KITTELSON & ASSOCIATES

SOUTH PALO ALTO BIKE/PED CONNECTIVITY

PHASE 2 COMMUNITY ENGAGEMENT: FEEDBACK ON ALTERNATIVES

SUMMARY REPORT

January 16, 2026

Inside front cover

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South Palo Alto Bike/Ped Connectivity Phase 2 Community Engagement: Feedback on Alternatives Summary Report

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City of Palo Alto

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Contents

APPENDICES

Introduction

The City of Palo Alto is conducting the South Palo Alto Bike/Ped Connectivity Project (Project) to assess ways to improve bicycle and pedestrian access across the rail corridor in the southern portion of the City. To improve bicycle and pedestrian connectivity and in support of the City's mobility and sustainability goals, this Project will identify locations and design concepts where new grade-separated bicycle and pedestrian crossings of the Caltrain corridor in south Palo Alto (south of Oregon Expressway) may be constructed.

Engagement for the Project provides the community with an opportunity to influence the location and design of grade-separated bicycle and pedestrian crossings in south Palo Alto. The City is organizing and facilitating community outreach and engagement efforts with the intent to engage residents and key stakeholders and solicit input at various phases of the Project. Community engagement includes a series of workshops, pop-ups, surveys, and other strategies that are structured to include property owners, residents, businesses, local business employees, representatives of private and public schools, agencies providing services in the area, and visitors.

Public engagement for the Project is taking place over four phases:

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

Phase 1 of engagement in spring 2025 introduced the Project to the community and gained input on goals, priorities and opportunities for grade-separated bicycle and pedestrian rail crossings. Considering input and feedback from the community, design priorities and evaluation criteria were established and eight rail crossings alternatives were designed for review and feedback during Phase 2 of engagement, which took place in fall 2025. The goal of Phase 2 was to select two alternatives to progress to 15 percent design (conceptual design), during which the selected alternatives will be further evaluated and refined. The third round of engagement will occur in fall 2026 and will allow the community to review and provide feedback on the Public Draft Report. A Final Report will be shared in spring 2027 in Phase 4 for community review and Council adoption.

This report provides an overview of the community engagement conducted and the input received during Phase 2.

KEY FINDINGS

Phase 2 of the engagement process presented eight conceptual design alternatives and an alternatives analysis that compares those alternatives for community review and feedback. The eight alternatives included the following:

- Alternative A. El Dorado Ave Tunnel
- Alternative B. Loma Verde Ave Tunnel
- Alternative C. Loma Verde Ave Tunnel with Alma St Signal
- Alternative D. Lindero Dr Tunnel

- Alternative E. Lindero Dr Tunnel with Alma St Signal
- Alternative F. Ely Pl Tunnel
- Alternative G. Ferne Ave Tunnel
- Alternative H. San Antonio Bridge Enhancements

Community members provided diverse input on the eight initial alternatives under consideration. The feedback is summarized below:

- Strong preference for Alternatives A, B, and H (and interest in Alternative G) that minimize right-of-way impacts (especially to private homes), provide direct connections to existing bike facilities, grade-separate Alma Street to avoid added delay and safety issues at new signals, and have higher bicycle and pedestrian demand projections.
- Alternative A: Favored for location and limited property impacts. Stakeholders encouraged extending the tunnel under Alma Street to El Dorado Avenue to achieve a grade-separated crossing.
- Alternative B: Favored for a grade-separated Alma Street crossing. Stakeholders flagged trade-offs due to property acquisitions (Park Blvd) and circulation impacts near Loma Verde Avenue to be addressed.
- Alternative G: Interest tied to station-area access and future housing near San Antonio Road. Stakeholders noted additional coordination with Mountain View would be needed.
- Alternative H: Interest tied to station-area access and future housing along San Antonio Road. Stakeholders suggested refinements to address comfort concerns with center-running bikeways and improve connections (e.g., Mackay–Nita, Briarwood tunnel, path to Mayfield).
- Alternatives D/E/F: Generally, not favored due to lower projected demands (e.g., limited opportunity for mode shift) given close proximity to existing at-grade crossings (and planned grade separations), lack of direct connections through adjoining neighborhoods, and technical challenges associated with overlapping construction areas for rail grade separation.
- In addition to above preferences, several stakeholders suggested refinements to concept designs that would apply to all alternatives:
    - Reduce tunnel heights and depths to shorten ramps, minimize property and circulation impacts, and increase visibility.
    - Consider locating ramps/tunnels within the landscaped strip on the east side of Alma instead of the street centerline where feasible.
    - Prioritize user comfort and safety elements for pathways that include gentler ramp grades (compared to California Avenue undercrossing), wider two-way facilities with separated space for bicyclists and pedestrians, more direct alignments, and strong lighting to support day/night visibility.
    - Consider trade-offs with different slopes and ramps lengths as well as whether to cross Alma Street at-grade (via new signalized intersection) or below-grade (via tunnel).

On December 1, 2025, the City Council reviewed eight shortlisted alternatives and a recommendation that Alternative A, a crossing at El Dorado Avenue, be advanced as the preferred alternative with two variants:

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

The City Council passed a motion to direct Staff to continue to focus their evaluations on Alternatives A1 and A2, with a preference for Alternative A2.[1]

COMMUNICATION TOOLS

To continue raising awareness of the Project and provide the latest information to the community, the Project team updated and/or developed the following communication tools for Phase 2:

PROJECT WEBSITE

A dedicated Project webpage (paloalto.gov/bikepedcrossings) was created in September 2024 and updated regularly with information on meetings, events, and Project materials. During Phase 1 of engagement, the webpage saw more than 1,000 visitors. During Phase 2 of engagement, the webpage saw more than 3,000 visitors.

PROJECT FACT SHEET

The Project Fact Sheet (Appendix A) provided an overview of the Project, how community members can get involved, and information on how the City will select design concepts. The Project team distributed more than 200 fact sheets at Citywide community events during Phase 2 of engagement.

COMMUNITY WORKSHOP

The City hosted the second Community Workshop for this Project on September 9, 2025, from 7:30–9 p.m. at the Mitchell Park Community Center (El Palo Alto Room) to gather input on the eight preliminary conceptual design alternatives for possible grade-separated bike and pedestrian rail crossings in south Palo Alto.

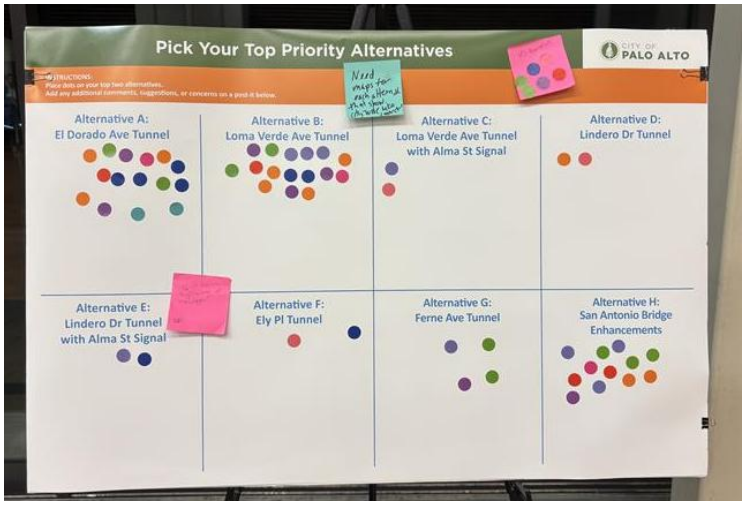
Approximately 40 community members attended, where they had the opportunity to learn about the Project, ask questions, and provide feedback on exhibit boards on each of the design alternatives.

The City promoted the workshop via Weekly City Manager Updates (August 11, August 18 and September 8), social media (August 19 and September 2), UpLift Local eNewsletter (August 14, August 21, August 28 and September 4), and distributed flyers to all public libraries throughout Palo Alto. The City also sent emails to Principals, PTA Team Presidents, and Traffic Safety Representatives (TSRs) of all public schools in the southern portion of the City, as well as private schools, Neighborhood Associations, and businesses in south Palo Alto, in addition to several public and private schools, Neighborhood Associations, and businesses in Mountain View to inform them about the workshop.

[1] City Council, December 1, 2025; Action Item #18; https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplateId=16332

Key findings from this workshop were:

- Favorite alternatives: Alternative B, Alternative A, and Alternative H.
- Support for alternatives that limit right-of-way impacts, provide more direct routes, connect to existing bike facilities, grade-separate Alma Street, and are located further away from existing or planned grade separated rail crossings.
- Suggested refinements to concept designs included minimizing tunnel height to increase visibility, shorten access ramps, and minimize property impacts.



For additional details, please refer to the Community Workshop Summary (Appendix B).

ONLINE SURVEY

The City conducted an online survey from August 15, 2025 to October 12, 2025 to understand the community's level of support for each alternative, how frequently they would use their favorite alternative, and additional features or amenities that would make their favorite alternative more desirable.
The online survey was hosted by OpenGov.com and could be completed on a smartphone, tablet, or computer. The link for the online survey was available on the Project webpage. When possible, the team guided participants to the online survey at pop-up events, the workshop, and during public meetings. The City also promoted the survey via Weekly City Manager Updates (August 19 and September 9), social media posts (August 14, August 19, September 2, September 4, and September 12), UpLift Local eNewsletter (August 14, September 4, and October 2), and emails to Neighborhood Associations in south Palo Alto, public and private schools, Stanford University, and community stakeholders in Mountain View with a request to promote the online survey through email, newsletters, and/or other means.

The survey gathered nearly 500 responses. The following key themes emerged:

- Alternative A (El Dorado Ave Tunnel) was the favorite alternative amongst respondents, followed by Alternative B (Loma Verde Ave Tunnel), then Alternative H (San Antonio Bridge Enhancements).
- Online survey respondents expressed general support for alternatives (A, B, and H) that minimize impacts to residential property, provide the most direct routes, grade-separate Alma Street, and connect to existing bike facilities.
- Alternative E (Lindero Dr Tunnel with Alma St Signal) was the least favorite alternative amongst respondents, while Alternative F (Ely Pl Tunnel) ranked second to last.
- Online survey respondents generally did not support alternatives (D, E, and F) that were in close proximity to existing at-grade crossings (and planned grade separations), due to the more limited opportunity for mode shift and potential delays resulting from schedule interactions between projects.

- Respondents generally supported alternatives that minimize impacts to residential properties and that grade-separate Alma Street, due to concerns about delays to motor vehicle travel and safety concerns for pedestrians and cyclists crossing Alma Street at new signalized intersections.
- Respondents expressed a desire for high-quality pathways (e.g., wide, direct/straight, open, well-lit, separate space for cyclists and pedestrians) where cyclists would not need to dismount.
- Respondents suggested Alternative A (El Dorado Ave Tunnel) would be even more desirable if it tunneled under Alma Street. Several respondents recommended the City consider enhancing the existing grade-separated rail crossing at California Avenue rather than building a new crossing nearby.

Of the respondents who provided their zip code (87%), the majority (94%) listed a Palo Alto zip code. Of the respondents who provided their age range (92%), the majority (84%) were age 40 or older. Of the respondents who provided their race/ethnicity (85%) the majority (65%) identified as White, followed by Asian, Asian Indian, or Pacific Islander (28%). For additional details, please refer to the survey results available online[2] and in the Phase 2 Engagement Survey Results (Appendix C).

POP-UP EVENTS

To reach stakeholders throughout the community, the City participated in various community-wide events, such as Bike Palo Alto (October 5, 2025) and California Ave Third Thursday (October 16, 2025), to share Project information and inform them about ways to get involved.

STANDING MEETINGS

City staff presented at the following five standing meetings in fall 2025. Staff reports, meeting minutes, staff presentations, and meeting recordings for each meeting can be found in the footnotes. A synthesis of the feedback received during each meeting is presented in Appendix D.

- Planning and Transportation Commission (PTC) Meeting: Wednesday, September 10, 2025[3]
- City/School Transportation Safety Committee (CSTCS) Meeting: Thursday, October 23, 2025[4]
- Pedestrian and Bicycle Advisory Committee (PABAC) Meeting: Tuesday, November 4, 2025[5]
- Rail Committee Meeting: Tuesday, November 18, 2025[6]
- City Council Meeting: Monday, December 1, 2025[7]

[2] South Palo Alto Bike/Ped Connectivity Phase 2 Engagement Survey Results: https://communityfeedback.opengov.com/portals/paloalto/Issue_14594/survey_responses?scope=all
[3] Planning and Transportation Commission, September 10, 2025; Study Session Item #4; https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplateId=16582
[4] City/School Transportation Safety Committee, October 23, 2025; https://www.paloalto.gov/Events-Directory/Office-of-Transportation/CitySchool-Transportation-Safety-Committee-Meeting
[5] Pedestrian and Bicycle Advisory Committee (PABAC), November 4, 2025; Discussion Item #7a; https://www.paloalto.gov/files/assets/public/v/1/transportation/bicycling-walking/pabac/pabac-meetings-2025/2025-11-04_pabac-agenda-packet_final.pdf
[6] Rail Committee, November 18, 2025; Action Item #1; https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplateId=17255
[7] City Council, December 1, 2025; Action Item #18; https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplateId=16332

On November 18, 2025, the Rail Committee reviewed the project update including eight shortlisted alternatives and a Staff recommendation to eliminate Alternatives D, E and F from further consideration. Rail Committee unanimously supported a motion to recommend to City Council that Alternative A be advanced as the single preferred alternative with all other alternatives eliminated from further consideration. As part of this motion, Rail Committee also recommended advancing Alternative A with two variants:

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

Rail Committee members also requested that the project team explore different project parameters (such as 8% grade and lower internal clearances) to reduce ramp length and property impacts.

On December 1, 2025, the City Council reviewed eight shortlisted alternatives and the recommendation from Rail Committee and Staff and passed a motion to direct Staff to continue to focus their evaluations on Alternatives A1 and A2, with a preference for Alternative A2.

ADDITIONAL OUTREACH AND ENGAGEMENT

MAILERS

The City conducted additional outreach to businesses, community organizations and property owners along the corridor by sending two mailers during Phase 2 of engagement. The first mailer promoted the online survey and was distributed in September 2025 to approximately 1,200 addresses in the vicinity of the Project (Appendix E). The second served as a notification of the Rail Committee recommendation and upcoming City Council meeting on December 1, 2025 and was hand-delivered to approximately ten residential addresses in the immediate vicinity of the proposed alternatives (Appendix F).

NOTIFICATIONS TO KEY STAKEHOLDERS

The City sent direct emails to the Principals, PTA Team Presidents, and Traffic Safety Representatives (TSRs) of all public schools in the southern portion of the City to inform them about the Project and share ways to get involved and provide feedback. The City also contacted private schools, Neighborhood Associations, committees such as PABAC and CSTCS, and businesses in south Palo Alto. Additionally, the City notified contacts at several public and private schools, several property owners and businesses in south Palo Alto, Neighborhood Associations, and businesses in nearby Mountain View that are in the vicinity of the Project. The City provided additional information, promoted the online survey, and asked community partners to help spread the word with their networks by providing a communications toolkit for them to distribute.

Appendices

Appendix A: Project Fact Sheet

CITY OF PALO ALTO

South Palo Alto Bike/Ped Connectivity

Project Fact Sheet

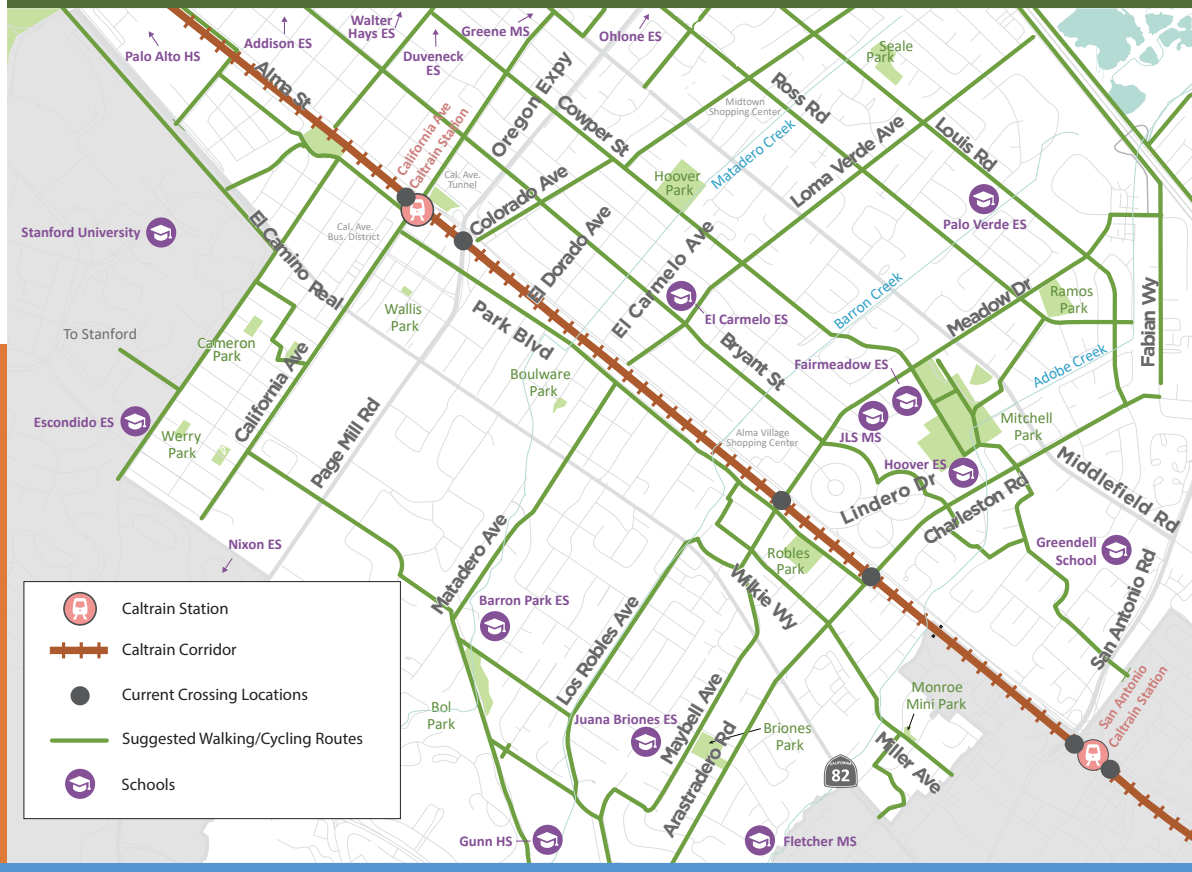
October 2025

The City is working to identify two new locations for people to walk, roll, and bike across the railroad. Creating a path above or below the tracks will improve connectivity, and support the City's mobility and sustainability goals. Help select the preferred crossing locations, designs, and improvements!

Get Involved!

Visit the website and connect with us on social media to gain project details and updates, ways to engage, and share your feedback.

paloalto.gov/BikePedCrossings



How We'll Select Design Concepts

Understand Current Conditions:

- How workers, residents, students, and visitors get around
- Where trips begin and end
- Demand for walking and biking
- Collision trends
- Bicycle, pedestrian, and transit routes and qualities
- Prior studies completed

Community Input:

- Visions for future bike and pedestrian crossings
- Evaluation framework to select preferred crossing locations and designs
- Crossing locations, design preferences, and surrounding bicycle and pedestrian network improvements to be considered
- Ideas that serve the entire community, including children, elderly, people with disabilities, low-income residents, as well as workers, students and visitors

The project will conclude with the selection of locally preferred crossing locations and design concepts. Next steps for the City include securing grant funding for final design and construction.

Project Timeline & When to Share Input

Project Process

- **Review Existing Conditions** — Early 2025
- **Evaluate Alternatives** — Summer 2025
- **Prepare Public Draft Report** — Summer 2026
- **Apply for Grant Funding** — Spring 2027

Community Engagement

- ***Phase 1*** **Establish Design Priorities** — Spring 2025
- ***Phase 2*** **Feedback on Alternatives** — Fall 2025 – Early 2026
- ***Phase 3*** **Review Public Draft Report** — Fall 2026
- ***Phase 4*** **Council Adopt Final Report** — Spring 2027

**Detailed timeline can be found on the project website*

Appendix B: Community Workshop Summary

South Palo Alto Bike/Ped Connectivity Community Workshop #2 Summary
September 9, 2025, 7:30–9 p.m.
Mitchell Park Community Center, El Palo Alto Room

Event Purpose

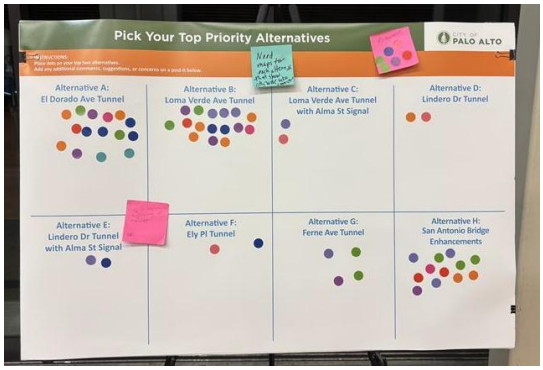
The City of Palo Alto hosted the second Community Workshop for the South Palo Alto Bike/Ped Connectivity Project on September 9, 2025, from 7:30–9 p.m. at the Mitchell Park Community Center (El Palo Alto Room). The purpose of this workshop was to gather community feedback on the eight preliminary conceptual design alternatives for possible grade-separated bike and pedestrian rail crossings in south Palo Alto.

The City promoted the workshop via Weekly City Manager Updates (August 11, August 18, September 8), social media (August 19, September 2), UpLift Local eNewsletter (August 14, August 21, August 28, September 4), and distributed flyers to all public libraries throughout Palo Alto. The City also sent emails to Principals, PTA Team Presidents, and Traffic Safety Representatives (TSRs) of all public schools in the southern portion of the City, as well as private schools, Neighborhood Associations, and businesses in south Palo Alto, in addition to several public and private schools, Neighborhood Associations, and businesses in Mountain View to inform them about the workshop.

Held after the City's Pedestrian and Bicycle Advisory Committee (PABAC) Meeting, the workshop drew approximately 40 community members. After a brief presentation, attendees participated in interactive stations where they could view details and provide feedback on exhibit boards on each of the design alternatives, as well as identify their top two priority design alternatives.

Feedback Summary

The following are key themes from the feedback received at each board, while the tables provide a summary of input received.



- Attendees favored Alternative B, Alternative A, and Alternative H (San Antonio Bridge Enhancements).
- Attendees supported alternatives that did not require or limited the number of property acquisitions.
- Attendees expressed support for alternatives that provided more direct routes, as well as those that connect to existing bike facilities.
- Attendees questioned why some locations were proposed when they were near existing or planned crossings.
- Several attendees commented that they would prefer 8-foot-tall tunnels and straight ramps, rather than the 12-foot draft designs and switchbacks.

Attendee Location

Attendees identified where they lived on a map depicting Palo Alto's neighborhoods at the sign-in table. Most attendees were from the Charleston Meadows Neighborhood.

Location	Number of Residents from Neighborhood
Charleston Meadows	9
Ventura	3
Greenmeadow	2
Old Palo Alto	1
College Terrace	1
Mayfield	1
Palo Verde	1
St. Claire Gardens	1
South of Midtown	1
Adobe Meadow/Meadow Park	1
Greendell	1
Walnut Grove	1
Barron Park	1

Level of Support for Each Alternative

Attendees indicated their level of support for each design alternative.

Level of Support	Alt. A	Alt. B	Alt. C	Alt. D	Alt. E	Alt. F	Alt. G	Alt. H
Strongly Against	2	4	6	12	13	9	4	1
Somewhat Against	0	2	0	0	0	2	0	1
Neutral	1	0	1	0	1	0	3	2
Somewhat Support	3	2	1	1	1	0	0	1
Strongly Support	11	7	4	2	0	1	1	6

Top Priority Alternatives

After reviewing each of the eight design alternatives, attendees placed dots to identify their top two preferred design alternatives.

Alternative	Number of Dots
Alternative A	15
Alternative B	16
Alternative C	2
Alternative D	2
Alternative E	2
Alternative F	2
Alternative G	4
Alternative H	12
No Alternative	6

Appendix C: Phase 2 Engagement Survey Results

CITY OF PALO ALTO

South Palo Alto Bike/Ped Connectivity Preliminary Design Concept Survey

October 15, 2025, 9:44 AM

Contents

South Palo Alto Bike/Ped Connectivity Preliminary Design Concept Survey

Share input on eight preliminary bike & pedestrian rail crossing design concepts in South Palo Alto.

Summary Of Responses

As of October 15, 2025, 9:44 AM, this forum had:		Topic Start	Topic End
Attendees:	911	August 14, 2025, 4:31 PM	October 12, 2025, 11:59 PM
Responses:	481		
Hours of Public Comment:	24.1		

QUESTION 1

Alternative A provides me with access to my destinations

	%	Count
Agree	62.7%	276
Disagree	37.3%	164

QUESTION 2

Alternative A would be safe and comfortable to use as a pedestrian, wheelchair user, or cyclist.

	%	Count
Agree	74.0%	321
Disagree	26.0%	113

QUESTION 3

Alternative A is worth the anticipated community investment in time and money.

	%	Count
Agree	58.8%	250
Disagree	41.2%	175

South Palo Alto Bike/Ped Connectivity Preliminary Design Concept Survey

Share input on eight preliminary bike & pedestrian rail crossing design concepts in South Palo Alto.

QUESTION 4

Alternative A is visually appealing at this location.

		%	Count
Agree		70.9%	297
Disagree		29.1%	122

QUESTION 5

Alternative A makes it easier to bike or walk at this location, which outweighs the impacts on existing neighborhoods. Impacts could include the amount of space needed (full or partial parcel acquisition) and effects on vehicle circulation, parking, and driveway access.

		%	Count
Agree		65.6%	277
Disagree		34.4%	145

QUESTION 6

What is your level of support for Alternative A?

		%	Count
Strongly Against		18.9%	85
Somewhat Against		9.8%	44
Neutral		16.4%	74
Somewhat Support		22.0%	99
Strongly Support		32.9%	148

QUESTION 7

Alternative B provides me with access to my destinations.

	%	Count
Agree	58.1%	244
Disagree	41.9%	176

QUESTION 8

Alternative B would be safe and comfortable to use as a pedestrian, wheelchair user, or cyclist.

	%	Count
Agree	55.4%	231
Disagree	44.6%	186

QUESTION 9

Alternative B is worth the anticipated community investment in time and money.

	%	Count
Agree	44.3%	184
Disagree	55.7%	231

QUESTION 10

Alternative B is visually appealing at this location.

	%	Count
Agree	51.6%	210
Disagree	48.4%	197

QUESTION 11

Alternative B makes it easier to bike or walk at this location, which outweighs the impacts on existing neighborhoods. Impacts could include the amount of space needed (full or partial parcel acquisition) and effects on vehicle circulation, parking, and driveway access.

	%	Count
Agree	45.8%	190
Disagree	54.2%	225

QUESTION 12

What is your level of support for Alternative B?

	%	Count
Strongly Against	31.1%	136
Somewhat Against	14.6%	64
Neutral	13.2%	58
Somewhat Support	19.9%	87
Strongly Support	21.2%	93

QUESTION 13

Alternative C provides me with access to my destinations.

	%	Count
Agree	54.5%	230
Disagree	45.5%	192

QUESTION 14

Alternative C would be safe and comfortable to use as a pedestrian, wheelchair user, or cyclist.

	%	Count
Agree	44.8%	185
Disagree	55.2%	228

QUESTION 15

Alternative C is worth the anticipated community investment in time and money.

	%	Count
Agree	33.7%	141
Disagree	66.3%	278

QUESTION 16

Alternative C is visually appealing at this location.

	%	Count
Agree	42.1%	170
Disagree	57.9%	234

QUESTION 17

Alternative C makes it easier to bike or walk at this location, which outweighs the impacts on existing neighborhoods. Impacts could include the amount of space needed (full or partial parcel acquisition) and effects on vehicle circulation, parking, and driveway access.

	%	Count
Agree	37.4%	158
Disagree	62.6%	264

QUESTION 18

What is your level of support for Alternative C?

		%	Count
Strongly Against		38.2%	168
Somewhat Against		18.9%	83
Neutral		13.4%	59
Somewhat Support		17.7%	78
Strongly Support		11.8%	52

QUESTION 19

Alternative D provides me with access to my destinations.

		%	Count
Agree		45.4%	194
Disagree		54.6%	233

QUESTION 20

Alternative D would be safe and comfortable to use as a pedestrian, wheelchair user, or cyclist.

		%	Count
Agree		55.7%	234
Disagree		44.3%	186

QUESTION 21

Alternative D is worth the anticipated community investment in time and money.

	%	Count
Agree	40.2%	169
Disagree	59.8%	251

QUESTION 22

Alternative D is visually appealing at this location.

	%	Count
Agree	52.8%	216
Disagree	47.2%	193

QUESTION 23

Alternative D makes it easier to bike or walk at this location, which outweighs the impacts on existing neighborhoods. Impacts could include the amount of space needed (full or partial parcel acquisition) and effects on vehicle circulation, parking, and driveway access.

	%	Count
Agree	43.3%	180
Disagree	56.7%	236

QUESTION 24

What is your level of support for Alternative D?

	%	Count
Strongly Against	34.2%	152
Somewhat Against	19.4%	86
Neutral	12.4%	55

	%	Count
Somewhat Support	14.6%	65
Strongly Support	19.4%	86

QUESTION 25

Alternative E provides me with access to my destinations.

	%	Count
Agree	40.8%	171
Disagree	59.2%	248

QUESTION 26

Alternative E would be safe and comfortable to use as a pedestrian, wheelchair user, or cyclist.

	%	Count
Agree	39.8%	164
Disagree	60.2%	248

QUESTION 27

Alternative E is worth the anticipated community investment in time and money.

	%	Count
Agree	29.3%	120
Disagree	70.7%	290

QUESTION 28

Alternative E is visually appealing at this location.

	%	Count
Agree	38.9%	157
Disagree	61.1%	247

QUESTION 29

Alternative E makes it easier to bike or walk at this location, which outweighs the impacts on existing neighborhoods. Impacts could include the amount of space needed (full or partial parcel acquisition) and effects on vehicle circulation, parking, and driveway access.

	%	Count
Agree	30.3%	124
Disagree	69.7%	285

QUESTION 30

What is your level of support for Alternative E?

	%	Count
Strongly Against	43.4%	191
Somewhat Against	22.0%	97
Neutral	13.6%	60
Somewhat Support	10.5%	46
Strongly Support	10.5%	46

QUESTION 31

Alternative F provides me with access to my destinations.

	%	Count
Agree	40.1%	165
Disagree	59.9%	246

QUESTION 32

Alternative F would be safe and comfortable to use as a pedestrian, wheelchair user, or cyclist.

	%	Count
Agree	43.9%	177
Disagree	56.1%	226

QUESTION 33

Alternative F is worth the anticipated community investment in time and money.

	%	Count
Agree	30.9%	125
Disagree	69.1%	279

QUESTION 34

Alternative F is visually appealing at this location.

	%	Count
Agree	42.1%	165
Disagree	57.9%	227

QUESTION 35

Alternative F makes it easier to bike or walk at this location, which outweighs the impacts on existing neighborhoods. Impacts could include the amount of space needed (full or partial parcel acquisition) and effects on vehicle circulation, parking, and driveway access.

		%	Count
Agree		33.8%	136
Disagree		66.2%	266

QUESTION 36

What is your level of support for Alternative F?

		%	Count
Strongly Against		40.7%	175
Somewhat Against		21.6%	93
Neutral		14.0%	60
Somewhat Support		11.4%	49
Strongly Support		12.3%	53

QUESTION 37

Alternative G provides me with access to my destinations.

		%	Count
Agree		44.2%	184
Disagree		55.8%	232

QUESTION 38

Alternative G would be safe and comfortable to use as a pedestrian, wheelchair user, or cyclist.

	%	Count
Agree	61.0%	242
Disagree	39.0%	155

QUESTION 39

Alternative G is worth the anticipated community investment in time and money.

	%	Count
Agree	47.5%	191
Disagree	52.5%	211

QUESTION 40

Alternative G is visually appealing at this location.

	%	Count
Agree	58.6%	231
Disagree	41.4%	163

QUESTION 41

Alternative G makes it easier to bike or walk at this location, which outweighs the impacts on existing neighborhoods. Impacts could include the amount of space needed (full or partial parcel acquisition) and effects on vehicle circulation, parking, and driveway access.

	%	Count
Agree	52.2%	211
Disagree	47.8%	193

QUESTION 42

What is your level of support for Alternative G?

		%	Count
Strongly Against		28.6%	125
Somewhat Against		17.6%	77
Neutral		15.6%	68
Somewhat Support		18.5%	81
Strongly Support		19.7%	86

QUESTION 43

Alternative H provides me with access to my destinations.

		%	Count
Agree		55.6%	233
Disagree		44.4%	186

QUESTION 44

Alternative H would be safe and comfortable to use as a pedestrian, wheelchair user, or cyclist.

		%	Count
Agree		52.8%	216
Disagree		47.2%	193

QUESTION 45

Alternative H is worth the anticipated community investment in time and money.

	%	Count
Agree	53.2%	215
Disagree	46.8%	189

QUESTION 46

Alternative H is visually appealing at this location.

	%	Count
Agree	57.6%	231
Disagree	42.4%	170

QUESTION 47

Alternative H makes it easier to bike or walk at this location, which outweighs the impacts on existing neighborhoods. Impacts could include the amount of space needed (full or partial parcel acquisition) and effects on vehicle circulation, parking, and driveway access.

	%	Count
Agree	56.2%	230
Disagree	43.8%	179

QUESTION 48

What is your level of support for Alternative H?

	%	Count
Strongly Against	27.7%	121
Somewhat Against	13.0%	57
Neutral	13.5%	59

		%	Count
Somewhat Support		18.3%	80
Strongly Support		27.5%	120

QUESTION 49

Rank the alternatives from 1 (your favorite) to 9 (least favorite).

1. Alternative A
2. Alternative B
3. Alternative H
4. Alternative G
5. Alternative D
6. Do Not Build Additional Bike/Ped Rail Crossings
7. Alternative C
8. Alternative F
9. Alternative E

QUESTION 50

Is there an additional amenity or feature that you would like to see incorporated into your favorite alternative to make it more desirable?

Answered	180
Skipped	301

QUESTION 51

How frequently would you use the rail crossing alternative you prefer?

		%	Count
Multiple times a week		39.2%	169
Once a week		19.0%	82
A few times a year		21.8%	94

		%	Count
I will not use the crossing		20.0%	86

QUESTION 52

Do you have additional comments, suggestions, or concerns regarding the South Palo Alto Bike/Ped Connectivity project?

Answered	253
Skipped	228

QUESTION 53

What is your connection to south Palo Alto? (Check all that apply)

		%	Count
I live here		85.6%	399
I work here		33.7%	157
I visit here		21.0%	98
I and/or my child attend school		22.3%	104
Shopping		59.4%	277
Dining		50.2%	234
Medical or dental visits		33.5%	156
Entertainment, recreation, or social purposes		51.9%	242
Visiting libraries and community centers		55.8%	260
Other		9.7%	45

South Palo Alto Bike/Ped Connectivity Preliminary Design Concept Survey

Share input on eight preliminary bike & pedestrian rail crossing design concepts in South Palo Alto.

QUESTION 54

What is your home zip code?

Answered	416
Skipped	65

QUESTION 55

How old are you?

	%	Count
Under 18 years	0.9%	4
19-29 years	5.6%	25
30-39 years	9.9%	44
40-49 years	18.7%	83
50-59 years	23.2%	103
60-69 years	22.3%	99
70-79 years	14.4%	64
80-84 years	4.1%	18
85 years and older	0.9%	4

QUESTION 56

How do you identify your race/ethnicity? (Check all that apply)

	%	Count
Asian, Asian Indian, or Pacific Islander	27.7%	107
Black or African American	1.3%	5

	%	Count
Middle Eastern or North African	2.1%	8
Spanish, Hispanic, or Latino	4.4%	17
White	64.8%	250
Other	5.7%	22

QUESTION 57

How do you identify your gender?

	%	Count
Man	53.6%	222
Woman	43.0%	178
Identify in another way	3.4%	14

Appendix D: Synthesis of Standing Meetings

SOUTH PALO ALTO BIKE/PED CONNECTIVITY PHASE 2 COMMUNITY ENGAGEMENT SYNTHESIS OF STANDING MEETINGS

Planning and Transportation Commission (PTC) Meeting (September 10, 2025)

- Requested clarification on the relationship between the South Palo Alto Bike/Ped Connectivity Project and the Rail Grade Separation Project and noted that the analysis assumes Meadow Drive and Charleston Road would be grade separated for all travel modes (vehicles, bikes, and pedestrians) in the future.
- Expressed opposition to design alternatives that require adding a new signalized intersection on Alma Street due to increases in motor vehicle travel delay and safety of bicyclists and pedestrians crossing Alma Street. However, it was noted that additional traffic signals and reduced lane widths on Alma Street may reduce vehicle speeds.
- Clarified that weekday bicycle and pedestrian trip demand for Alternatives B and C would likely be different due to added travel times waiting at a traffic signal at Alma Street.
- Expressed concern with design alternatives that require private homes and recommended the Alternatives Analysis made the number of homes impacted by each alternative clearer.
- Supported crossing locations with the highest bicycle and pedestrian demand projections.
- Generally, unsupportive of additional bicycle and pedestrian rail crossings between Meadow Drive and Charleston Road (Alternatives D and E) due to Rail Grade Separation Project, low demand projections (Alternatives D, E, and F), and in-direct roadways that would connect to/from the future tunnel.
- Most supported Alternative B, followed by Alternatives A, C, G, and H.

City/School Transportation Safety Committee Meeting (October 23, 2025)

- Requested clarification on the meaning of “right-of-way impacts”, number of bicycle and pedestrian crossings that would be built because of this effort, and relationship to the Rail Grade Separation Project.
- Provided general feedback on the tunnel designs that would apply to all alternatives.
    - Suggested ramp grades are less than the ramps at California Avenue and are designed to accommodate larger bikes and discourage bike speeding.
    - Emphasized that tunnel lighting is very important at night as well as during the day as visibility can be limited when quickly transitioning from dark to light on a bright/sunny day.

  - Noted that tunnel width is very important to accommodate two-way travel and suggested that future tunnels are wider than those at California Avenue.
  - Expressed concern with situations where students would cross traffic to access tunnels due to potential safety risks.
  - Encouraged City to consider way to avoid at-grade crossings of Alma Street and clarified that Alma Street at the Homer tunnel (which includes an at-grade crossing of Alma Street via a signalized intersection) has a speed limit of 25 mph and is in a more urban/downtown setting where vehicles travel at slower speeds.
- Recommended placement of existing/future crossings be evenly spaced out and aligned with school routes to increase accessibility for users.
- Suggested City also considers enhancements at the existing California Avenue crossing.
- Generally supportive of Alternative B due to location and grade-separated crossing of Alma Street. However, noted there would be significant trade-offs as this design would require 2-4 private lots.
- Generally supportive of Alternative A due to limited property impacts (would not impact existing buildings) and encouraged City to consider refinements that would extend the tunnel to El Dorado and provide a grade-separated crossing of Alma Street.
- Interested in exploring Alternatives G and H to support east-west bicycle and pedestrian connectivity due to future, high-density housing along San Antonio Road. However, noted that Alternative H does not provide family-friendly rail crossings for students.

Pedestrian and Bicycle Advisory Committee Meeting (November 4, 2025)

- Requested clarification on the relationship and potential construction sequencing of the South Palo Alto Bike/Ped Connectivity Project and the Rail Grade Separation Project, as well as number of crossings currently being considered in relation to their geographic distribution.
- Expressed opposition to design alternatives that require adding a new signalized intersection on Alma Street due to increases in pedestrian and bicycle travel times waiting to cross Alma Street.
- Supportive of Alternative B due to location and grade-separated crossing of Alma Street, however, noted significant trade-offs due to private property acquisitions on Park Boulevard and circulation disruptions to adjacent properties on Loma Verde Avenue.
- Supportive of Alternative A due to limited property impacts and suggested modifying design to extend tunnel under Alma Street to El Dorado Avenue.
- Supportive of Alternative G due to location and proximity to San Antonio Caltrain Station, connection with Del Medio and San Antonio Shopping Center in Mountain View.
- Generally supportive of Alternative H due to enhanced bicycle and pedestrian access to the San Antonio Caltrain Station but noted center-running bikeway on San Antonio Road would be intimidating for many people (especially at signalized intersections on either end).

Suggested refinements to Alternative H included improvements at San Antonio Road/Mackay Drive intersection for better bicycle and pedestrian access to Nita Avenue, and use of the tunnel underneath San Antonio Road near Briarwood Way and a multi-use path connecting to Mayfield Avenue.

- Generally unsupportive of Alternatives D, E, and F due to low demand projections.
- Provided feedback that would apply to several alternatives:
    - Recommended reduced tunnel heights and depths to reduce ramp lengths and property impacts.
    - Suggested additional exploration of ramps/tunnels that use the landscaped planted area on the eastside of Alma Street rather than tunneling down the middle of the street due to adjacent property impacts and circulation disruptions. Noted Alternative D as favorable design due to grade-separated crossing under Alma Street and use of landscaped strip on Alma Street.
    - Reinforced that this will be a major infrastructure project and will be used for a long time, so it should be forward-thinking.
    - Encouraged enhanced pathway designs to more bicycle-oriented that can accommodate two-way travel.

Rail Committee Meeting (November 18, 2025)

- Requested clarification on the relationship and interplay between the South Palo Alto Bike/Ped Connectivity Project and the Rail Grade Separation Project and the sequencing of construction of these projects.
- Requested clarification on the meaning of "parcel impacts", including what is the worst and best case for these alternatives.
- Commented that there may be Caltrain right-of-way impacts for alternatives proposing a ramp between Alma Street and the Caltrain tracks.
- Provided feedback that Alternatives G and H primarily serve Mountain View and would require close collaboration and partnership with Mountain View.
- Suggested eliminating D, E, and F from further consideration due to trade-offs.
- Requested confirmation that it would be possible to mix and match design elements of the alternatives, for example modifying Alternative A to include a tunnel under Alma Street and the Caltrain tracks.
- Commented that as concepts are advanced, trade-offs with slopes and ramp lengths as well as whether to cross Alma Street at-grade (via new signalized intersection) or below-grade (via tunnel) should be explored.
- Noted that the committee looked forward to feedback from Stanford University, Stanford Research Park, and Palo Alto Unified School District (PAUSD).
- Discussed challenges with the exploration of steeper ramps with tighter switchbacks to reduce impacts to parcels and improbability of finding two willing property sellers at Alternatives B and C.

- Supportive of Alternative A due to location near Matadero Creek, connections to El Dorado Avenue (as a lower volume street and future bicycle boulevard), Bryant Street, El Carmelo Elementary School, Hoover Park, NVCAP and Stanford Research Park, limited property impacts, higher bicycle and pedestrian use and opportunities for mode shift.
- Unanimously passed a motion to recommend to Council that Alternative A, a crossing at El Dorado Avenue, be advanced as the preferred alternative and eliminate all other alternatives from further consideration. Rail Committee also recommended that Alternative A be advanced with two variants:
    - Alternative A1 with a signalized crossing of Alma Street at El Dorado Avenue.
    - Alternative A2 with a tunnel under both Alma Street and the Caltrain tracks in the vicinity of El Dorado Avenue.

City Council Meeting (December 1, 2025)

- Recapped discussion and Rail Committee recommendation from November 18, 2025 meeting to advance Alternative A1 and Alternative A2 as the two preferred alternatives for further study and urged project delivery.
- Discussed importance of personal security and differentiating factors between Alternative A and Alternative B, recognizing Alternative B scored higher for personal security due to more direct geometry and clearer sight lines compared to Alternative A that involves some 90-degree turns near ramps leading to the signalized intersection.
- Reviewed potential property impacts and noted all options involve some level of property impact, which could be negotiated through a friendly purchase. Further recognized at least two residential properties (potentially more since constructability had not yet been analyzed) would be needed under Alternative B.
- Discussed feasibility for a new Alternative A2 and elements to be explored as designs are advanced, including the east-side connection to El Dorado Avenue or El Carmelo Avenue, refinements to limit driveway/property impacts, and presence of cul-de-sacs near El Dorado Avenue that limit vehicular access/egress to residences in the area.
- Considered trade-offs with California Avenue tunnel proximity and noted the existing tunnel characteristics as less desirable compared to current design standards.
- Noted planned Rail Grade Separation projects at Charleston Road and Meadow Drive are anticipated to be constructed separately to maintain some bike and pedestrian access (especially for students) during construction.
- Commented on higher vehicle speeds on Alma Street near El Dorado Avenue and the need to consider speed management strategies and enhanced crossing treatments.
- Motion passed to direct Staff to continue to focus their evaluations on Alternatives A1 and A2, with a preference for Alternative A2.

Appendix E: Phase 2 Mailer 1

Learn about and share input on the South Palo Alto Bike/Pedestrian Rail Crossings Project.

Take Our Brief Online Survey Before October 12!

Scan the QR Code or Visit PaloAlto.gov/BikePedCrossings

Contact Us

Phone: (650) 329-2520
Email: Transportation@PaloAlto.Gov

City of Palo Alto
Office of Transportation
250 Hamilton Ave.
5th Floor
Palo Alto, CA 94301

South Palo Alto Bike/Pedestrian Rail Crossings

ABOUT THE PROJECT

The City of Palo Alto is engaging with the community to identify locations and design concepts for additional bicycle and pedestrian crossings above or below the Caltrain corridor in the southern part of the City.

Community feedback will help inform the selection of preferred rail crossing locations, designs, and improvements along the corridor.

Learn more and take a brief online survey at: PaloAlto.Gov/BikePedCrossings

SHARE INPUT & FEEDBACK

Take a brief online survey to share your feedback on preliminary bike and pedestrian rail concept design alternatives in south Palo Alto.

Please complete the online survey before October 12, 2025.

CITY OF PALO ALTO

Appendix F: Phase 2 Mailer 2

Learn about and share input on the South Palo Alto Bike/Pedestrian Rail Crossings Project

City Council Meeting
Monday, December 1, 2025
5:30 PM

Hybrid Meeting In-Person & Virtual

Palo Alto City Hall
Council Chambers
250 Hamilton Avenue

Contact Us

Phone: (650) 329-2520
Email: Transportation@PaloAlto.Gov

CITY OF PALO ALTO

City of Palo Alto
Office of Transportation
250 Hamilton Ave.
5th Floor
Palo Alto, CA 94301

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CITY OF
PALO ALTO

SHARE INPUT & FEEDBACK

Join the City Council meeting on Monday, December 1, 2025 to learn more and share your feedback.

On November 18, 2025, Rail Committee reviewed eight concept designs and unanimously recommended that a crossing at El Dorado Avenue be advanced for further consideration.

On December 1, 2025, City Council will review the eight alternatives and consider eliminating alternatives from further consideration.