



**Palo Alto Pedestrian and  
Bicycle Advisory Committee**

**Tuesday, June 4, 2024 at 6:15 P.M.**

**Virtual Meeting**

**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. May 7, 2024 PABAC Meeting Minutes (*forthcoming*)
4. PUBLIC COMMENTS 6:20 PM

Note: Written comments submitted by email to [Transportation@CityofPaloAlto.org](mailto:Transportation@CityofPaloAlto.org) between 12:00pm on April 22, 2024, and 12:00pm on May 23, 2024 are attached with the agenda packet.
5. STAFF UPDATES
  - a. Caltrans El Camino Real Council Ad Hoc Committee Update (*Charlie Coles, OOT*) 6:25 PM
  - b. San Antonio Road Area Plan (*Charlie Coles, OOT*) 6:40 PM
  - c. Fiscal Year 2025 Proposed Budget (*Sylvia Star-Lack, OOT*) 6:55 PM
    - i. Please review [FY 2025 Proposed Operating Budget](#) (see Office of Transportation section starting on Page 183)
    - ii. Please review [FY 2025 Proposed Capital Budget](#) (see Traffic and Transportation section starting on Page 299)
6. ACTION ITEMS
  - a. There are no action items this month.
7. DISCUSSION ITEMS 7:10 PM
  - a. "Qwick Kurb Channelizing Systems" proposed by Caltrans on the SR 82 El Camino Real Bikeway Project
    - i. See **Attachment 1** for Notes from El Camino Real Ad Hoc Committee Meeting on May 16, 2024 by Eric Nordman
    - ii. For reference see Qwick Kurb Channelizing Systems webpage [here](#)
    - iii. For reference see Caltrans Authorized Materials List of Signing and Delineation Materials [here](#) (see Lane Separation Systems starting on Page 4)
8. STANDING ITEMS 7:30 PM
  - a. Grant Update: SS4A Planning & Demonstration Grant for E. Meadow and Fabian Demonstration Project Award (*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. 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.
  - ii. April 2024 Collision Reports from PA Police Department (See **Attachment 2**)
- 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

7:45 PM

**END OF AGENDA**



## 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).



**From:** [Emma Stanford](#)  
**To:** [Council, City](#)  
**Subject:** Bike safety in Palo Alto  
**Date:** Monday, April 29, 2024 10:58:02 AM

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Some people who received this message don't often get email from [emmastanfordx@gmail.com](mailto:emmastanfordx@gmail.com). [Learn why this is important](#)

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Dear City Council,

I've commuted by bike for fifteen years, but I never feared for my life until I started commuting through Palo Alto. I work on Stanford campus, and my commute takes me down Willow, Bryant, University and Palm Drive. If you commute by bike you already know the hazards on this route. Willow has a bike lane, but bikes still have to negotiate a queue of right-turning cars to get into it, and it's often full of debris. Bryant is supposedly Palo Alto's Bike Boulevard, but about once a week a car blows through a stop sign and almost runs me over (this morning it was a Cybertruck). On University Ave, there are no bike lanes but there *are* signs telling me I can't bike on the sidewalk, and traffic is often backed up for entire blocks, so bikes are forced to weave through cars. There are frequent traffic jams due to cars pulling into or out of parking spaces, or due to cars stopping in the middle of the street to let passengers in or out. The worst part is the Caltrain underpass, with no bike lanes, poor lighting, and a steady stream of fast-moving cars.

I wear a high-visibility helmet and when it's dark out I have very bright lights. With all of this, I do not feel like drivers are seeing me or respecting my presence. I've had cars honk at me while I'm stopped at a green light waiting for an opening to turn left (this is especially scary because it's exactly how another Stanford bike commuter recently died). I've had cars honk right next to me because they're annoyed that the car in front of them isn't turning right into a stream of traffic. I've had cars cut me off by turning right through the bike lane. And I've had many cars pull out into me when they should be stopping at a stop sign. Where bike lanes do exist (and they're never physically separated from the road, which they would need to be in order to really improve safety) they are routinely obstructed by roots, potholes, garbage bins, road work signs, parked or idling cars, and piles of leaves and other debris. Finally, there are the traffic lights, most of which don't recognize a bicycle as traffic, so if there happens not to be a car behind you, you have to wait until one shows up.

I'm lucky enough to also have the option of commuting to work by bus, but biking is much faster. However, it's starting to feel like a selfish indulgence, the sort of thing you do as a death-defying twentysomething but have to swear off when you have children. It's Bike To Work Day soon and Stanford is sending out emails encouraging staff to commute by bike, and I want to write back asking, How? Exactly what route do you recommend? As I negotiate the Caltrain underpass I wonder: Is this really what you have in mind? Biking through Palo Alto shouldn't be like this. Come to think of it, *walking* through Palo Alto shouldn't be like this. Why is every block of University Ave dominated by on-street parking and a constant stream of cars?

Making our streets safe for bikes requires significant change, and I'm disappointed that Palo Alto wasted the opportunity to keep University Ave partially closed to cars after COVID

lockdown, the way it did for Cal Ave and the way Menlo Park did for Santa Cruz. I don't know when we can expect real change--or how many people will have to die before it happens. In the meantime, I would like to see more signs on Bryant warning cars that cross traffic doesn't stop. I'd like to see better accommodation for bicycles in the Caltrain underpass. I'd like drivers to be educated about their responsibilities towards bicyclists (I just checked the California DMV website, and the only question on the practice theory test that mentions bicycles at all is one pointing out that bicyclists aren't pedestrians). Finally, I'd love to hear from the City Council about what bike commuters like me can do to help bring about change.

Thanks,

Emma

**From:** [Natalie Geise](#)  
**To:** [Council, City](#)  
**Subject:** Item 1: BPTP Update - Stronger Protections for Bikers and Pedestrians  
**Date:** Monday, April 29, 2024 10:41:24 AM

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Some people who received this message don't often get email from natalie.geise@gmail.com. [Learn why this is important](#)

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Honorable Council Members,

The letter below asks for stronger bike and pedestrian protections/infrastructure and is signed by more than twenty of my colleagues, some with personal stories about their choices about active commutes in our area. I am resending as the Bike and Pedestrian Transportation Plan Update comes before you this evening.

As a city, we have many goals tied to the walkability and bikeability of our city. I am supportive of thoughtful efforts to integrate those efforts, decide on the metrics we need to get there, and implement solutions and improvements. This includes better tracking of active transit trips and collisions, so that we can understand both total incidents as well as incident rates, given our goals of both increasing active transit trips and decreasing (and ideally to zero) traffic fatalities and critical injuries.

Thanks,  
Natalie Geise (Palo Alto resident)

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We are reaching out as employees of SLAC National Accelerator Laboratory\* in relation to the Bike and Pedestrian Transportation Plan Update. Many of the undersigned bike to work and go from or through Palo Alto to get there.

We are encouraged by and supportive of Palo Alto's goal of being a pedestrian and bike friendly community. We encourage you to adopt the specific goal of reducing traffic fatalities and critical injuries. Many of us are familiar with the challenges of biking along roads with faster-moving traffic as both entrances to SLAC are along such ones (Alpine Road and Sand Hill Road).

We advocate for **safer infrastructure to protect pedestrians and bikers along roads like those in Palo Alto, such as Sand Hill, Foothill Expressway, Embarcadero Road, Page Mill, and El Camino**. Those roads serve as the most direct ways to get across the area and we note that many other large employers like SLAC are along those roads, leaving workers who bike to those employers little/no choice but to bike along those roads.

Particularly along roads like this, we have noticed:

Difficulty with left turns where bikes must cross two lanes of traffic.

- **We advocate for bike boxes at intersections**

Cars, trucks, debris, buses stopping or parking in bike lanes, forcing bikes into the main lanes

- **We advocate for protected bike lanes and improved maintenance**



With the Plan Update, we **broadly encourage the City to prioritize the safety of those using the public roads and infrastructure** over faster access to destinations.

Sincerely,  
22 SLAC Employees

\*Our views represent that of the undersigned, not of our employer.

Natalie Geise: Palo Alto resident and student/employee at SLAC for 5+ years

*"I bike to work from Palo Alto almost everyday. I drafted a similar letter to Menlo Park and San Mateo County (given where SLAC's entrances are) in the late fall, making the same two specific points above. I am devastated to see those same points as possible contributors to the recent cyclist fatalities."*

Meriam Berboucha, SLAC employee for 5+ years

*I was **hit by a car** in the area. It was a **hit-and-run** and I'm still paying for my medical bills now which I cannot afford because I'm a student. Since then I've had debt collectors phone me and I still have many scars from the accident. It's also led me to be very scared to take my bike or electric scooter to work and now I don't do it anymore.*

Ryan McClanahan, employee at SLAC (2.5 years)

*"I routinely bike to work from Palo Alto to SLAC. I use Sandhill because there are wide designated bike lanes. However, I see daily mis-use of the bike lanes by motorists, from pulling into the lane too early for a right turn, to parking in the bike lane and forcing me and other cyclists into the street or sidewalk. Protecting the bike lanes with concrete bollards, or a full curb, would be a huge boon to bicycle commuters on Sandhill, and would assist with car traffic as more people would commute by bicycle because they feel safe doing so. The break away flex posts are not enough, because drivers can still drive through these and hit a cyclist"*

Paul Jones, SLAC employee and Palo Alto resident

*"I have stopped cycling to work due to road safety concerns, specifically the lack of protection for cyclists crossing Sand Hill Road and Alpine Road."*

Brendan O'Shea:

*I bike to and from work along Foothill Expressway and enter and exit SLAC through the Alpine Road gate. I've been a SLAC employee for 9+ years and a biker for the last two. Bike infrastructure is key to meeting the world's carbon emission goals. One reason people do not bike is they do not feel safe. Prioritizing biker safety is an admirable goal in and of itself, but the effects of robust and safe bike infrastructure help everyone, not just the people riding bikes.*

Stefan Moeller, SLAC employee

*I used to bike from Palo Alto Caltrain station to SLAC for many years and have had several close calls with cars. I eventually stopped riding my bike to work mainly due to safety concerns.*

Sarah Gaiser, student at SLAC

*I bike to SLAC multiple times per week, usually along Sand Hill Road. Recently, the bike lane has been blocked by debris or cars which left me feeling vulnerable having to bike in the car lanes.*

Philip Mansfield, employee at SLAC for four years

*I periodically will try to bike to work along Sand Hill Road as my main form of commuting. I usually manage for a few months before having a frightening encounter with a car and swearing off it for half a year.*

David Agyeman-Budu, employee at SLAC (4.5 years)

*I bike to SLAC using Sand Hill Road for most of my commute and the state of the bike lanes has steadily not been as safe as it has been before. There is vegetation that is on the path which is not routinely cleaned. Parts of the path have ongoing construction work, which is a nuisance especially at nighttime.*

Christina Eshelman, employee at SLAC for 5+ years

Anthony Fong: SLAC employee for 5+ years

Eric Konzelmann, SLAC employee for 3 years

Shamin Chowdhury, SLAC employee

Sathya Chitturi, student at SLAC (5 years)

Sydney Erickson, student at SLAC (3 years)

Diling Zhu, employee at SLAC (15+ years)

Rhoda Kentin, employee at SLAC (2 years)

Xiao Cui, student at SLAC (4 years)

Vivek Lam, student at SLAC (4 years)


Diego Rivera, student at SLAC (2 years)

Eddie Barks, student at SLAC (6 years)

Sander Breur, staff scientist at SLAC (5 years)

Notes from El Camino Real Ad Hoc Committee Meeting on May 16, 2024  
Eric Nordman

1. Fehr and Peers presented an overview of Safe Systems approach, DIB 94, the Federal and CA MUTCD guidelines and All Ages and Abilities Design approaches.
2. Caltrans reviewed the project scope which was repaving, ADA compliance and electrical upgrade. They mentioned that the scope was limited to “curb to curb, painting and restriping”.
3. They presented new drawings dated 5/15/2024 for review. At the end of the meeting Philip Kamhi said that the city would be posting the drawings.
4. The most important change was the lane reduction of 11' => 10.5' for inner lanes and 12' or more => 11' for the right lane. This width reduction should help control speeding and the extra width allowed for an increase in the bike lane width. Caltrans said the bike lanes are now typically 7' wide not counting the 2' wide gutter pan. The buffer width is 3'.
5. Many of the sharrow sections have been eliminated but Sharrow remain at the Charleston and Page Mill intersections.
6. One error on the drawing was that the right left hand turn lane from ECR to Page Mill/Oregon Expressway should be 11' instead of 10.5' due to truck traffic.
7. A HAWK signal is going to be installed at Grant Ave.
8. Pat Burt mentioned that Cal Ave is being shut to car traffic. Bike traffic will be allowed from a 2-way path on the north side. The left hand turn lane from ECR will need to be permanently closed.
9. Caltrans confirmed that the Leading Pedestrian Interval (LPI) has been implemented on all traffic signals on ECR.
10. Bike Boxes have been added at a number of intersections.
11. 17 no right turns signs were added.
12. On the drawing there are no details for Charleston/Arastradero since this is a Palo Alto project and is complete and Caltrans was not changing it. They mentioned that a right turn on red was allowed from eastbound Arastradero Road.
13. One bus stop was configured reconfigured to allow bikes to pass when the bus stops. Ken Kershner mentioned that of the 33 bus stops in Palo Alto, 11 have bus pads. No additional bus pads are in scope.

14. Bollards are not shown on the drawings but exist in all of the sections showing paint protected buffer zones. The bollards are centered on the 3' wide section and start 10' from the end. They are considering "quick kurb lane separators" (image at right) as an alternative to individual bollards. The issue for Caltrans is up front cost and maintenance. Alan Wachtel expressed concern that these present a hazard for bicyclists and prevent bicyclists from leaving the bike lane. I suggested that the large white bollards used in Palo Alto (for example, on Middlefield Road in front of Greene Middle School) since drivers seemed afraid to run them over. They said that that bollard design (K71) has not been approved for use by Caltrans and the process is difficult. Someone mentioned the approved bollards are about 2-3" diameter.
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15. I asked whether the dashed green conflict zone treatment was paint or thermoplastic. My concern was whether the dashed green zones would be unpleasant to ride on. Caltrans replied that paint fades quickly and they use thermoplastic. Hopefully the thickness will not be too much.
16. Intersections with no right turn on red are not shown on this drawing set. Caltrans said they would provide a list of intersections that will have no right turn on red.
17. On Hansen Way (T-intersection) Caltrans suggested the dashed green should curve as the school travel path is from eastbound Hansen to ECR to Portage. This was agreed.
18. There was a discussion on when to put solid green vs dashed. Steve Davis from Fehr and Peers said it's common to provide solid green for "minor driveways". There was no clear definition on what a minor driveway is but he said it was about usage.
19. At Stanford Avenue, the stamped asphalt crosswalk treatment is being maintained.
20. It was clarified that Caltrans can only put dashed green across an intersection if there are bike lanes on both streets. For streets with bike lanes on one side and a bike boulevard on the other side (For example, El Camino Way to Maybell Ave) no markings could be place in the intersection. Sharrows in intersections are discouraged in the new MUTCD guidelines.
21. They are not considering having busses stop in the travel lane.
22. Pedestrian islands must be 6' wide (ADA requirement) and are not in scope.
23. Bike lanes for NB ECR now stop at Encina Ave. Ken Kershner suggested extending them to the Palo Alto Medical Clinic light. They said there is not enough lane width north of Encina.

24. On the south bound side there are no bike lanes between Quarry Rd and Embarcadero Rd. Instead Caltrans wants to direct people onto the Stanford Perimeter Path. They have not formally told Stanford this. Philip mentioned that Stanford had expressed concern with creating an easement (not certain of wording). Caltrans had left the lane widths as 12' wide for this section. There was discussion on whether it should be the same width as the bike lane sections.
25. Bike lanes extend from Quarry to Sand Hill Road. There is a long stretch between Quarry and the park driveway that is dashed. Probably more should be solid green. The specification is 50-200' before driveway should be dashed.
26. It turns out the CPA is contracted to do the sweeping on ECR.
27. Pat Burt said he thought the main unaddressed issue was the bus stops and suggested a meeting with VTA, the city and Caltrans soon. This was agreed upon.
28. The sewer work on ECR in Palo Alto has been completed ahead of schedule. Caltrans suggested they might start paving end of July or early August. It was pointed out that due to council vacation that June 18 was the council meeting that they needed to get approval for to start paving. Caltrans agreed to work towards making that council meeting.

PABAC June 4, 2024 Meeting  
Attachment 2: April 1-30, 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	04/01/2024	1444	.400 QUARRY RD	PALOALTO	F	22350 VC	.400 QUARRY RD	ARBORETUM RD	Rear end	Other motor vehicle		1
2	04/02/2024	918	.1500 PAGE MILL RD	PALOALTO	F	VC 22107	PAGE MILL RD		Side swipe	Other motor vehicle		0
3	04/02/2024	1930	CALIFORNIA AVE/BIRCH ST	PALOALTO	F	23152(a) VC	BIRCH STREET		Hit object	Fixed object	BICYCLE RACK	
4	04/04/2024	1002	MIDDLEFIELD RD/FOREST AVE	PALOALTO	F	21802(a)	FOREST AVE	MIDDLEFIELD ROAD	Broadside	Other motor vehicle		1
5	04/05/2024	737	ALMA ST/CHURCHILL AVE	PALOALTO	F	CVC 21453(b)	ALMA ST	CHURCHILL AVE	Broadside	Other motor vehicle		0
6	04/05/2024	1330	ALMA ST/E CHARLESTON RD	PALOALTO	F	22350	ALMA ST	EAST CHARLESTON RD	Rear end	Other motor vehicle		3
7	04/06/2024	2135	.1100 NEWELL RD	PALOALTO	F	22350	NEWELL RD		Hit object	Other object	SHRUBBERY	1
8	04/06/2024	1045	180 UNIVERSITY AVE	PALOALTO	F	22107 cvc	UNIVERSITY AVE	HIGH ST	Broadside	Other motor vehicle		0
9	04/06/2024	1351	.400 PAGE MILL RD	PALOALTO	F	22350 VC	.400 PAGE MILL RD	EL CAMINO REAL	Rear end	Other motor vehicle		0
10	04/06/2024	2157	UNIVERSITY AVE/MIDDLEFIELD RD	PALOALTO	F	CVC 23152	MIDDLEFIELD ROAD	UNIVERSITY AVENUE	Broadside	Other motor vehicle		0
11	04/07/2024	1903	UNIVERSITY AVE/MIDDLEFIELD RD	PALOALTO	F	CVC 21801(a)	UNIVERSITY AVENUE	MIDDLEFIELD ROAD	Broadside	Other motor vehicle		1
12	04/09/2024	1018	CENTER DR/UNIVERSITY AVE	PALOALTO	F	22107	1700 BLOCK OF UNIVERSITY AVENUE	CENTER DRIVE	Head-on			1
13	04/10/2024	1048	445 BRYANT ST	PALOALTO	F		445 BRYANT ST. (PARKING GARGAGE-LOT S)	N/A	Head-on	Fixed object	WIRE CABLE GUARDRAILS	0
14	04/10/2024	1354	EMBARCADERO RD/COWPER ST	PALOALTO	F	CVC 21802(A)	COWPER ST	EMBARCADERO RD	Broadside	Other motor vehicle		1
15	04/10/2024	1445	E BAYSHORE RD/SAN ANTONIO RD	PALOALTO	F		E BAYSHORE RD		Other	Other motor vehicle		
16	04/11/2024	800	167 HAMILTON AVE	PALOALTO	F	VC 23152(a)	100 BLOCK HAMILTON AV		Hit object	Fixed object		
17	04/11/2024	815	ARASTRADERO RD/TERMAN DR	PALOALTO	F	CVC 22450(a)	ARASTRADERO RD	POMONA AVE	Other	Bicycle		0
18	04/11/2024	1041	OREGON EXPR/COWPER ST	PALOALTO	F	22350	OREGON EXPR	COWPER ST	Head-on	Fixed object	BUSH	1
19	04/11/2024	1601	217 QUARRY RD	PALOALTO	F		217 QUARRY ROAD		Rear end	Other motor vehicle		1
20	04/12/2024	1339	EMBARCADERO RD/LOUIS RD	PALOALTO	F	21802(a)	EMBARCADERO RD	HEATHER LN	Broadside	Other motor vehicle		2
21	04/13/2024	1420	TENNYSON AVE/MIDDLEFIELD RD	PALOALTO	F	CVC 21804	1700 BLK MIDDLEFIELD RD	TENNYSON AVE	Broadside	Other motor vehicle		
22	04/14/2024	1101	4159 INTERDALE WAY	PALOALTO	F	22350 CVC	4159 INTERDALE WAY		Hit object	Fixed object		0
23	04/15/2024	1106	LOUIS RD/E CHARLESTON RD	PALOALTO	F	21703 cvc	MONTROSE AVE		Vehicle-Pedestrian	Pedestrian		1
24	04/15/2024	1441	MIDDLEFIELD RD/COLORADO AVE	PALOALTO	F	21950 CVC	MIDDLEFIELD RD		Vehicle-Pedestrian	Pedestrian		1
25	04/16/2024	813	.200 OREGON EXPR	PALOALTO	F		OREGON EXPR	BRYANT ST	Side swipe	Other motor vehicle		1

PABAC June 4, 2024 Meeting  
Attachment 2: April 1-30, 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
26	04/17/2024	946	MIDDLEFIELD RD/CHANNING AVE	PALOALTO	F	21453(a) CVC	MIDDLEFIELD RD	CHANNING AVE	Broadside	Other motor vehicle		0
27	04/17/2024	1850	CHURCHILL AVE/ALMA ST	PALOALTO	T	CVC 21453(a)	ALMA ST	CHURCHILL AVE	Other	Bicycle		2
28	04/20/2024	1154	MIDDLEFIELD RD/N CALIFORNIA AVE	PALOALTO	F	VC 21804(a)	MIDDLEFIELD RD	N CALIFORNIA AVE	Other	Bicycle		1
29	04/20/2024	1622	PAGE MILL RD/FOOTHILL EXPR	PALOALTO	F	21453(c)	PAGE MILL ROAD	FOOTHILL EXPRESSWAY	Broadside	Other motor vehicle		1
30	04/20/2024	2203	WAVERLEY ST/OREGON AVE	PALOALTO	F	CVC 22350	2300 BLK OF WAVERLEY STREET		Hit object	Fixed object	TREE	1
31	04/20/2024	2335	E CHARLESTON RD/ALMA ST	PALOALTO	F	21453(A) VC	ALMA ST	E CHARLESTION RD	Broadside	Other motor vehicle		0
32	04/20/2024	2100	532 CHANNING AVE	PALOALTO	F	22350 VC	532 CHANNING AVE		Side swipe	Parked motor vehicle		
33	04/22/2024	1623	EMBARCADERO RD/COWPER ST	PALOALTO	F	CVC 21804(a)	EMBARCADERO RD	COWPER ST	Broadside	Other motor vehicle		3
34	04/22/2024	1727	EL CAMINO REAL/PORTAGE AVE	PALOALTO	F	CVC 22350	EL CAMINO REAL	PORTAGE AVE	Side swipe	Other motor vehicle		0
35	04/23/2024	745	PASTEUR DR/SAND HILL RD	PALOALTO	F	cvc 21950(a)	SAND HILL RD	PASTEUR DR	Side swipe	Pedestrian		1
36	04/23/2024	0	2811 MIDDLEFIELD RD	PALOALTO	F		2811 MIDDLEFIELD RD		Vehicle-Pedestrian	Pedestrian		1
37	04/23/2024	1152	ALMA ST/OREGON EXPR	PALOALTO	F	22106 CVC	ALMA ST		Rear end	Other motor vehicle		0
38	04/23/2024	2034	.1500 SAND HILL RD	PALOALTO	F	CVC 22106	SAND HILL RD		Other	Other motor vehicle		
39	04/25/2024	1730	MIDDLEFIELD RD/SEALE AVE	PALOALTO	F	cvc 21801(a)	MIDDLEFIELD RD	SEALE AVE	Broadside	Other motor vehicle		2
40	04/26/2024	1200	LINCOLN AVE/GUINDA ST	PALOALTO	F	21802(a)	LINCOLN AVE	GUINDA ST	Broadside	Other motor vehicle		0
41	04/26/2024	1716	900 QUARRY ROAD EXT	PALOALTO	F	22350 VC	900 QUARRY ROAD EXT		Hit object	Pedestrian		1
42	04/27/2024	1420	.600 UNIVERSITY AVE	PALOALTO	F		.600 UNIVERSITY AVE	MIDDLEFIELD RD	Other	Other motor vehicle		0
43	04/28/2024	141	SAN ANTONIO RD/MIDDLEFIELD RD	PALOALTO	F	VC 23152(A)	SAN ANTONIO RD		Hit object	Other object	TREE	0
44	04/29/2024	1038	HAMILTON AVENUE/LANE 5	PALOALTO	F	21804	HAMILTON AVE	LANE 5	Broadside	Other motor vehicle		1
45	04/30/2024	815	LAGUNA AVE/LA PARA AVE	PALOALTO	F	cvc 22450	LAGUNA AVE	LA PARA AVE	Other	Bicycle		1
46	04/30/2024	901	SAND HILL RD/ARBORETUM RD	PALOALTO	F	CVC 22107	SAND HILL RD		Rear end	Bicycle		1
47	04/30/2024	916	ALMA ST/COLERIDGE AVE	PALOALTO	F	22107 VC	.1200 ALMA ST	CHURCHILL AVE	Side swipe	Other motor vehicle		0
48	04/29/2024	1000	.2900 PARK BLVD	PALOALTO	F		.2900 PARK BLVD	OLIVE AVE	Other	Bicycle		1
49	04/30/2024	1300	.200 SHERIDAN AVE	PALOALTO	F	CVC 22100(b)	SHERIDAN AVE	BIRCH ST	Side swipe	Other motor vehicle		