# Palo Alto Bicycle and Pedestrian Transportation Plan

**Performance Measure Reference Table**

2/15/2024

The tables below sort the 2012 Plan objectives and Bike Friendly Community criteria to corrsponding 2024 Vision Workshop themes, where available.

| Reduce GHG | | | |
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| **2024 Vision Workshop Themes** | **2012 Plan Objectives** | **Bike Friendly Communities Criteria** | **Potential Measure(s) - Modified for 2024** |
| N/A | Convert discretionary vehicle trips into walking and bicycling trips in order to reduce City transportation-related greenhouse gas (GHG) emissions 15% by 2020. | N/A | Consider relying on the Palo Alto Sustainability and Climate Action Plan (S/CAP) to address GHG emissions<br>GHG reduction is a lagging measure and an outcome of mode change which is contigent on avaialility of AAA cycling and walking infrastrucutre |

| Expand Walk/Bike Network | | | |
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| **2024 Vision Workshop Themes** | **2012 Plan Objectives** | **Bike Friendly Communities Criteria** | **Potential Measure(s) - Modified for 2024** |
| **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. | Develop a core network of shared paths, bikeways, and traffic-calmed streets that connects business and residential districts, schools, parks, and open spaces to promote healthy, active living. | High Speed Roads with Bike Facilities | Leading Indicator: Projects with Complete Street checklists completed and approved for AAA routes<br>Direct Lagging Indicator: Percentage of households that live within 1000ft of completed and connected all ages and abilities (AAA) cycling infrastructure (bikeways, trails) |
| | | Total Bicycle Network Mileage to Total Road Network Mileage | Leading Indicator: Miles of bicycle boulevards, enhanced bikeways, and trails developed<br>Direct Lagging Indicator: Numbers of pedestrians and bicyclists on key facilities, as determined by counts.<br>Leading Indicator: Amount of grants provided to local residents and community groups to hold "open streets" events<br>Lagging indicator: Number of annual street closure events |
| | Double the rate of bicycling for both local and total work commutes by 2020 (to 15% and 5%, respectively). | Bicycle Ridership Rate | Leading Indicator: Share of transportation budget spent on walking and biking<br>Direct Lagging Indicator: Construction of new Across Barrier Connections within or near employment centers.<br>Lagging Indicator: Census commute mode share, school commute mode share, TMP reports |

| Safe and Complete Streets | | | |
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| **2024 Vision Workshop Themes** | **2012 Plan Objectives** | **Bike Friendly Communities Criteria** | **Potential Measure(s) - Modified for 2024** |
| **Safe and Inclusive:** Prioritizing safety for all road users and ensuring equitable access to pedestrian and bicycle infrastructure across the community. | Plan, construct, and maintain 'Complete Streets' that are safe and accessible to all modes and people of all ages and abilities. | Crashes per 10k bicycle commuters | Leading Indicator: Annual installation of Americans with Disabilities Act (ADA) compliant curb ramps and accessible pedestrian signals |
| | | Fatalities per 10k bicycle commuters | Leading Indicator: Percentage complete of pedestrian and bicycle collisions with KSIs improved or studied.<br>Lagging Indicator: Annual pedestrian and bicycle collissions (either as 10k commuters or pr 100,000 residents) |
| **Comfortable and Enjoyable:** Enhancing the comfort and enjoyment of walking and cycling through amenities such as shade, greenery, and well-designed streetscapes. | | | Leading Indicator: Number of street tree installations along key walking and cycling routes<br>Lagging Indicator: Canopy coverage of key walking and cycling routes |

| Planning & Policy | | | |
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| **2024 Vision Workshop Themes** | **2012 Plan Objectives** | **Bike Friendly Communities Criteria** | **Potential Measure(s) - Modified for 2024** |
| **Integrated and Collaborative:** Collaborating with neighboring cities to create a seamless and integrated regional network of pedestrian and bicycle infrastructure. | Promote efficient, sustainable, and creative use of limited public resources through integrated design and planning. | Bike Plan is Current and is Being Implemented | Leading Indicator: Share of transportation budget spent on walking and biking |
| | | Bike Program Staff to Population | Leading Indicator: Projects completed involving multiple agency or departmental funding sponsors |
| | | Share of Transportation Budget Spent on Bicycling | Lagging Indicator: Change or introduction of bicycle-friendly laws and ordinances |
| | | Bicycle–Friendly Laws & Ordinances | Leading Indicator: Number of connections to cycling infrastructure built by neighbouring municipalities |

| Education & Encouragement | | | |
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| **2024 Vision Workshop Themes** | **2012 Plan Objectives** | **Bike Friendly Communities Criteria** | **Potential Measure(s) - Modified for 2024** |
| **Community-Driven:** Fostering community engagement and participation in promoting active transportation, supported by education, programming, and infrastructure investments. | N/A | Bicycle Education in Schools | Leading Indicator: Number of walking and biking promotion events run per year at schools<br>Leading Indicator: Number of schools with complete Safe Routes to School rolled out |
| | | Bike Month and Bike to Work | Lagging Indicator: school commute mode share<br>Leading Indicator: Amount of grants provided to local residents and community groups to hold "open streets" events<br>Lagging indicator: Number of annual street closure events |

| Community, Equity & Advocacy | | | |
|---|---|---|---|
| **2024 Vision Workshop Themes** | **2012 Plan Objectives** | **Bike Friendly Communities Criteria** | **Potential Measure(s) - Modified for 2024** |
| N/A | N/A | Presence of Active Bicycle Advocacy Group | Leading Indicator: Presence of Active Bicycle Advocacy Group |
| | | Active Bicycle Advisory Committee | Leading Indicator: Presence of Active Bicycle Advisory Committee |