



Palo Alto Pedestrian and
Bicycle Advisory Committee

Tuesday, February 3, 2026 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/89451588684>;
Dial-in: 669-444-9171 | Meeting ID: 894 5158 8684

1. CALL TO ORDER	6:15 PM
2. AGENDA CHANGES	6:16 PM
3. APPROVAL OF ACTION MINUTES: a. December 2, 2025 PABAC Meeting Minutes	6:18 PM
4. PUBLIC COMMENTS	6:20 PM
Note: Written comments submitted by email to Transportation@PaloAlto.gov between 12:00pm on November 20, 2025, and 12:00pm on January 22, 2026 are attached with the agenda packet.	
5. STAFF UPDATES a. Office of Transportation Update (<i>Charlie Coles, OOT</i>)	6:30 PM
6. ACTION ITEMS a. Elections for 2026 PABAC Chair and Vice Chair Election	6:40 PM
b. PABAC Bylaws Amendment	6:50 PM
c. Approve and recommend that Council approve amendment of the PABAC Bylaws to replace the first sentence under Section 4 Meetings with “The Committee shall vote on a regular meeting date/time from options provided by Staff on a periodic basis or as otherwise needed.”	
c. PABAC Regular Meeting Schedule	7:00 PM
i. Approve a change to the PABAC regular meeting day/time to one of the following options: 1. First Thursday of the month at 6:15 PM 2. Second Tuesday of the month at 6:15 PM 3. Third Wednesday of the month at 6:15 PM	
7. DISCUSSION ITEMS a. Bicycle and Pedestrian Transportation (BPTP) Update	7:20 PM
i. Project status update post 12/1 City Council Study Session ii. Discuss staff presenting the Final Plan to PABAC in April or May 2026 iii. Other topics of interest to PABAC	

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. November 2025 and December 2025 Collision Reports (**Attachment 1**) from Palo Alto Police Department
- e. Tentative Agenda List
 - i. March 2026
 - 1. San Antonio Road Area Plan
 - 2. Review of California Avenue Bicycle Lanes and Pedestrian Safety Enhancements
 - 3. Alma Street/Charleston Road Safety Improvements
 - ii. April 2026
 - 1. Staff Presents the Final 2026 Bicycle and Pedestrian Transportation Plan (BPTP) Update
 - 2. Transportation Development Act (TDA) Section 3
 - 3. Transportation Capital Improvement Program (CIP) Priorities
 - iii. May 2026
 - 1. Legislative Updates
 - 2. Safety Action Plan (Vision Zero) Implementation Progress
 - 3. SafeTrec Street Story Portal
- f. Other Requested 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. Bike Parking Code Updates for Converting Existing Business-Owned Auto Parking Spaces to Bicycle Parking
 - ix. Park Boulevard to Portage Avenue
 - x. How To Get More Information on Collisions
 - xi. San Antonio Rd/US 101 Interchange Improvement Project
 - xii. E-Cycle Policies

9. ADJOURNMENT 8:15 PM

END OF AGENDA



Palo Alto Bicycle Advisory Committee

Tuesday, December 2, 2025 at 6:15 p.m.

Meeting Minutes

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

Members Absent: None

Staff Present: Charlie Coles, Ripon Bhatia

14 Guests: Edgar Torres

1. CALL TO ORDER

16 Charlie Coles called the role. Bruce Arthur called the meeting to order.

2. AGENDA CHANGES

18 There are no agenda changes.

19 3. APPROVAL OF ACTION MINUTES

a. November 4, 2025 PABAC Meeting Minutes

21 Ken Joye motioned to amend Page 8, Line 3 to say “crossing” barriers; Page 8, Line 18 to say
22 “whether” the intent; and on Page 11, Line 34 in reference to Margarita Avenue, Matadero
23 Avenue, El Camino Real and Park Boulevard to clarify that the discussion is about getting from
24 the Bol Park path to Park Boulevard. Penny Ellson seconded. Charlie Coles pointed out this is
25 not a Brown Act meeting, so voting can be done by a show of hands. As a point of order, Ken
26 Joye notes Robert Neff has his hand raised as an attendee. Charlie Coles promoted Robert Neff
27 from attendee to panelist. Approval of the minutes passed unanimously.

28 4. PUBLIC COMMENTS

29 There are no public comments.

30 5. STAFF UPDATES

a. Office of Transportation Update

32 Charlie Coles presented the Office of Transportation update. On November 12, the Planning and
33 Transportation Commission voted unanimously to recommend the City Council adopt the 2026

1 Draft Bicycle and Pedestrian Transportation Plan (BPTP) update. On December 1, staff
2 presented the draft BPTP plan and near-term project list at a Council study session where
3 Council Members spoke positively about the effort, its collaborative process, the draft plan
4 document layout and the low-stress bike boulevard focus. Charlie Coles reported that Council
5 Members encouraged staff to consider the rapid growth of e-bikes in future facility design, the
6 plan's relationship to the South Palo Alto Bike/Ped Connectivity project, implementation of the
7 state's daylighting law and to revisit the Comprehensive Plan policies that could limit the City's
8 safety and traffic-calming efforts such as modal filters. City staff is preparing the final plan for
9 presentation and anticipates adoption by the Council in early 2026. The project webpage has
10 more information about this project.

11 Caltrans, in cooperation with the Peninsula Corridor Joint Powers Board (JPB) and the City of
12 Palo Alto, have proposed improvements to enhance safety at the Alma Street/Charleston Road
13 intersection. The Council will consider recommendations in spring of 2026 and construction is
14 slated for late 2026. The City will design and implement improvements in the City's right of
15 way. The JPB or Caltrain will design and implement improvements within the JPB's right of
16 way. This project is separate and independent from the ongoing rail grade separation
17 conversations to address more immediate safety concerns at this crossing. Later, staff will gain
18 feedback on the project recommendations via community engagement.

19 Addison Avenue from Bryant Street to Middlefield Road is a key bicycle priority street and was
20 repaved in the fall of 2025 to improve safety for all road users, especially bicycle riders, and to
21 fill gaps in the existing bicycle network to the Bryant Street bicycle boulevard. Addison Avenue
22 is a full-time protected bike lane on the eastbound side where on-street parking is now
23 prohibited. There are shared-lane markings on the westbound side of Addison Avenue where on-
24 street parking is available. This project is mostly complete except for installation of delineator
25 posts on the eastbound side between Webster Street and Middlefield Road adjacent to Addison
26 Elementary.

27 The University Avenue and El Camino Real overpass improvements are a Caltrans-led effort.
28 Work is ongoing to replace the bridge railing at the University Avenue overcrossing at El
29 Camino Real (State Route 82). The purpose of this project is to replace and upgrade the existing
30 vehicular and pedestrian railings as well as improve curb ramps, sidewalks, signals and lighting.
31 Bridge railing replacement is scheduled to be completed in early 2026 at the University Avenue
32 overcrossing. Caltrans has also scoped to close the underutilized, non-ADA-compliant pedestrian
33 tunnels along El Camino Real in Palo Alto.

34 The purpose of the South Palo Alto Bike/Ped Connectivity project is to identify locations and
35 develop design concepts for additional grade-separated bicycle and pedestrian rail crossings. The
36 Rail Committee and staff recommend advancing Alternative A, El Dorado Avenue Tunnel, as
37 the preferred alternative with 2 variants and eliminating all other alternatives from further
38 consideration. Charlie Coles displayed Alternative A1 with a signalized crossing of Alma Street
39 at El Dorado Avenue. A new Alternative A2 at the same or a similar location will explore
40 designs to tunnel underneath Alma Street and the Caltrain tracks in the vicinity of El Dorado
41 Avenue. On December 1, the City Council reviewed 8 shortlisted alternatives, expressed
42 preference for Alternative A2, and passed a motion to direct staff to continue focusing
43 evaluations on Alternatives A1 and A2. For updates, see the project webpage.

1 Art Liberman asked Charlie Coles for the status of the bike path along the Fry property from
2 Park Boulevard to Portage Avenue. Art Liberman had heard from Claire Raybould in the
3 Planning Department that the bike path will open by the end of the year. Art Liberman inquired
4 if there is a project webpage or how the Office of Transportation planned to inform the public
5 about the opening of the bike path. Art Liberman wanted to know if the bike path along
6 Churchill Avenue crossing El Camino Real will open at the end of the year and how the public
7 will be informed about it.

8 Charlie Coles has been talking with Claire Raybould. The bike path project has been built but is
9 pending Planning approval for a Certificate of Occupancy to open to the public, which is
10 expected by the end of this year. Charlie Coles does not know how it is being advertised and
11 when it will become available but he will follow up with Art Liberman. Charlie Coles did not
12 have the status of the bike path along Churchill Avenue crossing El Camino Real and referred
13 the question to Ripon Bhatia.

14 Ripon Bhatia said the Churchill Avenue enhanced bikeway project is in the construction process
15 and improvements are ongoing. This project includes extension of the existing bike path on
16 Churchill Avenue from Castilleja to El Camino as well as intersection improvements at El
17 Camino and Churchill. Ripon Bhatia stated that anticipated completion of this project in
18 summer/fall of 2026. Public Works is handling this project. The project website will provide
19 updates.

20 Paul Goldstein asked which underutilized underpass Charlie Coles was referencing in relation to
21 the bridge at University Avenue.

22 Charlie Coles replied there is an underpass tunnel from the Mayfield Soccer Complex near Page
23 Mill that connects underneath El Camino Real.

24 Bill Zaumen said there is an existing 8-foot wide bridge over the Oregon Expressway that aligns
25 with the northbound Caltrain platform. People can save time getting to the northbound Caltrain if
26 the path along Alma Street to the El Dorado crossing is extended and there was a way to get onto
27 that path. Bill Zaumen is not sure if his suggestion is feasible but wanted to offer it for
28 consideration. Having an existing bridge reduced the expense.

29 Bruce Arthur asked Charlie Coles why the Rail Committee voted to narrow down the proposed
30 list crossings in the South Palo Alto Bike/Ped Connectivity effort to only El Dorado.

31 Many factors were considered in the meeting discussions, so Charlie Coles recommends reading
32 the action minutes of the Rail Committee meeting held on November 18 and the City Council
33 meeting from December 1.

34 Charlie Coles presented a slide titled “Concept Design Alternatives (Draft)” showing the 8
35 alternatives. Staff’s initial recommendation to the Rail Committee was to eliminate Alternatives
36 D, E and F from further consideration due to the proximity of existing crossings at Meadow and
37 Charleston, added complexities with the rail grade separation project as well as lower projected
38 bicycle and pedestrian demand volumes at those tunnel locations. The Rail Committee agreed
39 with staff’s recommendation. Although it is not clear what the designs for Alternatives G and H
40 would look like, Charlie Coles said it would require a substantial amount of coordination with

1 Mountain View, which would slow down the process, but there is an opportunity to consider it as
2 part of the ongoing San Antonio Road Area Plan effort. Private property impacts were key
3 factors during the discussion of the alternatives. Alternatives B and C require at least 2 parcels
4 and it is very difficult to find 2 willing sellers in this general area. The decision-making factors
5 for Alternative A include the benefits of the location and its current design while heavily
6 weighing but not solely considering the parcel impact criteria.

7 With the Council and Rail Committee's recommendations, staff's next step is to evaluate
8 Alternative A, which is now Alternative A1, and create an Alternative A2 with a full grade-
9 separated crossing under the Caltrain tracks and under Alma Street in the El Dorado vicinity. The
10 next phase of the project will explore and compare the A1 and A2 designs and costs, how to
11 connect to and from the future crossings, and whether connections should be explored along El
12 Dorado or potentially making connections to El Carmelo.

13 Robert Neff said the VTA helped Sunnyvale and Mountain View with the crossing at Borregas,
14 which is similar to the San Antonio crossing involving 2 jurisdictions. Robert Neff asked if the
15 Office of Transportation could check with the City of Mountain View and Lauren Ledbetter at
16 VTA to see if there is an interest in VTA helping develop a plan near San Antonio.

17 Eric Nordman pointed out that El Dorado Avenue is about 28 feet wide, so he is not sure if
18 Alternative A2 is feasible but maybe there is another option.

19 **6. ACTION ITEMS**

20 **a. No action items this month.**

21 **7. DISCUSSION ITEMS**

22 **a. Discussion of Rail Grade Separation Project**

23 **i. PABAC to review and provide feedback on the refined grade separation**
24 **project alternatives at Churchill Avenue, Meadow Drive, and**
25 **Charleston Road**

26 **1. Please review latest information available in the latest Rail**
27 **Committee Staff Report (Action Item #2)**

28 Ripon Bhatia notes this project is being advanced in collaboration with Caltrain in the
29 Preliminary Engineering and Environmental Documentation phase. The project team had invited
30 all PABAC members to attend the workshop and provide comments, and they received many
31 responses. The City Council will review the crossing alternatives in consideration to select the
32 preferred options. The Council selected the preferred alternative for Churchill Avenue as a
33 partial underpass alternative. Due to its configuration, the bicycle and pedestrian crossing
34 could not be accommodated at Churchill and is planned at an offset location. The City Council
35 and Rail Committee chose a bicycle and pedestrian crossing at Seale Avenue. The Rail
36 Committee developed and reviewed options at the November 18 meeting. Previously, the City
37 Council prioritized the Meadow Drive and Charleston Road crossings over the Churchill Avenue

1 crossing. The Council narrowed the alternatives for Meadow and Charleston to two (2)
2 alternatives, the hybrid and the underpass, and directed staff to refine these alternatives further.

3 Edgar Torres explains that the project team engaged with the community regarding the grade
4 crossings through two(2) public meetings, social media blasts, Palo Alto Weekly mailers, and
5 signs. The project team appreciates the more than 130 attendees and over 300 comments
6 submitted during these meetings. The team organized meaningful feedback into 9 categories.
7 Traffic impacts, active transportation, and property impacts received the most comments. Edgar
8 Torres summarizes the alternatives being considered for each crossing.

9 Edgar Torres discusses the Churchill Avenue partial underpass alternative. The project team
10 shows slides with and without a landscape strip between the sidewalk and striped buffer on upper
11 Alma Street to depict the extent of improvements needed for the depression for the partial
12 underpass. The team will present preliminary results to the City Council to explain intersection
13 delays and levels of service. The traffic analysis shows acceptable levels of service across
14 Churchill Avenue for the partial underpass at upper and lower Alma Street. It is anticipated that
15 the Churchill Avenue partial underpass with the landscape strip alternative will impact 17 parcels
16 and 29 dwelling units of private property. Without the landscape strip, 7 parcels and 8 dwelling
17 units will be impacted, mostly to accommodate ADA ramps. The project team examined
18 construction considerations for the Churchill Avenue crossing. Because the partial underpass at
19 Churchill will not provide pedestrian and bicycle access, the City council has previously
20 determined the Seale Avenue as location for bike/ped crossing. Considerations will also include
21 the method of construction, utility relocation, phasing for maintenance of traffic, and soil export
22 from the site. Community feedback emphasizes student access and safety, a physical buffer for
23 walkability along Alma Street, the ability to calm Alma Street traffic, and the need to clarify
24 property impacts.

25 The project team is proposing two (2) options for the Seale Avenue bike/ped crossing. The first
26 option, the Seale Avenue ramp, would go down the middle of Seale Avenue, cross under Alma
27 Street and the railroad, climb back up on the east side of Peers Park, and terminate at Stanford
28 Avenue. The second option, the Alma Street ramp, would go down the east side of Alma Street,
29 cross under Alma Street and the railroad, and connect to Castilleja Avenue. This concept
30 provides a closer link to Palo Alto High School. Regarding potential property acquisition, the
31 Seale Avenue ramp would remove on-street parking and trees along Seale Avenue, affecting 14
32 parcels and 28 dwelling units. The Alma Street ramp would affect 4 parcels and 15 dwelling
33 units. There are key construction considerations for both options, including utility relocations,
34 the sewer pump station, and construction of a tunnel from Peers Park toward Seale Avenue,
35 along with additional considerations for each individual option. The project team received
36 community feedback regarding both ramps, with more negative feedback for the Seale Avenue
37 ramp. Community members provided more positive feedback for the Alma Street ramp because
38 it offers a more direct route to Paly and reduces property and parking impacts.

39 Edgar Torres discusses the alternatives for the Meadow Drive and Charleston Road crossings,
40 whose close proximity requires coordinated design. The project team explored opportunities for
41 underpasses, a hybrid alternative, or a combination of both. Edgar Torres presents slides showing
42 the orientation of the Meadow Drive hybrid option at the Alma Street intersection. The Meadow
43 Drive underpass aleternative keeps the railroad in place, lowers Meadow Drive fully underneath

1 the railroad, and places bike/ped bridges on either side of Alma Street and the railroad. The
2 highest grade for the bike/ped path reaches approximately 7.5 percent. Edgar Torres highlights
3 that a long ramp on southbound Alma Street provides access to Meadow Drive. Traffic results
4 for these alternatives show improvements in delays over existing conditions on Meadow Drive
5 for both alternatives and assumes growth for South Palo Alto and Mountain View. There is a
6 possibility of one (1) parcel being affected for the Meadow Drive hybrid option and two (2) full
7 parcels and six (6) partial parcels being affected for the underpass option. Construction
8 considerations for both options include temporary and/or full lane closures, utility relocation and
9 disruption, and individual impacts for each option. The hybrid option requires a shoofly. During
10 construction, at least one crossing will remain open, Meadow Drive or Charleston Road.
11 Community feedback on both Meadow Drive crossing alternatives emphasizes minimizing
12 property acquisitions, concerns over construction impacts, and avoiding graffiti. Members of the
13 public provided positive and negative feedback about each option.

14 Ken Joye asks whether it is appropriate to have an intersection delay that allows bicycles to
15 move across Meadow after exiting the ramp and inquires about having an intersection delay from
16 Second Street to Emerson Street. Edgar Torres explains that this would affect the journey time
17 for those traveling on Meadow Drive but would not change the delay at the Meadow/Alma
18 intersection. Ken Joye believes that the improvement shown in the traffic study is misleading
19 because anyone traveling along Meadow would have to stop at two(2) locations instead of just at
20 Alma. Edgar Torres acknowledges that the additional movement from two (2) directions to one
21 in each direction would likely require some form of traffic control at both ends but would not
22 change the intersection delay. Ken Joye recommends clearly stating this when presenting to the
23 City Council to prevent opinions from being swayed by the LOS A shown in the traffic study.
24 Edgar Torres states that the team could disclose the presence of traffic control at the east and
25 west sides of the intersection if recommended.

26 Eric Nordman states that the Rail Committee unanimously recommends eliminating the
27 landscape strip and selecting the Alma Street ramp option for the Churchill Avenue crossing, as
28 well as removing the roundabout option for Charleston Road. Ripon Bhatia clarifies that the Rail
29 Committee only motioned to eliminate the Seale Avenue ramp and that the other options are still
30 on the table for review by the Council.

31 Robert Neff asks whether the traffic study includes delays in all directions for Alma, Charleston,
32 and Meadow. Edgar Torres confirms that the study includes these delays. Robert Neff wants to
33 know if there is a study of what the limited turning would do for diversion of traffic onto
34 neighborhood streets. Edgar Torres responds that traffic coming from the south would likely use
35 Charleston Road because of lower demand. The likelihood of diversion of traffic was evaluated
36 and was low because Meadow Avenue and Charleston Road are close to each other. Robert Neff
37 questions how long Meadow Avenue or Charleston Road would be closed with the underpass
38 option. Edgar Torres states that the team is refining the concepts per City Council's direction and
39 will produce 15 percent drawings in the first half of next year. After authorization, the team will
40 develop a construction schedule and updated cost estimates. Robert Neff assumes the hybrid
41 option takes less time to complete than the underpass. Edgar Torres explains that construction
42 occurs in three (3) general phases: utility relocation, railroad improvements, and final
43 improvements, which can take months or even years to complete.

1 Penny Ellson asks how bicyclists would safely make a left turn onto Meadow Drive from
2 southbound Park Boulevard, particularly children going to Fairmeadow Elementary School and
3 JLS Middle School. Edgar Torres responds that roadway cyclists would use the stop sign and
4 turn left onto Meadow Drive, which would include a steep grade down and up. Bicyclists could
5 also use the multi-use path and the bridge that would cross over Meadow Drive; getting across
6 Meadow Drive to get to this path still needed to be designed. Penny Ellson states that the design
7 needs to include this crossing now because it serves as part of a school route. Edgar Torres
8 indicates that the design will likely include a mid-block crossing access point.

9 Art Liberman questions if the Alma Street ramp aims southward because of the number of
10 students traveling in that direction. Edgar Torres states that the tunnel aims southward due to site
11 constraints, not demand. Art Liberman is curious if the community was asked for input on the
12 tunnel's direction. Edgar Torres reiterates that the tunnel cannot go in the northbound direction
13 because of residential driveways and property impacts.

14 Edgar Torres explains that the Charleston Road crossing options closely resemble the Meadow
15 Drive crossing. With the Charleston Road hybrid option, Alma Street and Charleston Road
16 would be depressed, provide protected bicycle facilities with bike signals, and elevate the
17 railroad bridge to create an undercrossing. The project team is exploring an intersection that
18 functions like a mid-block crossing for bicyclists turning left from Park Boulevard onto
19 Charleston Road. Penny Ellson wants to ensure that PABAC reviews drawings before the
20 concept is approved, and Edgar Torres confirms that the team will provide drawings if this
21 alternative is advanced. The Charleston Road underpass alternative includes 2 options: a
22 roundabout underpass and a direct-access ramp. The roundabout option places the roundabout on
23 the east side of the railroad on Charleston Road and provides as many access points as possible.
24 Pedestrian facilities are similar to those on Meadow Drive. A multi-use path would be on the
25 north side of Charleston Road with a bike/ped switchback ramp to access Alma Street from the
26 east. The design also includes a bike/ped bridge that connects the multi-use path to the south side
27 of Charleston Road. The direct-access ramp option runs between Charleston Road and the area
28 below Alma Street to the south. This option creates an intersection below, eliminates the need for
29 the roundabout on the east side, and provides more direct access for heavier traffic movements.
30 The bike/ped improvements match those in the roundabout option, except that the design adds
31 improvements to separate the 2-way facility into 1-way travel in each direction east of Mumford
32 Place.

33 The intersection traffic study results at Charleston Road and Alma Street show that all
34 alternatives improve existing conditions in the year 2040 by removing interaction with the
35 railroad. The underpass alternative provides greater traffic improvements primarily because it
36 removes conflicting movements at the intersection. Potential property acquisition includes 2
37 partial parcels for the hybrid alternative, 3 full parcels and 26 partial parcels for the
38 underpass/roundabout option, and 1 full parcel and 23 partial parcels for the underpass/direct-
39 access ramp option. Construction considerations for the Charleston Road crossing are similar to
40 those for Meadow Drive. Charleston Road and Meadow Street would not be closed at the same
41 time. Construction of the roundabout would cause more disruption on Charleston Road and
42 would likely require detours. The direct-access ramp would create more disruption on Alma
43 Street than the roundabout option. Community feedback on the Charleston Road crossing options
44 indicates that participants view the hybrid option more favorably because it results in fewer

1 property impacts, minimal traffic detours, and safer conditions for pedestrians and bicyclists.
2 Community members express significant concerns about the underpass options related to
3 property and construction impacts, closures, noise, and bicycle and pedestrian design. The
4 community views the roundabout option less favorably than the hybrid and direct-access ramp
5 options.

6 Previous project consultants and city staff developed preliminary cost estimates in 2020 and
7 updated them in 2024. A slide shows projected cost amounts for each crossing. The integrated
8 project team has not vetted or validated the preliminary costs. The project team will be preparing
9 total engineering cost estimates for project completion to reflect more recent and higher costs.
10 The team will also be developing an updated construction schedule and cost estimate that will
11 consider construction work hours, rail service, traffic disruption, and construction clearances
12 required for an electrified rail system, including materials and labor.

13 Ripon Bhatia presents a slide outlining the timeline for the current project phase. The City
14 Council will meet on December 10, with a possible continuation on December 15, to decide
15 which alternatives advance to the 15 percent design. The project team expects to complete the 15
16 percent design by mid-2026. Afterward, the Council will provide direction on proceeding to the
17 35 percent design and environmental documentation.

18 Robert Neff asks whether the project maintains setbacks along Alma Street. Edgar Torres
19 responds that the underpass alternatives slightly reduce setbacks to accommodate ramps, while
20 the hybrid alternatives preserve them by minimizing retaining walls. Robert Neff asks how
21 narrow the setbacks become with the underpass, and Edgar Torres confirms that they narrow
22 significantly. Robert Neff supports the wider hybrid intersections crossing Alma Street and raises
23 concerns that the Charleston Road underpass options create two awkward crossings. Robert Neff
24 believes the Charleston Road and Meadow Drive underpass designs make at-grade bicycle
25 crossings difficult and should be reflected in those proposals. Robert Neff adds that the
26 roundabout option requires crossing the street to access the underpass, which he views as a
27 disadvantage. Edgar Torres states this issue can be highlighted.

28 Eric Nordman presents a slide showing the Seale Tunnel cross section and notes potential issues
29 with jack box construction if the tunnel box uses a wedge shape, which the team could easily
30 resolve. Eric Nordman asks whether the design can use a tunnel slope of less than 1.5 percent.
31 Edgar Torres states that the team will address these issues during the 15 percent design phase.
32 For the Meadow and Charleston hybrid designs, Eric Nordman recommends protecting the
33 bike/ped path from right-turning vehicles. Edgar Torres responds that the team is exploring
34 treatments such as a Dutch Protected Intersection. Eric Nordman prefers side columns over a
35 single column for the hybrid bridge and questions the need for the extra-wide bridge due to
36 potential cost impacts. Edgar Torres explains that the extra-wide option provides balance and
37 that the bridge design would be part of subsequent work. Eric Nordman reports that the property
38 at 3553 Alma Street contains 15 units, which changes the Meadow underpass property impacts.
39 Edgar Torres confirms that the proposal has been updated to reflect this.

40 Eric Nordman expresses relief that Charleston Road and Meadow Drive will not close
41 simultaneously and asks whether the closures would last months or years and if they would
42 affect pedestrians. Edgar Torres explains that this depends on construction sequencing and notes

1 the road closings would likely need to be for years for the underpass option. Edgar Torres
2 emphasized that construction sites pose safety risks for pedestrians and bicyclists. Pat Burt had
3 commented at the Rail Committee meeting that the City may construct only the Charleston or the
4 Meadow crossing due to cost. Eric Nordman asks whether the team will consider building one
5 crossing instead of both. Edgar Torres confirms the team will explore that option and assess
6 whether the crossings can be designed independently if needed.

7 Ken Joye thanks Edgar Torres and his team for the presentation. Noting that the properties at
8 4097 Park Boulevard and 3553 Alma Street require full acquisition for the Meadow Drive
9 underpass, Ken Joye asks why the properties still appear on Slide 36. Edgar Torres states that the
10 team will gray out these properties on the presentation. Ken Joye asks whether modeling had
11 been done for cut-through traffic on Wilkie Way and hopes the traffic study includes this. Ken
12 Joye agrees with the need for a beacon at Mumford Place because the underpass would make it
13 harder for cyclists to access the south side of Charleston Road there.

14 Charlie Coles reminds everyone that the meeting is running behind schedule and urges succinct
15 comments going forward.

16 Art Liberman asks whether the El Dorado Avenue and Seale Avenue tunnel projects can proceed
17 together. Edgar Torres explains that the projects must go through the City process first and will
18 be evaluated for efficiency.

19 Alan Wachtel wants to know about Palo Alto's history of acquiring private residential property
20 for public use and how often it occurs. Charlie Coles explains that the City most recently
21 acquired property for the Newell Bridge expansion. Ripon Bhatia adds that large infrastructure
22 projects may have property impacts and processes must be followed based on state and federal
23 laws, with the City aiming for friendly acquisitions. Alan Wachtel notes that bike/ped traffic
24 would need to make left turns onto Meadow Drive or Charleston Road at grade with the
25 underpass alternatives, which is more difficult than current conditions. Edgar Torres agrees that
26 positive traffic control would be needed for those turns. Alan Wachtel moves that PABAC
27 recommend advancing the Meadow Drive and Charleston Road hybrid options to the 15 percent
28 stage, and Paul Goldstein seconds the motion. Bruce Arthur requests the Committee get through
29 all comments before taking motions.

30 Nicole Rodia thanks Edgar Torres for his presentation and for highlighting the bicycle and
31 pedestrian features. Nicole Rodia requests crossing counts for vehicles, bikes, and pedestrians for
32 each crossing and notes that the underpass option may reduce bicycle and pedestrian use due to
33 added travel. Nicole Rodia asks that the traffic study include the distance of added direction
34 travel and bicycle/pedestrian delays for each option. Edgar Torres explains that the team
35 calculated these numbers in a prior traffic assessment. Nicole Rodia asks whether any designs
36 accommodate quad tracks on the Caltrain corridor. Edgar Torres states that the Rail Committee
37 presentation in November 2023 showed 4 tracks north of Meadow Drive and south of Churchill
38 Avenue, and the team will evaluate space for Caltrain as designs advance, though not necessarily
39 for 4 tracks. Nicole Rodia believes the Seale Avenue crossing will increase bicycle traffic on
40 Castilleja Avenue, which may require parking changes and affect rerouting of bicycles from
41 Churchill Avenue. Edgar Torres says the team can discuss enlarging Castilleja Avenue's bicycle
42 facility as the option advances. Nicole Rodia recommends no right turn on red for the hybrid

1 options, which may remove the southbound Alma Street right-turn lane onto Meadow and
2 Charleston. Edgar Torres adds that the team can use an activated device to indicate no right turn
3 on red while bicyclists and pedestrians cross.

4 Penny Ellson thanks Edgar Torres and Ripon Bhatia for their presentation. Penny Ellson asks
5 whether a 2-way cycle track along southbound Alma Street from the San Antonio Caltrain
6 station to East Meadow remains possible with the hybrid option. Edgar Torres says the team can
7 explore this for the hybrid option but considers it unlikely for the underpass. Penny Ellson
8 emphasizes the need to preserve a direct connection for bicyclists and notes that the San Antonio
9 station will become busier with new housing. Penny Ellson raises concerns about large groups of
10 schoolchildren crossing Alma Street at Meadow and Charleston. Edgar Torres explains that the
11 team can use buffering or bike boxes at these intersections and notes there are even larger groups
12 at the Churchill intersection due to Paly students. Penny Ellson asks how traffic will be managed
13 during construction given limited crosstown routes. Edgar Torres replies that the team will select
14 the best alternative routes for all modes by considering where the traffic is likely to go and
15 transportation demand management strategies to reduce vehicular demand.

16 Penny Ellson says South Palo Alto aims to keep young bicyclists off main roads and wants to
17 avoid shifting traffic onto quiet school-commute streets. Edgar Torres confirms that the
18 education campaign will intensify as the project advances. Penny Ellson requests temporary
19 traffic-calming measures in neighborhoods when traffic diverts into them.

20 Cedric de la Beaujardiere suggests preventing right turns from westbound Meadow Drive and
21 Charleston Road onto northbound Park Boulevard for the underpass option to facilitate bicyclist
22 safety. Cedric de la Beaujardiere recommends including total travel times for all modes between
23 two endpoints to capture added time from indirect movements. Cedric de la Beaujardiere asks
24 whether the landscape strip along Alma Street at Churchill Avenue would shift from the property
25 side to the street side. Edgar Torres explains that the strip already runs along the street side, and
26 some parcels remain tight, so the design is being evaluated with and without the strip. Cedric de
27 la Beaujardiere questions whether the bike box on the Meadow Drive hybrid option serves left-
28 turning bikes onto Alma or just manages bike bunching. Edgar Torres states it demonstrates
29 enhancement options for bicycles and can extend across the left-turn lane.

30 Charlie Coles states there are no public comments.

31 Alan Wachtel moves that PABAC recommend advancing the Meadow Drive and Charleston
32 Road hybrid options to the 15 percent design level. Alan Wachtel has no opinion on the
33 underpass options and wants to hear the Committee's thoughts on this.

34 Paul Goldstein seconds the motion and strongly feels the hybrid options provide a more human
35 scale for crossing of the tracks, are better aesthetically, and come closest to a level crossing.

36 Nicole Rodia expresses her support for the motion and is interested in amending the motion to
37 say the Committee does not recommend the underpass options to advance.

38 Alan Wachtel accepts the amendment but wants to hear other Committee members' opinions to
39 ensure the motion does not fail.

1 Paul Goldstein agrees and offers that it may be sufficient to simply state the PABAC has a
2 preference for the hybrid options.

3 Ken Joye agrees with the motion as amended.

4 Charlie Coles takes a roll call vote and all present Committee Members support the motion.

5 Ken Joye, Bruce Arthur, Alan Wachtel, and Paul Goldstein thank Edgar Torres, Whitney
6 DiGiantomaso, and Riton Bhatia for their hard work.

7 **b. Nominations for 2026 PABAC Chair and Vice Chair Election**

8 Paul Goldstein nominates Nicole Rodia for the Chair of the PABAC in 2026.

9 Nicole Rodia declines the Chair position for 2026 due to time constraints.

10 Alan Wachtel asks if Nicole Rodia would be available to be Vice Chair of the PABAC in 2026.

11 Nicole Rodia declines the Vice Chair position for 2026 due to time constraints.

12 Paul Goldstein asks if Bruce Arthur would be willing to be the PABAC Chair in 2026.

13 Bruce Arthur says he is happy to serve as Chair again but is also willing to hand it over to
14 someone else.

15 Paul Goldstein nominates Bruce Arthur for Chair of the PABAC in 2026.

16 Robert Neff commends Bruce Arthur on his work and his involvement with the Rail Committee
17 and is in favor of his nomination.

18 Bruce Arthur asks for nominations for Vice Chair.

19 Nicole Rodia asks if Committee Members could nominate themselves for Vice Chair, and Bruce
20 Arthur confirms this is allowed.

21 Ken Joye nominates himself for the PABAC Vice Chair in 2026.

22 Robert Neff makes a motion to close nominations. Paul Goldstein seconds this motion.

23 Bruce Arthur reiterates that the proposal is for himself to be the Chair and Ken Joye to be the
24 Vice Chair of PABAC for 2026. Bruce Arthur asks which Committee Members support this.

25 Charlie Coles notes that all hands are raised in support of these nominations.

26 Paul Goldstein points out that the agenda for this meeting says nominations, not vote, but does
27 not think the voting needs to be repeated later.

1 Alan Wachtel comments that the bylaws state, "The Committee shall elect a Chair and Vice
2 Chair at the first meeting of the calendar year." Therefore, voting will be done again at the first
3 meeting in 2026.

4 **8. STANDING ITEMS**

5 **a. CSTSC Update: Review CSTSC Meeting Agendas and Minutes**

6 Bruce Arthur states the agenda has a link for Committee Members to review.

7 **b. VTA BPAC Update**

8 Robert Neff sent an email to the Committee about the VTA BPAC Update.

9 **c. Subcommittee Reports**

10 **i. Rail Grade Separation Subcommittee**

11 Bruce Arthur has no updates concerning the Rail Grade Separation Subcommittee.

13 **ii. Repaving Subcommittee**

14 Robert Neff has no updates on the Repaving Subcommittee.

15 **iii. Muni Code Subcommittee**

16 Eric Nordman has no updates on the Muni Code Subcommittee.

17 **iv. Sight Line and Safety Problem Reporting on Bike Routes**

18 Eric Nordman states there is nothing to report concerning Sight Line and Safety Problem
19 Reporting on Bike Routes.

20 **v. El Camino Real Traffic Signals**

21 Nicole Rodia states the latest update from Caltrans is that they will not complete connecting all
22 the detection loops until the end of December. Follow-up will be done again to make sure all
23 cross-street detections are working.

24 **vi. Electric Micromobility Subcommittee**

25 Robert Neff reports nothing new from the Electric Micromobility Subcommittee. Robert Neff
26 discussed a San Francisco Chronicle column about the general e-bike environment and a New
27 York Times story covering injuries from e-bikes, especially overpowered models.

28 Penny Ellson states she raised the e-bike issue at the December 1 City Council meeting.

29 Bruce Arthur notes the topic includes both e-bikes and e-motorcycles.

1 Paul Goldstein commends the New York Times article and offers to send a copy to any
2 Committee member.

3 **d. Announcements**

4 **i. October 2025 Collision Reports (Attachment 1) from Palo Alto Police
5 Department**

6
7 Charlie Coles says there are no updates on Collision Reports and that they are provided just for
8 informational purposes.

9 Nicole Rodia points out that the October Collision Report records 16 vehicle-bicycle collisions,
10 all with injuries, which is a high number.

11 **e. Tentative Agenda List**

12 **i. January 2026**

13 **1. PABAC Chair and Vice Chair Elections**

14 **2. PABAC Bylaws**

15 **3. Legislative Updates**

16 **4. South Palo Alto Bike/Ped Connectivity**

17 **ii. February 2026**

18 **1. Alma/Charleston**

19 **2. SafeTrec Street Story Portal**

20 **iii. March 2026**

21 **1. TDA 3**

22 **2. Transportation CIP Priorities**

23 **3. Safety Action Plan Implementation Progress**

24 Alan Wachtel observes that the first 3 meetings in 2026 do not include a BPTP Update and asks
25 if the Committee will be given an opportunity to comment on this plan.

26 Bruce Arthur states this will be discussed with Charlie Coles, Sylvia Star-Lack, and Ozzy Arce
27 to find out if the PABAC would have more feedback opportunities next year for the BPTP
28 Update.

29 **f. Other Requested 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. Bike Parking Code Updates for Converting Existing Business-Owned Auto Parking Spaces to Bicycle Parking
- ix. Park Boulevard to Portage Avenue
- x. How To Get More Information on Collisions
- xi. San Antonio Rd/US 101 Interchange Improvement Project

14 Ken Joye reminds everyone that public comment will only be accepted at the December 10 City
15 Council meeting about grade separation and not at the December 15 meeting.

16 Jane Rosten states a friend of hers is doing a project at Stanford to repair bikes and that she
17 would be sending an email to all Committee Members with this information if they wish to
18 support this project.

19 Cedric de la Beaujardiere points out the December 10 City Council meeting will be on a
20 Wednesday, not the usual Monday.

21 Art Liberman wants to know when the BPTP Update is coming to City Council for vote and asks
22 Charlie Coles to look into this. Charlie Coles reiterates that this will be in early 2026 but is not
23 sure of a specific date.

24 Penny Ellson mentions there will be a Stanford meeting on December 10, the same night as the
25 City Council meeting on the grade separation project. Both of these meetings will be attended by
26 many people.

27 Penny Ellson wants to engage the PABAC on the subject of e-cycles and e-bikes. Penny Ellson
28 believes many children and young adults are behaving badly on the streets and feels a discussion
29 needs to be had with research done by staff. Bruce Arthur agrees and states this will be put on the
30 potential agenda item list for upcoming meetings. Paul Goldstein concurs that it should be on a
31 future agenda and not discussed at this time.

1 Bruce Arthur instructs Penny Ellson to email the Transportation staff with her notes about e-
2 cycles.

3 **ADJOURNMENT** at 8:45 p.m.



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.





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.

PABAC February 3, 2026 Meeting
 Attachment 1: November 1-30, 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	11/02/2025	1145	180 EL CAMINO REAL	PALOALTO	F	UNABLE TO DETERMINE	180 EL CAMINO REAL	PRIVATE PARKING LOT	Vehicle-Pedestrian	Pedestrian		1
2	11/02/2025	1525	.3800 MIDDLEFIELD RD	PALOALTO	F		MIDDLEFIELD RD	E CHARLESTON ROAD	Broadside	Bicycle		1
3	11/02/2025	1500	100 BLK OF HOMMER AVE	PALOALTO	F	21950(a) VC	100 BLOCK OF HOMMER AVE		Head-on	Pedestrian		1
4	11/04/2025	1828	MIDDLEFIELD RD/HAMILTON AVE	PALOALTO	F	CVC 21801(a)	MIDDLEFIELD RD	HAMILTON AVE	Head-on	Other motor vehicle		0
5	11/06/2025	1334	.200 ALMA ST	PALOALTO	F	cvc 22350	200 BLOCK OF ALMA STREET		Rear end	Other motor vehicle		1
6	11/06/2025	1440	25 CHURCHILL AVE	PALOALTO	F	CVC 21801(a)	25 CHURCHILL AVE		Head-on	Other motor vehicle		1
7	11/06/2025	1443	4015 MIRANDA AVE	PALOALTO	T	CVC 22350	MIRANDA AVE	ARASTRADERO ROAD	Other	Non-collision		1
8	11/07/2025	2022	180 HAMILTON AVE	PALOALTO	F	21658(a) VC	HAMILTON AVE (100 BLOCK)		Side swipe	Parked motor vehicle		0
9	11/08/2025	330	957 MATADERO AVE	PALOALTO	F	22106 VC	957 MATADERO AVE		Side swipe	Fixed object	FENCE POST	0
10	11/08/2025	1202	EL CAMINO REAL/DINAH'S CT	PALOALTO	F	CVC 23153(A)	EL CAMINO REAL (SR - 82)	DINAHS COURT	Broadside	Other motor vehicle		1
11	11/08/2025	1315	180 EL CAMINO REAL	PALOALTO	F		180 EL CAMINO REAL	SAND HILL ROAD	Side swipe	Parked motor vehicle		0
12	11/10/2025	800	.400 EL CARMELO AVE	PALOALTO	F	22107	.400 EL CARMELO AVE		Side swipe	Parked motor vehicle		0
13	11/11/2025	1050	EMERSON ST/UNIVERSITY AVE	PALOALTO	F	cvc 21453(a)	100BLK UNIVERSITY AVE	400BLK EMERSON ST	Broadside	Other motor vehicle		0
14	11/12/2025	640	SAND HILL RD/VINEYARD LN	PALOALTO	F	CVC 21453(a)	SAND HILL RD	VINEYARD LN	Broadside	Other motor vehicle		2
15	11/12/2025	1542	687 ARASTRADERO RD	PALOALTO	F	CVC 21801	600 BLK ARASTRADERO RD		Broadside	Bicycle		1
16	11/13/2025	1716	WEBSTER ST/LYTTON AVE	PALOALTO	F	CVC 21453	LYTTON AVE	WEBSTER ST	Broadside	Other motor vehicle		1
17	11/13/2025	1910	MIDDLEFIELD RD/LAYNE CT	PALOALTO	F	CVC 22350	MIDDLEFIELD RD		Rear end	Parked motor vehicle		1
18	11/13/2025	1945	ALMA ST/N CALIFORNIA AVE	PALOALTO	F	CVC 21801(A)	N CALIFORNIA AVE	ALMA ST	Broadside	Other motor vehicle		2
19	11/13/2025	2310	3175 HANOVER ST	PALOALTO	F	22350 VC	HANOVER ST		Hit object	Fixed object	TREE	0
20	11/13/2025	600	3400 HILLVIEW AVE	PALOALTO	F		3400 HILLVIEW AVE	FOOTHILL EXPRESSWAY	Vehicle-Pedestrian	Pedestrian		1
21	11/14/2025	1350	LINCOLN AVE/CHANNING AVE	PALOALTO	F	21802(A) VC	CHANNING AVE	LINCOLN AVE	Broadside	Other motor vehicle		1
22	11/14/2025	1919	.3200 E BAYSHORE RD	PALOALTO	F	21651(b) vc	3200BLK E BAYSHORE RD		Other	Other motor vehicle		2
23	11/15/2025	1019	UNIVERSITY AVE/HIGH ST	PALOALTO	F	21950 VC	HIGH STREET	UNIVERSITY AVENUE	Head-on	Pedestrian		1
24	11/15/2025	1223	ALMA ST/CHURCHILL AVE	PALOALTO	F	not applicable	.1300 ALMA ST		Hit object	Other object	DOG IN ROADWAY	0
25	11/15/2025	1500	PASTEUR DR/WELCH RD	PALOALTO	F		PASTEUR DR	WELCH RD	Other	Bicycle		1
26	11/15/2025	1924	EL CAMINO REAL/WILTON AVE	PALOALTO	F	CVC 22350	EL CAMINO REAL		Rear end	Other motor vehicle		1

PABAC February 3, 2026 Meeting
 Attachment 1: November 1-30, 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
27	11/16/2025	1720	.100 ADDISON AVE	PALOALTO	F	CVC-22106	.100 BLOCK ADDISON ST	ALMA STREET	Rear end	Other motor vehicle		0
28	11/16/2025	2100	.500 NEWELL RD	PALOALTO	F	21800(a) CVC	NEWELL ROAD	EDGEWOOD DRIVE	Other	Bicycle		1
29	11/17/2025	1100	.600 FOREST AVE	PALOALTO	F	21802(a)	MIDDLEFIELD ROAD	FOREST AVE	Broadside	Other motor vehicle		2
30	11/17/2025	2204	.800 ALMA ST	PALOALTO	F	CVC 21950(B)	ALMA STREET		Vehicle-Pedestrian	Pedestrian		2
31	11/18/2025	504	SAN ANTONIO RD/MIDDLEFIELD RD	PALOALTO	F		MIDDLEFIELD RD	SAN ANTONIO RD	Broadside	Other motor vehicle		2
32	11/18/2025	510	.400 E CHARLESTON RD	PALOALTO	F	CVC 22350	.400 E CHARLESTON RD		Other	Bicycle		1
33	11/18/2025	1730	ALMA ST/E CHARLESTON RD	PALOALTO	F	CVC 21658(A)	ALMA ST	E. CHARLESTON RD	Side swipe	Other motor vehicle		0
34	11/19/2025	1550	MAYBELL AVE/THAIN WAY	PALOALTO	F	cvc 21801	MAYBELL AVE		Broadside	Other motor vehicle	MOTORIZED SCOOTER	0
35	11/20/2025	1400	EL CAMINO REAL/COLLEGE AVE	PALOALTO	F	CVC 21801(a)	EL CAMINO REAL		Head-on	Other motor vehicle		2
36	11/20/2025	1837	1700 PAGE MILL RD	PALOALTO	F	CVC 22350	1700 PAGE MILL RD		Rear end	Other motor vehicle		3
37	11/20/2025	1355	.100 EVERETT AVE	PALOALTO	F	21658(A) VC	.100 EVERETT AVE		Side swipe	Parked motor vehicle		0
38	11/21/2025	20	960 SAN ANTONIO RD	PALOALTO	F	22350 VC	960 SAN ANTONIO RD		Head-on	Parked motor vehicle		0
39	11/21/2025	759	.100 EL CAMINO REAL	PALOALTO	F	cvc 21950(a)	100BLK EL CAMINO REAL	SHOPPING CENTER WAY	Vehicle-Pedestrian	Pedestrian		1
40	11/21/2025	742	E BAYSHORE RD/LAURA LN	PALOALTO	F	cvc 22350	E BAYSHORE RD		Rear end	Other motor vehicle		1
41	11/22/2025	1416	SAND HILL RD/EL CAMINO REAL	PALOALTO	T	21453	SAND HILL RD	EL CAMINO REAL	Broadside	Bicycle		1
42	11/22/2025	1849	.2700 EL CAMINO REAL	PALOALTO	F	21658(a) vc	.2700 EL CAMINO REAL		Side swipe	Other motor vehicle		0
43	11/22/2025	2102	MIDDLEFIELD RD/LYTTON AVE	PALOALTO	F	22107 vc	MIDDLEFIELD RD		Hit object	Fixed object	FENCE	0
44	11/23/2025	1218	E BAYSHORE RD/EMBARCADERO RD	PALOALTO	F	CVC 22350	E BAYSHORE RD	EMBARCADERO RD	Rear end	Other motor vehicle		1
45	11/23/2025	1725	PAGE MILL RD/FOOTHILL EXPR	PALOALTO	F	CVC 22350	PAGE MILL RD	FOOTHILL EXPRESSWAY	Rear end	Other motor vehicle		1
46	11/24/2025	1010	ENCINA AVE/URBAN LANE	PALOALTO	F	21954 (A) VC	ENCINA AVE		Hit object	Other object	WHEELCHAIR CARRYING ITEMS	0
47	11/24/2025	1129	EMBARCADERO RD/GALVEZ ST	PALOALTO	F	CVC 22107	EMBARCADERO RD	EL CAMINO REAL	Side swipe	Other motor vehicle		0
48	11/24/2025	1919	.700 COLORADO AVE	PALOALTO	F	21801(A) VC	.700 BLOCK COLORADO AVE		Broadside	Bicycle		1
49	11/26/2025	800	COWPER ST/EMBARCADERO RD	PALOALTO	F	22350	EMBARCADERO RD		Rear end	Other motor vehicle		0
50	11/28/2025	925	754 COLORADO AVE	PALOALTO	F	cvc 22350	754 COLORADO AVE		Other	Bicycle		1
51	11/30/2025	2000	2675 EL CAMINO REAL	PALOALTO	F	22107 VC	PARKING LOT		Side swipe	Other motor vehicle		0

PABAC February 3, 2026 Meeting

Attachment 1: December 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	12/01/2025	1023	ALMA ST/EL CARMELO AVE	PALOALTO	F	21658 cvc	ALMA ST		Side swipe	Other object		0
2	12/03/2025	800	.4000 EL CAMINO WAY	PALOALTO	F	22350	EL CAMINO WAY		Head-on	Fixed object	NO PARKING SIGN	0
3	12/05/2025	1325	MIDDLEFIELD RD/N CALIFORNIA AVE	PALOALTO	F	cvc 22350	MIDDLEFIELD RD	N. CALIFORNIA AVE	Side swipe	Parked motor vehicle		2
4	12/05/2025	1551	COWPER ST/EL DORADO AVE	PALOALTO	F	CVC 22450	EL DORADO AVE	COWPER ST	Broadside	Bicycle		1
5	12/05/2025	2000	.2400 FABER PL	PALOALTO	F	22107 VC	.2400 FABER PL		Rear end	Other motor vehicle		0
6	12/07/2025	1020	.100 OREGON EXPRESWAY	PA	F	CVC 22350	.100 OREGON EXPRESWAY		Head-on	Fixed object		1
7	12/09/2025	1245	.400 WILTON AVE	PALOALTO	F	21804(a) CVC	WILTON AVE		Broadside	Other motor vehicle		1
8	12/10/2025	1506	ALMA ST/KINGSLEY AVE	PALOALTO	F	VC 21801(a)	ALMA ST		Side swipe	Fixed object	UTILITY POLE	0
9	12/10/2025	2035	.100 ALMA ST	PALOALTO	F	23152(A) VC	ALMA ST (100 BLOCK)		Hit object	Fixed object	METAL FENCE	0
10	12/10/2025	1800	E BAYSHORE RD/EMBARCADERO RD	PALOALTO	F	22107	E BAYSHORE RD	EMBARCADERO RD	Side swipe	Other motor vehicle		0
11	12/11/2025	1640	EL CAMINO REAL/CHURCHILL AVE	PALOALTO	F	21453(a)	EL CAMINO REAL	CHURCHILL AVE	Broadside	Bicycle		1
12	12/11/2025	1819	SAN ANTONIO RD/E CHARLESTON RD	PALOALTO	F	22100 CVC	SAN ANTONIO RD	E CHARLESTON ROAD	Side swipe	Other motor vehicle		0
13	12/11/2025	1925	.600 ARASTRADERO RD	PALOALTO	F	22107 VC	ARASTRADERO (600 BLOCK)		Hit object	Fixed object	LARGE ROCK	1
14	12/11/2025	1000	180 EL CAMINO REAL	PALOALTO	F		180 EL CAMINO REAL		Side swipe	Parked motor vehicle		0
15	12/12/2025	830	SAN ANTONIO RD/MIDDLEFIELD RD	PALOALTO	F	22350 cvc	SAN ANTONIO RD	MIDDLEFIELD RD	Broadside	Bicycle		1
16	12/13/2025	1230	.4200 MIDDLEFIELD RD	PALOALTO	F	CVC 22350	.4200 MIDDLEFIELD RD		Rear end	Other motor vehicle		1
17	12/13/2025	1115	837 WAVERLEY ST	PALOALTO	F	cvc 22106	0800 BLOCK WAVERLEY ST		Broadside	Other motor vehicle		0
18	12/13/2025	2157	FLORENCE ST/UNIVERSITY AVE	PALOALTO	F	unknown	UNIVERSITY AVENUE (.400 BLK)		Side swipe	Other motor vehicle		0
19	12/15/2025	1014	448 SHERMAN AVE	PALOALTO	F	CVC 22350	448 SHERMAN		Head-on	Parked motor vehicle		
20	12/15/2025	1400	.700 UNIVERSITY AVE	PALOALTO	F	CVC 22350	.700 UNIVERSITY AVE	N/A	Rear end	Other motor vehicle		1
21	12/16/2025	1815	MIDDLEFIELD RD/OREGON EXPR	PALOALTO	F	21755(a) cvc	MIDDLEFIELD RD		Side swipe	Other motor vehicle		0
22	12/17/2025	321	.600 PAGE MILL RD	PALOALTO	T	cvc 21658(a)	PAGE MILL RD		Head-on	Fixed object	TRAFFIC SIGN	0
23	12/17/2025	435	.600 EMBARCADERO RD	PALOALTO	F	CVC 21658(a)	.600 EMBARCADERO RD		Head-on	Fixed object	TREE	1
24	12/17/2025	1445	.900 ALMA ST	PALOALTO	F	21658(A) VC	.900 ALMA ST		Side swipe	Parked motor vehicle		1
25	12/17/2025	2000	.500 BRYANT ST	PALOALTO	F	unknown	.500 BRYANT	SOUTH OF UNIVERSITY	Other	Other motor vehicle		0
26	12/18/2025	2140	EL CAMINO REAL/W CHARLESTON RD	PALOALTO	F	CVC 23152(a)	EL CAMINO REAL	ARASTRADERO RD	Broadside	Other motor vehicle		1

PABAC February 3, 2026 Meeting
 Attachment 1: December 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
27	12/18/2025	2245	4269 EL CAMINO REAL	PALOALTO	F		4269 EL CAMINO REAL		Rear end	Other motor vehicle		0
28	12/19/2025	1115	.500 COWPER ST	PALOALTO	F	22107	COWPER STREET		Side swipe	Parked motor vehicle		0
29	12/19/2025	1247	COULOMBE DR/MAYBELL AVE	PALOALTO	F	22107 cvc	MAYBELL	COULOMBE	Hit object	Fixed object		0
30	12/19/2025	1700	EL CAMINO REAL/QUARRY RD	PALOALTO	F	21453(a) CVC	EL CAMINO REAL	QUARRY ROAD	Broadside	Other motor vehicle		1
31	12/21/2025	930	.1800 PAGE MILL RD	PALOALTO	F	CVC 22350	.1800 PAGE MILL RD		Broadside	Fixed object		
32	12/22/2025	1200	2867 W BAYSHORE RD	PALOALTO	F	CVC 21663	2867 W BAYSHORE RD	ELLEN DRIVE	Broadside	Other motor vehicle		1
33	12/22/2025	2246	W BAYSHORE RD/AMARILLO AVE	PALOALTO	F	22350 vc	W BAYSHORE RD		Rear end	Other motor vehicle		1
34	12/23/2025	323	PAGE MILL RD/ASH ST	PALOALTO	F	22107 vc	PAGE MILL RD		Hit object	Fixed object	MEDIAN / TREES	1
35	12/23/2025	925	LINCOLN AVE/MIDDLEFIELD RD	PALOALTO	F	CVC 21802(a)	LINCOLN AVE	MIDDLEFIELD RD	Broadside	Other motor vehicle		1
36	12/23/2025	1450	.1500 MIDDLEFIELD RD	PALOALTO	F	CVC 22350	.1500 MIDDLEFIELD RD		Side swipe	Other motor vehicle		1
37	12/23/2025	1835	ALMA ST/N CALIFORNIA AVE	PALOALTO	F	22350 CVC	ALMA ST		Rear end	Other motor vehicle		5
38	12/24/2025	1455	.700 SAN ANTONIO RD	PALOALTO	F	CVC 22350	.700 SAN ANTONIO RD	UNK	Rear end	Other motor vehicle		1
39	12/25/2025	2020	.4200 ALMA ST	PALOALTO	F	21658(A) VC	ALMA ST	SAN ANTONIO AVENUE	Hit object	Fixed object		0
40	12/26/2025	915	ALMA ST/E MEADOW DR	PALOALTO	F	22107	ALMA ST		Side swipe	Other motor vehicle		
41	12/28/2025	1015	554 TASSO ST	PALOALTO	F	21453(a) cvc	DONOHOE ST	UNIVERSITY AVE	Broadside	Other motor vehicle	BUILDING EXTERIOR WALL	1
42	12/31/2025	1200	.500 RAMONA ST	PALOALTO	F	CVC 22350	.500 RAMONA ST		Side swipe	Other motor vehicle		
43	12/31/2025	1738	.900 SAN ANTONIO RD	PALOALTO	F	22107 VC	SAN ANTONIO ROAD		Side swipe	Other motor vehicle		