



School/City Liaison Committee Minutes



School/City Liaison Committee Meeting Wednesday, January 26, 2005

9:00 AM to 10:30 AM
Palo Alto Unified School District
District Office Conference Room A
25 Churchill Avenue
Palo Alto

In Attendance:

City of Palo Alto

Dena Mossar, City Council Member
Yoriko Kishimoto, City Council Member
Steve Emslie, Planning Director
Emily Harrison, Asst. City Manager
Sgt. Steve Herrera, Palo Alto Police
Amanda Jones, Transportation Division
Lt. Mark Venable, Palo Alto Police

Palo Alto Unified School District

Gail Price, Board of Education, Committee Chairperson
Mandy Lowell, Board of Education
Kathy Durham, Safe Routes to School, Neighborhood Rep.
Kathy Durkin, Transportation
Penny Ellsen, PTA Traffic Safety Rep.
Michael Kearney, Maintenance & Operations
Jerry Matranga, Business Services
Karen Walker, PTA Traffic Safety Rep – Terman Middle, Barron Park Elem.

Meeting convened at 9:03 a.m.

Ms. Price introduced herself, then asked that Committee members introduce themselves because this was a new year and there were new people on this Committee.

1. Oral Communications

None

2. Approval of Minutes – October 27, 2004

Ms. Mossar moved to approve, Ms. Kishimoto seconded. The minutes were approved.

3. Update on Joint City/School Traffic Safety Initiatives

Ms. Mossar said this Committee had formed a relationship with the task force. She requested a review of the original charter. The task force brought the ideas forward to the City Council, asking for a City-wide task force to be established to address the school commute safety issue. It was recommended by Ms. Lowell that they come to the City/School Liaison Committee to go through a process to create a list of goals and objectives. The Committee then recommended the taskforce join the Committee quarterly to discuss these issues, this being the fourth meeting. The purpose of today would be the presentation of staff reports to keep everyone updated.

Ms. Durham said that the Safe Routes to School group had come to this Committee with a list of talking points in April 2004. The task force's over all goal was: "To create and sustain a City/School/Community partnership to reduce risk to students and encourage more families to use alternatives to driving more often." They discussed what the taskforce wanted to do that was different than what the existing groups had accomplished. The key idea was creating an integrated approach involving the City, School District, PTA and community, to thinking about the four E's outlined in traffic safety literature: Engineering, Education, Enforcement, and Encouraging Alternatives. She then recommended reviewing the bullet points, adding that Ms. Harrison had a list of projects the District and City staff wanted to report on.

Ms. Harrison said the comments of this Committee were used to create a work program. For the past three meetings, the progress of this program has been reported. She said as time passed, some items may drop off and others may be added to the work program, and this could be discussed today.

Ms. Mossar asked if in any work plan, there was an effort to prioritize, or if these were parallel activities.

Ms. Harrison said that for the most part they were parallel and that in most cases, City Police and Transportation staff were involved with District staff, sometimes involving others as well. She said this work effort was ongoing and this was a team which worked together on all aspects of commute safety.

Ms. Mossar asked if it was clear who was to take the lead in terms of calling the meetings for the appropriate people to move ahead.

Ms. Harrison said there were leads in each area. Sometimes they were joint City/School leads. Sometimes they were City leads, and sometimes they were School leads.

Ms. Jones said the City/School Traffic Safety Committee (CSTSC), which met separately from this group, was the front line for media issues that occurred at the schools. Police, District and City Transportation staff were involved in that meeting, as well as representatives from the elementary, middle, and high schools. She wanted to be sure this Committee did not find itself taking over the responsibilities of the CSTSC, which met monthly, but rather that this Committee focused on broader issues and policy shifts. Here, decision makers at the high level could give feedback and look at where, fundamentally, the bones of this entire structure of these entities working together might need to make changes in order for the safety of the children.

Ms. Price said this was well-stated, adding that she felt she needed to quickly understand the structural relationships involved and that Ms. Jones' statements were very helpful.

Ms. Durham recommended a review of items on the list this Committee created last year. She said this Committee was meeting quarterly with the CSTSC and that some more informal working groups had been created. They had not yet been able to review existing statistics formally, though there had been some sharing of information. Common school commute safety problems had not yet been listed and prioritized. This Committee ought to expect the CSTSC to do this and present it at a future meeting. She said many of Ms Harrison's listed items included short-term achievables. One of the key things bringing these groups together was the recognition that there were no additional resources, other than good will, that were available. It was necessary to learn how to work smarter with the resources currently available, by sharing information about items such as capital projects so they did not impact the schools unless absolutely necessary. Ms. Durham then reviewed the major points on the list created last year. One item was sharing best practices between schools, which was not an action item. Ms. Ellsen had been working on a communication plan. She added that there was not a single strategically focused communication plan, but that there were plans within the schools. In creating school-level Safe Routes to School teams, she believed this was primarily the job of people in the community. She then said she hoped the last item was the one on which everyone had really been moving forward: improving collaboration between City and School District.

Ms. Harrison said she did not agree with the assessment Ms. Durham made of the status on some of these items. She said there was a lot of work going on behind the scenes that Committee members who were not part of the City or School District staff might not be aware of. She then agreed with Ms. Durham that there no additional resources on either the City or the District's part, and that much of this would depend on cooperation and using the resource of the community to make some of these items happen. One goal to create a statistical database that did not

currently exist simply could not happen at this time. This Committee needed to be realistic and maximize the resources it had now by prioritizing the items that could be achieved.

Ms. Jones said she was involved nationally in school and pedestrian safety, and that her experience was that Safe Routes to School was a big buzzword, because there was money supporting this program. She had discovered that other communities were jumping on board the Safe Routes to School programs throughout the United States, doing what Palo Alto had been effectively doing for 15 to 20 years. This type of discussion was now allowing Palo Alto to come out as the leader in this area. People came to Palo Alto as a reference to find out what it was doing regarding school by school pedestrian education and safety, and safer school planning. She knew that in working with Ms. Durham, Ms. Likens and the PTA that the City was doing a top notch job and had been do so for a long time. The program just needed to be put under the same umbrella in terms of Safe Routes to School. This Committee had the ability to coalesce what was already being done. Rather than looking at where we might be deficient and worrying about limited resources, it should be realized that Palo Alto had one of the best programs in the United States. It should be showcased and previous accomplishments needed to be recognized.

Ms. Kishimoto agreed with Ms. Jones and added that Ms. Jones and Ms. Durham visited the North County VTA group and talk about the program, which was one a lot of other cities could learn from. The City could almost sell this as a demonstration program. She then asked if the CSTSC had been applying for grant money, saying that she had just received a notice from the VTA about TFCA funding.

Ms. Durham said they had been very aggressive in applying for any funding that was available.

Ms. Jones said that because of the Air District's requirements, qualifying for TFCA funding was not likely.

Ms. Mossar and Ms. Price recommended getting down to specifics.

Ms. Harrison said it was important to have an ongoing dialogue between City Public Works staff and Mr. Kearney, who managed the equivalent functions at the District, so projects would be less likely to disrupt the schools, whether it be sidewalks, utilities, or other projects. She said that City staff was currently meeting to discuss the next two years' budget proposal for capital planning. This would be brought forward to the City Council. It would include a proposal that, after the two current traffic calming projects were completed, the dollars allocated for future traffic calming be prioritized for school commute safety projects. Up until now, these dollars had gone to neighborhood projects that seemed to have the most constituency. She added that a big study on school commute safety in South Palo Alto would be coming to the Council sometime this year. City staff's recommendation to the Council would be to take the funding allocated in the CIP and use it for traffic

calming. Until the school commute routes were taken care of, it was proposed that no more neighborhood projects be taken on. She added that there were other ways neighborhood projects could be done, such as self-funding.

Mr. Kearney said he and Mike Sartor, Assistant Director of Public Works, had been working on what amounted to a perpetual calendar. The District was very good about working on capital projects during the Summer, so kids would not be affected. Mr. Sartor was working on meshing the City's program with the District's. Before this time, the City would sometimes give the District as much as six months' warning before starting a project, however the District's calendar had already been set and there were conflicts. Mr. Kearney said the bike path behind Palo Alto High School had worked out beautifully because the City and PAUSD had planned the project together. There were a few glitches, but the previous planning had worked well. He added that there were a lot of capital projects now coming together.

Ms. Harrison said that while she supported previous and prior planning, the Utilities and Public Works Departments had to respond to customer requests, and that now the City was working more closely in planning with these departments.

Ms. Ellsen asked at what point the CSTSC would be involved in projects, so they could plan events and coordinate with schools when traffic projects were coming up, so parents and students could change their routes to and from school if necessary.

Mr. Kearney said the intent was to create a perpetual calendar of projects which could be distributed to key groups. He and Mr. Sartor hoped to get the calendar out as early as possible to these groups in order to learn of and work out any potential problems. He said this type of information had always existed, but that a conduit needed to be created in order to better disseminate it.

Ms. Kishimoto asked if this calendar would be posted on the web.

Mr. Kearney said he did not know if it would be posted on the District's web, but that he would talk to the District's IT Department about this.

Ms. Harrison said the City could post it on its website, possibly on its School Commute page.

Ms. Mossar pointed out that she believed there was a difference between what this Committee was doing, which was fabulous and very important, and what the CSTSC was asking for. Just because the information may be posted on a website, did not mean people would necessarily be aware of potential problems on the roads.

Ms. Durkin said that for the Sand Hill project, she received frequent updates, which she then passed on to the schools.

Mr. Kearney noted that sometimes a department forgot to tell another about a project until the day before it was to start.

Ms. Price said this was not the first time this had been pointed out. For decades the City and the District had been trying to get information out to people in a timely way. These options and details could be examined by staff on both parts, and Ms. Ellsen's suggestion was valid.

Ms. Ellsen said an example of this problem was that Mitchell Park was being renovated and the principal at the school was notified, but the traffic safety rep was not because it did not occur to the principal to do so. This incident occurred on Walk to School Day. She then had only 24 hours to notify every student at her school that their routes were changing. On Walk to School Day, many parents walked through Mitchell Park and found obstacles because they did not get her memo in time.

Ms. Mossar said this was especially complicated in that it was not a Public Works or a District project.

Ms. Ellsen agreed that it was a matter of interpretation of the calendar and that information did not always filter down to traffic safety reps.

Ms. Lowell asked if people at the District level should be told that any time they receive any information that might be tangentially related, it should be relayed to the traffic safety reps. The traffic safety reps could then filter out the irrelevant items and act on the relevant ones.

Ms. Mossar said the City produced maps of bike routes and of streets, then asked if the school traffic reps could communicate routes to school to the City so these routes could be internalized and considered.

Ms. Harrison and Ms. Ellsen said this was already taking place.

Ms. Mossar asked if this meant the City already knew that Mitchell Park was a route to school.

Ms. Harrison and Ms. Ellsen said it did.

Ms. Mossar then asked about the delay in notifying the District about the work to be done at Mitchell Park.

Ms. Harrison said the District was notified, but that there was a delay in notifying the principals.

Ms. Ellsen agreed there had been a lag and added that it had taken a couple of days for it to occur to the principal that the first day of this program fell on Walk to School Day. She suggested having someone aware of school routes and plans connect

periodically with the City to be sure information got out to the traffic safety reps in a timely manner.

Ms. Harrison suggested to Mr. Kearney that Gayle Likens, in the City's Transportation Department, sit in on the meetings he and Mr. Sartor had.

Ms. Mossar recommended Mr. Kearney include events such as Walk to School Day on the planned project calendar. She then advocated that the group work to coordinate ongoing maintenance at completed projects, such as the Embarcadero underpass, which had a litter problem. She said the bike path and tunnel were wonderful and that she had been using them a great deal, adding that as Ms. Harrison knew, the issue of maintenance and cleaning up trash were important, especially in the tunnel and behind Paly. The Palo Alto Bicycle Advisory Group was looking for a group to sponsor the clean up and general maintenance of the bike path. She hoped to see the District and the City work together on issues like this. There were a lot of great facilities in Palo Alto, but they would only be used and appreciated to the extent that they were taken care of. It was becoming increasingly difficult to assume these issues would be taken care of by someone else.

Ms. Durham said this would be an excellent task for the CSTSC and suggested they come back to this group in April with a list of maintenance problems.

Ms. Harrison said this was a good idea, then pointed out that part of the challenge was that two positions on the City's maintenance staff were frozen and would probably not be filled. Because of this, she did not want people to expect the City to achieve what everyone would optimally like to achieve.

Ms. Mossar said that if the problems were known, then maybe other solutions could be determined.

Ms. Lowell suggested the CSTSC discuss with the student governments and leadership classes how to address this, adding that the student government classes always welcome adult speakers. They might want to write a column in their student newspaper or their parent newsletter to address this. Students needed to start taking more responsibility for their actions and be part of the solution.

Ms. Durkin said she met with CSTSC in August and that they needed to meet again to work on their traffic safety calendar.

Ms. Jones said she met with Ms. Likens and that she had said it would be in January and that the calendar created thus far would appear on the City's website.

Ms. Harrison said the group was way ahead of where it had been.

Ms. Jones said the youth bicycle education programs offered outside of the schools were being integrated through the Enjoy catalog and that people could register for

classes on line. Enrollment was somewhat low, so she was working with Richard Swent on marketing. The City's Transportation Department was also coordinating with after school sports groups to come to meetings to reiterate the importance of bicycle safety to parents and student together. This information was already brought into the schools to the students and this was yet another way to also educate the parents while they were there with the athletes. It was also hoped that the coaches would reiterate this when the students showed up for after school sports. Eric Christensen, in Community Services, told her that the information was very helpful and was appreciated by the parents. He recommended having the speakers talk for a shorter period and having more handouts, since the kids already knew about bike safety and just needed a reminder. She said the more these messages were repeated, the more receptive kids would be to changing their behavior.

Ms. Durham said at the middle school level, kids were becoming more independent but were not yet driving. Parents at this stage were more relaxed when their kids were going places on their own than when they were in elementary school. She agreed that the City's presentation was excellent.

Ms. Kishimoto said the opening of Terman had been well coordinated and that she hoped the opening of the new Mayfield fields would go as smoothly. It was important to educate the kids and be aware of all the routes there.

Ms. Lowell said she saw many of the traffic notices attached to school newsletters and thought this was a great way to get information out to parents and that she hoped this would be continued. She then asked if there was anything the District could do to help with the marketing of safety information.

Ms. Jones said the parents of young children were being asked to attend the safety classes, but that there were not a lot of sign ups.

Ms. Durham said she expected there would be more in the Fall.

Ms. Jones said it was fantastic this program could be offered and that her department was able to work directly with Community Services. This was a direct result of this Committee.

Ms. Price noted that sometimes people were too quick to overlook the accomplishments, while saying things still were not perfect.

Ms. Jones said she had gotten calls from cities all over the region asking how bike safety was integrated into community programs.

Ms. Price said some of the successes achieved over the many decades ought to be celebrated.

Ms. Jones said Ms. Ellsen had been doing a great job with communication. Ms. Jones would be speaking about this at the national bike summit in Washington DC in March.

Ms. Kishimoto asked if this was just a class for kids?

Ms. Jones explained that it was just for parents of young children to help them work with their children to learn proper bike safety. There was also a class for middle school children to take with their parents. In addition there was the in-school programming, which did not quite catch everyone in the community because not everyone was in the public school system. People were also invited to come speak to private schools, daycares, and after school programs in the Spring. She had also done programs with other groups such as Brownie troops.

Ms. Durkin asked where the Enjoy calendar was available.

Ms. Harrison and Ms. Jones said it was available online and that it also came out in the Palo Alto Daily and that they would be sure it was delivered directly to the schools in the future as well.

Lt. Venable said the Police Department oversaw the school crossing guard program. Many years back, the Department actually hired and directly supervised them. Through some cost-saving and efficiencies, however the Department now contracted out for crossing guards. There were presently 26 locations using crossing guards. Sgt. Herrera directly oversaw and worked with their supervisor.

Sgt. Steve Herrera said the Police Department had received about four to six reports from the public about cars committing violations. If the Police Department received the license numbers, they could send letters to violators. No more could be done because the police did not actually witness the violations. These letters would tell the violators they were observed committing violations and that if they were observed committing them again in the future by police officers, they would receive citations. He added that crossing guards could not report violations because they were too busy watching the kids, which was their job. The new crossing guard supervisor, Laura Whittenberg, was very young and enthusiastic. She was trying to do the best job she could. As a matter of fact, she had even given her private number out to some of the reps so they could call her directly.

Lt. Venable said regular violators were some of the people the Police Department wanted to get letters to. Some of the traffic officers, when they were out at school sites through the Adopt a School program, purposely watched for these people.

Ms. Price asked if disposable cameras could be handed out to crossing guards, if they safely had the time to take a photo of a violator's license plate.

Sgt. Herrera pointed out that they would have to step out in the street, which may not be safe, or fast enough.

Ms. Price then asked if a camera phones, if they could be safely used, might help. She then noted that the logistics were probably an issue, and that she would be the last person to say the safety of the children should not of the utmost priority to the crossing guards.

Ms. Jones asked if parents out walking regularly could write down license numbers of frequent violators, who could then be sent warning letters from the Police.

Mr. Venable suggested putting some of this info in PTA newsletters in order to let people know this avenue existed.

Ms. Lowell said this had been discussed in Board meetings. She added that she had spoken to two crossing guards about the reporting procedure and they were aware of it and had actually reported violations. A concern had been that if parents were told they could report violators' license numbers, the Police Department might be flooded and may simply not have the time to write to all the people. Now that the Police has really only had a few complaints, it may be a good idea to spread the word some more.

Ms. Kishimoto asked about Operation Safe Passage and when it would be formed.

Ms. Ellson said she had received a notice that this had just happened.

Sgt. Herrera said he had not been aware of it until he was notified it would be happening. This was a State program, which involved all law enforcement. The California Highway Patrol had so many other competing programs that they tried to coordinate them so the media time did not get too diluted.

Ms. Kishimoto then said she saw a transportation article on Sacramento's program, which she mentioned to Ms. Durham, noting that the Police were getting directly involved in parent education regarding traffic safety issues around schools.

Ms. Durham said she understood this to be proactive targeted enforcement, where law enforcement would go out to PTA groups to tell them about specific problems with school commutes, followed by enforcement, usually with cameras and subsequent letters to reinforce the education points.

Ms. Jones asked if the City of Sacramento received an OTS grant for this project like the City of Palo Alto did for its traffic safety grant several years ago. She added that this kind of effort required additional resources to cover both staffing costs and materials. She said Sacramento's program sounded like something that probably had an infusion of outside funding.

Ms. Kishimoto asked if the City tried to get funding from the many programs that existed.

Ms. Jones said that every funding source was applied for. Sometimes, however, because they did not have the large crash statistics, the City did not always score well compared to other communities when it came to qualifying for grant money.

Ms. Price asked for additional comments.

Lt. Venable said that regarding crash incident statistics, the way data was recorded in the data management system made it difficult to determine if an incident took place on a school route. Accident supervisors had been asked to report to Sgt. Herrera any accidents that were school related. Bicycles were also being looked at. In an 18-month period there were 102 accidents involving bicyclists and motor vehicles. It was now being determined if these were taking place around schools and if any patterns might be developing. It was hoped that the results of this study would be available before the next meeting of this Committee. Lt. Venable also noted that bicycle fines were being reduced and that Palo Alto was one of the first cities in the State to do this. Once the weather improved, there would be a new bike safety media campaign in order to educate people to wear helmets and other bike safety features.

Ms. Mossar asked that Lt. Venable explain the reduced fine issue.

Mr. Venable said that, for example, a bike running a red light used to be fined the same as a car (about \$300). The police used to avoid fining cyclists because the fine was so high. Now bike tickets were about \$20 plus assessment fees.

Ms. Jones added that bicycle advocates wanted cyclists to be cited, so they would learn what they were doing wrong.

Lt. Venable said that in the past two years only 128 bicycle violations had been written, which was a rather low number considering the number of cyclists in the City. 60% of those citations came from the youth helmet law.

Ms. Jones said she had spoken with Gayle Likens about getting bike citations written and the concept of sharing the road, leading up to bike month in May. Lt. Venable and Chief Lynne Johnson had also met with the PTA and the Bicycle Advisory Committee. The City's Transportation Department was very interested in being involved with the Share the Road campaign and hoped this would be a collaborative effort which included the schools, the PTA, and the community. Discussions could take place through the CSTSC and the subgroups.

Sgt. Herrera said Palo Alto was seen as a model in the area of reduced fines and that Santa Clara County wanted to learn more from the City so it could follow suit.

Ms. Price said \$20 seemed rather low for a bike ticket.

Ms. Jones explained that once all the fees were levied, it would be more like \$75.

Sgt. Herrera said it would be nice if the assessments could be reduced and education increased.

Ms. Price said she liked the idea of leveraging toward education and did not want to sound like her motive was punitive.

Ms. Durkin said she was working with Anne Creighton to create a generalized statement to give to school principals for Fall handbooks. This would be a generic statement from the District describing the District's message to students and families. There was already an incident form in place for principals to fill out and turn in to Brent Herhold in Risk Management.

Ms. Price said it was good to keep reminding people of the resources available to them.

Ms. Kishimoto asked if a check box could be added on accident reports to denote a traffic incident that took place near a school.

Lt. Venable explained that this information was captured in the reports, but not on the searchable forms, because the forms came from the State.

Ms. Ellson said that unless statistics were being done by hand, they really couldn't be accurate, in part because so many streets had changing names.

Ms. Mossar said that if there was a searchable box that said "school-related" that at least this could be sorted, then streets could be sorted manually.

Sgt. Herrera said police officers would then need to be educated as to what was school-related and what was not.

Lt. Venable said that supervisors were reading every case that came in and determining whether it was school-related.

Ms. Lowell asked if the reports covered time of accident and if that was sortable.

Lt. Venable said they did.

Sgt. Herrera noted there was no formal process for recognizing crossing guards and that he was told that there was a high turnover. He mentioned that a crossing guard who had worked for a number of years, Joel Schellenburg, had recently passed away, and that this crossing area would not go unnoticed. The City could not formally recognize crossing guards, but if another organization, such as the local

school, wanted to recognize a crossing guard, the City would show up and give support. The notion of service stripes had also been introduced and the Police Department was interested in participating in this as well.

Ms. Lowell said it had been discussed that crossing guards should be recognized at Board meetings in the Fall or in school newsletters. If the name of a crossing guard was in a school newsletter before a Walk to School Day, parents who were new walkers could feel more comfortable meeting them.

Ms. Ellson said she planned to follow up on this. The CSTSC had also discussed a Thank You Card program for the kids. They would make the cards and personally give them to their crossing guards. This would remind them to make a point of introducing themselves and saying "Thank you".

Ms. Lowell said this was a good idea. Some of the school newsletters had sections profiling people and they might want to profile their school's crossing guards. She added that on holidays, such as Valentine's Day, many of the crossing guards handed out stickers to kids. Some crossing guards also kept a supply of dog treats.

Sgt. Herrera said the Police Department had just started a Crossing Guard of the Year award in Palo Alto. A crossing guard at Barron Park was nominated this year.

Ms. Durham asked if this was a regional recognition.

Sgt. Herrera said All Cities was going to recognize him.

Ms. Durham noted this was a great chance for a press release.

Karen Walker, a traffic safety rep for Barron Park and Terman, said the communications between the traffic safety reps and the crossing guards was vastly underused. She said she was more than happy to observe and report traffic violations, and to recruit parents via the school newsletters. She was finding that the principals really did not know the crossing guards, some of whom were not working near the schools, thus making a tribute from the principals difficult. Traffic safety reps were always a good point of information, as they knew what was happening on the streets and also were in frequent interaction with the Police Department and the crossing guard supervisor. Since she has direct contact with crossing guards, she got direct information, which she would then bring to the principals, families, or police. She wanted all traffic safety reps to be more a part of this communication effort. She added that she liked the idea of service stripes being given as recognition and suggested recognizing people after just a year to encourage them to stay on the job longer because they felt more appreciated.

Sgt Herrera asked if the Police Department could be given copies of student incident/accident reports that were given to District staff.

Ms. Walker asked if her group could get these reports too.

Ms. Durkin said this was being worked on.

Ms. Durham recommended a quarterly report be given to the CSTSC on the number of incidents and any patterns that were noticed.

Ms. Price moved the discussion on to the next item on the agenda.

Mr. Emslie said the City and PAUSD had been working on the implementation of safety improvements for the entire Charleston/Arastradero Corridor, as well as some spot programs. There had been consensus on solutions for the Gunn driveway. Now the money just needed to be found to do the improvements City staff had gone out into the field with District reps to observe traffic. This was very useful, enabling the Transportation staff at the City to rethink some of the problems out there, coming up with an engineering solution which would make a legal U-turn at the traffic light at Hoover feasible. This way, fewer vehicles would be committing violations in the neighborhood while trying to turn around. This solution would greatly increase safety and help get the other improvements, such as the pedestrian refuge, to the corridor. He thanked Ms. Durkin and the stakeholders group for collaborating with the City and said this success should be celebrated.

Ms. Jones said she knew a carpooling program was developed at Terman using the regional Rideshares database in conjunction with the new School pool function, then she asked for an update.

Ms. Walker said it had been hard to motivate families to work on carpooling this year at Terman and that she was really struggling.

Ms. Durham said the Rides to School literature did not get out to parents at the beginning of the year, and that the response was not what had been hoped for. This did not mean, however, that the mechanism should be thrown out.

Ms. Jones said this could be something that went out prior to the start of school in the Fall, adding that she did not get reports from Rides. She said she would find out what was being done in other parts of the Bay Area and whether it had been successful.

Ms. Durham suggested that the CSTSC ask if representatives from Rides come talk about what had been learned.

Ms. Durkin said bus service had been expanded as far as it could be. Busing had successfully begun this year from Stanford West to Nixon, Terman, and Gunn. Because this had to pay for itself, continuation in future years would depend on ridership during the second semester.

Ms. Harrison suggested discussing the Adopt a School program.

Sgt. Herrera said his officers had each adopted one or two schools. During Operation Safe Passage, 102 citations were issued, three of which were crossing guard-related, where people were driving right past the crossing guard out at Juana Briones. His team spent about 30 hours during that week. The team also spent time out at the high schools, specifically Paly, during lunchtime and saw a lot of seatbelt violations during Paly's lunch break. For the most part, the officers tried not to be visible, but when drivers did spot them they did the right thing, as opposed to doing the right thing all the time.

Ms. Durham said this info needed to get into the newspapers.

Lt. Venable said a list of the officers' names and respective schools would go out to the schools.

Ms. Walker said she understood that when the police were visible, people behaved. She then said Barron Park and Terman parents had requested an undercover presence.

Lt. Venable said people were not required to stop for unmarked police vehicles and undercover officers could not pull over violators. In fact people were encouraged not to stop for a vehicle if they were not sure it was a police vehicle. To legally do enforcement, the police needed to be in marked patrol vehicles and wearing uniforms.

Sgt. Herrera said this would not preclude others from reporting problem areas to the Police Department.

Ms. Walker said one problem area was on Maybell in front of Briones. She said people were only behaving there when they could see a police presence.

Sgt. Herrera said Briones was his adopted school and that he wrote numerous citations at that spot, so he did not think that people were changing the way they drove simply because of his presence. The bulk of his citations were at that location.

Ms. Jones cautioned about assuming people committing violations were bad people or that the cars were actually committing violations themselves. A traffic safety campaign was held several years ago and during a discussion, it was found that many people thought people were committing violations on purpose and were bad people. At the same time, however, when they made mistakes, they were simply mistakes. Running a traffic safety campaign was extremely difficult, because it had to compete with other information that was already out there.

Ms. Ellson said it was important to get people in cars to relate to other people causing accidents. They needed to realize it could have been them.

Ms. Jones said that when this was being worked on in the Traffic Safety Campaign, they were all poignantly aware of their actions in cars and on bikes. It was, however, very easy to lose sight of this when busy.

Sgt. Herrera said one of the biggest detractors was cell phone use. He hoped that the laws currently being considered would help.

Ms. Durham asked if the Share the Road Campaign would involve a meeting with neighborhood groups.

Ms. Jones said she did not have anything specific to report at this point, adding that there were no additional resources so this would have to occur in existing channels. It was thought there might be a community forum or articles written in the media. She did not believe it could be a full scale effort at this time, however.

Ms. Kishimoto asked if highlights could be published in the Palo Alto Weekly school column, for example.

Ms. Jones said there might be some kind of forum, articles, press releases, etc.

Ms. Durham volunteered setting up a brainstorming meeting prior to the next CSTSC meeting in order to start bringing in more people and get the word out to the neighborhood groups.

Ms. Jones said there was a Kiwanis helmet giveaway, which could be tied in to this.

Ms. Durham said there was no leadership on Go Fast. The decision to dissolve happened in December 2004. A written compilation would be made and shared with Paly. She hoped to bring this to this committee in the Spring.

4. Future Meetings and Agenda Items

Ms. Harrison said that two years ago, the prior City/School Liaison Committee had created priorities and followed them through the year. These were joint use of fields, student stress, and transportation/commute safety. Last year, they had not followed this as strictly, however quarterly reports from the CSTSC were arranged. The other meetings were then used to address issues that came up

Ms. Mossar said transportation-related conversations were very important to her. She also suggested initializing conversations on shared library services.

Ms. Price said this was on her list and that clearly traffic presentations were important. She asked if highlighting and exploring City/School library services should be agendized soon.

Ms. Harrison suggested agendaizing this for the next meeting.

Ms. Lowell asked if someone would do a presentation for the group.

Ms. Harrison said City Librarian Paula Simpson, Marie Scigliano, Mr. Matranga and herself would work to develop a presentation.

Ms. Price said the issue of student health and stress was extremely critical. The challenge with this was that four or five groups were now handling different aspects of this. She asked if it would be useful to have people from those groups give short presentations on what was currently being done.

Ms. Harrison asked if just one topic should be addressed at the next meeting. The student stress item could then be discussed at the March meeting.

Ms. Lowell suggested that since the library topic was new that it be the sole agenda item.

Ms. Mossar suggested presenting the library issue at the February meeting, followed by a follow up on libraries and an update on stress at the March meeting. At the April meeting transportation issues could be revisited.

Ms. Price recommended starting the meeting at 8:30 a.m. on February 23, which would be the fourth Wednesday of the month.

Adjournment at 10:44 a.m.