

Objective	ID	Program/Policy/Practice Name	Description
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) <i>*Defined as a three-wheeled pedal-powered machine, often featuring electric-assist motors, with a pilot behind and a passenger seat up front.</i>
	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)



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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) Walk & Roll Suggested 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: <ul style="list-style-type: none"> • 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.
	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.



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	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)
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 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.



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	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 BPTP projects as part of the City's Capital Improvement Program (CIP). May include bike routes, streets on HIN, equity considerations: BPTP, 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.



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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 its 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.

