

Safe Routes to School Annual Update

May 16, 2019



City School MEETING

5/16/2019

Received Before Meeting

5

Safe Routes To School Mission & Program Goal

To enhance and sustain the City/PAUSD/PTA community partnership to reduce risk to students en route to and from school, and to encourage more families to choose healthy, active, sustainable alternatives to driving solo more often.

To grow and strengthen community-wide support through the SRTS E's model for safe, active, healthy, sustainable school commutes



Today we'll share

1. 2019 Program Highlights
2. Year 3 Plan Activities
3. New Directions for Partnership Growth/Benefits



Year 2 Education Highlights: Middle and High School Youth

- AVID Youth Engagement
- Intergenerational Transportation Safety Summit
- Getting to High School
- Bike Index
- Peer to Peer Education
- Fletcher Middle School Naming Event
- Project Bike TECH exploratory work
- Student Bike to Work Day Stations
- Rotary Volunteering Opportunities

Join an

Inter-generational Conversation

about **Mobility Safety!**

- *Tackle a real-world problem*
- *Advocate for a youth perspective of transportation needs*
- *Shape an intergenerational process for the City of Palo Alto*
- *Work with Placemaking Expert James Rojas*

The City is convening an Intergenerational Transportation Safety Summit to discuss the transportation needs and realities of youth and seniors and to develop ideas to improve people's experience walking and biking through the California Ave underpass.

Learn more and sign up by Wednesday, April 17 at:
<http://bit.ly/PATrafficsafetysummit>

Tuesday,
April 23rd
&
Saturday,
May 4th



Year 2 Encouragement Highlights: Communication Materials

How to Prevent Most Bike Thefts

Most bike thefts are crimes of opportunity. Unlocked (or poorly locked) bikes are easy targets.

Lock It Every Time You Leave It

- Cable locks can be cut quickly. Buy a high-quality U-lock and practice using it.
- If possible, lock through the frame and wheel. If not, lock through the frame.
- Lock to a secure bike rack, not a fence which could be cut easily.
- Lock it even if you're leaving it in a bike cage that will be locked during the day.



For added security (high schools, Caltrain):

- U-lock through frame and back wheel.
- Cable lock through U-lock and front wheel.



Locking skewers can replace quick releases on wheels. They are particularly useful at racks where you can only lock the wheel.

Never Leave It Overnight

- Even a locked bike is at risk of being stolen when left in a public space overnight.

Register It with Bike Index

- Find your serial number (usually stamped into the metal of the bottom bracket on the underside of the bike) and take a picture of your bike.
- Register it online **for free** with BikeIndex.org and join the **City of Palo Alto group**.
- If it ever goes missing, log in to your account and mark it stolen.



Bottom Bracket
(Most serial numbers can be found here.)



CityofPaloAlto.org/SafeRoutes

Driver FAQs: Sharing the Road

The law says bicyclists should ride all the way to the right. Why are they in the center of the lane?

California law states: "Bicyclists traveling slower than the flow of traffic must ride as close as practicable to the right curb or edge of the roadway." However, that sentence is followed by a host of exceptions including: when preparing to make a left turn, when avoiding a hazard, and when *the lane is too narrow for a bicycle and a vehicle to travel side-by-side within the lane*.



There are two bicyclists in this photo. Which one is easier to see?

On residential streets, the lane is often too narrow to share, and there are usually cars parked on these streets which pose an additional hazard for people on bikes. **Bicyclists are safest when they are visible and predictable.** The safest place for a bicyclist to ride on a residential street is in a straight predictable line outside the dangerous "door zone," that is, about 5 feet to the left of parked cars or 12-16 feet from the curb.

Isn't it safer to ride on the sidewalk?

Sidewalk riding may feel like a safer choice, but what may feel safe is not always the safest option. In reality, bicyclists face just as many dangers on the sidewalk as on the road. Bicyclists on the sidewalk are much less visible to drivers, causing increased chances of the most common type of driver-caused collisions -- turning (left or right) in front of bicyclists. There is also an increased risk of being hit by drivers backing out of driveways.

Don't bicycle riders have to ride single file?

In most states, including California, there is no requirement that bicyclists ride single file. Bicyclists should be courteous and not block the travel lane when a safe bike lane is available. However, if the center of the travel lane is the safest place to ride, whether there is one bicyclist or two makes little difference to the amount of space they are using.

How do I safely share the road with a bicyclist?

Now that you know that it is both safe and legal for bicyclists to ride in the center of the travel lane, what is the best way to share the road?

- Remember that the bicyclist is someone's family member and may very well be your neighbor. They are

Year 2 Equity Highlights: Resources and Relationships

1. 200 Bike Lights
2. 15 Bikes with helmets
3. 30 + helmets
4. Chinese New Year and New Parent Back to school event
5. Work with Family Engagement Specialists



Year 2 Enforcement Highlights: Supporting Traffic Safety

1. Traffic Team
2. Crossing Guards



Year 2 Engineering Updates

City & PAUSD

- Hoover Campus Construction Circulation
- Cubberley Co-Design
- Bus/Shuttle Driver Recruitment and Retention

City

- Charleston/Arastradero Corridor
- Beacon at Paly Driveway
- Louis/Amarillo Sidewalks
- Colorado/Sandra Crossing
- Stanford/Bowdoin
- Churchill/El Camino Real
- South Palo Alto Bikeways: Fabian, Meadow, Waverley Path



PAUSD:

- Gunn Path Lighting
- Skateboard towers at secondary schools
- Surveillance cameras at secondary schools
- Fletcher driveway re-striping

PTA

- Bike Counts and Bike Rack Assessments
- Advocacy for GUP SRTS Infrastructure

Year 2 Highlights: 3% Mode Share Increase

2018 PAUSD Travel Tally Data Summary

	Walk Scooter (%)	Bike (%)	Carpool (%)	Bus (%)	Drive (%)	Resp. Rate %	Alt. Transp. %	Alt. Mode shift + or - since 2017-18 (%)
Elem.	24	15	4	5	51	82	48	1
Middle	13	58	2	5	22	69	78	1
High	7	54	7	9	24	30	77	7
Average	15	42	4	6	32	60	68	3.00



Five-Year Plan Year 3 Updates

1. Develop school report cards summarizing travel mode split, SR2S activities undertaken, and the level of green travel status.
2. Implement optional and compulsory SRTS high education programs.
3. Develop fact-based and consistent Safe Routes to School messages that can be used on social media.
4. Administer a PAUSD parent survey to evaluate participant demographics and identify challenges to more active transportation.
5. Complete two site assessments with updated Walk and Roll Maps for Palo Verde and Gunn H.S.
6. Work with PAPD/City to promote the Bike Index Registry as a means of preventing bike theft and create a workflow at PAPD to include Bike Index checks on recovered bikes.
7. Work with PAUSD Family Engagement Specialists to develop an Equity Action Plan to expand on the need to support underrepresented and under-resourced communities.

Directions for Growth/Next Steps for City/PAUSD

In order of priority:

- Evaluation: Support travel tally and data collection
- Education: Conducting Principal Trainings
- Encouragement: Schedule a full SRTS School Board Presentation
- Enforcement: Consider crossing guard cost sharing opportunities and assess role of SRTS Partnership in building security conversations
- Engineering: Identify PAUSD staff to directly interface with CSTSC on Bond Measure activities and the Stanford GUP
- Equity: Increase collaboration and capacity for Family Engagement specialist involvement in SRTS
- Big Picture: Policy Development

Thank You

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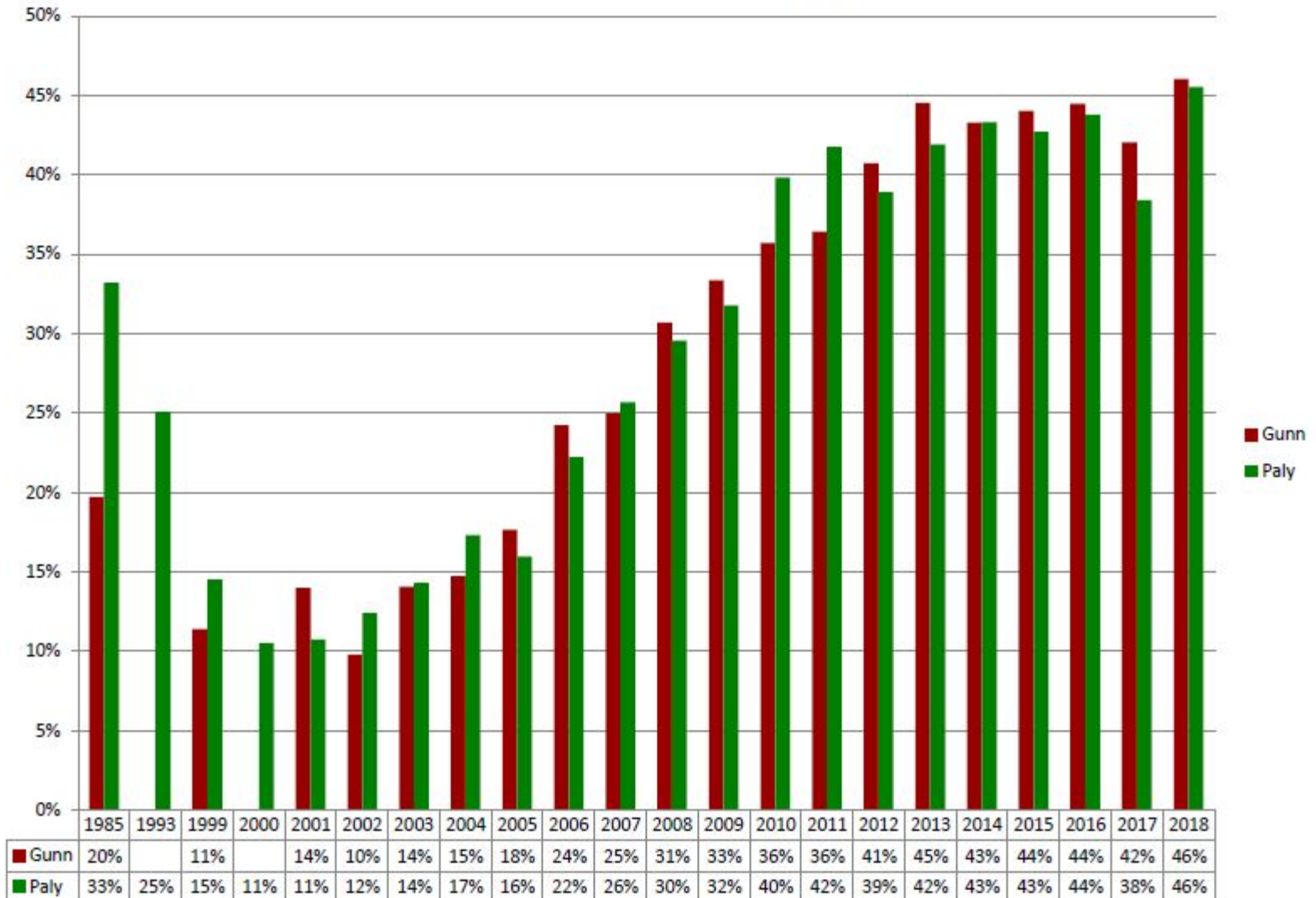
City of Palo Alto Office of Transportation

Safe Routes to School Partnership

www.Cityofpaloalto.org/saferoutes

High School Bike Count Numbers

PAUSD HIGH SCHOOL BIKE COUNTS (%), 1985-2018



Middle School Bike Count Numbers

PAUSD MIDDLE SCHOOL BIKE COUNTS (%), 1985-2018

