



CITY OF
PALO ALTO

Bicycle and Pedestrian Transportation Plan

Final

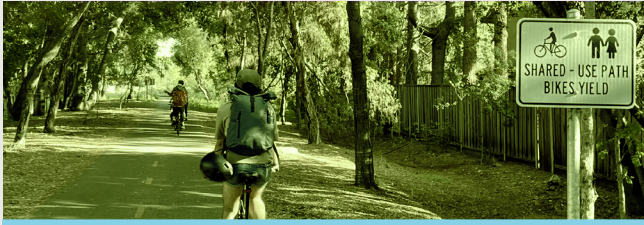
PENDING ADOPTION: This document is the final version being presented to the City Council, and is subject to formal approval.

April 2026

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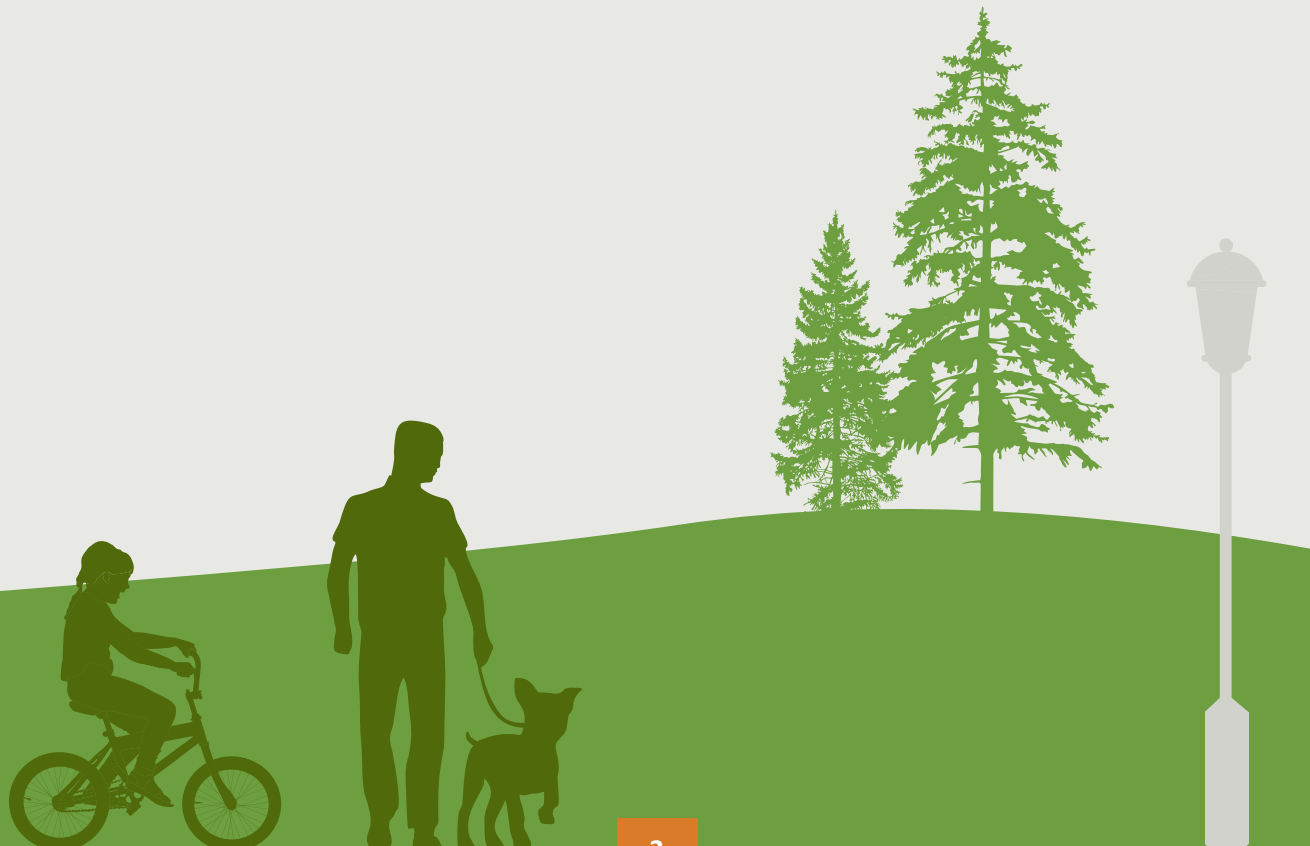
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The 2026 BPTP is grant funded by the Metropolitan Transportation Commission's (MTC) Transportation Development Act 3 program.

ACKNOWLEDGEMENTS

The City of Palo Alto would like to express our gratitude to the residents, community leaders, community-based organizations, agencies, and other stakeholders who have helped shape the 2026 Bicycle and Pedestrian Transportation Plan. We appreciate your continued support and commitment to promoting Palo Alto as a healthy, safe, and vibrant community.

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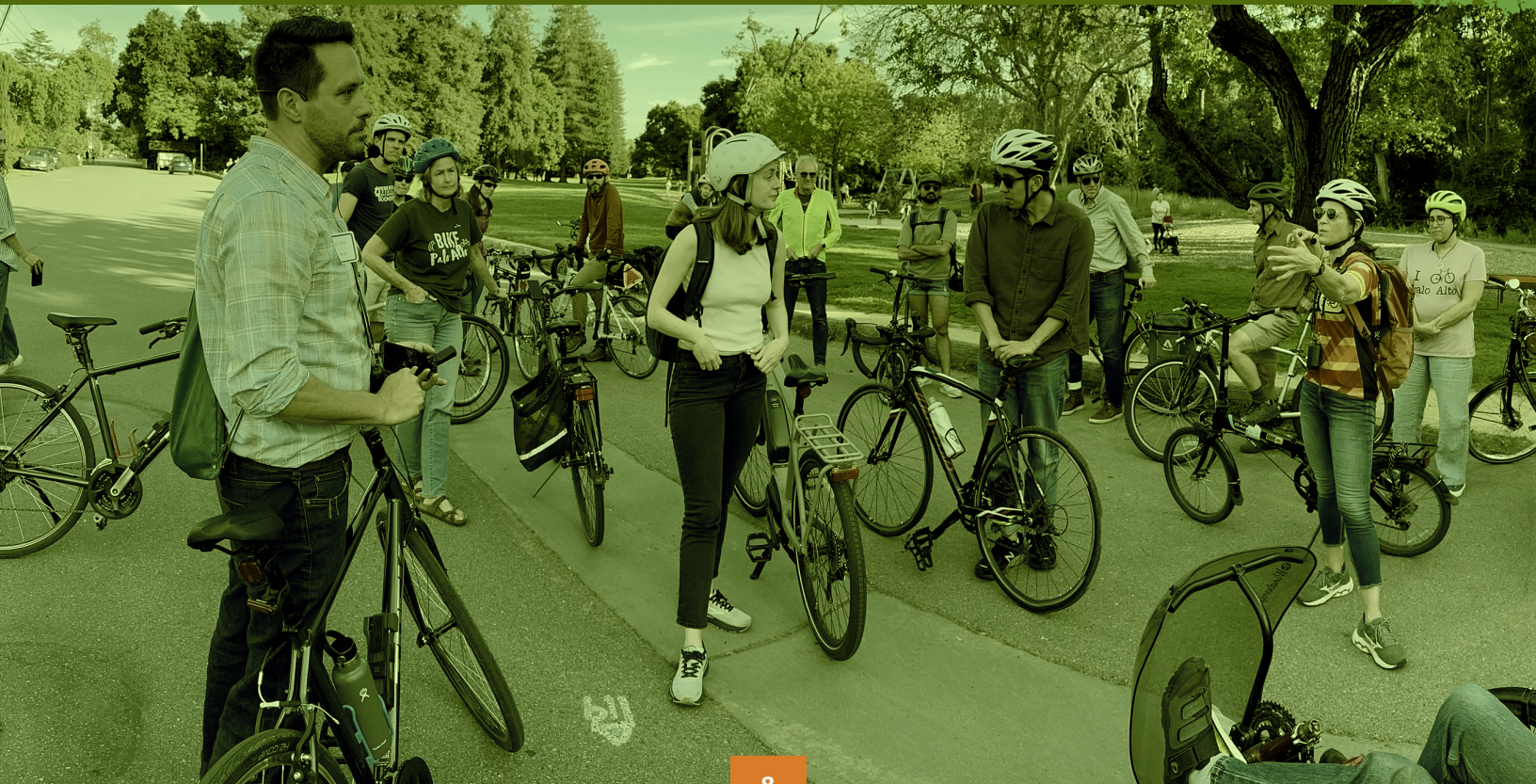
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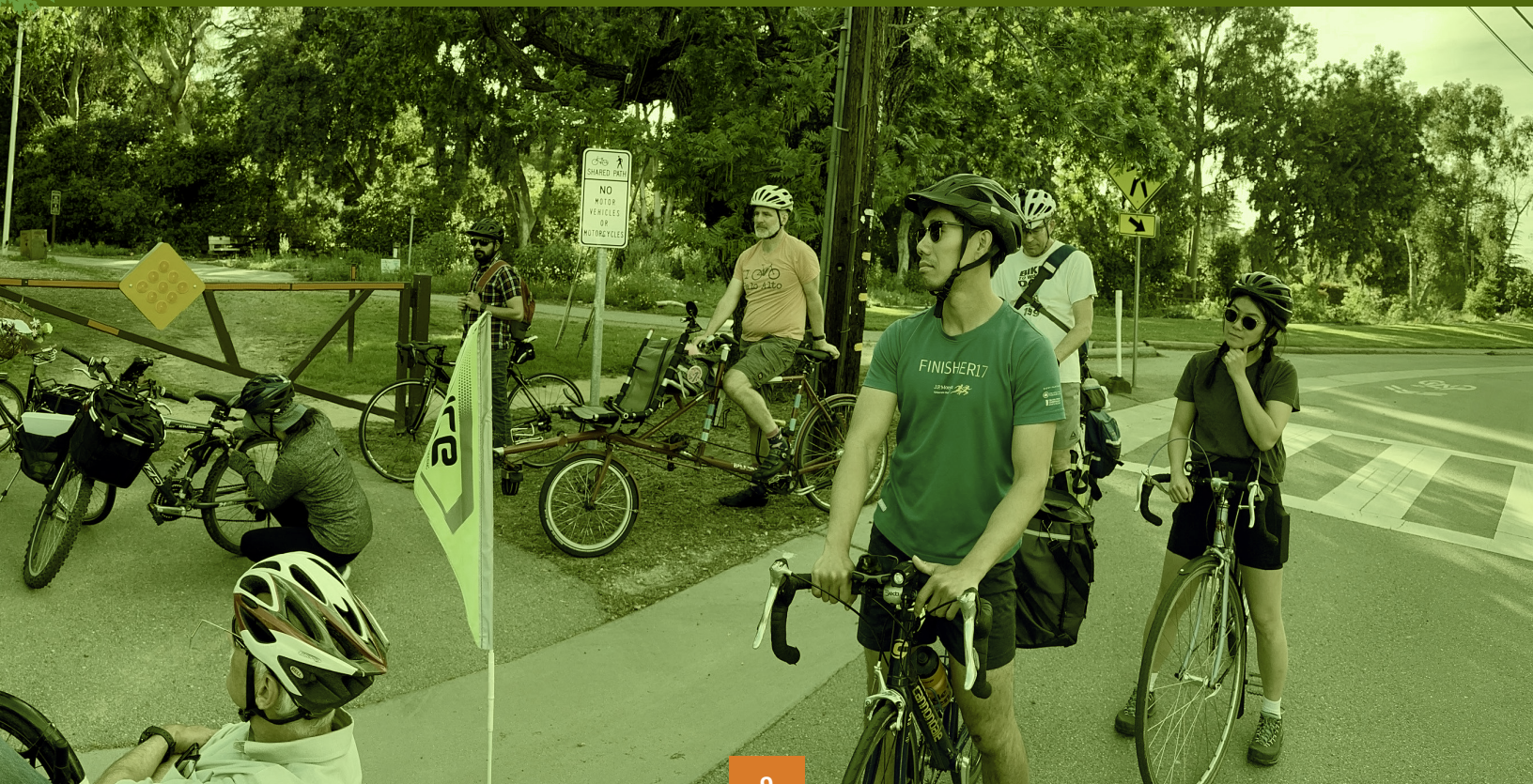
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LIST OF ACRONYMS

AAA	All Ages and Abilities
AB	Assembly Bill
BPTP	Bicycle and Pedestrian Transportation Plan
Caltrans	California Department of Transportation
CIP	Capital Improvement Projects
CSAP	Comprehensive Safety Action Plan
CSTSC	City/School Transportation Safety Committee
DIB	Design Information Bulletin
DP	Director's Policy
E-Bike	Electric Bike
EPC	Equity Priority Community
FHWA	Federal Highway Administration
HIN	High-Injury Network
IIJA	Infrastructure Investment and Jobs Act
ITE	Institute of Transportation Engineers
KSI	Killed or Seriously Injured
LTS	Level of Traffic Stress



MPH	Miles per Hour
MTC	Metropolitan Transportation Commission
NACTO	National Association of City Transportation Officials
NRSS	National Roadway Safety Strategy
PABAC	Pedestrian and Bicycle Advisory Committee
PAPD	Palo Alto Police Department
PAUSD	Palo Alto Unified School District
PCF	Primary Collision Factor
PDO	Property Damage Only
PTA	Parent-Teacher Association
PTAC	Palo Alto Council of PTAs
PTC	Planning and Transportation Commission
SB	Senate Bill
SRTS	Safe Routes to School
SS4A	Safe Streets For All
US DOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
VTA	Santa Clara Valley Transportation Authority



0. EXECUTIVE SUMMARY



The City of Palo Alto (City) last updated its Bicycle and Pedestrian Transportation Plan (BPTP) in 2012. An update to BPTP is necessary to maintain funding eligibility, respond to evolving community needs, account for recent trends in cycling and technology, and align with current planning and design standards. The City undertook a comprehensive effort to update the BPTP by analyzing the existing walking and bicycling conditions, engaging the community, and incorporating the best practices in multimodal transportation planning.

0.1 Purpose and Vision

The 2026 BPTP serves as a comprehensive action plan for the City to provide improved bicycle and pedestrian facilities for its residents, employees, and visitors. The purpose of the 2026 BPTP is to gather meaningful input from the community, evaluate progress since the 2012 plan, and update the City’s approach to policies, programs, and infrastructure that support walking and biking.

To guide the 2026 BPTP, a vision statement and set of objectives were created based on strong community input gathered during the visioning workshop and early engagement activities. The resulting vision statement is

We envision a city where sustainable, safe, efficient, equitable, and enjoyable transportation thrives. Together, we will create a comfortable and connected street and trail network that supports walking, biking, and rolling for people of all ages and abilities. We continue to be a leader in Safe Routes to School and invest more in active transportation infrastructure, education, and encouragement programs.

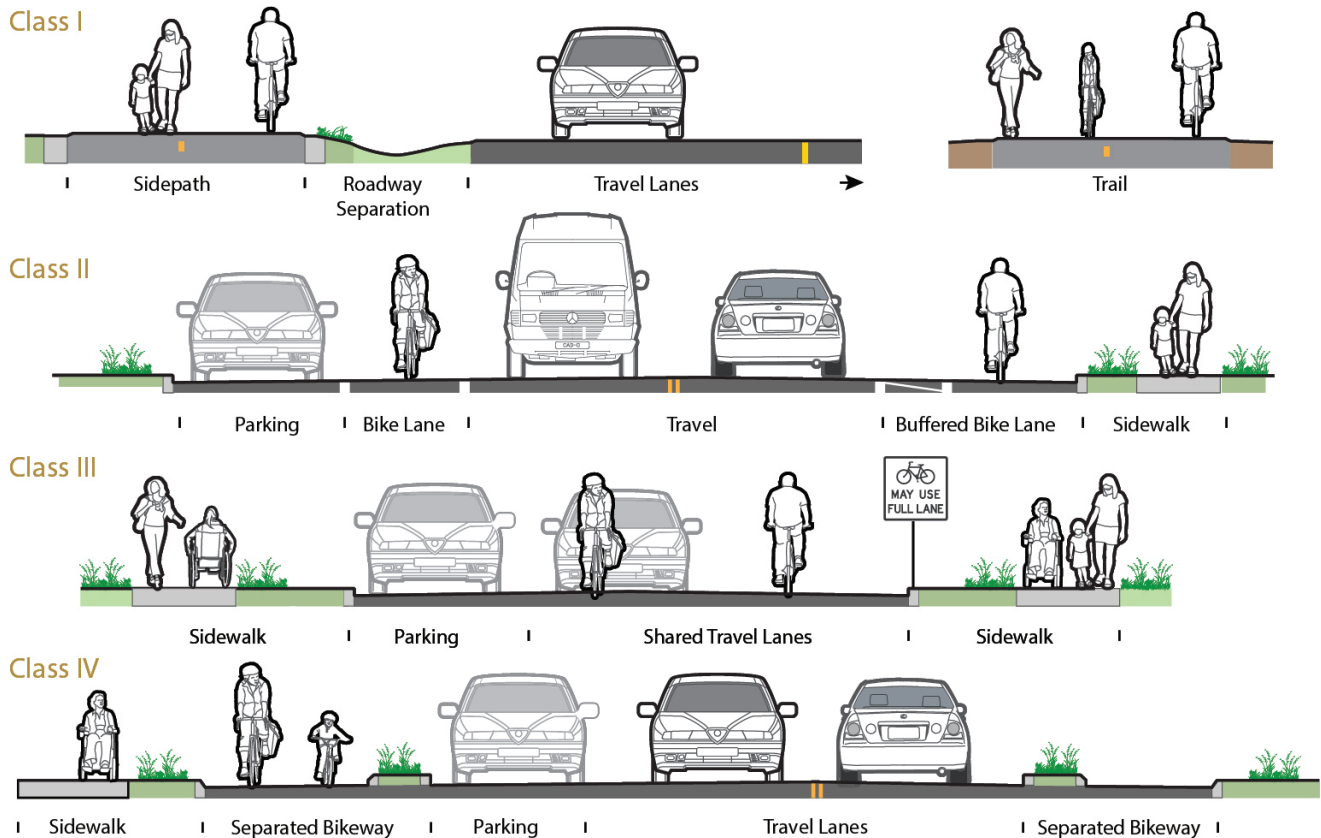
All Ages and Abilities facilities are a national best practice for designing walking and biking facilities that strive to serve everyone safely, comfortably, and equitably. All Ages and Abilities design practices account for differences among potential users in physical abilities, age, height, cycling abilities, perceived personal safety, and comfort in riding with traffic.



0.2 Existing Bicycle Facilities

The California Department of Transportation (Caltrans) defines four classes of bicycle facilities: Class I, II, III, and IV, as illustrated in **Image EX 1**. In addition to these statewide classifications, the City of Palo Alto uses further sub-classifications: Class IIa – standard bike lanes, Class IIb – buffered bike lanes, Class IIIa – bike routes, and Class IIIb – bike boulevards.

Image EX 1: Types of Bicycle Facilities



Source: Caltrans, Toward an Active California, State Bicycle and Pedestrian Plan, 2017.

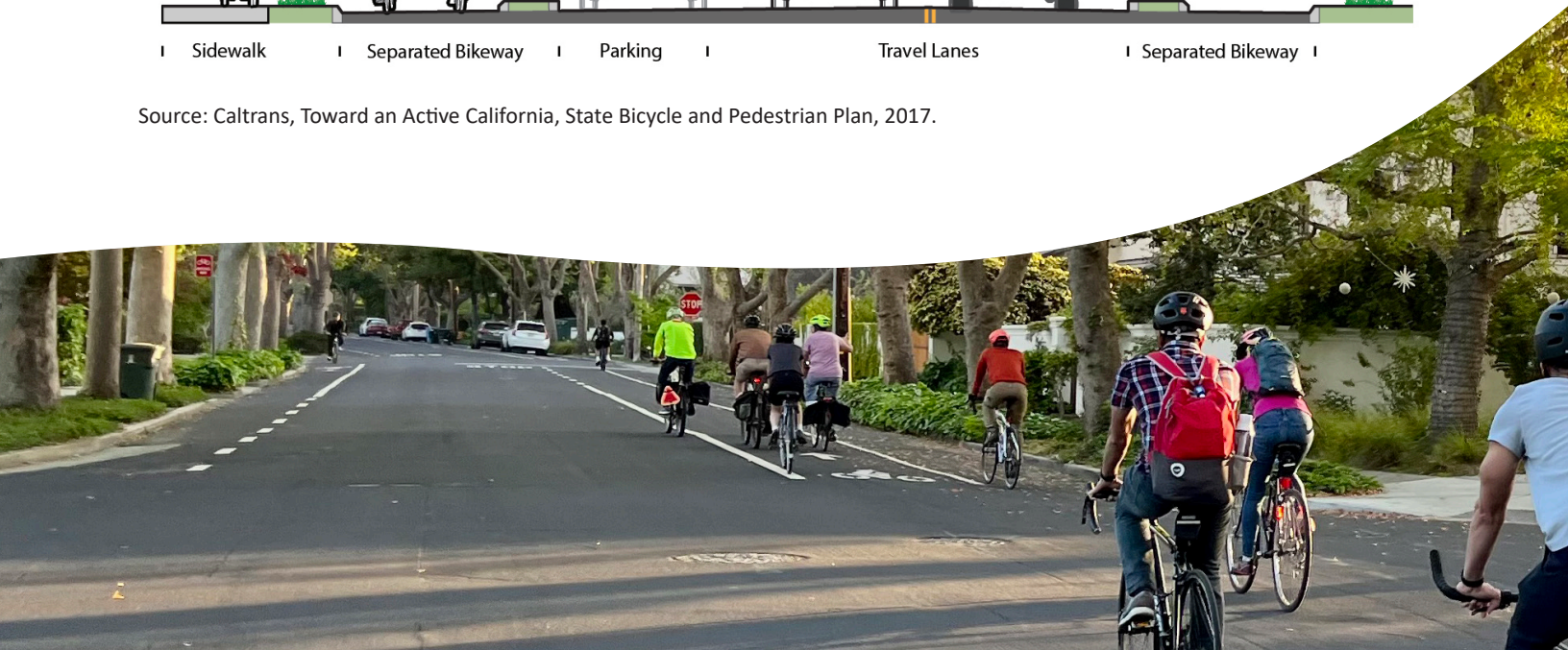


Figure EX 1 illustrates the existing bikeway network in Palo Alto and surrounding jurisdictions. In 2012, the City had 59.3 miles of bikeways. Since then, approximately 14 miles have been added, bringing the total to 73.5 miles as of 2025. Notably, there were no Class II buffered or Class IV separated (or protected) bikeways in 2012; today, the City offers 3.3 miles of buffered bike lanes and 4.3 miles of separated bikeways. **Table EX 1** includes comparison between 2012 bicycle network mileage with existing network in 2025.

Table EX 1: Existing Bicycle Network in 2012 vs 2025

FACILITY ¹ TYPE	2012	2025
Class I Multi-Use Path	13.9	11.7
Class II Bike Lane	33.2	34.6
Class II Buffered Bike Lane		3.3
Class III Shared Lane	8.0	12.6
Class III Bicycle Boulevard	4.2	7.1
Class IV Separated Bikeway*		4.3
TOTAL	59.3	73.5

1 A “facility” is a physical element of the transportation system that is designed to support safe, comfortable, and accessible travel by walking, biking, rolling, or using mobility devices.

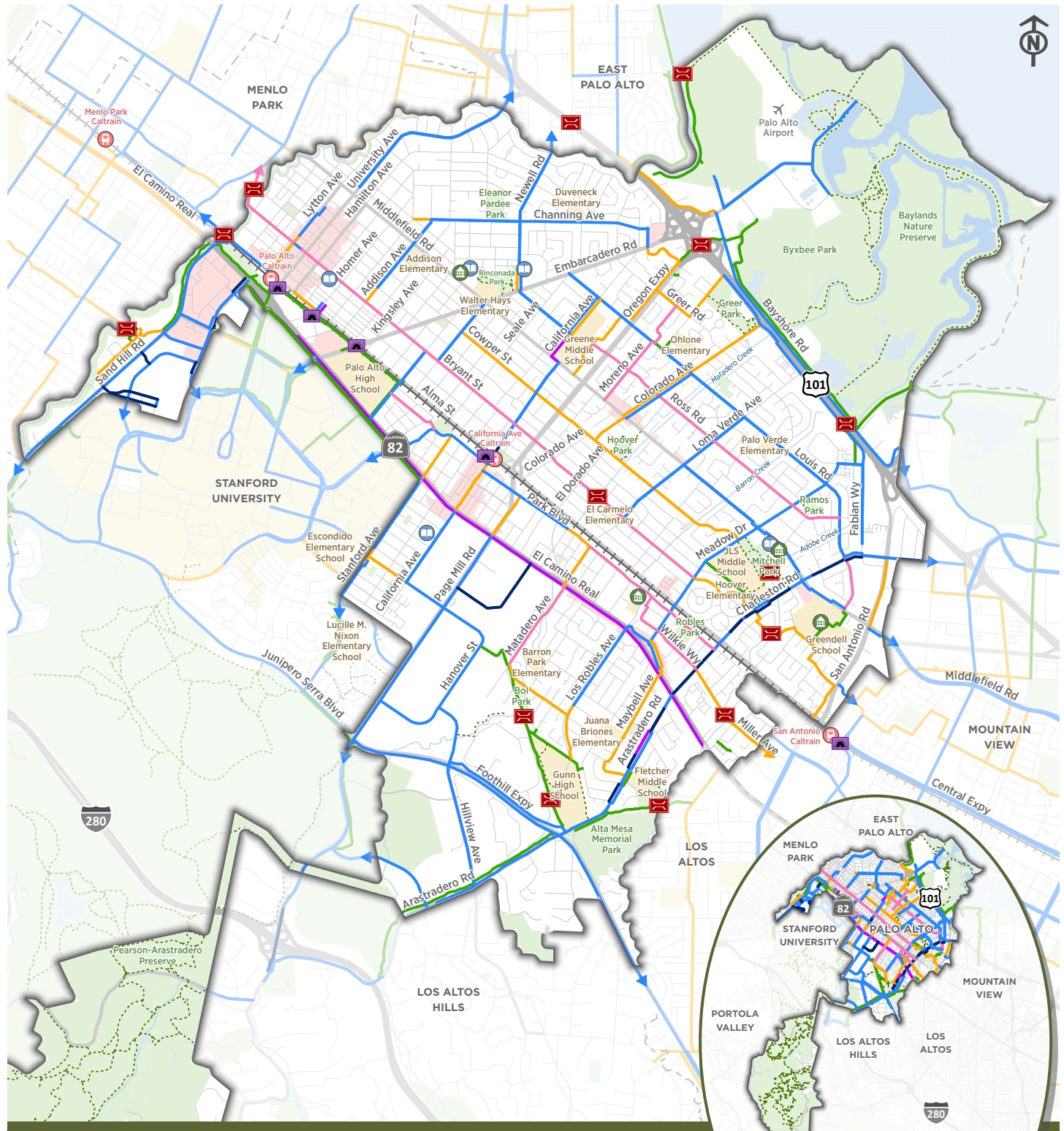
Source: 2012 BPTP

Note: *Includes the Caltrans’ constructed El Camino Real Class IV separated bikeway.

2012 lane mile data is sourced from the 2012 BPTP; 2025 lane mileage is calculated using the 2025 roadway centerline file. The Class I length has not decreased between 2012 and 2025—differences are due only to the calculation method.



Figure EX 1: Existing Bicycle Facilities Map



- | | | |
|--------------------------------|--------------------|------------------|
| Class I - Shared Use Path | Ped/Bike Bridge | Railroad |
| Class IIa - Bike Lane | Ped/Bike Underpass | Caltrain Station |
| Class IIb - Buffered Bike Lane | City of Palo Alto | Library |
| Class IIIa - Bike Route | Park/Open Space | Community Center |
| Class IIIb - Bike Boulevard | School/University | |
| Class IV - Separated Bikeway | Commercial Center | |
| Trail | | |

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

As of 9/1/2025

0.3 Community Engagement

The 2026 BPTP reflects input from a four-phase community engagement process combining online tools, in-person events, and meetings with the City Council, committees, commissions, and focus groups. The City promoted outreach through City channels, community partners, and local events.



PHASE 1: VISIONING

Gathered over 1,000 public comments through surveys, workshops, and events. Key themes included prioritizing student safety, closing network gaps, expanding separated bikeway, improving crossings of major barriers (Caltrain, US-101), and integrating micromobility.



PHASE 2: NEEDS & CONCERNS

The City and community partners led walking and biking tours and workshops where participants identified priority corridors (El Camino Real, Middlefield Road, Embarcadero Road, San Antonio Road, Alma Street), and identified the need for a continuous low-stress network and improved pedestrian environments on streets like University Avenue and California Avenue.



PHASE 3: RECOMMENDED PROJECTS & PROGRAMS

The City solicited feedback on draft projects through workshops, focus groups, and an interactive map (around 400 comments). Support was strong for safety improvements, pedestrian features, bike boulevards, quick-builds, and wayfinding, though projects on major arterials drew mixed reactions due to traffic and parking concerns.



PHASE 4: PLAN ADOPTION

Staff presented the draft 2026 BPTP to PABAC, PTC, and the City Council for review and adoption as a part of the final phase of engagement. Feedback focused on refining the project list and clarifying project descriptions.

Across all phases, safety (especially for students), network connectivity, high-quality separated facilities, and strong bicycle and pedestrian-focused design emerged as top community priorities, alongside support for education, policy, and funding strategies.

0.4 Recommendations

Network Development Approach

The 2026 BPTP bikeway network builds on the 2012 Plan and incorporates recent regional and local planning efforts, including the MTC Regional Active Transportation Plan, VTA Bicycle Superhighway Plan, and Safe Routes to School maps.

Primary Criteria: The first round of network development synthesized these plans to identify areas of agreement and highlight routes with less consensus.

Secondary Criteria: Where multiple options existed, routes were refined by prioritizing directness to key community destinations, lower traffic stress, alignment with high-demand travel flows, and the ability to overcome major barriers.

0.4.1 RECOMMENDED NETWORK

Figure EX 2 shows the updated bikeway network and bicycle friendly zones developed using the network corridor criteria explained in the previous section. It presents the complete vision of the bicycle network, including both the existing facilities and the low-stress network.

Bicycle friendly zone are cohesive areas with concentrations of destinations, commercial activity, and pedestrian activity. These areas should see area-wide investment in bicycle-friendly amenities such as bicycle parking, signal timing, and traffic calming. A bicycle friendly zone is an area where cycling is convenient, comfortable, and direct on all of the streets within a designated area and is the preferred method of transportation.



0.4.2 LOW-STRESS BICYCLE NETWORK

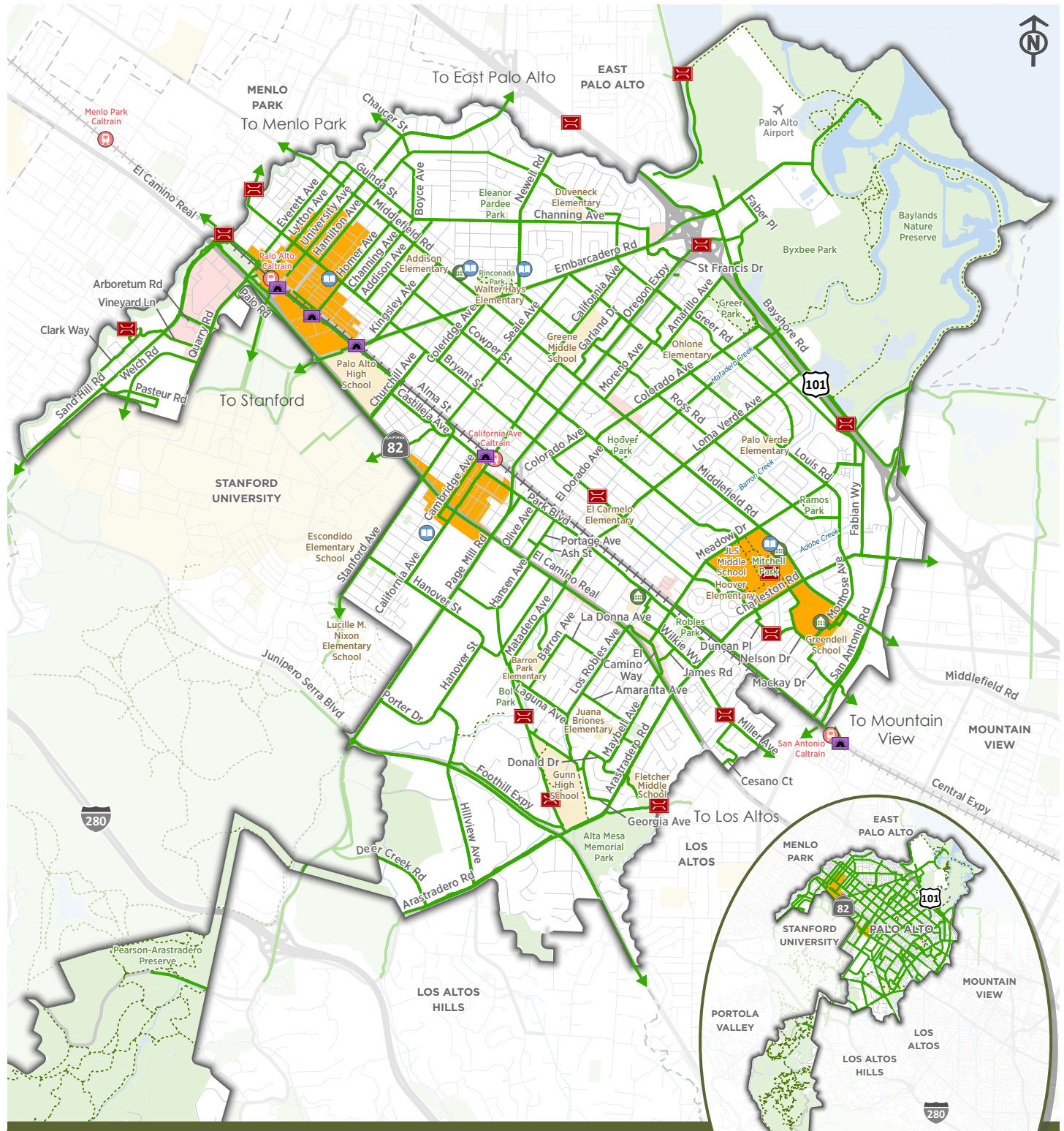
Figure EX 3 shows the Low-Stress Bicycle Network map. The Low-Stress Bicycle Network is the foundation for citywide bicycle connectivity, focused on delivering safe, comfortable, and familiar routes in the near term. It builds upon the City’s existing network of low-stress streets, primarily composed of shared-use paths and neighborhood-based Bicycle Boulevards, to rapidly expand access with minimal disruption and promote broad community support.

0.4.3 COMPLETE VISION NETWORK

Figure EX 4 shows the Complete Vision Bicycle Network map. The Complete Vision Network represents the long-term vision for a fully connected, all-ages-and-abilities bikeway system. This map also includes existing bicycle facilities that are not being upgraded to illustrate the full network once fully implemented. The Complete Vision Network includes some lower-priority projects that may be reevaluated as the City grows.

A total of 140 projects have been identified in the 2026 BPTP to achieve the Complete Vision Network. These consist of 94 bikeway projects, 35 crossing and intersection projects, 6 special projects, and 5 studies.

Figure EX 2: Recommended Bicycle Network



- Recommended Bikeway Network
- Bicycle-Friendly Zones
- City of Palo Alto
- Ped/Bike Bridge
- Ped/Bike Underpass
- Park/Open Space
- School/University
- Commercial Center
- Community Center
- Library
- Caltrain Station
- Railroad

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson, Mobycon

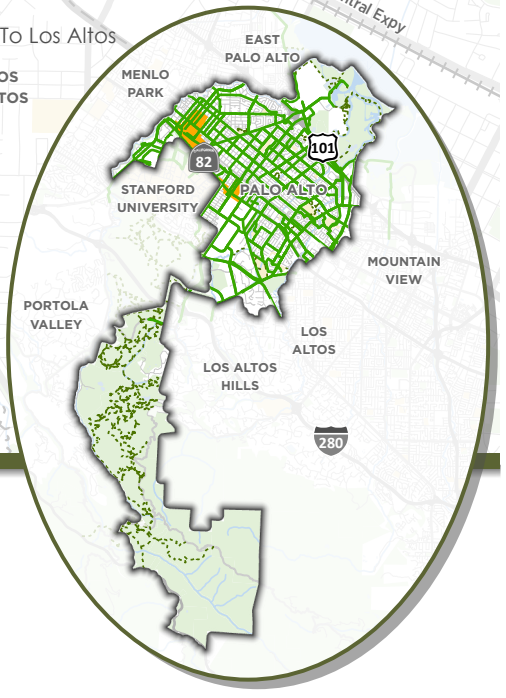
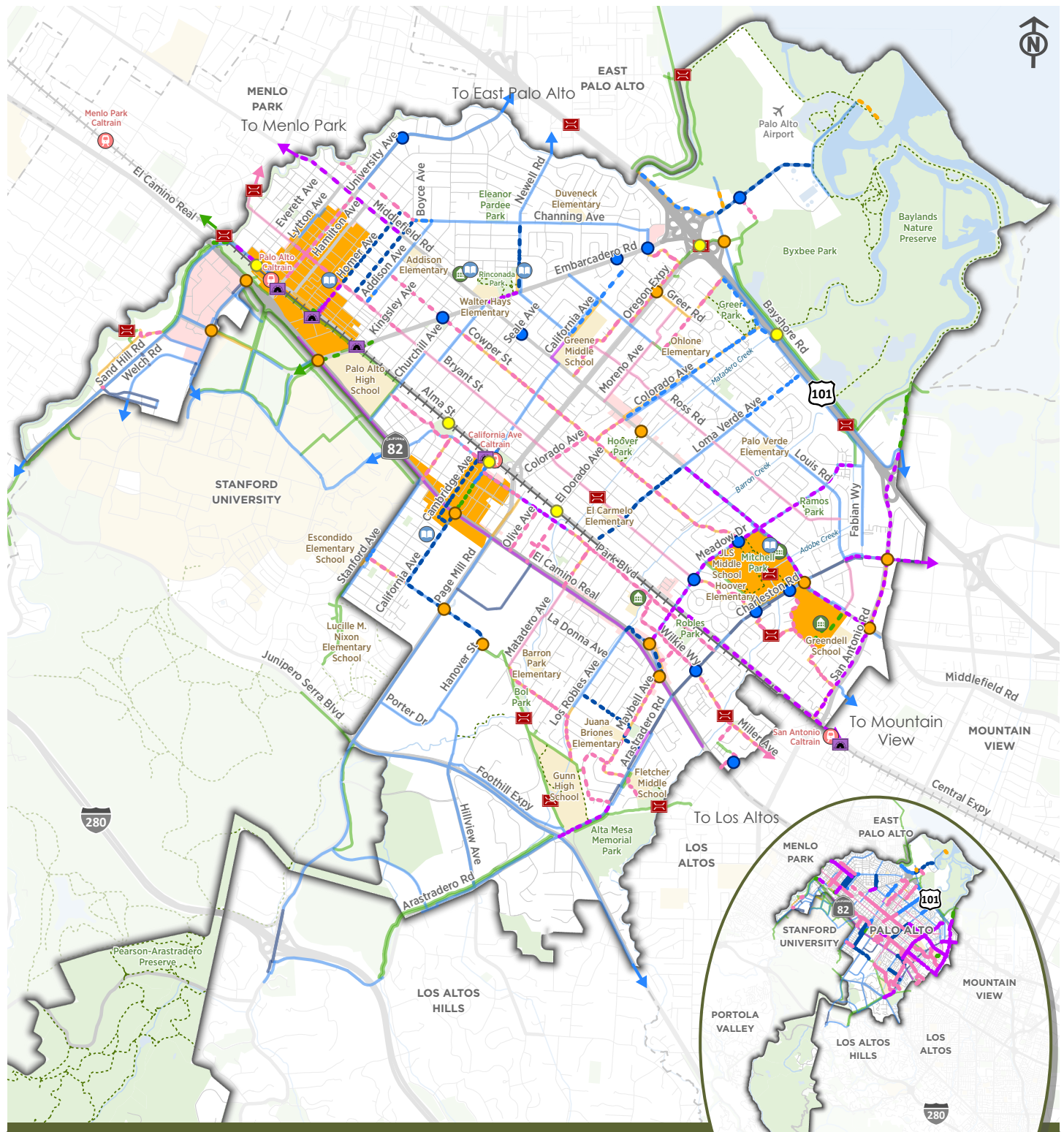


Figure EX 3: Low-Stress Bicycle Network



Recommended Existing

- Class I - Shared Use Path
- Class IIa - Bike Lane
- Class IIb - Buffered Bike Lane
- Class IIIa - Advisory Bike Lane
- Class IIIb - Bike Boulevard
- Class IV - Separated Bikeway

Trail

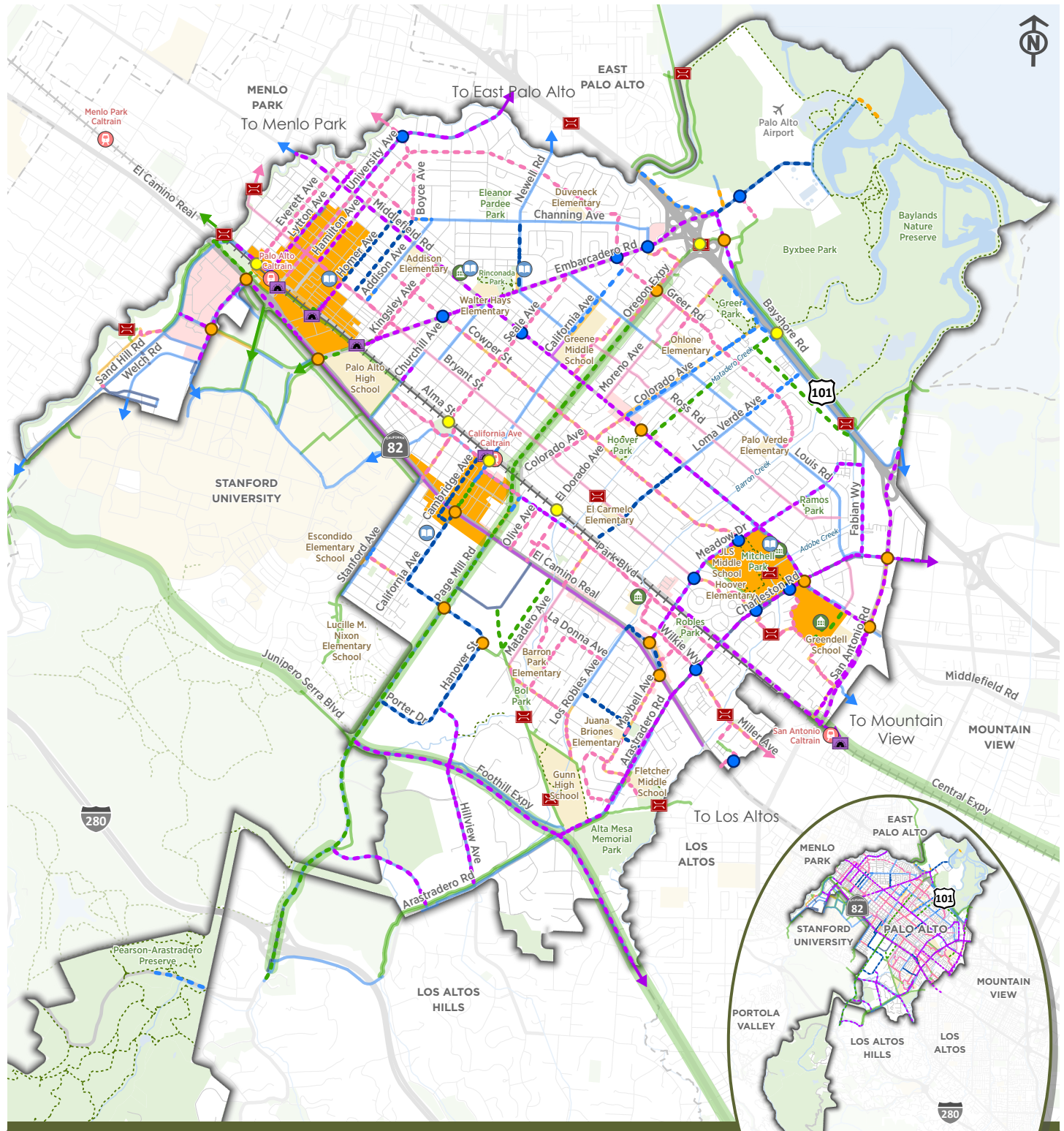
- Existing Ped/Bike Bridge
- Existing Ped/Bike Underpass
- Recommended Bike Blvd Crossing
- Recommended Intersection Improvement
- Recommended Ped/Bike Bridge or Underpass
- Caltrain Station

- Bicycle-Friendly Zone
- City of Palo Alto

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

Figure EX 4: Complete Vision Bicycle Network



Recommended Existing

- Class I - Shared Use Path/Trail
- Class IIa - Bike Lane
- Class IIb - Buffered Bike Lane
- Class IIIa - Advisory Bike Lane
- Class IIIb - Bike Boulevard
- Class IV - Separated Bikeway

- In an approved Plan from a neighboring jurisdiction
- Caltrain Station
- Existing Ped/Bike Bridge
- Existing Ped/Bike Underpass
- Recommended Bike Blvd Crossing Improvements
- Recommended Intersection Improvements
- Recommended Ped/Bike Bridge or Underpass

- - - Trail
- Bicycle-Friendly Zone

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

As of 9/1/2025

0.4.4 PEDESTRIAN DISTRICT GUIDELINES AND TOOLBOX

The pedestrian district toolbox includes a range of selected treatments aimed at improving pedestrian safety and enhancing the pedestrian experience. The elements range from infrastructure improvements, such as raised crossings, traffic circles, or curb extensions that improve yielding rates, to aesthetic changes, such as trees, green storm infrastructure, benches, or public art, that can elevate the walking experience. Together, these elements will meet universal needs for safety and accessibility and create conditions making walking comfortable and an enjoyable experience for all.

Priority pedestrian areas are key to creating a walkable, accessible, and enjoyable City. They offer areas where walking is prioritized to allow people of all ages and abilities to get around without competing with vehicles. Within these areas, slower vehicle movement is encouraged, and opportunities are provided for people to pause and enjoy their surroundings. Three pedestrian districts and three priority areas which are focus areas for pedestrian recommendations are included in the 2026 BPTP, as shown in **Figure EX 5**, include:

Pedestrian Districts

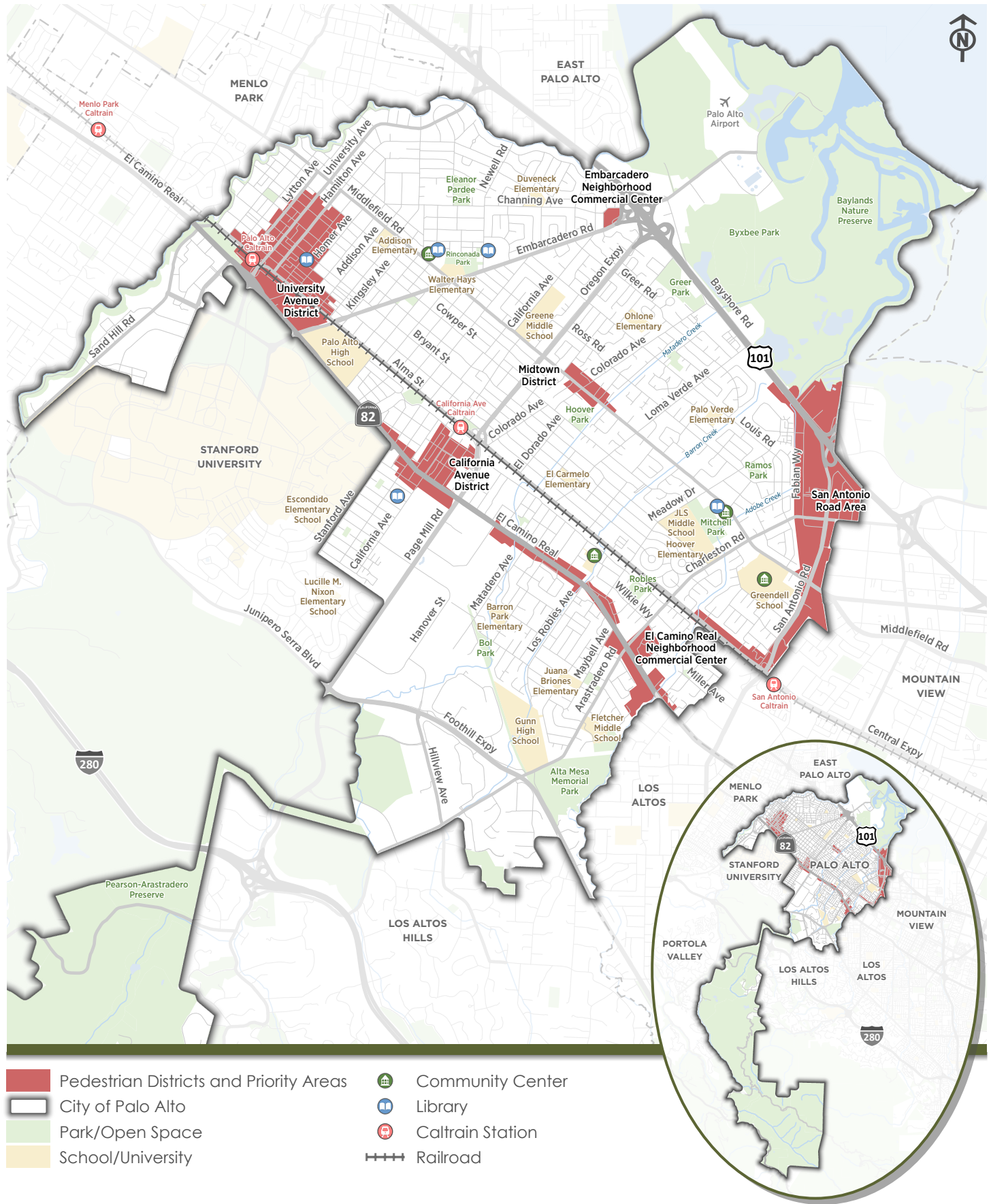
- University Avenue Pedestrian District
- California Avenue Pedestrian District
- Midtown Pedestrian District

Pedestrian Priority Areas

- El Camino Real Neighborhood Commercial Center
- Embarcadero Neighborhood Commercial Center
- San Antonio Road Area



Figure EX 5: Pedestrian Districts and Pedestrian Priority Areas



- Pedestrian Districts and Priority Areas
- City of Palo Alto
- Park/Open Space
- School/University
- Community Center
- Library
- Caltrain Station
- Railroad

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

0.5 Project Prioritization

Project prioritization helps direct the City’s resources and develop a near-term implementation strategy. This 2026 BPTP prioritizes intersections and bikeway corridors, studies, and special projects, for implementation over the next ten years. The initial prioritization process scored each roadway segment in Palo Alto based on quantitative criteria to assess the level of alignment with the objectives of safety and connectivity. Projects that scored higher than 70 points were advanced to supplemental evaluation along with a subset of additional projects selected for further review. The supplemental evaluation considered project readiness, project cost, and project support to determine the top priority projects for near-term implementation. **Table EX 2** presents the prioritization factors and evaluation criteria used in the prioritization process.

Table EX 2: Prioritization Factors and Evaluation Criteria

PRIORITIZATION	FACTOR	CRITERIA
Initial Evaluation	Safety	High-Injury Corridors Recommended SRTS Suggested Walk & Roll Route Maps
	Connectivity	Bicycle Level of Traffic Stress Access to Transit
Supplemental Evaluation*	Project Cost and Funding	
	Project Readiness	High, Medium, and Low
	Project Support	

Note: *Only the projects that scored 70 or more points with a few exceptions in the Initial Evaluation advance to the Supplemental Evaluation.



Near-Term Implementation:

A total of 25 bicycle projects (covering approximately 19 miles of the recommend network) and 24 intersection and crossing projects have been identified to initiate in the near-term (within 10 years). These projects are illustrated in **Figure EX 6**.



Cost Estimation:

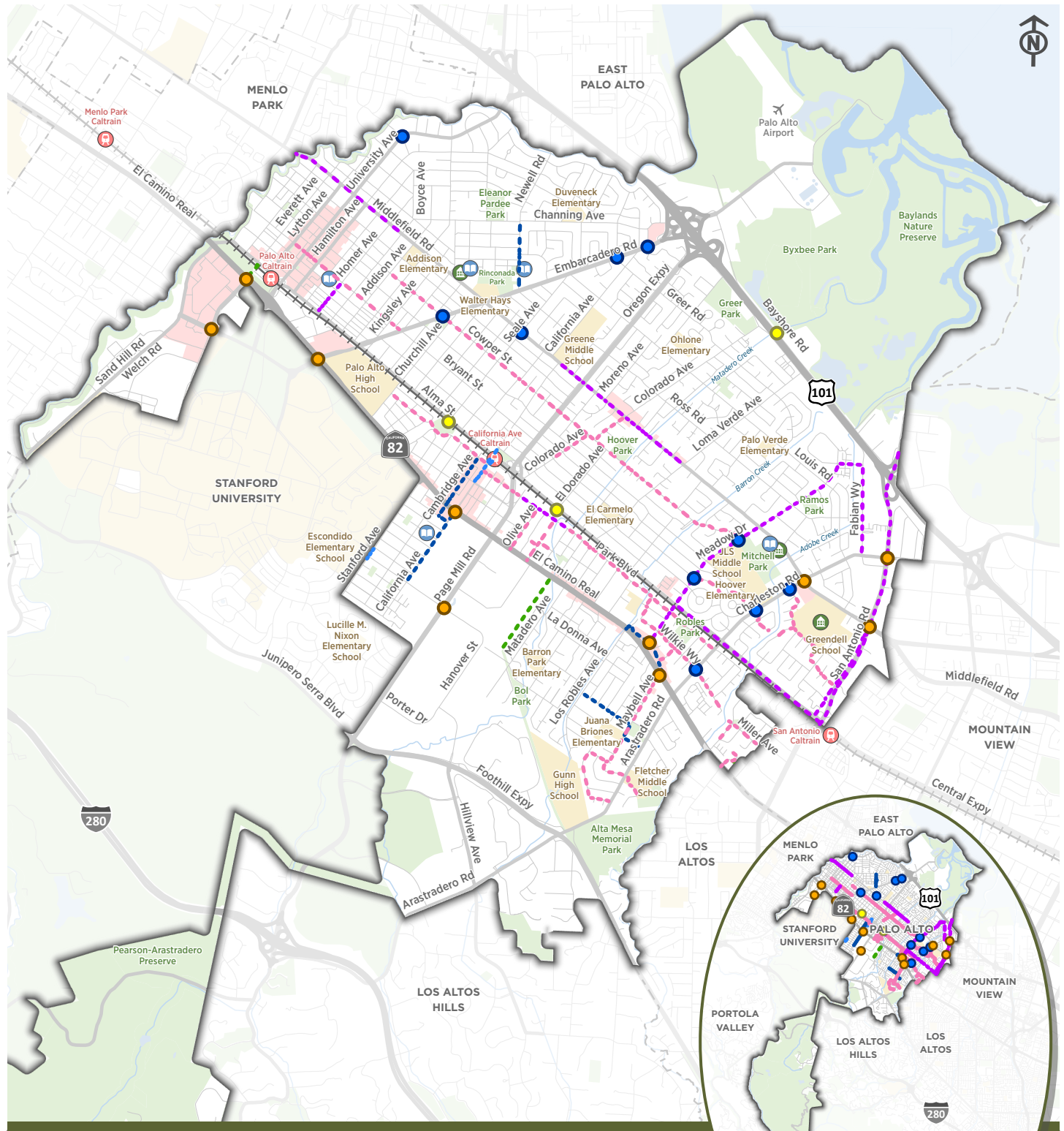
The 2026 BPTP uses planning level rough-order-of-magnitude cost estimates to communicate relative investment needs rather than precise project budgets. Costs are categorized on a simple \$ to \$\$\$ scale, reflecting low, medium, and high anticipated costs based on comparable projects, facility type, and implementation complexity. The cost for bikeway, intersection, and crossing improvements varies widely and cannot be accurately estimated at this stage.



Funding Strategy:

Bicycle and pedestrian projects can be funded through a range of local, regional, state, and federal sources. To enhance its competitiveness for these funds, the City of Palo Alto should ensure its projects align with the core goals of the funding programs—typically centered on equity, safety, sustainability, and connectivity.

Figure EX 6: Recommended Near-Term Projects



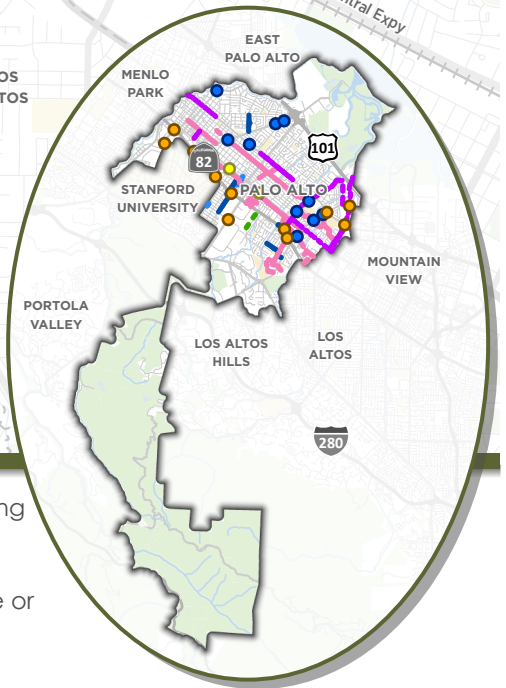
Recommended Near-Term Improvements

- Class I - Shared Use Path
- Class IIa - Bike Lane
- Class IIb - Buffered Bike Lane
- Class IIIb - Bike Boulevard
- Class IV - Separated Bikeway

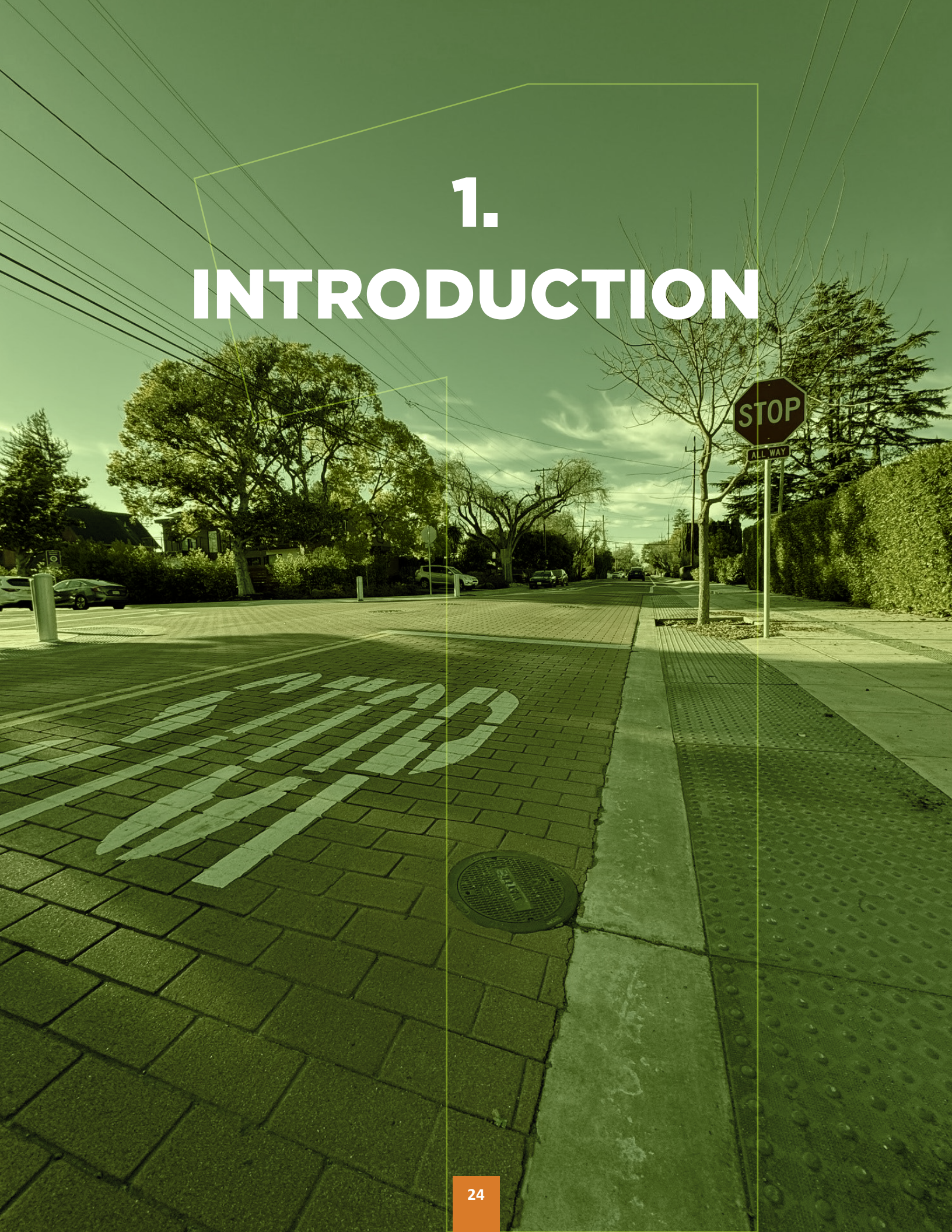
- Recommended Bike Blvd Crossing
- Recommended Intersection Improvement
- Recommended Ped/Bike Bridge or Underpass
- City of Palo Alto
- Railroad
- Caltrain Stop



Data Sources: City of Palo Alto, MTC, Kittelson



1. INTRODUCTION



Famous as the birthplace of Silicon Valley, the City of Palo Alto (City) is also a pioneer in active transportation, home to the nation's first bicycle boulevard on Bryant Street. With its relatively flat geography, mild climate, abundant green spaces, and vibrant, historic downtown, the City offers an ideal setting for walking and bicycling. Strong connections to Stanford University and regional transit further enhance its appeal, helping Palo Alto achieve some of the highest walking and biking rates in the Bay Area and nation. Palo Alto's is a Gold-rated Bicycle Friendly Community by the League as well.

The City last updated its Bicycle and Pedestrian Transportation Plan (BPTP) in 2012. That plan established key planning, policy, and implementation strategies to enhance the safety and appeal of walking, biking, and rolling for both transportation and recreation. Since then, the share of residents driving alone to work has decreased significantly from 64.4% in 2012 to 51.65% in 2023. The Covid-19 pandemic also brought major shifts in travel behavior, including a sharp rise in telecommuting. By 2023, 27.9% of Palo Alto residents worked from home, nearly 2.5 times the rate in 2019 (9.7%).¹ These changes, along with the growing use of emerging mobility options such as e-bikes and ridesharing, have prompted the City to initiate an update to the BPTP to better respond to current trends and future needs for walking and biking. Additionally, the City's Sustainability and Climate Action Plan (S/CAP) (2022) set a goal of reducing greenhouse gas (GHG) emissions 80% below 1990 levels by 2030 (the "80 x 30" goal) and achieving carbon neutrality by 2030.

The 2026 BPTP reflects community needs and desires, considers recent trends in cycling and bicycle technology, and addresses changes in bicycle and pedestrian planning and design. It builds upon extensive planning and design efforts already underway by the City, including the implementation of the 2012 BPTP, 2025 Safe Streets for All (SS4A) Safety Action Plan, and land use planning such as the 2023-2031 Housing Element Update, Downtown Housing Plan, and the San Antonio Road Area Plan. The 2026 BPTP was drafted in collaboration with the City and the community through multiple phases of engagement occurring over the course of BPTP development.



A **pedestrian** is someone traveling on foot along sidewalks, crosswalks, or pathways. This also includes individuals using assistive devices such as canes, walkers, or wheelchairs.



A **bicyclist** is a person riding a bicycle, which may include pedal-powered bicycles, electric bicycles (e-bikes) with pedal-assist or throttle features, and adaptive bicycles such as hand-cycles or tricycles.



Shared micromobility refers to the use of small, low-speed vehicles like bicycles and scooters that are available for public rental on a short-term basis.

¹ U.S. Census Bureau. 2012 and 2023 American Community Survey, Table S0801: Commuting Characteristics by Sex. Accessed June 28, 2025.

1.1 Purpose

The 2026 BPTP serves as a comprehensive action plan for the City to provide improved bicycle and pedestrian facilities for its residents, employees, and visitors. The purpose of the 2026 BPTP is to gather meaningful input from the community, evaluate progress since the 2012 plan, and update the City’s approach to policies, programs, and infrastructure that support walking and biking.

To achieve this purpose, the 2026 BPTP investigates safety data to propose impactful recommendations, explores the role of emerging transportation technologies such as electric-bicycles and micro-mobility devices, and establishes a long-term vision to make walking and biking easier, safer, and more accessible for everyone. This plan is also intended to support the City’s broader goals, including those in the 2030 Comprehensive Plan, the Sustainability and Climate Action Plan, and the City’s Safety Action Plan.

Who Can Use the Bike Lane?

All bicycles are allowed on the bikeway network, including modified types such as unicycles, cargo bikes, bikes with trailers, and longtail bikes. All e-bikes, including those with pedal-assist speeds up to 28 mph are permitted on most bikeways, but are not allowed on unpaved trails (*See Palo Alto Open Space and Park Rules and Regulations for more information*). Palo Alto’s approach to e-bike regulation and policy continues to evolve as the City responds to rapid adoption, emerging safety concerns particularly with youth riders, and the need to balance innovation with the comfort and safety of all street and path users.

Who Can Use the Sidewalk?

Pedestrians can use sidewalk. In Palo Alto, riding on sidewalks in the California Avenue and Downtown Business Districts is prohibited (See Palo Alto MC 10.64.130 (c)).

1.2 Plan Organization

Chapter 1: Introduction

This chapter summarizes the vision statement and objectives that guided the development of 2026 BPTP. It includes performance measures that will help track the City’s progress toward these goals, describes the relationship between other planning efforts and 2026 BPTP, and summarizes the public engagement efforts.

Chapter 2: Existing Facilities

This chapter documents the existing walking and bicycling infrastructure in Palo Alto. It analyzes the walking and bicycle activity, barriers and safety conditions. It includes information on the use of micromobility and e-bikes, and bicycle parking.

Chapter 3: Recommendations

This chapter includes the bicycle and pedestrian recommendations. It includes the process for developing bikeway network corridor criteria. For pedestrians, it includes recommendations related to the pedestrian district guidelines and toolbox. Lastly, it includes recommended policies and programs.

Chapter 4: Implementation and Funding

This chapter includes a prioritization framework classifying the recommended projects into near- and long-term categories. Additionally, it includes planning level rough order of magnitude generalized costs and identifies potential funding sources.

1.3 Benefits and Barriers to Walking and Biking

Walking and biking offer significant public health, environmental, and economic benefits that align with the goals for sustainable transportation. The Caltrans' Toward an Active California plan highlights how active transportation improves physical and mental health, reduces greenhouse gas emissions, and supports equitable access to mobility. Additionally, walking and biking reduce auto ownership costs, estimated at \$8,500 annually per car and save \$830 million in congestion, collision, and vehicle maintenance costs for the state of California.² Furthermore, active transportation enhances community character, supports local businesses, and results in increased land values.

However, key barriers remain. State and national reports emphasize challenges such as high-speed traffic, incomplete or disconnected pedestrian and bicycle networks, missing first- and last-mile connections, and a lack of secure bicycle parking. In Palo Alto, these issues are echoed by local feedback that calls for safer crossings, better lighting, and more low-stress, separated bicycle facilities. Equity also remains a concern, with a need to ensure access to high-quality infrastructure for all ages and abilities.

What does “All Ages and Abilities (AAA)” mean?

To truly encourage walking and biking, facilities must be designed for everyone. All Ages and Abilities facilities are a national best practice for designing walking and biking facilities that strive to serve everyone safely, comfortably, and equitably. All Ages and Abilities design practices account for differences among potential users in physical abilities, age, height, cycling abilities, perceived personal safety, and comfort in riding with traffic. By prioritizing comfort, traffic separation, and equity, All Ages and Abilities design expands the reach of walking and bicycling, enhances mobility and independence, and makes active transportation a safe and appealing choice for all.



² Caltrans. Toward and Active California. 2017. Retrieved from <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/complete-streets/toward-an-active-california-state-bicycle-pedestrian-plan>

1.4 Vision, Objectives, and Performance Measures

To guide the 2026 BPTP, the City gathered community input to help shape a vision statement, objectives, and performance measures to track progress toward these goals. This vision builds upon the 2030 Comprehensive Plan’s vision to create a safe, beautiful city and a sustainable transportation system.

1.4.1 VISION STATEMENT

We envision a city where sustainable, safe, efficient, equitable, and enjoyable transportation thrives. Together, we will create a comfortable and connected street and trail network that supports walking, biking, and rolling for people of all ages and abilities. We continue to be a leader in Safe Routes to School and invest more in active transportation infrastructure, education, and encouragement programs.



1.4.2 OBJECTIVES

The following objectives guide the recommendations in the 2026 BPTP.



Safe and Inclusive: Prioritizing safety for all transportation network users regardless of age and ability and ensuring equitable access to pedestrian and bicycle infrastructure across the community while reducing fatal and severe injury collisions.



Connected and Accessible: Featuring a convenient and interconnected network of sidewalks, bike lanes, and trails that provide efficient travel options and easy access to transit and important destinations, encouraging a shift away from driving and improving environmental health through lower vehicle miles traveled and greenhouse gas emissions.



Community-Led and Cooperative: Fostering community engagement and participation in promoting active transportation, supported by education, programming, and infrastructure investments, in a way that cultivates learning for network users of all ages.



Comfortable and Enjoyable: Enhancing the comfort and enjoyment of walking and cycling through amenities such as shade, greenery, and well-designed streetscapes.






Integrated and Collaborative: Collaborating with neighboring cities to create a seamless, integrated, and efficient regional network of pedestrian and bicycle infrastructure.

1.4.3 PERFORMANCE MEASURES

Table 1 lists performance measures that were established during the 2026 BPTP development process to track progress toward achieving the Plan vision and objectives and document the results of investments in biking, walking, and rolling in Palo Alto.





Table 1: Performance Measures

OBJECTIVE	PERFORMANCE MEASURE	REPORTING PERIOD
 Safe and Inclusive	Annual pedestrian and bicycle collisions per 100,000 residents	Annual
	Annual pedestrian and bicycle killed and severe injury (KSI) collisions per 100,000 residents	Annual
 Connected and Accessible	Walk/bike/roll to school and commute mode shares	Annual (school mode share); Annual (commute mode share)
	Walking and biking volumes at key locations	Annual
 Community-Led and Cooperative	Number of walking and biking promotion events held per year at schools in the City	Annual
	Number (and percent) of schools with at least one Transportation Safety Representative	Annual
	Number of open street events held	Annual
	Number of active pedestrian and/or bicycle advocacy group participants	Annual

Source: Kittelson & Associates, Inc. 2025

Table 2 outlines potential performance measures that could be introduced as the 2026 BPTP is implemented and as walking, biking, and rolling network grows, prompting the need to expand how the 2026 BPTP is tracked. Biannually (every 2 years), the City of Palo Alto can consult with the Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC) to determine if the annual performance measures exhibit trends (compared to baseline conditions and year-over-year) that illustrate a clear path forward for allocating resources. If it is determined that additional direction is needed to invest in the network to achieve 2026 BPTP vision and goals, then performance measures such as the following could potentially be established. Developing these measures will require further research and a formalized methodology including identifying reliable data sources that could be tracked periodically.

Table 2: Potential Performance Measures

OBJECTIVE	PERFORMANCE MEASURE	REPORTING PERIOD
 Safe and Inclusive	Number of top pedestrian and bicycle KSI collision or high injury network locations improved or studied	Annual
	Percentage of existing affordable housing projects within 1,000 feet of completed and connected all ages and abilities (AAA) cycling infrastructure (bikeways, trails)	Annual
 Connected and Accessible	Miles of bikeway facilities (per each bikeway type and total network)	Annual
	Share of transportation budget spent on walk/bike/roll improvements	Annual
 Comfortable and Enjoyable	Percentage of cycling infrastructure mileage that are AAA routes or Level of Traffic Stress ¹ (LTS) 1/2	Annual
	Canopy coverage percentage of designated walking and bicycling routes.	Annual
 Integrated and Collaborative	Number of completed walking/bicycling projects that improve cross-jurisdictional gateways	Every 3 years
	Percentage of transit stops and stations accessible on AAA cycling routes.	Every 3 years

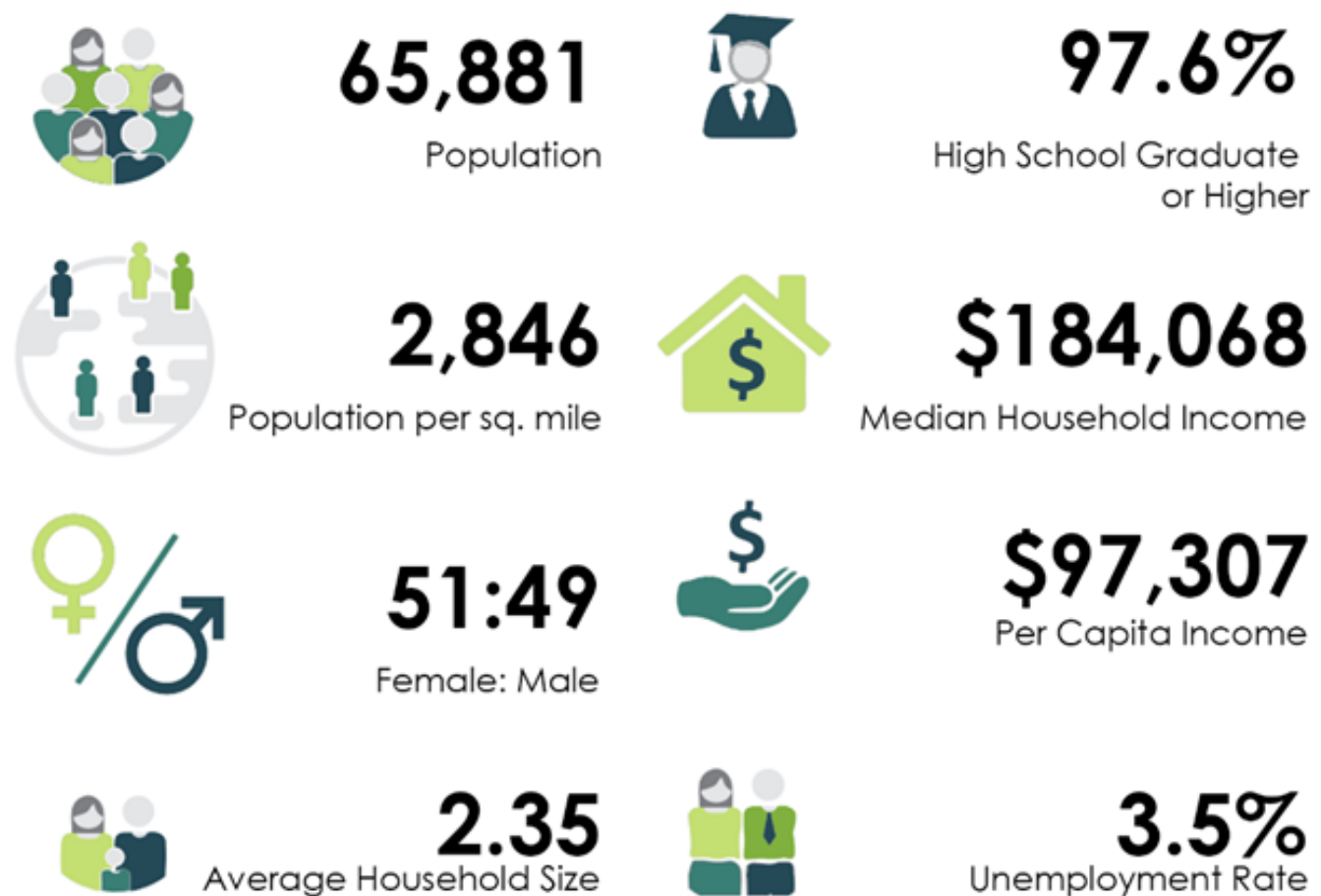
Source: Kittelson & Associates, Inc. 2025

Notes: ¹Level of traffic stress (LTS) is an approach that quantifies the amount of discomfort that people feel when they bicycle close to traffic. It is further described in section 2.5.

1.5 Setting

Located between the open space preserves of the foothills and the tidal flats of San Francisco Bay, Palo Alto encompasses an area of approximately 26 square miles, nearly half of which is designated as parks, open space, and Baylands. With an established grid network of streets, vibrant business districts, a well-known park and trail system, and direct proximity to Stanford University, Palo Alto is an ideal place for walking and biking. Flat terrain, tree-lined streets, and a temperate climate also make Palo Alto a relatively easy place to bicycle. Palo Alto's main transportation corridors are Interstate 280, Highway 101, Highway 84 (the Dumbarton Bridge), State Route 82 (El Camino Real), and Oregon Expressway/Page Mill Road. Within the City, commuter rail stations include the Palo Alto University Avenue stop (one of the most frequently used in the Caltrain system) and the California Avenue station. Bus service is primarily provided by the Santa Clara Valley Transportation Authority (VTA) and limited service is provided by SamTrans (San Mateo County Transit District), Dumbarton Express, and Stanford's Marguerite Shuttle. Since 2012, the City of Palo Alto's population has remained relatively consistent with around 66,000 residents, whereas the median household income has increased by 55 percent. **Image 1** and **Table 3** shows the key demographic indicators as obtained from 2023 U.S. Census ACS 1-Year estimates.

Image 1: Palo Alto Demographic Indicators



Source: U.S. Census Bureau, ACS 2023 1-Year Estimates.

Table 3: Palo Alto Demographic Indicators

DEMOGRAPHIC INDICATOR	ESTIMATE
Total Population	65,881
Population Density	2,846 Population per square mile
Sex ratio (males per 100 females)	98.6
Average Household Size	2.35
High School Graduate or Higher	97.6%
Median Household Income	\$184,068
Per Capita Income	\$97,307
Unemployment Rate	3.5%
Mean Travel Time to Work	20.4 minutes

Source: U.S. Census Bureau, ACS 2023 1-Year Estimates.

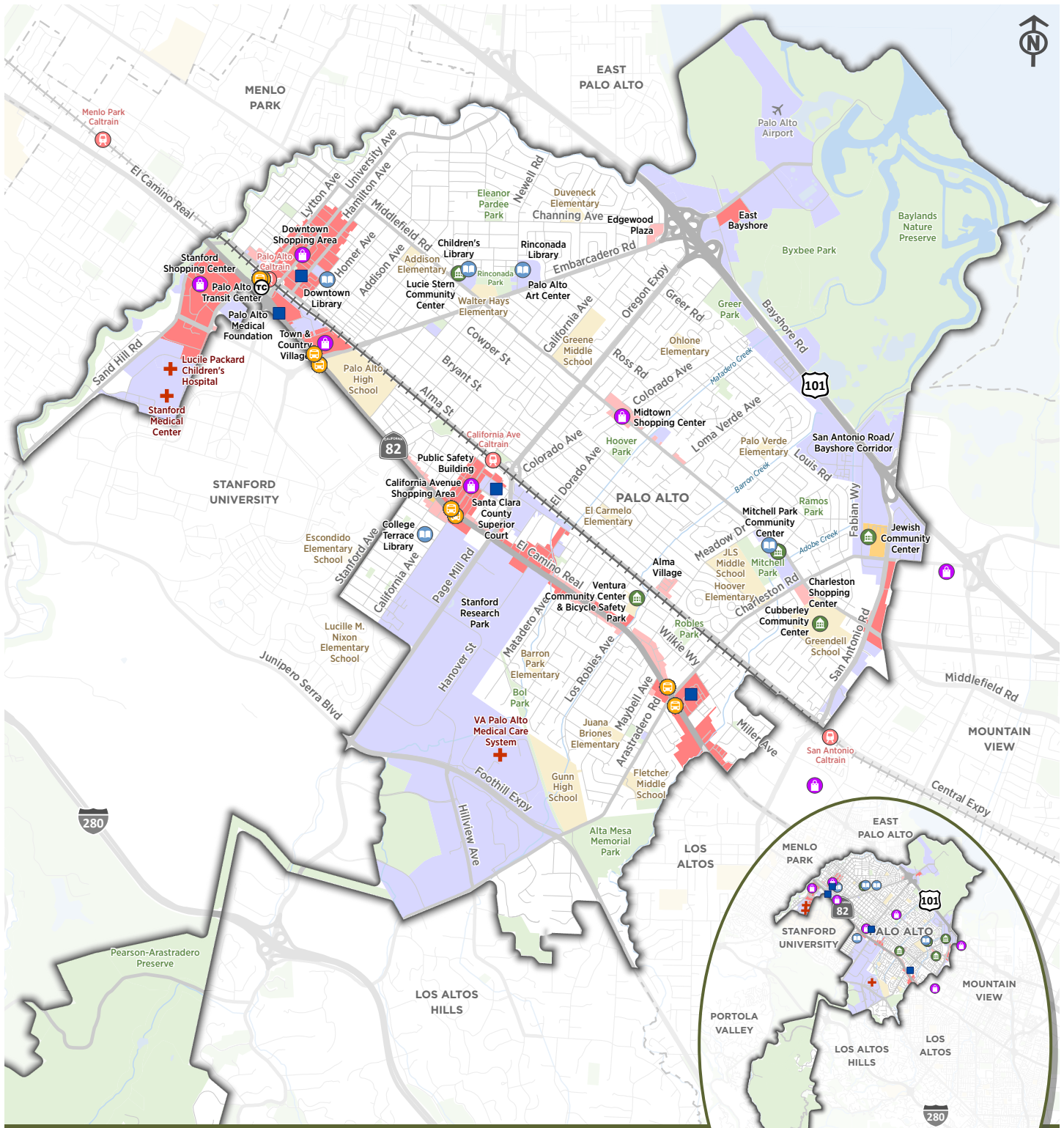
1.5.1 KEY DESTINATIONS

There are several key destinations, community amenities, and resources within a walkable distance of half a mile and a bikeable distance of two miles of many Palo Alto residents. In this context, key destinations include both residential origins and non-residential destinations. Key destinations include medical and education centers, grocery stores, childcare centers, pharmacies, parks, libraries, and transit stops. Additionally, there are areas within the City where residential densities are higher than average; some of these areas are reflected in the Mixed Use and Other High Intensity Uses categories on **Figure 1**.

Figure 1 identifies key destinations, or existing activity generators, that will benefit from improved bicycle and pedestrian connections.

Figure 2 illustrates the 10-minute walk and bike sheds (area that is accessible within 10-minutes of walking or biking based on the existing street network without consideration of available existing facility) for major transit stops, which include Caltrain stations and bus stops served by rapid bus service. These walk and bike shed areas represent the majority of populated areas within the City. Bicycle and pedestrian infrastructure improvements on streets and sidewalks connecting to these stops are critical in providing safe and comfortable connections to transit.

Figure 1: Existing Activity Generators



- City of Palo Alto
- Commercial
- Neighborhood Commercial
- Mixed Use
- Employment District or Other High-Intensity Uses
- School
- Parks and Open Space
- Community Center
- Library
- Medical Center
- Shopping Center/Area
- Employment Center
- Transit Center
- Rapid Bus Stop
- Caltrain Station
- Railroad

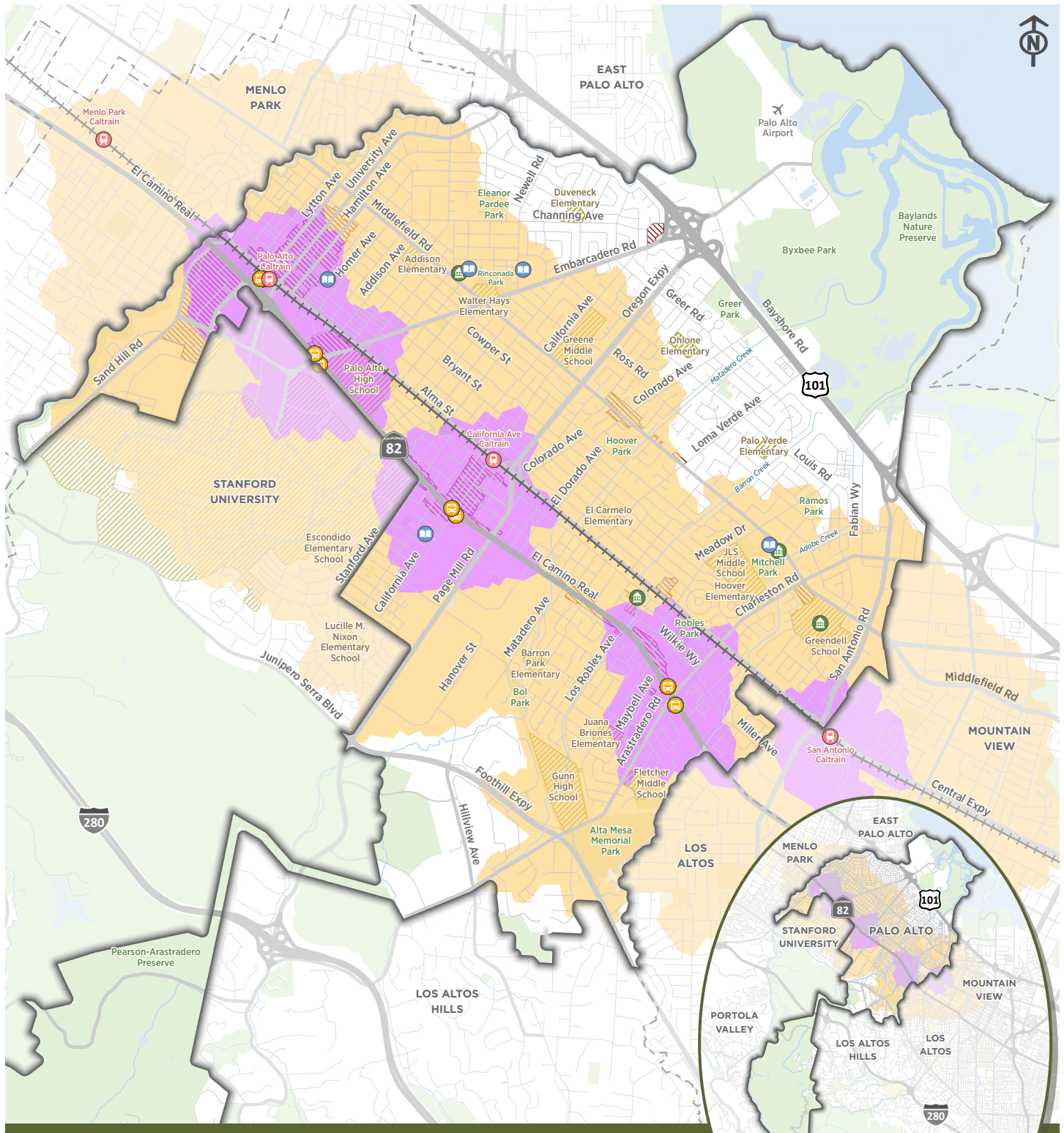
0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

Note: Icon is in a general area, not the exact location.

As of 9/1/2025

Figure 2: Walk and Bike Sheds for Major Transit Stops



- 10-Minute Walk Area
- 10-Minute Bike Area
- Rapid Bus Stop
- Caltrain Station
- City of Palo Alto
- Park/Open Space
- School/University
- Commercial Center
- Community Center
- Library
- Railroad

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

1.6 Relationship to Other Documents

The 2012 BPTP, along with a variety of local, regional, state and federal plans, legislation, and policy directives, provides guidance for the development and safe operation of bicycle and pedestrian facilities. The following section highlights relevant themes and findings from existing plans and policies.

Across various plans, there is strong alignment on promoting sustainability, climate action, and increasing the rate of people walking and biking. Common vision and goals include:

- Increasing biking and walking trips for all purposes
- Constructing and maintaining safe and accessible streets for walking and biking and people of all ages and abilities
- Developing a network of bikeways, pathways, and traffic-calmed streets that connect various business districts, residential areas, open spaces and parks
- Improving the aesthetics of walkways and bike paths to attract more walking and biking trips
- Reducing the overall vehicle miles traveled (VMT)
- Seeking to improve the quality of life, as well as environmental quality, economic health, and social equity

The 2030 City of Palo Alto Comprehensive Plan introduces programs and policies such as collecting bicycle counts and conducting surveys to understand bicycle use (Program T1.16.1); encouraging participation in local walking and biking events (Program T1.16.4); providing facilities that encourage walking and biking (Policy T-1.19); and prioritizing investments for enhanced pedestrian access and bicycle use within Palo Alto (Program T1.19.2).³ Furthermore, the policies align with the Metropolitan Transportation Commission's (MTC) Regional Active Transportation Plan⁴ and City's Safe Routes to School (SRTS) Program.

³ City of Palo Alto. 2030 Comprehensive Plan. (2014) Accessed from <https://www.paloalto.gov/Departments/Planning-Development-Services/Housing-Policies-Projects/2030-Comprehensive-Plan>

⁴ Metropolitan Transportation Commission. Regional Active Transportation Plan. (2023) Accessed from <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/regional-active-transportation-plan>

The City's Sustainability/Climate Action Plan (S/CAP) sets an ambitious goal to reduce community-wide GHG emissions 80% below 1990 levels by 2030, with transportation identified as a major focus area. The plan aims to cut transportation-related emissions at least 65% below 1990 levels by accelerating EV adoption, expanding public and private charging infrastructure, electrifying municipal fleets, and promoting e-bikes and other light electric vehicles. It also targets a 12% reduction in total vehicle miles traveled (VMT) by 2030 and seeks to increase active transportation and transit mode share for local work trips from 19% to 40% through bicycle and pedestrian plan implementation, transit expansion, transportation demand management (TDM), smart parking, and supportive land use policies. Overall, the transportation strategy emphasizes feasibility, equity, electrification, and reducing single-occupancy vehicle travel while aligning infrastructure and land use decisions with long-term climate resilience.

The common themes from the review of documents surrounding the needs and challenges include:

- Limited access to commercial areas
- Insufficient bike parking
- Safety concerns at crossings and high-traffic areas
- Environmental risks
- Funding uncertainty
- Bicycle theft, and
- Poor infrastructure maintenance



The following active transportation projects are recommended as a part of the plans reviewed:

- Across barrier connections across the City (Adobe Creek Highway 101 Overcrossing (completed), Caltrain/Alma Barrier Crossing at Matadero Creek (ongoing via the South Palo Alto Bike/Ped Connectivity Project)
- Trails and Shared Use Pathway projects (including Embarcadero Road / Rinconada Park Sidepath and Adobe Creek Reach Trail (completed))
- Bicycle boulevard projects (including Castilleja-Park-Wilkie Bicycle Boulevard and Bryant Street Bicycle Boulevard Update)
- Intersection spot improvements (including El Camino Real Intersection Through-Markings (completed) and Charleston Road at Middlefield Road Bicycle Through-Lanes (completed))
- Infrastructure Programs (including Bicycle Parking Corral / Rack Installation Program (on-going) and Pedestrian Countdown Signals & Crossings Program (on-going))
- System rehabilitation and Maintenance (including Castilleja Street-Park Boulevard and Lytton Avenue (completed))
- Design, Feasibility, and Planning (including Middlefield Road “Complete Street” Plan Line Study and Embarcadero Road Plan Line Study (completed))
- Non-Infrastructure - Education Encouragement (including Citywide Traffic Counts and Data Collection and Bike Palo Alto! / Palo Alto Sunday Streets (on-going))
- Freeway interchange improvements (I-280/Page Mill Interim Improvements (completed))
- Planned Bicycle Bridge/Undercrossing (Stanford Avenue /Seale Avenue, San Francisquito Creek Trail (Bay Trail Crossing Complete), Adobe Creek Bridge (complete))

1.6.1 RELATIONSHIP TO CITY’S ONGOING EFFORTS

At the time of the 2026 BPTP development, the City of Palo Alto was advancing several related planning efforts, including:

- Safe Streets for All (SS4A) Safety Action Plan
- 2023-2031 Housing Element
- San Antonio Road Area Plan
- Downtown Housing Plan
- South Palo Alto Connectivity Project
- Quarry Road Transit Connection at El Camino Park
- Car-Free Streets: California Avenue and Ramona Street
- El Camino Real Pavement, Rehabilitation, and Bikeways
- Cubberley Community Center Project

The BPTP team engaged with staff and consultants leading these initiatives to ensure coordination and consistency across planning efforts. Recommendations from projects that were further along in their development, such as the SS4A Safety Action Plan and the 2023–2031 Housing Element, were incorporated into the BPTP as appropriate. The Safety Action Plan prioritizes addressing risks for pedestrians on major downtown streets, pedestrians on arterials at night, youth bicyclists, broadside collisions between bicyclists and vehicles, and bicycle crossings on high-stress streets. The Housing Element highlights that improvements to walking and biking infrastructure can reduce household transportation costs and enhance residents’ quality of life. It also promotes strategies such as Pedestrian-Transit Oriented Development (PTOD) and mixed-use land development to foster more walkable and bikeable communities. Other efforts, including the San Antonio Road Area Plan and the South Palo Alto Connectivity Project, were still in progress at the time of 2026 BPTP development. The 2026 BPTP recognizes that the outcomes of these ongoing projects will continue to inform and influence the recommendations presented in this plan.

1.7 Public Outreach Summary

The development of the 2026 BPTP was guided by an extensive, four-phase community engagement process: 1) Visioning; 2) Needs & Concerns; 3) Recommended Projects and Programs; and 4) Plan Adoption. The community engagement effort included a combination of digital outreach and in-person events. The City promoted events on the City’s website, social media channels, “Transportation Connect” mailing list, tabling and community events, Uplift local newsletter, and at the Committee and Working Group meetings.

Image 2: Four Phases of Engagement



Notes: PABAC - Pedestrian and Bicycle Advisory Committee; CSTSC - City School Traffic Safety Committee; PTC – Planning and Transportation Commission



PHASE 1: VISIONING

The initial phase focused on establishing a shared vision through a variety of public engagement activities. A variety of methods were used to engage the public, including an interactive map, public survey (developed and distributed in partnership with the Safe Streets for All Action Plan team), a series of seven committee and working group meetings, an in-person pop-up event at Bike Palo Alto, and a virtual community visioning workshop.

The interactive map received nearly 1,000 unique comments, with 54 percent citing safety concerns and 29 percent requesting new infrastructure. Many comments emphasized the need to close connectivity gaps in the bicycle network, improve safety, expand bike lanes for greater comfort, and provide infrastructure near schools.

Key themes emerging from engagement with committee and staff working groups surfaced several key themes:

- 1) safety, especially for students;
- 2) demand for high-quality walking and biking infrastructure;
- 3) the need for across-barrier connections over obstacles like U.S. 101 and Caltrain;
- 4) interest in transformative technologies (e.g., e-bikes, sensors); and
- 5) alignment of transportation planning with future growth areas such as San Antonio Road.

At the Bike Palo Alto event, residents echoed the importance of separated bikeway and identified El Camino Real as a major barrier. The visioning workshop led to the development of a vision statement and the objectives presented in Chapter 2.

Image 3: Virtual Visioning Workshop held on January 31, 2024

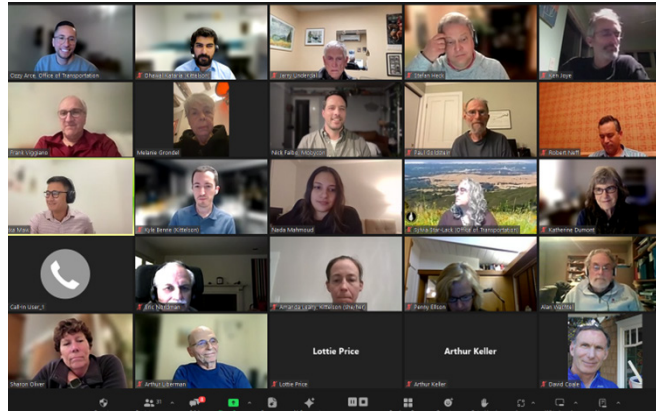


Image 4: Bike Palo Alto Event held on October 1, 2023



Key Themes from Phase 1:

- Safety is the top priority, particularly for students traveling to and from school.
- Strong demand for separated bikeways or wider bike lanes and safer street crossings.
- Need for a seamless network that crosses major barriers (e.g., highways, rail).
- Direct connections to schools, transit hubs, and key community destinations.
- Integration of e-bikes and other micromobility options.
- Emphasis on high-quality design, including comfort, aesthetics, wayfinding, and shade.
- Education, outreach, and ongoing community input are essential.



PHASE 2: NEEDS & CONCERNS

The second phase of engagement included a series of committee and working group meetings and a week-long series of events and workshops that included a bicycle network development workshop, a community walking tour, and a community cycle tour.

The Bikeway Network Development workshop guided participants to identify key destinations, connect destinations through a schematic “Star” network, and apply the schematic network to the street grid. The resulting networks highlighted the need for crossing across railway tracks and opportunities to improve facilities on major roads such as Middlefield Road, El Camino Real, and Embarcadero Road.

The community walking tour, hosted in partnership with Avenidas (a senior activity center), explored University Avenue and the Palo Alto Caltrain Station area. Feedback from the tour contributed to the development of the Pedestrian Design Guidelines.

The community bike tour, organized with the Silicon Valley Bicycle Coalition, involved 24 community members and covered a range of existing bicycle facility types over a seven-mile bike ride. Participants emphasized the need for a continuous low-stress network, stronger connectivity, and infrastructure that supports riders of all ages and abilities.

Image 5: Bicycle Network Development Workshop



Image 6: Community Walking Tour



Key Themes from Phase 2:

- Strengthen the existing network by addressing critical gaps.
- Prioritize improvements along key corridors, including San Antonio Road, Alma Street, Embarcadero Road, Middlefield Road, and El Camino Real.
- Enhance sidewalk continuity, wayfinding, and placemaking in pedestrian-oriented areas such as University Avenue and California Avenue.
- Enhance the design of transitions between different bicycle facility types to ensure a continuous and intuitive riding experience.



PHASE 3: RECOMMENDED PROJECTS AND PROGRAMS

This phase sought feedback on draft project and program concepts through focus group meetings (3), committee meetings (3), commission meetings (2), a public workshop, tabling and public events, online interactive map feedback and electronic feedback submissions.

Discussions with focus groups, commission and committee members highlighted concerns about the cost and return on investment on bikeways on “Big Streets.” There appeared to be consensus on the need for micromobility supporting infrastructure, pedestrian-oriented streets, implementation of bike boulevards, Quick-Build projects, wayfinding, and, most importantly, safety enhancements.

The City held a joint workshop for the 2026 BTP and South Palo Alto Bike/Ped Connectivity⁵ project at the Mitchell Park Community Center. Key takeaways included strong support for expanding the pedestrian toolbox with features such as pedestrian beacons, pedestrian-only zones, raised crossings, wider sidewalks, permanent wayfinding, and improved bike parking. Feedback on separated bikeways was mixed.

In addition to in-person events, the BTP team prepared an online interactive map and feedback form. The map tool collected over 400 public comments, with 40 percent expressing support for improvements along corridors like Homer Avenue, Channing Avenue, Quarry Road, Charleston Road, and Oregon Expressway. Some (13%) raised concerns about specific treatments, while 24 percent opposed certain proposals, particularly where they could impact vehicle traffic—such as on San Antonio Road, Middlefield Road, and Embarcadero Road. Several commenters suggested leveraging creek corridors for non-motorized transportation. The feedback form received over 100 responses, which largely supported making Palo Alto more bike- and pedestrian-friendly but also raised concerns about the safety and practicality of certain recommend projects, particularly those involving busy arterial roads and parking removal.

Key Themes from Phase 3:

- Mixed reactions to “Big Streets” projects while they provide direct connections, many questioned their overall return on investment.
- Strong call for a clearer prioritization framework that accounts for real-world constraints.
- Desire for more pedestrian-focused recommendations.
- Emphasis on improving overall network connectivity and cohesion.
- Support for non-infrastructure strategies such as education, policy tools, funding mechanisms, and planning for emerging mobility modes.

⁵ City of Palo Alto. South Palo Alto Bike/Ped Connectivity Accessed from www.paloalto.gov/bikepedcrossings



PHASE 4: PLAN ADOPTION

Staff presented the draft 2026 BTP to PABAC, PTC, and the City Council for review and adoption as a part of the final phase of engagement. Feedback focused on refining the project list and clarifying project descriptions.



2. EXISTING FACILITIES AND CONDITIONS



This chapter provides an overview of walking and biking in Palo Alto and presents relevant demographic data, existing walking and biking infrastructure, the High Injury Bicycle and Pedestrian Network, and the results of the bicycle level of traffic stress analysis. This inventory and analysis of existing conditions sets the stage for identifying pedestrian and bicycle needs and informs the prioritization process and network recommendations.

A pedestrian is someone traveling on foot along sidewalks, crosswalks, or pathways. This also includes individuals using assistive devices such as canes, walkers, or wheelchairs. A bicyclist is a person riding a bicycle, which may include pedal-powered bicycles, electric bicycles (e-bikes) with pedal-assist or throttle features, and adaptive bicycles such as hand-cycles or tricycles. Shared micromobility refers to the use of small, low-speed vehicles like bicycles and scooters that are available for public rental on a short-term basis.

2.1 Existing Pedestrian Facilities

Facilities¹ that support people walking include sidewalks, shared-use paths, and trails, as well as crossing facilities such as curb ramps, high intensity activated crosswalk beacons, and marked and unmarked crosswalks. Amenities such as street furniture, pedestrian-scale lighting, pedestrian-oriented wayfinding, shade, benches, water fountains, and landscaping also serve to support and create an environment that is convenient and inviting for people walking.



Pedestrian crossing at El Camino Real.

Source: City of Palo Alto



Midblock crossing at City Hall

Source: City of Palo Alto

¹ A facility is a physical element of the transportation system that is designed to support safe, comfortable, and accessible travel by walking, biking, rolling, or using mobility devices.



Crossing at Quarry Road.

Source: City of Palo Alto



Pedestrians crossing El Camino Real.

Source: City of Palo Alto

Sidewalks are generally provided throughout Palo Alto on its arterial and residential streets, providing walking connectivity to destinations such as schools, parks, retail, and transit. However, there are some gaps in the sidewalk network, including around key walking destinations such as rail and bus rapid transit stops. For example, the presence of sidewalk gaps along Palo Alto Avenue and Alma Street (near Palo Alto Transit Station) and along San Antonio Road (near San Antonio Transit Station) affect the directness and convenience of walking to and from high quality transit service. In addition, some neighborhoods may lack complete sidewalk networks on their residential streets, such as those within proximity of San Antonio Transit Station as well as Barron Park.

Marked crosswalks are provided at signalized and unsignalized intersections in the City. However, there are locations where consistent marked crosswalks are lacking. For example, at-grade arterials and expressways which bisect the City can have marked crosswalks that are limited and distant from one another. In addition, some signalized intersections do not provide marked crosswalks at all four legs, requiring pedestrians to undertake a three-stage crossing; for example, this condition occurs in proximity of Palo Alto Transit Station. Some signalized intersections also lack pedestrian crossing signals especially in key commercial areas like Downtown Palo Alto. The unsignalized intersections of side streets at arterial streets often lack marked crosswalks in any direction; for example, this condition is present near California Avenue Transit Station along streets such as Page Mill Road, California Avenue, and El Camino Real.

2.2 Existing Bicycle Facilities

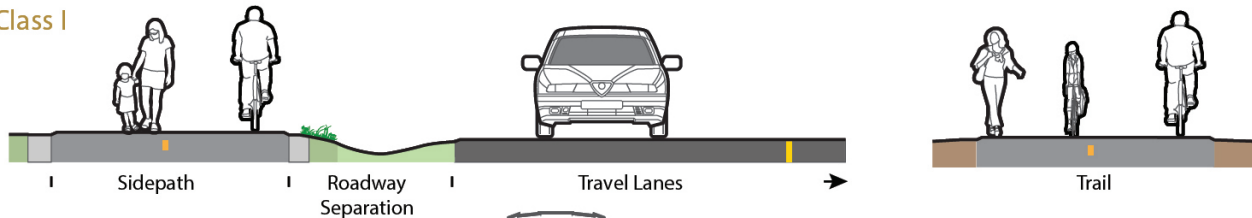
Facilities that support people bicycling include bike lanes, bike boulevards, separated bikeways, shared-use paths, and trails, as well as crossing facilities such as protected intersections and conflict zone markings. Amenities such as bicycle parking, bicycle-oriented wayfinding, and bicycle signals also serve to support and create an environment that is convenient and inviting for people bicycling.

The City of Palo Alto has been a pioneer in developing bicycle facilities, having implemented the first Bicycle Boulevard in the United States on Bryant Street in the 1970s. The corridor is named in honor of Ellen Fletcher, a longtime councilwoman and former Palo Alto Vice-Mayor who helped transform the City into a nationally recognized bike-friendly community through her persistent advocacy.

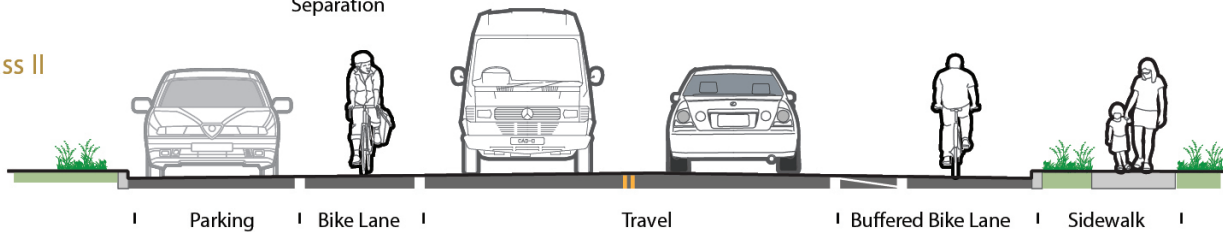
The California Department of Transportation (Caltrans) defines four classes of bicycle facilities: Class I, II, III, and IV, as illustrated in **Image 7**. In addition to these statewide classifications, the City of Palo Alto uses further sub-classifications: Class IIa – standard bike lanes, Class IIb – buffered bike lanes, Class IIIa – bike routes, and Class IIIb – bike boulevards.

Image 7: Types of Bicycle Facilities

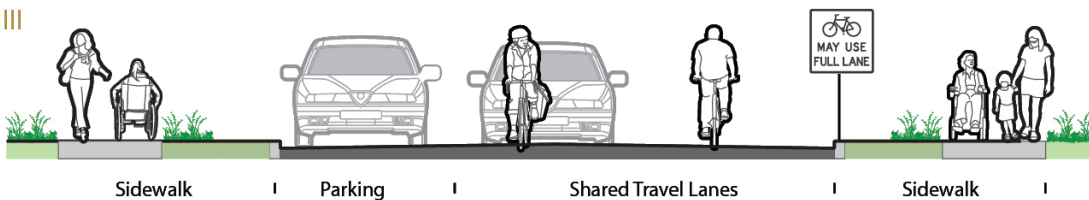
Class I



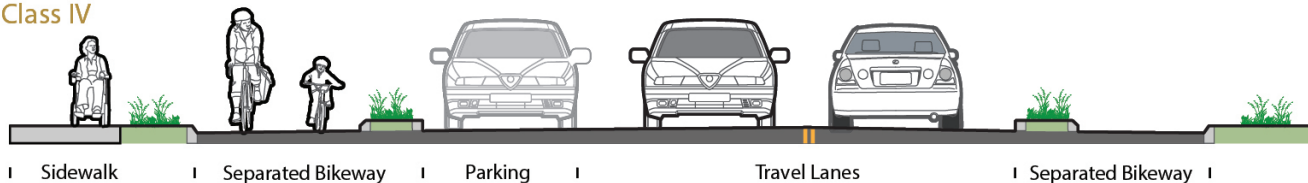
Class II



Class III



Class IV



Source: Caltrans, *Toward an Active California, State Bicycle and Pedestrian Plan*, 2017.

Note: A pedestrian or bicycle facility is any infrastructure designed to support, enhance, and encourage bicycle use by improving the safety and convenience for pedestrians or bicyclists. A “facility” is a physical element of the transportation system that is designed to support safe, comfortable, and accessible travel by walking, biking, rolling, or using mobility devices.



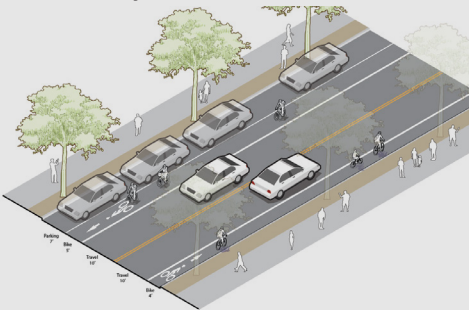

2.2.1 BICYCLE FACILITIES

The 2026 BPTP proposes the six bicycle facility types illustrated and described in **Image 8** and **Image 9**.

Image 8: Updated Bicycle Facility Types

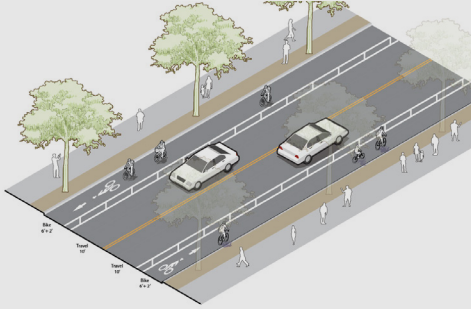


Image 9: Bicycle Facility Types

TYPE OF FACILITY	DESCRIPTION
<p>Class I Shared Use Path</p>  	<p>A shared use path is a physically separated path from vehicles that can be used by both pedestrians and bicyclists. They should be implemented adjacent to high volume collectors and arterial roads where speeds and volumes are high. They can also be implemented through parks and recreational areas. The City of Palo Alto has an extensive existing shared use pathway network that is used for both recreational and non-recreational use as they are low-stress routes that are attractive, comfortable, and for people of all ages and abilities.</p> <p>Considerations: Shared use paths must be designed with care at intersection crossings, to promote visibility and proper yielding behavior. At high user volumes, increased width or user-separated zones should be considered.</p> <p>Challenges: Limited right-of-way and gaps in the trail network that hinder connections to key destinations. Environmental considerations, such as potential impacts to habitat areas or heritage trees, also pose constraints. In addition, trail maintenance can be difficult when responsibilities are shared across multiple agencies.</p>
<p>Class IIa Bicycle Lanes</p>  	<p>A bicycle lane is a dedicated lane for bicycles that is visually separated from the motor vehicle lane through pavement markings. As they are only visually separated, bike lanes should only be implemented on low-to-moderate collector roads where the speeds are less than or equal to 30 mph. Repurposing the public space for dedicated bicycle facility. Bike lanes should be at a minimum of 5 feet but preferably 6 feet when space allows.</p> <p>Considerations: Existing bike lanes that are 4 feet should be updated when possible.</p> <p>Challenges: Limited right-of-way, safe crossings at intersections and driveways, vehicle parking considerations, and conflicts with right-turning vehicles.</p>

TYPE OF FACILITY	DESCRIPTION
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Class IIb Buffered Bicycle Lanes



A buffered bicycle lane is similar to a painted bicycle lane, but it has an extra painted buffer to create more space between bicyclists and motorists. A buffered bike lane should be implemented on collector roads with low to moderate volumes, around 4,000-6,000 vehicles per day (vpd).

Considerations: Parking lane or travel lane reconfiguration may be necessary to create space for buffered bike lanes.

Challenges: Limited right-of-way, safe crossings at intersections and driveways, vehicle parking considerations, and conflicts with right-turning vehicles.

Class IIIa Advisory Bike Lanes



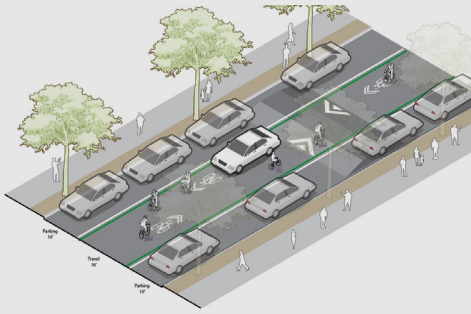
An Advisory Bike Lanes or Edge Lane Road is a treatment where people riding bicycles and motor vehicles share the road space. These should only be used on local streets or on collectors with low volumes and speeds. With low traffic volumes drivers can negotiate the reduced space, then the travel area can then be reduced to 1 lane for two-way travel, and advisory bike lanes can be painted on either side.

Considerations: Advisory bike lanes are an experimental and emerging facility type. Outreach and education should be conducted before any installation to promote user awareness and project success.

Challenges: They are suitable only for roadways with low traffic volumes and low vehicle speeds, and vehicle parking considerations.

TYPE OF FACILITY	DESCRIPTION
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Class IIIb Bicycle Boulevards



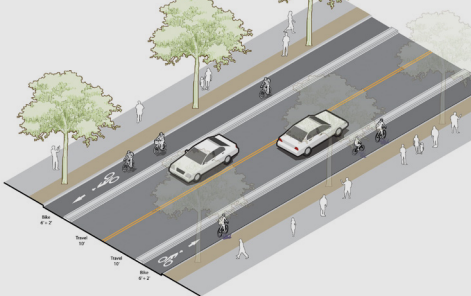
A bicycle boulevard is a low-stress shared roadway, where bicycles are prioritized and share the roadway with motor vehicle traffic. A bicycle boulevard should be implemented on a local street or a collector where speeds are low, and volumes are typically less than or equal to 2,000 vpd. A bicycle boulevard is recognizable based on the wayfinding, traffic calming treatments such as detached sidewalks and curb extensions. Gateway treatments should be implemented along major roadway entrances to indicate to drivers that they are entering a bicycle boulevard and to slow their speeds. Stop signs should be oriented to favor bicycle travel. Traffic filters should also be installed along the route to manage traffic access and keep motor vehicle volumes low. Design exceptions should be considered for situations such as SRTS Suggested Walk & Roll Route Maps.

Considerations: For bicycle boulevards to provide a low-stress experience, traffic volumes and speeds must be intentionally managed and monitored over time.

Challenges: They are suitable for roadways with low traffic volumes. Additionally, designing safe and efficient crossings at major streets presents a significant challenge.

Note: Sharrows and other ground-stencils may be appropriate for bicycle boulevards as a way to identify them, and for wayfinding purposes.

Class IV Separated Bikeway



A separated bikeway, also referred to as a Protected Bike Lane, is a dedicated facility for bicycles that is physically separated from motor vehicle traffic. Separated bikeways should be implemented above 6,000 vpd, or when motor vehicles are travelling above 30 mph, and it is unsafe for them to mix and share the same space. Separated Bikeway travel area width should be 5 feet to 7 feet with an additional 2- to 3-foot or larger buffer depending on the available road space.

Considerations: Care should be taken at intersections to improve the visibility and slow the speed of turning drivers. Maintenance of separated bikeway spaces is important to maintain their usability.

Challenges: Limited right-of-way, safe crossings at intersections and driveways, vehicle parking considerations, and conflicts with right-turning vehicles.

Source: Mobycon, 2025

Figure 3 illustrates the existing bikeway network in Palo Alto and surrounding jurisdictions. In 2012, the City had 59.3 miles of bikeways. Since then, approximately 14 miles have been added, bringing the total to 73.5 miles as of 2025. Notably, there were no Class II buffered or Class IV separated bikeway in 2012; today, the City has 3.3 miles of buffered bike lanes and 4.3 miles of separated bikeways. **Table 4** includes comparison between 2012 bicycle network mileage with existing network in 2025.

Table 4: Existing Bicycle Network in 2012 vs 2025

FACILITY TYPE	2012	2025
Class I Multi-Use Path	13.9	11.7
Class II Bike Lane	33.2	34.6
Class II Buffered Bike Lane		3.3
Class III Shared Lane	8.0	12.6
Class III Bicycle Boulevard	4.2	7.1
Class IV Separated Bikeway*		4.3
TOTAL	59.3	73.5

Source: 2012 BPTP

Note: *Separated bikeways are also referred to as protected bike lanes. 2025 values include Caltrans’ Class IV separated bikeway on El Camino Real.

2012 lane mile data is sourced from the 2012 BPTP; 2025 lane mileage is calculated using the 2025 roadway centerline file. The Class I length has not decreased between 2012 and 2025—differences are due only to the calculation method.

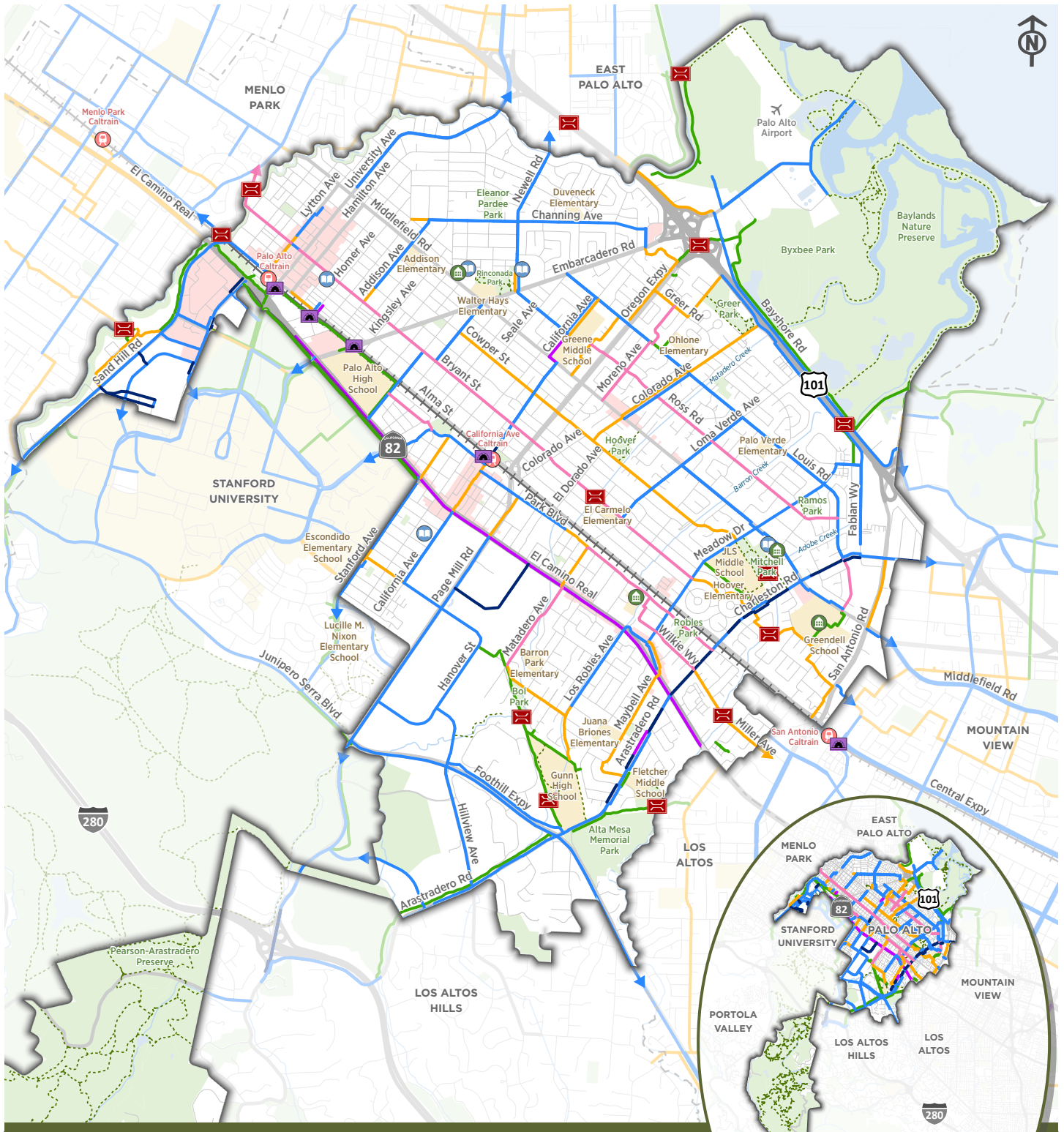
2.2.2 BICYCLE SUPPORT FACILITIES

In December 2024, the BPTP team conducted a comprehensive inventory of bicycle parking facilities along University Avenue, Hamilton Avenue, and Lytton Avenue between Middlefield Road and the Palo Alto Downtown Caltrain Station. **Figure 4** shows the distribution of bicycle parking locations within this area. The team identified a total of 142 locations, providing capacity for up to 679 bicycles in a variety of rack types, including inverted U – circular, inverted U - rectangle, series inverted U, elevated racks, wave racks, and lockers.

High utilization was observed at many locations, particularly near University Avenue and the Caltrain Station. Most bike parking is conveniently located on or near sidewalks. However, some individuals were observed securing bicycles to sign poles or trees, likely for convenience, limited availability, or because the type of bike parking provided is difficult to use.



Figure 3: Existing Bicycle Facilities Map

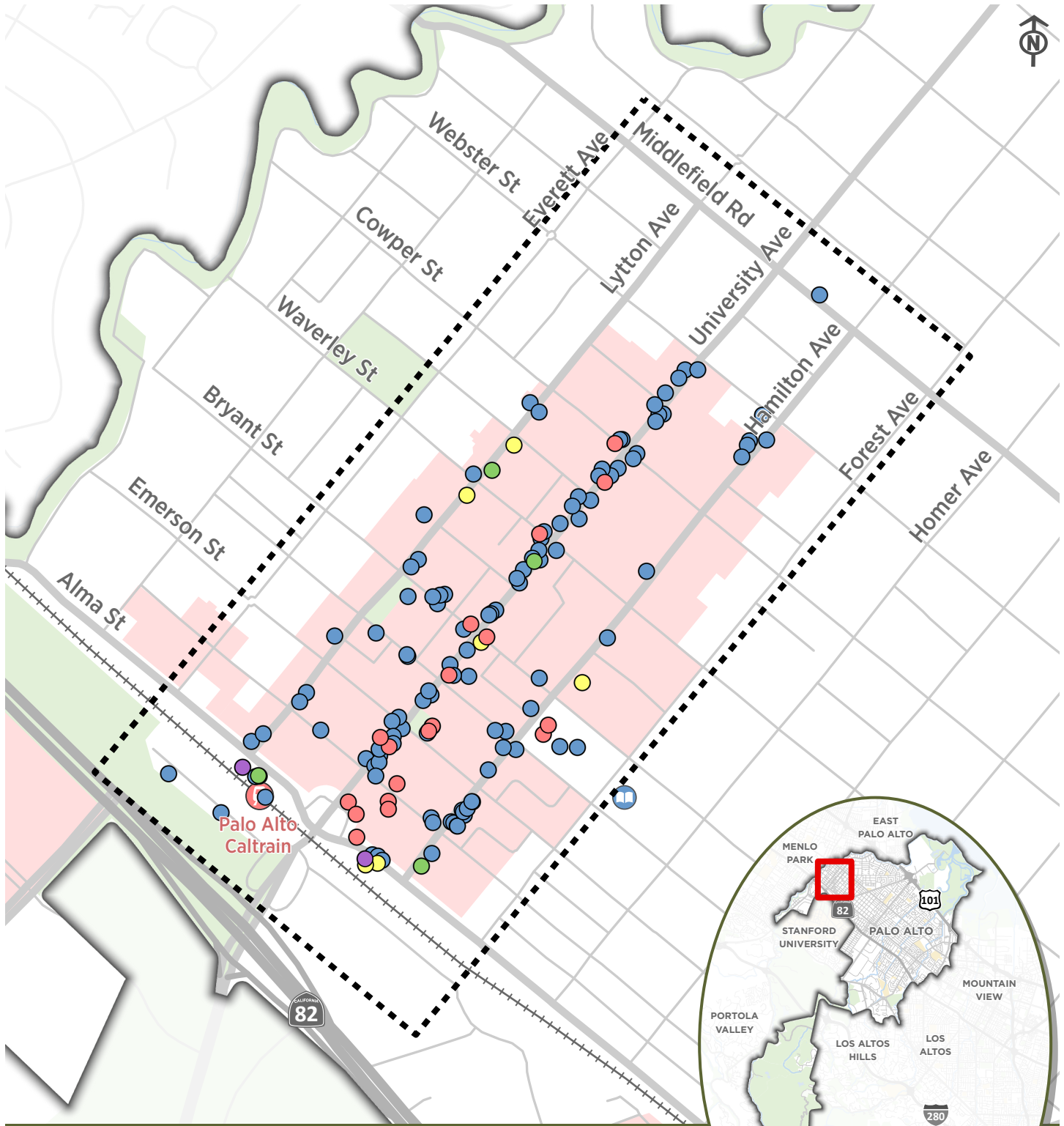


- | | | |
|--------------------------------|--------------------|------------------|
| Class I - Shared Use Path | Ped/Bike Bridge | Railroad |
| Class IIa - Bike Lane | Ped/Bike Underpass | Caltrain Station |
| Class IIb - Buffered Bike Lane | City of Palo Alto | Library |
| Class IIIa - Bike Route | Park/Open Space | Community Center |
| Class IIIb - Bike Boulevard | School/University | |
| Class IV - Separated Bikeway | Commercial Center | |
| Trail | | |

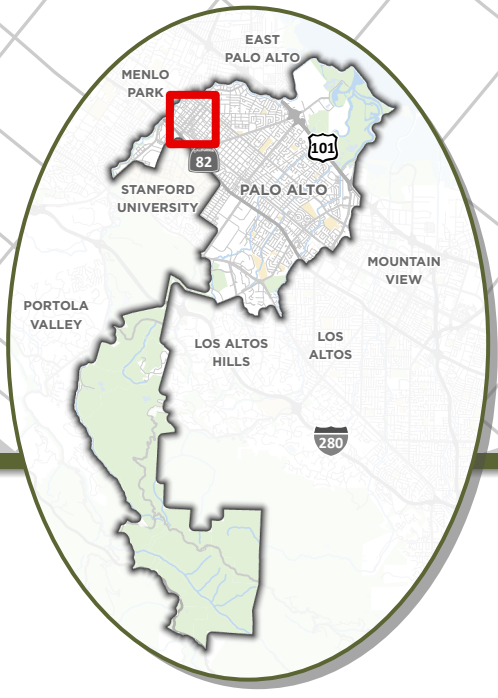
0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

Figure 4: Existing Bicycle Parking Location



- Elevated
- Inverted U
- Wave
- Locker
- Other
- Study Area
- City of Palo Alto
- Park/Open Space
- Commercial Center
- 📖 Library
- 🚆 Caltrain Station
- Railroad



0 500 1,000
 Feet

Data Sources: City of Palo Alto, MTC, Kittelson

As of 9/1/2025

Bicycle Parking

Easy access to secure parking makes bicycling a more attractive option. People are more likely to ride if they know they'll find a safe place to lock up their bike near their destination. Lack of parking often leads to uncertainty or inconvenience, discouraging trips by bike. Bicycle parking is generally categorized into short-term and long-term installations. These two kinds of parking serve different needs, and the starting point for most bike parking projects is recognizing whether the installation should serve short-term users, long-term users, or both. If users typically park for two hours or longer, they are likely to value security and shelter above the convenience and ease that should characterize short-term parking.¹ **Image 10** shows common short-term bicycle parking options that are currently available in the City.

Image 10: Bicycle Parking Types - Short-Term



Inverted U - Circular



Inverted U - Rectangle



Series Inverted U



Elevated



Wave



Locker

Source: Kittelson, 2025

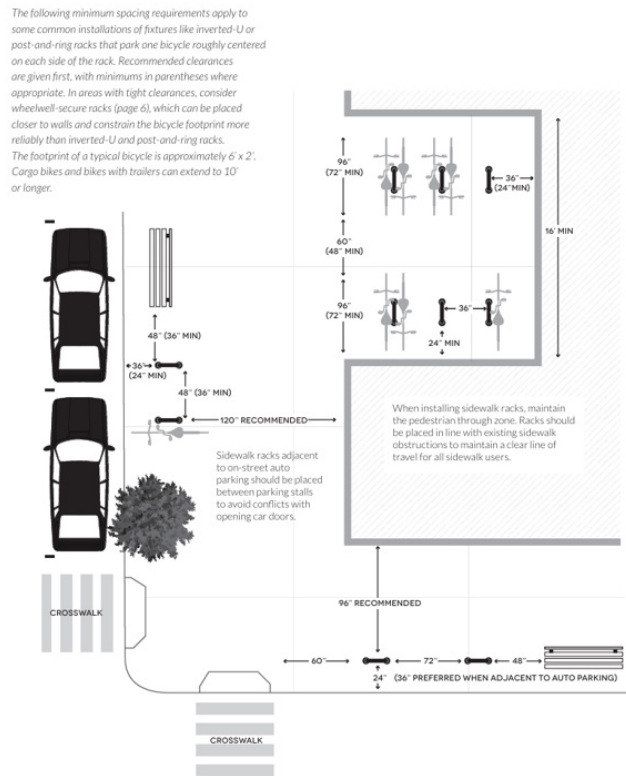
¹ Association of Pedestrian and Bicycle Professionals. Essentials of Bike Parking. 2015

Short-term parking shall be visible from and close to the entrance it serves—50’ or less is a good benchmark. When installing sidewalk racks, maintain the pedestrian through zone. Racks should be placed in line with existing sidewalk obstructions to maintain a clear line of travel for all sidewalk users. **Image 11** shows guidance on placement and spacing requirements for bicycle racks. Additionally, the City could explore opportunities to install high security smart racks such as integrated electronic locking swingarms.¹

Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with a need to park for several hours and leave their bicycles unmonitored. Appropriate locations for long-term parking vary with context. Long-term parking facilities should anticipate the presence of a variety of bicycles and accessories, including—depending on context—recumbents, trailers, children’s bikes, long-tails, and others. To accommodate trailers and long bikes, a portion of the racks should be on the ground and should have an additional 36” of in-line clearance.

The 2026 BPTP’s recommended policies and programs for bicycle parking are described in Section 3.4, Policies and Programs.

Image 11: Placement and Spacing Requirements



Source: APBP Essentials of Bike Parking. 2015

¹ BART. High Security Bike Racks. Accessed from <https://www.bart.gov/guide/bikes/parking>

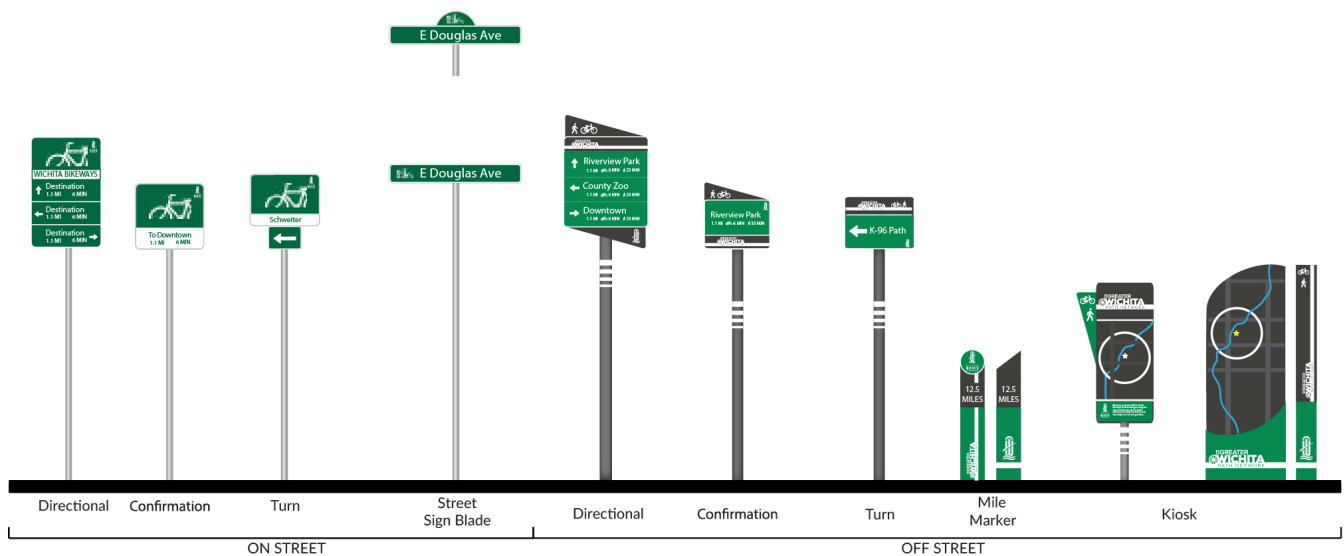
Wayfinding Signs

Wayfinding involves the use of signs, maps, and other visual cues to help people navigate through an area. Effective wayfinding systems improve accessibility and user experience. **Image 12** illustrates the comprehensive bicycle wayfinding sign system family, incorporating both fundamental and enhanced wayfinding components. **Image 13** shows the existing signs in Palo Alto that assist bicyclists in wayfinding.

The 2026 BPTP includes a program to develop a non-motorized wayfinding plan connecting bicycle and pedestrian facilities with key local and regional destinations such as schools, trails, parks, and rail stations. Additionally, the wayfinding facilities will be implemented as part of the bicycle and pedestrian projects.

The 2026 BPTP’s recommended policies and programs for wayfinding are described in Section 3.4, Policies and Programs.

Image 12: Types of Wayfinding Signs



Source: Alta Planning + Design, 2025

Image 13: Existing Signs in Palo Alto



Bicycle Boulevard Sample Signage



Bicycle Boulevard Sign at Bryant Street and Forest Avenue



Bicycle Wayfinding Signage



Temporary Wayfinding Signs



Sign at Caltrain Station



Wayfinding Sign assisting with confirmation and navigation



Sign regulating direction



Sign regulating parking and bike lanes



Downtown Pedestrian Wayfinding Signs

Source: City of Palo Alto, Kittelson and Mobycon, 2025

2.3 Safe Routes to School Program

The Safe Routes to School (SRTS) Program represents a local community partnership between the City of Palo Alto, Palo Alto Unified School District (PAUSD), and Palo Alto Council of (PTA.) The partnership mission is *to reduce risk to students en route to and from school and encourage families to choose healthy, active, sustainable alternatives to driving solo more often.*

Educating Student Bicyclists and Pedestrians

Palo Alto's history as a bicycle-friendly town is about more than its flat terrain and many bicycle facilities, it's about shared community values.

In 2025, SRTS partners recognized the thirty-year anniversary of the Palo Alto School District (PAUSD), Parent Teacher Association (PTA), and City of Palo Alto-supported Safe Routes to School (SRTS) education program. Educational efforts, in tandem with engineering and encouragement programming, are foundational to helping families enjoy safe, active, healthy, sustainable school commutes in Palo Alto. Beyond Education, Encouragement and Engineering, Engagement, Evaluation, and Equity considerations guide partnership outcomes and considerations. Key 30-year achievements include:

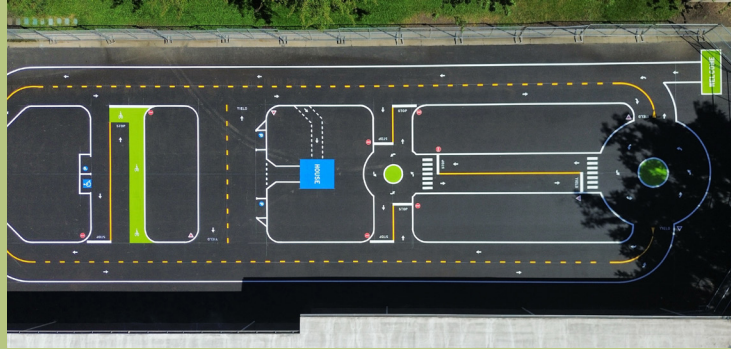
1. **National Recognition** - Compared with national walk/bike school commute percentages of 11 percent, more than 53 percent of Palo Alto students walk and bike to school. Since 2016, students have completed approximately 17 million walk/bike school commutes, reducing risk for families who walk and bike and improving access for families who must drive.
2. **Lifelong Safety Skills** - More than 23,000 students in the Palo Alto Unified School District have received 560 minutes, (nine hours) of in-school transportation safety education between grades K-6 compared with 45 minutes of third grade education in 1991. Palo Alto's Bicycle Life Skills program, including Bicycle Rodeo events, have helped thousands of families gain confidence and learn important road-sharing safety skills. Palo Alto is one of the few communities to offer such robust safety education programming. In 2025, the City constructed the Bay Area's first bicycle safety education traffic garden at Ventura Community Center to enhance offsite programming to even more students throughout Palo Alto and the surrounding community.
3. **Car Trip Reductions** - A 76-mile network of dedicated school commute bicycle lanes, boulevards and shared-use pathways, bicycle rack and facilities upgrades at all PAUSD campuses and the subsequent 2016 development of twenty Walk and Roll Suggested School Route to help families navigate this network has helped prevent the carbon emissions equivalent of more than 3,500 gasoline-powered cars annually, eliminating roughly 3,824,000 car trips from local roadways between 1994 and 2025.
4. **Parent Involvement** - During the past three decades, more than 450 parent volunteers have stepped up to serve as PTA-appointed Transportation Safety Representatives at each PAUSD school. Parents are essential to validating SRTS Partner projects and programming and setting community expectations. PTA Transportation Safety Events include the biannual Walk and Roll to School days and in-school, 3rd Grade Bicycle Life Skills lessons rodeos.

Safe Routes to School Policies

In the face of changing transportation habits, SRTS policies ensure families have a voice in shaping Palo Alto's local transportation landscape. SRTS is directly referenced in four City Comprehensive Plan 2030 Programs and Policies. In 2021, the PAUSD Board of Education-approved a dedicated SRTS policy. SRTS is also cited in the 2022 Sustainability and Climate Action Plan (S/CAP). In 2025, unanimous support from the PAUSD Board of Education, City Council and Palo Alto Parent Council of PTAs (PTAC) led to the renewal of an updated SRTS Partnership Agreement, rededicating Palo Alto to the SRTS Partnership's mission, goals and objectives. The 2026 BPTP builds off these efforts by prioritizing bicycle and pedestrian connectivity to schools, and by recognizing the foundational nature of this work within the Office of Transportation.

THE PALO ALTO BICYCLE SAFETY PARK

In 2025, the City installed a Traffic Garden at the Ventura Community Center. The course, roughly the size of two basketball courts, is designed to serve as a hands-on classroom for young cyclists to learn road safety and cycling skills.



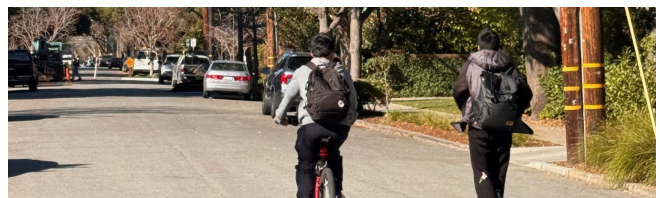
Moving Toward the Future of Safe Routes to School

Between 2017 and 2022, a City School Transportation Safety Committee-approved Palo Alto a Five-Year Action Plan. Core objectives are paraphrased below:

1. Adopt and institutionalize key SRTS practices and policies
2. Provide SRTS education programs, materials and communications
3. Expand and enhance events and encouragement programs and materials
4. Gather data to assess and improve SRTS program outcomes
5. Engineer routes to school to develop a more safe and efficient network for families
6. Increase awareness & engagement between City Departments and the community
7. Commit to an equitable distribution of SRTS resources

Five-Year Plan yearly strategic objectives yielded a mean completion rate of 72 percent, while Five-Year Work Plan ongoing objectives yielded a 100 percent completion rate. Several emergent trends, including a post-pandemic contraction of parent involvement, transit service reductions, restricted school access and the adoption of new transportation modes suggest that a second SRTS Five-Year Action Planning process may help support 2026 BPTP implementation, in addition to helping reverse net losses in post-pandemic active school commute mode share at the secondary level.

For three decades, the SRTS Partnership has shaped Palo Alto's identity as a leader in student bicycling and walking. Its achievements, millions of active commutes, improved infrastructure, and parent engagement, demonstrate the power of collaboration. While pandemic-related disruptions and emerging mobility trends present new challenges, the Partnership's history of resilience and innovation provides a strong foundation for Palo Alto to continue supporting safe, healthy, and sustainable school commutes for the next generation.



2.4 Walking and Biking Activity

Existing walking and biking activity data was analyzed, including travel characteristics such as the purpose of the trip, trip duration, time of day, origin and destination, and traveler demographics. This information is used to identify improvements that would lead to the highest return on investment.

The 2026 BPTP utilizes surveys, counts, and location-based data from Replica to understand the existing walking and biking activity. The Spring 2023 data from Replica was included as part of this analysis for bicycle and pedestrian trips originating within two miles of city limits.

Replica (Big-Data provider) uses a comprehensive modeling technique that simulates the movements of residents, visitors, and commercial vehicles based on a synthetic population. This synthetic population is statistically representative of our community and constructed from a blend of mobile location data, consumer/resident data, built environment data, economic activity data, and, when available, bike and pedestrian counts.²

Replica uses cell phone telemetry data to determine the relative popularity of points of interest. However, it's important to note that this data isn't utilized to determine the mode of transportation for a trip. This is because the GPS-derived speed of a device lacks the precision necessary to differentiate between modes such as bus trips and biking trips. Instead, the determination of a trip's mode is based on factors such as the proximity between the origin and destination, the availability of roadways suitable for bicycles and pedestrians, as well as household and commute characteristics. These variables collectively influence the mode choice.

Replica's methodology allows us to explore mobility patterns with a granularity previously unattainable, offering detailed insights into how, when, and why different population segments navigate our City. Such detailed modeling can uncover latent needs and opportunities for infrastructure improvements that might not be evident from traditional data sources alone. As with other mobile device-based datasets, Replica data may not fully represent all population groups, with potential underrepresentation of seniors, children, lower-income households, and individuals less likely to carry smartphones or enable location tracking. This would result in undercounts in areas such as around schools.

² For more information on Replica methodology, visit: <https://documentation.replicahq.com/docs/seasonal-mobility-model-methodology-summary-places>





Walking Activity

Based on Replica data, the highest percentage of walking trips were associated with shopping (31%), work (9%), and restaurant (9%) related trips. With only 7% of the population, Hispanic and Latino travelers represent 20% of the total walking trips. With about 15% of the population, people aged 18-34 made almost 37% of the total walk trips. The peak time for pedestrian trips occurs between 3 and 5 p.m. Most walking trips (60%) are under 10 minutes with a mean of 11 minutes and median of 7 minutes. Most walking trips (56%) are under 0.5-mile, and 96% of trips are under two miles. Major destinations include Stanford University with other walking hubs in downtown, Barron Park, and Adobe Meadow/Meadow Park.



Biking Activity

Based on Replica data, the highest percentage of biking trips was associated with schools and colleges (17%), followed by shopping (11%) and work (8%) trips. With only 7% of the population, Hispanics and Latinos represent 20% of the total bike trips. With about 15% of the population, people aged 18-34 made almost 45% of the total bike trips. The highest percentage of trips in the morning occurs at 7 a.m., constituting around 11% of the overall bike trips. Over 59% of trips take place between 12 noon and 9 p.m., with the peak time observed at 3 p.m., representing 13% of the total bike trips. The average bike trip is 14.2 minutes, and the median travel time is 10 minutes. The average bike trip length is 2.5 miles, and 56% of trips are less than two miles in length, 23% are between 2 and 4 miles, and 20% are over two miles.



Walking and Biking in Numbers

To assess existing walking and biking activity at key locations, 12-hour bicycle and pedestrian counts were conducted from 7 a.m. to 7 p.m. at 32 locations citywide on both a weekday and a weekend in May 2024. The highest pedestrian activity was recorded along University Avenue on both days, followed by Embarcadero Road and California Avenue. Pedestrian volumes were relatively consistent across the morning, midday, and evening peak periods, with slightly higher activity observed during the morning peak. Bicycle activity was highest along Bryant Street, particularly near Churchill Avenue. On weekdays, bicycle volumes peaked in the morning, while weekend activity was more evenly distributed throughout the day.

Note: A trip is a movement by a person between places. A trip begins when a person leaves a place and ends when a person stops to do a non-travel activity in a place. For example: If a person walks from home to a cafe, sits down to drink a coffee, and then walks to work, two trips have occurred.

A person can use multiple modes within a single trip. For example: If a person walks to the bus stop and then takes the bus to work, this is a single trip with two trip segments. When a trip involves multiple modes, the trip is assigned a primary mode by using the following ranking: 1) Public transit, 2) Driving (private auto)/Auto passenger/Taxi/TNC, 3) Biking, 4) Walking.



2.4.2 POTENTIAL AND FUTURE ACTIVITY

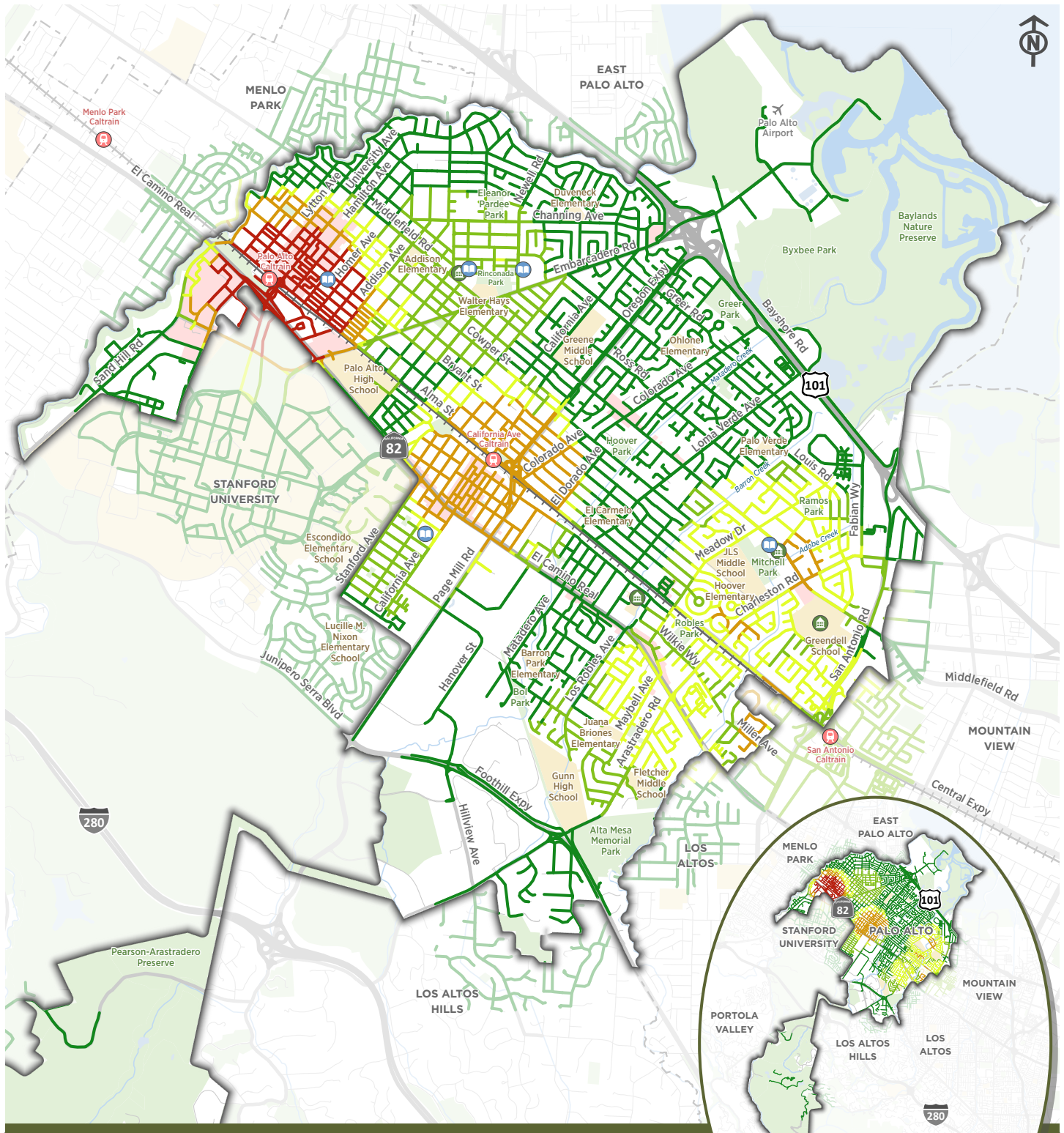
Approximately 49% of all vehicle trips are less than two miles (10-minute biking distance), presenting an opportunity for a potential transition to walking and biking. With a diverse land use mix and improved bicycle and pedestrian infrastructure, there is a possibility to encourage a mode shift towards active transportation. Furthermore, the City is exploring the option of shared micromobility options, and the rising popularity of e-bikes could further assist the City in achieving its climate action goals of reducing transportation-related Greenhouse Gas (GHG) emissions by 65% below 1990 levels.

Figure 5 shows the latent demand score for walking and biking. The latent demand score is a measure of the relative amount of walking or biking activity that would be expected on each roadway segment based on proximity to key destinations and the quality of the existing pedestrian or bicycle facility.

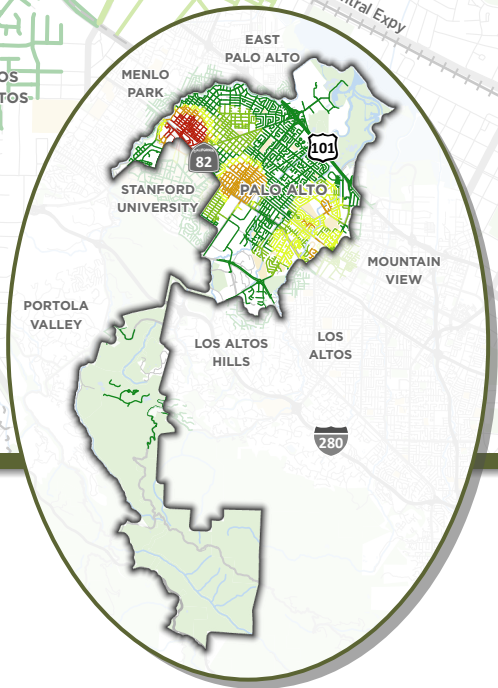
The highest demand for pedestrian and bicycle facilities is around the Downtown Caltrain Station and California Avenue Caltrain Station. This map was developed based on the key destinations and their relative usage. The other locations with the highest demand include areas near Mitchell Park and JLS Middle School stretching west of El Camino Real along Arastradero Road. Investing in bicycle infrastructure improvements along these roadways would be most beneficial in serving the major activity generators.



Figure 5: Demand for Walking and Biking Improvements



- Low Demand
- City of Palo Alto
- Park/Open Space
- School/University
- High Demand
- Commercial Center
- ⊕ Community Center
- 📖 Library
- 🚆 Caltrain Station
- ⚡ Railroad



0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

As of 9/1/2025

2.5 Barriers to Walking and Biking

Barriers to safely and comfortably walking and biking in Palo Alto can take many forms, such as:

- **Linear barriers**, including freeways/highways, water bodies, and rail lines that lack comfortable crossings.
- **Gaps** in pedestrian facilities, including sidewalks, curb ramps, crosswalk markings, and signals, or the street network itself (e.g., disconnected cul-de-sacs).

Major barriers in Palo Alto were analyzed to determine where people may need to take detours and increase the length of their walking and biking trips. This assessment is summarized below.

Linear barriers in Palo Alto consist of the following, as illustrated in **Figure 6**:

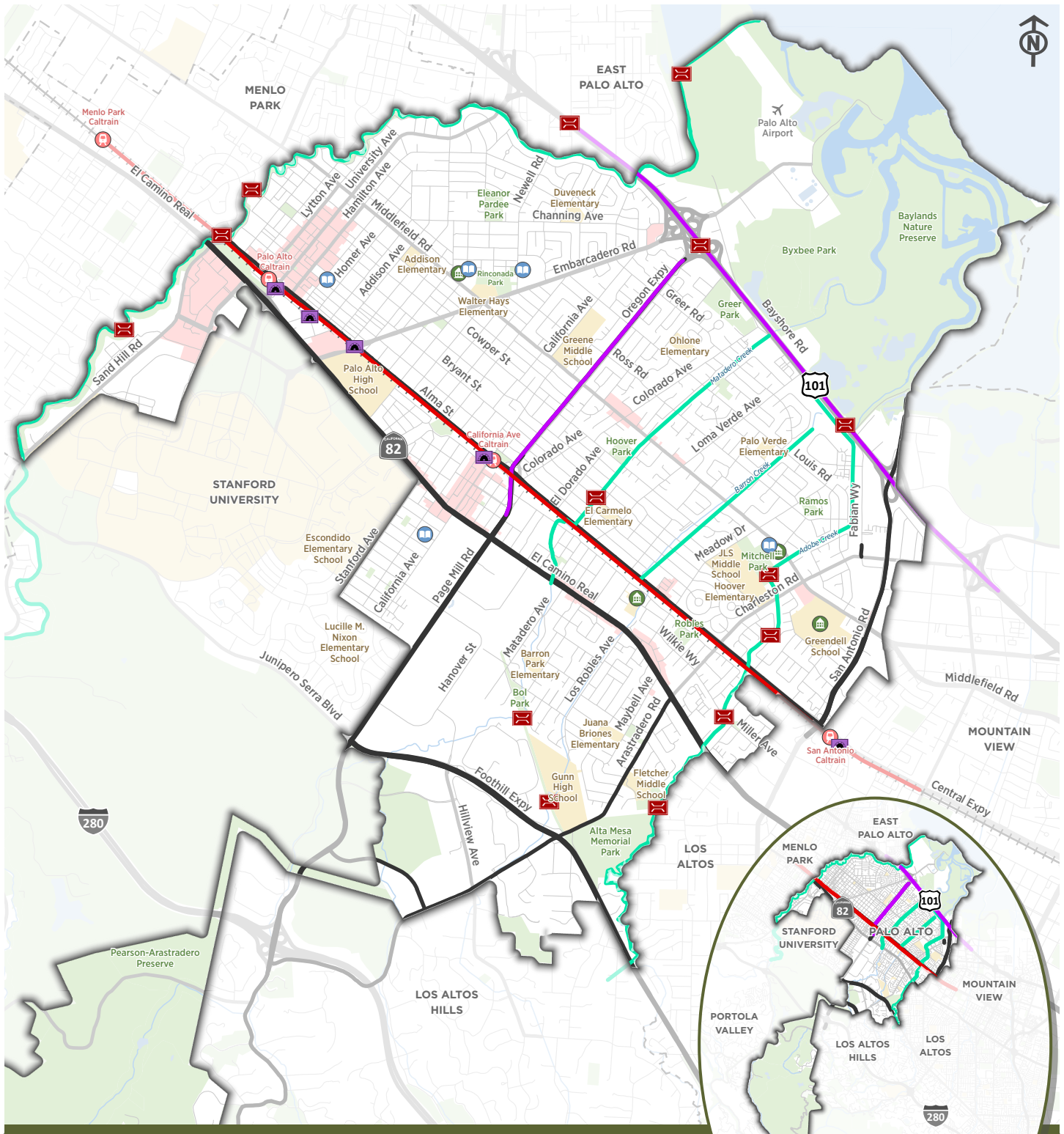
- **Freeways and highways** – Major roadway barriers such as the Bayshore Freeway (US 101), (which provides limited crossing opportunities at the bicycle and pedestrian bridges at Adobe Creek and Embarcadero), spaced-out ramp locations, as well as expressways such as the Oregon Expressway which do not provide marked crossing opportunities at several side-street intersections.
- **Water bodies** – Channels such as Adobe Creek or Matadero Canal cannot be crossed by an easily accessible street or pedestrian bridge.
- **Rail lines** – Freight and passenger rail lines often provide few and distant crossing opportunities for all modes, significantly increasing the distance of walking trips.

Freeways/highways, water bodies, and rail lines were analyzed to answer the following questions:

How far does someone need to walk to cross a barrier at an available crossing location? Is there a lack of available crossings at a barrier that requires someone to travel a significant distance around that barrier?



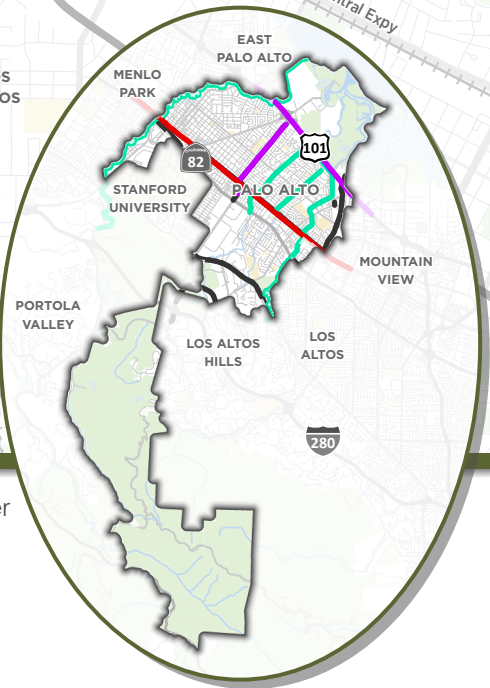
Figure 6: Linear Barriers



- Rail Barrier
- Freeway/Highway Barrier
- Waterway Barrier
- High Traffic Roadway Barrier
- Ped/Bike Bridge
- Ped/Bike Underpass
- City of Palo Alto
- Park/Open Space
- School/University
- Commercial Center
- Community Center
- Library
- Railroad
- Caltrain Station

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson



Note that the linear barriers assessment specifically focuses on freeways/highways, water bodies, and rail lines, and does not assess major streets which can be stressful for walking and bicycling and serve as barriers. This assessment found that a number of linear barriers affect the convenience of walking and bicycling in Palo Alto:

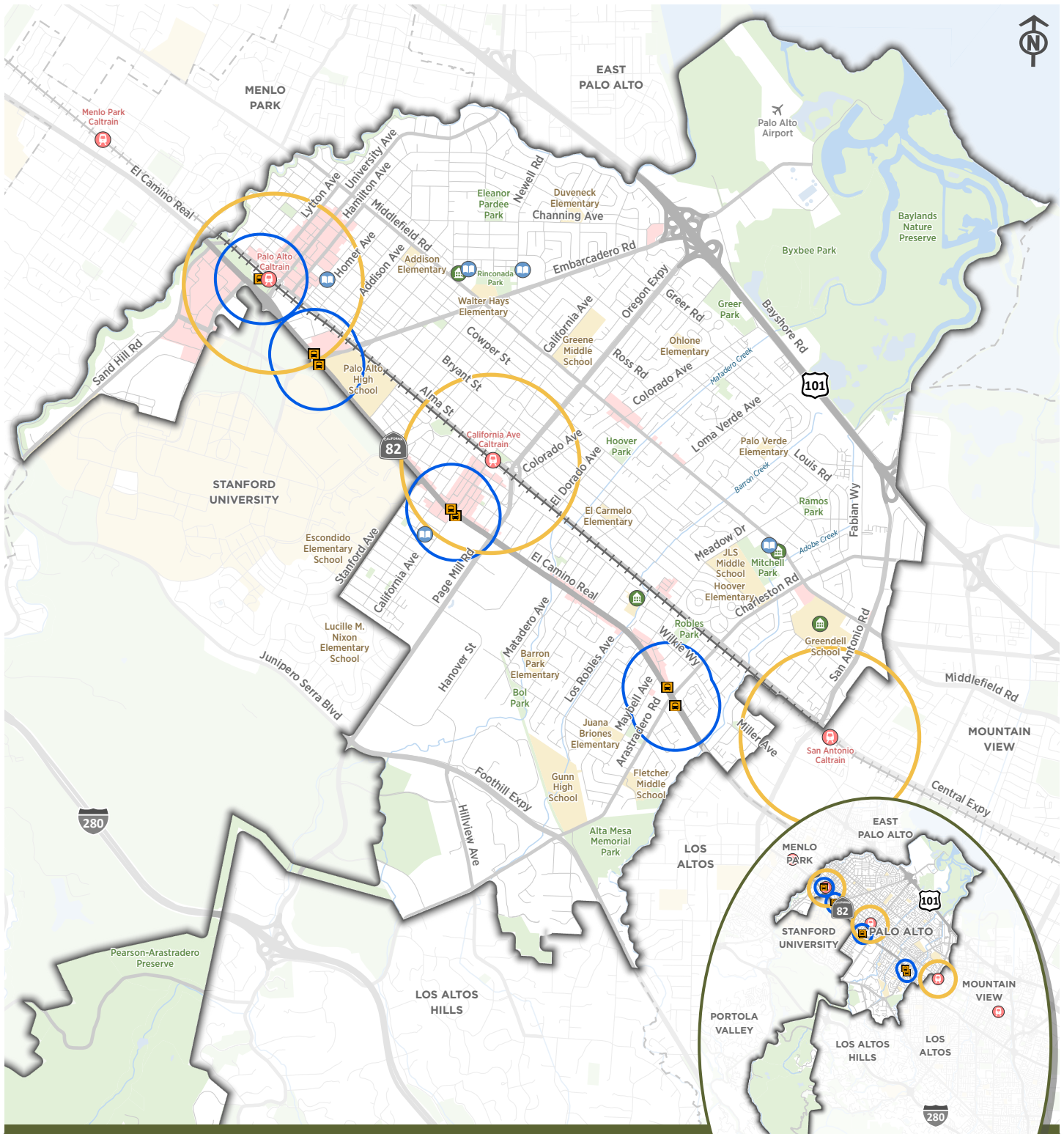
- A lack of consistently available crossing opportunities across Highway 101 results in noticeable detours for walking trips. The most significant gap in crossing opportunities occurs between the two walking and bicycling bridges over the highway, limiting access to the Adobe Creek Loop Trail.
- People walking and bicycling may need to divert and increase their trip lengths to pass around Adobe Creek, especially to the south. This highest level of diversions occur in the area between the Los Altos-Palo Alto Bike Path and the Foothill Expressway, where the creek runs between the Alta Mesa Memorial Park to the west and residences to the east.
- Crossing Matadero Canal may require detours that approximately double the walking or bicycling trip distance, which can be increased due to the presence of the rail line.
- There are multiple areas along the rail line where substantial walking and bicycling diversions are required for crossing. These include the approximately 0.65-mile gap between the Churchill Avenue and California Avenue crossings and the approximately 1.3-mile gap between the California Avenue and Meadow Drive crossings in south Palo Alto.

Barriers to transit access consisting of gaps in pedestrian facilities and street network connectivity were assessed in the areas surrounding the City’s rail stations and high-frequency bus stops, as shown in **Figure 7**. Gaps in safe and convenient walking access to high-quality transit vary throughout the City:

- Near the Palo Alto Station, Palo Alto Transit Center, and El Camino Real/Embarcadero Road bus stops, barriers to transit access consist of channelized turn lanes, crossing locations with missing marked crosswalks, and sidewalk gaps, including longer segments where a sidewalk is only provided on one side of the street.
- Near the California Avenue Station and El Camino Real/California Avenue bus stops, barriers to transit access include missing crosswalks, sidewalks (south side of the California Avenue Caltrain Station parking lot), and a channelized turn-turn lane at the intersection of El Camino Real and Page Mill Road.
- Near the San Antonio Station and El Camino Real/Charleston Road bus stops, barriers to transit access primarily consists of a lack of sidewalks in residential neighborhoods and along a portion of San Antonio Road.



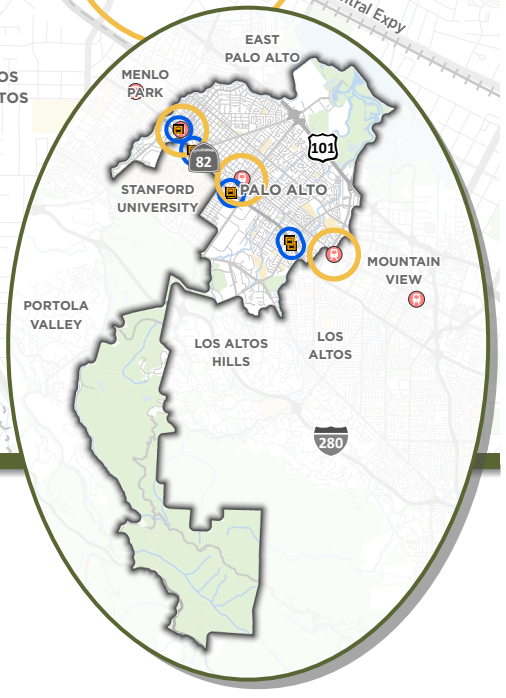
Figure 7: Transit Barrier Study Areas



- Caltrain Station
- Rapid Bus Stop
- Rail Station Half-Mile Buffer
- Rapid Bus Stop Quarter-Mile Buffer
- Railroad
- City of Palo Alto
- Park/Open Space
- School/University
- Commercial Center
- Community Center
- Library

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, VTA, Kittelson



2.6 Bicycle Level of Traffic Stress

Bicycle level of traffic stress (LTS) is a rating given to a road segment or crossing indicating the traffic stress it imposes on bicyclists. Levels of traffic stress range from 1 to 4 with LTS 1 indicating low stress facility and LTS 4 indicating a high stress facility, as shown in **Image 14**.

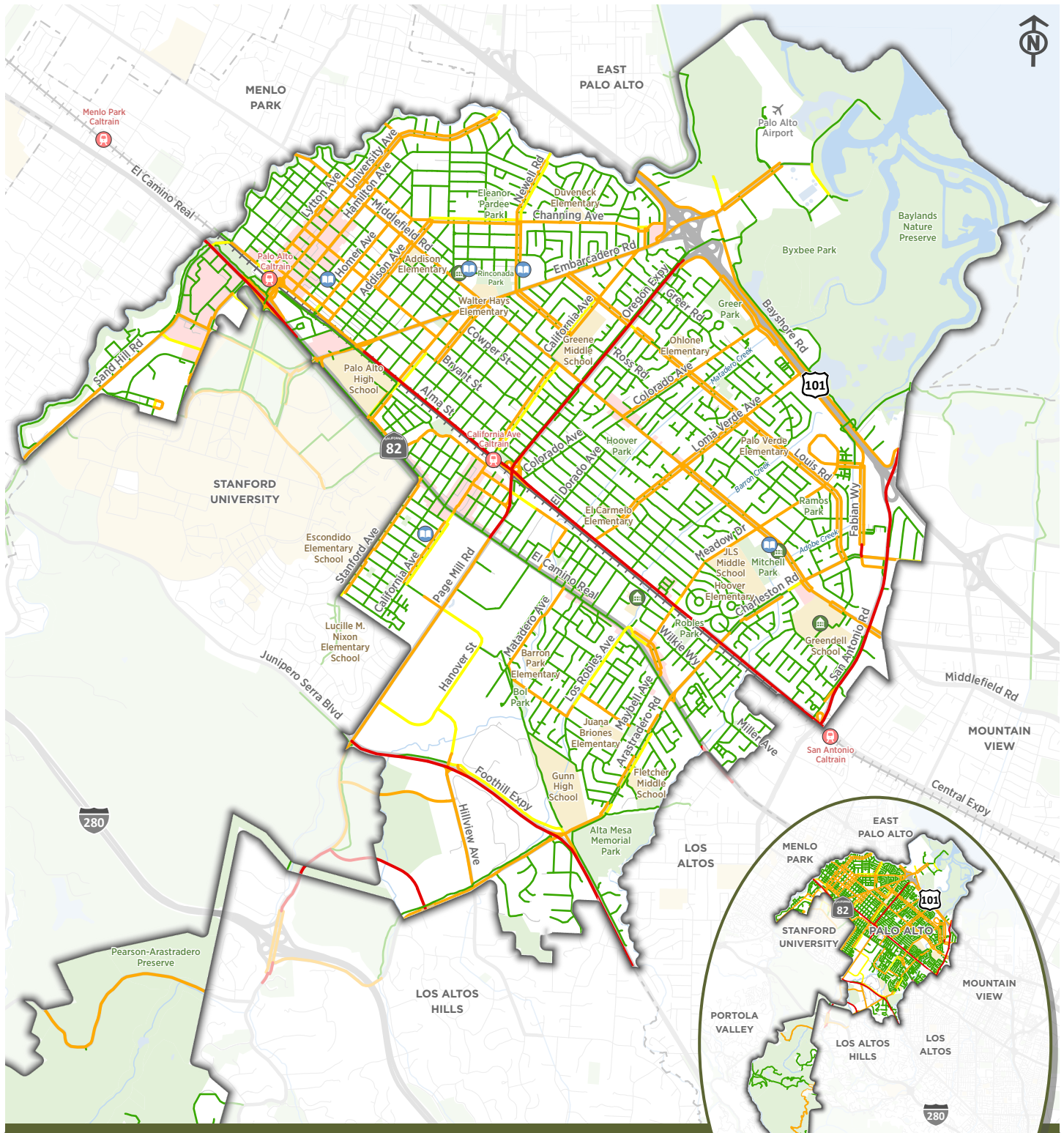
Image 14: Relationship between LTS and Comfort



The segment analysis considers roadway functional classification, vehicle volume, posted or prevailing vehicle speeds, number of vehicle lanes, the presence of on-street parking, and vehicle parking and bicycle lane widths. **Figure 8** shows the LTS results from segment analysis. Streets with the highest stress levels or least comfortable conditions for bicyclists are typically those with narrow bike lanes (less than 5.5 feet), higher speeds (over 35 mph), multiple travel lanes, and adjacent on-street parking. Based on these criteria, the most stressful segments were identified along Alma Street between Embarcadero Road and San Antonio Road, Oregon Expressway between the US 101 ramps and El Camino Real, San Antonio Road between Casey Avenue (Mountain View) and Alma Street, and Foothill Expressway between Page Mill Road and the southern city limit.

The crossing analysis considers the right-turn lane configuration and length, bike lane approach, vehicle turning speeds, and the presence of a median refuge. Among the 1,233 intersections, 139 are signalized and are assigned LTS 1 as traffic signals do not create a barrier and provide a protected way across. The remaining low stress intersections are typically located on residential streets characterized by low speeds and minimal vehicular activity. Notably, the corridors with the highest stress levels, including El Camino Real, Alma Street, San Antonio Road, and Oregon Expressway, are associated with the majority of high stress intersections. **Figure 9** shows the LTS results from the crossing analysis.

Figure 8: Segment LTS Results



- LTS 1 (Most Comfortable)
 - LTS 2
 - LTS 3
 - LTS 4 (Least Comfortable)
- City of Palo Alto
 - Park/Open Space
 - School/University
 - Commercial Center
 - Ⓜ Community Center
 - 📖 Library
 - 🚆 Caltrain Stop
- ⚡ Railroad

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

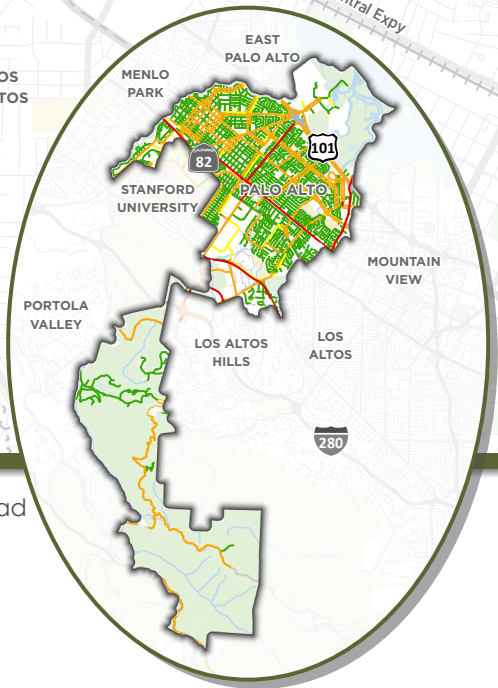
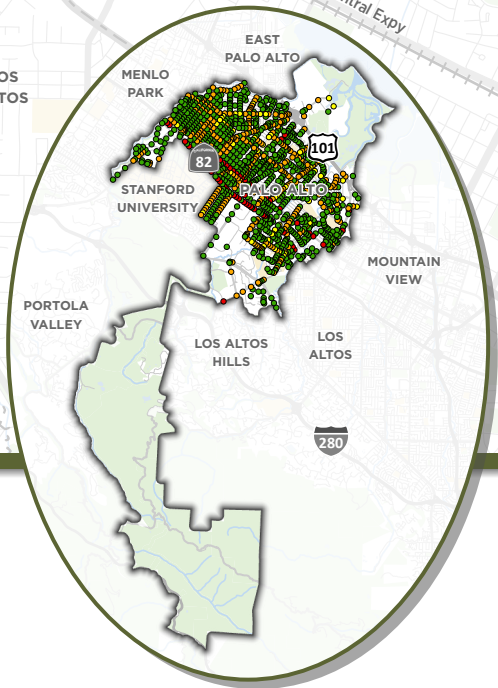
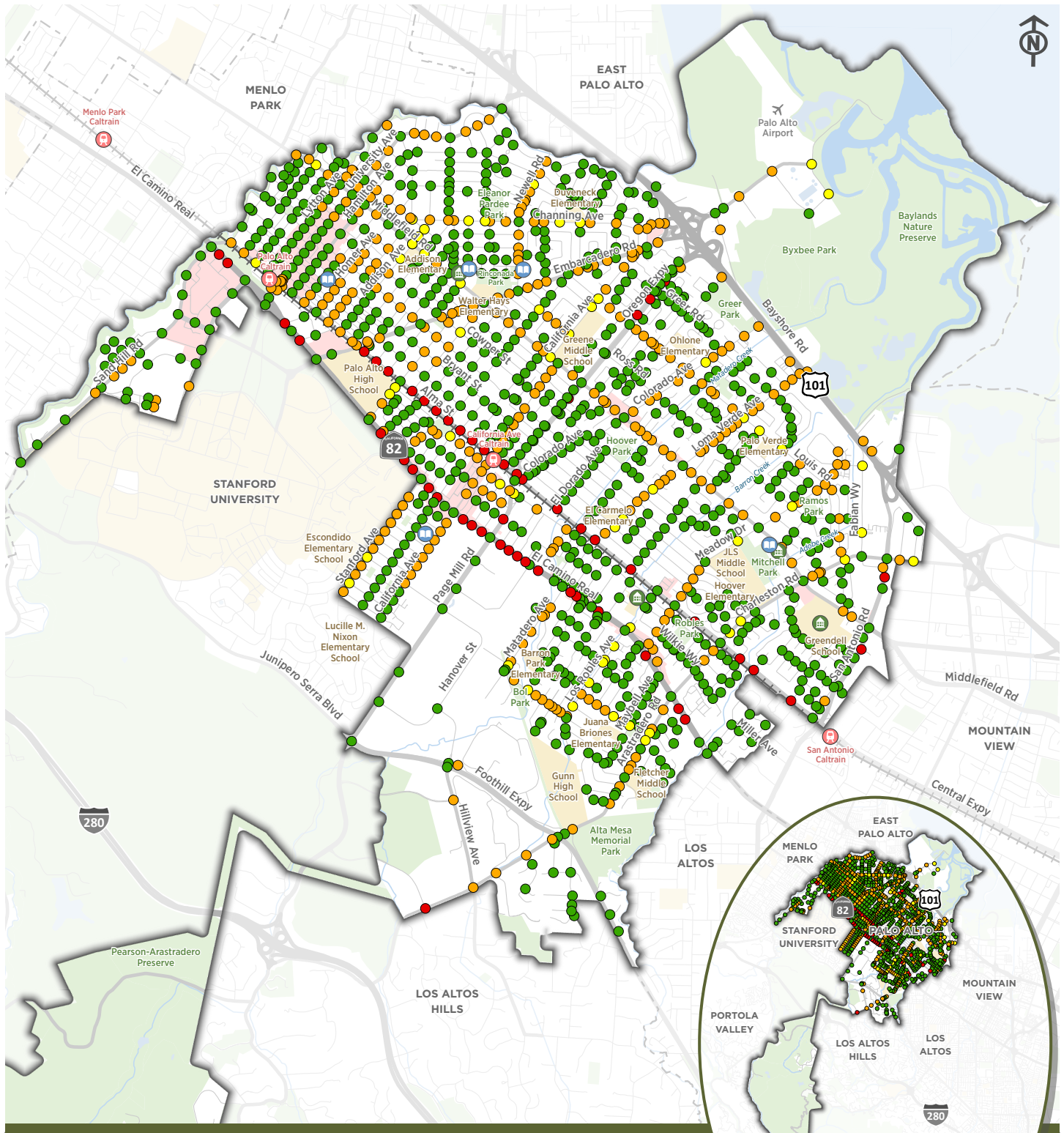


Figure 9: Intersection LTS Results



- LTS 1 (Most Comfortable)
- LTS 2
- LTS 3
- LTS 4 (Least Comfortable)
- ▭ City of Palo Alto
- ▭ Park/Open Space
- ▭ School/University
- ▭ Commercial Center
- 🏠 Community Center
- 📖 Library
- 🚉 Caltrain Station
- 🚊 Railroad

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

As of 9/1/2025

2.7 Collision Analysis

Analyzing pedestrian- and bicyclist-involved collisions helps understand the location, severity, circumstances, and timing of collisions affecting people walking and biking. The BPTP team analyzed recent collision data to help determine the streets and types of improvements that should be prioritized to make it safer for people walking and biking. This assessment is summarized in the following section.

Table 5 presents an overview of the five-year collision data. For the five years under review, a total of 104 pedestrian and 257 bicycle collisions were reported in the City of Palo Alto, with three collisions involving both pedestrians and bicyclists. Around 12%, or 12, of the pedestrian collisions resulted in a fatality (3 collisions) or severe injury (9 collisions). Around 5%, or 13, of the bicycle collisions resulted in a fatality (one collision) or severe injury (12 collisions). **Figure 10** and **Figure 11** shows these collisions organized by year and severity and **Figure 12** and **Figure 13** maps these by severity.



Key pedestrian and bicycle collisions trends include:

- **Severity:** Collisions involving people walking or biking were more likely to result in an injury or a fatality compared to motor vehicle collisions. Approximately 12% of pedestrian collisions and 5% of bicycle collisions resulted in a fatality or severe injury.
- **Temporal Trends:** The number of pedestrian and bicycle collisions has been decreasing over the most recent five-year period (2018-2022) likely reflecting the impact of the COVID-19 pandemic on traffic patterns.
- **Bicycle Collision Types:** The most commonly-cited collision types for bicyclist-involved collisions were broadside collisions (61%) followed by sideswipe collisions (13%). For fatal and severe injury bicycle collisions specifically, the most common collision types were broadside collisions (54%), followed by head-on and hit object collisions (15% each).
- **Pedestrian Collision Factors:** The most commonly-cited primary collision factors (PCFs) for pedestrian-involved collisions were pedestrian right of way (51%) followed by pedestrian violation and improper turning (13% each).³ For fatal and severe injury pedestrian collisions specifically, the most common PCFs were pedestrian violation at (42%), improper turning (25%), and pedestrian right of way at (17%).
- **Bicycle Collision Factors:** The most commonly-cited PCFs for bicycle-involved collisions were improper turning (21%), automobile right of way (19%), and riding on the wrong side of the road (13%). For fatal and severe injury bicycle collisions specifically, the most common PCFs were improper turning and traffic signals and signs (23% each).⁴

³ Pedestrian Right-of-Way Violation – Occurs when a driver fails to yield to a pedestrian who has the legal right-of-way, such as at a marked or unmarked crosswalk (CVC §21950).

Pedestrian Violation – Refers to instances where a pedestrian fails to follow traffic laws, such as crossing outside of a crosswalk (CVC §§21954, 21955).

Improper Turning – Describes a collision caused by a motorist making a left or right turn that violates traffic regulations, such as turning from the wrong lane or failing to yield appropriately (CVC §§22100–22101).

⁴ Traffic Signals and Signs - describes a party disobeying a traffic control device, such as a traffic signal or roadside sign (CVC §§38280-38302).

The BPTP team conducted an analysis of the collision data and the City’s roadway network to identify a set of bicycle and pedestrian high-injury streets, together called a High-Injury Network (HIN).⁵ For the 2026 BPTP, the Bicycle HIN is defined as the top 10 roadway segments with the highest concentration of bicycle collisions, weighted by severity. Similarly, the Pedestrian HIN is defined as the roadway segments with the highest concentration of pedestrian collisions. Note, the Palo Alto Safety Action Plan also identifies an HIN which accounts for collisions involving all travel modes, including collisions involving motor vehicles only. The bicycle and pedestrian HIN constitutes the worst-performing street segments based on both the frequency and the severity of collisions involving people walking and biking. The bicycle HIN and pedestrian HIN are shown in **Figure 14**.

Bicycle HIN Includes

- Wilton Ave between Park Blvd and El Camino Real
- W Meadow Dr between Alma St and El Camino Way
- Alma St between Meadow Dr and El Verano Ave
- Gailen Ave between Bibbits Dr and Grove Ave
- Quarry Rd between El Camino Real and Welch Rd
- Hamilton Ave between Alma St and Guinda St
- Melville Ave between Channing Ave and Embarcadero Rd
- California Ave between Park Blvd and Hanover St
- Charleston Rd between Alma St and San Antonio Rd
- E Meadow Dr between Fabian Way and Alma St

Pedestrian HIN Includes

- High St between Lytton Ave and Channing Ave
- Quarry Rd between El Camino Real and Vineyard Ln
- El Dorado Ave between Alma St and Cowper St
- South Ct between Oregon Expy and Matadero Creek
- Hamilton Ave between Alma St and Guinda St
- California Ave between Park Blvd and Hanover St
- Waverly St between Lytton Ave and Churchill Ave
- Charleston Rd between Alma St and San Antonio Rd
- University Ave between Alma St & Woodland Ave
- Loma Verde Ave between Alma St & Bayshore Rd

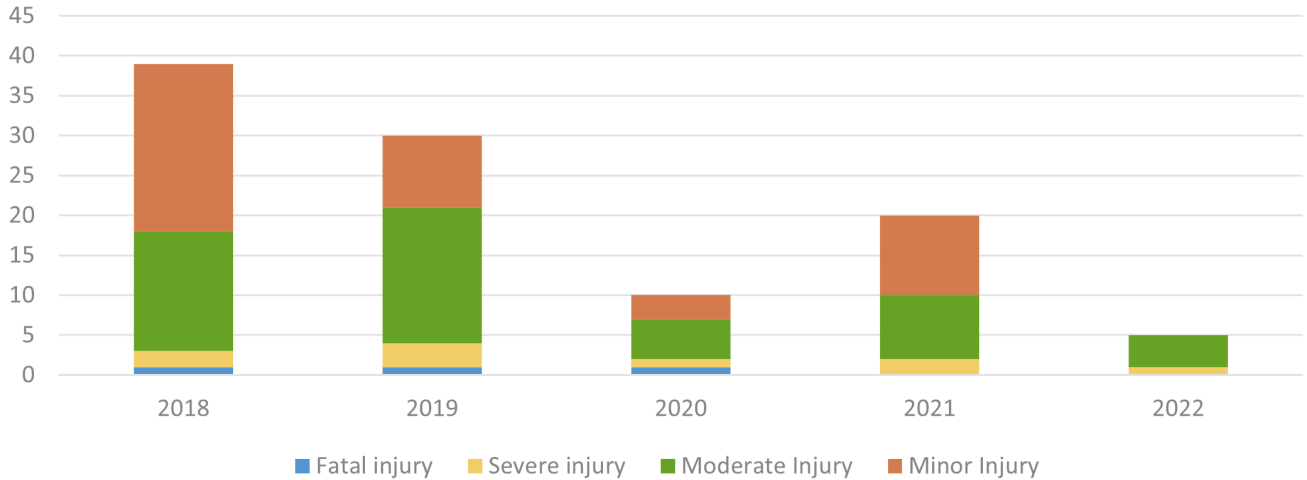
⁵ Palo Alto Safety Action Plan defines the high-injury network (HIN) as street segments with a high number of crashes, including KSI crashes and crashes involving vulnerable users (bicyclists, pedestrians, youth, and seniors) in the City.

Table 5: Collision Data Summary (2018-2022)

PARTIES INVOLVED	FATAL	SEVERE INJURY	MODERATE INJURY	MINOR INJURY	REPORTED TOTAL
Pedestrian	3 (2.9%)	9 (8.7%)	49 (47.1%)	43 (41.3%)	104
Bicyclist	1 (0.4%)	12 (4.7%)	175 (68.1%)	69 (26.8%)	257

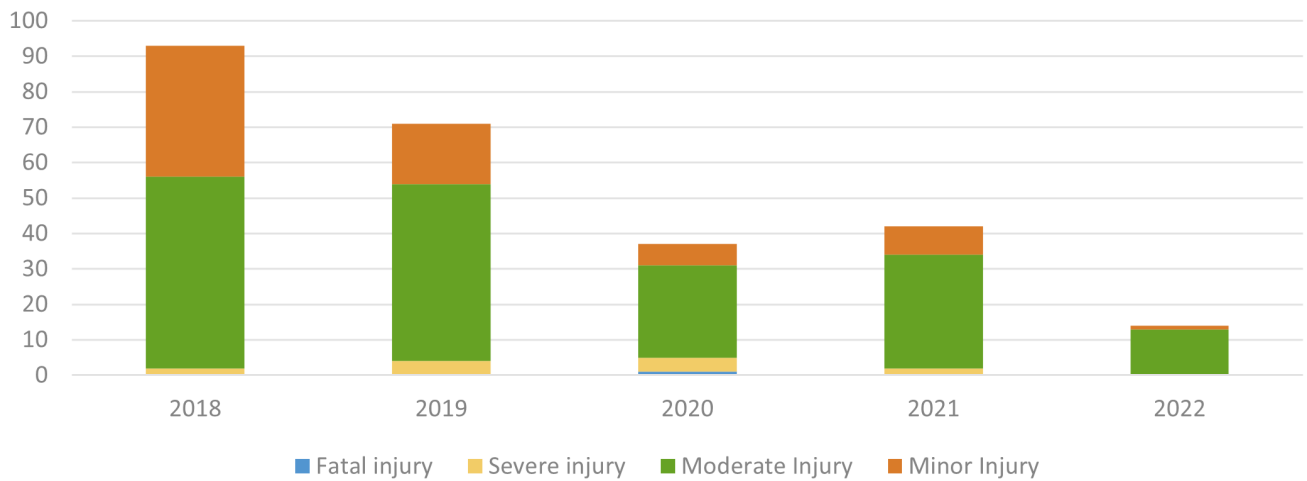
Source: Transportation Injury Mapping System (TIMS) data from January 1, 2018, through December 31, 2022

Figure 10: Total Number of Pedestrian Collisions by Year and Severity



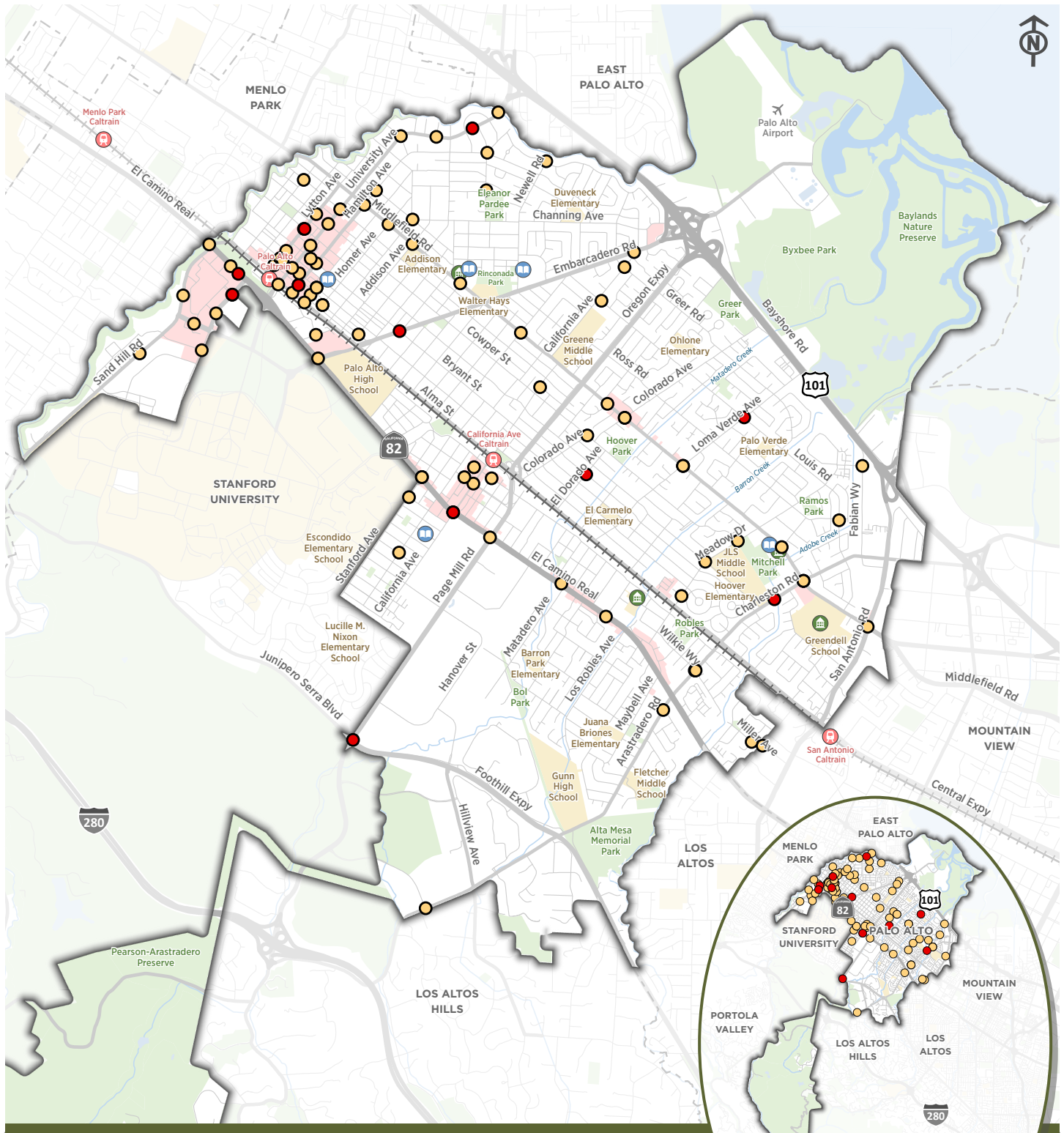
Source: Transportation Injury Mapping System (TIMS) data from January 1, 2018, through December 31, 2022

Figure 11: Total Number of Bicycle Collisions by Year and Severity



Source: TIMS data from January 1, 2018, through December 31, 2022

Figure 12: Pedestrian Collisions by Severity (2018 – 2022)



- Fatal and Severe Injury
- Other Injuries
- City of Palo Alto
- Park/Open Space
- School/University
- Commercial Center
- 🏠 Community Center
- 📖 Library
- 🚉 Caltrain Station
- ⚓ Railroad

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson, TIMS 2018-2022

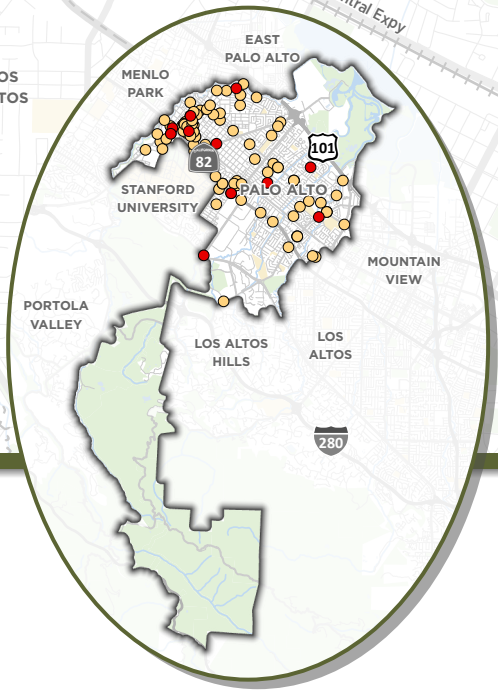
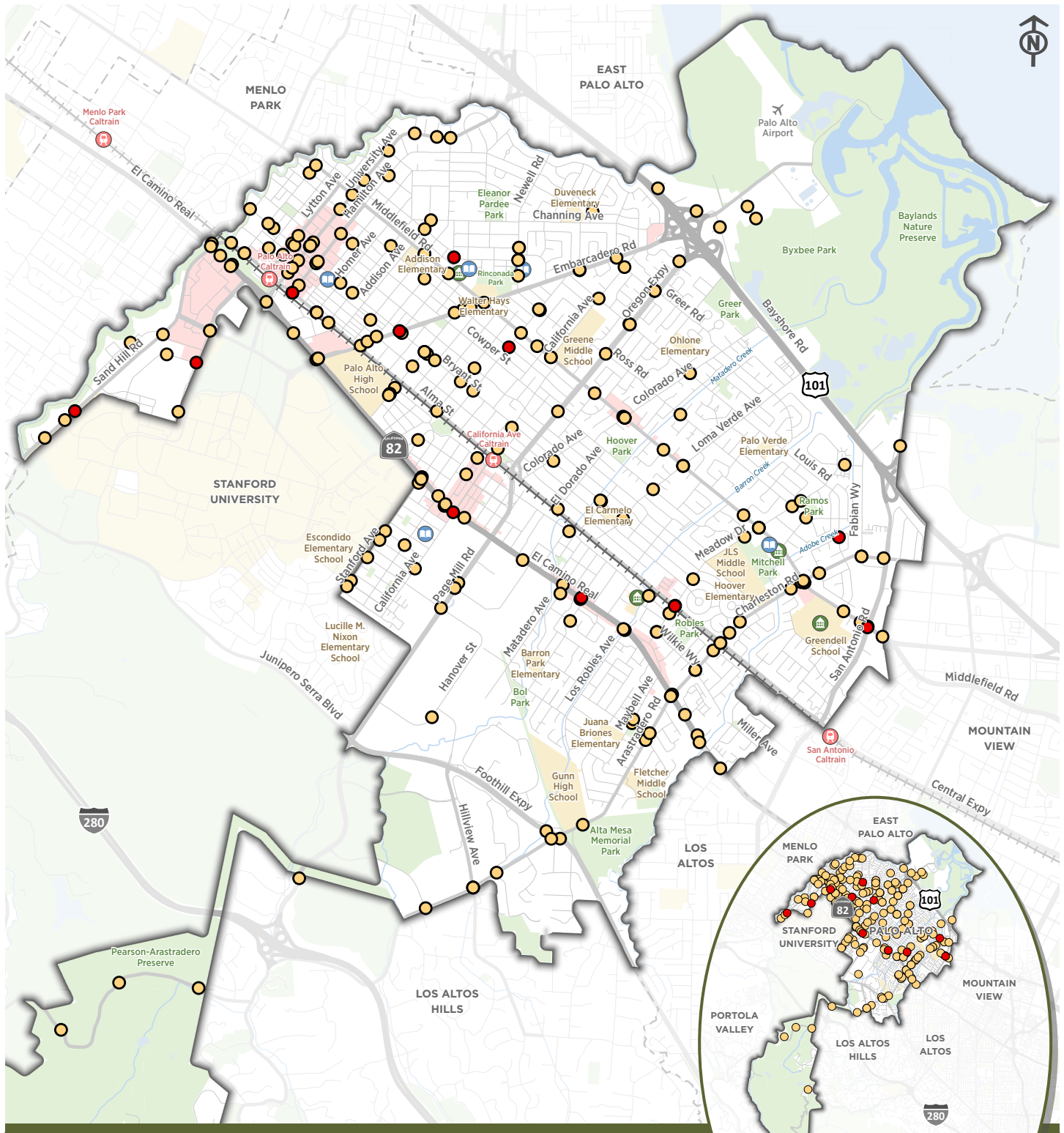


Figure 13: Bicycle Collision by Severity (2018 – 2022)

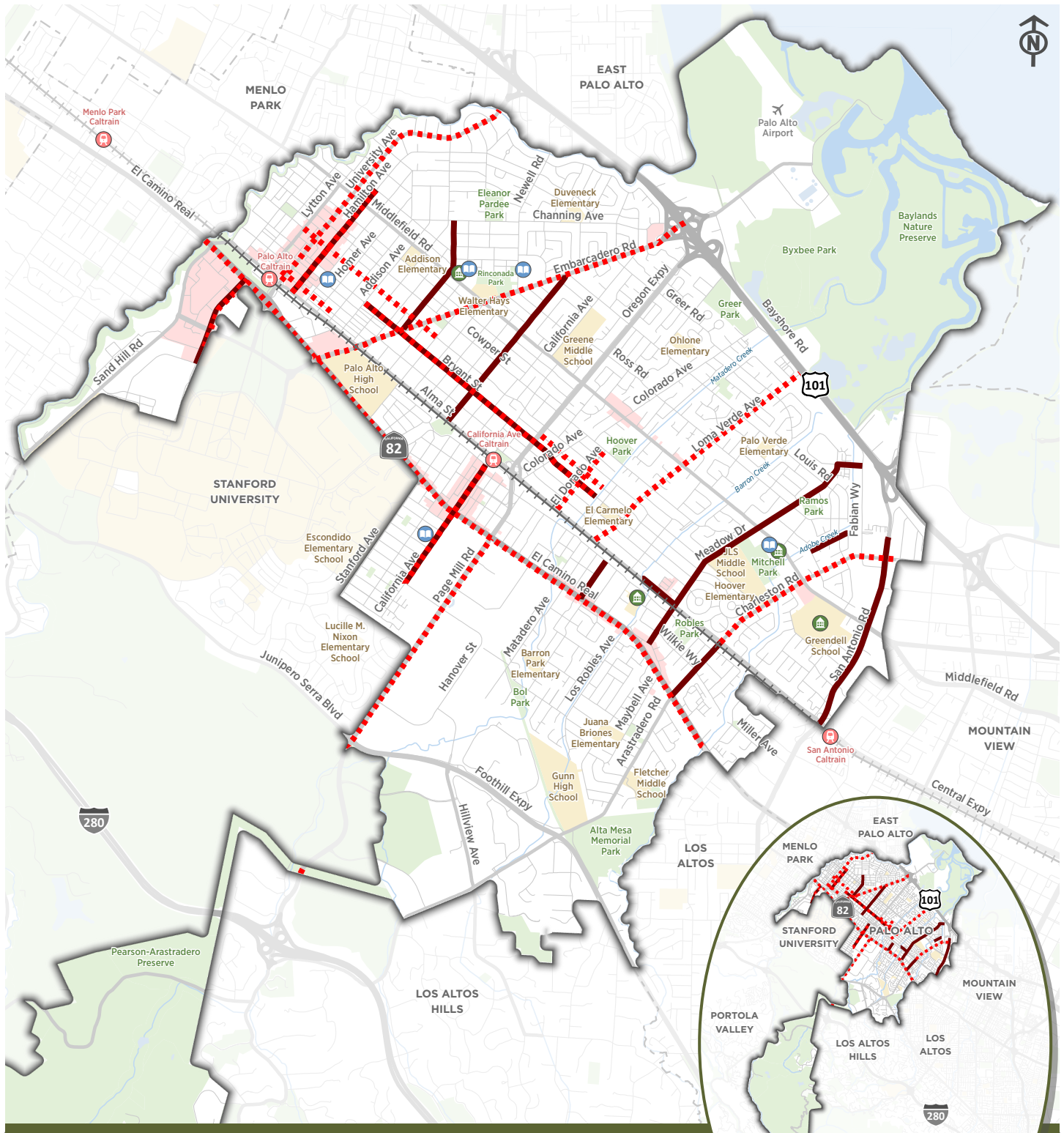


- Fatal and Severe Injury
- Other Injuries
- City of Palo Alto
- Park/Open Space
- School/University
- Commercial Center
- 🏠 Community Center
- 📖 Library
- 🚆 Caltrain Station
- Railroad

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson, TIMS 2018-2022

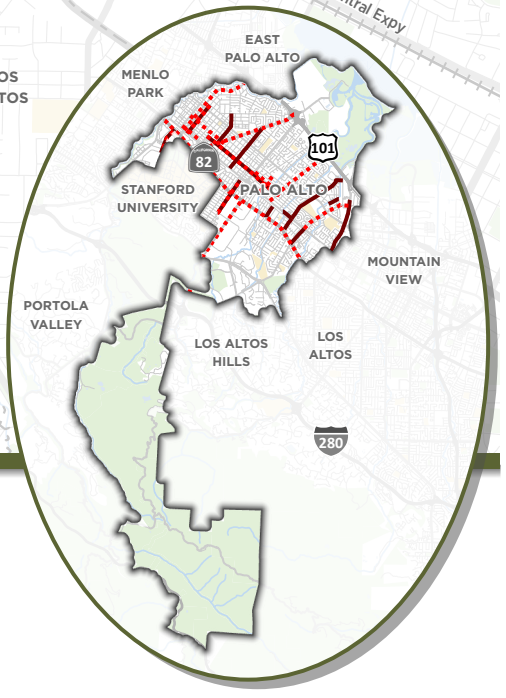
Figure 14: Bicycle and Pedestrian High Injury Network



- Bicycle High Injury Network
- Pedestrian High Injury Network
- City of Palo Alto
- Park/Open Space
- School/University
- Commercial Center
- Community Center
- Library
- Caltrain Station
- Railroad

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson, TIMS 2018-2022



2.8 Shared Micromobility, E-Bikes, E-Cycles, and E-Motos

Electrification of the transport system has expanded in various ways with the development of electric bicycles (e-bikes) (which now out-sell electric cars in the USA) and e-scooters. The widespread use of internet-connected mobile phones has also allowed shared mobility to take off with bike, e-cycle, and e-scooter sharing systems being implemented in cities around the world. A summary of shared micromobility, e-bikes, and e-cycles is presented in this section.

Electric Bicycles, E-Cycles, and E-Motos: CVC 312.5 defines e-bikes as “a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts.” California Vehicle Code CVC 21(a) preempts cities from regulating e-bike traffic provisions unless the legislature specifically authorizes it.⁶ Use of the term ‘E-bikes’ specifically references California Vehicle Code § 1271-classified electric bicycles that do not exceed 20 mph (Class 1 and 2) and pedal assist-bicycles that do not exceed 28 mph (Class 3).

In Palo Alto, transportation staff use the term ‘e-cycles’ to reference the broadest category of electrified one, two and three-wheeled vehicles, including bicycles, tricycles, scooters, one-wheels, mopeds, e-motos and off-highway vehicles, regardless of wattage or legal status.

The classification and regulation of electric cycles, including e-bikes, is an emergent issue with ongoing policy considerations happening at the state and local level.⁷ For example, Senate Bill 1271 introduced new regulations for e-bikes in California, including Class 3 e-bikes are now required to be pedal assist-only with no throttle allowed, and all e-bikes must have functional pedals.

E-motos are electric mopeds, electric motorcycles, and electric dirt bikes that are much more powerful and faster than electric bicycles. E-motos may have motors with thousands of watts of power that far exceed the 750 watts allowed for a legal e-bike. They are equipped with throttles and can go in excess of 30 mph, some achieving speeds of 65 mph. Unlike e-bikes, e-motos are considered “motor-driven cycles” and are subject to federal motor vehicle safety standards.

⁶ California Vehicle Code. *Defining electric bicycle classes and standards*. Accessed from <https://codes.findlaw.com/ca/vehicle-code/veh-sect-312-5/>

⁷ Check the California Vehicle Code for current definitions and regulations related to e-bikes.

E-bikes and e-cycles enable people to travel further by bicycle and can contribute to increased mode shifts and decongestion if they are replacing trips that would otherwise be made by personal automobile. Studies have shown that e-bike riders travel further and cycle more often with one study from 2020 finding that after purchasing an e-bike, riders increased their total bicycle usage from 1.3 miles to 5.7 miles per day and that their share of all trips made by bike increased from 17 percent to 49 percent.



The advantages of e-bikes likely outweigh the disadvantages, especially when they replace motor vehicle trips. However, there are some challenges that must be addressed. E-bikes can allow users to travel at relatively high speeds which may present a safety risk to e-bike users and other active transportation users (pedestrians, traditional cyclists) around them when there is a great speed differential. Additionally, while e-bikes are not drastically different than traditional bicycles, safely and effectively accommodating them in the transportation system may require wider facilities and additional separation to enable faster riders to overtake slower ones. Facility recommendations and design guidance developed for this 2026 BPTP consider potential increases in bike volumes and greater speed differential related to increases in e-bike usage.

Furthermore, a number of manufacturers and retailers sell throttle-controlled, high-powered e-motos as e-bikes. For decades, the Safe Routes to School (SRTS) program has emphasized risk reduction as its primary goal and will continue promoting the use of conventional bicycles as the preferred onramp for helping students learn to share the road safely and responsibly. Policy recommendations developed for this BPTP consider effective regulation and education on E-bikes for all, and separate Electric Bicycle Engagement and Management Strategies to partner with local groups to ensure responsible use of personal electric mobility devices.⁸

⁸ Data from Marin County shows that youth aged 10-15 have five times the serious injury rate on electric devices and based on counts at local Marin County middle schools.



Shared Micromobility: The United States Department of Transportation Federal Highway Administration (FHWA) defines micromobility as “any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances”. Generally, micromobility vehicles (or devices) are expected to operate in the same road space as bicycles, using bike lanes and paths if available, otherwise sharing the roadway with motorists. While there is no California statewide law specifically permitting or prohibiting riding a bicycle on a sidewalk, the State DMV does not allow motorized scooters to be used on sidewalks and does not allow them to exceed 15 mph. In Palo Alto, riding these devices on sidewalks in the Cal Ave and Downtown Business Districts is prohibited.⁹ Under California Vehicle Code, e-scooter users under the age of 18 must wear a helmet and users must have a valid driver’s license.

Over the past decade, a variety of shared micromobility systems have emerged with the most common being shared e-scooters and e-bike share systems. While e-bikes and e-scooters are the most common form of micromobility, other forms are emerging including e-cargo bikes, mopeds, and neighborhood electric vehicles (NEVs), although these forms of mobility are yet to become widespread.

Advancements in technology have allowed many systems to now use a hybrid docked and dockless system based on geofencing. Municipalities and operators can now designate specific zones for parking shared micromobility vehicles, reducing the need for docking infrastructure while still allowing the municipality control over where vehicles can park.

California’s New Daylighting Law (AB 413) makes it illegal to park within 20 feet of the approach of any marked or unmarked crosswalk, even if the approach does not have any red curbs painted. This provides an opportunity for the City to allow parking of bicycles and shared micromobility.¹⁰

⁹ City of Palo Alto. Bicyclist FAQs: Sharing the Road. Accessed from https://www.paloalto.gov/files/assets/public/v/1/transportation/safe-routes-to-schools/sharing-the-road_bicyclist-faqs-1.pdf

¹⁰ California Bicycle Coalition. Nine Uses for Daylighting Space. Accessed from <https://www.calbike.org/nine-uses-for-daylighting-space/>

The City of Palo Alto adopted a one-year bicycle and electric scooter sharing pilot program in March 2018 (CMR #8546) and developed permit guidelines for vendors to operate within the City of Palo Alto. The City Council extended the pilot program in 2019 (Resolution #9822), in 2020 (Resolution #9882), and in 2021 (Resolution #9914). The pilot program implementation was initially delayed due to staff resources and delayed further as a result of the COVID-19 pandemic. The pilot program expired on September 30, 2022, and other shared micromobility partnerships have not been secured since the 37-bike system run by Motivate was discontinued.

The City of Palo Alto began the Shared Micromobility Feasibility Study in December 2024 to determine a program structure that would best serve the City’s goals for mobility, environmental sustainability, and fiscal solvency. The recommendations from the Feasibility Study will inform the design of a new pilot program.



3. RECOMMENDATIONS



The vision for the 2026 BPTP includes creating a safe, comfortable bicycle and pedestrian network that can be enjoyed by people of all ages and abilities. To build on the strengths of the existing bikeway network, the recommended bikeway network is structured around two tiers: The Low-Stress Bicycle Network and the Complete Vision Bicycle Network.

Low-Stress Bicycle Network

The Low-Stress Bicycle Network forms the foundation for citywide bicycle connectivity, expanding on existing low-stress routes between neighborhoods. Built primarily around Bicycle Boulevards, this network uses traffic-calmed local streets to provide safe, comfortable routes through residential areas. It also includes key connections to adjacent cities and destinations. Major streets with separated bikeways are included on the Low-Stress Bicycle Network only where the street network is disconnected and major roadways are the only way to/through a neighborhood. The City’s near-term investments will focus on the Low-Stress Network, closing gaps in the existing network and providing greater access to transit and schools within the next ten years.

Complete Vision Bicycle Network

The Complete Vision Bicycle Network represents the long-term vision for a fully connected, all-ages-and-abilities bikeway system. It expands the Low-Stress Network by adding separated bikeways on major streets, filling critical gaps and enabling direct connections to destinations. Implementation of this network involves more significant changes to street design, delivering transformative improvements in safety, access, and mobility. This network includes new railroad crossings and connections to those longer-term crossings.

This chapter describes the network corridor criteria, project identification and prioritization process, and pedestrian districts and recommendations.



3.1 Bicycle Network Corridor Criteria

To guide bicycle network development, the following development approach and network corridor criteria were applied. The approach includes primary network development criteria which was further supplemented with secondary criteria for network refinement.

3.1.1 PRIMARY NETWORK DEVELOPMENT CRITERIA

The network is built on the 2012 BPTP and refined with recent planning efforts in Palo Alto and the region including MTC Regional Active Transportation Plan; VTA Bicycle Superhighway Implementation Plan, and SRTS Suggested Walk & Roll Route Maps. The 2026 BPTP team synthesized recommendations from existing plans and projects to identify where there was agreement and where there was less planning consensus. The primary network development criteria are presented in **Table 6**.

Table 6: Primary Network Development Criteria

ATTRIBUTE	SOURCE	CRITERIA	RATIONALE
2012 Plan Network	Palo Alto 2012 Bicycle and Pedestrian Transportation Plan	Route included in the 2012 plan network	Foundation of the plan update.
Existing Bicycle Facility	2024 Existing Bicycle Facilities map	Route exists today as a formal bicycle facility	Existing routes have value by virtue of their presence and current use.
Palo Alto Bicycle Map	Palo Alto Bicycle Map	Route included in the City published user map.	User map published by the City of Palo Alto, identifying bike friendly routes today.
High Injury Network for Bicyclists	2024 High Injury Network for Bicyclists	Route identified as a high injury network street in the 2024 BPTP Collision and Safety Analysis	Route is a potential safety hazard today, may be enhanced to become an important or improved network link.
2016 Bike Boulevard Improvements Project	City of Palo Alto Bike Boulevards Improvements Project	Route included in Bike Boulevard Improvement Project	Detailed planning of future bicycle boulevard implementation offers a more recent vetting of viable routes.
Network Development Workshop	2024 Network Development Workshop Outcomes	Route identified on the 2024 Network Development Workshops	Network development workshops identified key destinations and potential direct routes between them.
Regional Active Transportation Plans	MTC Regional Active Transportation Plan; VTA Bicycle Superhighway Implementation Plan	Route identified as a part of the regional AT network or Bicycle Superhighway Plan	Regionally significant connection between communities.
Safe Routes to School	SRTS Suggested Walk & Roll Route Maps	Route identified on SRTS Suggested Walk & Roll Route Maps	Important connection to schools as a priority destination

Source: Mobycon, 2025

3.1.2 SECONDARY CRITERIA FOR NETWORK REFINEMENT

Where multiple route options exist, the 2026 BPTP team used secondary criteria were used to support route selection and refinement. When selecting between alternative routes the following was considered:

- More direct routes to activity generators, as identified in the Existing Activity Generators map (see **Figure 1**).
- Traffic stress conditions as identified in the LTS Analysis to identify routes with more favorable existing conditions.
- Direct alignment with high demand flows as identified in the Activity Analysis map of Bicycle Origins and Destinations.
- Routes that overcome barriers identified in the Major Barriers Analysis.

3.2 Recommended Bicycle Network and Facilities

3.2.1 BICYCLE NETWORK

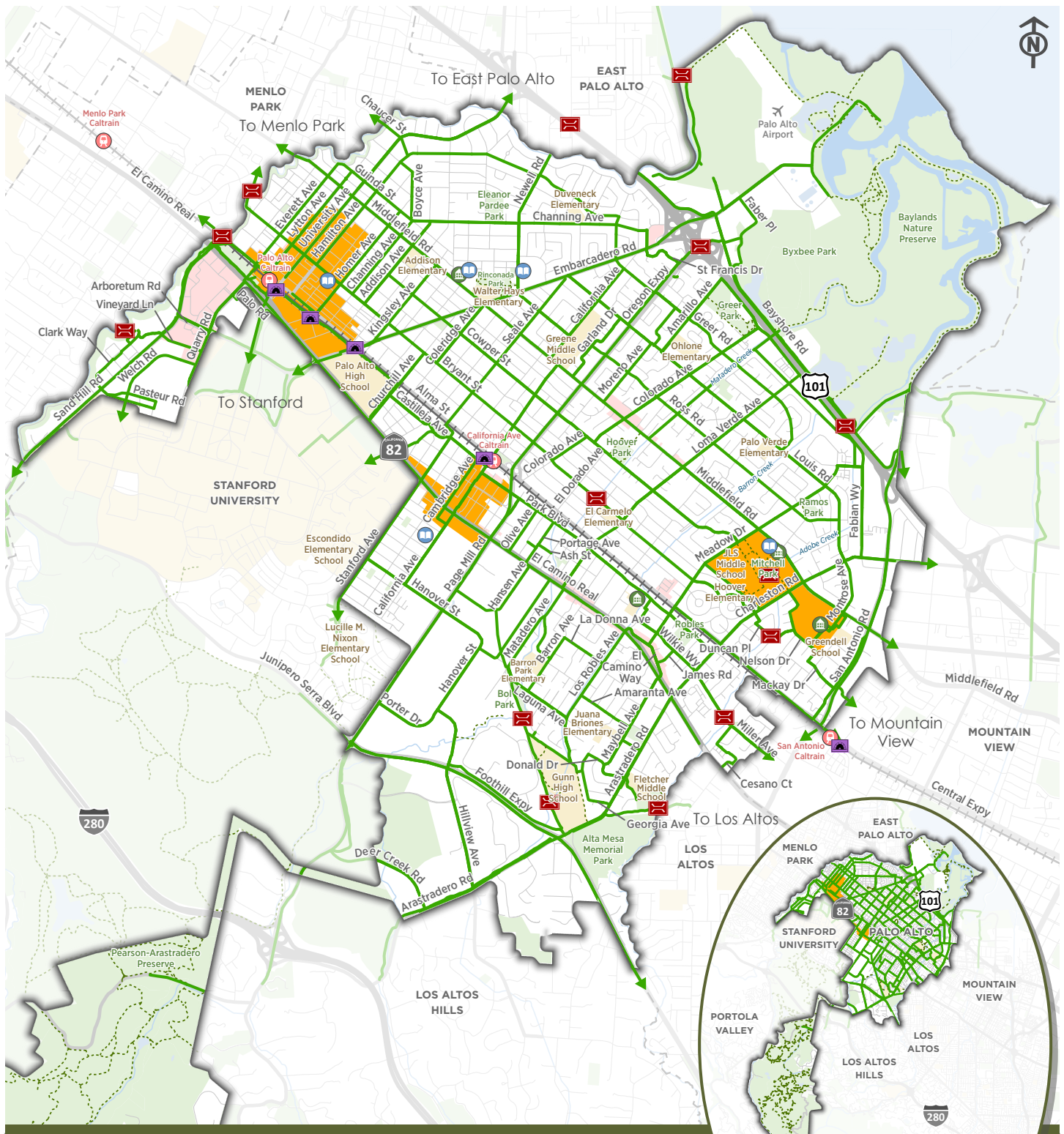
Figure 15 shows the updated bikeway network and bicycle friendly zones developed using the network corridor criteria explained in the previous section. The map extends outside the City limits to illustrate the potential regional connections. It presents the complete vision of the bicycle network, including both the existing facilities and the low-stress network.

Bicycle-Friendly Zones are cohesive areas with concentrations of destinations, commercial activity, and pedestrian activity. These areas should see area-wide investment in bicycle-friendly amenities such as signal timing and traffic calming. A bicycle friendly zone is an area where cycling is convenient, comfortable, and direct on all of the streets within a designated area and is the preferred method of transportation.

The 2026 BPTP proposes three such zones: the commercial areas surrounding University Avenue and California Avenue, and the public-use area around Mitchell Park and Cubberley. All streets within these zones, particularly those identified on the bicycle network, should incorporate traffic-calming features to enable bicyclists and other micromobility users to safely and comfortably share the roadway. Wayfinding and zone-specific signage should also be provided to clearly indicate entry into a Bicycle-Friendly Zone.



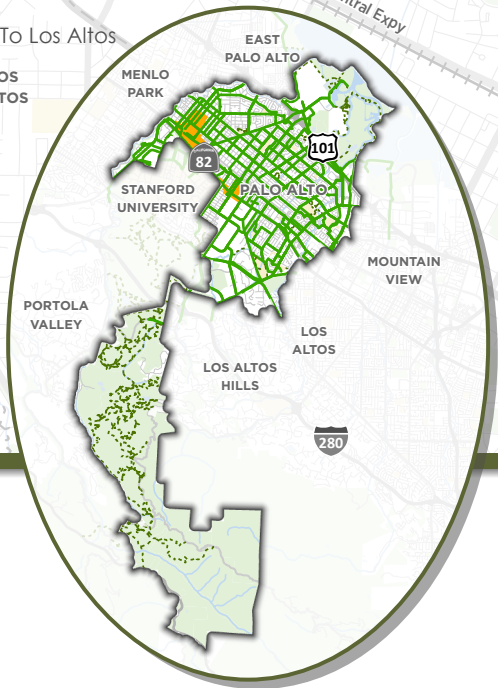
Figure 15: Recommended Bicycle Network



- Recommended Bikeway Network
- Bicycle-Friendly Zones
- City of Palo Alto
- ✚ Ped/Bike Bridge
- ⚓ Ped/Bike Underpass
- Park/Open Space
- School/University
- Commercial Center
- 🏠 Community Center
- 📖 Library
- 🚆 Caltrain Station
- ⚓ Railroad

0 1 2 Miles

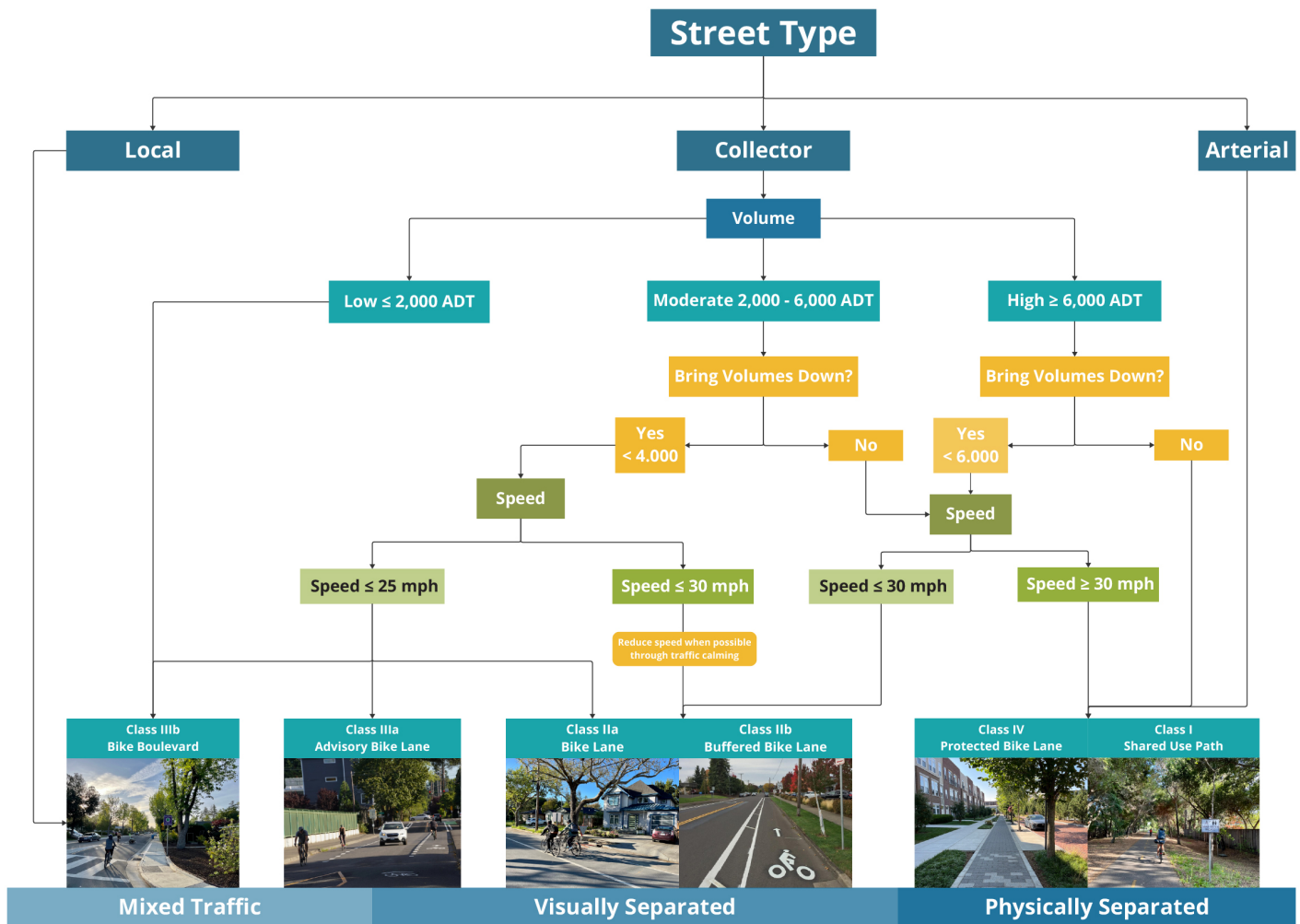
Data Sources: City of Palo Alto, MTC, Kittelson, Mobycon



3.2.2 BICYCLE FACILITIES SELECTION APPROACH

The 2026 BPTP team took a simplified facility selection approach to the different types of bicycle facilities was chosen for the updated bikeway network presented in 4.2.1. The approach is informed by the Dutch CROW Design Manual for Bicycle Traffic¹, the FHWA Bikeway Selection Guide², and the NACTO All Ages & Abilities Bikeways guidance³. The bicycle facility selection approach (**Image 15**) first looked at road classification (local, collector, and arterial). Then traffic volumes followed by posted speeds were examined. Given the limited availability of traffic volumes, the network criteria relied on community input, and on-ground knowledge from the in-person working session in April 2024.⁴ The team applied this approach to each segment of the bikeway network and the facilities were selected based on the approach but also considered in the greater network and whether they met the 2026 BPTP vision and objectives.

Image 15: Bicycle Facility Selection Approach



Source: Mobycon, 2025

1 CROW. "CROW Manual Updates Bike Lane Width Recommendations" CROW, 2023.

2 Federal Highway Administration. Pedestrian and Bicycle Safety Guide and Countermeasure Selection System: FHWA-SA-18-077. U.S. Department of Transportation, 2018.

3 National Association of City Transportation Officials (NACTO). "Choosing the Age and Ability of Bicycle Facility." NACTO, n.d.,

4 BPTP Team conducted a series of site visit in April 2024 to understand the roadway context. This is further described in the community engagement section.

3.2.3 RECOMMENDED BICYCLE NETWORK

Figure 16 shows the Complete Vision Bicycle Network map. The Complete Vision Network represents the long-term vision for a fully connected, all-ages-and-abilities bikeway system. This map also includes existing bicycle facilities that are not being upgraded to illustrate the full network once fully implemented. The Complete Vision Network includes some lower-priority projects that may be reevaluated as the City grows. In the near term, the focus will be on developing the low-stress bicycle network, as described in the following section.

Low-Stress Bicycle Network

Figure 17 shows the Low-Stress Bicycle Network map. The Low-Stress Bicycle Network is the foundation for citywide bicycle connectivity, focused on delivering safe, comfortable, and familiar routes in the near term. It builds upon the City's existing network of low-stress streets, primarily composed of shared-use paths and neighborhood-based Bicycle Boulevards, to rapidly expand access with minimal disruption and promote broad community support.

This approach prioritizes calm, residential routes that are already preferred by many community members, rather than rely on separated bikeway on busy arterial streets. Through public engagement, Bicycle Boulevards were identified as the most comfortable and familiar type of bikeway, offering a practical path forward with fewer trade-offs in terms of cost, complexity, and impacts to vehicle traffic or parking.

The Low-Stress Network emphasizes continuity and citywide coverage. While most of the network is routed along local streets, Class IV separated bikeway are included in strategic locations—specifically on high-traffic gateway corridors where no safe, parallel alternative exists and where regional connectivity demands it. Additionally, short segments of separated bikeways may be used to close key gaps between Bicycle Boulevards, enhancing network cohesion.

The goal is to create a citywide bikeway system that is connected, calmed, and protected, delivering meaningful benefits to people biking now while laying the groundwork for a more complete network in the future. By focusing on what works well today, the Low-Stress Network allows the city to move quickly and cost-effectively toward a safer, more accessible future for active transportation.

As shown in **Table 7**, 2026 BPTP Complete Vision Network includes a total of 94 bicycle projects, representing 61 miles of upgraded and new bicycle facilities. In addition, the 2026 BPTP includes 35 crossing projects, 6 special projects, and 5 studies. The Low Stress Network includes a total of 54 of the 94 bicycle projects, representing 30 miles of upgraded and new bicycle facilities. A total of 25 bicycle projects, representing almost 19 miles of upgraded and new facilities, are prioritized on the Near-Term Project List, along with 24 crossing projects, 3 special projects, and 3 studies. **Table 8** provides the list of projects that make up the Complete Vision Network. **Appendix A: List of Projects** includes project descriptions and maps by bicycle facility type.

Table 7: Summary of Recommend Bicycle Projects

PROJECT TYPE	COMPLETE VISION NETWORK		LOW-STRESS NETWORK		NEAR-TERM PROJECTS	
	Number of Recommend Projects	Length (Miles)	Number of Recommend Projects	Length (Miles)	Number of Recommend Projects	Length (Miles)
Shared Use Path (Class I)	14	8.2	6	1.0	2	0.6
Bicycle Lane (Class IIa)	12	4.1	9	3.4	2	0.4
Buffered Bicycle Lane (Class IIb)	10	5.9	9	5.1	5	2.2
Advisory Bike Lane (Class IIIa)	2	0.3	2	0.3	0	
Bicycle Boulevard (Class IIIb)	24	19.7	17	12.3	7	8.3
Separated Bikeway (Class IV)	32	22.9	11	7.8	9	7.3
Total	94	61.1	54	29.9	25	18.8

In addition to bikeway projects in the table, we are recommending 35 crossing projects, 6 special projects, and 5 studies. Of these non-bikeway projects, 24 crossing projects, 3 studies, and 3 special projects are priority projects.

Table 8: Project List

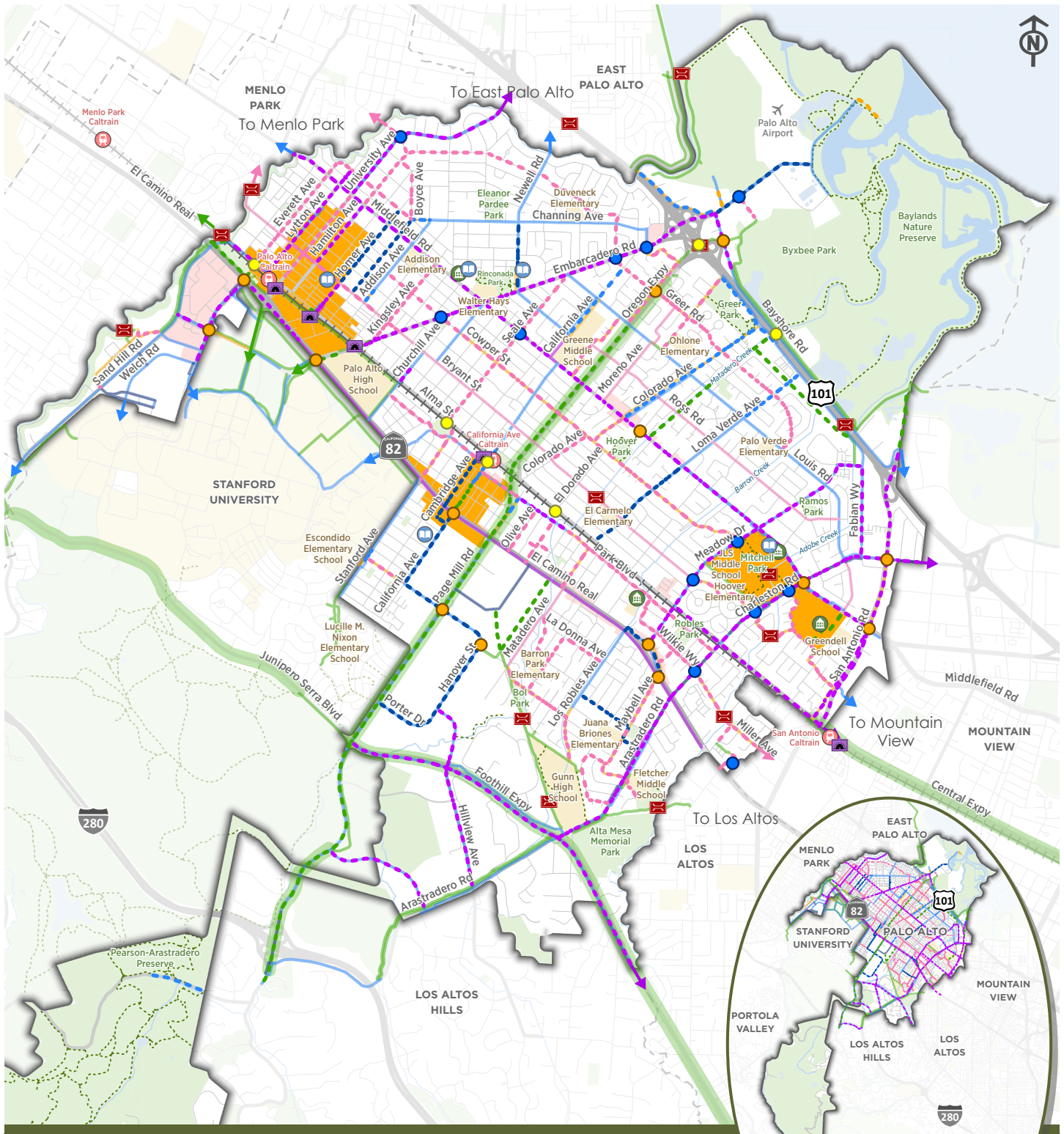
PROJECT NUMBER	PROJECT NAME
ABL_1	Embarcadero Road Advisory Bike Lane at Harriet Mundy Marsh
ABL_2	Geng Road Advisory Bike Lane
BBL_1	Homer/Channing/Guinda Avenue Buffered Bike Lane
BBL_2	Newell Road Buffered Bike Lane
BBL_3a	Hanover Street to Bol Park Path Buffered Bike Lane
BBL_3b	Hanover Street Buffered Bike Lane
BBL_4	El Camino Way Buffered Bike Lane
BBL_5	Embarcadero Road Buffered Bike Lane: East Bayshore to Baylands
BBL_6	Loma Verde Avenue Buffered Bike Lane: Alma Street to Middlefield Road
BBL_7	Cambridge Avenue Buffered Bike Lane
BBL_8	California Avenue Buffered Bike Lane
BBL_9	Amaranta - Coulombe Buffered Bike Lane
BL_1	North California Avenue Bike Lane
BL_2	Channing Avenue Bike Lane
BL_3	Addison Avenue Bike Lane
BL_4	Portage - Olive - Ash Bike Boulevard
BL_5	Stanford Avenue Bike Lane connection to Hanover
BL_6	California Avenue Bike Lane
BL_7	Page Mill Road Bike Lane
BL_8	Loma Verde Bike Lane
BL_9	Colorado Ave Bike Lane
BL_10	East Bayshore Road Bike Lane-from San Francisquito Creek to Embarcadero Road
BL_11	West Bayshore Road Bike Lane

PROJECT NUMBER	PROJECT NAME
BL_12	Arastradero Road
BLVD_1	Clark Way Bike Boulevard
BLVD_2	Bryant Street Bike Boulevard Downtown Access Project
BLVD_3	Everett Avenue Bike Bike Boulevard
BLVD_4	Guinda Street Bike Boulevard
BLVD_5	Hamilton-Greer Avenue Bike Boulevard
BLVD_6	Kingsley Avenue Bike Boulevard
BLVD_7	Chaucer - Hamilton - Hale - Boyce Bike Boulevard
BLVD_8	Greer Road Bike Boulevard
BLVD_9	La Donna - Barron - Josina - Bike Boulevard
BLVD_10	Saint Francis - Oregon Avenue Bike Boulevard
BLVD_11	Faber Place Bike Boulevard
BLVD_12	Amarillo Avenue Bike Boulevard
BLVD_13	Garland Drive Bike Boulevard
BLVD_14	Seale Avenue Bike Boulevard
BLVD_15	Cowper Street Bike Boulevard
BLVD_16	Colorado Avenue Bike Boulevard
BLVD_17	Stanford Avenue Bike Boulevard
BLVD_18	Bryant - Nelson - Carlson - Mackay Bike Boulevard
BLVD_19	Laguna - Los Robles Avenues Bike Boulevard
BLVD_20	Maybell - Donald - Georgia Bike Boulevard
BLVD_21	Hanover Street Bike Boulevard
BLVD_22	Park Boulevard Bike Boulevard
BLVD_23	Margarita Avenue Bike Boulevard
BLVD_24	Portage-Olive-Ash Bike Boulevard under NVCAP
BLVD_CROSSING_1	Chaucer Street crossing of University Avenue
BLVD_CROSSING_2	Carlson Street Crossing of E Charleston Rd
BLVD_CROSSING_3	Wilkie Way Crossing of West Charleston Road
BLVD_CROSSING_4	Cowper Street Crossing of East Meadow Drive
BLVD_CROSSING_5	Seale Avenue Bike Boulevard Crossing of Middlefield Road
BLVD_CROSSING_6	Faber Place Crossing at Embarcadero Road
BLVD_CROSSING_7	Greer Road Crossing of Embarcadero Road
BLVD_CROSSING_8	St Francis Drive crossing of Embarcadero Road
BLVD_CROSSING_9	Cesano Ct Connection
BLVD_CROSSING_10	Bryant St crossing of E Meadow Dr
BLVD_CROSSING_11	Nelson Dr crossing of E Charleston Rd
BLVD_CROSSING_12	Cowper Street Crossing of Embarcadero Road
CROSSING_1	Seale Avenue Bike/Ped Undercrossing for the Churchill Avenue Grade Separation
CROSSING_2	Everett Avenue Tunnel
CROSSING_3	California Avenue Tunnel - Pedestrian/Bicycle Shared Use Enhancements

PROJECT NUMBER	PROJECT NAME
CROSSING_4	New parallel tunnel for bicycles at California Avenue. Caltrain Station to Alma Street
CROSSING_5	Palo Alto Transit Center/University Avenue Undercrossing
CROSSING_6	Sutter Avenue crossing of Middlefield Road
CROSSING_7	Embarcadero Crossing to Renzel Trail over East Bayshore Road
CROSSING_8	Hanover Street entrance to Bol Park Bike Path enhancement
CROSSING_9	Matadero Creek Highway 101 Seasonal Undercrossing
CROSSING_10	Midtown Bicycle and Pedestrian Undercrossing
CROSSING_11	Embarcadero Crossing Reconstruction
INTERSECTION_1	Page Mill Road and Hanover Street Intersection Improvement
INTERSECTION_2	West Meadow Drive and El Camino Way Intersection Improvement
INTERSECTION_3	Quarry Road and El Camino Real Protected Intersection
INTERSECTION_4	Greer Road and Oregon Expressway Intersection
INTERSECTION_5	California Avenue and El Camino Real Protected Intersection
INTERSECTION_6	Park to Serra Protected Intersection
INTERSECTION_7	E Charleston Road and San Antonio Road Intersection
INTERSECTION_8	E Charleston Road and Middlefield Road
INTERSECTION_9	Maybell Avenue and El Camino Real
INTERSECTION_10	Embarcadero Road and El Camino Real Protected Intersection
INTERSECTION_11	Quarry Road and Arboretum Road Protected Intersection
INTERSECTION_12	San Antonio Road and Middlefield Road
SB_1	Deer Creek Road Separated Bikeway
SB_2	Arboretum Road Separated Bikeway
SB_3	Quarry Road Separated Bikeway
SB_4	El Camino Real Separated Bikeway
SB_5	Hillview Avenue Separated Bikeway
SB_6a	Alma Street Separated Bikeway to Menlo Park
SB_6b	Alma Street Separated Bikeway - North
SB_7	Lytton Avenue Separated Bikeway: Alma Street to Guinda Street
SB_8	Foothill Expressway Separated Bikeway
SB_9	Hamilton Avenue Separated Bikeway: Middlefield Road to Bryant Street
SB_10	University Avenue Separated Bikeway
SB_11a	Middlefield Road Separated Bikeway Connection to Menlo Park
SB_11b	Middlefield Road Separated Bikeway Connection to Garland Drive
SB_11c	Middlefield Road Separated Bikeway
SB_11d	Middlefield Road Separated Bikeway
SB_12	Homer Avenue Separated Bikeway
SB_13a	Arastradero Road Separated Bikeway
SB_13b	Arastradero Road Separated Bikeway
SB_14	Embarcadero Separated Bikeway: Middlefield Road to Newell Road
SB_15	Embarcadero Road Separated Bikeway: Greer Road to E. Bayshore Road

PROJECT NUMBER	PROJECT NAME
SB_16	Embarcadero Road Separated Bikeway: Full Corridor
SB_17	East Bayshore Road Separated Bikeway: Embarcadero Road to Renzel Trail
SB_18	East/West Meadow Drive Separated Bikeway
SB_19	Alma Street Separated Bikeway - South
SB_20a	San Antonio Avenue Separated Bikeway
SB_20b	San Antonio Road Separated Bikeway
SB_20c	San Antonio Road Separated Bikeway into Mountain View
SB_21a	East Charleston Road Separated Bikeway: Industrial Avenue to Middlefield Road
SB_21b	East Charleston Road Separated Bikeway: Middlefield Road to Alma Street
SB_22	West Charleston Road Separated Bikeway
SB_23	Fabian Way Separated Bikeway
SB_24	Churchill Ave Separated Bikeway
SUP_1	Quarry Road Transit Extension Project
SUP_2	Embarcadero Town & Country Shared Use Path
SUP_4	Page Mill Road Shared Use Path
SUP_5	Oregon Expressway Shared Use Path
SUP_6	Matadero Canal Shared Use Path
SUP_7	Barron Creek Shared Use Path
SUP_8	San Antonio Road Shared Use Path
SUP_9	Cubberley Community Center Shared Use Path
SUP_10	Palo Alto Avenue Shared Use Path
SUP_11	Hansen Way Shared Use Path
SUP_12	Homer Tunnel to Caltrain Connection
SUP_13	Embarcadero Road Shared Use Path: Alma to Emerson
SUP_14	Bol Park Path - Chimalus Path Spur
SUP_15	El Camino Park - El Palo Alto Park Connection
SpecProj_1	Hamilton Ave Pedestrian Signal Heads
SpecProj_2	Downtown Green Wave
SpecProj_3	Ellen Fletcher Bike Blvd Project
SpecProj_4	Stanford Avenue Pedestrian Crossing Improvements: multiple locations
Study_1	Southern Palo Alto Bicycle and Pedestrian Railroad Crossing Study and Implementation Project
Study_2	Embarcadero Road Corridor Study
Study_3	Matadero Canal Shared Use Path Feasibility Study
Study_4	Bryant Blvd & E Meadow Crossing Feasibility Study
Study_5	Cal Ave Station Gap Closure project
CS_1	California Avenue Community Street
SS_1	University Avenue Slow Street

Figure 16: Complete Vision Bicycle Network



Recommended Existing

- Class I - Shared Use Path/Trail
- Class IIa - Bike Lane
- Class IIb - Buffered Bike Lane
- Class IIIa - Advisory Bike Lane
- Class IIIb - Bike Boulevard
- Class IV - Separated Bikeway

- In an approved Plan from a neighboring jurisdiction
- Caltrain Station
- Existing Ped/Bike Bridge
- Existing Ped/Bike Underpass
- Recommended Bike Blvd
- Recommended Intersection
- Recommended Ped/Bike Bridge or Underpass

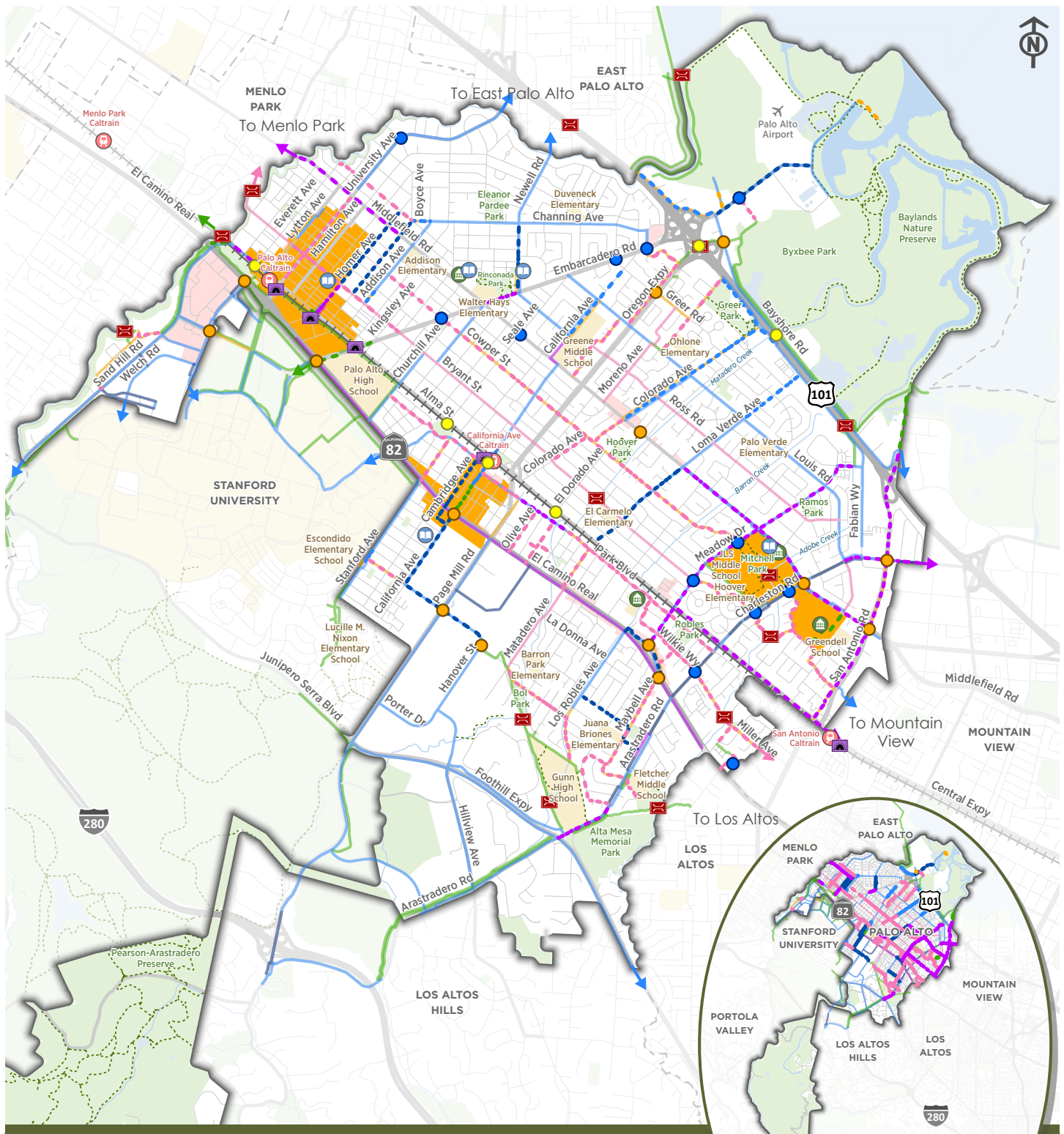
- - - Trail
- Bicycle-Friendly Zone

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

As of 9/1/2025

Figure 17: Low-Stress Bicycle Network



- Recommended Existing**
- · — · Class I - Shared Use Path
 - · — · Class IIa - Bike Lane
 - · — · Class IIb - Buffered Bike Lane
 - · — · Class IIIa - Advisory Bike Lane
 - · — · Class IIIb - Bike Boulevard
 - · — · Class IV - Separated Bikeway

- · - · - · Trail
- Existing Ped/Bike Bridge
- Existing Ped/Bike Underpass
- Recommended Bike Blvd Crossing
- Recommended Intersection Improvement
- Recommended Ped/Bike Bridge or Underpass
- Caltrain Station

- Bicycle-Friendly Zone
- City of Palo Alto

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

As of 9/1/2025



3.3 Pedestrian District Guidelines and Toolbox

This section identifies priority pedestrian areas within Palo Alto and presents a toolbox of potential pedestrian-oriented treatments for use within these areas. These guidelines build upon existing foundational planning, bring in new ideas and innovations, and address changes and developments since the prior plan was adopted in 2012.

3.3.1 PEDESTRIAN DISTRICTS

Priority pedestrian areas are key to creating a walkable, accessible, and enjoyable City. They offer areas where walking is prioritized to allow people of all ages and abilities to get around without competing with vehicles. Within these areas, slower vehicle movement is encouraged, and opportunities are provided for people to pause and enjoy their surroundings. Walking should be the preferred mode of choice for all trips within these areas with wider sidewalks that support high volumes of pedestrian activity through building a well-connected pedestrian network.

Figure 18 maps three pedestrian districts and three priority areas which are focus areas for pedestrian recommendations. These areas were identified based on prior planning efforts, including the 2030 Comprehensive Plan, and the Palo Alto Economic Development Strategies Plan, as well as community input and on-the-ground knowledge from the in-person working session held in April 2024.⁵

These pedestrian districts and priority areas include:

Pedestrian Districts:

- University Avenue Pedestrian District
- California Avenue Pedestrian District
- Midtown Pedestrian District

Pedestrian Priority Areas

- El Camino Real Neighborhood Commercial Center
- Embarcadero Neighborhood Commercial Center
- San Antonio Road Area

3.3.2 PEDESTRIAN DISTRICT TOOLBOX

The pedestrian district toolbox includes a range of selected treatments aimed at improving pedestrian safety and enhancing the pedestrian experience. The elements range from infrastructure improvements, such as raised crossings or curb extensions that improve yielding rates, to aesthetic changes, such as benches or public art, that can elevate the walking experience. Together, these elements will meet universal needs for safety and accessibility and create conditions where walking is comfortable and an enjoyable experience for all.

The pedestrian toolbox consists of 27 treatments organized into seven categories: enhanced crossings, street reconfiguration, aesthetic and functional elements, activation and engagement, signal adjustments, major intersection treatments, and green infrastructure.

Implementing pedestrian-oriented enhancements help in advancing the plan objectives of supporting a City that is Safe and Inclusive, Connected and Accessible, and Comfortable and Enjoyable. **Image 16** lists pedestrian toolbox enhancements. Detailed information about these tools and their recommended application in the three pedestrian districts and two priority areas is available in **Appendix B: Pedestrian District Guidelines**.

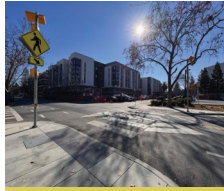
⁵ The BPTP Team conducted a series of site visit in April 2024 to understand the roadway context. This is further described in the community engagement section.

Image 16: Recommended Crossing and Intersection Improvements

Enhanced Crossings



1. Mid-block crossings



2. Raised crossings



3. Raised intersections



4. Curb extensions

Street Design



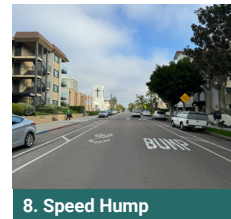
5. Wide sidewalks



6. Shared streets



7. Reduced Curb Radii



8. Speed Hump

Aesthetic and Functional Elements



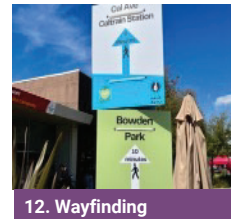
9. Pedestrian lighting



10. Gateway Treatments

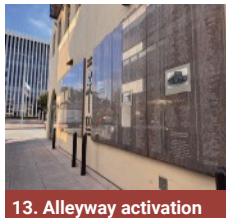


11. Decorative pavers



12. Wayfinding

Activation and Engagement



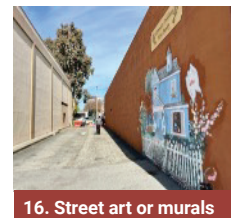
13. Alleyway activation



14. Street furniture



15. Shade sails



16. Street art or murals

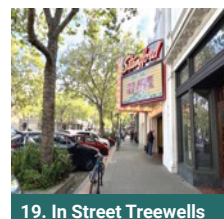
Flexible Street Use



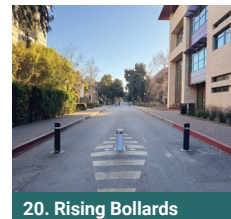
17. On Street Flex Zones



18. Bike parking corrals



19. In Street Treewells



20. Rising Bollards

Major Intersection Treatments



21. Pedestrian Signals



22. Signal Timing



23. Median island

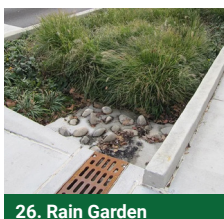


24. Protected intersection

Green Infrastructure



25. Bioswales



26. Rain Garden

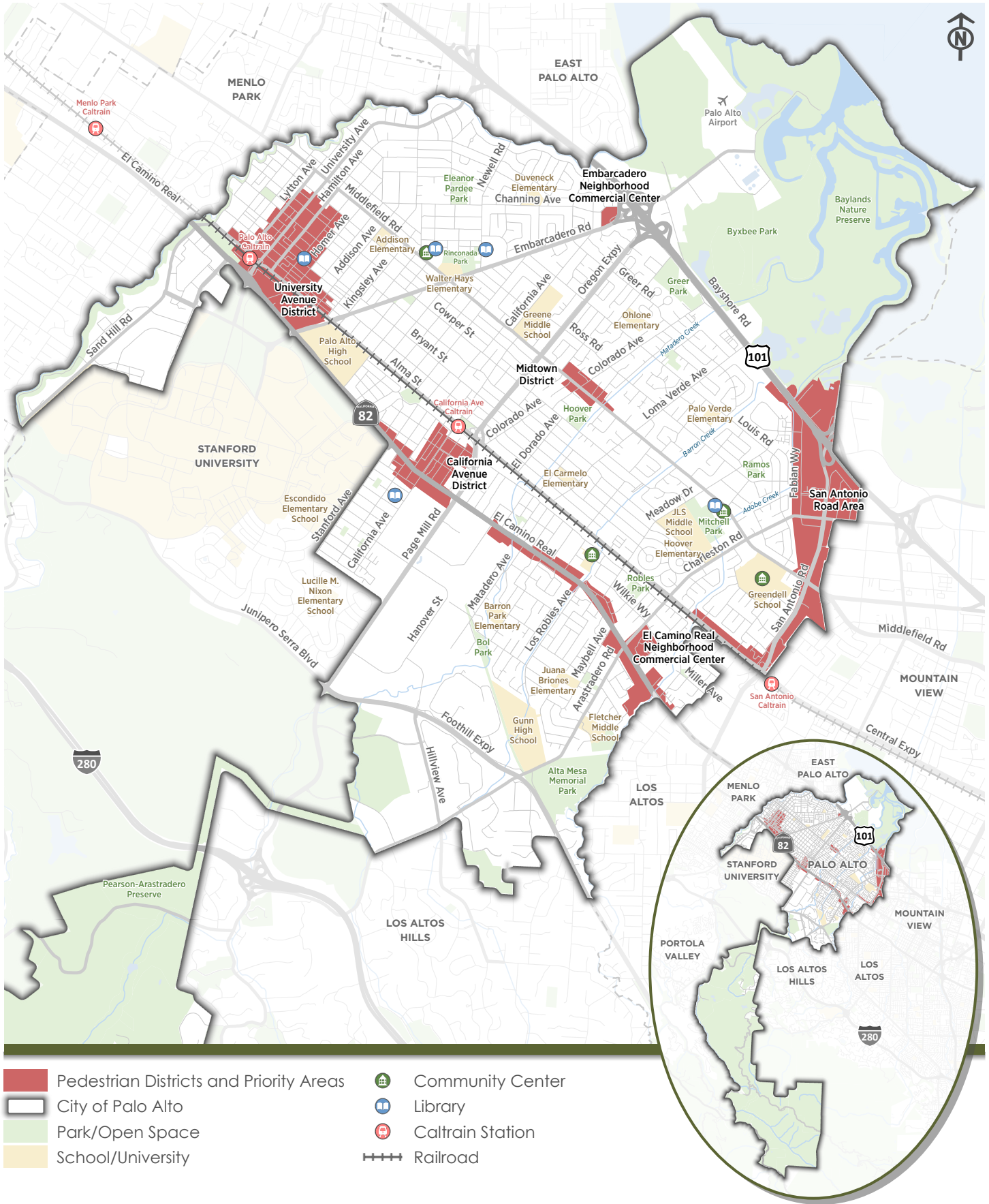


27. Street Trees



28. Planting Strip

Figure 18: Pedestrian Districts and Pedestrian Priority Areas



- Pedestrian Districts and Priority Areas
- City of Palo Alto
- Park/Open Space
- School/University
- Community Center
- Library
- Caltrain Station
- Railroad

0 1 2 Miles

Data Sources: City of Palo Alto, MTC, Kittelson

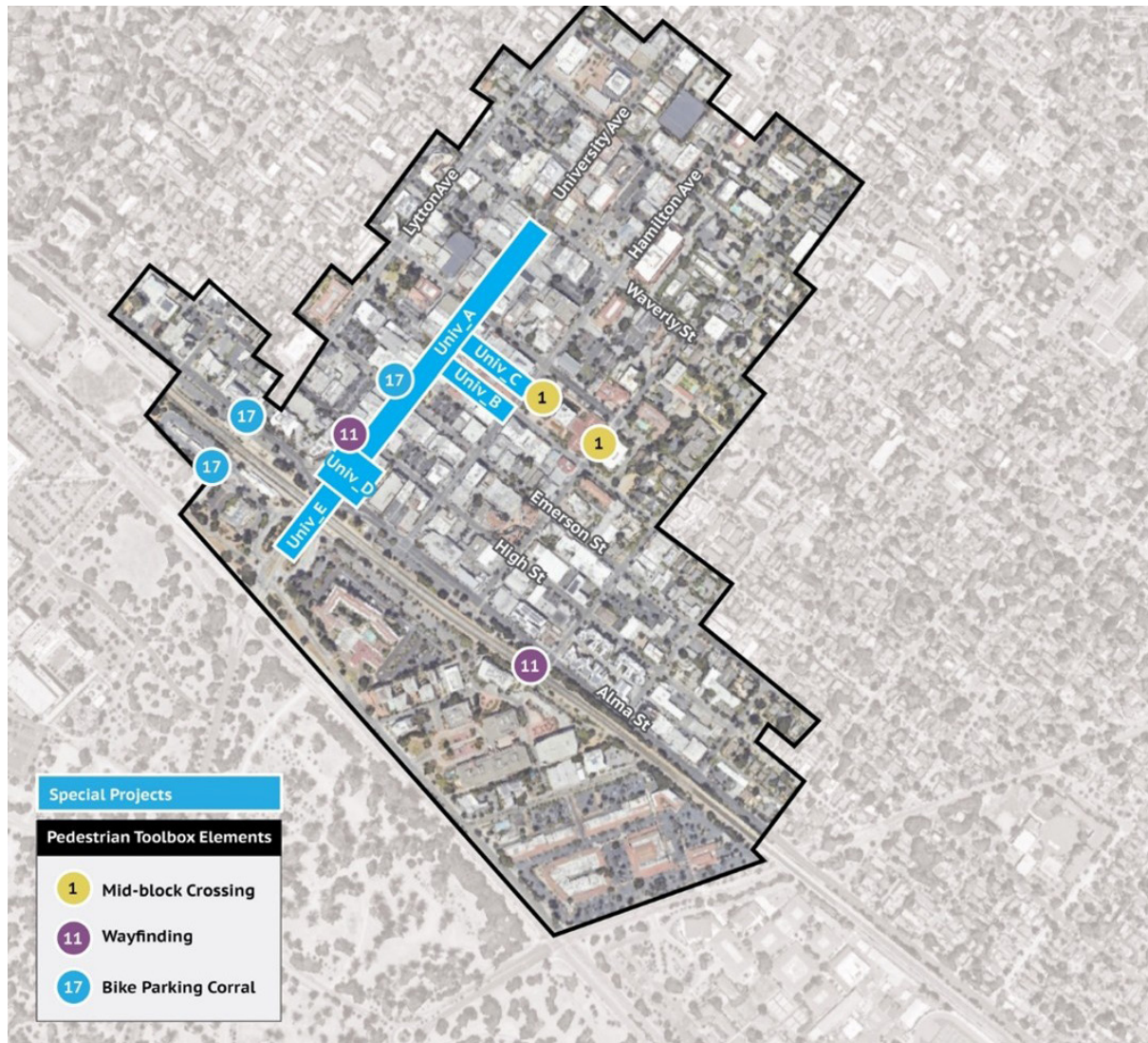
Pedestrian District Recommendations

University Avenue Pedestrian District

Downtown Palo Alto's historic main street and original civic/commercial core; today it functions as the City's primary regional and commercial center and the "front door" many visitors remember.

- Add midblock raised crossings (Hamilton Ave) and update existing midblock crossing (Forest Ave) to prioritize pedestrians.
- Install bike/micromobility corrals at key destinations (Caltrain lot at Alma Street, Palo Alto Transit Center, Lytton Plaza) and anchor district wayfinding at University & Alma and the Homer Tunnel, coordinated with the MTC pilot.⁶
- Advance special projects: raised side-street crossings on University (Univ_A); permanent pedestrianized Ramona Street (Univ_B); alleyway activation (Univ_C); University & Alma interchange reconfiguration (Univ_D) (continuous/wider sidewalks, gateway, wayfinding); and improvements to the Transit Center/University undercrossing.

Image 17: University Avenue Pedestrian District



⁶ The MTC Regional Mapping & Wayfinding Project, <https://mtc.ca.gov/operations/transit-regional-network-management/regional-mapping-wayfinding>

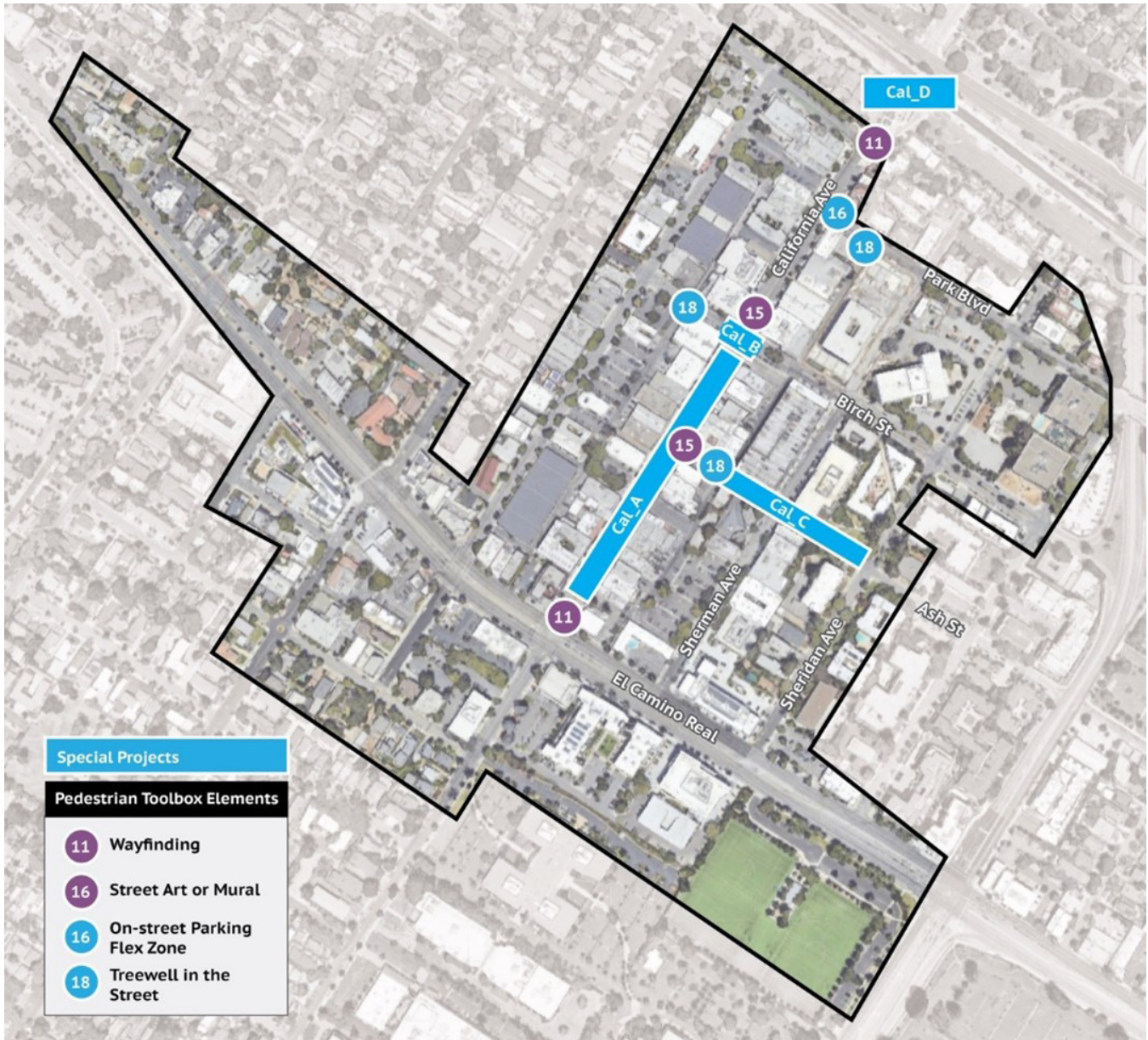
Note: Numbers refer to the pedestrian toolbox elements recommended at these locations. Additional information about Pedestrian Toolbox Elements and Special Projects is provided in **Appendix M: Pedestrian District Guidelines**.

California Avenue Pedestrian District

A pedestrian activity center with compact blocks, back alleys, and active ground-floor commercial uses; recognized in City policy as a Multi-Neighborhood/Community-Serving center.

- Use on-street flex zones for placemaking and add street treewells on Park Blvd, Ash St, and Birch St.
- Provide wayfinding at El Camino Real/California Ave and the Caltrain station; add street art at key approaches.

Image 18: California Avenue Pedestrian District



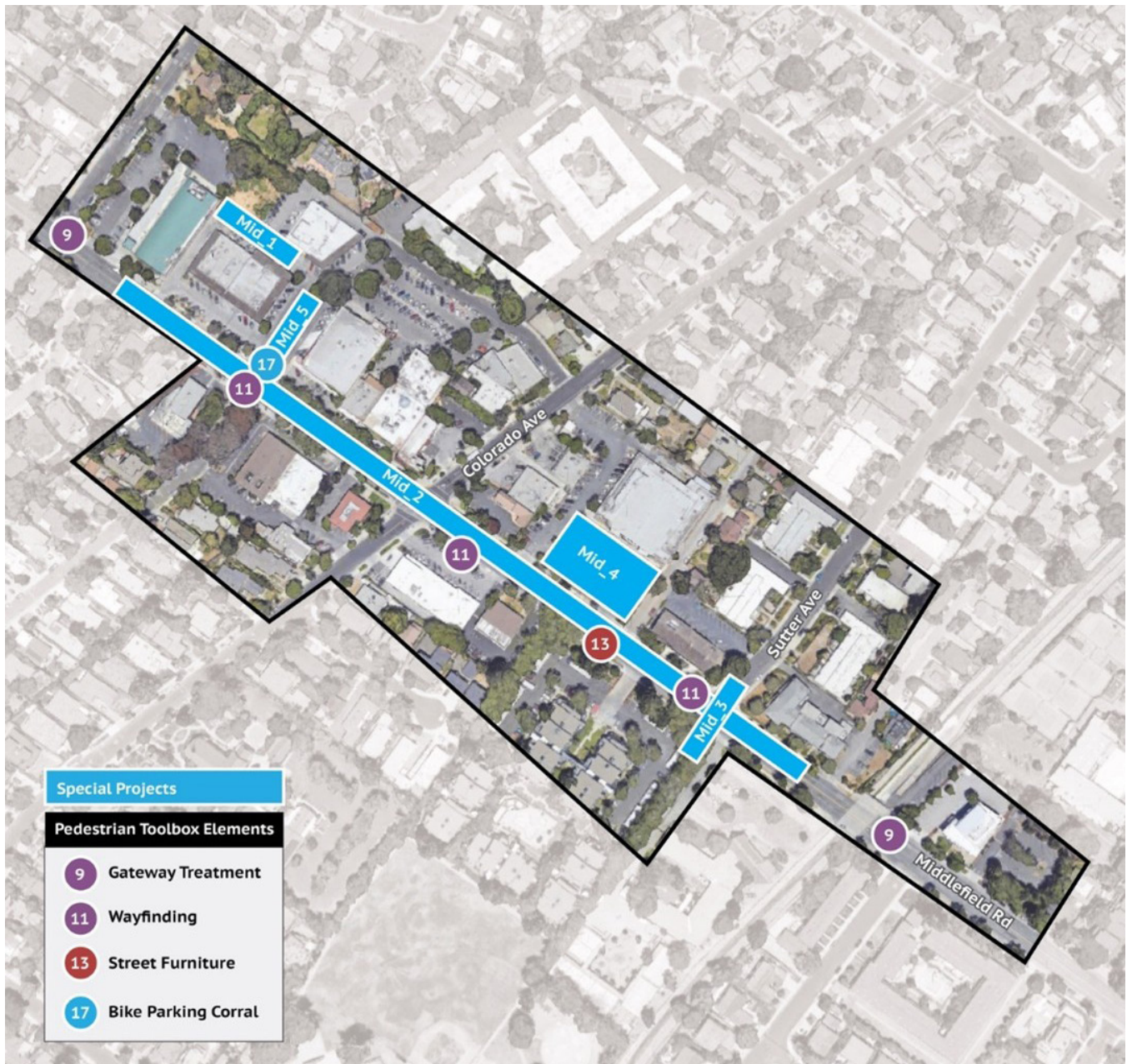
Note: Numbers refer to the pedestrian toolbox elements recommended at these locations. Additional information about Pedestrian Toolbox Elements and Special Projects is provided in **Appendix M: Pedestrian District Guidelines**.

Midtown Pedestrian District

A mid-century neighborhood shopping area that has grown into a vital, neighborhood-serving hub; identified in recent plans as a neighborhood serving place for everyday needs.

- Apply gateway treatments at Middlefield (Moreno Ave to the west; Matadero Canal to the east), plus bike corrals, street furniture, and wayfinding.
- Advance special projects: a Midtown master street plan (Mid_1); a Middlefield Rd road diet (Mid_2) (raised intersections, continuous/wider sidewalks, pedestrian signals, flex zones, street furniture, treewells); a Sutter Ave mid-block crossing with ped signals (Mid_3); temporary parking-lot activation (Mid_4); and a central plaza parkway (Mid_5).

Image 19: Midtown Pedestrian District



Note: Numbers refer to the pedestrian toolbox elements recommended at these locations. Additional information about Pedestrian Toolbox Elements and Special Projects is provided in **Appendix M: Pedestrian District Guidelines**.

Pedestrian Priority Area Recommendations

El Camino Real Neighborhood Commercial Center

A linear, citywide commercial corridor with a diverse mix of shops, restaurants, and services serving both residents and visitors.

- Treat the corridor as a multimodal main street: add raised crossings on unsignalized side streets and provide street furniture to improve waiting areas.
- Enhance Corridor walkability, bike lanes, and streetscape upgrades are underway as part of ongoing revitalization by Caltrans, in coordination with the City.

Embarcadero Neighborhood Commercial Center (Edgewood Plaza)

A neighborhood hub anchored by the Edgewood Plaza Shopping Center, known for its mid-century modern character and a mix of groceries, cafés, and local businesses—remaining a vibrant, accessible destination for nearby residents.

- Provide bike parking corrals and wayfinding to local businesses and trail connections (notably the US-101/St. Francis Dr link), to support short local walking and biking trips.

San Antonio Road Area

A district to be guided by the same framework as other pedestrian districts—prioritizing walking, slower movement, and a connected sidewalk network—using the plan’s toolbox (e.g., raised crossings, wider sidewalks, bike corrals, gateway/wayfinding) as sites redevelop.

- As sites redevelop, apply the plan’s pedestrian toolbox to create a walk-first environment: raised crossings/raised intersections, curb extensions/reduced curb radii, continuous and wider sidewalks, bike corrals, and flexible curb zones.
- Coordination with the City’s San Antonio Road Area Plan



PEDESTRIAN DISTRICT DESIGN ELEMENTS

To achieve the VMT-reduction and safety goals of Pedestrian Districts, future streetscape and development projects within these areas should incorporate the following urban design elements and principles:

Fine-Grained Pedestrian Network:

- Keep block lengths and crossing opportunities to 400' or less, with paseos and high-visibility mid-block crossings where block lengths exceed 400'.

Continuous, Generous Sidewalks:

- Maintain wide, unobstructed pedestrian through-zones that comfortably accommodate side-by-side walking and meet or exceed PROWAG standards.

Shortened Crossing Distances:

- Utilize curb extensions (bulb-outs), pedestrian refuge islands, and tight curb radii of less than 15' (if no bulb-out is provided) to reduce pedestrian exposure at intersections.

Active Street Frontages:

- Encourage visually engaging, ground-floor land uses with minimal building setbacks and human scaled elements (such as seating and public art) to create a welcoming and dynamic walking environment.

Continuous Shade Canopy:

- Prioritize street trees and landscaping that provide shade over the pedestrian right-of-way to improve thermal comfort.

Minimal Curb Cuts:

- Consolidate or eliminate driveway access points across sidewalks to reduce conflict points between vehicles and pedestrians.

Pedestrian-Scale Lighting:

- Install warm, dark-sky compliant, pedestrian-level lighting focused on the sidewalk and crosswalks to enhance visibility, safety, and comfort at night.

Source: Kevin Lynch (1984), Jan Gehl (1996), and Ria Hutabarat Lo (2009)



3.4 Policies and Programs

As part of developing the Plan, the City identified policies, programs, and practices to improve conditions for walking and biking in Palo Alto. City staff from multiple departments participated in discussions to assess how the City is implementing existing policies, programs, and practices and ranked the highest priorities for inclusion in the Plan. This section presents the 2026 BTPP's recommended programs and policies. It provides recommended strategies and actions to support walking and biking in Palo Alto as well as best practices that the City can undertake in developing programs to encourage active transportation. Some of the policies and programs will require additional resources such as staffing and budget to implement.

The recommendations are organized under the 2026 BTPP's five objectives, identified previously in section 1.4.2 Objectives:

- **Comfortable and Enjoyable**
- **Community-Led and Cooperative**
- **Safe and Inclusive**
- **Connected and Accessible**
- **Integrated and Collaborative**

Recommended strategies are summarized below and presented in more detail in **Appendix C: Policy and Program Recommendations**.





Comfortable and Enjoyable:

Enhancing the comfort and enjoyment of walking and cycling through amenities such as shade, greenery, and well-designed streetscapes.

- **CE-1.1 Active Transportation Design Policy and Standards:** Develop or adopt design standards and specifications based on recent research and modern best practice for pedestrian, bicycle, and transit friendly street design. (2030 Comprehensive Plan Program T-1.19, Policy T-3.5.1)
- **CE-1.2 Implement Pedestrian District Guidelines and Toolbox:** Implement recommendations and guidance included in the Pedestrian District Guidelines and Toolbox.
- **CE-1.3 Vertical Curb Standard:** Revisit the City's vertical curb standard to balance the removal of barriers to active transportation and maintaining separation for vulnerable modes.
- **CE-1.4 Older Adult Mobility Program:** Support older adult mobility options, including a Trishaw* Pilot via Cycling Without Age, to provide access to statistically low-risk transit, possibly operated by trained student and/or older adult volunteers along low volume residential streets. (2030 Comprehensive Plan Program T-5.12) **Defined as a three-wheeled pedal-powered machine, often featuring electric-assist motors, with a pilot behind and a passenger seat up front.*
- **CE-1.5 Bike Parking Inventory & Usage Monitoring Program:** Conduct an inventory and monitor usage of bike parking at City properties and public rights-of-way (such as sidewalks) and continue to provide sufficient supply. Establish a program for members of the public and commercial properties to request site inspections and evaluation for installation of bicycle racks or parking corrals. Ensure the City's bike parking program provides facilities that are publicly accessible and available for use by all members of the public. (2030 Comprehensive Plan Program T-5.12, Program T5.12.1, Program T5.12.2, Program T5.12.3)
- **CE-1.6 Bike Parking Requirements For New Development:** Update the City's minimum short- and long-term bike parking requirements for new development projects to reflect changes in parking demand. Update and maintain the City's list of approved bike parking designs to accommodate a variety of bicycle types such as e-bikes and cargo bikes. (2030 Comprehensive Plan Program T-1.17)
- **CE-1.7 Bike Parking Design:** The design of bike parking facilities shall be consistent with the Association of Pedestrian and Bicycle Professionals (APBP) Essentials of Bike Parking or Valley Transportation Authority (VTA) Bicycle Technical Guidelines Chapter 10.
- **CE-1.8 Walk & Bike Friendly Development:** Consider prioritizing or requiring certification that encourages bicycle- and pedestrian-friendly developments, such as LEED-ND. Encourage developments that limit vehicle parking.
- **CE-1.9 Wayfinding Plan:** Develop a non-motorized wayfinding plan connecting bicycle and pedestrian facilities with key local and regional destinations such as schools, trails, parks, and rail stations. Evaluate cut-throughs, short connections, ramp access, and ADA compliance. Continue to expand wayfinding facilities as the bicycle and pedestrian networks are implemented, and in coordination with Caltrans, develop a Wayfinding Signage Program specific to El Camino Real to help cyclists connect to the local bicycle network.
- **CE-1.10 Bike Racks on Buses:** Work with Santa Clara Valley Transportation Authority (VTA) and coordinate with their Wheels on the Bus Pilot Program, to monitor the use of bike racks on buses and determine if demand is being accommodated.

- **CE-1.11 TDM Program:** Promote and expand the Transportation Demand Management (TDM) program and continue to support implementation of TDM programs in an effort to increase the share of trips made by walking and biking and advance the City’s sustainability, climate action, vehicle miles traveled and carbon reduction goals. Pursue full participation of Palo Alto employers in the Transportation Management Association (TMA) and pursue expanding the TMA from Downtown to California Avenue and other areas of the city when appropriate. (2030 Comprehensive Plan Program T-1.1)
- **CE-1.12 Crossing Guards:** Periodically evaluate school crossing guard locations and warrants to determine their appropriateness and evaluate opportunities for new locations. As part of the evaluations, consider factors such as the needs of younger bicyclists who may cross while walking, and incorporate collision and location data to assist in identifying opportunities for pilot locations that could increase the walk to school mode share.
- **CE-1.13 Development Review Updates:** Evaluate development review and roadway design by metrics that focus on safety risk, user comfort, and access for all users including pedestrians and bicyclists (such as kinetic energy risk, level of traffic stress, and travel time by mode). Clearly communicate to help residents understand why proactive enhancements to support low-stress network buildout may be needed. (2030 Comprehensive Plan Program T-1.17)





Community-Led and Cooperative:

Fostering community engagement and participation in promoting active transportation, supported by education, programming, and infrastructure investments, in a way that cultivates learning for all network users of all ages .

- **CC-1.1 Bicycle Lending Library:** Partner with the Palo Alto library and community partners with space, capacity, and expertise to create a bicycle lending library that enables residents to check out different types of bicycles, supplies, including trailers, and educational materials, including bike blenders, bike trivia wheels, safety vests for events, helmets and more; consult with agencies that have implemented similar programs such as the City of Oakland and San Mateo County Libraries.
- **CC-1.2 TDM Pilot Program for City Employees:** Conduct a City of Palo Alto TDM pilot to improve facilities and encourage employee use of active transportation vehicles to reduce risk, given the high percentage of city vehicles that are used for <2 mile single occupant trips around town. Determine how best to pilot and incentivize trips to focus on both the right tool for the trip relative to the distance. Provide access to different types of bikes/trailers to support a wide range of users, access to an improved storage facility, conduct regular rides and safety trainings, ensure bicycles are regularly maintained and that there are risk management and anti-theft provisions to ensure safety and security. (2030 Comprehensive Plan Program T-1.1)
- **CC-1.3 Long-Term Education Program:** Create a long-term education program to change the travel habits of residents, visitors, shoppers, and workers by informing them about transportation alternatives, incentives, and impacts. Work with the PAUSD and with other public and private interests, such as the Chamber of Commerce and Commuter Wallet partners, to develop and implement this program.
- **CC-1.4 Bike Education Program:** Partner with groups to advertise and carry out bike safety and education classes in the city, including classes oriented towards children, older adults, and non-English speakers. Include driver education to encourage safer driving behavior, including in the presence of bicycles.
- **CC-1.5 Employee Education Program:** Encourage and fund the participation of employees working on bicycle and pedestrian facilities in professional organizations and conferences in order stay up-to-date on the state of the practice and successes in other cities. Provide resources and support for employees to further their education, develop new skills, and keep up with changing patterns and transportation technologies.
- **CC-1.6 Interactive Map Tool:** Update the City's website to enhance its static bicycle facility and Safe Routes to School (SRTS) Suggested Walk & Roll Route Maps with interactive mapping applications. Work with PAUSD, PATMA, and other partners to share this resource.
- **CC-1.7 Community Rides Program:** Partner with organizations to lead all ages and abilities bicycle rides throughout the calendar year, including rides that utilize recently-implemented projects. (2030 Comprehensive Plan Program T1.16.4)
- **CC-1.8 Valet Parking Program for Events:** Collaborate with Community Services Department to partner with and budget for organizations to provide bike parking and/or bike valet services at City-sponsored or other large events.
- **CC-1.9 Street Closures - Open Streets:** Prioritize street closures on areas located on the High Injury Network (identified in the Safety Action Plan), where high bicycle and pedestrian activity is expected, and where there is community support. (2030 Comprehensive Plan Program T1.16.2)
- **CC-1.10 Street Closures - School Streets Pilot:** Implement a Street Closure - School Streets Pilot Program that can be used to gather data and outcomes that could then be applied to other schools. Community input will be used to identify locations for the pilot. School streets implement timed closures that prevent vehicles from entering the specified school zone. Restrictions are in place for approximately 15 to 90 minutes during drop-off and pick-up times and is enforced using signage and physical barrier(s). During this time, only pedestrians and cyclists can enter the School Street zone, aside from exempt vehicles (e.g. residents living in the zone).

- **CC-1.11 Active Transportation Incentives Program:** Encourage PATMA to provide additional bicycle/scooter incentives citywide.
- **CC-1.12 Safe Routes to School:** Enhance and sustain the City/PAUSD/PTA/Youth community partnership to reduce risk to students en route to and from school, and encourage more families to choose healthy, active, sustainable alternatives to driving solo more often. Grow and strengthen community-wide support through the SRTS 6 E's (Education, Encouragement, Engineering, Engagement, Evaluation, and Equity) model for safe, active, healthy, sustainable, school commutes. Aim to:
 - Adopt and institutionalize key SRTS practices and policies and gather best practices.
 - Provide, expand, and enhance school and community-based SRTS education programs and materials.
 - Promote and encourage use of the new traffic garden at the Ventura Community Center to enhance bike education.
 - Expand and enhance encouragement programs to communicate the value of SRTS.
 - Gather data to assess and improve outcomes.
 - Engineer routes to develop a more safe and efficient network.
 - Deepen awareness and engagement with City staff, Council, and community representatives to advance and institutionalize SRTS.
 - Commit an equitable distribution of resources to encourage broad community participation.
 - Maintain a Secondary School SRTS Coordinator to develop a youth SRTS program for grades 7-12
- **CC-1.13 Safe Routes to School Action Plan Updates:** Review the [Safe Routes to School 5-Year Action Planning](#) process or identify an alternative process to support the development of future program goals and objectives.⁷
- **CC-1.14 Community Partnerships Program:** Consider establishing or working with existing advocacy groups to reach out to local businesses or groups to help support and promote walking and bicycle-related projects and to maximize public-private funding opportunities such as development of bicycle or walking maps, path maintenance, and installation of bike parking facilities on private property. Explore a private bike parking subsidy program.
- **CC-1.15 Bike and Pedestrian Count Program:** Establish regular citywide bicycle and pedestrian counts at key corridors, intersections, destinations, and require that intersection traffic counts collected for development projects' transportation studies include bicyclist and pedestrian volumes. Utilize the counts collected in 2024 to establish a baseline for select locations. Enhance bicycle count efforts and collect more data to guide decisions by installing permanent automatic counters along key bikeways in representative locations. Using bike counters with displays along popular routes can encourage people to bike more often. (2030 Comprehensive Plan Program T1.16.1)
- **CC-1.17 Performance Reporting Program:** Collect data and conduct analysis as part of periodic status reports detailing the City's performance in relation to metrics recommended in this plan.
- **CC-1.18 Community Feedback Program:** Expand survey efforts such as the Palo Alto Community Survey and the Performance Reports and National Citizen surveys to collect information related to walking and bicycling facility quality, Plan implementation, and programs.
- **CC-1.19 Encouraging Community Cycling:** Continue City collaboration with local partners to support and explore community-led cycling events, such as Bike Palo Alto!, and participate in regional initiatives like Bike to Work Day (BTWD) to promote active transportation and increase rider confidence. (2030 Comprehensive Plan Program T1.16.4)



⁷ Palo Alto Safe Routes to School 2019 5-Year Action Plan: https://www.paloalto.gov/files/assets/public/v/1/transportation/safe-routes-to-schools/five-year-work-plan_updated_dec-2020.pdf



Safe and Inclusive:

Prioritizing safety for all transportation network users regardless of age and ability, and ensuring equitable access to pedestrian and bicycle infrastructure across the community while reducing fatal and severe injury crashes .

- **SI-1.1 Institutionalize Safety:** Via the 2025 Safety Action Plan, the City has committed to reducing traffic fatalities and serious injuries on the City’s roadways. Institutionalize safety into all aspects of policies, planning, program, design, implementation, and maintenance.
- **SI-1.2 Safe Routes to Work, Shopping, Downtown, Community Services, and Parks:** Where Walk and Roll Map Suggested School Routes overlap with HIN, prioritize speed management and pedestrian/bicycle enhancements, especially at intersections: FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, FHWA Improving Intersections for Pedestrians and Bicyclists, DIB 94, FHWA Safe System Approach for Speed Management. Establish non-HIN routes as primary access routes where possible and prioritize improvements on access routes with speeds over 25 mph: AB 43, countermeasure toolbox, DIB 94
- **SI-1.3 Review Protocols for Updating Suggested Walk and Roll Maps:** Develop protocols to review the city’s walk and roll suggested routes to school to proactively determine if traffic controls or other engineering modifications may be needed to improve student safety while walking, biking, and rolling to school.
- **SI-1.4 Speed Management Program:** Implement a proactive speed management program following the FHWA Safe System Speed Management Framework to guide location specific interventions in all focus areas. Lower speed limits and design speeds on streets within the bike network and without separated bikeways to 25 mph or lower.
- **SI-1.5 Lower Speed Limits:** Explore the mechanism to implement a potential policy of 20 mph or lower speed limits on all bike boulevards.
- **SI-1.6 Systemic Uncontrolled Crosswalk Placement/Enhancement Program:** Develop a systemic uncontrolled crosswalk placement/enhancement program for ped safety and accessibility: DIB 94, FHWA Safe System Roadway Design Hierarchy, FHWA Guide for Improving Pedestrian Safety at Uncontrolled Locations. Proactively design proposed crossings to provide bicyclists and pedestrians with context-appropriate facilities such as marked crossings, bike boxes, bike signal heads, bike detection, and leading bicycle intervals (LBIs)/leading pedestrian intervals (LPIs), audible and/or countdown signals, accessible push buttons, and curb ramps
- **SI-1.7 Update Traffic Calming Program:** Systemically identify speed management needs and opportunities (such as speed humps and neighborhood traffic circle) and prioritize into a yearly implementation program based on kinetic energy risk, equity, proximity to schools, community input, and similar factors. Most funds should be programmed proactively, but some can be reserved for quick response discretionary purposes. Implement speed management strategies to moderate vehicle speeds to a contextually appropriate target speed: AB 43, countermeasure toolbox, FHWA Safe System Approach for Speed Management. It is recommended that that the Traffic Control Maintainer II position in Public Works (eliminated during the pandemic) be restored, so City staff can respond more quickly to add, maintain, or repair roadway safety infrastructure such as delineators, bollards, signage, guardrails, crash attenuators, faded striping and curb paints, and other features. When the City updates its Traffic Calming Policy, the City should consider incorporating the Good Streets approach within that effort.
- **SI-1.8 Update Public Works Standard Drawings and Specifications:** Update Public Works Standard Drawings and Specifications to align with Safe System principles, including being consistent with NCHRP 1036 and Caltrans DIB 94.

- **SI-1.9 Revisit Street Closure Policy:** Revisit Comprehensive Plan Policy T-4.1 (keeping all neighborhood streets open as a general rule) to consider the application of modal filters along bike boulevards. The analysis required for this work will be done as part of updating the traffic calming program, and will be coordinated with the City Planning & Development Services Department.
- **SI-1.10 Review Comprehensive Plan Policies:** Review the City's Comprehensive Plan policies and identify those that may conflict with installing certain bicycle and pedestrian infrastructure such as modal filters. Develop a work plan to revisit and potentially update the Comprehensive Plan policies.
- **SI-1.11 Near-Miss Reporting Program:** Utilize SafeTREC Street Story mapping portal (<https://streetstory.berkeley.edu/city/palo-alto>) to enable and encourage residents to provide information on near-misses and other safety information that would otherwise not be included in regularly-reported safety reports and statistics.
- **SI-1.12 The City's Office of Transportation Traffic Engineering Team:** Add or reallocate staff to administer quick build or traffic safety programs, including coordination, evaluation, planning, and engineering.
- **SI-1.13 Prioritize Maintenance of Bicycle and Pedestrian Facilities:** Incorporate and prioritize bicycle and pedestrian facility maintenance needs into the City's transportation maintenance program standards and funding. (2030 Comprehensive Plan Program T1.16.2)
- **SI-1.14 Prioritize Bikeways in the Repaving Program:** Prioritize repaving of new and existing bikeways as part of the repaving program. (2030 Comprehensive Plan Program T1.19.1)
- **SI-1.15 Bike Turnout Program:** Seek to develop a project to identify and install appropriate bicycle turnouts for uphill reaches of two lane roads, such as Page Mill Road.
- **SI-1.16 Incorporate Pedestrian Improvements Into Repaving Program:** Change approach to repaving program to include pedestrian improvements including new sidewalks, sidewalk widening, and curb extensions. This would require additional funding and a change in City processes for completing road and sidewalk repairs or installations. (2030 Comprehensive Plan Program T1.19.1, Program T1.19.2)





Connected and Accessible:

Featuring a convenient and interconnected network of sidewalks, bike lanes, and trails that provide efficient travel options and easy access to transit and important destinations, encouraging a shift away from driving and improving environmental health through lower vehicle miles traveled and reduced greenhouse gas emissions .

- **CA-1.1 Better Bikeways:** Design and implement a high-comfort “All Ages and Abilities” network by utilizing modern best practices, such as NACTO guidelines. This includes providing appropriate facility widths, horizontal separation from vehicles, and low-stress intersection treatments. Priority will be given to safer crossings of major streets through strategies such as dedicated signals, daylighting, diverters or modal filters, pavement markings, and protected intersections to accommodate the city’s most vulnerable road users. (2030 Comprehensive Plan Program T1-19, Policy T-3.5.1)
- **CA-1.2 Bicycle and Pedestrian Capital Improvement Program:** Establish dedicated funding for implementation of projects identified in the Bicycle and Pedestrian Transportation Plan Update and Pedestrian District Guidelines
- **CA-1.3 Station Access Program:** Coordinate with Caltrain to deliver local station area access improvements that meet universal design principles such as curb ramps, tactile and audio crossing cues, improved sidewalks, slower traffic speeds, shorter crossing distances, and increased crossing time. Partner with Caltrain to encourage plans for low-stress active transportation facilities to Caltrain stations, and coordinate to ensure that grade separation projects adjacent to stations reflect multi-modal access needs.
- **CA-1.4 Signal Modification Program:** Incorporate the crossing needs of bicyclists and pedestrians and encourage safe driver behavior when reviewing and adjusting signal timing at City traffic signals. Consider adding “Bicycle Detected” signal heads to recommended bike routes intersecting with arterials.
- **CA-1.5 Bicycle Detection Pilot Project:** Implement innovative “blue light” (or other) bicycle detection indicators and signs at complex bicycle crossings.
- **CA-1.6 Update CIP Funding to Prioritize Bicycle and Pedestrian Access and Route:** Allocate funding and prioritize implementation of BTPP projects as part of the City’s Capital Improvement Program (CIP). May include bike routes, streets on HIN, equity considerations: BTPP, HIN, East Palo Alto Walk and Roll Routes, Palo Alto Population Below Poverty, Palo Alto Transit Corridors. Ensure funding is allocated beyond signing/stripping so intersections are also addressed through these projects: FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, FHWA Improving Intersections for Pedestrians and Bicyclists. CIP Projects will align with Safe System Approach: FHWA Safe System Roadway Design Hierarchy, CIP Implementation Guidance.
- **CA-1.7 Identify Funding Opportunities:** Continue to monitor federal, state, and regional funding opportunities to augment local funds to implement recommended walking, biking, and rolling improvements.
- **CA-1.8 Establish Dedicated Funding Source:** Establish dedicated funding for citywide walking and bicycling facilities and supporting infrastructure such as bike parking in the City’s CIP.
- **CA-1.9 Quick-Build Program:** Implement quick-build pilot/trial projects of the Plan’s walking and bicycling infrastructure recommendations.
- **CA-1.10 First/Last mile connection to Caltrain stations:** Implement bikeways with connections to Caltrain stations to promote access.
- **CA-1.11 Existing Trail Access Improvements:** Enhance on-street intersections along the existing trail network, key existing bridge/overpass approaches, and school route shared use paths, to improve ADA access, bikeway connectivity, and convenience for all users. Priority upgrades include: modifying or replacing substandard safety corrals with bollards and associated striping/signage; installing accessible curb ramps and regrading poor transitions; pedestrian-scaled lighting; installing high visibility crosswalks at key locations; and landscaping maintenance/removal.

- **CA-1.12 Evaluate Existing Crosswalks:** Evaluate crosswalks on Arastradero Road near Arastradero Preserve and bring infrastructure to current standards, if needed.
- **CA-1.13 Safe Routes for Private Schools:** Continue providing offerings for all community members, such as the Palo Alto Bicycle Safety Park and online resources, that can help private schools direct their resources to support their local Safe Routes to School engagement efforts. (2030 Comprehensive Plan Program T1.16.3)
- **CA-1.14 Sidewalk Gap Closure Program:** Implement a program to fill sidewalk and other pedestrian facility gaps along key pedestrian routes, such as along school commute routes, transit access routes, across barriers, and around other key destinations.





Integrated and Collaborative:

Collaborating with neighboring cities to create a seamless, integrated, and efficient regional network of pedestrian and bicycle infrastructure.

- **IC-1.1 Update Municipal Code to Revise Walking, Biking, and Rolling Guidance:** Review the City’s municipal code and ordinances to remove language that can discourage walking, biking, and rolling (such requirements to report secondhand bike purchases to the police department). Update code to align with State guidelines and create consistent language (e.g., for bike access on bridges, over and underpasses).
- **IC-1.2 Regional Network:** Continue to consult with other agencies on bicycle and pedestrian improvement projects that abut or intersect jurisdictional boundaries to ensure consistency in facilities, in support of commute and recreational users, including Cities (East Palo Alto, Menlo Park, Los Altos, Los Altos Hills, and Mountain View), Counties (Santa Clara and San Mateo), Caltrans, and Caltrain. Partner with Stanford University, VTA, and adjacent jurisdictions to develop a connected network prioritizing access while minimizing distance between regional access points.
- **IC-1.3 PABAC Structure:** Work with the Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC) to evaluate existing role and structure, discuss membership and the potential to include members and/or liaisons from local non-profit organizations, advocacy groups, transportation management associations, City committees, and other groups, and propose changes that increase efficiency and effectiveness of the committee.
- **IC-1.4 Effective Regulation and Education on E-bikes:** Advocate for comprehensive statewide regulations and safety initiatives, including mandatory safety courses, stricter age restrictions and helmet laws, public awareness campaigns, to ensure the responsible use of electric-bikes bicycles, electric scooters, and other electric mobility devices.
- **IC-1.5 Electric Bicycle Engagement Strategy:** Partner with groups to advertise and carry out standardized, best practice informed, League Cycling Instructor (LCI)-led e-bike safety and education classes in the city. Pending policy changes at the state and local level, this may include prioritizing classes oriented towards children, youth older adults, and non-English speakers.
- **IC-1.6 Electric Bicycle Management Strategy:** Work with PAUSD on strategies for electric bicycle management at school sites, including potential parking restrictions, to get ahead and develop regulations where possible for the City (and not preempted by the State). This is of particular importance given research indicating that the rate of e-bike crashes is nine times higher for youths than for people over 20 years old. The City’s Safe Routes to School program emphasizes risk reduction as it’s primary goal by encouraging and recommending parents purchase a conventional pedal bicycle for their students to develop better biking skills to become better cyclists as adults. For decades, Palo Alto’s Safe Routes to School program has emphasized risk reduction as its primary goal. In a community like Palo Alto, where more than forty percent of secondary students bicycle to school, promoting e-cycle use may have serious safety consequences other communities may not experience. Palo Alto’s local SRTS program will continue to strike a balance between education and promotion by providing cursory e-cycle safety information to PAUSD 5th and 6th grade students.
- **IC-1.7 Discouraging Driver Speeding:** Work with Palo Alto Police Department and other partners when implementing and publicizing engineering, education, and enforcement efforts discouraging vehicle speeding near schools and high-injury locations in the city, particularly.

- **IC-1.8 Caltrans Coordination:** Work with Caltrans to streamline permitting and integrate connected bikeways into Caltrans projects. Improve bikeway design approaching and crossing Caltrans facilities.
- **IC-1.9 Implementation Updates:** Work with other jurisdictions and agencies to ensure that new or upgraded facilities are reflected in each agencies' respective bikeway maps and applications.



4.

IMPLEMENTATION AND FUNDING

CALIF AVE BIKE/PED
UNDERPASS

PAIS
VALLEY
TRAFFIC
CAMERA

BICYCLISTS
MUST DISMOUNT
WHEN OTHERS
ARE PRESENT

NO
CALTRAIN
ACCESS
through the
tunnel

This chapter provides an overview of the project delivery process, project prioritization process, project cost estimates, and identifies funding sources to advance implementation.

4.1 Project Delivery Process

This 2026 BPTP adopts a long-range vision for Palo Alto’s pedestrian and bicycle networks. With implementation of the Complete Vision Network recommendations, every resident in Palo Alto would have access to low-stress, comfortable bikeways that connect to major destinations throughout the City, along with connected sidewalks and frequent and appropriate crossing locations and designs. The recommendations included in 2026 BPTP could require further project-specific planning, data collection, analysis, public engagement, and engineering design before they can be implemented. Some portions of these networks will be implemented in the near-term (less than 10 years), while other recommendations are expected to be advanced beyond that timeframe. Implementation of the recommend network and programs may occur in phases over time and would be dependent on available resources.

When considering when and how to implement these projects, the City incorporates design requirements, including maintaining access for people with disabilities, maintaining access for emergency responders, preserving access for utilities and maintenance, and meeting stormwater requirements, among other considerations. As projects advance to design, studies that consider the inclusion of bikeways or other right-of-way reallocations will be evaluated and potential trade-offs, such as repurposing of parking or travel lanes will be reviewed. The project development process generally consists of:

- Project development, scoping, funding. As the first phase in the development of projects, the City conducts meetings with key stakeholders to define the scope of the project and identify funding opportunities.
- Concept design. Concept design includes identification of a preferred alternative for approval by City Council. This stage typically includes collecting traffic, safety, parking, and operations data and analyzing the data to understand existing conditions, and potential concept design alternatives. Key studies would be conducted to understand the project benefits and impacts. Community engagement would be conducted as part of this effort to identify a preferred design.

- Detailed engineering design. After designs are approved by City Council, detailed engineering will be conducted to answer remaining technical questions, develop accurate cost estimates, finalize the funding plan, and solicit construction bids.
- Construction. Following award of the construction contract, the project will be built with notification to affected residents, property owners, and businesses.

Certain long-term projects may be advanced through quick-build interim improvements, allowing the City to deliver early benefits while funding, design, and other challenges are being resolved. Quick-build strategies—such as paint-and-post treatments, curb extensions, or temporary traffic calming measures—can provide immediate safety and mobility enhancements at relatively low cost. In addition, quick-build implementation offers an opportunity to test design concepts, gather real-time performance data, and evaluate community feedback. This phased approach enables the City to strengthen community buy-in, refine project elements, and build momentum toward full implementation.



4.2 Project Prioritization

Prioritization Framework

Project prioritization helps direct the City’s resources and develop a near-term list of improvements. This 2026 BPTP prioritizes intersections and bikeway corridors, studies, and special projects, for implementation over the next ten years. An initial prioritization was conducted to develop scores for each roadway segment in Palo Alto based on quantitative criteria to assess the level of alignment with the objectives of safety and connectivity. Projects that scored higher than 70 points were advanced to supplemental evaluation along with a subset of additional projects selected for further review. The supplemental evaluation considered project readiness, project cost, and project support to determine the top priority projects for near-term implementation.

Table 9 presents recommend prioritization factors and evaluation criteria. The project prioritization included two stages of evaluation. The initial evaluation quantitatively prioritizes projects based on the safety and connectivity factors. The second stage (supplemental evaluation) involved the consideration of three feasibility-oriented factors of project readiness, project cost and funding opportunities, and project support. (Only the projects that scored 70 or more points in the Initial Evaluation advance to the Supplemental Evaluation and those that are on the Low-Stress Network are considered for near-term implementation.)

Table 9: Prioritization Factors and Evaluation Criteria

PRIORITIZATION	FACTOR	CRITERIA
Initial Evaluation	Safety	High-Injury Corridors Recommended SRTS Suggested Walk & Roll Route Maps
	Connectivity	Bicycle Level of Traffic Stress Access to Transit
Supplemental Evaluation*	Project Cost and Funding	
	Project Readiness	High, Medium and Low
	Project Support	

Note: * Only the projects that scored 70 or more points in the Initial Evaluation advance to the Supplemental Evaluation.

Additionally, the list of near term implementation projects was revised based on the feedback from the community and the City Council to prioritize the high-comfort, low-stress, tree-lined streets to encourage the interested but concerned users. **Appendix A** has the complete list of projects that includes the prioritization scores and the initial and supplemental evaluations.

Near-Term Implementation

The 2026 BPTP focuses staff resources to make incremental progress on the highest priority locations shown in **Table 10** (not a ranked list), representing 25 priority bicycle projects for a total of 19 miles of enhancements on the network. 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 bicycle projects would be considered for long-term implementation. **Figure 19** shows the near-term bikeway projects.

Table 10: Near-Term Bicycle Projects

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	GENERALIZED COST	JUSTIFICATION
SUP_1	Quarry Road Transit Connection Project	Construct extension and upgrade existing trail from the intersection with El Camino Real to the Palo Alto Transit Center and Mitchell Lane as part of the Quarry Road Transit Connection Project.	\$\$	High level of project readiness and strong community support, improves access to transit.
SUP_14	Bol Park Path - Chimalus Path Spur	Continue to work with the community to explore the feasibility of a Chimalus Path connection from the Bol Park Path to El Camino Real.	\$\$\$	High level of community interest, provides low-stress route to multiple destinations.
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.	\$\$\$	Addresses a high-stress street and high injury corridor and provides a key regional connection.
SB_11c	Middlefield Road Separated Bikeway	Construct a new separated bikeway from California Avenue to Loma Verde Drive.	\$\$\$	Addresses a high stress street, high injury corridor and provides a key regional connection.
SB_12	Homer Avenue Separated Bikeway	Upgrade a painted bike lane to a buffered or separated bikeway on north side and Extend the separated bikeway on south side on Homer Avenue from Alma Street to Bryant Street.	\$\$\$	Closes key gap in the network and enhances access to Homer Tunnel.
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 Study_4: E. Meadow & Bryant St. Crossing Feasibility Study.	\$\$\$	Addresses a high-stress street and high injury corridor and provides a key regional connection.
SB_19	Alma Street Separated Bikeway - South	Construct a new one-way separated bikeway on each side of the road Alma Street from East East Charleston Road to San Antonio Road to connect with Central Expresssway in Mountain View. Lane reconfiguration needed to create space for separated bikeway with quick-build or civil reconstruction to create raised cycle track in long term.	\$\$\$	Addresses a high-stress street and high injury corridor and provides a key regional connection and connection to San Antonio Caltrain Station. Opportunity to advance planning and design through the San Antonio Road Area Plan.

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	GENERALIZED COST	JUSTIFICATION
SB_20a	San Antonio Avenue Separated Bikeway	Construct a new separated bikeway along San Antonio Avenue frontage street from Alma Street to Middlefield Road.	\$\$\$	Addresses a high stress street and high injury corridor and provides a key regional Connection. Opportunity to advance planning and design through the San Antonio Road Area Plan.
SB_20b	San Antonio Road Separated Bikeway	Construct a new separated bikeway along San Antonio Road from Middlefield Road to East Bayshore Road. Request new developers to reconstruct street according to new design. Coordinate with the City's San Antonio Area Planning efforts and with surrounding towns to create smooth transition between cities.	\$\$\$	Addresses a high stress street and high injury corridor and provides a key regional Connection. Opportunity to advance planning and design through the San Antonio Road Area Plan.
SB_20c	San Antonio Road Separated Bikeway into Mountain View	Construct a new separated bikeway along San Antonio Road from Mountainview, along the overcrossing to Middlefield Road.	\$\$\$	Addresses a high stress street and high injury corridor and provides a key regional Connection. Opportunity to advance planning and design through the San Antonio Road Area Plan.
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.	\$\$\$	Addresses a high-stress street and high injury corridor and provides a key regional connection. Opportunity to advance planning and design through the San Antonio Road Area Plan.
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 consideration of a turn restriction from Embarcadero Road going northbound onto Bryant Boulevard.	\$\$	Upgrades priority corridor on the low stress network.

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	GENERALIZED COST	JUSTIFICATION
BLVD_15	Cowper Street Bike Boulevard	Upgrade a bike route to a bike boulevard on Cowper Street from Addison Avenue until East Meadow Drive. Install raised crossings at Hoover Park. Implement traffic calming elements and wayfinding along route and gateway treatments at intersections. Coordinate with BLVD_CROSSING_12 at Cowper/Embarcadero.	\$\$	Upgrades priority corridor on the low stress network.
BLVD_16	Colorado Avenue Bike Boulevard	Implement a new bike boulevard on Colorado Avenue from Bryant Street until Middlefield Road. Coordinate with Cowper Street Bike Boulevard project (BLVD_15). Implement traffic calming elements and wayfinding along route and gateway treatments at intersections.	\$\$	Upgrades priority corridor on the low stress network.
BLVD_18	Bryant - Nelson - Carlson - Mackay Bike Boulevard	Upgrade a bike route to a bike boulevard on a circuitous route from on Bryant Street and connecting streets from East Meadow Drive along Nelson Drive and Mackay Road to San Antonio Road with an improved crossing at San Antonio Road/Mackay Road-Nita Avenue. Implement traffic calming elements and wayfinding along route and gateway treatments at intersections. This project will be coordinated with the Cubberley Master Plan and San Antonio Road Area Plan.	\$\$	Upgrades priority corridor on the low stress network.
BLVD_20	Maybell - Donald - Georgia Bike Boulevard	Upgrade a bike route and construct a new bike boulevard along Maybell Avenue from El Camino Real to Arastradero Road via Donald Drive and Georgia Ave. Implement traffic calming elements along route to slow down traffic and implement wayfinding signs along route indicating locations such as the Gunn High School Bike Path. Consider gateway treatments at the Arastradero Road entrances. Connect with the Arastradero Road Separated Bikeway project.	\$\$	Upgrades priority corridor on the low stress network and implements a Safe Routes to School priority project.

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	GENERALIZED COST	JUSTIFICATION
BLVD_22	Park Boulevard Bike Boulevard	Create a bike boulevard on Park Boulevard (Castilleja) from Churchill Avenue to E Charleston Road and continuing onto Maclane Street, Wilkie Way and Miller Avenue to Mountain View, with a spur to El Camino Real via Monroe Drive and Cesano Street, and a connection to El Camino Way buffered bike lane via James Road. Maintain existing bike lanes on Park Boulevard between Castilleja/Peers Park and Page Mill Road, yet implement separated bikeways (Class IV) on the segment between Page Mill Road and Lambert Avenue, per the adopted 2024 North Ventura Coordinated Area Plan (NVCAP). Implement traffic calming elements along the route including speed humps or bumps and pinch points. Consider modal filter or other intersection treatment at the West Meadow Drive and West Charleston crossings. Coordinate with Wilkie Way Crossing with West Charleston Road Bike Boulevard Crossing Project (BLVD_CROSSING_3). Incorporate landscaping and green infrastructure features such as tree wells and plantings in bulbouts.	\$\$	Upgrades priority corridor on the low stress network.
BLVD_24	Portage - Olive - Ash Bike Boulevard under NVCAP	Proposed bike boulevards on Portage Avenue, Olive Avenue, and Ash Street per the adopted 2024 North Ventura Corridor Area Plan.	\$\$	Adds new connection and coordinates with planned development.
BBL_2	Newell Road Buffered Bike Lane	Upgrade painted bike lane to a buffered bike lane on Newell Road from Embarcadero Road to Channing Avenue. Requires parking removal to create more comfortable conditions. Coordinate with the Embarcadero Road separated bikeway project to create a safe intersection crossing.	\$	Upgrades priority corridor on the low stress network.
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.	\$	Upgrades a key route parallel to El Camino Real to provide a low stress connection.

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	GENERALIZED COST	JUSTIFICATION
BBL_7	Cambridge Avenue Buffered Bike Lane	Stripe a buffered bike lane on Cambridge Avenue and Yale Street from Park Boulevard to California Avenue, crossing El Camino Real. This is an alternate route for use when California Ave is occupied with community events.	\$	Provides low stress connection and alternate route for through traffic during community events.
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.	\$	Upgrades priority corridor and coordinates with adjacent projects to maximize benefits of investment.
BBL_9	Amaranta - Coulombe Buffered Bike Lane	Stripe a buffered bike lane on Amaranta Avenue and Coulombe 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 and consider installing bike boxes and treatments to support bicyclists turning to/from Arastradero Road.	\$	Upgrades priority corridor on the low stress network.
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 needed with Stanford University and Escondido Elementary School. Consider a study of impacts of no left turns on to Escondido Road and Hanover Street.	\$	Upgrades priority corridor on the low stress network.
BL_6	California Avenue Bike Lane	Paint 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.	\$	Upgrades priority corridor on the low stress network and provides key connection to Caltrain Station.

Source: Kittelson & Associates, 2025

Note: The planning level rough order of magnitude costs have been estimated and generalized costs, are presented as follows:

\$Less than \$500,000

\$\$500,001-\$1,500,000

\$\$\$More than \$1,500,000

In addition to the recommended bicycle network projects, the following 24 intersection and crossing projects should be considered for near-term implementation and are listed in **Table 11**. **Table 12** lists additional priority projects, including special initiatives such as the Hamilton Avenue Pedestrian Signal Heads and the Ellen Fletcher Bicycle Boulevard Project, which are intended to encourage walking and cycling. It also includes three studies that will further evaluate feasibility and identify specific improvements through more detailed analysis. Of these, nine projects are on either the bicycle or pedestrian HIN. **Figure 19** shows the near-term intersection and crossing projects.

Table 11: Priority Intersection and Crossing Projects

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	GENERALIZED COST	JUSTIFICATION
CROSSING_1	Seale Avenue Bike/Ped Undercrossing for the Churchill Avenue Grade Separation	Initiate the design process to construct an undercrossing of Caltrain and Alma Street at Seale Avenue or similar as part of and in advance of the Churchill Grade Separation.	\$\$\$	Supports the Caltrain Grade Separation project.
CROSSING_9	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	\$\$\$	Implements the Matadero Creek Trail/Midtown Connector, a community supported priority project.
CROSSING_10	Midtown Bicycle and Pedestrian Undercrossing	Construct a new bicycle and pedestrian undercrossing of Caltrain/Alma Street in the vicinity of El Dorado Avenue and enhance neighborhood approaches, per Council direction. This project implements the South Palo Alto Bike/Ped Connectivity Project and closes a 1.3 mile gap in the City's bicycle and pedestrian network by providing a new east-west connection under the Caltrain tracks between California Avenue and Meadow Drive.	\$\$\$	Close a 1.3 mile gap in the network and provide a new low-stress crossing under the Caltrain tracks. Provides connections to schools and other key destinations.

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>

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	GENERALIZED COST	JUSTIFICATION
BLVD_CROSSING_1	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.	\$\$	Addresses a high-stress crossing.
BLVD_CROSSING_2	Carlson Circle Crossing of E Charleston Rd	Configure the approaches of Carlson Circle with bike boxes to prioritize people riding bicycles on this Bicycle Boulevard route.	\$\$	Addresses a high-stress crossing.
BLVD_CROSSING_3	Wilkie Way Crossing of West Charleston Road	Coordinate with Wilkie Way Crossing with West Charleston Road Bike Boulevard Crossing Project (BLVD_CROSSING_3).	\$\$	Addresses a high-stress crossing.
BLVD_CROSSING_4	Cowper Street Crossing of East Meadow Drive	Construct jogged connection from Mitchell Park Path to Cowper Street Integrate with East Meadow Street bikeway upgrades.	\$\$	Addresses a high-stress crossing.
BLVD_CROSSING_5	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.	\$\$	Addresses a high-stress crossing.
BLVD_CROSSING_7	Greer Road Crossing of Embarcadero Road	Configure the approaches of Greer Road with bike boxes to prioritize people riding bicycles on this Bicycle Boulevard route.	\$\$	Addresses a high-stress crossing.
BLVD_CROSSING_8	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.	\$\$	Addresses a high-stress crossing.
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.	\$\$	Addresses a high-stress crossing.

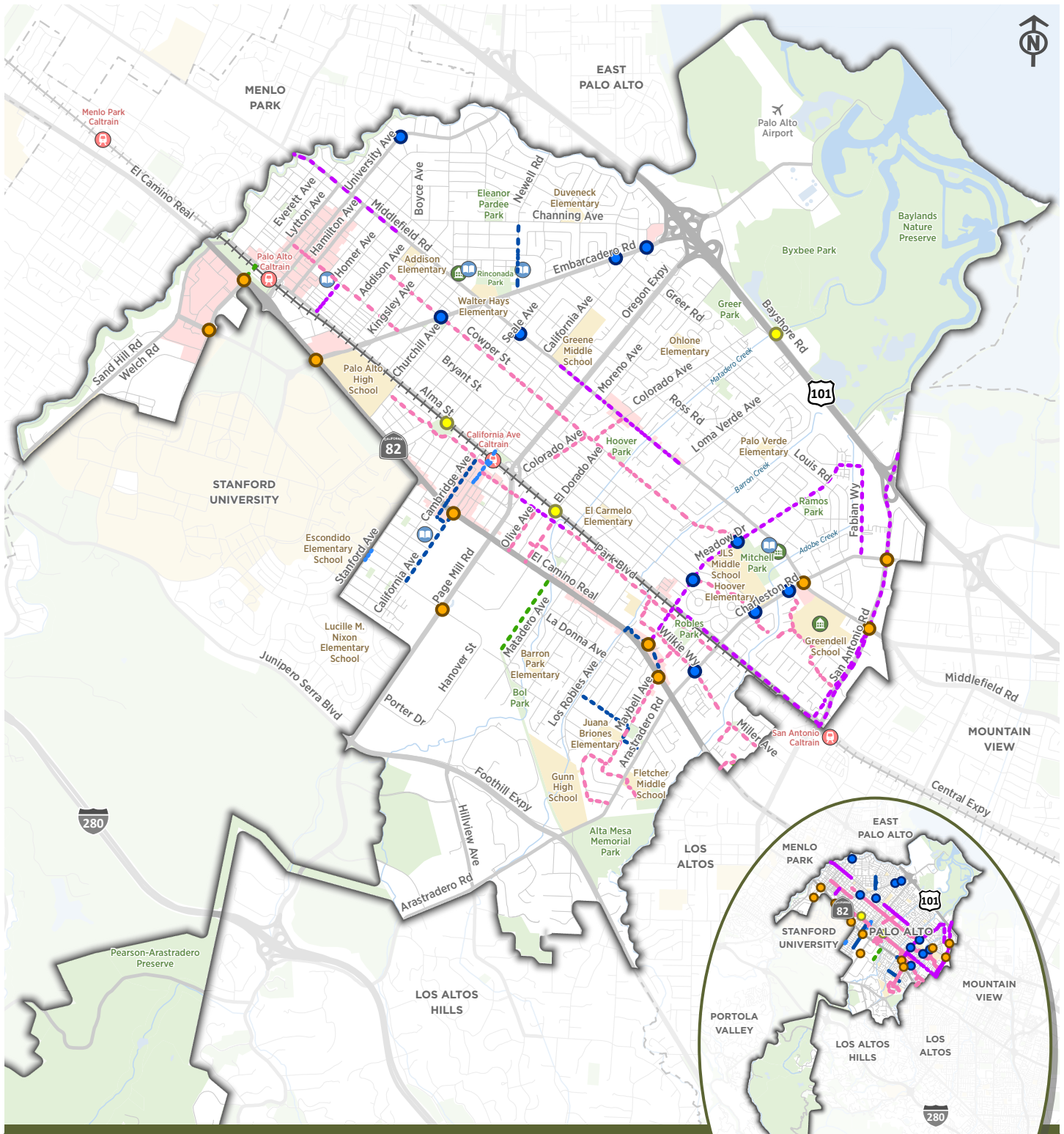
PROJECT NUMBER	PROJECT NAME	DESCRIPTION	GENERALIZED COST	JUSTIFICATION
BLVD_CROSSING_11	Nelson Dr crossing of E Charleston Rd	Enhance the crossing of East Chareleson with a bike box and crossing markings for clear connection between the pathway and bike boulevard.	\$\$	Addresses a high-stress crossing.
BLVD_CROSSING_12	Cowper Street Crossing of Embarcadero Road	Construct a low-stress crossing of Embarcadero Road at Cowper Street to allow bicycles to cross through. Drivers would be allowed to make right turns onto Cowper Street from Embarcadero but would not be able to turn left or cross through onto Cowper Street. Consider signalization.	\$\$	Addresses a high-stress crossing.
INTERSECTION_1	Page Mill Road and Hanover Street Intersection Improvement	Construct protected intersection design features to improve safety and comfort of this intersection. Consider implementing No Turn on Red restrictions.	\$\$\$	Addresses a high-stress crossing.
INTERSECTION_2	West Meadow Drive and El Camino Way Intersection Improvement	Construct protected intersection design features to improve safety and comfort of this intersection.	\$\$\$	Addresses a high-stress crossing.
INTERSECTION_3	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.	\$\$\$	Addresses a high-stress crossing.
INTERSECTION_5	California Avenue and El Camino Real Protected Intersection	Construct protected intersection design features to improve safety and comfort of this intersection. Coordinate with regional transit agencies to install additional transit improvements.	\$\$\$	Addresses a high-stress crossing.

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	GENERALIZED COST	JUSTIFICATION
INTERSECTION_6	Park to Serra Protected Intersection	Construct a protected intersection to support circulation between Park Avenue, Serra Avenue bike lanes, El Camino Real, the Serra Avenue pathway, and the Stanford Perimeter Trail. Project will require coordination with Stanford University and Caltrans.	\$\$\$	Addresses a high-stress crossing.
INTERSECTION_7	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.	\$\$\$	Addresses a high-stress crossing.
INTERSECTION_8	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.	\$\$\$	Addresses a high-stress crossing.
INTERSECTION_9	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.	\$\$\$	Addresses a high-stress crossing.
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.	\$\$\$	Addresses a high-stress crossing.
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.	\$\$\$	Addresses a high-stress crossing.
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.	\$\$\$	Addresses a high-stress crossing.

Table 12: Other Priority Projects

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	GENERALIZED COST	JUSTIFICATION
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.	\$	Implements community street design on a priority corridor.
Study_2	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.	\$	Addresses a high-stress street and high injury corridor and provides a key regional connection.
Study_4	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 and BLVD_CROSSING_10.	\$	Addresses a high stress crossing of a primary bike route.
Study_5	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.	\$\$	Closes key gap in the network and enhances access to California Avenue Caltrain Station.
SpecProj_1	Hamilton Ave Pedestrian Signal Heads	Install pedestrian signal heads on Hamilton Ave in downtown.	\$\$\$	Implements pedestrian improvements in an area of high activity.
SpecProj_3	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.	\$	Celebrates the work and accomplishments of an important historic figure.
SpecProj_4	Stanford Avenue Pedestrian Crossing Improvements: multiple locations	Construct pedestrian crossing and traffic calming improvements along Stanford Avenue between El Camino Real and Bowdoin Street. Treatments may include curb extensions, raised crossings, median islands, leading pedestrian intervals, and other elements to support safer crossings.	\$\$	Addresses high-stress crossings and improves access to key destinations.

Figure 19: Recommended Near-Term Projects



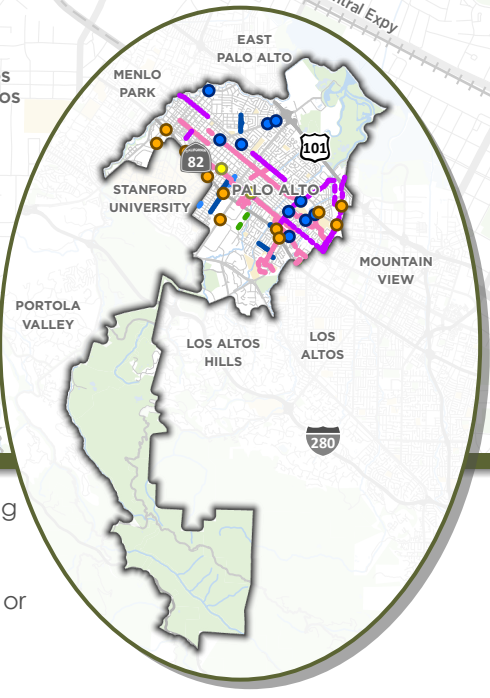
Recommended Near-Term Improvements

- Class I - Shared Use Path
- Class IIa - Bike Lane
- Class IIb - Buffered Bike Lane
- Class IIIb - Bike Boulevard
- Class IV - Separated Bikeway

- Recommended Bike Blvd Crossing
- Recommended Intersection Improvement
- Recommended Ped/Bike Bridge or Underpass
- City of Palo Alto
- Railroad
- Caltrain Stop



Data Sources: City of Palo Alto, MTC, Kittelson



4.3 Cost Estimates

Generalized cost estimates for bicycle facilities are presented using a simple **\$ to \$\$\$** scale to communicate relative order-of-magnitude costs rather than precise estimates. This approach reflects the early planning nature of these concepts and acknowledges that final costs can vary widely based on corridor conditions, right-of-way constraints, drainage, utilities, materials, and the extent of supporting infrastructure. Lower-cost (\$) projects typically involve striping, signage, while mid-range (\$\$) projects may include traffic calming elements, and some signal and curb modifications. Higher-cost (\$\$\$) projects generally require substantial capital investment, such as curb relocation, concrete barriers, drainage improvements, or full roadway and signal reconstruction. This cost framework is intended to support comparison and prioritization, with more detailed cost estimates developed as projects advance through design.

4.4 Funding Sources

Bicycle and pedestrian projects can be funded through a range of local, regional, state, and federal sources. To enhance its competitiveness for these funds, the City of Palo Alto should ensure its projects align with the core goals of the funding programs—typically centered on equity, safety, sustainability, and connectivity. Besides dedicated funding sources, some bicycle and pedestrian projects can be implemented by integrating project elements into streets scheduled for repaving through the City’s five-year paving plan.

Certain grants such as Transportation Fund for Clean Air (TFCA) require a project to reduce motor vehicle emissions or traffic congestion to be eligible for funding.¹ All near-term implementation projects identified in the 2026 BPTP meet this criterion, as they were prioritized for their ability to improve access to transit and encourage mode shift. Similarly, the Active Transportation Program (ATP) requires applicants to show public health, safety, and greenhouse gas reduction benefits, as well as evidence of strong community engagement.² The near-term projects satisfy these requirements, having received broad community support while advancing health, safety, and sustainability outcomes.

Project readiness is another key factor; projects that have completed environmental clearance, secured right-of-way, and are close to being shovel-ready are often prioritized. In addition, strong support from key agency partners such as VTA, Caltrans, schools, nonprofit organizations, and neighboring jurisdictions can significantly strengthen a project’s application.

1 Bay Area Air District. TFCA Regional Fund. Accessed from <https://www.baaqmd.gov/funding-and-incentives/funding-sources/regional-fund>

2 California Transportation Commission. Active Transportation Program. Accessed from <https://catc.ca.gov/programs/active-transportation-program>



5. CONCLUSION

The 2026 Bicycle and Pedestrian Transportation Plan promotes and encourages active and sustainable transportation in Palo Alto and establishes the City’s vision and comprehensive approach to improving conditions for walking, biking, and rolling. The vision is a universally accessible, safe, convenient, and integrated system that promotes walking and biking for people of all ages and abilities. The Plan’s performance measures allow for the ongoing tracking of progress towards implementation of the five objectives:



**Safe
and
Inclusive**



**Connected
and
Accessible**



**Community-
Led and
Cooperative**



**Comfortable
and
Enjoyable**



**Integrated
and
Collaborative**

The Plan provides for both near-term and long-term investment in infrastructure, programs, and policies to support the Plan’s vision and objectives. Together, these components create a comprehensive approach that will guide, prioritize, and implement a network of quality bicycle and pedestrian facilities to improve mobility, connectivity, and public health throughout Palo Alto.



