PABAC

Palo Alto Pedestrian and Bicycle Advisory Committee

Thursday, October 1, 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 MINUTES 6:18 PM
   a. Approval of Minutes from September 3, 2026 PABAC Meeting – Action Needed

4. PUBLIC COMMENT 6:20 PM
   Members of the public may speak to any item NOT on the agenda. Up to three (3) minutes per speaker.

   Written comments submitted by email to Transportation@PaloAlto.gov between 12:00pm on August 25, 2026, and 12:00pm on September 22, 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. Office of Transportation Fiscal Year 2027 Budget Overview (*Sue-Z Gaskin, OOT*) 6:35 PM
      i. Staff Presentation (**Attachment 1**)
   b. Quarry Road Transit Connection (*Sylvia Star-Lack, OOT*) 6:50 PM
      i. Staff Report (**Attachment 2**)
      ii. Staff Presentation (**Attachment 3**)
   c. Traffic Calming Policy Review (*Ria Hutabarat Lo, OOT*) 7:20 PM
      i. Staff Presentation (**Attachment 4**)

8. STANDING ITEMS 8:00 PM
   a. CSTSC Update: Review CSTSC Meeting Agendas and Minutes
   b. VTA BPAC Update (*R. Neff*)
   c. Subcommittee Reports
      i. Rail Grade Separation Subcommittee (*B. Arthur*)

ii. Repaving Subcommittee (*R. Neff*)
    1. Review of Five-Year Repaving Plan (**Attachment 5**)
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. August 2026 Collision Reports (**Attachment 6**) from Palo Alto Police Department

9. ADJOURNMENT 8:15 PM

END OF AGENDA

PABAC

Palo Alto Pedestrian and Bicycle Advisory Committee

Thursday, September 3, 2026, at 6:15 p.m.
Meeting Minutes

Members Present:	Alan Wachtel, Bill Zaumen, Boris Foelsch, Bruce Arthur (Chair), Eric Nordman, Jane Rosten (arrived at 6:43), Ken Joye (Vice Chair), Nicole Rodia, Penny Ellson, and Robert Neff
Members Absent:	Cedric de la Beaujardiere
Staff Present:	Sylvia Star-Lack, Ripon Bhatia (remote), and Caio Arellano
Guests:	Edgar Torres (remote)

1. CALL TO ORDER

Bruce Arthur welcomed attendees and announced that a quorum was present.

2. AGENDA CHANGES

No changes were made to the agenda. Sylvia Star-Lack took roll.

3. APPROVAL OF ACTION MINUTES

a. August 6, 2026, PABAC Meeting Minutes

Bruce Arthur invited comments or a motion on the minutes. Penny Ellson moved to approve the minutes of the August 6, 2026, PABAC meeting. Eric Nordman seconded the motion. Sylvia Star-Lack conducted a roll call vote. Ken Joye abstained. The motion carried.

4. PUBLIC COMMENTS

Bruce Arthur invited comments on items not on the agenda.

Paul Aplin, who resides at 2861 Emerson Street, stated he is part of a growing group of people within the boundaries of Alma, Colorado, Cowper, and the creek who are concerned about the proposed street restructuring plans, especially cyclist safety. Paul Aplin spoke with the person in charge of Apple Maps and was told that all mapping utilities would route everyone to the signalized light because it is the only safe passage between Meadow and Churchill. Paul Aplin applauds the committee for primarily following the 8-to-80 program for bike safety for ages 8 to 80. Paul Aplin said the committee needed to consider the broader systemic changes required to put that facility onto El Dorado. Paul Aplin has already met with a couple of committee members and hopes to engage each one. Paul Aplin encouraged the committee to look at the bigger

problem. Paul Aplin said the City acknowledges it has not considered some issues. The only westbound egress is on Colorado. On Colorado, you cannot make a left-hand turn. Alma has no turn lane. Traffic on Alma is fast, and the sightline is poor due to the slight curve. There will likely be a two-year project to construct a 6-story building on High Street; in that case, his neighborhood would have two projects closing streets, with no exit onto El Dorado or Colorado.

Paul Aplin proposes an alternate plan to the City to maintain the crossing opposite El Dorado with a tunnel through and a bike path starting by Loma Verde or El Carmelo, running along the rail side. Their petition has almost 200 signatures. This group has met with most City Council Members and has another meeting this week. Paul Aplin believes the City's plan failed to comply with the existing 8-to-80 program.

David H. notes that the hybrid plan Paul Aplin discussed offered additional crossing options at Alma and included opening the approximately 11-foot median strip between the railroad and the west side of Alma Street. David H. displayed the plan on a poster board. At last Thursday's workshop, David H. spoke with Ria Lo, who said the City had access to the land from the west side of Alma to the fence. Some City plans show 11 feet. The landscaping between the east side of Alma and the sidewalk is 16 feet. If you allow 5 feet for the sidewalk, perhaps 11 feet is available on that side. Adding the 11 feet on the east side to the existing 11-foot median gives 22 feet for a bike path. The hybrid plan proposes a bike path connecting the City's proposed tunnel crossing at El Dorado to an access point across from Loma Verde. You could add a traffic light on Loma Verde. Pedestrians and cyclists could then avoid the high volume that is inappropriate for the narrow El Dorado between San Antonio and Oregon Expressway.

David H. thinks the City Council voted for El Dorado at last year's meeting because it was the only proposal with a traffic light. The traffic light has a small footprint. The City's El Dorado proposals fall into two categories: traffic-light and non-traffic-light versions. The non-traffic-light versions involve tunnels, which take up a lot of space and require eminent domain takings of residential property. In contrast, the traffic-light version does not because its footprint is smaller than a tunnel's. Opening up the median strip would allow a traffic light at any intersection between East Meadow and Oregon Expressway. Their petition asks the City to drop the El Dorado proposal and consider Loma Verde because it is wider at 42 feet compared to El Dorado at 25 feet. Structurally, it opens up a lot more possibilities for bike and pedestrian transit.

5. STAFF UPDATES

a. Office of Transportation Update

Sylvia Star-Lack delivered the Office of Transportation (OOT) update. On August 10, the Council approved advancing the Crescent Park traffic calming project into final design for permanent construction. The City recently secured a $500,000 VRF Intelligent Transportation Systems grant to modernize aging traffic signals along Embarcadero Road from U.S. 101 to Paly. On August 24, the Council discussed oversized vehicle (OSV) parking in Palo Alto, with about 50 residents speaking during Public Comments, including OSV dwellers, neighbors, business owners, and others. Council directed staff to proceed with pilot projects to restripe Coyote Hill Road and the bayside of Embarcadero Road. On August 24 and 25, the OOT held two well-attended community meetings at Mitchell Park Community Center for the Grade

Separation Project and received valuable feedback on the 15 percent design. The OOT held a community meeting on Thursday, August 27, at Rinconada Library regarding the South Palo Alto Bike/Ped Connectivity project, with approximately 80 attendees. Some community members signed a petition supporting a crowdsourced option to cross Alma at Loma Verde before crossing the track near El Dorado. The South Palo Alto Bike/Ped Connectivity project will continue this phase of community engagement with a PTC meeting on Wednesday, September 30; a Rail Committee meeting on Tuesday, November 10; and a Council meeting on Monday, December 7. On Tuesday, October 13, the Policy and Services Committee will consider the PABAC governance item reviewed last month.

Regarding the Embarcadero traffic signal grant, Robert Neff requested that the people working on traffic signals come to PABAC to explain the City's standards for determining pedestrian crossings and pedestrian delay, and how traffic signalization affects those standards. Sylvia Star-Lack asked whether the question was about traffic signals citywide or only on Embarcadero. Robert Neff is interested in citywide traffic signalization, including Middlefield, but especially in the context of any changes being considered for Embarcadero.

Bruce Arthur asked whether the grant is for new equipment, whether it includes any policy changes, and whether the new lights should behave the same way. Sylvia Star-Lack replied that the grant is for equipment only.

6. ACTION ITEMS

a. No action items this month.

7. DISCUSSION ITEMS

a. Rail Grade Separation

i. Staff Report

ii. Staff Presentation

Ripon Bhatia invited the committee's feedback and comments on the 15 percent plans for the rail grade separation project. The team made key improvements to certain elements and prepared constructability reviews and rough order-of-magnitude cost estimates. Present at today's meeting were Jessica Dai from the City of Palo Alto, along with Edgar Torres and Danny Zavala from the integrated team with Caltrain.

Edgar Torres presented on behalf of the integrated delivery team for the Palo Alto grade separation projects, which include Churchill Avenue, Meadow Drive, and Charleston Road. The project is in the preliminary engineering and environmental phase. The team recently completed the 15 percent design. They will present to the Rail Committee next week, followed by a City Council presentation on September 28 to seek approval to proceed to the 35 percent design and environmental documentation phases. Feedback received before the 15 percent design consistently raised concerns about traffic flow, circulation, and the safety of cyclists and pedestrians. Community attendance at meetings was wonderful. Council provided input in December 2025. Community meetings held last Tuesday and Wednesday included a presentation

similar to today's on the 15 percent design at all 3 crossings, along with Q&A and an open house. All comments and project team responses are logged in the project comment tracker and will be presented to the Rail Committee and Council as part of the record. The project website contains materials from the community meetings.

The Churchill Avenue proposal is a partial underpass, along with a bike and pedestrian crossing at Seale Avenue toward Peers Park. The City Council directed the team to proceed with the Churchill Avenue partial underpass and to eliminate the landscape strip from the preliminary concept. The Council asked the team to consider constructing the Meadow and Charleston crossings simultaneously, with Meadow as hybrid underpass featuring elevated tracks and a slightly depressed Meadow Drive. The Charleston Road underpass would be fully depressed below the tracks, which would be maintained at a similar, slightly higher elevation. Due to potential funding limitations, the Council requested an evaluation of delivering only the Charleston Road underpass and an analysis of associated costs.

The 15 percent design phase focuses on due diligence, including assessing track construction requirements, roadway geometry, and intersection geometry in first-cut drawings, and establishing a preliminary project footprint to support upcoming environmental studies. The primary goal of 15 percent design and due diligence is to identify key risks, constraints, and constructability considerations so that, when the initial construction approach and sequence are developed, they can be converted effectively into a schedule and independent construction professionals can develop a Rough Order of Magnitude (ROM) cost for the total project.

In 35 percent design, the team will refine the materials, establish the project footprint for approvals, and begin defining preliminary utility requirements. The team will work with City staff on which utilities need relocating, the most effective paths, the maintenance-of-service requirements once those utilities are relocated, right-of-way, and construction considerations to provide a more accurate cost estimate. The 35 percent design will provide an updated construction approach and sequencing, along with a preliminary total project cost and schedule. The key elements in the 15 percent design are the track, roadway, and structural elements. Today's presentation includes engineering drawings to verify or support the concepts presented previously to PABAC.

The 15 percent drawings reinforce that the preliminary concepts for the Churchill Avenue partial underpass are sound, with only a few changes. The right-in/right-out intersection at upper Alma and lower Alma is signalized, with a T-intersection below. The railroad bridge will have a box supporting the tracks. The team considered softening the turns for cyclists and pedestrians, based on feedback from PABAC and cyclists who attended the community meetings. The grade separation integrates the Embarcadero Bike Path and provides connectivity to the south toward Peers Park and the west toward Paly.

At Seale Avenue, changes are modest, but the concept is mostly sound. Previously, the Seale Avenue concept did not analyze or complete due diligence on the area's utilities. The updated footprint in the 15 percent design reroutes sewer and storm-drain service around the tunnel. The bike and pedestrian ramp to the underpass starts at Seale Avenue, continues into the tunnel, then continues as a bicycle and pedestrian ramp from the underpass along the northern edge of Peers Park. The design maintains driveway access to the multifamily home north of the pedestrian

ramp at Seale. The team is exploring options for the underpass box-jacking strategy, as it will likely need to be jacked from the west moving east. This will likely be the primary connection to Paly, so the team will ensure bicycle and pedestrian routes to nearby schools and safe paths from Peers Park, consistent with prior discussion.

The hybrid design for Meadow Drive raises the tracks, and the road is slightly depressed to provide sufficient clearance at the bridge crossing for the roadway and tracks. One change from the concept design removes the slip lane from East Meadow Drive to a right turn onto Alma and adds a bicycle lane with a bike box, extending the curb to provide a safer path for cyclists approaching the intersection. As part of 35 percent design, and in response to a PABAC comment, the team is exploring adjusting the column placement to provide the bike lane with a protected facility behind the columns as the bridge structure design advances. The team is exploring options to make site modifications at each corner for a potential protected intersection for cyclists and pedestrians.

The proposal includes an underpass under Charleston Road, with a direct-access ramp from Alma Street on the south side approaching the underpass. This creates an intersection at upper Alma to cross above Charleston, left access from the north, and right- and left-turn access from eastbound Charleston Road onto Alma Street. The direct-access ramp provides access below for the left turn onto West Charleston Road, as well as the right turn from eastbound Charleston onto Alma Street to the South. This direct-access ramp allows removal of the roundabout to the east and minimizes property impacts. In previous concepts, the bicycle and pedestrian ramp to Charleston Road was going north-south on the east side of Alma. One key change is to align the ramp along Charleston Road to facilitate future utility relocation and provide a utility corridor on the north side of Charleston. The team will continue to work with the City's Utility Department over the coming months to determine how to relocate the utilities and whether the ramp location can be improved. This is also the case on the west side. The team received comments at the community meeting about the tight double switchback ramp. The team will continue to explore options to improve circulation and access to the underpass as part of 35 percent design. The team will work with the City's Utility Department and PG&E to understand the options to protect, or potentially relocate, a transmission gas line running underneath Charleston Road.

The City Council had asked the team to evaluate the delivery scenarios. The 3 delivery scenarios for the Meadow and Charleston crossing are: Concurrent construction of the Charleston Road and Meadow Drive crossings, meaning construction is coordinated to build both locations at the same time. Second is the sequential delivery scenario, where Charleston Road is built substantially complete and then Meadow Drive is constructed, which is the least expensive option due to cost escalation. The third option is to only construct Charleston Road.

The team identified the following key cost and schedule trade-offs: Design development balances safety, access, rail operations, and community impact. Maintaining vehicular access during construction leads to more complex staging and tighter work areas. Maintaining high-frequency rail operations means focusing work windows outside peak train frequency. Minimizing the project footprint means tighter work areas and more complex staging. Limiting construction noise may reduce constructability or extend durations. Maintaining bicycle and pedestrian connections requires additional temporary detours and signage. The team is mindful of safely providing consistent bike and pedestrian access across the construction area,

recognizing that these are critical connections to schools on the east and west sides for bikes, pedestrians, scooters, and other modes of transport.

The 15 percent design supports concept due diligence, informs early decisions, and provides a high-level schedule estimate used to develop a Rough Order of Magnitude total project cost. Costs evolve as the design evolves. As more information and detail develop, and as the work sequence becomes clearer, the estimate becomes more refined until the final construction documents establish the project baseline schedule and budget.

The team developed a risk register listing risks associated with project delivery, footprint, unknown utilities, property impacts, etc. As the design advances, the team addresses or mitigates risks, and the remaining risks decrease. Project-controlled risks are things that the project team and the City can effectively manage. Things the project team cannot control include unforeseen market conditions in labor or materials, or something happening internationally. The total project cost estimate includes direct and indirect construction contractor costs, engineering costs, agency costs, real estate costs for property and easements, the cost of time (escalation), and a project contingency for known and unknown risks. Agency costs for Caltrain and the City include project management and oversight, operational requirements for safe rail operation and the safety of the contractor and the community during work, and construction administration and management. The longer a decision takes, the higher the costs. The market prices are estimated based on 2026 prices. The estimated construction start is 2032.

The 15 percent design and schedule are the key cost inputs. Preliminary total project cost and high-level construction duration are as follows: Separating Churchill Avenue as a partial underpass and Seale Avenue costs approximately $420M to $450M, with a construction duration of 3 to 4 years. These are Rough Order of Magnitude estimates. For concurrent construction of Meadow and Charleston, it would take 5 years at a total project cost estimate of $1B to $1.1B; for sequential construction, it would take 9 years at $1.2B to $1.3B. For Charleston Road only, if constructed without Meadow Drive, construction would take 4 years at $480M to $530M. This is consistent with the costs of other grade separations within the state and nationally, so the team was not surprised when the independent cost estimator brought these numbers. The total program cost estimate for Churchill and concurrent construction of Meadow and Charleston is approximately $1.5B to $1.6B; for Churchill with sequential construction of Meadow and Charleston, it is approximately $1.7B to $1.8B. This project is funded only through 35 percent design and environmental work, approximately $20M, in addition to the $5M the City previously expended for planning and conceptual design. A funding strategy is needed for final design and construction of the grade separations. Approximately $9M is available in City Measure K, and approximately $24M in state funding is allocated but not encumbered. Other potential unallocated funding exists from City Measure K and County Measure B.

Community meetings were completed last week. The Rail Committee meets next week on the 8th, and City Council on the 28th.

Bruce Arthur invited public comment on this item.

Cindy R. asked whether the price estimates include the cost to acquire homes or property, or only construction costs.

Edgar Torres replied that the total project cost includes an allowance for potential property acquisitions.

Bruce Arthur opened the floor for committee discussion.

Ken Joye thanked Edgar Torres for the presentation. Ken Joye agreed that the proposed switchback ramp for Charleston seems arduous. The drawings did not show any steps for pedestrians to walk down. With the removal of the roundabout at Charleston and Mumford, Ken Joye wonders how cyclists heading toward 101 are expected to cross Charleston Avenue. This is a major concern for this committee, and Ken Joye was disappointed it was not addressed.

Edgar Torres knows these turns are much tighter and more arduous. The team is exploring ways to improve those particular switchbacks as they advance into 35 percent design. The team will look at the potential for staircases; however, the priority is to provide an ADA-accessible ramp down to the crossing.

Ripon Bhatia added that the team is considering traffic measures at crossings on both sides at Mumford and Alma to see how to bring the traffic back to the original side. The team will consider and incorporate comments as they move along.

Edgar Torres said the team will explore protected facilities on the roadway, while being mindful of the existing utilities underneath Charleston, especially the gas line.

Bruce Arthur has not been able to find the updated plans on the City website, and he asked where they are or if someone can share the link. The plan on the website was published on May 3, 2024.

Edgar Torres stated that the concept drawings were provided. The plan set typically is not posted because it is a work in progress, but they can provide an update on specific technical drawings if requested.

Ripon Bhatia posted the updated concept plans yesterday or the day before. The plan renderings and animation section now include the more recent concept plans on the project website. Ripon Bhatia advised Bruce Arthur to check the website again, and Bruce Arthur replied that he will.

Since these plans have taken a long time, Bruce Arthur wants a high-level reminder of the initial goals for the grade crossings and how we evaluate them to see whether they solve the problems we started with and remain relevant as prices have increased.

Ripon Bhatia told Bruce Arthur to refer to the fact sheets available on the website, which include connectivity, the bicycle and pedestrian roadway network, delays, and noise.

Bill Zaumen thinks the sharp turns look very tight on the diagram, and he wondered whether anyone had built a mockup to see whether a conflict would occur if 2 bicycles with trailers arrived at the same time at one of those bends.

Edgar Torres said that the mockup shows that those turns are tight. A bidirectional path is challenging, especially coming off Park Boulevard but the team is exploring how to design and

organize it to allow a bidirectional path. Today's slides are zoomed in, but the exhibits posted online provide more context to the east and west. The team is exploring the option of providing a protected facility underneath with access off Wilkie to the west, but they are still exploring the east.

Penny Ellson wants to know the width of all pathways and every facility, as well as the proposed turning radius for every turn. Bicyclists will share this bidirectional space with pedestrians, so it is important to know exactly how much space there is and what the turning radii are. Packet Page 128 notes that many of the remaining risks are undefined, prompting Penny Ellson to ask why we do not have those answers. The committee cannot comment on something undefined, yet this will be going to Council on September 28 to move forward for environmental review.

Edgar Torres said that the risks are becoming more defined. The two key components that remain undefined for the Charleston project are the bicycle facility on the west side of Charleston and the utilities. The team will work with the City's Utility Department to better define the paths for relocating the utilities, the likely durations for relocating utilities, and what space that will open up for the improvements, specifically for bike/pedestrian access.

Penny Ellson asked whether the team will have information to define those risks before or after the Council meeting on September 28.

Edgar Torres replied that the utility information would likely come after the Council meeting; however, the team is already working to locate the utilities. The team will be doing ground-penetrating radar to understand the paths of those utilities. For some of the critical facilities identified with the City's Utility Department staff, the team will do potholing, in other words, boring down to see where those utilities are, thus being able to define the problem better. This project will ideally return to PABAC and City Council in the first quarter of 2027, before design is fully advanced. In the upcoming 35 percent design phase, collaboration and workshops become more intensive, so staff may come back to PABAC to discuss specific topics and areas where they need feedback to refine the design. For example, staff will come back to PABAC to discuss the pedestrian ramps, what those paths look like, provide dimensions, and explain any design changes.

Eric Nordman asked whether the Seale tunnel could be built before Churchill, which would address bicycle and pedestrian access at a lower cost. The Seale tunnel seems to extend well beyond the Caltrain right-of-way, prompting Eric Nordman to ask why it extends so far into Peers Park. Eric Nordman thinks moving the pedestrian ramp to Charleston for utility reasons was a good move because it allows the path to access the tunnel.

Edgar Torres said Seale Avenue needs to be constructed before Churchill can close because of the importance of the connection to Paly. Churchill can close for some work while preserving bike and pedestrian connectivity. The required depth under the tracks determines the tunnel length because it takes time to climb back up to a point where the tunnel can open. As part of the 35 percent design, the team can explore daylighting the tunnel earlier, after discussing the safety of doing so with the structural engineers and others. The team is trying to minimize the switchback ramps for Charleston, which is possible at least on the east side. The team is mindful

of the area of greatest concern regarding bike/pedestrian access, along with the comment about how to address access to and from Charleston Road on the west side.

Because this project makes many changes to Alma, Robert Neff thinks Alma should be a Complete Street, making it safe for bicyclists and pedestrians to travel. Robert Neff is not familiar with the standards used to make that decision. Alma has no bike facility, so bicyclists ride on the sidewalk. The minimum width for a combined bicycle-pedestrian facility is 8 feet, so Robert Neff believes we should provide an 8-foot sidewalk wherever we make changes along Alma, as well as buffers between bicyclists and pedestrians on the sidewalk and between pedestrians and traffic. This morning, Robert Neff was on the 5-foot sidewalk on Alma, where traffic from San Antonio goes by at 50 miles an hour, and noted that the sidewalk is too narrow. Next to freeways such as the Dumbarton Bridge or Highway 87, we have multiuse facilities protected by concrete. Another option is to provide enough buffer, whatever that standard is. Robert Neff wants specifics on how this plan will make Alma a Complete Street wherever the street profile changes, and how it will be safe for pedestrians to walk along the sidewalk and for bicyclists and pedestrians to share the space off the street.

Ripon Bhatia recalls that staff previously recommended separate sidewalks along Alma, at Churchill, and along the Charleston and Meadow area as part of different scenarios. At the time, the Council and Rail Committee did not move forward with that alternative because of its significant right-of-way impacts. Ripon Bhatia did not think the BPTP recognizes Alma Street as a bike facility.

Robert Neff reiterated his belief that anything reconstructed should be a Complete Street, and he did not understand why Alma is an exception.

Ripon Bhatia replied that the reconstruction is part of the grade separation. The project recognizes and provides a facility. During refinements, the team can explore wider sidewalks but that would require additional property impacts.

Edgar Torres said that the team could discuss the required space, but he is always mindful of what a project can be responsible for versus what the City needs to handle. The team focused on maintaining or achieving the circulation needed for grade separation and connectivity, as the Council and the community requested. The challenge then becomes how to make those changes along Alma Street and how to coordinate them. Adding a facility along Alma Street is not easy because of the right-of-way and the existing overhead electrical utilities. The team is exploring undergrounding the electrical utilities. The team can note this as a comment to make the street as complete as possible.

Nicole Rodia thanked Edgar Torres and staff for the presentation. Nicole Rodia wants the next presentation to include more detail on the bicycle and pedestrian travel routes in the proposed designs. For example, the Charleston design has many complicated options, depending on direction and pathway widths, so the presentation could walk the committee through what it looks like to cycle or walk in a certain direction, whether you are in a shared lane with cars or a bike lane. The high-level drawings make it difficult to understand what it will look like once it is built.

Nicole Rodia notes that the Charleston Road grade separation design is inconsistent with some of the City's policy documents. In the Sustainability and Climate Action Plan (S/CAP), the Mobility section sets goals to reduce total vehicle miles traveled and increase mode share for active transportation and transit. The 2030 Comprehensive Plan Transportation Element says the key to a sustainable transportation system is in providing more options and convenience so people will more readily choose not to drive. The proposed design makes it less convenient to get through the Charleston intersection on foot or bicycle and more convenient to use a vehicle. This needs to be rethought or adjusted to ensure we pursue what Council has set out in the City's policy goals. Similarly, the Seale bike and pedestrian crossing location (instead of Churchill or Kellogg) requires Palo Alto High School students to travel out of direction across Alma. Paly has around 1,800 students enrolled. The proposed design would inconvenience the many students who have to cross there, while motorists could cross directly at Charleston and avoid the current detour. The combined cost for the 3 grade separation projects is $1.6B to $1.8B. The potential funding sources shown in the presentation total about $500M for construction, which matches the amount for Charleston. Nicole Rodia thought Charleston is probably the priority because it is the busiest corridor. If the City can fund only 1 project, it becomes even more important to consider pedestrian and bicycle access in that project.

Boris Foelsch shared something that came up at a community meeting last week at Mitchell Park: many cyclists will choose to travel by car because it is much quicker, especially high schoolers who are in a hurry to get to school. Boris Foelsch encouraged the team to remember that if too many people do that, the project will not have met its objective. Boris Foelsch thanked staff and Edgar Torres for their work.

Ken Joye asked how he can submit written comments to the project comment tracker, whether he can email them or whether he must use a web form.

Edgar Torres said the project website offers an opportunity to provide a comment. Comments shared during today's meeting will be added to the comment tracker. Additional comments can be emailed to City staff or submitted via the online form.

Ripon Bhatia told Ken Joye that he can email his comment to Jessica Dai and himself, and they can forward it to the integrated team.

b. Brown Act Training

Chief Assistant City Attorney Caio Arellano introduced himself to the committee. Caio Arellano will have been with the City of Palo Alto for five years in January, and he has practiced municipal law for nearly 19 years for various cities throughout the Bay Area and the Peninsula. Caio Arellano advises the Transportation, Planning, and Public Works departments, the City Manager's Office, and Finance. Caio Arellano expressed his gratitude for the work of the PABAC members and the time they put into this issue. Caio Arellano is an avid cyclist and rides his BMX bike at the local track. Last summer, Caio Arellano spent two weeks in Amsterdam and was on a bike or streetcar the entire time, aside from trips to and from the airport.

Bruce Arthur pointed out that Amsterdam had no bicycle facilities in the 1970s, so all improvements were made in the past 50 years.

Caio Arellano presented slides. Last year, the City Manager and various board and commission members worked on the Partnering Norms listed in the gray box, which include being mindful of the work we do and ensuring it is inclusive, productive, and meaningful in advancing City policies.

Staff will go to the Policy and Services Committee on October 13 to revisit governance questions and the PABAC's purview. A slide on BCC expectations, as per the handbook, stated how board and commission members should approach their work. A slide outlined the role of the staff liaison, who sits at the end of the table and does the behind-the-scenes work. The meeting chair conducts the meeting, but the staff liaison's efforts are essential. The BCC gives the Policy and Services Committee an annual work plan as feedback on what the BCC would like to work on and what Council should consider as part of how the BCC does its work as an advisory body. A slide titled "Conduct During Public Meetings" was taken from the Boards and Commissions Handbook. Caio Arellano encouraged the committee to continue conducting itself as it has tonight. If you are part of an appointed body and fail to follow the attendance rules, you may be deemed to have vacated your office. These rules help ensure a quorum and that members honor their commitments. Without a quorum, the body cannot meet or carry out its work.

Caio Arellano instructed the committee to follow the parliamentary meeting procedures shown on the slide. One person speaks at a time. If the committee is asked to take action, such as a recommendation to the Council or another body, it should do so by a formal motion. All meetings should generally follow the meeting structure format. Staff publishes the agenda at least 7 days before the meeting. The committee's discussion, action, and recommendations are limited to agenda items. The public may comment on anything. The Chair's responsibilities include running meetings, keeping the agenda on track, and speaking on behalf of the board or commission in certain circumstances. Otherwise, the Chair does not have greater power than the rest of the committee, and their vote counts the same as everyone else's. The Chair is typically the point person for working with the staff liaison.

The Brown Act is the most important law for local government agencies. It requires meetings to be held in a publicly accessible location, at a consistent time, and with business conducted according to an agenda published in advance. This lets the public know what topics will be discussed and to decide whether they want to participate. Local government agencies must adhere to the Brown Act, which the statute defines as a legislative body and any appointed advisory bodies within the City, such as the PABAC. In 2014, the City Council adopted a resolution appointing PABAC to recommend project funding requests for the MTC and the City's BPTP. This action established PABAC as a subsidiary legislative body of the City, an advisory body appointed by the Council. Other bodies, such as the Planning Commission, Historical Resources Board, Parks and Recreation Commission, and the Council's subcommittees (the Finance Committee and Policy and Services Committee, etc.), were also established through formal Council action and are subject to the Brown Act. As a legislative body, you must follow the Brown Act rules for your meetings.

A meeting is defined as members together in the same place at the same time to discuss matters within their subject-matter jurisdiction. Meetings include retreats, workshops, and trainings. The Council holds a retreat in January at Mitchell Park, where they have a workshop on its goals for the year, and it is considered a meeting. An example of an informal gathering is PABAC

members getting together at Coupa Café after this meeting and continuing to talk about the grade separation project. A quorum of the PABAC discussing something within your subject matter jurisdiction, bike circulation within the city, without it being open to the public and agendized, is not compliant with meeting requirements under the Brown Act.

Serial meetings occur when a quorum (a majority of the body) discusses something within the body's subject-matter jurisdiction outside a noticed public meeting, which violates the Brown Act. For example, if two members exchange an email and they forward it to other members, once six members read the email thread, you have a quorum. Another example is if one, two, or three members email Sylvia Star-Lack to relay the concerns raised when they met for lunch. Another three members similarly emailed Sylvia Star-Lack, and she responded that their colleagues said the same thing or said something different to her and proceeded to take action. The item was not agendized, and the committee deliberated and took action as a group outside of a meeting context, which is a serial meeting and a violation of the Brown Act. The Brown Act prevents the perception of backroom dealings when discussions and deliberations take place outside the public sphere, which is not how the City does its business.

Zoom lets us participate from different places. Special rules apply to virtual meetings, including letting your staff liaison know where you will be when you participate via Zoom. Staff post on the agenda who will be participating remotely and from where. For example, the Zoom participant must notify the hotel that they have a meeting and post a notice. The committee member coordinates with the staff liaison or a member of the City Clerk's Office on the procedure for Zoom participation. The rules on remote participation changed this year, making it much easier.

Regarding social media, a 2023 or 2024 amendment to the Brown Act clarified that using an internet-based platform with user-generated content means you are participating in a conversation. For example, if a few PABAC members followed, shared, or commented on a subreddit discussing PABAC-related business, it violates the Brown Act meeting requirements. Caio Arellano urged caution in liking, sharing, commenting, @ mentions, and voting, whatever the function is for participating on a social media platform.

When Ken Joye reviewed the agenda packet for tonight's meeting, he noticed the grade separation discussion affected some of his neighbors, so he sent a message to a neighborhood email distribution list saying it would be a topic at tonight's PABAC meeting and noting that there had been community meetings last week. Ken Joye asked whether it was problematic for him to send that information and whether it would be problematic to summarize tonight's discussion.

Caio Arellano said there is no problem with Ken Joye notifying his neighbors about tonight's meeting; however, summarizing tonight's meeting discussion may be problematic depending on who sees it and the format he uses. If no PABAC members are in the group email distribution list, it is probably fine. If Ken Joye posts the meeting summary on a Facebook page and others start adding comments and the thread grows, you have to be careful because the Brown Act amendment addresses social media.

Caio Arellano said conferences, community meetings, meetings of other legislative bodies, ad hoc committees, and social and ceremonial events are not defined as meetings and thus do not violate the Brown Act, as long as no business was discussed, and the statute includes exceptions for them.

Caio Arellano presented Example 1: Members of the Planning and Transportation Commission (PTC) want to hear how the City Council plans to support new housing in the San Antonio Corridor with amenities. If five out of the seven PTC members attend a City Council meeting where the Council will discuss this topic, would this violate the Brown Act? Some committee members said everyone has the right to attend a public meeting. Others felt that it depends on whether they attend individually or as a group. If a topic PABAC previously discussed is going before the Council, Caio Arellano said committee members may attend the meeting. However, if the committee is divided on the topic and a member emails about attending the Council meeting, prompting a response like, "Why, so we can rehash your crazy opinion on this project?" and you respond, that is deliberation and discussion outside the context of a meeting. If the email addresses a simple logistical issue, it is probably fine, but Caio Arellano advised caution in situations beyond that. Caio Arellano emphasized the staff liaison's role in assisting with logistical arrangements and scheduling.

Caio Arellano presented Example 2: Three of the seven members of the Parks and Recreation Commission serve on an ad hoc subcommittee. The Commission Chair, who is not on the subcommittee, wants to check on its progress. Can the Chair call one of the ad hoc committee members and get a briefing on the ad hoc's work? Committee members replied no because it involved a majority of members (four of the seven), and it was outside a public meeting. Caio Arellano explained that, under the statute, briefing or reporting out means sharing other members' comments and positions, and that crosses the majority threshold and creates an unlawful serial meeting.

Bruce Arthur asked if the Chair could ask whether a member had content for the next meeting, as an important procedural question. Caio Arellano said the ad hoc should report on its work. Staff could add an item to an upcoming meeting agenda to hear the ad hoc report. The Chair could ask the staff liaison, or during the "order of business" part of the agenda at the next meeting, whether the ad hoc will report on its work.

The statute addresses remote attendance rules for alternative teleconferencing when you have a "just cause," typically a medical or childcare emergency that prevents you from attending a meeting in person. In that instance, the member notifies the staff liaison. Staff will provide the member with a script to read at the beginning of the meeting to meet the statutory requirements for using "just cause" alternative teleconferencing. A committee member asked if being sick is considered a medical emergency. Caio Arellano stated the alternative teleconferencing provision was a 2021 amendment to the Brown Act. A committee member asked whether two feet of snow is considered a medical emergency if they have a documented Vitamin D deficiency. Caio Arellano explained that there are 11 PABAC members; therefore, work can continue with one absent.

In response to the question of whether staff is constrained in any way by the Brown Act, Caio Arellano replied that staff can only facilitate Brown Act violations. Staff's job is to be experts on

the Brown Act and help members follow it. Most Brown Act provisions apply to members of a board, commission, or committee.

A committee member asked whether a member could send something of general interest to fellow members that is not on the agenda, or whether there is a way for a member to share information about an upcoming event. Caio Arellano advised doing so through the staff liaison, in a meeting during PABAC Announcements, or by adding a PABAC Comments section to the agenda. The Council has a section of the agenda for Council Member Comments where they report on community events they attended.

About a week ago, Jane Rosten sent a message to Sylvia Star-Lack and Charlie Coles to ask whether PABAC wanted to participate in an upcoming health fair at Mitchell Park Community Center. Jane Rosten is not sure what the rules are about sending the message to everyone. Sylvia Star-Lack acknowledged receiving the message and offered to send the information to everyone, or Jane Rosten could announce it during the Announcements section of today's agenda.

Caio Arellano shared the following key takeaways: Do not "reply all"; do not @ mention your fellow committee members on social media platforms; and do not use group text.

Caio Arellano said public comment is the "open to the public" portion required by the Brown Act in our meetings. PABAC is not required to hear general public comment, but the City Council is. The public comment section comes before discussion items. The Boards and Commissions Handbook includes the rules, time limits, and guidance on handling group speakers. We are a public agency. We must allow folks to exercise their First Amendment rights, including the opportunity for members of the public to comment on discussion items.

The first bullet point on the slide stated that the public may comment once on any item at regular meetings. A question was raised: If someone makes a public comment and the discussion then shifts back to the PABAC members, does that person have the right to raise their hand and make another public comment? Caio Arellano responded that the committee is not obligated to allow them to speak. That is called a time, place, and manner regulation. You can limit how much time and how many times folks can speak; otherwise, you will not be able to get to your business. You can say you get one opportunity for X minutes during public comment and apply that procedural rule uniformly.

Caio Arellano noted that there have been meetings where hate speech and Zoombombing occurred, which is an unfortunate reality of conducting our business in public. We cannot prevent people from expressing their viewpoints. The City Council's subject-matter jurisdiction encompasses any matters related to City business. For the PABAC, if someone talks about a topic unrelated to bike policy, transportation planning, or safety, you can cut them off. For instance, somebody could comment about riding their bike at the Churchill grade crossing, then they veer off into hate speech about a driver's ethnicity. A common tactic used by Zoombombers is to start with an appropriate topic and then shift to their hate speech. Responding to such incidents in the moment can be challenging, as it can be shocking, and you freeze. All board chairs have a script for handling these situations, which was displayed on the screen. The Chair is encouraged to take a break afterward and remind staff or other members that they are not required to remain in the room during public comment when hate speech occurs. In recent

examples from Berkeley and Oakland, individuals have attended meetings in person and disrupted them. The Chair can clear the room, take a 10-minute break to ease tensions, and then resume the meeting. The First Amendment protects hate speech, so we have constraints on how we address it.

Caio Arellano emphasized that the key takeaway regarding Public Records Act requests is the importance of maintaining proper email and text message practices. If we avoid discussing PABAC business outside of meetings, there will be no public records for others to request. Public records are broadly defined as any documents related to City business, regardless of whether they are stored on a City device. This applies to board members as well. Records are considered public and subject to disclosure unless a specific statutory exemption is applicable.

If someone submits a request to the Clerk's Office for all PABAC records related to a specific topic, Sylvia Star-Lack asked whether PABAC members need to provide their phones to the Clerk to retrieve all records from their personal devices that mention the project title.

Caio Arellano stated that committee members would not be required to hand their devices over to the Clerk. You can search your email for specific senders, recipients, or keywords and then forward those emails. For text messages, you can send screenshots.

Record requests addressed communications, but Robert Neff wondered whether it included his notes on his laptop.

Caio Arellano said many exemptions apply to public records. Typically, notes are considered an exemption. Staff tells committee members to provide everything they have. Staff, the City Clerk, and City Attorneys review the materials, apply the appropriate exemptions, and will withhold items that are not required to be disclosed in a public records request.

Caio Arellano stated that conflicts of interest generally do not apply to PABAC members. However, if you have a financial interest, such as your job, your spouse's job, or a property you own or rent, that is related to one of the decisions you are making, you cannot participate. There are exemptions for citywide policies or Public Works projects that benefit the entire community. Council Members and Planning Commissioners recuse themselves if they live within 1,000 feet of a project or if a decision involves their spouse's employer.

Bruce Arthur noted that bike projects are often located near where some committee members live, and he asked whether they should recuse themselves.

Caio Arellano replied that PABAC does not need to worry because there is an exception for Public Works or citywide projects.

Caio Arellano explained that the staff will address the Statement of Economic Interests once the Policy and Services Committee provides additional guidance on the PABAC. All other members of appointed boards and commissions are required to file a Form 700 with the state's Fair Political Practices Commission (FPPC). The FPPC maintains a searchable database of these forms. In the Form 700, individuals must disclose any property they own within Palo Alto, any gifts they have received, and any individual stocks they own, along with their market value at the time of reporting. This promotes transparency by clarifying individuals' financial interests, which

may affect their roles as board or commission members. The City Clerk's Office has two staff members who assist board and commission members with their Form 700 filings.

Ethics and anti-harassment trainings are mandatory for members of official boards and commissions. Currently, PABAC members are not required to complete these trainings, but this may change depending on the Council's decision about this body's status.

Caio Arellano addressed communications. If you make a statement on behalf of PABAC, staff asks that you use the appropriate City channels. PABAC has a dedicated website for its work, which staff prefers to use as the main source of information. Additionally, the Chief Communications Officer in the City Manager's Office can assist with this process. As a professional courtesy, if the *Daily Post* or the *Palo Alto Weekly* contacts you, please inform Meghan Horrigon-Taylor.

Bruce Arthur asked whether PABAC members approached by the media should contact Meghan Horrigon-Taylor before responding.

Caio Arellano replied that while members are expected to contact Meghan Horrigon-Taylor, it is not mandatory. Everyone has First Amendment rights; however, as a professional courtesy, staff asks that you inform Meghan Horrigon-Taylor if the media contacts you.

Caio Arellano completed his presentation and invited questions.

Nicole Rodia referred to Slide 26 and inquired if PABAC members are required to complete Form 700.

Caio Arellano clarified that the City does not recognize PABAC as an official board or commission under the municipal code, so PABAC members are not required to complete Form 700. However, this status may change in the future.

Especially since the committee has been discussing some major projects lately, Nicole Rodia asked whether it constitutes a conflict of interest if a PABAC member lives in the area where a project is proposed or when a project could impact property they own.

Caio Arellano replied that Nicole Rodia's scenarios might create a conflict of interest. For instance, if a PABAC member lives two houses from the intersection of Alma and Meadow and a project needs to use part of their front yard, that member could not participate in discussions about that item. The staff can assist members in determining conflicts of interest. Caio Arellano asked Sylvia Star-Lack whether she had the home addresses of all the PABAC members. Sylvia Star-Lack will confirm with Charlie Coles about the information he has on the roster. Caio Arellano instructed PABAC members to email him if the impact on their property differs from others, so they can work together to assess whether it constitutes a conflict of interest. For example, a Safe Route to School near someone's home does not affect their property value, and it is considered a citywide public facility.

In response to a comment that bike facilities have been shown to increase property values, Caio Arellano said it did not matter whether the financial impact is negative or positive. Staff relies on

committee members to inform them when a project affects their property, so staff can walk you through the analysis to determine if there is a conflict of interest.

Nicole Rodia asked whether the slides, or a link to them, could be added to the PABAC agenda packet for her reference. Caio Arellano agreed to do this.

Bruce Arthur thought the agenda packet should have included the link to the slides. Caio Arellano responded that the slides did not need to be in the agenda packet; only the agenda item itself needed a description. Bruce Arthur felt it would be beneficial to have the slides available.

Alan Wachtel thanked Caio Arellano for a detailed, clear presentation that he learned a lot from. The agenda packet for the August PABAC meeting includes an attachment of the BCC Handbook for the item on the PABAC structure, which he encourages his fellow committee members to review. Alan Wachtel wishes he had read the BCC Handbook sooner, as it contains a wealth of valuable information. Caio Arellano mentioned that typing "Palo Alto BCC Handbook" into a search engine will bring it up as the first result.

Robert Neff shared that he had sent letters to the editor and participated in the comments section on *Palo Alto Online,* but he had not given much thought to what he should be concerned about when doing so.

A committee member noted that the bullet point on the slide regarding social media, which states, "sharing meeting dates and agenda items and encouraging participation at public meetings," does not specify whether this practice is permitted. Regarding the bullet about "discouraging sharing specific opinions on upcoming Committee discussions," a committee member said she would neither encourage nor discourage it, as she would not engage in that discussion.

Caio Arellano reiterated that it is acceptable to send a message to your neighborhood network informing them that the Council is discussing an issue that affects everyone in the neighborhood and encouraging attendance.

Penny Ellson asked what restrictions staff have when discussing matters outside of public meetings. Some individuals affiliated with political advocacy groups regularly meet with staff members, while committee members are not allowed to do the same. Penny Ellson questioned whether this situation places an unfair amount of power and knowledge in the hands of the staff, which the committee does not have access to, and whether it influences staff in ways that should be transparent and public rather than private.

Caio Arellano explained that the Brown Act limits staff members from sharing or relaying comments or positions from a member of a legislative body. For instance, a staff member telling a member of the public, "I have heard from three Council Members that this is not going any further," is disclosing Council Members' comments or positions and violates the Brown Act. However, it is acceptable for a staff member to say, "Here is all the information we have on this project, including notes from a community meeting, the public records request we responded to, and all the information we provided to another agency." Staff members have a duty to explain the business they are conducting and to be available to the public to address questions or concerns, so there is nothing wrong with staff providing that additional interaction.

Bruce Arthur thanked Caio Arellano. Caio Arellano asked whether everyone had his email address. Sylvia Star-Lack agreed to share Caio Arellano's email address and the slide deck with the PABAC members.

8. STANDING ITEMS

a. CSTSC Update

The agenda includes a link to the CSTSC meeting agendas and minutes.

b. VTA BPAC Update

Robert Neff apologized for not sending this information earlier. The VTA BPAC met on August 12, and VTA General Manager Carolyn Gonot reported that a significant number of riders used VTA to attend major events in July, including 30,000 to 40,000 trips on each of the 6 days of World Cup games. The cost per game exceeded $1 million, while the fare recovery was around $40,000. This limited cost recovery was partly due to Clipper's inability to handle transactions quickly for the large number of people boarding the trains. The VTA BPAC also heard about the Across Barrier Connections program for key locations, all of which appear to be in San Jose. The VTA BPAC reviewed a Complete Streets assessment for the reconstruction of Highway 237, which goes over an overpass across the Milpitas train yards. This project will add bike lanes and wider sidewalks, a significant improvement over no bike lanes and one narrow sidewalk. The VTA BPAC reviewed a Complete Streets assessment for a freeway ramp connecting Highways 280 and 17, which will add bike lanes and infrastructure on Winchester, along with a new connection over 280 near Monroe. Robert Neff hopes that the City of San Jose will collaborate with VTA on the Across Barrier Connections project. The planned widening of Winchester will accommodate more vehicles and add bike lanes across 280, where there are currently none.

c. Subcommittee Reports

i. Rail Grade Separation Subcommittee

Bruce Arthur said at least one subcommittee member will attend the Rail Committee meeting next week and will report back to PABAC next month.

ii. Repaving Subcommittee

Robert Neff mentioned that he had sent the 5-year plan. Bruce Arthur confirmed that it has been forwarded to the City staff for review. Sylvia Star-Lack stated that she cannot email the plan to all committee members. Instead, she can include it on the agenda for next month's meeting as a discussion item or as an exhibit without discussion.

A committee member inquired whether they could provide feedback if the repaving topic is not on the agenda. Bruce Arthur responded that the committee could discuss it now, since we are currently in the Subcommittee Reports section of the agenda. Sylvia Star-Lack will allow time for discussion when the 5-year plan is on the agenda.

Robert Neff asked whether PABAC members could send their comments on the 5-year plan to Charlie Coles, who would then distribute them to the committee. Bruce Arthur advised that the committee should discuss the plan during the meeting when it is on the agenda. Sylvia Star-Lack agreed that this is the best approach because staff cannot share information with the committee without also sharing it with the public.

Staff will include the 5-year plan in the agenda packet one week before the meeting. If a PABAC member sees the plan and believes the Repaving Subcommittee should focus on something else, Robert Neff asked whether they should send comments and staff can update the packet to reflect them or save their feedback for the meeting. Bruce Arthur stated that it is better to discuss it during the meeting as an agenda item.

iii. Muni Code Subcommittee

Eric Nordman has no update.

iv. Sight Line and Safety Problem Reporting on Bike Routes

Eric Nordman has no update.

v. El Camino Real Traffic Signals

Nicole Rodia said City staff is working with Caltrans to expedite repairs to the crossings.

d. Announcements

i. July 2026 Collision Reports from Palo Alto Police Department

Eric Nordman announced that Bike Palo Alto will take place on Sunday, October 4. Volunteers are needed; visit bikepaloalto.org for a link to the volunteer form. Jane Rosten asked Eric Nordman whether he had received the responses to his email. Eric Nordman confirmed he had received some responses.

Jane Rosten read an email from SVBC, which was likely sent to several committee members. The email outlines tabling opportunities, including the Palo Alto YMCA Health Fair on September 19 from 11 a.m. to 2 p.m. at Mitchell Park. Anyone interested in tabling can contact Collin Lim at bikesiliconvalley.org. Jane Rosten is willing to share this information more broadly, but she wants to ensure she is complying with Brown Act rules.

Sylvia Star-Lack understood the SVBC email was for their table, so she wanted to confirm whether Jane Rosten thought PABAC should have its own table. Jane Rosten did not know, so she read the email: "Bike ambassadors, here is the list of upcoming tabling opportunities; review and let me know if you are available to attend." Sylvia Star-Lack will send committee members information about the event in case they are interested in attending. Safe Routes to School staff will have a table at the event, and Charlie Coles will be present to discuss his connectivity project. Jane Rosten asked whether it would be beneficial for PABAC to have a table at the event, if possible. Sylvia Star-Lack was unsure whether SVBC had any available space.

A City meeting took place about a week ago on Thursday concerning rail grade crossings. Jane Rosten arrived at the Palo Alto Library around 8:15 p.m. but no one was there, so she wondered whether the meeting had ended early. Bruce Arthur noted that the meeting was well attended, and he believed it had to conclude by 8 p.m. when the library closed.

8. ADJOURNMENT

Bruce Arthur adjourned the meeting at 8:37 p.m.

CITY OF PALO ALTO



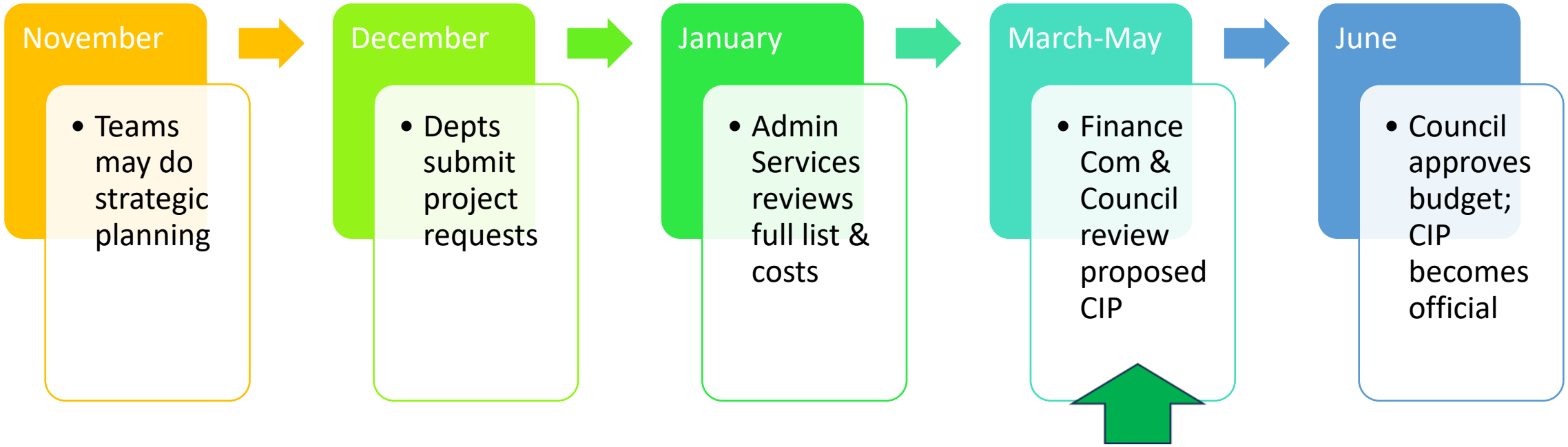
DRAFT
PEDESTRIAN/BICYCLE CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECTS

RIA HUTABARAT LO

October 1, 2026

DISCUSSION

- Previously, we discussed budget process, strategies, focus on priorities, increase transparency as we developed the Proposed.



- We received valuable feedback from PABAC and incorporated recommendations into our draft plan
- Added $3.5M in new grants (not including $500k for Quarry and $100k for S PA Bikeway Pilot)
- Next slides will highlight the adjustments to the FY27-FY31 Adopted Budget

PLANNED 5-YEAR PEDESTRIAN/BICYCLE PROJECTS

FEASIBILITY/PLANNING
DESIGN
CONSTRUCTION
CLOSE OUT

Project Type		Project	Grant Funding	Addt'l Info	Project Cost	FY27 Q1-Q2	FY27 Q3-Q4	FY28 Q1-Q2	FY28 Q3-Q4	FY29 Q1-Q2	FY29 Q3-Q4	FY30 Q1-Q2	FY30 Q3-Q4	FY31 Q1-Q2	FY31 Q3-Q4
Pedestrian/ Bikeway Active Transportation Projects	PL-00026	Safe Routes to School Encouragement & Education	VTA MB E&E	Non-Infrastructure	Ongoing										
		Safe Routes to School Intersection Treatment		Infrastructure	Ongoing										
	PL-14000	Churchill Avenue Enhanced Bikeway	VTA MB LSR	Between Castilleja & Stanford Perimeter Trail	$700k										
	TR-26000	Embarcadero Road Improvements	VTA MB LSR	Alma to Emerson **Pulled into FY26**	$3.15M										
	TR-27004	South Palo Alto Bikeway Pilot	SS4A TDA3	Fabian & Meadow	$2.19M										
	TR-27001	Crescent Park Traffic Calming			$700k										
	TR-27006	Midtown Bicycle and Pedestrian Undercrossing (aka South Palo Alto Connectivity @ El Dorado)	VTA MB Bike/Ped FUTURE: OBAG4	**NEW** 10-Year project	$660k										
	TR-28000	Chimalus Shared Use Path	VTA MB LSR	**NEW**	$600k										
		Bicycle and Pedestrian Transportation Plan (BPTP) Implementation		***TBD Projects once estimate is defined***	***$3.33M***										
		Micromobility Study/Project	VTA MB LSR		$350k										
		Traffic Device Streamlining & Calming Policy			$250k										
		Bryant Street Improvements	VTA MB LSR	Embarcadero to Homer	$150k										
		Bicycle Parking	TFCA	**NEW**	$86k										
	PL-04010	Embarcadero/El Camino Improvements		Will be a bigger project	$85k										
		San Antonio Improvements		Charleston to Wyandotte Priority bike lanes before housing development	TBD										
		Maybell Ave/Georgia Ave Improvements			TBD										
		Greer Street Improvements		Louis to Loma Verde	TBD										
		Park Boulevard Improvements		Wilton to MacLane	TBD										
		Bryant Street Improvements		Homer to Palo Alto	TBD										

OTHER PLANNED 5-YEAR OOT PROJECTS

FEASIBILITY/PLANNING
DESIGN
CONSTRUCTION
CLOSE OUT

Project Type		Project	Grant Funding	Addt'l Info	Project Cost	FY27 Q1-Q2	FY27 Q3-Q4	FY28 Q1-Q2	FY28 Q3-Q4	FY29 Q1-Q2	FY29 Q3-Q4	FY30 Q1-Q2	FY30 Q3-Q4	FY31 Q1-Q2	FY31 Q3-Q4
Multimodal Plan & Regional Projects	PL-24000	Meadow Drive and Charleston Road Grade Separation and Safety Improvements	VTA MB CGS, FRA		$72.57M	DESIGN	DESIGN	DESIGN	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION
	PL-24001	Churchill Avenue Rail Grade Separation and Safety Improvements	VTA MB CGS, FRA		$39.06M	DESIGN	DESIGN	DESIGN	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION
	TR-27000	Quiet Zone	Measure K	Churchill, Meadow, and Charleston	$5.70M	DESIGN	DESIGN	CONSTRUCTION	CONSTRUCTION	CLOSE OUT					
	PL-25002	Charleston Road/Alma Street Railroad Crossing Safety Improvements	RHC Section 130			CONSTRUCTION	CLOSE OUT								
	PL-16000	Quarry Road Connection @ Palo Alto Transit Center	RM2, SUMC, Stanford	Requested 2nd allocation to continue	$1.00M	DESIGN	DESIGN								
	TR-27002	Transit Access & Priority Plan			$100k	FEASIBILITY/PLANNING									
		El Camino Study			TBD										
		Multimodal Improvement Plan		Estimated $900k	TBD										
		Palo Alto Transit Center Access Improvements			TBD										
		US-101 Interchange Improvements	VTA MB Interchange?		TBD										
Traffic Signal & ITS Capital Projects	PL-05030	Embarcadero ITS Improvements	VRF Cycle 5 ITS VTA MB LSR	**NEW**	$869k		CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CLOSE OUT					
		Quarry Road ITS and Traffic Operations Improvements*	VRF Cycle 4 ITS Meaure B LSR		$453k	CLOSE OUT									
		Traffic Intersection Accessibility Improvements	VTA MB LSR		$400k	CONSTRUCTION	CONSTRUCTION								
	PL-25001	San Antonio Road/Middlefield Road Signal Modification	VTA MB LSR	**NEW**	$800k	DESIGN	CONSTRUCTION	CLOSE OUT							
		Traffic Signal Cabinet and ITS Upgrades	TIF VTA MB LSR	Citywide	$500k	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION
		Stanford/Escondido and Meadow/Cowper Traffic Signal Improvements	VTA MB LSR	**NEW**	$150k	CONSTRUCTION	CLOSE OUT								
		Alma/Lytton Traffic Signal Modification	VTA MB LSR	**NEW**	$100k	CONSTRUCTION	CLOSE OUT								
	TR-27005	Citywide Traffic Signal System Network Communiciations Upgrade	VTA MB LSR	Network Switches	$720k	CONSTRUCTION	CONSTRUCTION								
		Video Management System			TBD										
Congestion Relief Projects		Micromobility Program Design & Launch	VTA MB LSR		TBD										
		TDM Model Citywide			TBD										
	PL-25001	Embarcadero/E Bayshore Ped Crossing	VTA MB LSR	Phase 1 $300k Phase 2 $2.85M	$300k		DESIGN	CONSTRUCTION	CONSTRUCTION			DESIGN	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION
Sidewalk Projects		Embarcadero Crossing ADA Upgrade			TBD							CONSTRUCTION	CONSTRUCTION		
		California Ave Underpass ADA Upgrade			TBD									CONSTRUCTION	CONSTRUCTION

OTHER FUNDING AND EFFORTS

- Received TFCA grant for E Bayshore Road and allocated to Public Works for the repaving effort, restriping, and signage
- Augmented striping on Miranda Avenue
- Embarcadero design, restriping and signage for the OSV pilot

CITY OF PALO ALTO

Planning & Transportation Commission
DRAFT Staff Report

From: Planning and Development Services Director
Lead Department: Transportation

PABAC Meeting Date: October 1, 2026
PTC Meeting Date: October 28, 2026
Report #: 2608-6617

TITLE
Review 65% Plans for the Quarry Road Transit Connection; CEQA Status – Statutorily Exempt Under Public Resources Code Section 21080(b)(12)

RECOMMENDATION
Staff recommends PTC review the 65% plan concepts for the Quarry Road Transit Connection

EXECUTIVE SUMMARY
The Quarry Road Transit Connection will create a direct transit roadway between El Camino Real at Quarry Road and the Palo Alto Transit Center (PATC). The project is intended to improve transit operations by allowing buses and shuttles to access El Camino Real directly rather than circulating through University Avenue and University Circle. The project also includes pedestrian and bicycle safety, access, and connectivity improvements at the Quarry Road/El Camino Real intersection.

The project team has advanced the design to the 65% level. Staff is bringing the 65% concepts in Attachment A to PTC for review and feedback before proceeding with subsequent design, permitting, and construction-document phases. No budget action is requested through this report.

BACKGROUND
On November 13, 2017, the City Council adopted the City's 2030 Comprehensive Plan, including Policy T-3.10, which directs the City to participate in the design and implementation of comprehensive solutions to traffic problems near Stanford Shopping Center and Stanford Medical Center. Program T3.10.4 specifically directs the City to pursue an extension of Quarry Road for transit, pedestrian, and bicycle access between El Camino Real and the Palo Alto Transit Center.

On June 15, 2026, Council adopted the 2026 Bicycle and Pedestrian Transportation Plan (BPTP), which contains two relevant projects: SUP_1, the Quarry Road Transit Connection, and INTERSECTION_03, the Quarry Road and El Camino Real Protected Intersection.

The Quarry Road Transit Connection implements the Comprehensive Plan direction and both BPTP projects. The project would construct a primarily transit-only roadway between the Quarry Road/El Camino Real intersection and the Palo Alto Transit Center. The connection would allow buses and shuttles serving the Transit Center to access El Camino Real directly, avoiding circulation through University Avenue and University Circle, with an estimated transit travel-time savings of three to five minutes per trip for some routes and reduced congestion in the surrounding downtown gateway area. In addition to improving transit travel times and reliability, the project includes improvements intended to strengthen pedestrian and bicycle circulation, access, and safety at the Quarry Road/El Camino Real intersection, including enhancements that connect to the broader active transportation network. The project supports multimodal access to Caltrain and the Palo Alto Transit Center, which is served by regional transit providers, Stanford Marguerite shuttles, and other shuttle services.

Prior Council and Election Actions

On April 22, 2024, Council reviewed the project concept plan and adopted a resolution of intention to discontinue the use of a portion of El Camino Park for the proposed transit connection. Council also placed the parkland-undedication measure on the November 5, 2024 ballot.

On June 10, 2024, Council approved a Letter of Intent (LOI) with Stanford University regarding the Quarry Road Transit Connection and the broader Palo Alto Transit Center area. The LOI established the parties' intended responsibilities and commitments, including:

- Funding, design, and construction of the transit roadway, with Stanford University contributing up to $4 million toward project completion and providing maintenance funding;
- Extension of Stanford's lease to the City for the El Camino Park playing fields by ten years, through 2052; and
- A collaborative, long-range visioning process for the Palo Alto Transit Center that considers public space, multimodal transit needs, and community engagement.

On November 5, 2024, Palo Alto voters approved Measure D with 74% voter approval. Measure D authorized the discontinuance of the use of up to 0.33 acres of El Camino Park for the purpose of constructing a new roadway primarily for transit vehicles linking the Palo Alto Transit Center and El Camino Real. The project area is located within an underused, passive portion of the park and does not include the park's playing fields. Any portion of the undedicated area not needed for the transit connection would be rededicated as parkland.

On November 3, 2025, Council approved a cost-sharing agreement with Stanford University, not to exceed $878,200, for design and engineering services associated with the Quarry Road Improvements and Transit Center Access Capital Project (PL-16000). The action funded the environmental review and preliminary engineering work necessary to advance the project's design. Council also approved funding for the City's participation in an Urban Land Institute-led planning initiative for the broader Palo Alto Transit Center area. (recordsportal.paloalto.gov)

On May 4, 2026, Council approved Supplement No. 2 to the Master Funding Agreement with the Metropolitan Transportation Commission (MTC) to provide the City an amount not to exceed $1 million in Regional Measure 2 (RM2) bridge toll revenues for the Quarry Road Improvements and Transit Center Access Project (PL-16000). The RM2 funding is intended to support project delivery and is paired with City and Stanford matching funds.

The project has now reached the 65% design milestone. The 65% plans provide sufficient detail for PTC to review the proposed project configuration before the project advances to final design. Design work is expected to continue through mid-2027.

ANALYSIS

The project team has advanced the Quarry Road Transit Connection to the 65% design level. The design includes the proposed transit roadway connection between the Palo Alto Transit Center (PATC) and El Camino Real, associated changes at the Quarry Road/El Camino Real intersection, pedestrian and bicycle improvements, signage & pavement striping, drainage, stormwater treatment, traffic signal & lighting modifications, utility coordination, traffic handling concepts during staged construction, and Caltrans permitting requirements.

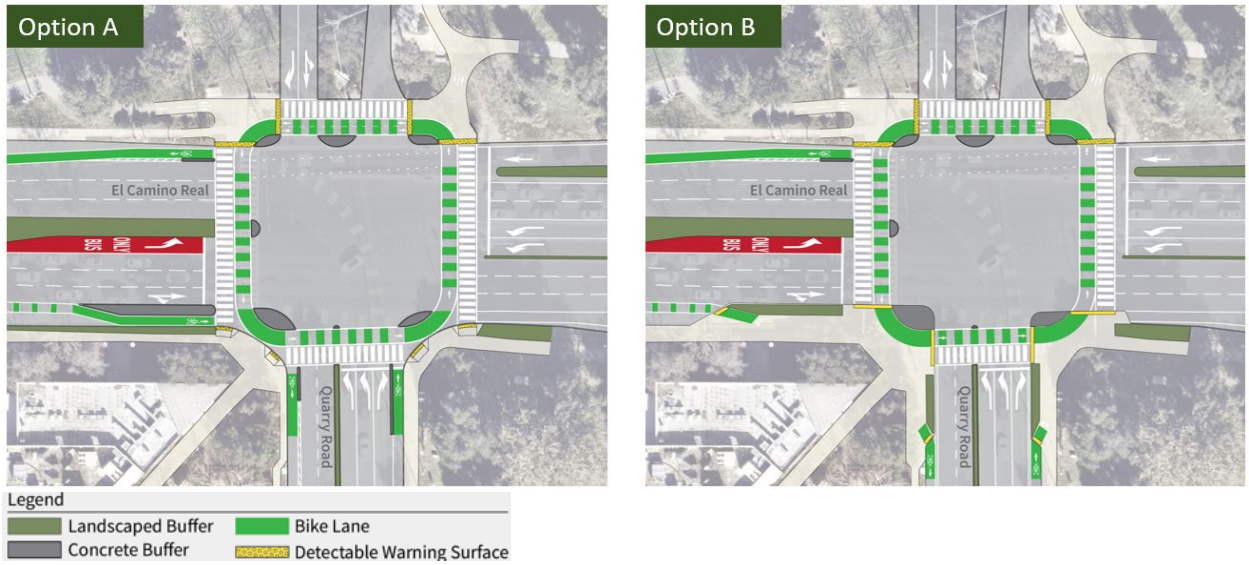
During the preliminary design phase, the project team used contingency funds to address unanticipated technical and coordination needs, including:

- Responding to peer-review comments, including revisions to the preliminary traffic operations analysis to evaluate a signal phasing scenario and revision of the bicycle-crossing design
- Analyzing and incorporating a second outbound bus lane from the PATC, including vehicle maneuvering analyses
- Conducting additional coordination with transit operators regarding proposed route changes, resulting in substantial revisions to the transit evaluation matrix and related graphics
- Researching alternative design variants for the northwest and southwest corners of the protected intersection (See Figure 1 below and Attachment A). The project team evaluated options for both at grade (Option A) and raised (Option B) cycle lane configurations. While raised cycle lanes would provide additional pedestrian refuge space and shorter crossing distances, the at-grade cycle lane option was developed to a 65% design because it:

- Fits within the project footprint established during conceptual design
- Avoids potential right-of-way acquisition or temporary construction easements from adjacent properties, which represent a significant project schedule and delivery risk
- Minimizes utility impacts by avoiding additional utility investigations, relocations, and adjustments
- Maintains a more conventional drainage layout and avoids the need for additional stormwater treatment and infrastructure modifications
- Minimizes environmental and permitting risks associated with increased disturbance areas
- Maintains key protected intersection safety features, including corner refuge islands, reduced vehicle turning speeds, and separated bicycle facilities

As a result of this work, the remaining contingency budget is insufficient to address additional scope items identified as the project proceeds through final design, permitting, and Council review. Future budget actions will be brought forward as needed to address the additional project costs.

Figure 1: Quarry Road Transit Connection Concepts Explored



Additional Design and Project-Delivery Scope

Several additional tasks are now needed to support the 65% design, obtain required City and Caltrans approvals, and support and incorporate public review. Funding for these items is identified and will be addressed in a future request to amend the cost-sharing agreement with Stanford.

- A city-required Stormwater Management Plan will document compliance with the City's post-construction stormwater management requirements, including regulated

impervious-area evaluation, low-impact development requirements, treatment measures, permanent best management practices, calculations, and supporting documentation. This is separate from the Caltrans Storm Water Data Report required for improvements within State right-of-way.

- Additional geotechnical data is needed to confirm that the pavement design is appropriate for transit vehicle loads and existing soil conditions.
- A Caltrans-required Design Standards Decision Document will identify, analyze, and obtain approval for non-standard design features that will retain the existing 10-foot receiving lanes on the west leg of Quarry Road in order to avoid reconstructing the median and removing existing trees.
- A Caltrans-required Intersection Safety and Operational Assessment Process Guide (ISOAP) report will be included as an attachment to the Design Engineering Evaluation Report.
- Additional public meeting support for up to four Council or Committee meetings
- Additional design contingency to accommodate public review

The additional scope is intended to ensure that the project complies with applicable City stormwater requirements and Caltrans design and approval processes, while preserving flexibility to respond to public and Council feedback before advancing the design to the next phase. As noted above, funding for these tasks has been identified, and an item to amend the cost-sharing agreement with Stanford will come before the Council later this year.

Relationship to VTA's Palo Alto Mobility Hub Project

Related yet separate from this project is a collaborative effort to improve the Palo Alto Transit Center and Caltrain station. VTA will partner with the City of Palo Alto, Stanford University, and the community to develop the Palo Alto Mobility Hub Plan, a long-term vision to guide future investment in the Palo Alto Transit Center. The Plan will improve the safety, convenience, and efficiency of multimodal access and circulation; support current and future bus, shuttle, and rail operations; create a welcoming and distinctive gateway to Downtown Palo Alto and Stanford; and identify opportunities for station-area amenities, activation, and future development. VTA is currently procuring a design contractor for this effort, and future updates will be provided to Council after project start.

To ensure coordination between the mobility hub project and this one regarding the needs of active transportation users, City staff met with staff from Transit Center stakeholder agencies (Caltrain, SamTrans, Stanford Marguerite, and VTA) to discuss bicycle circulation through the Transit Center. Themes from this discussion mirrored those that surfaced at the August 2025 public workshop and in the recently adopted Bicycle and Pedestrian Transportation Plan, particularly:

- The need for improved signage, wayfinding, and pavement markings in the short term

- Pathway improvements to the trail along northbound El Camino Real between Quarry Rd and University Ave
- Creating a multi-use path between the Homer tunnel at Alma Street and the northbound Caltrain platform
- Ways to safely accommodate bicycling within the University Ave tunnel
- Creating multiple north-south multi-use paths through the Transit Center site along Alma Street, El Camino Real, & the Mitchell Lane alignment to connect to Menlo Park and the northern end of the Caltrain Multi-Use Path
- Adding more legible bicycle and pedestrian connections to the downtown street grid

These high-level planning goals were sent to VTA for inclusion into the mobility hub planning study.

FISCAL/RESOURCE IMPACT

No budget action is requested through this report. The project's remaining contingency is insufficient to cover the additional design and project-delivery scope that has been identified. Staff is working with Stanford and MTC to secure additional funding, and a future item will be brought to Council to amend the cost-sharing agreement with Stanford and allocate additional Stanford University Medical Center (SUMC) Development Agreement funding and MTC RM2 funding to the project.

The project cost was previously estimated at approximately $5 million and will continue to be refined as the design advances and the project team completes updated plans, specifications, estimates, permitting requirements, and utility coordination.

Project funding includes a combination of City funds from the SUMC Development Agreement Intermodal Transit Fund, Stanford University contributions, and MTC RM2 bridge toll revenues. On May 4, 2026, Council approved a Master Funding Agreement supplement allowing the City to receive up to $1 million in RM2 funds for the Quarry Road Improvements and Transit Center Access Project (PL-16000).

Staff is working with MTC to request an additional allocation of RM2 funds for the next stages of the design effort. Staff will return to Council, as necessary, for future funding agreements, appropriations, and other actions required to advance the project through final design and construction.

STAKEHOLDER ENGAGEMENT

The project concept was developed through coordination with Stanford University, City staff, the Council's Stanford Ad Hoc Committee, the Parks and Recreation Commission, the Pedestrian and Bicycle Advisory Committee, transit operators serving the Palo Alto Transit

Center, and community members. Ballot measure approval in 2024 demonstrated widespread support of the project concept.

Since initiation of the current design effort, the project team developed a project page on the City website and has conducted coordination and engagement activities, including:

- Pedestrian and Bicycle Advisory Committee review of the MTC Complete Streets Checklist in August 2025
- A transit-operator workshop on February 26, 2026
- A pedestrian and bicycle community workshop on May 7, 2026 (See Attachment B)
- Palo Alto Caltrain Platform flyer distribution on September 24, 2026

The project webpage includes the two alternative 65% design concepts and a comment box for stakeholder input.

As the project moves beyond the 65% design phase, staff will continue to coordinate with affected stakeholders, including transit operators, Stanford University, Caltrans, bicycle and pedestrian stakeholders, transit center users, and community members.

ENVIRONMENTAL REVIEW

The Quarry Road Transit Connection project is exempt from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080(b)(12). The statutory exemption applies to facility extensions not exceeding four miles in length that are required for the transfer of passengers to or from exclusive public mass transit guideway or busway public transit services. The proposed project would extend the existing Palo Alto Transit Center facility by approximately 210 feet through the Quarry Road/El Camino Real intersection to facilitate passenger transfers to Caltrain and other public transit services.

ATTACHMENTS

Attachment A: Quarry Road Transit Connection 65% Concepts Explored: Alternatives A & B

Attachment B: Bicycle & Pedestrian Stakeholder Engagement Summary

AUTHOR/TITLE:

Sylvia Star-Lack, Manager Transportation Planning

Quarry Road Transit Connection 65% Concept: Alternative A

N

El Camino Real

BUS ONLY

El Camino Real Northbound On-Ramp

El Camino Real Southbound Off-Ramp

Quarry Road

Legend

- Landscaped Buffer
- Concrete Buffer
- Bike Lane
- Detectable Warning Surface

Quarry Road Transit Connection 65% Concept: Alternative B

El Camino Real

BUS ONLY

El Camino Real Northbound On-Ramp

El Camino Real Southbound Off-Ramp

Quarry Road

Legend

- Landscaped Buffer
- Concrete Buffer
- Bike Lane
- Detectable Warning Surface

Memorandum

To: Stanford University, City of Palo Alto
From: TYLin – Erin Vaca, Sarah Raykhman
Date: May 15, 2026
Re: Palo Alto Transit Center Quarry Road Connection – Bicycle & Pedestrian Stakeholder Workshop Summary

This memorandum summarizes the outreach efforts and feedback received for the Palo Alto Transit Center (PATC) Quarry Road Connection Bicycle & Pedestrian Stakeholder Workshop. The workshop was held at the Palo Alto City Hall Community Meeting Room and Lobby on May 7, 2026, at 7:00 PM, following the City's monthly Pedestrian and Bicycle Advisory Committee Meeting. Members of the public were invited to attend the workshop via the City's website and a flyer distributed at Earth Day activities.

Workshop Format

The workshop began with a brief presentation covering a project overview, key conceptual design elements, and transit analysis before transitioning to an interactive feedback session at the posterboards. Attendees were invited to use sticky notes to provide comments on three posterboards depicting existing conditions, low-change bicycle connection improvements in the area, and the proposed conceptual design. Stickers were also provided to allow attendees to upvote ideas already posted on the boards.

Attendees were prompted to:

- Identify key pain points and opportunities to improve walking and biking conditions
- Explore identified strategies to reduce congestion at the PATC and improve overall area circulation
- Provide feedback on the conceptual design

Feedback Summary

The following table summarizes attendees' key concerns and considerations. Photos of the posterboards and individual sticky notes are included in the **Appendix**.

Posterboard	Key Concerns/Considerations
Existing Conditions	- The study area has poor wayfinding for bicyclists and pedestrians - It is difficult to bike to/from Menlo Park - Vehicles making right-turn-on-red (RTOR) maneuvers on Quarry Road do not look for bicyclists - Buses block bicycle lanes on Quarry Road - The study intersection is congested during peak hours
Improved Bicycle Connections	- It is unclear where cyclists riding across ECR towards the transit center would access a Class I shared use path - Consider bus boarding platforms at the transit stops just north of the Quarry Road/ECR intersection
Proposed Conceptual Design	- Two-way bicycle lanes across the north and west legs of Quarry Road/El Camino Real - Accommodate Quarry Road eastbound left-turning bicyclists wishing to remain in the vehicle travel lane - Ensure the forward bicycle queuing area is at least 6 feet wide at protected intersection corners - Consider allowing VTA 22 & 522 bus routes to turn right into the Quarry Road connection from the El Camino Real northbound mainline - Prohibiting RTOR maneuvers at the Quarry Road/ECR intersection

Design Considerations and Next Steps

The stakeholder feedback identified several design considerations associated with the proposed project. These considerations will help inform ongoing conceptual design refinement and evaluation of bicycle and pedestrian operations within the study area.

Stakeholders identified both the north and west leg crossings of Quarry Road/El Camino Real as key connections for bicyclists. While two-way bicycle crossings could improve connectivity, they would also introduce conflict points with turning vehicles and pedestrians. The configuration may also create unfamiliar conditions for drivers, who are typically accustomed to checking for bicyclists approaching from only one direction. One potential strategy to reduce some conflicts with vehicles could include the addition of an exclusive southbound right-turn lane with dedicated signal phasing. However, this concept requires

further coordination with Caltrans and additional traffic analysis to confirm that the change would not adversely affect traffic operations. Conversely, maintaining one-way bicycle lanes may still result in some bicyclists crossing the facilities in the wrong direction due to bicyclist desire lines.

The project team will continue evaluating the design considerations identified by stakeholders, including the two-way bicycle lane, traffic signal operations (RTOR prohibition, bike signals), protected intersection geometry, transit circulation, and wayfinding improvements.

Appendix

Palo Alto Transit Center
Quarry Road Connection

What could be improved in this area today?

Use a sticky note to share your experience directly on the map.

Which routes or paths do you use to bike or walk around the area?

Better signage for walking path

Safer clear connections/ pathways for bikers.

Poor wayfinding signage to Quarry Rd

More clear designated bike areas

If we could move all bus stops away from University Circle into Transit Center Loop then current bus pull-out on circle could be bi-directional Bike Path to facilitate North/South movement between Bike Path, Walkway, Tracks, Subway Station

Bike markings through University Circle would make the path through clearer

bike maneuvering to bike bridge is horrible - through station over to fields through multiple El Camino lights

added. They will still allow for 4 lanes of cars. Long term VTA Long Line could be extended to the caltrain station acting as a more local service

What is your experience walking or biking around University Circle?

no wayfinding to Downtown from this point

Never bad to plant more trees for shade!

this may be out of scope but the new Caltrans Class II facility disappear at the University/Palm underpass, making through traffic disjointed, connect th

CARS Making right-on-red do not look for bikes Especially during rush hour

Busses parked in bicycle lanes on Quarry during Rush hour force bicycles into heavy car traffic

do you experience lay or conflicts?

University Circle

Mitchell Lane

El Camino Real

Quarry Road

Palm Drive

To/From Menlo Pa

To/From Stanford Perimeter Trail

Bike Path
Bike Path)

Legend

Shared-Use Bi

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Stanford University

Palo Alto Transit Center
Quarry Road Connection

Improved Bicycle Connections
Low Change Conceptual Plan

New wayfinding signs

Caltrain Tracks

New "Super Sharrows"

Caltrain Bike Path
(Embarcadero Bike Path)

New transit lane and intersection improvements.

Mitchell Lane

Mitchell Lane serves as the main connection for cyclists between the Transit Center and Caltrain Bike Path. Additional pavement treatments (e.g., green coloring) may be used to further emphasize the route.

Bicycle markings extend through intersection for added visibility.

University Circle

University Ave

Two-way vehicle operations are maintained.

New traffic signs

Purple highlight indicates improved bicycle connections around the Transit Center. Segments include both shared-use paths and bike-only facilities.

El Camino Real

New high-visibility crosswalk. Additional safety treatments would need to be evaluated to address high speeds and improve pedestrian visibility.

Palm Dr

CALTRAIN BIKE PATH
TRANSIT CTR
CAMPUS
MAY USE FULL LANE

2 way bike crossing for northbound biking

riding across ECR toward the transit center, exactly where does a cyclist get onto a class I path?

signage for left-turn bikes using vehicle

Elevated xwalk? would serve as speed hump slowing traffic

Palo Alto Transit Center
Quarry Road Connection

Proposed Conceptual Design
Intersection of El Camino Real and Quarry Road

Observe during rush hour – it gets crazy.

Bus only connection to the PATC

Two-way bicycle lane across the east leg provides direct access between trails

High-visibility crosswalks across all intersection legs

Right-turn movement allowed for buses

No need to pave this zone

VTA 22 + 522 Should be allowed to turn Rt. from underpass lane.

Does the VTA 22 turn into the new entrance from the underpass lane (which has no traffic signal @ University/Palm)?

Existing median reconfigured for bus only left-turn

El Camino Real

BUS ONLY

One-way bicycle lanes across the north, south, and west legs minimize conflicts with turning vehicles

Corner islands reduce vehicle turning speeds

For Bikes on Bike/Ped Path on west of ECR, Make this bike crossing be bi-directional on East side like new Quarry by Bowling

At this point ↑ it is ambiguous whether the bicyclist ↗ is turning right or going straight.

Quarry

cycle lane relocated against the cur

Through movement allowed for buses

I like keeping bikes to the right + Not ~~mixing~~ weaving across Rt turn lane !! I do not like it. Creates greater conflict unless separated by signals

Or do they?

EB to NB ECR - Consider Bike Box w/ detector for

Legend

- Landscaped Buffer
- Concrete Buffer
- Bike Lane
- Detectable Warning Surface

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QUARRY ROAD TRANSIT CONNECTION

Pedestrian and Bicycle Advisory Committee

OCTOBER 1, 2026

Project Goals, Constraints, & City Role

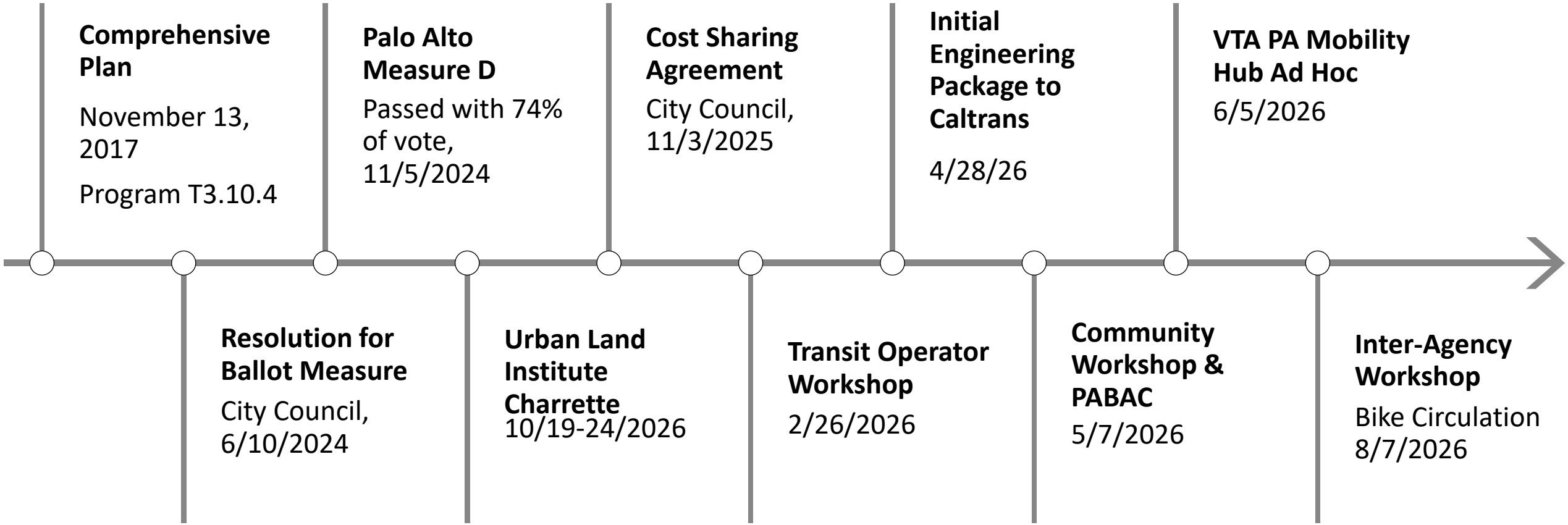
Enhance public transit efficiency, reduce traffic congestion, improve safety and convenience for cyclists and pedestrians, and increase active transportation mode share by:

- Extending Quarry Road to create a direct connection between the Palo Alto Transit Center (PATC) and El Camino Real for use by public buses and shuttles
- Constructing a protected intersection at Quarry Road and El Camino Real

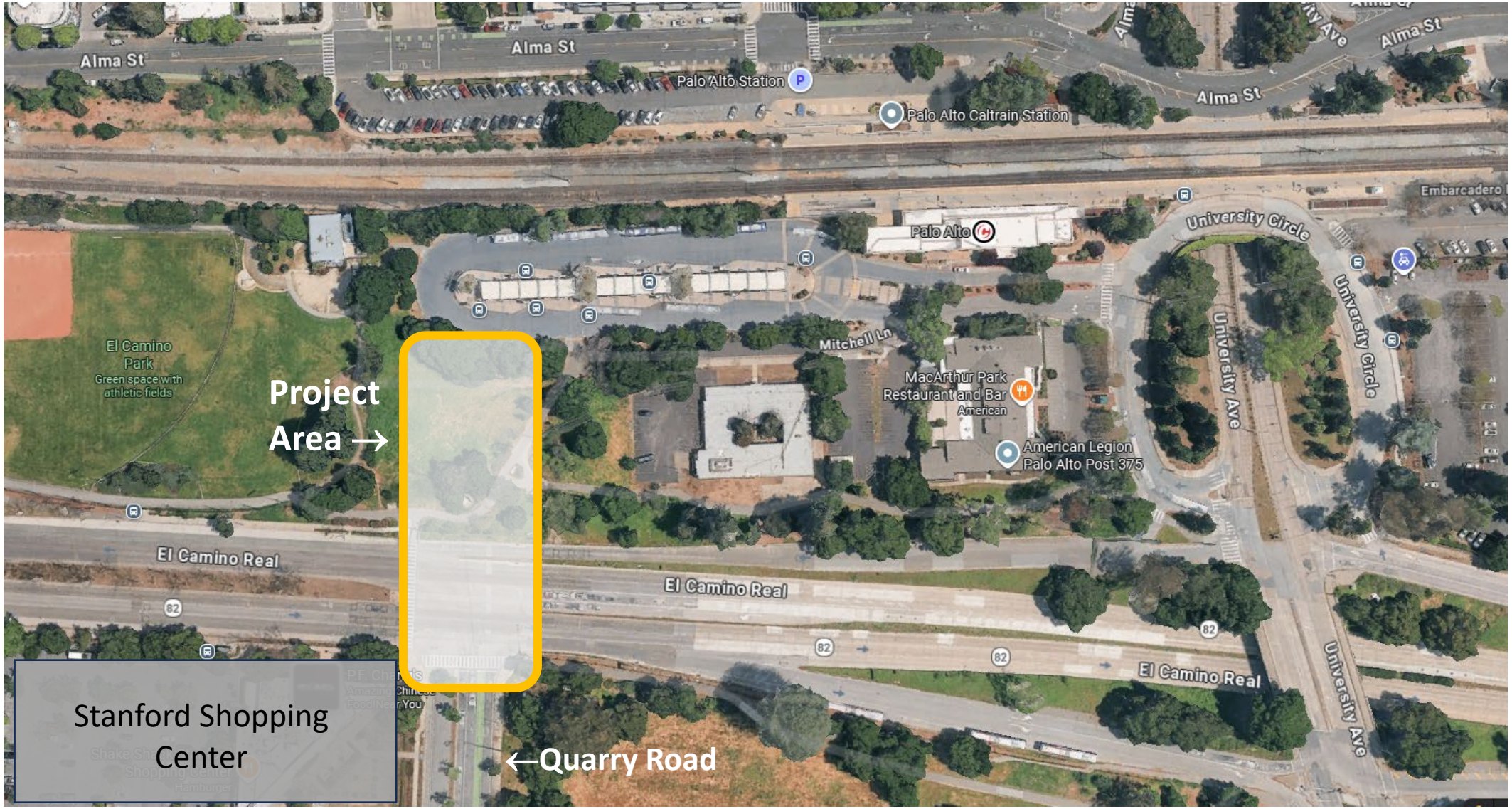
Constraints: Meet Caltrans requirements & minimize utility conflicts

City roles: Obtain and manage grant funds, share costs with Stanford and MTC, partner with Stanford on design

Background


Comprehensive Plan
November 13, 2017
Program T3.10.4
Palo Alto Measure D
Passed with 74% of vote, 11/5/2024
Cost Sharing Agreement
City Council, 11/3/2025
Initial Engineering Package to Caltrans
4/28/26
VTA PA Mobility Hub Ad Hoc
6/5/2026
Resolution for Ballot Measure
City Council, 6/10/2024
Urban Land Institute Charrette
10/19-24/2026
Transit Operator Workshop
2/26/2026
Community Workshop & PABAC
5/7/2026
Inter-Agency Workshop
Bike Circulation
8/7/2026

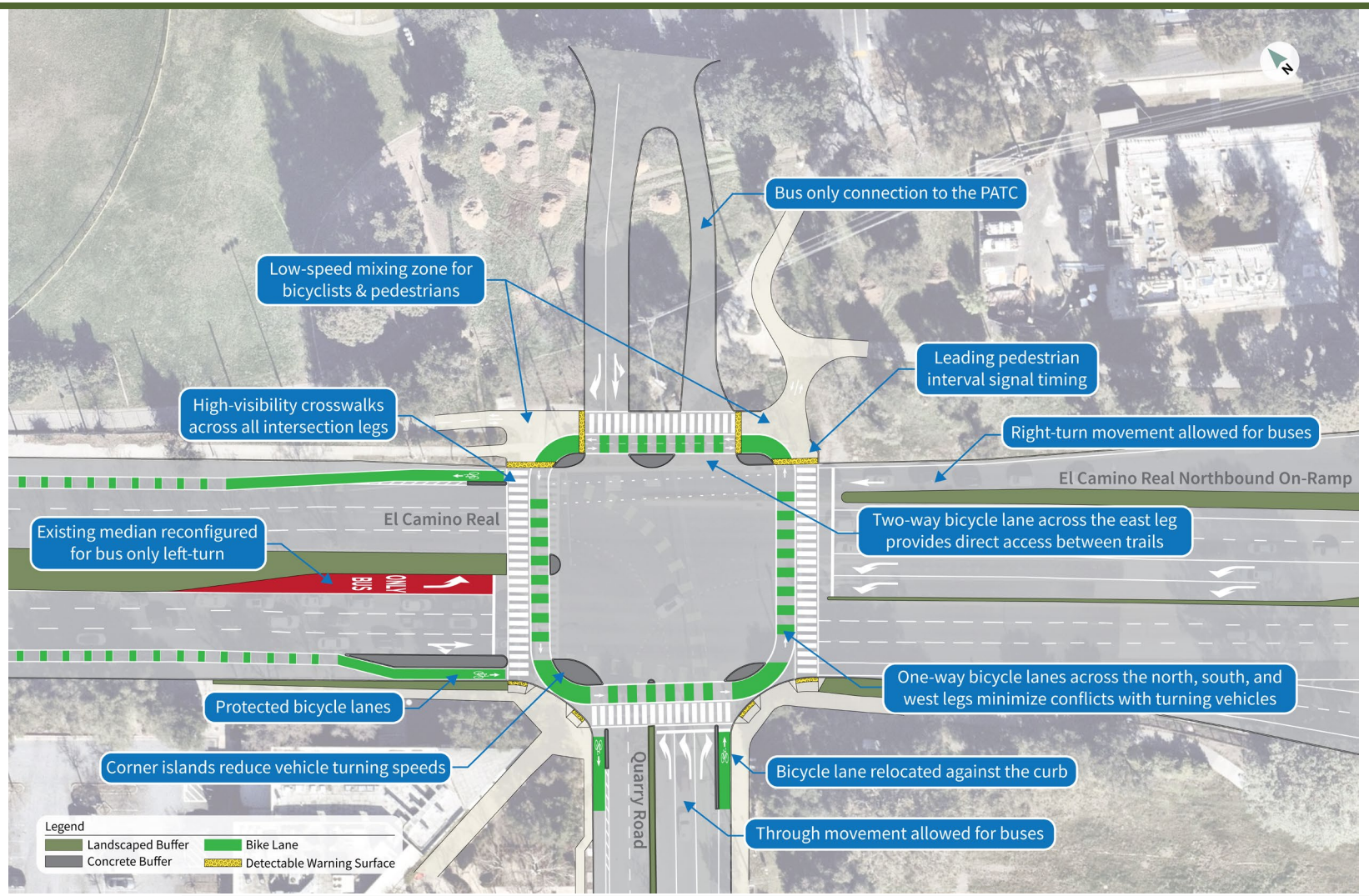
Project Area



To Menlo Park

To Mountain View

Conceptual Design



Design Elements: Mountain View Example





Bicycle & Pedestrian Stakeholder Workshop

- Held on May 7, 2026
- Themes from Attachment B:
  - Improve signage, wayfinding, pavement markings
  - Improve bike connections in this area and to/from Menlo Park
  - Improve visibility for people on bikes at Quarry/El Camino Real
  - Preserve all bicycle movements at Quarry/El Camino Real



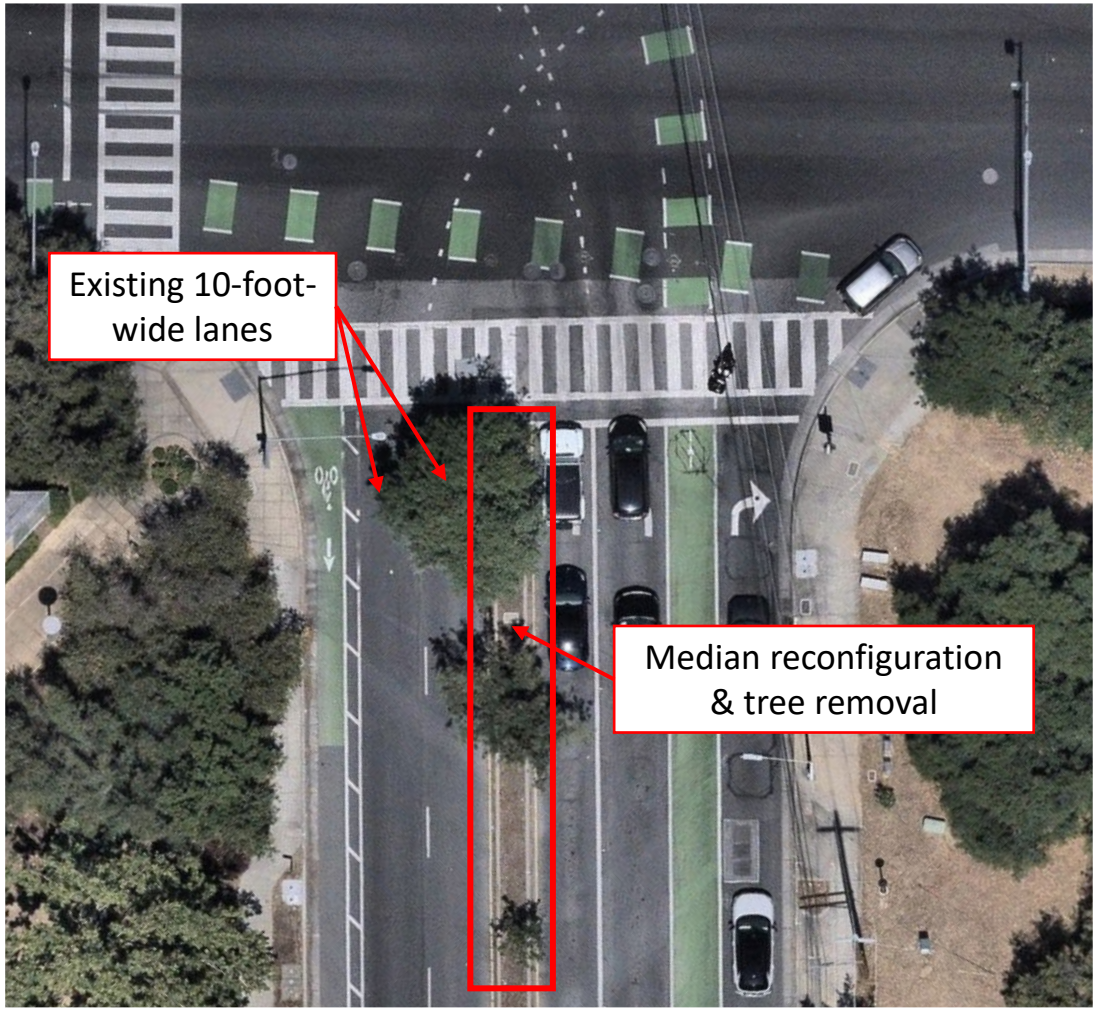


Design & Budget Update

- 65% plans available for department review
- New scope items ($127,000) to be funded by SUMC DA, Stanford, & MTC grant
  - Stormwater Management Plan per City requirement
  - Additional geotechnical data due to transit loads
  - Caltrans requirements:
    - DSDD to document non-standard elements (in order to keep existing lane widths, median, and trees)
    - ISOAP report for intersection safety & operational assessment (additional requirement)
  - Public meeting support + contingency

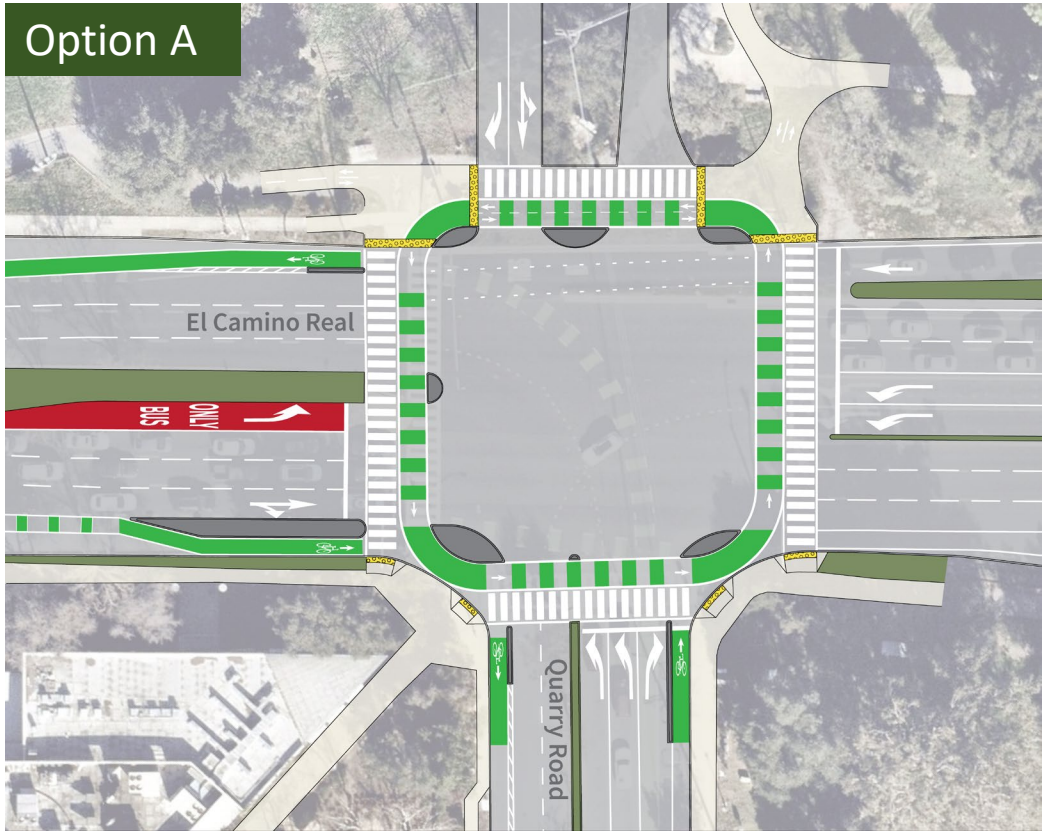
Additional Design and Project-Delivery Scope - DSDD

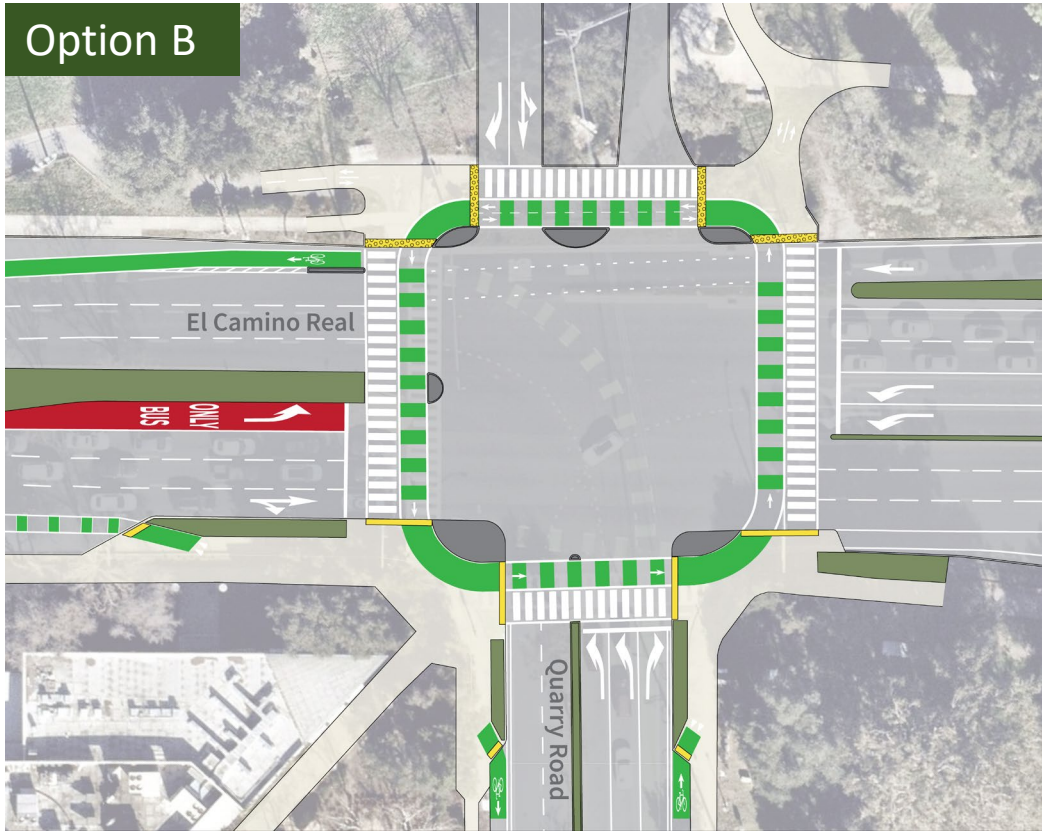
- The existing receiving lanes on the west leg of Quarry Road are 10 feet wide, which is less than the Caltrans standard lane width. Providing standard lane widths would require reconstructing the median and would likely require removing several trees.
- A Caltrans Design Standards Decision Document (DSDD) would identify, analyze, and obtain approval for non-standard design features allowing the existing lanes to be retained and avoiding median reconstruction and tree removal.



Conceptual Design Refinement

The project team evaluated both at-grade (Option A) and raised (Option B) bike lane configurations at the northwest and southwest corners of the intersection.





Legend
Landscaped Buffer
Concrete Buffer
Bike Lane
Detectable Warning Surface

Conceptual Design Refinement

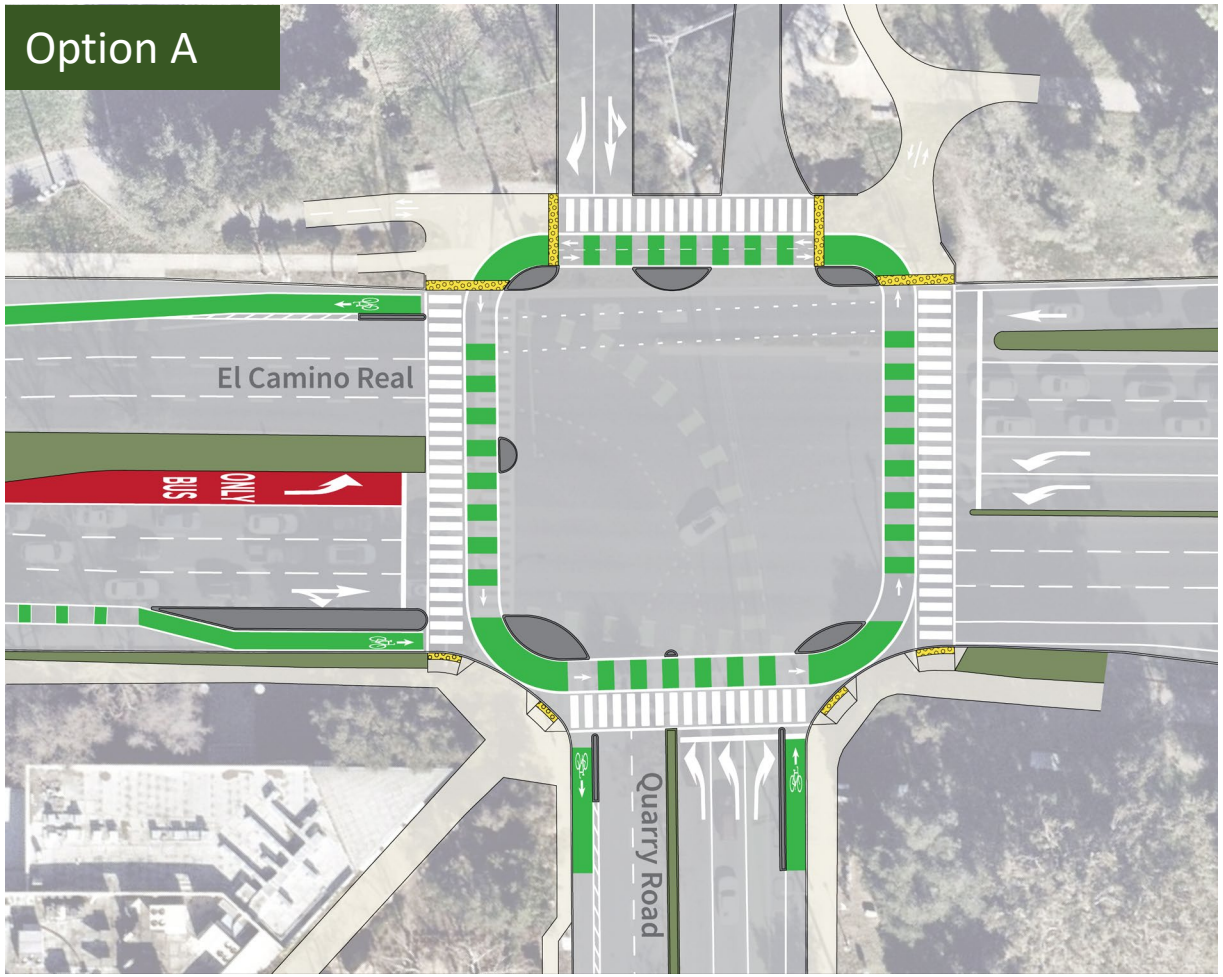
Option A – At-Grade Bike Lanes

Pros:

- Fits within the project footprint established during conceptual design.
- Avoids right-of-way acquisition and temporary easements, a major schedule and delivery risk.
- Minimizes utility investigations, relocations, and adjustments.
- Keeps a conventional drainage layout and avoids additional stormwater treatment.
- Limits environmental and permitting risk.

Cons:

- Slightly longer pedestrian crossing distances than Option B.
- At the southwest corner, eastbound bicyclists must make a sharp turn onto the sidewalk to reach the Stanford Perimeter Trail.



Conceptual Design Refinement

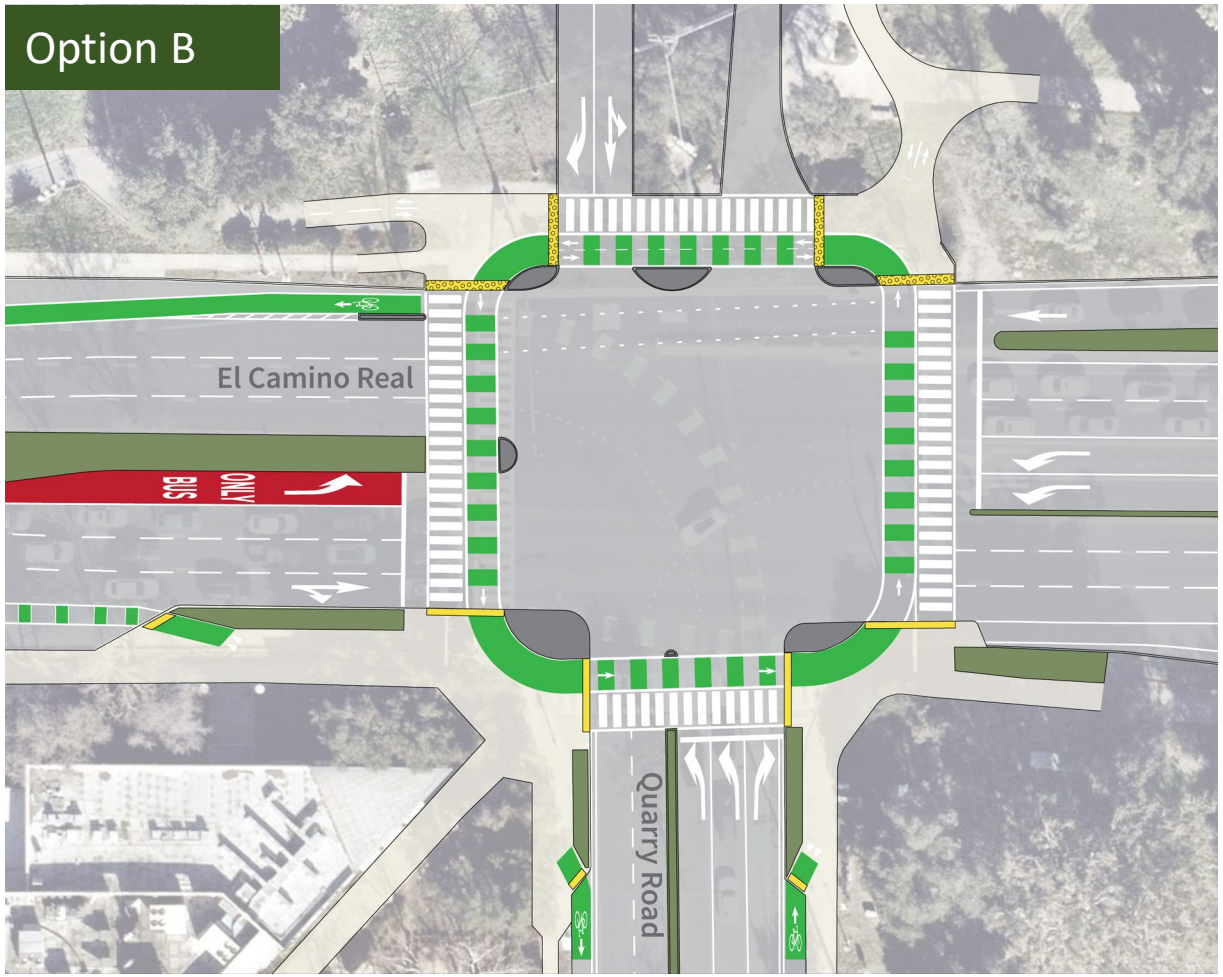
Option B – Raised Bike Lanes

Pros:

- Provides additional pedestrian refuge space and shorter crossing distances.
- Raised bike lanes improve bicyclist visibility at the intersection.

Cons:

- Higher cost.
- Introduces a major schedule and delivery risk due to required right-of-way acquisition/temporary construction easements and 60% design rework.
- Increases utility impacts, requiring additional investigations, relocations, and adjustments.
- Requires an atypical drainage layout and additional stormwater treatment.
- Increases environmental and permitting risk from a larger disturbance area.



Next Steps

Outreach for project meeting awareness
Caltrain Platform tabling on 9/24/26 with Stanford

Review of 65% Plans

10/1/2026 PABAC

10/28/2026 PTC

11/20/2026 VTA Ad Hoc

Council Study Session

11/9/2026

Caltrans Coordination

Preparation of encroachment request

Review of 90% & 100% Plans

2/4/2027 PABAC

4/5/2027 Council

5/17/2027 Council

Caltrans Encroachment Permit

Submission & resubmission

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Sylvia Star-Lack
Transportation Planning Manager
Sylvia.Star-Lack@PaloAlto.gov
(650) 329-2546

CITY OF PALO ALTO



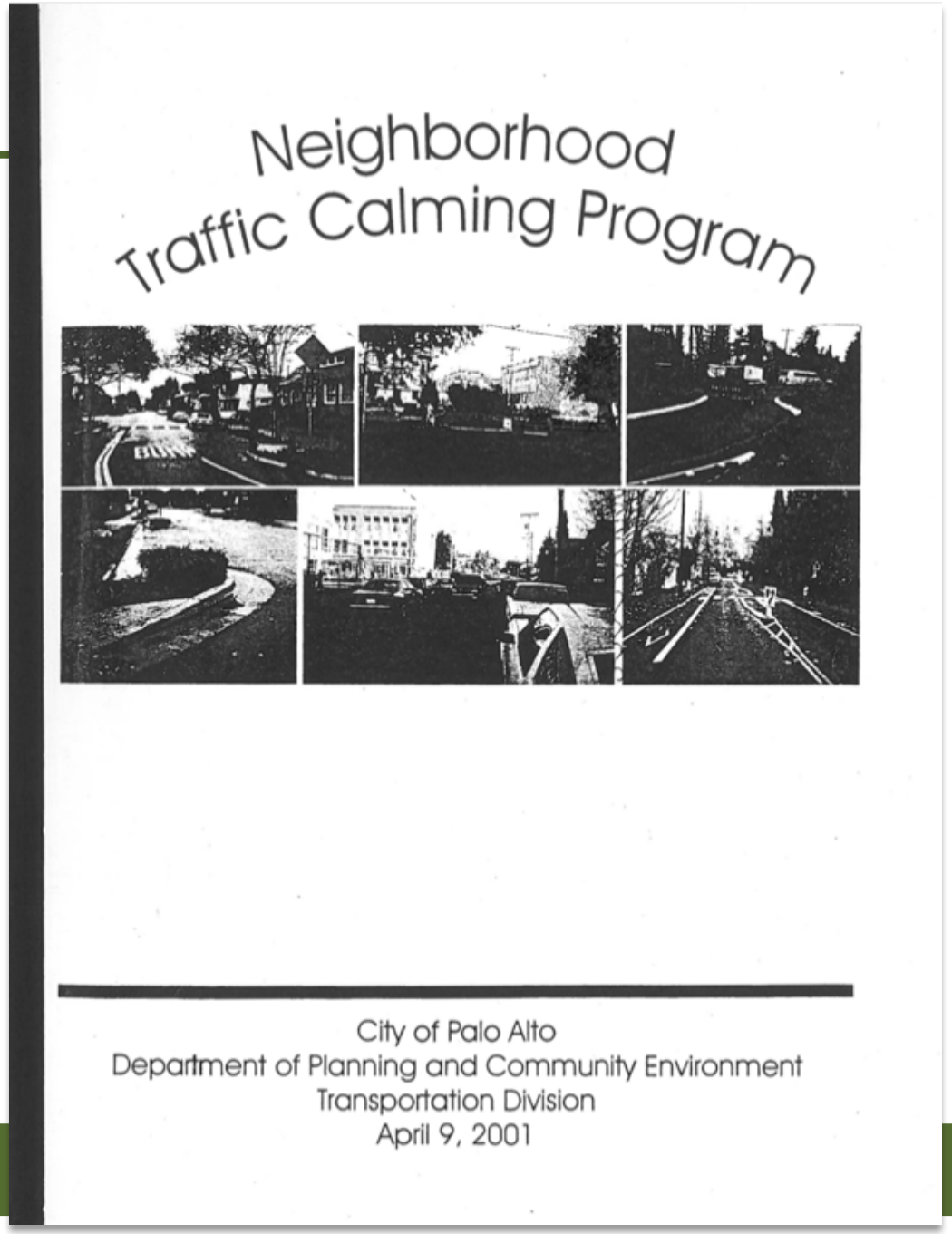
TRAFFIC CALMING PROGRAM UPDATE

RIA HUTABARAT LO

October 1, 2026

TRAFFIC CALMING REVIEW

- Background
- Current Process
- Results and Outcomes
- Best Practice Examples
- Opportunities
- Next Steps



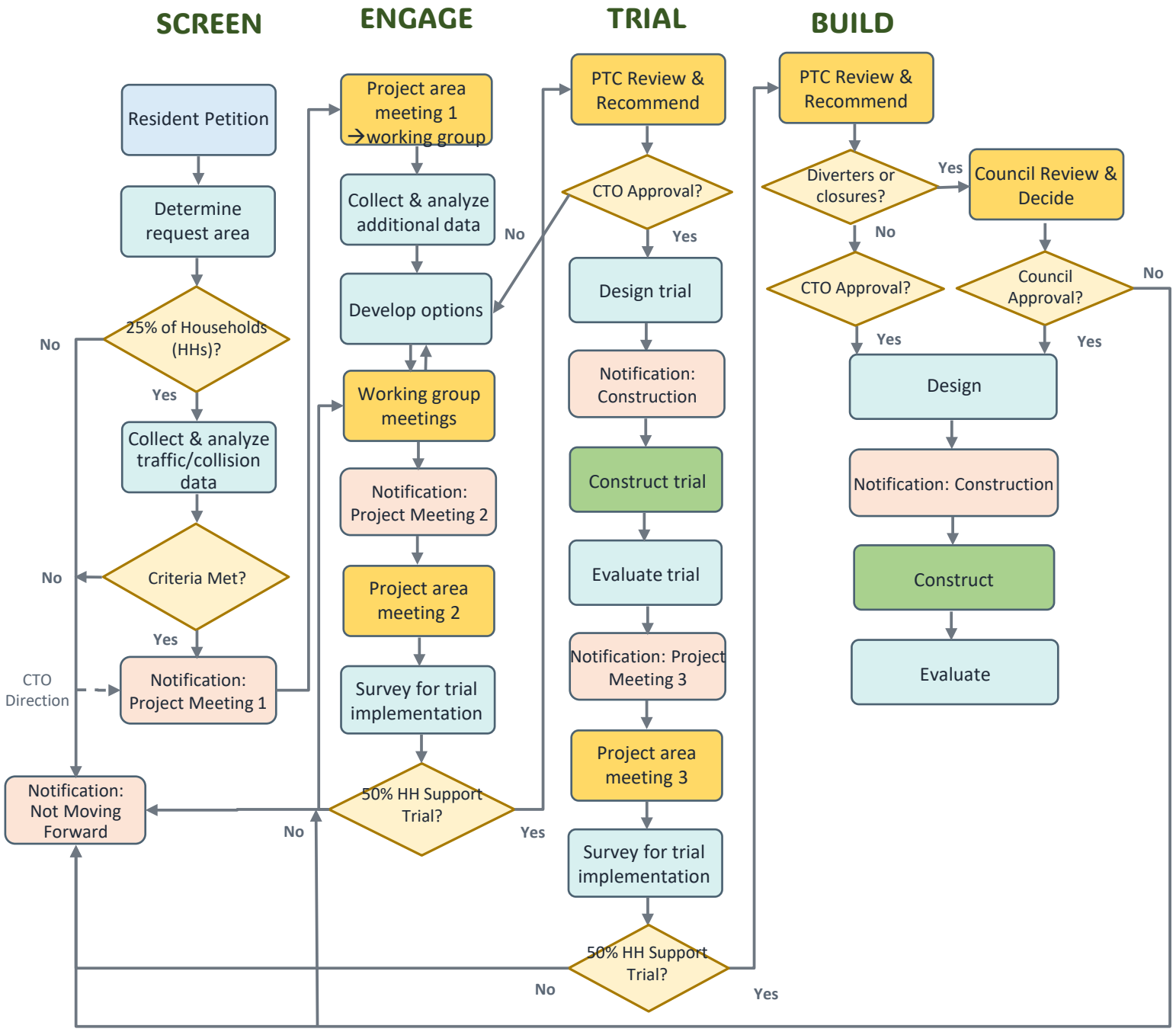
Background

BACKGROUND

- 1982 Bryant Street Bicycle Boulevard
- 2001 Traffic Calming Program established
- 2017 Council adoption of 2030 Comprehensive Plan Policies
  - T-6.1 Make safety the first priority of citywide transportation planning
  - T-3.14: Prioritize safety of school children in street mod projects that affect school travel routes
  - T-4.2: Construct traffic calming measures to slow traffic on local and collector residential streets
  - T-4.3: Identify specific improvements that can be used to discourage drivers from using local, neighborhood streets to bypass traffic congestion on arterials
  - T-6.2 Pursue the goal of zero severe injuries and roadway fatalities on Palo Alto city streets.
- 2026 Council adoption of 2026 Bicycle & Pedestrian Transportation Plan
  - Policy SI-1.7 Update Traffic Calming Program

Current Process

PROCESS



Not every project is supposed to go through every step.

THRESHOLDS

	Metric	Threshold
	PETITION	**25% of households**
	CONDITIONS	**At least 2 of 5**
1	85th percentile speed	≥32 mph (local street), ≥35 mph (collector)
2	Volume of vehicle traffic	≥1,200 vpd (local street), ≥4,000 vpd (collector)
3	Walking distance to school, park, community center, facility for seniors or people with disabilities or site with significant pedestrian activity	<1,000 feet
4	Evidence of cut-through (through or non-neighborhood) traffic	Significant
5	Unusual accident history	≥6 crashes or ≥fatal crash/prior 3 years (except due to parking, vehicle equipment, drug/alcohol)
	WORKING GROUP CONCEPTS	**Agreement or consensus**
	TRIAL IMPLEMENTATION	**50% of households on primary streets** **50% of neighborhood responses**
	IMPLEMENTATION	**50% of households on primary streets** **50% of neighborhood responses**

Results and Outcomes

SUCCESS STORIES

- Safety enhancements provided on streets with speeds at/near 32 mph
  - Channing Ave
  - Greer Rd
  - Matadero Ave
  - Moreno Ave
  - Lincoln Ave
  - Louis Rd

- Initial flexibility in interpreting thresholds and designing enhancements



CAUTIONARY TALES

- Ross Road Bike Boulevard (Completed)
  - Corridor wide approach spun off smaller traffic calming efforts
  - Residents expressed concern about communications, safety and costs
  - Program aimed to provide broader corridor-wide enhancements
- Crescent Park Traffic Calming (in Design)
  - COVID lengthened process and confounded results
  - Later participant expressed concerns about access and aesthetics
  - Pilot materials & dimensions contributed to concerns
  - Lack of clarity on next steps led to misunderstanding
  - Concerns were resolved with more design flexibility when project returned to Council



PETITIONS OVER THE LAST 5 YEARS

Date	Name	No. signatures	85th %ile speed	Volume	Crashes	Cut thrus	Proximity	Result
9/21/2021	Amarillo Ave (Louis-Greer)	13			0 (8 @ W Bayshore)	No	Yes	No*
10/12/2022	Downtown North, Hawthorne	17				-		No
5/9/2023	Bret Harte St	14	27.5	650		-		No
8/29/2023	Lincoln Ave (Hamilton-Channing)	15	27	2804	DUI	-	Park ~1,000'	No
2/7/2024	Amarata Ave (Georgia-Maybell)	23	28.5	1,118	No	No	Yes, school	No
8/19/2024	Palo Alto Ave (800 block)	7	22.5	358	No	No	No	No
10/7/2024	Bryant St and Lincoln Ave	18	26.3	2,089	3	-		Yes
3/15/2025	Fulton St (Lytton/University)	10	24.7	588		-		No
5/7/2025	Forest Ave (Boyce/Lincoln)	10	26.9	821		-		No
5/13/2025	Heather Ln (Hamilton-Embarcadero)	15	27.7	616		-	Yes, school	No

*15 mph signs already installed

GENERAL PROCESS RESULTS

Benefits

- Petition provides useful feedback on issues of concern
- Petition provides strong indication of community readiness for changes
- Working group enhances consensus building and communication with neighbors
- Process can build ownership
- Some of these projects do not score well in grants

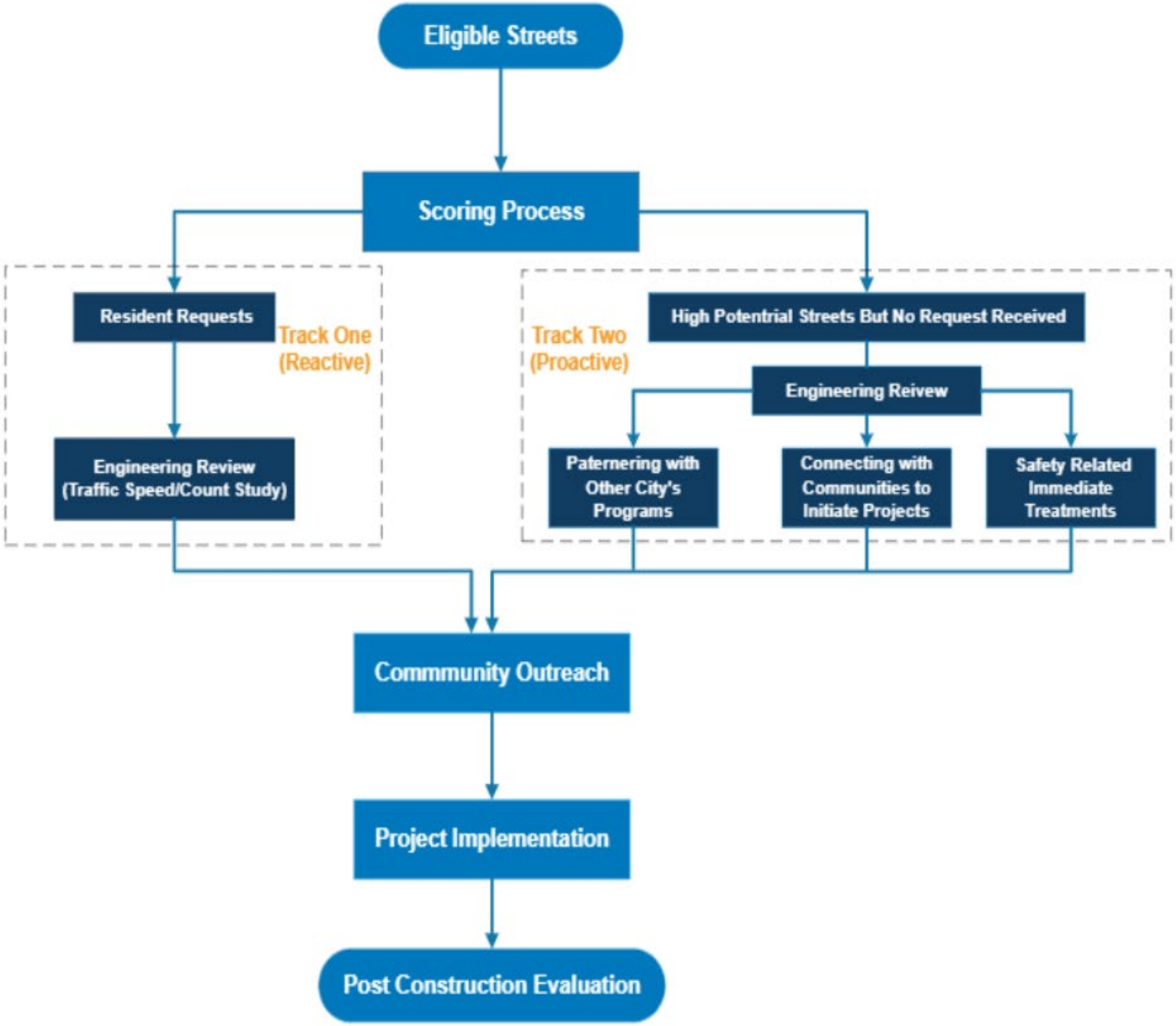
Concerns

- Process is time consuming and has opportunity cost
- Petition is significant community effort
- Most petitions do not meet thresholds (5 yrs)
- License plate surveys are rarely done
- Questions around QA and flexibility
- Rolling intake makes prioritization hard
- Majority support is difficult in diverse community
- Working group perspectives differ from later participants
- 6 months is a typical adjustment period
- Implementation requires resources

Best Practice Examples

TACOMA WA

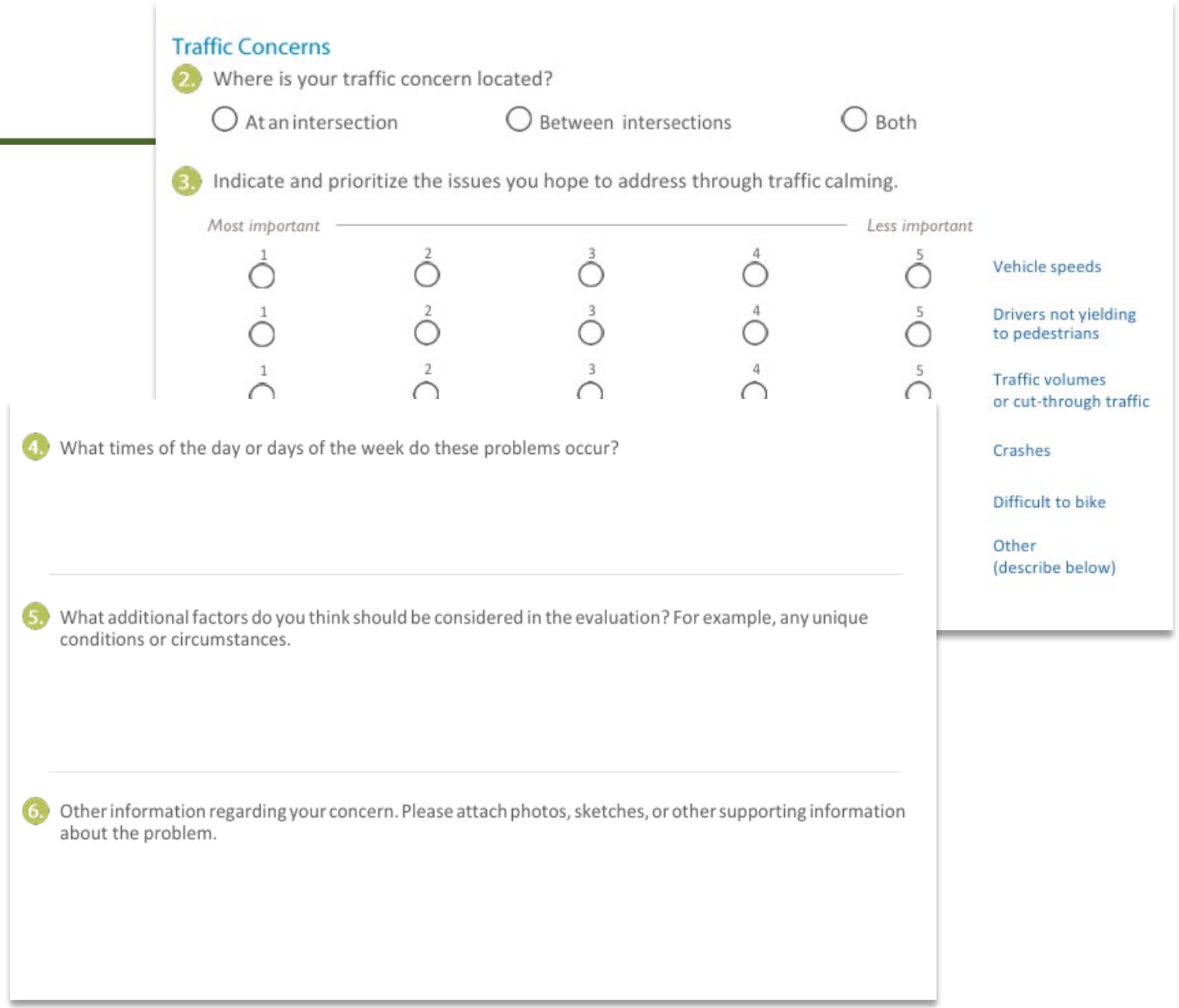
- Online intake via 311 system
- Two-track process
  - Resident requests (responsive)
  - High potential streets (proactive)



[Neighborhood Traffic Calming | City of TacomaCity of Tacoma]

MINNEAPOLIS MN

- Online dashboard
- Annual intake due 8/1
- In-depth intake screening
- Prioritization process
- Standard details e.g. traffic circles
- Substantial funding
- In-field decision making



Traffic Concerns

2. Where is your traffic concern located?

○ At an intersection ○ Between intersections ○ Both

3. Indicate and prioritize the issues you hope to address through traffic calming.

	Most important 1	2	3	4	Less important 5
Vehicle speeds	○	○	○	○	○
Drivers not yielding to pedestrians	○	○	○	○	○
Traffic volumes or cut-through traffic	○	○	○	○	○
Crashes					
Difficult to bike					
Other (describe below)					

4. What times of the day or days of the week do these problems occur?

5. What additional factors do you think should be considered in the evaluation? For example, any unique conditions or circumstances.

6. Other information regarding your concern. Please attach photos, sketches, or other supporting information about the problem.

MINNEAPOLIS MN

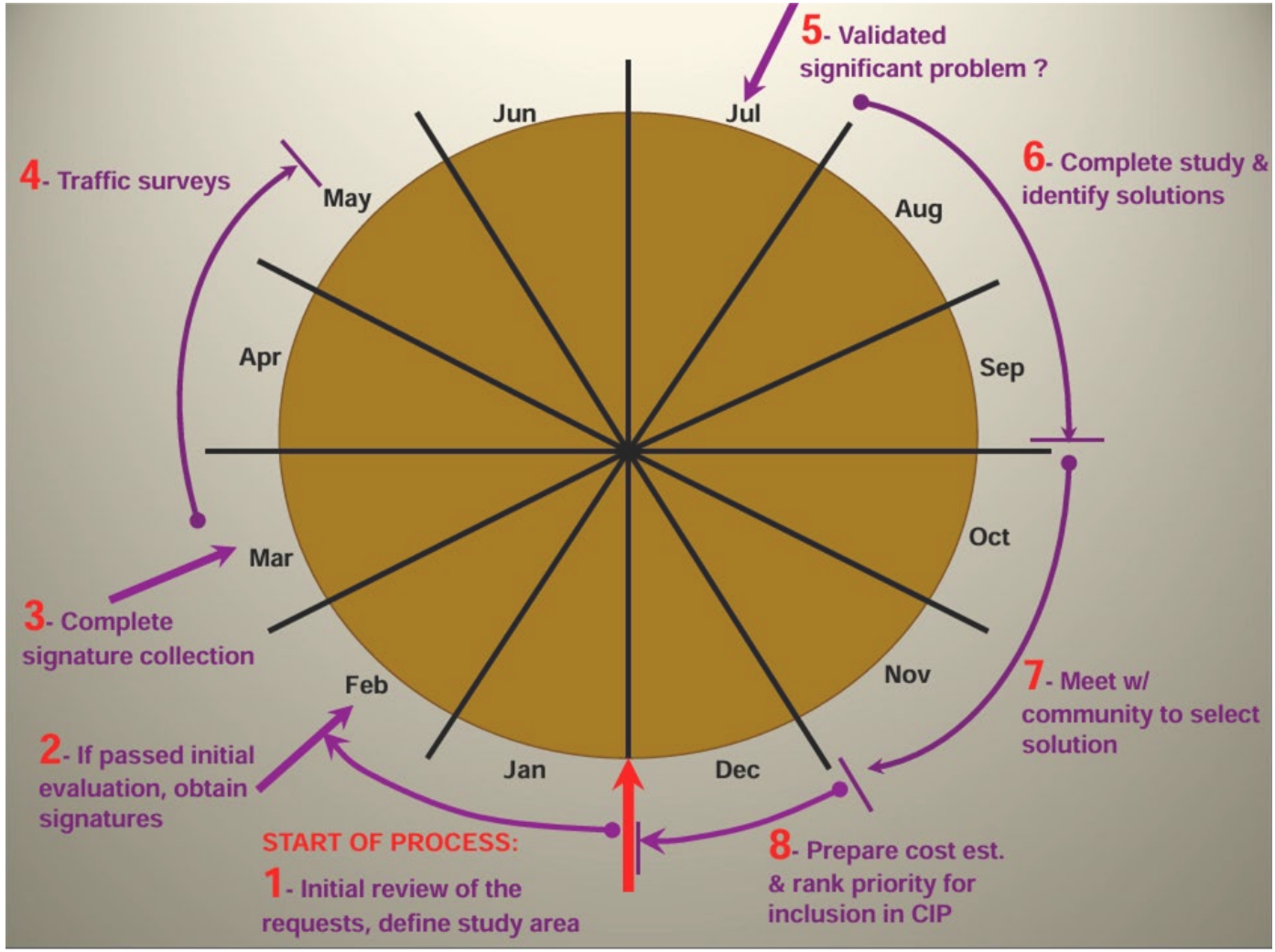
- Online dashboard
- Annual intake due 8/1
- In-depth intake screening
- Prioritization process
- Standard details e.g. traffic circles
- Substantial funding
- In-field decision making

Table E-1. Initial Screening (Transportation Only) and Scoring

Category	Criteria	What is Measured	Maximum Number of Points
Transportation	Traffic Conditions	Traffic Volume	48
	Safety	Crashes (5 years)	24
	Transportation Subtotal		72
Community	Equity	Non-White Majority	12
		Low Income Population	16
		Vehicle Availability	8
		Cultural Districts	8
		Potential Users	6
	People Generators	Proximity to Schools, Parks, Libraries, LRT or BRT stations	8
	Community Subtotal		58
TOTAL			130

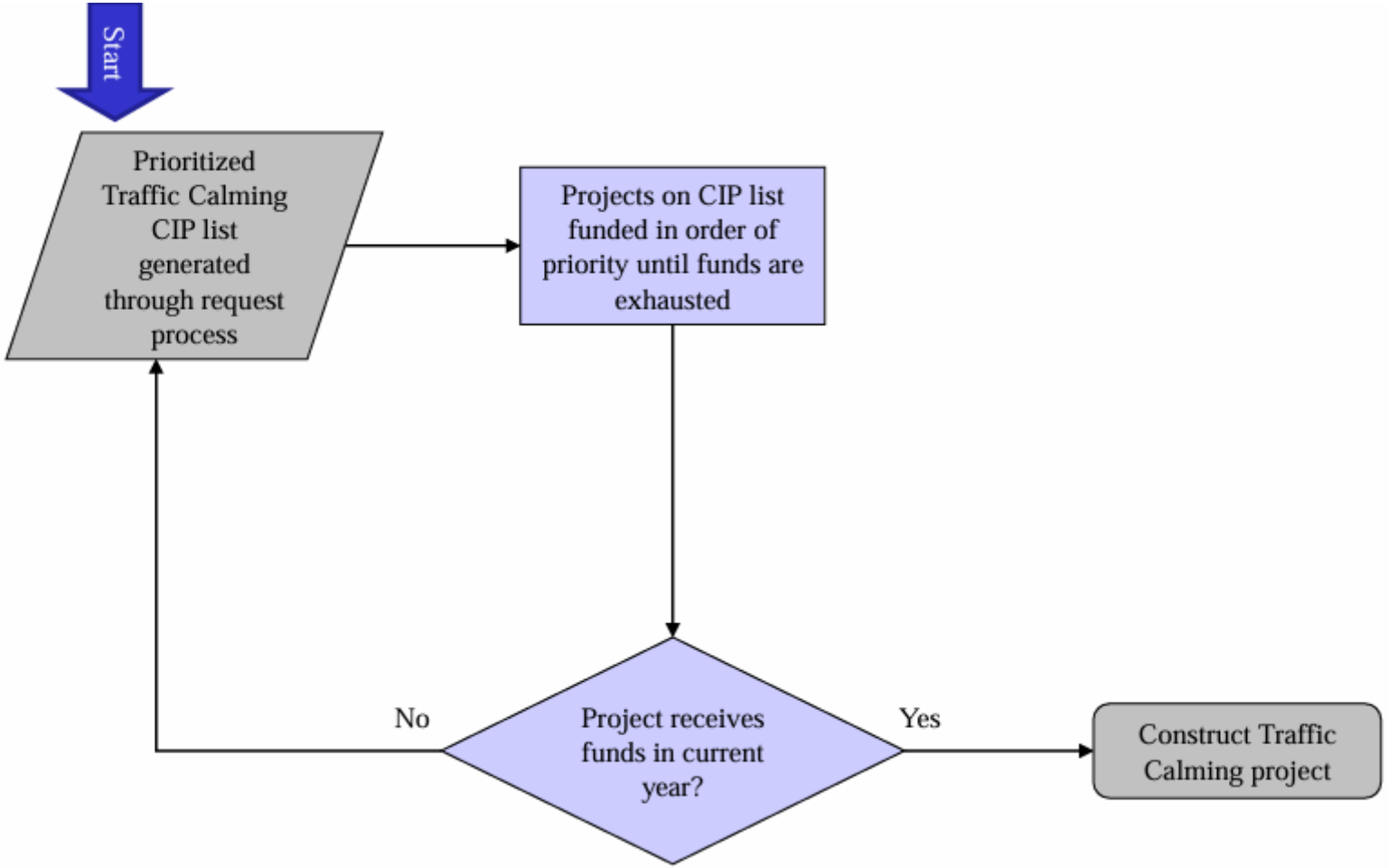
BERKELEY CA

- Annual review and engagement
- Project feeds into capital budget process for implementation



BERKELEY CA

- Annual review and engagement
- Project feeds into capital budget process for implementation



VANCOUVER BC

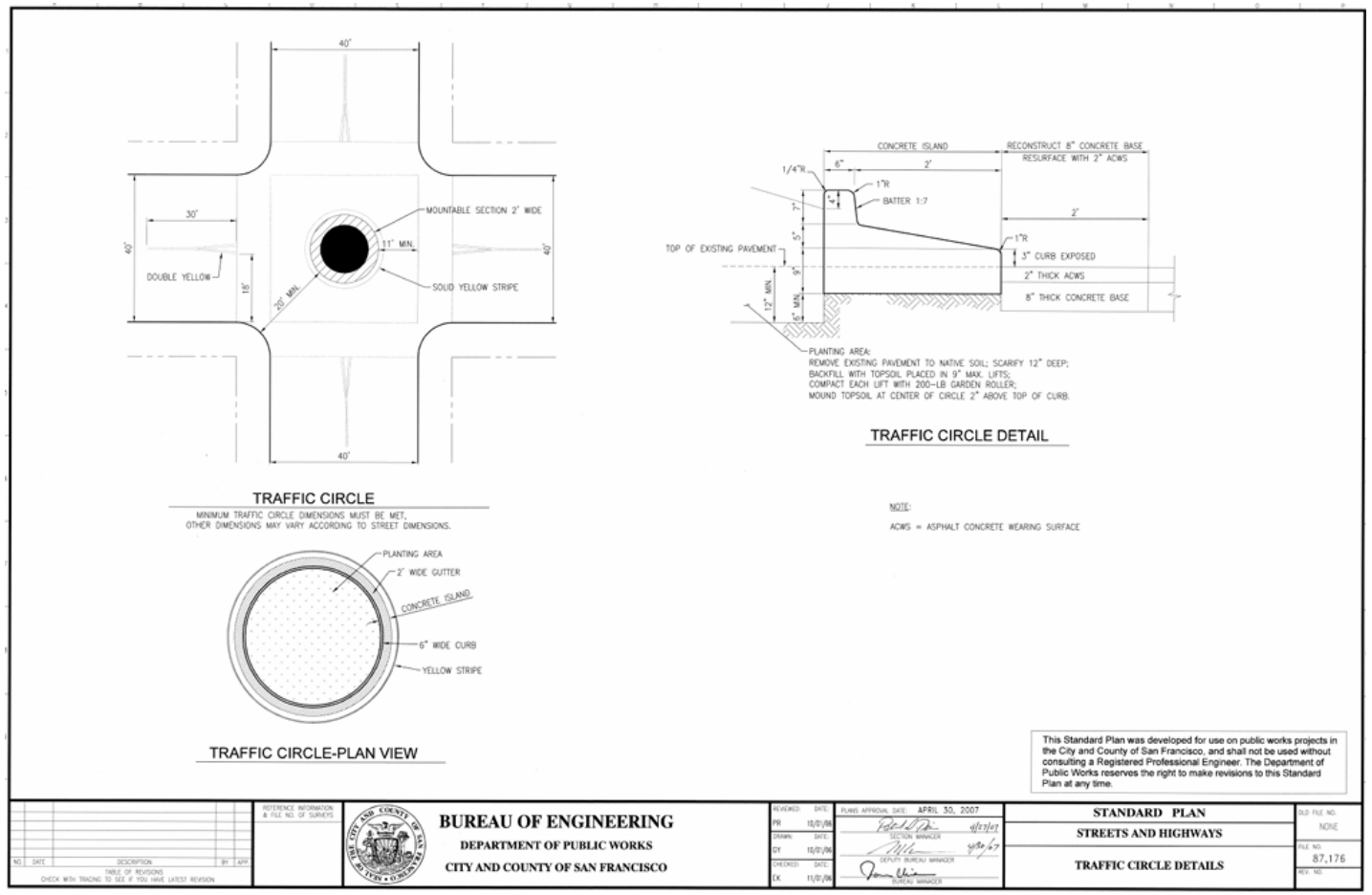
- Online process
- Neighborhood-wide systems approach in street grid context
- Quick build volume reduction measures
- Toolkit of measures and informational materials





SAN FRANCISCO CA

- Program received 100s of applications
- Shifted to proactive, data driven process
  - Key focus: speeding & bike routes
- Supported by SF Better Streets design guidelines



Opportunities

POTENTIAL GOALS

- Obtain community feedback on neighborhood traffic concerns
  - Prioritize safety of children, seniors and vulnerable road users
  - Prioritize identified projects that address multiple objectives
  - Prioritize neighbor concerns

- Deliver enhancements quickly and efficiency
  - Reduce motor vehicle speeds along neighborhood streets
  - Reduce vehicular volumes along bicycle boulevards and school routes
  - Reduce collisions and near miss incidents
  - Minimize loss of on-street parking in neighborhoods

POTENTIAL SUITABILITY THRESHOLDS

Metric	Facility	BP Threshold		Current	Potential
Operating or design speed	Shared lanes, shared street, bike boulevard	15-20 mph 20 mph 20 mph	NACTO Urban Bikeway Design Guide, 2025 FHWA Bikeway Selection Guide, 2019 AASHTO Guide for Dev of Bike Facilities, 2012	32 mph (local) 35 mph (collector)	PSL + 20%
Maximum volume of vehicle traffic	Shared lanes, shared street, bike boulevard	500 – 1,000 vpd 1,500 – 3,000 vpd 1,000 – 1,500 vpd	NACTO Urban Bikeway Design Guide, 2025 FHWA Bikeway Selection Guide, 2019 AASHTO Guide for Dev of Bike Facilities, 2012	1200 vpd (local) 4,000 vpd (collector)	
Cut through traffic				Evidence (field or license plate survey)	Eliminate
Collisions		0 disproportionate safety anomalies	FHWA Highway Safety Manual	6 crashes / 3 yrs 1 fatal / 3 yrs Exemptions	No exemption
Proximity		<1,000 ft	School, park, community center, facility for seniors or people with disabilities, significant pedestrian generator	<1,000 ft	<1,000 ft

POTENTIAL PROCESS CHANGES

- Identify Traffic Calming Lead
  - Shift leadership to transportation planning
  - Increase internal coordination on design
- Modernize and annualize processes
  - Online intake and notifications
  - Annual intake and prioritization
- Consider proactive as well as reactive efforts
- Enhance community responsiveness
  - Improve responsiveness to community input

Next Steps

KEY QUESTIONS

- Staff recommendations:
  - What input do you have on **program goals**?
  - Does PABAC concur with moving to an **annual process** for intake and prioritization?
  - Does PABAC concur with the following **thresholds** to better align with best practice?
    - Maintain current volume and proximity thresholds
    - Change speed threshold to Posted Speed Limit **(PSL) + 20%** e.g. 25 mph PSL → 30 mph 85%ile
    - Eliminate **exemptions** from crash threshold
    - Eliminate **cut-through** criteria due to privacy and practical concerns
  - Does PABAC have input on considering a **proactive** in addition to reactive approach?
- Staff also plans to:
  - Conduct speed surveys for consideration of 20 mph PSLs on bike boulevards (AB43)
  - Digitize traffic calming forms and intake processes
  - Develop internal training and QA procedures

NEXT STEPS

- Modernization of processes
  - Online intake form
  - Standardization of notifications
- Council Policy & Services Subcommittee review
  - Program goals
  - Annual process and prioritization
  - Updated thresholds
- Pending Council direction, staff will obtain more detailed input on process and parameters
- Input and inclusion of traffic calming elements to standard details

FY2026 OVERLAY LIST

FY 2026 Overlay (July 2025 - June 2026)									
Street	From Street	To Street	PCI	Bike Network	SRTS Bike	Minor Suggestions	Major Suggestions	Requires parking removal?	City Comments
Ben Lomond Drive	Scripps Avenue	Scripps Avenue	44	NO	NO				
Byron Street	Palo Alto Avenue	Hawthorne Avenue	51	NO	NO				
Cowper Street	Embarcadero Road	Churchill Avenue	35	NO	NO				
East Bayshore Road	City Limit	Laura Lane	41	YES	NO				
East Bayshore Road	Laura Lane	Embarcadero Rad	41	YES	NO				
Geng Road	Embarcadero Road	End	34	YES	NO				
Hamilton Avenue	Emerson Street	Ramona Street	61	NO	NO				
Hamilton Court	Hamilton Avenue	End	55	NO	NO				
Georgia Avenue	Amaranta Avenue	End, South	75	YES	YES				
Julie Court	Matadero Avenue	End	64	NO	NO				
Lambert Avenue	El Camino Real	Ash Street	53	NO	NO				
Lambert Avenue	Ash Street	Park Boulevard	71	NO	NO				
Lois Lane	Stanley Way	Walnut Drive	37	NO	NO				
Miranda Avenue	Foothill Expwy.	Hillview Avenue	43	NO	NO				
Patricia Lane	Hamilton Avenue	Edgewood Drive	39	NO	NO				
Pitman Avenue	Center Drive	Newell Road	41	NO	NO				
Waverley Street	Santa Rita Avenue	Washington Avenue	32	NO	NO				
Waverley Street	Washington Avenue	N. California Avenue	32	NO	NO				
Wildwood Lane	Embarcadero Road	Channing Avenue	36	NO	NO				
		Average PCI:	**47**						

FY2026 OVERLAY LIST

FY 2027 Overlay (July 2026 - June 2027)								
Street	From Street	To Street	PCI	Bike Network	SRTS Bike	Minor Suggestions	Major Suggestions	Requires parking removal?	City Comments
Bibbits Drive	Louis Road	Gailen Avenue	50	NO	NO				
Burnham Way	Dennis Drive	Celia Drive	54	NO	NO				
Center Drive	Forest Avenue	Dana Avenue	54	NO	NO				
Curtner Avenue	El Camino Real	Park Boulevard	42	NO	NO				
Downing Lane	Forest Avenue	Homer Avenue	47	NO	NO				
Embarcadero Road	Middlefield Road	Fulton Street	50	NO	NO				
East Bayshore Road	Matadero Creek	Adobe Creek	49	YES	NO	Maintain or widen bike lanes.			
Faber Place	Embarcadero Road	End	42	NO	NO				
Fielding Drive	Fielding Drive	End	35	NO	NO				
La Mata Way	Matadero Road	End	72	NO	NO	Why repave if high PCI			
Leland Avenue	Ash Street	Birch Street	53	NO	NO				
McKellar Lane	Kelly Way	Lorabelle Court	44	NO	NO				
McKellar Lane	Lorabelle Court	End	53	NO	NO				
Nathan Way	Louis Road	Nathan Way	51	NO	NO				
Nathan Way	Nathan Way	Ross Road	55	NO	NO				
Nathan Way	Nathan Way	End	60	NO	NO				
Palo Alto Avenenue	Byron Street	Middlefield Road	45	NO	NO				
Park Avenue	Ash Street	Park Blvd	48	NO	NO				
Saint Michael Drive	Saint Claire Drive	Saint Michael Court	51	NO	NO				
Saint Michael Drive	Saint Michael Court	Saint Claire Drive	50	NO	NO				
Saint Michael Court	Saint Michael Drive	End	54	NO	NO				
Stanford Avenue	City Limit	Amherst Street	46	YES	YES	Maintain bike lanes!			
Wintergreen Way	Ross Road	End	36	NO	NO				
		Average PCI:	**50**						

FY 2028 Overlay (July 2027 - June 2028)								
Street	From Street	To Street	PCI	Bike Network	SRTS Bike	Minor Suggestions	Major Suggestions	Requires parking removal?	City Comments
Bryant Street	Kingsley Avenue	Embarcadero Road	55	YES	YES		Possible location for modal filter		
Corina Way	Louis Road	Nathan Way	55	NO	NO				
Fabian Way	West Bayshore Road	Charleston Road	27	YES	NO		Part of south PA restriping!!		
Fabian Street	Charleston Road	San Antonio Road	51	YES	NO				
Hillview Avenue	Coyote Hill Road	Arastradero Road	52	YES	NO		BPTP has separated bikelane		
Louis Road	Stelling Drive	Loma Verde Avenue	56	YES	YES				
Lytton Avenue	Florence Street	Waverley Street	52	YES	NO	Don't repaint parking spots that violate daylighting law	Widen bike lanes	Maybe	
Lytton Avenue	Kipling Street	Cowper Street	52	YES	NO	Don't repaint parking spots that violate daylighting law	Widen Bike Lanes	Maybe	
Walter Hays Drive	Stanley Way	Walnut Drive	46	NO	NO				
Webster Street	Palo Alto Avenue	RuthVen Avenue	51	NO	NO				
Webster Street	Lytton Avenue	University Avenue	50	NO	NO				
		Average PCI:	**50**						

FY 2029 Overlay (July 2028 - June 2029)

FY2026 OVERLAY LIST

Street	From Street	To Street	PCI	Bike Network	SRTS Bike	Minor Suggestions	Major Suggestions	Requires parking removal?	City Comments
Birch Street	Leland Avenue	Stanford Avenue	58	NO	NO				
Coastland Drive	Marion Avenue	Moreno Avenue	32	NO	NO				
Cowper Street	Lincoln Avenue	Kingsley Avenue	59	YES	NO		New BPTP: Bike Blvd Treatments		
Cowper Street	Kingsley Avenue	Melville Avenue	58	YES	NO		New BPTP: Bike Blvd Treatments		
Cowper Street	Melville Avenue	Kellogg Avenue	58	YES	NO		New BPTP: Bike Blvd Treatments		
Cowper Street	Kellogg Avenue	Embarcadero Road	58	YES	NO		New BPTP: Bike Blvd Treatments		
Deer Creek Road	Arastradero Road	City Limits	58	YES	NO		BPTP has separated bikelane		
East Meadow Drive	Grove Avenue	Ross Road	56	YES	YES				
Embarcadero Road	El Camino Real	Narrow	57	YES	NO		?? bikes on sidewalk??		
Middlefiled Road	Oregon Expressway	Marion Avenue	56	YES	YES		Crossbike for sidewalk riders.		
Middlefield Road	Layne Court	Loma Verde Avenue	57	YES	YES		Buffer bike lanes. Road diet?		
Moffett Circle	Moffett Circle	Moffett Circle	56	NO	NO				
Oxford Street	El Camino Real	Ash Street	52	NO	NO				
San Antonio Road	Narrow	Divider	9	YES	NO	Add sharrows as appropriate	Where is this? Add bike lanes!		
San Antonio Road	Divider	E. Bayshore Road	14	YES	NO	Add sharrows as appropriate	Where is this? Add bike lanes!		
San Antonio Road	E. Bayshore Road	Metering Station	16	YES	NO	Add sharrows as appropriate			
Stockton Place	Maddux Drive	Clifton Drive	55	NO	NO				
Webster Street	Ruthven Avenue	Hawthorne Avenue	58	NO	YES				
		Average PCI:	**48**						

FY 2030 Overlay (July 2029 - June 2030)

Street	From Street	To Street	PCI	Bike Network	SRTS Bike	Minor Suggestions	Major Suggestions	Requires parking removal?	City Comments
Acacia Avenue	El Camino Real	Angle	58	NO	NO				
Burnham Way	Oregon Expressway	Dennis Drive	60	NO	NO				
Corina Way	Corina Cul-de-Sac	Ross Road	61	NO	NO				
Cowper Street	Cowper Court	Alger Drive	61	YES	YES		Refresh BB treatments		
Flowers Lane	Loma Verde Avenue	End	60	NO	NO				
Greer Road	Greer Road	End	59	NO	NO				
Matadero Avenue	La Mata Way	Julie Court	60	YES	YES		Refresh BB treatments		
Matadero Avenue	Emma Court	End	60	YES	YES		Refresh BB Treatments		
Middlefield Road	Towle Way	Wellsbury Way	59	YES	YES		BIKE LANES		
Middlefield Road	Ensign Way	E. Charleston Road	60	YES	YES		Continuous bike lanes		
Otterson Court	Colorado Avenue	End	60	NO	NO				
Oxford Avenue	Birch Street	Park Boulevard	60	NO	NO				
Page Mill Road	Mile Marker 2.3	Mile Marker 2.6	59	NO	NO		Bike turnout? Not certain where mile marker 2.3 is.		
Ross Road	Mayview Avenue	Corina Way	58	YES	YES				
Ross Road	Corina Way	Corina Way	59	YES	YES				
Rooselvelt Circle	Roosevelt Circle	Ramona Circle	60	NO	NO				
Stockton Place	Loma Verde Avenue	Vernon Place	61	NO	NO				
Stockton Place	Clifton Court	Loma Verde Avenue	62	NO	NO				
Van Auken Circle	Van Auken Circle	Van Auken Circle	59	NO	NO				
Webster Street	N. California Avenue	Oregon Avenue	55	NO	NO				
Wilkie Way	Whitclem Place	End	58	YES	YES	Paint to indicate entrance to bridge.			
		Average PCI:	**59**						

PABAC October 1, 2026 Meeting
Attachment 6: August 1-31, 2026 PAPD Collision Report for PABAC

#	Date and Time	Occurred On	At Intersection	City	Primary Collision Factor	Collision Type 555 Desc	Vehicle Involved With Desc	Caused By	Number Injured 555	Level of Injury	Parties Involved
1	06/14/2026 12:50:00	STANFORD AVE	EL CAMINO REAL	PALO ALTO	22106	Broadside	Other Motor Vehicle	N	0	No injuries listed	2 Adults
2	06/25/2026 14:58:00	FLORENCE ST	UNIVERSITY AVE	PALO ALTO	21804A	Sideswipe	Other Motor Vehicle	N	0	No injuries listed	2 Adults
3	07/10/2026 13:38:00	EL CAMINO REAL	SAND HILL RD	PALO ALTO	22350	Rear-End	Other Motor Vehicle	N	1	Possible Injury	3 Adults
4	07/14/2026 11:02:00	EAST BAYSHORE ROAD	EMBARCADERO RD	PALO ALTO	22107	Sideswipe	Other Motor Vehicle	N	0	No injuries listed	1 Adult
5	07/16/2026 09:00:00	COUNTRY CLUB CT	EL DORADO AVE	PALO ALTO	22106	Vehicle - Pedestrian	Parked Motor Vehicle	N	0	No injuries listed	1 Adult
6	07/16/2026 09:16:00	MIDDLEFIELD RD	BRYSON AVE	PALO ALTO	21801A	Broadside	Other Motor Vehicle	N	2	Suspected Minor Injury	2 Adults
7	07/16/2026 13:39:00	EAST CHARLESTON ROAD	CARLSON CIRCLE	PALO ALTO	22350	Hit Object	Fixed Object	N	0	No injuries listed	1 Adult
8	07/16/2026 16:25:00	OREGON EXPWY	W BAYSHORE RD	PALO ALTO	22350	Rear-End	Other Motor Vehicle	N	1	Suspected Minor Injury	2 Adults
9	07/21/2026 09:27:00	EAST CHARLESTON ROAD	MIDDLEFIELD ROAD	PALO ALTO	22107	Sideswipe	Other Motor Vehicle	N	2	Suspected Minor Injury	2 Adults
10	07/23/2026 05:38:00	EL CAMINO REAL	CALIFORNIA AVE	PALO ALTO		Sideswipe	Other Motor Vehicle	N	0	No injuries listed	2 Adults
11	07/23/2026 15:30:00	EL CAMINO REAL	SAND HILL RD	PALO ALTO	22107	Sideswipe	Other Motor Vehicle	N	0	No injuries listed	1 Adult
12	07/24/2026 11:27:00	SAN ANTONIO RD	EAST CHARLESTON RD	PALO ALTO	21453A	Broadside	Other Motor Vehicle	N	0	No injuries listed	2 Adults
13	07/24/2026 11:44:00	EL CAMINO REAL	MAYBELL AVE	PALO ALTO	22350	Rear-End	Other Motor Vehicle	N	0	No injuries listed	2 Adults
14	07/24/2026 15:25:00	ALMA ST	SAN ANTONIO ROAD	PALO ALTO	21801A	Head-On	Other Motor Vehicle	N	0	No injuries listed	2 Adults
15	07/26/2026 02:39:00	E BAYSHORE RD	SAN ANTONIO RD	PALO ALTO	21658A	Hit Object	Fixed Object	N	0	No injuries listed	Adults
16	07/27/2026 14:43:00	.600 BLK EMERSON ST	HAMILTON AVENUE	PALO ALTO	22106	Other	Bicycle	Y	1	Suspected Minor Injury	1 Adult 1 Juvenile
17	07/27/2026 15:10:00	CHANNING AVE	EMERSON ST	PALO ALTO	22450A	Vehicle - Pedestrian	Bicycle	N	1	Suspected Minor Injury	2 Adults
18	07/29/2026 12:52:00	CHANNING AVE	ALMA ST	PALO ALTO		Rear-End	Parked Motor Vehicle	N	0	No injuries listed	1 Adult
19	07/30/2026 08:59:00	OXFORD AVE	EL CAMINO REAL	PALO ALTO	22106	Rear-End	Other Motor Vehicle	N	0	No injuries listed	2 Adults
20	07/31/2026 21:40:00	EMBARCADERO RD	SAINT FRANCIS DR	PALO ALTO	21658A	Sideswipe	Other Motor Vehicle	N	0	No injuries listed	2 Adults
21	08/01/2026 13:20:00	FOOTHILL EXPWY	ARASTRADERO RD	PALO ALTO	22350	Other	Bicycle	N	1	Suspected Serious Injury	1 Adult
22	08/03/2026 10:27:00	CENTER DR	UNIVERSITY AVE	PALO ALTO	21658A	Sideswipe	Parked Motor Vehicle	N	1	Suspected Minor Injury	1 Adult
23	08/03/2026 15:48:00	CHANNING AVE	WAVERLEY ST	PALO ALTO	21453A	Broadside	Other Motor Vehicle	N	3	Suspected Minor Injury	2 Adults

#	Date and Time	Occurred On	At Intersection	City	Primary Collision Factor	Collision Type 555 Desc	Vehicle Involved With Desc	Caused By	Number Injured 555	Level of Injury	Parties Involved
24	08/03/2026 19:54:00	EL CAMINO REAL	MAYBELL AVE	PALO ALTO	22107	Sideswipe	Other Motor Vehicle	N	2	Suspected Minor Injury	3 Adults
25	08/04/2026 08:50:00	PARK BLVD	SHERMAN AVE	PALO ALTO	22517	Other	Bicycle	N	1	Possible Injury	1 Adult
26	08/04/2026 12:43:00	COWPER ST	LYTTON AVE	PALO ALTO	21804A	Broadside	Other Motor Vehicle	N	0	No injuries listed	2 Adults
27	08/05/2026 14:10:00	MELVILLE AVE	MIDDLEFIELD RD	PALO ALTO	21453A	Broadside	Other Motor Vehicle	N	1	Suspected Minor Injury	1 Adult 1 Juvenile
28	08/07/2026 07:55:00	ALMA ST	LYTTON AVE	PALO ALTO		Sideswipe	Other Motor Vehicle	N	0	No injuries listed	2 Adults
29	08/07/2026 09:08:00	HAMILTON AVE	WEBSTER ST	PALO ALTO	21453A	Broadside	Other Motor Vehicle	N	0	No injuries listed	2 Adults
30	08/07/2026 10:45:00	QUARRY RD	PEAR LN	PALO ALTO		Sideswipe	Other Motor Vehicle	N	0	No injuries listed	2 Adults
31	08/07/2026 16:28:00	ALMA ST	EL VERANO AVE	PALO ALTO	22105	Broadside	Other Motor Vehicle	N	2	Suspected Minor Injury	2 Adults
32	08/07/2026 17:33:00	MEADOW DRIVE	SOUTH COURT	PALO ALTO	22350	Broadside	Other Motor Vehicle	N	1	Suspected Minor Injury	2 Adults
33	08/09/2026 00:46:00	UNIVERSITY AVE	HALE ST	PALO ALTO	21802A	Broadside	Other Motor Vehicle	N	0	No injuries listed	2 Adults
34	08/10/2026 11:15:00	EL CARMELLO AVE	BRYANT ST	PALO ALTO	21802A	Other	Bicycle	N	0	No injuries listed	1 Adult 1 Juvenile
35	08/10/2026 13:32:00	UNIVERSITY AVE	BRYANT ST	PALO ALTO	22350	Rear-End	Other Motor Vehicle	N	0	No injuries listed	2 Adults
36	08/10/2026 14:05:00	MIDDLEFIELD RD	OREGON EXPWY	PALO ALTO	22350	Rear-End	Other Motor Vehicle	N	2	Suspected Minor Injury	2 Adults
37	08/14/2026 11:54:00	SAN ANTONIO RD	CHARLESTON RD	PALO ALTO	21801A	Broadside	Other Motor Vehicle	N	1	Possible Injury	2 Adults
38	08/15/2026 15:30:00	EMBARCADERO RD	EL CAMINO REAL	PALO ALTO	22350	Rear-End	Other Motor Vehicle	N	0	No injuries listed	1 Adult
39	08/16/2026 18:00:00	3570 PAGE MILL ROAD	ALTAMONT ROAD	PALO ALTO		Hit Object	Fixed Object	N	1	Suspected Minor Injury	1 Adult
40	08/16/2026 18:00:00	855 EMBARCADERO ROAD	TOWN AND COUNTRY PARKING LOT	PALO ALTO	22106	Rear-End	Parked Motor Vehicle	N	0	No injuries listed	1 Adult
41	08/18/2026 16:41:00	EMBARCADERO RD	NEWELL RD	PALO ALTO	21453A	Other	Bicycle	N	1	Suspected Minor Injury	2 Adults
42	08/18/2026 16:43:00	ALMA ST	UNIVERSITY AVE	PALO ALTO	21801A	Broadside	Other Motor Vehicle	N	0	No injuries listed	2 Adults
43	08/19/2026 20:59:00	MIDDLEFIELD RD	CHARLESTON RD	PALO ALTO	21800D1	Broadside	Other Motor Vehicle	N	0	No injuries listed	2 Adults
44	08/21/2026 11:42:00	800 BLOCK OREGON EXPRESSWAY	WCLX OF LOUIS RD	PALO ALTO		Sideswipe	Other Motor Vehicle	N	1	Suspected Minor Injury	2 Adults

Note: With the transition to Crossroads, collision reports may appear in a subsequent monthly report based on final approval timing rather than the collision date. Accordingly, this report may include collisions from prior months that were still in the approval process at the time of the previous report.