



**Palo Alto Pedestrian and  
Bicycle Advisory Committee**

**Tuesday, May 7, 2024 at 6:15 P.M.**

**Virtual Meeting**  
**Updated 5/15/2024**

**Join Meeting Via Zoom 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. April 2, 2024 PABAC Meeting (**UPDATED**)
4. PUBLIC COMMENTS 6:20 PM

Note: Written comments submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org) between 12:00pm on March 23, 2024, and 12:00pm on April 22, 2024 are attached with the agenda packet. No comments were received this month.
5. STAFF UPDATES
  - a. Quarry Road Extension (*Philip Kamhi, OOT; Lesley Lowe, Stanford*) 6:25 PM
    - i. See **Attachment 1** for overview on Concept Plans for Quarry Road Transit Connection to the Palo Alto Transit Center through a portion of El Camino Park
  - b. Alma/Lytton Bicycle Signal Remediation (*Rafael Rius, OOT*) 6:40 PM
  - c. Reporting Non-PAPD Bike/Ped Collisions/Near-Misses (*Sylvia Star-Lack, OOT*) 6:50 PM
    - i. Request for feedback: [Street Story](#) by SafeTREC, UC Berkeley
  - d. El Camino Real Council Ad Hoc Committee Update (*Charlie Coles, OOT*) 6:55 PM
6. ACTION ITEMS
  - a. VTA BPAC Member Appointment for July 2024-June 2026 7:00 PM
  - b. Vote on Draft Resolution: Calling for Bicycle Lanes on El Camino Real in Palo Alto 7:05 PM
    - i. See **Attachment 2** for Draft Resolution
  - c. PABAC Recommendation: Grade Separation Preferred Alternative 7:30 PM
    - i. See **Attachment 3** for Draft PABAC Recommendations for Rail Crossings (**NEW**)
  - d. PABAC Recommendation: Updates to Comprehensive Plan Policy T4.1 7:45 PM
    - i. See **Attachment 4** for proposed changes to Policy T4.1
7. DISCUSSION ITEMS
  - a. There are no discussion items this month.
8. STANDING ITEMS 8:00 PM
  - a. Grant Update: SS4A Planning & Demonstration Grant for E. Meadow and Fabian Striping Trial Submitted (*Sylvia Star-Lack, OOT*)
  - a. CSTSC Update: [Please review CSTSC Meeting Agendas and Minutes](#)
  - b. VTA BPAC Update (*R. Neff*)

- c. 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*)
- d. Announcements
  - i. Bike to Work Day 2024: Thursday, May 16, 2024  
PABAC members can volunteer to help with BTWD in Palo Alto on Thursday, May 16! If you would like to sign up to help with BTWD at an Energizer Station, you can sign up one of three BTWD Energizer Stations here:  
<https://forms.gle/y5PWaf3tRwGT9EQA8>
  - ii. Joint meeting with City of Mountain View Bicycle Pedestrian Advisory Committee (BPAC) on Wednesday, June 26, 2024 at 6:30PM. Calendar invite was sent to PABAC members.
  - iii. March 2024 Collision Reports from PA Police Department (See **Attachment 5**)
- e. Future Agenda Items
  - i. Municipal Code Clean-Up Progress Update
  - ii. PAUSD Hoover School Campus Reconstruction Update
  - iii. S. Palo Alto Bikeways Project Status/Grant Proposal
  - iv. Rail Grade Separations
  - v. Municipal Code Regarding Micromobility Issues
  - vi. BPTP Update Implementation Status Item for the City Website
  - vii. PABAC Assistance Reporting Sight Line/Safety Issues on Bike/Ped Network
  - viii. Explore Alternatives for Bike/Ped Non-Injury Collision and Near-Miss Reporting
  - ix. Bike Parking Code Updates for Converting Existing Business-Owned Auto Parking Spaces to Bicycle Parking
  - x. Park Boulevard to Portage Avenue
  - xi. How To Get More Information on Collisions

9. ADJOURNMENT

8:15 PM

**END OF AGENDA**



**Palo Alto Pedestrian and  
Bicycle Advisory Committee**

**Tuesday, April 2, 2024 at 6:15 P.M.  
Meeting Minutes**

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

Members Absent: None

Staff Present: Ozzy Arce, Sylvia Star-Lack, Charlie Coles

Guests: None

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

Chair Arthur called the meeting to order. Roll was taken with all present.

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

Mr. Neff offered to speak on AB 413 in place of the Paving Subcommittee Report.

Mr. Liberman wanted to hear a discussion and the recommendations from Transportation on the outcome of the BPTP presentation to the PTC on March 27, in particular about creating a non-Palo Alto Police Department involved bike collision system.

Ms. Star-Lack explained this could be in the next Brown-Acted meeting.

Ms. Rosten wondered how many were at the meeting the previous night at City Hall and if anyone had comments about it.

**3. APPROVAL OF ACTION MINUTES: 6:18 PM**  
**a. March 5, 2024 PABAC meeting**

Mr. Joye moved to approve the March 5, 2024, minutes seconded by Ms. Ellson. A roll call vote was taken and the motion passed with Mr. de la Beaujardiere and Mr. Goldstein abstaining.

**4. PUBLIC COMMENTS 6:20 PM**

*Note: Written comments submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org) between 12:00pm on February 13, 2024, and 12:00pm on March 23, 2024 are attached with the agenda packet.*

1  
2 Male expressed his approval that the state department is addressing the safety concerns about the  
3 bike/car collisions on El Camino Real.

4  
5 Ms. Rodia indicated she had seen there was a letter from several employees at SLAC National  
6 Accelerator Laboratory regarding BPTP. She wanted to understand how their feedback could be  
7 incorporated.

8  
9 Mr. Arce explained it could be added to the agenda setting call. He noted that any BPTP-related  
10 comments that come are captured and shared with the project consultant.

11  
12 Chair Arthur offered that it would be added to the agenda next time there is a Brown-Acted  
13 meeting.

14  
15 **5. STAFF UPDATES**

16  
17 **a. Introduction of Charlie Coles, new Senior Transportation Planner, OOT**  
18 **6:25 PM**

19 Ms. Star-Lack introduced the new Senior Transportation Planner, Charlie Coles.

20  
21 **b. [El Camino Real Repaving Project](#) (Sylvia Star-Lack, OOT) 6:30 PM**

22  
23 Ms. Star-Lack announced that Council did not vote either way on removing parking on El  
24 Camino for the bike lanes. She gave an update on the status of this item.

25  
26 Ms. Rodia asked if the El Camino parking and bike lanes could be put on the agenda to discuss  
27 and make a recommendation to Council for the next meeting.

28  
29 Ms. Star-Lack answered that Council has directed Staff to create an ad-hoc committee with two  
30 council members and other representatives. She thought PABAC could make a recommendation.

31  
32 Ms. Rodia asked to have it put on the agenda for next time.

33  
34 Chair Arthur added that what Council voted on was to make more safety improvements and not to  
35 make a decision until that was done. His gut reaction was that City Council would ignore any  
36 motion they made until they heard more details from Caltrans.

37  
38 Ms. Rodia recalled a comment at the Council meeting about having input from PABAC.

39  
40 Mr. Wachtel commented appointing a committee is a very Palo Alto thing to do. With these  
41 motions, there is often some kind of intent involved but the details are left to Staff to work out. He  
42 expressed disappointment that PABAC has not had more involvement in the process so far. He  
43 reaffirmed that Council made it clear that they want PABAC involved going forward so he hoped  
44 Staff could devise a way for that.

45  
46 Vice Chair Nordman provided his understanding of the project proposal.

47  
48 Mr. Rock wondered about the timescale for paving El Camino.

49

1 Chair Arthur answered Caltrans wants to start in two months. He thought that was unlikely with a  
2 subcommittee.  
3

4 Ms. Rosten was curious about the timeframe being provided to the people evaluating the various  
5 safety needs to provide a report.  
6

7 Ms. Star-Lack stated Caltrans is going to have a new set of plans in one or two months and wants  
8 to get going as soon as possible. They are creating the ad-hoc committee that will be short lived.  
9 She assumed it might be an August vote.  
10

11 Mr. Liberman wondered if the City might take on the bus boarding islands proposal.  
12

13 Ms. Star-Lack answered potentially yes.  
14

15 Mr. Neff heard for the timeline is that the City has to get a sewer project done and then Caltrans  
16 wants to start paving it right away. Once they are done paving, they want to stripe it a week after  
17 that. He thought that sounded like 2024 or maybe early 2025. He did not think it matters what  
18 Caltrans comes back with for safety and all that matters is that people they are sure need to have  
19 parking on El Camino can be brought to a compromise. He thought the important thing was to  
20 figure out what is needed to make Council comfortable with removing parking.  
21

22 Mr. de la Beaujardiere agreed with Mr. Neff's comments. He wondered if Caltran's two-month  
23 window for receiving input took the sewer project into consideration.  
24

25 Ms. Star-Lack did not think the sewer project is delayed from its normal schedule. She did not  
26 think it was causing a delay. They need to know what the striping plan will be.  
27

28 Mr. de la Beaujardiere opined the ad-hoc committee might need to meet on a weekly basis.  
29

30 Mr. Goldstein thought it would be a good idea to have an agenda item and make a  
31 recommendation.  
32

33 Ms. Ellson did not think it was entirely due to the parking needs. VTA and the City's School  
34 Traffic Safety Committee are being included which tells her there are concerns about school  
35 commute routes and the problem of buses stopping in bike lanes and people having to maneuver  
36 around them. She read in the newspaper that Council Members had concerns about these lanes  
37 inviting less experienced bicyclists to ride on El Camino Real and she thought that was a  
38 possibility. She did not want to leap to assumptions that it is just about parking.  
39

40 Ms. Durham understood that the paving project was going to start in San Jose or Mountain View.  
41

42 Ms. Star-Lack stated Caltrans' contractor gets to decide that but that was her understanding.  
43

44 Chair Arthur indicated that does not mean they get to decide at the last possible second when the  
45 paver comes to Palo Alto.  
46

47 Mr. Zaumen asked if parking is an issue in a few isolated areas of El Camino if it would be  
48 possible to narrow the number one and two lanes to make more room for bicycles and keep the  
49 number three lane at its normal width.

1  
2 Vice Chair Nordman and Ms. Star-Lack both agreed that would not be feasible due to lack of  
3 space.

4  
5 Male did not feel bike lanes were needed on El Camino Real. He supported City Council's  
6 decision.

7  
8  
9  
10 **6. ACTION ITEMS**

11  
12 **a. PABAC, the Brown Act, and voting on the list of small groups 6:40 PM**

13  
14 i. See Attachment 1 for tentative list

15  
16 Ms. Ellson discussed how she structured the groups.

17  
18 Mr. Joye moved approving the list seconded by Vice Chair North.

19  
20 Mr. Arce noted that if these lists are approved they will be the groups used for Brown-Acted  
21 items. The groups cannot change until the plan is adopted. The motion passed unanimously by a  
22 roll call vote.

23  
24 There was discussion of how the groups would communicate.

25  
26 Ms. Ellson added that it was her understanding that they were required to report with whom they  
27 have spoken.

28  
29 Ms. Star-Lack agreed to look into that information. She cautioned not to forward emails or texts  
30 outside of that thread.

31  
32 Mr. Liberman asked if he had to cc Transportation if he emails people within his assigned group.

33  
34 Mr. Goldstein described how to report group discussions.

35  
36 Ms. Ellson stated it is not necessary to cc Transportation if an email is sent to someone in the  
37 assigned group.

38  
39  
40 **b. Vote to participate in a joint meeting with City of Mountain View Bicycle  
41 Pedestrian Advisory Committee (BPAC) on Wednesday, June 26, 2024 at 6:30PM**

42  
43 i. Virtual attendance is okay; PABAC quorum is not required. Calendar invite  
44 coming soon.

45 ii. Send agenda topic ideas to Charlie at [charlie.coles@cityofpaloalto.org](mailto:charlie.coles@cityofpaloalto.org).

46  
47 Mr. Arce wanted to take a formal vote to get the committee's okay to proceed to schedule and  
48 move forward with having this joint meeting.

49

1 Mr. Liberman asked if the meeting would be Brown-Acted and if so could they speak about the  
2 need for a network connectivity between the two cities.

3  
4 Mr. Arce did not believe the meeting would be Brown-Acted but he would confirm that with the  
5 Mountain View Staff.

6  
7 Chair Arthur agreed that the subject of connectivity was the point of the meeting but they did not  
8 have to say the word BPTP.

9  
10 Ms. Star-Lack agreed with Chair Arthur's comments.

11  
12 Mr. Joye moved PABAC have a joint meeting with Mountain View on June 26 seconded by Ms.  
13 Ellson. The motion passed by raised hands.

14  
15 Mr. Arce agreed to follow up with Mountain View staff about the questions around Brown Act  
16 and he would ask for a calendar hold.

17  
18 **7. DISCUSSION ITEMS**

19 **a. PABAC recommendation: Grade Separation preferred alternative 6:55 PM**

20  
21 Chair Arthur discussed a meeting held the prior week on Grade Separation. Caltrain has a lot of  
22 restrictions on what they will allow to be built in the rail track. They found some problems with  
23 some of the proposed plans. They had some frustrating requests. He thought the Rail Committee  
24 is supposed to send a recommendation to Council who is supposed to make a decision by July.  
25 The Rail Crossing Subcommittee are concerned they will rush through a recommendation pretty  
26 quickly and wanted to make a motion with PABAC's preferences. He admitted the four on the  
27 Rail Crossing Subcommittee were not fully in agreement. He discussed the proposals. He stated  
28 they would put a motion together that says why this is important and why a separate crossing is  
29 needed in South Palo Alto.

30  
31 Vice Chair Nordman thought that it was important to start the bicycle and pedestrian facilities  
32 before starting the motorist facilities so there would be options for people unable to go on a long-  
33 distance detours.

34  
35 Mr. Liberman asked for clarification about the bicycle and pedestrian accessway being proposed  
36 before the auto work is initiated.

37  
38 Chair Arthur stated they had not come up with a set of locations. He discussed some of the  
39 options that have been discussed.

40  
41 Ms. Ellson discussed the need to get Midtown Crossing started before closing Meadow and  
42 Churchill. She mentioned locations being discussed for the dedicated bike/ped crossings in North  
43 Palo Alto.

44  
45 Chair Arthur further discussed the locations being discussed for the dedicated bike/ped crossings  
46 in North Palo Alto.

47  
48 Mr. Wachtel understood that if Staff devotes time to the bikeways on El Camino as Council  
49 directed them to do then the project that would probably be deferred would be this crossing.

1  
2 Mr. Coles confirmed that was his understanding but they would try to see how things actually  
3 play out.  
4

5 Ms. Rodia asked if there is anything being looked at for the Palo Alto Avenue Crossing. She  
6 wanted to know if she was correct that the option to close Churchill Crossing to cars is no longer  
7 being considered. She asked if the options being considered for Meadow and Charleston would be  
8 compatible with the current California Avenue Station and Oregon Expressway Grade Separation.  
9

10 Chair Arthur stated they are not going to put crossings at Palo Alto Avenue. He explained the  
11 work they are doing to make it safer so they can turn off the horn. He had not heard discussion  
12 regarding closing Churchill Crossing to cars in several months and felt it was no longer being  
13 considered. He believed the Meadow and Charleston options were independent of the California  
14 Avenue Station and Oregon Expressway grade separation. He discussed the plans for the viaduct  
15 and hybrid.  
16

17 Mr. de la Beaujardiere thought Palo Alto Avenue plans were put on hold because the City thought  
18 they would be doing a project with the Palo Alto Train Station and wanted to integrate the two  
19 projects. He noted that both Caltrain and Alma Crossings were proposed in the 2012 Bicycle  
20 Pedestrian Transportation Plan at Peers Park and Matadero Creek. He expressed support for the  
21 viaduct and his dismay about some of Caltrain's comments about their needs.  
22

23 Chair Arthur commented that Caltrain brought up a lot of concerns about constructability and  
24 their rules and operations. He was frustrated that they thought some of the plans were infeasible  
25 or would have to be modified in a way that defeats many of their advantages.  
26

27 Ms. Ellson thought it was important for everyone to know that the City has been asking for this  
28 technical information for years and it did not get delivered until two meetings ago.  
29

30 Mr. Goldstein did not think they had enough expertise to be making a decision about this.  
31

32 Mr. Liberman thought they should prioritize having the City take activity on making a separate  
33 bicycle and pedestrian undercrossing before doing any decision on which kind of rail.  
34

35 Chair Arthur agreed and offered to have this written up for the next meeting.  
36

37 Vice Chair Nordman announced the next Rail meeting would be April 16 at 2:30.  
38  
39

40 **b. PABAC recommendation: Updates to Comprehensive Plan Policy T4.17:30 PM**  
41

42 Vice Chair Nordman spoke about updates to the Comprehensive Plan Policy to say streets should  
43 always be open meaning that the Bryant Boulevard solution for bike boulevards periodic closures  
44 cannot work causing the Ross Road fiasco. Since that problem still exists in the comprehensive  
45 plan, he was told it would be helpful if PABAC had a position on T4.1. He made a motion that  
46 PABAC recommend that the Comprehensive Plan T4.1 be modified to keep all neighborhood  
47 streets open unless there is a safety issue or unless closure would increase the use of alternate  
48 transportation modes seconded by Mr. Joye.  
49



1 There was discussion about the wording with agreement to delay until the next meeting.

2  
3 **c. PABAC recommendation: Enforcement of high-traffic areas in Palo Alto** 7:45 PM

4  
5 Vice Chair Nordman provided the proposal regarding increased enforcement which stated that  
6 PABAC has noticed the adherence to the vehicle code is often poor and recommend increased  
7 enforcement of the law for motorists, bicyclists and pedestrians with an emphasis on streets with  
8 lots of vulnerable users.

9  
10 Mr. Liberman commented the proposal sounded vague and he opined it should go to the Palo Alto  
11 Police Department.

12  
13 Vice Chair Nordman agreed with Mr. Liberman's comments.

14  
15 There was discussion about the wording of the proposal.

16  
17 Ms. Star-Lack mentioned that a motion from PABAC would probably not be helpful for the  
18 Police Department because they are understaffed. She asked for any particular violations seen to  
19 be emailed to Mr. Coles to be passed on to Lieutenant Becchetti who will tell his officers to go to  
20 those places to write citations.

21  
22 Mr. Goldstein thought having the police attend a PABAC meeting in order to communicate the  
23 concerns might be a more effective way to deal with these issues.

24  
25 Mr. Joye wondered if it would be possible to have a 311 category for unsafe roadway conditions.

26  
27 Ms. Star-Lack advised there is a 311 for safety concerns. She explained that sending things to Ben  
28 has a certain amount of weight versus what goes through 311.

29  
30 Vice Chair Nordman withdrew the motion.

31  
32 Ms. Ellson gave a reminder that the Police Department has a nonemergency number where  
33 nonemergency things can be reported, 650-329-2413.

34  
35 Mr. Rock instructed that Stanford has community service officers for enforcement and there are  
36 people downtown to enforce the two or three-hour color code limits. He opined they could have  
37 similar people to give out parking tickets South Palo Alto.

38  
39  
40  
41 **8. STANDING ITEMS**

8:00 PM

42 **a. Grant Update: None.**

43  
44 **b. CSTSC Update: [Please review CSTSC Meeting Agendas and Minutes](#)**

45  
46 Mr. Arce advised this link was provided in case posted materials need to be viewed.

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

49

1 Mr. Neff mentioned a program called Equitable VMT Mitigation for ways to mitigate a project  
2 creating too many vehicle miles traveled by funding something in a community of concern in a  
3 more equitable way. He discussed a presentation they heard on plans for Zanker and 101. He  
4 described a Bascom Avenue Complete Streets Project being done by the county and the City of  
5 San Jose. He added there was a presentation on all the different grants that can come into the  
6 county and the South Bay for transportation programs.

7  
8 **d. Subcommittee Reports**

- 9  
10 **i. Rail Grade Separation Subcommittee (*B. Arthur*)**  
11 **ii. Bike Bridge Maintenance Subcommittee (*P. Ellson*)**  
12 **iii. Repaving Subcommittee (*R. Neff*)**  
13

14 Mr. Neff assumed Transportation Staff would be working with the paving people on a resolution  
15 about Addison. He read AB-4113 which he had sent a copy out to everyone. He described some  
16 public outreach ideas.

17  
18 Ms. Star-Lack added she needed to do some kind of public outreach for this but she does not have  
19 staff to do so.

20  
21 Mr. Joye agreed to distribute cards about AB-4113. He thought it might be good to talk with the  
22 City School Traffic Safety Committee to see if traffic safety reps at individual schools might have  
23 particular interest.

24  
25 Ms. Ellson opined school commute crossings and intersections should be prioritized.

26  
27 Mr. Rock was not clear where the implied crosswalk was and measuring 20 feet was not easy. It  
28 was his understanding the law stated the state will pay for any projects to implement the law so  
29 the City should take advantage of that and put red paint on the curbs in the appropriate places and  
30 paint blackout over the parking spaces which may exist on the corners.

31  
32 Chair Arthur also agreed to hand out cards about AB-4113.

33  
34 Mr. Liberman asked for cards to hand out. He offered to get the name of the Traffic School Safety  
35 representative to contact and advocate for this.

- 36  
37  
38 **iv. Muni Code Subcommittee (*E. Nordman*)**  
39 **v. Sight line and Safety Problem Reporting on Bike Routes (*E. Nordman*)**  
40

41 **e. Announcements**

- 42  
43 **i. Bike to Work Day 2024: Thursday, May 16, 2024**  
44

45 Male encouraged everyone to sign up for Bike to Work Day.

46  
47 Ms. Star-Lack added she found out that Stanford Mall would have two energizer stations on Bike  
48 to Work Day from 9 to noon.

49

1 Mr. Liberman added the Stanford Research Park would have an energizer station serving  
2 pancakes.

- 3
- 4 **ii.** BPTP Update: Community events (workshop, bike ride, walk) on April 16-  
5 18, 2024 and Earth Day on Sunday, April 21, 2024 1:00pm to 4:00pm at  
6 Rinconada Library
- 7

8 Mr. Arce advised everyone to reference an email he had sent out with more details. He stated  
9 there is an RSVP link in the email that includes a safety waiver.

- 10
- 11 **iii.** February 2024 Collision Reports from PA Police Department–See  
12 Attachment 2
- 13 **iv.** SS4A Safety Action Team at May 4th May Fete Fair at Heritage Park
- 14

15 Ms. Star-Lack wanted to let folks know the Fehr & Peers team that is working on the Safety  
16 Action Plan will be at the May Fete Fair at Heritage Park on May 4 from 11 to 1 obtaining  
17 feedback.

18

19 **f. Future Agenda Items**

- 20
- 21 **i.** Muni code clean-up progress update
- 22 **ii.** PAUSD Hoover school campus reconstruction update
- 23 **iii.** S. Palo Alto Bikeways project status/grant proposal
- 24 **iv.** Rail Grade Separations
- 25 **v.** Municipal Code re: micromobility issues
- 26 **vi.** BPTP Update Implementation Status Item for the City website
- 27 **vii.** PABAC assistance reporting sight line/safety issues on bike/ped network
- 28 **viii.** Explore alternatives for bike/ped non-injury collision and near-miss  
29 reporting
- 30 **ix.** Bike parking code updates for converting existing business-owned auto  
31 parking spaces to bicycle parking
- 32 **x.** Park Blvd to Portage Ave.
- 33 **xi.** How to get more information on collisions
- 34

35 **9. ADJOURNMENT**

8:15 PM

36

37

38

39

40 **END OF AGENDA**

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43



## 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).



PABAC May 7, 2024 Meeting  
Attachment 1: Overview on Concept Plans for Quarry Road Transit Connection to the Palo Alto Transit Center through a portion of El Camino Park

**Title**

**Review and provide input on Concept Plans for Quarry Road Transit Connection to the Palo Alto Transit Center through a portion of El Camino Park**

**Summary**

This project is a proposal for the Quarry Road Transit Connection, aiming to link the Palo Alto Transit Center (PATC) directly to El Camino Real through a currently passive section of El Camino Park. The proposal would facilitate quicker transit exits onto El Camino Real, potentially reducing bus transit times by an estimated 5-8 minutes per trip. This improvement is expected to alleviate congestion within University Circle and along University Avenue by streamlining bus movements and mitigating the need for buses to navigate through densely trafficked areas.

Concurrently, the proposal includes enhancements to pedestrian and bicycle paths within El Camino Park and at the intersection of Quarry Road and El Camino Real. These enhancements are designed to improve safety, access, and connectivity to the broader pedestrian and bicycle network, encouraging greater use of these modes of transportation. The proposal aligns with the upcoming Caltrain electrification project, which will increase train frequency and potentially necessitate corresponding increases in bus and shuttle services to match the enhanced train schedule.

The PBAC is asked to review conceptual plans for this proposed transit connection recognizing it would require a process to undedicate a portion of El Camino Park needed for the project's implementation. This would involve seeking voter approval in the Fall 2024 election to repurpose a specified area of the park for the transit connection. This parkland undedication can also be considered within the context of other parkland dedication efforts citywide. The project is supported by various goals and policies outlined in the Palo Alto Comprehensive Plan, emphasizing the improvement of transportation infrastructure and multimodal connectivity.

The estimated construction cost for the proposed project is between \$3-3.5 million, with efforts underway to secure funding through external sources, including the Metropolitan Transportation Commission (MTC) and SamTrans. The outcome of the electoral process and subsequent design development will dictate the project's timeline and final implementation steps.

**BACKGROUND**

Transit and Shuttle Service at the Palo Alto Transit Center

The Palo Alto Transit Center (PATC) is the mobility hub of Palo Alto and has the second highest Caltrain ridership on the corridor. SamTrans, Santa Clara Valley Transit Authority (VTA), and Dumbarton Express all run buses to the PATC to complement Caltrain service and connect Palo Alto to San Mateo County, Santa Clara County, and the East Bay, respectively. Additionally, Stanford's Marguerite shuttle service and other private shuttles provide last-mile connections

from the PATC to campus facilities for employees and visitors. In total, roughly 600 buses serve the transit center daily – using the 10 public bus bays and the curbside on University Circle for boarding and alighting.

Caltrain electrification is scheduled to begin in fall 2024. Electrification will alter train service to every 15 minutes per direction during peak periods and from one to two trains per hour per direction during off peak periods, including weekends. Bus and shuttle services will increase to align with Caltrain service. Further, transit service plans included higher bus frequencies to accommodate anticipated demand.

The station is also a significant source for bicycle trips on Caltrain. Bicycle equipped passengers at the transit center are estimated at nearly 800 daily. Palo Alto is the second highest bicycle ridership stop along the Caltrain corridor at roughly 14% of all bicycle boardings and alightings, second only to 4th/King station in San Francisco.

The buses are currently routed through University Avenue and University Circle. Buses, and particularly articulated buses, require additional turning radii to access the transit center from University Avenue which regularly causes congestion and delays for traffic and creates additional conflict points for bicycles and pedestrians at the gateway to Downtown Palo Alto.

#### The Proposed Quarry Road Transit Connection

As envisioned in the Palo Alto Comprehensive Plan as Program T3.10.4 (2017), the proposed Quarry Road Transit Connection project would create a direct transit connection between the transit center bus bays and El Camino Real at the Quarry Road traffic signal, through an underused, passive portion of El Camino Park (see **Attachment A**). The proposed project would allow buses that use the bus terminal to exit via Quarry Road to El Camino Real rather than to circle back through University Avenue. The bus operators have estimated savings of approximately 5-8 minutes per trip could be achieved by avoiding University Circle and directly connecting with Quarry Road at El Camino Real.

The bus route reorganization would have secondary benefits to the University Avenue and University Circle area by eliminating the need for some buses to make constrained turning movements in the corridor. Articulated buses require additional turning radii to access the transit center from University Avenue which regularly causes congestion and delays for vehicular traffic and creates additional conflict points for bicycles and pedestrians at the gateway to Downtown Palo Alto.

The project would also include multiple pedestrian and bicycle improvements within El Camino Park adjacent to or near the proposed transit connection and at the intersection of Quarry Road and El Camino Real. Specifically, the proposed project would:

- Upgrade the crossing of El Camino Real to accommodate pedestrians and cyclists on both sides of Quarry Road, which would reduce crossing time; and
- Add safety and accessibility measures at the intersection of Quarry Road and El Camino Real (e.g., curb extensions and tighter turning radii, new pedestrian/bicycle ramps, pedestrian and bicycle refuge islands, and high visibility bicycle markings are currently being considered).



Through the above improvements, there would be enhanced visibility of the existing multi-modal path to the transit center and its connections to the existing Class 1 multi-modal path that connects to El Camino Park and into Menlo Park, through the PATC to the Embarcadero Bike Path, and to the Stanford Perimeter Trail. These connectivity improvements would also make the active park facilities in El Camino Park more accessible for bikes, pedestrians and transit riders.

Designs for the transit connection are in the early stages, but all feasible options are under consideration, ranging from a new connection providing full access to buses between the transit center and El Camino Real to an outbound-only transit lane. The conceptual design under consideration is illustrated in **Attachment B**. The preliminary concept design includes 12.5 foot wide inbound and outbound transit travel lanes (188 feet and 163 feet in length, respectively), with six-inch curbs, separated by a landscaped median that ranges in width between 18-33 feet that would house existing utilities. The utilities accommodated in the median are illustrated in **Attachment C**.

The projected area needed to implement this extension is approximately 0.24 acres, including 0.10 acres of a landscaped median that, although part of the project area, would remain in its current state. Voter approval would be requested to discontinue use for park purposes of a slightly larger area—approximately 0.33 acres total—as minor shifts in the location of the proposed project may be required as project plans are finalized, to better meet access, circulation, and other goals. The additional 0.09-acre area represents a ten-foot-wide buffer around the projected location of the

improvements at the current conceptual design stage (see **Attachment D**). Following completion of project construction, the City would anticipate re-dedicating for park purposes the portion of the discontinued area that was not needed for the project. As such, these figures conservatively reflect the maximum exposure, though pending final design may have a smaller impact

The proposed project could require the removal of approximately 15 trees, and there are an additional three trees in the project buffer area. The project could include lighting, benches, signage and low level, drought tolerant landscape planting, mulch, and additional tree planting. Any lighting and planting would be harmonious and compatible with the existing conditions in El Camino Park.

Other modifications and improvements could include, but are not limited to, wayfinding signs, additional striping and green bike lanes to help identify buffered lanes and highlight any potential conflict areas between buses, transit and bicyclists in the corridor, crosswalk striping, and refuge islands.

### **Timeline**

The Palo Alto City Council voted on April 22, 2024 to adopt a Resolution of Intention to Undedicate a portion of El Camino Park that is necessary for the new transit connection proposed parkland discontinuance on the ballot for the Fall 2024 election. If the ballot measure passes, the City and Stanford will work with the transit agency stakeholders and Caltrans to further develop construction plans and apply for necessary permits.

**Attachments**

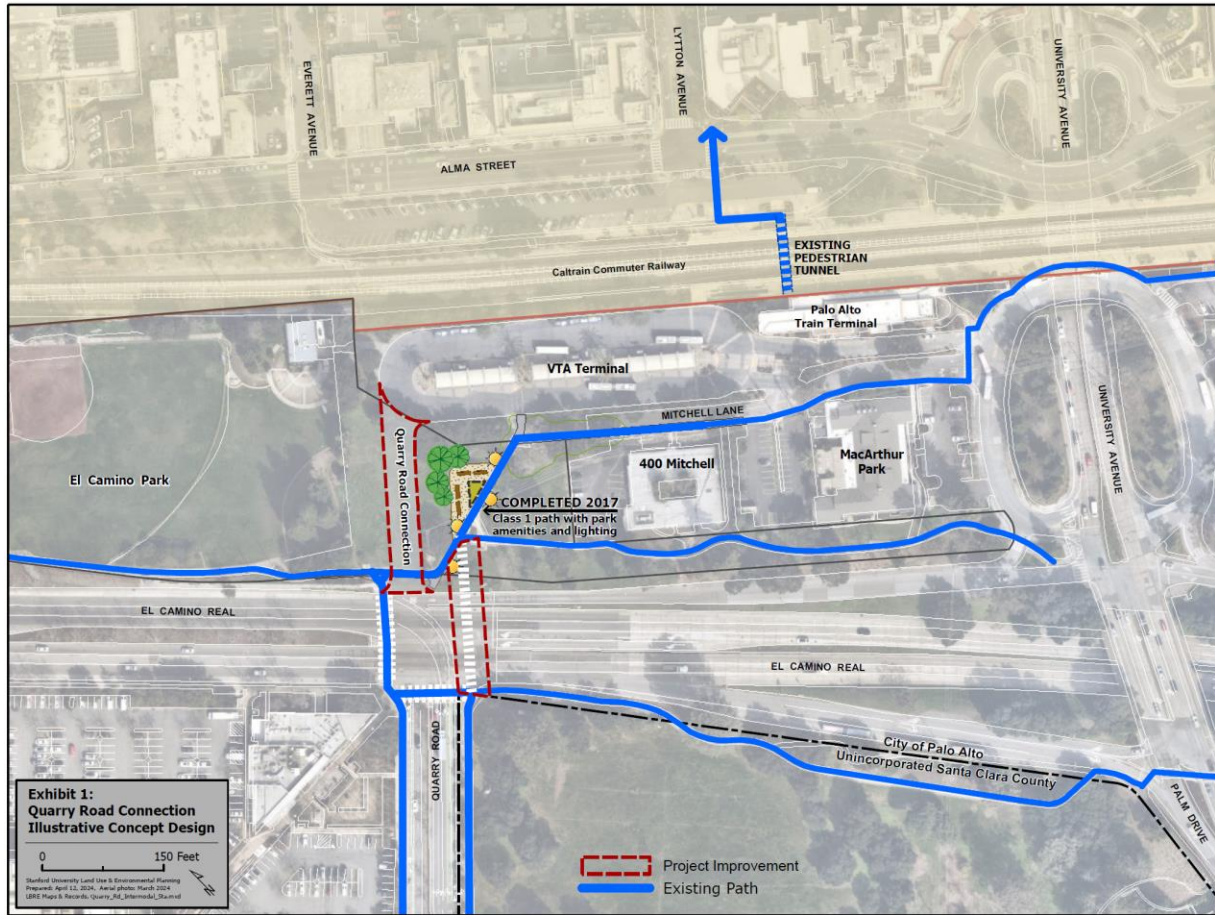
Attachment A: Transit and Multi-model Connections

Attachment B: Conceptual Site Plan

Attachment C: Utilities in the Landscaped Median

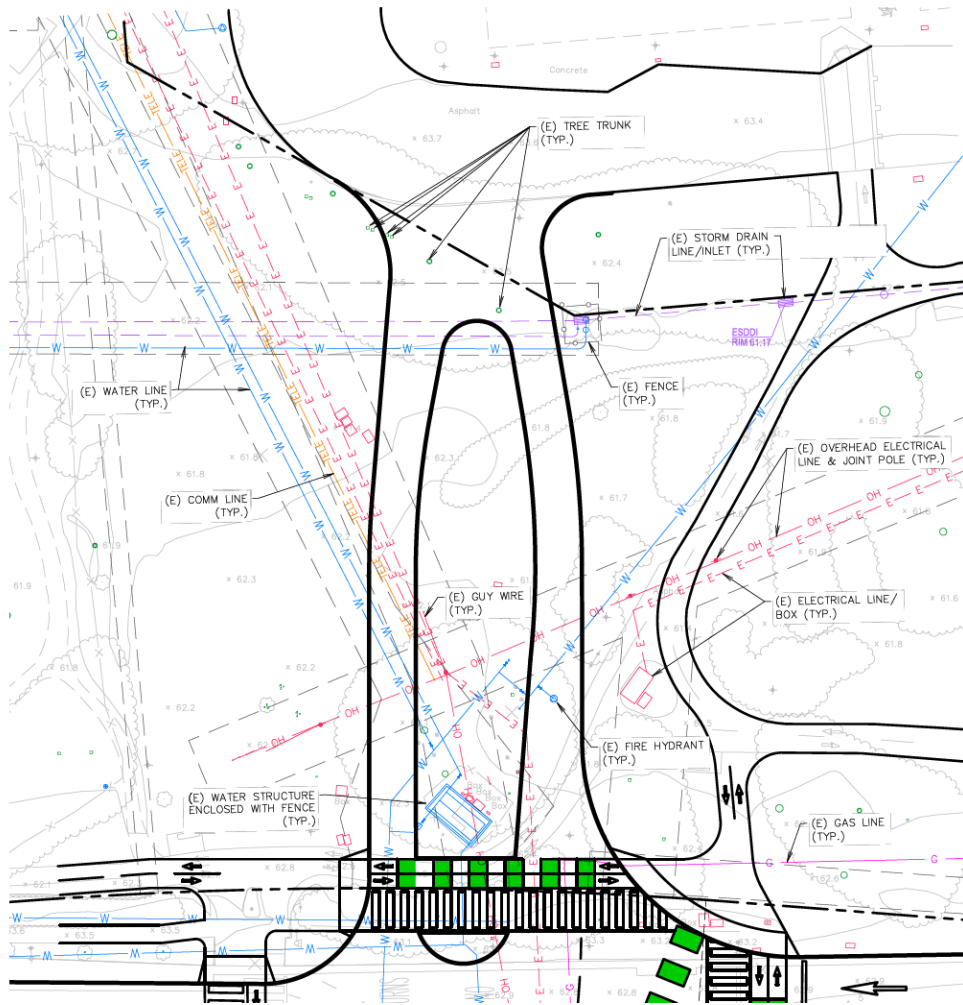
Attachment D: Project Buffer

# Attachment A: Transit and Multi-model Connections



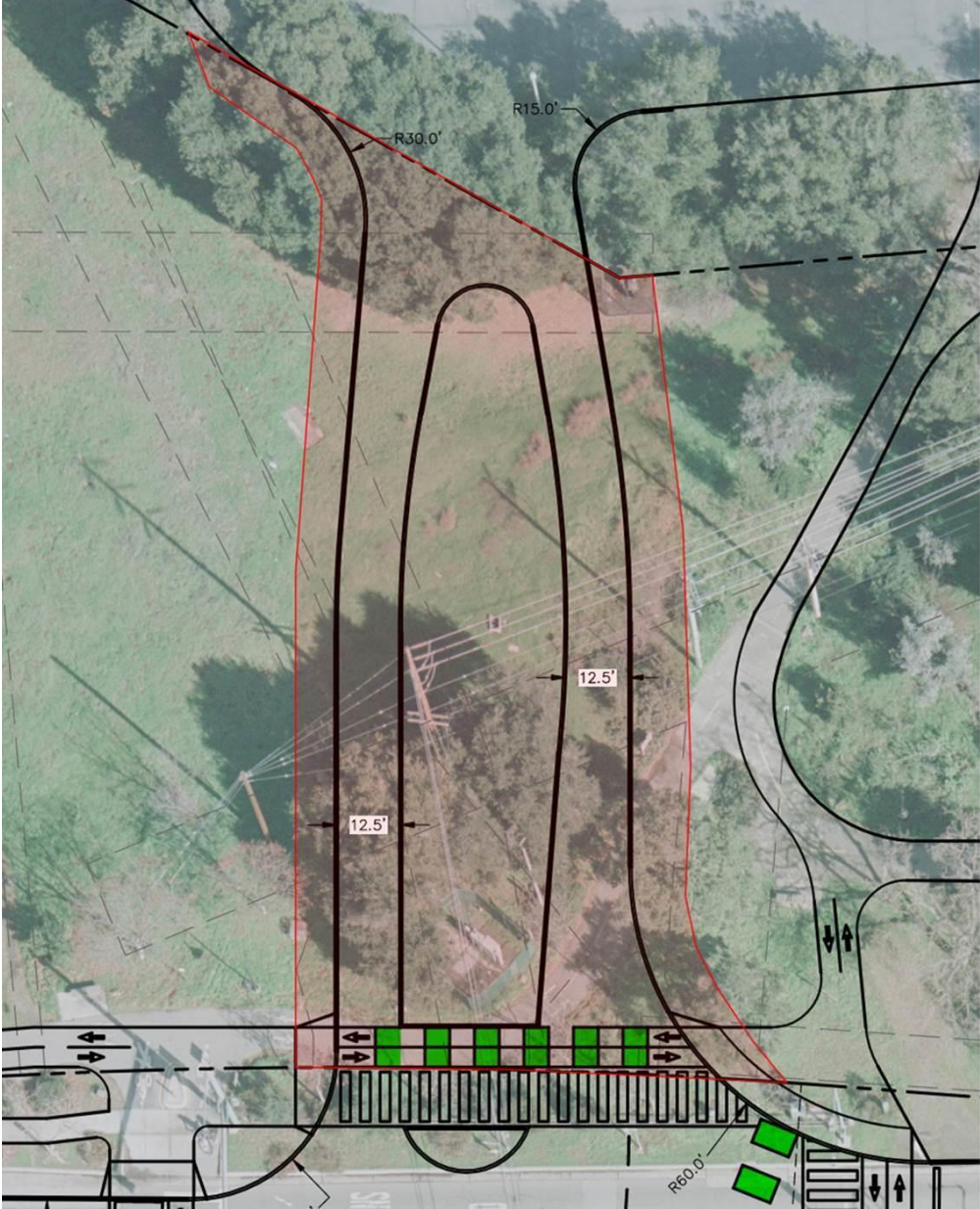


### Attachment C: Utilities in the Landscaped Median





**Attachment D: Project Buffer**



## **DRAFT Resolution for Discussion at May 7, 2024 PABAC Meeting**

### **Resolution: Calling for Bicycle Lanes on El Camino Real in Palo Alto**

**WHEREAS**, cycling is a popular and widely-used mode of transportation in Palo Alto, with 10% bicycle mode share for commutes; and,

**WHEREAS**, improving cycling access on El Camino Real promotes equity and inclusion of community members who live or work along El Camino Real; and,

**WHEREAS**, El Camino Real is a major transit corridor in Palo Alto, and multimodal trips including a combination of transit, cycling, or walking, improve car-free access; and,

**WHEREAS**, many cyclists today already ride on El Camino Real on the roadway or sidewalk to meet their transportation needs; and,

**WHEREAS**, cyclists riding in the roadway do not have dedicated space and must squeeze between fast-moving vehicles and parked cars, or ride on the sidewalk where they come into conflict with pedestrians and are not readily visible to turning vehicles; and,

**WHEREAS**, the proposed bicycle lane design would improve safety for cyclists traveling along El Camino Real by providing dedicated roadway space for cyclists, improving cyclist visibility, and improving sightlines between cyclists and other roadway users; and,

**WHEREAS**, the El Camino Real corridor contains important origin and destination points for bicycle trips, including work, housing, retail, and dining; and,

**WHEREAS**, the city's 2023 Housing Element identifies an El Camino Real Focus Area for future housing development between Page Mill Rd and Matadero Ave; and,

**WHEREAS**, existing bicycle routes parallel to El Camino Real such as Park Blvd / Wilkie Way, Embarcadero Bike Path, and Bol Park Bike

Path, do not fully provide bicycle access to most housing and businesses located along El Camino Real; and,

**WHEREAS**, the El Camino Real bikeway through Palo Alto will provide continuity with the planned El Camino Real bikeway through Mountain View and Los Altos; and,

**WHEREAS**, the city has limited funds with which to implement bicycle infrastructure, and this substantial project will be fully funded by Caltrans; and,

**WHEREAS**, the top two 2024 Palo Alto City Council priorities “Climate Change & Natural Environment - Protection & Adaptation” and “Community Health, Safety, Wellness & Belonging” are aligned with increasing safe, active, car-free transportation options in the city; and,

**WHEREAS**, Palo Alto’s 2022 Sustainability and Climate Action Plan (S/CAP) includes goals to “increase the mode share for active transportation (walking, biking) and transit from 19% to 40% of local work trips by 2030” and “reduce total vehicle miles traveled 12% by 2030, compared to a 2019 baseline”; and,

**WHEREAS**, as part of Palo Alto’s Safe Streets for All (SS4A) initiative, the city is in the process of developing a Safety Action Plan in support of a Vision Zero goal of no traffic fatalities and serious injuries by 2030; and,

**THEREFORE, BE IT RESOLVED**, the Palo Alto Bicycle Advisory Committee advises the Palo Alto City Council to:

1. Remove parking on El Camino Real and utilize the space for protected bicycle lanes via Caltrans Paving Project EA 04-4J89U
2. In the near term, work with small businesses along El Camino Real to develop solutions for customer and employee vehicle parking, including utilization of street parking on nearby streets and car-free alternative commute options
3. In the long term, design and implement dense, shared parking infrastructure to support future vehicle parking capacity along El Camino Real
4. In the long term, further expand the city’s bicycle network and work with regional partners to expand transit coverage and



frequency, with the goal of reducing parking needs along El Camino

5. Expand safe parking initiatives in Palo Alto to accommodate RV and vehicle residents currently residing along El Camino Real
6. Work with Caltrans to improve the El Camino Real bikeway design around major intersections, roadway sections with limited width, and bus stops in follow-up projects.

# DRAFT

## PABAC Rail Grade Separation Subcommittee

### Recommendations for Rail Crossings

Today's rail crossings at Churchill, Meadow, and Charleston serve hundreds of pedestrians and bicyclists of all ages, abilities and skill levels as well as people who use wheelchairs, walkers and strollers each day.

**Whatever Charleston and Meadow alternatives are selected, PABAC recommends beginning design work on a Midtown Bicycle/Pedestrian-Dedicated Rail Crossing as soon as possible so its construction can be completed before construction on Charleston and Meadow begins.** Design work on this crossing is long overdue. (A midtown crossing was specifically recommended in the 2012 BPTP).

**Similarly, Churchill closure will eliminate important pedestrian and bicyclist commute E/W crossings at this location. This change necessitates construction of an alternative bike/pedestrian crossing prior to the start of construction work on Churchill.**

Both of these dedicated bike/ped grade separated crossings are supported by Comprehensive Plan Program T1.19.3-*"Increase the number of east-west pedestrian and bicycle crossings across Alma Street and the Caltrain corridor, particularly south of Oregon Expressway."*

### Crossing Alternatives South of Oregon Expressway

#### Proposed Meadow & Charleston Crossings (Viaduct, Hybrid, Underpass)

**PABAC prefers the Hybrid** which provides a direct route, shorter grade change than the underpass at significantly lower cost than the Viaduct or Underpass. (Note: We do not know if the cost of moving underground utilities was included in the estimated project cost. Also, we don't know what the long-term maintenance costs for the pumping station may be.) The Hybrid alternative will require lower levels of local funding, with a substantial portion of capital costs covered by Regional, State and Federal sources. Pedestrians and bicyclists will be safely separated from train traffic and each other with bike lanes. It requires no acquisition of private properties; however, driveway modification may be required.

**PABAC does not recommend the underpass**, though we recognize this alternative completely separates foot-powered people from six lanes of fast-moving vehicular traffic on Alma Street and is the alternative that reduces motor vehicle delays at Alma. Unfortunately, the underpass also imposes out-of-direction travel and longer grade changes than the hybrid alternative and viaduct require. The committee has a strong preference to minimize out-of-direction travel and longer grade change segments for foot-powered pedestrians, bicyclists and other wheeled devices like wheelchairs and strollers.

The two-way bike path on the south side of Meadow east of the tracks terminates at a sidewalk continuation. This design is likely to produce mixed bicycle and pedestrian traffic on a narrow sidewalk, dangerous wrong-way WB bicycle traffic on the street approaching the path, and unpredictable WB bicyclist movements to cross from the right side of the street to the left side. The situation is similar for the two-way path on the north side of Charleston east of the tracks. Only an uncontrolled crosswalk is provided for crossing the road. A similar problem exists today on Churchill, causing students to ride

wrong way and/or shoot across the street at uncontrolled locations. However, because Charleston carries much higher auto traffic volumes, the risk associated with this kind of behavior will be greater.

On both Meadow and Charleston, both directions of motor vehicle traffic may travel faster than they did with the signal at Alma, volume may be higher than it is today. Traffic will no longer be platooned on Charleston by an Alma signal; all of these factors would make it difficult for pedestrians and bicyclists to find gaps to cross safely to get to the right side of the road. In both cases, two one-way paths, with separate areas for bicyclists and pedestrians, would be far better. Though the bicycle-pedestrian facility has gentler grade, the roadway, for bicyclists who choose the more direct route on the road, has a challenging grade of 10-12 percent.

There are similar problems with the two-way paths west of the tracks, where transitions to and from the roadway for left-side bicycle traffic are absent or ambiguous. A number of locations on Park Boulevard appear to call for several new bends and turns by bicyclists.

In addition, with the underpass, EB bicyclists who choose the more direct route of taking a lane on the road or riding the shoulder would have to contend with merging motorists as they approach the roundabout on Charleston. The two-lane roundabout will draw a higher volume of traffic than today's traffic volumes on this segment, and it will not be platooned by a traffic signal at Alma, making the merge very challenging for bicyclists.

The subcommittee has tried to work with staff and consultants to solve these problems, but to date we have not been able to identify satisfactory solutions. If these design problems can be solved, our recommendation might change.

**PABAC recommends that construction of the midtown bike/ped crossing facility should precede the multi-year period of Charleston and Meadow grade separation construction.**

Without a midtown crossing, bicycle commuters will have no low stress east/west crosstown alternative south of Oregon Expressway when both Meadow and Charleston may be closed. Even when these routes are not closed, they are likely to become very high stress routes for people who bike and walk during the construction period. Drivers can safely use detours to Oregon Expressway and San Antonio Road; however, these arterial and expressway routes are not designed to be safe or convenient alternative routes for most people who walk and bike, especially school-bound children.

**An additional south Palo Alto bike/ped crossing in the vicinity of Lindero, landing near Robles Park on Park Boulevard could connect through the park to the Wilkie Bicycle Boulevard and would facilitate much more convenient east-west crosstown bicycle-pedestrian commutes for people south of Meadow, as well as providing a completely grade-separated crossing of Alma and the railroad.** It would eliminate long twice-daily detours north to the midtown crossing and then back south again to get to Gunn HS during the Charleston-Meadow construction period, for instance. It also would create more equitable citywide distribution of grade separated crossings longer term. After construction of the proposed grade separation projects, north Palo Alto would have five bike/pedestrian rail grade separations and south Palo Alto would have three or four, depending on whether the southern-most areas of south Palo Alto are provided with an additional grade separated crossing.

### **Churchill, Kellogg & Seale Crossing Alternatives**

**Two new bike/pedestrian crossings were explored in depth: Kellogg and Seale. PABAC's recommended location for this new dedicated bicycle/pedestrian crossing is Seale which fills**

a longer gap between bicyclist/pedestrian rail crossings than Kellogg. Seale also provides superior school commute connectivity to Greene Middle School, Walter Hays Elementary School and Palo Alto High School and the citywide bicycle network. A Seale crossing would also provide residents east of Alma with a new, more direct walking and bicycling connection into Peers Park.

The Kellogg connection has several significant problems: a longer tunnel with poor sight lines, out-of-direction travel, intrusion into PAUSD ROW and Caltrain ROW. PABAC supports the City Council Rail Committee's recommendation for a crossing at Seale.

**Rail Grade Separation plans, renderings and animations, and other materials can be found here <https://connectingpaloalto.com>**

PABAC May 7, 2024 Meeting  
Attachment 4: Proposed Changes to Comprehensive Plan Policy T4.1

**Background**

In the last version of the Comprehensive Plan a previous policy (T-33) was changed. The changed policy (now T-4.1) removed the explicit exceptions for safety and increased use of active transportation. This change was interpreted by city staff to mean that they could not close streets, even to create bicycle boulevards, key elements of the 2012 Bicycle & Pedestrian Transportation Plan's network vision. For instance, the permeable closures used on Bryant allow bicycles, but not cars, to pass at some locations, reducing car traffic and helping to moderate speeds on bicycle boulevards. As a result of the new policy T-4.1, the Ross Road Bicycle Boulevard was constructed without closures, necessitating more expensive built treatments that were not well received by the public. Since a network of bicycle boulevards is critical to the city meeting many of its transportation safety and environmental goals, PABAC recommends T-4.1 be amended to address this issue.

**Motion**

PABAC proposes the following update to Comprehensive Plan Policy T-4.1: ***Keep all neighborhood streets open as a general rule. Street closures may be considered when such closure will enhance safety or will increase use of active transportation modes.***

**Additional Information**

Here is the text to T-33 (previous Comprehensive Plan policy): Keep all neighborhood streets open unless there is a demonstrated safety or overwhelming through-traffic problem and there are no acceptable alternatives, or unless a closure would increase the use of alternative transportation modes.

Current Policy T-4.1: Keep all neighborhood streets open as a general rule.

PABAC May 7, 2024 Meeting  
Attachment 5: March 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	03/01/2024	815	MIDDLEFIELD RD/E CHARLESTON RD	PALOALTO	F		MIDDLEFIELD RD	EAST CHARLESTON ROAD	Rear end	Other motor vehicle		0
2	03/01/2024	1653	E MEADOW DR/ORTEGA CT	PALOALTO	F	22107 CVC	E MEADOW DR	ORTEGA CT	Rear end	Parked motor vehicle		1
3	03/01/2024	1918	WELCH RD/BLAKE WILBUR DR	PALOALTO	F	CVC 21453(A)	WELCH RD	BLAKE WILBUR DRIVE	Broadside	Other motor vehicle		1
4	03/03/2024	1609	105 CHURCHILL AVE	PALOALTO	F	CVC 22107	105 CHURCHILL AVE		Head-on	Other motor vehicle		0
5	03/03/2024	1602	105 CHURCHILL AVE	PALOALTO	F	CVC 22350	700 BLK OREGON EXPRESSWAY		Rear end	Other motor vehicle		0
6	03/04/2024	1741	SAND HILL RD/ARBORETUM RD	PALOALTO	F	21804 VC	SAND HILL RD		Broadside	Other motor vehicle		2
7	03/05/2024	1459	MELVILLE AVE/MIDDLEFIELD RD	PALOALTO	F	CVC 21950(a)	MIDDLEFIELD ROAD	MELVILLE AVENUE	Vehicle-Pedestrian	Pedestrian		1
8	03/06/2024	1022	FOOTHILL EXPR/HILLVIEW AVE	PALOALTO	F	cvc 22350	FOOTHILL EXPR	HILLVIEW AVE	Head-on	Fixed object	TRAFFIC LIGHT POLE	1
9	03/06/2024	1255	.1300 EMBARCADERO RD	PALOALTO	F		EMBARCADERO RD		Side swipe	Other motor vehicle		0
10	03/06/2024	1630	2811 MIDDLEFIELD RD	PALOALTO	F		2811 MIDDLEFIELD RD	COLORADO AVE	Rear end	Parked motor vehicle		0
11	03/07/2024	1130	ALMA ST/UNIVERSITY AVE	PALOALTO	F	CVC 21658	ALMA ST		Side swipe	Other motor vehicle		0
12	03/08/2024	1552	UNIVERSITY AVE/COWPER ST	PALOALTO	F	CVC 22350	UNIVERSITY AVE	COWPER ST	Rear end	Other motor vehicle		1
13	03/08/2024	2029	E CHARLESTON RD/MIDDLEFIELD RD	PALOALTO	F	CVC 22350	E CHARLESTON RD	MIDDLEFIELD RD	Rear end	Other motor vehicle		2
14	03/09/2024	0	OBERLIN ST/COLLEGE AVE	PALOALTO	F		OBERLIN ST	COLLEGE AVE	Hit object	Fixed object	STOP SIGN	0
15	03/09/2024	1742	EMBARCADERO RD/EMERSON ST	PALOALTO	F	CVC 21651(b)	EMBARCADERO RD	EMERSON ST	Hit object	Fixed object	CENTER BARRIER	1
16	03/10/2024	336	2635 LOUIS RD	PALOALTO	F	CVC 23152	LOUIS ROAD	MORENO AVE	Hit object	Fixed object	BOLLARD, BUSHES, TREE	0
17	03/10/2024	950	993 LOS ROBLES AVE	PALOALTO	F	22100(A) VC	LOS ROBLES AVE	CERRITO WAY	Broadside	Other motor vehicle		1
18	03/09/2024	1400	180 EL CAMINO REAL	PALOALTO	F		180 EL CAMINO REAL		Side swipe	Other motor vehicle		0
19	03/10/2024	1743	BRYANT ST/OREGON EXPR	PALOALTO	F	21453(C) VC	OREGON EXPR	BRYANT ST	Broadside	Other motor vehicle		1
20	03/11/2024	913	.1700 UNIVERSITY AVE	PALOALTO	F	21950(a)	.1700 UNIVERSITY AVENUE		Vehicle-Pedestrian	Pedestrian		1
21	03/08/2024	700	MATADERO AVE/WHITSELL AVE	PALOALTO	F		MATADERO AVE	WHITSELL AVE	Broadside	Other motor vehicle		0
22	03/08/2024	328	850 PALO ALTO AVE	PALOALTO	F	22350	850 PALO ALTO AVE	SENECA AVENUE	Side swipe	Parked motor vehicle		0
23	03/11/2024	1424	2811 MIDDLEFIELD RD	PALOALTO	F	22106	2811 MIDDLEFIELD RD	SAN CARLOS CT	Rear end	Other motor vehicle		0
24	03/12/2024	1519	1900 GENG RD	PALOALTO	F	23152(a)CVC	1900 GENG RD		Rear end	Parked motor vehicle		0

PABAC May 7, 2024 Meeting  
Attachment 5: March 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
25	03/13/2024	1924	MIDDLEFIELD RD/SAN ANTONIO RD	PALOALTO	F	22350 VC	SAN ANTONIO RD		Rear end	Other motor vehicle		1
26	03/13/2024	1520	200 PASTEUR DR	PALOALTO	F	22107	200 PASTEUR DR		Side swipe	Parked motor vehicle		0
27	03/14/2024	1048	.800 SAND HILL RD	PALOALTO	F	22350 CVC	.800 SAND HILL RD		Rear end	Other motor vehicle		2
28	03/15/2024	1	700. GREER RD	PALOALTO	F	cvc 22107	700. GREER RD		Side swipe	Parked motor vehicle		0
29	03/15/2024	1136	LOMA VERDE AVE/MIDDLEFIELD RD	PALOALTO	F	21453(a) CVC	MIDDLEFIELD RD	LOMA VERDE AVE	Broadside	Other motor vehicle		1
30	03/15/2024	1610	OREGON AVE/WAVERLEY ST	PALOALTO	F	Unknown	WAVERLEY ST	OREGON AVENUE	Head-on	Bicycle		1
31	03/16/2024	1552	BIRCH ST/GRANT AVE	PALOALTO	F	CVC 22350	BIRCH ST		Rear end	Other motor vehicle		3
32	03/17/2024	1210	3527 EL CAMINO REAL	PALOALTO	F		3527 EL CAMINO REAL		Vehicle-Pedestrian	Pedestrian		1
33	03/18/2024	7	2901 COWPER ST	PALOALTO	F	unknown	COWPER ST			Fixed object		0
34	03/18/2024	900	.4300 NITA AVE	PALOALTO	F	VC 22107	NITA AVE (4300 BLK)		Hit object	Fixed object	"KEEP RIGHT" STREET SIGN	0
35	03/18/2024	1236	1000 BLOCK OF OREGON EXPR	PALOALTO	F	22350	1000 BLOCK OF OREGON EXPR		Rear end	Other motor vehicle		3
36	03/19/2024	830	1961 E BAYSHORE RD	PALOALTO	F	22350	2085 E BAYSHORE RD		Head-on	Fixed object		1
37	03/20/2024	1134	HAMILTON AVE/MIDDLEFIELD RD	PALOALTO	F	21950(a)	HAMILTON AVE	MIDDLEFIELD ROAD	Head-on	Pedestrian		1
38	03/22/2024	615	361 ADDISON AVE	PALOALTO	F	22107 CVC	361 ADDISON AVE	WAVERLY ST				0
39	03/01/2024	1850	EL CAMINO REAL/STANFORD AVE	PALOALTO	F	VC 21453(A)	STANFORD AVE	EL CAMINO REAL	Broadside	Other motor vehicle		0
40	03/23/2024	1132	E CHARLESTON RD/SAN ANTONIO RD	PALOALTO	F	CVC 21804(a)	E CHARLESTON RD		Broadside	Other motor vehicle		2
41	03/19/2024	1735	EMERSON ST/HAMILTON AVE	PALOALTO	F	CVC 21950(a)	EMERSON ST	HAMILTON AVENUE	Vehicle-Pedestrian	Pedestrian		1
42	03/25/2024	1638	SAN ANTONIO RD/MIDDLEFIELD RD	PALOALTO	F	22350 VC	MIDDLEFIELD ROAD		Rear end	Other motor vehicle		1
43	03/25/2024	2000	.100 EL CAMINO REAL	PALOALTO	F	22350 VC	EL CAMINO REAL		Rear end	Other motor vehicle		0
44	03/28/2024	0	.3200 HILLVIEW AVE	PALOALTO	F	CVC 23152(A)	HILLVIEW AVENUE		Head-on	Fixed object	LIGHT POLE & TREE	1
45	03/28/2024	1145	.3100 EL CAMINO REAL	PALOALTO	F	VC 22107	EL CAMINO REAL	ACACIA AVE	Side swipe	Other motor vehicle		0
46	03/29/2024	1530	.3100 HANOVER ST	PALOALTO	F	cvc 22450	.3100BLK HANOVER ST		Vehicle-Pedestrian	Bicycle		1
47	03/30/2024	0	CHAUCER ST/UNIVERSITY AVE	PALOALTO	F	CVC 21950(a)	UNIVERSITY AVE	CHAUCER ST	Head-on	Pedestrian		1
48	03/29/2024	2100	675 EL CAMINO REAL	PALOALTO	F		675 EL CAMINO REAL		Side swipe	Parked motor vehicle		0
49	03/28/2024	1530	ALMA ST/E MEADOW DR	PALOALTO	F	VC 22107	ALMA ST		Side swipe	Other motor vehicle		0