrian		1
15	01/10/2024	1512	PARK BLVD/PAGE MILL RD	PALOALTO	F	VC 21703	200 BLOCK OF PAGE MILL ROAD	PAGE MILL ROAD.	Rear end	Other motor vehicle		1
16	01/11/2024	822	BRYANT ST/ADDISON AVE	PALOALTO	F	CVC 22450(a)	BRYANT ST	ADDISON AVE	Broadside	Bicycle		1
17	01/11/2024	1230	FABIAN WAY/FEDERATION WAY	PALOALTO	F	cvc 21801	FABIAN WAY	FEDERATION WAY	Head-on	Other motor vehicle		0



PABAC March 5, 2024 Meeting  
Attachment 12: January 1-31, 2024 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
18	01/11/2024	1212	SEDRO LN/COLLEGE AVE	PALOALTO	F	VC 22103	COLLEGE AVE		Broadside	Other motor vehicle		0
19	01/11/2024	1811	UNIVERSITY UNDERPASS	PALOALTO	F	CVC 22350	UNIVERSITY AVE		Side swipe	Other motor vehicle		2
20	01/12/2024	922	HAMILTON AVE/ALMA ST	PALOALTO	F	CVC 22106	HAMILTON AVE		Side swipe	Other motor vehicle		1
21	01/12/2024	1459	BERRYESSA ST/LAKE AVE	PALOALTO	F	cvc 21209(a)	WEST BAYSHORE ROAD		Other	Bicycle		1
22	01/12/2024	1840	SAN ANTONIO RD/E CHARLESTON RD	PALOALTO	F	cvc 22350	SAN ANTONIO RD		Rear end			0
23	01/13/2024	1000	.3000 MIDDLEFIELD RD	PALOALTO	F	21804(a)	3085 MIDDLEFIELD ROAD		Broadside	Other motor vehicle		3
24	01/07/2024	1345	.100 UNIVERSITY AVE	PALOALTO	F	22107 VC	.100 UNIVERSITY AVE		Broadside	Parked motor vehicle		0
25	01/16/2024	830	OREGON EXPR/AGNES WAY	PALOALTO	F	VC 21703	OREGON EXPR		Rear end	Other motor vehicle		0
26	01/16/2024	1308	FOREST AVE/MIDDLEFIELD RD	PALOALTO	F	21804(a)	FOREST AVE	MIDDLEFIELD ROAD	Broadside	Other motor vehicle		2
27	01/16/2024	1943	.500 ARASTRADERO RD	PALOALTO	F	21658 CVC	ARASTRADERO RD		Side swipe	Other motor vehicle		0
28	01/17/2024	2302	EL CAMINO REAL/HANSEN WAY	PALOALTO	F	CVC 21703	EL CAMINO REAL		Rear end	Other motor vehicle		1
29	01/18/2024	838	WEBSTER ST/EMBARCADERO RD	PALOALTO	F	CVC 21802(a)	WEBSTER ST	EMBARCADERO RD	Broadside	Other motor vehicle		2
30	01/18/2024	1038	MIDDLEFIELD RD/E CHARLESTON RD	PALOALTO	F	cvc 22350	MIDDLEFIELD RD		Rear end	Other motor vehicle		0
31	01/18/2024	1023	1000 BLK OREGON AVE	PALOALTO	F	22350 CVC	1000 BLK OREGON AVE		Broadside	Bicycle		0
32	01/13/2024	1900	COWPER ST/ASHTON AVE	PALOALTO	F	CVC 21950 (A)	ASHTON AVE	COWPER ST	Head-on	Pedestrian		1
33	01/20/2024	1150	.600 ALMA ST	PALOALTO	F		.600 ALMA ST	HAMILTON AVE	Side swipe	Parked motor vehicle		0
34	01/20/2024	1331	PALO ALTO AVE (O BLOCK)	PALOALTO	F	cvc 22350	PALO ALTO AVE		Hit object	Fixed object	PEDESTRIAN RAIL	0

PABAC March 5, 2024 Meeting

Attachment 12: January 1-31, 2024 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
35	01/23/2024	952	LOS ROBLES AVE/EL CAMINO WAY	PALOALTO	F	VC 21703	EL CAMINO REAL		Rear end	Other motor vehicle		0
36	01/23/2024	1219	W CHARLESTON RD/ALMA ST	PALOALTO	F	VC 21703	W CHARLESTON RD		Rear end	Other motor vehicle		0
37	01/25/2024	1315	EL CAMINO REAL/PAGE MILL RD	PALOALTO	F	21453(A) VC	EL CAMINO REAL	PAGE MILL ROAD	Vehicle-Pedestrian	Pedestrian		1
38	01/25/2024	1632	ADDISON AVE/ALMA ST	PALOALTO	F	VC 22107	ADDISON AVE	ALMA STREET	Broadside	Other motor vehicle		0
39	01/25/2024	1750	STANFORD AVE/OBERLIN ST	PALOALTO	F	CVC 21950	STANFORD AVE	OBERLIN ST	Head-on	Pedestrian		1
40	01/26/2024	1251	E CHARLESTON RD/SUTHERLAND DR	PALOALTO	F	VC 22350	E CHARLESTON RD		Rear end	Other motor vehicle		0
41	01/26/2024	1342	EL CAMINO REAL/EMBARCADERO RD	PALOALTO	F	22350	EL CAMINO REAL		Rear end	Other motor vehicle		0
42	01/26/2024	0	250 HAMILTON AVE	PALOALTO	F	CVC 21658(A)	250 HAMILTON AVE		Head-on	Fixed object		0
43	01/30/2024	1600	840 EMERSON ST	PALOALTO	F		EMERSON ST	HOMER AVE	Other	Bicycle		1
44	01/10/2024	800	OREGON EXPWY/ALMA ST	PALOALTO	F		ORGEON EXPWY	ALMA STREET	Rear end	Other motor vehicle		1
45	01/30/2024	1950	WEBSTER ST/HOMER AVE	PALOALTO	F	22350	WEBSTER ST	HOMER AVE	Other	Bicycle		1



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

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

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



3. **Spoken public comments using a smart phone app** will be accepted through the teleconference meeting. To address the Committee, download the Zoom application onto your smart phone from the Apple App Store or Google Play Store and enter the Meeting ID in the agenda. Please follow the instructions B-D above.
  
4. **Spoken public comments using a phone (cell or land line) without an app** will be accepted through the teleconference meeting. Use the telephone number listed in the agenda. When you wish to speak, press \*9 on your phone to “raise hand.” You will be asked to provide your first and last name before addressing the Committee. When called, press \*6 on your phone to unmute. Please limit your remarks to the time limit allotted by the Chair.

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

This Packet Includes:

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



## Integrating Safe System (SS) Policy and Programs into BPTP

### SS Elements (4 E's: Enforcement, Education, Emergency Response, Engineering)

- **Safe Road Users** - Safe behavior
- **Safe Vehicles** – Active (lane departure warning, auto braking) and Passive (seatbelts, airbags) safety measures in built into vehicles. Vehicle design.
- **Safe Speeds** – Reduce impact forces, provide reaction time, improve visibility
- **Safe Roads** – Design to prevent crashes among all users, keep impacts to the human body at tolerable levels. Separating users in space, Separating users in time, Increasing attentiveness and awareness. Manage speeds (context sensitive speed limits), crash angles (eliminate right angle crashes), energy distribution. Design Construction, Maintenance, Operation.
- **Post-Crash Care -First Responders, Crash investigation (document crash factors), medical care, Traffic Incident Management (TIM)**

### SS Principles:

- **Death/serious injury Is Unacceptable**—Goal: Modify how users, vehicles, transportation infrastructure, and emergency response operate to reduce the likelihood of crashes happening at all, and to reduce their severity when they do.
- **Humans Make Mistakes** –Design and operate the roadway to accommodate human mistakes to avoid death and serious injuries.
- **Humans Are Vulnerable**- Management of kinetic energy to within survivable limits is important for understanding how to design and operate the road system--not just managing speed, but managing transfer of kinetic energy.
- **Responsibility is Shared** – system managers (planners, designers, builders, operators, maintenance workers), Vehicle Manufacturers, Post-Crash Personnel (emergency responders), and system users all have responsibility to promote safe behavior and ensure that crashes don't lead to fatal or serious injuries.
- **Safety is Proactive** -Agencies use proactive tools to identify and mitigate latent risks in the roadway system, rather than waiting for crashes to occur and reacting afterward. Use crash history, roadways design, and other data to identify patterns in geometric design that led to certain crash types. Identify counter measures at all locations meeting the particular geometric design, irrespective of crash history. Evaluate risk across an entire roadway system.
- **Redundancy Is Crucial**

**Problem:** The city needs better bike/ped counts citywide to support SS. Understanding crash rates vs. raw injury collision counts will help us understand and evaluate progress toward improving safety. Also, complete, regular bike/ped counts may help the city apply for grants.

**Possible Solution to Consider:** Policy could require regular collection of count/rate data and purchase of equipment to support this activity going forward. We have seen an increase in bike/ped injury collisions.

We don't know how that increase relates to changes in overall numbers of people walking and bicycling. We need better bike/ped counts to understand crash rates.

## **Priorities**

**Problem: How can we improve facilities for bike/ped/transit use in areas that recently have been zoned for high density housing in the Housing Element/Zoning Updates.** For instance, how can we make auto-centric San Antonio Road functional for alternatives to driving a car? How do we integrate transit, ped, bike facilities in the available constrained space on this high volume arterial? It's not clear that eliminating on-street parking is feasible. (Please observe traffic at peak times, including lunch time.)

**Solution to consider: Code changes that require setbacks sufficient to provide multi-use paths and VTA bus duck-outs as well as required treescape.** Code changes would need to be done quickly. New state housing laws allow developers to build less auto parking per unit, so San Antonio ROW (already used for auto parking) is likely to become more parked up. San Antonio is already heavily congested at certain times of day. *How do we create space for bike/ped/transit facilities in the planning process?* What code changes for setbacks (or other solutions) could be expedited to preserve ROW for future bike/ped/transit facilities and get it planned and built into projects? We will not be able to move the buildings to create this space after new housing has been constructed, so I view this as an urgent matter.

**Consider wholistically what bike/pedestrian/transit improvements are needed to connect planned high density housing to the rest of the city, especially schools, shopping, public community centers, parks, libraries, open space, jobs. Prioritize these areas for improvements. Do new land use regs include setbacks needed to accommodate bike/ped/transit improvements in these areas?**

**Problem: Significant gaps in bike/ped facilities on bike/ped crossing points on San Antonio and its Middlefield and Alma connections.** For instance, note the disappearing bike lanes on NB and SB Middlefield approaches to San Antonio Road (and also on the NB approach to Charleston Road). Traffic/parking demand will increase with growth. If we are going to make space for bike/ped facilities and better transit stops, we need to plan that now.

**Problem: No bus duck-outs on San Antonio. Congestion at peak times makes bus stops in travel lanes a problem.**

**Possible Solution:** Revise code to require space for future addition of multi-use paths and bus duck-outs where new high density projects are being planned.

**Problem: Address safety problems/gaps on existing BB network, including southern portions, especially connections to/through both sides of East Meadow school commute corridor.**

**Problem: El Camino Way, a designated school commute route for multiple school sites, has a long term problem with drivers illegally parking in bike lanes—forcing bicyclists of all ages**

**and abilities to take a lane.** See video here: <https://photos.app.goo.gl/6eqCNETNfje6K57T6> (credit to David Coale for video). This problem may worsen if the Caltrans eliminates nearby El Camino Real (ECR) auto parking to create room for new bike lanes on ECR.

**Possible Solution:** Is it possible to make El Camino Way a one-way street, using traffic signals at Maybell/ECR and Los Robles/ECR to control entry/egress from ECR? Reducing to a single one-way lane could:

- make more roadway space available for safe bike lanes.
- provide room to keep bicyclists safely out of the door zone
- eliminate the need for bicyclists to take a lane to navigate around illegally parked cars.
- provide room for auto parking for abutting businesses and new housing.
- moderate motor vehicle speeds.

**Connect Bryant BB to San Antonio Caltrain station via Alma.** Revisit Alma two-way cycle track concept plan that was developed for, but not included in, the 2012 BPTP. This would be consistent with, and could connect to, the Central Expressway bike lanes concept that the county is considering now. It would also support improved train service that electrification and increased density on Charleston and San Antonio will bring to the San Antonio Caltrain Station.

**Improve Palo Alto bicycle boulevard connections to Menlo Park, Mountain View, Los Altos bicycle boulevard routes.** (See proposed Bryant BB Concept to MV border that was proposed for the 2012 BPTP.) This will be especially important as San Antonio gets more developed and Cubberley gets more use.

#### **XCAP—Grade Separations**

- Define and prioritize South PA bike/ped-dedicated grade sep crossings at midtown and south of Meadow. (bike route from Bay (seasonal route) to across tracks to Frye’s Area behind CPI Across ECR, to Bol Park path.
- Create much better parity of cross-rail connectivity in north and south Palo Alto. (north PA has five existing grade separated bike/ped Xings. South PA has zero.)
- Limit turning movements (partial closure) near El Carmelo to limit car traffic to local traffic.

**Prioritize excellent bike/ped facilities across Alma and rails with all rail grade separation projects.**

**Idea to consider:** Instead of replacing the California Ave. tunnel, would it be less expensive to make it a ped tunnel and add a bike tunnel near it? Might pedestrians prefer to be completely separate from faster moving bikes?

**Policy Change needed.**-- Delete or amend Comp Plan Policy T-4.1 “Keep all neighborhood streets open as a general rule.” (This policy, as it stands, has eliminated flexibility in BB network planning and necessitated expensive hard scape improvements where simple closures would have been more cost efficient and less disruptive.)

#### **BPTP Stuff To Think About**



- Updated wayfinding and maps for bike/ped routes to places people go for errands— shopping centers, PAMF, downtown and California Ave dinners, Stanford Shopping Center. Until someone shows them, people don't know that there are quieter routes to these places. Walk Bike Palo Alto Bicycle Adventure or Date Night maps. (a hook to bring in adult riders.)
- EDUCATION: More programming for bike/ped safety education of groups beyond the schools. People of all ages and abilities. Private schools? *Enjoy!* catalog? Adult Ed. beyond PSF? Possibly add or require classes/licensing for operation of e-bikes and motorized bikes in Palo Alto.
- **Evaluation Criteria—How to prioritize Projects (Safe System approach to this?)**
  - **One option: SVBC Network Priority Tool** <https://bikesiliconvalley.org/wp-content/uploads/I-SVBC-Network-Priority-Tool-Lookbook.pdf>
    - Heavy emphasis on population density, low income, at-risk communities, seniors (what about kids?)—This is how ECR came to be prioritized for bikes. Consider Transit planning with bike/ped planning more specifically. How do they work together?
  - New On-Demand Shuttles—What does this mean for bikes/peds?
  - Consider Autonomous Vehicles for Transit Options (What does this mean for peds/bikes?)
- Scooters, e-bikes, and other EVs—Regs (for instance, speed enforcement in bike lanes? Facilities? What do they demand/need?)
- Embarcadero—Revisit Josh Mello's concept plan.
- Take a look at Street paving prioritization methodology. Bike routes (SRTS routes) need prioritization for street paving. Where can I find the list of criteria used to prioritize street repaving?
- **Require PARC to purchase portable bike racks for events to enable provision of adequate bicycle parking at all city events. Also, study where bike racks are needed in parks and open spaces and require installation.**



**This planter on Arastradero at Briones Park (see above) is poorly designed/implemented.** The point on the planted barrier comes too close to the vehicle lane. It has frequently been hit by cars, causing one serious crash that I know of. Red paint is not easily visible at night. Parking protected bike lanes can be effective. Let's get the design work right going forward. Please consider how we can make sure this kind of design mistake does not happen again so we can build more support for multi-modal safety projects. Perhaps require some additional design standards: Reflective materials? Keeping the point of the planter outside of the line that marks the edge of the active part of the street?



**From:** [Aggarwal, Ruchika](#)  
**To:** [Arce, Ozzy](#)  
**Cc:** [Star-Lack, Sylvia](#); [Rius, Rafael](#)  
**Subject:** Feedback for BPTP/SS4A  
**Date:** Tuesday, January 16, 2024 11:17:45 AM  
**Attachments:** [image001.jpg](#)

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Hi Ozzy,

I'm sure you are already discussing AB43 as part of on-going Bicycle and Pedestrian Transportation plan and Safe Streets for All Safety Action plan. I would like you to be aware of this request that we received and my response. Please include resident Nicole Rodia in your gov delivery (list of residents who share their email addresses to be notified on certain projects) for these two projects.

Thanks  
Ruchika

Request to set speed limit and add speed limit signs to Park Blvd. Since AB43 went into effect in 2022, I understand that the city can set lower speed limits for roadways under certain conditions (rather than follow the 85th percentile rule). Due to the large number of cyclists and pedestrians on this section of roadway, I encourage the city to determine an appropriate speed limit of 25 mph or lower on Park Blvd and install appropriate speed limit signs.

**Name:** Nicole Rodia  
**Email:** [nrodia@ameritech.net](mailto:nrodia@ameritech.net)  
**Phone:** 12695019479

Thank you for bringing this to our attention. City currently does not have an adopted ordinance or policy to implement speed limit changes under AB 43. Staff cannot make this determination without direction from City Council. However, we have shared this request with Transportation Planning staff who are currently working on policy recommendations for Bicycle and Pedestrian Transportation plan and Safe Streets for All Safety Action plan. Such policy documents would be the first steps for City staff to establish an ordinance consistent with AB43. Please refer to these websites below and attend the workshop on 1/31/2024 for more information. <https://www.cityofpaloalto.org/Departments/Transportation/Bicycling-Walking/bikepedplan>  
<https://www.cityofpaloalto.org/Departments/Transportation/Transportation-Projects/Safety-Action-Plan>



Ruchika Aggarwal | Project Engineer  
Office of Transportation | City of Palo Alto  
250 Hamilton Avenue | Palo Alto, CA 94301  
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*Please think of the environment before printing this email – Thank you!*

**From:** [Transportation](#)  
**To:** [Arce, Ozzy](#)  
**Cc:** [Star-Lack, Sylvia](#); [Transportation](#)  
**Subject:** FW: BPTP feedback on the importance of bike boulevards  
**Date:** Monday, December 18, 2023 9:25:18 AM

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Good morning Ozzy,

Did you want me to send this to the consultants? And guide Mr. Nordman to:

- <https://cityofpaloalto.org/bikepedplan> (*Bicycle and Pedestrian Transportation Plan Update*)
- <https://www.cityofpaloalto.org/Departments/Transportation/Transportation-Projects/Safety-Action-Plan> (*Safe Systems Action Plan*).

Thanks,

**Andria Sumpter**

Administrative Assistant, Office of Transportation

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**From:** Eric Nordman <eric.nordman12@gmail.com>  
**Sent:** Sunday, December 17, 2023 11:30 AM  
**To:** Transportation <Transportation@CityofPaloAlto.org>  
**Subject:** BPTP feedback on the importance of bike boulevards

You don't often get email from [eric.nordman12@gmail.com](mailto:eric.nordman12@gmail.com). [Learn why this is important](#)

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## The Importance of Bike Boulevards

### Background:

Palo Alto will not be able to get LAB platinum status and meet city goal unless we get our bicycling number up. Luckily others have done the research. Sam Adams, when Mayor of Portland said:

“In preparation for our 25 year masterplan for biking, we did a lot of research and we did a lot of focus groups about what it would take to get from 8% to 25% of all trips by bike, and what we learned is that bike boulevards, we also call them greenways, is the way to go.”

From: <https://www.youtube.com/watch?v=DNNxwF1BPKE>

What is special about bike boulevards? Bike boulevards create a pleasant and efficient way to travel by bike.

When people drive any significant distance they go to a freeway, expressway or arterial street to allow faster travel. Stopping every two blocks would be way too slow and frustrating. If you're not convinced of

this try driving side streets on you next 5-10 mile trip. This situation is similar for bicyclists except they have to put in extra physical effort. Bike lanes on arterial streets or expressways are another faster option but the presence of lots of fast cars makes them stressful and unpleasant.

A network of bike boulevards is ideal but may not be feasible everywhere. When south Palo Alto was developed, it was recognized that people didn't want cars driving by their house. Consequently, lots of unconnected streets were developed so only those on arterials would have significant car traffic. This meant that most of the connecting streets were arterials with lots of traffic making converting an arterial into a bike boulevards politically very difficult.

Flipping stop signs, which is critical to a bike boulevard also makes it attractive to cars. High car traffic would destroy a streets utility as a bike boulevard. As shown with the Ross Road "Bike Boulevard, trying to use traditional traffic calming approaches without periodic permeable car barriers can be expensive and unpopular.

What was done in Portland was to use speed humps and periodic barriers to prevent through and slow car traffic. This was inexpensive and effective. People who didn't like what was done on Ross typically said they wanted a design like Bryant but unfortunately city staff was directed to not use the primary design element, permeable barriers, that makes a bike boulevard successful. In situations where bike boulevards cross, a roundabout will both control speed, facilitate efficient movement and improve safety, especially for left turns.

### **Possible Bike Boulevards (Listed by priority):**

Park/Wilkie Bike Boulevard: This route is already heavily used for bicycle commuters and bicyclists going to/from Mt View. Plans were drawn up to convert this to a bicycle boulevard.

Seale Ave Bike Boulevard: With the rail crossing tunnel proposed for Seale, this provides a good E/W route connecting to Stanford Ave which is a primary gateway to Stanford. After flipping stop signs, one or two bicycle permeable barriers (like Bryant at Lowell) should be installed to prevent it from becoming a fast car route. Possible locations are Middlefield Rd and Emerson St. A roundabout at Bryant would facilitate efficient travel in both directions and safer turning.

Matadero Bike Boulevard: This street connects to the Bol Park Path

which further connects to Gunn High and Foothill Expressway. It currently doesn't have any stop signs so a few additional speed humps may be all that is necessary.

Extension of the Bryant Bike Boulevard: The Ellen Fletcher Bike Boulevard stops at E. Meadow. This project would continue a "bike boulevard" to the Nita crossing into Mt View via Redwood Circle, Carlson, E. Charleston, Nelson Dr., and Mackay Dr. Unfortunately, the practical grid layout stops south of E. Meadow so this is not an ideal bike boulevard route. Ellen Fletcher though Bike Boulevards should be direct which is one reason it stopped at Meadow. However, it provides important connectivity to the Cubberley Community Center and Mt View. While plans were drawn up for some changes on Bryant north of Meadow, Bryant is currently functioning well so no changes north of Meadow should be needed for this project. There is an excessively large pavement section at the intersection of Bryant and Redwood Circle so a planted island may help control traffic and improve the aesthetics of the street. There is a stop sign on Redwood Circle at South Court which never should have been placed (probably some influential resident) and should be removed. It probably makes sense to remove the stop signs at Ferne Ave (4-way currently) and flip the stop signs at Nelson and Parkside Dr. Some slotted speed humps would probably be needed to control speed.

Montrose Bike Boulevard: This provides a connection from Louis Road to the Cubberley Community Center and through to Nelson Drive. Car traffic is prevented from crossing from Louis. There are currently two 3-way stop signs on Montrose. It may be difficult to eliminate both these stop signs. Some speed humps may be desirable to control speeders.

Everett Bike Boulevard: This would provide a good E/W route for north Palo Alto especially with an ABC under Alma and the tracks connecting up to Quarry Rd, and onto Stanford and Stanford Shopping Center. This also provides a good connection to El Camino Park and the Transit Center. With the planned closure of the rail crossing at Palo Alto Ave, the only bike crossing from north Palo Alto and south Menlo Park into Stanford would be via the chaotic University Avenue route. I would continue the BB onto Palo Alto Ave to Chaucer and the bridge into Menlo Park. Palo Alto Avenue is very twisty so probably does not need any traffic calming. To make Everett work as a Bike Boulevard some barriers would probably be needed perhaps at Emerson and Middlefield

Rd.

Guinda Bike Boulevard: This would provide a N/S bike boulevard east of Middlefield. Middlefield Rd has lots of traffic and no bike lanes in this section so isn't good for all ages bicycling. The bike boulevard would go from Channing to Palo Alto Avenue. There is a light at University which would facilitate crossing. A single barrier at Forest would probably prevent cut through traffic. Some speed humps may be desirable.

**From:** [Transportation](#)  
**To:** [Arce, Ozzy](#)  
**Cc:** [Transportation](#)  
**Subject:** FW: BPTP update  
**Date:** Tuesday, December 19, 2023 9:57:15 AM

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Morning Ozzy,  
Please see below.  
Thanks,

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

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

From: Ken Joye <[kmjoye@gmail.com](mailto:kmjoye@gmail.com)>  
Sent: Tuesday, December 19, 2023 9:30 AM  
To: Transportation <[Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org)>  
Subject: BPTP update

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Prior to the November PABAC meeting, I wrote a message with feedback regarding the map of current facilities. I mentioned a couple of categories of measures which might be included for consideration.

It could be that permeable barriers such as the one at Leland Ave & El Camino Real should be inventoried. Any place where bicycles may pass without automobile traffic adds to the low stress network.

How many instances of this are there in Palo Alto? Where could additional permeable barriers be placed?

thanks for considering this input,  
Ken Joye  
Ventura neighborhood

PS: this may well be duplicating my prior input, but I believe that the example could be novel

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



**From:** [Transportation](#)  
**To:** [Elson, Penny](#)  
**Cc:** [Transportation](#); [Arce, Ozzy](#)  
**Subject:** RE: BPTP Notes.  
**Date:** Tuesday, January 2, 2024 10:01:30 AM  
**Attachments:** [~WRD0001.jpg](#)  
[image001.png](#)  
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[image005.jpg](#)  
[image006.gif](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)

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Good morning Penny and Happy New Year!

I have forwarded your email onto Ozzy (copied here).

**Andria Sumpter**

Administrative Assistant

Office of Transportation

(650) 329-2552 | [andria.sumpter@cityofpaloalto.org](mailto:andria.sumpter@cityofpaloalto.org)

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



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**From:** pennye11son12@gmail.com <pennye11son12@gmail.com>  
**Sent:** Sunday, December 31, 2023 2:47 PM  
**To:** Transportation <Transportation@CityofPaloAlto.org>  
**Subject:** BPTP Notes.

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**Plans Kittelson might look at that are not on the list we saw at our November 7 PABAC Meeting:**

**Housing Element and Zoning Updates in response to State of California housing legislation that target very specific areas of Palo Alto.** San Antonio Road and its Middlefield Road connections into the city have terrible infrastructure to support alternative transportation—bike/ped/bus transit.

There are excellent **maps in the 2013 CoPA Rail Corridor Study** that will help them understand the disparity of grade separation distribution across the city.

I have attached some thoughts on south PA needs. I haven't had time to organize them more, but please share them with the consultant.

I presume you already have pointed them to the Walk & Roll maps for PAUSD schools and city

libraries? That wasn't on your list.

Thanks.

Penny



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