Presentations for the
February 24, 2020
City Council Meeting
THEME OF STUDY SESSION

Offer Increased Understanding of Who We Are and What We Do
New Recruiting Video
• Each Palo Alto Police Officer has their own unique story.
• But despite their different backgrounds, they have all embraced a common mission: to proudly serve and protect the citizens of Palo Alto with respect and integrity.
• If you’d like to help us accomplish this mission, apply today. And tell us your story.
2019 ANNUAL REPORT

View or download at www.cityofpaloalto.org/papd2019
ORGANIZATIONAL STRUCTURE

150.5 employees across four divisions
• Field Services
• Investigative Services
• Technical Services
• Administration
ACTIVITY STATISTICS FOR 2019

By the numbers...
- 51,417 calls for service
- 99.5% of 9-1-1 calls answered within 15 seconds
- 5,611 offenses
- 836 traffic collisions
CRIME STATISTICS FOR 2019


Important Things to Remember...
• Palo Alto continues to have a very low violent crime rate
• Property crimes (auto burglary, theft, shoplifting, etc.) are the most common types of crime
• Crime numbers are cyclical
RESPONSE TIMES FOR 2019

Emergency / Urgent / Non-Emergency
NOTABLE RECENT ACCOMPLISHMENTS

2018 through 2020
Field-Based Video

- Every car outfitted with 5 cameras
- Every officer equipped with body-worn camera
Video Overview of Field-Based Video Set-Up

• Every car outfitted with 5 cameras
• Every officer equipped with body-worn camera
Video Demonstration of Field-Based Video in Action
• Vehicle stop demonstration
Return of the Traffic Team

- Full-time traffic enforcement
- Directed enforcement, driven by data and community input
PATROL COMM. SERVICE OFFICERS

Patrol Community Service Officers (CSOs)

• Enhanced service to residents
• Assist sworn police officers
Chief’s Advisory Group

- Bi-monthly meetings
- Strategic traffic enforcement plan
COMMUNITY ENGAGEMENT

Community Engagement
• Basic and Advanced Citizens Police Academies
• National Night Out
• Formal community events
Regional Task Force Partnerships

• Santa Clara County Specialized Enforcement Team
• Santa Clara County Regional Auto Theft Task Force
Technology Enhancements

- New digital radio interoperability network
- Upgrades to patrol car computers
ACCOUNTABILITY

Administrative Reports, Use of Force, and the Independent Police Auditor
Administrative Report Statistics

- Only .008% of arrests in 2019 required a use of force
- Only 4 citizen complaints in 2019
ADMINISTRATIVE REPORT STATISTICS

Administrative Reports, Last Five Years (2015-2019)
POLICE USE OF FORCE

Police Use of Force
- Use of force reporting procedures
- Use of force investigation procedures
Use of Force, Last Five Years (2015-2019)
Independent Police Auditor

Independent Police Auditor: OIR Group
- Working with PAPD since 2006
- Prior to 2019, PAPD and San Jose PD were only agencies in Santa Clara County to have independent oversight
- All IPA reports available online at www.papd.org
RECENT LEGISLATIVE CHANGES

Impacting PAPD Operations
Recent Legislative Changes Impacting PAPD Operations

- Senate Bill 1421
- Assembly Bill 748
- Senate Bill 978
- Addition of our “Public Information Portal” at www.papd.org
LOOKING FORWARD

2020 and Beyond
EVOLUTION OF THE LABOR FORCE

Evolution of the Law Enforcement Labor Force
• Minimum staffing impacts from various forms of leave
• Recruiting and retention challenges
• Ongoing hiring efforts
The United States lost at least 228 officers to suicide in 2019.
LOOKING FORWARD

What is on the horizon?
• Resiliency training – mind, body, and spirit
• Expand size of Traffic Team
• Combat auto burglaries
• Develop innovative approaches to our service delivery throughout the city
Evaluation of the Neighborhood Traffic Safety Bicycle Boulevard Phase 1 Project
City Council || February 24, 2020
In 1972 Palo Alto dedicated its formal bikeway system – one of the nation’s first.

In 1982 the City created the first bicycle boulevard in the nation on Bryant Street.
What is a bicycle boulevard?

Low volume through-street where bicycles have priority over automobiles, conflicts between bicycles and automobiles are minimized, and bicycle travel time is reduced by the removal of stop signs and other impediments to bicycle travel.
Neighborhood Traffic Safety Bicycle Boulevard Milestones

2012  Bicycle + Pedestrian Transportation Plan adopted

2014  Conceptual planning of the NTSBB projects started

2016  $11.6 million budgeted in the 5-year capital improvement program; NTSBB conceptual plans for Phase 1 approved; and preparation of plans, specifications, and construction estimates started

2017  Design for NTSBB Phase 1 approved and construction contract awarded
Project Snapshot

Project Cost: $8,694,191

- **7.1 miles** of traffic calmed local streets
- **11** roundabouts
- **3** raised crosswalks
- **5** raised intersections
- **4** intersection reconfigurations

*Approximate schedule, actual timing of phases will be impacted by various factors, such as wet weather and variable subsurface conditions.*
And then . . .

• Construction started on Ross Road

• As construction progressed the intensity of questions, concerns and opposition to the project increased

• City staff undertook numerous efforts to be responsive

• In March 2018 construction was paused

• In June the City Council held a study session

• In August construction was formally halted with no work performed on segments 6, 7, 8, and 9
### Ross Road Bicycle Boulevard

<table>
<thead>
<tr>
<th>Segment</th>
<th>Roundabout</th>
<th>Speed Hump</th>
<th>Bulbou</th>
<th>Island</th>
<th>Raised Intersection</th>
<th>Stop Signs</th>
</tr>
</thead>
</table>
| 1       | @ E. Meadow | S. Talisman  
S. Stone w/c  
S. Christine (added) | @ Talisman | @ Corina | @ Mayview | @ Mayview  
(retained) |
| 2       |            | S. YMCA w/c  
S. Richardson w/c  
S. Allen  
N. Stern w/c | @ YMCA  
@ Allen  
@ Stern |        |        | @ Ames  
(retained) |
| 3       |            | S. Sutter w/c | @ Clara | @ Colorado |        |        |
# Amarillo/Moreno Bicycle Boulevard

<table>
<thead>
<tr>
<th>Segment</th>
<th>Round about</th>
<th>Speed Hump</th>
<th>Bulbouit</th>
<th>Island</th>
<th>Raised Intersection</th>
<th>Shared Path</th>
<th>All-Way Stop</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>@ Greer</td>
<td>W. Tanland w/c</td>
<td>@ Ohlone w/table @ Tanland w/table @ Tanland w/table</td>
<td>@ Bayshore (Chicane)</td>
<td></td>
<td></td>
<td>@ Greer (retained)</td>
</tr>
<tr>
<td>5</td>
<td>@ Ross</td>
<td></td>
<td>@ Moreno @ Amarillo @ Ohlone School</td>
<td></td>
<td>@ Moreno @ Amarillo</td>
<td>S. Moreno E. Louis</td>
<td>@ Moreno @ Fielding</td>
</tr>
</tbody>
</table>
Evaluation Delayed

- An evaluation was targeted for 2019
- Loss of key staff (Chief Transportation Official, interim head - Deputy City Manager)
- Delay in filling key vacant positions (Chief Transportation Official, Senior Engineer)
- Competing priorities (i.e. Grade separation, permit parking program)
Community Input

- Community survey, 2018
- City Council study session, 2018
- On-going input (i.e. 311 system)
- Resident survey, 2020
- Road user survey, 2020
- Community service entities
- Public schools
- Service providers - PAPD, PAFD, VTA, GreenWaste
Community Perceptions

- 480 responses to the community surveys
- Residents were split on if the bicycle boulevards increased bicycle usage
- Half of the residents felt that the project did not increase safety
- Road users who reported that they felt unsafe included 40% of motorists; 38% of bicyclists, and 15% of pedestrians
- The majority of residents felt the speed of vehicles did not change
Community Suggested Modifications

- About 80% of residents and 68% of other road users felt that the bicycle boulevards should be modified.
- A majority, however, did not describe specific changes.
- 18% of respondents advocated the removal of design features that narrow the roadway including at a minimum all roundabouts, bulbouts, chokers, islands, and curb extensions.
- About 5% of respondents suggested bike lanes.
- Several dozen respondents felt the design of the slotted speed humps with chokers should be modified.
Community Suggestions

- Several dozen respondents found the stop controls at the intersections on Louis Road to be confusing and wanted modifications.

- Several respondents felt that the curb extensions at the YMCA driveway exists should be modified.

- Several respondent felt streets should be closed to deter motorists and thereby promote bicycling.

- Several respondents felt that more stop signs are needed to deter speeding.
Data Collected

- Vehicle, bicycle, and pedestrian volumes
- Vehicle speeds
- Traffic collisions
- Motorist, bicyclist, and pedestrian behavior
### “Before” and “After” Changes

<table>
<thead>
<tr>
<th>Key Factors</th>
<th>Ross Road</th>
<th>Amarillo/Moreno</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday bicycle volumes</td>
<td>50% increase</td>
<td>No change</td>
</tr>
<tr>
<td>Overall 85&lt;sup&gt;th&lt;/sup&gt; speeds</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>Total collisions</td>
<td>10 to 8</td>
<td>2 to 1</td>
</tr>
<tr>
<td>Annual collision rate</td>
<td>3.6 to 5.3</td>
<td>0.6 to 0.7</td>
</tr>
<tr>
<td>Bicycle collisions</td>
<td>2 to 5</td>
<td>0 to 0</td>
</tr>
<tr>
<td>Pedestrian collisions</td>
<td>2 to 0</td>
<td>0 to 0</td>
</tr>
<tr>
<td>Collisions at roundabout</td>
<td>2 to 4</td>
<td>0 to 0</td>
</tr>
<tr>
<td>Bicycle rear end or sideswipe</td>
<td>0 to 0</td>
<td>0 to 0</td>
</tr>
</tbody>
</table>
## Collisions at Ross Road/E. Meadow Drive Intersection

<table>
<thead>
<tr>
<th>Time</th>
<th>Auto-Bike</th>
<th>Auto-Auto</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>During</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>After</td>
<td>3</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>4</td>
<td>2</td>
<td>6</td>
</tr>
</tbody>
</table>
Road User Behavior

Sample size: 14,000 observations over 2 days in January 2020

Observed at roundabouts
- 1/300 motorists does not yield right of way
- 1/30 bicyclist does not yield right of way, or rides on wrong side of road, or goes clockwise around the roundabout
- 1/9 pedestrians walk outside of marked crosswalks

Observations at slotted speed hump with chokers
- 1/200 bicyclists wrong side of road
- 1/8 motorists wrong side of road
- 3 motorists passed bicyclists at speed hump
- 37 motorists on wrong side of road with bicyclists approaching
Ross Road Bicycle Boulevard Findings

- The devices installed increased bicycle usage but the number of traffic collisions also increased.

- To address vehicular conflicts the intersection of Ross Road and E. Meadow should be controlled by a 2-way stop with E. Meadow stopping for Ross.

- To facilitate larger vehicles the geometric modification of the roundabout at Ross Road and E. Meadow should be modified.

- To address speeding south of Mayview a speed hump should be considered.
Amarillo/Moreno Bicycle Boulevard Findings

- A significant number of the planned design features were not installed

- The devices that were installed did not change either bicycle usage or the number of traffic collisions

- To address driver confusion on Louis Road place the stop signs on the approaches as shown below:

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Stop Sign</th>
</tr>
</thead>
<tbody>
<tr>
<td>Louis/Moreno (west)</td>
<td>All approaches</td>
</tr>
<tr>
<td>Louis/Moreno (east)</td>
<td>Moreno (east)</td>
</tr>
<tr>
<td>Louis/Fielding</td>
<td>Fielding</td>
</tr>
<tr>
<td>Louis/Amarillo</td>
<td>All approaches</td>
</tr>
</tbody>
</table>
Lessons Learned

✓ Improve extent and timing of community engagement

✓ Enhance education of road users

✓ Ensure cost effectiveness of devices

✓ Update the guidelines for traffic calming/speed humps

✓ PW to construct large projects

✓ Design error will be reviewed by administration

✓ Build staff capacity of staff
1. Accept the report, “Evaluation of the Neighborhood Traffic Safety and Bicycle Boulevard Phase 1 Project”,

2. Affirm the implemented modifications that have been made to the Neighborhood Traffic Safety Bicycle Boulevard Phase 1 plan that was originally approved by the City,

3. Affirm proposed modifications as described in the report – completion expected by June 2020 subject to filling of key staff positions,
4. Affirm planned efforts by staff to enhance educational activities to address the observed unsafe behavior of motorist, bicyclists, and pedestrians – incorporate appropriate educational efforts in the Office of Transportation FY 2020-21 workplan,

5. Affirm that the community engagement process will be updated to reflect the lessons learned with the input of the Planning and Transportation Commission, the Pedestrian and Bicycle Advisory Committee, and the City/School Traffic Safety Committee, and return the process to the City Council for discussion – to be brought back to City Council by August 2020 along with a status report of the pending bicycle boulevard projects by November 2020,
6. Acknowledge that the guidelines, criteria, and design standard for the application of speed humps will be updated, and

7. Acknowledge that the Office of Transportation is undertaking steps to build its capacity to more successfully manage challenging projects like bicycle boulevards.
Additional Materials

- Install sod curb at the roundabout departure areas to prevent parked cars from blocking vehicles from making the left turn in front of the center island.
- Remove tactile domes in splitter islands.
- Make the noses of the splitter islands fully mountable rounded concrete (remove river stones).
- Increase the clearance from the edge of the truck apron to the signs within the center island.
- Remove the band of river stones in the island and increase the depth of the concrete truck apron.
Additional Materials

<table>
<thead>
<tr>
<th>No.</th>
<th>Traffic Circles</th>
<th>Round or Oval shaped</th>
<th>Diameter (feet)</th>
<th>2/3/4 legged</th>
<th>2 Way stop/4 Way stop/yield</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Everett and Emerson</td>
<td>Round</td>
<td>22</td>
<td>4 legged</td>
<td>2 Way</td>
</tr>
<tr>
<td>2</td>
<td>Cowper Street &amp; Howitzone Avenue</td>
<td>Round</td>
<td>22</td>
<td>4 legged</td>
<td>2 Way</td>
</tr>
<tr>
<td>3</td>
<td>Fulton Street and Lytton Avenue</td>
<td>Oval</td>
<td>23 x 17</td>
<td>4 legged</td>
<td>2 Way</td>
</tr>
<tr>
<td>4</td>
<td>Addison Avenue and Bryant Street</td>
<td>Round</td>
<td>24</td>
<td>4 legged</td>
<td>2 Way</td>
</tr>
<tr>
<td>5</td>
<td>Everett Avenue and Webster Street</td>
<td>Round</td>
<td>18</td>
<td>4 legged</td>
<td>2 Way</td>
</tr>
<tr>
<td>6</td>
<td>Indian Drive and Moreno Avenue</td>
<td>Round</td>
<td>26</td>
<td>3 legged</td>
<td>All yield</td>
</tr>
<tr>
<td>7</td>
<td>College Avenue and Yale Street</td>
<td>Round</td>
<td>22</td>
<td>3 legged</td>
<td>One Stop only on NB</td>
</tr>
<tr>
<td>8</td>
<td>Yale Street and Cambridge Avenue</td>
<td>Round</td>
<td>16</td>
<td>3 legged</td>
<td>One Stop only on WE</td>
</tr>
<tr>
<td>9</td>
<td>Ross Road and East Meadow</td>
<td>Round</td>
<td>35</td>
<td>4 legged</td>
<td>All yield</td>
</tr>
<tr>
<td>10</td>
<td>Ross Road and Moreno Avenue</td>
<td>Round</td>
<td>40</td>
<td>4 legged</td>
<td>All yield</td>
</tr>
</tbody>
</table>
Update on Boards and Commissions

February 24, 2020
Ad-Hoc Committee work complete to date

- Survey of current and former board members and commissioners
- Interviews with staff
- Review of our current Policies & Procedures and comparable jurisdictions
  - Report provides links to Mountain View, Menlo Park, Sunnyvale, and Redwood City
Recommendations

1. Update application and interview process
2. Training for new members and for chairs/vice-chairs
3. Annual work plans and priority setting
5. Update our underlying ordinances
6. Changes to our standing Boards and Commissions
Topics to discuss this evening

- Annual work plans and process to change during year
- Establishing term limits
- Moving to a single interview period and filtering candidates before interviews
- Changes to our standing boards and commissions
Updated work plan

Primary actions

- Present interim report including results of survey, interviews with staff, and comparison with other jurisdictions

- Continue work and return to Council:
  - Incorporate feedback from Council
  - Draft Handbook for Board Members and Commissioners
  - Proposed changes to Council Protocols and Procedures and underlying ordinances to effect suggested changes

Timeframe

- February (Today)
- March/April