PABAC

Palo Alto Pedestrian and Bicycle Advisory Committee

Thursday, September 3, 2026 at 6:15 PM
In-Person Brown Act Meeting

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. August 6, 2026 PABAC Meeting Minutes

4. PUBLIC COMMENTS 6:20 PM
   Note: Written comments submitted by email to Transportation@PaloAlto.gov between 12:00pm on July 29, 2026, and 12:00pm on August 25, 2026 are attached with the agenda packet.

5. STAFF UPDATES
   a. Office of Transportation Update (*Sylvia Star-Lack, OOT*) 6:30 PM

6. ACTION ITEMS
   a. No action items this month.

7. DISCUSSION ITEMS
   a. Rail Grade Separation (*Ripon Bhatia, OOT*) 6:35 PM
      i. Staff Report (**Attachment 1**)
      ii. Staff Presentation (**Attachment 2**)
   b. Brown Act Training (*Caio Arellano, CAO*) 7:20 PM

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. July 2026 Collision Reports (**Attachment 3**) from Palo Alto Police Department

e. Tentative Agenda List
    i. October 2026
        1. Traffic Calming Policy Review
        2. Quarry Road Transit Connection
        3. Office of Transportation Fiscal Year 2026 Budget Overview
    ii. November 2026
        1. Shared Micromobility Feasibility Study
        2. Daylighting (AB 413) Update
        3. PABAC Structure Review and Members Feedback
    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, August 6, 2026, at 6:15 p.m.
In-Person Brown Act Meeting

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

Members Present:	Bruce Arthur (Chair), Alan Wachtel, Art Liberman, Bill Zaumen, Boris Foelsch, Cedric de La Beaujardiere, Eric Nordman, Jane Rosten, Nicole Rodia, and Robert Neff
Members Absent:	Ken Joye (Vice Chair), Penny Ellson
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 are no agenda changes.

3. APPROVAL OF ACTION MINUTES

a. June 4, 2026, PABAC Meeting Minutes

Eric Nordman suggests, "The speed on Embarcadero from El Camino to 101 is 25 miles per hour," be changed to, "The speed limit on Embarcadero is 25 miles per hour."

Eric Nordman moved, seconded by Art Liberman, to approve the minutes with the change. The motion passed 8-0-4 (de La Beaujardiere, Ellson, Joye, Rosten absent).

4. PUBLIC COMMENTS

PABAC received this public comment by email:

Dear Office of Transportation staff and PABAC members,

My name is Evan Zhou. My family owns and lives at 178 El Dorado Avenue – one of the two parcels identified for full acquisition under Alternative A2 in the July 23, 2026 Preferred Alternatives Assessment (p. 8). I am writing regarding Agenda Item 7a of the August 6, 2026 PABAC meeting. I respectfully request that this letter be distributed to committee members and included in the record for this item, as well as for the subsequent Planning and Transportation

Commission (September 30) and City Council (December 7) reviews of this project. We ask the committee to recommend advancing Alternative A1 only, and not Alternative A2 or its variants. The City's own assessment supports this outcome:

1. Parcel impacts. Alternative A2 requires acquisition of two full parcels containing Powered by Mimecast four dwelling units – 110-130 and 178 El Dorado Avenue (p. 8). Variant A2b would require three full acquisitions (five dwelling units) plus partial impacts at 178 and 179 El Dorado (p. 9; Appendix B). Variant A2c would likely require vacating and removing the buildings at 2777 and 2799 Alma Street (p. 10). Every A2 configuration removes occupied homes. By contrast, no east-side property acquisition is anticipated for A1 (p. 5).

2. Evaluation results. A1 scored higher on five of the seven evaluation criteria (Table 3, p. 11).

3. Cost. A1 is estimated at $72M versus $87M for A2 (Table 2, p. 8), and A2 carries greater cost risk from utility relocation, roadway and frontage improvements, and right-of-way impacts (p. 7).

4. Utilities. A1 is not anticipated to result in utility impacts (p. 7). A2 conflicts with a 24-inch high-pressure gas line, a 12-inch water line, and 8- and 18-inch sewer lines beneath Alma Street; the City's engineers conclude the A2 variants "should generally be assumed to have major utility relocation requirements, added cost, greater schedule risk" (Appendix B, p. 2).

5. Emergency access. The Fire Department identified no immediate concerns with A1, but substantial fire and emergency access concerns with A2, including constrained access affecting 110-130, 149, and 129 El Dorado Avenue and 2799 Alma Street (p. 10).

6. Construction. A2 would mean a longer, more disruptive construction period extending into the El Dorado neighborhood, with excavation, shoring, settlement, and vibration risk adjacent to existing residences, conversion of El Dorado Avenue to one-way operation, and the loss of roughly 10 on-street parking spaces (pp. 8-9; Appendix B).

A fully grade-separated crossing of Alma Street is a genuine benefit, but it does not justify demolishing homes, relocating a high-pressure gas main, and spending $15M more, when Alternative A1 provides the undercrossing of the rail corridor together with a signalized Alma Street crossing that the Fire Department supports. We are not opposed to bike and pedestrian connectivity - we support Alternative A1, and we ask that staff continue to engage El Dorado Avenue residents directly as A1's east-side ramp configuration, signal design, and construction staging are refined. As directly affected property owners, we also ask to be notified of all future milestones for this project. Thank you for your consideration.

Sincerely, Evan Zhou.

Via Zoom, Penny Ellson noted that members are no longer allowed to send each other emails and shared that she has been sending out a survey to people over age 50 in Palo Alto about how they use bicycles and bicycle lanes and how they feel about bicycle facilities. This is not a

PABAC project but is being conducted by researchers and Penny is happy to share the survey with anyone interested.

Sylvia Star-Lack shared she has been working with the researcher conducting the bicycle survey. The researcher normally conducts this across the country every year but has chosen to focus on only 5 cities this year. The survey is more in-depth to dig into what kinds of facilities older adults will ride on. Sylvia Star-Lack encouraged everyone to fill out the survey because it will drive PABAC's work.

Regarding not sending emails, Eric Nordman asked if they can send things of PABAC interest to the chair to decide whether it is okay to pass along to the group.

Bruce Arthur responded that everyone is still learning the ins and outs of the Brown Act, so it may be possible but they are going to invite the City Attorney's Office to an upcoming meeting to give a rundown on Brown Act requirements.

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): City Council formally adopted the 2026 BPTP on June 15, 2026. Council is enthusiastic for the plan's near-term projects and provided direction on specific items, including evaluating extending the 2-way separated bike facility on a portion of Middlefield Road connecting North California Avenue to Garland Drive, exploring safety improvements at the Newall/Embarcadero intersection, and improving access to the San Antonio Caltrain Station. Council requested updated language regarding the City's modal filter policy interpretation and supported PAUSD's e-bike restrictions on school campuses. Council directed staff to maintain bicycle access on all of California Avenue, including the car-free portion. Staff are preparing the Adopted Final Plan document for publication in fall of 2026, which will be available at paloalto.gov/bikepedplan.

Palo Alto Unified School District (PAUSD) e-bike regulations: In response to a surge in serious collisions involving e-bikes and illegal e-motos, PAUSD will prohibit Class 2 and 3 e-bikes for students on all their campuses starting in August 2026 and will prohibit Classes 1, 2, and 3 in August 2027.

Ria Lo notes OOT's understanding is the e-bike ban on PAUSD campuses applies to students, though the information received did not specify.

Rail Grade Separation and Crossing Community Engagements: The City of Palo Alto and Caltrain invite the community to learn about refined grade separation designs for Churchill Avenue, Meadow Drive, and Charleston Road. This will take place at 6 p.m. on August 25 and 26 at Mitchell Park Community Center. It is a 2-hour format, which will include a presentation, Q&A session, and an open-house portion with project displays and opportunities for comment. Both meeting dates cover the same content. The feedback gathered will be returned to the Palo

Alto Rail Committee and City Council in September. On August 27 from 6 to 7:30 p.m. at Rinconada Library, the City will host a Bike/Pedestrian Rail Crossing workshop to focus on the El Dorado Avenue crossing. Participants will be able to provide feedback on the possible crossing design and alternatives and other improvements in surrounding neighborhoods.

Caltrans' Route 82 South Comprehensive Multi-Modal Corridor Plan (CMCP): This plan is being developed by Caltrans' District 4 and is a long-range effort that covers El Camino Real from Palo Alto to San Jose, focusing on multi-modal safety, transit efficiency, and active transportation improvements that will help prioritize future state grant funding. Caltrans has a live public mapping survey on their engagement portal, which is available through September 18. Everyone is encouraged to take a look at that and complete the survey.

Grant Updates: VTA's Transportation Fund for Clean Air (TFCA) grants for bike infrastructure will partially fund new bike lanes on East Embarcadero Road and city-wide bike parking. Palo Alto has been awarded $459,200 in funding from the 2016 Measure B Bike/Ped Planning Studies Grant Program Cycle 3 for the South Palo Alto Bike/Ped Connectivity Crossings Project. This will help fund the next phases of work.

Nicole Rodia asked if the community workshops are listed on the bike/ped site or if there is a way to alert people about them. They appear on the city calendar but not on the cycling and pedestrian page.

Sylvia Star-Lack explained that the city comms team wants the city calendar to be used for sharing the events so there is only one page to update versus multiple different pages.

Charlie Coles shared ways to stay informed about upcoming events, including following the Transportation Connect e-newsletter.

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

i. Draft Staff Report for Planning and Transportation Commission (Attachment 1)

ii. Staff Presentation (Attachment 2)

Charlie Coles provided a slide presentation on the project overview, community engagement conducted, conceptual alternatives, planning-level assessment of the alternatives, draft network and enhancements, and next steps.

Public Comment #1: Paul Aplin, Palo Alto resident, lives near the intersection of Emerson and El Dorado and has experienced years of cars parking well onto the sidewalks to avoid being hit by the many trucks that pass through the area. Paul Aplin said that if that parking is taken away, all the people living on Alma will have to park further into the community on Emerson and Ramona. Paul Aplin stated that the entire length of El Dorado needs revision, not only the first block. Since the road width is 25 feet, it is hard to see how the City will fit 2 lanes of traffic, each 10-12 feet wide, plus 2 bicycle lanes in that space. Paul Aplin shared he is a cyclist and applauds the project, but this street is too narrow for it. Paul Aplin expressed concerns that Option A2 results in the loss of homes and pointed out that the recommendation of a traffic circle at Bryant goes into personal property spaces. Paul Aplin said the issue on El Dorado is at Waverley, where locals see people driving directly through the stop sign. Paul Aplin encouraged PABAC members to spend time in that neighborhood.

Public Comment #2: Evan Zhou lives with his family on El Dorado Avenue and has concerns about the purchase of private property involved in plans A2 and A2a, including his own home. Evan Zhou asked PABAC to recommend Plan A1, which on the City's report scores higher than A2 in 5 of 7 evaluations and costs $15M less than the A2 estimate even before including the City's cost to purchase private property. Evan Zhou recognized the importance of the project and emphasized support of A1 because it doesn't involve demolishing homes.

Public Comment #3: Penny Ellson spoke via Zoom, asking why the tunnel height is 12 feet in one of the options and requesting elaboration on the emergency access challenges mentioned in the presentation. Penny Ellson asked if staff has considered a pedestrian refuge island or lower speed limit on Alma because the full length of Alma is a problem from a safety perspective.

Nicole Rodia asked about the justification behind the cost calculations and noted that the Homer Tunnel, which goes under Caltrain but not Alma, cost $5.4M in 2004.

Charlie Coles responded that these cost estimates were prepared by BKF, which is a civil engineering firm on the consultant team. These are planning-level estimates based on readily available information and include assumptions such as higher construction costs, which is expected to continue, compared to the Homer Tunnel.

Ria Lo added that the Homer Tunnel was pre-electrification, so they did not have to power down the cables and could do cut-and-cover, so it was a much simpler process. Now the process is more complex and looking at box jacking construction.

Nicole Rodia requested an explanation of how the parcel impact works because the completed project footprint does not appear to be on top of the parcels in the design drawing for A2.

Charlie Coles explained that 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. Charlie Coles added that fire trucks would need approximately 20-feet of clear width adjacent to buildings to ensure emergency access to homes.

Nicole Rodia asked about the estimates of how many pedestrians and cyclists are expected to use the facility and how those were calculated.

Charlie Coles shared that those estimates were created at the beginning of the project as part of the Existing Conditions Report. Those are future estimates for year 2031 that account for land use, population growth, and mode and route shift resulting from the tunnel being built. These types of calculations tend to underrepresent what is expected in the real world.

Art Liberman stated support for A1 and asked about the signalized intersection at El Dorado and Alma, whether a push button HAWK-style light may be installed rather than a signalized intersection, which requires motorists to stop.

Charlie Coles said the plan is still exploratory at this stage and a HAWK-style light, pedestrian-activated traffic beacon, or other crossing treatments could be considered.

Boris Foelsch expressed support for A1 and asked how many students are expected to use the crossing. Boris Foelsch noted that a green wave or traffic signal synchronization being implemented would lower the impact of an additional signal on Alma Street.

Charlie Coles pointed out that the percentage of student bike/pedestrian volume is hard to calculate, since that information is not readily available and difficult to gather. The typical school commute hours could be studied but that would not cover all the other times and reasons students cross the railroad tracks throughout the day. The El Dorado location falls where Paly and Gunn enrollment districts meet, so both sets of students may use this crossing to and from school. Elementary and middle school enrollment districts are generally set up to avoid rail crossings. There are also schools in Palo Alto, such as Choice schools and private schools, that do not have enrollment boundaries where students may need to cross the tracks.

Sylvia Star-Lack noted there is talk of this undercrossing coming into existence before the full grade separations at Meadow and Charleston to provide an alternative crossing during construction.

Bruce Arthur added that students going to Ohlone or Hoover may be coming from all over the city, or Escondido as Sylvia pointed out, so there is some elementary traffic possible.

Charlie Coles responded to the comment on green waves and noted it is very difficult to coordinate at-grade rail crossing signals because the railroad has priority. However, there may be an opportunity to coordinate with other signals in the area. Charlie Coles explained that a green wave is a coordinated signal so vehicles move at a steady progression at a desired travel speed rather than stopping and going. A speed reduction on Alma Street may also help with vehicle progression and overall safety on Alma Street.

Jane Rosten appreciated how the presentation laid out the contrast between the plans and stated she is leaning toward A1 but wanted to better understand why the El Dorado Avenue crossing location was advanced by Council.

Ria Lo explained that there were 8 alternatives created and reviewed in the previous stage of this project and part of the rationale for a rail crossing at El Dorado Avenue was that it had fewer property impacts than other alternatives.

Bruce Arthur clarified that A2 is the only plan that provides a crossing for Alma and the tracks at the same time, which is highly desirable.

Charlie Coles provided some background on Phase 2, when staff presented 8 design alternatives at several locations. Of those 8, the designs at El Dorado Avenue, Loma Verde Avenue, San Antonio Road, and Ferne Avenue rose to the top but each has its own complexities. The community and Council expressed desire to minimize property impacts, among other things. Other factors considered were location along the corridor and how that relates to grade separations at Meadow and Charleston and those construction staging areas. Of the 8 locations, El Dorado is anticipated to have the highest bike/pedestrian volumes in the future. Council directed staff to focus on El Dorado for all these reasons, emphasizing that A1 only has partial property impacts on the west side of the tracks through an existing parking lot. Recognizing the community desire for a full grade-separated crossing under the Caltrain tracks and Alma Street, Council directed staff to explore what is possible.

Eric Nordman prefers A1 and stated that Council wanted El Dorado because it did not have as many property impacts but did not realize El Dorado is a narrow street. Eric Nordman presented slides with comments on the tunnel design and draft network enhancements.

Charlie Coles shared that a big part of the planning effort is defining the project because it will eventually be handed off to Caltrain to take the lead. This is the community's opportunity to define the scope of the project.

In response to Eric Nordman's slides, Charlie provided the following responses:

1. The raised crosswalk at Portage/Park already exists and was added as part of the Fry's development along with a bike path that connects to Portage. The idea is to add enhancements to the existing crossing.
2. The disconnect between the text and diagram about the tunnel width is because 24 feet is the outside measurement and 20 feet is the inside measurement.
3. The height of the tunnel is based on a set of assumptions. There is not enough information at this point in the planning process to say that reducing tunnel height would change where the tunnel is built because they have to consider things like location of utilities, type of soil, and required depth below the tracks. The 12-foot center and 10-foot sides listed for the tunnel height are placeholders based on a Caltrain standard.

Robert Neff asserted that the 160-foot ramps on A1 are a long way to go up and asked how that ramp length compares to the current ramp at the Cal Ave grade separation, for example. Robert

Neff wondered if having 1 ramp versus 2 could save money. Robert Neff wished for a feasible way to go under the street because crossings over the street force bike/ped traffic to wait for several minutes. To make this crossing desirable for pedestrians and bicyclists, it is important to work with the signals team to make sure the delay to cross the street is not terribly long.

Alan Wachtel prefers A1 because it is simpler and more likely to get done but wants to know the cost of advancing both alternatives to the 15 percent design stage. Alan Wachtel asked if there is a benefit to examining the options in series rather than in parallel.

Ria Lo believed examining the designs in series would result in increased cost because it would involve repeating certain processes.

Charlie Coles commented that only advancing 1 design would not save much time or money at this stage in the process since the City is still exploring design concept options.

Alan Wachtel concluded there is not much drawback to advancing both alternatives to the next stage, which Charlie Coles said was a fair assessment.

Cedric de La Beaujardiere noted ADA ramps are very long, 1 foot of run for every inch of rise, so that adds up quickly and contributes to the ramp length in the design. In response to an earlier public comment related to the width of El Dorado, Cedric stated that the design would likely be a bike boulevard, so bike and automobile traffic would be mixed, not separated. Cedric de La Beaujardiere stated support for A1 because of its lower property impacts and asked if staff explored the feasibility of having the ramp for A2 run parallel to Alma instead of running down El Dorado, which would result in El Dorado becoming a cul-de-sac cut off from Alma. Cedric de La Beaujardiere wondered if that may solve the issue of fire access or just shift the problem to other properties.

Charlie Coles commented that all concept plan variants can be found as an attachment to the Construction Assessment Memo. Alternative A2c (PDF page 48) shows a ramp concept similar to what Cedric described, running parallel to Alma Street. This design still has emergency access challenges and the parcels grayed out on this plan would need to be purchased as part of this design. Charlie Coles reiterated that these plans are conceptual and as this project moves forward, there is flexibility in how the ramps are designed, so they could look at options like having the parallel-running ramp make a U-turn. This stage in the planning is to determine the basic concept to advance and the space needed to make it work.

Cedric de La Beaujardiere suggested another alternative that would purchase 1 property on the corner and use that space for a circuitous ramp, which could reduce the overall project impacts.

Bruce Arthur likes the ramps going both ways because that separates the bikes and U-turns are challenging to navigate. Having bike traffic going each way creates less chance for conflict. He noted cargo, recumbent, and trailer bikes may struggle with those turns. Bruce Arthur expressed disappointment at not being able to get a plan that crosses Alma and the tracks and made a motion to endorse A1 and drop A2, which Boris Foelsch seconded.

Charlie Coles noted this item was agendized for discussion, not action. Bruce Arthur changed his motion to a straw vote.

All PABAC members voted in support of advancing A1. Four members voted to also advance A2: Alan Wachtel, Cedric de La Beaujardiere, Nicole Rodia, and Robert Neff.

b. PABAC Structure Review and Members Feedback

i. Draft Staff Report for Policy and Services Committee (Attachment 3)

ii. Staff Presentation (Attachment 4)

Ria Lo shared that this item is a continuation from the June PABAC meeting. Since then, there has been interdepartmental coordination to draft up a Policy and Services memo, which is included in the meeting packet. Ria Lo provided a slide presentation including background on transportation and bike/ped considerations in Palo Alto, minimum requirements for PABAC's composition, peer agency examples from other cities, and other Council-appointed boards and commissions in Palo Alto. Ria Lo outlined the PABAC assets and opportunities identified at the June meeting and presented options for PABAC's regulatory framework.

Bruce Arthur noted time constraints and asked how PABAC's response could be focused. Ria Lo asked for feedback and a motion on which framework option is preferred. More detailed comments can be shared by email.

There were no public comments.

Nicole Rodia shared that PABAC's purpose and goals should be to advocate for cyclists and pedestrians in Palo Alto and provide expertise on cycling and pedestrian infrastructure based on local knowledge and experience with cycling and walking in the city and can include other micromobility. Nicole Rodia spoke in support of Option 1, which is closest to PABAC's existing structure. Nicole Rodia recalled previous discussion around the number of PABAC members and their term lengths and asked what direction that is taking.

Art Liberman spoke in favor of Option 3 and shared that Bryna Chang, Chair of PTC, is adamant that Planning and Transportation should not be separated.

Eric Nordman commented that Options 3A and B are worse than doing nothing because they violate the spirit of the TDA and spoke in support of Option 1 with two 4-year terms for 7 members, mostly Palo Alto residents with interest in bike/ped issues, and time limits for board and public comments.

Alan Wachtel seconded Nicole's comments and noted several questions are under discussion: what kind of new body, what to call it, how members are appointed, its responsibilities, how membership is constituted, how many members, member qualifications, and term limits. Without answers to these questions, it is hard to make a decision. Alan Wachtel asserted that the timeline of MTC requirements is incomplete, and some resolutions have been misstated and Council

should receive a fuller account. Alan Wachtel found a staff report that explains it and offered to share that information by email. Alan Wachtel stated support for Option 1.

Cedric de La Beaujardiere said Option 3 is bad because PTC is already overloaded, and Option 2 starts to border into PTC and gets confusing. Cedric de La Beaujardiere stated Option 1 is most sensible and term limits of 3 or 4 years are in line with how other commissions operate.

Bruce Arthur opined that Option 1 looks good, Option 2 is okay, and Option 3 is very bad because PTC is already very busy, and it is hard to imagine how they could take more load and be productive. Bruce Arthur commented it is fine to be Council-appointed and longer terms limits are preferred, 3 terms of 4 years each.

Jane Rosten expressed support for Option 1 and recalled previous discussion on goals, training, and helping people overcome barriers to cycling, which could be one of PABAC's responsibilities. Jane Rosten agreed that longer terms are better, and the details should be fleshed out more when there is more time.

Boris Foelsch commented that due to past PTC exposure, he is only comfortable with Option 1.

Cedric de La Beaujardiere asked about term limits and whether they would be similar to Council, where members must leave for time before being able to come back for another term.

Ria Lo responded that after choosing the high-level framework, details like term limits and how they work would be part of the next phase.

Robert Neff expressed dislike for term limits but if PABAC has term limits, they should be consistent with other Palo Alto commissions. Robet Neff agreed that PTC is overwhelmed with building projects, but he likes the idea of a Complete Streets Commission where all uses of roads are considered in one place together, so he leans toward Option 2.

Bill Zaumen stated support for Option 1 because staff seems to prefer it.

Ria Lo tallied support for each option as a straw poll since this item was agendized for discussion, not action.

8. STANDING ITEMS

a. CSTSC Update: Review CSTSC Meeting Agendas and Minutes

b. VTA BPAC Update

Robert Neff shared that VTA BPAC met in June and discussed 14 complete streets checklists.

c. Subcommittee Reports

i. Rail Grade Separation Subcommittee

Bruce Arthur noted the Rail Grade Separation is meeting at the end of the month.

ii. Repaving Subcommittee

Eric Nordman said the Repaving Subcommittee discussed the 5-year plan and has not worked through all 5 years yet. Two streets in this year's plan are Stanford Avenue and East Bayshore, neither of which require changes.

Sylvia Star-Lack commented that the East Bayshore grant mentioned earlier is to add bike lanes where there are sharrows on East Bayshore north of Embarcadero.

Eric Nordman clarified that the repaving on East Bayshore is a separate item and paving was from Matadero Creek to Adobe Creek.

iii. Muni Code Subcommittee

Eric Nordman said this subcommittee hopes to make progress in the fall.

iv. Sight Line and Safety Problem Reporting on Bike Routes

Eric Nordman made a list 2 years ago of different things downtown. The City cannot ticket someone for daylighting if there are marked parking spaces, so he identified a number of them, made priorities, and went back to look at Priority 1s and none had been completed. Eric Nordman said if Nate is not going to take action, it may not make sense to continue this process.

Robert Neff has observed a lot of daylighting along Park Boulevard and expressed appreciation that someone has put down some paint, which Ria Lo said was done by Transportation's intern.

v. El Camino Real Traffic Signals

Nicole Rodia shared that Caltrans started working on the El Camino Way/Maybell intersection. Robert tested it and found the Maybell side is detecting bicycles, but the El Camino side is not, which they let Charlie know so he can pass that on to Caltrans. They sent Charlie a list of intersections the subcommittee identified that were not on Caltrans' list, which includes Ventura.

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 at 8:15 p.m.

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

This Packet Includes:

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



CITY OF PALO ALTO

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

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

1. **Written public comments** (including visuals such as presentations, photos, etc) may be submitted by email to Transportation@CityofPaloAlto.org. Please follow these instructions:

   A. Please email your written comments **by 12:00 pm (noon) on the Monday the week before (eight days before)** the upcoming Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC) meeting, unless otherwise indicated. Details of upcoming PABAC meetings are available on the City's PABAC webpage.
      - Written public comments will be attached to the upcoming PABAC meeting agenda packet.
      - Written comments submitted after 12:00pm (noon) on the Monday before the upcoming PABAC meeting will be attached to the following PABAC meeting agenda packet.

   B. Please **lead your email subject line with "BPTP Update".**

   C. When providing comments with reference to the current City of Palo Alto Bicycle/Pedestrian Plan 2012, please be as specific as possible by indicating the chapter number, section heading number, and/or page number.

2. **Spoken public comments using a computer** will be accepted through the teleconference meeting. To address the Committee, click on the URL in the agenda packet for Zoom. Please follow these instructions:

   A. You may download the Zoom client or connect to the meeting in-browser.
      - If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.

   B. You may be asked to enter an email address and name. We request (but do not require) that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.

   C. When you wish to speak, click on "raise hand." Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called to speak.

   D. When called, please limit your remarks to the time limit allotted by the Chair.

3. **Spoken public comments using a smart phone app** will be accepted through the teleconference meeting. To address the Committee, download the Zoom application onto your smart phone from the Apple App Store or Google Play Store and enter the Meeting ID in the agenda. Please follow the instructions B-D above.

4. **Spoken public comments using a phone (cell or land line) without an app** will be accepted through the teleconference meeting. Use the telephone number listed in the agenda. When you wish to speak, press *9 on your phone to "raise hand." You will be asked to provide your first and last name before addressing the Committee. When called, press *6 on your phone to unmute. Please limit your remarks to the time limit allotted by the Chair.

From: Transportation
To: Arce, Ozzy; Coles, Charlie
Cc: Transportation
Subject: FW: For PABAC
Date: Monday, August 10, 2026 8:12:50 AM
Attachments: PABAC letter_080726.docx

Danille Rice
Administrative Assistant
(650) 329-2229 | danille.rice@PaloAlto.gov

-----Original Message-----
From: Linda Aplin <lindaplin@gmail.com>
Sent: Friday, August 7, 2026 6:21 PM
To: Transportation <Transportation@PaloAlto.gov>
Subject: For PABAC

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

Hello PABAC

Paul & I attended your meeting last night and our statements would benefit with some photos and illustration. It's always easier to visual a narrow street with some visual aids.

Please read my letter and give it some thought

Thank you,
Linda Aplin

August 7, 2026

Dear PABAC

My husband, Pau, and I were at last night's meeting I thought we needed to share some graphics to illustrate our concerns. We realize decisions are made by the City Council, but we hope your group can have some influence over them.

I'm concerned with the development of the bike blvd on El Dorado Street. As you may know, El Dorado is one of the narrowest streets in Palo Alto, far narrower than El Carmelo or Loma Verde. At 25' wide, we barely have room for parked cars and 2-way traffic, no less bikes. We measured the street and cars and drew this illustration in scale. Is this situation safe for bikes? I think it puts our bikers at risk

Currently cars park on the sidewalks to make room for passing cars. This makes the sidewalks impassable for bikers, pedestrians, walkers and wheelchairs. Our neighborhood has many seniors, and folks with walkers is a common sight. The photo below was taken at the intersection of El Dorado and Alma.



Another situation is that apartment dwellers on Alma Street park on El Dorado and Emerson streets since there seems to be inadequate parking in their apartment complexes. It would be a hardship for these apartment dwellers if they did not have access to El Dorado for overflow parking. Part of the development for the El Dorado bike crossing is to limit parking on El Dorado to make more room for bikers.

Our neighbors have been unaware of the development of the bike blvd. Yes, we all got postcards about a neighborhood tree that is being cut down. But we **did not** get notice about development of the bike blvd until the decision was made. So now we're attempting to be heard. Don't you think our neighborhood should have been allowed input into a major development in our area? It's only fair.

Again, we feel the El Dorado bike blvd is not a wise decision for the neighborhood and especially the bikers because the street is so narrow and cannot fit 4 cars. Here is a random photo I took on 8/6/26 at 11:30am of the 2 blocks east of Alma. As you can see, there are many parked cars on these 2 blocks, all parked on the sidewalk and there still isn't safe room for cars to pass, no less bikes.



Considering all I have stated and shown, I hope you will encourage the City Council to reconsider El Dorado for a bike tunnel. It only makes sense if you want to keep our kids and neighborhood safe.

Linda Aplin
2861 Emerson St.
Palo Alto 94306

PS BTW the online agenda for last nioght's meeting is linked to a Utilities Advisory Commission paper.

From:	David Hung
To:	Transportation; Lo, Ria; Coles, Charlie
Cc:	Council, City; Clerk, City; David Hung
Subject:	Formal Administrative Submission: Technical Realignment Alternative (The Loma Verde-Alma Median Hybrid Plan) - David Hung
Date:	Wednesday, August 19, 2026 7:39:32 PM
Attachments:	image.png

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FORMAL PROJECT REALIGNMENT ALTERNATIVE SUBMISSION

Date: August 19, 2026

Project Reference: South Palo Alto Bike/Ped Connectivity Project (Phase 3 Public Draft Review / 2026 Bicycle and Pedestrian Transportation Plan Update)

Submission Type: Individual Administrative Record Anchor Document

To:

- Office of Transportation, City of Palo Alto (Transportation@paloalto.gov)
- Chief Transportation Official (Ria.Lo@PaloAlto.gov)
- Charlie Coles (charlie.coles@paloalto.gov)
- Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC)

CC:

- Palo Alto City Council (City.Council@PaloAlto.gov)
- Office of the City Clerk (City.Clerk@PaloAlto.gov)

RE: Formal Notice and Administrative Submission of 'The Loma Verde-Alma Median Hybrid' Plan

To the Office of Transportation, Lead Engineers, and Project Consultants:

This document formally submits and introduces **'The Loma Verde-Alma Median Hybrid Plan'** (hereafter referred to as "The Hybrid Plan") into the permanent administrative record for the South Palo Alto Bike/Ped Connectivity Project. I am submitting this proposal strictly as an individual property owner and resident during the active Phase 3 Public Draft Review window.

The purpose of this submission is to establish a technically viable design alternative on public land that accomplishes 100% of the city's regional multi-modal connectivity goals while bypassing the structural liabilities, civil safety risks, and private property infringements introduced by the current El Dorado Avenue layout draft.

This document serves as formal administrative notice that a less damaging, code-compliant alternative exists within the existing public right-of-way. I respectfully ask that city staff formally log, model, and evaluate the specific parameters detailed below.

THE 5-POINT ENGINEERING BLUEPRINT OF THE HYBRID PLAN

The Hybrid Plan utilizes an all-public right-of-way footprint to achieve regional multi-modal connectivity goals seamlessly, bypassing the subsurface water and electrical utility lines that blocked a full tunnel farther south at Loma Verde by decoupling the surface signal route from the physical underpass slot.

The City of Palo Alto and its consultants are asked to evaluate the following five integrated technical parameters:

- **1. Traffic Signal Realignment:** Place the new vehicular traffic light and pedestrian crossing at the intersection of **Loma Verde Avenue and Alma**

Street—an established, high-capacity collector street designed to safely absorb vehicle queues without cutting through quiet residential grids. Crucially, Loma Verde Avenue provides a robust, continuous arterial link all the way to **West Bayshore Road**, providing a safe bi-directional connection for pedestrians, cyclists, and cars that naturally routes cross-town traffic along an appropriate corridor.

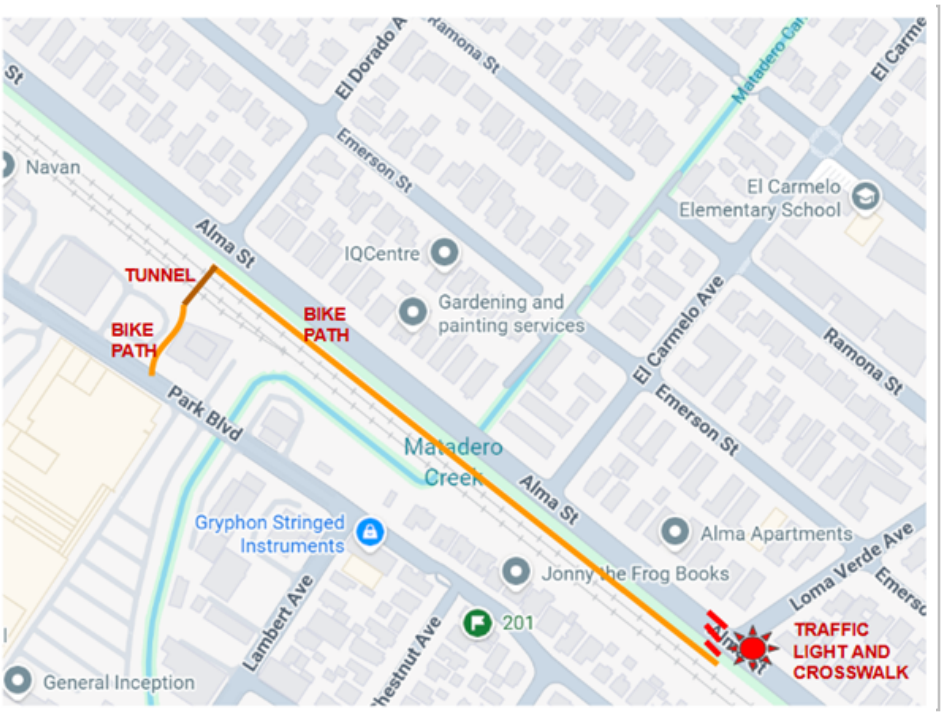
- **2. Lateral Roadway Lane-Shift:** Shift the active vehicular driving lanes of Alma Street eastward. Between the edge of the existing parking cutouts on the east side of Alma Street and the residential sidewalk sits exactly **79 inches of available public greenspace**. Realignment of the active asphalt into this space clears an identical operating envelope on the west side of the street. Because the city is already actively proposing lane shifts in its own technical project designs, this lateral adjustment uses established municipal engineering precedents and keeps the apartment parking cutouts fully intact.

- **3. West-Side Class IV Protected Bikeway:** Utilize the newly cleared operating envelope to construct a premier Class IV Protected Two-Way Bikeway entirely on the west side of Alma Street, running parallel to the Caltrain tracks from Loma Verde Avenue directly northwest to the El Dorado Avenue rail axis. This routes the 2,500 daily regional active transit trips completely off residential blocks.

- **4. Comprehensive Rail Corridor Security:** Fully secure the west-side parallel bikeway by installing standard Caltrain 8-to-10-foot anti-climb steel safety fencing and dense, environmental buffer planting (CPTED compliant) between the bike path and the rail line. The wide Class IV layout will seamlessly accommodate mountable curbs and removable entry bollards, ensuring absolute compliance with California fire and life-safety codes by providing emergency personnel with immediate, continuous access.

- **5. Optimal Underpass Tunnel Slot & Zero Private Property Acquisition:** Terminate the west-side path at the El Dorado rail axis, slicing directly under the railroad tracks to Park Boulevard. This utilizes the shortest possible physical excavation span beneath the Caltrain rail line, capturing maximum infrastructure savings for the city budget while **completely avoiding any eminent domain or private property acquisition** along the residential stretch.

The graphic showing this plan is included below:



Loma Verde-Alma Median Hybrid Plan

REQUEST FOR ADMINISTRATIVE INCLUSION

Pursuant to Palo Alto public review guidelines, the Office of Transportation is required to log this individual submission into the project records. I respectfully ask that project engineers formally model the **79-inch Alma Street lateral lane-shift** and the **Loma Verde signal realignment** as a standalone, non-destructive public land option prior to authorizing any funding allocations or advance engineering design locks for the El Dorado alternative.

This document will be referenced directly in all subsequent advisory board meetings, public workshops, and city council hearings to track municipal accountability and planning completeness.

Please reply directly to this email to verify receipt of this formal document and confirm that it has been uploaded into the permanent administrative record for the South Palo Alto Bike/Ped Connectivity Project before the upcoming PABAC agenda packet lock. Thank you.

Respectfully submitted,

David Hung

Palo Alto Resident and Property Owner

Address: 2789 Bryant St, Palo Alto, CA 94306

From:	Michael Joseph
To:	Transportation; Lo, Ria; Coles, Charlie
Cc:	Council, City; Clerk, City
Subject:	BPTP Public Comment: Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan* - 2798 South Court
Date:	Sunday, August 23, 2026 7:53:21 PM
Attachments:	image.png

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Subject: BPTP Public Comment: Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan* – 2798 South Court

Date: August 23, 2026

To: Office of Transportation, City of Palo Alto (Transportation@paloalto.gov), Ria Lo - Chief Transportation Official (Ria.Lo@paloalto.gov), Charlie Coles - Project Engineering Manager (Charlie.Coles@paloalto.gov)

CC: Palo Alto City Council (City.Council@PaloAlto.gov), Office of the City Clerk (City.Clerk@PaloAlto.gov)

RE: Formal Public Comment Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan – South Palo Alto Bike/Ped Connectivity Project

To the Office of Transportation, Project Managers, and Members of the City Council:

I am a resident and property owner situated on the western corner of South Court and El Dorado Avenue, specifically on the through-street segment connecting El Dorado to Colorado Avenue. My private residential driveway is located on South Court immediately adjacent to this intersection.

I am writing to submit my formal opposition to the El Dorado Avenue alternative and to formally request the evaluation of the Loma Verde-Alma Median Hybrid Plan. The current El Dorado proposals would impose disproportionate negative impacts and direct physical hazards on myself, my property, and my daily transit. I urge the City to

reject the El Dorado route based on the following distinct factors:

PART I: SUBSTANTIAL NEGATIVE IMPACTS AND TECHNICAL OBJECTIONS

1. Driveway Safety Hazards and Structural Traffic Alterations

The city’s proposal to route a high-volume regional bike path down El Dorado Avenue likely introduces compounded safety conflicts that directly threaten my ability to safely utilize my private driveway on South Court.

A. Compounding Wheeled Transit Volume Risks (2,600 Additional Trips)

- **Elevated Turn Conflicts:** The city's projection of an additional 2,600 daily bicycle and pedestrian trips along El Dorado Avenue could make executing turns from South Court onto El Dorado substantially more difficult.
- **Existing Stop-Sign Non-Compliance:** Currently, stop signs control South Court at this intersection. Under this existing layout, a distinct fraction of both vehicular traffic and multi-modal traffic—including road cyclists and fast-moving e-bikes—do not obey the stop signs and neglect to yield to me when I am trying to turn onto El Dorado Avenue.
- **Escalated Accident Probability:** Layering an additional 2,600 daily regional active transit trips directly on top of this existing baseline behavior could sharply increase the probability of severe multi-modal collisions and vehicular conflicts during my daily transit.

B. Severe Hazards from Proposed Stop-Sign Realignment (The Corridor "Flip")

I am concerned by project guidelines indicating that the city may remove the current stop signs on El Dorado Avenue and place them exclusively on intersecting streets like South Court to facilitate uninterrupted bike traffic. Flipping these stop signs could create an inherently dangerous condition for my corner property:

- **Unintended Speed Inducement:** Removing stop signs from the main

thoroughfare to protect active transit momentum eliminates the natural traffic-calming friction of regular stop patterns. This open operating footprint induces unintended velocity increases, where continuous-flow wheeled transit, including fast e-bikes moving past 20 mph, maintains unhindered speeds right through our neighborhood intersections.

- **Physical Gutter Constraint Vulnerability:** To enter or exit my driveway, drivers must move at a crawl to safely negotiate the rounded street gutter profile between the road and my property, which functions as a large, physical bump. This structural layout forces my vehicle to remain slow, exposed, and vulnerable in the roadway during both entry and exit maneuvers.

- **Reversing Collision Traps:** If I am reversing out of my driveway to head north toward Colorado Avenue, for example, vehicles or wheeled transit making a sudden right-turn from El Dorado Avenue onto South Court could face a severe design-induced blind spot, creating a high risk of a broadside or rear-end collision into my vehicle.

- **Pattern Shift Risk:** Changing the stop-sign configuration to favor uninterrupted El Dorado movement could alter traffic patterns in a way that actively removes my current safety protections, fundamentally escalating the risk of accidents during standard driveway entry and egress.

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2. Pedestrian Safety and Multi-Modal Crossing Hazards

- **Intersection Encroachment Risks:** The proposed influx of heavy regional bicycle and e-bike traffic on El Dorado Avenue could directly threaten my safety as a pedestrian. The increased volume and speed of non-stopping wheeled transit could significantly increase the risk of my being struck by traffic when attempting to cross intersections in the immediate vicinity of my home.

---

3. Induced Vehicular Gridlock from the Alma Traffic Light

Installing a new vehicular traffic signal at the intersection of El Dorado Avenue and Alma Street could trigger a regional traffic displacement that undermines the safety

of my through-street corridor.

A. Regional Magnet and Commuter Cut-Through Racetracks

- **The Colorado-South Court Shortcut:** Because my segment of South Court functions as a direct through-street connecting El Dorado Avenue to Colorado Avenue, it is vulnerable to commuter cut-through traffic.
- **Bypassing Arterial Congestion:** Motorists coming off Oregon Expressway seeking to bypass major arterial congestion could utilize El Dorado, Colorado Avenue, and South Court as a shortcut to reach the new operational signal at Alma Street and vice versa.
- **Compounding Multi-Modal Gridlock:** If this influx of both regional and cut-through traffic layers directly on top of projected bike, e-bike, and pedestrian traffic, it could increase the probability of severe car-on-car collisions and pedestrian-strike incidents within my immediate neighborhood.

---

4. Environmental Degradation and CEQA Objections

- **Potential Air and Noise Quality Impacts:** Under the California Environmental Quality Act (CEQA), the city is required to evaluate localized environmental shifts. I am concerned that any induced commuter vehicle shortcuts or idling traffic queues generated by the Alma signal and a traffic circle if implemented at the intersection of El Dorado and Bryant Street would have the potential to increase vehicle emissions (PM2.5) and elevate ambient noise levels. Such changes would adversely affect my living conditions, as breathing this polluted air would directly impact my personal health and well-being.
- **Neighborhood Blight and Trash Accumulation:** The influx of large numbers of regional transit trips passing through our quiet corridor could lead to the steady accumulation of roadside litter, trash, and debris, degrading the environmental character and cleanliness of my local residential area.

---

5. Constitutional Liability and Prior Written Tort Notice

- **Substantial Impairment of Access:** By physically compromising safe driveway maneuvers and altering the stop-sign safety metrics of my corner property, the city's design carries the potential to cause a substantial impairment of access under Article I, Section 19 of the California Constitution, constituting an inverse condemnation of my property.

- **Prior Written Tort Notice:** Under California Government Code Section 835, this letter serves as formal, prior written notice that removing full-stop protections and altering the intersection layout creates an inherently dangerous condition for my residential access point, exposing the city to ongoing tort liability for subsequent injuries and completely stripping the municipality of its standard design immunity.

PART II: THE PROPOSED SOLUTION

Evaluation of the Loma Verde-Alma Median Hybrid Plan

I formally request that the city evaluate the Loma Verde-Alma Median Hybrid Plan, which utilizes an all-public right-of-way footprint to achieve regional connectivity goals seamlessly. The comprehensive engineering blueprint and structural design specifications for this non-destructive alternative were formally introduced and filed into the permanent project record via a separate Formal Project Realignment Submission transmitted on August 19, 2026. I respectfully ask that project engineers evaluate that specific submission as the neighborhood's preferred workaround.

Please confirm receipt of this email and verify that it has been formally uploaded into the administrative record for the South Palo Alto Bike/Ped Connectivity Project before the active public packet closes.

Sincerely,

Michael Joseph

Printed Name: Michael Joseph

Address: 2798 South Court, Palo Alto, CA

**Note: The description of the Loma Verde-Alma Median Hybrid Plan was emailed to the Transportation department, the city council, and the city clerk on 8/19/26. For convenience, it is reproduced in the addendum.*

ADDENDUM: DESCRIPTION OF THE LOMA VERDE-ALMA MEDIAN HYBRID PLAN

The Hybrid Plan utilizes an all-public right-of-way footprint to achieve regional multi-modal connectivity goals seamlessly, bypassing the subsurface water and electrical utility lines that blocked a full tunnel farther south at Loma Verde by decoupling the surface signal route from the physical underpass slot. The City of Palo Alto and its consultants are asked to evaluate the following five integrated technical parameters:

- **1. Traffic Signal Realignment:** Place the new vehicular traffic light and pedestrian crossing at the intersection of Loma Verde Avenue and Alma Street—an established, high-capacity collector street designed to safely absorb vehicle queues without cutting through quiet residential grids. Crucially, Loma Verde Avenue provides a robust, continuous arterial link all the way to West Bayshore Road, providing a safe bi-directional connection for pedestrians, cyclists, and cars that naturally routes cross-town traffic along an appropriate corridor.

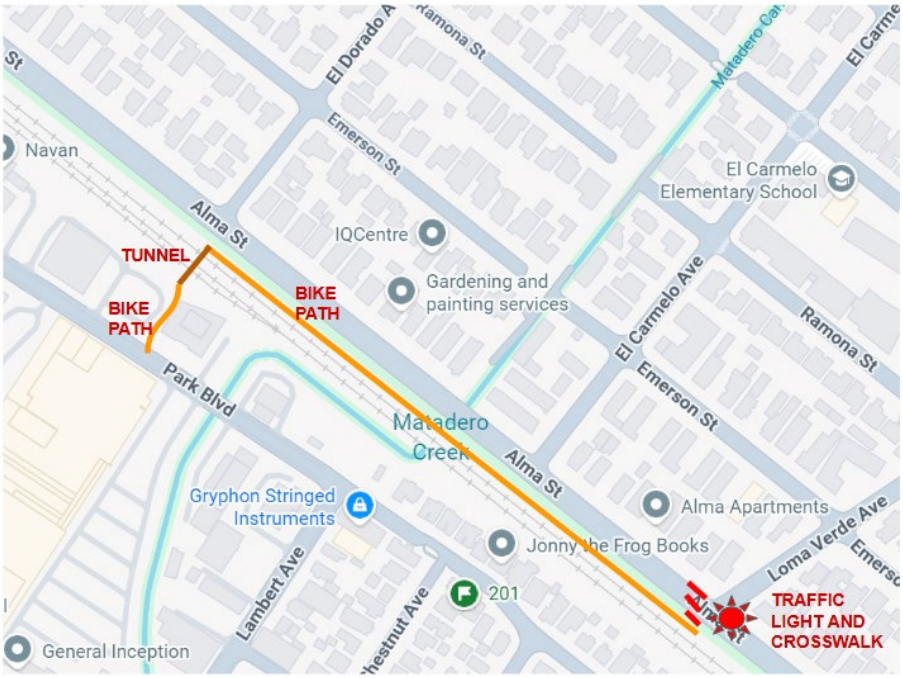
- **2. Lateral Roadway Lane-Shift:** Shift the active vehicular driving lanes of Alma Street eastward. Between the edge of the existing parking cutouts on the east side of Alma Street and the residential sidewalk sits exactly 79 inches of available public greenspace. Realignment of the active asphalt into this space clears an identical operating envelope on the west side of the street. Because the city is already actively proposing lane shifts in its own technical project designs, this lateral adjustment uses established municipal engineering precedents and keeps the apartment parking cutouts fully intact.

- **3. West-Side Class IV Protected Bikeway:** Utilize the newly cleared operating envelope to construct a premier Class IV Protected Two-Way Bikeway entirely on the west side of Alma Street, running parallel to the Caltrain tracks from Loma Verde Avenue directly northwest to the El Dorado Avenue rail axis. This routes the 2,500 daily regional active transit trips completely off residential blocks.

- **4. Comprehensive Rail Corridor Security:** Fully secure the west-side parallel bikeway by installing standard Caltrain 8-to-10-foot anti-climb steel safety fencing and dense, environmental buffer planting (CPTED compliant) between the bike path and the rail line. The wide Class IV layout will seamlessly accommodate mountable curbs and removable entry bollards, ensuring absolute compliance with California fire and life-safety codes by providing emergency personnel with immediate, continuous access.

- **5. Optimal Underpass Tunnel Slot & Zero Private Property Acquisition:** Terminate the west-side path at the El Dorado rail axis, slicing directly under the railroad tracks to Park Boulevard. This utilizes the shortest possible physical excavation span beneath the Caltrain rail line, capturing maximum infrastructure savings for the city budget while completely avoiding any eminent domain or private property acquisition along the residential stretch.

The graphic showing this plan is included below:



Loma Verde-Alma Median Hybrid Plan

From:	Larry Hsiung
To:	Transportation; Lo, Ria; Coles, Charlie; Charles.Coles@paloalto.gov
Cc:	Council, City; Clerk, City
Subject:	BPTP Public Comment: Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan - 2809 Bryant Street
Date:	Sunday, August 23, 2026 9:11:33 PM
Attachments:	image003.png

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To the Office of Transportation, Project Managers, and Members of the City Council:

I am a resident and property owner at 2809 Bryant Street in Palo Alto. I am writing to submit my formal opposition to the El Dorado Avenue alternative and to formally request the evaluation of the Loma Verde-Alma Median Hybrid Plan.

The current El Dorado proposals impose severe, disproportionate negative impacts on my family, my property, and me. I urge the city to reject the El Dorado route based on the following distinct factors:

PART I: SUBSTANTIAL NEGATIVE IMPACTS AND TECHNICAL OBJECTIONS

1. Driveway Safety Hazards and Residential Bottlenecks

There are serious safety issues for my family, guests, service providers, myself, and anyone entering and exiting my driveways that would result from the proposals of the bike path on El Dorado Avenue and the traffic circle at Bryant Street and El Dorado Avenue. These safety issues are layered directly on top of each other across my driveway on El Dorado Avenue.

Additionally long delivery trucks and service vehicles would be impeded greatly from backing out of the no-through traffic on Bryant Street, which is also accidents waiting to happen.

A. Bike Boulevard Volume Impacts (2,600 Daily Trips)

- **El Dorado Driveway Risks:** The addition of an estimated 2,600 bicycle and pedestrian trips per day presents safety hazards when entering and exiting my

driveway on El Dorado Avenue.
- **Compounding Traffic Risks:** If the city's proposed changes increase vehicle traffic on these roads, those vehicle volumes would heavily compound these problems.

B. Traffic Circle Geometry and Entry/Exit Dangers

- **Higher Safety Hazard:** If a traffic circle was implemented, that would present likely even greater safety issues for me, introducing a liability by removing or altering the current intersection geometry that turns both entry and exit into a continuous hazard.
- **Garage Ingress and Egress Collision Risks:** Increased cars and bicycles on El Dorado may collide into me as I enter or back out of my driveway.
- **Loss of Full-Stop Protection:** Presently, a stop sign controls this corner to require vehicles and bicycles approaching on El Dorado to come to a full stop. The stop sign forces moving vehicles to decelerate to stop and prevents a full acceleration through the intersection after a full stop. The roundabout removes that safety net for me to safety enter and exit my garage.
- **Blind-Spot Inescape:** With a traffic circle, vehicles and bicycles coming out of the circle may not see my car entering or exiting until the last moment. I am concerned about collisions resulting from these situations that are not my fault.
- **Delivery and Service Vehicle Collision Risks:** Long delivery trucks and service vehicles currently need more than the full length of the intersection on Bryant to back out of the no-through traffic on Bryant Street. With the traffic circle, they may not have enough room to maneuver, and accidents will happen with inpatient bicyclists, e-bicyclists or drivers who have already entered the circle.

C. Empirical Evidence from the Ross Road Precedent

- **Highly Comparable Layout:** This traffic circle layout hazard has already been physically demonstrated in Palo Alto. I have consulted with a property owner situated at the equivalent corner configuration of the East Meadow Drive and Ross Road traffic circle corridor. That property features a driveway placement and intersection proximity very similar to my layout at Bryant and El Dorado.
- **Real-World Baseline Challenges:** The operational history of that intersection confirms that continuous-flow circular geometry creates severe, ongoing safety conflicts for both driveway entry and exit, strips away full-stop protections, and exposes residents to sudden oncoming traffic.
- **Explicit Neighbor Preference:** The impacted Ross Road property owner strongly preferred the previous configuration of traditional traffic stop signs, which provided reliable, mandatory stop protections.
- **Documented Corridor Precedent :** This traffic circle proposal at Bryant and El Dorado would repeat these documented challenges, ignoring an active local precedent where a similar experiment caused circulation friction and required subsequent city interventions to restore basic corridor safety.

---

2. Problems Stemming from the Proposed Traffic Light at Alma and El Dorado

A. Regional Vehicle Re-Routing and Shortcuts

- **Induced Localized Traffic:** Installing a traffic signal at the intersection of Alma Street and El Dorado Avenue would likely result in drawing disruptive cut-through traffic from Oregon Expressway to Bryant Street to El Dorado Avenue to Alma Street and vice versa.
- **Commuter Shortcut Creation:** It would potentially trigger a vehicle shortcut routing Highway 101 commuters down Colorado Avenue, across Middlefield Road, and down Cowper Street onto El Dorado and vice versa.
- **Regional Traffic Magnet:** Because this new traffic light at El Dorado Avenue would be the only operational signal between East Meadow Drive and Churchill Avenue, it is likely to act as an inappropriate regional traffic magnet, further exacerbating traffic conflicts and safety hazards.

B. Increased Localized Pollution and Noise

- **Air Quality Degradation:** Any induced vehicle traffic resulting from this regional signal routing carries the potential to generate elevated vehicle emissions and localized air pollution directly outside my home.
- **Noise Pollution:** Any additional influx of regional transit trips may generate substantial localized noise pollution along our quiet residential block.
- **Roadside Litter Accumulation:** Any increased traffic volume may result in the more accumulation of roadside litter along our residential corridor.
- **Street Character Degradation:** The combined influx of regional bicycle traffic and potential cut-through vehicular traffic carries the potential to fundamentally degrade the quiet residential character of El Dorado Avenue due to the higher overall daily traffic volumes passing directly outside my home.

---

3. Constitutional Liability and Inverse Condemnation

- **Substantial Impairment of Access:** By physically compromising safe driveway entry and exit and altering the traffic metrics of my property, the city's design carries the potential to cause a substantial impairment of access.
- **Inverse Condemnation Claim:** Under Article I, Section 19 of the California Constitution, these actions would constitute an inverse condemnation of my property. Should the city move forward with this design, it would face significant legal liabilities, including structural property devaluation claims and the mandatory payment of homeowners' legal and expert fees.
- **Prior Written Tort Notice:** Furthermore, under California Government Code Section 835, this letter serves as formal, prior notice that the proposed roundabout geometry creates an inherently dangerous condition for residential access points, exposing the city to ongoing tort liability for any subsequent injuries and completely stripping the municipality of its standard design

immunity.

PART II: THE PROPOSED SOLUTION

Evaluation of the Loma Verde-Alma Median Hybrid Plan

I formally request that the city evaluate the Loma Verde-Alma Median Hybrid Plan, which utilizes an all-public right-of-way footprint to achieve regional connectivity goals seamlessly. The comprehensive, five-point engineering blueprint and structural design specifications for this non-destructive alternative were formally introduced and filed into the permanent project record via a separate Formal Project Realignment Submission transmitted on August 19, 2026. I respectfully ask that project engineers evaluate that specific submission as the neighborhood's preferred workaround.

Please confirm receipt of this email and verify that it has been formally uploaded into the administrative record for the South Palo Alto Bike/Ped Connectivity Project before the PABAC agenda packet closes.

Sincerely,

Lawrence Hsiung

Printed Name: Lawrence Hsiung

Address: 2809 Bryant Street

ADDENDUM: DESCRIPTION OF THE LOMA VERDE-ALMA MEDIAN HYBRID PLAN

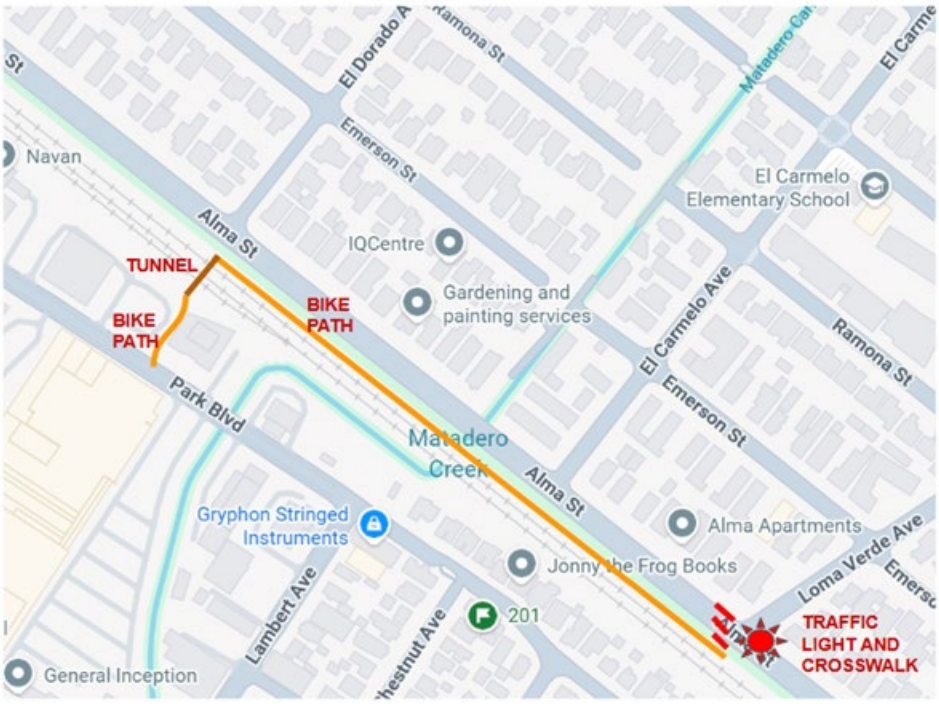
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- **3. West-Side Class IV Protected Bikeway:** Utilize the newly cleared operating envelope to construct a premier Class IV Protected Two-Way Bikeway entirely on the west side of Alma Street, running parallel to the Caltrain tracks from Loma Verde Avenue directly northwest to the El Dorado Avenue rail axis. This routes the 2,500 daily regional active transit trips completely off residential blocks.
- **4. Comprehensive Rail Corridor Security:** Fully secure the west-side parallel bikeway by installing standard Caltrain 8-to-10-foot anti-climb steel safety fencing and dense, environmental buffer planting (CPTED compliant) between the bike path and the rail line. The wide Class IV layout will seamlessly accommodate mountable curbs and removable entry bollards, ensuring absolute compliance with California fire and life-safety codes by providing emergency personnel with immediate, continuous access.
- **5. Optimal Underpass Tunnel Slot & Zero Private Property Acquisition:** Terminate the west-side path at the El Dorado rail axis, slicing directly under the railroad tracks to Park Boulevard. This utilizes the shortest possible physical excavation span beneath the Caltrain rail line, capturing maximum infrastructure savings for the city budget while completely avoiding any eminent domain or private property acquisition along the residential stretch.

The graphic showing this plan is included below:



From:	Steve Longstreth
To:	Transportation; Lo, Ria; Coles, Charlie
Cc:	Council, City; Clerk, City
Subject:	BPTP Public Comment: Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan = 2800 Emerson St.
Date:	Monday, August 24, 2026 8:13:02 AM
Attachments:	image.png

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Date: August 23, 2026

To: Office of Transportation, City of Palo Alto (Transportation@paloalto.gov), Ria Lo - Chief Transportation Official (Ria.Lo@paloalto.gov), Charlie Coles - Project Engineering Manager (Charlie.Coles@paloalto.gov)

CC: Palo Alto City Council (City.Council@PaloAlto.gov), Office of the City Clerk (City.Clerk@PaloAlto.gov)

RE: Formal Public Comment Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan – South Palo Alto Bike/Ped Connectivity Project

To the Office of Transportation, Project Managers, and Members of the City Council:

We are residents and property owners on Emerson Street, which is a closed-end cul-de-sac street that intersects El Dorado Avenue. We utilize the El Dorado Avenue corridor as our primary access route to reach our home. We have lived at this address for 52 years. This has always been a dangerous intersection because of the 2-way stop signs and the proximity to Alma St. traffic. The narrow street and intrusion of parked cars into it, often make it necessary to pull over in order to let other cars pass. The proposed light at Alma Street will only make the danger worse--for bicycles, pedestrians and cars.

I am writing to submit my formal opposition to the El Dorado Avenue alternative and to formally request the evaluation of the Loma Verde-Alma Median Hybrid Plan. The

current El Dorado proposals could impose disproportionate negative impacts and direct physical hazards on my family, my property, and my daily transit. I urge the City to reject the El Dorado route based on the following distinct factors:

PART I: SUBSTANTIAL NEGATIVE IMPACTS AND TECHNICAL OBJECTIONS

1. Driveway and Street Access Safety Hazards

The proposal to route a bike path down El Dorado Avenue introduces safety conflicts that threaten my ability to safely enter, exit, and navigate between El Dorado Avenue and my home.

A. Proposed El Dorado Bike Path Traffic Surge

- **Elevated Transit Barriers:** Because the city estimates an additional 2,600 daily bicycle and pedestrian trips along El Dorado Avenue, I am concerned that this increased traffic from the bike path will make it even more difficult to enter and exit El Dorado Avenue to drive to my house.

- **Escalated Accident Risks:** Squeezing this high volume of regional bicycle and fast-moving e-bike traffic into our narrow street grid lowers vehicle reaction times and increases the ongoing risk of traffic accidents during my daily commute.

B. Increased Risks if Alma Traffic Light Installed

Installing a new vehicular traffic signal at the Alma Street T-intersection introduces further severe safety risks to my primary neighborhood access point.

- **Cut-Through and Regional Traffic:** If a traffic light is installed at the intersection of El Dorado Avenue and Alma Street, there may also be increased car traffic from both neighborhood regional car traffic and commuter cut-through traffic wanting to access the traffic light, and vice versa.

-

Compounding Traffic Volumes: I am concerned that this possible increased car traffic, layered directly on top of the projected increased bike and e-bike traffic, could further increase the possibility of traffic accidents for me as I navigate to and from my property.

C. Emergency Vehicle Access Risks

- **Significant Delay Concerns:** I am concerned about emergency vehicle access to my home on this cul-de-sac street. With all this possible increased traffic on El Dorado Avenue, emergency vehicles may be significantly delayed in reaching my house during a critical event.

- **Flawed Evacuation Logic:** Even if the proposed traffic signal is designed to change and empty out El Dorado Avenue for approaching emergency responders, the existing traffic on El Dorado Avenue may not empty out quickly if there is a backup on other connecting roads, such as Alma Street. This possible gridlock may create a bottleneck that compromises my basic public safety baseline.

---

2. Environmental Degradation and CEQA Objections

- **Potential Air and Noise Quality Impacts:** Under the California Environmental Quality Act (CEQA), the city is required to evaluate localized environmental shifts. I am concerned that the possible overall additional traffic volume generated by this project would have the potential to increase vehicle emissions (PM2.5) and elevate ambient noise levels. Such changes would adversely affect my living conditions, as breathing this polluted air would directly impact my personal health and well-being.

---

3. Constitutional Liability and Prior Written Tort Notice

- **Substantial Impairment of Access:** By physically compromising safe neighborhood egress and altering the traffic safety metrics of my street corridor, the city's design carries the potential to cause a substantial

impairment of access under Article I, Section 19 of the California Constitution, constituting an inverse condemnation of my property.

- **Prior Written Tort Notice:** Under California Government Code Section 835, this letter serves as formal, prior written notice that removing full-stop protections and inducing cut-through traffic patterns creates an inherently dangerous condition for my residential access point, exposing the city to ongoing tort liability for subsequent injuries and completely stripping the municipality of its standard design immunity.

PART II: THE PROPOSED SOLUTION

Evaluation of the Loma Verde-Alma Median Hybrid Plan

I formally request that the city evaluate the Loma Verde-Alma Median Hybrid Plan, which utilizes an all-public right-of-way footprint to achieve regional connectivity goals seamlessly. The comprehensive engineering blueprint and structural design specifications for this non-destructive alternative were formally introduced and filed into the permanent project record via a separate Formal Project Realignment Submission transmitted on August 19, 2026. I respectfully ask that project engineers evaluate that specific submission as the neighborhood's preferred workaround.

Please confirm receipt of this email and verify that it has been formally uploaded into the administrative record for the South Palo Alto Bike/Ped Connectivity Project before the active public packet closes.

Sincerely,

Stephen E. Longstreth Linda L. Longstreth

Address: 2800 St, Palo Alto, CA

**Note: The description of the Loma Verde-Alma Median Hybrid Plan was emailed to the Transportation department, the city council, and the city clerk on 8/19/26. For convenience, it is reproduced in the addendum.*

ADDENDUM: DESCRIPTION OF THE LOMA VERDE-ALMA MEDIAN HYBRID PLAN

The Hybrid Plan utilizes an all-public right-of-way footprint to achieve regional multi-modal connectivity goals seamlessly, bypassing the subsurface water and electrical utility lines that blocked a full tunnel farther south at Loma Verde by decoupling the surface signal route from the physical underpass slot. The City of Palo Alto and its consultants are asked to evaluate the following five integrated technical parameters:

- **1. Traffic Signal Realignment:** Place the new vehicular traffic light and pedestrian crossing at the intersection of Loma Verde Avenue and Alma Street—an established, high-capacity collector street designed to safely absorb vehicle queues without cutting through quiet residential grids. Crucially, Loma Verde Avenue provides a robust, continuous arterial link all the way to West Bayshore Road, providing a safe bi-directional connection for pedestrians, cyclists, and cars that naturally routes cross-town traffic along an appropriate corridor.

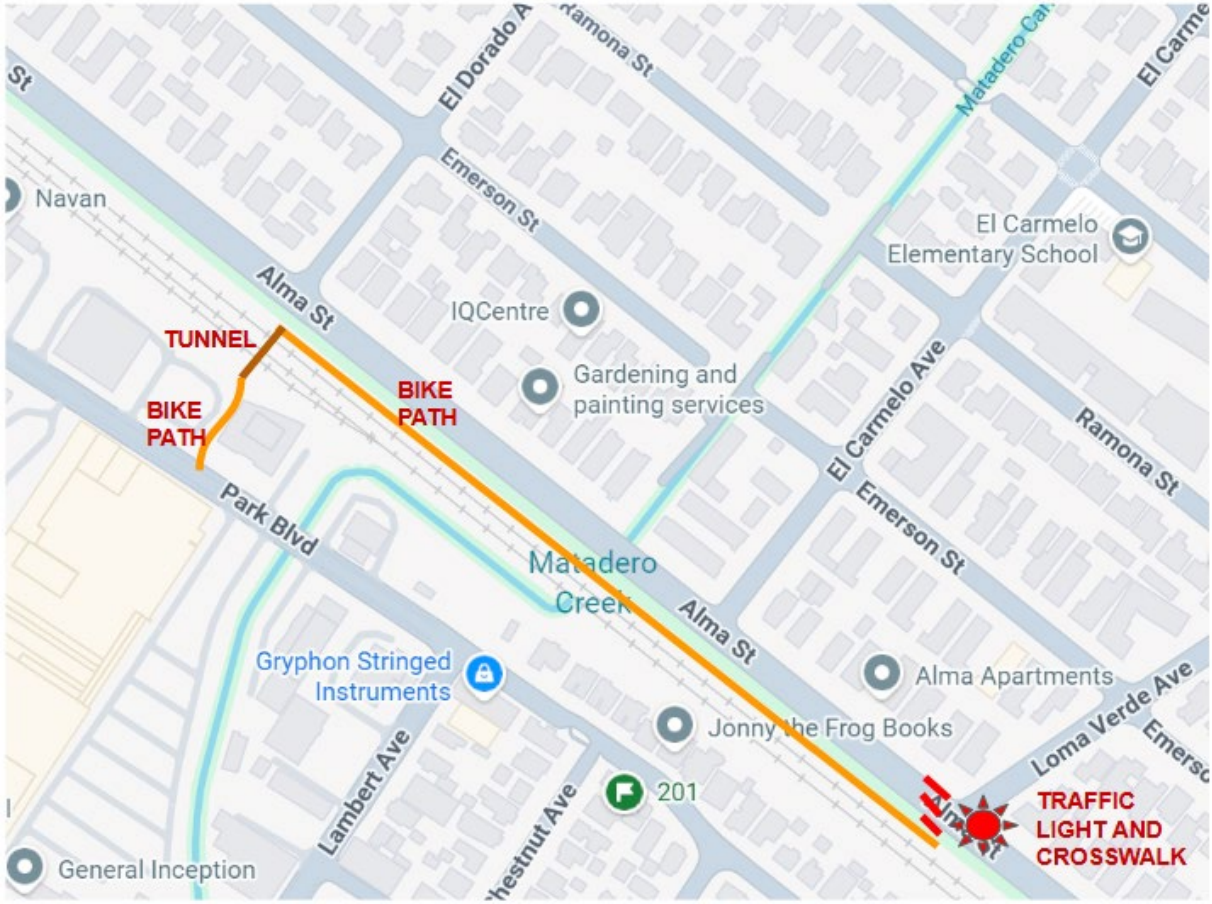
- **2. Lateral Roadway Lane-Shift:** Shift the active vehicular driving lanes of Alma Street eastward. Between the edge of the existing parking cutouts on the east side of Alma Street and the residential sidewalk sits exactly 79 inches of available public greenspace. Realignment of the active asphalt into this space clears an identical operating envelope on the west side of the street. Because the city is already actively proposing lane shifts in its own technical project designs, this lateral adjustment uses established municipal engineering precedents and keeps the apartment parking cutouts fully intact.

- **3. West-Side Class IV Protected Bikeway:** Utilize the newly cleared operating envelope to construct a premier Class IV Protected Two-Way Bikeway entirely on the west side of Alma Street, running parallel to the Caltrain tracks from Loma Verde Avenue directly northwest to the El Dorado Avenue rail axis. This routes the 2,500 daily regional active transit trips completely off residential blocks.

- **4. Comprehensive Rail Corridor Security:** Fully secure the west-side parallel bikeway by installing standard Caltrain 8-to-10-foot anti-climb steel safety fencing and dense, environmental buffer planting (CPTED compliant) between the bike path and the rail line. The wide Class IV layout will seamlessly accommodate mountable curbs and removable entry bollards, ensuring absolute compliance with California fire and life-safety codes by providing emergency personnel with immediate, continuous access.

- **5. Optimal Underpass Tunnel Slot & Zero Private Property Acquisition:** Terminate the west-side path at the El Dorado rail axis, slicing directly under the railroad tracks to Park Boulevard. This utilizes the shortest possible physical excavation span beneath the Caltrain rail line, capturing maximum infrastructure savings for the city budget while completely avoiding any eminent domain or private property acquisition along the residential stretch.

The graphic showing this plan is included below:



Loma Verde-Alma Median Hybrid Plan

From: E M
To: Transportation; Lo, Ria; Coles, Charlie
Cc: Council, City; Clerk, City
Subject: BPTP Public Comment: Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan* – 2875 Emerson St
Date: Monday, August 24, 2026 9:58:23 AM

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Date: August 24, 2026

RE: Formal Public Comment Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan – South Palo Alto Bike/Ped Connectivity Project

To the Office of Transportation, Project Managers, and Members of the City Council:

I am a resident and property owner at 2875 Emerson St, which is a closed-end cul-de-sac street that intersects El Dorado Avenue. I utilize the El Dorado Avenue corridor as my primary access route to reach my home.

I am writing to submit my formal opposition to the El Dorado Avenue alternative and request evaluation of the Loma Verde-Alma Median Hybrid Plan. The current El Dorado proposals could impose disproportionate negative impacts and direct physical hazards on my family, my property, and my daily transit. I urge the City to reject the El Dorado route based on the following distinct factors:

PART I: SUBSTANTIAL NEGATIVE IMPACTS AND TECHNICAL OBJECTIONS

1. Driveway and Street Access Safety Hazards

The proposal to route a bike path down El Dorado Avenue introduces safety conflicts that threaten my ability to safely enter, exit, and navigate between El Dorado Avenue and my home.

A. Proposed El Dorado Bike Path Traffic Surge

- **Elevated Transit Barriers:** Because the city estimates an additional 2,600 daily bicycle and pedestrian trips along El Dorado Avenue, I am concerned that this increased traffic from the bike path will make it even more difficult to enter and exit El Dorado Avenue to drive to my house.
- **Escalated Accident Risks:** Squeezing this high volume of regional bicycle and fast-moving e-bike traffic into our narrow street grid lowers vehicle reaction times and increases the ongoing risk of traffic accidents during my daily commute.

From:	Mary Baker
To:	Transportation; Lo, Ria; Coles, Charlie
Cc:	Council, City; Clerk, City
Subject:	BPTP Public Comment: Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan* – 2832 Emerson Street
Date:	Monday, August 24, 2026 11:58:23 AM
Attachments:	image.png

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To the Office of Transportation, Project Managers, and Members of the City Council:

My husband and I are residents and property owners on Emerson Street, which is a closed-end cul-de-sac street that intersects El Dorado Avenue. We utilize the El Dorado Avenue corridor as our primary access route to reach our home.

We are writing to submit our formal opposition to the El Dorado Avenue alternative and to formally request the evaluation of the Loma Verde-Alma Median Hybrid Plan. The current El Dorado proposals could impose disproportionate negative impacts and direct physical hazards on our family, our property, and our daily transit. We urge the City to reject the El Dorado route based on the following distinct factors:

PART I: SUBSTANTIAL NEGATIVE IMPACTS AND TECHNICAL OBJECTIONS

1. Driveway and Street Access Safety Hazards

The proposal to route a bike path down El Dorado Avenue introduces safety conflicts that threaten our ability to safely enter, exit, and navigate between El Dorado Avenue and our home.

A. Proposed El Dorado Bike Path Traffic Surge

- **Elevated Transit Barriers:** Because the city estimates an additional 2,600 daily bicycle and pedestrian trips along El Dorado Avenue, we are concerned

that this increased traffic from the bike path will make it even more difficult to enter and exit El Dorado Avenue to drive to our house.
- **Escalated Accident Risks:** Squeezing this high volume of regional bicycle and fast-moving e-bike traffic into our narrow street grid lowers vehicle reaction times and increases the ongoing risk of traffic accidents.

B. Increased Risks if Alma Traffic Light Installed

Installing a new vehicular traffic signal at the Alma Street T-intersection introduces further severe safety risks to our primary neighborhood access point.

- **Cut-Through and Regional Traffic:** If a traffic light is installed at the intersection of El Dorado Avenue and Alma Street, there may also be increased car traffic from both neighborhood regional car traffic and commuter cut-through traffic wanting to access the traffic light, and vice versa.
- **Compounding Traffic Volumes:** We are concerned that this possible increased car traffic, layered directly on top of the projected increased bike and e-bike traffic, could further increase the possibility of traffic accidents for us as we navigate to and from our property.

C. Emergency Vehicle Access Risks

- **Significant Delay Concerns:** We are concerned about emergency vehicle access to our home on this cul-de-sac street. With all this possible increased traffic on El Dorado Avenue, emergency vehicles may be significantly delayed in reaching our house during a critical event.
- **Flawed Evacuation Logic:** Even if the proposed traffic signal is designed to change and empty out El Dorado Avenue for approaching emergency responders, the existing traffic on El Dorado Avenue may not empty out quickly if there is a backup on other connecting roads, such as Alma Street. This possible gridlock may create a bottleneck that compromises our basic public safety baseline.

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2. Environmental Degradation and CEQA Objections

- **Potential Air and Noise Quality Impacts:** Under the California Environmental Quality Act (CEQA), the city is required to evaluate localized environmental shifts. We are concerned that the possible overall additional traffic volume generated by this project would have the potential to increase vehicle emissions (PM2.5) and elevate ambient noise levels. Such changes would

adversely affect our living conditions, as breathing this polluted air would directly impact our personal health and well-being.

---

3. Constitutional Liability and Prior Written Tort Notice

- **Substantial Impairment of Access:** By physically compromising safe neighborhood egress and altering the traffic safety metrics of our street corridor, the city's design carries the potential to cause a substantial impairment of access under Article I, Section 19 of the California Constitution, constituting an inverse condemnation of our property.
- **Prior Written Tort Notice:** Under California Government Code Section 835, this letter serves as formal, prior written notice that removing full-stop protections and inducing cut-through traffic patterns creates an inherently dangerous condition for our residential access point, exposing the city to ongoing tort liability for subsequent injuries and completely stripping the municipality of its standard design immunity.

PART II: THE PROPOSED SOLUTION

Evaluation of the Loma Verde-Alma Median Hybrid Plan

We formally request that the city evaluate the Loma Verde-Alma Median Hybrid Plan, which utilizes an all-public right-of-way footprint to achieve regional connectivity goals seamlessly. The comprehensive engineering blueprint and structural design specifications for this non-destructive alternative were formally introduced and filed into the permanent project record via a separate Formal Project Realignment Submission transmitted on August 19, 2026. We respectfully ask that project engineers evaluate that specific submission as the neighborhood's preferred workaround.

Please confirm receipt of this email and verify that it has been formally uploaded into the administrative record for the South Palo Alto Bike/Ped Connectivity Project before the active public packet closes.

Sincerely,

Mary Baker

Wendell Baker

Full Names: Mary Louise Gray Baker & Wendell Craig Baker

Address: 2832 Emerson St, Palo Alto, CA 94306

**Note: The description of the Loma Verde-Alma Median Hybrid Plan was emailed to the Transportation department, the city council, and the city clerk on 8/19/26. For convenience, it is reproduced in the addendum.*

ADDENDUM: DESCRIPTION OF THE LOMA VERDE-ALMA MEDIAN HYBRID PLAN

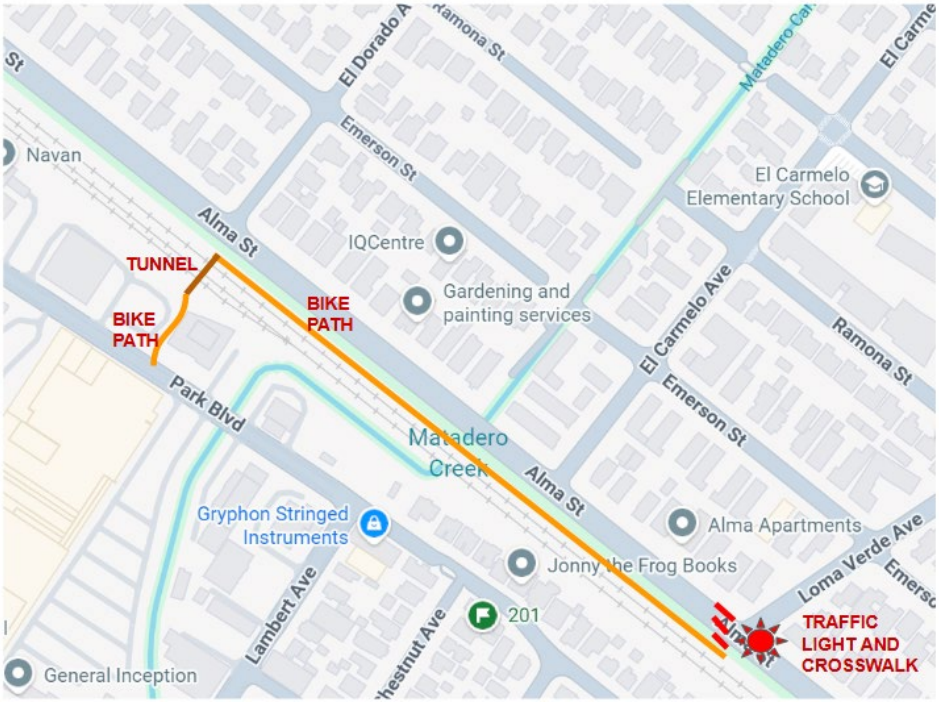
The Hybrid Plan utilizes an all-public right-of-way footprint to achieve regional multi-modal connectivity goals seamlessly, bypassing the subsurface water and electrical utility lines that blocked a full tunnel farther south at Loma Verde by decoupling the surface signal route from the physical underpass slot. The City of Palo Alto and its consultants are asked to evaluate the following five integrated technical parameters:

- **1. Traffic Signal Realignment:** Place the new vehicular traffic light and pedestrian crossing at the intersection of Loma Verde Avenue and Alma Street—an established, high-capacity collector street designed to safely absorb vehicle queues without cutting through quiet residential grids. Crucially, Loma Verde Avenue provides a robust, continuous arterial link all the way to West Bayshore Road, providing a safe bi-directional connection for pedestrians, cyclists, and cars that naturally routes cross-town traffic along an appropriate corridor.
- **2. Lateral Roadway Lane-Shift:** Shift the active vehicular driving lanes of Alma Street eastward. Between the edge of the existing parking cutouts on the east side of Alma Street and the residential sidewalk sits exactly 79 inches of available public greenspace. Realignment of the active asphalt into this space clears an identical operating envelope on the west side of the street. Because the city is already actively proposing lane shifts in its own technical project designs, this lateral adjustment uses established municipal engineering precedents and keeps the apartment parking cutouts fully intact.
- **3. West-Side Class IV Protected Bikeway:** Utilize the newly cleared operating envelope to construct a premier Class IV Protected Two-Way Bikeway entirely on the west side of Alma Street, running parallel to the Caltrain tracks from Loma Verde Avenue directly northwest to the El Dorado Avenue rail axis. This routes the 2,500 daily regional active transit trips completely off residential blocks.
- **4. Comprehensive Rail Corridor Security:** Fully secure the west-side parallel

bikeway by installing standard Caltrain 8-to-10-foot anti-climb steel safety fencing and dense, environmental buffer planting (CPTED compliant) between the bike path and the rail line. The wide Class IV layout will seamlessly accommodate mountable curbs and removable entry bollards, ensuring absolute compliance with California fire and life-safety codes by providing emergency personnel with immediate, continuous access.

- **5. Optimal Underpass Tunnel Slot & Zero Private Property Acquisition:** Terminate the west-side path at the El Dorado rail axis, slicing directly under the railroad tracks to Park Boulevard. This utilizes the shortest possible physical excavation span beneath the Caltrain rail line, capturing maximum infrastructure savings for the city budget while completely avoiding any eminent domain or private property acquisition along the residential stretch.

The graphic showing this plan is included below:



Loma Verde-Alma Median Hybrid Plan

From: kenmorgan.3722@gmail.com
To: Transportation
Cc: Council, City
Subject: FW: test2
Date: Monday, August 24, 2026 10:20:59 AM
Attachments: image.png

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Subject: BPTP Public Comment: Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan* – **2700** Bryant Street

Date: August 23, 2026

I am against paying more money to pay for someone else's benefit for any reason. I am totally against water-wasting high-rises such as the one at Mollie Stone on California Avenue, or anywhere else. No one has taken one moment to think what the consequences of these atrocities may be—including increased water usage of which California is desperate for. There is absolutely NO reason to keep making cities bigger and more obnoxious. And, there is NO reason to keep raising my water and utility rates.

Regarding Bikers & e-scooters: there needs to be a stricter code of enforcement for breaking rules—such as running stop signs (Bryant and California is extremely dangerous) as bikers don't slow down at all at these various stop sign intersections. And, e-bikes ride too fast on streets even though speed limits are sometimes posted with signs. Where are the police in stopping these "criminals". Also, spending more money for bikers and changing streets because of them is uncalled for. Bike riders are rude, obnoxious, self-caring people who have no value for other's rights or common curtesy. California Avenue has a tunnel that goes under Alma and the tracks and bikers have no interest in getting off their bikes and walking through the tunnel like the signs say is mandatory. They don't care a hoot about pedestrians. It is dangerous to put bikers and pedestrians on the same path. We don't need any more special routes for bikers. Bryant Street already has too many bikers making it dangerous to get out of one's driveway. DO NOT add more expensive tunnels which will cause more unnecessary traffic and more injuries to unsuspecting pedestrians. STOP!!!!

RE: Formal Public Comment Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan – South Palo Alto Bike/Ped Connectivity Project

To the Office of Transportation, Project Managers, and Members of the City Council:

I am a resident and property owner on Bryant Street, situated on the residential block between Colorado Avenue and El Dorado Avenue. My private residential driveway is located directly on this segment of Bryant Street.

I am writing to submit my formal opposition to the El Dorado Avenue alternative and to formally request the evaluation of the Loma Verde-Alma Median Hybrid Plan. The current El Dorado proposals could impose disproportionate negative impacts and direct physical hazards on m family, my property, and my daily transit. I urge the City to reject the El Dorado route based on the following distinct factors:

PART I: SUBSTANTIAL NEGATIVE IMPACTS AND TECHNICAL OBJECTIONS

1. Driveway Safety Hazards and Location-Specific Risks

The proposal to route a bike path down El Dorado Avenue introduces safety conflicts that may threaten my ability to safely enter and exit my private driveway on Bryant Street.

A. Proposed El Dorado Bike Path and Driveway Entry/Exit Risks

- **The Connecting Traffic Surge:** While the city estimates an additional 2,600 daily bicycle and pedestrian trips along El Dorado Avenue, this design could draw additional bike and e-bike traffic onto my block of Bryant Street as riders maneuver to connect to the El Dorado corridor.
- **Physical Gutter Constraint Vulnerability:** To enter or exit my driveway, drivers must move at a crawl to safely negotiate the rounded street gutter profile between the road and my driveway, which functions as a large, physical bump. This structural layout forces my vehicle to remain slow, exposed, and vulnerable in the roadway during both entry and exit.
- **Escalated Collision Probability:** If an additional influx of fast-moving e-bikes and traditional cyclists ride to the El Dorado path to access the Alma Street crossing, the likelihood of collisions increases. If oncoming wheeled transit fails to yield or stop while I am slow and exposed on the gutter profile, multi-modal collisions and vehicular conflicts may occur.

B. Increased Risks if Alma Traffic Light Installed

Installing a new vehicular traffic signal at the intersection of El Dorado Avenue and Alma Street may produce the unintended consequence of additional traffic volume resulting from both neighborhood regional traffic and commuter cut-through traffic.

- **The Oregon Expressway/Colorado Commuter Shortcut:** Motorists coming off Oregon Expressway seeking to bypass arterial congestion could turn directly onto Bryant Street, or collect from Colorado Avenue, utilizing my block as a shortcut to reach the new operational signal at Alma Street, and vice versa.
- **Compounding Multi-Modal Traffic Volumes:** Layering this potential addition of regional and cut-through car traffic directly on top of the increased bike and e-bike volume could increase traffic hazards. This combination could increase the probability of car-on-car collisions and multi-modal accidents as I enter or exit my driveway.

---

2. Environmental Degradation and CEQA Objections

- **Potential Air and Noise Quality Impacts:** Under the California Environmental Quality Act (CEQA), the city is required to evaluate localized environmental shifts. I am concerned that any increased traffic volume as a result of the Alma traffic signal would have the potential to increase vehicle emissions (PM2.5) and elevate ambient noise levels. Such changes would adversely affect my living conditions, as breathing this polluted air would directly impact my personal health and well-being.

---

3. Constitutional Liability and Prior Written Tort Notice

- **Substantial Impairment of Access:** By physically compromising safe driveway maneuvers and altering the traffic metrics of my block, the city's design carries the potential to cause a substantial impairment of access under Article I, Section 19 of the California Constitution, constituting an inverse condemnation of my property.
- **Prior Written Tort Notice:** Under California Government Code Section 835, this letter serves as formal, prior written notice that removing full-stop protections and inducing cut-through traffic patterns creates an inherently dangerous condition for my residential access point, exposing the city to ongoing tort liability for subsequent injuries and completely stripping the municipality of its standard design immunity.

PART II: THE PROPOSED SOLUTION I don't really even think this route is necessary. There is a tunnel at California Avenue and access to Park Blvd/Avenue at East Meadow intersection. That suffices and doesn't cost the City or residents any extra finances. We don't need these stupid changes.

Evaluation of the Loma Verde-Alma Median Hybrid Plan

I formally request that the city evaluate the Loma Verde-Alma Median Hybrid Plan, which utilizes an all-public right-of-way footprint to achieve regional connectivity goals seamlessly. The comprehensive engineering blueprint and structural design specifications for this non-destructive alternative were formally introduced and filed into the permanent project record via a separate Formal Project Realignment Submission transmitted on August 19, 2026. I respectfully ask that project engineers evaluate that specific submission as the neighborhood's preferred workaround.

Please confirm receipt of this email and verify that it has been formally uploaded into the administrative record for the South Palo Alto Bike/Ped Connectivity Project before the active public packet closes.

Sincerely,

Ken

Printed Name: Ken Morgan

Address: 2700 Bryant Street, Palo Alto, CA

ADDENDUM: DESCRIPTION OF THE LOMA VERDE-ALMA MEDIAN HYBRID PLAN

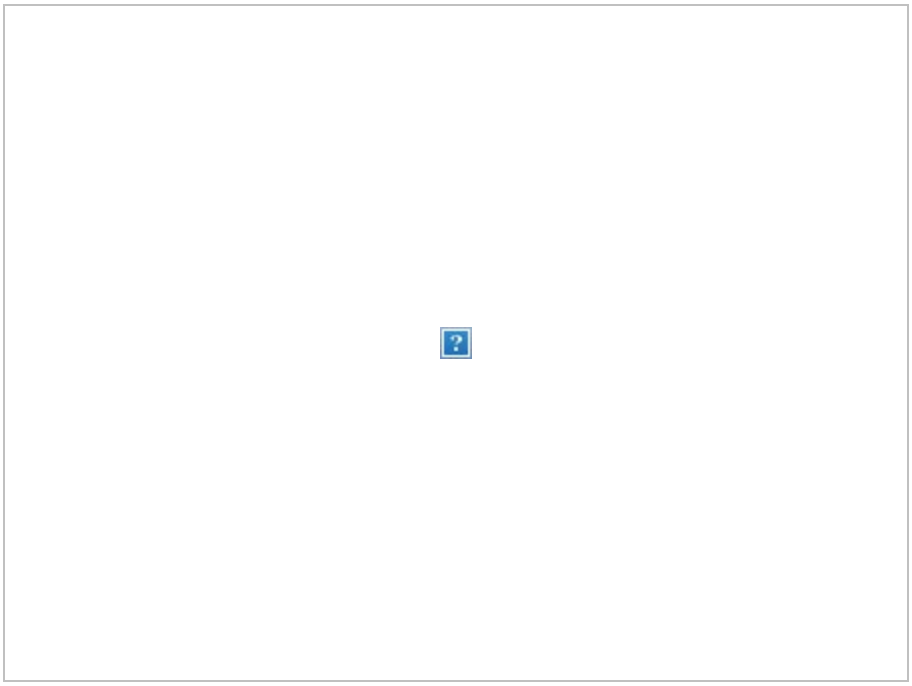
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technical project designs, this lateral adjustment uses established municipal engineering precedents and keeps the apartment parking cutouts fully intact [INDEX].

- **3. West-Side Class IV Protected Bikeway:** Utilize the newly cleared operating envelope to construct a premier Class IV Protected Two-Way Bikeway entirely on the west side of Alma Street, running parallel to the Caltrain tracks from Loma Verde Avenue directly northwest to the El Dorado Avenue rail axis [INDEX]. This routes the 2,500 daily regional active transit trips completely off residential blocks [INDEX].
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The graphic showing this plan is included below:



Loma Verde-Alma Median Hybrid Plan

From: David Hung
To: Transportation; Lo, Ria; Coles, Charlie
Cc: Council, City; Clerk, City; David Hung
Subject: Re: BPTP Public Comment: Initial Submission of Neighborhood Petition Opposing El Dorado Avenue Alternative
Date: Monday, August 24, 2026 11:32:04 AM
Attachments: ElDorado_Neighborhood_Petition_Supplemental_I_Submission_Set_2_of_6.pdf
ElDorado_Neighborhood_Petition_Supplemental_I_Submission_Set_5_of_6.pdf
ElDorado_Neighborhood_Petition_Supplemental_I_Submission_Set_4_of_6.pdf
ElDorado_Neighborhood_Petition_Supplemental_I_Submission_Set_3_of_6.pdf
ElDorado_Neighborhood_Petition_Supplemental_I_Submission_Set_1_of_6.pdf
ElDorado_Neighborhood_Petition_Supplemental_I_Submission_Set_6_of_6.pdf

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To the Office of Transportation, Project Managers, and Members of the City Council:

Please find attached an update to our neighborhood petition submission for the South Palo Alto Bike/Ped Connectivity Project record.

We have attached fresh, scanned PDF files:

1. ElDorado_Neighborhood_Petition_Supplemental_I_Submission_Set_1_of_6.pdf
2. ElDorado_Neighborhood_Petition_Supplemental_I_Submission_Set_2_of_6.pdf
3. ElDorado_Neighborhood_Petition_Supplemental_I_Submission_Set_3_of_6.pdf
4. ElDorado_Neighborhood_Petition_Supplemental_I_Submission_Set_4_of_6.pdf
5. ElDorado_Neighborhood_Petition_Supplemental_I_Submission_Set_5_of_6.pdf
6. ElDorado_Neighborhood_Petition_Supplemental_I_Submission_Set_6_of_6.pdf

containing additional neighbor signatures collected ahead of the 12 Noon cutoff.

Attached for formal filing into the project record for the South Palo Alto Bike/Ped Connectivity Project are the scanned sheets of our Neighborhood Petition opposing the El Dorado Avenue alternative.

Please note that these files together contain 103 signatures.
This, added to the 30 signatures in the Initial Submission, total 133 signatures.

We request that these petition sets and the accompanying Loma Verde-Alma Median Hybrid Plan engineering blueprint be uploaded into the administrative record before the active public packet closes. Please reply to verify receipt and successful upload of both attachments.

Sincerely,

David Hung
On behalf of the El Dorado and Bryant Street Area Residents
2789 Bryant Street, Palo Alto, CA

On Fri, Aug 21, 2026 at 4:44 PM David Hung <dthung1@gmail.com> wrote:

> To the Office of Transportation, Project Managers, and Members of the City Council:
>
> Please note that
> 1. ElDorado_Neighborhood_Petition_Initial_Submission_Set_1_of_2.pdf
> previously sent has a total of 15 signatures.
>
> and
> 2. ElDorado_Neighborhood_Petition_Initial_Submission_Set_2_of_2.pdf
> has a total of 15 signatures.
>
> So for the Initial Submission there are a total of 30 signatures.
>
> Sincerely,
>
> David Hung
> On behalf of the El Dorado and Bryant Street Area Residents
> 2789 Bryant Street, Palo Alto, CA
>
> On Fri, Aug 21, 2026 at 3:48 PM David Hung <dthung1@gmail.com> wrote:
>
> > To the Office of Transportation, Project Managers, and Members of the City Council:
> >
> > Attached for formal filing into the project record for the South Palo Alto Bike/Ped Connectivity Project are the scanned sheets of our Neighborhood Petition opposing the El Dorado Avenue alternative.
> >
> > This transmission constitutes the Initial Submission Suite, which is divided into two separate PDF files for administrative convenience:
> >
> > 1. ElDorado_Neighborhood_Petition_Initial_Submission_Set_1_of_2.pdf
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> >
> > Sincerely,
> >
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> > On behalf of the El Dorado and Bryant Street Area Residents
> > 2789 Bryant Street, Palo Alto, CA

South Palo Alto Bike/Ped Project – Neighborhood Petition
Supplemental I Submission Suite – Set 1 of 6
Transmitted: August 24, 2026

PETITION TO THE PALO ALTO CITY COUNCIL

RE: Reject the El Dorado Avenue Alternative – Formally Evaluate the Loma Verde-Alma Median Hybrid Plan* to Protect Residential Neighborhoods and Preserve Community Safety

To the Mayor, Members of the City Council, and the Office of Transportation:

We, the undersigned residents, property owners in the El Dorado and Bryant Street area, and voters of Palo Alto, formally petition the City Council to **completely remove El Dorado Avenue from consideration** for the South Palo Alto Bike/Ped Connectivity Project.

While we fully support safe bicycle and pedestrian infrastructure, we formally object to the current El Dorado proposals based on the following critical factors:

- **Disproportionate Neighborhood Burden for City Cost Savings:** The current proposals force private property takeovers, eliminate critical street parking on a residential block, and install a dangerous traffic circle into a narrow grid at the intersection of Bryant Street and El Dorado Avenue strictly for city cost-saving reasons—*completely ignoring the massive secondary costs imposed on our neighborhood's property rights and safety.*
- **Critical Hazards to El Carmelo School Route:** This intersection and the surrounding blocks serve as a primary neighborhood route for a steady stream of elementary school children walking and biking to and from El Carmelo School (3024 Bryant St) daily. Mixing hurried, shortcut-seeking commuter motorists into this active school zone potentially violates the safety intent of California Vehicle Code Section 22352, may create traffic conflicts, and potentially endangers vulnerable young pedestrians, joggers, and cyclists during peak morning and afternoon drop-off windows.
- **Failed Ross Road Traffic Circle Precedent:** This traffic circle proposal at Bryant and El Dorado repeats the failed Ross Road design flaws, where a similar continuous-flow roundabout caused immediate localized collisions and forced emergency city interventions.
- **Substantial Impairment of Access under California Law:** This traffic circle creates an blind-spot trap for nearby residential driveways, carrying the potential to result in a substantial impairment of access under California law due to forcing continuous-volume traffic into a residential bottleneck.
- **Disruptive Cut-Through Traffic:** Installing a traffic signal at Alma Street and El Dorado Avenue may likely result in the unintentional consequence of drawing disruptive cut-through traffic from Oregon Expressway to Bryant Street to El Dorado Avenue to Alma Street. It could also trigger a vehicle shortcut routing Highway 101 commuters down Colorado Avenue, across Middlefield Road, and down Cowper Street onto El Dorado to catch the new signal.
- **Inappropriate Regional Traffic Magnet:** Because this new traffic light at El Dorado Avenue would be the only operational signal between East Meadow Drive and Churchill Avenue, it may likely act as a magnet for vehicles from the surrounding regional neighborhood, further exacerbating traffic conflicts and safety hazards.

- **Obstructing Access to Intersecting Cul-de-Sacs:** The resulting extended vehicular queues could disrupt inbound and outbound vehicle and bicycle access, as well as pedestrian street crossings along the adjacent cul-de-sac enclaves of Emerson Street, Ramona Street, Bryant Street, South Court, and Kipling Street. Crucially, these backups may compromise vital emergency vehicle access, leaving fire engines, ambulances, and police responders physically blocked from entering these closed neighborhood blocks during peak commute windows.
- **Loss of Promenade Character & Parking:** This influx of cut-through vehicular traffic, combined with the projected heavy volume of regional bicycle traffic, would fundamentally alter the quiet promenade character of El Dorado Avenue and eliminate vital curbside parking. *El Dorado residents and their visitors, contractors, caregivers, delivery services, and other service providers rely heavily on this curbside parking for daily access*, making its removal a severe and disproportionate burden on the block.
- **Oversized Volume in Narrow Residential Footprint:** Ultimately, this structural safety crisis and neighborhood degradation all stem from a fundamentally flawed proposed design that attempts to squeeze an oversized volume of regional transit traffic into a narrow, quiet residential street.

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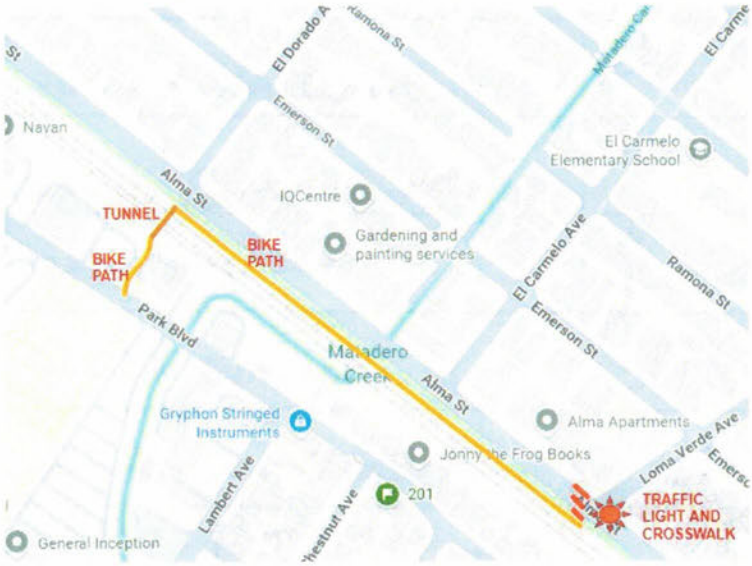
1. **Drop the El Dorado Avenue alternative entirely** from all future 15% and 35% conceptual planning phases.
2. **Formally model, engineer, and evaluate the Loma Verde-Alma Median Hybrid Plan** detailed below, which achieves all regional transit goals cleanly within existing public land boundaries:
    - **Signal Realignment:** Places the new vehicular traffic light at the intersection of **Loma Verde Avenue and Alma Street**—an established collector street designed to absorb vehicle queues without cutting through quiet residential blocks. Crucially, Loma Verde Avenue provides a robust, continuous arterial link all the way to **West Bayshore Road**, providing a safe bi-directional connection for pedestrians, cyclists, and cars that naturally routes cross-town traffic along an appropriate corridor.
    - **Alma Lateral Lane-Shift:** Shifts the active vehicle lanes of Alma Street eastward into the existing east-side green median. Between the edge of the parking cutouts on the east side of Alma Street and the residential sidewalk sits exactly 79 inches of available public greenspace. Because the city is already actively proposing lane shifts in its own technical project designs, this lateral realignment is a highly viable engineering precedent that preserves apartment parking buffers while clearing an operating envelope on the west side of the street.
    - **West-Side Protected Bikeway:** Constructs a Class IV Protected Two-Way Bikeway entirely on the west side of Alma Street, running parallel to the Caltrain tracks from Loma Verde directly to the El Dorado rail underpass axis, fully

secured with standard 8-to-10-foot anti-climb safety fencing and dense environmental buffer planting.

- **Optimal Underpass Slot:** Utilizes the shorter El Dorado rail axis to tunnel under the tracks to Park Boulevard, capturing maximum infrastructure savings while completely bypassing the multi-million dollar water and electrical utility lines that blocked a full tunnel farther south at Loma Verde.

- **Avoids Eminent Domain:** Avoids any eminent domain acquisition of private property along the residential stretch, keeping the entire path footprint strictly confined to existing public rights-of-way.

The graphic showing this plan is included below:



Loma Verde – Alma Median Hybrid

**Note: The description of the Loma Verde-Alma Median Hybrid Plan was emailed to the Transportation department, the city council, and the city clerk on 8/19/26. For convenience, it is reproduced in this petition.*

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Printed Name	**Physical Street Address (Palo Alto, CA)**	**Signature**	**Date**
Example: Jane Doe	*1234 El Dorado Ave*		*8/19/26*
Marythan Peters	[redacted]		8/21/2026
Wei Ying			8/21/2026
Jorge Quilbuena			08/21/2026
Richard Gillam			08/21/2026
Ellen Zeng			08/21/2026
AHSAN SYED			8/21/2026
M. SYED			8/21/2006
SIA KHOSROVI			8/21/2026
CARYLE RAFFERTY			8/21/202
MIKE WEISS			8/21/2026
Laura Holmgr			8-21-26
Eric Minami			8-21-26
Gayatri Pendse			8-21-26
Ajay Singh			8.21.26
DAN GRAHAM			8-21-26

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Shari Sarowitz	[redacted]		8-21-26
Rui Ma			8/21/26
Yasshar			8/21/26
E. Wells			8/21/26
V. Wei			8/21
C Nguyen			8/21/26
Teresa Kelly			8/21/26
Hannah Cranch			8/21/26
Debbie Kullman			8/22/26
Sherry We			8/22/26
Alex Rumpelton			8/22/26
Travis Scott			8/22/26
Victoria [illegible]			8/22/26
Natalia Mun			8/23/26

South Palo Alto Bike/Ped Project – Neighborhood Petition
Supplemental I Submission Suite – Set 2 of 6
Transmitted: August 24, 2026

PETITION TO THE PALO ALTO CITY COUNCIL

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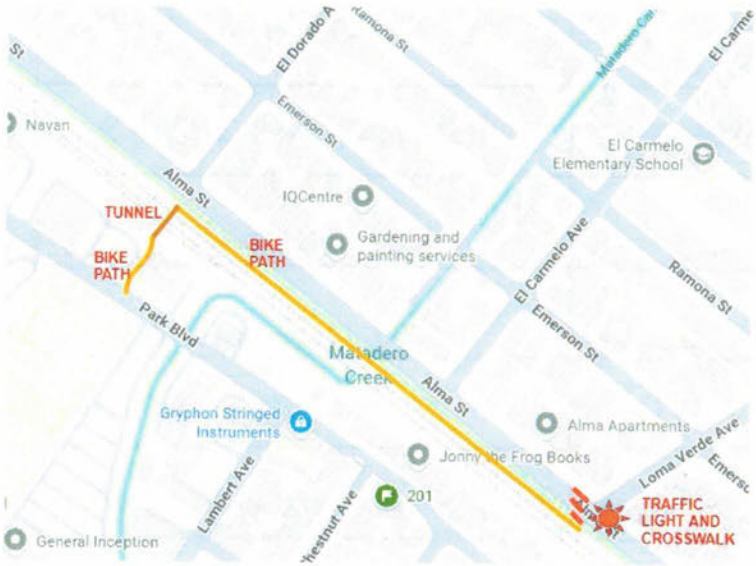
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    - **Signal Realignment:** Places the new vehicular traffic light at the intersection of **Loma Verde Avenue and Alma Street**—an established collector street designed to absorb vehicle queues without cutting through quiet residential blocks. Crucially, Loma Verde Avenue provides a robust, continuous arterial link all the way to **West Bayshore Road**, providing a safe bi-directional connection for pedestrians, cyclists, and cars that naturally routes cross-town traffic along an appropriate corridor.
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LINDA APLIN	[redacted]		8/21/26
PAUL APLIN			8/21/26
Allison Banuelos			8/21/26
Mary Baker			8/22/26
Xingrong Liu			8/22/2026
Cuiping Chen			8/22/2026
Junco Minami			8/22/2026
Eric Minami			8/22/2026
STEPHEN SWEDISH			8/22/2026
Ember Swedish			8/22/2026
Roger Poon			8/24/26
Julia Hu			8/22/26
Jason Poon			8/24/26
Sarah Cornwell			8/22/26
Trevor Cornwell			8/22/26

South Palo Alto Bike/Ped Project – Neighborhood Petition
Supplemental I Submission Suite – Set 3 of 6
Transmitted: August 24, 2026

PETITION TO THE PALO ALTO CITY COUNCIL

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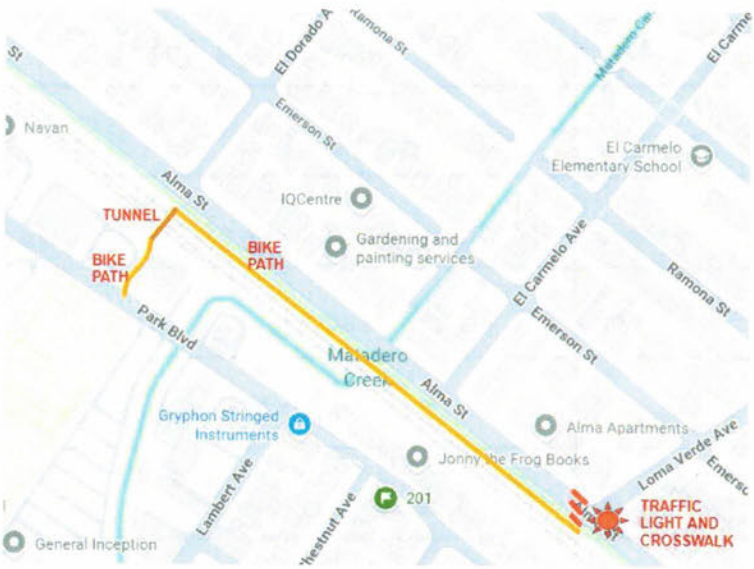
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Yuhong Kong	[redacted]		08/22/26
Benjamin Kong			08/22/26
AHSAN S-TED			08/22/26
David Kong			08/22/26
Steve Katzman			8/22/26
Laura Duckw			8/22/26
Alex Kong			8/22/26
Wendell Baker			8/22/26
Wendie Ka			8/22/26
HUBERT WONG			8/23/26
Sherwin Wong			8/23/26

South Palo Alto Bike/Ped Project – Neighborhood Petition
Supplemental I Submission Suite – Set 4 of 6
Transmitted: August 24, 2026

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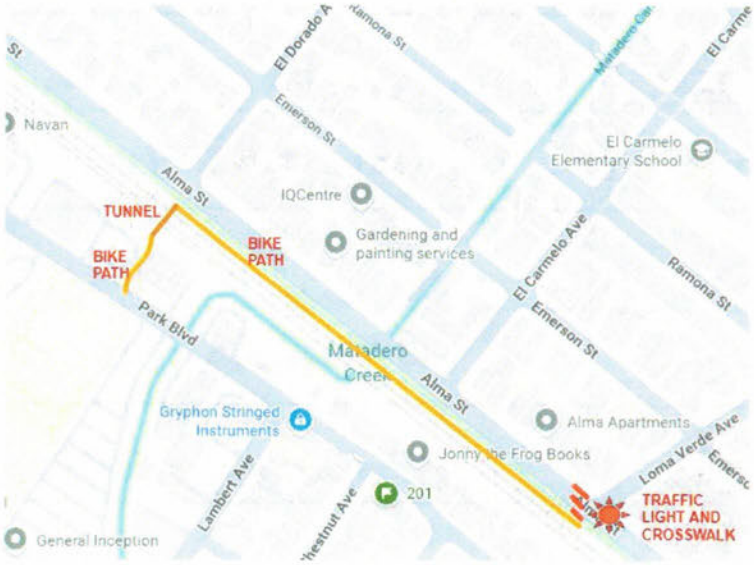
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    - **West-Side Protected Bikeway:** Constructs a Class IV Protected Two-Way Bikeway entirely on the west side of Alma Street, running parallel to the Caltrain tracks from Loma Verde directly to the El Dorado rail underpass axis, fully

secured with standard 8-to-10-foot anti-climb safety fencing and dense environmental buffer planting.

- **Optimal Underpass Slot:** Utilizes the shorter El Dorado rail axis to tunnel under the tracks to Park Boulevard, capturing maximum infrastructure savings while completely bypassing the multi-million dollar water and electrical utility lines that blocked a full tunnel farther south at Loma Verde.

- **Avoids Eminent Domain:** Avoids any eminent domain acquisition of private property along the residential stretch, keeping the entire path footprint strictly confined to existing public rights-of-way.

The graphic showing this plan is included below:



Loma Verde – Alma Median Hybrid

**Note: The description of the Loma Verde-Alma Median Hybrid Plan was emailed to the Transportation department, the city council, and the city clerk on 8/19/26. For convenience, it is reproduced in this petition.*

OFFICIAL SIGNATURE ROSTER: PETITION TO REJECT EL DORADO & FORMALLY EVALUATE LOMA VERDE – ALMA MEDIAN HYBRID			
Printed Name	**Physical Street Address (Palo Alto, CA)**	**Signature**	**Date**
Example: Jane Doe	*1234 El Dorado Ave*		*8/19/26*
MARK JACKSON	[redacted]		8/23/26
Barbara Kilin			8/26
MARK KELLER			8/23
Yashar G.			8/23
Judy Lewit			8/23
John Asen			8/23/26
Suzanne Ogawa			8/23/26
KEVIN KNOTT			8/23/26
GARY Hall			8-23-26
Arthur Hanchett			8-22-26
Jean Chen			8/23/26
Cece Anson			8/23/26
RUSSELL ANSON			8/23/26
Lori Wilkins Godin			8/23/26
ZHICHAO ZHOU			8/23/26

OFFICIAL SIGNATURE ROSTER: PETITION TO REJECT EL DORADO & FORMALLY EVALUATE LOMA VERDE – ALMA MEDIAN HYBRID			
Printed Name	**Physical Street Address (Palo Alto, CA)**	**Signature**	**Date**
Example: Jane Doe	*1234 El Dorado Ave*		*8/19/26*
Shaojin Wei	[redacted]		8/23/2026
Sarah Haselkorn			8/23/26
Mary Hackstadt			8/23/26
Woon J TANG			8/23/26
Elizabeth Lane			8/23/26
William Zeou			8/24/26
Grazalem Mam			8/24/26
Gloria Cheung			8/24/26
Pily Macuil			8-24-26

South Palo Alto Bike/Ped Project – Neighborhood Petition
Supplemental I Submission Suite – Set 5 of 6
Transmitted: August 24, 2026

PETITION TO THE PALO ALTO CITY COUNCIL

RE: Reject the El Dorado Avenue Alternative – Formally Evaluate the Loma Verde-Alma Median Hybrid Plan* to Protect Residential Neighborhoods and Preserve Community Safety

To the Mayor, Members of the City Council, and the Office of Transportation:

We, the undersigned residents, property owners in the El Dorado and Bryant Street area, and voters of Palo Alto, formally petition the City Council to **completely remove El Dorado Avenue from consideration** for the South Palo Alto Bike/Ped Connectivity Project.

While we fully support safe bicycle and pedestrian infrastructure, we formally object to the current El Dorado proposals based on the following critical factors:

- **Disproportionate Neighborhood Burden for City Cost Savings:** The current proposals force private property takeovers, eliminate critical street parking on a residential block, and install a dangerous traffic circle into a narrow grid at the intersection of Bryant Street and El Dorado Avenue strictly for city cost-saving reasons—*completely ignoring the massive secondary costs imposed on our neighborhood's property rights and safety.*
- **Critical Hazards to El Carmelo School Route:** This intersection and the surrounding blocks serve as a primary neighborhood route for a steady stream of elementary school children walking and biking to and from El Carmelo School (3024 Bryant St) daily. Mixing hurried, shortcut-seeking commuter motorists into this active school zone potentially violates the safety intent of California Vehicle Code Section 22352, may create traffic conflicts, and potentially endangers vulnerable young pedestrians, joggers, and cyclists during peak morning and afternoon drop-off windows.
- **Failed Ross Road Traffic Circle Precedent:** This traffic circle proposal at Bryant and El Dorado repeats the failed Ross Road design flaws, where a similar continuous-flow roundabout caused immediate localized collisions and forced emergency city interventions.
- **Substantial Impairment of Access under California Law:** This traffic circle creates an blind-spot trap for nearby residential driveways, carrying the potential to result in a substantial impairment of access under California law due to forcing continuous-volume traffic into a residential bottleneck.
- **Disruptive Cut-Through Traffic:** Installing a traffic signal at Alma Street and El Dorado Avenue may likely result in the unintentional consequence of drawing disruptive cut-through traffic from Oregon Expressway to Bryant Street to El Dorado Avenue to Alma Street. It could also trigger a vehicle shortcut routing Highway 101 commuters down Colorado Avenue, across Middlefield Road, and down Cowper Street onto El Dorado to catch the new signal.
- **Inappropriate Regional Traffic Magnet:** Because this new traffic light at El Dorado Avenue would be the only operational signal between East Meadow Drive and Churchill Avenue, it may likely act as a magnet for vehicles from the surrounding regional neighborhood, further exacerbating traffic conflicts and safety hazards.

- **Obstructing Access to Intersecting Cul-de-Sacs:** The resulting extended vehicular queues could disrupt inbound and outbound vehicle and bicycle access, as well as pedestrian street crossings along the adjacent cul-de-sac enclaves of Emerson Street, Ramona Street, Bryant Street, South Court, and Kipling Street. Crucially, these backups may compromise vital emergency vehicle access, leaving fire engines, ambulances, and police responders physically blocked from entering these closed neighborhood blocks during peak commute windows.
- **Loss of Promenade Character & Parking:** This influx of cut-through vehicular traffic, combined with the projected heavy volume of regional bicycle traffic, would fundamentally alter the quiet promenade character of El Dorado Avenue and eliminate vital curbside parking. *El Dorado residents and their visitors, contractors, caregivers, delivery services, and other service providers rely heavily on this curbside parking for daily access*, making its removal a severe and disproportionate burden on the block.
- **Oversized Volume in Narrow Residential Footprint:** Ultimately, this structural safety crisis and neighborhood degradation all stem from a fundamentally flawed proposed design that attempts to squeeze an oversized volume of regional transit traffic into a narrow, quiet residential street.

WE RESPECTFULLY REQUEST THAT THE CITY COUNCIL:

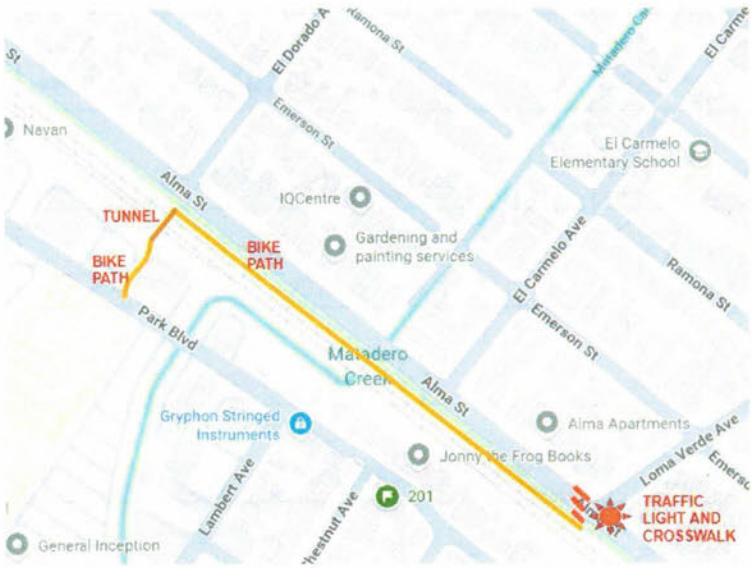
1. **Drop the El Dorado Avenue alternative entirely** from all future 15% and 35% conceptual planning phases.
2. **Formally model, engineer, and evaluate the Loma Verde-Alma Median Hybrid Plan** detailed below, which achieves all regional transit goals cleanly within existing public land boundaries:
    - **Signal Realignment:** Places the new vehicular traffic light at the intersection of **Loma Verde Avenue and Alma Street**—an established collector street designed to absorb vehicle queues without cutting through quiet residential blocks. Crucially, Loma Verde Avenue provides a robust, continuous arterial link all the way to **West Bayshore Road**, providing a safe bi-directional connection for pedestrians, cyclists, and cars that naturally routes cross-town traffic along an appropriate corridor.
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- **Optimal Underpass Slot:** Utilizes the shorter El Dorado rail axis to tunnel under the tracks to Park Boulevard, capturing maximum infrastructure savings while completely bypassing the multi-million dollar water and electrical utility lines that blocked a full tunnel farther south at Loma Verde.

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Printed Name	Physical Street Address (Palo Alto, CA)	Signature	Date
Example: Jane Doe	*1234 El Dorado Ave*		*8/19/26*
Wesley Nunes	[redacted]		8/22/26
Thalia Anagno			8/22/26
Steve & Amy			8/22/26
STEPHEN LONGSTRETH			8/23/26
Linda Longstreth			8/23/26
Geri Burns			8/23/26
KEVIN KNOTT			8/23/26
MARY ROS			8/23/26
Emily Rose			8/25/26
MARY HAFN			8/23/26
CAROLYN SANTO			8/23/26
Xiaofan Li			8/23/26
Charles Jesse Duckworth			8/23/26

good luck!

South Palo Alto Bike/Ped Project – Neighborhood Petition
Supplemental I Submission Suite – Set 6 of 6
Transmitted: August 24, 2026

PETITION TO THE PALO ALTO CITY COUNCIL

RE: Reject the El Dorado Avenue Alternative – Formally Evaluate the Loma Verde-Alma Median Hybrid Plan* to Protect Residential Neighborhoods and Preserve Community Safety

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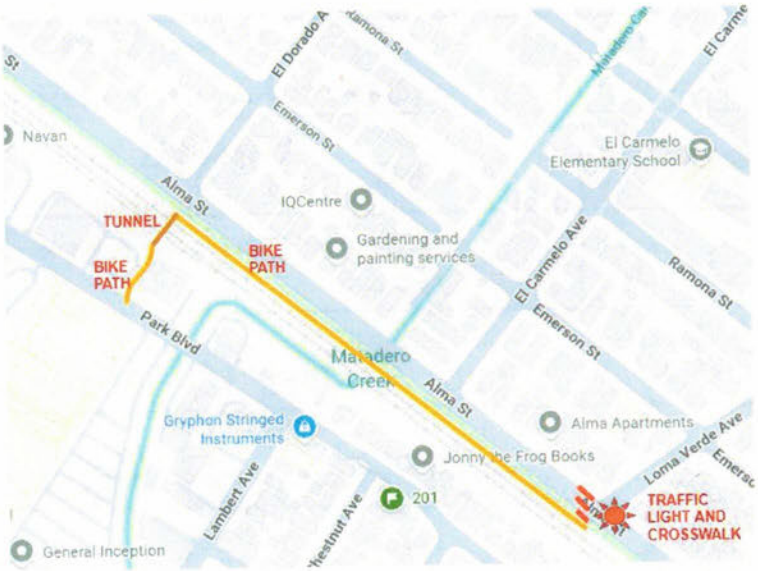
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Loma Verde – Alma Median Hybrid

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Printed Name	**Physical Street Address (Palo Alto, CA)**	**Signature**	**Date**
Example: Jane Doe	*1234 El Dorado Ave*		*8/19/26*
JON Kiya	[redacted]		8/21/26
Marilyn Nishio			8-21-26
DAVID LEUNG			8/21/26
Catherine Hung			8/23/26
ANTHONY TOMASEVICH			8-23-26
DAVID			8-23-26
Charles Hua			8/23/26
Shannon Silv			8/24/26
C. Tomasevich			8/24/26
Alice Cheung			8/24/26
Christie Z			8/24/26.

From: Jon Kiya
To: Transportation; Lo, Ria; Coles, Charlie
Cc: Council, City; Clerk, City
Subject: BPTP Public Comment: Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan* – 261 El Dorado Ave., Palo Alto, CA. 94306-2374
Date: Sunday, August 23, 2026 9:58:43 PM
Attachments: image.png

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

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- **RE:** Formal Public Comment Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan – South Palo Alto Bike/Ped Connectivity Project

To the Office of Transportation, Project Managers, and Members of the City Council:

I am a resident and property owner at **261 El Dorado Ave.,** in Palo Alto. I am writing to submit my formal opposition to the El Dorado Avenue alternative and to formally request the evaluation of the Loma Verde-Alma Median Hybrid Plan.

The current El Dorado proposals impose severe, disproportionate negative impacts on my family, my fellow residents, my property, and me. I urge the City to reject the El Dorado route based on the following distinct factors:

PART I: SUBSTANTIAL NEGATIVE IMPACTS AND TECHNICAL OBJECTIONS

1. Driveway Safety Hazards and Residential Bottlenecks

There are serious safety issues for my family, guests, service providers, myself, and anyone entering and exiting my driveways that would result from the proposals of the bike path on El Dorado Avenue and the traffic circle at Bryant Street and El Dorado Avenue. These safety issues are layered directly on top of each other across my two separate driveways (one on Bryant Street and one on El Dorado Avenue).

A. Bike Boulevard Volume Impacts (2,600 Daily Trips)

- **Compounding Traffic Risks:** If the city's proposed changes increase vehicle traffic on these roads, those vehicle volumes would heavily compound potential auto and bicycle collisions simply due to the lack of visibility due to the configuration of the intersections and the housing landscapes along El Dorado Ave. as further detailed below.

B. Traffic Circle Geometry and Entry/Exit Dangers

- **Higher Safety Hazard:** If a traffic circle was implemented, that would present likely even greater safety issues for me, introducing a liability by removing or altering the current intersection geometry that turns both entry and exit into a continuous hazard.
- **Physical Gutter Constraint:** To negotiate the rounded street gutter profile between my driveway and the road that is essentially a large bump, I must enter and exit slowly, leaving me highly vulnerable to any sudden oncoming traffic during both maneuvers.
- **Loss of Full-Stop Protection:** Presently, a stop sign controls this corner to require vehicles and bicycles approaching on El Dorado to come to a full stop. This provides me some protection, even though some cyclists may not stop. With a traffic circle however, there is no full stop to provide protection for vehicles and cyclists.
- **Blind-Spot Inescape:** With a traffic circle, vehicles and bicycles in the circle, or about to enter the circle, may not see me entering or exiting until the last moment. I am concerned about collisions resulting from these situations that are not my fault.

C. Empirical Evidence from the Ross Road Precedent

- **Highly Comparable Layout:** This traffic circle layout hazard has already been physically demonstrated in Palo Alto. I have consulted with a property owner situated at the equivalent corner configuration of the East Meadow Drive and Ross Road traffic circle corridor. That property features a driveway placement and intersection proximity very similar to my layout at Bryant and El Dorado.
- **Real-World Baseline Challenges:** The operational history of that intersection confirms that continuous-flow circular geometry creates severe, ongoing safety conflicts for both driveway entry and exit, strips away full-stop protections, and exposes residents to sudden oncoming traffic.
- **Explicit Neighbor Preference:** The impacted Ross Road property owner strongly preferred the previous configuration of traditional traffic stop signs, which provided reliable, mandatory stop protections.
- **Documented Corridor Precedent :** This traffic circle proposal at Bryant and El Dorado would repeat these documented challenges, ignoring an active local precedent where a similar experiment caused circulation friction and required subsequent city interventions to restore basic corridor safety.

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2. Problems Stemming From the Proposed Traffic Light at Alma and El Dorado

A. Regional Vehicle Re-Routing and Shortcuts

- **Induced Localized Traffic:** Installing a traffic signal at the intersection of Alma Street and El Dorado Avenue would likely result in drawing disruptive cut-through traffic from Oregon Expressway to Bryant Street to El Dorado Avenue to Alma Street and vice versa. More traffic is not what we need in our City as our street infrastructure was not meant for high volume traffic.
- **Commuter Shortcut Creation:** It would potentially trigger a vehicle shortcut routing Highway 101 commuters down Colorado Avenue, across Middlefield Road, and down Cowper Street onto El Dorado and vice versa. Not good when you consider the bike bridge to El Carmelo Elementary School is one block south of the intersection of El Dorado Ave. and Bryant St (of which i live on the corner) and there is considerable kid traffic.
- **Regional Traffic Magnet:** Because this new traffic light at El Dorado Avenue would be the only operational signal between East Meadow Drive and Churchill Avenue, it is likely to act as an inappropriate regional traffic magnet, further exacerbating traffic conflicts and safety hazards.

B. Increased Localized Pollution and Noise

- **Air Quality Degradation:** Any induced vehicle traffic resulting from this regional signal routing carries the potential to generate elevated vehicle emissions and localized air pollution directly outside my home.
- **Noise Pollution:** Any additional influx of regional transit trips may generate substantial localized noise pollution along our quiet residential block.
- **Roadside Litter Accumulation:** Any increased traffic volume may result in the more accumulation of roadside litter along our residential corridor.
- **Street Character Degradation:** The combined influx of regional bicycle traffic and potential cut-through vehicular traffic carries the potential to fundamentally degrade the quiet residential character of El Dorado Avenue due to the higher overall daily traffic volumes passing directly outside my home.

---

3. Constitutional Liability and Inverse Condemnation

- **Substantial Impairment of Access:** By physically compromising safe driveway entry and exit and altering the traffic metrics of my property, the city's design carries the potential to cause a substantial impairment of access.
- **Inverse Condemnation Claim:** Under Article I, Section 19 of the California Constitution, these actions would constitute an inverse condemnation of my property. Should the city move forward with this design, it would face significant legal liabilities, including structural property devaluation claims and the mandatory payment of homeowners' legal and expert fees.
- **Prior Written Tort Notice:** Furthermore, under California Government Code Section 835, this letter serves as formal, prior notice that the proposed roundabout geometry creates an inherently dangerous condition for residential access points, exposing the city to ongoing tort liability for any subsequent injuries and completely stripping the municipality of its standard design immunity.

PART II: THE PROPOSED SOLUTION

Evaluation of the Loma Verde-Alma Median Hybrid Plan

I formally request that the city evaluate the Loma Verde-Alma Median Hybrid Plan, which utilizes an all-public right-of-way footprint to achieve regional connectivity goals seamlessly. The comprehensive, five-point engineering blueprint and structural design specifications for this non-destructive alternative were formally introduced and filed into the permanent project record via a separate Formal Project Realignment Submission transmitted on August 19, 2026. I respectfully ask that project engineers evaluate that specific submission as the neighborhood's preferred workaround.

Please confirm receipt of this email and verify that it has been formally uploaded into the administrative record for the South Palo Alto Bike/Ped Connectivity Project before the PABAC agenda packet closes.

Thank You!

Sincerely,

Jon D. Kiya

Address: 261 El Dorado Ave., Palo Alto, CA. 94306-2374.

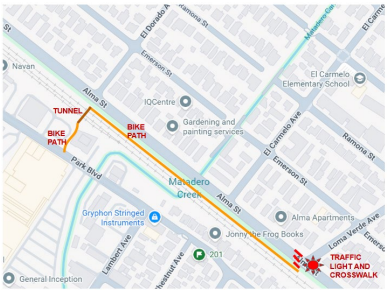
**Note: The description of the Loma Verde-Alma Median Hybrid Plan was emailed to the Transportation department, the city council, and the city clerk on 8/19/26. For convenience, it is reproduced in the addendum.*

ADDENDUM: DESCRIPTION OF THE LOMA VERDE-ALMA MEDIAN HYBRID PLAN

The Hybrid Plan utilizes an all-public right-of-way footprint to achieve regional multi-modal connectivity goals seamlessly, bypassing the subsurface water and electrical utility lines that blocked a full tunnel farther south at Loma Verde by decoupling the surface signal route from the physical underpass slot. The City of Palo Alto and its consultants are asked to evaluate the following five integrated technical parameters:

- **1. Traffic Signal Realignment:** Place the new vehicular traffic light and pedestrian crossing at the intersection of Loma Verde Avenue and Alma Street—an established, high-capacity collector street designed to safely absorb vehicle queues without cutting through quiet residential grids. Crucially, Loma Verde Avenue provides a robust, continuous arterial link all the way to West Bayshore Road, providing a safe bi-directional connection for pedestrians, cyclists, and cars that naturally routes cross-town traffic along an appropriate corridor.
- **2. Lateral Roadway Lane-Shift:** Shift the active vehicular driving lanes of Alma Street eastward. Between the edge of the existing parking cutouts on the east side of Alma Street and the residential sidewalk sits exactly 79 inches of available public greenspace. Realignment of the active asphalt into this space clears an identical operating envelope on the west side of the street. Because the city is already actively proposing lane shifts in its own technical project designs, this lateral adjustment uses established municipal engineering precedents and keeps the apartment parking cutouts fully intact.
- **3. West-Side Class IV Protected Bikeway:** Utilize the newly cleared operating envelope to construct a premier Class IV Protected Two-Way Bikeway entirely on the west side of Alma Street, running parallel to the Caltrain tracks from Loma Verde Avenue directly northwest to the El Dorado Avenue rail axis. This routes the 2,500 daily regional active transit trips completely off residential blocks.
- **4. Comprehensive Rail Corridor Security:** Fully secure the west-side parallel bikeway by installing standard Caltrain 8-to-10-foot anti-climb steel safety fencing and dense, environmental buffer planting (CPTED compliant) between the bike path and the rail line. The wide Class IV layout will seamlessly accommodate mountable curbs and removable entry bollards, ensuring absolute compliance with California fire and life-safety codes by providing emergency personnel with immediate, continuous access.
- **5. Optimal Underpass Tunnel Slot & Zero Private Property Acquisition:** Terminate the west-side path at the El Dorado rail axis, slicing directly under the railroad tracks to Park Boulevard. This utilizes the shortest possible physical excavation span beneath the Caltrain rail line, capturing maximum infrastructure savings for the city budget while completely avoiding any eminent domain or private property acquisition along the residential stretch.

The graphic showing this plan is included below:



Loma Verde-Alma Median Hybrid Plan

From: dfkleung@yahoo.com
To: Transportation; Lo, Ria; Coles, Charlie
Cc: Council, City; Clerk, City; Leung David
Subject: SUBJECT: BPTP Public Comment: Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan* – 2780 Emerson Street Palo Alto CA 94306
Date: Monday, August 24, 2026 12:38:53 AM
Attachments: image.png

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Subject: BPTP Public Comment: Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan* – 2780 Emerson Street Palo Alto CA 94306

Date: August 23, 2026

RE: Formal Public Comment Opposing El Dorado Avenue and Endorsing the Loma Verde-Alma Median Hybrid Plan – South Palo Alto Bike/Ped Connectivity Project

To the Office of Transportation, Project Managers, and Members of the City Council:

I am a resident and property owner on Emerson Street, situated near the intersection of El Dorado Avenue. I utilize the El Dorado Avenue corridor as my primary access route to reach my home on Emerson Street.

I am writing to submit my formal opposition to the El Dorado Avenue alternative and to formally request the evaluation of the Loma Verde-Alma Median Hybrid Plan. The current El Dorado proposals could impose disproportionate negative impacts and direct physical hazards on my family, my property, and my daily transit. I urge the City to reject the El Dorado route based on the following distinct factors:

PART I: SUBSTANTIAL NEGATIVE IMPACTS AND TECHNICAL OBJECTIONS

1. Driveway and Street Access Safety Hazards

The proposal to route a bike path down El Dorado Avenue introduces safety conflicts that threaten my ability to safely enter, exit, and navigate between El Dorado Avenue and my home on Emerson Street.

A. Proposed El Dorado Bike Path Traffic Surge

- **Elevated Transit Barriers:** Because the city estimates an additional 2,600 daily bicycle and pedestrian trips along El Dorado Avenue, I am concerned that this increased traffic from the bike path will make it even more difficult to enter and exit El Dorado Avenue to drive to my house on Emerson Street.
- **Escalated Accident Risks:** Squeezing this high volume of regional bicycle and fast-moving e-bike traffic into our narrow street grids lowers vehicle reaction times and increases the ongoing risk of traffic accidents during my daily commute.

B. Increased Risks if Alma Traffic Light Installed

Installing a new vehicular traffic signal at the Alma Street T-intersection introduces further severe safety risks to my primary neighborhood access point.

- **Cut-Through and Regional Traffic:** If a traffic light is installed at the intersection of El Dorado Avenue and Alma Street, there may also be increased car traffic from both neighborhood regional car traffic and commuter cut-through traffic wanting to access the traffic light, and vice versa.
- **Compounding Traffic Volumes:** I am concerned that this possible increased car traffic, layered directly on top of the projected increased bike and e-bike traffic, could further increase the possibility of traffic accidents for me and my other family members as we navigate to and from my property.

---

2. Environmental Degradation and CEQA Objections

- **Potential Air and Noise Quality Impacts:** Under the California Environmental Quality Act (CEQA), the city is required to evaluate localized environmental shifts. I am concerned that the possible overall additional traffic volume generated by this project would have the potential to increase vehicle emissions (PM2.5) and elevate ambient noise levels. Such changes would adversely affect my family living conditions, as breathing this polluted air would directly impact our personal health and well-being.

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3. Constitutional Liability and Prior Written Tort Notice

- **Substantial Impairment of Access:** By physically compromising safe neighborhood egress and altering the traffic safety metrics of my street corridor, the city's design carries the potential to cause a substantial impairment of access under Article I, Section 19 of the California Constitution, constituting an inverse condemnation of my property.
- **Prior Written Tort Notice:** Under California Government Code Section 835, this letter serves as formal, prior written notice that removing full-stop protections and inducing cut-through traffic patterns creates an inherently dangerous condition for our residential access point, exposing the city to more ongoing tort liabilities due to subsequent injuries to me or my family members and completely stripping the municipality of its standard design immunity.

PART II: THE PROPOSED SOLUTION

Evaluation of the Loma Verde-Alma Median Hybrid Plan

I formally request that the city evaluate the Loma Verde-Alma Median Hybrid Plan, which utilizes an all-public right-of-way footprint to achieve regional connectivity goals seamlessly. The comprehensive engineering blueprint and structural design specifications for this non-destructive alternative were formally introduced and filed into the permanent project record via a separate Formal Project Realignment Submission transmitted on August 19, 2026. I respectfully ask that project engineers evaluate that specific submission as the neighborhood's preferred workaround.

Please confirm receipt of this email and verify that it has been formally uploaded into the administrative record for the South Palo Alto Bike/Ped Connectivity Project before the active public packet closes.

Sincerely,

David Leung

Printed Name:David Leung

Address: 2780 Emerson Street, Palo Alto, CA 94306

**Note: The description of the Loma Verde-Alma Median Hybrid Plan was emailed to the Transportation department, the city council, and the city clerk on 8/19/26. For convenience, it is reproduced in the addendum.*

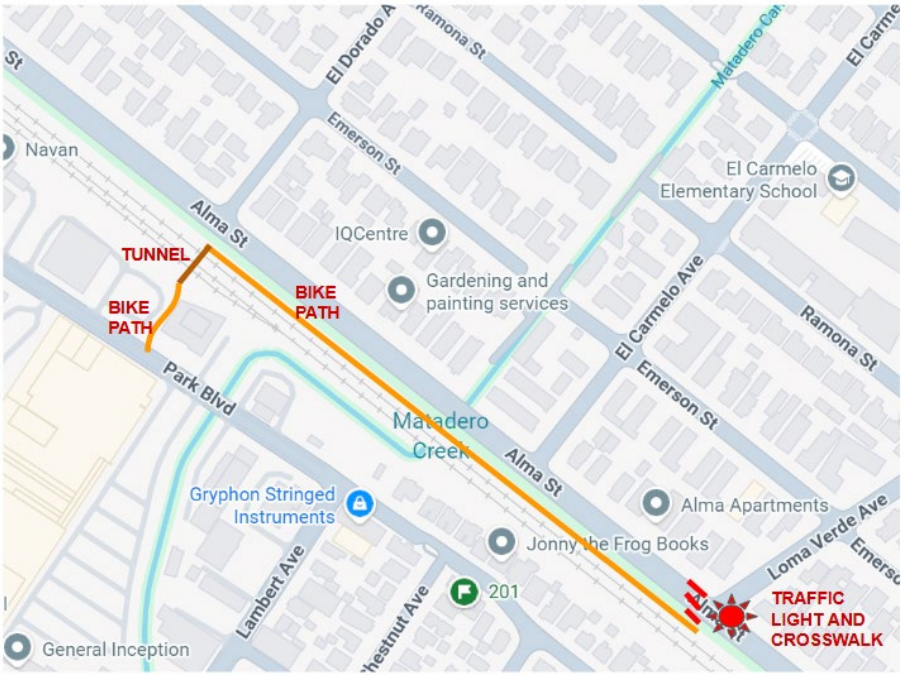
ADDENDUM: DESCRIPTION OF THE LOMA VERDE-ALMA MEDIAN HYBRID PLAN

The Hybrid Plan utilizes an all-public right-of-way footprint to achieve regional multi-modal connectivity goals seamlessly, bypassing the subsurface water and electrical utility lines that blocked a full tunnel farther south at Loma Verde by decoupling the surface signal route from the physical underpass slot. The City of Palo Alto and its consultants are asked to evaluate the following five integrated technical parameters:

- **1. Traffic Signal Realignment:** Place the new vehicular traffic light and pedestrian crossing at the intersection of Loma Verde Avenue and Alma Street—an established, high-capacity collector street designed to safely absorb vehicle queues without cutting through quiet residential grids. Crucially, Loma Verde Avenue provides a robust, continuous arterial link all the way to West Bayshore Road, providing a safe bi-directional connection for pedestrians, cyclists, and cars that naturally routes cross-town traffic along an appropriate corridor.
- **2. Lateral Roadway Lane-Shift:** Shift the active vehicular driving lanes of Alma Street eastward. Between the edge of the existing parking cutouts on the east side of Alma Street and the residential sidewalk sits exactly 79 inches of available public greenspace. Realignment of the active asphalt into this space clears an identical operating envelope on the west side of the street. Because the city is already actively proposing lane shifts in its own technical project designs, this lateral adjustment uses established municipal engineering precedents and keeps the apartment parking cutouts fully intact.
- **3. West-Side Class IV Protected Bikeway:** Utilize the newly cleared operating envelope to construct a premier Class IV Protected Two-Way Bikeway entirely on the west side of Alma Street, running parallel to the Caltrain tracks from Loma Verde Avenue directly northwest to the El Dorado Avenue rail axis. This routes the 2,600 daily regional active transit trips completely off residential blocks.
- **4. Comprehensive Rail Corridor Security:** Fully secure the west-side parallel bikeway by installing standard Caltrain 8-to-10-foot anti-climb steel safety fencing and dense, environmental buffer planting (CPTED compliant) between the bike path and the rail line. The wide Class IV layout will seamlessly accommodate mountable curbs and removable entry bollards, ensuring absolute compliance with California fire and life-safety codes by providing emergency personnel with immediate, continuous access.
- **5. Optimal Underpass Tunnel Slot & Zero Private Property Acquisition:** Terminate the west-side path at the El Dorado rail axis, slicing directly under the

railroad tracks to Park Boulevard. This utilizes the shortest possible physical excavation span beneath the Caltrain rail line, capturing maximum infrastructure savings for the city budget while completely avoiding any eminent domain or private property acquisition along the residential stretch.

The graphic showing this plan is included below:



Loma Verde-Alma Median Hybrid Plan

CITY OF PALO ALTO

Palo Alto Pedestrian and Bicycle Advisory Committee
Staff Report

From: Chief Transportation Official
Report Type: DISCUSSION ITEM
Lead Department: Transportation

Meeting Date: Thursday, September 3, 2026

TITLE

Presentation of the completed 15% Design for Locally Preferred Alternative for Grade Separation at Churchill Avenue, Meadow Drive, and Charleston Road informing Pedestrian and Bicycle Advisory Committee (PABAC) on the pedestrian and bicycle elements of the design and on access across the rail corridor, as the project prepares to advance into 35% Design and environmental review.

RECOMMENDATION

Staff is seeking the Pedestrian and Bicycle Advisory Committee's (PABAC) review and input on the pedestrian and bicycle elements of the completed 15% Design phase, and on pedestrian and bicycle access across the Caltrain corridor during and after construction, for the Palo Alto Grade Separation Project at Churchill Avenue, Meadow Drive, and Charleston Road.

EXECUTIVE SUMMARY

This staff report presents an update on the 15% Design plans completed for the Churchill Avenue Partial Underpass with a bicycle and pedestrian crossing at Seale Avenue, the Meadow Drive Hybrid, and the Charleston Road Underpass with a Direct Access Ramp (DAR). Completion of 15% Design plans established a preliminary project footprint for initiating the environmental process, identified the primary cost and constructability drivers at each crossing, and was used to develop an independent cost estimate and preliminary construction schedule for each delivery scenario.

Staff also conducted community meetings on August 25 and 26, 2026 to share the 15% Design plans. At the PABAC meeting, staff is presenting the pedestrian and bicycle elements of the 15% Design with an overview of community input received, and seek the

Committee's input before returning to Rail Committee and City Council for concurrence on advancing alternatives into 35% Design and environmental documentation.

BACKGROUND

The City of Palo Alto's rail corridor planning efforts began in 2010 with the Palo Alto Rail Corridor Study and have advanced through the Connecting Palo Alto alternatives screening, the Rail Crossing Community Advisory Committee (XCAP) deliberations, and successive Rail Committee and City Council direction.

On December 10 and December 15, 2025, Council directed staff to advance the following alternatives into 15% Design, with a focus on enhancing safety and access, establishing a preliminary project footprint for environmental clearance, and minimizing congestion, environmental impacts, and property impacts:

- Churchill Avenue: A Partial Underpass was selected as the Locally Preferred Alternative (LPA), with a partial crossing for motor vehicles at Churchill Avenue, no landscaping strip along Alma Street, and a pedestrian and bicycle crossing at Seale Avenue/Peers Park with a ramp along Alma Street.

  (Consistent with Council direction from November 29, 2021, the Pedestrian and Bicycle Undercrossing at Churchill remains as the backup alternative and is not being advanced into preliminary engineering at this time.)

- Meadow Drive: A Hybrid Underpass was selected as the preferred alternative, with direction to evaluate earthen berm and podium options during 15% Design. The Rail Committee reviewed structural and design considerations for both options on March 10, 2026 and confirmed the earthen berm with a short bridge over Meadow Drive as the basis of design.

- Charleston Road: An Underpass with a Direct Access Ramp (DAR) was selected as the preferred alternative.

Caltrain is leading the Preliminary Engineering and Environmental Documentation phase, and the City collaborates with Caltrain on project design and acts as project sponsor.

ANALYSIS

Since the December 2025 PABAC update, Staff have finalized the 15% Design plans and developed preliminary construction schedules for each crossing. Due to the proximity of the Charleston Road and Meadow Drive crossings, multiple delivery scenarios were analyzed to identify potential cost efficiencies, construction sequencing considerations,

and opportunities to reduce overall community disruption through coordinated project delivery.

The delivery scenarios evaluated are outlined below:

- Churchill Avenue Partial Underpass with bicycle and pedestrian crossing at Seale Avenue
  Churchill Avenue would be lowered beneath the existing Caltrain tracks, which would remain at their current elevation. Because the track profile would not change, no track design was required for this location. The 15% Design assumes a hybrid retaining wall system, including deep soil mixing walls and conventional cantilever retaining walls along the ramps, with a concrete box structure for the undercrossing. At Seale Avenue, the bicycle and pedestrian crossing includes an east ramp along Alma Street that transitions to a tunnel beneath Alma Street and the Caltrain tracks, terminating in Peers Park and connecting by a west ramp to Castilleja Avenue. Both undercrossings are assumed to be constructed using box jacking, which allows rail operations to continue without a shoofly track.
- Charleston Road Underpass and Meadow Drive Hybrid Underpass delivered concurrently
  At both crossings, the Caltrain tracks would be raised on embankment supported by retaining walls, with bridges over the roadways. The track profile would be raised approximately 16 feet at Meadow Drive and approximately 4.5 feet at Charleston Road, beginning near Loma Verde Avenue and extending to near Greenmeadow Way. Meadow Drive would be lowered by approximately 7 feet, and Charleston Road would be lowered by approximately 20.25 feet. At Charleston Road, Alma Street would be carried over the lowered roadway on a new bridge, with turning movements accommodated through upper and lower intersections and a separate multi-use path adjacent to the lowered roadway. Because the two crossings are approximately 0.3 miles apart and both require raising the tracks, this scenario assumes construction of a shoofly track to maintain rail operations through both work areas.
- Charleston Road Underpass and Meadow Drive Hybrid delivered sequentially as back-to-back projects
  Under this scenario, the Charleston Road Underpass would be constructed first using box jacking, which would allow rail operations to continue without a shoofly track. The Meadow Drive Hybrid would then be constructed as a later, separate project and would require a shoofly track. Construction of the Meadow Drive Hybrid would also raise the track profile over the previously completed Charleston Road Underpass.

- Charleston Road Underpass Only
  Under this scenario, the Charleston Road Underpass would be constructed and the Meadow Drive crossing would remain at grade. This scenario was included based on City Council direction on December 15, 2025.

Shoofly Operations

Where the track profile must be raised, such as at Meadow Drive, trains cannot remain on the existing alignment while the permanent improvements are constructed. In the combined delivery scenario, a temporary shoofly track would be constructed east of the existing tracks along Alma Street to maintain rail service through the work area. The shoofly would begin north of Meadow Drive and end south of Charleston Road, ahead of the existing crossover, allowing it to serve both crossings during construction. Based on the current 15% Design, the approach embankment is approximately 55 feet wide, with an estimated 25 feet of clear distance between the shoofly and the new wall. A temporary at-grade crossing would also be installed at Meadow Drive to maintain access during construction.

The need for a shoofly varies by delivery scenario. Under the combined delivery scenario, one shoofly would serve both Meadow Drive and Charleston Road. If Charleston Road is constructed on its own, box jacking would be used and no shoofly would be required. If Charleston Road and Meadow Drive are delivered sequentially, the shoofly would be deferred to the later Meadow Drive project. After construction is complete, the shoofly would be removed and the corridor would be restored.

15% Design Phase

The 15% Design phase evaluated each crossing based on the specific physical constraints of the Caltrain corridor, Alma Street, adjacent neighborhoods, schools, parks, utilities, and the need to maintain rail operations during construction. The design is not a final construction package. It is a preliminary engineering basis that identifies likely structures, preliminary project footprint, roadway and track relationships, and construction approaches sufficient to support ROM cost estimating, schedule planning, and environmental review.

The 35% phase will verify key assumptions and further develop the preliminary engineering and environmental analysis. The topic-specific sections below describe the 15% objective, analysis and findings, cost and risk considerations, and next steps in 35% Design.

Pedestrian and Bicycle Access and Circulation

15% Design Objective: Evaluate whether each alternative can accommodate safe pedestrian, and bicycle movement, and explore methods to maintain pedestrian and bicycle access through the corridor during construction.

15% Design Analysis and Findings: The 15% Design establishes the preliminary pedestrian and bicycle facilities described below.

- *Churchill Avenue Partial Underpass:* The Churchill Ave concept maintains access across Churchill Avenue with pedestrian and bicycle bridge adjacent to Caltrain tracks across the lowered Churchill Avenue roadway. The bridge is anticipated to include railings and fencing to separate users from the rail corridor and roadway.
- *Seale Avenue Bicycle and Pedestrian Undercrossing:* The Seale Ave concept consists of a 16-foot-wide pedestrian and bicycle path that descends from Seale Avenue along Alma Street, passes beneath Alma Street and the Caltrain tracks, and emerges in Peers Park, and ramps up to grade at Castilleja Avenue. The tunnel provides 8 feet of vertical clearance for bicyclists and pedestrians.
- *Meadow Drive Hybrid Underpass:* The Meadow Drive concept would provide a 5-foot bicycle lane in each direction and 5-foot sidewalks on both sides of Meadow Drive beneath the rail bridge, reconnecting to existing bicycle facilities at the project limits.
- *Charleston Road Underpass with Direct Access Ramp:* The Charleston Road concept includes a vertically separated pedestrian and bicycle path that would run parallel to the lowered Charleston Road as it passes beneath Alma Street and the Caltrain tracks. The path has a minimum clear width of 14 feet through the undercrossing with at least 8 feet of vertical clearance. The concept also maintains access across Charleston Road with an approximately 60-foot pedestrian and bicycle bridge adjacent to the rail bridge.

Connections to the Surrounding Network: The proposed facilities contribute to creating or maintaining east-west pedestrian and bicycle connections across the Caltrain corridor and improve connections to existing facilities at the project limits. The Churchill Avenue and Seale Avenue facilities would connect to the Embarcadero Bike Path and Park Bike Boulevard and support access to Palo Alto High School and adjacent neighborhoods. At Meadow Drive, the reconstructed bicycle lanes and sidewalks would connect to existing facilities on East and West Meadow Drive. At Charleston Road, the separated path and pedestrian and bicycle

bridge would connect Charleston Road with Alma Street and Park Boulevard. These facilities would support access to nearby schools and neighborhoods destinations. Specific off-site improvements and transitions between the existing and proposed facilities will be refined.

Cost & Risk: The 15% design phase included the permanent pedestrian and bicycle facilities and preliminary construction traffic control. Temporary pedestrian and bicycle routes, accessible detours, barriers, signs, lighting, and other construction-period accommodations have not been fully defined. Refinements to these elements could affect construction staging, property needs, project cost, and construction duration.

Next Step for 35% Design: The 35% design phase will focus on refining the pedestrian and bicycle facility alignment, accessibility, connections and transitions to existing facilities, as well as lighting, wayfinding, and other safety features. A traffic study will evaluate permanent and construction-period pedestrian and bicycle operations, including school access, temporary closures, detour routes, and options to maintain a usable crossing or reduce the duration of overlapping closures. The results will inform more detailed construction phasing and sequencing, access plans, environmental analysis, and updated cost and schedule information.

Vehicle Access and Circulation

15% Design Objective: Confirm whether each alternative can accommodate passenger vehicles, commercial trucks, buses, and emergency vehicles and identify major sight-distance and turning constraints. Alma Street is a designated local truck route for its entire length within the City, which shapes the geometric requirements at each crossing.

15% Design Analysis and Findings: Passenger vehicles can generally be accommodated within the preliminary roadway geometry. However, much of the available stopping and nighttime headlight sight distance falls below Caltrans criteria, particularly along Alma Street and at roadway low points. Larger vehicles including semi-trailers, fire apparatus, school buses, and City garbage truck require wider turning paths or operational adjustments at several locations. Recommendations from the analysis include restricting large vehicles from the Charleston Road Direct Access Ramp, modifying curb and sidewalk geometry at the upper Alma Street/Charleston Road intersection, installing high visibility pavement markings and street lighting, and prohibiting right turns on red. These

recommendations are preliminary and will continue to be evaluated as design progresses.

Cost & Risk: The cost estimate includes roadway reconstruction, traffic signals, roadway lighting, pavement markings, and preliminary traffic control. Further geometric changes could affect retaining walls, bridge elements, utilities, property needs, construction staging, and project cost.

Next Step for 35% Design: The 35% phase will refine roadway profiles and intersection geometry, update sight-distance and turning analyses, define vehicle restrictions and traffic control measures. A traffic study will be completed to evaluate permanent and construction-period operations, including intersection performance, diversion routes, temporary closures, and emergency, school access. The results will inform more detailed construction phasing sequencing, detours, access plans, as well as updated cost, schedule, and environmental analyses.

Utility Identification and Relocation

15% Design Objective: Collect additional information on the existing water, sewer, gas, electrical, and communication lines to establish a preliminary utility base map and evaluate potential conflicts with roadway grading, retaining walls, bridges, and excavation.

15% Design Analysis and Findings: Utility records indicate extensive infrastructure at each crossing. Preliminary concepts for utility relocation include moving utilities into shared trenches or duct banks, rerouting or lowering individual lines, and protecting certain facilities in place. The analysis was limited to approximate horizontal locations and utility depths. Vertical conflicts between utilities were not analyzed during the 15% Design phase.

Cost & Risk: Utility relocation is a significant source of cost and schedule uncertainty.

Next Step for 35% Design: The 35% Design phase will verify utility locations and depths through subsurface investigation and potholing, develop a detailed utility conflict matrix, and refine potential relocation and protection plans with utility owners. This work will establish required clearances, as well as preliminary construction sequencing, service interruptions, property or easement needs, cost responsibility, and provide greater clarity on costs associated with utilities.

Potential Property Acquisition

15% Design Objective: The 15% Design established a preliminary project footprint and identified potential property needs sufficient to support environmental review and cost estimating. The design was developed to minimize property impacts while meeting safety, access, constructability, and Caltrain operating requirements.

15% Design Analysis and Findings: Based on available assessor maps, partial Caltrain right-of-way information, and limited title reports, the 15% Design preliminarily identifies five (5) full property acquisitions and 33 additional partial acquisitions. Additional right-of-way from Caltrain may also be required. These findings are preliminary because a complete boundary survey was not available and the exact limits and types of property interest have not been established.

Next Step for 35% Design: Property impacts will continue to be evaluated and refined as design advances. At 15%, the Project identifies the general footprint and potentially affected properties using preliminary plans, assessor maps, available right-of-way records, and limited title information. During the 35% Design, additional survey, title, and engineering information will be used to refine parcel-specific limits, distinguish potential permanent acquisition and easements from temporary construction easements, and evaluate design changes that could avoid or reduce impacts. The 35% findings will provide a more reliable basis for environmental analysis and future coordination with property owners, but will not authorize any real estate acquisition or determine that any specific property will be acquired. If the Project moves forward following environmental review and future approvals, some property interests may need to be acquired. Any future acquisition would require confirmation of the Project and right-of-way needs, compliance with applicable acquisition procedures, separate funding, and separate authorization. No construction funding is currently identified or programmed.

Preliminary Construction Schedule

The table below summarizes the preliminary construction durations for each delivery scenario.

Table 1: Preliminary Construction Duration by Delivery Scenario

Delivery Scenario	Preliminary Construction Duration
Churchill Avenue Partial Underpass with bicycle and pedestrian crossing at Seale Avenue	Approximately 3-4 years
Charleston Road Underpass and Meadow Drive Hybrid delivered concurrently	Approximately 5 years

Charleston Road Underpass and Meadow Drive Hybrid delivered sequentially as back-to-back projects	Approximately 9 years
Charleston Road Underpass constructed on its own	Approximately 4 years

Key Findings for Charleston Road and Meadow Drive Delivery Scenarios:

The Charleston Road and Meadow Drive delivery scenarios have different implications for construction duration, access across the Caltrain corridor, and the timing of construction impacts in the community.

Under the combined delivery scenario, the preliminary construction schedule is approximately 60 months. During that period, the Meadow Drive and Charleston Road closures would overlap for approximately 26 months. Based on current design and sequencing assumptions, there would be no open crossing of the Caltrain corridor between Meadow Drive and Charleston Road during that overlap, with the nearest available crossings at Oregon Expressway and San Antonio Road. Staff recognizes this as a significant community impact. Exploring design solutions to reduce or eliminate the overlap is a specific objective of the 35% Design phase, Staff will continue evaluating sequencing refinements, including whether the roadway bridge over Alma Street can be constructed in advance of the railroad work, as discussed at the May 2026 Rail Committee meeting.

Under separate delivery, the preliminary construction schedule is approximately 92 months. This approach would keep at least one crossing open throughout construction, but it would extend the overall period of construction activity compared to the combined delivery scenario. Charleston Road would also remain subject to construction restrictions for approximately 52 months during the later Meadow Drive work.

The 35% Design phase will continue to evaluate construction sequencing, access strategies, and opportunities to reduce community impacts during construction.

Fiscal/Resource Impact

No action with a fiscal impact is requested as part of this staff report. Advancing the selected grade separation alternatives through the Preliminary Engineering and Environmental Documentation phase is fully funded with $20 million in secured external funds. These funds comprise a $6 million Federal Railroad Administration (FRA) Rail Crossing Elimination (RCE) grant and a $14 million Santa Clara Valley Transportation Authority (VTA) Measure B Grade Separation Funding Cooperative Agreement, which Council approved on December 9, 2024.

Appropriations for this work are included in the FY 2026 Adopted Capital Budget, with future costs programmed in the FY 2026 to 2030 Capital Improvement Plan (CIP), as capital projects PL-24000 (Meadow Drive and Charleston Road) and PL-24001 (Churchill Avenue Rail Grade Separation and Safety Improvements). The secured $20 million is programmed to cover the costs of the 15% Design phase as well as the subsequent 35% Preliminary Engineering and Environmental Documentation phase. Therefore, this item has no new fiscal impact.

While preliminary engineering and environmental documentation are funded, no construction funding has been identified or programmed. Construction will require additional federal, state, regional, and local funding, and the timing and sequencing of construction will depend on when those funds are secured. Schedules will continue to be refined as design advances and key assumptions are verified.

Stakeholder Engagement

PABAC, Rail Committee, and City Council meetings are open to the public, offering community members an opportunity to share comments directly with the Committee and staff. Regular project updates are presented during these meetings. Schedules will continue to be refined as design advances and key assumptions are verified.

Community engagement on the 15% Design plans and the preliminary construction schedule has included two community meetings on Tuesday, August 25 and Wednesday, August 26, 2026, at the Mitchell Park Community Center. Outreach for these meetings included mailers to residents and property owners near the project area, on-site signage at the crossings and at area schools, social media, a City blog post, a Palo Alto Weekly advertisement, website updates, and email outreach to key stakeholders. Language translation services were available for the meetings. A summary of the community meetings, comments received, and responses will be shared with City Council on September 28, 2026, and posted to the project website.

Additionally, this item was considered by the City School Transportation Safety Committee (CSTSC) on August 27, 2026 and will be considered by Rail Committee on September 8, 2026, and City Council on September 28, 2026.

Environmental Review

The Preliminary Engineering and Environmental Documentation phase of the grade separation project includes environmental review in accordance with the California

Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA). The environmental review is anticipated to begin in fall of 2026.

Attachments

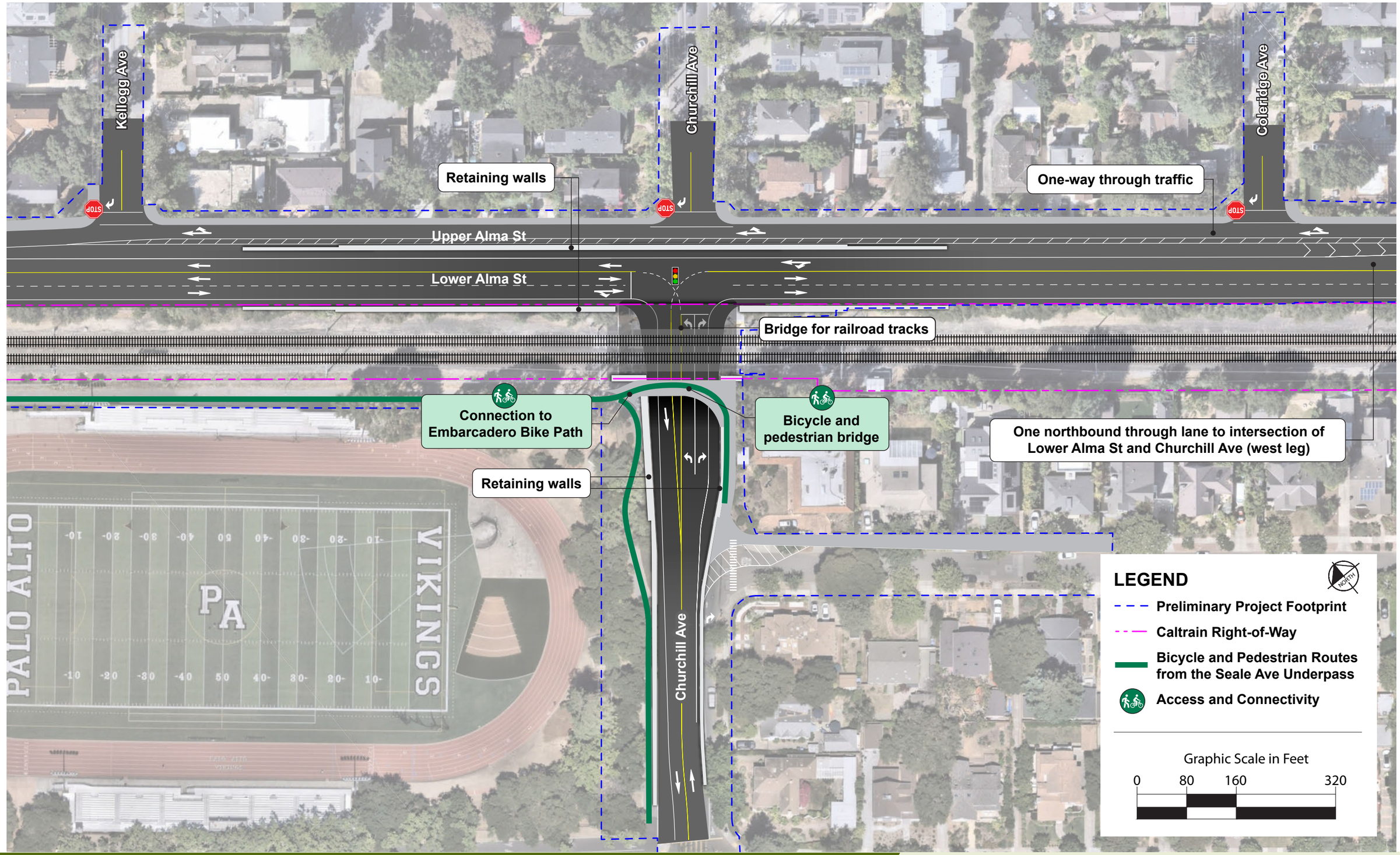
Attachment A: 15% Design Plan, Churchill Avenue Partial Underpass and Seale Avenue Bicycle and Pedestrian Undercrossing

Attachment B: 15% Design Plan, Meadow Drive Hybrid Underpass

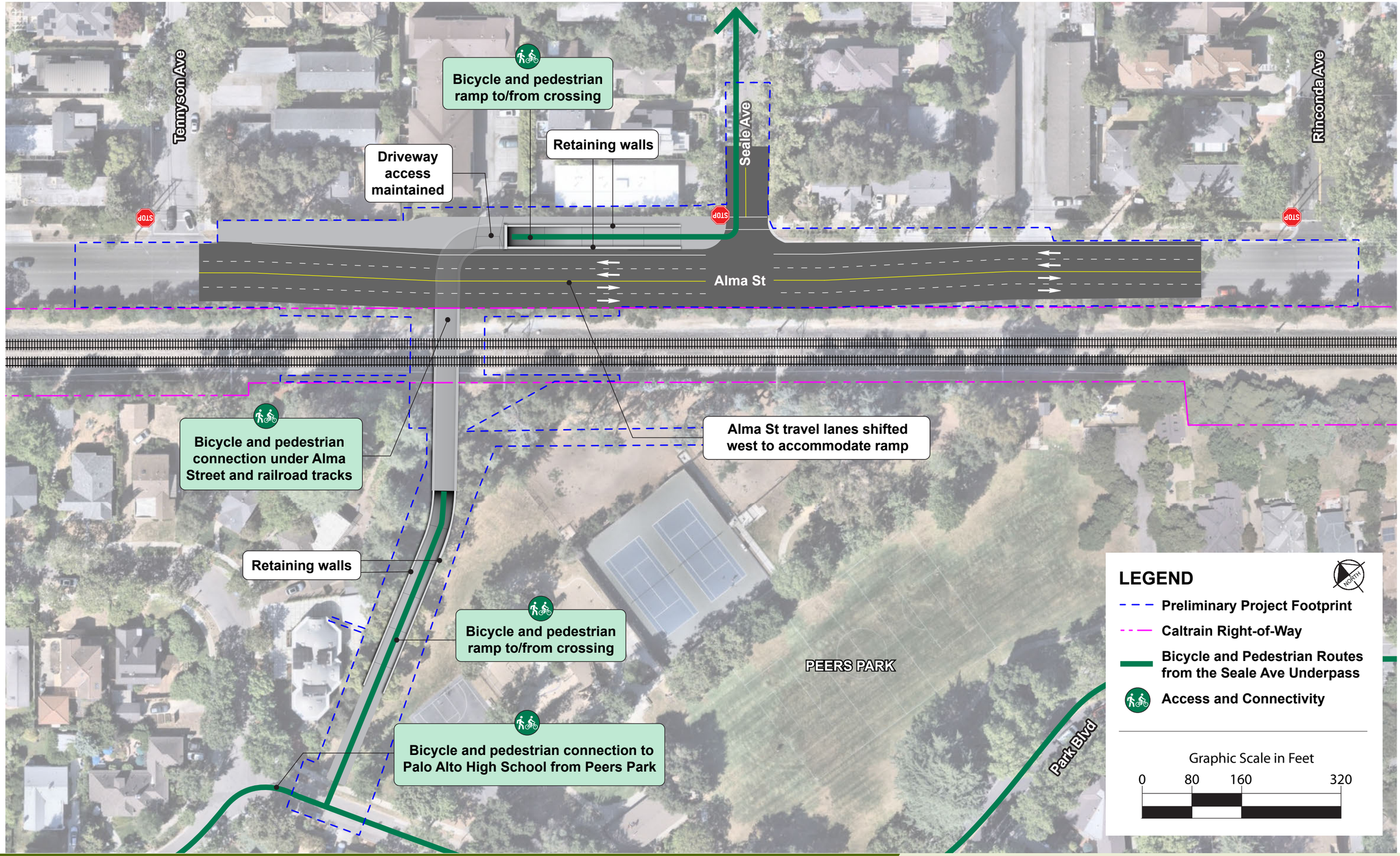
Attachment C: 15% Design Plan, Charleston Road Underpass with Direct Access Ramp

Churchill Avenue - Partial Underpass

Attachment A



Seale Avenue - Bicycle and Pedestrian Undercrossing



CITY OF PALO ALTO
Caltrain
Funded by: 2016 MEASURE B VTA
U.S. Department of Transportation Federal Railroad Administration

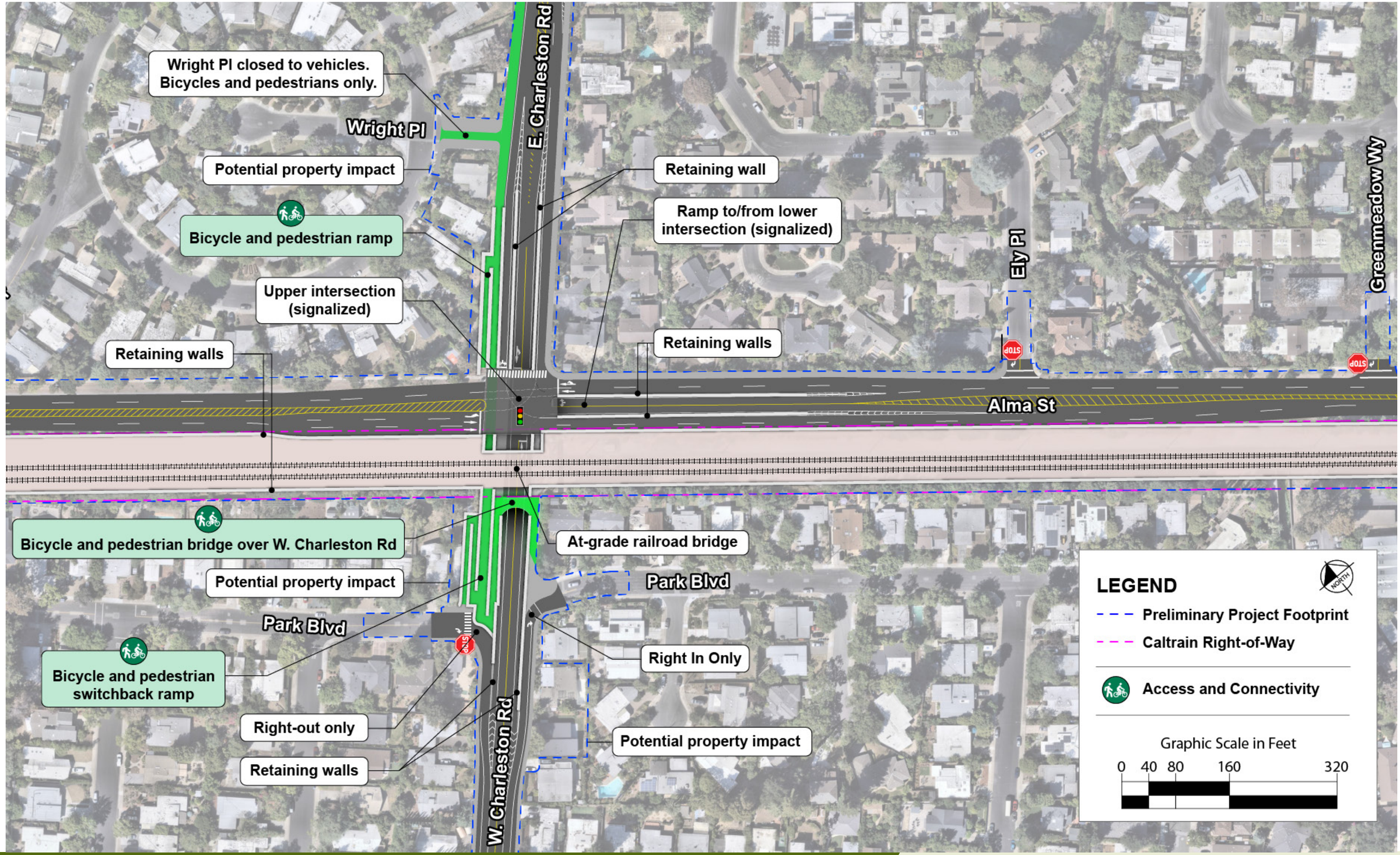
Meadow Drive - Hybrid

Attachment B



Charleston Road - Underpass with Direct Access Ramp

Attachment C





City of Palo Alto Grade Separation Project

Churchill Avenue, Meadow Drive, and Charleston Road

PABAC

September 3, 2026

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Current Project Phase

Preliminary Engineering and Environmental

2025			2026				2027			
Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4

Concept Development and Refinement → #1 → **15% Design** → #2 → **35% Design and Environmental**

December PABAC Meeting: Reviewed each alternative with considerations and community feedback

City Council Direction #1: Identified alternatives to advance to 15% Design

We are here

City Council Direction #2: Concurrence with alternatives to advance to 35% Design and Environmental Documentation

Completed 35% Design and Environmental Documentation

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What We Heard

- Prior to 15% Design, we asked for feedback on the alternatives; that input helped inform City Council's December direction
- Comments are documented, tracked, and reported to the Rail Committee and City Council

Recurring Themes from Community Feedback

- Traffic and circulation
- Bicycle and pedestrian safety
- Student safety and school access
- Project Footprint
- Aesthetics and neighborhood character
- Construction impacts
- Cost and funding

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Community Meeting Recap

- What We Shared
  - Presentation, Q&A, and open house
  - 15% design at all three crossings, total project cost range, preliminary construction schedule
- What's Next
  - Materials posted to the project website
  - Comments logged in the project comment tracker with responses
  - Full summary of comments and responses to City Council on September 28

Placeholder for photos from community meeting

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Project Area





Direction from City Council

CROSSING	Churchill Avenue	Meadow Drive & Charleston Road		Charleston Road
GRADE SEPARATION APPROACH	PARTIAL UNDERPASS	HYBRID	UNDERPASS	UNDERPASS
	Vehicle Crossing (without Landscape Strip)	Elevated rail bridge	Direct Access Ramp	Direct Access Ramp
	Bike/Ped Crossing (Seale - Alma Street Ramp*)*			

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Design Process

Topic	15% Provided	35% Design Will Provide
Layout	Drawings of track profiles, roadways, intersection geometry, and paths	Refined profiles, intersection geometry, and bike and pedestrian facility design
Footprint	Preliminary project footprint for environmental studies	Established project footprint for approvals
Risks	Identified key risks, constraints, and constructability considerations	Preliminary utility depths verified through potholing, preliminary conflict matrix developed
Construction	Initial feasibility construction approach and sequencing	Updated construction approach and sequencing
Cost and Schedule	Independent Rough Order of Magnitude (ROM) total project cost estimate and schedule	Preliminary total project cost estimate and schedule

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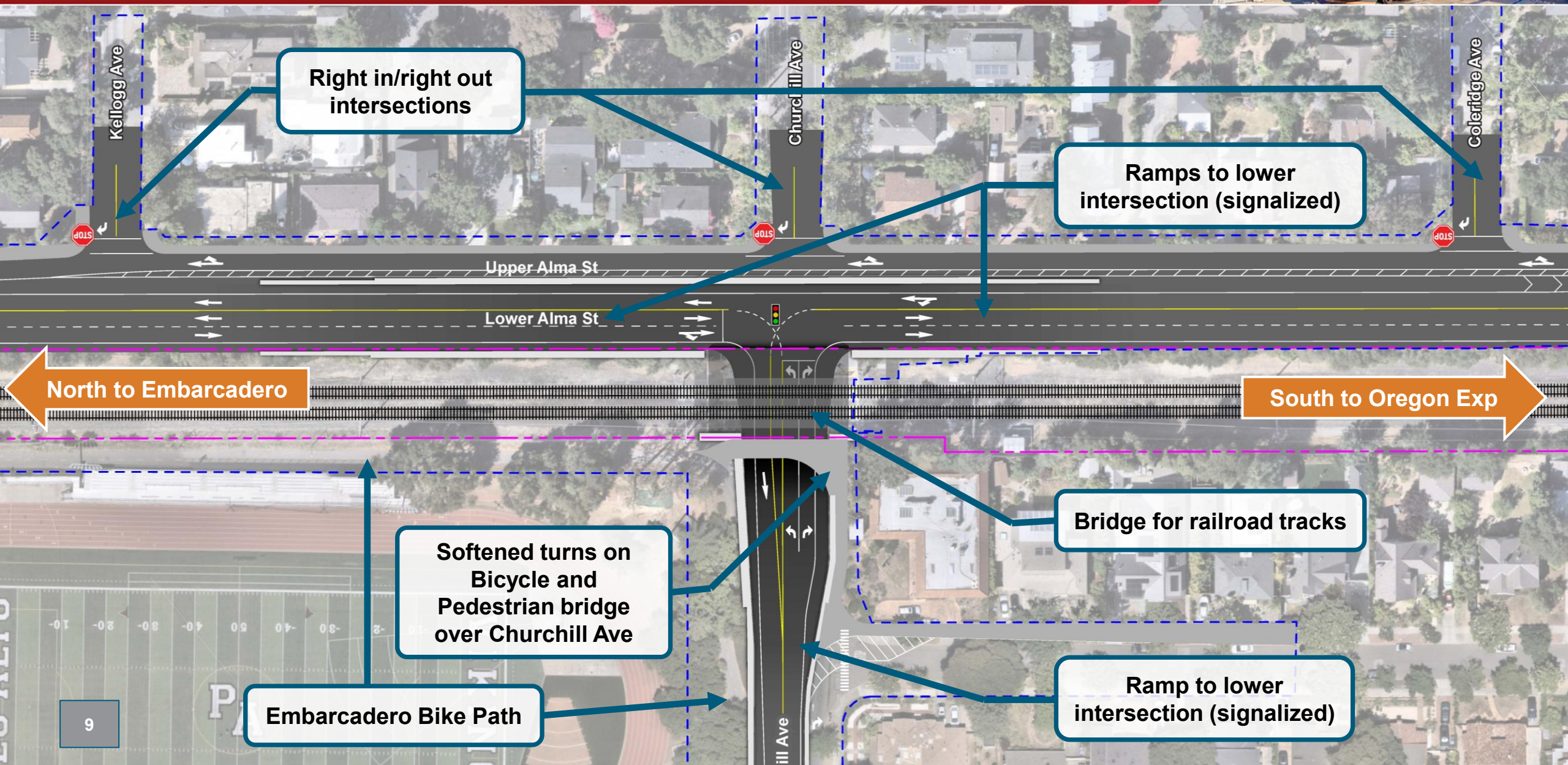


Key Design Elements of 15%

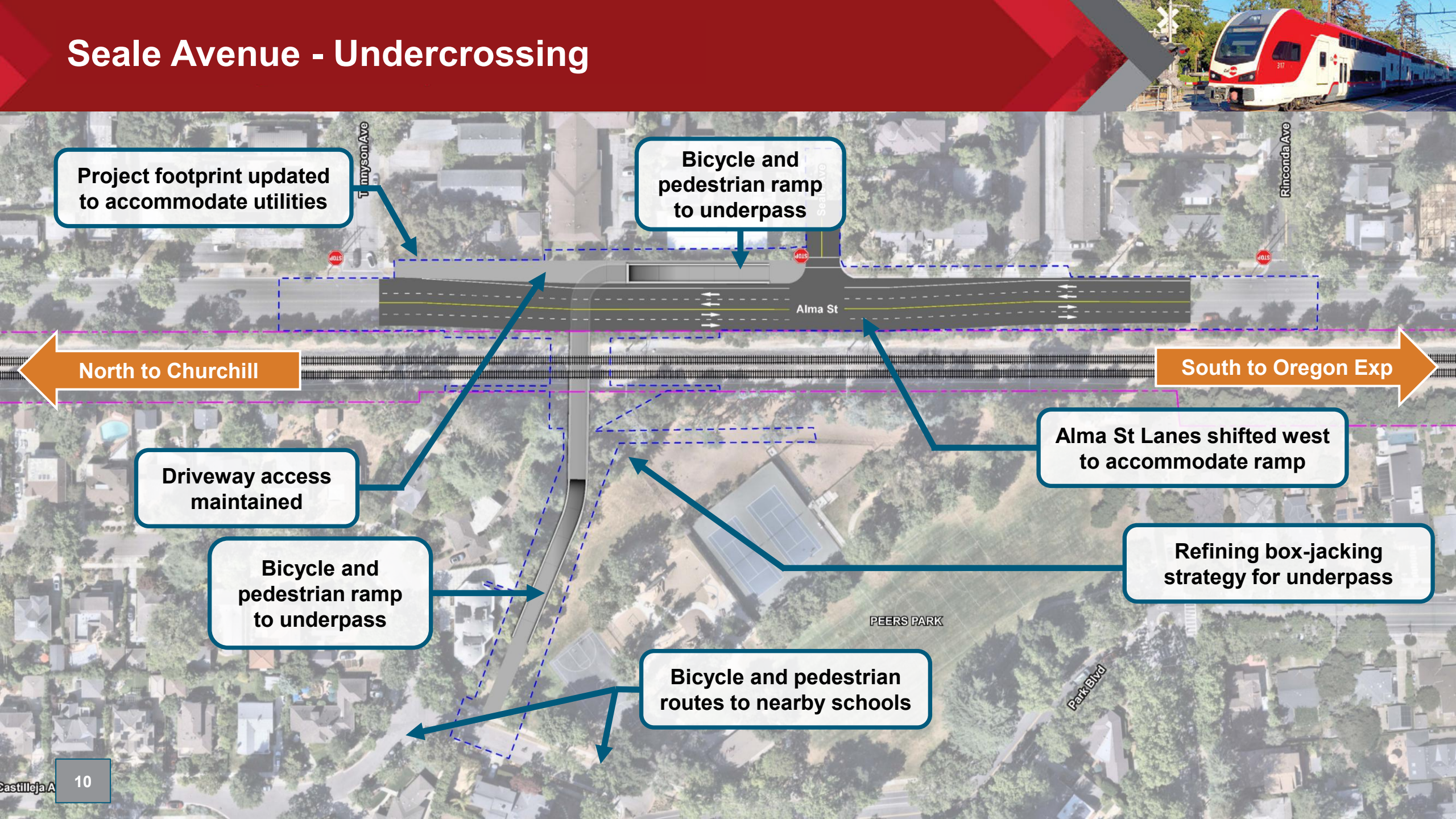
- Track
- Structural
- Right-of-Way
- Roadway
- Utilities
- Construction Considerations

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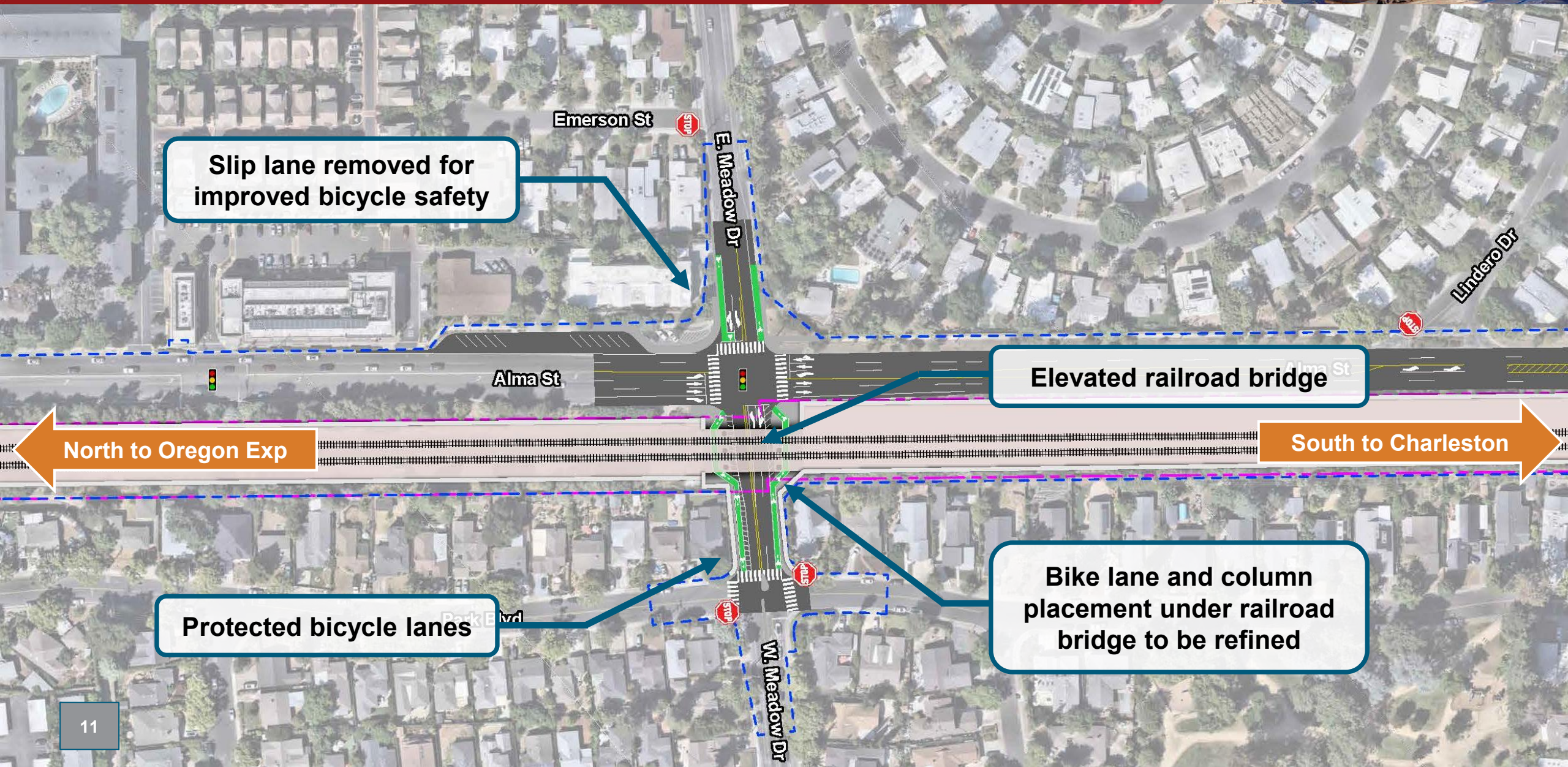
Churchill Avenue – Partial Underpass



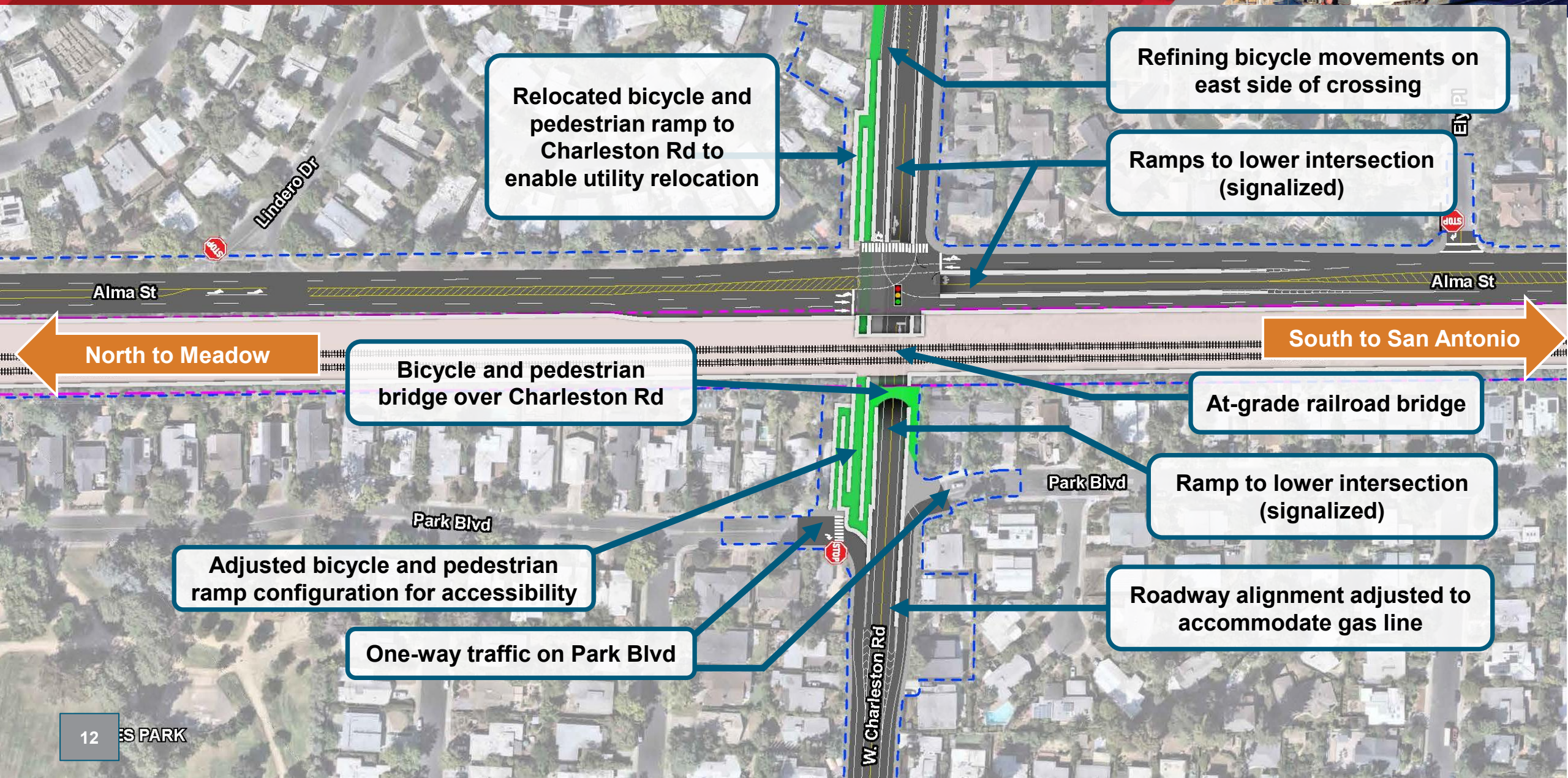
Seale Avenue - Undercrossing



Meadow Drive – Hybrid



Charleston Road – Underpass Direct-Access Ramp





Delivery Scenarios Evaluated

CHURCHILL AVENUE CROSSING	**Churchill Avenue with Seale Avenue**		
MEADOW AND CHARLESTON CROSSING	*Concurrent* **Charleston Road + Meadow Drive**	*Sequential* **Charleston Road** ↓ **Meadow Drive**	**Charleston Road *ONLY***



Cost and Schedule Tradeoffs

*Design development involves **balancing safety, access, rail operations, and community impact***

Considerations	Potential Constraint(s)
Maintain Vehicular Access During Construction	More complex staging and tighter work areas
Maintain High-Frequency Rail Operations	Focused work windows outside of peak period adjacent to rail
Minimize Project Footprint	Tighter work areas and more complex staging
Limit Noise During Construction	Reduced constructability and longer durations
Maintain Bicycle/Pedestrian Connections	Additional temporary detours and signage

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Total Project Cost Estimate Life Cycle

15% Design

Concept Design

Purpose of the Estimate
Support concept due diligence and inform early decisions

Schedule
High-level schedule estimate

Cost Estimate
Rough Order of Magnitude (ROM)

WE ARE HERE

35% Design

Preliminary Design & Environmental Review

Purpose of the Estimate
Support environmental review and funding plan

Schedule
Preliminary schedule

Cost Estimate
Preliminary

LATE 2027

65% Design

Design Development

Purpose of the Estimate
Support procurement, and contract packaging

Schedule
Revised schedule

Cost Estimate
Detailed

Final Design

Final Design & Construction Documents

Purpose of the Estimate
Establish construction budget

Schedule
Project baseline schedule

Cost Estimate
Project baseline budget

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Risk Associated with Costs*

Range of Estimate Improves with Design

15% Current Design Phase

35% Design + Environmental

65% Design

Construction Documents

✓ Risks Addressed/Mitigated

- Stable project footprint identified

! Risks Remaining

- Delivery method not confirmed
- Unknown utilities
- Potential property impacts not confirmed
- Soil and groundwater undefined
- Construction sequencing uncertainty
- Schedule and funding uncertainty

✓ Risks Addressed/Mitigated

- Delivery method
- Project footprint refined

! Risks Remaining

- Utility relocations
- Potential property acquisition
- Railroad work windows
- Construction staging

✓ Risks Addressed/Mitigated

- Utilities located
- Soil investigated
- Potential property acquisitions appraised

! Risks Remaining

- Market conditions
- Regulatory approvals
- Long-lead time materials

✓ Risks Addressed/Mitigated

- Scope finalized
- Utility design complete
- Potential property acquired
- Railroad windows confirmed

! Risks Remaining

- Unforeseen conditions
- Price increases before award

*Typical risks shown; not inclusive of all potential risks

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Total Project Cost Estimate – Buildup

Construction Contractor Cost
(Direct & Indirect)
- *Permitting and Utilities*

Designer/Engineer of Record Costs

Agency Costs
- Project Management and Oversight
- Environmental Documentation and Permitting
- TASI
- Construction Administration, Management, and Inspections

Real Property and Easements

Escalation
(Cost of Time)

Project Contingency
(Unallocated & Allocated)

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Basis of Total Project Cost Estimates

	Seale & Churchill Avenue	Charleston Road + Meadow Drive	Charleston Road → Meadow Drive	Charleston Road *ONLY*
Estimate Year (Year of Dollar)	**2026**			
Estimated Construction Start	**2032**			
Key Input of Cost	**15% design**			
High-Level Construction Duration	**3-4 years**	**5 years**	**9 years**	**4 years**

Costs are preliminary in nature and represent rough order-of-magnitude estimates that will be further refined during future phases of design.



Churchill: Total Project Cost & Construction Duration

Delivery Scenario	**Seale & Churchill Avenue**
Construction Duration	**3 – 4 years**
Total Project Cost Estimate (Year of Expenditure)	**$420M – $450M**

Costs are preliminary in nature and represent rough order-of-magnitude estimates that will be further refined during future phases of design.



Meadow/Charleston: Total Project Cost & Construction Duration

Delivery Scenario	Charleston Road + Meadow Drive	Charleston Road ⬇ Meadow Drive	Charleston Road *ONLY*
Construction Duration	5 years	9 years	4 years
Total Project Cost (Year of Expenditure)	$1B – 1.1B	$1.2B – 1.3B	$480M – 530M

Costs are preliminary in nature and represent rough order-of-magnitude estimates that will be further refined during future phases of design.

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Full Program (Churchill, Meadow, and Charleston)

Total Program Cost Estimate

Program Delivery Scenario	Total Program Cost Estimate
Churchill + Concurrent Meadow/Charleston	$1.5B - $1.6B
Churchill + Sequential Meadow/Charleston	$1.7B - $1.8B

Costs are preliminary in nature and represent rough order-of-magnitude estimates that will be further refined during future phases of design.



Secured Funding Sources

Project Phase	Funding Sources		
Planning & Conceptual Design	$5M	City Capital Funds	VTA Measure B Local Streets & Roads Fund
15% Design	$20M	FRA Rail Crossing Elimination Grant	
35% Design		VTA Measure B Grade Separation Fund	
Final Design	$9M	City Measure K	
Construction	$23.79M	State TIRCP Award	
	Potential Unallocated Funding: City Measure K: $50 – 100M VTA Measure B: $300 – 400M		

Phases fully funded

*Findings from design process will inform future City Council decisions surrounding **prioritization**, **phasing**, and **implementation** strategy*

Funding Strategy to be Determined



Engagement

Community Meetings
15% design overview; Total Project Cost Estimate and schedule; community feedback opportunities; what will continue to be refined

8/25 & 8/26

City Council
Concurrence on alternatives to advance into 35% design and environmental documentation

9/28

AUGUST | 1 | 5 | 10 | 15 | 20 | 25 | 30 | 5 | 10 | 15 | 20 | 25 | 30 | OCTOBER

8/20

CSTSC
New access routes for Palo Alto HS & other PAUSD schools

9/8

Rail Committee
Total Project Cost Estimate and schedule community meeting summary

Caltrain Elimination Project Delivery



	Initiation	Project Development	Preliminary Design	Final Design	Construction	Turnover & Close Out
KEY ACTIVITIES	★ Define Project Scope ★ Identify and Evaluate Alternatives ★ Funding Approach	★ Develop & Refine Concepts ★ Select Preferred Alternative ★ Funding Strategy & Plan	★ Develop Preliminary Design Plans ★ Obtain Environmental Clearance ★ Preliminary Total Project Cost & Schedule Estimate ★ Execute Funding Plan ★ Grant Applications	★ Complete Design and Develop Construction Documents ★ Refine Total Project Cost ★ Execute Funding Plan ★ Grant Applications	★ Construct Project ★ Change Order Control ★ Maintenance of Rail Service and Traffic ★ Administer Construction Funding	★ Inspections ★ Project Closeout
PROPERTY ACQUISITION	Potential Scale of Need	Identify Locations with Potential Impacts	Potential Property Impact Assessment & Appraisals	Property Acquisition & ROW Certification	Utilize Property and Easements	Release Temporary Easements
UTILITIES		• Flag Critical Utility Constraints • Identify Potential Relocations	• Utility Conflict Matrix • Pothole Potential Conflicts • Execute Agreements	• Early Works & Utility Relocations	• Utility Relocations • Service Cutover	• Document As-Builts • Easement Records
DELIVERY METHOD		Identify Potential Delivery Methods	Evaluate & Select Delivery Method	Contractor Procurement & Construction Readiness	Administer Delivery Method	Final Acceptance

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#	Date	Time	Location	City	Caused By Juve?	Primary Collision Factor	Occurred On	At Intersection	Collision Type 555 Desc	Vehicle Involved With Desc	Number Injured 555	Level of Injury	Parties Involved
1	07/02/2026	759	CLARK WAY/SAND HILL RD (W)	PALOALTO	F	22350	CLARK WAY	SAND HILL RD (W)	Broadside	Pedestrian	1	Major	1 Adult, 1 Juv
2	07/02/2026	1206	FOOTHILL EXPWY/PAGE MILL RD	PALOALTO	F	22350	FOOTHILL EXPWY	PAGE MILL RD	Hit object	Fixed object	1	Undetermined	1 Adult
3	07/05/2026	1108	1313 NEWELL RD/HOPKINS AV	PALOALTO	F	22350	1313 NEWELL RD	HOPKINS AV	Hit object	Fixed object	0	None	1 Adult
4	07/05/2026	1252	.1700 ARASTRADERO RD	PALOALTO	F	22350	1700 BLOCK ARASTRADERO RD	CABALLO LN	N/A	Non-collision	1	Moderate	1 Adult
5	07/06/2026	1156	HOMER AVE/EMERSON ST	PALOALTO	F	22106	HOMER AVE	EMERSON ST		Bicycle	1	minor	1 Adult
6	07/06/2026	1327	MIDDLEFIELD RD/FOREST AVE	PALOALTO	F	21802A	MIDDLEFIELD RD	FOREST AVE	Broadside	Other motor vehicle	1	Minor	2 Adults
7	07/07/2026	1834	HOMER AVE/HIGH ST	PALOALTO	F	22450A	HOMER AVE	HIGH ST	Broadside	Parked motor vehicle	2	Minor	2 Adults
8	07/09/2026	1545	W BAYSHORE RD/COLORADO AVE	PALOALTO	F	21802A	W BAYSHORE RD	COLORADO AVE	Broadside	Bicycle	1	Minor	1 Adult, 1 Unkown
9	07/10/2026	1338	EL CAMINO REAL/SAND HILL RD	PALOALTO	F	22350	EL CAMINO REAL	SAND HILL RD	Rear end	Other motor vehicle	1	Minor	3 Adults
10	07/12/2026	1115	397 CAMBRIDGE AVE	PALOALTO	F	20002A	397 CAMBRIDGE AVE		Side swipe	Parked motor vehicle	0	None	2 Adults
11	07/14/2026	1812	ALMA ST/HAMILTON AVE	PALOALTO	F	22107	ALMA ST	HAMILTON AVE	Head On	Other motor vehicle	2	Moderate	2 Adults
12	07/15/2026	1117	100 BLOCK OF EL CAMINO REAL/PISTACHE PL	PALOALTO	F	21801A	100 BLOCK OF EL CAMINO REAL	PISTACHE PL	Broadside	Other motor vehicle	0	None	2 Adults
13	07/15/2026	1735	MIDDLEFIELD RD/SEALE AVE	PALOALTO	F	21802A	MIDDLEFIELD RD	SEALE AVE	Broadside	Other motor vehicle	1	Minor	2 Adults
14	07/16/2026	916	MIDDLEFIELD RD/BRYSON AVE	PALOALTO	F	21801A	MIDDLEFIELD RD	BRYSON AVE	Broadside	Other motor vehicle	2	Minor	2 Adults
15	07/16/2026	1845	EAST CHARLESTON ROAD/SAN ANTONIO ROAD	PALOALTO	F	22107	EAST CHARLESTON ROAD	SAN ANTONIO ROAD	Broadside	Other motor vehicle	1	Minor	2 Adults
16	07/17/2026	510	OREGON EXPR/GREER RD	PALOALTO	F	22350	OREGON EXPR	GREER RD	Side swipe	Other motor vehicle	0	None	1 Adult, 1 Unkown
17	07/17/2026	1100	SAN ANTONIO RD/CHARLESTON RD	PALOALTO	F		SAN ANTONIO RD	CHARLESTON RD		Pedestrian	1	Minor	2 Adults
18	07/19/2026	1214	LOT Q 432 HIGH STREET/LYTTON AVENUE	PALOALTO	F	22350	LOT Q 432 HIGH STREET	LYTTON AVENUE	Hit object	Fixed object	0	None	1 Adult
19	07/20/2026	1257	MIDDLEFIELD RD/MONTROSE AVE	PALOALTO	F	22350	MIDDLEFIELD RD	MONTROSE AVE		Pedestrian	2	Minor	2 Adults
20	07/22/2026	1739	UNIVERSITY AVE/EMERSON STREET	PALOALTO	F	22350	UNIVERSITY AVE	EMERSON STREET	Rear end	Bicycle	1	Minor	2 Adults
21	07/25/2026	1920	HIGH ST/UNIVERSITY AVE	PALOALTO	F	22107	HIGH ST	UNIVERSITY AVE	Side swipe	Other motor vehicle	0	None	2 Adults
22	07/27/2026	1239	2805 EL CAMINO REAL/ASH STREET	PALOALTO	F	22106	2805 EL CAMINO REAL	ASH STREET	Side swipe	Parked motor vehicle	0	None	Unknown
23	07/28/2026	904	CHARLESTON RD/EL CAMINO REAL	PALOALTO	F	22100A	CHARLESTON RD	EL CAMINO REAL	Side swipe	Bicycle	1	Minor	2 Adults

PABAC September 3, 2026 Meeting
Attachment 3: July 1-31, 2026 PAPD Collision Report for PABAC

#	Date	Time	Location	City	Caused By Juve?	Primary Collision Factor	Occurred On	At Intersection	Collision Type 555 Desc	Vehicle Involved With Desc	Number Injured 555	Level of Injury	Parties Involved
24	07/28/2026	1138	EL CAMINO REAL/VENTURA AVE	PALOALTO	F	22107	EL CAMINO REAL	VENTURA AVE	Hit object	Fixed object	0	None	1 Adult