PABAC

Palo Alto Pedestrian and Bicycle Advisory Committee

Thursday, August 6, 2026 at 6:15 PM
In-Person Brown Act Meeting
(Updated: 8/4/2026)

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. June 4, 2026 PABAC Meeting Minutes

4. PUBLIC COMMENTS 6:20 PM
    Note: Written comments submitted by email to Transportation@PaloAlto.gov between 12:00pm on May 27, 2026, and 12:00pm on July 29, 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. No action items this month.

7. DISCUSSION ITEMS
    a. Review and provide initial feedback on the two preferred design alternatives for a grade separated bicycle and pedestrian rail crossing in the vicinity of El Dorado Avenue, an assessment of those alternatives, an initial circulation study, and draft network enhancements for the South Palo Alto Bike/Ped Connectivity Project (*Charlie Coles, OOT*) 6:40 PM
        i. Draft Staff Report for Planning and Transportation Commission (**Attachment 1**)
        ii. Staff Presentation (**Attachment 2**)
    b. PABAC Structure Review and Members Feedback (*Ria Hutabarat Lo, OOT*) 7:30 PM
        i. Draft Staff Report for Policy and Services Committee (**Attachment 3**)
        ii. Staff Presentation (**Attachment 4**)

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*)

d. Announcements
   i. May and June 2026 Collision Reports (**Attachment 5**) from Palo Alto Police Department

e. Tentative Agenda List
   i. September 2026
      1. Rail Grade Separation
      2. Bryant Street Bicycle Boulevard
      3. Traffic Calming and School Routes
   ii. October 2026
      1. Shared Micromobility Feasibility Study
      2. Office of Transportation Fiscal Year 2026 Budget Overview
      3. Quarry Road Transit Connection
   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

PABAC

Palo Alto Pedestrian and Bicycle Advisory Committee

Thursday, June 4, 2026 at 6:15 p.m.
In-Person Brown Act Meeting
Meeting Minutes

Members Present:	Bruce Arthur (Chair), Ken Joye (Vice Chair), Alan Wachtel, Art Liberman, Boris Foelsch, Cedric de La Beaujardiere, Eric Nordman, Nicole Rodia, Robert Neff, and Jane Rosten
Members Absent:	Bill Zaumen, Paul Goldstein, Penny Ellson (present on Zoom)
Staff Present:	Charlie Coles, Ria Hutabarat Lo, Sylvia Star-Lack
Guests:	None

1. CALL TO ORDER

Charlie Coles welcomed everyone to the meeting, called the roll, and declared a quorum.

2. AGENDA CHANGES

There were no comments.

3. APPROVAL OF ACTION MINUTES:

a. May 7, 2026 PABAC Meeting Minutes

Ken Joye previously sent an edit request to Charlie, correcting "Counsel" to "Council."

Eric Nordman moved, seconded by Art Liberman, to approve the minutes. The motion passed 8-0-5 (Cedric de La Beaujardiere, Penny Ellson, Paul Goldstein, Jane Rosten, Bill Zaumen absent).

4. PUBLIC COMMENTS

Robert Neff shared that a coworker who rides on Matadero pointed out the big new development at the corner of Matadero and El Camino Real and voiced concerns about its impact on traffic and conditions for bicyclists and pedestrians at that intersection.

Bruce Arthur expressed thanks for the reminder that anyone can make public comments, even members of the committee.

Cedric de La Beaujardiere arrived at the meeting.

Cedric de La Beaujardiere shared that the T-shirt he wore was related to his membership in the Palo Alto Transportation Management Association (PATMA), which works with the City and businesses to reduce traffic congestion and get more people into active mobility. Cedric de La Beaujardiere announced PATMA is looking for more members and the group meets once monthly for an hour. Cedric de La Beaujardiere explained that the group gets money from the City and

private companies. PATMA helps individuals obtain bikes for commuting and gives Transit passes to lower-wage workers in Palo Alto.

Penny Ellson did not recollect seeing bike plans for the Matadero project and wondered whether PABAC will review bike plans associated with the development at that intersection.

Art Liberman thought the City Council unanimously approved that development, even though Matadero is a bicycle boulevard.

Bruce Arthur and Robert Neff noted that this item is not on the agenda, so no action can be taken on it.

5. STAFF UPDATES

a. Office of Transportation Update

Charlie Coles, Senior Transportation Planner, provided updates on a number of projects.

Bicycle and Pedestrian Transportation Plan (BPTP): PABAC previously recommended revisiting the 2030 Comprehensive Plan Policy T-4.1 per the 2026 BPTP. Transportation staff consulted with the City Attorney's Office to clarify whether the policy's language inadvertently restricts the use of modal filters on bike boulevards and school routes. The City Attorney's Office confirmed that the modal filters do not constitute a street closure under the California Vehicle Code, as they reroute traffic to prioritize safety while maintaining continuous access for cyclists and pedestrians. Because modal filters are fully aligned with and authorized by Comp Plan Safety Policies T-4.2 and T-4.3, a formal comprehensive plan amendment is unnecessary. This clarified interpretation allows the City to confidently proceed with critical traffic-calming improvements under existing policy guidelines. Final adoption of the 2026 BPTP goes to Council on June 15.

California Avenue Car-Free Streets Project: at City Council on June 1, 2026, Bruce Fukuji, an urban designer in the City Manager's Office, brought the Cal Ave parklet design for consideration. Councilmembers raised concerns about e-bikes, possibly referring mainly to e-motos, and instructed staff to redesign the street for no bicycle access.

Ria Hutabarat Lo, Chief Transportation Official, added that the builder's remedy project at 3606 El Camino Real went to Council. Under state housing laws, the City was found out of compliance with the Housing Element and the resulting penalty was builder's remedy, which removes land use authority from the City. Council reviewed 3606 El Camino but did not have the authority to require typical things, including a transportation analysis, but the developer said they will provide an analysis later in the process.

Churchill Avenue Temporary Closure: on Monday, May 11, City Council continued deliberations on the potential temporary closure of Churchill Avenue and the at-grade rail crossing. City Council directed staff to work with PAUSD on a cost-sharing agreement to secure long-term crossing guards at all rail crossings and bring the Jed Foundation back to the Rail Committee this year with data-driven safety strategies for all 4 crossings. Council focused on speeding up the timeline for Quiet Zones, especially at Churchill Avenue, and working with Caltrain to explore extra gate and enclosure options to maximize safety.

Ria Hutabarat Lo explained that there are school crossing guards and track monitors. As part of the budget reduction, the City proposed reducing 4 school crossing guards. As part of the amended budget, the City proposed reinstating them and sharing their cost 50/50 with PAUSD. The track monitors were initially funded through February 2027. As part of the budget process, the City proposed extending funding to the end of the fiscal year, June 2027, and hopes to share that cost 50/50 with PAUSD.

Grade Separation Project: City staff and Caltrain are working toward developing 15 percent designs and technical reports for the partial underpass alternative for Churchill Avenue, the hybrid alternative for Meadow Drive, and an underpass alternative for Charleston Road grade separation projects. Staff presented the update on the 15 percent design and technical activities for the Rail Committee's initial review and feedback at its meeting on May 12. Staff plan to conduct community meetings in August of 2026 and bring these items to the August or September PABAC meeting before returning to the Rail Committee and City Council to seek direction on progressing alternatives into 35 percent design and environmental documentation.

Newell Road Bridge Replacement Project: on Thursday, May 21, OOT hosted a start-of-construction celebration for Newell Road Bridge, which is a highly collaborative regional effort. Officials from East Palo Alto, Caltrain, Valley Water, and several other regional partners were in attendance. Construction officially began on June 1, and OOT will provide updates as construction progresses over the next 1½ years.

2026 Bike to Work/Wherever Days: on Thursday, May 14, local volunteers hosted energizer stations throughout Palo Alto to celebrate Bike to Work/Wherever Days. Bryant and Homer energizer station saw an increase in bike numbers this year, with around 300 cyclists moving through the intersection within a 3-hour window.

San Antonio Road Area Plan: this project will return to City Council on June 8, to consider endorsing a core scenario and transportation analysis plan in order to set parameters for work to be done by the project team before the end of the year. Updates will continue but most community engagement and outreach will resume in the fall.

Charlie Coles shared that OOT has an extra copy of the book *Confessions of a Recovering Engineer* for anyone interested.

Embarcadero Road Improvements: Ria Hutabarat Lo shared that, as part of the Churchill Temporary Closure discussion, one direction from Council was to accelerate the Embarcadero Road Improvement Project, specifically the part on the north side between Emerson and Alma. Rio Lo explained that, when walking toward Palo Alto High school, there is a Rectangular Rapid Flashing Beacon (RRFB), but when the button is pressed, cars keep flying by because there is very little change in direction required. The improvements include squaring up the intersection and removing the "pork chop" at Emerson to slow down vehicles exiting Emerson and entering Alma. The hope is it will improve compliance with RRFB, increase safety, provide more space, and separate bike and pedestrian space.

Eric Nordman asked about the Cal Ave plan regarding bicycles. Ria Hutabarat Lo clarified that Council requested a bicycle-free design.

Art Liberman asked if Cal Ave will still have emergency vehicle access, which Ria Hutabarat Lo confirmed. The bicycle-free design does not change anything related to emergency vehicle access.

Related to Embarcadero Road, Art Liberman shared that he attended the Barron Park Town Hall Meeting, where Police Chief Reifschneider mentioned the City completed speed surveys, which he emailed the chief about. The chief replied that speed surveys were completed in 2025 and found that the speed on Embarcadero from El Camino to 101 is 25 miles per hour. Art Liberman stated that cars go much faster than that and wondered about police enforcement.

Sylvia Star-Lack stated that, until January 1, 2026, Palo Alto Police were not able to enforce the long-standing 25 mile-an-hour speed limit on Embarcadero with the use of radar and were limited to pacing behind speeding cars. Now the City has new speed surveys and a Safety Action Plan designating the High Injury Network; these have enabled PD to use radar for speed enforcement on Embarcadero and other areas from the speed survey, which they have been doing.

Ria Hutabarat Lo added that this is in light of AB 43, which allowed speed limit reductions, and AB 1938.

Art Liberman noted that the Barron Park Town Hall had comments and concerns about current speeding on Matadero and the chief took it under advisement. Art Liberman stated the speed surveys done in Barron Park were completed in November 2017, almost 9 years ago.

Ria Hutabarat Lo stated that those 2017 speed surveys are out of date and there is a window on enforceability, so that might be in the next group of guardrails.

To a question from Bruce Arthur, Rio Lo confirmed that big portions of Middlefield Road are on that list.

Cedric de La Beaujardiere asked where the 3606 El Camino property is located. Ria Hutabarat Lo clarified it is at the corner of Matadero and El Camino Real, between Matadero and Kendall.

Cedric de La Beaujardiere asked if the builder's remedy limits the City's authority to respond to concerns about 3606's driveway being close to the intersection and impacting Matadero Road.

Ria Hutabarat Lo replied that the City has very limited authority, but has made requests and negotiated some things, which are reflected in the latest development plan for 3606 El Camino.

6. ACTION ITEMS

a. Santa Clara County Valley Transportation Authority (VTA) Bicycle & Pedestrian Advisory Committee (BPAC) Member Appointment

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

Charlie Coles stated that every 2 years, PABAC appoints its representative to Palo Alto VTA BPAC and Robert Neff volunteered for another 2-year term.

Through public comment, Penny Ellson expressed appreciation for Robert volunteering his time.

Eric Nordman moved, seconded by Bruce Arthur, to appoint Robert Neff as VTA BPAC representative. The motion passed 9-0-4 (Penny Ellson, Paul Goldstein, Jane Rosten, Bill Zaumen absent).

7. DISCUSSION ITEMS

a. Review and provide comments on the MTC Complete Streets Checklist for South Palo Alto Bike/Ped Connectivity

i. Draft MTC Complete Streets Checklist (Attachment 1)

Charlie Coles said that the City will submit a One Bay Area Grant (OBAG) Cycle 4 application, also called OBAG 4, for the ongoing South Palo Alto Bike/Ped Connectivity effort, to fund preliminary design and environmental review phases. Staff asked PABAC to review and provide comments on the draft MTC Complete Streets Checklist prepared in support of the OBAG 4 application. MTC requires the draft checklist be reviewed and commented on by a local BPAC but does not require that the local BPAC approve the checklist.

The checklist is in Packet Attachment 1 and a map of the project location is on Packet Page 20. The OBAG 4 grant application will request funding to advance a locally-preferred alternative through design and environmental review for a grade-separated bicycle and pedestrian crossing at the Caltrain corridor and potentially Alma Street in the vicinity of El Dorado Avenue, together with the related neighborhood street improvements and enhancements that would go with the project. The project is intended to close a 1.3-mile gap between existing crossings at Cal Ave and Meadow Drive, which is the longest gap along Caltrain in Palo Alto.

Eric Nordman stated the checklist looks good and recalled Council's direction to look at the feasibility of the crossing going under Alma and the train or just under the train given that El Dorado Avenue is a very narrow street. Eric Nordman asked if that feasibility has been explored.

Ria Hutabarat Lo responded that this is still under consideration and needs to go back to Council to finalize the preferred local alternative.

Charlie Coles explained that the OBAG 4 grant is a great funding source for the next phase of work, which is completing environmental review and the 35 percent design. The South Palo Alto Bike/Ped Connectivity Project is determining locally preferred concepts at a 15 percent design. Additional work would narrow it to a single alternative.

Art Liberman thanked Charlie for this work and asked about Packet Page 17's mention of surface street connections on Emerson Street (east) and Park Boulevard (west).

Charlie Coles explained that it says Emerson Street because the design would consider a complete grade separation of Alma Street and the Caltrain tracks, and may include a ramp along El Dorado Avenue to the closest cross-street at Emerson Street, the next street parallel to Alma on the east.

Ken Joye stated the checklist looks very thorough and expressed appreciation for the work that went into it.

b. PABAC Structure Review and Members Feedback

i. Staff Presentation (Attachment 2)

Ria Hutabarat Lo shared that the 2026 BPTP Policy IC-1.3 directs local PABAC to evaluate their role, structure, and membership, and propose changes to increase the Committee's efficiency and effectiveness. Per the Metropolitan Transportation Commission (MTC) Resolution 4108, each city must have a BPAC or equivalent to review and prioritize TDA 3 funded projects and review bike and pedestrian plans. Ria Hutabarat Lo continued with an overview of PABAC duties, structure, and comparable bodies in neighboring cities. Ria Hutabarat Lo then prompted PABAC for input on the Committee's strengths, weaknesses, assets, and opportunities. Next steps are for staff to include PABAC input and suggestions in a memo to Council and potentially return with updates to PABAC bylaws.

Regarding strengths, Boris Foelsch said the Committee has thoughtful, involved people who research, read, stay involved, and have historical context and knowledge to apply, and preserving that in some fashion should be a goal.

Eric Nordman stated that the large group is able to provide a diversity of viewpoints and a deep historical understanding. Another strength is their advisory to staff, which allows them to get involved and provide feedback earlier in the process.

Alan Wachtel took exception to this item being subject to the Brown Act and not being able to distribute related historical information to the group as a whole. Alan Wachtel stated that the City determined, and Ria's presentation showed, that PABAC is subject to the Brown Act only when reviewing and prioritizing TDA funds and developing and reviewing bike and pedestrian plans, and this item has nothing to do with those.

Bruce Arthur responded that what he read in Charlie's response was not that emails or information cannot be sent but that the discussion itself should take place in the meeting.

Alan Wachtel emphasized that his intent was not to discuss things offline but to provide information. Alan Wachtel agreed it is best practice to conduct business at the meeting but noted that there was a specific reference to the Brown Act.

Ria Hutabarat Lo thought this would be discussed with the City attorneys and offered to take this feedback to them.

Alan Wachtel added that PABAC is a unique situation with a hybrid function, subject to the Brown Act in certain matters but not others.

Returning to the topic of PABAC review, Alan Wachtel noted 4 areas that should be discussed are the number of members, composition, method of appointment, and term limits. Alan Wachtel opined that the Committee's size is a strength and a weakness, with the strength being that it gives a diverse set of viewpoints. Alan Wachtel asserted that PABAC is not comparable to BPACs in other cities because of its history that spans about 50 years. Palo Alto first introduced bike lanes in the early '70s, before there were any state or national standards for them, and a committee was created to advise the City's Transportation Department on that. It was originally called the Citizens Technical Advisory Committee and eventually evolved into PABAC. Alan Wachtel added that the MTC requirement that cities have BPACs originated around 1990, but Palo Alto was exempted from that because of PABAC's success. Alan Wachtel was unsure if that exemption was recorded anywhere or still in effect in 2014 when the City recognized the MTC requirement. Alan Wachtel stated he has been a PABAC member since the late '70s.

Via public comment, Penny Ellson shared that she is sometimes frustrated by the size of the group because they spend so much time on discussion that they often do not make a motion. Penny Ellson wished staff would give PABAC direction, as they do with City Council, on what they specifically need advice on with regard to specific projects. Staff did this for the recent meeting with BPTP, which created efficiency because PABAC met and prepared motions in advance and was prepared to vote. Penny Ellson stated that the group size is not the problem, but better direction is needed from staff on what action they need from the Committee.

Ken Joye stated PABAC is too large, and it makes sense to limit the number of serving members while welcoming input from all members of the public on all matters. Ken Joye stated everyone gives valuable input but not everyone needs to be on the Committee. Ken Joye noted another weakness is that some people go on at great length because PABAC, unlike City Council, does not use time limits for comments.

Bruce Arthur recalled a joint meeting with a Mountain View BPAC, who had a similar structure with time limits in place, and it did not appear to have any negative side effects. Bruce Arthur stated that more structure and time limits would help, and three minutes is plenty of time to comment.

Art Liberman asked Ria Hutabarat Lo if this BPAC would be advisory to Council and wondered about BPAC's role regarding Stanford's bikes and pedestrians. Ria Hutabarat Lo replied that these are great questions and noted that MTC stipulates something about living within the city, but that does not mean that the entire Committee needs to be people who live in the city.

Art Liberman noted another strength is the Committee is its members are very geographically diverse. Art Liberman wondered how that might be maintained within a smaller group, whether nominations to BPAC would be made by neighborhood groups to ensure geographic diversity.

Alan Wachtel agreed that group size can be a weakness and recalled being chair to an even larger committee where members of the public were allowed not only to comment but participate in the debate. Alan Wachtel commented that a great deal rests with the chair to control the debate and ensure that everyone feels their opinion has been heard without allowing redundancy and excessive speechifying. Alan Wachtel noted that the City Council reduced its size from 9 to 7 for efficiency reasons and opined that if the PABAC is made smaller, they need to change the appointment method and add term limits because there would be fewer seats than prospective members. Alan Wachtel stated that while the group is geographically diverse, it has an age bias, is weighted heavily toward bicyclists, lacks users of micromobility devices outside of bikes and e-bikes, and lacks representation of those who use wheelchairs or understand visual and hearing impairments. Alan Wachtel said that the Committee has tried to recruit younger members, students, and representatives of these other groups without much success.

Robert Neff wanted to see an active transportation commission or committee that reports directly to Council because Planning and Transportation seems overwhelmed with planning. Robert Neff stated he likes the Complete Streets Commission in Los Altos, which combines vehicular, bicycle, and pedestrian, and when they act on something, it goes to Council. Robert Neff thought if PABAC reported to Council instead of staff, it might receive more community awareness and feedback and more robust communication between staff and Council. Robert Neff spoke in favor of a smaller committee with a larger average time commitment. In response to Penny Ellson's

comment on efficiency, he noted that commissions like Parks and Rec have members engaged in formalized ad hoc and subcommittees. Robert Neff added that PABAC members are members of the public and, if not on the Committee, they would still attend meetings to listen and comment. Robert Neff liked the idea of term limits and asked about current commission term limits, which are limited to 2 terms; members must wait for 1 year before trying to get back on a commission. Robert Neff asserted that it is good to have people with long tenures because they know the history and context.

Ken Joye reminded everyone that it is helpful for the minutes for each speaker to identify themselves and use the microphone. Ken Joye asked whether Council wants to have another group report to it, such as Robert suggested. Ken Joye noted Council gets many statements from community members, but they do not always solicit those inputs, and while PABAC may suggest being a body that advises Council, Council may have a very different opinion on that.

Bruce Arthur stated that Planning and Transportation Commission does a lot of planning and almost no transportation and suggested it would be good to have a separate Transportation Committee that reviews transportation at a higher level, including vehicles, bikes, and pedestrians. Bruce Arthur wished it could cover public transit but recognized it is a City thing. Bruce Arthur said that biking was historically an oddball thing that did not fit, but things are changing, and more transportation ideas come with biking built in. Regarding term limits, Bruce Arthur stated a limit of 4 years keeps expertise from growing within the committee, but a longer limit like 10 years would be fine.

Jane Rosten joined the meeting.

Cedric de La Beaujardiere shared that he joined the Committee in '98 and has enjoyed the Committee's informality. Cedric de La Beaujardiere agreed on the value of creating time limits on comments but noted that, having participated in many Council meetings as a public commenter, three minutes to speak is frustrating because your involvement ends there, and the conversation moves on and transforms without you. Cedric de La Beaujardiere voiced concerns about reducing PABAC's size and introducing term limits, as it strips away the breadth of perspective and knowledge. Cedric de La Beaujardiere concluded PABAC is not broken and needs no fixing.

Eric Nordman stated he likes that not all meetings are Brown Acted because that allows members to discuss outside of the meeting and reduces extra roll calls within the meeting. He recalled how PABAC tried unsuccessfully to get volunteers who are younger and have pedestrian interest and advised against asking for certain demographics for that reason. Eric Nordman noted that size is a strength and a weakness, with the weakness being it makes it harder to come to decisions. He did not want to go as small as five but thought a committee of seven was okay. Eric Nordman said he was unclear on the advantages and disadvantages of reporting to Council.

Nicole Rodia noted that some opportunities listed are in conflict with each other. She wondered, for example, if reporting to Council would diminish PABAC's ability to give specific technical feedback to Transportation staff. Nicole Rodia wondered if a smaller committee with more responsibility for each person would discourage the more diverse membership desired because they cannot commit that much time. Nicole Rodia emphasized the need to think about the goals of PABAC, whether they are being achieved, whether to add new goals, and how to change the Committee to better achieve its goals.

Ria Hutabarat Lo referred to the 15 items listed under PABAC Duties and asked Nicole Rodia if those match with her concept of PABAC's goals.

Nicole Rodia was unsure what the goals should be and asserted that the purpose of the Committee should be formalized. Nicole Rodia stated that PABAC checks boxes and gives advice, but its goals are unclear.

Jane Rosten agreed with Nicole about clarifying PABAC's goals. Jane Rosten stated that, as someone who constantly uses a behavior change model, it would help to identify PABAC's north star by brainstorming as a group. Jane Rosten agreed with Cedric that the Committee is welcoming, warm, and humorous at times, and stated that more structure is good, but it should be added carefully to avoid removing the soul from what the committee does. Jane Rosten recalled joining PABAC around 2006 and said it has been a great experience, though it is harder for her to make the Thursday versus Tuesday meetings. Jane Rosten added she wants PABAC to have more education and coaching where possible, helping people identify barriers to biking or walking they want to do and set goals to overcome those barriers.

Art Liberman wondered what capabilities would be required if PABAC reported to Council versus staff, whether members would be required to be specialists with more transportation engineering background, similar to how the Utilities Advisory Committee members have a lot of utilities expertise and operations experience. Art Liberman liked the suggestion of a transportation-oriented committee that would handle parking issues, which Transportation has difficulty organizing. Art Liberman wondered whether members of a geographically diverse committee could each survey parking problem areas in their own communities.

Ken Joye shared that, when he joined, he was told that PABAC's role came about because staff did not have expertise or familiarity with issues around bicycles. Ken Joye asked if that is still the case, and if not, what role or need PABAC fills for staff, if any. He asserted that this question should guide the discussion.

Cedric de La Beaujardiere touched on PABAC reporting to staff versus Council and noted their advisement gets to Council but not as strongly as a full commission. Cedric de La Beaujardiere said that working closely with staff is a strength, and staff is good about bringing projects to PABAC for input, though, in some areas, a higher-level commission is desirable.

Via public comment, Penny Ellson shared that in her time on PABAC, it has never been more than 23 percent women, though women are half the population, so that could be better. Regarding term limits, Penny Ellson agreed that experience on the committee matters, and training is important for helping new members understand committee expectations, what acronyms mean, and explaining things. Penny Ellson said it takes a year to begin to understand, a 3-year term gives time to settle in and start applying knowledge, and 2 terms max with a year off is reasonable. Penny Ellson did not like the idea of a Complete Streets Committee because motorists have an outsized voice, because almost every adult drives a car, while bicyclists, pedestrians, and public transport users are a minority. Penny Ellson said PABAC is needed as a place to discuss bicycle issues safely because all have seen, for example, what happens when motorists are in the discussion and getting upset over bicycle right-of-way being allowed. Penny Ellson supported the idea of having an overall PABAC goal and recommended setting goals for the year at the start of each year.

Ria Hutabarat Lo stated this discussion has been helpful and raised a few things she had not considered. Ria Hutabarat Lo suggested returning to PABAC to do more before taking it to Council.

8. STANDING ITEMS

a. CSTSC Update

Bruce Arthur noted a link was sent along related to this item.

b. VTA BPAC Update

Robert Neff had emailed a VTA update ahead of the meeting. Robert Neff invited PABAC members to attend the VTA's meeting the following week, where they will look over Complete Streets templates and reports from 12 different projects.

c. Subcommittee Reports

i. Rail Grade Separation Subcommittee

Eric Nordman reported that Caltrain is about 15 percent through the grade separation design. Caltrain mentioned they need to have distance to do horizontal and vertical transitions, so Charleston Road will be 20 feet below the surface if done with Meadow and 24 feet below if done alone. They determined box jacking would be workable for Churchill and Seale and commented that construction of the bridge on Alma is a bigger issue than the rail bridge. Eric Nordman clarified that the Charleston design involves an Alma bridge underpass design, which Caltrain said was a bigger problem design-wise.

Robert Neff shared that an article in the *Weekly* wrote about work around Arastradero Road to improve it for fire evacuations and wondered whether it involves paving or cutting back vegetation.

Bruce Arthur replied that there is a wider, multi-jurisdictional effort related to evacuations and focused on brush clearing.

ii. Repaving Subcommittee

Nicole Rodia recalled that PABAC was shown a list of planned streets for revisiting and discussed and gave feedback on some things, including the planned repaving of Miranda. Nicole Rodia asked if there was any follow-up on that.

Eric Nordman shared that, last he heard, the list was preliminary because of pending feedback from Public Works. Eric Nordman was unsure about that and thought he should ask them for an update. Regarding Miranda, Eric Nordman thought PABAC identified areas with bicycle issues so City staff would be aware of bicycle issues related to repaving.

iii. Muni Code Subcommittee

Eric Nordman reported that muni code updates have not been implemented and are awaiting City action; it keeps getting bumped out because it is a lower-priority item. Bruce Arthur wondered

whether this item should be removed from the monthly agenda. Eric Nordman argued for keeping it and noted it is about 95 percent done but getting over the finish line is difficult.

iv. Sight Line and Safety Problem Reporting on Bike Routes

Eric Nordman had no updates to provide.

Nicole Rodia asked about sightline and safety reporting, specifically around daylighting and the exclusion zone around crosswalks.

Eric Nordman replied that Public Works was not interested in painting red curbs everywhere, which would be very expensive. The daylighting law exists but is not being enforced very much. Eric Nordman thought it would make sense to strategically paint certain bike or heavy pedestrian routes to reduce parking in those areas.

Nicole Rodia said that, in addition to areas that are currently general parking zones where there is no red paint and no parking delineated, there are some areas of the City that have parallel parking or angle parking that is striped onto the roadway, which violates the daylighting law. Nicole Rodia asked if the subcommittee is interested in including that.

Eric Nordman said they went through a number of downtown areas with marked parking and noted the ones that are worst. The City did some level of red paint but it might be 5 feet in one place and 15 in another. Eric Nordman advised focusing on the ones that are 5 feet but has not gone back to them.

Nicole Rodia wondered if they should have an initiative through PABAC to identify striped parking spaces that violate the daylighting law and funnel them to the City through PABAC or report them as individuals and wondered if that falls under the Eric's subcommittee.

Eric Nordman replied it takes a lot of time to identify the problem areas, but it is more efficient for the City to deal with a group than 1-offs, so it may be something PABAC can do.

Art Liberman added that when Chief Reifschneider spoke at the Barron Park meeting, several people raised the issue of daylighting in Barron Park, where most streets have no curbs, and no concrete solution was proposed for how to mark them.

v. El Camino Real Traffic Signals

Nicole Rodia reported an update from Charlie that Caltrain has done some testing to find which loops do not work and Charlie provided that list. Nicole Rodia noticed that the Ventura intersection is not on that list, so the list needs to be cross-checked against what Committee members identified as non-working loops. Caltrain will be responsible for repairing it but the City does not have a schedule for when they will do it and it may be several months.

Cedric de La Beaujardiere did not know if the loop works at Matadero/El Camino intersection. Nicole Rodia needed to check her notes but was fairly certain that it works at detecting bikes.

vi. Electric Micromobility Subcommittee

Robert Neff believed this item should be removed from future agendas.

d. Announcements

i. April 2026 Collision Reports (Attachment 3) from Palo Alto Police Department

This item was not addressed.

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**

Cedric de La Beaujardiere asked about future agenda items and Bruce Arthur responded that he will continue asking for agenda requests via email.

Jane noted the next meeting is in August, so Bruce will likely send something in July.

Bruce Arthur stated agenda requests can be sent to him any time but his email prompting members for requests will be sent in July.

9. ADJOURNMENT at 8:15 p.m.

CITY OF PALO ALTO

Planning & Transportation Commission
Draft Staff Report

From: Planning and Development Services Director
Lead Department: Transportation

Meeting Date: September 30, 2026
Report #: 2605-6389

DRAFT

TITLE
South Palo Alto Bike/Ped Connectivity: Initial Review of Preferred Design Alternatives and Network Enhancements; CEQA Status – Not a Project as Defined by CEQA Guidelines Section 15378(b)(4)

RECOMMENDATION
Staff recommends the PTC review and provide initial feedback on the two preferred design alternatives for a grade separated bicycle and pedestrian rail crossing in the vicinity of El Dorado Avenue (Attachment A), an assessment of those alternatives (Attachment B), an initial circulation study (Attachment C), and draft network enhancements (Attachment D) for the South Palo Alto Bike/Ped Connectivity project. Staff recommends the PTC provide feedback on the two preferred design alternatives to advance to 15 percent design and accompanying network enhancements in surrounding neighborhoods.

EXECUTIVE SUMMARY
The City of Palo Alto is conducting the South Palo Alto Bike/Ped Connectivity project (project) to assess ways to improve bicycle and pedestrian access across the rail corridor in the portion of the City south of Oregon Expressway. The project responds to a longstanding east-west connectivity barrier and advances City policy direction to expand safe, comfortable, and direct active transportation connections, particularly in south Palo Alto.

This staff report presents two preferred conceptual design alternatives for a new grade-separated bicycle and pedestrian rail crossing in the vicinity of El Dorado Avenue:

- **Alternative A1 – El Dorado Avenue Tunnel + Alma Street Signal:** a bicycle and pedestrian tunnel beneath the Caltrain tracks, with users crossing Alma Street at a new signalized crossing at El Dorado Avenue.
- **Alternative A2 – El Dorado Avenue Tunnel Under Alma Street:** a fully grade-separated bicycle and pedestrian tunnel beneath both the Caltrain tracks and Alma Street

In December 2025, the City Council directed staff to continue evaluating the El Dorado Avenue crossing concepts, including Alternatives A1 and A2, with a preference for further exploration of Alternative A2. Since then, staff and the project team have refined both alternatives, evaluated design variants, assessed planning-level tradeoffs, and prepared draft network enhancements to connect the crossing to surrounding neighborhoods.

The planning-level assessment identifies important differences between the two alternatives. Alternative A1 would have fewer anticipated utility impacts, lower estimated cost, shorter construction duration, fewer property impacts, more limited effects on traffic, parking, and driveway access, and no identified emergency access concern at this stage. Alternative A2 would provide full grade separation under Alma Street, which responds to community interest in avoiding an at-grade Alma Street crossing, but it would involve greater utility risk, a larger structural footprint, longer and more complex construction, full acquisition of two east-side properties containing four residential dwelling units, additional access changes on El Dorado Avenue, and emergency access constraints that would require further resolution. Current planning-level cost estimates are approximately $72 million for Alternative A1 and approximately $87 million for Alternative A2, in 2026 dollars with estimated escalation for future construction.

The initial circulation study indicates that a new rail undercrossing at El Dorado Avenue would fit well within the surrounding low-volume, low-stress neighborhood street network while producing limited vehicle traffic diversion. Both alternatives are expected to reroute fewer than 20 to 40 peak-hour vehicle trips to nearby parallel corridors, such as Colorado Avenue and Loma Verde Avenue. The primary circulation differences between the alternatives relate to local access and operations: Alternative A1 would preserve two-way vehicle access on El Dorado Avenue with a new signalized Alma Street crossing, while Alternative A2 would provide full grade separation under Alma Street but require more substantial changes to vehicle access and neighborhood circulation.

To support either crossing alternative, staff have also identified draft network enhancements for the surrounding area. These improvements are intended to create continuous, ADA-accessible connections to existing and planned bikeways and sidewalks; improve comfort and safety along approach routes; and provide clearer wayfinding to, through, and beyond the crossing.

Staff requests that the PTC provide initial feedback on the two preferred design alternatives and the draft network enhancements before the project advances to the next phase of community engagement and conceptual design. Feedback from the PTC and the community will inform the refinement and selection of up to two preferred alternatives to be advanced to 15 percent design (conceptual design) and confirm the proposed modifications to the draft network enhancements. The goal of this project is to complete 15 percent of designs for two locally preferred alternatives, develop an implementation plan and funding strategy, and secure funding for the next phases of work, including final design and construction.

BACKGROUND

On January 22, 2013, Council approved the Palo Alto Rail Corridor Study (2013)[1] which identified a need for additional grade-separated bicycle and pedestrian crossings, particularly in the southern portion of the City. This need was reiterated on November 13, 2017, when Council adopted the 2030 Comprehensive Plan[2]. The Comprehensive Plan includes Program T1.19.3 to "increase the number of east-west pedestrian and bicycle crossings across Alma Street and the Caltrain corridor, particularly south of Oregon Expressway."

On June 2, 2025, Council also adopted the Safe Streets and Roads for All (SS4A) Safety Action Plan[3] which includes, "Additional Bicycle and Pedestrian Crossings Along the Caltrain Corridor" as one of many strategies to help eliminate transportation fatalities and serious injuries by 2035.

On June 15, 2026, Council adopted the 2026 Bicycle and Pedestrian Transportation Plan (2026 BPTP)[4] to serve as the City's comprehensive vision and action plan to create a comfortable, connected, and safe multimodal network for users of all ages and abilities. The previous 2012 BPTP identified the 1.3-mile distance between the California Avenue Bike/Pedestrian Tunnel 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 in the vicinity of Matadero Creek/Park Boulevard or between Margarita Avenue and Loma Verde Avenue. The 2026 BPTP update recommends a bicycle and pedestrian undercrossing in the vicinity of El Dorado Avenue.

On April 15, 2024, Council also adopted the 2023-2031 Housing Element[5], which 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.

In addition to City plans, in 2018, the Santa Clara Valley Transportation Authority (VTA) adopted the Countywide Bike Plan (CBP) which identified the Caltrain tracks in southern Palo Alto as a key barrier to bicycle movement in the County. The VTA CBP identified crossing locations between

[1] Palo Alto Rail Corridor Study, Approved January 22, 2013; https://www.paloalto.gov/files/assets/public/v/1/planning-amp-development-services/new-development-projects/parc-130122-final-report.pdf

[2] City of Palo Alto Comprehensive Plan 2030, Adopted November 13, 2017, Amended December 19, 2022; https://www.paloalto.gov/files/assets/public/v/4/planning-amp-development-services/3.-comprehensive-plan/comprehensive-plan/full-comp-plan-2030_with-dec19_22-amendments.pdf

[3] City of Palo Alto Safe Streets and Roads for All (SS4A) Safety Action Plan, Adopted June 2, 2025; https://www.paloalto.gov/files/assets/public/v/1/transportation/projects/ss4a-safety-action-plan/palo-alto-safety-action-plan_final_june_2025.pdf

[4] City Council, June 15, 2026; Action Item #24; https://recordsportal.paloalto.gov/WebLink/DocView.aspx?id=887144&dbid=0&repo=PaloAlto&searchid=b58d9af9-1e8f-4dbe-8e51-592decbca911

[5] City of Palo Alto 2023-2031 Housing Element, Adopted April 15, 2024, Certified August 20, 2024; https://paloaltohousingelement.com/wp-content/uploads/2024/08/Palo-Alto-Housing-Element.pdf

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; and identified San Antonio Road across the Caltrain corridor as an Unconstructed On-Street Cross County Bicycle Corridor (CCBC) and Priority CCBC.[6]

On September 9, 2024, the City entered into Contract No. C25191297 with Kittelson & Associates to provide professional services to evaluate opportunities to improve bicycle and pedestrian access across the rail corridor and develop conceptual designs for up to two new grade-separated bicycle and pedestrian crossings in south Palo Alto.[7] The project scope, which is being undertaken collaboratively with City staff, includes:

- Background review and analysis of existing conditions;
- Community outreach and engagement;
- Development of design priorities and evaluation criteria;
- Development of preliminary conceptual alternatives;
- Initial assessment of conceptual alternatives;
- Identification of two locally preferred locations and concepts;
- 15% design of the locally preferred alternatives for new grade-separated bicycle/pedestrian crossings, plus context-sensitive pedestrian and bicycle enhancements that link to the existing or planned transportation networks;
- Development of an implementation plan and funding strategy; and
- Securing funding for future project phases, including preliminary engineering, environmental documentation, final design, and construction.

On December 1, 2025, the City Council passed a motion for the South Palo Alto Bike/Ped Connectivity project that directed staff to continue focusing evaluations on two bicycle and pedestrian rail crossing concepts in the vicinity of El Dorado Avenue (also called Alternatives A1 and A2, with a preference for Alternative A2):

- Alternative A1 with a signalized crossing of Alma Street at El Dorado Avenue.
- Alternative A2 with a tunnel under both Alma Street and the Caltrain tracks in the vicinity of El Dorado Avenue. [8]

ANALYSIS

The following tasks have been undertaken so far:

[6] Santa Clara Countywide Bike Plan, May 2018; https://www.vta.org/projects/santa-clara-countywide-bike-plan-update-2018 pp. 32, 27, 61.

[7] City Council, September 9, 2024; Consent Calendar Item #7; https://recordsportal.paloalto.gov/WebLink/DocView.aspx?id=6496&dbid=0&repo=PaloAlto&searchid=5ceb3b7e-41e9-4bf1-9ad4-fb0749407a24

[8] City Council, December 1, 2025: Action Item #18; https://recordsportal.paloalto.gov/WebLink/DocView.aspx?id=83952&dbid=0&repo=PaloAlto&searchid=d9f09a55-fa77-4887-8005-bb508af17995

- Background review and analysis of existing conditions;
- Community outreach and engagement;
- Development of design priorities and evaluation criteria;
- Development of preliminary conceptual alternatives;
- Initial assessment of conceptual alternatives;
- Identification of two locally preferred locations and concepts;

The community outreach and engagement efforts are described in the Stakeholder Engagement section below. Efforts related to existing conditions, design priorities and evaluation criteria, preliminary conceptual alternatives and initial assessment of conceptual alternatives were presented at the PTC meetings on May 14, 2025[9] and September 10, 2025[10]. Efforts related to design of two locally preferred bicycle/pedestrian rail crossings alternatives and accompanying network enhancements are described below.

Preferred Conceptual Alternatives

In December 2025, the City Council advanced two conceptual alternatives (Alternatives A1 and A2) at El Dorado Avenue and expressed a desire to explore design variations and refinements that would maximize benefits and minimize impacts of a new undercrossing. Alternatives A1 and A2 are shown below in Figure 1 and Figure 2, and presented in Exhibit 1 and Exhibit 2 in Attachment A.

In response to direction from the City Council, the project team refined Alternative A1 and developed and explored several potential design options for Alternative A2 considering key constraints, community priorities, and other technical considerations. Each of the preferred design alternatives are discussed in more detail below.

El Dorado Avenue Tunnel + Alma Street Signal (Alternative A1)

Alternative A1 consists of an approximately 110-foot-long, 12-foot-high bicycle and pedestrian tunnel beneath the Caltrain railroad tracks. On the east side, ramps within the landscaped area between Alma Street and the rail right-of-way connect to a new signalized crossing at Alma Street and El Dorado Avenue. On the west side, the ramp approach connects toward Park Boulevard through an existing surface parking lot. Key design refinements include shortening and straightening ramps to improve sightlines, evaluating a west-side stair option for direct pedestrian access, and confirming Alma Street roadway modifications (e.g., sidewalk widening, curb extensions, and lane shifts).

El Dorado Avenue Tunnel under Alma Street (Alternative A2)

[9] Planning and Transportation Commission, May 14, 2025; Study Session Item #4; https://recordsportal.paloalto.gov/WebLink/DocView.aspx?id=7648&dbid=0&repo=PaloAlto&searchid=953eac3d-214a-4cea-a77b-5cfa3921c24f

[10] Planning and Transportation Commission, September 10, 2025; Study Session Item #4; https://recordsportal.paloalto.gov/WebLink/DocView.aspx?id=7671&dbid=0&repo=PaloAlto&searchid=cc55f36b-8916-4c57-a84c-1aa231dab86e

Alternative A2 provides a fully grade-separated tunnel extending beneath both the Caltrain tracks and Alma Street. In response to the City Council direction, the following variants were developed and explored for Alternative A2:

- A2a: Ramp on South Side of El Dorado Ave with One-Way Vehicle Travel (Alternative A2)
- A2b: Cul-de-sac on El Dorado Ave at Alma St
- A2c: Straight Ramp next to Alma St (within existing landscape strip)
- A2d: Access from Matadero Creek
- A2e: Switchback Ramps next to Alma St
- A2f: Narrow Pedestrian-only Tunnel

To balance user experience, accessibility, utility constraints, and neighborhood impacts, Alternative A2a was selected as the representative design concept among six explored variants. Additional information on the exploration of these variants as well as concept drawings for Alternatives A2a, A2b, and A2c are presented in Attachment B.

On the east side, El Dorado Avenue would be converted to a 13-foot-wide, one-way westbound street with right-turn-only operations onto Alma Street. The design assumes a slight narrowing of Alma Street to compress the overall footprint, though it requires longer below-grade structures and deeper excavation than Alternative A1.

Several design variations remain available for further evaluation as design advances for both Alternatives A1 and A2, including, but not limited to, refinements to the tunnel height, width and alignment, portal locations, approach configuration, ramp grades and widths, pedestrian and bicycle separation, and streetscape integration.

Figure 1: El Dorado Avenue Tunnel + Alma Street Signal (Draft Alternative A1)



Figure 2: El Dorado Avenue Tunnel Under Alma Street (Draft Alternative A2)



Initial Assessment of Preferred Conceptual Alternatives

The conceptual designs for Alternatives A1 and A2 were evaluated against a subset of planning-level evaluation criteria derived from the prior Alternatives Analysis[11], community feedback, and direction from the City Council. The purpose of this assessment (Attachment B) is to compare the two alternatives and support selection of up to two preferred concepts to advance to 15% design. Because both alternatives remain conceptual, the assessment is intended to compare relative advantages, disadvantages, and risks at a planning level. Additional design, technical analysis, agency coordination, and community engagement would be needed as the selected concept advances.

Table 1 presents a summary of the results from the evaluation of Alternatives A1 and A2. A high (most desirable) score indicates stronger alignments with community values, and a low (least desirable) score indicates weaker alignment. Note that the results of these evaluations are one of several considerations in the process of seeking locally preferred alternatives. Additional information is presented below and in the Alternatives Assessment (Attachment B).

[11] South Palo Alto Bike/Ped Connectivity – Alternatives Analysis, September 2, 2025; https://www.paloalto.gov/files/assets/public/v/1/transportation/projects/southern-palo-alto-bikeped-railroad-crossings/spabpc_alternatives_analysis_final_20250902.pdf

Table 1: Preferred Conceptual Alternatives Assessment Summary

Evaluation Criteria	A1. El Dorado Ave Tunnel + Alma St Signal	A2. El Dorado Ave Tunnel Under Alma St
Personal Security		
Utility Impacts		
Construction Cost		
Construction Duration		
Parcel Impacts		
Traffic, Parking, and Driveway		
Emergency Access		

Notes: Alternatives are scored using design priorities and evaluation criteria developed in the previous project phase based on community input, engineering expertise, and professional judgement. A high (most desirable) score indicates stronger alignment with community values and a low (least desirable) score indicates weaker alignment. Note that the results of these evaluations are one of several considerations in the process of seeking locally preferred alternatives.

High (most desirable) **Low (least desirable)**

- **Personal Security:** Both options align with Crime Prevention Through Environmental Design (CPTED) principles and current safety standards. Alternative A1 offers a shorter tunnel but introduces sharp ramp turns, whereas Alternative A2 provides a straighter alignment with fewer sightline obstructions but a longer enclosed length.
- **Utility Impacts:** Based on readily available information, Alternative A1 anticipates no major utility conflicts as excavation is limited to the rail corridor. Alternative A2 involves significant utility risks beneath Alma Street, potentially requiring complex relocations or deeper excavation.
- **Construction Cost:** Total project costs are estimated at $72M for Alternative A1 and $87M for Alternative A2 (in 2026 dollars with estimated escalation for future construction). The $15M variance stems from Alternative A2's larger structural footprint, increased excavation, complex shoring/dewatering, and higher utility relocation risks.
- **Construction Duration:** Alternative A2 requires a longer, more disruptive construction period due to extensive staging across Alma Street and into the El Dorado Avenue neighborhood, whereas Alternative A1 limits off-corridor impacts.
- **Property Impacts:** Alternative A1 requires partial property impacts on the west side only. Alternative A2 requires partial west-side impacts plus the full acquisition of two east-side properties containing four residential dwelling units (110–130 and 178 El Dorado Avenue).
- **Traffic, Parking, and Driveways:** Alternative A1 preserves two-way traffic on El Dorado Avenue, while its signal turn restrictions would redistribute approximately 40 peak-hour vehicle trips. Alternative A2 converts El Dorado Avenue to one-way westbound, redistributing 40 peak-hour trips, restricting driveway access for three parcels to right-in/right-out, altering access for two parcels to left-in/left-out, and removing direct

driveway access for two parcels. Both options remove fewer than 25 parking spaces in the west-side lot; Alternative A2 eliminates an additional 10 on-street spaces along El Dorado Avenue.

- **Emergency Access:** The Palo Alto Fire Department raised no immediate concerns for Alternative A1 as it would not change vehicle access to residential properties. Alternative A2 presents greater emergency access challenges because the current concept includes a narrow 13-foot drive aisle on El Dorado Avenue, impacting access to multiple properties. Any alternative advanced for further design would be required to meet applicable fire and emergency response standards, including adequate clear widths, emergency vehicle access, and water supply access. Alternative A2 is therefore rated lower than Alternative A1 for this criterion because achieving compliance may require additional design refinement, construction complexity, parcel impacts, operational changes, and/or added cost.

Alternative A1 would have fewer utility impacts, lower construction cost and duration, fewer parcel impacts, more limited effects on traffic, parking, and driveway access and would not alter emergency access. Alternative A2 scored the lowest/least desirable results across six of the seven evaluation criteria and had comparable results to Alternative A1 in the category of personal security.

Circulation Study

The project team prepared an initial circulation study (Attachment C) to assess neighborhood and circulation effects associated with a new Caltrain bicycle/pedestrian undercrossing (Alternatives A1 and A2) at El Dorado Avenue (including potential diversion patterns and cul-de-sac effects) and inform accompanying network enhancements. The analysis compares future conditions (without the new connection) with each crossing alternative, focusing on key intersections and corridors most likely to experience changes in traffic volumes. Findings from this initial study clarifies several trade-offs between alternatives and informs complementary network enhancements or operational strategies that may be needed to enhance safety and functional circulation under each alternative. The following are key takeaways from the circulation study:

- **Meaningful projected use:** Estimates prepared by the project team predict that by 2031 the El Dorado tunnel could carry about 70 walk trips and 150 bike trips in the a.m. peak hour, and roughly 800 walk trips and 1,800 bike trips daily.
- **Good network fit:** Active transportation users will primarily rely on low-volume or low-stress neighborhood routes suitable for bicycle and pedestrian access such as Bryant, Cowper, Colorado, Loma Verde, and Park. Adjacent neighborhood streets currently carry low traffic volumes (under 200 vehicles per hour during peak periods), well within bike boulevard thresholds.
- **Limited traffic impacts:** Both alternatives cause minimal net traffic disruption, rerouting fewer than 20 to 40 vehicle trips to adjacent parallel corridors like Colorado Avenue and Loma Verde Avenue during peak hours.

- **Access design will shape operations:** A signalized Alma Street crossing (Alternative A1) would preserve two-way El Dorado Avenue access, while the under-Alma Street option (Alternative A2) would shift more bicycle and pedestrian activity onto El Dorado Avenue and require more vehicle access changes.
- **Supportive improvements will be important:** Enhancements to surrounding streets would apply context-appropriate high-visibility crossings, lighting, markings, traffic control, and wayfinding, consistent with the Safe System Approach and other applicable safety standards to make tunnel approaches comfortable for all-ages-and-abilities.

Draft Network Enhancements

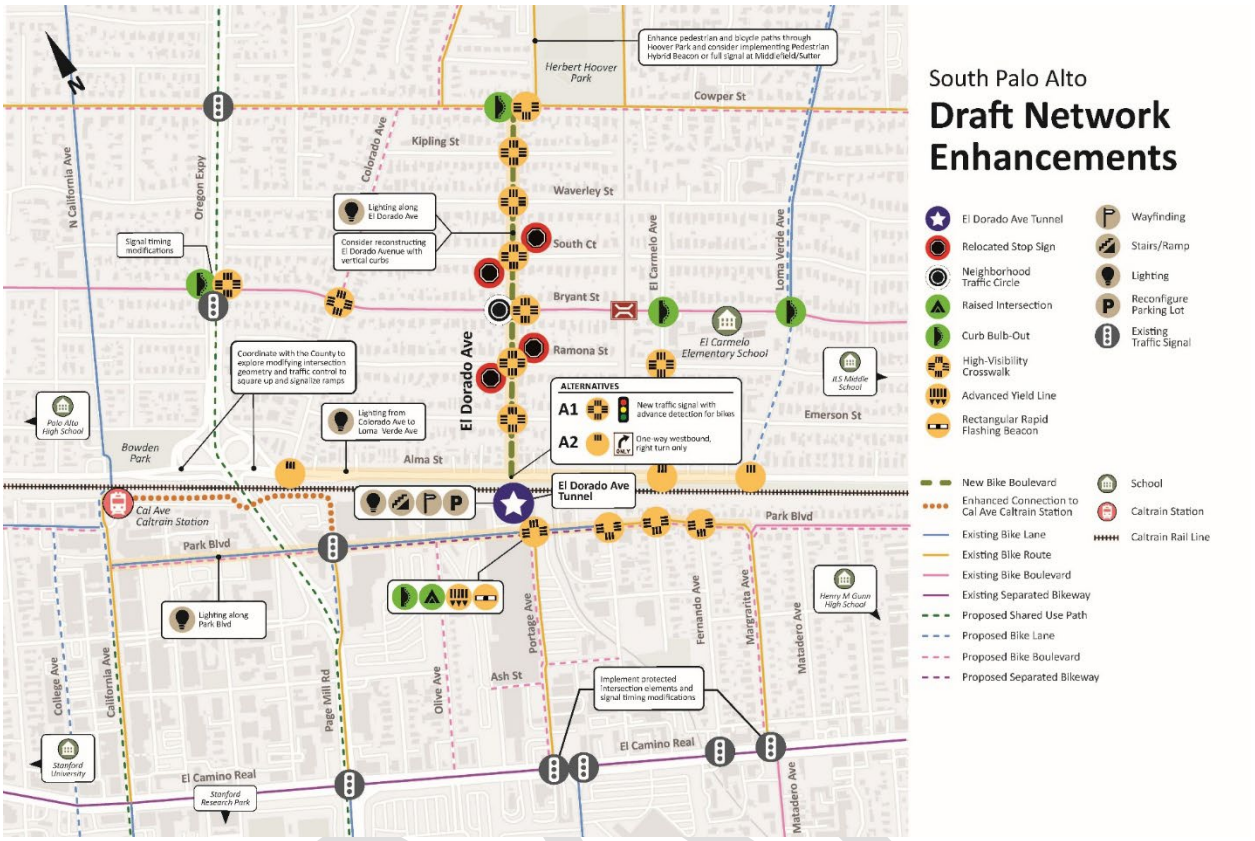
This project will also deliver a coordinated package of bicycle, pedestrian, operational, and wayfinding improvements that fully integrate the grade separated bike and pedestrian undercrossing into the surrounding street network. Together, these network improvements will ensure the new rail crossing operates as a seamless, intuitive, all ages and abilities facility that reduces conflicts, shortens travel distances, and meaningfully improves active transportation connectivity across a longstanding barrier. These enhancements will:

- provide continuous, ADA accessible connections to existing bikeways and sidewalks;
- enhance safety and comfort along approach routes through upgraded context-sensitive crossings, lighting, traffic calming, and visibility treatments; and
- add clear wayfinding to guides users before, through, and beyond the crossing.

Draft network enhancements proposed for the undercrossing at El Dorado Avenue are shown in Figure 1 and described below. Draft network enhancements were informed by the multimodal traffic counts and circulation study discussed above, community feedback, as well as adopted City policy and applicable design guidance and standards. The draft network enhancements presented are preliminary and intended for discussion purposes. All recommendations are flexible and subject to refinement. Additional community engagement, technical design work, and agency coordination will be needed.

DRAFT

Figure 3: Draft Network Enhancements



To integrate the crossing seamlessly into the surrounding neighborhood, staff identified a series of complementary active transportation and streetscape enhancements:

- **El Dorado Avenue Bikeway & Operations:** Establish a new bicycle boulevard from Alma Street to Cowper Street, install a neighborhood traffic circle at Bryant Street and El Dorado Avenue, relocate stop signs to cross-streets at Ramona Street and South Court, and reconstruct El Dorado Avenue with vertical curbs to discourage drivers from mounting the curb and provide a physical buffer between people walking and vehicle traffic. Other stop sign relocations/additions may be needed along El Dorado Avenue based on community preferences, such as at the Waverley Street intersection.
- **Intersection & Crossing Safety:** Install Rectangular Rapid Flashing Beacons (RRFBs) at Park Boulevard/Portage Avenue, bulb-outs at several intersections along El Dorado Avenue and Bryant Street, high-visibility crosswalks, daylighting red curbs (Assembly Bill 413 compliance), and overhead lighting.
- **Corridor & Regional Connectivity:** Coordinate with Santa Clara County to implement intersection modifications at Oregon Expressway/Bryant Street and Oregon Expressway/Alma Street. Implement "green wave" signal coordination along Alma Street where it is feasible to manage vehicle speeds and reduce stop-and-go driving.
- **Placemaking & Park Access:** Enhance pedestrian and bicycle paths through Hoover Park, execute ADA accessibility upgrades along approach routes, and integrate gateway features, lighting, and community artwork at tunnel entrances.

Next Steps

Preferred design alternatives for a grade separated bicycle and pedestrian rail crossing in the vicinity of El Dorado Avenue and accompanying network enhancements are being shared with the PTC and the community for review and feedback in Phase 3 of engagement prior to the release of a public draft report. Feedback received during this phase of engagement will result in the refinement and Council selection of up to two preferred alternatives in the vicinity of El Dorado Avenue that will be carried forward for 15 percent design (conceptual design) and accompanying network enhancements in the surrounding neighborhoods. The City expects to have this round of community engagement completed and presented for the City Council's consideration in late 2026.

A public draft report with a funding and implementation plan for the preferred alternative(s) will be shared for community feedback in fall 2026 or early 2027, and a final report will be shared in spring 2027 for community review and review and potential adoption by the City Council.

After identification and completion of conceptual design, staff will pursue subsequent phases as directed by the City Council including:

- Securing Caltrain Service Agreement to advance the project
- Seeking grants and funding
- Undertaking preliminary engineering and environmental documentation (Caltrain)
- Completing final design (Caltrain)
- Obtaining other inter-agency agreements and permits
- Securing right of way, acquisition or easements
- Completing construction (Caltrain)
- Transitioning completed project facilities to Palo Alto

This project involves Caltrain, and the City will need to align with Caltrain's corridor crossings strategy and Corridor Crossings Delivery Guide.[12] The City expects that Caltrain will lead efforts for preliminary engineering, environmental review, final design, and construction.

FISCAL/RESOURCE IMPACT

On September 9, 2024, Council approved the professional services contract (C25191297) with Kittelson & Associates for a not-to-exceed amount of $499,491 for the project for a term of two-years. Sufficient funding for anticipated expenses related to the project scope outlined in the Background section of this memorandum was appropriated as part of the FY 2026 Adopted Capital Budget for the Bicycle and Pedestrian Transportation Plan Implementation project (PL-04010) in the Capital Improvement Fund. Additional costs beyond completion of the 15% Design of the Locally Preferred Alternatives will be identified as part of the scope of the

[12] https://www.caltrain.com/caltrain-corridor-crossings-delivery-guide

contract with Kittelson & Associates, and staff will return to Council for appropriation of funding for future phases of the project, including full design and construction.

STAKEHOLDER ENGAGEMENT

Community engagement for this project includes four phases:

- Phase 1 Community Engagement: Establish Design Priorities (Spring 2025) – Completed
- Phase 2 Community Engagement: Feedback on Alternatives (Fall 2025) – Completed
- Phase 3 Community Engagement: Review Public Draft Report (Fall 2026) – Underway
- Phase 4 Community Engagement: Council Adopt Final Report (Spring 2027)

Phase 1 Community Engagement: Establish Design Priorities (Spring 2025) – Completed

The first phase of engagement[13] included the following elements.

- **Project Webpage** (paloalto.gov/BikePedCrossings) with updates on meetings, events and project materials.
- **Project Fact Sheet** shared with community members during in-person meetings and events.
- **Small Group Discussions** held virtually from November through December 2024 including representatives of the City Schools Transportation Safety Committee (CSTSC), Pedestrian and Bicycle Advisory Committee (PABAC), Caltrain, Palo Alto Unified School District, Californians Advocating Responsible Rail Design (CARRD), Silicon Valley Bicycle Coalition (SVBC), and Stanford University. Participants also shared a list of criteria and priorities for evaluating alternatives and emphasized the need for easy, well-lit, accessible, safe crossings that are suitable for all ages and reduce the long distances between crossings today. Participants also encouraged the team to consider a network perspective addressing how to get to/from crossing points.
- **Community Workshop** held at Mitchell Park Community Center on April 2, 2025, and attended by approximately 50 community members. Community members prioritized crossings that improved mobility and emphasized their general support for the project and interest in fast completion. A crossing around Matadero Creek (El Dorado Avenue to Loma Verde Avenue) was the most popular location amongst attendees, followed by locations between Meadow Drive and Charleston Road.
- **Online Survey** was made available on the project webpage from April 1, 2025, to May 22, 2025.[14] The City promoted the survey during in-person events, Weekly City Manager Updates, PaloAltoConnect Blog, social media posts, UpLift Local eNewsletter, and emails to Neighborhood Associations in south Palo Alto, public and private schools, Stanford

[13] South Palo Alto Bike/Ped Connectivity Phase 1 Community Engagement Summary Report, July 29, 2025; https://www.paloalto.gov/files/assets/public/v/1/transportation/projects/southern-palo-alto-bikeped-railroad-crossings/spa_bike-ped-connectivity_phase-1-engagement-report_final_7.29.25.pdf

[14] South Palo Alto Bike/Ped Connectivity Survey; https://communityfeedback.opengov.com/portals/paloalto/Issue_14352

University, and community stakeholders in Mountain View. The survey gathered more than 700 responses, offering insight into typical travel patterns and preferences regarding new bike and pedestrian rail crossings.

- **Pop-Up Events** at California Ave Third Thursday (April 17, 2025), Earth Day Festival (April 27, 2025), and Bike to Work Day (May 15, 2025).
- **Mailers** sent to more than 1,500 business, community organization and residential property addresses in the vicinity of the project.
- **Emails** to Principals, PTA Team Presidents, and Traffic Safety Representatives (TSRs) of all public schools in the southern portion of the City, as well as private schools, Neighborhood Associations, and businesses in south Palo Alto, in addition to several public and private schools, Neighborhood Associations, and businesses in Mountain View to inform them about the project, share ways to provide feedback, promote the online survey, and ask community partners to spread the word to their networks by via a communications toolkit.
- **Presentations** at meetings with the PABAC,[15] Planning and Transportation Commission (PTC),[16] Rail Committee,[17] City/School Transportation Safety Committee (CSTCS),[18] and Parks and Recreation Commission (PRC)[19] in May 2025. In addition, crossing opportunities near San Antonio Road were discussed at a joint meeting of PABAC and Mountain View Bicycle/Pedestrian Advisory Committee on August 28, 2024.

Phase 2 Community Engagement: Feedback on Alternatives (Fall 2025) – Completed

The second phase of engagement[20] included the following elements.

- **Project Webpage** (as in Phase 1)
- **Project Fact Sheet** (as in Phase 1)
- **Community Workshop** held at Mitchell Park Community Center on September 9, 2025, and attended by nearly 40 community members. Community members provided feedback on the eight preliminary conceptual design alternatives. The most popular

[15] Pedestrian and Bicycle Advisory Committee, May 6, 2025; Discussion Item #7.a.; https://www.paloalto.gov/files/assets/public/v/1/transportation/bicycling-walking/pabac/pabac-meetings-2025/2025-05-06_pabac-agenda-packet_final.pdf

[16] Planning and Transportation Commission, May 14, 2025; Study Session Item #4; https://recordsportal.paloalto.gov/WebLink/DocView.aspx?id=7648&dbid=0&repo=PaloAlto&searchid=953eac3d-214a-4cea-a77b-5cfa3921c24f

[17] Rail Committee, May 20, 2025; Study Session Item #2; https://recordsportal.paloalto.gov/WebLink/DocView.aspx?id=9269&dbid=0&repo=PaloAlto&searchid=d661c2c2-51aa-4f56-bdc3-9882fb61d4e3

[18] City/School Transportation Safety Committee, May 22, 2025; https://www.paloalto.gov/Events-Directory/Office-of-Transportation/May-2025-CitySchool-Transportation-Safety-Committee-Meeting

[19] Parks and Recreation Commission, May 27, 2025; Business Items Item #5; https://recordsportal.paloalto.gov/WebLink/DocView.aspx?id=7060&dbid=0&repo=PaloAlto&searchid=b91d0517-cedc-4099-8940-84b874c6ccd0

[20] South Palo Alto Bike/Ped Connectivity Phase 2 Community Engagement Summary Report, January 16, 2026; https://www.paloalto.gov/files/assets/public/v/1/transportation/projects/southern-palo-alto-bikeped-railroad-crossings/spa-bikeped-connectivity-phase-2-engagement-report-final-1.16.26.pdf

conceptual designs amongst attendees were Loma Verde Ave Tunnel (Alternative B), El Dorado Ave Tunnel (Alternative A), and San Antonio Bridge Enhancements (Alternative H). Participants expressed support for alternatives that limit right-of-way impacts, provide more direct routes, connect to existing bike facilities, grade-separate Alma Street, and are located further away from existing or planned grade separated rail crossings. Several participants also suggested changes to assumed tunnel dimensions such as reducing the height of the tunnel to shorten ramps.

- **Online Survey** available on the project webpage from August 15, 2025, through October 12, 2025.[21] The City promoted the survey as in Phase 1. The survey gathered nearly 500 responses. Respondents provided feedback on the eight preliminary conceptual design alternatives. Key findings included:
    - El Dorado Ave Tunnel (Alternative A) was the favorite alternative amongst respondents, followed by Loma Verde Ave Tunnel (Alternative B), then San Antonio Bridge Enhancements (Alternative H).
    - Lindero Dr Tunnel with Alma St Signal (Alternative E) was the least favorite alternative amongst respondents, while Ely Pl Tunnel (Alternative F) ranked second to last.
    - Respondents generally supported alternatives that minimize impacts to residential properties and that grade-separate Alma Street, due to concerns about delays to motor vehicle travel and safety concerns for pedestrians and cyclists crossing Alma Street at new signalized intersections.
    - Respondents expressed a desire for high-quality pathways (e.g., wide, direct/straight, open, well-lit, separate space for cyclists and pedestrians) where cyclists would not need to dismount.
    - Respondents suggested El Dorado Ave Tunnel (Alternative A) would be even more desirable if it tunneled under Alma Street.
    - Several respondents recommended the City consider enhancing the existing grade-separated rail crossing at California Avenue rather than building a new crossing nearby.
- **Pop-Up Events** at Bike Palo Alto (October 5, 2025), California Ave Third Thursday (October 16, 2025), and other community-wide events through early 2026.
- **Mailers** sent to around 1,200 business, community organizations and residential property addresses in the vicinity of the project.
- **Emails** (as in Phase 1).

[21] South Palo Alto Bike/Ped Connectivity Preliminary Design Concept Survey; https://communityfeedback.opengov.com/portals/paloalto/Issue_14594

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- **Presentations** at meetings with the PTC[22], CSTSC[23], PABAC[24], Rail Committee[25], and the City Council[26].

On December 1, 2025, the City Council passed a motion that selected the preliminary concept design at El Dorado Avenue (also called Alternative A) for further evaluation. [27] Alternative A involves two variants:

- Alternative A1 with a signalized crossing of Alma Street at El Dorado Avenue.
- Alternative A2 with a tunnel under both Alma Street and the Caltrain tracks in the vicinity of El Dorado Avenue.

Phase 3 Community Engagement Review Public Draft Report (Fall 2026) – Underway

Phase 3 community engagement is currently in progress. During Phase 3, City staff are presenting two preferred bicycle and pedestrian rail crossing concept design alternatives near El Dorado Avenue, and additional improvements in the surrounding neighborhoods for initial review and feedback. Feedback received will be considered in the selection and refinement of preferred bicycle and pedestrian rail crossing concept designs and improvements along the corridor to be carried forward into the Public Draft Report. A summary of Phase 3 outreach and engagement activities is provided below:

- **Project Webpage** (as in Phases 1 and 2)
- **Project Fact Sheet** (as in Phases 1 and 2)
- **Community Workshop** at Rinconada Library (Embarcadero Room) on August 27, 2026, from 6:00-7:30 pm.
- **Pop-Up Events** at community-wide events.
- **Mailers** sent to more than 1,700 business, community organization and residential property addresses within 1,000 feet of the project.
- **Emails** (as in Phases 1 and 2)

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[22] Planning and Transportation Commission, September 10, 2025; Study Session Item #4; https://recordsportal.paloalto.gov/WebLink/DocView.aspx?id=7671&dbid=0&repo=PaloAlto&searchid=cc55f36b-8916-4c57-a84c-1aa231dab86e

[23] City/School Transportation Safety Committee, October 23, 2025; https://www.paloalto.gov/Events-Directory/Office-of-Transportation/CitySchool-Transportation-Safety-Committee-Meeting

[24] Pedestrian and Bicycle Advisory Committee, November 4, 2025; https://www.paloalto.gov/files/assets/public/v/1/transportation/bicycling-walking/pabac/pabac-meetings-2025/2025-11-04_pabac-agenda-packet_final.pdf

[25] Rail Committee, November 18, 2025; Action Item #1; https://recordsportal.paloalto.gov/WebLink/DocView.aspx?id=83878&dbid=0&repo=PaloAlto&searchid=e5ce0fb7-ff7e-4ddf-aa36-356d39a32b5b

[26] City Council, December 1, 2025: Action Item #18; https://recordsportal.paloalto.gov/WebLink/DocView.aspx?id=83952&dbid=0&repo=PaloAlto&searchid=d9f09a55-fa77-4887-8005-bb508af17995

[27] City Council, December 1, 2025: Action Item #18; https://recordsportal.paloalto.gov/WebLink/DocView.aspx?id=83952&dbid=0&repo=PaloAlto&searchid=d9f09a55-fa77-4887-8005-bb508af17995

- **Presentations** at meetings with PABAC, CSTSC, PTC, Rail Committee, and the City Council in Quarter 4 in 2026.

The Public Draft Report will include a funding and implementation plan for two preferred alternatives and additional improvements in the surrounding neighborhoods and will be shared for feedback as part of Phase 3 of engagement in fall 2026 or early 2027. Additional community meetings are being planned to follow the release of the Public Draft Report.

Phase 4 Community Engagement Council Adopt Final Report (Spring 2027)

A Final Report will be shared in spring 2027 in Phase 4 for community review and potential adoption by the City Council.

ENVIRONMENTAL REVIEW

This item is not a project as defined by California Environmental Quality Act (CEQA) because it does not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment. CEQA Guidelines section 15378(b)(4). CEQA will be conducted according to state law should the city proceed on an actual project.

ATTACHMENTS

Attachment A, Exhibit 1: El Dorado Avenue Tunnel + Alma Street Signal (Alternative A1)

Attachment A, Exhibit 2: El Dorado Avenue Tunnel under Alma Street (Alternative A2)

Attachment B: Preferred Alternatives Assessment

Attachment C: Initial Circulation Study

Attachment D: Draft Network Enhancements

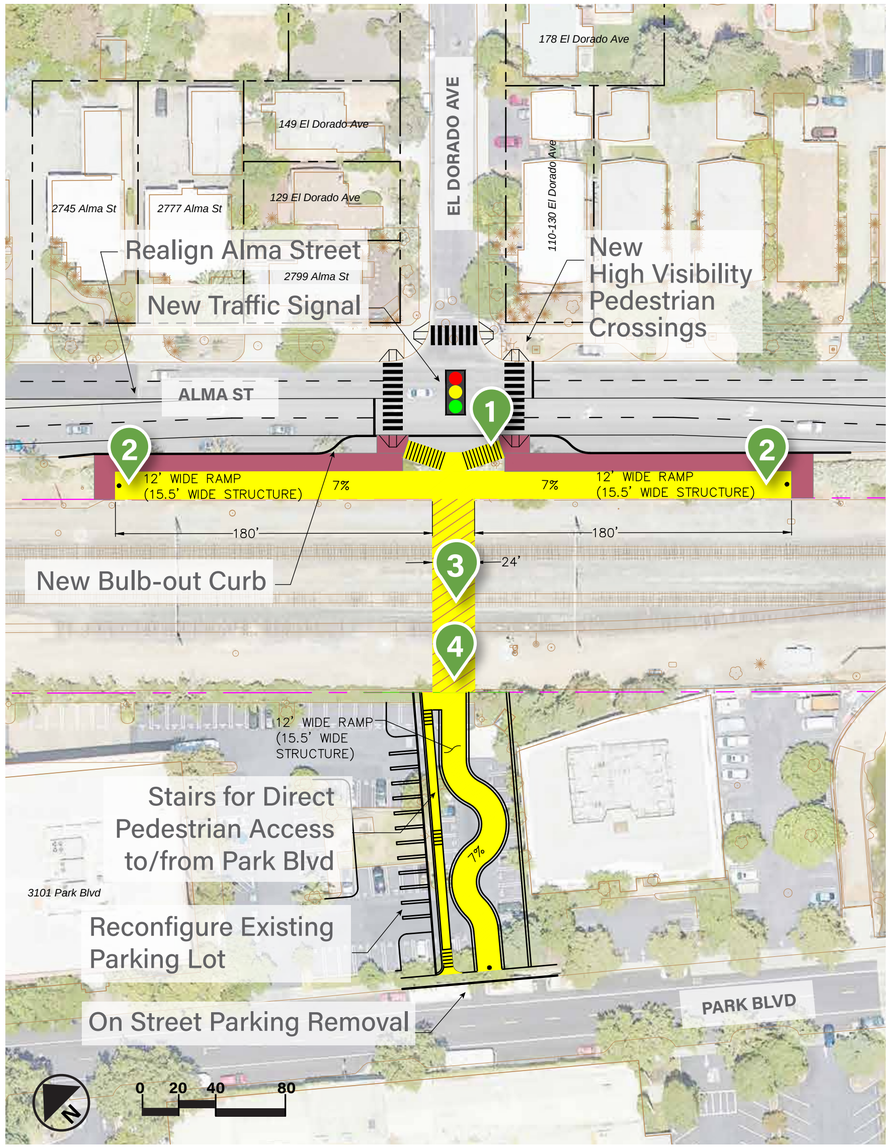
AUTHOR/TITLE:

Charlie Coles, Senior Transportation Planner

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El Dorado Avenue Tunnel + Alma Street Signal (Alternative A1)

CITY OF PALO ALTO





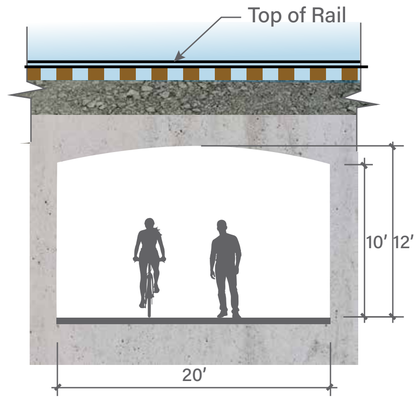
1 Example Stairway Leading to Undercrossing
(Homer Tunnel in Palo Alto)



2 Example 12′ Wide Ramp at 7% Grade Parallel to Caltrain Tracks

LEGEND

- CALTRAIN RIGHT OF WAY
- PROPERTY LINE
- PARCEL IMPACTS
- RAMP AND/OR STAIR STRUCTURE
- TUNNEL
- AT GRADE PATH
- BOLLARD
- STAIRS
- TRAFFIC SIGNAL



3 Section Through Tunnel

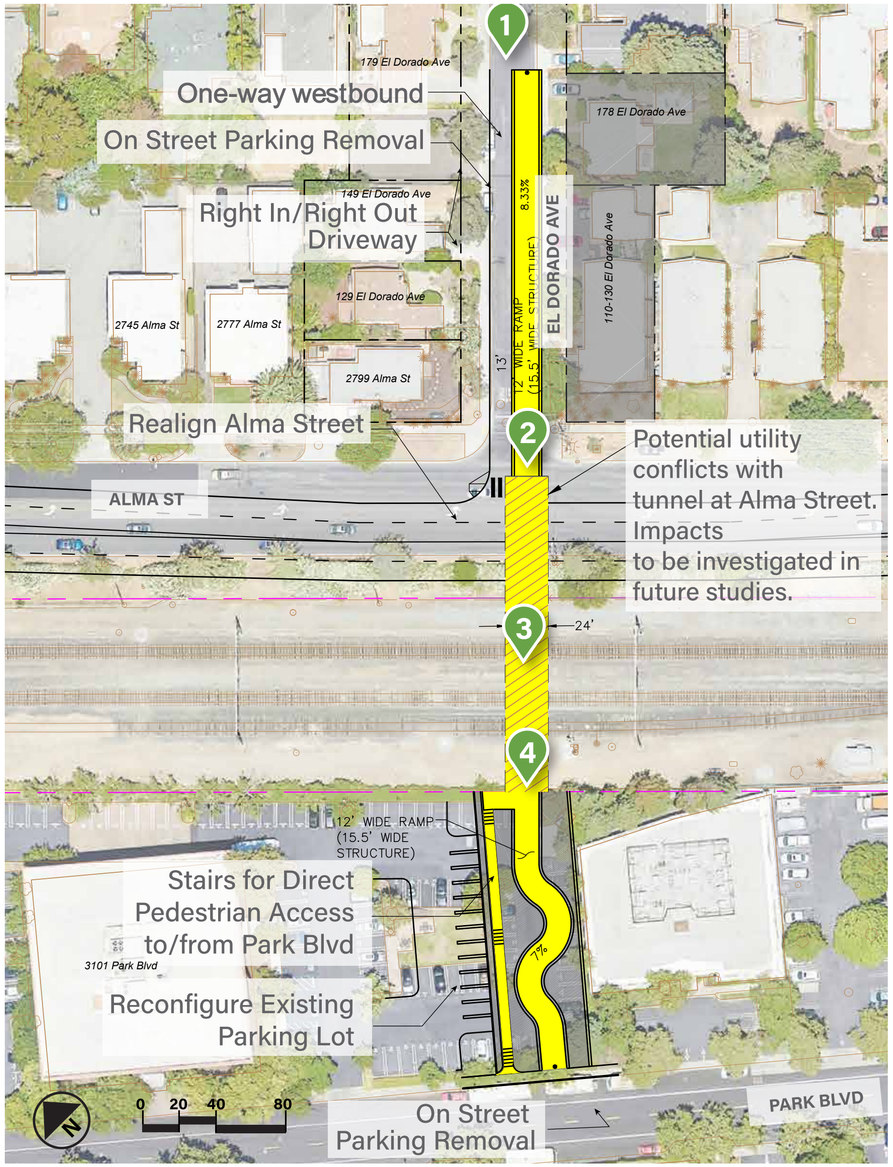


4 Example 20′ Wide and 10′ High Tunnel
(San Antonio Caltrain Station in Mountain View)

Draft design concepts shown are preliminary and intended for discussion purposes only. All concepts are flexible and subject to refinement. Additional community engagement and technical design work will be needed once locations and basic design concepts have been decided.

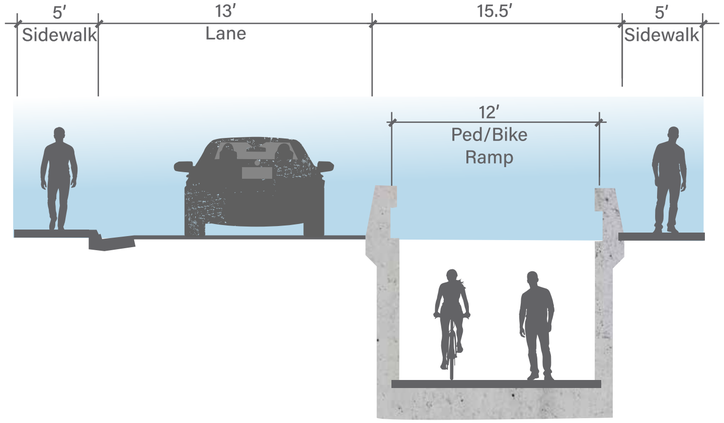
El Dorado Avenue Tunnel under Alma Street (Alternative A2)

CITY OF PALO ALTO





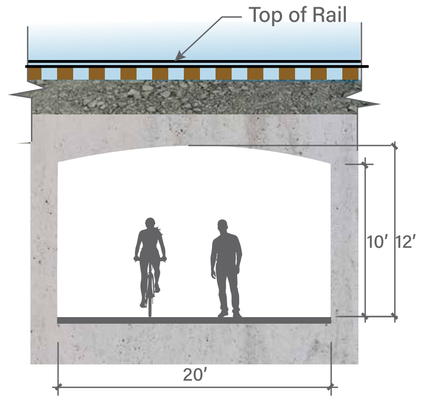
1 Example 12′ Wide Ramp at 8.33% Grade Perpendicular to Caltrain Tracks



2 Section Through El Dorado Avenue

LEGEND

- CALTRAIN RIGHT OF WAY
- PROPERTY LINE
- PARCEL IMPACTS
- RAMP AND/OR STAIR STRUCTURE
- TUNNEL
- BOLLARD
- STAIRS



3 Section Through Tunnel



4 Example 20′ Wide and 10′ High Tunnel (San Antonio Caltrain Station in Mountain View)

Draft design concepts shown are preliminary and intended for discussion purposes only. All concepts are flexible and subject to refinement. Additional community engagement and technical design work will be needed once locations and basic design concepts have been decided.

Attachment B

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July 23, 2026

SOUTH PALO ALTO BIKE/PED CONNECTIVITY ALTERNATIVES ASSESSMENT

In December 2025, the City Council directed the South Palo Alto Bike/Ped Connectivity team to advance two alternatives and explore design variations and refinements that would maximize benefits and minimize impacts of a new tunnel at El Dorado Avenue. Alternatives A1 and A2 are presented in Exhibit 1 and Exhibit 2 and included as Appendix A. This alternatives analysis presents the design concepts and a summary of the evaluation of potential effects associated with construction of the alternatives. The two preferred alternatives were assessed against the evaluation criteria presented in Table 1. These criteria are a subset of those used in the Alternatives Analysis, available online on the project webpage (www.paloalto.gov/BikePedCrossings), and were selected based on feedback we heard from community members and the City Council. Additional information about structural, utility, and construction impacts and considerations are included in Appendix B.

Table 1: Evaluation Criteria

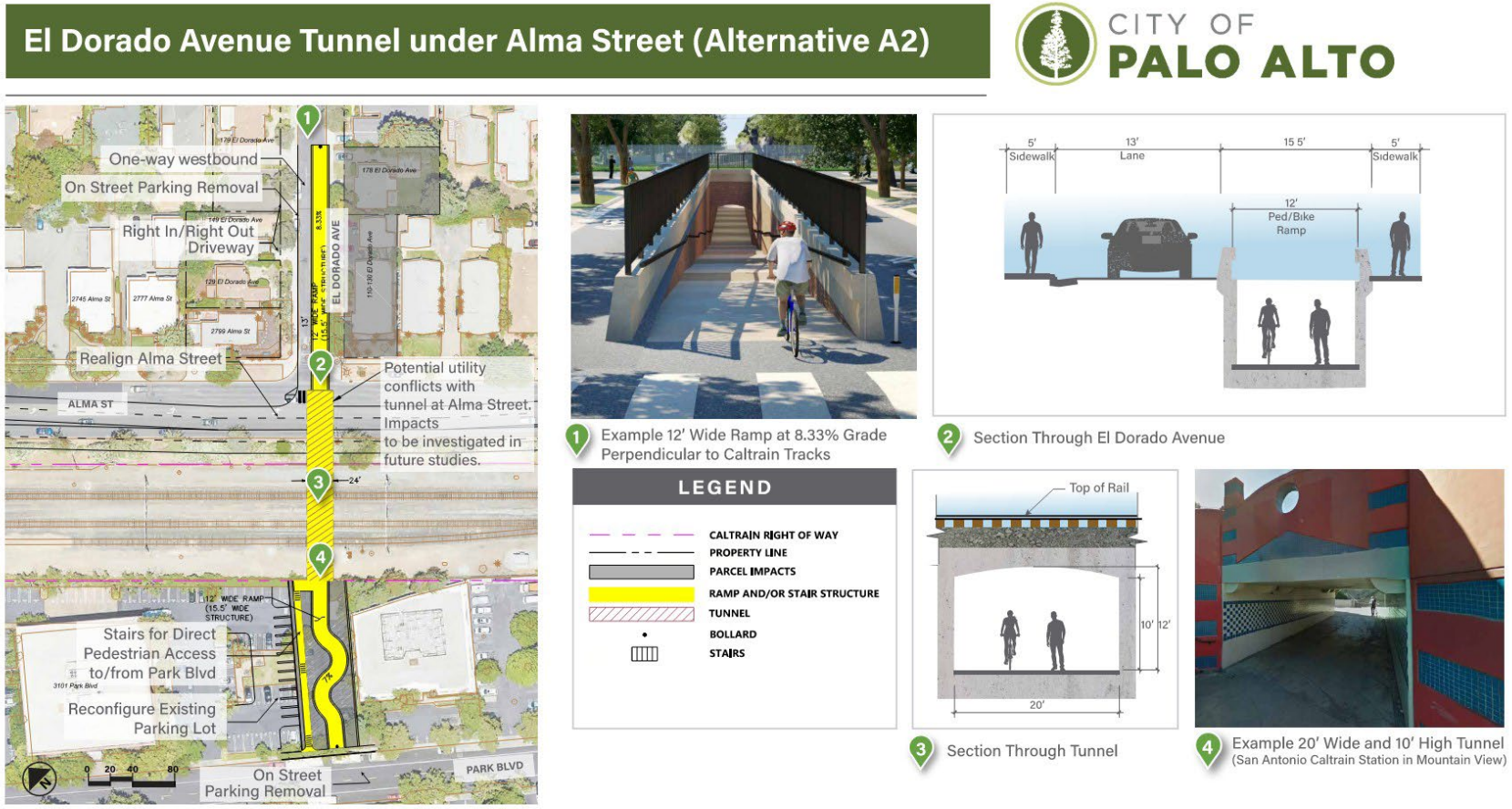
Evaluation Criteria	Description
Personal security	Alignment of rail crossing facility (e.g., directness of the crossing, number of turns) and approaches with Crime Prevention Through Environmental Design (CPTED) best practices. This analysis considers access control to direct people to designated entrances and exits, as well as maximizing visibility and sightlines to allow for natural observation of people within the crossing, reducing opportunities for criminal activities and other unwanted behaviors.
Utility impacts	Level of disruption to existing and planned utilities, extent of relocations required.
Construction cost	Rough order of magnitude of project construction cost, including cost of the tunnel/bridge and new or upgraded facilities required to provide low-stress on-street connections.
Construction duration	Anticipated duration of construction, level of disruption and level of coordination with the Meadow/Charleston Rail Grade Separation Project expected during the construction period.
Parcel impacts	Number of parcels needed, all or in part, to construct crossing and approach facilities.
Traffic, parking, and driveway impacts	Extent to which rail crossings affect existing vehicle circulation, vehicle parking, and access to existing driveways.
Emergency access	Extent to which rail crossings affect existing circulation and access for emergency vehicles.

Exhibit 1. El Dorado Avenue Tunnel + Alma Street Signal (Alternative A1)



Draft design concepts shown are preliminary and intended for discussion purposes only. All concepts are flexible and subject to refinement. Additional community engagement and technical design work will be needed once locations and basic design concepts have been decided.

Exhibit 2. El Dorado Avenue Tunnel Under Alma Street (Alternative A2)



Draft design concepts shown are preliminary and intended for discussion purposes only. All concepts are flexible and subject to refinement. Additional community engagement and technical design work will be needed once locations and basic design concepts have been decided.

The conceptual design alternatives have been developed in accordance with applicable design guidelines and standards, including the Caltrans Highway Design Manual, Caltrain Engineering Standards, Caltrain Corridor Crossings Delivery Guide dated August 2024, Caltrain Design Criteria, 4th Edition dated January 2024, Caltrain Standards for Design and Maintenance of Structures Revised January 2024, American Railway Engineering and Maintenance-of-Way Association (AREMA) standards, American Association of State Highway and Transportation Officials (AASHTO) standards, Americans with Disabilities Act (ADA) standards, guidance from National Association of City Transportation Officials (NACTO), and informed by the principles of Crime Prevention Through Environmental Design (CPTED).

Design concepts presented in this analysis are preliminary and intended for discussion purposes only. All concepts are flexible and subject to refinement. Additional community engagement, technical design work, and agency coordination will be needed once basic design concepts have been decided.

EL DORADO AVENUE TUNNEL + ALMA STREET SIGNAL (ALTERNATIVE A1)

Alternative A1 would construct a bicycle and pedestrian tunnel underneath the railroad tracks near El Dorado Avenue, with a new signalized crossing of Alma Street. This alternative builds on the tunnel concept previously presented during Phase 2 and to the City Council in December 2025, with additional planning-level refinements developed in response to Council direction and community input.

Since the initial concept design was presented, the project team has focused on the following refinements for Alternative A1:

- **Shorten and straighten ramp approaches where feasible.** The ramp alignments have been reviewed to improve directness, sightlines, and visibility while balancing tunnel depth, ramp slope, tunnel height, available right-of-way, and potential property and parking impacts.
- **Evaluate a west-side stair option for more direct pedestrian access.** A stairway connection may be considered on the west side to create a more direct pedestrian route to and from Park Boulevard, while maintaining an accessible ramped path for people biking, walking, or rolling.
- **Improve user comfort and safety.** The concept continues to consider opportunities to improve visibility, lighting, directness, and separation between people walking and biking, consistent with CPTED principles and other applicable design guidance.
- **Confirm feasible Alma Street modifications.** The concept identifies potential modifications along Alma Street to support access to the tunnel, which may include sidewalk widening, curb extensions, lane shifts, bicycle and pedestrian queuing areas, and intersection treatments at El Dorado Avenue. The extent of these improvements would be confirmed during future design.

As currently shown, Alternative A1 would include an approximately 110-foot-long tunnel beneath the railroad tracks. The tunnel and ramp dimensions remain conceptual and would be refined during future design. For planning purposes, the concept assumes an interior tunnel height of approximately 12 feet, although final tunnel height, excavation depth, cover requirements, ramp slopes, and ramp lengths would depend on detailed design requirements, soil conditions, railroad requirements, construction method, utility constraints, and accessibility standards.

On the east side, the tunnel would connect to Alma Street through ramps located within the landscaped area between Alma Street and the Caltrain right-of-way. A new traffic signal and high-visibility crosswalks would be provided at Alma Street and El Dorado Avenue to create a controlled crossing for people walking and biking. On the west side, the tunnel approach would connect toward Park Boulevard through the existing surface parking lot. The current west-side ramp configuration is conceptual and should be revisited during future design as more detailed survey, property, and parking information become available.

Compared to Alternative A2, Alternative A1 is substantially simpler from both a utility and right-of-way standpoint. Based on available information at this stage, utility impacts appear relatively limited, and no east-side property acquisition is anticipated. This is a key advantage of A1 relative to A2, which would extend the tunnel beneath Alma Street and introduce more complex utility, excavation, and right-of-way impacts. However, unlike A2, Alternative A1 would still require people walking and biking to cross Alma Street at-grade using a new signalized crossing.

Design Variations. Several design variations may be considered during future design phases for Alternative A1, including refinements to the traffic control strategy at Alma Street, east- and west-side ramp configurations, ramp widths, and pedestrian and bicycle separation. These variations remain available for further evaluation as the design advances and are summarized in the prior Alternatives Analysis and supporting concept exhibits.

EL DORADO AVENUE TUNNEL UNDER ALMA STREET (ALTERNATIVE A2)

Alternative A2 was developed following direction from the City Council to explore an option that would construct a grade-separated bicycle and pedestrian tunnel near El Dorado Avenue under both Alma Street and the railroad tracks. In response, the project team developed and iteratively refined a set of design alternatives to address key constraints, community priorities, and technical considerations. The following variants were developed and explored for Alternative A2 in response to the City Council direction:

- A2a: Ramp on South Side of El Dorado Ave with One-Way Vehicle Travel (Alternative A2)
- A2b: Cul-de-sac on El Dorado Ave at Alma St
- A2c: Straight Ramp next to Alma St (within existing landscape strip)
- A2d: Access from Matadero Creek
- A2e: Switchback Ramps next to Alma St
- A2f: Narrow Pedestrian-only Tunnel

Concept drawings for Alternatives A2a, A2b, and A2c are presented in Appendix B. Based on initial review and explorations of these variants, Alternative A2a was selected as the representative A2 concept for purposes of this assessment. Alternative A2d would result in additional parcel and right-of-way impacts and have less direct alignment with poorer visibility and sightlines. Alternative A2e would result in additional parcel impacts and Alternative A2f would not provide a bicycle connection. Alternative A2a would provide the best overall balance among the A2 variants, including user experience due to its direct alignment and sightlines, accessibility, ramp configuration, utility considerations, traffic, parking, and

driveway impacts and emergency access and would result in fewer parcel impacts. Other variants, including Alternatives A2b and A2c, remain available for further consideration in later design phases. At this stage, the intent is to identify a range of possible alignment options and evaluate a reasonable planning-level A2 concept against Alternative A1, while recognizing that the final Alternative A2 configuration could continue to be refined if this alternative is selected to advance.

On the west side, the approach configuration for Alternative A2 would generally mimic Alternative A1, connecting toward Park Boulevard through the same general area. On the east side, however, the tunnel would extend beneath Alma Street, requiring a longer below-grade crossing and a more substantial approach configuration than Alternative A1. To help minimize the overall tunnel length and reduce impacts to adjacent properties and the surrounding neighborhood, the concept assumes a slight narrowing of Alma Street in this area. This allows the tunnel and its approaches to return to existing grade sooner and helps compress the overall footprint of the improvement. Because the crossing extends beneath both Alma Street and the railroad corridor, Alternative A2 would require a longer tunnel structure and longer approaches than Alternative A1, but it would provide a fully grade-separated crossing of both barriers and avoid the need for a new signalized crossing of Alma Street.

Alternative A2 would require more extensive utility coordination, right-of-way review, and excavation than Alternative A1. Depending on final design, this alternative may also require modifications to curb lines, retaining elements, drainage infrastructure, and adjacent frontage improvements to accommodate the tunnel approaches and maintain accessible grades. The concept shown at this stage reflects a conservative planning-level footprint. As design advances, the alignment and approach configuration can be further refined, including opportunities to reduce roadway, frontage, property, and neighborhood impacts where feasible.

Design Variations. Several design variations may be considered during future design phases for Alternative A2, including refinements to the tunnel alignment, portal locations, approach configuration, tunnel and ramp widths, pedestrian and bicycle separation, streetscape integration, and emergency access. These variations remain available for further evaluation as the design advances and are summarized in the prior alternatives analysis, construction assessment, and supporting concept exhibits.

ASSESSMENT OF ALTERNATIVES

This section presents a planning-level assessment of Alternatives A1 and A2 based on a subset of evaluation criteria identified for this phase of work. The assessment builds on the prior Alternatives Analysis, available online on the project webpage (www.paloalto.gov/BikePedCrossings), community input received during earlier phases of engagement, direction from the City Council, and the current conceptual design information. The purpose of this assessment is to compare the two alternatives and support selection of one or two preferred concepts to advance to 15% design.

The alternatives were evaluated based on personal security, utility impacts, construction cost, construction duration, parcel impacts, traffic, parking, and driveway impacts, and emergency access. Because both alternatives remain conceptual, the assessment is intended to compare relative advantages, disadvantages, and risks at a planning level. Additional design, technical analysis, agency coordination, and community engagement would be needed as the selected concept advances.

Personal Security

Both alternatives were designed with consideration for CPTED principles, and relevant safety standards and design practices and would perform similarly with respect to personal security and opportunities for natural surveillance. While Alternative A1 would have a slightly shorter tunnel, it would introduce sharp turns that may reduce visibility in certain areas. While Alternative A2 has a straighter and more direct tunnel, the tunnel would be longer, providing fewer opportunities to exit.

Utility Impacts

Based on currently available information, Alternative A1 is not anticipated to result in utility impacts. The tunnel would be limited to the railroad corridor and would not extend beneath Alma Street, where the more significant existing utility conflicts are located.

Alternative A2 is expected to have greater utility impacts because the tunnel would extend beneath Alma Street, where existing utilities create a more constrained vertical profile. The current planning-level concept assumes space between the Alma Street pavement section and the tunnel roof to accommodate utility crossings, but the final tunnel profile would need to be confirmed through more detailed utility investigation, potholing, agency coordination, and future design. These utility constraints may affect tunnel depth, ramp lengths, construction staging, and the extent of any required utility protection, relocation, or reconstruction.

Construction Cost

Alternative A2 is anticipated to have a higher construction cost than Alternative A1 because it would require a longer below-grade structure extending beneath both Alma Street and the railroad corridor, with a larger excavation footprint and more complex construction conditions. In addition to being longer, the A2 tunnel may also need to be deeper than A1 to pass beneath existing utilities in Alma Street. The extent of additional depth is not known at this stage and would need to be determined during future design based on detailed utility investigation, potholing, agency coordination, and confirmation of the final tunnel profile.

The added length and potential additional depth of the A2 tunnel would increase excavation, structural, shoring, dewatering, staging, and restoration requirements relative to A1. Alternative A2 also introduces greater cost risk associated with utility protection, relocation, or reconstruction; roadway and frontage improvements; and right-of-way impacts. By comparison, A1 would involve a shorter tunnel structure and a more limited construction footprint, with no known utility impacts and no anticipated east-side parcel acquisition based on currently available information. Planning level conceptual project cost estimates are presented in Table 2.

Table 2: Planning Level Conceptual Cost Estimates

Phase	A1. El Dorado Ave Tunnel + Alma St Signal	A2. El Dorado Ave Tunnel Under Alma St
Preliminary Engineering/Environmental Clearance	$2,000,000	$2,000,000
Final Design (PS&E)	$4,000,000	$4,000,000
Construction	$66,000,000	$81,000,000
TOTAL PROJECT COST	$72,000,000	$87,000,000

Notes: All costs are shown in 2026 dollars with estimated escalation for future construction.

Construction Duration

Alternative A2 is anticipated to have a longer and more disruptive construction duration than Alternative A1 because the construction footprint would extend beneath Alma Street and into the El Dorado Avenue neighborhood. In addition to the longer below-grade crossing, A2 would require more complex staging and coordination with existing utilities, roadway infrastructure, frontage improvements, and adjacent residential properties. By comparison, A1 would involve a more limited construction footprint, with less construction activity east of Alma Street and fewer anticipated neighborhood disruptions.

Parcel Impacts

Both alternatives are anticipated to result in similar right-of-way impacts on the west side of the corridor. However, alternatives differ substantially on the east side. Alternative A1 would avoid full parcel acquisition on the east side, while Alternative A2 would require acquisition of two parcels containing four dwelling units (110-130 El Dorado Avenue and 178 El Dorado Avenue) to accommodate the longer tunnel and associated approach improvements. Parcel impacts for Alternatives A1 and A2, as well as two other variants explored for Alternative A2 are listed below:

- Alternative A1 El Dorado Ave Tunnel + Alma St Signal:
    - Partial parcel impact on west side only.
- Alternative A2 El Dorado Ave Tunnel Under Alma St:
    - Partial parcel impact on west side, plus acquisition of two full parcels (four dwelling units) on the east side. This alternative would also raise emergency access concerns for three parcels containing three dwelling units on north side of El Dorado Avenue.

- Alternative A2b Cul-de-sac on El Dorado Ave at Alma St:
    - Partial parcel impact on west side, plus acquisition of three full parcels (five dwelling units) and partial impacts on two additional parcels on the east side.
- Alternative A2c Straight Ramp Next to Alma St (within existing landscape strip):
    - Partial parcel impact on west side, plus acquisition of two full parcels (two dwelling units) on east side.

Traffic, Parking, and Driveway Impacts

With Alternative A1, a new traffic signal would be installed at Alma Street/El Dorado Avenue. The signal would improve crossing safety for pedestrians and bicyclists through the presence of marked crosswalks, use of countdown timers, and implementation of leading intervals, which can reduce the potential for conflicts and reduce the frequency and severity of crashes. Installation of a traffic signal would also introduce a controlled stopping point for vehicles, which would help manage vehicle speeds along the corridor, reducing the likelihood of high-speed crossing conflicts. Vehicle progression could be optimized, and vehicle delay would be minimized through coordination with upstream and/or downstream intersections. Vehicle movements at the intersection may be partially restricted (e.g., right in/right out only) at certain times. During the weekday a.m. (8-9 a.m.) peak hour, these turn restrictions could result in the redistribution of approximately 40 vehicles across multiple streets and alternate routes, including Colorado Avenue and Loma Verde Avenue.[1] Additional information on the anticipated changes to travel patterns and circulation with the new crossing are provided in the Circulation Study, available online on the project webpage (www.paloalto.gov/BikePedCrossings).

With Alternative A2, El Dorado Avenue would have one 13-foot-wide vehicle travel lane on the segment adjacent to the pedestrian and bicycle tunnel and would operate one-way westbound with right-turn only at Alma Street. During the weekday a.m. peak hour (8-9 a.m.), the changes in circulation could result in the redistribution of approximately 20 drivers turning onto El Dorado Avenue from Alma Street and 20 drivers making a westbound left-turn from El Dorado Avenue onto Alma Street to alternate routes.

Both alternatives would result in some loss of parking. With Alternatives A1 and A2, the west-side tunnel ramp connection would require modifications to the existing parking lot that are estimated to remove fewer than 25 off-street vehicle parking spaces. The future parking lot layout and configuration would need to be confirmed along with final design of the ramp and stair configuration. With Alternative A2, on-street parking would be prohibited on both sides of El Dorado Avenue between Alma Street and Emerson Street for the length of the ramp. This is assumed to result in the loss of about 10 on-street vehicle parking spaces.

With Alternative A2, the conversion of El Dorado Avenue to one-way westbound operations from Alma Street to Emerson Street would modify driveway access to the three parcels along the north side of this segment to be right-in/right-out only. On the south side of the segment, access to two parcels would be modified to be left-in/left-out only and access to the existing driveways of two parcels on the south side

[1] Vehicle volumes rounded up to the nearest 10.

of this segment would be removed unless a replacement driveway connection from Alma Street can be accommodated and accepted by the property owner.

Emergency Access

The City of Palo Alto Fire Department reviewed the latest planning-level conceptual designs. Based on that review, Alternative A1 does not present any immediate emergency access concerns. In an emergency, the Fire Department indicated it would likely access the tunnel from Park Boulevard, as shutting down Alma Street would be more difficult operationally.

By contrast, Alternative A2 (including A2b and A2c) raises substantial fire and emergency access concerns. In general, the Fire Department indicated that if a vehicle or driveway access to a parcel is removed, the City would likely need to acquire the entire parcel and remove the building. Future design refinement would also need to confirm consistency with applicable fire and emergency access requirements, including clear widths on El Dorado Avenue and adequate water supply access.

- A1 El Dorado Ave Tunnel + Alma St Signal:
    - No immediate emergency access concerns were identified.
- A2 El Dorado Ave Tunnel Under Alma St:
    - This alternative would place the undercrossing on the south side of El Dorado Avenue and retain a one-way, 13-foot-wide drive aisle. Although the existing rolled curbs along the frontage may provide some operational flexibility, the Fire Department indicated that the available clear width is highly constrained and would need to be closer to the 20-foot standard. Fire expressed concerns regarding access to 110–130 El Dorado Avenue and indicated a preference for that parcel to be vacated and the building removed. Additional concerns were identified for 149 El Dorado Avenue, 129 El Dorado Avenue, and 2799 Alma Street due to the limited clear width on El Dorado Avenue. Adequate water supply access would also need to be confirmed during future design.
- A2b Cul-de-sac on El Dorado Ave at Alma St:
    - This alternative would create more significant emergency access constraints. The Fire Department indicated it would not be able to access 149 El Dorado Avenue, 129 El Dorado Avenue, and 110–130 El Dorado Avenue, and that these parcels would likely need to be vacated and the buildings removed. Fire also noted potential access concerns for 2799 Alma Street.
- A2c Use of Landscaping Strip on Alma St:
    - This alternative would provide better fire access than A2 and A2b. However, the Fire Department indicated that 2777 Alma Street and 2799 Alma Street would likely still need to be vacated and the buildings removed.

ASSESSMENT SUMMARY

The team completed a technical evaluation of the alternatives, considering each of the crossing options and the corresponding community connections. The assessments are presented in the preceding section and Table 3 presents a summary of the results. This matrix illustrates the degree to which the preferred conceptual design alternatives align with each of the selected evaluation criteria, using a scale of high (black) indicating strong alignment to low (light gray) indicating weak alignment. As shown in Table 3, Alternative A1 scored higher across five of the seven evaluation criteria compared to Alternative A2. Alternative A1 would have fewer utility impacts, lower construction cost and duration, fewer parcel impacts, and would not alter emergency access. Alternative A2 scored the lowest/least desirable results across five of the seven evaluation criteria and had comparable results to Alternative A1 in the categories of personal security and traffic, parking, and driveway impacts.

Table 3: Evaluation Summary

Evaluation Criteria	A1. El Dorado Ave Tunnel + Alma St Signal	A2. El Dorado Ave Tunnel Under Alma St
Personal Security		
Utility Impacts		
Construction Cost		
Construction Duration		
Parcel Impacts		
Traffic, Parking, and Driveway Impacts		
Emergency Access		

Notes: Alternatives are scored using a subset of the evaluation criteria used in the prior Alternatives Analysis, available online on the project webpage (www.paloalto.gov/BikePedCrossings), and were selected based on community input, engineering expertise, and professional judgement. Emergency access is identified as a separate evaluation criterion for this phase. A high (most desirable) score indicates stronger alignment with community values and a low (least desirable) score indicates weaker alignment. Note that the results of these evaluations are one of several considerations in the process of seeking locally preferred alternatives.

High (most desirable) **Low (least desirable)**

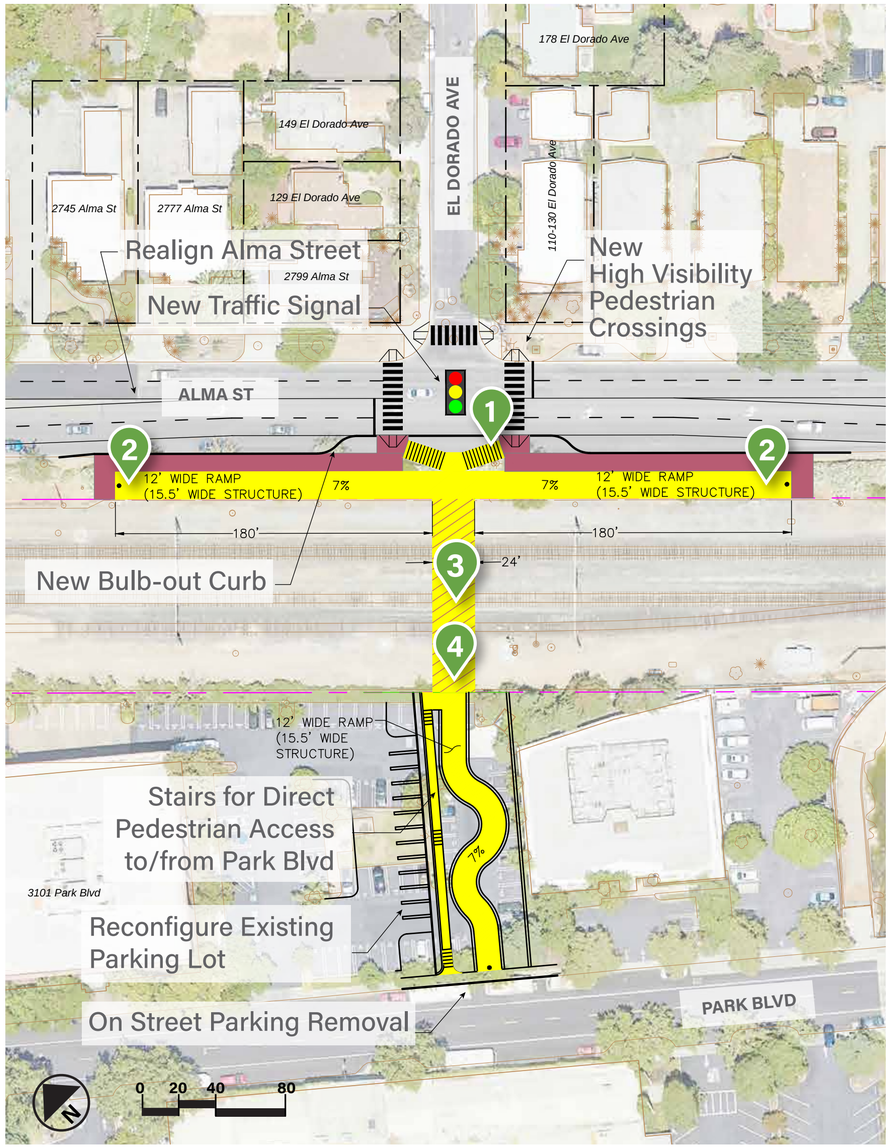
APPENDICES

Appendix A: Concept Designs

Appendix B: Construction Assessment

El Dorado Avenue Tunnel + Alma Street Signal (Alternative A1)

CITY OF PALO ALTO





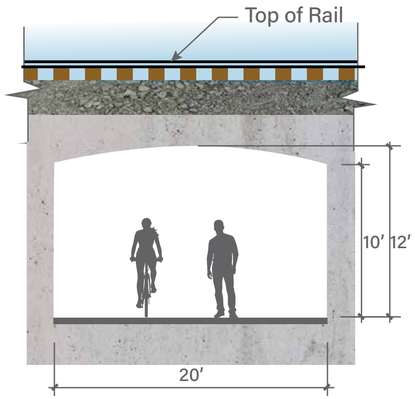
1 Example Stairway Leading to Undercrossing
(Homer Tunnel in Palo Alto)



2 Example 12′ Wide Ramp at 7% Grade Parallel to Caltrain Tracks

LEGEND

- CALTRAIN RIGHT OF WAY
- PROPERTY LINE
- PARCEL IMPACTS
- RAMP AND/OR STAIR STRUCTURE
- TUNNEL
- AT GRADE PATH
- BOLLARD
- STAIRS
- TRAFFIC SIGNAL



3 Section Through Tunnel

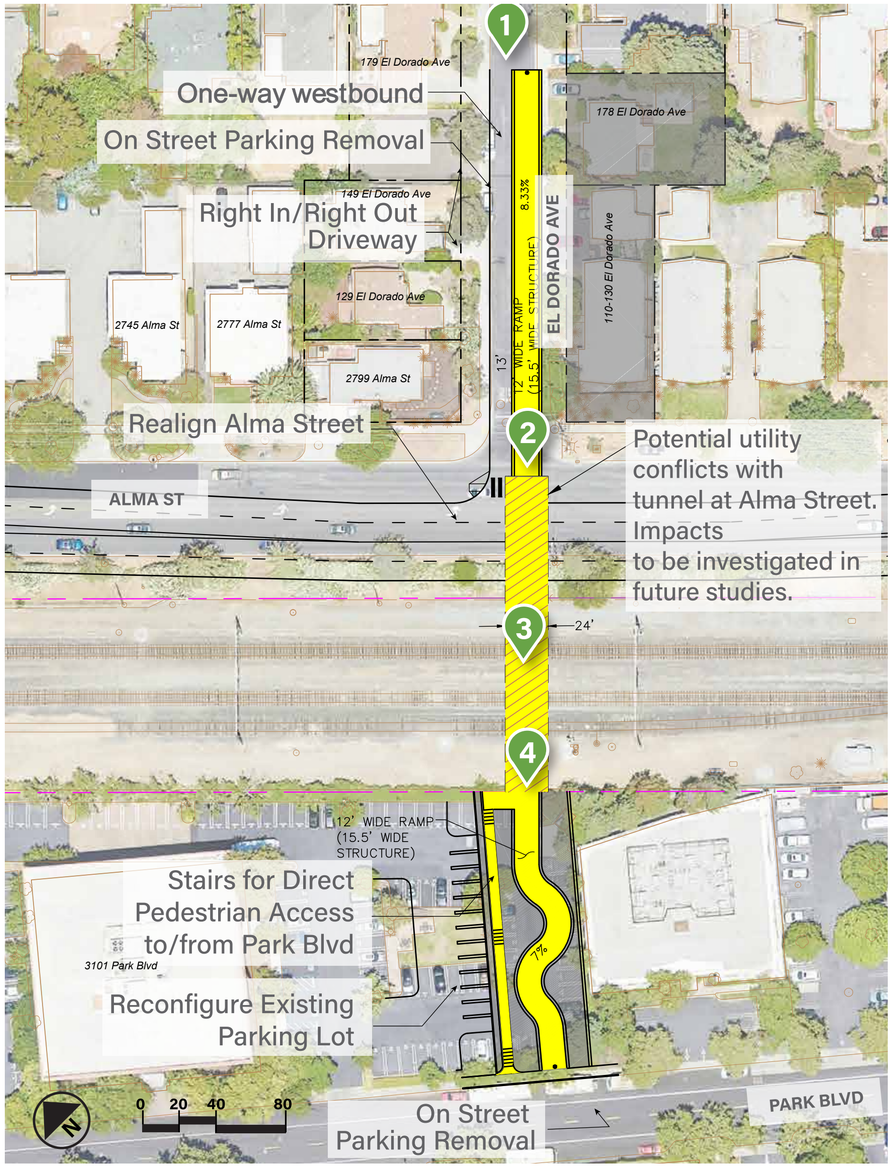


4 Example 20′ Wide and 10′ High Tunnel
(San Antonio Caltrain Station in Mountain View)

Draft design concepts shown are preliminary and intended for discussion purposes only. All concepts are flexible and subject to refinement. Additional community engagement and technical design work will be needed once locations and basic design concepts have been decided.

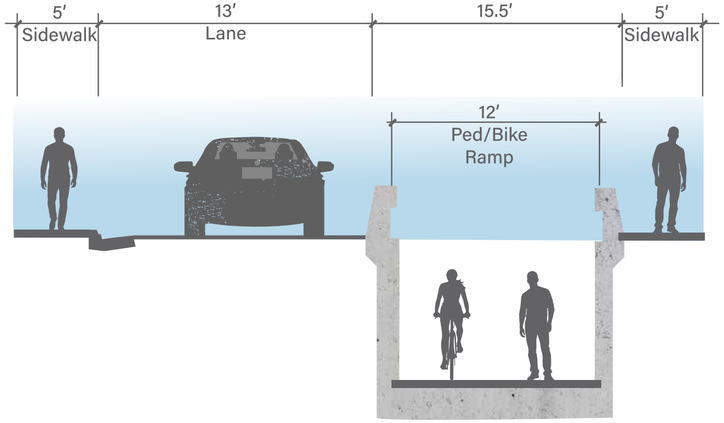
El Dorado Avenue Tunnel under Alma Street (Alternative A2)

CITY OF PALO ALTO





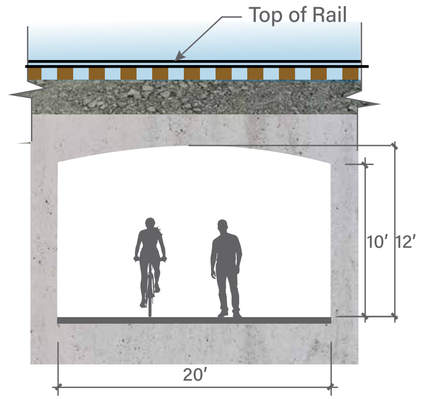
1 Example 12' Wide Ramp at 8.33% Grade Perpendicular to Caltrain Tracks



2 Section Through El Dorado Avenue

LEGEND

- CALTRAIN RIGHT OF WAY
- PROPERTY LINE
- PARCEL IMPACTS
- RAMP AND/OR STAIR STRUCTURE
- TUNNEL
- BOLLARD
- STAIRS



3 Section Through Tunnel



4 Example 20' Wide and 10' High Tunnel
(San Antonio Caltrain Station in Mountain View)

Draft design concepts shown are preliminary and intended for discussion purposes only. All concepts are flexible and subject to refinement. Additional community engagement and technical design work will be needed once locations and basic design concepts have been decided.

Appendix B

Technical Memorandum

Date:	7/17/2026	BKF Job Number:	20241227
Deliver To:	Amanda Leahy, AICP		
	Kittelson & Associates		
Subject:	South Palo Alto Bike/Ped Connectivity		
	Construction Assessment of El Dorado Avenue Tunnel		

This summary consolidates the current planning-level assessment of the El Dorado Avenue alternatives studied for the South Palo Alto Bike/Ped Connectivity effort. It focuses on the primary geometric, structural, construction staging, utility, and right of way considerations for each alternative. The two preferred alternatives for El Dorado both include a new bicycle and pedestrian undercrossing of the Caltrain corridor. Alternative A.1 would construct a tunnel beneath the rail corridor only, connecting Park Boulevard to Alma Street and retaining an at-grade crossing of Alma Street. Alternative A.2 would also construct a tunnel beneath the rail corridor, but would extend farther east beneath Alma Street and into El Dorado Avenue to provide a fully grade-separated crossing.

For planning purposes, the tunnel concepts assume an interior height of approximately 12 feet. Per the Caltrain Corridor Crossings Delivery Guide, underpasses may be constructed with as little as 5 feet of cover, measured from the bottom of railroad ties to the top of structure, where a minimally invasive construction method such as box jacking or tunneling is used. That said, the actual depth of cover and resulting tunnel profile for this project will need to be refined during future design based on the selected construction method, subsurface conditions, utility constraints, structural requirements, and the specific railroad infrastructure present at the crossing.

As part of concept development, a high-level review of fire and emergency access considerations was completed to help identify major constraints and inform the planning-level comparison of alternatives. This review was not intended to confirm final fire code compliance. Further coordination with the City and Fire Department will be needed as the concepts are refined, particularly for alternatives with constrained access conditions.

Alternative A.1

Alternative A.1 connects Park Blvd. to Alma St. and includes a meandering pathway on the west side within the existing parking lot at the southerly end of 3101 Park Blvd (see Attachment 1). At this stage, there appear to be multiple ways to accommodate the westside approach, including potential parking lot reconfiguration, landscaping separation, and a separate pedestrian-only path with stairs to reduce conflicts between pedestrians and bicyclists. On the east side, the alignment conforms within the existing buffered landscape area along Alma Street and includes two 90-degree ramps and a staircase with direct access to Alma Street, similar in concept to the City's existing Homer Avenue undercrossing. This concept would also require a bulb-out along Alma Street to accommodate the undercrossing width and associated access improvements, and a new traffic signal and crosswalks would help serve the crossing location.

From a structural standpoint, Alternative A.1 consists of an approximately 110-foot-long by 24-foot-wide tunnel beneath the rail corridor, with ramps on each side of the undercrossing and shorter stair connections at each end. Based on the current concept, the tunnel would likely be constructed using box jacking beneath the active tracks. This is a meaningful advantage because it avoids excavation at the track location and avoids the need for a temporary shoofly, while minimizing interruption to rail operations and impacts to the overhead contact system.

The approach ramps would likely be formed with cast-in-place retaining walls, with shallow foundations anticipated, subject to geotechnical confirmation. Temporary excavation shoring would likely be required for the deeper ramp sections and jacking pit/receiving pit construction.

Construction staging for A.1 is comparatively straightforward relative to the A.2 variants because the crossing is limited to the rail corridor and does not extend beneath Alma Street. Even so, the alternative still carries typical undercrossing construction risks, including coordination of track closure windows, temporary track support, excavation support, and potential groundwater and waterproofing challenges depending on subsurface conditions. Short-term closures would likely still be required to complete final waterproofing and restore the track structure after box jacking.

At this stage, utility impacts for A.1 appear minimal, and right of way impacts also appear limited. The current understanding is that only a partial acquisition would be needed on the west side, with no anticipated east side acquisition impacts. This is a key differentiator relative to the A.2 variants.

Alternative A.2

Alternative A.2 consists of three east-side variants (A.2A, A.2B, and A.2C) that are similar to A.1 in that they continue to rely on a grade-separated undercrossing concept beneath the rail corridor with ramped access and retaining wall systems (see Attachments 2-4). However, these variants extend farther east beneath Alma Street and into the El Dorado area, which materially changes the project complexity. Structurally, the A.2 concepts would likely require a longer tunnel, with the rail crossing segment still constructed by box jacking and the portion beneath Alma Street constructed by cut-and-cover. This introduces a more complicated construction sequencing approach than A.1 because Alma Street traffic would need to be maintained through staged construction, likely with temporary lane shifts and phased tunnel construction beneath the roadway (see Attachment 2 for the conceptual staging configuration). The cut-and-cover segment and extended ramps would also increase the need for excavation shoring, traffic handling, and coordination adjacent to existing development. The variants differ primarily in their east-side tie-in: A.2A maintains limited outbound access, A.2B closes El Dorado Avenue with a cul-de-sac, and A.2C turns north to connect along Alma Street.

The most significant shared constraint across the A.2 variants is utility conflict. Existing utility information documents identify several major existing underground facilities in the proposed undercrossing area, including a 24-inch high-pressure gas line, a 12-inch water line, and 8-inch and 18-inch sewer lines. These facilities would need to be routed around the proposed undercrossing, and because the sewer facilities are gravity lines, their relocation may be especially challenging depending on available grades. Accommodating these utilities would likely require lowering the undercrossing profile, which in turn would push the ramps farther outward and increase surface impacts. In practical terms, this means the east approach may need to drop lower near Alma Street to accommodate utility conflicts before tying into the tunnel profile beneath the rail corridor, which could increase ramp length and surface impacts on the El Dorado side. As a result, the A.2 variants should generally be assumed to have major utility relocation requirements, added cost, greater schedule risk, and increased design coordination relative to A.1.

These alternatives also create more substantial adjacency and construction concerns near existing residences and accessways. The proximity of excavation, shoring, and retaining walls to nearby homes and other improvements raises the potential for settlement, vibration, and access disruptions during construction. In addition, because the A.2 variants tie into a constrained residential context, they require more extensive roadway reconfiguration and create more meaningful right of way considerations than A.1. While the structural and utility challenges are broadly similar across all three A.2 variants, the right of way effects differ based on how each eastern approach is configured.

Alternative A.2A

Alternative A.2A places the undercrossing on the south side of El Dorado and retains a one-way 13-foot drive aisle for outbound neighborhood access to Alma Street (see Attachment 2). Existing rolled curbs along this frontage may help support emergency access within the constrained layout. In this concept, Alma Street is shifted closer to the rail corridor so that the undercrossing profile can begin daylighting sooner, with the goal of reducing impacts to residences along El Dorado Avenue.

Relative to the other A.2 variants, A.2A appears to be the most targeted in terms of right of way impact under the current best-case layout, but that assumes the utility conflicts can be resolved without driving the profile farther outward than currently shown. As laid out today, the primary right of way issue is the loss of access to the existing driveway and parking area at 110-130 El Dorado Avenue. Based on the current concept, that impact could require full acquisition of the entire parcel unless a replacement driveway connection from Alma Street can be accommodated and accepted by the property owner.

Accordingly, A.2A may offer some right of way advantage relative to A.2B, but it remains heavily constrained by utility relocation feasibility and by the ability to preserve or replace property access in a workable manner.

Alternative A.2B

Alternative A.2B closes El Dorado Avenue entirely and allows the undercrossing to conform more directly within the existing El Dorado Avenue corridor (see Attachment 3). Pedestrian and bicycle circulation can still be maintained in and around the undercrossing, including stair access from Alma Street, but closure of El Dorado would require a cul-de-sac to maintain fire access and turnaround capability.

The principal tradeoff with A.2B is that it appears to create the greatest right of way impact among the alternatives studied. Under the concept reviewed, this option would require three full acquisitions and four partial acquisitions. The full acquisitions are identified at 110-130, 129, and 149 El Dorado Avenue, while partial acquisitions are identified at 178 and 179 El Dorado Avenue. The team also evaluated an offset cul-de-sac concept (shown in red) to reduce some partial takes, but while that could eliminate certain partial impacts, it would likely convert the overall impact to four full acquisitions with no partial acquisitions. In either case, A.2B appears to carry the heaviest property impact burden of the alternatives considered. Utility impacts remain significant and generally similar to those described for A.2A.

Alternative A.2C

Alternative A.2C also extends beneath Alma Street, but then turns 90 degrees and ramps north of El Dorado Avenue within the landscaped buffer area on the east side of Alma Street between the residences (see Attachment 4). A potential refinement could allow the east-side ramp to continue further and make a 180-degree turn near 2799 Alma Street to surface closer to El Dorado Avenue, which may improve the east-side tie-in and help address some of the concerns associated with the current concept. Its main distinction is that it seeks to reduce right of way impacts by shifting the eastern approach away from some of the more directly affected residential access areas.

This concept appears to reduce right of way impacts relative to A.2B and potentially limits them to two parcels at 2777 and 2799 Alma Street. However, that benefit comes with notable operational and safety drawbacks. The 90-degree turn beneath El Dorado is not ideal from a user experience standpoint, particularly for bicyclists, and it may create security and safety concerns because it reduces straight-line visibility compared to the other concepts.

In addition to the major underground utility conflicts common to the A.2 variants, A.2C also appears to introduce potential overhead utility conflicts because the east-side ramp and associated improvements may extend into the area of existing utility poles and overhead electrical and fiber lines, which could require pole relocation or other

utility modifications. While there may be some opportunity to refine the Alma Street alignment and ramp placement to reduce those impacts, the current planning assumption should be that these overhead lines would require relocation unless further design work demonstrates otherwise.

Overall Comparison

At a high level, Alternative A.1 appears to be the least complex and least impactful option from a utility and right of way standpoint and offers a more straightforward construction approach because it avoids extending the crossing beneath Alma Street. Its primary challenges are those inherent to a rail undercrossing, including box jacking, track coordination, and potential groundwater-related construction considerations.

By comparison, Alternatives A.2A, A.2B, and A.2C all introduce a similar step increase in complexity because they extend beneath Alma Street and enter an area with substantial utility conflicts and tighter residential constraints. Among those variants, A.2A may have the most limited right of way effect if access can be maintained or replaced, A.2B appears to have the greatest right of way impact, and A.2C may reduce property impacts relative to A.2B but does so with a less desirable turning movement and additional potential overhead utility issues.

Attachments

1. Alt A.1 Concept Plan
2. Alt A.2A Concept Plan
3. Alt A.2B Concept Plan
4. Alt A.2C Concept Plan

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SOUTHERN PALO ALTO BICYCLE AND PEDESTRIAN RAILROAD CROSSING STUDY
EL DORADO AVE - ALT A.1

CITY OF PALO ALTO

2800 Emerson St
178 El Dorado Ave
179 El Dorado Ave
149 El Dorado Ave
129 El Dorado Ave
2777 Alma St
2799 Alma St
110-130 El Dorado Ave
3101 Park Blvd

Estimated 25' long by 40' wide receiving pit

12' WIDE RAMP (15.5' WIDE STRUCTURE) 7%
24'
7% 12' WIDE RAMP (15.5' WIDE STRUCTURE)
180'
180'
24'
Jacked box
110'-0"
40'-0"
12' WIDE RAMP (15.5' WIDE STRUCTURE)
140'-0"
7%

Estimated 140' long by 40'min wide jacking pit

LEGEND:

- CALTRAIN RIGHT OF WAY
- PROPERTY LINE
- PARCEL IMPACTS
- RAMP AND/OR STAIR STRUCTURE
- TUNNEL
- AT GRADE PATH
- BOLLARD
- STAIRS
- TRAFFIC SIGNAL

scale 1" = 40' (40 0 40 80 feet)

INTERNAL DRAFT FOR REVIEW AND DISCUSSION

SOUTHERN PALO ALTO BICYCLE AND PEDESTRIAN RAILROAD CROSSING STUDY
EL DORADO AVE - ALT A.2A

CITY OF PALO ALTO

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(408) 467-9100
www.bkf.com

179 El Dorado Ave
149 El Dorado Ave
129 El Dorado Ave
2777 Alma St
2799 Alma St
2800 Emerson St
178 El Dorado Ave
110-130 El Dorado Ave

Ramp
240'-0"
13'
12' WIDE RAMP (15.5' WIDE STRUCTURE)
7.5%

Potential utility conflicts with tunnel at Alma Street. Impacts to be investigated in future studies

Estimated 25' long by 40' wide receiving pit

STAGE 2 Cut & cover tunnel construction
STAGE 1 Alma Traffic
STAGE 1 Cut & cover tunnel construction
Cut and cover tunnel
60'-0"
24'
24'
Jacked box
110'-0"
40'-0"
12' WIDE RAMP (15.5' WIDE STRUCTURE)
7%
140'-0"

Estimated 140' long by 40'min wide jacking pit

LEGEND:

- CALTRAIN RIGHT OF WAY
- PROPERTY LINE
- PARCEL IMPACTS
- RAMP AND/OR STAIR STRUCTURE
- TUNNEL
- BOLLARD
- STAIRS

scale 1" = 40' (40 0 40 80 feet)

INTERNAL DRAFT FOR REVIEW AND DISCUSSION

EMERSON ST

ALMA ST

PARK BLVD

LAMBERT AVE

EL DORADO AVE

2800 Emerson St

178 El Dorado Ave

179 El Dorado Ave

149 El Dorado Ave

129 El Dorado Ave

2799 Alma St

2777 Alma St

110-130 El Dorado Ave

7.5%

14'

11'

11'

11'

11'

Potential utility conflicts with tunnel at Alma Street. Impacts to be investigated in future studies

LEGEND:

- CALTRAIN RIGHT OF WAY
- PROPERTY LINE
- PARCEL IMPACTS
- RAMP AND/OR STAIR STRUCTURE
- TUNNEL
- BOLLARD
- STAIRS

scale 1" = 40' (40 0 40 80 feet)

INTERNAL DRAFT FOR REVIEW AND DISCUSSION

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SOUTHERN PALO ALTO BICYCLE AND PEDESTRIAN RAILROAD CROSSING STUDY
EL DORADO AVE - ALT A.2B

CITY OF PALO ALTO

EMERSON ST

ALMA ST

PARK BLVD

LAMBERT AVE

EL DORADO AVE

2800 Emerson St

178 El Dorado Ave

179 El Dorado Ave

149 El Dorado Ave

129 El Dorado Ave

110-130 El Dorado Ave

2777 Alma St

2799 Alma St

14'

7.5%

11'

11'

11'

11'

Potential utility conflicts with tunnel at Alma Street. Impacts to be investigated in future studies

LEGEND:

- CALTRAIN RIGHT OF WAY
- PROPERTY LINE
- PARCEL IMPACTS
- RAMP AND/OR STAIR STRUCTURE
- TUNNEL
- BOLLARD
- STAIRS

scale 1" = 40'

INTERNAL DRAFT FOR REVIEW AND DISCUSSION

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SOUTHERN PALO ALTO BICYCLE AND PEDESTRIAN RAILROAD CROSSING STUDY
EL DORADO AVE - ALT A.2C

CITY OF PALO ALTO

Attachment C

KITTELSON & ASSOCIATES
155 Grand Avenue, Suite 505
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July 23, 2026

SOUTH PALO ALTO BIKE/PED CONNECTIVITY CIRCULATION STUDY

The purpose of this cursory circulation study is to assess neighborhood and circulation effects associated with a new Caltrain bicycle/pedestrian undercrossing (Alternatives A1 and A2) at El Dorado Avenue (including potential diversion patterns and cul-de-sac effects) and inform accompanying network enhancements. The analysis compares future conditions (without the new connection) with each crossing alternative, focusing on key intersections and corridors most likely to experience changes in traffic volumes. Findings from this initial study will inform decision-making by clarifying the trade-offs between alternatives and informing complementary network enhancements or operational strategies that may be needed to enhance safety and functional circulation under each alternative.

Pedestrian, bicycle, and vehicle counts were collected at 21 intersections on Thursday, March 19, 2026, between 7 a.m. and 7 p.m. Count locations focus on intersections nearest El Dorado Avenue since those streets will feel the effects the most. Several intersections were excluded from this initial study, including nearby intersections on the west-side of the rail corridor since circulation patterns are not expected to change as much. The analysis considers the following three scenarios:

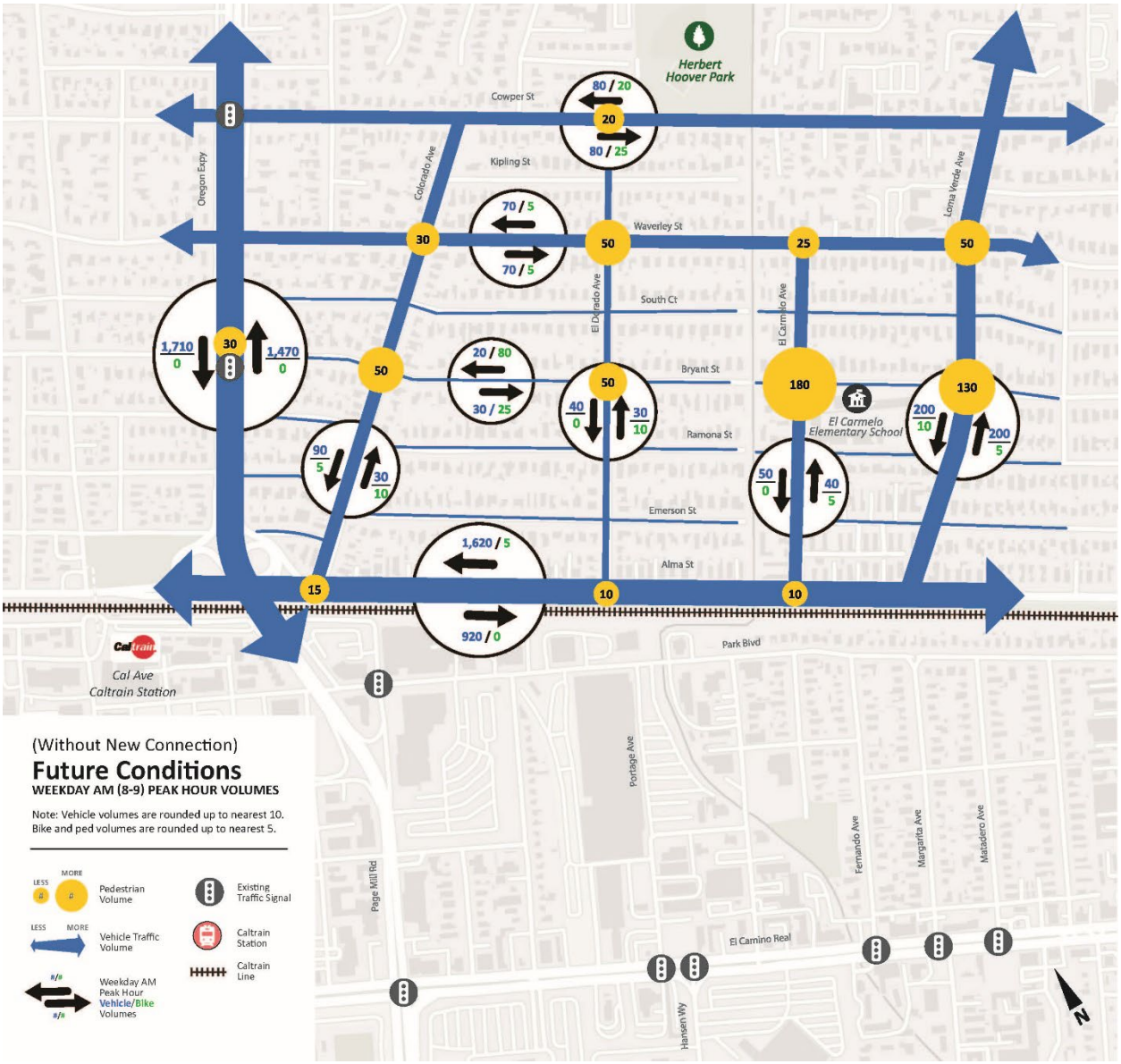
1. **Future Conditions (Without New Connection):** Future conditions without a new bicycle/pedestrian undercrossing. Future weekday a.m. peak hour (8 a.m to 9 a.m.) volumes were forecast to account for land use and population growth in Palo Alto.[1]
2. **El Dorado Avenue Tunnel + Alma Street Signal (Alternative A1):** Future conditions with a new bicycle/pedestrian tunnel under Caltrain at El Dorado Avenue and a signalized crossing at Alma Street. Peak period left-turn restrictions were assumed to be implemented at Alma Street/El Dorado Avenue with this alternative.[2]
3. **El Dorado Avenue Tunnel Under Alma Street (Alternative A2):** Future conditions with a new bicycle/pedestrian tunnel on the south side of El Dorado Avenue extending under both Alma Street and Caltrain. The intersection of Alma Street/El Dorado Avenue would be reconfigured with El Dorado Avenue as a one-way westbound roadway with right-out only operations at Alma Street.[3]

*All scenarios reflect future year 2031 conditions.

[1] Consistent with the demand estimates prepared for the Alternatives Analysis, available on the project webpage (www.paloalto.gov/BikePedCrossings), an annual growth rate of 1.099 was applied uniformly to all movements to reflect the expected increase in person trips between 2026 and 2031.
[2] With Alternative A1 the southbound left-turn and westbound left-turn movements at Alma Street/El Dorado Avenue were redistributed across the network.
[3] With Alternative A2 the southbound left-turn, northbound right-turn, and westbound left-turn movements at Alma Street/El Dorado Avenue were redistributed across the network.

The weekday a.m. peak hour was selected for analysis as it represents the period of peak demand for the new grade-separated crossing.[4] The Future Conditions (Without New Connection) Circulation Summary is presented in Exhibit 1. The Future Conditions with Alternative A1 and A2 Circulation Summary is presented in Exhibit 2. Existing and future counts for each scenario are included in Appendix A.

Exhibit 1. Future Conditions (Without New Connection) – Circulation Summary



[4] Vehicle volumes are rounded up to the nearest 10 and pedestrian and bicycle volumes are rounded up to the nearest 5.

Exhibit 2. Future Conditions with Alternative A1 and A2 – Circulation Summary



A summary of findings and key takeaways is described below.

SUMMARY OF FINDINGS

Key Takeaways

- **Meaningful projected use:** By 2031, the El Dorado tunnel is expected to carry about 70 walk trips and 150 bike trips in the a.m. peak hour, and roughly 800 walk trips and 1,800 bike trips daily.
- **Good network fit:** Most connecting streets serving the undercrossing (El Dorado, Bryant, Cowper, Colorado, Loma Verde, and Park) in the surrounding neighborhoods are low-volume or low-stress routes suitable for bicycle and pedestrian access.

- **Limited traffic impacts:** Both crossing alternatives would cause little overall change in neighborhood traffic patterns, with some rerouting on nearby streets.
- **Access design will shape operations:** A signalized Alma Street crossing (Alternative A1) would preserve two-way El Dorado Avenue access, while the under-Alma Street option (Alternative A2) would shift more bicycle and pedestrian activity onto El Dorado Avenue and require more vehicle access changes.
- **Supportive improvements will be important:** Enhancements to surrounding streets would apply context-appropriate high-visibility crossings, lighting, markings, traffic control, and wayfinding, consistent with the Safe System Approach and other applicable safety standards to make tunnel approaches comfortable for all-ages-and-abilities.

Additional findings are described in this section.

Future Conditions (Without New Connection)

- Oregon Expressway and Alma Street carry the highest weekday a.m. peak hour vehicle volumes with about 3,180 vehicles (1,710 westbound and 1,470 eastbound) on Oregon Expressway, south of Bryant Street and 2,540 vehicles (1,620 northbound and 920 southbound) on Alma Street, north of El Dorado Avenue. These busier streets are barriers to walking and biking. The network recommendations consider safer and more comfortable crossings of these streets to improve access to and from the new tunnel.
- Cowper Street, Waverley Street, Bryant Street, Colorado Avenue, El Dorado Avenue, and El Carmelo Avenue carry less than 200 vehicles (between 30 and 90 vehicles in each direction) during the a.m. peak hour. Loma Verde Avenue carries approximately 400 vehicles (200 in each direction) during the a.m. peak hour. The peak hour and daily vehicle volumes would be under applicable vehicle volume thresholds for bike boulevards and bike lanes on streets with existing and proposed bikeways.[5]
- Pedestrians (180) and bicycles (80) outnumber vehicles (160) at the intersection of Bryant Street and El Carmelo Avenue, adjacent to El Carmelo Elementary School during the a.m. peak hour. The network recommendations consider enhancements, such as bulb-outs, to shorten crossing distances, reduce turning vehicle and bicycle speeds, and provide more space on the street corner and sidewalk for the relatively high volumes of pedestrians at this location.
- Bicyclists (80 northbound, 25 southbound) outnumber drivers (20 northbound, 25 southbound) on Bryant Street, between Colorado Avenue and El Dorado Avenue during the a.m. peak hour. The network recommendations consider installing a traffic circle at the intersection of the Bryant Street and El Dorado Avenue bike boulevards to reduce speeds, reduce number of crossing conflicts, and improve traffic flow.
- Approximate weekday a.m. peak hour left-turning vehicle volumes on/off of Alma Street:
    - 15 southbound left-turns and 5 westbound left-turns at Colorado Avenue
    - 20 southbound left-turns and 20 westbound left-turns at El Dorado Avenue

[5] National Association of City Transportation Officials (NACTO) Guidance for Selecting All Ages and Abilities Bikeways. https://nacto.org/wp-content/uploads/p071_table_PART3-1.png. Daily and peak hour vehicle volume thresholds for bicycle boulevards are 150 vehicles per hour in the peak direction or 2,000 vehicles per day. The daily and peak hour vehicle volume thresholds for bike lanes are 300 vehicles per hour in the peak direction or 3,000 vehicles per day.

- 25 southbound left-turns and 10 westbound left-turns at El Carmelo Avenue
- 80 southbound left-turns and 40 westbound left-turns at Loma Verde Avenue

El Dorado Avenue Tunnel + Alma Street Signal (Alternative A1)

- Under Alternative A1, a new traffic signal at El Dorado Avenue/Alma Street would provide a controlled crossing opportunity for bicyclists and pedestrians to access the tunnel. The signal would facilitate crossings for pedestrians and bicyclists through the presence of marked crosswalks, use of countdown timers, and implementation of leading pedestrian intervals, which can reduce the potential for conflicts and reduce the frequency and severity of crashes. Installation of a traffic signal would also introduce a controlled stopping point for vehicles, which would help manage vehicle speeds along the corridor, reducing the likelihood of high-speed crossing conflicts. Vehicle progression could be optimized to minimize vehicle delay through coordination with upstream and/or downstream intersections. Signalization may make this route more attractive to turning drivers by creating a more convenient and predictable opportunity to turn left onto or off of Alma Street. Access to El Dorado Avenue, could be managed with the potential to implement turn restrictions, such as prohibiting left turns and allowing right-in/right-out only operations during peak periods or other time periods. Based on a review of potential trip origins and destinations and possible travel routes, approximately 40 drivers that currently make left turns to or from El Dorado Avenue during the weekday a.m. peak hour were shifted to alternate routes. This shifting of traffic would result in the reduction of vehicle traffic volumes on El Dorado Avenue between Alma Street and Emerson Street and changes (increases and decreases) of fewer than 20 vehicle trips on nearby streets and intersections during the weekday a.m. peak hour.
- Alternative A1 would maintain two-way vehicle circulation on El Dorado Avenue, which would help preserve local circulation and driveway access. Signal timing and phasing, including use of advance detection, crossing time for leading pedestrian intervals, and implementation of turn restrictions, would continue to be refined throughout the design process and may be modified after construction.

El Dorado Avenue Tunnel Under Alma Street (Alternative A2)

- Under Alternative A2, the bicycle/pedestrian undercrossing would extend along the south side of El Dorado Avenue with El Dorado Avenue proposed to be converted to one-way westbound right-turn only vehicle operations. Drivers that currently turn onto El Dorado Avenue from Alma Street (20 southbound left-turns, 20 northbound right-turns) or turn left onto Alma Street from El Dorado Avenue (20 westbound left-turns) would be shifted to alternate routes. This shifting of traffic would result in the reduction of vehicle traffic volumes on El Dorado Avenue between Alma Street and Emerson Street and shift fewer than 20 vehicle trips to nearby streets during the weekday a.m. peak hour.
- As shown in Exhibit 2, with Alternatives A1 and A2, there would be little overall change in traffic volumes on the tunnel approaches. Vehicle volumes would continue to be relatively low, and daily and peak hour volumes on streets with existing or proposed bikeways (including El Dorado

Avenue, Bryant Street, Cowper Street, Loma Verde Avenue, Colorado Avenue, and Park Boulevard) would remain under applicable thresholds for those facilities.

Pedestrian and Bicycle Circulation

- Based on the prior Alternatives Analysis, available on the project webpage (www.paloalto.gov/BikePedCrossings), there would be an estimated total of 70 walk trips and 150 bicycle trips using the undercrossing at El Dorado Avenue during the weekday a.m peak hour in 2031, with an estimated 800 walk and 1,800 bike trips daily. The 70 walk trips are anticipated to be distributed across the network on the most direct route between destinations. For instance, 150 bike trips are expected to mostly use the existing bicycle boulevards and low-stress routes including Cowper Street, Bryant Street, Colorado Avenue, Loma Verde Avenue, and Park Boulevard.
- For Alternative A1, 70 walk and 150 bike trips would cross at the intersection of Alma Street/El Dorado Avenue to access the undercrossing. With Alternative A2, the tunnel entrance is located on El Dorado Avenue. Therefore, it is expected that more people would travel along El Dorado Avenue rather than Alma Street to access the crossing.

APPENDICES

Appendix A: Existing Counts and Future Volumes

Appendix A

Existing Weekday AM Peak Hour Vehicle Counts

Intersection	N-S Street	E-W Street	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
1	Alma St	El Dorado Ave	0	821	16	26	0	17	15	1,465	0	0	0	0
2	Emerson St	El Dorado Ave	4	0	1	2	33	1	4	1	4	4	21	7
3	Ramona St	El Dorado Ave	4	3	2	1	25	5	9	1	6	2	23	2
4	Bryant St	El Dorado Ave	5	3	9	11	21	1	5	3	5	3	29	2
5	South Ct	El Dorado Ave	1	3	1	2	26	2	0	2	4	3	38	1
6	Waverley St	El Dorado Ave	4	62	2	2	14	35	29	56	12	14	16	7
7	Cowper St	El Dorado Ave	42	36	0	0	0	0	0	40	9	16	0	34
8	Alma St	Colorado Ave	0	603	12	88	0	4	8	1,500	0	0	0	0
9	Bryant St	Colorado Ave	9	12	10	40	63	2	3	17	1	0	23	3
10	Waverley St	Colorado Ave	4	53	4	3	82	2	5	47	18	7	20	10
11	Bryant St	Oregon Expy	55	14	34	15	1,452	5	9	6	45	11	1,309	17
12	Alma St	El Carmelo Ave	0	807	22	56	0	9	9	1,413	0	0	0	0
13	Emerson St	El Carmelo Ave	4	0	1	2	40	8	8	0	20	4	28	1
14	Ramona St	El Carmelo Ave	2	0	0	1	18	12	31	0	28	6	30	1
15	Bryant St	El Carmelo Ave	4	1	0	2	19	34	23	1	8	12	39	1
16	Waverley St	El Carmelo Ave	48	63	0	0	0	0	0	41	12	18	0	51
17	Alma St	Loma Verde Ave	0	752	71	132	0	36	65	1,284	0	0	0	0
18	Emerson St	Loma Verde Ave	4	3	13	9	160	8	5	3	2	6	134	3
19	Ramona St	Loma Verde Ave	4	11	8	7	132	17	8	16	5	29	168	13
20	Bryant St	Loma Verde Ave	9	2	26	19	199	8	8	1	3	7	156	9
21	Waverley St	Loma Verde Ave	5	43	32	21	207	45	35	24	9	6	159	15

NOTES *: Peak Hour (8-9 AM) counts collected by Traffic Data Service on Thursday, March 31st, 2026, from 7 AM to 7 PM*

SBR: Southbound Right
SBT: Southbound Through
SBL: Southbound Left
WBR: Westbound Right
WBT: Westbound Through
WBL: Westbound Left
NBR: Northbound Right
NBT: Northbound Through
NBL: Northbound Left
EBR: Eastbound Right
EBT: Eastbound Through
EBL: Eastbound Left

Appendix A

Existing Weekday AM Peak Hour Pedestrian Counts

Intersection	N-S Street	E-W Street	SB	WB	NB	EB
1	Alma St	El Dorado Ave	0	7	0	0
2	Emerson St	El Dorado Ave	3	0	3	1
3	Ramona St	El Dorado Ave	0	7	4	0
4	Bryant St	El Dorado Ave	6	17	11	5
5	South Ct	El Dorado Ave	6	0	11	0
6	Waverley St	El Dorado Ave	5	8	23	8
7	Cowper St	El Dorado Ave	4	0	8	5
8	Alma St	Colorado Ave	0	11	0	0
9	Bryant St	Colorado Ave	5	15	9	5
10	Waverley St	Colorado Ave	7	5	9	4
11	Bryant St	Oregon Expy	0	25	0	0
12	Alma St	El Carmelo Ave	0	6	0	0
13	Emerson St	El Carmelo Ave	1	1	3	0
14	Ramona St	El Carmelo Ave	3	2	16	0
15	Bryant St	El Carmelo Ave	10	27	72	53
16	Waverley St	El Carmelo Ave	3	0	6	12
17	Alma St	Loma Verde Ave	0	6	0	0
18	Emerson St	Loma Verde Ave	0	0	13	1
19	Ramona St	Loma Verde Ave	19	12	21	20
20	Bryant St	Loma Verde Ave	59	7	7	45
21	Waverley St	Loma Verde Ave	15	14	5	13

NOTES *: Peak Hour (8-9 AM) counts collected by Traffic Data Service on Thursday, March 31st, 2026, from 7 AM to 7 PM*

SB: Southbound
WB: Westbound
NB: Northbound
EB: Eastbound

Appendix A

Existing Weekday AM Peak Hour Bike Counts

Intersection	N-S Street	E-W Street	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
1	Alma St	El Dorado Ave	0	0	0	0	0	0	0	1	0	0	0	0
2	Emerson St	El Dorado Ave	0	0	2	0	0	0	2	0	0	0	5	0
3	Ramona St	El Dorado Ave	0	0	0	0	0	0	2	0	0	0	13	0
4	Bryant St	El Dorado Ave	0	23	0	1	0	14	0	40	0	3	3	7
5	South Ct	El Dorado Ave	4	0	0	0	11	0	1	1	0	0	2	1
6	Waverley St	El Dorado Ave	2	10	0	0	10	5	0	0	0	2	1	0
7	Cowper St	El Dorado Ave	7	21	0	0	0	0	0	17	1	0	0	2
8	Alma St	Colorado Ave	0	0	0	0	0	0	0	1	0	0	0	0
9	Bryant St	Colorado Ave	0	13	5	26	2	5	1	49	1	2	1	5
10	Waverley St	Colorado Ave	5	4	0	0	46	1	0	0	0	2	4	2
11	Bryant St	Oregon Expy	0	20	0	0	0	0	0	107	0	0	0	0
12	Alma St	El Carmelo Ave	0	0	0	0	0	0	0	0	0	0	0	0
13	Emerson St	El Carmelo Ave	0	0	0	0	0	0	2	0	0	1	4	0
14	Ramona St	El Carmelo Ave	0	1	0	0	0	1	1	0	0	1	7	0
15	Bryant St	El Carmelo Ave	0	43	1	0	0	1	0	33	0	0	4	5
16	Waverley St	El Carmelo Ave	1	21	0	0	0	0	0	1	0	5	0	0
17	Alma St	Loma Verde Ave	0	0	0	0	0	0	0	0	0	0	0	0
18	Emerson St	Loma Verde Ave	1	1	4	0	1	1	1	0	0	1	2	0
19	Ramona St	Loma Verde Ave	1	2	1	0	6	1	0	1	0	0	1	1
20	Bryant St	Loma Verde Ave	0	14	6	17	4	7	0	21	1	4	2	1
21	Waverley St	Loma Verde Ave	0	27	1	0	31	11	0	0	1	1	8	0

NOTES *: Peak Hour (8-9 AM) counts collected by Traffic Data Service on Thursday, March 31st, 2026, from 7 AM to 7 PM*

SBR: Southbound Right
SBT: Southbound Through
SBL: Southbound Left
WBR: Westbound Right
WBT: Westbound Through
WBL: Westbound Left
NBR: Northbound Right
NBT: Northbound Through
NBL: Northbound Left
EBR: Eastbound Right
EBT: Eastbound Through
EBL: Eastbound Left

Appendix A

Future 2031 Weekday AM Peak Hour Vehicle Counts

Intersection	N-S Street	E-W Street	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
1	Alma St	El Dorado Ave	0	902	18	29	0	19	16	1,610	0	0	0	0
2	Emerson St	El Dorado Ave	4	0	1	2	36	1	4	1	4	4	23	8
3	Ramona St	El Dorado Ave	4	3	2	1	27	5	10	1	7	2	25	2
4	Bryant St	El Dorado Ave	5	3	10	12	23	1	5	3	5	3	32	2
5	South Ct	El Dorado Ave	1	3	1	2	29	2	0	2	4	3	42	1
6	Waverley St	El Dorado Ave	4	68	2	2	15	38	32	62	13	15	18	8
7	Cowper St	El Dorado Ave	46	40	0	0	0	0	0	44	10	18	0	37
8	Alma St	Colorado Ave	0	663	13	97	0	4	9	1,648	0	0	0	0
9	Bryant St	Colorado Ave	10	13	11	44	69	2	3	19	1	0	25	3
10	Waverley St	Colorado Ave	4	58	4	3	90	2	5	52	20	8	22	11
11	Bryant St	Oregon Expy	60	15	37	16	1,596	5	10	7	49	12	1,439	19
12	Alma St	El Carmelo Ave	0	887	24	62	0	10	10	1,553	0	0	0	0
13	Emerson St	El Carmelo Ave	4	0	1	2	44	9	9	0	22	4	31	1
14	Ramona St	El Carmelo Ave	2	0	0	1	20	13	34	0	31	7	33	1
15	Bryant St	El Carmelo Ave	4	1	0	2	21	37	25	1	9	13	43	1
16	Waverley St	El Carmelo Ave	53	69	0	0	0	0	0	45	13	20	0	56
17	Alma St	Loma Verde Ave	0	826	78	145	0	40	71	1,411	0	0	0	0
18	Emerson St	Loma Verde Ave	4	3	14	10	176	9	5	3	2	7	147	3
19	Ramona St	Loma Verde Ave	4	12	9	8	145	19	9	18	5	32	185	14
20	Bryant St	Loma Verde Ave	10	2	29	21	219	9	9	1	3	8	171	10
21	Waverley St	Loma Verde Ave	5	47	35	23	227	49	38	26	10	7	175	16

NOTES *: Growth Rate of 1.099 was applied to existing volumes uniformly on each movement to represent the growth from 2026 to 2031*

SBR: Southbound Right
SBT: Southbound Through
SBL: Southbound Left
WBR: Westbound Right
WBT: Westbound Through
WBL: Westbound Left
NBR: Northbound Right
NBT: Northbound Through
NBL: Northbound Left
EBR: Eastbound Right
EBT: Eastbound Through
EBL: Eastbound Left

Weekday AM Peak Hour: 8 AM - 9 AM

Appendix A

Future 2031 Weekday AM Peak Hour Pedestrian Counts

Intersection	N-S Street	E-W Street	SB	WB	NB	EB
1	Alma St	El Dorado Ave	0	8	0	0
2	Emerson St	El Dorado Ave	3	0	3	1
3	Ramona St	El Dorado Ave	0	8	4	0
4	Bryant St	El Dorado Ave	7	19	12	5
5	South Ct	El Dorado Ave	7	0	12	0
6	Waverley St	El Dorado Ave	5	9	25	9
7	Cowper St	El Dorado Ave	4	0	9	5
8	Alma St	Colorado Ave	0	12	0	0
9	Bryant St	Colorado Ave	5	16	10	5
10	Waverley St	Colorado Ave	8	5	10	4
11	Bryant St	Oregon Expy	0	27	0	0
12	Alma St	El Carmelo Ave	0	7	0	0
13	Emerson St	El Carmelo Ave	1	1	3	0
14	Ramona St	El Carmelo Ave	3	2	18	0
15	Bryant St	El Carmelo Ave	11	30	79	58
16	Waverley St	El Carmelo Ave	3	0	7	13
17	Alma St	Loma Verde Ave	0	7	0	0
18	Emerson St	Loma Verde Ave	0	0	14	1
19	Ramona St	Loma Verde Ave	21	13	23	22
20	Bryant St	Loma Verde Ave	65	8	8	49
21	Waverley St	Loma Verde Ave	16	15	5	14

NOTES *: Growth Rate of 1.099 was applied to existing volumes uniformly on each movement to represent the growth from 2026 to 2031*

SB: Southbound
WB: Westbound
NB: Northbound
EB: Eastbound

Weekday AM Peak Hour: 8 AM - 9 AM

Future 2031 Weekday AM Peak Hour Bike Counts

Intersection	N-S Street	E-W Street	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
1	Alma St	El Dorado Ave	0	0	0	0	0	0	0	1	0	0	0	0
2	Emerson St	El Dorado Ave	0	0	2	0	0	0	2	0	0	0	5	0
3	Ramona St	El Dorado Ave	0	0	0	0	0	0	2	0	0	0	14	0
4	Bryant St	El Dorado Ave	0	25	0	1	0	15	0	44	0	3	3	8
5	South Ct	El Dorado Ave	4	0	0	0	12	0	1	1	0	0	2	1
6	Waverley St	El Dorado Ave	2	11	0	0	11	5	0	0	0	2	1	0
7	Cowper St	El Dorado Ave	8	23	0	0	0	0	0	19	1	0	0	2
8	Alma St	Colorado Ave	0	0	0	0	0	0	0	1	0	0	0	0
9	Bryant St	Colorado Ave	0	14	5	29	2	5	1	54	1	2	1	5
10	Waverley St	Colorado Ave	5	4	0	0	51	1	0	0	0	2	4	2
11	Bryant St	Oregon Expy	0	22	0	0	0	0	0	118	0	0	0	0
12	Alma St	El Carmelo Ave	0	0	0	0	0	0	0	0	0	0	0	0
13	Emerson St	El Carmelo Ave	0	0	0	0	0	0	2	0	0	1	4	0
14	Ramona St	El Carmelo Ave	0	1	0	0	0	1	1	0	0	1	8	0
15	Bryant St	El Carmelo Ave	0	47	1	0	0	1	0	36	0	0	4	5
16	Waverley St	El Carmelo Ave	1	23	0	0	0	0	0	1	0	5	0	0
17	Alma St	Loma Verde Ave	0	0	0	0	0	0	0	0	0	0	0	0
18	Emerson St	Loma Verde Ave	1	1	4	0	1	1	1	0	0	1	2	0
19	Ramona St	Loma Verde Ave	1	2	1	0	7	1	0	1	0	0	1	1
20	Bryant St	Loma Verde Ave	0	15	7	19	4	8	0	23	1	4	2	1
21	Waverley St	Loma Verde Ave	0	30	1	0	34	12	0	0	1	1	9	0

NOTES *: Growth Rate of 1.099 was applied to existing volumes uniformly on each movement to represent the growth from 2026 to 2031*

SBR: Southbound Right
SBT: Southbound Through
SBL: Southbound Left
WBR: Westbound Right
WBT: Westbound Through
WBL: Westbound Left
NBR: Northbound Right
NBT: Northbound Through
NBL: Northbound Left
EBR: Eastbound Right
EBT: Eastbound Through
EBL: Eastbound Left

Weekday AM Peak Hour: 8 AM - 9 AM

Future 2031 Alt1a and Alt2 Weekday AM Peak Hour Bike Counts

Intersection	N-S Street	E-W Street	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
1	Alma St	El Dorado Ave	0	0	0	0	130	0	0	1	0	0	20	0
2	Emerson St	El Dorado Ave	0	0	2	0	130	0	2	0	0	0	25	0
3	Ramona St	El Dorado Ave	0	0	0	0	130	0	2	0	0	0	34	0
4	Bryant St	El Dorado Ave	30	25	0	1	40	15	0	44	60	13	11	10
5	South Ct	El Dorado Ave	4	0	0	0	52	0	1	1	0	0	10	1
6	Waverley St	El Dorado Ave	2	11	0	0	51	5	0	0	0	2	9	0
7	Cowper St	El Dorado Ave	8	23	0	0	40	0	0	19	1	0	8	2
8	Alma St	Colorado Ave	0	0	0	0	0	0	0	1	0	0	0	0
9	Bryant St	Colorado Ave	0	44	5	29	2	5	1	56	1	2	1	5
10	Waverley St	Colorado Ave	5	4	0	0	51	1	0	0	0	2	4	2
11	Bryant St	Oregon Expy	0	52	0	0	0	0	0	120	0	0	0	0
12	Alma St	El Carmelo Ave	0	0	0	0	0	0	0	0	0	0	0	0
13	Emerson St	El Carmelo Ave	0	0	0	0	0	0	2	0	0	1	4	0
14	Ramona St	El Carmelo Ave	0	1	0	0	0	1	1	0	0	1	8	0
15	Bryant St	El Carmelo Ave	0	57	1	0	0	1	0	96	0	0	4	5
16	Waverley St	El Carmelo Ave	1	23	0	0	0	0	0	1	0	5	0	0
17	Alma St	Loma Verde Ave	0	0	0	0	0	0	0	0	0	0	0	0
18	Emerson St	Loma Verde Ave	1	1	4	0	1	1	1	0	0	1	2	0
19	Ramona St	Loma Verde Ave	1	2	1	0	7	1	0	1	0	0	1	1
20	Bryant St	Loma Verde Ave	0	25	7	19	4	8	0	83	1	4	2	1
21	Waverley St	Loma Verde Ave	0	30	1	0	34	12	0	0	1	1	9	0

NOTES *: Growth Rate of 1.099 was applied to existing volumes uniformly on each movement to represent the growth from 2026 to 2031*

SBR: Southbound Right
SBT: Southbound Through
SBL: Southbound Left
WBR: Westbound Right
WBT: Westbound Through
WBL: Westbound Left
NBR: Northbound Right
NBT: Northbound Through
NBL: Northbound Left
EBR: Eastbound Right
EBT: Eastbound Through
EBL: Eastbound Left

Weekday AM Peak Hour: 8 AM - 9 AM

Future 2031 Weekday AM Peak Hour Multimodal Counts

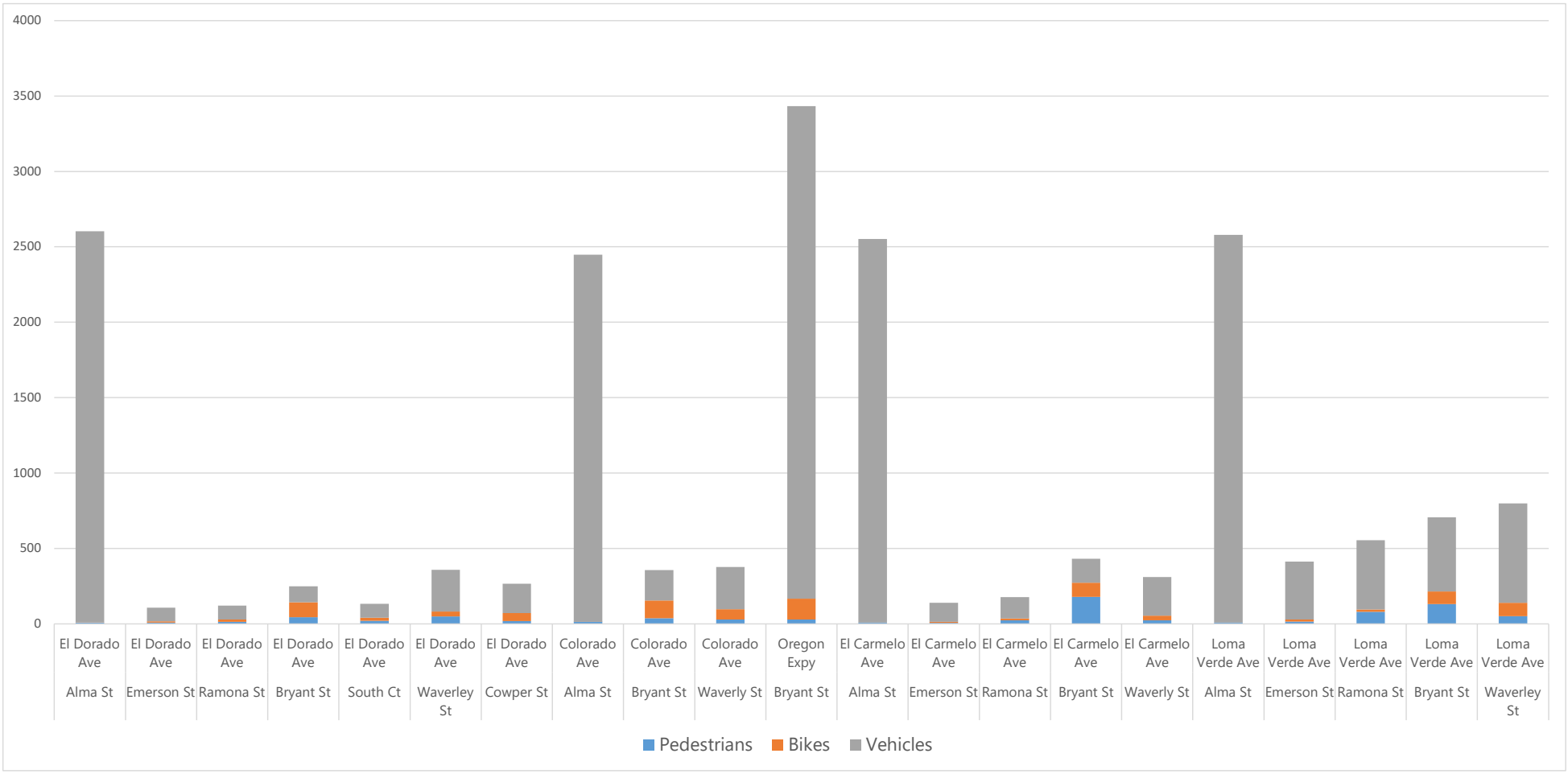
Intersection	N-S Street	E-W Street	Total Hourly Counts				% Total Hourly Counts			
			Peds	Bikes	Veh	All	Peds	Bikes	Veh	All
1	Alma St	El Dorado Ave	8	1	2,594	2,603	0%	0%	100%	100%
2	Emerson St	El Dorado Ave	7	9	90	106	7%	8%	85%	100%
3	Ramona St	El Dorado Ave	12	15	91	118	10%	13%	77%	100%
4	Bryant St	El Dorado Ave	43	91	107	241	18%	38%	44%	100%
5	South Ct	El Dorado Ave	19	20	91	130	15%	15%	70%	100%
6	Waverley St	El Dorado Ave	48	30	278	356	13%	8%	78%	100%
7	Cowper St	El Dorado Ave	18	48	195	261	7%	18%	75%	100%
8	Alma St	Colorado Ave	12	1	2,434	2,447	0%	0%	99%	100%
9	Bryant St	Colorado Ave	36	110	201	347	10%	32%	58%	100%
10	Waverley St	Colorado Ave	27	64	280	371	7%	17%	75%	100%
11	Bryant St	Oregon Expy	27	127	3,266	3,420	1%	4%	95%	100%
12	Alma St	El Carmelo Ave	7	0	2,545	2,552	0%	0%	100%	100%
13	Emerson St	El Carmelo Ave	5	7	127	139	4%	5%	91%	100%
14	Ramona St	El Carmelo Ave	23	11	142	176	13%	6%	81%	100%
15	Bryant St	El Carmelo Ave	178	87	158	423	42%	21%	37%	100%
16	Waverley St	El Carmelo Ave	23	28	256	307	7%	9%	83%	100%
17	Alma St	Loma Verde Ave	7	0	2,572	2,579	0%	0%	100%	100%
18	Emerson St	Loma Verde Ave	15	12	385	412	4%	3%	93%	100%
19	Ramona St	Loma Verde Ave	79	14	459	552	14%	3%	83%	100%
20	Bryant St	Loma Verde Ave	130	77	491	698	19%	11%	70%	100%
21	Waverley St	Loma Verde Ave	50	80	660	790	6%	10%	84%	100%

Peds: Pedestrians
Veh: Vehicles

Weekday AM Peak Hour: 8 AM - 9 AM

Appendix A

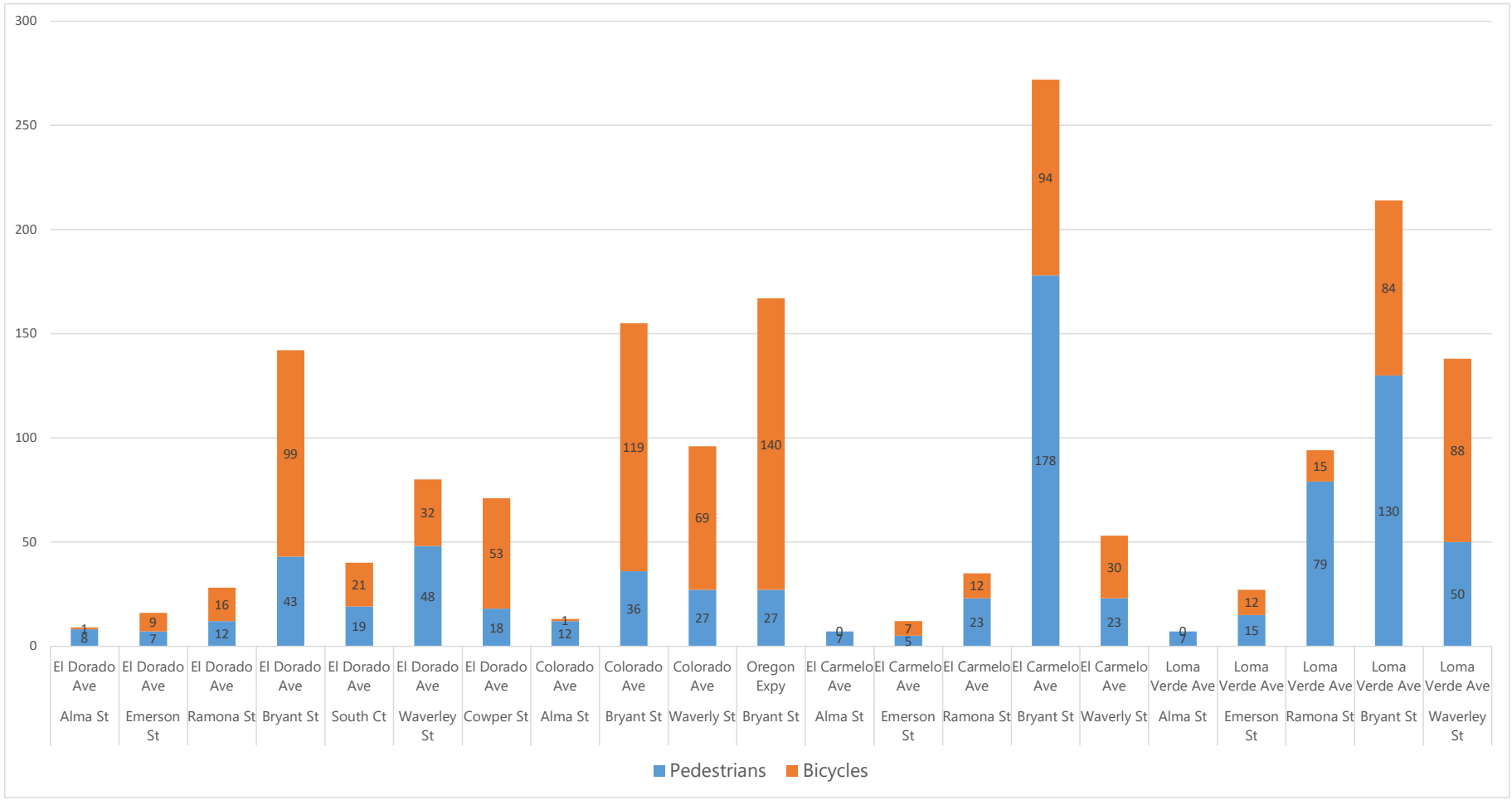
Future 2031 Weekday AM Peak Hour Multimodal Counts Graph



Weekday AM Peak Hour: 8 AM - 9 AM

Appendix A

Future 2031 Weekday AM Peak Hour Multimodal Counts Graph (Only Bike and Pedestrian)



Weekday AM Peak Hour: 8 AM - 9 AM

Appendix A

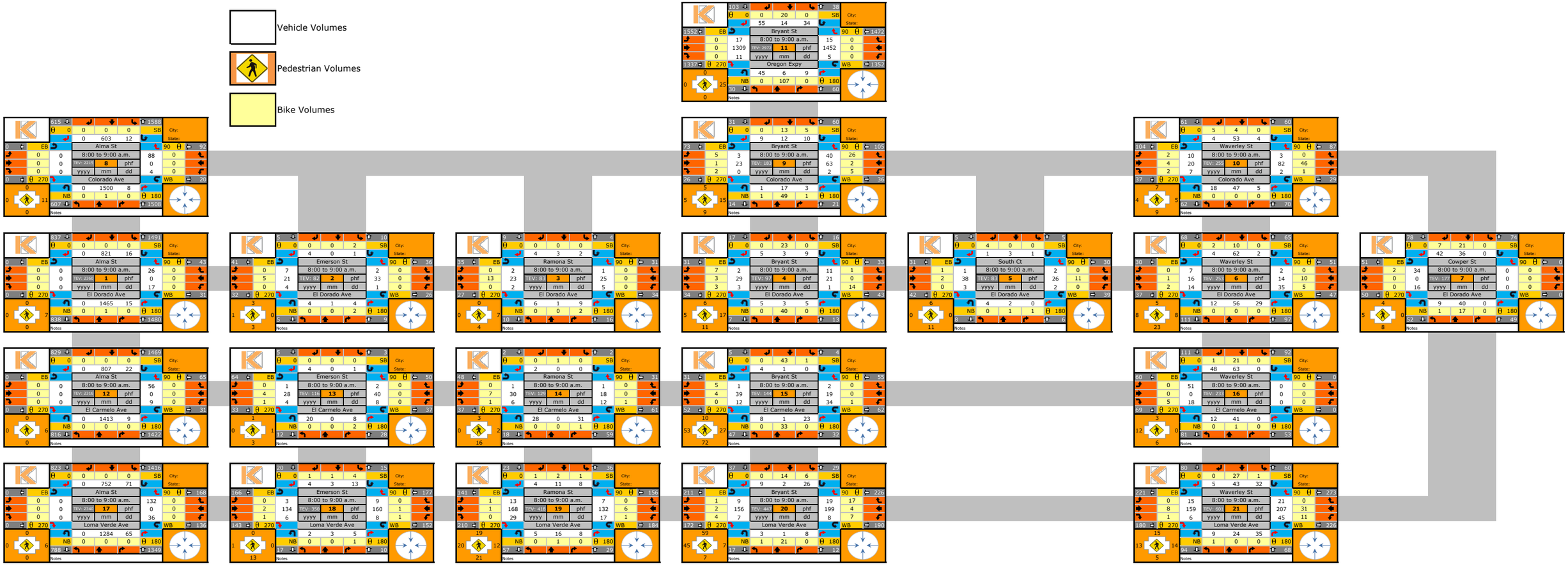
Daily Volumes Comparison

Street Name	Cross Streets		Direction	AM Peak Hour		PM Peak Hour		Daily (AM)		Daily (PM)		Daily (Average)		7AM - 7 PM	
				N/E	S/W	N/E	S/W	N/E	S/W	N/E	S/W	N/E	S/W	N/E	S/W
Colorado	Bryant	Waverley	EW	37	105	54	65	370	1,050	540	650	455	850	327	640
El Dorado	Ramona	Bryant	EW	34	31	39	26	340	310	390	260	365	285	323	306
El Carmelo	Ramona	Bryant	EW	52	31	30	20	520	310	300	200	410	255	251	209
Loma Verde	Ramona	Bryant	EW	172	156	271	283	1,720	1,560	2,710	2,830	2,215	2,195	1,481	1,708
Bryant	El Dorado	Colorado	NS	21	9	8	6	210	90	80	60	145	75	159	481
Waverley	El Dorado	Colorado	NS	70	68	36	71	700	680	360	710	530	695	415	582
Cowper	El Dorado		NS	49	78	38	81	490	780	380	810	435	795	406	624
Oregon	Bryant		EW	1,337	1,472	1,623	1,093	13,370	14,720	16,230	10,930	14,800	12,825	15,168	14,607

Weekday AM Peak Hour: 8 AM - 9 AM
Based on the Loma Verde/Alma Count Report, the PM peak hour is from 4:45-5:45 PM

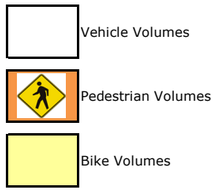
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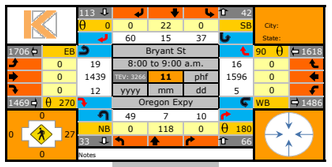
Existing AM Volume Network Tool

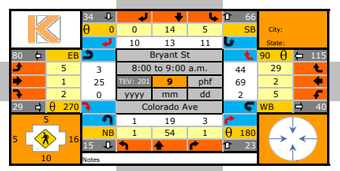


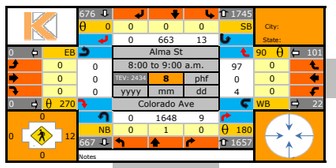
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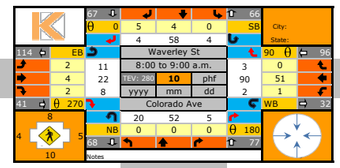
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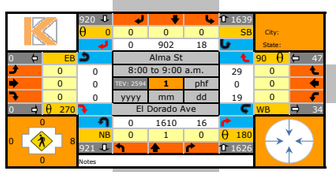


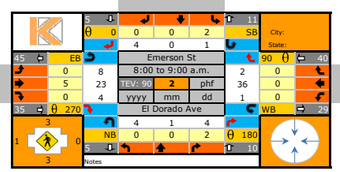


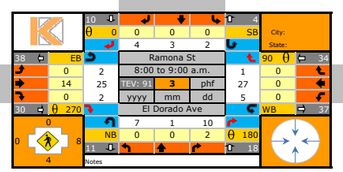


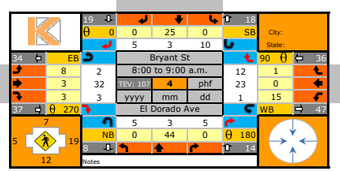


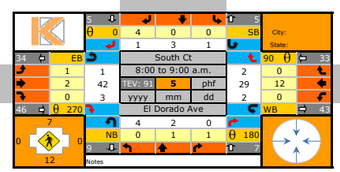


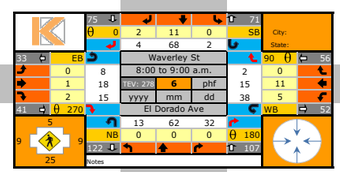


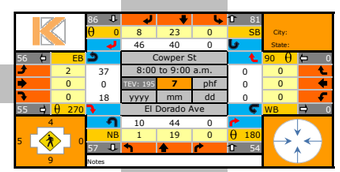


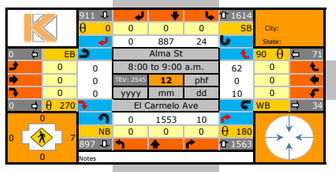


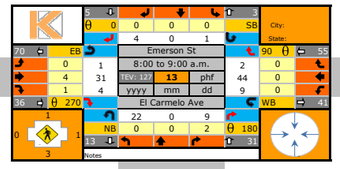


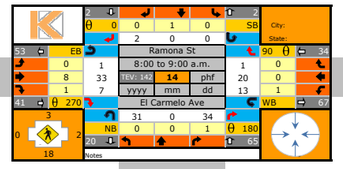


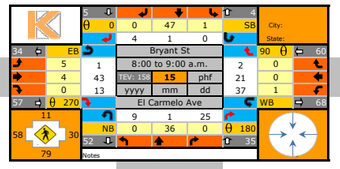


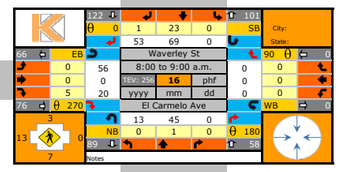


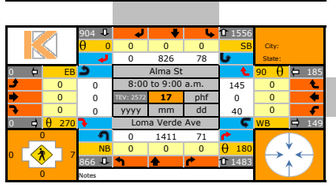


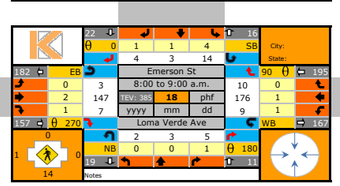


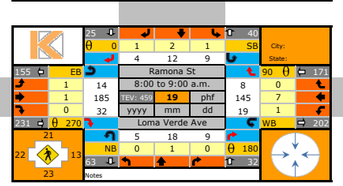


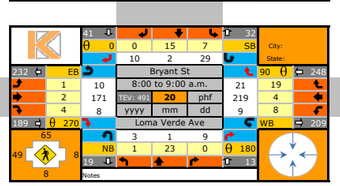


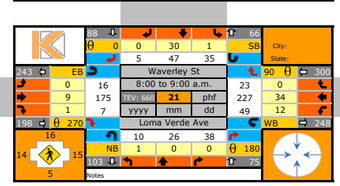




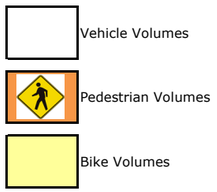






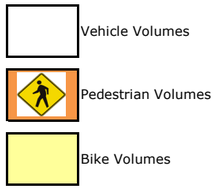


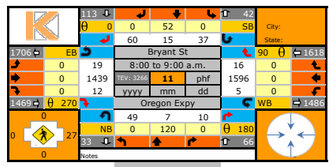
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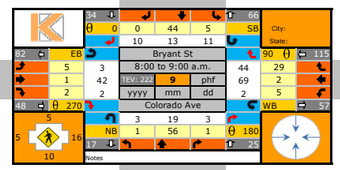


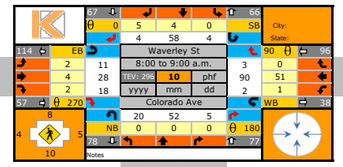
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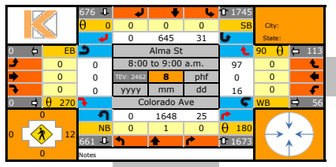
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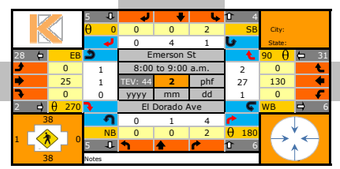


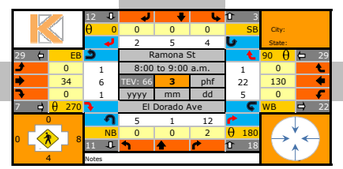


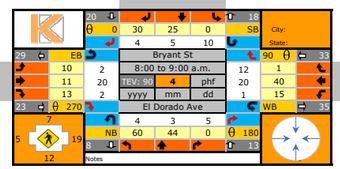


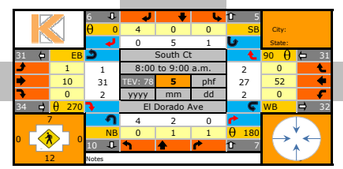


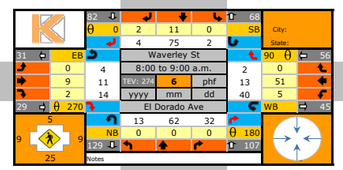


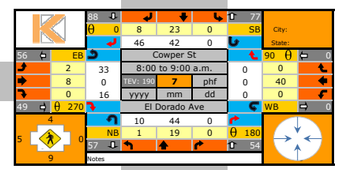


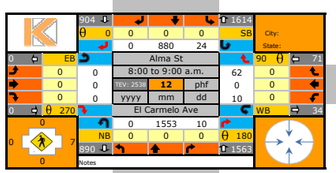


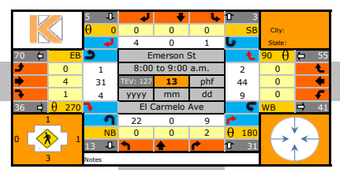


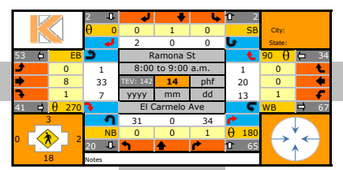


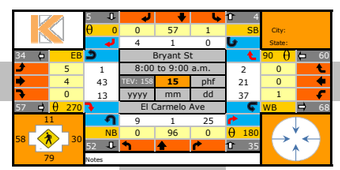


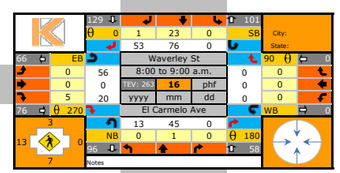


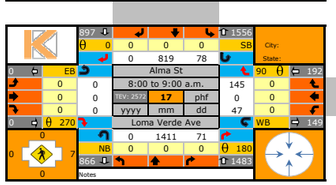


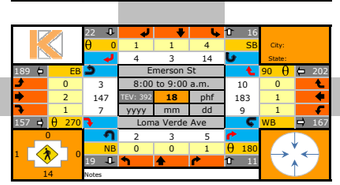


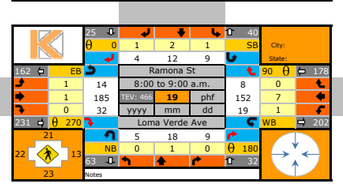


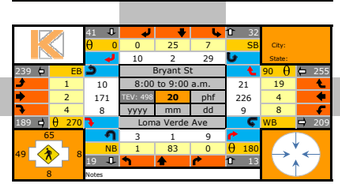


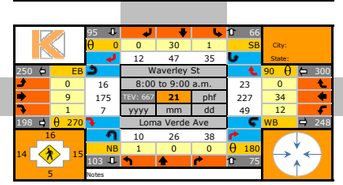












Attachment D

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155 Grand Avenue, Suite 505
Oakland, CA 94612
P 510.839.1742

July 23, 2026

SOUTH PALO ALTO BIKE/PED CONNECTIVITY

DRAFT NETWORK ENHANCEMENTS

INTRODUCTION

This project will also deliver a coordinated package of bicycle, pedestrian, operational, and wayfinding improvements that fully integrate the grade separated bike and pedestrian undercrossing into the surrounding street network. While the undercrossing itself is a critical piece of infrastructure, its effectiveness depends on how well it is integrated into the surrounding travel network. Together, these network improvements will ensure the new rail crossing operates as a seamless, intuitive, all ages and abilities facility that reduces conflicts, shortens travel distances, and meaningfully improves active transportation connectivity across a longstanding barrier. These enhancements will:

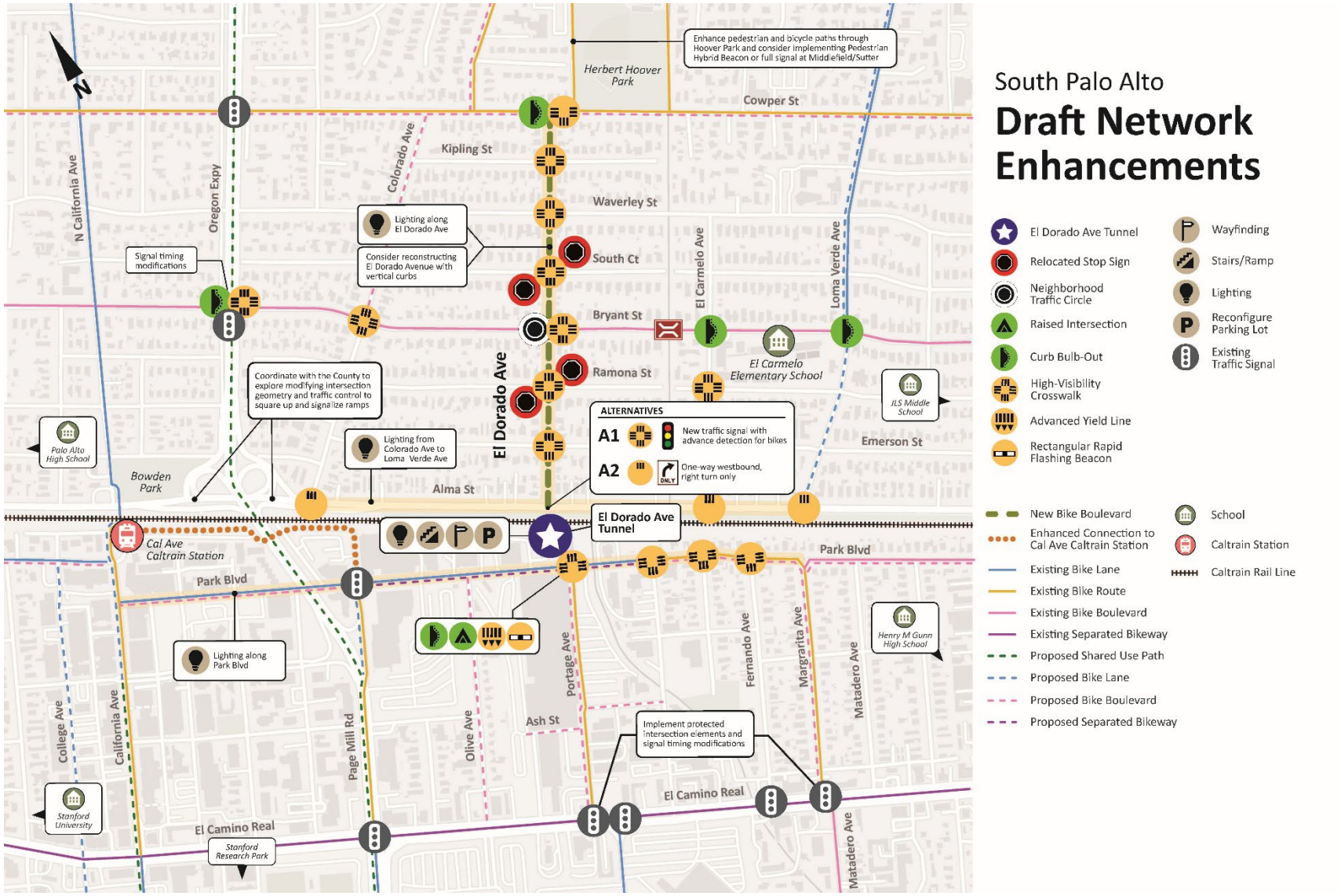
- provide continuous, ADA accessible connections to existing bikeways and sidewalks;
- enhance safety and comfort along approach routes through upgraded context-sensitive crossings, lighting, traffic calming, and visibility treatments; and
- add clear wayfinding to guide users before, through, and beyond the crossing.

Draft network enhancements were informed by the multimodal traffic counts and a cursory circulation study complete for the El Dorado Avenue crossing, what we've heard through public engagement, as well as adopted City policy and applicable design guidance and standards, including:

- City of Palo Alto Safety Action Plan (2025)
- City of Palo Alto Bicycle and Pedestrian Transportation Plan (BPTP) (2026)
- FHWA Manual on Uniform Traffic Control Devices
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
- FHWA Pedestrian Safety Guide and Countermeasure Selection System
- NACTO Urban Street Design Guide
- NACTO Urban Bikeway Design Guide
- NACTO Crosswalk Marking Selection Guide
- NACTO Designing for All Ages and Abilities Contextual Guidance for High-Comfort Bicycle Facilities

The draft network enhancements presented are preliminary and intended for discussion purposes. All recommendations are flexible and subject to refinement. Additional community engagement, technical design work, and agency coordination will be needed. The draft network enhancements are shown in Exhibit 1 and described below.

Exhibit 1. Draft Network Enhancements



DRAFT NETWORK ENHANCEMENTS

- **Create a new bicycle boulevard connection on El Dorado Avenue from Alma Street to Cowper Street** to link the undercrossing to existing bicycle boulevards on Bryant Street and Cowper Street. The bicycle boulevard would be designed to City standards and best practices and would include implementation of wayfinding and pavement markings identifying the route and key destinations.
- **Install a neighborhood traffic circle at El Dorado Avenue/Bryant Street,** the intersection of two low-speed, low vehicle volume bicycle boulevards, to reduce potential conflicts between turning movements at the intersection.[1,2] Neighborhood traffic circles introduce horizontal deflection that encourages drivers to slow as they enter and pass through intersections. By changing the way drivers navigate intersections, traffic circles reduce potential conflict points and decrease the likelihood of severe right-angle and head-on crashes. The added deflection and reduced travel speeds may make local streets less attractive while maintaining local access. Center islands can incorporate landscaping, public art, stormwater features, or neighborhood identity elements, enhancing aesthetics and community character.
- **Relocate stop signs on El Dorado Avenue at Ramona Street and South Court** to the minor cross-street approaches of the intersection to facilitate through bicycle movements on El Dorado Avenue bike boulevard.[3,4,5] Conduct before/after monitoring of traffic volumes and speeds to determine if changes in stop control should be accompanied by traffic calming.
- **Install curb bulb-outs at Cowper Street/El Dorado Avenue** to enhance safety of pedestrian crossings and improved access to and through Hoover Park. Explore implementation of two-way separated bikeway on the east side of Cowper Street to connect the new El Dorado Avenue bike boulevard with the existing path through Hoover Park.
- **Coordinate with the County to implement signal timing modifications and install pavement markings at Oregon Expressway/Bryant Street** to accommodate increase in bicycle traffic along Bryant Street and support safe crossings of Oregon Expressway. Signal timing/phasing adjustments would include advance detection, a leading pedestrian/bicycle interval, and increased crossing times for pedestrians and bicyclists. Enhanced pavement markings would be installed through the intersection to increase visibility of crossing bicyclists.
- **Install Rectangular Rapid Flashing Beacon at Park Boulevard/Portage Avenue** to accommodate pedestrian and bicycle movements to/from the undercrossing. The recommendations include providing a clear and intuitive path and completing the connection for people walking and biking through the offset intersection between the undercrossing landing and Portage Avenue.

[1] https://nacto.org/publication/urban-bikeway-design-guide/designing-safe-intersections/unsignalized-intersections/roundabouts-and-circular-intersections/
[2] https://nacto.org/publication/urban-street-design-guide/intersections/traffic-circle/
[3] https://nacto.org/publication/urban-bikeway-design-guide/designing-safe-intersections/unsignalized-intersections/stop-controls/
[4] https://oaklandbpac.org/2020/08/07/nbr-implementation-guide-draft/
[5] https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/Chapter2b.pdf

- **Provide red curb or curb bulb-outs in advance of crosswalks** for daylighting (Assembly Bill 413) to improve sightlines and increase visibility of pedestrians and cross traffic at intersections along routes to and from the tunnel while maintaining or reducing vehicle turning radii to decrease turning speeds.
- **Stripe high visibility crosswalks** to increase visibility of pedestrians at intersections along routes to and from the tunnel.
- **Provide overhead lighting at the tunnel/ramp entrances and along Alma Street, Park Boulevard, and El Dorado Avenue** to enhance safety and comfort accessing the crossing, particularly during night, early morning, and evening hours.
- **Implement "green wave" signal coordination on Alma Street** to coordinate signals so that drivers traveling at a target speed encounter a series of green lights rather than stopping at each intersection. Signal timing modifications encourage consistent speeds, reduce stop-and-go driving, and support speed management and safety for all road users.
- **Construct accessibility upgrades** along approach routes on Alma Street and Park Boulevard to provide continuous, ADA-compliant access to the tunnel. Location of these upgrades will be determined during the project's detailed design phase and in coordination with the City's ADA transition plan.
- **Explore green stormwater infrastructure and street trees** in conjunction with Public Works in the project's detailed design phase.
- **Incorporate murals, sculptural elements, and gateway features** as part of the tunnel/ramp design and at tunnel or ramp entrances to create a sense of arrival and improve visibility. Consider community-created artwork or rotating installations to foster ownership and discourage vandalism. Integrate art with lighting, walls, retaining structures, or high-quality paving materials to create a safe and welcoming environment.
- **Explore bicycle and pedestrian access improvements to the southern entrance of the Cal Ave Caltrain Station** to close a key gap in the network. Consider ways to connect the Cal Avenue Station over Oregon Expressway to Page Mill Road, over the Page Mill Road Bridge or via a new connection along the railroad.
- **Enhance Pedestrian and Bicycle Path through Hoover Park**, including the path around the baseball field and the path through the park, to provide additional space and separation for people walking and biking. Consider installing lighting and clear signage and wayfinding along the route. Explore crossing improvements at the Hoover Park Path/Middlefield Road/Sutter Avenue intersection, such as construction of curb ramps, high visibility crosswalks, and a pedestrian hybrid beacon or full signal. Consider implementing bike boulevard treatments on Sutter Avenue to connect to existing Ross Road Bike Boulevard or improving Middlefield Road to connect to the existing bike lanes on Colorado Avenue one block north.
- **Implement intersection modifications at El Camino Real/Portage Avenue** to enhance the connection across El Camino Real. Consider implementing protected intersection elements, as well as a two-way separated bikeway on El Camino Real and cross-bike markings with enhanced signal timing at Hansen Way.
- **Implement intersection modifications at El Camino Real/Margarita Avenue/Matadero Avenue** to enhance connection across El Camino Real. Consider implementing protected intersection elements and installing cross-bike markings with enhanced signal timing.

- **Coordinate with the County to implement intersection modifications at Oregon Expressway/Alma Street.** Explore modifications to intersection geometry and traffic control to square up and signalize ramps.
- **Reconstruct El Dorado Avenue with vertical curbs** to more clearly define the roadway edge, discourage drivers from mounting the curb, and provide a physical buffer between people walking and vehicle traffic.

Longer term improvements that may be considered to support access to the new undercrossing include:

- **Implement volume and speed management measures,** such as speed humps or modal filters, will be considered and implemented in response to traffic volumes and/or speeds that exceed the thresholds appropriate for bicycle boulevards on El Dorado Avenue and Bryant Street. Specifically, speeds less than or equal to 20 miles per hour and volumes less than or equal to 2,000 average vehicles per day and less than 50 vehicles per hour per direction during the peak hour.
- **Implement intersection modifications at Colorado Avenue/Alma Street** to accommodate changes in turning movements because of restricted movements at El Dorado Avenue. These may include restriping to extend left-turn pockets and installing corner bulb-outs and/or centerline hardening to slow turning vehicles.
- **Integrate with planned future network improvements identified in the 2026 BPTP**, including bike boulevards on Park Boulevard, Margarita Avenue, Cowper Street, and Colorado Avenue; bike lanes on Loma Verde Avenue, and Page Mill Road; and shared use paths on Oregon Expressway and the Bol Park Path – Chimalus Spur.

CITY OF PALO ALTO

SOUTH PALO ALTO BIKE/PED CONNECTIVITY

Initial Review of Preferred Design Alternatives and Draft Network Enhancements

Pedestrian and Bicycle Advisory Committee (PABAC)

August 6, 2026

www.PaloAlto.gov

OVERVIEW

Staff recommends PABAC review two preferred El Dorado Ave. grade-separated bicycle/pedestrian rail crossing alternatives, a planning-level assessment of those alternatives, and draft network enhancements.

Staff requests PABAC feedback before the project advances to the next phase of community engagement and conceptual design.

AGENDA

- Project Overview
- Community Engagement To Date
- Preferred Conceptual Alternatives
- Planning-Level Assessment of Alternatives
- Draft Network Enhancements
- Next Steps
- Discussion

PROJECT OVERVIEW

PROJECT PURPOSE

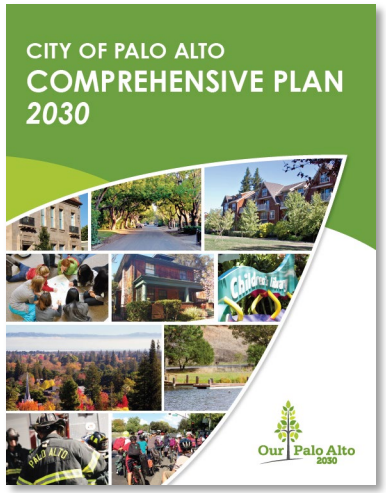
Improve bicycle and pedestrian access across the rail corridor in the southern portion of the City

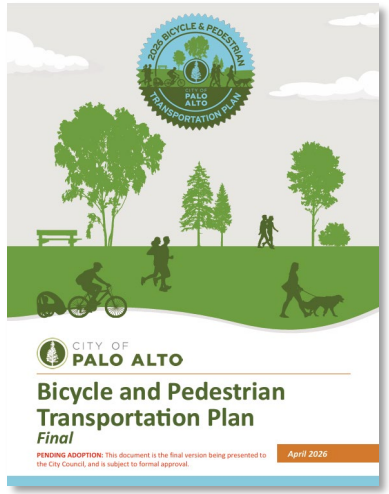
- Develop **15% conceptual designs** for up to **two new grade-separated bicycle and pedestrian crossings**
- Identify accompanying **network enhancements**
- Develop **implementation plan and funding strategy**
- **Secure funding** for next steps

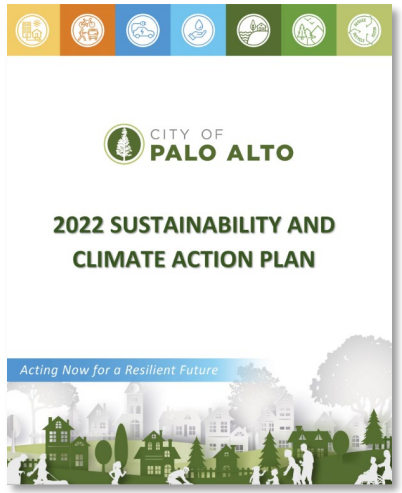


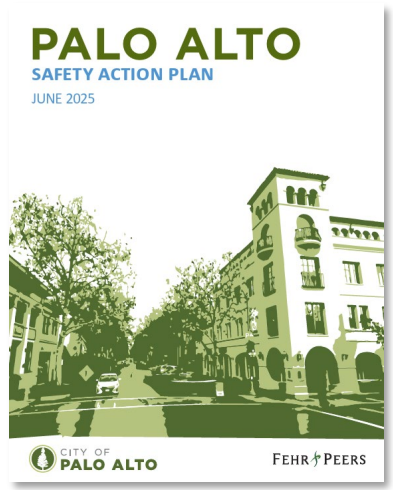
This effort is separate from the Rail Grade Separation project and will identify additional bicycle- and pedestrian-only rail crossings

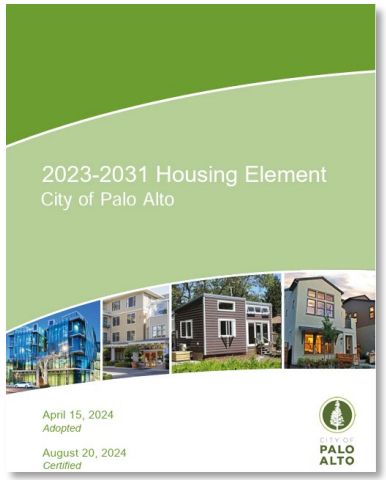
PROJECT BACKGROUND

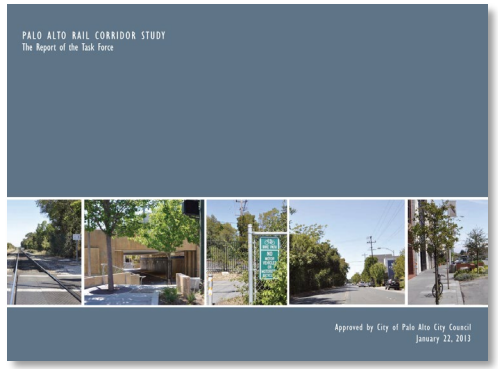


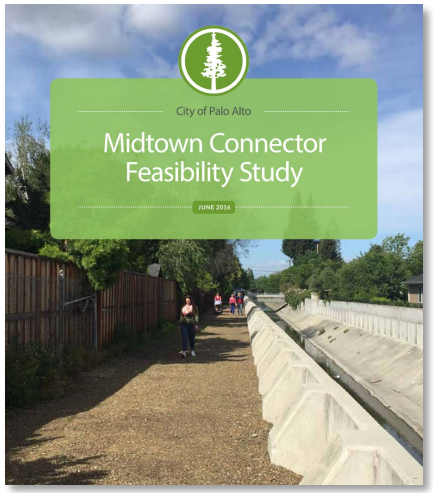










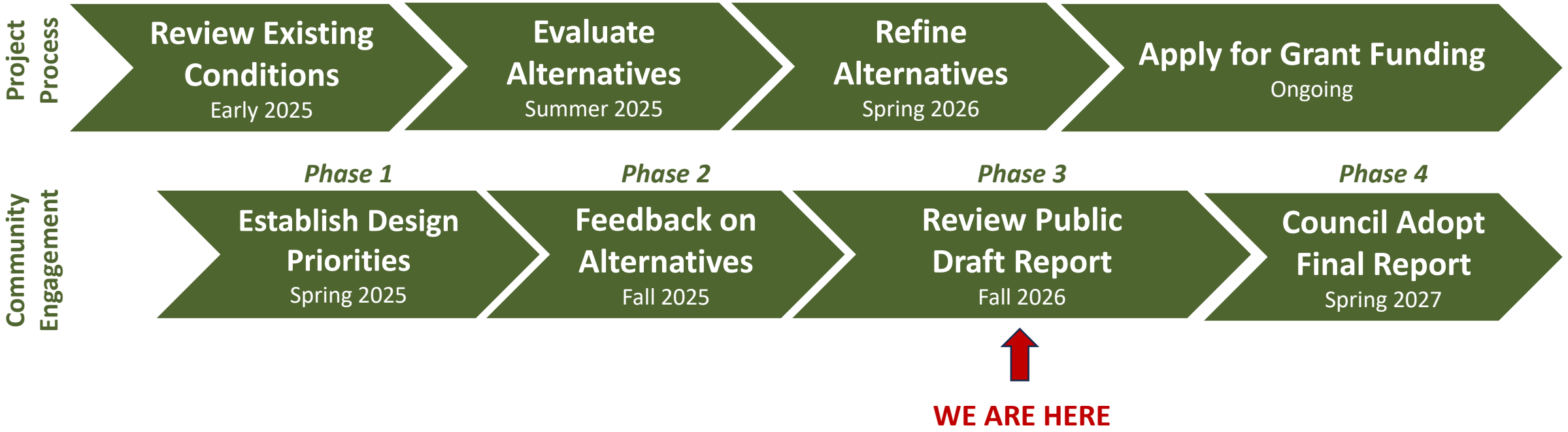




PROJECT AREA



PROJECT TIMELINE



TRANSPORTATION PROJECTS ARE COMPLEX

- Early stages of high-profile project
- Multiple stakeholders and agencies
- Complex engineering challenges
- Right-of-way implications
- Considerable flexibility in designs (including locations)
- A lot more community engagement and technical design work to come

COMMUNITY ENGAGEMENT TO DATE

PHASE 1 COMMUNITY ENGAGEMENT (SPRING 2025)

Tools and Activities

- 700+ Online Survey Responses
- ~50 Community Workshop Participants
- 8 Small Group Discussions
- 6 Board/Commission Meetings
- 3 Pop-Up Events
- 200+ Fact Sheets
- 1,500+ Mailers



Community Workshop held at Mitchell Park Community Center on April 2, 2025



WHAT WE HEARD (PHASE 1)

- **Strong support for a new crossing** to increase connectivity and improve safety
- **Improve Mobility** was the top design priority for a new crossing followed by **Enhance the User Experience** and **Maximizing Ease of Construction**
- **Additional infrastructure is needed** to create a safer more connected network for bicyclists and pedestrians.

PHASE 2 COMMUNITY ENGAGEMENT (FALL 2025)

Tools and Activities

- ~500 Online Survey Responses
- ~40 Community Workshop Participants
- 10 Board/Commission Meetings
- 2 Pop-Up Events
- 200+ Fact Sheets
- 1,200+ Mailers



Community Workshop, Mitchell Park Community Center, Sept. 9, 2025



WHAT WE HEARD (PHASE 2)

Preferred El Dorado Ave (Alternative A), Loma Verde Ave, and San Antonio Rd (and Ferne Ave) crossing locations

- Minimize impacts to private homes
- Direct routes that reduce long distances between crossings
- Higher bicycle and pedestrian demands
- **Suggested design refinements**
  - Different tunnel heights/depths and ramps lengths
  - Use of east side of Alma St
  - Prioritize user comfort and safety
  - Grade-separate Alma St

City Council direction on December 1, 2025 advanced El Dorado Ave Alternatives A1 and A2 for further evaluation, with a preference for A2.

PREFERRED CONCEPTUAL ALTERNATIVES

PREFERRED ALTERNATIVES AT A GLANCE

Alternative A1
El Dorado Ave Tunnel + Alma St Signal

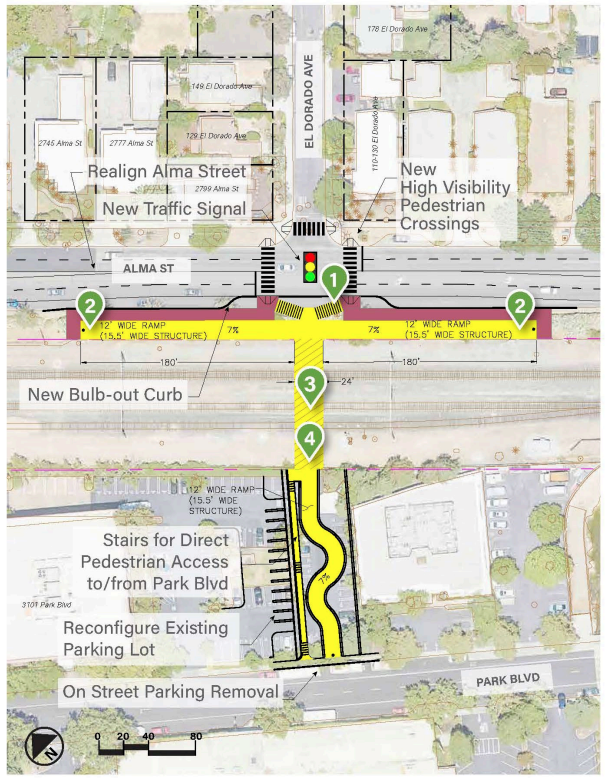
- Approx. 110' tunnel beneath Caltrain tracks.
- Users cross Alma St. at a new signalized crossing at El Dorado Ave.
- East-side ramps between Alma St. and rail right-of-way; west side connects toward Park Blvd.
- Refinements:
  - shorter/straighter ramps
  - stair option
  - sidewalk widening
  - curb extensions
  - lane shifts

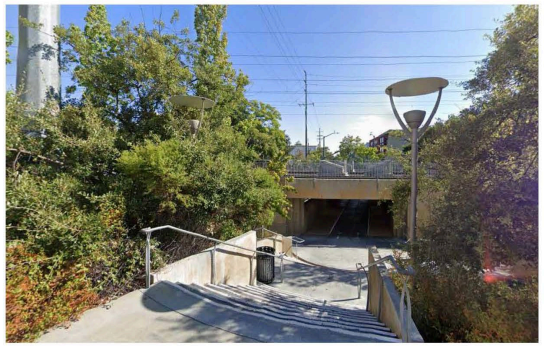
Alternative A2
El Dorado Ave Tunnel Under Alma St

- Grade-separated tunnel beneath both Caltrain tracks and Alma St.
- A2a selected as representative design among six variants balancing user experience, accessibility, utility constraints, and neighborhood impacts (see **Attachment B**).
- El Dorado Ave. converted to 13' one-way westbound street with right-turn only to Alma St.
- Requires longer below-grade structures and deeper excavation than A1.

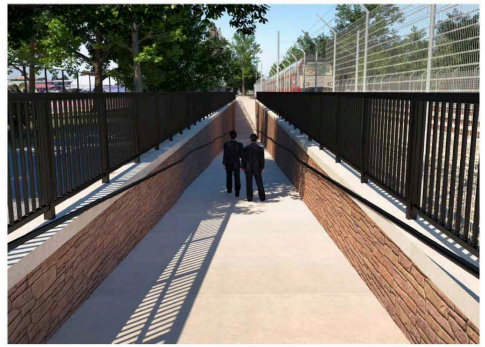
Both alternatives remain conceptual. Additional design, agency coordination, technical analysis, and community engagement would be needed before implementation.

EL DORADO AVE TUNNEL + ALMA ST SIGNAL (DRAFT ALTERNATIVE A1)

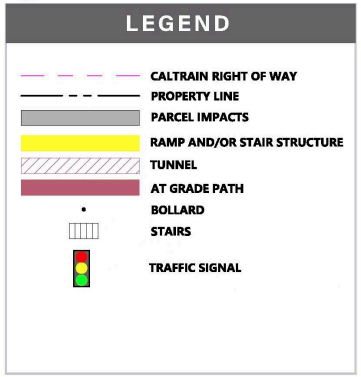


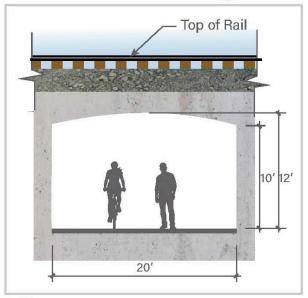


1 Example Stairway Leading to Undercrossing
(Homer Tunnel in Palo Alto)

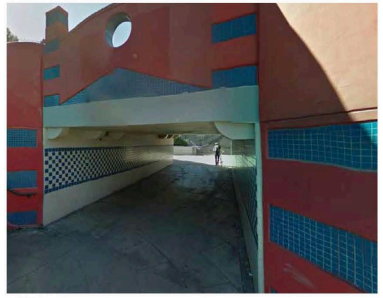


2 Example 12' Wide Ramp at 7% Grade Parallel to Caltrain Tracks





3 Section Through Tunnel



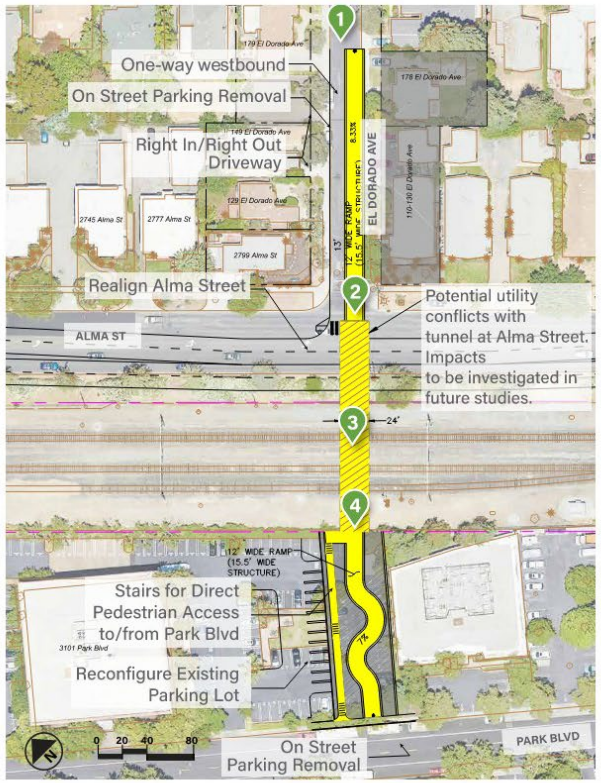
4 Example 20' Wide and 10' High Tunnel
(San Antonio Caltrain Station in Mountain View)

Draft design concepts shown are preliminary and intended for discussion purposes only. All concepts are flexible and subject to refinement. Additional community engagement and technical design work will be needed once locations and basic design concepts have been decided.

Key Considerations

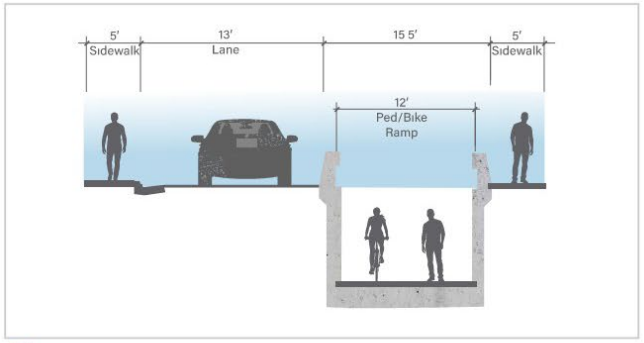
- Shorter tunnel length than A2
- New signalized crossing at Alma St. and El Dorado Ave.
- Fewer anticipated utility impacts at this stage
- Lower planning-level cost estimate: approx. $72M
- Preserves two-way El Dorado Ave. access
- No immediate emergency access concern identified at this stage

EL DORADO AVE TUNNEL UNDER ALMA ST (DRAFT ALTERNATIVE A2)

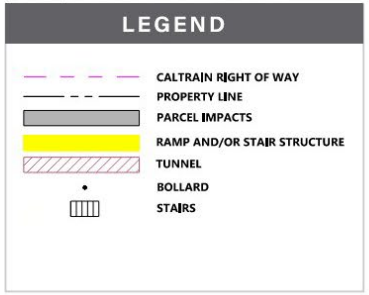


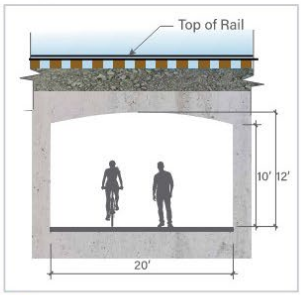


1 Example 12' Wide Ramp at 8.33% Grade Perpendicular to Caltrain Tracks



2 Section Through El Dorado Avenue





3 Section Through Tunnel



4 Example 20' Wide and 10' High Tunnel (San Antonio Caltrain Station in Mountain View)

Draft design concepts shown are preliminary and intended for discussion purposes only. All concepts are flexible and subject to refinement. Additional community engagement and technical design work will be needed once locations and basic design concepts have been decided.

Key Considerations

- Grade-separated crossing under Alma St. and Caltrain
- Responds to community interest in avoiding Alma St. at-grade crossing
- Greater utility risk, larger structure, and deeper excavation
- Higher planning-level cost estimate: approx. $87M
- Full acquisition of two east-side properties (four dwelling units).
- Emergency access constraints require further resolution

PLANNING-LEVEL ASSESSMENT OF ALTERNATIVES

PLANNING-LEVEL ALTERNATIVES ASSESSMENT SUMMARY

Criteria	A1. El Dorado Ave Tunnel + Alma St Signal	A2. El Dorado Ave Tunnel Under Alma St
Personal Security	Shorter length, sharp turns reduce visibility within the tunnel	Longer length, straighter and more direct alignment
Utility Impacts	No major utility conflicts	Greater utility impacts affecting tunnel depth, ramp length, construction staging
Construction Cost	$72M	$87M
Construction Duration	Shorter	Longer due to more complex staging
Parcel Impacts	No full property acquisition	Acquisition of two east-side properties (four dwelling units)
Traffic, Parking, and Driveways	New signalized intersection at El Dorado	Converts El Dorado to one-way and changes driveway access
Emergency Access	No immediate concerns	Constraints identified requiring resolution

High (most desirable) — Low (least desirable)

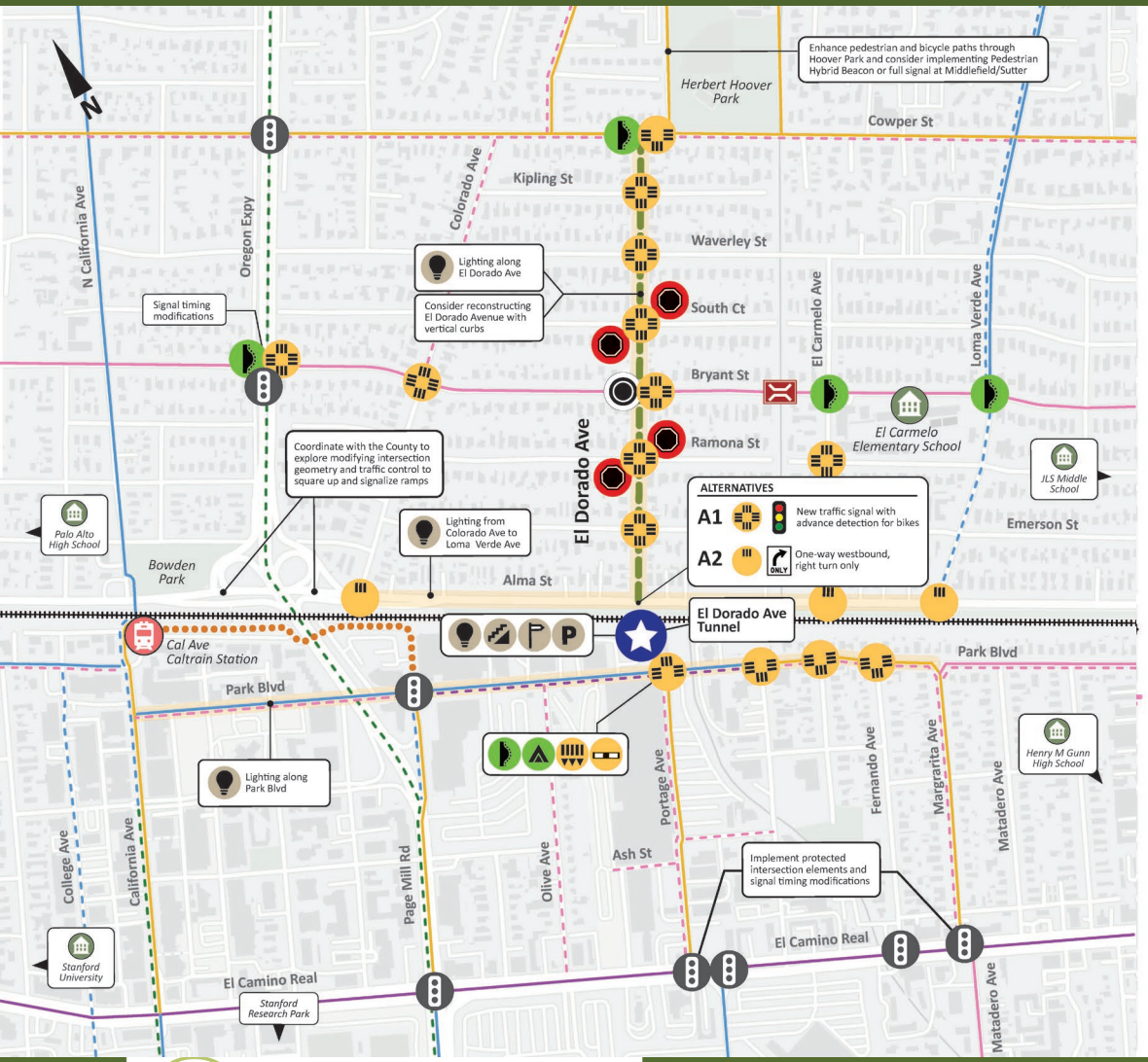
INITIAL CIRCULATION STUDY



- **Strong expected use:** About 70 walk and 150 bike peak hour crossings estimated in Year 2031
- **Good network fit:** Users rely on low-volume, low-stress neighborhood routes, within bike boulevard thresholds
- **Limited traffic effects:** About 20-40 peak-hour vehicle trips rerouted to nearby parallel corridors
- **Access design will shape operations:** A1 preserves two-way El Dorado access; A2 shifts more bike/pedestrian activity onto El Dorado and require more vehicle access changes.

DRAFT NETWORK ENHANCEMENTS

DRAFT NETWORK ENHANCEMENTS



El Dorado Ave Tunnel
Relocated Stop Sign
Neighborhood Traffic Circle
Raised Intersection
Curb Bulb-Out
High-Visibility Crosswalk
Advanced Yield Line
Rectangular Rapid Flashing Beacon
Wayfinding
Stairs/Ramp
Lighting
Reconfigure Parking Lot
Existing Traffic Signal
New Bike Boulevard
Enhanced Connection to Cal Ave Caltrain Station
Existing Bike Lane
Existing Bike Route
Existing Bike Boulevard
Existing Separated Bikeway
Proposed Shared Use Path
Proposed Bike Lane
Proposed Bike Boulevard
Proposed Separated Bikeway
School
Caltrain Station
Caltrain Rail Line

Improvement categories:

- El Dorado Ave. bike boulevard and operations
- Intersection and crossing safety with context-sensitive, lighting, traffic calming, and visibility treatments
- Vehicle speed and cut-through management
- Placemaking, wayfinding, gateway features, and community artwork

NEXT STEPS

NEAR TERM ENGAGEMENT (TENTATIVE DATES)

- **Aug 6**: PABAC
- **Aug 27:** Community Workshop, Rinconada Library
- **Sep 24**: City/School Transportation Safety Committee
- **Sep 30**: Planning and Transportation Commission
- **Nov 10**: Rail Committee
- **Dec 7**: City Council

Project webpage
www.PaloAlto.gov/BikePedCrossings

Council selection of up to two preferred alternatives to advance to 15% design and accompanying network enhancements

NEXT STEPS AFTER COMPLETION OF CONCEPTUAL DESIGN

- Release public draft report for community feedback (fall 2026)
- Share a final report for community review and adoption (spring 2027)
- Secure Caltrain Service Agreement
- Seek grants and funding
- Undertake preliminary engineering and environmental documentation
- Complete final design
- Obtain interagency agreements and permits
- Secure right-of-way acquisition or easements
- Complete construction
- Transition completed project to Palo Alto

QUESTIONS FOR CONSIDERATION

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1. Which bicycle/pedestrian rail crossing alternatives should be advanced to 15 percent design (select up to two)?
2. What refinements would improve the preferred bicycle/pedestrian rail crossing alternatives?
3. What network enhancements should be prioritized, modified, or added?
4. What tradeoffs should staff highlight for Council and the next round of community engagement?

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ALTO

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Senior Transportation Planner
Charlie.Coles@PaloAlto.gov
(650) 329-2166

CITY OF PALO ALTO

Policy & Services Committee
Draft Staff Report

From: City Manager
Report Type: ACTION ITEMS
Lead Department: Transportation

Meeting Date: September 8, 2026
Report #:2607-6587

TITLE
Pedestrian and Bicycle Advisory Committee Structure Review and Recommendation for City Council Input on a Revised Structure for the Pedestrian and Bicycle Advisory Committee (PABAC). CEQA Status – Not a Project

RECOMMENDATION
Staff recommend that the Policy and Services Committee discuss and provide feedback for City Council on a preferred framework for a revised PABAC structure.

EXECUTIVE SUMMARY
Regulations associated with receiving Transportation Development Act Article 3 (TDA3) funding stipulate that cities must have a bicycle and pedestrian advisory committee or equivalent that is appointed by the governing body (City Council). The 2026 Bicycle and Pedestrian Transportation Plan also outlines a policy to reevaluate the structure of the City's current Pedestrian and Bicycle Advisory Committee, which is self-appointed and advisory to staff instead of directly advisory to the City Council like other City Boards and Commissions.

This memo provides options for revising the structure of PABAC to improve efficiency, consistency and effectiveness. High-level options under consideration include:

- Transforming the existing PABAC to a Council-appointed Pedestrian and Bicycle Advisory Commission (staff recommended);
- Replacing PABAC with a Council-appointed Complete Streets Commission; or
- Transferring TDA3 functions to the Planning and Transportation Commission (PTC) and either eliminating or retaining PABAC as a citizen's group serving in an advisory capacity to staff.

BACKGROUND

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In the United States, transportation manuals, funds, regulations and training have historically been highway- and automobiles-centric,[1] resulting in auto-oriented urban transportation, land use patterns and practices even within multimodal urban areas.

On May 23, 1967, California Governor Reagan signed Senate Bill 1299, which, for the first time, permitted local authorities like the City of Davis to establish bicycle lanes (CVC §21207). At this time, Palo Alto residents also advocated for bike networks to connect schools, parks and neighborhoods, which led to the formation of a Citizens' Technical Advisory Committee on Bicycling in 1973, and the Palo Alto Bicycle Advisory Committee in 1974. The latter committee provided input to staff on bicycling rights and infrastructure that influenced development of nation's first bike boulevard along Bryant Street in the late 1970s, formation of the City's nationally recognized Safe Routes to School (SRTS) program, and other projects to protect children, reduce automobile traffic, and improve the attractiveness of biking.

On June 26, 2013, the Metropolitan Transportation Commission (MTC) adopted Resolution 875, which established policies and procedures for Cities claiming Transportation Development Act Article 3 (TDA3) funding for pedestrian and bicycle facilities.[2] This resolution and subsequent revisions (including Resolution 4108 from March 27, 2024) sought to address the well-established modal bias in City transportation departments by requiring each city receiving TDA3 funds to have a bicycle and pedestrian advisory committee (BPAC) or equivalent body:

- To review and prioritize TDA Article 3 bicycle and pedestrian projects, and
- To participate in the development and review of comprehensive bicycle pedestrian, or active transportation plans.

The resolution also stipulated that BPACs:

- Should be composed of both bicyclists and pedestrians
- Shall be composed of at least three members who live or work in the city;
- Will be appointed by the City Council; and
- Will be supported by designated staff appointed by the City Manager to provide administrative and technical support.[3]

On June 16, 2014, Palo Alto City Council adopted Resolution 9427 to appoint ten members to PABAC, which was renamed as the Pedestrian and Bicycle Advisory Committee. The list includes

[1] Examples include Manual for Uniform Traffic Control Devices (MUTCD) which was first published by the American Association of State Highway Officials (AASHTO) in 1935; the Highway Design Manual which was first published by the California Division of Highways in 1945; and the "Green Book" which was first published by AASHTO in 1984. These documents focused on highway travel and did not recognize pedestrians or bicyclists as part of the transportation system.

[2] Public Utilities Code (PUC) Section 99401(a)

[3] MTC Resolution 4108, June 26, 2013 https://mtc.ca.gov/sites/default/files/documents/2024-04/RES-4108_approved.pdf?cb=fa9d6f69

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three members who continue to serve as PABAC members to this day.[4] On June 4, 2014, PABAC also adopted Bylaws that outline the process for becoming a voting member, including:

- Having strong interest in and enthusiasm for non-motorized transportation facilities, especially as they affect school-aged children, seniors, and people with accessibility needs;
- Being a person who walks or bicycles;
- Living or working in Palo Alto or Stanford; and
- Attending three consecutive meetings (or 3 of 4 consecutive meetings), or being voted in as a special representative such as high school student, City/School Traffic Safety Committee member, or Palo Alto Unified School District representative (Attachment C).[5]

On November 30, 2020, City Council adopted the Boards, Commissions and Committees (BCC) Handbook to establishes work plans, onboarding and other procedures for City Council-appointed Boards, Commissions and Committees in the City. This handbook was updated on September 9, 2025 (Attachment A).[6] The manual did not specify PABAC as one of the City's Council-appointed bodies. Likewise, PABAC members have not received support offered to all other Council-appointed bodies such as designation within the Palo Alto Municipal Code, Brown Act training, Ethics training and an annual Council appreciation event.

In addition to the above issues, on June 15, 2026, City Council adopted the 2026 Bicycle Pedestrian Transportation Plan (BPTP), which contains the following policy:

> **Policy IC-1.3 on PABAC Structure**: 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.

ANALYSIS

As outlined above, evaluation of the existing role and structure of PABAC is needed to increase the efficiency and effectiveness of the committee and ensure that the City is complying with state and regional regulations and standards. To this end, the following sections review minimum requirements, peer agency practices, assets and opportunities, and options.

Minimum Requirements

[4] City Council https://www.cityofpaloalto.org/files/assets/public/v/1/city-clerk/resolutions/reso-9427.pdf
[5] PABAC Bylaws, June 4, 2014 https://www.paloalto.gov/files/assets/public/v/1/transportation/bicycling-walking/pabac/pabac-bylaws.pdf
[6] Policy and Services Commission, 9/9/2025 https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplateId=16216 (Item 2)

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Based on the Transportation Development Act and MTC Resolution 4108, a City bicycle and pedestrian advisory committee or equivalent will be City Council-appointed and supported by administrative and technical staff. Despite the 2014 resolution, PABAC is not specified as one of the City Council appointed bodies in either the Municipal Code or the BCC Handbook. The resulting arrangement, with PABAC as advisory to staff creates ambiguity when PABAC input has implications for the allocation of staff and financial resources.

Other minimum requirements include:

- Purview over review and prioritization of TDA Article 3 bicycle and pedestrian projects, and development and review of comprehensive bicycle pedestrian, or active transportation plans;
- A composition of both bicyclists and pedestrians; and
- A composition of at least three members who live or work in the city.

Review of Peer Agencies

Given the PABAC history, its configuration differs substantially from other agencies whose advisory bodies were formed after TDA 3. The variety of configurations is displayed in Table 1. This comparison highlights PABAC's large size, long tenure and staff advisory role.

The comparison highlights the broad range of transportation-based advisory body types that are potentially consistent with the TDA, including Bicycle and Pedestrian Advisory Committees or Commissions, Complete Streets Commissions, Mobility Commissions and Transportation Commissions. The latter three formats include representation of motorists and transit users in addition to bicyclists and pedestrians.

No peer entities employed a planning commission or any other committee that is not primarily focused on transportation to meet the requirements of TDA3 law. Additionally, all other BPACs or equivalents were Brown Act bodies.

Table 1: Comparison of Peer City Bicycle and Pedestrian Advisory Committees

City (Pop.)	Body	Advisory to:	Size	Membership	Term limits
Palo Alto (68,000)	Pedestrian and Bicycle Advisory Committee (PABAC)	Staff	No limit (13)	Attendee of 3 meetings, Palo Alto or Stanford ped/biker, interest and enthusiasm in ped/bike	Unlimited, no terms

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Mountain View (87,000)	Bicycle/Pedestrian Advisory Committee (BPAC)	Council	5	≥4 residents, ≤3 workers in city; strong interest/ enthusiasm in ped/bike planning	Two 4-year terms
Menlo Park (33,000)	Complete Streets Commission (CSC)	Council	7	18+ years of age, resident of city	Two 4-year terms
Los Altos (31,000)	Complete Streets Commission (CSC)	Council	7	Resident of city	Two 4-year terms
Redwood City (84,000)	Transportation Advisory Committee (TAC)	Council	7	16+ years of age, ≥5 residents, ≤2 workers/ residents of unincorporated areas, all road users represented	4-year term until succes sor
Cupertino (58,000)	Bicycle Pedestrian Commission (BPC)	Council	5	Resident of city	Two 4-year terms
Sunnyvale (162,000)	Bicycle and Pedestrian Advisory Committee (BPAC)	Council	7	≥5 bicyclist/ ped residents, ≤2 parent, school, commute coordinators; interest in bicycle & ped issues	Two 4-year terms
San José (985,000)	Bicycle and Pedestrian Advisory Committee (BPAC)	Staff	11	Residents and/or workers; represent bicycle & pedestrian issues	Three 2-year terms
Fremont (228,000)	Mobility Commission	Council	9	2 pedestrian, 2 bicycle, 2 transit, 2 driving, 1 mobility impairment representative, resident, diversity	Two 4-year terms
VTA	Bicycle and Pedestrian Advisory Committee (BPAC)	VTA Board	16	1 representative of BPAC from each member city and county	Unlimi ted 2-year terms

PABAC Assets and Opportunities

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On June 4, 2026, staff obtained input from PABAC on strengths, assets, and opportunities in relation to the current configuration. Members highlighted the unique history of PABAC, which pre-dates other BPACs in the Bay Area and was associated with Palo Alto's pioneering work to build a bike boulevard network and achieve a high bicycle mode share. Members also highlighted the diverse geographic representation, diverse viewpoints, members' depth of knowledge, and friendly, safe and informal atmosphere.

Some members appreciated the large committee size (currently 13 members) because it enabled diverse perspectives while others felt that the size hindered efficient discussion and decision making. Members also noted that the lack of term limits or rigorous vetting and suggested that over time this lack of vetting may be associated with uneven representation by mode, gender, and age.

Table 2: Feedback from PABAC Members on Pros and Cons of Current Format

Feature	Pros	Cons
Bicyclist and pedestrian purview	• Important forum for communicating what works for bicyclists and pedestrians, since motorists are the majority	
No term limits or membership size	• Large size allows for diverse viewpoints and geographic representation • Accumulation of institutional and technical knowledge	• Large size can be cumbersome and difficult for making a motion
Advisory to staff	• Easy to make changes and provide input early in the process • Key input to staff	• Substantial work is not visible to City Council
Membership by attending 3 meetings	• Easy to become involved	• Missing perspectives of young people, students, and people with disabilities • Over time, membership has become more weighted toward bicyclists
Informal meeting format	• Friendly, safe atmosphere	• Less desire to practice efficient meeting management practices

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	• Informality allows more comments • Discussion can occur outside of meetings	
Other concerns		• Under-representation of women and people focused on pedestrians • Comments are overly lengthy • Comments are unfocused, staff direction could be clearer

PABAC Members made the following range of suggestions for changes:

- Creation:
    - Make PABAC a recognized board that reports to City Council to increase the visibility of its work and provide more robust communication with City Council
- Purview:
    - Clarify PABAC goals and annual objectives/work plan
    - Provide quarterly check ins on progress toward goals or work plan
    - Increase PABAC participation in education and engagement to help community members overcome barriers to walking and biking
    - Consider bringing development projects to PABAC
    - Consider turning PABAC into Complete Streets Commission
    - Consider turning PABAC into Transportation Commission to take pressure off the Planning and Transportation Commission (PTC)
- Membership:
    - Limit PABAC size
    - Preserve diversity of geography and perspectives
    - Increase representation of women
    - Increase representation and expertise in relation to pedestrians and people with disabilities
- Term limits:
    - Introduce term limits and keep members long enough to preserve local knowledge, e.g., two 3-year terms
- Meeting format:
    - Include time limits for commissioner comments and empower the presiding officer to enforce them

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- Staff interaction:
    - Provide member training including direction on desired actions or motions
    - Consider potential engagement with staff through subcommittees

Other Palo Alto Boards and Commissions

As outlined in Palo Alto Municipal Code (PAMC), the City has several City Council-appointed bodies. These generally have five or seven members and three 3-year term limits.

Table 3: Comparison with Palo Alto City Council-Appointed Boards and Commissions

Board / Commission	Size	Member Qualifications	Term Limits	Clerking Support
Architectural Review Board	5	At least 3 architects, landscape architects, building designers or design professionals	Three 3-year terms	25% FTE Admin Assoc III
Historic Resources Board	5	At least 2 professionals in related disciplines; all members have demonstrated interest in and knowledge of history, architecture or historic preservation	Three 3-year terms	20% FTE Admin Assoc III
Human Relations Commission	7	Residents of the city	Three 3-year terms	
Parks and Recreation Commission	7	Residents of the city with demonstrated interest in parks, open space and recreation	Three 3-year terms	~20% FTE Rec Program Coordinator
Planning and Transportation Commission	7	Residents of the city	Two 4-year terms	35% FTE Admin Assoc III
Public Art Commission	7	Professional visual artists, educators, scholars, collectors, or members of architectural review board, who have demonstrated interest or participated in the arts program in the city	Three 3-year terms	~25% FTE Producer Arts & Science

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Utilities Advisory Commission	7	At least 6 residents; all members shall be utility customers or their representatives	Three 3-year terms	25% FTE Admin Assoc III

Administrative work associated with clerking a Council-appointed meeting includes guiding staff reports through workflows, publishing agendas, attending meetings, and preparing minutes in conjunction with a transcription service. This administrative support typically represents 25% FTE at the Administrative Associate Level III. In addition, department staff prepare staff reports and meet with committee chairs and vice chairs in advance of meetings.

For PABAC, staff do not currently prepare staff reports and therefore there is no workflow associated with reports. A basic agenda is posted on the OOT webpage by Transportation Planners without staff reports. OOT does not have any Administrative Associate staff.

Regulatory Framework

Key objectives for the creation of a City Council-appointed Pedestrian and Bicycle Advisory Commission are to comply with TDA3 regulations and increase the efficiency and effectiveness of the committee. A summary of options provided below:

Option 1: Pedestrian and Bicycle Advisory Commission (or Committee) (staff recommended)

This option transforms the existing PABAC into a Council-appointed Commission or Committee. This option is compliant with the spirit and the letter of TDA3 regulations, consistent with 2026 Bicycle and Pedestrian Plan, and consistent 2025 Safety Action Plan safety focus areas. This option will increase staff workload associated with production of meeting packages and minutes. This option also reflects Palo Alto's heritage as a pioneer in pedestrian and bicycle transportation.

Option 2: Complete Streets Commission (or Transportation Advisory Commission)

This option replaces PABAC with a Council-appointed Complete Streets Commission.

This option is likely to be considered compliant with TDA3 regulations and expands transportation focus areas to include representation of other modes. This option will increase staff workload associated with production of meeting packages and minutes as well as expanded committee purview. Additionally, this option will allow the committee to address emerging issues such as the MTC's Transit Priority Policy.

Option 3: Planning and Transportation Commission

This option transfers TDA3 functions to the Council-appointed Planning and Transportation Commission (PTC). This option could either eliminate PABAC or retain PABAC as a citizen's

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group serving in an advisory capacity to staff. This option represents a novel approach to complying with TDA3 regulations through a planning commission and it is not clear whether MTC would support this interpretation of a bicycle and pedestrian advisory committee.

Under this option, all TDA3 functions including review of grant applications, review of pedestrian and bicycle plans, and review of projects would be transferred to PTC. This would increase PTC's workload and training needs and would necessitate more and longer PTC meetings to review transportation-related functions. This option would diminish the role of PABAC even if maintained as in an advisory capacity, which may represent a loss of knowledge and input on transportation related items and increase staff workload associated with expansion of PTC's purview. Expanded tasks include production of additional materials and staff attendance (both OOT and PDS) at additional meetings.

FISCAL/RESOURCE IMPACT

The Transportation Development Act requires that the City's Bicycle and Pedestrian Advisory Committee or equivalent be supported by designated staff appointed by the City Manager to provide administrative and technical support. This clerking effort is typically equivalent to approximately 25% FTE at the Administrative Associate III level.

Transitioning to a Council-appointed PABAC is therefore expected to result in an increase in workload relative to the staff resources already dedicated to the existing informal Pedestrian and Bicycle Advisory Committee. If a Complete Streets Commission is selected, additional workload would be expected beyond that of a Pedestrian and Bicycle Advisory Commission.

If a Planning and Transportation Commission option is selected, additional workload would be required of staff from both OOT and the Planning and Development Services Department (PDS) in terms of attendance at additional meetings and preparation of meeting materials.

STAKEHOLDER ENGAGEMENT

This work implements Policy IC-1.3 of the 2026 Bicycle and Pedestrian Transportation Plan, adopted by City Council on June 15, 2026 and developed with extensive community and stakeholder engagement. Staff recommendations were also developed with consideration of community and stakeholder feedback provided by PABAC on June 4, 2026.

ENVIRONMENTAL REVIEW

Committee action on this item is not a project as defined by the California Environmental Quality Act (CEQA) because the recommended changes to the PABAC structure are an administrative activity that will not result in direct or indirect physical changes in the environment. CEQA Guidelines section 15378(b)(5)

ATTACHMENTS

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Attachment A: Current Palo Alto Pedestrian and Bicycle Advisory Committee Bylaws (6/4/2014)

Attachment B: Palo Alto Board and Commission Handbook (2025)

APPROVED BY:
Ria Hutabarat Lo, Chief Transportation Official

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PALO ALTO PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE
Bylaws

The Pedestrian and Bicycle Advisory Committee is a staff advisory Committee which reports to the Chief Transportation Official. The primary staff liaisons to the Committee are from the Transportation Division. Staff members from other departments of City government participate on an as needed basis.

Section 1: Duties of the Committee

The Committee's advisory function shall be to review all issues related to bicycling and pedestrian travel that fall within the subject areas of engineering, enforcement, education and encouragement. The types of activities include, but are not limited to the following:

1. Review and prioritize the City's annual Transportation Development Act (TDA) Article 3 list of projects and report the Committee's recommendations to the City Council.
2. Review and comment on the design of Capital Improvement Program projects, street improvements, traffic signal projects, parking facilities projects, etc. insofar as they relate to bicycling and pedestrian travel.
3. Assist in the development and implementation of the City's Bicycle and Pedestrian Transportation Plan.
4. Review and comment on changes and updates to the Palo Alto Comprehensive Plan, Zoning Ordinance, Municipal Code and other policy documents where they relate to bicycling and pedestrian travel.
5. Evaluate and make recommendations to City staff regarding the design standards for all bicycle and pedestrian facilities, and all roadway improvement projects insofar as they relate to bicycle and pedestrian travel.
6. Evaluate and make recommendations regarding bicycle and pedestrian transportation planning.
7. Work with staff to promote bicycling and walking as viable forms of transportation.
8. Assist in the development and dissemination of bicycle and pedestrian safety awareness and education materials to the community.
9. Serve as a liaison between the City and the community and community groups on issues related to bicycling and pedestrian travel.
10. Provide assistance and input to the Police Department on enforcement of Vehicle Code and Municipal Code ordinances, theft prevention, and legislation related to bicycling.
11. Review and comment on private development plans from the perspective of improving bicycle and/or pedestrian facility safety and access.

12. Identify safety concerns related to bicycle and pedestrian travel for consideration in future Capital Improvement Projects.

13. Evaluate and recommend changes to reduce conflicts that arise when bicyclists and pedestrians share crossings, paths, tunnels and other facilities.

14. As may be requested by the City Council or the City Manager, provide advice on any matter pertaining to the purpose and duties of this Committee.

15. Review and comment on projects under the Transportation Management Act Program.

Section 2: Officers

The Committee shall elect a Chair and Vice Chair at the first meeting of the calendar year.

Section 3 Membership

Members of the Pedestrian and Bicycle Advisory Committee should have a strong interest in and enthusiasm for non-motorized transportation facilities, especially as these facilities affect the following groups: school-aged children, seniors, and those with accessibility needs. As needed, special representatives from the public schools or other agencies serving these groups may be nominated to the Committee.

There is no specific number of member seats or limit on membership. Membership is open to interested persons who walk or bicycle and live or work in Palo Alto or Stanford. To become a voting member, the candidate should attend 3 consecutive meetings (or must attend 3 of 4 consecutive meetings). Special representatives, such as high school students, City/School Traffic Safety Committee members, and Palo Alto Unified School District representatives, may become voting members immediately upon a vote of the members.

Section 4 Meetings

Regular meetings of the Committee shall be held on the first Tuesday of the month at such times as the Committee may agree upon.

Special meetings of the full Committee may be scheduled as needed by the Chair. The Chair may also appoint special sub-Committees as required to study particular issues and report back to the full Committee.

To the extent that PABAC is requested to review any projects under the Transportation Management Act Program, a quorum shall consist of a majority of the membership of the commission and at least two council-appointed members. Any such review shall occur at a publicly noticed meeting and shall comply with the Brown Act.

Meetings will be held monthly except in July or December.

Section 5 Quorum

A majority of the membership of the Committee and at least two (2) council appointed members constitutes a quorum for conducting business. Decisions of the Committee shall be made by a majority vote of the members present at such meetings.

Section 6 Attendance

Members are expected to maintain a regular attendance record. Members missing 4 meetings within a 6 month period will be removed from the active membership roster. Membership can be reestablished as described in section 3.An effort should be made by members to contact staff or the Chair prior to a meeting they cannot attend.

Section 7 Conduct of Meetings

The Chairperson or Vice Chairperson, shall take the chair at the time designated for the start of the meeting and shall call the meeting to order.

Any member of the Committee or member of the public wishing to address the Committee shall first be recognized by the presiding officer. No person, other than the person having the floor, shall enter into any discussion without being recognized by the presiding officer.

The Committee may, by a majority vote of its members, adopt or amend its procedural rules to be followed during meetings.

Section 8: Staff Responsibilities

The level of staff assistance provided to the Committee by a member of the Transportation Division staff is categorized as liaison in nature and may consist of the following duties:

1. Schedule meetings and arrange meeting space
2. Assist chair in preparation of agenda
3. Distribute the agenda packet to members via email and make the agenda available to the public via the City website.
4. Prepare and/or distribute “action minutes” of meeting proceedings
5. Attend regular Committee meetings to represent the Traffic Engineering and Safe Routes to School Program units
6. Identify and inform the Committee of projects and other programs that will occur during the year that relate to bicycling and are appropriate for review by the Committee
7. Facilitate transmission of Committee's concerns to the City Manager and City Council

8. Coordinate contact with other city staff or advisory bodies as necessary

9. Conduct orientation of new Committee members

10. Maintain the PABAC email list.

Section 9: Bylaw Amendments

These bylaws may be amended by the following process. The amendment must be listed on the agenda for a PABAC meeting. Members will discuss and vote on the amendment. If the amendment is approved by two-thirds of the Committee in attendance, the amendment will be forwarded to the City Council for final approval.

CITY OF PALO ALTO

CITY BOARDS, COMMISSIONS, AND COMMITTEES HANDBOOK

A Reference Guide

Edition Date: May 2025

TABLE OF CONTENTS

I. Introduction

- Mandatory Review Requirement 3
- About the City 4
- City Council 5

II. Appointed Boards, Commissions, and Committees (BCCs)

- Information on Appointed Boards, Commissions, and Committees 6
- Limit of Terms 6
- Architectural Review Board 8
- Historic Resources Board 9
- Human Relations Commission 10
- Parks and Recreation Commission 11
- Planning and Transportation Commission 12
- Public Art Commission 13
- Storm Water Management Oversight Committee 14
- Utilities Advisory Commission 15

III. Your Role as a Board, Commission, or Committee Member

- Role of All Members 16
- Role and Responsibilities of the Chair 17
- Required Training 18
- Role of the Staff Liaison(s) 18
- Role of the Council Liaison 18
- Use of Sub-Committees and Ad Hoc Committees 19
- Annual Work Plan and Performance Measures 19
- Procedures for Conduct of BCC Meetings 20
- Agenda and Order of Business 20
- Parliamentary Procedure 20
- Code of Conduct 21
- Meeting Management 24
- Attendance 25
- Late Arrival to Meetings 25
- Absences 25
- Minutes 25
- Interacting with the Media and the Public 25

IV. City Policies and Procedures

- Swearing In and Oath of Office 26
- Form 700 Obligation and Conflict of Interest 26
- Ethics Trainings 26
- Removal 27

V. Ralph M. Brown Act

- General Overview 28
- Meeting Agendas 28
- Avoid Unlawful Meetings 28
- Public Participation 29

VI. Conclusion 30

Exhibit A: Work Plan Guidelines and Process and Work Plan Template 31

MANDATORY REVIEW REQUIREMENT

The Boards, Commissions, and Committees (BCC) Handbook is a reference guide that applies to advisory and regulatory bodies. It is intended to provide an overview of basic laws and procedures during a member's term and to clarify the role and responsibilities of the Board, Commission, and Committee members in relation to the City Council, City staff and the public.

I, _____, confirm that:

- I was provided with a copy of the BCC Handbook upon my appointment to a Palo Alto Board, Commission, and Committee.
- I have read the entire Handbook, including any updates as of the signing of this document, reviewing each section including:
    - Requirements to be a member of a Board, Commission, and Committee
    - Ethics Training (AB1234)
    - Legal (Brown Act, Conflict of Interest, Political Reform Act)
    - Role and Responsibilities
    - Code of Conduct
- I agree to follow the guidelines and regulations provided in this Handbook, as required by the California Government Codes (including the Brown Act), Fair Political Practices Commission (FPPC) regulations, and the Municipal Code, as well as any other required policies/statutes. In the event there is a conflict between state or federal law and this Handbook, state or federal law shall govern. In the event there is a conflict between this Handbook and any procedure adopted by a BCC, this Handbook shall govern.
- I understand that the BCC Handbook is intended as a tool to provide guidance on process and procedures as well as to draw my attention to the primary rules of serving on a BCC under the guidance of the City Council.
- No legal advice is intended through this Handbook.
- It is my responsibility to re-visit this Handbook through my term to review protocol and regulations, and for guidance.
- I am invited to consult with the Staff Liaison, City Clerk, and City Attorney any time I have questions or concerns relating to these guidelines and my service.

_____ _____

Signature Date

I serve on the following BCC _____ .

Ethics training completed on

*(date)*_____

This page is due to the City Clerk's Department within 60 days of appointment. Thank you for your attention to this important information and your responsibility as a BCC Member.

ABOUT THE CITY



Palo Alto, known as the "Birthplace of Silicon Valley," is home to 69,700 residents and nearly doubles during the day with an influx of employees from major employers. Unique among city organizations, the City of Palo Alto operates a full array of services including its own gas, electric, water, sewer, refuse and storm drainage provided at very competitive rates for its customers. The City of Palo Alto offers robust community amenities including 36 parks, 39 playgrounds, five community and youth centers, 41 miles of walking/biking trails and five libraries. The City also manages a regional airport and provides fire, police and emergency services. Palo Alto is an award-winning city recognized nationally as innovative and well-managed, one of a small number of California cities with a AAA bond rating. City services and performance also receive high marks from community members in the annual community survey conducted by the Polco (formerly National Research Center).

As the global center of technology and innovation, Palo Alto is the corporate headquarters for many world-class companies and research facilities. Home to Stanford University and a top-ranked public school system, Palo Alto also features beautiful and historic residential neighborhoods and vibrant shopping and retail districts. Palo Alto has a highly educated and culturally sophisticated citizenry that is actively engaged in making a difference both locally and globally.

For the City's website, go here: www.paloalto.gov
To connect with the City on social media, go here: https://www.paloalto.gov/connect
To sign up for the City's digital newsletter, go here: http://www.paloalto.gov/newslettersignup

CITY COUNCIL



The City of Palo Alto operates under a Council-Manager type of government. The City Council consists of seven members, and it is the governing body elected directly by the electorate of Palo Alto. Every year, the City Council Members vote and select a Mayor. As the legislative branch of our local government, the City Council makes final decisions on all City matters, sets City-wide priorities and policies, and directs the City Manager to implement these priorities and policies. The City Council adopts ordinances and resolutions as necessary for efficient governmental operations, approves the budget, and acts as a board of appeals. It appoints the City Manager, City Attorney, City Auditor and City Clerk, as well as the members of the City's advisory Boards, Commissions, and Committees (BCCs).

BCCs are primarily responsible for advising and making recommendations to the City Council on City policies and programs. The City Council then uses the advice and recommendations offered by BCCs to make decisions. In addition to making policy recommendations, the Architectural Review Board, Planning and Transportation Commission, and Historic Resources Board also provide recommendations to the Planning Director or City Council on project applications.

To learn more about the City Council, go here: https://www.paloalto.gov/council
For the City Council meeting agendas, go here: https://www.paloalto.gov/councilagendas

II. APPOINTED BOARDS, COMMISSIONS AND COMMITTEES



The City of Palo Alto has eight standing Boards, Commissions, and Committees. The City Council also establishes other Ad Hoc committees to assist them in their decision-making process from time to time.

The standing Boards, Commissions and Committees are:

- Architectural Review Board
- Historic Resources Board
- Human Relations Commission
- Parks and Recreation Commission
- Planning and Transportation Commission
- Public Art Commission
- Storm Water Management Oversight Committee
- Utilities Advisory Commission

Other examples of Council appointed groups have included the former Library Advisory Commission, the Citizen Corps Council, the Youth Commission, the Expanded Community Advisory Panel (XCAP) on rail crossings, and the North Ventura Coordinated Area Plan Working Group.

During recruitment periods for BCCs, applicants are encouraged to visit the City website and apply for openings on various BCCs. The requirements for each BCC can be found in the Municipal Code or City Council action creating the advisory body and will be reflected in the recruitment material – for example, some have a residency requirement. A physical address must be included on the application and proof of the address provided must be issued if requested.

Once applications are received, the City Council determines which applicants to interview. Councilmembers will vote on whom to interview, getting twice the number of votes as there are openings. The top vote getters are interviewed. The number of candidates to interview varies based on the number of vacancies.

- Interview all candidates if there are 6 or fewer applicants
- Interview up to 6 candidates when there 1-2 openings
- Interview up to 8 candidates when there are 3 openings
- Interview up to 10 candidates when there are 4 opening

After interviews, the City Council will vote to appoint members to serve on a BCC during a public City Council meeting. Appointments are made either in the spring or fall according to the below City Council-approved schedule. Any needed replacement appointments for partial terms are made as necessary.

Spring Recruitment Cycle (Term begins April 1 or as soon as appointed thereafter)	**Fall Recruitment Cycle** (Term begins November 1 or as soon as appointed thereafter)
• Architectural Review Board • Historic Resources Board • Planning and Transportation Commission • Utilities Advisory Commission	• Human Relations Commission • Public Art Commission • Parks and Recreation Commission • Storm Water Management Oversight Committee

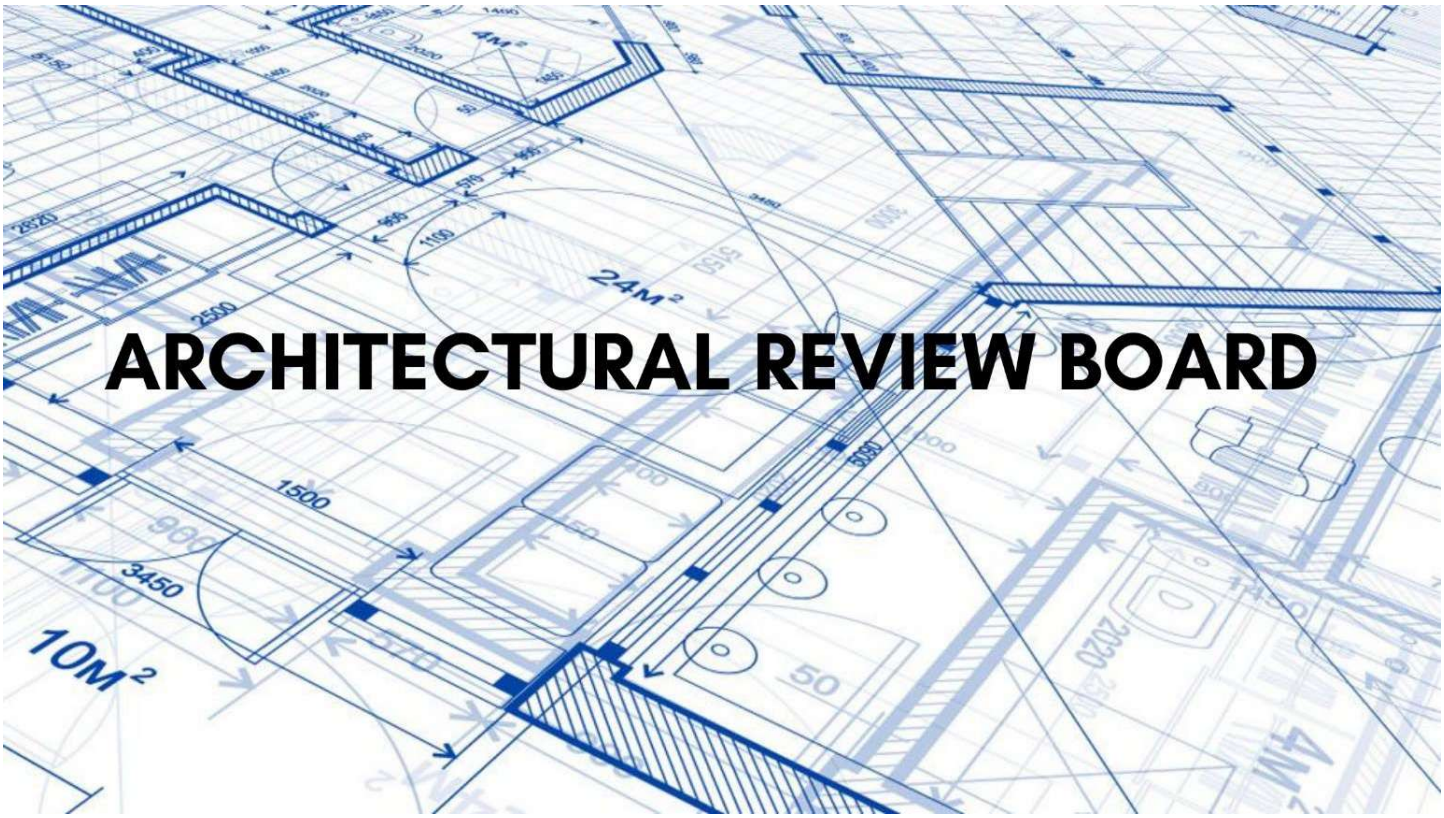
If you need to leave your seat on a BCC before your term expires, submit your resignation in writing to your Staff Liaison, with a copy to the City Clerk. Each letter of resignation must be addressed to the City Council.

Each BCC meets according to its established schedule.

LIMITATION ON TERMS

Any person appointed to a board or commission shall be immediately eligible, upon the expiration of their term or resignation prior to completion of their term if appointed to a different board or commission, to serve on a different board or commission. The Planning and Transportation Commission and Storm Water Management Oversight Committee members are eligible to serve two successive terms. All other board and commission members are eligible to serve three successive terms on the same board or commission. A member will be considered to have served a term of office if he or she serves more than half of a standard term. A member who has served three consecutive terms of office (two consecutive terms of office for the Planning and Transportation Commission and Storm Water Management Oversight Committee) shall not be appointed to the same board or commission within one year of the last date of service. However, that member may remain on the board or commission for up to six months past the end of the term if no replacement is appointed or until a replacement is appointed, whichever comes first.

ARCHITECTURAL REVIEW BOARD



The Architectural Review Board reviews and makes recommendations to the Planning Director on design and related issues for certain new construction, and changes and additions to commercial, industrial and multiple- family projects, as described in the Municipal Code. The Board's goals and purposes are to:

- Promote orderly and harmonious development of the City
- Enhance the desirability of residence or investment in the City
- Encourage the attainment of the most desirable use of land and improvements
- Enhance the desirability of living conditions upon the immediate site or in adjacent areas
- Promote visual environments which are of high aesthetic quality and variety and which, at the same time, are considerate of each other
- To implement and enforce the city's ordinances pertaining to architecture and design

The Board is composed of five members, at least three of whom are architects, landscape architects, building designers or other design professionals. Terms are for three years and commence on April 1. See Palo Alto Municipal Code (PAMC) Sections 2.16 and 2.21. Residency is not required.

For the ARB webpage, go to
https://www.paloalto.gov/Departments/Planning-Development-Services/Architectural-Review-Board-ARB

HISTORIC RESOURCES BOARD



The Historic Resources Board advises the Planning Director and City Council on matters relating to Palo Alto's historic buildings. The responsibilities of the Board include:

- Reviewing and making recommendations to the Architectural Review Board on proposed exterior changes of commercial and multiple-family buildings on the Historic Building Inventory;
- Reviewing and making recommendations on exterior changes of significant (Categories 1 and 2) single- family residences on the Historic Building Inventory;
- Researching and making recommendations to the City Council on proposed additions and on reclassifications of existing buildings on the Inventory; and
- Performing other functions as may be delegated from time to time to the Historic Resources Board by the City Council.

Terms are for three years and commence on April 1. The Historic Resources Board includes five members and the members must have demonstrated interest in and knowledge of history, architecture or historic preservation. Two (2) members shall be professionals in the discipline of architecture, architectural history, planning, landscape architecture, or related disciplines, or pre-historic and historic archeology, folklore, cultural anthropology, curation, or conservation; and at least one (1) member possesses academic, education or practical experience in history or a related field such as American studies, American civilization, or cultural geography. See Palo Alto Municipal Code (PAMC) Sections 2.16, 2.27 and 16.49.

The Historic Resources Board webpage can be found here:
https://www.paloalto.gov/Departments/Planning-Development-Services/Historic-Resources-Board-HRB

HUMAN RELATIONS COMMISSION



The Human Relations Commission is charged with studying, fostering community awareness and understanding, encouraging dispute resolution, and recommending legislation regarding persons or groups who do not benefit fully from public or private opportunities or resources in the community, or are unfairly or differently treated due to factors of concern to the Commission. The Commission's responsibilities include:

- Studying barriers to public or private opportunities or resources in the community including, but not limited to, those associated with ownership and rental of housing, employment, education and governmental services and benefits;
- Studying factors of concern factors of concern including but not limited to, socioeconomic class or status, physical condition or handicap, married or unmarried state, emotional condition, intellectual ability, age, sex, sexual preference, race, cultural characteristics, ethnic background, ancestry, citizenship, and religious, conscientious or philosophical belief;
- Conducting such studies and undertaking such responsibilities as the City Council may direct; and
- Recommending grantees under the Human Services Resource Allocation Process, Community Development Block Grant, and Emerging Needs Fund.

The Commission is composed of seven members who are not Council Members, officers, or employees of the City, and who are residents of the City of Palo Alto. Terms are for three years and commence on November 1. See Palo Alto Municipal Code (PAMC) Sections 2.16 and 2.22.

The Human Relations Commission webpage can be found here:

https://www.paloalto.gov/Departments/Community-Services/Other-Services/Commissions/Human-Relations-Commission

PARKS AND RECREATION COMMISSION



The Parks and Recreation Commission advises the Community Services Director and City Council on matters pertaining to the activities of the Open Space, Parks and Golf Division and the Recreation Division of the Community Services Department. The Commission's responsibilities include:

- Advising on planning and policy matters relating to the goals of and the services provided by the Open Space, Parks and Golf Division, and the Recreation Division;
- Advising on planning and policy matters relating to the construction and renovation of capital facilities;
- Reviewing state legislative proposals that may affect the operation of the two Divisions;
- Receiving community input concerning parks, open space and recreation activities; and
- Updating and advancing the Parks Master plan and related policies and programs.

The Parks and Recreation Commission is composed of seven members who are not Council Members, officers, or employees of the City, and who are residents of the City of Palo Alto. Terms of Commissioners will be for three years and commence on November 1. See Palo Alto Municipal Code (PAMC) Sections 2.16 and 2.25.

The Parks and Recreation Commission webpage can be found here:
https://www.paloalto.gov/Departments/Community-Services/Other-Services/Commissions/Parks-and-Recreation-Commission

PLANNING & TRANSPORTATION COMMISSION



The Planning & Transportation Commission advises the City Council, Planning and Development Services Director and Chief Transportation Official on land use and transportation matters, including the Comprehensive Plan, zoning, transportation programs, and related matters. The Commission's primary responsibilities include:

- Preparing and making recommendations to the City Council on the City's Comprehensive Plan regarding development, public facilities and transportation in Palo Alto
- Considering and making recommendations to the City Council on zoning map and zoning ordinance changes
- Reviewing and making recommendations to the City Council on subdivisions, on appeals on variances and use permits
- Considering other policies and programs affecting development and land use in Palo Alto for final City Council action
- Reviewing and making recommendations on individual projects as described in the Municipal Code, and Open Space development
- Reviewing and making recommendations to the City Council on transportation, parking and other related mobility issues.

The Commission is composed of seven members who are current residents of the City of Palo Alto and are not Council Members, officers, or employees of the City. Terms are for four years and commence on April 1. See Palo Alto Municipal Code (PAMC) Sections 2.16 and 2.20 for more information.

The Planning and Transportation Commission webpage can be found here:
https://www.paloalto.gov/Departments/Planning-Development-Services/Planning-and-Transportation-Commission-PTC

PUBLIC ART COMMISSION



The Public Art Commission oversees Palo Alto's temporary and permanent public art programs. The primary duties of the Commission are:

- To advise the city in matters pertaining to the quality, quantity, scope, and style of art in public places
- To periodically review the capital improvement program with the staff for inclusion of works of art in various projects
- To devise methods of selecting and commissioning artists with respect to the design, execution, and placement of art in public places and to advise staff on the selection and commissioning of artists, and the amounts to be expended on art in public places
- To advise and assist staff in obtaining financial assistance for art in public places from private, corporate, and governmental sources
- To review plans for the installation of art in public places and review the inventory of art in public paces
- To act as a liaison between local artists and private property owners desiring to install works of art on their private property in public view

The Commission, a seven-member body appointed by the City Council, meets once a month. Terms are for three years and commence on November 1. See Palo Alto Municipal Code (PAMC) Sections 2.16, 2.18, and 2.26. Members are not required to be residents of Palo Alto and should have some demonstrated connection to art.

The Public Art Commission webpage can be found here:
https://www.paloalto.gov/Departments/Community-Services/Arts-Sciences/Public-Art-Program/Public-Art-Commission

STORM WATER MANAGEMENT OVERSIGHT COMMITTEE



The purpose of the Storm Water Management Oversight Committee is to review proposed storm water management capital improvements and operating programs to be funded from the Storm Water Management Fees and to monitor expenditures of the fund. The Storm Water Management Oversight Committee is charged with reviewing the annual budget and expenditures of the Storm Water Management Fund in order to ensure that revenue from the Storm Water Management Fee is budgeted and spent in accordance with the terms of the storm water management ballot measure approved by a majority of property owners in 2017. The Committee is responsible for:

- Performing an annual review of the proposed Storm Water Management Fund budget
- Performing an annual review of actual expenditures from the Storm Water Management Fund
- Adopting findings on an annual basis that the proposed budget and actual expenditures of the Storm Water Management Fund are consistent with the spending plan outlined in the 2017 storm water management ballot measure
- Reporting findings on an annual basis to the City Council

The Committee is composed of seven members who are selected and appointed by the City Council for a term of four years and commence on November 1. Each Committee member shall be a resident of Palo Alto, an employee of a business located in Palo Alto or an owner of real property within the City.

The Storm Water Management Oversight Committee webpage can be found here:
https://www.paloalto.gov/Departments/Public-Works/Watershed-Protection/Stormwater/Stormwater-Management-Oversight-Committee

UTILITIES ADVISORY COMMISSION



The Utilities Advisory Commission (UAC) is charged with advising the City Council on: long-range planning and policy and major program and project matters relating to the electric utility, gas utility, water utility, wastewater collection utility, fiber optics utility and recycled water matters; acquisition and development of electric, gas and water resources; joint action projects with other public or private entities which involve electric, gas or water resources; and environmental implications of electric, gas or water utility projects, and conservation and demand management. Specifically, the Utilities Advisory Commission advises the City Council on:

- Development of the City utilities and the recycled water resources
- Joint action projects with other public or private entities
- Consistency of adopted and approved plans, policies, and programs of any major utility
- Legislative proposals regarding City utilities and the recycled water resources, to which the City is a party, in which the City has an interest, or by which the City may be affected
- Utility capital improvement programs, operating budgets and related reserves, rates, as well as the recycled water program, budget, and rates
- Environmental aspects and attributes of City utilities and recycled water resources
- Water and energy conservation, energy efficiency, and demand side management

The Utilities Advisory Commission is composed of seven members who shall be appointed by and serve at the pleasure of the City Council. The term of office of each member shall be three years and commence on November 1. Six members of the Commission shall at all times be residents of the City. See Palo Alto Municipal Code (PAMC) Sections 2.16 and 2.23 for more information on the Utilities Advisory Commission.

The Utilities Advisory Commission webpage can be found here:
https://www.paloalto.gov/Departments/Utilities/Utilities-Advisory-Commission

III. YOUR ROLE AS A BOARD, COMMISSION, OR COMMITTEE MEMBER

ROLE OF ALL MEMBERS



All BCC members are responsible for certain duties and commitments to the City, City Council, and the BCC on which they serve. Each member must know, understand, accept, and accomplish his or her delegated responsibilities in order to be effective. General expectations include:

- Come prepared
- Work collaboratively
- Respect one another, City staff and the public
- Serve the public
- Avoid conflict of interest issues
- Disagree through respectful dialogue

Getting Started

- Take the Oath of Office.
- Complete and sign a Form 700 and turn it in to the City Clerk's Office.
- Understand the role and responsibilities of the appointed BCC.
- Be informed of its functions and relationship with other BCCs.
- Timely complete Ethics training (AB 1234).
- Attend the orientation scheduled by your Staff Liaison and/or the City Clerk.
- Become familiar with the BCC's governing rules and regulations.
- Decide with your Staff Liaison on how and when you will receive agenda packets.
- Attend all regular and special meetings. In the event that you cannot attend a meeting, provide timely notification to the Chair and the Staff Liaison.

During Meetings

- Arrive at meetings on time.
- Be prepared for meetings.
- Review all staff reports, maps, studies, proposals, correspondence, minutes, etc. prior to the meeting.
- Have all reference materials on hand for the meeting.
- Familiarize yourself with conflict of interest regulations and discuss potential conflicts of interest with the City Attorney's office prior to the meeting where any matter of potential conflict will arise. Recuse yourself from any participation in a matter where you have a conflict.
- Consult the City Attorney if you have any questions of a legal nature related to your service as a BCC member.
- Avoid leaving before the meeting adjourns without prior notice.
- Establish a good working relationship with fellow members, City Council, and staff liaison. Exhibit mutual respect to fellow members to ensure a positive working environment.
- Become familiar with parliamentary procedures to ensure that meetings proceed in a timely fashion.
- Consider the overall public good when making a decision.
- Talk to the Chair and Staff Liaison about placing items on future agendas.
- If you receive correspondence addressed to the BCC, including email, forward the correspondence to the Staff Liaison so copies can be distributed to all members and the correspondence can become an official City record.
- Discourage visible and audible signs of agreement or disagreement from the audience such as applause or statements from the floor. Such demonstrations can intimidate those with an opposing view and unintentionally discourage open public discussion of all the issues and points of view.
- Limit your own comments to the issues before the BCC. Avoid the appearance of straying from the subject or "grandstanding."
- Individual commissioners should avoid giving Staff Liaisons direction or making specific requests outside of the public meetings.

ROLE AND RESPONSIBILITIES OF THE CHAIR



Each BCC will annually select members to serve as Chair and Vice Chair. The Chair exists to structure productive meetings, encourage the input of ideas, promote inclusiveness, and facilitate the overall decision-making process. They do not have greater power than any other member. The following is a list of duties and responsibilities of the Chair:

- Ensure that the BCC completes the annual work plan and reports the results annually to the City Council. The work plan shall include metrics of community involvement and participation in meetings and activities.
- Set a positive tone and manage public input to promote civility and decorum.
- Preside at all meetings, submit all motions to vote and in general, do all things ordinarily required of a Chair such as call or cancel a meeting, coordinate the setting of the agenda with the Staff Liaison, receive public testimony, ensure compliance with the Brown Act, etc. Move forward committee priorities and refrain from promoting or setting a personal agenda. Ensure that items not listed on the agenda are not discussed or acted upon pursuant to the Brown Act, unless specific circumstances apply.
- Act as the spokesperson for the BCC, including as the media's point of contact for information regarding BCC activities. Seek advice and involvement of the City's Chief Communications Officer as needed, through the Staff Liaison.
- Ensure that all members are heard in a fair and safe manner. The Chair is responsible for ensuring the effectiveness of the group process. Identify points of agreement among the BCC members in order to build a consensus.
- Ensure that consideration of items on the agenda moves along without delay and makes sur that public testimony is received, but not allowed to disrupt the meeting. This includes setting an acceptable time limit, if necessary.
- Clarify all ideas as they are discussed, and repeats motions made in a way so all members understand the motion they will be asked to vote on and ensures that actions are properly moved, seconded, and voted upon. Always indicate clearly how the vote is taken such as call for the negative vote, saying, "Those opposed, say No."

In the absence of the Chair, the Vice Chair shall act as presiding officer and shall have the same responsibilities.

REQUIRED TRAINING

Mandatory training shall be provided to all board, commission and committee members by the City through a collaboration between the Offices of the City Attorney, City Clerk, and City Manager, and will include an orientation session for new members. Training shall be delivered as deemed necessary by the City Council and/or the City Attorney, City Clerk and City Manager and may include topics germane to a specific board or commission and/or training generic to all boards and commissions (e.g. ethics training or "how to run a meeting" for board and commission chairs).

ROLE OF THE STAFF LIAISON(S)

The Staff Liaison serves as the link between City staff, City Council, and BCC members. The City Manager assigns a staff liaison to each BCC to provide support, coordination, and guidance. The Staff Liaison makes sure that required BCC meetings occur and, in conjunction with the Chair, prepares the meeting agendas. The Staff Liaison is also responsible for the coordination, distribution, and posting of all committee agendas pursuant to the Ralph M. Brown Act. Staff reports shall be provided to BCC members and the public seven days in advance of each meeting. Committee members should feel free to contact the Staff Liaison with questions or requests for support such as sharing City policy or program information and providing historical context to issues under review by the BCC. Staff Liaisons will provide direction, guidance, and clerical, organizational, and administrative support to commissions on an as needed basis.

The Staff Liaison must be aware and advise the BCC of any potential Brown Act violations; the liaison must be present and attentive for the duration of the meeting. At the request of the Chair, and with the support of a majority of the BCC members, the Staff Liaison researches and investigates issues, prepares alternatives and recommendations for BCC and City Council review, and implements City Council policy decisions.

Other duties include facilitating the transmission of BCC interests, concerns, and recommendations to the City Manager and/or City Council; maintaining communication with the Chair regarding City Manager and/or City Council direction or requests; coordinating the annual selection of a Chair and Vice Chair in accordance with the City Council adopted policies and procedures, supporting annual work plan development, and keeping the City Clerk apprised of any resignations or other issues affecting the BCC.

During the BCC meeting Staff Liaisons will ensure there is a quorum prior to the Chair calling a Commission meeting to order and adjourn a Commission meeting in the event there is lack of a quorum 15 minutes after the start time of a meeting. In addition, the Staff Liaison will not allow the public to address the Commission during the 15 minutes while waiting for additional members to arrive to form a quorum. Staff may make announcements during this time; no agenda items shall be discussed among the members present. The Staff Liaison will advise the Commission to recess or adjourn the meeting if a quorum is not present at any point during the meeting.

ROLE OF COUNCIL LIAISONS

The City Council relies upon the expertise and recommendations of the BCCs in advising the City Council as it sets City policy. The Council liaison function serves to facilitate and enhance this work. Their principal function is to provide a wide range of information to the advisory body, such as information about City Council discussions, policies and actions. This helps provide an historical perspective and thereby place the BCC work in context. However, the BCCs should act independently in formulating recommendations for the City Council to consider. Therefore, it is inconsistent for liaisons to direct, guide or unduly influence the policy making work of the City's advisory bodies. Council liaisons have flexibility in discharging their duties. They may serve with or without attending the meetings of their advisory bodies. Historically, Boards and Commission members have valued consistent participation by Council liaisons. However, at minimum, they should be available for contacts with members of advisory bodies, and particularly with the Chairs.

USE OF SUBCOMMITTEES AND AD HOC COMMITTEES

BCCs may consider dividing into subcommittees and/or use ad hoc committees to address certain issues when appropriate. The City Council prefers the use of ad hoc committees which are short term and established for the BCC to discuss a specific topic or priority. Subcommittees should be used judiciously as it is the wish of the City Council that the entire BCC participate in most agenda topics. Sub-committees work independently and bring a report and recommendations back to the BCC. The subcommittee and/or the ad hoc committee would be composed of less than a quorum of the body and set their own schedule. Subcommittee meetings must be noticed under the Brown Act. Ad hoc committees convene for a single topic and disband when the work on a single item is finished. Ad hoc committee meetings need not be noticed or open to the public. The Chair usually makes assignments to subcommittees and ad hoc committees and directs the workflow. BCCs may have both standing subcommittees and ad hoc committees, though it is recommended that BCCs focus their work through ad hoc committees.

Ad hoc or "temporary" committees are treated differently under the Brown Act. Ad hoc committees are not subject to the notice and posting requirements of the Brown Act so long as the committee:

- Consists of less than the number of members which would constitute a quorum;
- Has a defined purpose and a time frame to accomplish that purpose; and
- Is advisory ie the committee has not been delegated any decision-making power and will be returning to the full board on its recommendation.

Establishing Ad Hoc Committees

Members of ad hoc committees designed to be advisory to the board/commission may be appointed by the Chair, on behalf of the entire board, commission, or committee or by an action of the entire BCC, depending upon the procedures and practices of the BCC. Although, as noted, the ad hoc committee itself is not subject to the Brown Act if the BCC desires to create an ad hoc committee, the action to create the ad hoc committee should be done at a publicly noticed meeting under the Brown Act and the item should be placed on an agenda for that purpose.

ANNUAL WORK PLAN AND PERFORMANCE MEASURES

Each BCC shall prepare an annual work plan for City Council approval. Work plans shall be presented to City Council for approval in the fall or spring depending on the BCC's recruitment cycle as shown below.

Spring Recruitment Cycle (Work plans presented in the fall)	**Fall Recruitment Cycle (Work plans presented in the spring)**
• Architectural Review Board • Historic Resources Board • Planning and Transportation Commission • Utilities Advisory Commission	• Human Relations Commission • Public Art Commission • Parks and Recreation Commission • Storm Water Management Oversight Committee

The City Council will review the work plans and provide feedback annually at a City Council meeting. The annual report should include the results of the prior year's plan. When applicable, the City Council would like to see metrics of community involvement and participation in meetings and activities included in the work plan.

A work plan template can be found at the end of the handbook, see **Exhibit A.**

The City Council expects BCCs to work on items in the approved work plan. In addition, City Council may refer additional items to the BCC in response to new developments. BCCs should refrain from expending their time and that of the Staff Liaison on items that have not been approved by the City Council. If the BCC would like to add an issue for review after an annual work plan has been approved the City Council, a prompt request by the BCC Chair to the City Council is required and the item will then be addressed by the City Council as a whole.

GENERAL PROCEDURES FOR CONDUCT OF BCC MEETINGS

The Chair should recognize other BCC members in the order in which they raise their hands to speak. The Chair should provide an opportunity for each member to speak on an item. BCC members should speak when recognized by the Chair.

When a member of the public desires to address the BCC, they should fill out a speaker's card, proceed to the podium when called, and wait to be recognized before speaking. The Chair should let the public know how long they are allocated to speak. Speakers should limit their remarks to the issue under discussion. Remarks should be addressed to the BCC as a body, and not to any individual BCC member, staff member, or other person.

AGENDA AND ORDER OF BUSINESS



The agenda should contain a brief general description of each item to be considered. Except where provided by law, no discussion or action will be taken on an item not appearing on the agenda. The sequence of items in an agenda is generally as follows:

- Call to Order
- Roll Call
- Approval of Minutes
- Public Comment on items not on the agenda
- Action Items
- Reports of BCC Members, Sub-Committees, and Ad Hoc Committees
- Brief announcements or Matters of BCC Interest
- Adjournment

All agendas should include language stating that agenda materials may be provided in alternate formats pursuant to the Americans with Disabilities Act (ADA).

PARLIAMENTARY PROCEDURE



Parliamentary procedures establish a framework for orderly meetings. They encourage participation, structure discussion and facilitate decision making. They permit expression of minority views while ultimately allowing a majority to fashion an outcome.

The following principles are the foundation of effective parliamentary procedures:

- Fairness, respect and courtesy should be afforded to everyone.
- Do only one thing at a time: one subject at a time and one speaker at a time.
- Business must be conducted. The BCC exists to facilitate action, not obstruct it.
- All BCC members are equal and have equal voting rights.
- The majority decides, but the rights and interest of a minority must be protected.
- Silence gives consent, so if you oppose please speak up.
- Once settled, a question generally may not be reintroduced.

The City Council does not use Robert's Rules of Parliamentary Procedure, which were created to structure the meetings of very large formal legislative bodies. The City Council has adopted a more streamlined set of procedural requirements *here*[1] starting on page 27. BCC members may also find it helpful to review *Rosenberg's Rules of Order*[2], a simplified set

[1] City Council Procedures and Protocols Handbook https://www.paloalto.gov/files/assets/public/v/6/city-clerk/city-charterprocedures/2024-adopted-council-protocols-and-procedures-manual-10.2024.pdf

[2] League of California Cities, Rosenberg's Rules of Order, Revised 2011 https://www.calcities.org/docs/default-source/get-involved/rosenberg's-rules-of-order-simple-parliamentary-procedures-for-the-21st-century.pdf

of procedural rules designed for use at the local government level. A tenet of parliamentary procedure is finality. After vigorous discussion, debate, and a vote, there must be some closure to the issue. And so, after a vote is taken, the matter generally is deemed resolved. Exceptions to this general rule include when a proper motion to reconsider is made, or where new developments occur that warrant further work on an issue.

CODE OF CONDUCT

This section is intended to describe a code of conduct for Boards, Commission and Committee members and designed to define the manner in which Council Members and BCC members should treat one another, City staff, constituents, and others they come into contact with in representing the City of Palo Alto. The City Council encourages positive and respectful dialogue. Therefore, members shall refrain from abusive conduct, personal charges, hostile body language, disrespectful language or verbal attacks upon the character of others. It is both encouraged and expected that the chair of each BCC intercedes when the conduct of another member is rude or violates code of conduct.

BCC members are important to the City's decision-making process, act on behalf of the City Council in their volunteer roles and help shape and further community discussions on complex issues and topics. As such, disagreement may arise during public meetings as different perspectives are shared and providing different perspectives to Council is encouraged. A high level of professionalism and civility is expected of all BCC members throughout their tenure. Disagreement and criticism of policy is fine but personal attacks must be avoided.

It is important that BCC members treat each other and the public with respect, even through disagreement. Elected and appointed officials are composed of individuals with a wide variety of backgrounds, personalities, values, opinions, and goals. Despite this diversity, all have chosen to serve in public office in order to preserve and protect the present and the future of the community. In all cases, this common goal should be acknowledged even though individuals may "agree to disagree" on contentious issues.

Residents, property owners and businesses of City of Palo Alto are entitled to have fair, ethical and accountable local government. Such a government requires that public officials be independent, impartial and fair in their judgment and actions, use their public office for the public good, not for personal gain, and conduct public deliberations and processes openly, unless legally confidential, in an atmosphere of respect and civility. Elected and appointed officials shall honor this personal code of conduct from the time of their election or appointment to office.

Act in the Public Interest: Recognizing that stewardship of the public interest must be their principal concern, everyone shall work for the common good of the City of Palo Alto and not for any private or personal interest, and they will endeavor to treat all persons, claims and transactions in fair and equitable manner.

Comply with the Law: Everyone shall comply with the laws of the nation, the State of California and the City in the performance of their public duties. These laws include but are not limited to: the United States and California constitutions; the City of Palo Alto Charter, Municipal Code, City policies and other governing documents related to conflict of interest, election campaigns, financial disclosures, and employer responsibilities and open processes of government.

Conduct of Members: Everyone shall refrain from abusive conduct and verbal attacks upon the character or motives of other members of the City Council, boards, commissions, committees, staff or the public.

No Tolerance for harassment or microaggressions: The City of Palo Alto is committed to providing an environment for employees, elected or appointed officials, members of the public, and contractors that promotes dignity and respect and is free from discrimination and harassment. The City prohibits all forms of harassment and discrimination based upon protected classifications as defined below. "Protected Classification" includes race, religion (including religious dress or grooming practice), religious creed, color, sex (includes gender, gender identity, gender expression, transgender, pregnancy, childbirth, medical conditions related to pregnancy or childbirth, breastfeeding or medical

conditions related to breastfeeding), sexual orientation (including heterosexuality, homosexuality and bisexuality), ethnicity, national origin, ancestry, citizenship status, military and veteran status, marital status, family relationship, age, medical condition, genetic characteristics and/or genetic information, and physical or mental disability.

In addition to prohibiting explicit harassment, the City of Palo Alto strives to provide an inclusive environment. One method to create an inclusive public space is to help people develop awareness of microaggressions and remove them from conversation. Microaggressions are comments or actions that subtly and often unconsciously or unintentionally expresses a prejudiced attitude toward a member of a marginalized group (such as a racial minority). The City will provide training to help members develop awareness of and then eliminate microaggressions.

Any employee, applicant, elected/appointed official, contract worker, intern or volunteer, who believes he or she has been harassed or retaliated against are encouraged to promptly report the incident and the individuals involved. BCC members may consult with the Chair, Vice-Chair or Staff Liaison regarding making a report.

Respect for Process: Duties shall be performed in accordance with the processes and rules of order established by the City Council.

Conduct of Public Meetings: BCC members shall inform themselves of public issues, listen attentively to public discussions before the body, and focus on the business at hand.

Communication: It is the responsibility of BCC members to publicly share substantive information that is relevant to a matter under consideration that they received from sources outside of the public decision-making processes.

Disclosure of Corruption: BCC members shall take an oath upon assuming office, pledging to uphold the constitution and laws of the City, the State and the Federal government. As part of this oath, officials commit to disclosing to the appropriate authorities and/or to the City Council any behavior or action that may qualify as corruption, abuse, fraud, bribery or other violations of the law.

Conflict of Interest: To ensure public confidence in City decision making, BCC members shall familiarize themselves with and comply with state conflict of interest laws.

Gifts and Favors: BCC members shall not take advantage of services or opportunities offered due to their public office and that are not available to the public in general. They shall refrain from accepting gifts, favors or promises of future benefits that might compromise their independence, judgment, or action or give the appearance of being compromised.

Confidential Information: BCC members shall respect and preserve the confidentiality of information provided to them concerning the confidential matters of the City. They shall neither disclose confidential information without proper legal authorization nor use such information to advance their financial or private interests.

Representation of Private Interests: In keeping with their role as stewards of the public trust, BCC members shall not appear on behalf of the private interests of a third-party before the City Council or any board, commission or committee or proceeding the City.

Advocacy: It is the role of Commissioners to advise the Council on policies and positions within the domain of their Commission. To the best of their ability, within the domain of their Commission, BCC members shall represent the official policies and positions of the City Council. When presenting their personal opinions or positions, members shall explicitly state that they do not represent the Council or the City.

Improper Influence: BCC members shall refrain from using their position to improperly influence the deliberations or decisions of City staff, boards, commission or committees.

Policy Role of Members: BCC members shall respect and support the Council-Manager structure of the City of Palo Alto

as provided in the City Charter.

Positive Work Environment: BCC members shall support the maintenance of a positive and constructive environment for residents, businesses, and City employees.

Compliance and Enforcement: BCC members have the primary responsibility to ensure that ethical standards are understood and met and that the public can continue to have full confidence in the integrity of City government. This personal code of conduct shall be considered to be a summary of ethical conduct by Palo Alto Boards, Commissions and Committees. A member can be removed from their BCC position by the City Council if their conduct fails to meet any of these ethical standards.

For Quasi-Judicial Hearings: Communications with an applicant or any member of the public is strongly discouraged beginning from the time an application has been submitted and until final decision is reached. If any communication does occur, it must be fully disclosed.

Conduct in Public Meetings

The following guidelines provide specific examples of conduct that reinforce the principles identified above:

- *Use formal titles*: Elected and appointed officials should refer to one another formally during public meetings, such as Mayor, Vice Mayor, Chair, Commissioner, Board member or Councilmember followed by the individual's last name.
- *Practice civility and decorum in discussions and debate:* Difficult questions, tough challenges to a particular point of view, and criticism of ideas and information are legitimate elements of a free democracy in action. This does not allow, however, public officials to make belligerent, personal, impertinent, slanderous, threatening, abusive, or disparaging comments. This includes non-verbal communications including body language or eye rolling. No shouting or physical actions that could be construed as threatening will be tolerated. Lack of civility is grounds for dismissal.
- *Honor the role of the chair in maintaining order, while respecting each member's prerogative to intercede on inappropriate conduct:* It is the responsibility of the chair to keep the comments of members on track during public meetings. Members should honor efforts by the chair to focus discussion on current agenda items. If there is disagreement about the agenda or the chair's actions, those objections should be voiced respectfully and with reason, following procedures outlined in parliamentary procedure and the suggestion below.
- *Avoid personal comments that could offend other members:* If a member is personally offended by the remarks of another member, or feels the remarks may be offensive to others, the offended member should communicate their position and seek resolution to the situation raised. The chair will maintain control of this discussion.
- *Demonstrate effective problem-solving approaches:* Members have a public stage to show how individuals with disparate points of view can find common ground and seek a compromise that benefits the community as a whole.

Outside of official board or commission meetings, individual board and commission members are not authorized to represent the City or their board or commission unless specifically designated by the Council or the board or commission to do so for a particular purpose.

Although a board or commission may disagree with the final decision the Council makes, the board or commission shall not act in any manner contrary to the established policy adopted by the Council.

The Institute for Local Government offers tools and publications to help further a consistent code of conduct for all Boards, Commissions and Committees. This publication[3] offers tips for civility during public meetings. Some key

[3] Institute for Local Governments, Tips for Promoting Civility in Public Meetings https://www.ca-ilg.org/sites/main/files/file-

recommendations include:

- Ensure everyone gets a chance to share their viewpoint
- Embrace different perspectives
- Avoid debates and interruptions
- Listen
- Be compassionate

Conduct with City Staff

Governance of a city relies on the cooperative efforts of elected officials who set policy, appointed officials who advise the elected, and City staff who advise, implement and administer the Council's policies. Therefore, every effort should be made to be cooperative and show mutual respect for the contributions made by each individual for the good of the community.

Treat all staff as professionals: Clear, honest communication that respects the abilities, experience, and dignity of each individual is expected. Unprofessional and/or antagonistic behavior towards staff is not acceptable.

MEETING MANAGEMENT

The City of Palo Alto is committed to conducting efficient, effective, and accessible government operations. The following material outlines techniques that can be used to ensure that BCC meetings are efficiently run and give all residents an equal opportunity to address the issues.

PROCEEDINGS

- It is generally a good idea to turn off cell phones, PDAs or iPads and refrain from texting during meetings unless there is an emergency.
- Please be aware that any messages sent or received relating to City business, including those posted on social media, may become a public record and releasable if requested.
- Documents used or shared at Board, Commission and Committee meetings are subject to the Public Records Act.
- Start the meetings on time. Keep the agenda in mind in order to give each item the appropriate time.
- Announce at the start of a meeting if the order of agenda items is to be rearranged for convenience, for response to those attending for only certain items, or for better pacing of the agenda.
- Let the Chair run the meeting.
- Be fair, impartial, and respectful of the public, staff, and each other.
- Give your full attention when others speak.
- Encourage public participation in the meeting process.
- Come to each meeting with an open mind.
- Base decisions on public engagement, committee discussion, and meeting dialogue.
- Abstain if you have a conflict of interest or if you believe you may have one and have not yet conferred with the City Attorney. You may also abstain if you feel you cannot be fair or cannot consider the item with the public's interest foremost in mind.
- Value and respect the professional expertise of staff and consultants, while providing independent critical thinking, expertise, and input. Remember that people may be attending a meeting for the first time and may be unfamiliar with your procedures. In your discussion, either avoid or explain technical terms or verbal shorthand.
- Listen to the public's concerns. Do not engage inside conversations or otherwise be distracted during public testimony. The opportunity for public testimony is central to the strength of democracy and is therefore encouraged. Active listening, however, does not mean engaging the public in debate. Your response is

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attachments/tips_for_promoting_civility_in_public_meetings_1.pdf

appropriately saved for after the public testimony is closed.
- Sometimes questions can most effectively focus discussion and direct decision-making. For Example: *What is the history behind this item? What are the benefits and drawbacks? What other alternatives should we consider?*

ATTENDANCE

- The City Council expects that members of BCCs will make every effort to attend all scheduled meetings.
- A compilation of attendance will be submitted to the City Council at least annually listing absences for all commissions/committee members.
- If you miss more than one-third of the BCC meetings during the calendar year, this will be reported to Council and may result in your removal from the BCC.
- Any member who feels that unique circumstances have led to numerous absences can appeal directly to the City Council for a waiver of this policy or to obtain a leave of absence.
- While it is expected that members be present at all meetings, the chair and staff liaison should be notified if a member knows in advance that he/she will be absent.
- When reviewing commissioners for reappointment, attendance at commission meetings will be given significant consideration.

LATE ARRIVAL TO MEETINGS

If a member anticipates being late to a meeting, please notify the staff liaison regarding the approximate time of arrival. Staff will alert the Chair.

ABSENCES

Please refer to the BBC attendance requirements in the section above. It is an expectation as part of your BCC service to attend all meetings. If you plan to be absent from a meeting, inform your staff liaison prior to the posting of your committee's agenda.

MINUTES

The staff liaison will prepare action minutes. Action minutes or summary (sense) minutes are preferred. Verbatim minutes are discouraged. The minutes serve as the permanent official record of the advisory body. The minutes should reflect the members in attendance, members who were absent, a description of each agenda item and the action taken by the advisory body. Titles of motions and resolutions are recorded verbatim. In order to become an official record of activities, minutes must be approved by the BCC. Minutes are normally approved as soon as reasonably possible. Amendments or corrections may be made to the minutes in public meetings, with the approval of the BCC.

INTERACTING WITH THE MEDIA AND THE PUBLIC

It is important to recognize that as a BCC member your actions and comments are often interpreted to be that of the entire BCC, the staff, or the City. The Communications Office is available to assist BCC members in interactions with the media.

When speaking with the media, observe the following guidelines:
- You must clarify who you represent as the speaker. Are you speaking in your capacity as a BCC Chair or as a private resident? Keep in mind that a member's comments to the press or other public comments are sometimes misinterpreted even though the BCC Chair states that they are speaking for themselves.
- Do not make promises to the public that are binding on the BCC, staff, or the City Council.
- Comments to the media or the public should be factual and accurate. Avoid speculation.

IV. CITY POLICIES AND PROCEDURES

SWEARING IN AND OATH OF OFFICE

Before taking office, each BCC member must be sworn in by the City Clerk, by taking the Oath of Office to swear, or affirm, that he or she will support and defend the Constitution of the United States and the Constitution of the State of California against all enemies, foreign and domestic; that he or she will bear true faith and allegiance to the Constitution of the United States and the Constitution of the State of California; that he or she takes this obligation freely, without mental reservation or purpose of evasion; and that he or she will well and faithfully discharge the duties upon which he or she is about to enter.



FORM 700 OBLIGATION AND CONFLICT OF INTEREST (GOVERNMENT CODE SECTION 87103 FINANCIAL INTEREST)

BCC members must file an annual Form 700 by April 1 of each year. In addition, most filers also must file within 30 days of assuming and leaving office. If you have any questions about your Form 700 duty to file, please contact the City Clerk. Failure to timely file a Form 700 is grounds for dismissal.

ETHICS, CONFLICTS OF INTEREST, TRAINING

State and local laws have been adopted to ensure that local decision making is free from certain conflicts of interest or the possibility of conflicts of interest. The Council has determined that appointed BCC members should comply with these rules. Beyond the rules, BCC members should conduct themselves to a high ethical standard, ensuring that all their duties are performed in the public interest.

BCC members must complete two hours of approved ethics training within one year of appointment, and every two years thereafter. BCC members are responsible for compliance and submitting their certificates of completion to the City Clerk. The training covers both conflicts of interest law and ethics principles.

There are a number of options for complying with the training requirement:

Self-study materials are available at the Institute for Local Governments[4].. . The materials require that you read two articles on public service ethics laws and principles, take a self-assessment test, and then submit it to the Institute for Local Government with a processing fee for each test. The Institute will review your test(s), provide you the correct answers to the questions and a proof of participation certificate.

The Fair Political Practices Commission (FPPC) offers free online training[5] . This option requires you to log onto the FPPC's website, review various screens of materials, take periodic tests to assure retention of the information and then print out a certificate.
Failure to recuse can be grounds for dismissal.

[4] Institute for Local Governments, AB 1234 Ethics Training https://www.ca-ilg.org/ethics-education-and-training-ab-1234
[5] Fair Political Practices Commission, AB 1234 Ethics Training http://localethics.fppc.ca.gov/login.aspx

REMOVAL

BCC members serve at the pleasure of the City Council. The City Council reserves the right to remove one or more members of a BCC at any time, for any reason. BCC members understand that they are not entitled to any process in the event City Council removes them from service. Incumbents seeking a reappointment are required to complete and file an application with the City Clerk by the application deadline.

Board and commission members provide domain knowledge and reflect a diverse range of perspectives in the community. Removal of appointees shall not be on the basis of political perspectives of the City Council or commissioner. Removal should be based on performance related concerns such as legal or ethical violations, a pattern of absences, misconduct toward staff, colleagues, or the public, or actions that undermine the public trust in the commission or the Council.

The City Council may remove a member by a majority vote of the City Council. Three council members can agendize a removal action item. The removal vote will occur in an open City Council session where any member of the public can speak.

V. RALPH M. BROWN ACT



GENERAL OVERVIEW

The Ralph M. Brown Act, Government Code section 54950 et seq., sets forth certain legal requirements regarding BCCs based on the public's right to know how decisions are made. Public agencies, boards, commissions, and committees exist to aid in the conduct of the people's business. With the exception of ad hoc subcommittees, all City BCC meetings shall be publicly noticed and agendized as required by the Brown Act. The public shall be permitted to attend and participate, according to the rules. These transparency procedures improve promote trust in the public body and foster mutual respect by serving the public's right to be heard and considered in the decision- making process.

The League of California Cities prepared a publication titled Open & Public V: A Guide to the Ralph M. Brown Act[6] which is an informative guide to the Brown Act, including tips, examples and illustrations.

For additional information or to answer questions, BCC members should consult with their staff liaison and, through the staff liaison, the City Attorney, as necessary.

MEETINGS AND AGENDAS

A "meeting" takes place whenever a quorum is present and official business is considered. An agenda for each regularly scheduled meeting must be posted at least 72-hours in advance. Agendas for special meetings require 24 hours' notice. The agenda should include a brief description of every item to be considered. Except for very brief announcements, if an item is not on the agenda, discussion should be deferred to a future meeting when it can be properly agendized.

AVOIDING UNLAWFUL MEETINGS AND "SERIAL" MEETINGS

BCC members are permitted to socialize in a non-meeting setting but must refrain from discussing any BCC business. Care should be taken to make sure that if a quorum of a BCC is gathered at a public or private meeting place, no public business is discussed and that the gathering will not be interpreted as a meeting. Any conversation that occurs among a majority of the members of a BCC on business that will come before it or is likely to come before it is improper under the Brown Act no matter the means by which the conversation takes place - in person communications, phone calls, writings, and electronic correspondence. When using email, be cognizant that the Brown Act may be violated if a majority of a BCC engages in communication about City business that is or is likely to come before that BCC. Email correspondence is covered by the Brown Act and BCC members should be careful not to "reply all" to a communication directed to a BCC. In addition, emails and phone call records relating to City business may be searchable and releasable pursuant to Public Records Act requests.

[6] League of California Cities, Open & Public V: A Guide to the Ralph M. Brown Act https://www.calcities.org/docs/default-source/advocacy/open-public-vi-revised-2024.pdf

PUBLIC PARTICIPATION

The public has the right to be notified of items on the agenda, to attend meetings of a legislative body, to record the meeting, to speak before or during consideration of an agenda item, and to see the materials of the legislative body.

Every agenda must include time for public comment on matters within the jurisdiction of the BCC and not on the agenda. BCC members generally should not engage in discussion of items raised by the public that are not on the agenda.

If a Board or Commission member receives materials or information directly from an applicant, he or she shall notify the Staff Liaison immediately.

Agenda materials released less than 72 hours prior to the meeting must be made available to the public at a specified location as well as at the BCC meeting. The public must be allowed to speak on every agendized item, before an action or vote is taken by the BCC.

Accommodations are available so that persons with disabilities can participate in all aspects of a BCC meeting. Members of the public may make a written request to the staff liaison, including the requestor's name, address, phone number and brief description of the requested materials, preferred alternative format, auxiliary aid or service, or other needed accommodation. Advance notice is kindly requested so that arrangements can be made.

V. CONCLUSION



The City Council thanks you for applying for and accepting a position on one of the City's Boards, Commissions, or Committees, and for devoting your time to help build a great community in Palo Alto through your civic involvement. Please use this Handbook as a guide as you carry out your duties as a member of a BCC, and please contact the City Clerk or your staff liaison if you need any further information, advice, or assistance.

EXHIBIT A

BCC WORK PLAN GUIDELINES AND PROCESS

The City Council will vote on BCC work plans annually. Work plans shall be presented to City Council for approval in the fall or spring depending on the BCC's recruitment cycle as shown below.

Spring Recruitment Cycle (Work plans presented in the fall)	Fall Recruitment Cycle (Work plans presented in the spring)
• Architectural Review Board • Historic Resources Board • Planning and Transportation Commission • Utilities Advisory Commission	• Human Relations Commission • Public Art Commission • Parks and Recreation Commission • Storm Water Management Oversight Committee

The City Council may ask the BCC Chair to present the work plan to the City Council at a City Council meeting. Work plans should consist of up to three priorities and should also include the results of the prior year's plan. When applicable, the City Council would like to see metrics of community involvement and participation in meetings and activities included in the work plan. Work plans should include if there is an intent to use Ad Hoc committees to assist in the BCC work for the year ahead.

In addition, City Council may refer additional items to the BCC in response to new developments. BCCs should refrain from expending their time and that of the Staff Liaison on items that have not been approved by the City Council. If the BCC would like to add an issue for review after an annual work plan has been approved the City Council, a prompt request by the BCC Chair to the City Council is required and the item will then be addressed by the City Council as a whole.

To guide the work of developing the BCC annual work plans, a short checklist is provided below:

- Review purpose of the BCC
- Discuss any City Council priorities for the BCC
- Discuss existing and possible projects, priorities and goals
- Order from high priority to low priority
- Finalize draft work plan for City Council approval
- Use approved work plan as a guide to focus BCC work throughout the term of the work plan (one or two years)
- Present report to the City Council annually and include:
    - List of priorities, projects and goals
    - Results of prior year's work plan
    - Status updates
    - If items are not complete, include why and any other additional details to share with the City Council

BCC WORK PLAN TEMPLATE

BCC NAME

BCC Purpose:

Approved Projects, Priorities, and Goals	Name of Project, Priority or Goal	Benefit, if Completed	Mandate by State or Local law and approved by City Council? Y/N	Policy Update as Directed by the City Council Y/N	Timeline for Completion	Resources needed, i.e. staff support, sub committee established, etc.	Measure of Success
Prioritize projects, priorities and goals	**Name of Project, Priority or Goal**	**Priority 1: Urgent (within six months)**	**Priority 2: High (within the year)**	**Priority 3: Medium (within 2 years)**	**Priority 4: Low (beyond 2 years)**		

CITY OF PALO ALTO



PABAC REVIEW

RIA HUTABARAT LO

August 6, 2026

PABAC REVIEW

- Background
- PABAC Review Process
- PABAC Review Rationale and Minimum Requirements (per TDA3)
- Peer Agency Examples and Other Palo Alto Commissions
- PABAC Assets and Opportunities
- Options for Regulatory Framework
- Discussion Questions

BACKGROUND

1950s

Federally funds & manuals for freeway suburbanization

5/23/1967

SB 1299 Cities allowed to create bike lanes for the first time

1973 / 1974

Citizens' Technical Advisory Committee / Palo Alto Bicycle Advisory Committee

1970s-

Bicycle Boulevard implementation

Safe Routes to School program

6/26/2013

MTC Reso 875 (rev: 4108, 2024) requires Council-appointed BPAC to review TDA3 projects and ATPs

6/16/2014

Palo Alto Reso 9427 to appoint 10 PABAC members, but bylaws set out

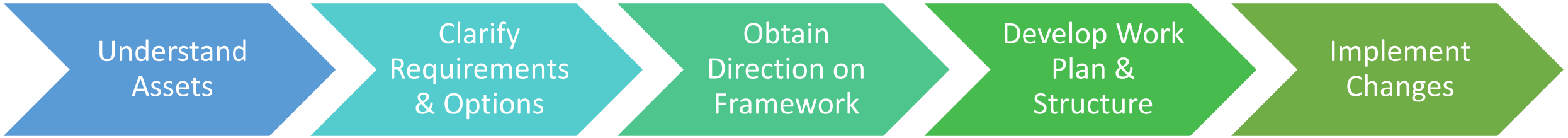
11/30/2020

Boards, Commissions & Committees (BCC) Handbook for Council-appointed BCCs in PAMC

6/15/2026

Bicycle/Pedestrian Advisory Committee Policy IC-1.3

PABAC REVIEW PROCESS



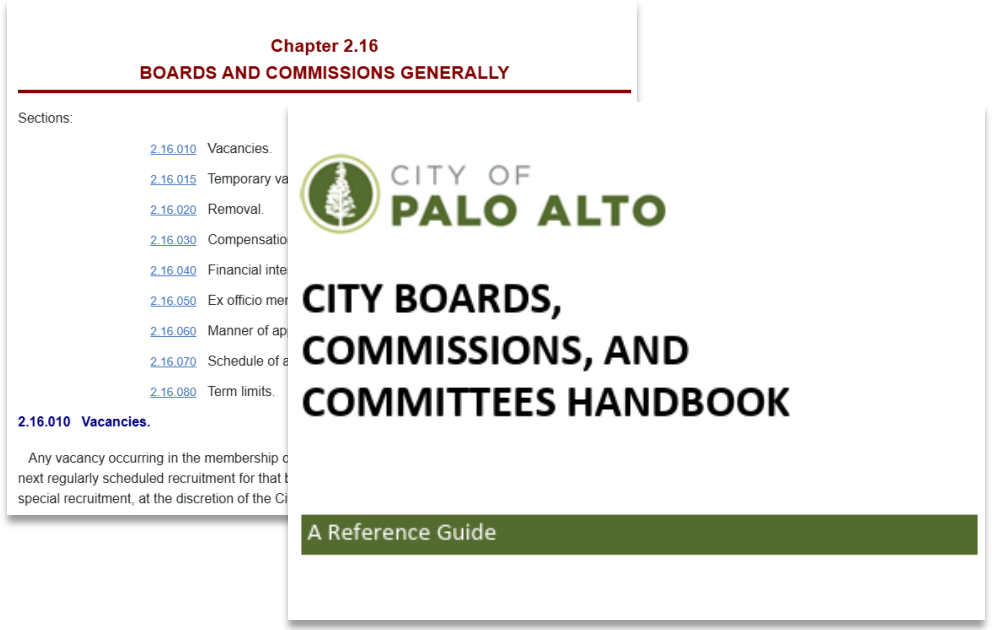
- PABAC 6/4/2026

- Inter-dept coordination
- PABAC 8/6/2026
- PTC 9/14/2026
- P&S 9/8/2026

- Inter-dept coordination
- PABAC
- PTC
- P&S
- Council

MINIMUM REQUIREMENTS (TDA3, MTC RESO 4108)

- Appointed by City Council
- Composed of both bicyclists and pedestrians
- Composed of at least 3 members who live or work in the city



PEER AGENCY EXAMPLES

	Palo Alto (68k)	Mountain View (87k)	Menlo Park (33k)	Los Altos (30k)	Redwood City (84k)	Cupertino (58k)	Sunnyvale (162k)	San José (990k)	Fremont (230k)
Body	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)	Mobility Commission
Advisory to	Staff	Council	Council	Council	Council	Council	Council	Staff	Council
No. members	Unlimited (13)	5	7	7	7	5	7	11	9
Member eligibility	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	2 ped, bike, transit, driving reps + 1 mobility impairment rep, resident?, diversity
Term	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	Two 4-year terms

PABAC ASSETS AND OPPORTUNITIES

Feature	Pros	Cons
Ped/bike purview	• Forum to communicate what works for vulnerable, historically marginalized modes	• Limited forums for transit-related work
No term limit or membership size	• Diverse viewpoints & geographic representation • Accumulated institutional & technical knowledge	• Can be cumbersome and difficult to make motions
Advisory to staff	• Easy to make changes & provide early input • Key input to staff	• Substantial work is not visible to Council • Staff advice not precluded by Council appointment
Attendance-based membership	• Easy to become involved	• Missing some perspectives e.g. youths, people with disabilities • Over time, more bicycle-focused members
Informal format	• Friendly, safe atmosphere	• Potentially less efficient meeting practices • Lack of training & support offered to Council-appointed BCCs
Other	• Pioneering history	

PALO ALTO COUNCIL APPOINTED BOARDS & COMMISSIONS

BCC	Size	Member Qualifications	Term Limit	Clerking Support
Architectural Review Board (ARB)	5	At least 3 architects, landscape architects, building designers or design professionals	Three 3-year terms	25% FTE Admin Assoc III
Historic Resources Board (HRB)	5	At least 2 professionals in related disciplines; all members have demonstrated interest in and knowledge of history, architecture or historic preservation	Three 3-year terms	20% FTE Admin Assoc III
Human Relations Commission (HRC)	7	Residents of the city	Three 3-year terms	≃
Parks and Recreation Commission (PRC)	7	Residents of the city with demonstrated interest in parks, open space and recreation	Three 3-year terms	~20% FTE Rec Program Coordinator
Planning and Transportation Commission (PTC)	7	Residents of the city	Two 4-year terms	35% FTE Admin Assoc III
Public Art Commission (PAC)	7	Professional visual artists, educators, scholars, collectors, or members of ARB, who have demonstrated interest or participated in the arts program in the city	Three 3-year terms	~25% FTE Producer Arts & Science
Utilities Advisory Commission (UAC)	7	At least 6 residents; all members shall be utility customers or their representatives	Three 3-year terms	25% FTE Admin Assoc III

OPTIONS FOR REGULATORY FRAMEWORK

- Option 1: Council Appointed PABAC (Staff Recommendation)
  - Compliant with TDA3 regulations
  - Addresses BPTP recommendation
  - Some workload implications
- Option 2: Complete Streets or Transportation Advisory Commission
  - Likely compliant with TDA3 regulations
  - Expanded focus area
  - Increased workload relative to Option 1
- Option 3: Planning and Transportation Commission
  - Suboptions: 1. Eliminating PABAC; 2. Retaining Citizen's Advisory Group PABAC
  - Novel approach to complying with TDA3
  - Potentially smaller increase in workload relative to Option 1, longer/more PTC meetings

DISCUSSION QUESTIONS

- What feedback do you have on the draft P&S memo?
  - Email fine for more detailed comments
- What comments do you have on each of the three options?
  - For Option 3, please provide comments on both sub-options
- Which of the three (or four) options do you prefer?
  - Motion requested

#	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	05/05/2026	856	COLERIDGE AVE/ALMA ST	PALOALTO	F	21802	COLERIDGE AVE		Vehicle-Vehicle	Other	Other motor vehicle		0	NONE	2 Adults	
2	05/05/2026	952	.500 TENNYSON AVE	PALOALTO	F	VC22107	.500 TENNYSON AVE		Vehicle-Pedestrian	Vehicle-Pedestrian	Pedestrian		1	Minor	2 Adults	
3	05/06/2026	858	W CHARLESTON RD/PARK BLVD	PALOALTO	F	CVC 21804(a)	W CHARLESTON RD	PARK BLVD	Vehicle-Bicycle	Broadside	E-Bike		2	Minor	1 Adult 1 Juvenile	
4	05/06/2026	1733	EMBARCADERO RD/WILDWOOD LN	PALOALTO	F	CVC 21804(a)	EMBARCADERO RD	WILDWOOD LN	Vehicle-Vehicle	Broadside	Other motor vehicle		2	Minor	2 Adults	
5	05/07/2026	615	.700 WELCH RD	PALOALTO	F	21950(b) VC	.700 WELCH RD		Bicycle-Pedestrian	Vehicle-Pedestrian	Pedestrian / E-bike		2	Minor	2 Adults	
6	05/07/2026	1735	4216 EL CAMINO REAL	PALOALTO	F	Unknown	4216 EL CAMINO REAL		Vehicle-Vehicle	Head-on	Other motor vehicle		0	NONE	2 Adults	
7	05/08/2026	1030	3263 ALMA ST	PALOALTO	F	cvc 22350	3263 ALMA ST	EL VERANO AVE	Vehicle-Vehicle	Rear end	Other motor vehicle		0	NONE	2 Adults	
8	05/10/2026	1025	2045 ALMA ST	PALOALTO	F	CVC 21804(a)	2045 ALMA ST		Vehicle-Vehicle	Broadside	Other motor vehicle		1	Minor	2 Adults	
9	05/11/2026	1305	E CHARLESTON RD/MIDDLEFIELD RD	PALOALTO	F	21755(A) VC	MIDDLEFIELD RD	E CHARLESTON RD	Vehicle-Bicycle	Side swipe	E-Bike		1	Minor	2 Adults	
10	05/11/2026	1853	MILLER AVE/MILLER CT	PALOALTO	F	CVC 22107	MILLER AVE		Vehicle-Bicycle	Broadside	Bicycle		1	Minor	2 Adults	
11	05/14/2026	653	PAGE MILL RD/EL CAMINO REAL	PALOALTO	F	21453(a)	PAGE MILL RD	EL CAMINO REAL	Vehicle-Vehicle	Head-on	Other motor vehicle		2	Minor	2 Adults	
12	05/17/2026	1850	1800. MARK TWAIN ST	PALOALTO	F	Unknown	1800. MARK TWAIN ST		Vehicle-Vehicle	Side swipe	Parked motor vehicle		0	NONE	Unknown	
13	05/18/2026	918	W BAYSHORE RD/LOMA VERDE AVE	PALOALTO		22350	W BAYSHORE RD	LOMA VERDE AVE			Other motor vehicle		0	NONE	2 Adults	
14	05/18/2026	1210	CLARK WAY/MOSHER WAY	PALOALTO	Unkown	22106	CLARK WAY	MOSHER WAY	Vehicle-Object	Rear end	Fixed object	LIGHT POLE	0	NONE	Unknown	
15	05/19/2026	1308	EL CAMINO REAL/CHURCHILL AVE	PALOALTO	F	21453	EL CAMINO REAL	CHURCHHILL AVE	Vehicle-Vehicle	Side swipe	Other motor vehicle		2	Minor	3 Adults	
16	05/19/2026	1430	.4200 ALMA ST	PALOALTO	F	21658(A) VC	4200 BLK ALMA ST		Vehicle-Vehicle	Side swipe	Other motor vehicle		0	NONE	2 Adults	
17	05/20/2026	1129	.2800 EL CAMINO REAL	PALOALTO	F	CVC 22107	.2800 EL CAMINO REAL		Vehicle-Vehicle	Side swipe	Other motor vehicle		0	NONE	2 Adults	
18	05/21/2026	0	.2300 ALMA ST	PALOALTO	F	CVC 23152(a)	2300BLK ALMA ST		Vehicle-Object	Hit object	Fixed object		1	Minor	1 Adult	
19	05/21/2026	1620	CHANNING AVE/WEBSTER ST	PALOALTO	F	Unknown	CHANNING AVE/WEBSTER ST		Vehicle-Bicycle	Head-on	Bicycle		1	Minor	2 Adults	
20	05/21/2026	1943	3175 HANOVER ST	PALOALTO	F	CVC-22350	3175 HANOVER ST		Vehicle-Bicycle	Rear end	Bicycle		1	Minor	2 Adults	
21	05/22/2026	1220	.1400 WAVERLEY ST	PALOALTO	F	CVC 21658(a)	WAVERLEY ST		Vehicle-Vehicle	Side swipe	Other motor vehicle		0	NONE	2 Adults	
22	05/22/2026	1621	SEALE AVE/MIDDLEFIELD RD	PALOALTO	F	Unknown	SEALE AVE	MIDDLEFIELD RD	Vehicle-Bicycle	Broadside	Bicycle		1	Minor	2 Adults	

#	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
23	05/23/2026	1620	PAGE MILL RD/MONTE BELLO RD	PALOALTO	F	22350 VC	PAGE MILL RD		Motorcyle-Object	Side swipe	Other object	HILLSIDE	1	Minor	1 Adult	
24	05/23/2026	1745	EL CAMINO REAL/COLLEGE AVE	PALOALTO	F	CVC 21801	EL CAMINO REAL	COLLEGE AVE	Vehicle-Vehicle	Broadside	Other motor vehicle		1	Minor	2 Adults	
25	05/26/2026	1636	780 ARASTRADERO RD	PALOALTO	F		780 ARASTRADERO RD		Vehicle-Vehicle	Rear end	Other motor vehicle		0	NONE	2 Adults	
26	05/27/2026	1555	.2500 W BAYSHORE RD	PALOALTO	F	cvc 22350	.2500 W BAYSHORE RD		Vehicle-Vehicle	Rear end	Other motor vehicle		1	Minor	1 Adult	
27	05/27/2026	1540	3800 PAGE MILL RD	PALOALTO	F	CVC 22350	.3800 PAGE MILL ROAD		Vehicle-Motorcycle	Head-on	Other motor vehicle		1	Minor	2 Adults	
28	05/28/2026	1940	.1300 MIDDLEFIELD RD	PALOALTO	F	VC 21453(A)	MIDDLEFIELD ROAD	MEILVILLE AVENUE	Vehicle-Vehicle	Broadside	Other motor vehicle		2	Minor	2 Adults	
29	05/29/2026	1231	EL CAMINO REAL/VISTA AVE	PALOALTO		21801A	EL CAMINO REAL	VISTA AVE			Other motor vehicle		1	Minor	2 Adults	
30	05/30/2026	1835	445 BRYANT ST	PALOALTO	F	CVC 22106	445 BRYANT ST		Vehicle-Vehicle	Side swipe	Other motor vehicle		0	NONE	1 Adult 1 Juvenile	
31	05/31/2026	1600	.300 GRANT AVE	PALOALTO	F	20002(a) CVC	.300 GRANT AVE	25 FEET EAST OF ECLX OF ASH ST	Vehicle-Vehicle	Rear end	Parked motor vehicle		0	NONE	1 Adult	

#	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	06/02/2026	1657	2225 E BAYSHORE RD	PALOALTO	F	CVC 23152(a)	2200 BLK E BAYSHORE RD		Vehicle-Vehicle	Rear end	Other motor vehicle		0	NONE	2 Adults	
2	06/03/2026	1039	UNIVERSITY AVE/RAMONA ST	PALOALTO	F	21804(A) VC	RAMONA ST		Vehicle-Vehicle	Broadside	Other motor vehicle		0	NONE	2 Adults	
3	06/03/2026	1119	MIDDLEFIELD RD/EMBARCADERO RD	PALOALTO	F	22350 VC	MIDDLEFIELD RD		Vehicle-Vehicle	Rear end	Other motor vehicle		1	Minor	2 Adults	
4	06/04/2026	1651	RAMOS WAY/PAGE MILL RD	PALOALTO	F	22350 CVC	PAGE MILL RD	RAMOS WAY	Vehicle-Vehicle	Rear end	Other motor vehicle		2	Minor	2 Adults	
5	06/04/2026	1820	E MEADOW DR/BRYANT ST	PALOALTO	T	22450 cvc	BRYANT AVE	E MEADOW	Vehicle-Bicycle	Side swipe	E-Bike		3	Minor	1 Juveniles 1 Adult	Juveniles wore helmets. 3 J's on 1 bike
6	06/04/2026	2235	ALMA ST/E MEADOW DR	PALOALTO	F	CVC 23152(a)	ALMA ST		Vehicle-Object	Hit object	Other object		0	NONE	1 Adult	
7	06/05/2026	453	STANFORD AVE/OBERLIN ST	PALOALTO	T	22350	STANFORD AVE		Vehicle-Object	Hit object	Fixed object	ELECTRICAL POLE	1	Minor	1 Adult	PCF should have been unsafe turning movement. Has to leave the roadway before hitting the pole.
8	06/05/2026	2235	EMBARCADERO RD/HEATHER LN	PALOALTO	F	CVC 21658(a)	EMBARCADERO RD	HEATHER LN	Vehicle-Object	Head-on	Other object	CURB	0	NONE	1 Adult	
9	06/06/2026	1808	.2400 ALMA ST	PALOALTO	F	CVC-21801 (a)	ALMA ST (2400 BLOCK)		Vehicle-Vehicle	Broadside	Other motor vehicle		2	Minor	2 Adults	
10	06/08/2026	846	.100 SAN ANTONIO RD	PALOALTO	F	CVC 21703	SAN ANTONIO RD		Vehicle-Vehicle	Rear end	Other motor vehicle		2	Minor	2 Adults	PCF should have been 22350
11	06/08/2026	1130	.1900 WEST BAYSHORE RD	PALOALTO	F	UKNOWN	W BAYSHORE RD		Other	Overturned	Other object		0	Unknown	UNKNOWN	solo roll over. Driver GOA
12	06/09/2026	1945	PARK BLVD/GRANT AVE	PALOALTO	F	21657 CVC	GRANT AVE		Vehicle-Object	Hit object	Fixed object		0	Minor	1 Adult	
13	06/10/2026	2140	JAMES RD/WILKIE WAY	PALOALTO		22107	JAMES RD	WILKIE WAY			Parked motor vehicle		0	NONE	1 Adult	
14	06/11/2026	1158	468 W CHARLESTON RD	PALOALTO	F	22350 VC	.400 W CHARLESTON RD		Vehicle-Vehicle	Rear end	Other motor vehicle		1	Minor	2 Adults	
15	06/11/2026	2030	ALMA ST/E MEADOW DR	PALOALTO	F	CVC 21658(a)	ALMA ST		Vehicle-Object	Side swipe	Fixed object	TRAFFIC SIGN	0	NONE	1 Adult	

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16	06/11/2026	2220	GRANT AVE/BIRCH ST	PALOALTO	F	CVC 23152	GRANT AVENUE		Vehicle-Object	Broadside	Fixed object	RETAINING WALL, CARS, PARKSIGN	1	Minor	1 Adult	
17	06/11/2026	2330	EL CAMINO REAL/QUARRY RD	PALOALTO	F	CVC-23152 (a)	EL CAMINO REAL (100 BLOCK, SR-82)		Vehicle-Vehicle	Rear end	Other motor vehicle		1	Minor	2 Adults	
18	06/12/2026	1322	EL CAMINO REAL/PAGE MILL RD	PALOALTO	F		EL CAMINO REAL		Vehicle-Vehicle	Rear end	Other motor vehicle		0	NONE	Same collisisequence as above	20002 on moving vehicle. Then separate collision of two parked cars.
19	06/12/2026	1320	.500 STANFORD AVE	PALOALTO	F	22350	500 BLOCK OF STANFORD AVE		Vehicle-Vehicle	Rear end	Other motor vehicle		0	NONE	2 Adults	
20	06/12/2026	2205	EMERSON STREET/HOMER AVE	PALOALTO	F	CVC 22107	EMERSON STREET		Vehicle-Vehicle	Side swipe	Parked motor vehicle		1	Minor	1 Adult	
21	06/12/2026	1145	.200 FULTON ST	PALOALTO	F	UNKNOWN	256 FULTON ST		Vehicle-Vehicle	Side swipe	Parked motor vehicle		0	NONE	UNKNOWN	
22	06/13/2026	1359	ALMA ST/KINGSLEY AVE	PALOALTO	F	21802A	ALMA ST	KINGSLEY AVE	Vehicle-Vehicle	Broadside	Other motor vehicle		0	NONE	2 Adults	
23	06/14/2026	2237	UNIVERSITY AVE/MIDDLEFIELD RD	PALOALTO	T	21801(A)	UNIVERSITY AVE	MIDDLEFIELD RD	Vehicle-Vehicle	Head-on	Other motor vehicle		1	Minor	1 Adult 1 Juvenile	
24	06/15/2026	930	1161 EMBARCADERO RD	PALOALTO	F	unknown	1161 EMBARCADERO RD	W. BAYSHORE RD	Vehicle-Vehicle	Broadside	Other motor vehicle		0	NONE	2 adults	
25	06/15/2026	1100	ALMA ST/LOWELL AVE	PALOALTO	F	Unknown	100 LOWELL AVE	1600 ALMA ST	Vehicle-Bicycle	Broadside	Motor vehicle on other roadway		1	Minor	1 Adult 1 Juvenile	
26	06/15/2026	1445	ALMA ST/E CHARLESTON DR	PALOALTO	F	Unknown	ALMA ST (3800 BLOCK)		Vehicle-Vehicle	Side swipe	Other motor vehicle		0	NONE	2 Adults	
27	06/16/2026	806	.800 E CHARLESTON RD	PALOALTO	F	CVC 21658(a)	.800 E CHARLESTON RD		Vehicle-Vehicle	Broadside	Other motor vehicle		0	NONE	3 Adults (3 vehicles)	
28	06/16/2026	930	.2100 W BAYSHORE RD	PALOALTO	F	CVC 22350	.2100 W BAYSHORE RD		Vehicle-Vehicle	Rear end	Other motor vehicle		0	NONE	2 Adults	
29	06/18/2026	1003	2600 ALMA ST	PALOALTO	F	21804A	ALMA ST	COLORADO AVE	Vehicle-Vehicle	Head-on	Other motor vehicle		0	NONE	2 Adults	

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30	06/18/2026	1959	UNIVERSITY AVE/ALMA ST	PALOALTO	F		UNIVERSITY AVE	ALMA ST	Solo Bicycle	Other	Non-collision		0	NONE	1 Adult mechanical issue	
31	06/19/2026	509	3255 EL CAMINO REAL/PORTAGE AVE	PALOALTO	F	22106	3255 EL CAMINO REAL	PORTAGE AVE	Vehicle-Vehicle	Rear end	Parked motor vehicle		0	NONE	1 Adult	
32	06/19/2026	1200	.400 HIGH ST	PALOALTO	F	CVC 22350	.400 HIGH ST		Vehicle-Vehicle	Rear end	Other motor vehicle		1	Minor	2 Adults	
33	06/19/2026	1439	EL CAMINO REAL/PORTAGE AVE	PALOALTO	F	22107	EL CAMINO REAL	PORTAGE AVE	Vehicle-Bicycle	Broadside	Bicycle		2	Minor	1 Adult 1 Minor	2 Juveniles on one bicycle were injured. One w/helmet. One not wearing helmet.
34	06/19/2026	2229	MAYBELL AVE/ABEL AVE	PALOALTO	F	cvc 23152(g)	MAYBELL AVE	CLEMO AVE	Vehicle-Vehicle	Rear end	Parked motor vehicle		0	NONE		
35	06/20/2026	1600	.3600 EL CAMINO REAL	PALOALTO	T	Unknown	EL CAMINO REAL	BARRON AVE	Vehicle-Bicycle	Side swipe	E-Bike		1	Minor	1 Adult 1 Minor	Both parties at fault
36	06/21/2026	1250	LYTTON AVE/RAMONA ST	PALOALTO	Unknown	Unknown	LYTTON AVE	RAMONA ST	Vehicle-Vehicle	Rear end	Parked motor vehicle		0	NONE	1 Adult	
37	06/23/2026	1647	SAN ANTONIO RD/E CHARLESTON RD	PALOALTO	F	cvc 22107	E CHARLESTON RD		Vehicle-Vehicle	Broadside	Other motor vehicle		1	Minor	2 Adults	
38	06/23/2026	2022	WAVERLEY ST/TENNYSON AVE	PALOALTO	F	cvc 21802(a)	TENNYSON AVE	WAVERLEY ST	Vehicle-Vehicle	Broadside	Other motor vehicle		1	Minor	2 Adults	
39	06/25/2026	1425	3435 SOUTH CT	PALOALTO	F	22107	3428 SOUTH CT		Vehicle-Vehicle	Side swipe	Other motor vehicle		0	NONE	1 Adult 1 Unk	
40	06/25/2026	1706	MATADERO AVE/EL CAMINO REAL	PALOALTO	F	CVC 21453	MATADERO AVE (SR-82)	EL CAMINO REAL	Vehicle-Vehicle	Broadside	Other motor vehicle		1	Minor	2 Adults	
41	06/26/2026	140	LYTTON AVE/FULTON ST	PALOALTO	F	CVC 23152(a)	LYTTON AVE	FULTON STREET	Vehicle-Object	Hit object	Fixed object		0	NONE	1 Adult	
42	06/26/2026	1900	.400 CHURCHILL AVE	PALOALTO	F	Unknown	.400 CHURCHILL AVE		Vehicle-Vehicle	Rear end	Parked motor vehicle		0	NONE	Unknown	
43	06/28/2026	1430	.1100 WELCH RD	PALOALTO	F	CVC 22107	WELCH RD	PASTEUR DR	Vehicle-Vehicle	Side swipe	Other motor vehicle		0	NONE	2 adults	

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44	06/28/2026	1702	EL CAMINO REAL/EMBARCADERO RD	PALOALTO	F	CVC 22350	EL CAMINO REAL	EMBARCADERO ROAD	Vehicle-Vehicle	Rear end	Other motor vehicle		2	Minor	2 Adults	
45	06/30/2026	1255	ALMA ST/KINGSLEY AVE	PALOALTO	F	22107 CVC	ALMA ST	KINGSLEY AVE	Vehicle-Vehicle	Broadside	Other motor vehicle		2	Minor	2 Adults	
46	06/30/2026	1300	EL CAMINO REAL/EMBARCADERO RD	PALOALTO	F	22107	EL CAMINO REAL		Vehicle-Bicycle	Other	Bicycle		0	None	2 Adults	
47	06/30/2026	1343	.2300 MIDDLEFIELD RD	PALOALTO	F	CVC 22350	MIDDLEFIELD RD		Vehicle-Vehicle	Rear end	Other motor vehicle		3	Minor	4 Adults	4 vehicle collision