



**Palo Alto Pedestrian and  
Bicycle Advisory Committee**

**Thursday, June 4, 2026 at 6:15 PM**

**In-Person Brown Act Meeting**

**(UPDATED: 6/1/2026)**

**Location:** Palo Alto City Hall - Community Meeting Room  
250 Hamilton Avenue, Palo Alto, CA, 94301

**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: 6:18 PM
  - a. May 7, 2026 PABAC Meeting Minutes
4. PUBLIC COMMENTS 6:20 PM

Note: Written comments submitted by email to [Transportation@PaloAlto.gov](mailto:Transportation@PaloAlto.gov) between 12:00pm on April 27, 2026, and 12:00pm on May 27, 2026 are attached with the agenda packet.
5. STAFF UPDATES
  - a. Office of Transportation Update (*Charlie Coles, OOT*) 6:30 PM
6. ACTION ITEMS
  - a. Santa Clara County Valley Transportation Authority (VTA) Bicycle & Pedestrian Advisory Committee (BPAC) Member Appointment (*Charlie Coles, OOT*) 6:35 PM
    - i. Appoint Robert Neff to continue to serve as the City of Palo Alto's representative to the VTA's BPAC for the 2026-2028 term
7. DISCUSSION ITEMS
  - a. Review and provide comments on the MTC Complete Streets Checklist for South Palo Alto Bike/Ped Connectivity (*Charlie Coles, OOT*) 6:40 PM
    - i. Draft MTC Complete Streets Checklist (**Attachment 1**) (*NEW*)
  - b. PABAC Structure Review and Members Feedback (*Ria Hutabarat Lo, OOT*) 7:00 PM
    - i. Staff Presentation (**Attachment 2**) (*NEW*)
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. April 2026 Collision Reports (**Attachment 3**) from Palo Alto Police Department
- e. Tentative Agenda List
  - i. August 2026
    - 1. South Palo Alto Bike/Ped Connectivity
    - 2. Bryant Street Bicycle Boulevard
  - ii. September 2026
    - 1. Rail Grade Separation
    - 2. Traffic Calming and School Routes
    - 3. Shared Micromobility Feasibility Study
  - iii. Other Requested Items
    - 1. Municipal Code Clean-Up Progress Update
    - 2. S. Palo Alto Bikeways Project Status/Grant Proposal
    - 3. Municipal Code Regarding Micro-Mobility Issues
    - 4. BPTP Update Implementation Status Item for the City Website
    - 5. PABAC Assistance Reporting Sight Line/Safety Issues on Bike/Ped Network
    - 6. Bike Parking Code Updates for Converting Existing Business-Owned Auto Parking Spaces to Bicycle Parking
    - 7. How To Get More Information on Collisions
    - 8. San Antonio Rd/US 101 Interchange Improvement Project
    - 9. E-Cycle Policies
    - 10. Transit Oriented Development at Palo Alto Train Station

9. ADJOURNMENT

8:15 PM

**END OF AGENDA**



**Thursday, May 7, 2026 at 6:00 p.m.**  
**Meeting Minutes**

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

Members Absent: None

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

Guests: None

**1. CALL TO ORDER**

Charlie Coles welcomed attendees and noted they were in a new room. He instructed participants on using the provided microphones and reminded them to identify themselves when speaking.

Bruce Arthur noted that Nicole Rodia was attending virtually. Nicole Rodia confirmed she was attending and that no one else was with her. Bruce Arthur thanked Nicole Rodia for attending and hoped for her to feel better soon.

Charlie Coles conducted the roll call. He noted that a few people might come in late but that a quorum had been reached.

**2. AGENDA CHANGES**

Bruce Arthur questioned whether anyone had agenda changes and noted that it was a short agenda. There were no agenda changes.

**3. APPROVAL OF ACTION MINUTES:**

**a. April 2, 2026, PABAC Meeting Minutes**

A Committee Member commented that it should say Class 3 e-bikes instead of just e-bikes on page 5, line 14. A Committee Member asked for clarification whether it was page 5 of the packet or page 5 of the minutes. A Committee Member thought it was the packet.

1 Bruce Arthur invited any other comments or a motion to approve. Eric Nordman moved to  
2 approve the meeting minutes. Bill Zaumen seconded the motion. The motion passed  
3 unanimously by roll call vote with 2 abstentions and 3 absences.

4 **4. PUBLIC COMMENTS**

5 There were no public comments. Bruce Arthur noted there were a lot of emails sent to  
6 Transportation and thanked everyone who sent them in.

7 **5. ACTION ITEMS**

8 **a. Staff Presents the Final 2026 Bicycle and Pedestrian Transportation Plan**  
9 **(BPTP) for Endorsement (Ozzy Arce, OOT)**

10 **i. [Final 2026 BPTP Document Link](#)**

11 **ii. Staff Presentation (Attachment 1)**

12 Bruce Arthur noted that Ozzy Arce offered to give an overview of the Plan, but the slides were  
13 the same.

14 Paul Goldstein said the slides were adequate. Alan Wachtel agreed and cited the limited time  
15 available for debate.

16 Bruce Arthur thanked Ozzy Arce for the offer but asserted readiness.

17 Ozzy Arce thanked everyone for their efforts in getting to this point and presented a single draft  
18 motion based on sub-group draft motions. The draft motion included policy and program  
19 amendments as well as project-specific modifications. He noted an item that needed clarification  
20 from the Committee was the separated bikeway project on Alma, referred to as SB\_19.

21 The first item under Policy and Programmatic Amendments was Comprehensive Plan Alignment  
22 (Policy SI-1.9: Revisit Street Closure Policy). Penny Ellson asked whether any analysis was  
23 done when Policy T-4.1 was pulled from the Comprehensive Plan. She didn't remember any  
24 analysis being done. She wondered why analysis was necessary to put it back in with clarifying  
25 language.

26 Sylvia Star-Lack said it was a policy call.

27 Ozzy Arce noted staff first want to understand how revisiting the current interpretation of the  
28 policy or revising the current policy altogether to be less restrictive on the type of street  
29 improvements the City can install (i.e. modal filters), can inform the street improvements  
30 possible under a future update to the City's Traffic Calming Policy. In order to do this, staff  
31 needs to do a review and analysis on the Comp Plan Policies that could be limiting the type of  
32 street improvements the City's can install.

1 Penny Ellson did not understand how the language limited what they could do. She explained  
2 how the language was interpreted by staff and reiterated that no analysis was done that she knew  
3 of.

4 Ozzy Arce explained further about the analysis being referenced. A Committee Member  
5 expressed what she thought it really meant. She said that as part of the motion, someone could  
6 take the word analysis out, but the way it is written reflects current work being done to update  
7 the traffic calming program in order to inform Counsel. Ozzy Arce said it is referencing an  
8 analysis that would be done through the current work, not referencing analysis done during the  
9 Comp Plan.

10 Penny Ellson moved to support the first Policy and Program Amendment to restore and clarify  
11 policy language. A Committee Member seconded. A show of hands was done as a straw poll to  
12 show who supported the item.

13 Alan Wachtel presented the second item under Policy and Programmatic Amendments, which  
14 was Universal Street Design (Policy T-3.5). He said the public desires bicycle travel on low-  
15 stress streets rather than arterials and collectors, but the BPTP update concentrates almost  
16 exclusively on bikeways. He explained that there are many streets that are suitable for bicycling  
17 without change or would be friendlier to bicycling with minor improvements that don't  
18 necessarily need a bikeway, so he would like to see the plan include this policy that all streets  
19 should be considered, not only bikeways. He said the list includes exploring speed limits, traffic  
20 calming, and restriping, and he wanted to add parking removal to the list.

21 Robert Neff supported the item as well as parking removal.

22 Ken Joye wondered if adding parking removal would be controversial. Alan Wachtel answered  
23 that it is often controversial and politically sensitive but should be explored.

24 Bruce Arthur clarified that Alan Wachtel wanted an explicit statement to consider all streets for  
25 minor improvements for cycling. Alan Wachtel agreed. Paul Goldstein, who was in the subgroup  
26 with Alan Wachtel, expressed support. Alan Wachtel acknowledged Paul Goldstein's help in  
27 developing the recommendation. A show of hands was done to show who supported the item. A  
28 Committee Member agreed with adding parking removal to the text.

29 Ria Lo questioned whether Universal Design related to ADA or something else. She asked if  
30 there was a different term. A Committee Member said they did not come up with a term. A  
31 Committee Member suggested "complete streets." Ria Lo suggested "bike-friendly streets." Ozzy  
32 Arce explained his understanding of the item. A Committee Member suggested adding "to the  
33 extent possible." A Committee Member suggested changing the title from Universal Street  
34 Design to Bicycle-Friendly Street Design.

35 Alan Wachtel presented the next item, Class IV and Class I Implementation Guidance. He said  
36 concerns should be taken into account when implementing Class IV separated bikeways or Class  
37 I paths adjacent to roadways.

1 Bruce Arthur said he was not opposed to careful design but questioned why adding this was  
2 necessary. Paul Goldstein said the original wording they used was different. Alan Wachtel  
3 thought the proposal was likely to be controversial and proposed a straw poll.

4 Ken Joye asked Paul Goldstein and Alan Wachtel whether they thought about the  
5 implementation that Caltrans did on El Camino Real and whether they thought that was done  
6 with caution.

7 Paul Goldstein noted that El Camino was special and that if any place was a candidate for a Class  
8 IV bikeway, that would be, but other ways to solve the problem should be explored first in other  
9 situations.

10 Alan Wachtel said he was not happy with the implementation on El Camino but that he doesn't  
11 get to decide what is selected and that he was suggesting considerations that should be taken into  
12 account when making this decision.

13 Ken Joye questioned the wording. Alan Wachtel wondered which wording the Committee would  
14 be willing to adopt, whether it be the stronger wording originally proposed, the weaker wording  
15 shown by Ozzy Arce, or neither.

16 Ria Lo commented that there are a lot of obstacles to doing bicycle improvements in cities and  
17 that this provides an additional barrier, so it would be good to think through potential ways this  
18 might be utilized on roadways where there's an interest in protected bikeways.

19 Nicole Rodia said she supported the item and agreed with Paul Goldstein about El Camino being  
20 a special case. She thought California Street in Mountain View was an example where it  
21 introduced hazards. She wanted to avoid that in bikeway design in Palo Alto.

22 A show of hands was done for the stronger wording. Then, a show of hands was done for the  
23 second version. Bruce Arthur suggested leaving the second version. Alan Wachtel agreed.

24 Alan Wachtel presented the next item, Enhancement of Education (Program CC-1.4). He thinks  
25 education is a very important part of the bike plan. He noted that the current recommendation for  
26 a bike education program lacks detail and that he would like to see the City investigate that  
27 further. Jane Rosten expressed agreement.

28 Robert Neff commented that the program calls for this to exist but does not explain how it would  
29 work, so Staff should go back and decide what it is. He was not sure what has to be defined in  
30 the bike plan. Alan Wachtel added that this confers greater priority on it, which was his intent.

31 Ken Joye did not believe the plan should go into detail about everything and did not think it was  
32 necessary.

33 Jane Rosten supported Alan's thought and understood Ken's point. She wanted the definition of  
34 bike education to include coaching.

35 A Committee Member asked if the request was for staff to develop an educational framework  
36 and include it in the document before it is taken to Counsel. A Committee Member answered no,

1 adding that that was unrealistic. Alan Wachtel clarified that the intent was to encourage Counsel  
2 to direct Staff to do it.

3 Penny Ellson suggested using the word develop instead of the word provide. Alan Wachtel  
4 thought that was a good improvement. Sylvia Star-Lack said it was clearer, though she did not  
5 feel that it was needed.

6 Alan Wachtel said their proposed language was that the City should take further steps to amplify  
7 and implement this important recommendation, so it was very nonspecific. He said that was all  
8 they could do at this point.

9 Jane Rosten wanted to include time framing. Bruce Arthur implied that the nature of the bike  
10 plan would preclude this. Bruce Arthur agreed that develop was a better word.

11 Robert Neff commented on the wording. Alan Wachtel said that the program lacked detail and  
12 the intent was to investigate it further.

13 Art Liberman noted they already have an effective program for children. He asked if the intent  
14 was to expand it to others or to change the program for children.

15 Alan Wachtel clarified that the recommendation in the plan is to partner with groups to advertise  
16 and carry out bike safety and education classes in the city, including classes oriented toward  
17 children, older adults, and non-English speakers, as well as driver education, so he wanted to  
18 encourage the City to treat that as important.

19 Penny Ellson said they were doing a good job with kids and that there was an opportunity to  
20 work with the other groups but that "drivers" is a big group and that their education falls into the  
21 wheelhouse of the State. She noted it had been tried before and that it is difficult to reach drivers.  
22 She said flyers were handed out when they bought parking permits. She did not know how to do  
23 it at the city level but suggested some lobbying at the state level to ask for better driver  
24 education.

25 Eric Nordman was concerned about putting too many details into the BPTP.

26 Nicole Rodia clarified that the part about children, older adults, non-English speakers, and  
27 drivers was already in the BPTP text.

28 Ozzy Arce explained how he rewrote the language blending the existing language with the  
29 proposed language. Then, a show of hands was done to show who supported the item, resulting  
30 in support for the rewritten language by Ozzy Arce.

31 Bruce Arthur announced the next item, which was Removal of Program CE-1.10. Robert Neff  
32 explained that there was a plan to take advantage of VTA's Wheels On The Bus program in order  
33 to get counts of usage of bike racks on buses, but the program does not exist. A study was done  
34 on how to do it, but it was not implemented. A Committee Member supported the item.

35 Bruce Arthur clarified that Robert Neff was saying the bike plan should not reference a non-  
36 existing VTA program. A show of hands was done.

1 A Committee Member presented the first item under Project-Specific Modifications, which was  
2 Project SB\_19 (Alma Street Separated Bikeway-South). He noted it was a plan to remove a lane  
3 on Alma to allow a separated bike lane. He opined that it would be political suicide to include  
4 and would anger drivers.

5 Ozzy Arce described Project SB\_19 and the reasoning behind it. He said it was prioritized to  
6 complement other City efforts, such as the San Antonio Road Area Plan and the City Council's  
7 recent action to support using State Transportation Development Act 3 monies to advance the  
8 South Palo Alto Bikeways Demonstration Project that connects to SB\_19. He said clarity was  
9 needed from the Committee on whether it would be endorsed as a project and if so, whether they  
10 wanted to include the ability to evaluate the feasibility of the two-way cycle track.

11 Ken Joye asked if anyone talked about Alma Street in regard to the South San Antonio Road area  
12 plan, to which Ozzy Arce answered no.

13 Penny Ellson asked if the bikeway would intrude on Caltrain right-of-way if it was put on the  
14 west side of Alma. Ozzy Arce answered that the short answer was no. She also asked if the  
15 "suicide lane" would have to be eliminated. She noted that people would be up in arms and that  
16 feasibility of the project would be determined by whether that space would need to be  
17 eliminated.

18 Ozzy Arce said at the project-development level, staff would look at the entire project area and  
19 consider community input to determine the most appropriate project.

20 Penny Ellson wanted evaluating the feasibility of a two-way cycle track on the northeast side of  
21 Alma included in the motion.

22 Eric Nordman said it would include removal of the lane. A two-way cycle track on the east side  
23 would be okay in his mind, though he knows people who use the sidewalk. He objected to  
24 removal of the lane on Alma to put in a protected bikeway.

25 Paul Goldstein clarified that the plan included a separated bike lane as a near-term project, which  
26 he thought would be jumping the gun. He would support exploring options to accommodate  
27 bicycles between the 2 points.

28 Penny Ellson wanted the language to be broader to include evaluating the feasibility of the  
29 separated bikeway.

30 Robert Neff said that that point was not needed because Staff expressed that the design would  
31 not be in conflict with the grade separation right-of-way. He did not think it was needed to say  
32 whether they endorsed the proposal or not. He thought it was enough to add the language  
33 "Evaluate the feasibility of a 2-way cycle track." Penny liked those words.

34 Alan Wachtel thought a separated bikeway might work but that the objections brought up were  
35 legitimate. He had no complaint about evaluating it but agreed it should be postponed for further  
36 study.

1 Nicole Rodia questioned whether they were considering adding text about not supporting lane  
2 removal on Alma Street.

3 Bruce Arthur clarified that the proposed text was "Consider evaluating the feasibility of a two-  
4 way separated cycle track on Alma Street from San Antonio Road to East Meadow Drive."

5 Ria Lo questioned whether it should say "consider evaluating" or just "evaluate." It was agreed  
6 that "evaluate" sounded better.

7 A Committee Member did not mind keeping it near-term.

8 A straw poll was taken on the rewrite. Another poll was taken on removing the item from the  
9 near-term project list. Results were overwhelming for the rewrite and "pretty solid" for removing  
10 from the near-term project list.

11 The next item presented was Project SB\_20c (San Antonio Road Separated Bikeway). Penny  
12 Ellson had concerns how it would serve new housing units and wanted to amend the project  
13 scope. She asked if the overpass project was rejected by Mountain View.

14 Ria Lo said there was a placeholder amount in the 5-year CIP to do cost sharing with Palo Alto  
15 and it was taken out, so Mountain View backed away from the concept.

16 Ozzy Arce said the project is also about future generations considering it too, and they did not  
17 want to remove it, keeping in mind they also want to enhance cross-jurisdictional connections.  
18 He thought what was being suggested was that the project remain but that it take a different  
19 approach. He questioned modifying the description.

20 Penny Ellson noted that creating a joint planning project with Mountain View was needed either  
21 way. A show of hands was done on this item.

22 Ozzy Arce presented the next item, which was Project BLVD\_15 (Cowper Bicycle Boulevard).  
23 He explained that it was on the near-term list at the request of Council. Nicole Rodia explained  
24 her reasoning for her proposal to remove it from Near-Term Projects but then withdrew it since it  
25 was a priority project from Council.

26 The last item was Any Typos, Technical Corrections, and Formatting. Ozzy Arce reported that  
27 corrections sent over had been captured. He thanked members for sending them in.

28 Bruce Arthur noted that there was consensus on every item, to which Ozzy Arce added that the  
29 last item had been stricken.

30 Paul Goldstein moved to accept the plan with amendments as on the board. Jane Rosten  
31 seconded.

32 Bruce Arthur asked if there was any more discussion.

1 Art Liberman described an email he wrote to Transportation about wayfinding not being  
2 included as an element of the bicycle plan. He would not support the plan as written unless  
3 wayfinding was included. He mentioned seeing no wayfinding signs in his neighborhood.

4 Ozzy Arce said the 2026 BPTP mentioned the development of a wayfinding plan but there was  
5 no detailed sign plan at the bike planning level. He assured that the bike plan referenced the need  
6 for the City to develop a wayfinding plan. Art Liberman reiterated the importance of wayfinding  
7 for bike boulevards.

8 Robert Neff wondered if there was a placeholder for developing a wayfinding program in the  
9 City's plans.

10 Ria Lo replied it was on their radar and they planned to do it. They understood that wayfinding  
11 was part of bike boulevards. They planned to hire interns over the summer and would start with  
12 circles.

13 Bruce Arthur asked if there was any other discussion on the motion. He then called for a roll call  
14 vote.

15 **PABAC MOTION: (Paul) moved, seconded by (Jane) to recommend the City Council**  
16 **adopt the Final 2026 Bicycle and Pedestrian Transportation Plan, with the following**  
17 **changes:**

18 **1. Policy and Programmatic Amendments**

19 a. **Amend SI-1.9: Street Closure Policy:** On page 107 and on Appendix C: Amend SI-  
20 1.9 description to include the following language: Clarify Comprehensive Plan Policy  
21 T-4.1 with PABAC’s recommended language: “Keep all neighborhood streets open  
22 as a general rule. Street closures may be considered when such closure will enhance  
23 safety or will increase use of active transportation modes.”

24 b. **Bicycle Friendly Street Design:** In the Final Plan’s Policies and Programs section  
25 (3.4): Include a new policy that reads: In accordance with Comprehensive Plan Policy  
26 T-3.5 (When constructing or modifying roadways, plan for use of the roadway by all  
27 users), include a directive that the City should affirm that all City streets—not only  
28 designated bikeways—should be bike friendly streets to the extent possible. This  
29 includes exploring speed limits, traffic calming, restriping, and parking removal on  
30 non-bikeway streets to accommodate cyclists whose origins/destinations lie outside  
31 the designated network.

32 c. **Class IV and Class I Implementation Guidance:** In the Final Plan’s Policies and  
33 Programs section (3.4): Include a new policy that reads: The City should implement  
34 Class IV separated bikeways and Class I multi-use paths adjacent to roadways with  
35 caution. Evaluation must prioritize mitigating potential turning conflicts at  
36 driveways/intersections (especially for e-bikes) and ensuring facilities do not  
37 introduce new hazards that cannot be reasonably mitigated.

38 d. **Enhancement of Education (Program CC-1.4):** Rewrite CC-1.4 (Bike Education  
39 Program) on page 104 and on Appendix C to read: The City should take further steps

1 to develop and partner with groups to advertise and carry out bike safety and  
2 education classes in the city, including classes oriented towards children, older adults,  
3 and non-English speakers. Include driver education to encourage safer driving  
4 behavior, including in the presence of bicycles.

- 5 e. **Removal of Program CE-1.10:** On page 102 and on Appendix C, remove reference  
6 to "Bike Racks on Buses" as VTA's Wheels On The Bus program is not currently  
7 being implemented.

8 **2. Project-Specific Modifications**

- 9 a. **Project SB\_19 (Alma Street Separated Bikeway South):** Rewrite the project  
10 description to read: Evaluate the feasibility of a two-way separated cycle track on  
11 Alma Street from San Antonio Road to E. Meadow Drive. And remove the project  
12 from the Final Plan's Near-term project list.

- 13 b. **Project SB\_20c (San Antonio Road Separated Bikeway):** Amend the project  
14 description and scope to focus instead on a joint planning effort with the City of  
15 Mountain View to develop a high-capacity facility serving the Caltrain Station,  
16 connecting through to the San Antonio Shopping Center via Pachetti Way and  
17 California Street.

18 **3. Any Typos, Technical Corrections, and Formatting**

19 **VOTE: The motion passed with 12 in favor, 0 against, and 1 abstention.**

20 **ADJOURNMENT** at 7:06 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](mailto: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](mailto:Transportation@CityofPaloAlto.org). Please follow these instructions:
  - A. Please email your written comments **by 12:00 pm (noon) on the Monday the week before (eight days before)** the upcoming Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC) meeting, unless otherwise indicated. Details of upcoming PABAC meetings are available on the City's [PABAC webpage](#).
    - Written public comments will be attached to the upcoming PABAC meeting agenda packet.
    - Written comments submitted after 12:00pm (noon) on the Monday before the upcoming PABAC meeting will be attached to the following PABAC meeting agenda packet.
  - B. Please **lead your email subject line with "BPTP Update"**.
  - C. When providing comments with reference to the current [City of Palo Alto Bicycle/Pedestrian Plan 2012](#), please be as specific as possible by indicating the chapter number, section heading number, and/or page number.
2. **Spoken public comments using a computer** will be accepted through the teleconference meeting. To address the Committee, click on the URL in the agenda packet for Zoom. Please follow these instructions:
  - A. You may download the Zoom client or connect to the meeting in-browser.
    - If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
  - B. You may be asked to enter an email address and name. We request (but do not require) that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
  - C. When you wish to speak, click on "raise hand." Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called to speak.
  - D. When called, please limit your remarks to the time limit allotted by the Chair.



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

# MTC Complete Streets Checklist - DRAFT

## Section 1: Contact and Project Information

**Contact Name:**

Charlie Coles

**Email Address:**

charlie.coles@paltoalto.gov

**Contact Phone Number:**

(650) 329-2166

**Project Sponsor:**

Palo Alto Office of Transportation

**County:**

Santa Clara

**Is your project seeking regional discretionary funds or an endorsement?**

Regional discretionary funding

**Regional Funding Program(s):**

One Bay Area Grant Program (OBAG)

**Project Name/Title:**

South Palo Alto Caltrain Bicycle/Pedestrian Crossing - Preliminary Design and Environmental Review

**Project Location:**

Palo Alto

**Project Description:**

The project includes design and environmental review for a grade-separated pedestrian and bicycle crossing of the Caltrain tracks and possibly Alma Street near El Dorado Avenue in south Palo Alto, closing a 1.3-mile gap in the low-stress bicycle and pedestrian network between California Avenue and Meadow Drive - the longest gap along Caltrain in Palo Alto. The tunnel design accommodates separated two-way bicycle and pedestrian flow and the project will include improvements to surrounding neighborhood streets.

**Project Phase(s):**

Preliminary Engineering (PE), Environmental (ENV)

**Project Mode(s):**

Bicycle, Pedestrian

**Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?**

No

**Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?**

No

## Section 2: Pedestrian, Bicycle, and Transit Planning

### Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), City/County General + Specific Area Plans, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Bicycle, Pedestrian and/or Active Transportation Plan(s), Other, Bicycle, Pedestrian and/or Active Transportation Plan(s), Bicycle, Pedestrian and/or Active Transportation Plan(s), Bicycle, Pedestrian and/or Active Transportation Plan(s), Safe Routes to School Plan

### Details on plan recommendations affecting the project area (with adoption date):

1. City of Palo Alto Comprehensive Plan 2030 (November 2017): The Comprehensive Plan includes 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.
2. City of Palo Alto 2026 Bicycle and Pedestrian Transportation Plan (BPTP) (Forthcoming, June 2026): The 2012 BPTP (July 2012) identified the 1.3-mile distance between the California Avenue undercrossing and Meadow Drive as the longest stretch of track barrier in Palo Alto and recommended a grade separated pedestrian and bicycle crossing of the Caltrain corridor and Alma Street. The Plan also identifies Alma Street and Oregon Expressway as high-stress, low-comfort bicycle facilities. The draft 2026 BPTP update recommends a bicycle and pedestrian undercrossing in the vicinity of El Dorado Avenue.
3. Santa Clara Valley Transportation Authority (VTA) Countywide Bicycle Plan (CBP) (2018): Identifies the Caltrain tracks in southern Palo Alto as a key barrier to bicycle movement in the County. The VTA CBP also identifies crossing locations between Oregon Expressway and Meadow Drive as Priority Across Barrier Connections (ABC) due to the long distance between crossings of major barriers and inadequate roadway crossings. Furthermore, VTA CBP identifies Matadero Avenue/Margarita Avenue across the Caltrain corridor to Loma Verde Avenue as an Unconstructed On-Street Cross County Bicycle Corridor (CCBC) and Priority CCBC. The proposed grade-separated crossing in the vicinity of El Dorado Avenue meets the intent of the identified ABC at Loma Verde Avenue in the VTA CBP.
4. City of Palo Alto Safe Streets for All (SS4A) Safety Action Plan (June 2025): Identifies the Caltrain corridor crossings in south Palo Alto as a Tier 1 safety priority and supports grade-separated bicycle and pedestrian crossings as the preferred countermeasure. The project list explicitly names east-west pedestrian and bicycle crossings across Alma Street and the Caltrain corridor south of Oregon Expressway as a Tier 1 priority. The El Dorado Avenue location is identified as a high-priority gap in the low-stress network and the least well served by bicycle and pedestrian infrastructure.
5. City of Palo Alto 2023-2031 Housing Element (Council adopted April 2024; HCD certified August, 2024): Provided a framework for accommodating 6,086 new housing units by 2031 to meet State requirements. Maintaining quality of life while accommodating growth, reinforces the need for convenient and high-quality pedestrian and bicycle facilities that address everyday trips and free up roadway capacity.
6. Caltrain Corridor Crossings Delivery Guide (August 2024): The project follows the phased delivery process defined in this guide. This funding request covers Phase 3 (preliminary design and environmental review), consistent with the guide's framework for grade-separated crossing projects.
7. City of Palo Alto Rail Corridor Study (January 2013): Identified a need for additional grade-separated bicycle and pedestrian crossings, particularly in the southern portion of the City.

## Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

### If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project is designed in accordance with NACTO's Designing for All Ages and Abilities: Contextual Guidance for High-Comfort Bicycle Facilities (December 2017). Providing an undercrossing completely separates bicyclists and pedestrians from other roadway users. This is an especially significant alternative to at-grade railroad crossings, which create a significant safety barrier for people walking and bicycling. Specific design features include:

1. Tunnel width of minimum 20 feet, accommodating separated two-way bicycle and pedestrian flow with adequate shy distance from walls. This is well beyond any local, state, or national guidance for a Class I facility, reflecting the need that exists when concentrating pedestrian and bicycle use at a crossing.
2. Ramps will be designed to be consistent with ADA and PROWAG, including maximum grades of 8.33% or less on all approaches, landings spaced as needed based on the length and slope of the ramp, cross-slope, railings, and any other requirements. This will make the tunnel accessible to users with a wide-range of mobility needs, including wheelchair users, pedestrians with limited sight, and mobility scooters, as well as for cargo bikes and e-bikes.
3. Crime Prevention Through Environmental Design (CPTED) principles applied throughout: including maximizing sightlines, minimizing or eliminating blind corners, providing continuous LED lighting, and using light-colored interior finishes
4. Surface street connections on Emerson Street (east) and Park Boulevard (west) will be designed to LTS 1-2 standards, consistent with the All Ages and Abilities framework. This may include traffic calming treatments, wayfinding, and bike boulevard legends that connect people biking and walking from the tunnel to the City's existing Bicycle Boulevard network. Crossings, especially at key locations like Alma Street will either be grade separated as part of the project or provide a traffic signal to provide a separate crossing for people walking and biking and bulbouts to shorten the crossing.

The City has established design principles that will be used to create a facility that maximizes safety and comfort for people walking and bicycling, including:

- **Improve Mobility:** Prioritize locations and designs that integrate with surrounding networks, provide access to critical destinations, serve the most users, and accommodate current and future transportation needs.
- **Enhance User Experience:** Design facilities guided by the prioritization of the most vulnerable populations, and create safe, 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 costs and maintenance costs are feasible to implement given reasonably expected project 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 impacts on the environment

## Is there a MTC Mobility Hub within the project area?

Yes

### If yes, describe outreach to mobility providers and Hub-supportive elements:

There are three mobility hubs within a half mile of the proposed crossing, the most significant of which is the California Avenue Caltrain Station. Project outreach has been structured to include agencies providing service in the area, including Caltrain, VTA, and Stanford University (Marguerite Shuttle), along with residents, businesses, public and private schools, and visitors who would benefit from improved first/last-mile bicycle and pedestrian access across the Caltrain corridor to the mobility hubs.

Consistent with MTC's Mobility Hub Implementation Playbook, the proposed project's mobility hub-supportive elements include:

1. Clear connections to bicycle and pedestrian networks through new grade-separated crossings and neighborhood network improvements;
2. Lower-stress, more comfortable, and more direct access for people walking, biking, and rolling;
3. Preservation of opportunities for future mobility hub amenities near transit, such as secure bike parking, wayfinding and mobility information, and shared micromobility staging/drop areas;
4. Pedestrian-scale lighting to illuminate the adjacent tunnel and ramps to improve safety and visibility; and
5. Implementation of green infrastructure and new green space as part of the ramp design at El Dorado Avenue and through the connection to Park Boulevard.

## Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

### Summary of traffic safety conditions and traffic safety countermeasures:

The Caltrain corridor and Alma Street form a continuous north-south barrier in Palo Alto. Between the California Avenue bike/pedestrian undercrossing and the Meadow Drive at-grade rail crossing is a 1.3-mile gap (the longest gap in Palo Alto) forcing out-of-direction travel and exposure to high-stress streets. This gap has been identified as a Priority Across Barrier Connections (ABC) under the VTA Countywide Bicycle Plan due to the long distance between crossings of major barriers and inadequate roadway crossings. To access the California Avenue and Meadow Drive crossings, bicyclists and pedestrians may need to travel along or cross Oregon Expressway, Meadow Drive, Middlefield Road and/or El Camino Real, all of which are included on the City's High-Injury Network in the Palo Alto Safety Action Plan (June 2025) due to their disproportionate share of crashes resulting in fatal and severe injuries.

Recent field work along the corridor documented constraints that degrade safety/comfort at existing crossings (e.g., narrow cross-sections, steep non-ADA grades, grates creating conflicts, inadequate lighting at the California Avenue undercrossing), all of which highlight the need for wider, ADA and PROWAG-compliant, well-lit facilities and intuitive treatments across the Caltrain tracks and Alma Street in south Palo Alto.

SWITRS collision data (2018-2022) documents multiple bicycle and pedestrian collisions within or near the project area. Two were fatal (El Dorado Ave at South Ct, and California Ave at El Camino Real), and two were severe injury crashes (Wilton Ave at El Camino Real, and Meadow Dr at Alma Street) within 1 mile from the project. These patterns underscore the safety urgency on approaches to the crossing area.

Over the last two years (2024-2026) the Palo Alto community has experienced four student deaths involving Caltrain, which has been profoundly traumatic given how many students regularly walk and bike to/from school. Most recently, a Palo Alto High School (Paly) student Summer Mehta (16) was struck and killed near Churchill Avenue on February 3, 2026, following Gunn High School student Anriya Wang (16) on February 20, 2024, Paly student Ash He (15) on March 4, 2025, and Gunn High School student Emily Fiedel (17) on August 9, 2025.

The project will create a low-stress and direct route for people walking and biking where none exists today. By delivering a new grade-separated bicycle and pedestrian rail crossing, the project removes barrier-related detours, shortens approach distances and time in the roadway, and provides predictable, legible movement in the vicinity of El Dorado Avenue between Park Boulevard and Emerson Street.

Undercrossing concepts and network enhancements will apply the Safe Systems Approach to reduce deaths or serious injuries by separating users in space and time, managing speeds and crash forces, and using forgiving geometries. Bicycle and pedestrian enhancements will assist all nearby residents, especially vulnerable users such as students and the elderly, through shorter street crossing distances via curb extensions, high-visibility crossings, signal timing/geometry (for the new signal at Alma Street), widened sidewalks, ADA-compliant ramps, better wayfinding, a tunnel section roughly 20 feet wide, and continuous lighting with clear sightlines to reduce meeting/overtaking conflicts and address nighttime personal-security concerns. Additionally, Crime Prevention Through Environmental Design (CPTED) principles are being incorporated into the design from conception to strengthen visibility, natural surveillance, and user comfort. Together with the undercrossing, these measures respond directly to community-identified needs for safer, more intuitive rail crossings, traffic calming, lighting, and low-stress facilities for "interested but concerned" users. The project is expected to reduce pedestrian/bicycle injuries compared to today, and make the network feel and function safer and more comfortable for all ages and abilities.

**Infrastructure elements included in this phase of the project:**

Class I Multi-Use Trail or Path, Class 3 Bicycle Boulevard / Slow Street, Sidewalk Gap Closure, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Curb Extensions (including Bus Bulbs), Speed Hump, Table or Cushion, New Traffic Signal or Control Device, Other: grade separated pedestrian and bicycle crossing of a railroad

**Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?**

Yes

**Census tract(s) designated as EPCs affected by this project:**

511608, 611800, 611900, 612000, 612100, 611700

**Will the project integrate green infrastructure?**

Yes

**Section 3: Compliance and Exception Review**

**Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?**

Yes

**Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?**

Yes

**Transit agency (or agencies) serving the project community:**

VTA (Santa Clara Valley Transportation Authority), Dumbarton Express (Dumbarton Bridge Regional Operations Consortium)

**Did the transit agency notify you that they do NOT have service in your project area?**

Yes

**Has a local BPAC reviewed this Checklist?**

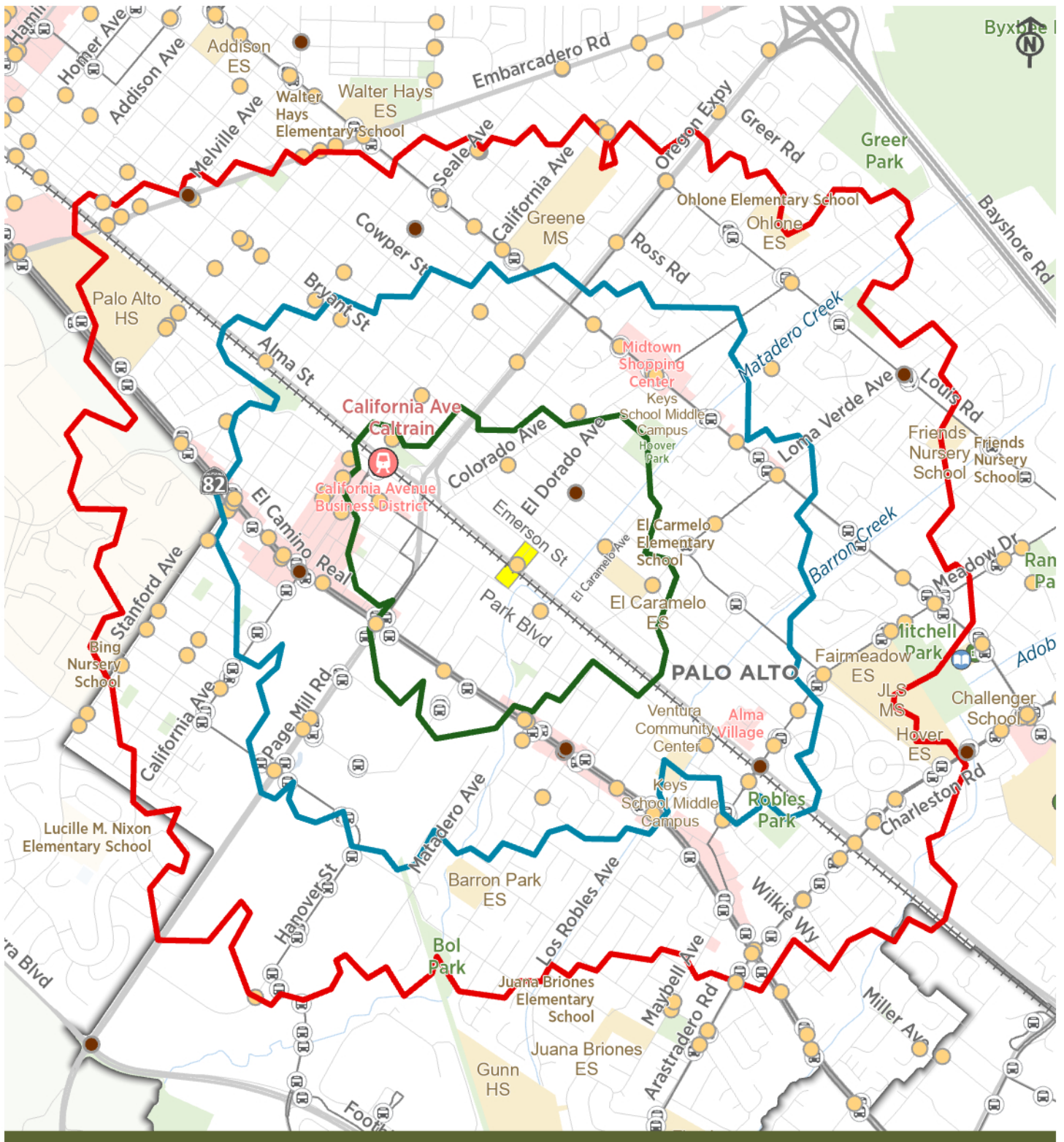
Yes

**BPAC meeting date(s):**

2026-06-04

*Generated on: 6/1/2026*

*This is a DRAFT version - not yet submitted*



**Project Limits**

Undercrossing

**Catchment Areas**

Bike and Ped (<math>< 0.5\text{ mi}</math>)

Bike (0.5 - 1 mi)

Bike (1 - 1.5 mi)

**Bicycle and Pedestrian Collisions**

Fatal and Severe Injury

Other Injuries

**Transit**

VTA Bus Route

Caltrain Stop

Railroad

VTA Bus Stop

**Destinations**

City of Palo Alto

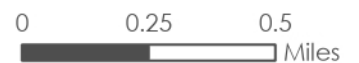
Community Center

Library

Commercial Center

Park/Open Space

School/University



Data Sources: City of Palo Alto, MTC, VTA



**PABAC REVIEW**  
RIA HUTABARAT LO

# PABAC REVIEW

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- Review Rationale
- PABAC Role and Structure
- Comparables
- SWAO Analysis and Discussion
- Next Steps

# REVIEW RATIONALE

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- 2026 BPTP includes Policy IC-1.3 on PABAC Structure (pending Council approval 6/15)
  - Work with the Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC) to evaluate existing role and structure, discuss membership and the potential to include members and/or liaisons from local non-profit organizations, advocacy groups, transportation management associations, City committees, and other groups, and propose changes that increase efficiency and effectiveness of the committee.

# PABAC ROLE

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- City must have a BPAC or equivalent to:
  - review and prioritize TDA 3 projects and
  - participate in development & review of comprehensive bicycle and pedestrian or active transportation plans (MTC Reso 4108)

<https://mtc.ca.gov/funding/regional-funding/tda-sta/bicycle-pedestrian-funds-tda-3>

# PABAC DUTIES

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1. Review and prioritize TDA 3 projects and report recommendations to Council
2. Review and comment on CIP projects related to bicycle and pedestrian travel
3. Assist in developing and implementing BPTP
4. Review and comment on Com Plan, zoning and PAMC changes bicycle and pedestrian travel
5. Evaluate design standards bicycle and pedestrian travel and make recommendations to staff
6. Evaluate and make recommendations related to bicycle and pedestrian transportation planning
7. Work with staff to promote bicycling and walking
8. Assist with developing and disseminating bicycle and pedestrian safety awareness and education materials
9. Serve as a liaison between the City and the community and community groups on bicycling and pedestrian travel
10. Provide assistance and input to the Police on enforcement and legislation
11. Review and comment on private development plans re bicycle/pedestrian safety and access (PTC purview)
12. Identify bicycle and pedestrian safety concerns for future capital projects
13. Evaluate and recommend changes to reduce conflicts for shared crossings, paths, tunnels etc.
14. As requested by City Council or City Manager, provide advice on matter pertaining to the above
15. Review and comment on projects under the Transportation Management Act Program. (Obsolete)

<https://www.paloalto.gov/files/assets/public/v/1/transportation/bicycling-walking/pabac/pabac-bylaws.pdf>

# PABAC STRUCTURE

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- City's BPAC shall be (MTC Reso 4108)
  - Composed of both bicyclists and pedestrians
  - Composed of at least 3 members who live or work in the city
  - Appointed by City Council
- PABAC Bylaws (6/4/2014)
  - Strong interest in and enthusiasm for non-motorized transportation facilities, esp related to school-aged children, seniors, people with accessibility needs
  - Persons who walk or bike in Palo Alto or Stanford
  - No specific number or limit on membership
  - Can include special representatives from public schools or other agencies (students, CSTSC members, PAUSD reps)
  - Must attend 3 (of 4) consecutive meetings to become a voting member

# COMPARABLES

	Palo Alto (67k)	Mountain View (86k)	Menlo Park (32k)	Los Altos (30k)	Redwood City (84k)	Cupertino (60k)	Sunnyvale (156k)	San Jose (990k)
<b>Body</b>	Pedestrian and Bicycle Advisory Committee (PABAC)	Bicycle Pedestrian Advisory Committee (BPAC)	Complete Streets Commission (CSC)	Complete Streets Commission (CSC)	Transportation Advisory Committee (TAC)	Bicycle Pedestrian Commission (BPC)	Bicycle Pedestrian Advisory Committee (BPAC)	Bicycle Pedestrian Advisory Committee (BPAC)
<b>Advisory to</b>	Staff	Council	Council	Council	Council	Council	Council	Director
<b>No. members</b>	Unlimited (13)	5	7	7	7	5	7	11
<b>Member eligibility</b>	Attendee of 3 meetings, PA/Stanford ped/biker, interest and enthusiasm in ped/bike	≥4 residents, ≥3 workers in city; strong interest and enthusiasm in ped/bike planning etc.	18+ years, residents	Resident of city	16+ years, ≥5 residents, ≤2 workers or residents of unincorp. RC; rep concerns of all road users	Resident of city	≥5 bicyclist/ ped residents, ≤2 parent, school, commute coordinators; interest in bicycle & ped issues	Residents and/or workers; represent bicycle & ped issues
<b>Term</b>	Unlimited	Two 4-year terms	Two 4-year terms	Two 4-year terms	4-year term till successor aptd	Two 4-year terms	Two 4-year terms	Three 2-year terms

# STRENGTHS (WHAT IS WORKING WELL)

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- Input

# WEAKNESSES (WHAT IS NOT WORKING SO WELL)

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- Input

# ASSETS (WHAT DO MEMBERS PREFER TO KEEP)

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- Input

# OPPORTUNITIES (WHAT DO MEMBERS PREFER TO CHANGE)

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- Input and items of interest or improvement

## NEXT STEPS

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- Staff will include PABAC input and suggestions in a memo to Council on BPTP Policy IC-1.3 on PABAC Structure (FY 2026-27)
- Pending Council direction, staff may return with an item regarding potential updates to PABAC Bylaws

PABAC June 4, 2026 Meeting  
Attachment 3: April 1-30, 2026 PAPD Collision Report for PABAC

#	Date	Time	Location	City	Caused By Juve?	Primary Collision Factor	Occurred On	At Intersection	Collision Type Desc	Collision Type 555 Desc	Vehicle Involved With Desc	Vehicle Involved with Description	Number Injured 555	Level of Injury	Parties Involved	Additional Information
1	04/02/2026	1030	UNIVERSITY AVE/FULTON ST	PALOALTO	F	21801(A) VC	UNIVERSITY AVE	FULTON ST	Vehicle-Bicycle	Other	Bicycle	Bicycle	1	Moderate	2 Adults	no helmet worn / No damage to bike or vehicle
2	04/01/2026	800	801 WELCH RD	PALOALTO	F	Unknown late report	801 WELCH RD	UNABLE TO DETERMINE AOI	Vehicle-Bicycle	Side swipe	Bicycle	Scooter	1	Minor	2 Adults	
3	04/02/2026	738	WAVERLEY ST/COLORADO AVE	PALOALTO	F	CVC 21802(a)	WAVERLEY ST	COLORADO AVE	Vehicle-Bicycle	Broadside	Bicycle	Bicycle	0	N/A	1 Adult/1 Minor	
4	04/06/2026	1445	UNIVERSITY AVE/MIDDLEFIELD RD	PALOALTO	F	CVC 22350(a)	UNIVERSITY AVE	MIDDLEFIELD RD	Vehicle-Vehicle	Rear end	Other motor vehicle		1	Minor	2 Adults	
5	04/06/2026	1909	718 LOMA VERDE AVE	PALOALTO	T	CVC 21954(a)	LOMA VERDE AVE (700 BLK)	N/A	Vehicle-Pedestrian	Broadside	Pedestrian	Scooter - non-motorized	1	Minor	1 Adult/1 Minor	
6	04/06/2026	0	ALMA ST/SAN ANTONIO RD	PALOALTO	F	CVC 22350	ALMA ST	SAN ANTONIO ROAD	Vehicle-Vehicle	Rear end	Other motor vehicle		1	Minor	3 Adults	
7	04/07/2026	1529	W MEADOW DR/EL CAMINO WAY	PALOALTO	F	CVC 21950(a)	EL CAMINO WAY	W MEADOW DRIVE	Vehicle-Pedestrian	Broadside	Pedestrian	Pedestrian	1	Minor	1 Adult/1 Minor	
8	04/08/2026	908	JAMES RD/EL CAMINO WAY	PALOALTO	UNK	UNK	JAMES RD	EL CAMINO WAY	Vehicle-Vehicle	UNKNOWN	Other motor vehicle		0	N/A	1 Adult/1 Minor	Hit and run
9	04/09/2026	1100	.1000 E MEADOW CIR	PALOALTO	F	VC 22107	.1000 E MEADOW CIR	N/A	Vehicle-Vehicle	Side swipe	Parked motor vehicle	Parked Car	0	N/A	1 Adult	
10	04/09/2026	1135	.500 ARASTRADERO RD	PALOALTO	F	VC 22350	565 ARASTRADERO RD	MCKELLAR LANE	Vehicle-Vehicle	Rear end	Other motor vehicle		1	Minor	2 Adults	
11	04/09/2026	1445	HIGH ST/HAMILTON AVE	PALOALTO	F	21453(A) VC	HIGH ST	HAMILTON AVE	Vehicle-Pedestrian	Broadside	Other motor vehicle	pedestrian and fixed object	2	Minor	3 Adults	veh broadsided veh, then turned and hit a pole and a pedestrian
12	04/11/2026	0	HAMILTON AVE/CENTER DR	PALOALTO	F	22350	HAMILTON AVE	CENTER DR	Vehicle-Object	Hit object	Fixed object	STREET SIGN	0	N/A	Unknown	Hit and run
13	04/11/2026	1235	MIDDLEFIELD RD/LOMA VERDE AVE	PALOALTO	F	cvc 21453(a)	MIDDLEFIELD RD	LOMA VERDA AVE	Vehicle-Vehicle	Side swipe	Other motor vehicle		0	N/A	4 Adults	4 vehicle collision
14	04/12/2026	1423	458 E CHARLESTON RD	PALOALTO	F	22350 cvc	458 E CHARLESTON RD	.400 E CHARLESTON RD	Vehicle-Vehicle	Rear end	Other motor vehicle		1	Minor	2 Adults	
15	04/13/2026	1000	ARASTRADERO RD/DEER CREEK RD	PALOALTO	F	22350 cvc	.13000 ARASTRADER RD	DEER CREEK RD	Vehicle-Vehicle	Rear end	Other motor vehicle		1	Minor	2 Adults	
16	04/12/2026	223	2275 E BAYSHORE RD	PALOALTO	F	22350 VC	2275 E BAYSHORE RD		Vehicle-Object	Hit object	Fixed object	SIGNAGE	0	N/A	1 Adult	
17	04/14/2026	1404	1510 MIDDLEFIELD RD	PALOALTO	F	CVC 21658(A)	MIDDLEFIELD RD (1500 BLK)		Vehicle-Vehicle	Side swipe	Parked motor vehicle		0	N/A	2 Adults	
18	04/15/2026	1245	.3800 ALMA STREET/S/C/E OF CHARLESTON RO	PALOALTO	F	22350	.3800 ALMA STREET	S/C/E OF CHARLESTON ROAD	Vehicle-Vehicle	Rear end	Other motor vehicle		2	Minor	3 Adults	3 vehicle collision

PABAC June 4, 2026 Meeting  
Attachment 3: April 1-30, 2026 PAPD Collision Report for PABAC

#	Date	Time	Location	City	Caused By Juve?	Primary Collision Factor	Occurred On	At Intersection	Collision Type Desc	Collision Type 555 Desc	Vehicle Involved With Desc	Vehicle Involved with Description	Number Injured 555	Level of Injury	Parties Involved	Additional Information
19	04/16/2026	1104	.100 EMBARCADERO RD	PALOALTO	F	VC 35250	EMBARCADERO ROAD	ALMA STREET UNDERPASS	Vehicle-Object	Hit object	Fixed object	UNDERPASS BRIDGE	0	N/A	1 Adult	
20	04/16/2026	1705	EMBARCADERO/ST FRANCIS	PALOALTO	F	21802(A)	EMBARCADERO RD	ST FRANCIS DR	Vehicle-Bicycle	Other	Bicycle		1	Minor	2 Adults	
21	04/16/2026	1658	ALMA ST/PALO ALTO AVE	PALOALTO	F	22350	ALMA ST		Vehicle-Vehicle	Rear end	Other motor vehicle		2	Minor	2 Adults	
22	04/17/2026	1535	HANOVER ST/PAGE MILL RD	PALOALTO	F	22350 cvc	PAGE MILL RD	HANSON WAY	Vehicle-Vehicle	Rear end	Other motor vehicle		2	Minor	4 Adults	Hit and run
23	04/17/2026	2100	.700 ALMA ST	PALOALTO	F	22107	ALMA STREET		Vehicle-Vehicle	Side swipe	Parked motor vehicle	Parked Car	0	N/A	Unknown	Hit and run
24	04/19/2026	840	OREGON EXPRESSWAY/BIRCH STREET	PALOALTO	F	VC 22350	OREGON EXPRESSWAY	BIRCH STREET	Vehicle-Vehicle	Rear end	Other motor vehicle	3 CAR CRASH	1	Minor	3 Adults	
25	04/20/2026	902	EL CAMINO REAL/DEODAR ST	PALOALTO	T	cvc 21650.1	EL CAMINO REAL	DEODAR ST	Vehicle-Bicycle	Other	Bicycle		1	Minor	1 Adult/ 1 Minor	
26	04/21/2026	1442	1451 MIDDLEFIELD RD	PALOALTO	F	22350	1451 MIDDLEFIELD RD		Vehicle-Vehicle	Side swipe	Parked motor vehicle	Parked Car	0	N/A	1 Adult	Hit and run
27	04/21/2026	1045	LOUIS RD/MORENO AVE	PALOALTO	F	Unknown	LOUIS RD	MORENO AVE	Vehicle-Pedestrian	Vehicle-Pedestrian	Pedestrian		1	Minor	2 Adults	
28	04/26/2026	1354	852 LOS ROBLES AVE	PALOALTO	F	23152	852 LOS ROBLES AVE		Vehicle-Vehicle	Head-on	Parked motor vehicle	Parked Car	0	N/A	1 Adult	DUI
29	04/26/2026	1715	CHARLES MARX WAY/SAND HILL RD	PALOALTO	F	cvc 22350	SANDHILL RD		Vehicle-Vehicle	Rear end	Other motor vehicle		1	Minor	2 Adults	
30	04/28/2026	1100	1600 SAND HILL RD	PALOALTO	F	22350 VC	1600BLK SAND HILL RD	SANTA CRUZ AVE	Vehicle-Vehicle	Rear end	Other motor vehicle		1	Minor	2 Adults	
31	04/28/2026	1538	OREGON EXPR/MIDDLEFIELD RD	PALOALTO	F	CVC 21453(b)	OREGON EXPR	MIDDLEFIELD ROAD	Vehicle-Bicycle	Head-on	Ebike		1	Minor	2 Adults	
32	04/28/2026	0	450 LYTTON AVE	PALOALTO	F	22350 VC	450 LYTTON AVENUE		Vehicle-Vehicle	Rear end	Other motor vehicle		0	N/A	Unknown	Hit and run
33	04/28/2026	2220	789 LOS ROBLES AVE	PALOALTO	F	CVC 22107(a)	789 LOS ROBLES AVE		Vehicle-Pedestrian	Vehicle-Pedestrian	Parked motor vehicle		1	Minor	4 Adults	3 vehicle collision
34	04/29/2026	920	.400 W MEADOW DR	PALOALTO	F	CVC 21209	W MEADOW DR		Vehicle-Bicycle	Side swipe	Ebike		1	Moderate	1 Adult/ 1 Minor	