



Map 6-1. Proposed Bikeway Network



### Palo Alto Bikeway Network Map Numbered Note Descriptions

<p>① In order to provide sufficient access to/from Downtown from the planned contraflow bicycle lane on Homer Avenue from Alma Street to High Street, additional study is needed. Potential scenarios include converting High Street to two-way between Homer and Hamilton Avenue (preferred by PABAC) or extending the contraflow bicycle lane at least one additional block to Emerson Avenue (if potential conflicts at the existing Whole Foods parking lot driveway can be resolved). All scenarios should consider compatibility with the proposed Homer Ave/Channing Avenue Enhanced Bikeway corridor and removal of the (substandard) Addison Avenue bicycle lanes.</p>	<p>⑨ Provide a dedicated bicycle/pedestrian pathway or bicycle boulevard-type connection through the Cubberly Campus as part of future redevelopment or expansion plans. Integrate this connection into the “South Bryant Street Bicycle Boulevard” (at Nelson Drive ) and Ross Road Bicycle Boulevard (via Montrose Avenue and Louis Road) via signage and wayfinding.</p>
<p>② In coordination with future repaving, consider redesigning Emerson and/or Ramona Avenue into a high amenity shared space (e.g. with special pavers and at-grade pedestrian crossings) or “festival street” (i.e., a street that can be closed to traffic for special events) to create a bicycle and pedestrian-friendly connection between the SOFA neighborhood and Downtown.</p>	<p>⑩ Coordinate with Mountain View and private developers on improving bicycle network connectivity and pedestrian access along and across San Antonio Road, particularly at Nita Drive and from Miller Avenue / Del Medio Avenue / Fayette Drive, and across the Central Expressway at the San Antonio Caltrain Station.</p>
<p>③ Improve access to <u>and through</u> the Palo Alto Transit Center by: (a) upgrading trails within El Camino Park and improving connectivity to the existing Caltrain path; (b) providing an enhanced bikeway and new sidewalk (or Class I trail) along Alma Street from Lytton Avenue to El Camino Real; and (c) widening University Avenue sidewalks under Caltrain and improving pedestrian/ bicycle access across the El Camino Real off/on ramps.</p>	<p>⑪ Further explore the feasibility of linking the Bol Park, Gunn High School, and Hetch Hetchy/Los Altos via either shared use “sidepath” connections (crossing Arastradero Road at the existing at Gunn High School entrance traffic signal) or by establishing a new trail connection along the Hetch Hetchy corridor and new signal or hybrid beacon crossing of Arastradero Road near the Alta Mesa Cemetery entrance.</p>
<p>④ Proposed trail concept by San Francisquito Creek Joint Powers Authority includes a new underpass at Middlefield Road, and crosses into East Palo Alto (following Woodland Avenue) at the Chaucer Street bridge. In a separate project, East Palo Alto is designing a new Highway 101 pedestrian/bicycle overcrossing at either the Newell Road/Clarke Avenue area south of University Avenue or just north of University Avenue at Manhattan Avenue/West Bayshore Road.</p>	<p>⑫ Advance the conceptual design of a “South Palo Alto ABC” in the vicinity of either Matadero Creek/Park Boulevard or Margarita Avenue/ Loma Verde Avenue. Plan for a new on-street (Enhanced Bikeway) or Class I trail connection from Park Blvd to El Camino Real at Hansen Way with future potential redevelopment of the Fry’s Electronics site. Consider designating the Arastradero Rd/Bol Park Path/Hansen Way/Portage Avenue/Matadero Creek Trail as a second “Bay to Ridge” trail concept, and/or clarify as the preferred urban alignment for the S-1 trail identified in the Santa Clara County Countywide Trails Master Plan.</p>
<p>⑤ Connect the Churchill/Coleridge and Newell Road Enhanced Bikeways to Rinconada Park and Walter Hayes School by widening and converting the north sidewalk along Embarcadero Road into a new Class I “sidepath” trail. Further improve bicycle/pedestrian access to the Community Center area by installing a new signal or hybrid beacon crossing of Embarcadero Road to help establish Webster Avenue as a Bicycle Boulevard (and alternative school route to Middlefield Road).</p>	<p>⑬ Work with Caltrans and Santa Clara County to improve the safety and connectivity of bicycle lanes and pedestrian facilities across the Interstate 280 on/off ramps along Page Mill Road. Consider a grade-separated crossing if no on-street solution can be reasonably achieved. Along Old Page Mill Road, maintain high pavement quality and drainage functionality, and provide other enhancements (e.g. wayfinding signage, bicycle rest stops) that are consistent with its importance as a recreational and regional route.</p>
<p>⑥ Work with PAUSD and area neighbors to establish a new Class I trail through the Jordan School campus to connect the proposed Newell Road Enhanced Bikeway and Ross Road Bicycle Boulevard. Such a connection will likely require property acquisition along Garland Avenue, but would provide a continuous, high demand, and low stress bicycle route at a key location in the city.</p>	<p>⑭ Participate with Stanford University and San Mateo County on a revised planning effort to improve safety of the Alpine Road corridor for bicyclists and pedestrians, particularly at the I-280 interchange. Advocate for the use of any unspent Stanford University mitigation funds (formerly earmarked for Alpine Road trail improvements) on projects that improve recreational opportunities and open space access for Palo Alto residents, including enhancements to the Sand Hill Road/I-280 interchange.</p>
<p>⑦ Add southbound sharrows along West Bayshore Road between Amarillo Avenue and Matadero Creek. Longer term, work with area landowners and the Santa Clara Valley Water District to build a trail connection from Greer Park south to Adobe Creek/Meadow Drive via the Sterling Canal.</p>	<p>⑮ The extension of Durand Way across Sand Hill Road is tentatively scheduled for construction in 2018 as part of the Stanford Medical Center expansion activities. This new connection will greatly improve the directness of bicycle facilities into Palo Alto and Stanford University from Menlo Park. In the short term, work to expand and improve bicycle parking within the Stanford Shopping Center and improve wayfinding and bicycle lane quality along Welch and Quarry Roads.</p>
<p>⑧ Include upgrades (widening, repaving) and new trail connections along Embarcadero and Geng Roads with plans to improve the Baylands Athletic Center and Palo Alto Public Golf Course. Improve access across Embarcadero Road and connectivity of the Bay Trail at Faber Place.</p>	