

Ozzy Arce (he/él)
Senior Transportation Planner
Ozzy.Arce@paloalto.gov

Sylvia Star-Lack

Transportation Planning Manager
Transportation@paloalto.gov

Amanda Leahy

Project Manager aleahy@kittelson.com

Agenda

- Meeting Purpose
- Project Overview
- Bicycle Network Recommendations
- Project Prioritization
- Key Community Feedback from Phase 3 engagement



Meeting Purpose & Council Questions

Purpose: Share and get feedback on the Draft Project Prioritization Framework and Project Lists.

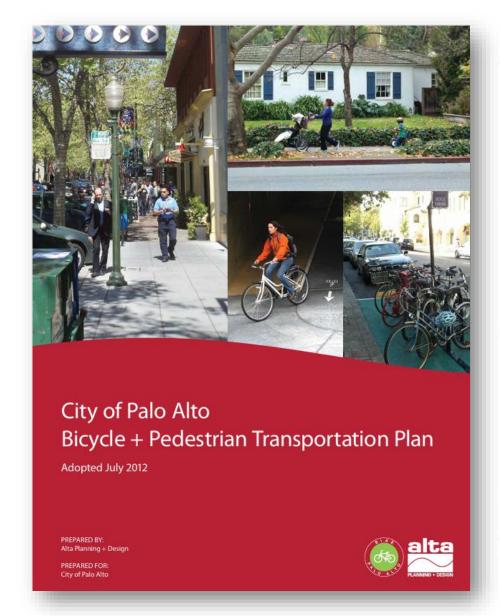
Council Questions:

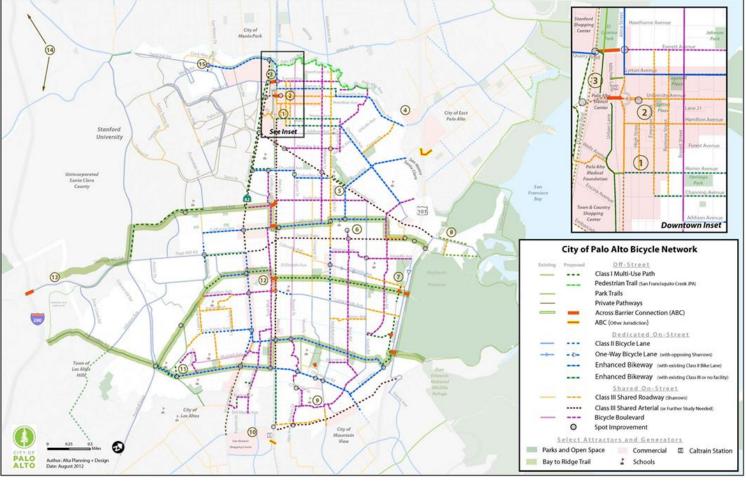
- Do you support using both initial and supplemental criteria?
- Do you agree with the selected criteria?
- Do you agree with the project list?
 - Are there projects that should be removed?
 - Are there projects that should be added?
 - Are there projects that should be re-considered?





Project Overview





Map 6-1. Proposed Bikeway Network

The City adopted the current BPTP in July 2012



Project Overview & Timeline

Introduction & Visioning: introduced project effort & early visioning

July '23 – Jan '24

January 22, 2024: Information Report to the City Council

Needs & Concerns: Existing conditions analysis, draft vision, objectives, and performance measures

Nov '23 – Jul '24

April 29, 2024: City Council Study Session

▲ Recommendations: Develop network & corridor recommendations

Jun '24 – May '25

June 2, 2025: City Council Study Session

Plan Development & Adoption: Develop draft & final Plan Update; Present to the City

Council for adoption in late 2025

May '25 – Dec '25



Vision

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.

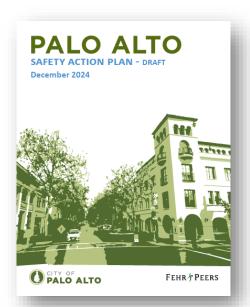


Objectives

The objectives of the project are:

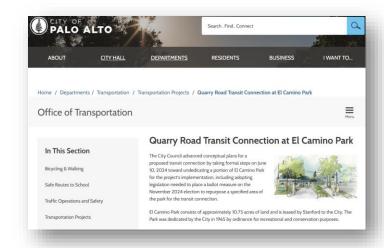
- Safe and Inclusive
- Connected and Accessible
- Community-Led and Cooperative
- Comfortable and Enjoyable
- Integrated and Collaborative

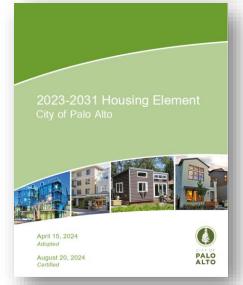
















recovery effort and to provide community members with outdoor spaces to gather.





What is the Relationship of the BPTP Update to Other Plans?

Safety Action Plan



Bicycle and Pedestrian
Transportation Plan
Update



Specific/Area Plans

(e.g. San Antonio Road Area Plan; Cubberley Plan, Connectivity Project)

Policy foundation for transportation planning

Identification of network and facility types, supporting policies and programs for active transportation

Land use and mobility concepts and implementation planning





Bicycle Network Recommendations

Networks, Facilities, and Projects

Bicycle Network Development Approach

- The Palo Alto Bicycle and Pedestrian Plan Update started with the
 2012 Network Plan as a foundation.
- The team cross referenced recent plans and related active transportation networks to identify new or alternate routing.
- The selection of final network links was refined by observation counts and community input.

Network Development: Primary Inputs



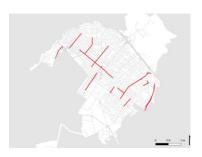
2012 Bicycle and **Pedestrian Transportation Plan**



2024 Existing Bicycle Facilities Map



Palo Alto Bicycle Map



High Injury Network for Bicyclists



Regional Plans: MTC Regional Active Transportation Plan



Bicycle Network Development Workshops



Walk and Roll Suggested Route Maps



2016 Bicycle **Boulevard Planning**



Draft Updated Bicycle Network

The updated network proposes two bike plan classifications to frame policy and influence street design decisions.

Bikeways are streets and corridors enhanced to support bicycling. Bikeways connect to form the city's bikeway network and are intended to serve high volumes of bicycle traffic and provide direct, seamless, efficient travel across the City and between neighborhoods. These routes will maximize bicyclist comfort and minimize delay.

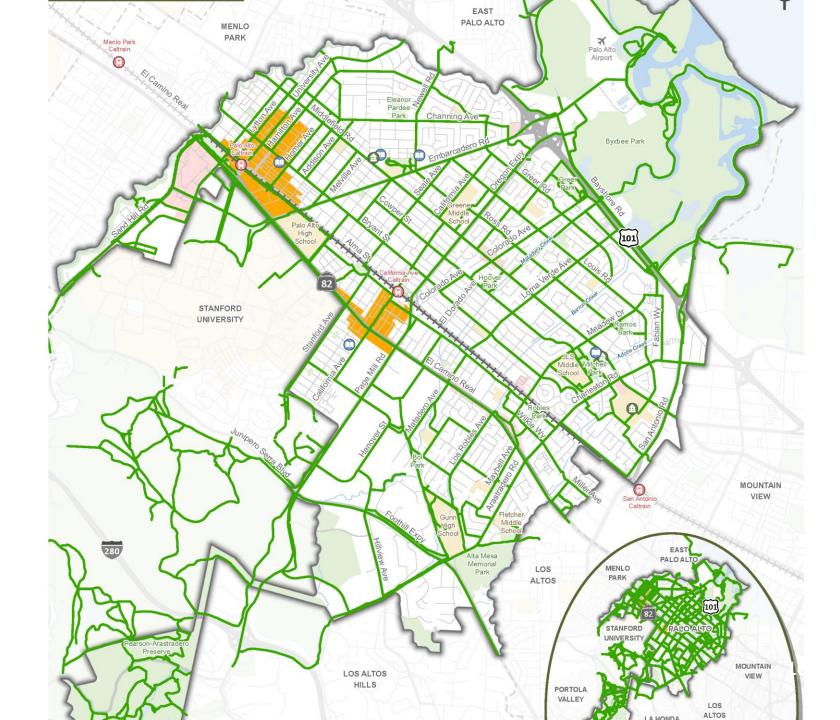
Bike Friendly Zones are cohesive areas with concentrations of destinations, commercial activity, and pedestrian activity. These areas should see areawide investment in bicycle friendly amenities, signal timing, and traffic calming.



Draft Updated Bike Network

Bikeway
Bicycle Friendly Zones



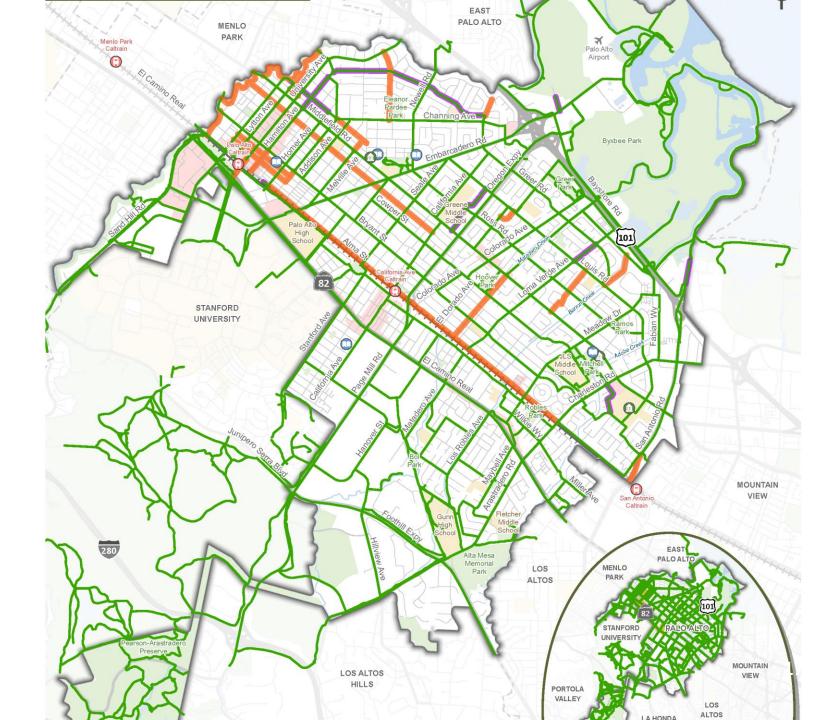


Bike Network Changes since 2012









Facility Selection Approach

The plan recommends a simplified set of high comfort facilities, with strict guidelines for application

- Bike Boulevard and Advisory Bike Lanes
- Bike Lanes and Buffered Bike Lanes
- Protected Bike Lane
- Shared Use Path









Bicycle Boulevards

Bicycle Boulevards, a Palo Alto invention, are streets designed to prioritize bicyclists and pedestrians, with features to promote bicycle travel (e.g., remove unwarranted stop signs) and to reduce vehicle speed and volumes (e.g., install speed humps and modal filters)





Bike Lanes

Bike Lanes delineate a space in the road, separate from motor vehicle travel lanes.

Where speeds or volumes are high, bike lanes should be configured with a buffer for increased comfort.





Protected Bike Lanes

Protected Bike Lanes are a separated space with a vertical element designed to create a safer and comfortable space on streets with high motor vehicle volumes and speeds.





Shared Use Paths

Shared Use Paths are paved, off-road facilities that allows pedestrians, bicyclists, and other non-motorized users to travel together. They can be configured next to roadways as sidepaths.



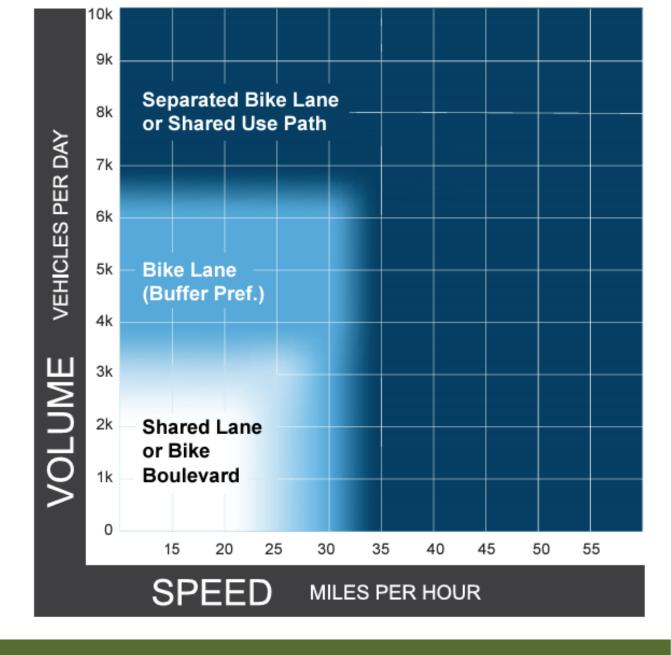


Selection Guidance

Recommendations follow best practice guidance from Federal Highways Administration (FHWA) and the National Association of Of City Transportation Officials (NACTO) for serving users of All Ages and Abilities

This guidance points to high-comfort facilities that are attractive to the largest amount of the population.



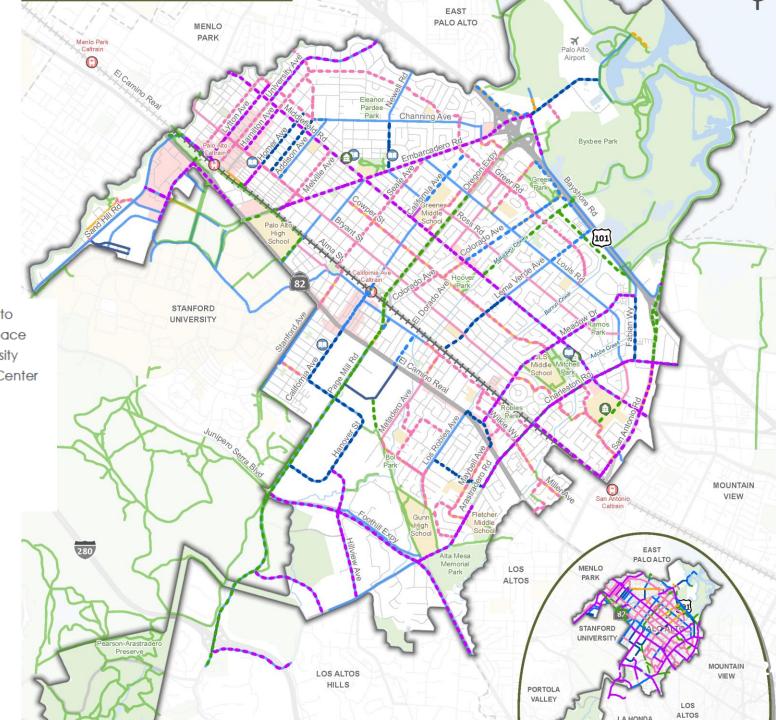


Bicycle Facilities









Changes from 2012

The bicycle facility selection approach is a significant departure from 2012 with the intent of increasing comfort for all users. Key changes include:

- Embracing the Big Streets with separated facilities such as protected bike lanes.
- **Increasing comfort** across the board, with strict application of facility thresholds and use of high-comfort designs.
- Fills gaps and missing links to offer door-to-door connections.



Project Lists

Recommends 125 individual projects across the city, categorized by facility type.

- 26 Bicycle Boulevard
- 11 Bike Lane
- 9 Buffered Bike Lane
- 26 Protected Bike Lane
- 14 Shared Use Path
- 2 Advisory Bike Lanes
- 28 Crossing Projects
- 9 Studies & Special Projects







Project Prioritization

Planning for Implementation

Prioritization Framework

Two-stage process for prioritization to develop an actionable list of projects for near-term implementation.

- **1.Initial Evaluation** applies *quantitative criteria* aligned with the BPTP Update goals of **safety** and **connectivity**.
- **2.Supplemental Evaluation** uses *qualitative criteria* focused on **feasibility** and **implementation**.

Prioritization Framework

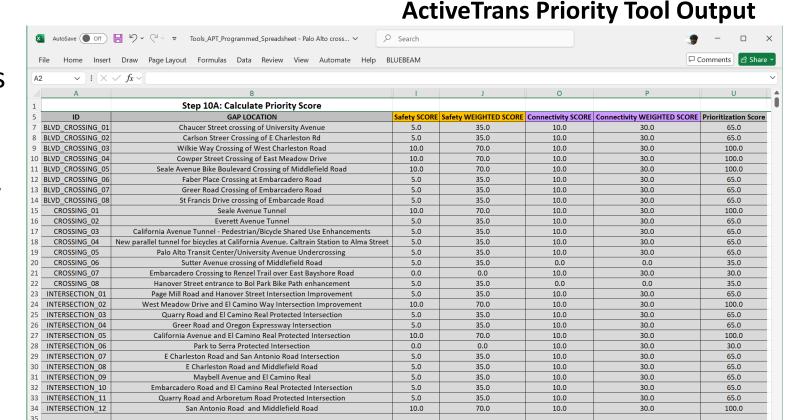
Prioritization	Factor	Criteria		
Initial	Safety	High-Injury Corridors		
Evaluation		Safe Route to School		
	Connectivity	Bicycle Level of Traffic		
		Stress		
		Access to Transit		
Supplemental	Project Cost & Funding			
Evaluation*	Project Readiness	High, Medium, Low		
	Project Support			

^{*}Only the projects that scored 70-100 in the Initial Evaluation will advance to the Supplemental Evaluation.



Initial Evaluation

- Implements NCHRP Report 803
 ActiveTrans Priority Tool process
 supplemented with GIS
 Mapping
- Provides initial priority score for all 125 projects based on Safety (70%) and Connectivity (30%)
- Does not consider feasibility or funding
- Does not provide much variation in project score



Step 2 Select Factors Step 3 Weight Factors Step 4 Select Variables Step 5 Assess Data

Ready & Accessibility: Investigate



Supplemental Evaluation

- Considers 42 projects scoring 70
 or more in the Initial Evaluation
 + select additional projects
- Assesses projects in terms of Project Cost & Funding, Project Readiness, and Project Support
- Achieves an actionable project list for near-term implementation

Supplemental Evaluation Matrix

Initial Prioritization Score	Supplemental Prioritization	Project Readiness	Project Cost and Fundability	Project Support
100	Υ	Low	Medium	High
100	Υ	Low	Medium	Low
100	Υ	Medium	High	High
100	Υ	Medium	Medium	Medium



Ranked Priority Project List

- Projects are ranked based on the results of the Supplemental Evaluation (see Attachment D)
- Intended to guide order of implementation and identify an actionable project list
- May be revisited and adjusted based on changing factors, such as availability of funding

Ranked Priority Project List – Top 10

Project Number	Project Name	DRAFT Ranking	Project Readiness	Project Cost and Fundability	Project Support
INTERSECTION_12	San Antonio Road and Middlefield Road	1	High	High	High
SUP_3	Churchill Avenue Shared Use Path	2	High	High	High
BLVD_2	Bryant Street Bike Boulevard Downtown Access Project	3	High	High	High
BLVD_24b	Park Boulevard Bike Boulevard	4	High	High	High
BLVD_24a	Park Boulevard Bike Boulevard	5	High	High	High
Study_05	Cal Ave Caltrain Station Southern Bridge Access Project	6	High	High	High
Study_02	Embarcadero Road Corridor Study	7	High	High	High
PBL_23	Fabian Way Protected Bike Lane	8	High	High	High
SUP_1	Quarry Road Extension Trail	9	High	High	High
BL_6	California Avenue Bike Lane	10	High	Medium	High





Key Community Feedback

Connecting with the community during phase 3

Committee & Working Group Meetings

City Council

Pedestrian and Bicycle Advisory Committee

Planning and Transportation

Parks and Recreation

Internal Staff Working Group

Focus Groups with TSRs and PABAC members

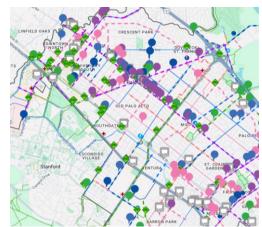
Phase 3 Engagement Summary



Community Workshop



Pop-Ups



Interactive Map



Key Themes From Committee and Working Group Meetings

- Support and concern expressed for bikeways on "big streets"
- Suggestions to expand prioritization framework
- Desire for additional pedestrian-oriented recommendations
- Questions about bike boulevard definition and design elements
- Emphasis on priority of connectivity and across barrier connections
- Interest in quick-build projects and pilots
- Discussion on enforcement including enforcement of bike lane blockages from parked cars and garbage cans and enforcement strategy for e-bikes
- Concerns about conflicts between people walking and biking on shared use paths
- Importance of maintenance of bike network



Key Themes From Community Workshop

- April 2, 2025, 6-7:30pm
- Support for treatments in the pedestrian toolbox and recommendations for additional treatments
- Mixture of support and concern for protected bike lanes
- Desire for better bike boulevard design
- Support for projects and suggestion for additional projects





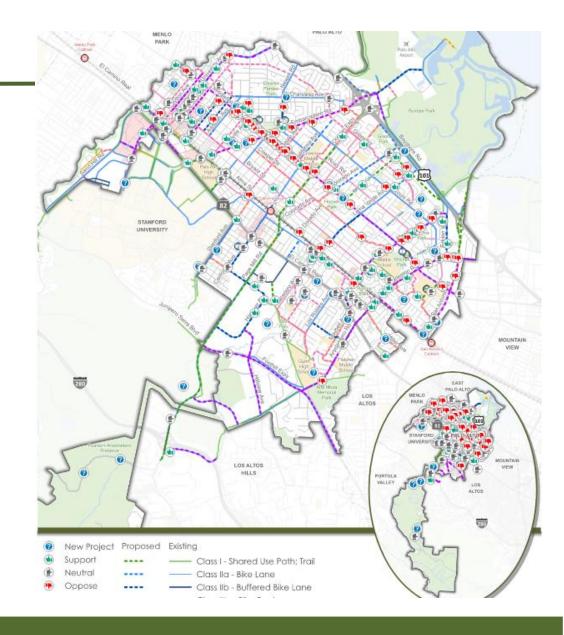






Key Themes From Interactive Map

- Feb-Apr 2025, 400+ comments
- Support for Homer Way, Channing Ave, Quarry Rd, Charleston Rd, Park Blvd, Downtown Connections, and Oregon Expwy
- Concern for projects on Middlefield Rd, San Antonio Rd, and Embarcadero Rd
- Interest in connections to nearby jurisdictions and bike routes through Arastradero Preserve
- Desire for improved wayfinding, signage, and actuated bike signals





Key Themes From Online Comment Box

- Over 100 comments
- General support for recommended projects, including prioritizing separated infrastructure
- Concern about loss of parking and impacts to access for drivers with implementation of protected bike lanes on arterials such as Middlefield Rd
- Suggestions to emphasize alternative solutions including enforcing and reducing speed limits, and improving existing bike boulevards





Key Themes From Tabling Pop-Ups

- Feb-Apr 2025
- Need for education and encouragement programs
- Feeling unsafe sharing road with cars, concerns of speeding and distracted drivers
- Desire for more lighting and increased visibility at crosswalks and at night
- Concern about bike theft and vandalism
- Desire for increased maintenance and sweeping of bike facilities
- Desire for more secure and convenient bike parking











Next Steps

Next steps: Draft Plan + public review

Introduction & Visioning: introduced project effort & early visioning

July '23 – Jan '24

January 22, 2024: Information Report to the City Council

Needs & Concerns: Existing conditions analysis, draft vision, objectives, and performance measures

Nov '23 – Jul '24

April 29, 2024: City Council Study Session

Recommendations: Develop network & corridor recommendations

Jun '24 – May '25

June 2, 2025: City Council Study Session

Plan Development & Adoption: Develop draft & final Plan Update; Present to the City

Council for adoption in late 2025

May '25 – Dec '25



Council Questions

- Do you support using both initial and supplemental criteria?
- Do you agree with the selected criteria?
- Do you agree with the project list?
 - Are there projects that should be removed?
 - Are there projects that should be added?
 - Are there projects that should be re-considered?





Ozzy Arce (he/él)
Senior Transportation Planner
Ozzy.Arce@cityofpaloalto.gov

Sylvia Star-Lack

Transportation Planning Manager Transportation@cityofpaloalto.gov

Amanda Leahy

Project Manager aleahy@kittelson.com