



Near-Term Implementation

The 2026 BPTP focuses staff resources to make incremental progress on the highest priority locations shown in **Table 9** (not a ranked list), representing a total of 12 miles of enhancements on the network. The estimated cost of implementing all 16 projects is \$12.8 million. Initially, projects scoring above 70 under the evaluation criteria were considered for near-term implementation; however, based on guidance from City staff, City Council, and community feedback, the list was refined. The remaining 78 bicycle projects would be considered for long-term implementation.

Table 9: Near-Term Bicycle Projects

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	COST ESTIMATE
SUP_1	Quarry Road Transit Connection Project	Construct an extended trail from the intersection with El Camino Real to the Palo Alto transit center and Mitchell Lane.	\$599,250.00
SB_11a	Middlefield Road Separated Bikeway Connection to Menlo Park	Construct a new separated bikeway from Menlo Park to Everett Ave to allow for intercity connectivity.	\$202,745.00
SB_12	Homer Avenue Separated Bikeway	Upgrade a painted bike lane to a buffered or separated bikeway on north side and Extend the protected bike lane on south side on Homer Avenue from Alma Street to Bryant Street.	\$402,095.20
SB_18	East/West Meadow Drive Separated Bikeway	Upgrade a painted bike lane to separated bikeway on West Meadow Drive from El Camino Way to Alma street and continue onto East Meadow Drive from Alma Street to Fabian Way. Consider raised crossings to slow traffic and create safer crossings for students. (Coordinate with the Middlefield Protected Bike Lane project for safe intersection crossings.)	\$3,002,134.80
SB_20	San Antonio Road Separated Bikeway	Construct a new separated bikeway along San Antonio Avenue frontage street from Alma Street to E. Bayshore Road. Request new developers to reconstruct street according to new design. Coordinate with the City's San Antonio Area Plan planning efforts and with surrounding towns to create smooth transition between cities.	\$4,220,679.40
SB_23	Fabian Way Separated Bikeway	Coordinate with the existing South Palo Alto Bikeways Demonstration Project as part of the Palo Alto Safety Action Plan. Upgrade painted bike lane to buffered and/or separated bikeway along Fabian Way from East Meadow Drive until Charleston Road to separate road users and create a more low-stress route for school commutes. Lane reconfiguration needed.	\$1,044,655.40
BLVD_2	Bryant Street Bike Boulevard Downtown Access Project	Install traffic diverters, speed bumps, traffic circles, or other similar interventions on Bryant Boulevard between Embarcadero Road and downtown. Include a turn restriction from Embarcadero Road going northbound onto Bryant Boulevard.	\$459,337.80
BLVD_15	Cowper Street Bike Boulevard	Upgrade a bike route to a bike boulevard on Cowper Street from Coleridge Avenue until East Meadow Drive. Install raised crossings at Hoover Park. Implement traffic calming elements and wayfinding along route and gateway treatments at intersections.	\$1,170,582.00

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	COST ESTIMATE
BLVD_24	Park Boulevard Bike Boulevard	Construct a new bike boulevard along Park Boulevard from Castilleja Avenue to Lambert Avenue, transforming the current bike lanes into a slow, calm shared roadway bicycle boulevard environment. Use modal filters to lower traffic volumes.	\$1,204,620.20
BBL_4	El Camino Way Buffered Bike Lane	Upgrade El Camino Way to a buffered bike lane from Los Robles Avenue to Maybell Avenue. Parking removal needed. Intersection improvement and wayfinding at the intersection with West Meadow Drive to connect to the separated bikeway and Wilkie Way bike boulevard. Coordinate with major intersection improvement at El Camino Real and Maybell Avenue intersection and new bike boulevard. Alternatively, consider one-way traffic on El Camino Way to retain parking and accommodate buffered bike lanes.	\$86,486.40
BBL_7	Cambridge Avenue Buffered Bike Lane	Stripe a buffered bike lane on Cambridge Avenue and Yale Street from Park Avenue to California Avenue, crossing El Camino Real. This is an alternate route for use when California Ave is occupied with community events.	\$102,995.20
BBL_8	California Avenue Buffered Bike Lane	Upgrade painted bike lane to a buffered bike lane on California Avenue from El Camino Real to Hanover Street. Parking reconfiguration needed to create space for buffered bike lanes. Coordinate with the El Camino Separated Bikeway project and the Hanover Street Buffered Bike Lane project to create smooth intersection crossings.	\$107,811.20
BBL_9	Amaranta - Clemo Buffered Bike Lane	Stripe a buffered bike lane on Amaranta Avenue and Clemo Avenue from Los Robles Avenue to Arastradero Road. Consider design details appropriate for a more rural neighborhood context. Coordinate with Arastradero Road Separated Bikeway to create a safe intersection crossing.	\$103,331.20
BL_5	Stanford Avenue Bike Lane connection to Hanover	Upgrade bike route and sharrows to painted bike lane on Stanford Avenue from Harvard Street to Dartmouth Street. Connect to existing bike lanes on Stanford Avenue and new Bike Boulevard on Hanover Street. Coordination is needed with the Stanford University and Escondido Elementary School. Consider a study of impacts of no left turns on to Escondido Road and Hanover Street.	\$11,688.90
BL_6	California Avenue Bike Lane	Painted a bike lane on California Avenue from the Caltrain station to Birch Street. Coordinate with California Avenue Streetscape project. Consider reorientation of parking stalls to create more space for bicycling.	\$39,381.30
CS_1	California Avenue Community Street	Community Street design on California Avenue from Birch Street to El Camino Real to align with the California Avenue Streetscape project.	\$28,143.60

Source: Kittelson & Associates, 2025

Note: The costs include only construction expenses; additional funding may be required for planning and engineering assessments.



In addition to the recommended bicycle network projects, the following 22 intersection and crossing projects should be considered for near-term enhancements. Of these, nine projects are on either bicycle or pedestrian HIN. **Figure 19** shows the 38 near-term bicycles, intersection and crossing projects.

Table 10: Priority Intersection and Crossing Projects

PROJECT NUMBER	PROJECT NAME	DESCRIPTION
CROSSING_01	Seale Avenue Tunnel	Construct an undercrossing of Caltrain and Alma street at Seale Ave
CROSSING_09	Matadero Creek Highway 101 Seasonal Undercrossing	Convert the existing Santa Clara Valley Water District (SCVWD) maintenance road along Matadero Creek under Highway 101 to a seasonal public trail with reconfiguration of the approaches and addition of lighting, railings and signage. Constructing the new undercrossing and other improvements will help implement the Matadero Creek Trail/Midtown Connector project. ¹
CROSSING_10	Southern Palo Alto Bike/ Ped Crossing	Construct a grade-separated pedestrian and bicycle crossing of Caltrain/Alma Street in the vicinity of Matadero Creek/Park Boulevard or between El Dorado and Loma Verde Avenues. This project closes a 1.3 mile gap between existing crossings at California Avenue and Meadow Street, greatly improving east-west connectivity in conjunction with other improvements. ²
BLVD_ CROSSING_01	Chaucer Street crossing of University Avenue	Configure the approaches of Chaucer street with bike boxes to prioritize people riding bicycles on this Bicycle Boulevard route.
BLVD_ CROSSING_02	Carlson Streer Crossing of E Charleston Rd	Configure the approaches of Carlson Street with bike boxes to prioritize people riding bicycles on this Bicycle Boulevard route.
BLVD_ CROSSING_03	Wilkie Way Crossing of West Charleston Road	Configure the approaches of Wilkie Way with bike boxes to prioritize people riding bicycles on this Bicycle Boulevard route.
BLVD_ CROSSING_04	Cowper Street Crossing of East Meadow Drive	Construct jogged connection from Mitchell Park Path to Cowper Street Integrate with East Meadow street bikeway upgrades.
BLVD_ CROSSING_05	Seale Avenue Bike Boulevard Crossing of Middlefield Road	Construct a low-stress crossing of Middlefield Road to encourage yielding to bicyclists on this Bicycle Boulevard route. Consider a full intersection median to filter out auto traffic on Seale Ave.
BLVD_ CROSSING_07	Greer Road Crossing of Embarcadero Road	Configure the approaches of Green Road with bike boxes to prioritize people riding bicycles on this Bicycle Boulevard route.
BLVD_ CROSSING_08	St. Francis Drive crossing of Embarcadero Road	Configure the approaches of St Francis Drive with bike boxes to prioritize people riding bicycles on this Bicycle Boulevard route.
BLVD_ CROSSING_10	Bryant St crossing of E Meadow Dr	Enhance the crossing of East Meadow Dr with a median island, flashing beacon or hybrid beacon.
BLVD_ CROSSING_11	Nelson Dr crossing of E Charleston Rd	Enhance the crossing of East Charleston with a bike box and crossing markings for clear connection between the pathway and bike boulevard.

1 This project is on VTA's Measure B Bike/Ped Candidate Project List, titled "Matadero Creek Trail and Undercrossing at US 101: <https://www.vta.org/projects/funding/2016-measure-b#accordion-bicycle---pedestrian>

2 This project is on VTA's Measure B Bike/Ped Candidate Project List, titled, "South Palo Alto Caltrain Pedestrian/Bicycle Grade Separation": <https://www.vta.org/projects/funding/2016-measure-b#accordion-bicycle---pedestrian>



PROJECT NUMBER	PROJECT NAME	DESCRIPTION
INTERSECTION_01	Page Mill Road and Hanover Street Intersection Improvement	Construct protected intersection design features to improve safety and comfort of this intersection.
INTERSECTION_02	West Meadow Drive and El Camino Way Intersection Improvement	Construct protected intersection design features to improve safety and comfort of this intersection.
INTERSECTION_03	Quarry Road and El Camino Real Protected Intersection	Construct a protected intersection at Quarry Road and El Camino Real as part of the Quarry Road Transit Connection project.
INTERSECTION_05	California Avenue and El Camino Real Protected Intersection	Widen and improve the existing sidewalk undercrossing along University Avenue at the Palo Alto Transit Center. This project will improve bicycle and pedestrian access to transit and between downtown Palo Alto and one of Stanford University's main entrance, and should include lighting, wayfinding and public art enhancements. Include areas beyond the transit center and undercrossing too, like the Quarry Road Connection.
INTERSECTION_06	Park to Serra Protected Intersection	Construct a protected intersection to support circulation between Park Avenue, Serra Avenue bike lanes, El Camino Real and the Serra Avenue pathway.
INTERSECTION_07	E Charleston Road and San Antonio Road Intersection	Construct protected intersection design features to improve safety and comfort of this intersection in coordination with future bikeway upgrade projects
INTERSECTION_08	E Charleston Road and Middlefield Road	Construct protected intersection design features to improve safety and comfort of this intersection in coordination with future bikeway upgrade projects
INTERSECTION_09	Maybell Avenue and El Camino Real	Construct protected intersection design features to improve safety and comfort of this intersection in coordination with future bikeway upgrade projects
INTERSECTION_10	Embarcadero Road and El Camino Real Protected Intersection	Construct protected intersection design features to improve safety and comfort of this intersection in coordination with future bikeway upgrade projects
INTERSECTION_11	Quarry Road and Arboretum Road Protected Intersection	Construct protected intersection design features to improve safety and comfort of this intersection in coordination with future bikeway upgrade projects
INTERSECTION_12	San Antonio Road and Middlefield Road	Construct protected intersection design features to improve safety and comfort of this intersection in coordination with future bikeway upgrade projects

Source: Kittelson & Associates, 2025

Projects that are not identified for near-term implementation may be advanced as opportunities arise through existing infrastructure programs, as well as new developments, or other funding mechanisms. The comprehensive list of projects is presented in **Appendix L** and includes 138 total projects: 94 bicycle projects, 33 crossing and intersection projects, 3 special projects, and 5 recommended studies.



Table 11: Other Priority Projects

PROJECT NUMBER	PROJECT NAME	DESCRIPTION
Study_02	Embarcadero Road Corridor Study	Following the recommendations of the Palo Alto Safety Action Plan, conduct a corridor study to understand potential safety countermeasures for use on Embarcadero Road. This will determine the feasibility of the full corridor Embarcadero Road Separated Bikeway project.
Study_04	Bryant Blvd & E Meadow Crossing Feasibility Study	Assess the feasibility of a traffic signal or other crossing treatment to facilitate crossings of the Bryant Street Bicycle Boulevard. This Study would be coordinated with SB_18
Study_05	Cal Ave Station Gap Closure project	Explore ways to connect Cal Avenue Station over Oregon Expwy to Page Mill Road, over the Page Mill Rd Bridge or via a new connection along the railroad.
SpecProj_01	Hamilton Ave Pedestrian Signal Heads	Install pedestrian signal heads on Hamilton Ave in downtown.
SpecProj_03	Ellen Fletcher Bike Blvd Project	Ellen Fletcher Bike Blvd. Project: Work with the Palo Alto Art Center and local volunteers to assign a historic designation to the Fletcher Bicycle Boulevard as the first in the US. Explore collaboration with Palo Alto History Museum. Provide an interactive art installation/digital signage at the El Carmelo/Bryant Bridge that identifies the number of daily cyclists and provides useful education and encouragement messages. Examples are in Fremont. Consider synching with apps like Strava for additional feedback.

