



**Palo Alto Pedestrian and
Bicycle Advisory Committee**

Tuesday, May 6, 2025 at 6:15 PM

In-Person Brown Act Meeting

Location: Palo Alto Art Center – Auditorium
1313 Newell Road Palo Alto, CA 94303

Public May Join Meeting Via Zoom Online: <https://cityofpaloalto.zoom.us/j/87912588882>;

Dial-in: 669-444-9171 | Meeting ID: 879 1258 8882

1. CALL TO ORDER 6:15 PM
2. AGENDA CHANGES 6:16 PM
3. APPROVAL OF ACTION MINUTES: 6:18 PM
 - a. April 1, 2025 PABAC Meeting Minutes
4. PUBLIC COMMENTS 6:20 PM

Note: Written comments submitted by email to Transportation@PaloAlto.gov between 12:00pm on March 20, 2025, and 12:00pm on April 21, 2025 are attached with the agenda packet.
5. STAFF UPDATES
 - a. [San Antonio Road Area Plan](#) (Charlie Coles, OOT) 6:30 PM
6. ACTION ITEMS
 - a. No action items this month.
7. DISCUSSION ITEMS
 - a. [South Palo Alto Bike/Ped Connectivity](#) (Charlie Coles, OOT) 6:40 PM
 - i. Please review staff presentation (**Attachment 1**) with an overview of the South Palo Alto Bike/Ped Connectivity Project and update on work completed to date.
 - ii. Please review [Existing Conditions Report](#) and [Draft Design Priorities and Evaluation Criteria Memorandum](#).
 - iii. Staff requests feedback from PABAC on the initial crossing opportunity locations and draft design priorities and evaluation criteria.
 - b. [Bicycle and Pedestrian Transportation Plan \(BPTP\) Update](#) 7:25 PM
 - i. Plans for downtown, biking and pedestrian. Please read through the bike plans for the downtown area and bring your comments. This would include anything from Lytton to Homer between El Camino and Webster.
 1. How do we want people to navigate to destinations in downtown? Bikes and pedestrians and people who are combining that with public transit.
 2. How do we want people to travel through downtown to reach destinations in Menlo Park or the shopping center?
 - ii. Plans for the rest of Palo Alto north of Embarcadero. This includes Sand Hill Road and the Shopping Center.

1. How do people navigate through the City to connect to Menlo Park and East Palo Alto?
2. Sand Hill Road has a lot of jobs and services. How does our plan work for those users?
3. Does the Bike Plan make sense for the abrupt grid change around Channing?
- iii. Suggestions for what we should cover next month.
- iv. Note: The project team is tentatively scheduled to present the project recommendations to the City Council at their Tuesday, May 27, 2025 special meeting.

8. STANDING ITEMS

8:00 PM

- a. CSTSC Update: [Review CSTSC Meeting Agendas and Minutes](#)
- b. VTA BPAC Update (*R. Neff*)
- c. Subcommittee Reports
 - i. Rail Grade Separation Subcommittee (*B. Arthur*)
 - ii. Repaving Subcommittee (*R. Neff*)
 - iii. Muni Code Subcommittee (*E. Nordman*)
 - iv. Sight Line and Safety Problem Reporting on Bike Routes (*E. Nordman*)
 - v. El Camino Real Traffic Signals (*N. Rodia*)
 - vi. Electric Micromobility Subcommittee (*R. Neff*)
- d. Announcements
 - i. March 2025 Collision Reports (**Attachment 2**) from Palo Alto Police Department
 - ii. [Bike to Work/Wherever Day](#) is on Thursday, May 15th. One of the key elements of Bike to Work Day is our Energizer Stations, where cyclists can stop for refreshments, snacks, and encouragement during their commute. Our local volunteers are hosting four Palo Alto Energizer Stations this year:
 - a. Downtown: Heritage Park, facing Bryant Street
 - b. California Avenue Plaza: California Avenue and Park Boulevard
 - c. Wilkie Way Bridge: On Miller Avenue, near the south side entry
 - d. El Palo Alto: El Palo Alto Park, near Palo Alto Avenue and Alma Street
- 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 Micro-Mobility 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
 - xii. San Antonio Rd/US 101 Interchange Improvement Project

9. ADJOURNMENT

8:15 PM

END OF AGENDA



**Palo Alto Pedestrian and
Bicycle Advisory Committee**

Tuesday, April 1, 2025 at 6:15 PM
Virtual Meeting

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

Members Absent: Kathy Durham, Penny Ellson

Staff Present: Nathan Baird, Charlie Coles

1. CALL TO ORDER 6:15 PM

Chair Arthur called the meeting to order. Mr. Coles called roll and declared there was a quorum.

2. AGENDA CHANGES 6:16 PM

Chair Arthur stated they needed to insert an item for Jane discussing distributing bike lights.

3. APPROVAL OF ACTION MINUTES: 6:18 PM

- a. March 4, 2025 PABAC Meeting Minutes

Mr. Zaumen wanted to change electrically motorized vehicle to electrically motorized board on page 10, line 18.

Mr. Liberman moved to approve the action minutes of March 4, 2025, with the correction seconded by Mr. Nordman. Approval of the minutes passed unanimously.

4. PUBLIC COMMENTS 6:20 PM

Note: Written comments submitted by email to Transportation@CityofPaloAlto.org between 12:00pm on February 12, 2025, and 12:00pm on March 20, 2025 are attached with the agenda packet.

There were no requests to speak.

5. STAFF UPDATES

- a. [South Palo Alto Bike/Ped Connectivity](#) (Charlie Coles, OOT) 6:30 PM

Mr. Coles reported that the webpage had been updated to include the project fact sheet along with additional information about the project schedule and details about upcoming meetings and events for spring into the summer. The upcoming meetings and events would include the Transportation Planning Workshop the following day from 6 to 7:30 PM at Mitchell Park

1 Community Center. Additional meetings for the standing committees would include
2 scheduled meetings for City/School Transportation Safety Committee, Planning and
3 Transportation Commission, Rail Committee and Parks and Recreation Commission in the
4 April/May timeframe. They will be looking to go to City Council toward the end of summer.
5 He instructed to continue to check for updates on the project website. He anticipated an
6 existing conditions report and an online survey to be released later that week and he would
7 give an update once that was complete.
8

9 b. [Churchill Avenue Enhanced Bikeway Project](#) (*Charlie Coles, OOT*) 6:35 PM
10

11 Mr. Coles shared that City Staff had completed 100% designs and gone through the bid
12 process to secure a contractor to go out and build the Churchill Avenue Enhanced Bikeway
13 project. Construction was scheduled to begin sometime this summer. As the project got closer
14 to construction, additional details about the schedule would be posted on the project website.
15

16 Mr. Liberman queried if the issues with the school board and right of way had been resolved.
17 He assumed it would go across El Camino.
18

19 Mr. Coles was unfamiliar with any issues related to this project with the school board. He
20 offered to follow up on that issue. He confirmed it would intersect with El Camino.
21

22 6. ACTION ITEMS

- 23 a. No action items this month.
24

25 7. DISCUSSION ITEMS

- 26 a. Proposed Arastradero Trail Closure (*Michael Warner, Community Services*)
27 6:40 PM
28 i. See attached staff presentation (**Attachment 1**)
29

30 Mr. Warner and Sarah Robustelli provided a slide presentation about the trail closure that was
31 highlighted through the process of the Access Nature Preserve Ad Hoc committee from the
32 Parks and Recreation Commission including the purpose of the update, key timeline, key
33 actions from February 2023, PABAC and PRC ad hoc meeting in April 2024, next steps and
34 maps and photos highlighting trails proposed for closing. Ms. Robustelli explained the intent
35 was to get feedback from PABAC then plan to have this as a discussion item at the Parks and
36 Recreation Committee at the end of the month.
37

38 Mr. Liberman wanted to know how effective the E-bike ban had been at the Baylands.
39

40 Mr. Warner understood that their primary goal had been education. He stated signage was
41 posted to all the trail heads to the Baylands. Staff had been out educating. As far as he knew,
42 there had not been any citations for E-bikes on trails they were not supposed to be on. There
43 was an incident involving the Palo Alto PD on the trails but it was not related to the person
44 riding the E-bike. He could not give any more detail because it was an ongoing investigation.
45

46 Mr. Goldstein understood reasons to close the trail and asked if there were any arguments for
47 keeping it.
48

1 Mr. Warner reiterated this came down from a directive from the ad hoc committee to consider
2 these items. From the ranger staff perspective, there is no pressure to closure the trail. It was
3 recommended they research the potential closure. If they had to pick one to get rid of, this was
4 the least impactful on the users in that area. They wanted to ensure they were covering all the
5 bases and soliciting feedback before tearing up or restoring an area. It was his understanding
6 this trail was traditionally utilized as a shortcut.

7
8 Mr. Neff wondered if outreach had been done to the people who use those trails and if there
9 had been a survey done of how many bicyclists were on each of the trails that would access
10 that area.

11
12 Mr. Warner had interest in going there and collecting statistical information as well as
13 reaching out to the community and posting signage about it. He opined that would push the
14 timeline back to fall.

15
16 Mr. Rock queried how much it would cost to close the trail versus the cost to keep it
17 maintained for a few decades.

18
19 Mr. Warner did not have an exact cost for maintenance but stated it would be minimal. He
20 said closing it would cost \$5000 or \$6000 not including fuel and equipment costs.

21
22 Ms. Robustelli added this was a directive of City Council and ad hoc was working with Staff
23 to carry out their wishes.

24
25 Chair Arthur wanted to know the purpose behind this direction from the ad hoc committee.

26
27 Vice Chair Greenfield explained the ad hoc was based on a directive from City Council to
28 review signage, bike racks and trail access. Looking at the appropriateness of access to trails
29 and roads in open space preserves was part of that directive. The closure would be complete.
30 He questioned if there were some social trails that would be closed as part of that. He
31 highlighted one of the primary reasons for suggesting to close this trail was because there
32 were one or more social trails that had been added between the Bowl Loop Trail and the
33 proposed trail to close. They were not on the map. The ad hoc felt strongly that they needed to
34 re-naturalize the social trails that had been added.

35
36 Mr. Warner replied the social trails was for the fire department's fire detection sensor and
37 access would have to be maintained for maintenance of that device. Any trail creation outside
38 of what was pre-existing would be restored by Staff in their general patrols. They kept a log of
39 what was existing and what existed previously. It was general maintenance and operations to
40 remove new stuff within a month or so.

41
42 Ms. Robustelli spoke to the implementation of Council directive that this was whether and
43 where to restrict bicycle and horse access.

44
45 Mr. Liberman talked about finding a way to notify people of the upcoming change.

46
47 Vice Chair Greenfield opined the most pragmatic way to solicit some outreach would be to
48 put up notices at the gate areas that would become permanent closures with a QR code to scan

1 with information on the plan and notification about the Parks and Rec meeting coming up at
2 the end of the month where this would be discussed.

3
4 Chair Arthur pointed out they were currently in a weather pattern where there were not a lot of
5 people riding there and the trail was often closed.

6
7 Mr. Warner felt a longer reach out would be beneficial. He said they were late in the season
8 for closure.

9
10 Mr. Goldstein mentioned the restricted gate that connects to Foothills Open Space at the top
11 of Arastradero. He stated the only prohibition was putting bicycles through the gate and felt it
12 was a dumb regulation. He thought it should be open to bicycles.

13
14 Chair Arthur agreed with Mr. Goldstein's comments.

15
16 Mr. Warner remarked he had suggested that.

17
18 Mr. Rock also agreed with Mr. Goldstein's comments. He thought it would be a good idea to
19 leave trails open to pedestrians and close them to horses and bicycles.

20
21 Mr. Warner replied that was managed through the public feedback that built the 2001
22 Management Plan. The thought process was to be fair across the board.

23
24 Chair Arthur pointed out PABAC usually deals with bikes as transportation more than for
25 exercise and recreation, although they do intersect. He wanted to see some effort to increase
26 more mountain bike and gravel bike trails in the City.

27
28 Mr. Wachtel remarked there were a lot of trails in the area that were hard to distinguish one
29 from another that did not all appear on the map. He was not sure there would be interest in
30 opening a trail in that area but the way to find out would be to put up signs announcing they
31 were considering closing it so the people who use the trail would have a chance to weigh in.
32 He suggested adding a URL as well as a QR code.

33
34 Vice Chair Greenfield advised they could also put signage up at the main entrances to the
35 preserve, as well. He acknowledged it would require pictures of the trail they were thinking of
36 closing.

37
38 Ms. Rosten thought starting with PABAC's thought was a reasonable place to start. She
39 advised considering Silicon Valley Bike Coalition for ideas, as well. She suggested putting
40 some signs at the local bike stores.

41
42 Chair Arthur mentioned it was a weird spot in the back of the park. There may be people who
43 ride that area who do not go to the parking lots.

44
45 b. Palo Alto Link Update (*Nathan Baird, OOT*)

7:15 PM

46 i. See attached staff presentation (**Attachment 2**)

47
48 Mr. Baird provided the update via slide presentation including an outline, service design,
49 progress and success of services, met demand performance data, detailed ride requests status

1 performance data, productivity performance data, driver hours performance data, geographical
2 demand data and the path ahead.

3
4 Mr. Rock asked how \$26 compared to the average fare of someone who took Lyft or Zum
5 within the City of Palo Alto. He inquired about the average wait time compared to Zum or
6 Lyft.

7
8 Mr. Baird replied Lyft or Uber rides were in the \$15 to \$20 range. Ms. Rosten added \$26 was
9 the cost to provide it. Mr. Baird went on to say some cities work directly with Lyft instead of
10 having a city-branded service. He opined it gave elders and more vulnerable population a
11 sense of safety working with the city brand. City Council could direct them to quit using the
12 white-branded service provided by Via and subsidize Lyft or Uber rides instead. He felt like
13 the average wait for Lyft or Uber was probably 5 to 20 minutes. For Palo Alto Link, it was
14 about 15 minutes and could go up to 25 to 30 minutes depending on when the ride was
15 requested. The 8 AM and 5 PM hours were the busiest times of the day.

16
17 Vice Chair Rodia queried what the minimum age was to ride Palo Alto Link alone. She asked
18 if he had insights into the reasons behind the decline in usage. She asked for comparisons in
19 terms of ridership numbers and cost of operating the service between the new service and the
20 City's old shuttle program. She described ways she found the app experience to be lacking
21 and that access in and out of the City was restrictive. She suggested looking into allowing
22 rides to and from transit stops outside the city limits.

23
24 Mr. Baird replied the minimum age to ride alone was 13. Parent permission was required to
25 sign up in the app. He commented the decline in usage was due to longer wait times as a result
26 of less availability due to less driver hours as they were winding down the grant funds. He
27 also mentioned they were in the winter month dip and expected spring and summer to go back
28 up. They had seen an increase the last couple weeks that was not reflected in the data provided
29 due to the VTA strikes. He said comparing the new and old service was difficult because they
30 were apples and oranges. There was an exponential increase in the number of places it goes
31 within the City but they do not go out of the City. Microtransit cost per trip was more
32 expensive than the standard service but in terms of providing service in suburban or rural
33 areas, microtransit gives a lot of access that traditional transit does not. He stated in the last 5
34 to 10 years, VTA has been providing less service to Palo Alto. They had great trunk services
35 but in terms of getting from the trunk service to home, this was a different quality and type of
36 service. He explained they spent \$85,000 up to \$130,000 per month. They had scaled back
37 parameters to get the cost lower. They would be targeting around \$75,000 to \$85,000 a month
38 moving forward as they prepared to have less funding than previously. There was an interest
39 in expanding the previous shuttle system and providing more access so they were looking at
40 the costs of running a shuttle. All those costs have increased since they last studied them.
41 They were looking at thinking about ways to make this service operate more like a shuttle.
42 The decision for the time being was to continue to fund it for at least another year but it would
43 be downscaled.

44
45 Mr. Liberman understood the need for Stanford Research Park for the service but wondered
46 about other places where there might be a lot of service and might even provide grant funding.
47 He asked if they had approached Stanford Shopping Center or Stanford University for
48 funding.
49

1 Mr. Baird replied they did not serve the Stanford campus because they had the Marguerite
2 service. They approached Stanford Mall but had not been able to find a partnership path
3 forward with them yet. They were open to conversations with other funders or partners and
4 would keep those avenues open.
5

6 Mr. de la Beaujardiere asked if they would increase the funding back to the levels they were
7 shrinking them from if they were successful in getting a grant to close the funding gap. He
8 queried if there was consideration of adding weekend hours if they got more funding in the
9 future. He mentioned his father having to walk certain distances and wondered if they had
10 reduced the door-to-door for seniors or if it was an issue with his profile.
11

12 Mr. Baird thought they would because they were committed to a certain type of service in the
13 grant applications. They wanted to extend the funding as far out as possible. He was open to
14 thinking about additional stops outside the City but so far the direction had been within the
15 City. He remarked weekend and evening hours had been requested often. The original transit
16 vision suggested a 24/7 service as ideal. He believed there were some scenarios where
17 expanding to Saturday and Sunday service could make sense but those were typically more
18 expensive trips. He stated they had tried to do outreach regarding toggling the door-to-door
19 option. He suggested calling the service and the booking agents could help set the profile up
20 for people that need the extra door-to-door service. He had also seen that sometimes the
21 algorithm put a stop point in a place that was not great for where they go regularly.
22

23 Mr. Goldstein asked about the satisfaction survey. He asked if there was a demographic
24 breakdown of ridership. He thought it was a great addition to the transit network and hoped
25 they could continue to do it.
26

27 Mr. Baird explained the satisfaction survey was in the app. He believed 40% of their rides
28 were in the vulnerable population of youth, senior, low-income and disabled of the discounted
29 fares.
30

31 Mr. Neff talked about a partnership between VTA and Uber and Lyft and wondered if it might
32 be worth asking what their experience was with that.
33

34 Mr. Baird indicated they were in conversation with VTA about that.
35

36 Ms. Rosten questioned if they had gotten any feedback from people about using the Tesla car.
37 She wondered if Sherman Garage was their main place to charge. She remarked she had heard
38 the garage was built with a lot more capacity than they developed for chargers. The wiring
39 was there and it would be great to get the other ones activated.
40

41 Mr. Baird had not received any feedback about the Tesla car. They were agnostic on the
42 provider and left it up to their vendor. They did specify they wanted EVs. They had requested
43 they revert the hybrid wheelchair accessible vans to fully electric as soon as possible but they
44 are harder to find. They were agnostic on the manufacturer but wanted to be fully EV as soon
45 as possible. He added they had three Toyota Siennas. He confirmed they charge overnight and
46 on weekends in the 350 Sherman on the mid to upper levels. He commented the Utilities
47 Department was forward thinking on expanding the EV charging wherever they could. He
48 was sure they would continue to see additional chargers throughout the City.
49

1 Mr. Rock commented a nighttime service would be very useful because many people,
2 especially seniors, were reluctant to drive at night. He queried if they had any statistics on car
3 ownership among the riders. He wondered if they had noticed any change in parking demand
4 in the service area. He explained that eliminating the cost of one parking space would pay a
5 significant fraction of their budget so they might consider trade-offs between the service and
6 building more parking garages. He asked if there was any way to connect Palo Alto Link and
7 Menlo Park Link and reserve a ride where one would have to walk across the border, show a
8 passport and then get on the other service.
9

10 Mr. Baird replied they did a survey with stats about the percentage of users without access to
11 cars. He would get back to them with that information. He mentioned parking demand was
12 generally down post-COVID. It was starting to come back slowly. He did not have
13 quantitative or qualitative data on that. He was interested in more regional cooperation with
14 microtransit. They were potentially in talks with other providers about working out some sort
15 of arrangement. He thought most people would be interested in those partnerships but
16 logistically it would be difficult with the strings attached to the funding requirements and
17 coordinating across county would add an extra layer of difficulty as they were at the county's
18 edge.
19

20 Mr. Zaumen described his experience with the service. He advised clarifying the wait time for
21 reservations and that the service shuts down at 6 in the documentation would be useful.
22

23 Mr. Nordman thanked Mr. Baird for making the changes associated with the schools so they
24 were not competing with Safe Routes to School. He was surprised to see 65% of the trips
25 were pooled and thought that was going in the right direction. He asked if the \$26 was per
26 person or per trip when the ride was pooled.
27

28 Mr. Baird believed it was per person trip but he would ask the vendor to give them two
29 different comparisons with trip versus person.
30

31 Chair Arthur asked what they did to limit it to school kids. He was curious what the 40% data
32 would look like if they took youth out of it. He noted about a third of US citizens did not have
33 a driver's license.
34

35 Mr. Baird answered the exclusion zones was a polygon on the map that the service would not
36 serve during a specific window. They went through each of the middle and high schools and
37 put a polygon around them so during pickup and drop-off there were not trips to the school for
38 drop-off or trips from the school at pickup time. From his point of view, the usage before that
39 was negligible but they wanted to be responsive to community about that. He explained there
40 were approximately 3,000 to 6,000 boardings per month. For youth, it was 1,000 in October,
41 1,100 in August with a low of 600. For low-income and disabled, the numbers were in the
42 high 100s to low 300s to 400s per month.
43

44 Ms. Rosten read an email she received from Ariadne at Stanford about what the best practices
45 were from their experience at Stanford providing bike lights. She confirmed the point that
46 there would be less compliance in battery-operated lights once the battery died. Her
47 suggestion was USB charging lights. They could be branded with a logo. She would let them
48 know their experience using those and provided them the name of a vendor where they could
49 be purchased for \$5.50 for a pair.

c. Discuss Potential for Monthly In-Person PABAC Meetings

7:45 PM

Chair Arthur commented that they had been prevented from various different topics because they might be related to BPTP. He wanted the Committee's opinion on possibly having some in-person meetings in order to address BPTP stuff.

Vice Chair Rodia stated that Ozzy Arce had mentioned that they would not have another BPTP update meeting before August or later. They would not be able to talk about the BPTP at their meeting until they come back with a public review of the draft plan.

Mr. Wachtel wanted to hear Staff opinions about this question because there may be resource constraints they would have to work around. He agreed that if they could not talk about BPTP until August and all that development time passed by without input from PABAC as a committee, they were not being given the opportunity to do their job.

Mr. Goldstein concurred with the comments about the BPTP. He stated in-person meetings were better and more fun and Zoom meetings were more convenient.

Ms. Rosten echoed Mr. Goldstein's comments. She thought having in-person meetings two or three times a year could be a nice compromise.

Mr. Joye recognized it would be more of a challenge for Staff to join the meetings and they should keep them in mind in discussing this. He did not understand why the Committee had to wait for Staff to bring the topic of the BPTP back to them to discuss it. He was in favor of having Brown Act meetings prior to August in order to allow BPTP discussions.

Mr. Nordman was strongly in favor of having some extra meetings around the BPTP schedules.

Mr. Rock was in favor of having some in-person meetings with refreshments and socialization before or after. He did want to be respectful of Staff time. He suggested it was possible to have in-person meetings and Staff to appear remotely.

Chair Arthur explained Mr. Coles' presence was one item. The bigger deal was scheduling a room, making sure the AV worked and other sundry things. He acknowledged the City had rooms already set up but they were very booked. He stated Staff cost per meeting was very high. If they were able to give them a lot of notice, there may be a way to work this into a well-configured room.

Mr. Coles noted the decision for Staff's commitment or resourcing was for the Chief Transportation Official or potentially the City Manager to weigh in on. The purpose of this discussion was to get a sense of PABAC's willingness for more in-person meetings, and they would run that feedback up the chain to see what could be done. He agreed in-person meetings did take more staff resources.

Vice Chair Rodia proposed having one or two meetings before Mr. Arce came back with the draft plan so they could focus on specific topics and discuss having some in-person meetings after the BPTP update was complete at a later date.

1
2 Mr. Neff felt they needed to meet in person every month in order to give good input to the
3 City while they were subject to the Brown Act. After that, he suggested meeting in person at
4 least every other month.

5
6 Chair Arthur wondered what other types of content they would be Brown Acted for.

7
8 Mr. Goldstein replied the TDA was the only Brown Acted item on their agendas in the past.
9 The BPTP was not Brown Acted in the past and their involvement in the plan was much
10 better.

11
12 Mr. Neff moved to meet in person every month until the BPTP was completed seconded by
13 Mr. Goldstein. The motion passed unanimously.

14
15 Mr. Coles posed a question on whether in-person meetings needed to include virtual
16 attendance capabilities for members of the public.

17
18 Mr. Goldstein was not sure but thought a Brown Act meeting would require virtual attendance
19 capabilities but suggested it could just be call-in. He instructed to check with the legal office
20 for that information.

21
22 8. STANDING ITEMS

8:00 PM

- 23 a. CSTSC Update: [Review CSTSC Meeting Agendas and Minutes](#)
24 b. VTA BPAC Update (*R. Neff*)
25

26 Mr. Neff reported they did not meet the month before because there was a picket line at VTA
27 headquarters. They would be discussing the final draft of the County Active Transportation
28 Plan at the next meeting.

- 29
30 c. Subcommittee Reports
31 i. Rail Grade Separation Subcommittee (*B. Arthur*)
32

33 Chair Arthur reported City and Caltrain Staff proposed doing the underpass and the hybrid.
34 Money was being spent on creating two different options. They were delaying the decision of
35 which one they want to take for quite a bit of time.

36
37 Mr. Nordman added they would have the 15% review in May 2026 and Council could decide
38 whether to advance two alternatives or just one to going to 35%. The \$20 million was to
39 spend for advancing it to 15% and to 35% for all three intersections.

- 40
41 ii. Bike Bridge Maintenance Subcommittee (*P. Ellson*)
42

43 Mr. Goldstein reported they had polled the Committee and felt that the work was completed.
44 They were disbanding the Committee.

- 45
46 iii. Repaving Subcommittee (*R. Neff*)
47

1 Mr. Nordman reported they reviewed lists for maintenance and a five-year repaving plan.
2 Most of them were little streets that did not go anywhere. They hoped to be able to send the
3 list out soon.

4
5 Vice Chair Rodia suggested looking at a section of Park Boulevard to add to the list.

6
7 Mr. Neff advised she should send that information to the city contact in charge of the list.

8
9 Mr. Joye stated it was almost certainly between Fernando and Margarita which Vice Chair
10 Rodia confirmed.

11
12 Mr. Goldstein explained the reason PABAC looked at this was to see if there was any bike
13 route they should prioritize above the level the City felt was necessary to maintain the
14 pavement.

15
16 Mr. Neff agreed to include that in their comments to the City.

17
18 Mr. de la Beaujardiere added it was a good time to get striping lined up to coincide with the
19 paving plan.

20
21 Mr. Neff answered that was what he was focusing on for the subcommittee. Mr. Goldstein's
22 description made sense but he had not realized that was part of the assignment.

23
24 Mr. Liberman remarked bike boulevards were supposed to be comfortable places where
25 people could ride so should be prioritized as having good pavement. He commented Public
26 Works had a spreadsheet that listed all of the streets and their pavement quality.

27
28 Mr. Neff confirmed that was the spreadsheet they had been looking at and that created what
29 streets would be in the five-year plan for each year. His expectation was that the bike routes
30 would get improved along with all the other streets.

31
32 Vice Chair Rodia asked if Mr. Coles could prepare a list of the location of all the bike
33 boulevards in the City.

34
35 Chair Arthur hoped Mr. Coles could provide that with a link by email.

36
37 iv. Muni Code Subcommittee (*E. Nordman*)

38
39 Mr. Nordman reported no change. He had sent an email to Sylvia Star-Lack but did not
40 receive a response.

41
42 v. Sight Line and Safety Problem Reporting on Bike Routes (*E. Nordman*)

43
44 Mr. Nordman reported no changes.

45
46 vi. El Camino Real Traffic Signals (*N. Rodia*)

47
48 Vice Chair Rodia reported Caltrans sent a bunch of timing information for most of the traffic
49 signals along El Camino Real. They had to figure out how to read the timing information but

1 that should help them understand how long bicycles have to cross the intersections on El
2 Camino. Their next step was to check bicycle detection in North Palo Alto and report that to
3 Caltrans. She was in the middle of writing an email to the rest of the subcommittee members
4 about planning that out. If they were not able to cover, they would let the Committee know.
5

6 vii. Electric Micromobility Subcommittee (*R. Neff*)
7

8 Mr. Zaumen indicated they were a work in progress with nothing to report.
9

10 d. Announcements

- 11 i. February 2025 Collision Reports (**Attachment 3**) from Palo Alto Police
12 Department
13 ii. [Transportation Planning Workshop](#) has been scheduled for Wednesday,
14 April 2, 2025 from 6-7:30 p.m. at Mitchell Park Community Center
15

16 Mr. Coles mentioned the Transportation Planning Workshop was the following day for the
17 BPTP update and the South Palo Alto Bike/Ped Connectivity project. A project survey was
18 officially available on the project website and would be available for a month. He stated they
19 would appreciate feedback on the survey and help getting the word out to get other
20 community members to take the survey. He provided the address to the website:
21 cityofpaloalto.org/bikepedcrossings.
22

23 e. Future Agenda Items

- 24 i. Municipal Code Clean-Up Progress Update
25 ii. PAUSD Hoover School Campus Reconstruction Update
26 iii. S. Palo Alto Bikeways Project Status/Grant Proposal
27 iv. Rail Grade Separations
28 v. Municipal Code Regarding Micro-Mobility Issues
29 vi. BPTP Update Implementation Status Item for the City Website
30 vii. PABAC Assistance Reporting Sight Line/Safety Issues on Bike/Ped
31 Network
32 viii. Explore Alternatives for Bike/Ped Non-Injury Collision and Near-Miss
33 Reporting
34 ix. Bike Parking Code Updates for Converting Existing Business-Owned Auto
35 Parking Spaces to Bicycle Parking
36 x. Park Boulevard to Portage Avenue
37 xi. How To Get More Information on Collisions
38 xii. San Antonio Rd/US 101 Interchange Improvement Project
39

40 9. ADJOURNMENT

8:15 PM

41
42
43 **END OF AGENDA**
44
45
46



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

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

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



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

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

This Packet Includes:

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



From: [Transportation](#)
To: [Coles, Charlie](#); [Arce, Ozzy](#)
Cc: [Star-Lack, Sylvia](#); [Transportation](#)
Subject: FW: BPTP update — rolled curb replacements
Date: Wednesday, April 2, 2025 2:42:54 PM

From: Ken Joye <kmjoye@gmail.com>
Sent: Wednesday, April 2, 2025 2:35 PM
To: Transportation <Transportation@CityofPaloAlto.org>
Subject: BPTP update — rolled curb replacements

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

In reviewing the suggestions I have made for the BPTP update, I came upon the appended message from almost four years ago.

As population density is not explicitly a prioritization factor listed in the APT, perhaps it might be considered as a secondary or auxiliary criterion? The APT includes the statement, “as well as others identified locally”, which is what I mean by secondary or auxiliary.

Could population density fall under the “Demand” factor?

This might be particularly useful when contemplating infrastructure for areas such as the San Antonio Rd corridor where the Housing Element imagines high density development.

Since I asked in May of 2021 that this be forwarded to the consultant team, may I ask now what their response was when the draft prioritization framework was written?

thanks very much
Ken Joye

APT: <https://nap.nationalacademies.org/catalog/22163/pedestrian-and-bicycle-transportation-along-existing-roads-activetrans-priority-tool-guidebook>

> On May 17, 2021, at 12:12 PM, Ken Joye <kmjoye@gmail.com> wrote:

>

> In order to prevent automobiles from infringing upon pedestrian space on sidewalks, the update to the 2012 BPTP should include an inventory of streets where rolled curbs should be replaced by square curbs. A good candidate would be Curtner Ave, I can provide photographs if desired.

>

> The City of Mountain View includes population density as one criterion for project prioritization. If there are a high number of multi-family residences on a particular block, it likely is the case that pedestrian use of the sidewalks is higher than blocks with lower population density.

>

> Thanks for forwarding this input to the consultants who will be drafting the BPTP update.

From: [Transportation](#)
To: [Coles, Charlie](#)
Cc: [Star-Lack, Sylvia](#); [Transportation](#)
Subject: FW: BPTP Update
Date: Wednesday, April 2, 2025 11:03:22 AM

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

From: Ken Joye <kmjoye@gmail.com>
Sent: Tuesday, April 1, 2025 4:38 PM
To: Transportation <Transportation@CityofPaloAlto.org>
Subject: BPTP Update

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

In the packet for the April 2025 PABAC meeting

(<https://www.cityofpaloalto.org/files/assets/public/v/1/transportation/bicycling-walking/pabac/pabac-meetings-2025/2025-04-01_pabac-agenda_packet_final.pdf>), there are public comments submitted by Alan Wachtel.

As those comments are part of the public record, I believe that I may respond to them here as if they were made orally at a Brown Act meeting of PABAC.

I wish to restate one point made, perhaps over-simplistically: we should strive to implement facilities which take into account human “mistakes” (see:

<https://www.cityofpaloalto.org/files/assets/public/v/1/transportation/projects/ss4a-safety-action-plan/palo-alto_public-draft-safety-action-plan-121624.pdf>)


As Mr. Wachtel points out very aptly, casual or less experienced bicyclists may not recognize deficiencies in road design. Like him, I would like to see his concerns addressed directly by staff and consultants.

thanks for considering this input,
Ken Joye

From: [Transportation](#)
To: [Coles, Charlie](#); [Arce, Ozzy](#)
Cc: [Transportation](#)
Subject: FW: BPTP update
Date: Monday, April 7, 2025 7:33:34 AM

From: Ken Joye <kmjoye@gmail.com>
Sent: Saturday, April 5, 2025 10:13 PM
To: Transportation <Transportation@CityofPaloAlto.org>
Subject: BPTP update

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

 **This message needs your attention**

- This is a personal email address.

[Mark Safe](#) [Report](#)

Powered by Mimecast

I provided the appended input to the City Council, please take this as my feedback to the presentations made thus far this year. In particular, I believe that the prioritization framework should include Constraints when the projects list is being evaluated.

thank you for incorporating this input into the plan,
Ken Joye
Ventura neighborhood

Begin forwarded message:

From: Ken Joye <kmjoye@gmail.com>
Subject: BPTP update
Date: April 5, 2025 at 10:07:14 PM PDT
To: City Council <city.council@cityofpaloalto.org>

On 26 February 2025, the PTC heard a presentation on the Bicycle and Pedestrian Transportation Plan (BPTP) update [Staff Report #2412-3947]. I do not know when that topic will come before you, but want to send you my thoughts on the current "Recommendations" phase of this project.

When staff and consultants present this plan to you, please focus on the following points:

(1) the current materials include a project list and a prioritization framework among other things; that prioritization framework is based upon the CHRP Report 803 ActiveTrans Priority Tool (APT). The APT lists 9 criteria yet only 2 of those are included in the prioritization framework. It would seem imperative to include **Constraints** as a third element in the prioritization framework, given the stated intent "*to determine appropriate criteria and metrics to prioritize recommendations and network routes.*" Should we prioritize programs over facilities (cost:benefit)? Should we prioritize traffic diversions over more expensive facilities?

(2) traffic diversions (traffic filtering) are a defining feature of the Ellen Fletcher bicycle boulevard (Bryant St), yet only 5 of 25 BLVD_* projects feature diversions in the PTC projects list

(3) the Proposed Network Development Criteria lack any "attributes" for the SRP, Stanford Hospital or the central Stanford campus, though those are all major employment centers; more generally, the BPTP should address those commuting **within, into and out of** our city (e.g., how will our network connect to the Bay Trail or the North Bayshore employment center?)

(4) the Bicycle Network Update map fails to show Loma Verde as a potential crossing of the rail tracks, though it does show crossings at both Everett and Seale; given the **South Palo Alto Bike/Ped Connectivity project**, that is a significant omission

(5) our approved Housing Element suggests that the **San Antonio Rd corridor** will be the site of major residential development, yet that is not marked as a Pedestrian District as is the El Camino Real neighborhood commercial center (also identified as a growth area in the Housing Element)

(6) the Recommended Bicycle Facility Map fails to show Park Blvd as an existing bicycle boulevard, though it was designated as such by City Council (see: Staff Report #5285 (11/12/2014))

(7) for the prioritization framework pedestrian scoring, are Marguerite or SRP shuttles considered or only VTA/SamTrans/ACTransit?

(8) Staff Report #2412-3947 omits any discussion of **VMT vs LOS**, if we currently design our road network focused on the former that should be explicit

(9) some very specific pedestrian policies to consider adopting in the BPTP are:
mandate "road verge" rather than rolled curbs on high residential density streets;
lengthen signal timing at intersections crossed by high numbers of older pedestrians;
require any ornamental sidewalk materials meet the same durability standards as typical concrete sidewalks

I am glad to see that both "Walk and Roll for Private Schools" and "Safe Routes to Work, Shopping, Downtown, Community Services and Parks" were listed in Attachment D of Staff Report #2412-3947

thank you for your service,
Ken Joye
Ventura neighborhood, Palo Alto

From: [Ken Joye](#)
To: [Arce, Ozzy](#); [Coles, Charlie](#); [Star-Lack, Sylvia](#)
Subject: Fwd: BPTP Update
Date: Tuesday, April 1, 2025 6:09:42 PM

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

Why was the appended email not included in the April PABAC meeting packet?

thanks for taking care of such things
Ken Joye

Begin forwarded message:

From: Ken Joye <kmjoye@gmail.com>
Subject: BPTP Update
Date: March 6, 2025 at 10:51:04 AM PST
To: transportation@cityofpaloalto.org
Cc: arb@CityofPaloAlto.org

Yesterday I made a 311 request to repair damage to a sidewalk. The response from Public Works suggests that there be a new policy in place for the Bicycle and Pedestrian Transportation Plan (BPTP) update.

Apparently, the design of the sidewalk at 3101 Park Blvd was made by the developer of that parcel and approved by the City of Palo Alto. The current condition of the sidewalk suggests that the design approval criteria were too lax; the materials were deficient and/or the implementation was inadequate.

In order to guarantee safe and attractive conditions for pedestrians, there should be an explicit new policy worded along these lines: "any decorative or non-standard sidewalk treatment must meet the same durability standard as typical concrete sidewalks"

thank you for adding this to the BPTP draft materials for public consideration

Ken Joye
Ventura neighborhood, Palo Alto

On Mar 6, 2025, at 7:42 AM, Palo Alto <noreply@publicstuff.com> wrote:

PW460 posted a comment on Broken Sidewalk Request #16596417, a request you reported.

COMMENT

Dear Mr. Joye, Thank you for reaching out regarding the missing bricks on the sidewalk at 3101 Park Blvd. Upon review, we have determined that the maintenance of the sidewalk at this location is the responsibility of the adjacent property owner, as **it falls under private maintenance rather than city jurisdiction**. However, we understand your concern, and we will forward this matter to the City's Code Enforcement team to reach out to the property owner regarding necessary repairs.

Mar 6, 2025, 7:42 AM PST [...] (This is visible to Everyone)

https://iframe.publicstuff.com/#?client_id=406&request_id=16596417



South Palo Alto Bike/Ped Connectivity

Charlie Coles,
Senior Transportation Planner

May 6, 2025

www.PaloAlto.gov

OVERVIEW



Presentation provides an overview of the South Palo Alto Bike/Ped Connectivity Project and update on work completed to-date

Staff recommends the PABAC review the Existing Conditions Report and Draft Goals and Design Priorities Memorandum

Staff requests feedback from the PABAC on the initial crossing opportunity locations and draft design priorities and evaluation criteria

Agenda

- Project Overview
- Existing Conditions
- Potential Crossing Locations
- Draft Design Priorities and Evaluation Criteria

Project Objectives

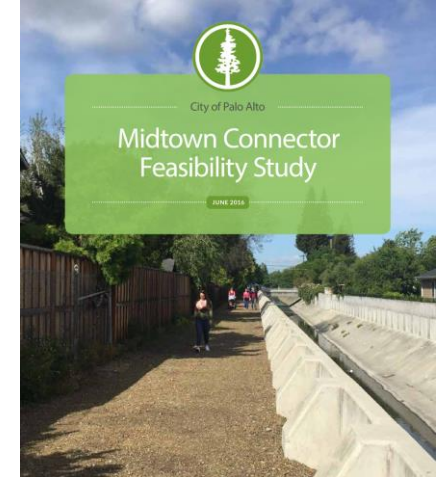
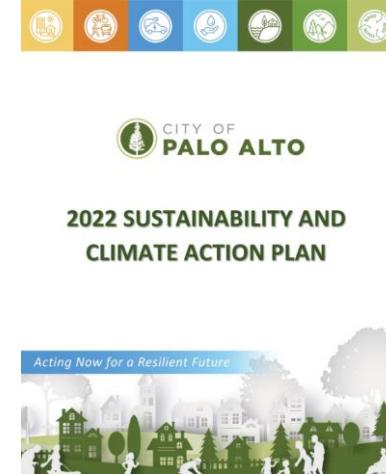
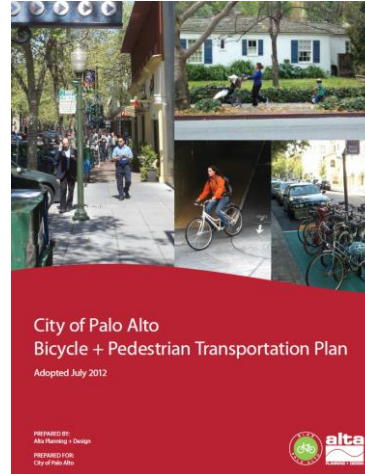
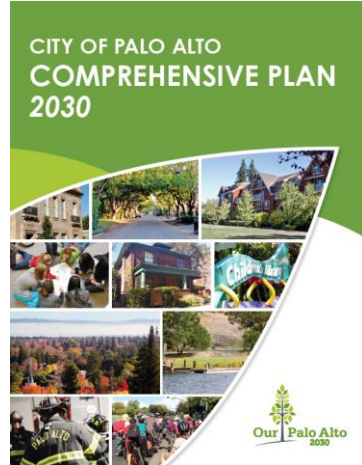
Improve bicycle and pedestrian access across the rail corridor in the southern portion of the City

- Identify **two locally preferred locations** and design concepts for new grade-separated bicycle and pedestrian crossings in south Palo Alto
- Complete **conceptual planning** and develop **15% designs**
- Develop **implementation plan** and **funding strategy**
- Apply for and secure **grant funding**

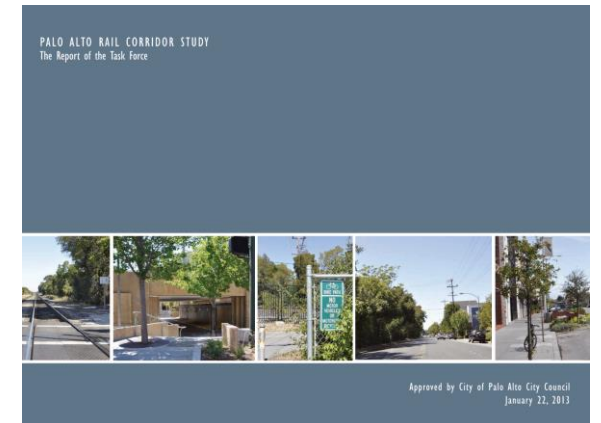
Project Study Area



Significance of the Project



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



Project Timeline and When to Share Input



WE ARE HERE



Phase 1 Engagement: Establish Design Priorities (Spring 2025)

Tools and Activities

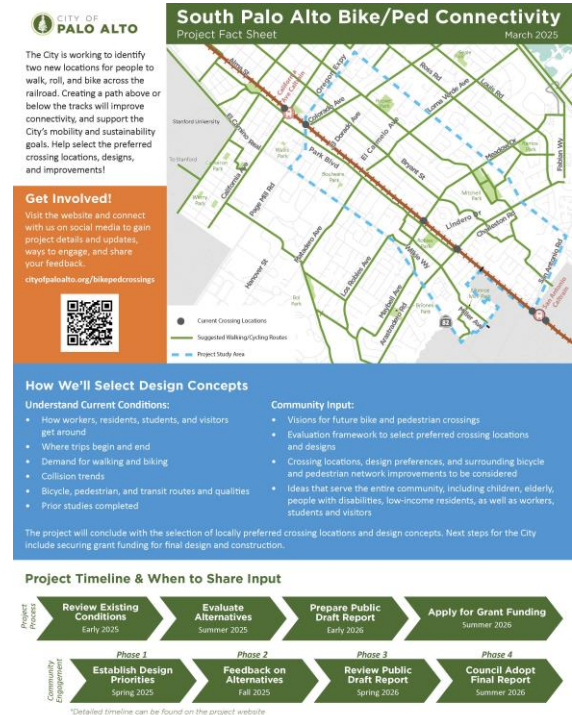
- Project Website: PaloAlto.gov/BikePedCrossings
- Small Group Discussions: Nov/Dec 2024
- Community Workshop: April 2, 2025
- Online Survey: Live through May 15, 2025
- Pop-Up Events: April/May 2025
- Standing Committee Meetings: April/May 2025
- Upcoming Meetings:
 - Planning and Transportation Commission: May 14
 - Rail Committee: May 20
 - Parks and Recreation Commission: May 27
 - City Council: Summer 2025



Photo from Community Workshop



Screenshot of Online Survey



Project Fact Sheet

Review Existing Conditions

Purpose: Establish a detailed and accurate baseline

Local
Destinations

Literature
Review

Demographics

Land Use and
Population
Growth

Transportation
Network

Commuting
Behavior

Traffic Counts

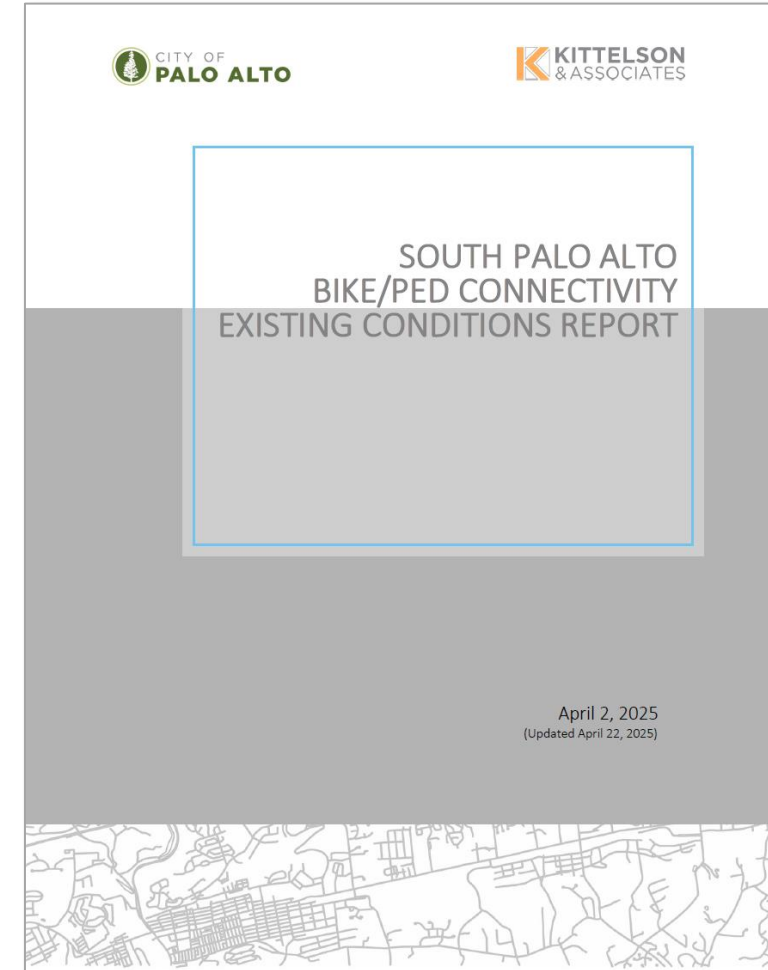
Bike/Ped
Accessibility

Big Data
Analysis

Safety

Environment

Potential
Crossing
Locations



Potential Crossing Locations



Crossing Opportunity Locations:

- Existing conditions
- Previous plans and studies
- Right-of-way constraints
- Field visit and on-site assessment



Draft Design Priorities



Improve Mobility

- Prioritize locations and designs that **integrate with surrounding networks**, provide **access to destinations**, and **serve the most users**.



Enhance the User Experience

- Design facilities guided by the **prioritization of the most vulnerable populations**, and create safe, secure, well-lit spaces that are **comfortable to access and utilize**.



Maximize Ease of Construction

- **Minimize potential for disruption** during construction and complexity of design, while ensuring that construction and maintenance costs are **feasible to implement** given expected funding.



Enhance Visual Appeal

- Ensure that newly constructed facilities **enhance the sense of community** by incorporating public art, public spaces, and attractive structures.



Minimize Community Impacts

- **Limit potential impacts on existing neighborhoods**, including the amount of space needed (parking spaces, roads, and buildings are minimally affected) and **minimize impacts on the environment**.

Draft Evaluation Criteria

Draft Design Priority	Draft Evaluation Criteria ¹	Description
Improve Mobility	Accessibility	Walk and bike access within 5- 10- and 15-minutes
	Demand [#]	Projected number of users during the weekday peak hour
	Capacity [#]	Width of facility and ability of rail crossing to accommodate people walking and biking
Enhance User Experience	Crossing length [#]	Total length of the crossing facility
	Crossing elevation [#]	Total change in elevation of the crossing facility
	Pedestrian and bicyclist comfort	Extent to which existing bicycle and pedestrian network would provide low-stress access to the rail crossing(s)
	Personal security	Alignment of rail crossing facility and approaches with Crime Prevention Through Environmental Design (CPTED) best practices
Maximize Ease of Construction	Utility and right-of-way impacts	Level of disruption to existing and planned utilities, extent of relocations required, extent of right-of-way impacts
	Construction cost [#]	Rough order of magnitude of project construction cost
	Operations and maintenance cost	Magnitude of projected annual cost of operations and maintenance
Enhance Visual Appeal	Public space and green infrastructure	Potential to create new public spaces and implement green infrastructure
Minimize Community Impacts	Environmental impacts	Extent to which crossing impacts the environment - impervious areas, creeks/drainage, sea level rise, wetlands, sensitive habitats
	Parcel impacts [#]	Number of parcels needed, all or in part, to construct crossing and approach facilities
	Parking and driveway impacts	Extent to which rail crossings affect existing vehicle parking and access to existing driveways

¹ Criteria marked with an “#” are quantitative and a specific value will be presented. Criteria without a “#” are qualitative and will be scored using a scale of high, medium, and low, for its performance.

QUESTIONS FOR PABAC CONSIDERATION

- Based on existing data and feasibility considerations, several **potential crossing locations** have been identified.
 - Which of the crossing locations (locations A through F) should be prioritized?
 - What other feedback do you have about potential crossing locations?
- We are currently establishing the **evaluation framework** to compare crossing alternatives.
 - What feedback do you have on the draft design priorities? Which of these priorities is most important?
 - What feedback do you have on the draft evaluation criteria?



CITY OF
**PALO
ALTO**

Charlie Coles

Senior Transportation Planner

Charlie.Coles@PaloAlto.gov

(650) 329-2166

PABAC May 6, 2025 Meeting
Attachment 2: March 1-31, 2025 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	03/01/2025	1624	CHANNING AVE/EMERSON ST	PALOALTO	F	CVC 22450	CHANNING AVE (.200 BLK)	EMERSON ST (.800 BLK)	Broadside	Other motor vehicle		6
2	03/02/2025	1000	GREER RD/COLORADO AVE	PALOALTO	F	22350 CVC	GREER RD	COLORADO AVE	Head-on	Bicycle		1
3	03/02/2025	1550	910 E CHARLESTON RD	PALOALTO	F	22350 VC	CHARLESTON RD		Broadside	Other motor vehicle		1
4	03/03/2025	2103	MIDDLEFIELD RD/MAYVIEW AVE	PALOALTO	F	21801(a) CVC	MIDDLEFIELD ROAD	MAYVIEW AVENUE	Broadside	Other motor vehicle		1
5	03/03/2025	1250	3223 HANOVER ST	PALOALTO	F		3223 HANOVER ST		Side swipe	Parked motor vehicle		0
6	03/04/2025	920	ADDISON AVE/GUINDA ST	PALOALTO	F	VC 22450	ADDISON AVENUE	GUINDA STREET	Broadside	Bicycle		1
7	03/04/2025	2013	FULTON ST/LYTTON AVE	PALOALTO	F	CVC 23152(a)	300 BLOCK FULTON ST		Head-on	Parked motor vehicle		0
8	03/05/2025	1730	855 EL CAMINO REAL	PALOALTO	F		PARKING LOT AT 855 EL CAMINO REAL		Rear end	Parked motor vehicle		0
9	03/06/2025	1615	EMBARCADERO RD/KINGSLEY AVE	PALOALTO	F	pc 22350	KINGSLEY AVE	EMBARCADERO RD	Rear end	Other motor vehicle		0
10	03/07/2025	2045	MIDDLEFIELD RD/CHANNING AVE	PALOALTO	F		CHANNING AVE	MIDDLEFIELD RD	Side swipe	Other motor vehicle		1
11	03/08/2025	1447	UNIVERSITY AVE/HIGH ST	PALOALTO	F	CVC 22350	UNIVERSITY AVE (.100 BLK)		Rear end	Other motor vehicle		1
12	03/10/2025	225	959 LOMA VERDE AVE	PALOALTO	F	22350 VC	LOMA VERDE AVE (900 BLK)	STOCKTON PLACE	Hit object	Fixed object		1
13	03/10/2025	2020	119 BRYANT ST	PALOALTO	F	22350 VC	BRYANT STREET (100 BLK)	PALO ALTO AVENUE	Rear end	Bicycle		1
14	03/11/2025	858	.3000 ALMA ST	PALOALTO	F	CVC 21802(A)	ALMA ST (3000 BLK)	LOMA VERDE AVE (100 BLK)	Side swipe	Other motor vehicle		0
15	03/11/2025	1526	.3500 ALMA ST	PALOALTO	F	22350(a) CVC	.3500 ALMA ST		Rear end	Other motor vehicle		0
16	03/12/2025	1710	398 ALMA ST	PALOALTO	F		398 ALMA ST		Side swipe	Parked motor vehicle		0
17	03/13/2025	1027	SAND HILL RD/ARBORETUM RD	PALOALTO	F	22350	SAND HILL RD		Rear end	Other motor vehicle		
18	03/13/2025	1148	2600 EL CAMINO REAL	PALOALTO	F	20002	2600 EL CAMINO REAL	UNKNOWN	Side swipe	Parked motor vehicle		
19	03/13/2025	1335	GENG RD/EMBARCADERO RD	PALOALTO	F	CVC 22107	EMBARCADERO RD (1700 BLK)	E BAYSHORE RD (2300 BLK)	Side swipe	Other motor vehicle		0
20	03/13/2025	1325	UNIVERSITY AVE/UNIVERSITY CIR	PALOALTO	F	20002	ALMA ST	UNKNOWN	Side swipe	Other motor vehicle		
21	03/13/2025	1522	.2000 PRINCETON ST	PALOALTO	F	22350	.2000 PRINCETON ST		Side swipe	Parked motor vehicle		0
22	03/14/2025	1800	.500 E. CHARLESTON RD	PALOALTO	F		.500 E. CHARLESTON RD					
23	03/15/2025	1750	.800 SAN ANTONIO RD	PALOALTO	F	CVC 22350	801 SAN ANTONIO RD		Rear end	Other motor vehicle		2
24	03/15/2025	2335	.900 AMARILLO AVE	PALOALTO	F	23152(a)	AMARILLO AVE		Head-on	Parked motor vehicle		0

PABAC May 6, 2025 Meeting
Attachment 2: March 1-31, 2025 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	03/16/2025	343	3398 EL CAMINO REAL	PALOALTO	F	22107 VC	3300 BLOCK EL CAMINO REAL		Hit object	Fixed object	SIDE OF BUILDING	1
26	03/20/2025	1745	OREGON EXPR/ALMA ST	PALOALTO	F	CVC 22350	ALMA STREET		Side swipe	Other motor vehicle		1
27	03/20/2025	2100	SAN ANTONIO RD/E CHARLESTON RD	PALOALTO	F	21801(a)	E CHARLESTON RD		Broadside	Motor vehicle on other roadway		
28	03/20/2025	2123	CHURCHILL AVE/ALMA ST	PALOALTO	F	CVC 23152(A)	ALMA ST	CHURCHILL AVE	Side swipe	Other motor vehicle		0
29	03/21/2025	2207	PALO ALTO AVE/EL CAMINO REAL	PALOALTO	F	CVC 22350	PALO ALTO AVE		Rear end	Other motor vehicle		2
30	03/21/2025	2240	EL CAMINO REAL/EMBARCADERO RD	PALOALTO	T	CVC 22350	EL CAMINO REAL (SR-82)	EMBARCADERO RD	Rear end	Other motor vehicle		0
31	03/23/2025	340	ALMA ST/E MEADOW DR	PALOALTO	F	22350	ALMA ST		Hit object	Fixed object		
32	03/25/2025	1325	ALMA ST/FOREST AVE	PALOALTO	F	21801(A) VC	ALMA ST	FOREST AVE	Side swipe	Other motor vehicle		1
33	03/25/2025	1452	COWPER ST/MELVILLE AVE	PALOALTO	F	21802(A) VC	COWPER ST	MELVILLE AVE	Broadside	Other motor vehicle		2
34	03/25/2025	2224	.2100 E BAYSHORE RD	PALOALTO	F	cvc 23152(a)	2100BL E BAYSHORE RD	EMBARCADERO ROAD	Hit object	Fixed object		1
35	03/26/2025	1056	855 EL CAMINO REAL	PALOALTO	F		855 EL CAMINO REAL	EMBARCADERO RD	Side swipe	Parked motor vehicle		0
36	03/26/2025	1235	2277 BYRON ST	PALOALTO	F	cvc 22107	2277 BYRON ST		Head-on	Bicycle		1
37	03/26/2025	1609	.3900 ALMA ST	PALOALTO	F	21755(A) CVC	.3900 ALMA ST		Side swipe	Other motor vehicle		0
38	03/27/2025	953	EL CAMINO REAL/VENTURA AVE	PALOALTO	F	cvc 22350	3800 BLOCK EL CAMINO REAL	VENTURA AVE	Rear end	Other motor vehicle		0
39	03/27/2025	1812	887 E MEADOW DR	PALOALTO	F	22350	E MEADOW DR		Head-on	Other motor vehicle		1
40	03/28/2025	1100	758 BARRON AVE	PALOALTO	F		700 BLOCK OF BARRON AVENUE		Hit object	Fixed object		0
41	03/29/2025	830	OREGON EXPR/ALMA ST	PALOALTO	F	22107	OREGON EXPWY	ALMA ST	Hit object	Fixed object	WALL	1
42	03/29/2025	1043	.2900 E BAYSHORE RD	PALOALTO	F	none	E BAYSHORE RD		Head-on	Other object	METAL OBJECT	3
43	03/29/2025	2350	3000 ALEXIS DR	PALOALTO	F	23152(a)	PARKING LOT OF 3000 ALEXIS DR		Head-on	Fixed object	STOP SIGN AND COUNTRY CLUB SIG	0
44	03/31/2025	1755	ALMA ST/N CALIFORNIA AVE	PALOALTO	F	21804 VC	ALMA ST		Head-on	Other motor vehicle		0
45	03/31/2025	2005	EMBARCADERO RD/EL CAMINO REAL	PALOALTO	F	CVC 21954(a)	EMBARCADERO RD	ALMA STREET	Vehicle-Pedestrian	Pedestrian		1
46	03/31/2025	2054	ALMA ST/E CHARLESTON RD	PALOALTO	F	CVC 21453	ALMA ST		Broadside	Other motor vehicle		5
47	03/31/2025	1243	200 PASTEUR DR	PALOALTO	F		200 PASTEUR DR-PARKING LOT		Side swipe	Parked motor vehicle		0