



City of Palo Alto

City Council Staff Report

(ID # 10127)

Report Type: Study Session

Meeting Date: 6/3/2019

Council Priority: Transportation and Traffic

Summary Title: Safe Routes to School Annual Update

Title: Safe Routes to School Annual Update

From: City Manager

Lead Department: Transportation

Recommendation

Staff recommends that the Council receive this annual update for the Safe Routes to School Partnership and comment on the City/School Traffic Safety Committee's adopted Five-Year Work Plan.

Executive Summary

This report provides the outcomes of the second year of the Five-year Plan for the Safe Routes to School Partnership. Key activities included pilot youth engagement programs for secondary students, promotion of a free bike registry, development of new education materials, and production of a video public service announcement funded by the Valley Transportation Authority (VTA). The Partnership continues to deliver high active transportation mode share for school commutes, with 46 percent of the high school student population choosing to bike (which is an increase from last year). Overall, the proportion of PAUSD students commuting by any alternative mode reached 68 percent. The report presents Year 3 activities as adopted by the Partnership, including development of a parent survey, implementation of secondary school programming, and continued promotion of the free bike registry to aid in stolen bicycle recovery.

Background

The local Safe Routes to School (SRTS) Partnership between the City, the Palo Alto Unified School District (PAUSD), and the Palo Alto Council of PTAs (PTAC) works to reduce risk to students en route to and from school and encourages more families to choose alternatives to driving solo more often. In May 2017, the Palo Alto SRTS Partnership adopted a Five-Year

Work Plan. Years 1 and 2 have been completed. This report documents the progress of the Partnership for the 2018-19 school year and presents proposed Year 3 activities recently adopted by the Partnership.

For 60 years, the City, PAUSD, and the Parent Teacher Association (PTA) have maintained a safety-focused youth transportation collaboration in Palo Alto, meeting monthly as the City/School Traffic Safety Committee (CSTSC). In 2006, this collaboration adopted a National Consensus Statement relying on a '5-E' (Encouragement, Education, Engineering, Enforcement, and Evaluation) injury prevention framework to support safe, healthy, and active school commutes. In 2016, the Partnership adopted a sixth 'E' for Equity to align with national standards and to ensure that the SRTS Partnership provides additional resources to support the needs of under-resourced or under-represented student populations.

Each year, the SRTS Partnership brings forward an annual report to the City Council and the City School Liaison Committee. The update went to the City School Liaison Committee on May 16 this year. The 2017-18 annual report was presented to City Council on August 27, 2018. [Link to the report is: https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=66394](https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=66394). It was presented later than usual due to staff turnover. The 2018-19 report below summarizes the work done within the past year and the work planned for the coming year. SRTS staff hope to further extend this report update to the full PAUSD Board in the future.

Discussion

While the Five-Year Work Plan objectives remain somewhat fixed from year-to-year, the strategies to achieve the goals change each year, based on priorities set by program partners. The priorities are also subject to change based on budgetary constraints or staff capacity.

Activities

2018-19 school year highlights are listed below:

- An updated Five-Year Work Plan outlining Year 3 strategies (See Attachment A)
- A three (3) percent increase in active transportation mode-share (measured by travel tallies)
- A five (5) percent increase in biking across the District (measured by bike counts)
- Three (3) middle and high school youth engagement and transportation safety pilot programs
- Provision of 156 in-class compulsory educational trainings for PAUSD students
- Sustained rates of active transportation despite ongoing street and campus construction

This year, the SRTS Partnership broadened its education and outreach offerings with more than 11 new and enhanced youth-focused programs, pilots, and materials. These initiatives were undertaken in recognition of the limited educational offerings at the high school level and as part of Work Plan Year 2 directives. In addition, as youth continue to bike in record numbers, and the community continues to be interested in Palo Alto's transportation infrastructure best supporting the daily commute habits of so many young cyclists. Some example initiatives are:

- **East Palo Alto to Palo Alto Student-Generated Walk and Roll Map: Achievement Via Individual Determination (AVID):** Students at Greene Middle School are in the process of completing a Walk and Roll map to support the safe passage of students interested in or needing to commute to PAUSD schools via human powered walking or wheeled transportation. Safe Routes staff applaud community partners from the City of East Palo Alto, Stanford Health, and PAUSD's faculty and Family Engagement Specialists for their enthusiastic support of this project.
- **Intergenerational Transportation Safety Summit:** Due to ongoing concerns from pedestrian users of the California Avenue undercrossing who have expressed safety concerns when bicyclists pass them in the tunnel, the City is exploring a revised community meeting format that better integrates the needs of all stakeholders, including youth. The intent is to help create a community-led process to improve compliance with existing municipal code regulations by providing a safe space for everyone to better understand one another as shared users of a narrow tunnel space.
- **Getting to High School Pilot:** This year the SRTS team continued moving in a more positive reinforcement-based interactive and engaging style of presentation and away from passive presentations. Lunchtime pop-up bike fairs were held at each middle school to help generate enthusiasm and interest for bike safety. The City partnered with an expert on Middle School Bike Safety education to deliver this curriculum and received widespread feedback that this new approach was well-received by students and faculty alike. Some of the activities included a stunt rider performance, bike blender smoothies, bike spin art, Walk and Roll high school map route planning, bike safety hip hop, and fortune cookies with bike safety messages. The fortunes emphasized wearing helmets, avoiding earbuds and phone use, stopping at stop signs, intersection safety, riding on the proper side of the street, staying out of the door zone, locking bikes properly, and registering with Bike Index.
- **Bike Index:** In response to community concerns about thefts occurring in the bike cages after-hours, the City Transportation Office, the Palo Alto Police Department and the PTA collaborated to support the creation of a local bike registry to help with

bicycle recovery.

- **Infrastructure Education:** The SRTS Partnership collaborates on educational materials when new infrastructure affects school commutes. Attachment B presents a selection of new education resources generated this year.

Video PSAs: History and Join the Movement

With funding from the Valley Transportation Authority (VTA), the Safe Routes to School team produced a second public service announcement video “Safe Routes to School: A History Lesson” about the history and benefits of student active transportation in Palo Alto, to complement last year’s “Join the Movement” video, which showcases the value of the Safe Routes to School program to families and the community and invites continued parent engagement. The newest video chronicles biking in the community since the 1800’s as well as the long-standing support for independent student travel to school. VTA support was essential to the making of the videos, intended to inspire the development of additional robust Safe Routes programs in Santa Clara County. The “Safe Routes: A History Lesson” video can be found here: <https://youtu.be/XB2yYuW-tKk>. The “Join the Movement” video can be found here: <https://youtu.be/Sd1BvYETDmc>.

A comprehensive table of 2018-19 SRTS activities organized by the Six Es is provided in Table 1 below.

Table 1: Safe Routes to School Program Activities, 2018-2019

Activity	Partners (in order of leadership)	Description	Outcomes
Encouragement			
Bike Palo Alto! Helmet Fitting	Palo Alto Green Teams, CPA SRTS, LPCH	Coordinated a bicycle safety education table and offered customized helmet fittings	• Ten 15-minute presentations • Est. 50 participants
Bike to Work Day	Silicon Valley Bicycle Coalition, CPA SRTS, community volunteers	Coordinated four volunteer-run Energizer Stations and assisted with developing promotional materials targeted to residents and City staff	• All-time high of 2,422 cyclists counted at stations
Fall & Spring Walk and Roll to School Events	PTA, PAUSD, CPA SRTS	Events to encourage families to try walking, biking, carpooling, or transit	• Est. 34 events • Est. 200 volunteers

Activity	Partners (in order of leadership)	Description	Outcomes
Middle & High School Back to School Events	PTA, PAUSD, CPA SRTS, PAPD, Palo Alto Medical Foundation (PAMF)	Commute planning, Bike Index registration, bike checkups, and helmet fitting	• Five 2-3-hour events
Safe Routes PTA TSR Volunteer Orientation	PTA, CPA SRTS	2.5-hour training for incoming Safe Routes to School Transportation Safety Representatives	• 16 participants
New Principal Orientations	CPA SRTS, PAUSD	SRTS information session for new principals	• Hoover
Parent Outreach Discussions	CPA SRTS, PTA	Met with PTA Safe Routes Champions and others to address on- or off-campus circulation concerns and encourage mode shift	• Greendell • Palo Verde • Ohlone • JLS • Paly • Gunn • Addison • Fletcher • Hoover • Escondido
Video PSAs	CPA SRTS	Video public service messages funded by VTA	• Palo Alto Safe Routes to School History
Intergenerational Transportation Safety	CPA SRTS, PAUSD	Pilot outreach meeting with non-traditional format for users of the California Ave tunnel	Participants: • 5 students • 5 older adults
Education			
K-2 Pedestrian Safety	Safe Moves, CPA SRTS	Pedestrian safety assemblies for all PAUSD K-2nd graders	• 58 45-minute presentations • 2,261 students
Walk Smart Pedestrian Safety Field Trip	Walk Smart, CPA SRTS, PAUSD	On-street walking field trip class for Addison second graders	• Four 45-minute classes
Bicycle Life Skills Curriculum	CPA, SRTS, PAUSD, PAPD, PTA, Stanford, PAMF, Bicycle Outfitter	Three-lesson bicycle safety trainings for all PAUSD 3rd graders	• Approx. 4.5 hours of bike safety education per student • 36 presentations • 824 students

Activity	Partners (in order of leadership)	Description	Outcomes
Fifth Grade Bicycle Safety Refresher	CPA SRTS, PAUSD	Bicycle safety assembly for all 5th graders entering middle school	• Twelve 40-60-minute presentations • 886 students
Sixth Grade Back to School Bicycle Safety Orientation	PAUSD, CPA SRTS	Bicycle safety assembly for all 6th graders	• 14 one-hour presentations • 886 students
Middle School Bike Skills	Wheelkids Bicycle Club, CPA SRTS	On-bike safety education for middle school students and parents (opt-in program)	• 9 classes with 212 participants
Eighth Grade Getting to High School Event	CPA SRTS, PTA, PAUSD	Bike safety and high school commute planning information for all 8th graders	• Three 2-hour presentations • 1,031 students
Bike Rodeo Captain Training	CPA, PTA	Prepared Bike Rodeo Captains for Bike Rodeo event coordination at their school	• 2 trainings • 11 schools trained
Walk & Roll Map Updates	CPA SRTS, Palo Alto Library	2019 Walk and Roll Map Updates for Addison, Greene, Hoover, and Fletcher	• Posted on SRTS website
Educational Materials for New Infrastructure	CPA SRTS, Transportation Staff	Developed educational materials including pedestrian hybrid beacon safety posters, driver safety tips, Bike Index bike theft safety tips, and a flyer for PAMF Pediatrics	• See Attachment B for example posters and flyers
Engineering			
2012 Bicycle + Pedestrian Transportation Plan Projects	Transportation staff, Public Works staff	Improvements identified by the community to enhance walking and bicycling	• Ongoing design feedback • CSTSC input
Neighborhood Traffic Safety & Bicycle Boulevard Program	Transportation and Public Works staff	Bicycle Boulevard projects that prioritize improvements for school children, pedestrians, and people on bicycles	• Ongoing design feedback • CSTSC input • Education/outreach assistance
Complete Streets Projects	Public Works staff with Transportation staff input	Roadway maintenance projects that consider all road users, including people on foot or on bicycles	• Ongoing design feedback • CSTSC input • Education/ outreach assistance

Activity	Partners (in order of leadership)	Description	Outcomes
Safe Routes to School Projects	Transportation and Public Works staff	Projects on school routes arising from VERBS grant analysis and from PAUSD or PTA requests	• Ongoing design feedback • CSTSC input • Education/outreach assistance
Palo Alto 311 Service Requests	CPA SRTS	Requests for improvements on school routes submitted by the community	• 57 completed since July 2018
Pedestrian and Bicycle Advisory Committee (PABAC) Support	CPA SRTS	Monthly reports of SRTS activities and collision data given to advisory committee	• Reports at monthly PABAC meetings
Other City and PAUSD Projects	Varies	Collaborations or other actions promoting student safety and active transportation led by Safe Routes partners or youth	• Cubberley Co-Design • Hoover Campus Circulation • Lower Bol Park/Gunn Path Lighting • Skateboard Towers • Bike Parking Surveillance Cameras
Enforcement			
Crossing Guards	PAPD	Crossing guards for elementary and middle school students at qualifying intersections	• 31 crossing guards (29 permanent, 2 floating)
Juvenile Diversion Program	PAPD, Traffic Safe Communities Network of Santa Clara County	“Traffic School” for youth with on-bike citations	• 3 classes totaling 66 students
Monthly Collision Reporting	PAPD	Bicycle and pedestrian collision data shared monthly at CSTSC meeting	• 24 collisions involving minors • 74 citations of minors (mostly helmet violations)
Traffic Law Enforcement	PAPD	Enforcement of traffic laws for both drivers and bicyclists	• Reinstatement of Traffic Team
Evaluation			

Activity	Partners (in order of leadership)	Description	Outcomes
Classroom Commute Tallies	CPA SRTS, PAUSD	Increased response rate of online collection of commute mode tallies for ES PAUSD students	• See Table 4
Ongoing Program Evaluation	CPA SRTS	Post-program surveys of teachers, administrators, and volunteers	• 47 evaluations
Parked Bicycle Counts	PTA, CPA SRTS	Counts of parked bicycles at all PAUSD schools	• See Table 3
Equity			
Bike, Helmet, & Bike Light Giveaways	CPA SRTS, PAUSD, PTA, Palo Alto Bicycles, Gunn ReCycle	Donations by SRTS partners for distribution to students in need of equipment	• 200 bike lights to PAPD • 15 bicycles with helmets
Bike Repair	Bay Area Bike Mobile, VeloFix, PTA, CPA SRTS	Free school-based bicycle repair clinics that engage students in hands-on bike repair	• 8 Schools • Approx. 300 Bikes repaired
Materials Translation	Metropolitan Transportation Commission, Spare the Air Youth Staff, CPA SRTS	Translation of educational, map, and evaluation materials into Spanish and Mandarin	• 17 documents translated • 150 Mandarin flyers shared at Chinese New Year Festival
Greene Middle School Achieve Via Individual Determination (AVID) Programming	CPA SRTS, PAUSD, Alta, LPCH, Stanford Children's Health	Middle school classroom activities and bicycle repair workshop at request of Greene Teacher	• 18 students
Chinese New Year Festival	CPA SRTS, PTA	SRTS information table with translated materials and native speakers	• Third annual appearance • 100 interactions
Great Race For Saving Water	CPA SRTS	SRTS information table with translated materials	• 30 interactions

Source: Office of Transportation, May 2019

Program Evaluation

As shown in Table 2, the 2018-19 core education programs touched approximately 5,888 students, or roughly 49% of total PAUSD enrollment. To further increase program reach, the 2018-19 secondary school pilot programs will be evaluated for inclusion into the core programs for the 2019-20 school year. City staff also included this information as one of the workload measures for the newly created Office of Transportation through the Fiscal Year 2020 proposed budget.

Table 2: Safe Routes to School Core Education Program Reach

Program	Number of Lessons/ Assemblies	Number of PAUSD Students Taught
K-2 Pedestrian Safety	62	2,261
Third Grade Bicycle Life Skills Curriculum	36	824
Fifth Grade Bicycle Refresher	12	886
Sixth Grade Back to School Bicycle Safety Orientation	14	886
Eighth Grade Getting to High School Event	3	1031
Total for Core Education Programs	127	5,888

Source: Office of Transportation, May 2019

In addition to post-program surveys of teachers, administrators, and volunteers, the Partnership collects data to estimate levels of school commute alternative mode use. Tables 3 and 4 present yearly alternative mode share/shift calculated by using classroom travel tallies and bike rack counts each fall. Bike rack counts are administered by PTA volunteers calculating the number of parked bikes at their school. Attachment C contains more detailed SRTS data.

Table 3: 2018 Parked Bicycle Counts at PAUSD Schools

School Type	2018 Parked Bikes	% Biking	Percentage point change
Elementary	732	15%	-1
Middle	1,422	50%	0
High	1,867	46%	+6
Total	4,021	37%	+5

Source: Office of Transportation, May 2019

Classroom travel tallies are administered by teachers through a show of student hands. In 2016- 17, new online data gathering methods for the classroom travel tally helped expand the program's capacity to conduct travel tallies at the secondary level. The City has a goal of reaching a mean district response rate of 70%. The mean tally response rate was 49 percent in 2016-17, 65 percent in 2017-18, and 60 percent in 2018-19. Table 4 shows the travel mode percentages aggregated by school type for the current school year.

Table 4: 2018-19 PAUSD Classroom Tally of Mode to School

	Walk Scooter Skate (%)	Bike (%)	Carpool (%)	Transit (%)	Drive (%)	Resp. Rate (%)	Alt. Transp. Mode (%)	Alt. Mode Shift Change (%)
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

Source: Office of Transportation, May 2019

Data Interpretation

Weather variations, date of data collection, absenteeism, classroom tally participation rates, school-based special events, volunteer-based calculation errors, and whether bicycles are left in the rack or removed during the school day impact the validity of these results. Importantly, the small mode shift changes across all school levels are well within the norm of data fluctuations and suggest sustained levels of alternative mode use at a rate that is more than twice the national average.

Evaluation results show that active transportation mode share is holding steady or increasing at all school levels compared to last year, and secondary school alternative transportation numbers (77-78%) approach the active transportation numbers in parts of the Netherlands, as reported by a European Union report on Walking and Cycling Transport modes. Travel tally data was substantiated by parked bike counts which show similar patterns to the travel tally counts. Staff found that the greater the sample size, the more the tally data accurately reflected bike count information, even if bike count data may be affected by various factors like weather on the day of the count or special events.

A key concern this year was securing classroom participation, particularly at some, but not all the high and middle schools. The lack of a sufficient sample size made it difficult to verify the validity of some of the secondary school information. Moving forward and into this summer, staff will continue to work with PAUSD partners to increase participation in this 4-question travel tally and to help with dissemination of a parent survey to determine parent attitudes and behaviors about walking and biking to school.

Even with increases in campus and street construction, both the Classroom Tally and Bike Count data suggested an overall 3 percent increase in alternative transportation mode share from the previous year. High active transportation mode share has many health and quality of life benefits. For the school district, high alternative mode share also allows for

more efficient use of scarce land resources for school facilities rather than for automobile circulation and storage. In addition, planning adequately for the large flows of students who use alternative modes improves their safety as those facilities can be right-sized to their needs. SRTS staff recognize that bond measure campus construction is an opportunity for each school community to re-think how to get to school. In many cases, alternative mode use increases after a period of construction because of impacted automobile access and, often, improved alternative mode access. Campus construction could be viewed as an impetus to support families in changing their school travel habits.

While the overall results and trends are positive, staff will continue to monitor the high use of the family car, particularly at the Elementary School level where carpooling appears to be an underused travel mode. Safe Routes staff understand that sustained efforts around carpooling require an additional volunteer at each school so as not to overload current Transportation Safety Representatives. Part of reducing the use of the family car also involves changing the culture of school commute travel at PAUSD Choice programs. PAUSD data shows that most families live within a walkable or bike-able distance of each Choice campus. Staff are working with school administrators to change the misperceptions about the residential distribution of Choice families and to support increased uptake of active modes.

In addition, staff are seeing an interest in micro-mobility devices amongst youth. All secondary schools will soon have skateboard towers to secure parking of this equipment, thanks to PTA and PAUSD collaboration. As these modes emerge, staff will research best practices and add appropriate curriculum and messaging. Parents may also explore micro-mobility as the City is currently working to develop bike- and scooter-share guidelines as part of a citywide pilot program. Staff will evaluate how these programs fit alongside the other modes available to the parent community.

Moving forward, staff also hope to develop a methodology to overlay mode share numbers with valid injury reporting data. The current process for monitoring injuries includes the Palo Alto Police sharing relevant data from all youth-involved bicycle or pedestrian traffic collisions as a part of the monthly City/School Traffic Safety Committee meetings. Following each report, there is discussion about what can be done to prevent such collisions from an engineering or education standpoint, and adjustments are made as necessary. As the Office of Transportation takes its new form, there may be a future opportunity for staff to enhance collision analysis functions for all ages and across all modes.

In implementation of the Bicycle and Pedestrian Transportation Plan, the SRTS Partnership will seek to:

- Sustain alternative mode share numbers, and

- Provide bicycle, pedestrian and driver safety education to accommodate the buildout of infrastructure appropriate for such high levels of alternative transportation.

Adopted SRTS Objectives, 2019-2022

The 2019 Five-Year Work Plan that was finalized at the April 18, 2019, City School Traffic Safety Committee (CSTSC) meeting will serve as a roadmap for the program's development. The goal of the plan is to grow and strengthen community-wide support through the SRTS Six E's model for safe, active, healthy, and sustainable school commutes. The seven (7) objectives of the Five-Year Plan are listed below. To accommodate partner feedback, Objective 7 was added to the plan this year to reflect the Partnership's commitment to reach as many students as possible. The Safe Routes to School Partnership will advance these objectives through various strategies while providing core programming and assisting with other outreach and engagement efforts as needed, including Connecting Palo Alto grade separation, the Charleston-Arastradero Corridor Project, and the Neighborhood Traffic Safety and Bicycle Boulevard Project. The detailed work plan is presented in Attachment A.

1. Adopt and institutionalize key SRTS practices and policies across the Partnership and gather best practices from elsewhere
2. Provide, continue, and enhance school and community-based SRTS education programs, materials, and communications
3. Expand and enhance SRTS events, encouragement programs, and materials to communicate the value of SRTS to parents, students, and the community
4. Gather data to assess and improve SRTS program outcomes
5. Engineer routes to school to develop a safer and more efficient network for families choosing active transportation
6. Increase awareness and engagement between City Departments and the community to advance awareness of the SRTS mission, goals, and strategies
7. Commit to an equitable distribution of SRTS resources to encourage broad SRTS community participation

Key activities for Year 3 include the development of a localized parent survey to identify challenges to more active transportation, the initiation of two new site assessments with associated Walk and Roll map updates, and a new PAPD traffic enforcement strategy to support students who walk and bike to school.

Policy Implications

The Safe Routes to School program aligns with the 2019 Council priorities of Climate Change and Transportation and Traffic as well as with the adopted Sustainability and Climate Action Plan, the Bicycle and Pedestrian Transportation Plan, and the Comprehensive Plan.

This program is consistent with key transportation goals in the City's *Comprehensive Plan 2030*, including creating a sustainable transportation system, reducing congestion, and providing a safe environment for all road users. Specific policies and programs include:

- Policy T-1.16: Promote personal transportation vehicles as an alternative to cars (e.g. bicycles, skateboards, roller blades) to get to work, school, shopping, recreational facilities and transit stops.
- Program T-1.16.4: Participate in local and regional encouragement events such as Palo Alto Walk and Rolls, Bike to Work Day, and Bike Palo Alto! that encourage a culture of bicycling and walking as alternative to single-occupant vehicle trips.
- Policy T1.19: Provide facilities that encourage and support bicycling and walking.
- Program T1.19.2: Prioritize investment for enhanced pedestrian access and bicycle use within Palo Alto and to/from surrounding communities, including by incorporating improvements from related city plans, for example the 2012 Palo Alto Bicycle + Pedestrian Transportation Plan and the Parks, Trails & Open Space master Plan, as amended, into the Capital Improvements Program.
- Policy T-2.7: Work with the PAUSD to resolve traffic congestion issues associated with student drop-off and pick-up. Address pedestrian and bicycle access, circulation and related issues such as coordinating bell schedules on City rights-of-way adjacent to schools and on PAUSD property.
- Program T6.1.1: Follow the principles of the Safe Routes to Schools program to implement traffic safety measures that focus on safe routes to work, shopping, downtown, community services, parks, and schools including all designated school commute corridors.
- Program T6.1.2: Develop, distribute, and aggressively promote maps and apps showing safe routes to work, shopping, community services, parks and schools within Palo Alto in collaboration with stakeholders, including PAUSD, major employers, TMA's, local businesses and community organizations.
- Policy T-6.2: Pursue the goal of zero severe injuries and roadway fatalities on Palo Alto city streets.
- Policy T-6.4: Continue the Safe Routes to School partnership with PAUSD and the Palo Alto Council of PTAs.
- Policy T-6.5: Support PAUSD adoption of standard Safe Routes to School policies and regulations that address the five E's of education, encouragement, enforcement, engineering and evaluation.
- Program T6.6.2: Continue to provide educational programs for children and adults, in partnership with community-based educational organizations, to promote safe

walking and the safe use of bicycles, including the City-sponsored bicycle education programs in the public schools and the bicycle traffic school program for juveniles.

- Program T6.6.3: Work with PAUSD and employers to promote roadway safety for all users, including motorized alternatives to cars and bikes such as mopeds and e-bikes, through educational programs for children and adults.

Timeline

The Safe Routes to School Partnership supports an ongoing, year-round program which includes both engineering and programmatic elements. A timeline of recently completed and upcoming infrastructure projects that reduce risk to students is included in Table 5. The Neighborhood Traffic Safety and Bicycle Boulevard Phase 1 and Phase 2 projects have been put on hold pending an upcoming evaluation of project planning and construction. These projects are noted as NTSBB1 and NTSBB2 in the table.

Table 5: SRTS Infrastructure Project Timeline

Project Name	School Routes to be Improved	Status
Churchill Avenue Enhanced Bikeway, Phase 0	Palo Alto HS	Completed April
Cowper Street at Coleridge Avenue High-visibility Crosswalks	Walter Hays	Completed April 2016
Georgia Ave High-visibility Crosswalk & Curb Extension	Fletcher MS Gunn HS	Completed Summer 2016
Los Robles Avenue Bikeway Enhancements	Briones Fletcher MS Gunn HS	Completed Summer 2016
Park Boulevard Bicycle Boulevard Early Implementation (Stanford Avenue to Cambridge Avenue)	Greene MS Palo Alto HS	Completed Summer 2016
Middlefield Road and North California Avenue Complete Street Project	Greene MS Palo Alto HS	Completed Fall 2016
Garland Drive Sharrows	Greene MS	Completed Winter 2017
Overcrossing/Undercrossing Improvements	Greene MS Palo Alto HS	Completed August 2017
Arastradero Road at Donald Drive Spot Safety Improvements	Fletcher MS	Completed September 2017
Cowper Street at Coleridge Avenue Traffic Circle Trial	Walter Hays	Completed September 2017
Colorado Avenue at Sandra Place Spot Safety Improvements	Ohlone	Completed July 2018

Project Name	School Routes to be Improved	Status
Ross Road Bicycle Boulevard	El Carmelo Ohlone Palo Verde Greene MS Gunn HS Palo Alto HS	Completed Summer 2018
Channing Avenue and St Francis Drive Enhanced Bikeway	Duveneck	Completed Summer 2018
Pedestrian-Actuated Rapid Flashing Beacon at Palo Alto HS Driveway/Churchill Avenue	Palo Alto HS	Completed Fall 2018
Amarillo Avenue-Moreno Avenue Bicycle Boulevard	El Carmelo Ohlone Palo Verde	Completed Fall 2018
Charleston-Arastradero Corridor Project Phase 1 and 2	Barron Park Briones Hoover Fairmeadow JLS MS Fletcher MS Gunn HS	Under Construction
Louis Road-Montrose Avenue Bicycle Boulevard	Fairmeadow JLS MS Gunn HS	Paused, Part of NTSBB1
Bryant Street Bicycle Boulevard Upgrade (Menlo Park City Limits to East Meadow Road)	Addison El Carmelo JLS MS Greene MS Palo Alto HS	Paused, Part of NTSBB1
Bryant Street Bicycle Boulevard Extension (East Meadow Drive to San Antonio Road)	Fairmeadow Hoover JLS MS Gunn HS	Paused, Part of NTSBB2
Maybell Avenue Bicycle Boulevard	Briones Fletcher MS Gunn HS	Paused, Part of NTSBB2
Park Boulevard-Wilkie Way Bicycle Boulevard	Barron Park Briones Fletcher MS Gunn HS	Paused, Part of NTSBB2

Project Name	School Routes to be Improved	Status
Stanford Avenue Bicycle Boulevard	Barron Park Briones Fletcher MS Gunn	Paused, Part of NTSBB2
Churchill Avenue Enhanced Bikeway, Phase 1	Palo Alto HS	Summer 2020
Charleston-Arastradero Corridor Project Phase 3	Barron Park Briones Hoover Fairmeadow JLS MS Fletcher MS Gunn HS	Summer 2020
Churchill Avenue Highway-Railroad Crossing Safety Improvement Project	Palo Alto HS	Fall 2020
South Palo Alto Bikeways Project: East Meadow Drive, Fabian Way, and Waverley Path	Fairmeadow Hoover Palo Verde JLS MS Gunn HS	Summer 2021
El Camino Real Pedestrian Safety and Streetscape Project	Greene MS Palo Alto HS Mayfield Playing Field	Summer 2021
Embarcadero Road at El Camino Real Improvements	Palo Alto HS	Summer 2021

Source: Office of Transportation, May 2019

Resource Impacts

The City's Safe Routes to School team currently consists of one full-time and one part-time Coordinator Transportation System Management (Coordinator) positions for a total of 1.5 FTE (full time equivalent) which is supported by a part-time Management Specialist position. The FY 2020 Proposed Operating Budget includes conversion of the part-time Coordinator into one full-time Coordinator position, offset by the elimination of the Management Specialist position, to achieve efficiencies in recruitment, management, continuity, and training.

Safe Routes to School infrastructure projects are financed through a variety of means, including the Safe Routes to School capital project (PL-00026), the street maintenance program, the Bicycle and Pedestrian Transportation Plan Implementation capital project

(PL-04010), and through several grant programs. The capital projects allows for strategic investments in school route safety infrastructure, such as crosswalks, pedestrian flashing beacons, improved signage, and street markings. The FY 2020 Proposed Capital Budget includes \$104,000 for the Safe Routes to School capital project (PL-00026) and the five-year Capital Improvement Plan (CIP) proposes funding through Fiscal Year 2024, for a five-year total of \$1.83 million. This total includes a \$919,000 grant from the Valley Transportation Authority (VTA) for the South Palo Alto Bikeways project.

The FY 2020 Operating and Capital Proposed Budgets are subject to adoption by the City Council, which is currently scheduled for June 17. It should be noted, the City Council only adopts the budget for the first year of the five-year CIP, and the remaining four years are to be used for forecasting and planning purposes.

Environmental Review

This agenda item is for City Council review and input and is not a “project” requiring review under the California Environmental Quality Act (CEQA).

Attachments:

Attachment A: 2018 SRTS Five-Year Work Plan (PDF)

Attachment B: Sample Education Resources (PDF)

Attachment C: 1985-2018 Secondary School Bicycle Count Graphs (PDF)

Attachments:

Attachment A_ SRTS 5 Year Plan Year 3 Final (PDF)

Attachment B_ Selected Education Materials (PDF)

Attachment C_ 2018 Bike Count Graphs (PDF)

2019 PALO ALTO SAFE ROUTES TO SCHOOL CITY/PTA/PAUSD PARTNERSHIP FIVE-YEAR WORK PLAN (YEARS 1-3)

LONG-TERM OBJECTIVES: (CONTINGENT ON SAFE ROUTES TO SCHOOL FUNDING AND CAPACITY AND SUBJECT TO CHANGE AS DEMAND DICTATES).						
Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7
Adopt and institutionalize key SRTS practices and policies across the Partnership and gather best practices from elsewhere	Provide, continue and enhance school and community-based SRTS education programs, materials and communications	Expand and enhance SRTS events and encouragement programs and materials to communicate the value of SRTS to parents, students and the community	Gather data to assess and improve SRTS program outcomes	Engineer routes to school to develop a more safe and efficient network for families choosing active transportation	Increase awareness & engagement between City Departments and the community to advance awareness of the SRTS mission, goals & strategies	Commit to an equitable distribution of SRTS resources to encourage broad SRTS community participation
YEAR 1 STRATEGIES FOR MEETING LONG TERM OBJECTIVES: 7/1/17-6/30/18						
Work toward PAUSD SRTS policy adoption	Build out two Stanford service learning education, evaluation & enforcement projects Expand Youth for Environmental Sustainability Conf. Participation	Develop SRTS Public Service Announcements Increase Spanish and Mandarin materials Develop SRTS educational posters	Participate in countywide SRTS data pilot Integrate Statewide Traffic System (SWITRS) data into SRTS Pilot online travel tally	Complete two site assessments and update Walk and Roll Maps	Update City Comprehensive Plan policies	This goal was not developed
YEAR 2 STRATEGIES FOR MEETING LONG TERM OBJECTIVES: 7/1/18-6/30/19						
ON HOLD: Develop a PAUSD SRTS policy to sustain ongoing commitment from PAUSD	Explore optional and compulsory SRTS high school education programs	Develop a communications plan outline Develop a public list of carpooling resources	Develop a PAUSD parent survey to evaluate participant demographics and identify challenges to more active transportation	ON HOLD: Complete two site assessments with updated Walk and Roll Maps for Palo Verde and Gunn H.S.	Create an enforcement strategy to reflect changing staffing levels by shifting traffic enforcement role to patrol officers	Conduct a bike repair class with student input (COMPLETED AND ALSO IN PROCESS) Promote safer routes for East Palo Alto PAUSD student bicyclists (IN PROCESS)
YEAR 3 STRATEGIES FOR MEETING LONG TERM OBJECTIVES: 7/1/19-6/30/20						
Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7
Develop school report cards summarizing travel mode split, SR2S activities undertaken, and the level of green travel status	Implement optional and compulsory SRTS high education programs	Develop fact-based and consistent Safe Routes to School messages that can be used on social media	Administer a PAUSD parent survey to evaluate participant demographics and identify challenges to more active transportation	Complete two site assessments with updated Walk and Roll Maps for Palo Verde and Gunn H.S.	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 all recovered bikes	Work with PAUSD Family Engagement Specialists to develop an Equity Action Plan to expand on the need to support underrepresented and under-resourced communities

2019 PALO ALTO SAFE ROUTES TO SCHOOL CITY/PTA/PAUSD PARTNERSHIP FIVE-YEAR WORK PLAN (YEARS 1-3)*

ONGOING STRATEGIES

Objective 1: Adopt and institutionalize key SRTS practices and policies across the Partnership and gather best practices from elsewhere

Support SRTS Champions/Teams at each school site
PTA inspires action and educates potential leaders about public process, governance and SRTS Advocacy
Support increased uniform patrol presence to encourage and enforce compliance with existing laws
Maintain the City School Traffic Safety Committee as a forum to further the Safe Routes Partnership's mission, goals and strategies
Improve communication of the policy and policy dissemination

Objective 2: Provide, expand and enhance school and community-based SRTS education programs and materials

Cultivate a community of parents and others to build a network of skilled leaders for education and advocacy
Support active transportation events during the year by setting up information tables, assisting families with route planning and responding to infrastructure concerns
Maintain K-2 in-class educational offerings and optimize the program to match student capabilities, support educational best practices and incorporate infrastructure updates
Maintain 3rd grade Bicycle Life Skills Curriculum in-class and optimize program to match student capabilities, support educational best practices and incorporate infrastructure updates
Maintain 5th grade in-class educational offerings and optimize the program to match student capabilities, support educational best practices and incorporate infrastructure updates
Maintain 6th grade in-class educational offerings and optimize programs to match student capabilities, support educational best practices and incorporate infrastructure updates
Maintain 8th grade offerings and optimize programs to match student capabilities, support educational best practices and incorporate infrastructure updates
Align parent messages with student educational programming
Grow Youth for Environmental Sustainability Conference participation
Build out bus/shuttle resources and assist with schedules

Objective 3: Expand and enhance SRTS encouragement programs and materials to communicate the value of the SRTS program to parents and across the community

Support Spring Walk & Roll Week
Support Fall Walk & Roll Week
Support Bike to Work Day
Support Bike Palo Alto (SPECIFY?)
Communicate program activities and successes to the broader community
Use Walk and Roll Maps and "Safety Tips for Peds/Bikes/Drivers" as part of messaging
Employ purposeful incentives to support SRTS participation
Communicate the value of bicycling, walking, transit and sharing rides
Enhance website functionality and user experience.
Support parent education, including Back to School Nights, spring information nights for rising 5th, 6th and 7th graders and providing SRTS information in Back to School packets.

Objective 4 Gather data to assess and improve SRTS program outcomes

Incorporate traffic and engineering data into mode split and modal share assessments
Explain the purpose of data collection to PAUSD administrators and share the data in a way that encourages and does not compare schools
Conduct yearly online travel tallies for PAUSD grades K-12
Conduct yearly bike counts
Manage local and administrative data requests

Objective 5: Engineer routes to school to develop a more safe and efficient network for families choosing active transportation

Assist with bicycle infrastructure design review to inform the planning process
Design and provide materials and education about new infrastructure improvements
Advocate as a Partnership for the rapid implementation of bike network, bike boulevards and arterial projects (EDITS?)
Respond to Palo Alto 311 requests
Conduct community site visits
Provide crossing guard management, including assessing needs, developing contracts and replying to public feedback

Objective 6: Deepen SRTS awareness and engagement across City Departments and among community representatives to advance and institutionalize awareness of the SRTS mission, goals and strategies

Support the build-out of the City of Palo Alto Bicycle and Pedestrian Transportation Plan
Provide students and families with transit system information and offer guidance on proposed transit changes
Model walking, biking, carpool and transit through daily transportation decisions
Assist with plans to develop a more efficient roadway network for families choosing active transportation.
Collaborate with local agencies, including public works, utilities, law enforcement and district officials to support motorists, pedestrians, and bicyclists
Update SRTS Onboarding Manual
Promote awareness of Traffic Safety Control guidelines and Headsup tool

Objective 7: Commit to an equitable distribution of SRTS resources to encourage broad SRTS community participation

Develop Spanish and Chinese language materials
Promote a “no-guilt approach” to encourage participation via all transportation modes
Support free services, such as bike repair, helmet and bike light distribution and compulsory education to ensure that under-resourced students can access important safety resources in a way that does not stigmatize them
Ensure ongoing awareness regarding the geographic distribution of SRTS staff time and resources among Palo Alto regions and across neighborhoods
Support off-site free or low-cost alternative commute transportation services that are targeted to at-risk families

Attachment B

Selected Safe Routes Education Materials **Developed in 2018-19**

Safe Routes to School Tips

Exercise makes families healthier!

Your doctor has suggested walking and biking to school as a healthy way for your child to integrate exercise into their day.



Safe Biking

- Be safe: Wear your helmet and buckle it every time. To best protect your brain, your helmet must fit properly: snug, level, and low.
- Be predictable: Ride with the flow of traffic. Obey all stop signs and traffic signals. Ride in a straight line, outside the “door zone.” Signal your turns.
- Be alert: Look ahead for hazards. Watch for drivers turning or coming out of driveways. Avoid texting and phone calls while biking.
- Be courteous: Pedestrians have the right of way on sidewalks and shared paths. Ride slowly, keep to the right, and pass on the left. Give an audible warning when you pass.
- Be visible: Use a bright headlight and taillight at night.



Safe Walking

- Be safe: Don’t assume drivers see you. Make eye contact before crossing intersections. If there is no sidewalk, walk on the side of the street facing traffic as far from motor vehicles as possible.
- Be predictable: Cross at crosswalks and corners.
- Be alert: Look for cars coming from all directions (including behind you) before entering the street.



Safe Driving in School Zones

- Be safe: Slow down and use extra caution in school zones and along commute routes. Obey crossing guards and “No Right Turn on Red” signs. Yield to pedestrians.
- Be predictable: Signal your turns. Avoid making U-turns and other unsafe maneuvers. Never double-park or block access ramps. Follow school drop-off and pick-up guidelines.
- Be alert: Avoid texting, phone calls, and other distractions while driving.

For more information, maps, and educational resources, or to volunteer to get your school walking and biking, contact the programs in your city on the back of this flyer.

How to Prevent Most Bike Theft

*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.)

如何避免大部分的自行車偷竊

大部分自行車偷竊都是見機行事。未上鎖(或未鎖牢)的自行車都是明顯的目標

每次離開自行車時都要鎖好

- 鋼絲鎖很容易切斷。請購買高品質的U型鎖並練習使用。
- 可能時將車架和車輪同時鎖住。如果不行, 穿過車架鎖住。
- 鎖在安全的自行車架上, 而非容易切斷的圍欄。
- 即使您把自行車留在上鎖的車棚, 也要鎖好。



如需增進安全(高中校園, Caltrain):

- U型鎖穿過框架並和後車輪同時鎖住。
- 鋼絲鎖穿過U型鎖和前車輪鎖住。

鎖定串(Locking Skewers)可以取代車輪上的快卸鎖。它在只能鎖住車輪的停車架上特別有用。

切記留自行車在外過夜

- 如果把自行車留在公共場所過夜, 即使上鎖的自行車也可能被盜。

向Bike Index登記

- 找到自行車的序列號(通常印在自行車底部下機架金屬上), 並且拍張自行車的相片。
- 在BikeIndex.org網上免費登記, 並加入City of Palo Alto團體。
- 萬壹自行車失竊, 登入您的賬戶並且註明已失竊。



下機架
(大部分的序號會印在這裡。)



CityofPaloAlto.org/SafeRoutes

Cómo prevenir la mayoría de los robos de bicicletas

*La mayoría de los robos de bicicletas son crímenes de oportunidad.
Las bicicletas sin candado (o con candado poco fiable) son blancos fáciles.*

Póngale candado cada vez que lo deje

- Los candados de cables pueden ser cortados rápidamente. Compre un candado en U de alta calidad y practique su uso
- Si es posible, pase el candado a través del cuadro y la rueda. Si no, pase el candado a través del cuadro.
- Asegúrela a una aparcabicicletas segura, no a una cerca que pueda cortarse fácilmente.
- Póngale candado aún cuando la deje en una jaula de bicicletas que estará bajo llave durante el día.



Para mayor seguridad (escuelas preparatorias o high schools, Caltrain):

- Póngale un candado en U a través del marco y la rueda trasera.
- Pase un candado de cable a por el candado en U y la rueda delantera.



Los ejes de bloqueo (locking skewers) pueden sustituir a las palancas de apertura rápida en las ruedas. Son particularmente útiles en los aparcabicicletas, donde sólo se puede asegurar la rueda.

Nunca la deje durante toda la noche

- Hasta una bicicleta con candado corre el riesgo de ser robada cuando se deje en un espacio público durante toda la noche.

Regístrela con el Bike Index (Índice de Bicicletas)

- Encuentre su número de serie (normalmente estampado en el metal de la caja de pedalier en la parte inferior de la bicicleta) y tome una foto de su bicicleta.
- Regístrela en línea gratis en BikeIndex.org y únase al grupo City of Palo Alto.
- Si alguna vez desaparezca, inicie sesión en su cuenta y márquela como robada.



Caja de pedalier

(Aquí se encuentran la mayoría de los números de serie.)

High School Top Ten Bike Safety Tips

1. Earbuds & Cell Phones: California Vehicle Code says bicyclists may only use one earbud and may not hold a phone while riding. (The same applies to drivers.)



2. Helmets: By law, bicyclists under 18 must wear a helmet. A properly worn helmet reduces the chance of head injury from a crash by nearly 70%. Make sure to get the right fit -- low on your forehead, level, and snug with the straps buckled. Helmets hanging from handlebars prevent zero injuries.

3. Ride in the Same Direction as Traffic Flow: Riding with the flow of traffic puts you where drivers are expecting you and are more likely to see you (especially at intersections). Wrong-way riding is the cause of many collisions.



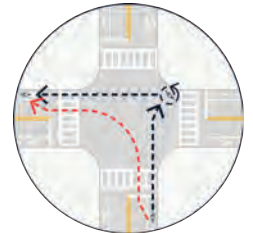
4. Stop at Stop Signs and Be Alert at All Intersections Stop at stop signs and red lights -- it's the law. Watch for drivers turning left or right in front of you. Be alert at *all* intersections, even when you don't have a stop sign.



5. Stay Out of the Door Zone: Ride in a *predictable straight line* about five feet to the left of parked cars. Weaving in and out of parked cars makes you less visible to drivers. "Sharrows" on the road show where a bicyclist should ride to be outside of the door zone.



6. Be Careful when Making Turns: Use hand signals to let others know your intent. For left turns, check over your left shoulder for vehicles and move into the travel lane when clear (shown by the red line) or do a two-stage turn (shown by the black line). If neither of these options feels comfortable, be a pedestrian and walk your bike in the crosswalk. Never turn left from the bike lane.



7. Pack Riding: Be courteous -- spread out and don't block the travel lane. Ride with no more than one person next to you. Be responsible for your own safety -- just because it was clear for the riders in front of you to go through an intersection doesn't mean it's clear for you.



8. Sidewalks, Paths, Tunnels & Overpasses: Riding on sidewalks, especially wrong-way, is legal but discouraged due to safety risks, and riding on sidewalks in the Cal Ave and Downtown Business Districts is prohibited. However, bicycles *are* allowed in either direction on all multi-use paths, and bicyclists are encouraged to ride on the recently constructed two-way multi-use paths on the south side of Arastradero near Fletcher and Gunn and on Louis and Amarillo near Ohlone. In tunnels and on overpasses, bicyclists should walk their bikes if others are present. Be courteous to pedestrians -- they have the right of way.



9. Lights, Locks, Bike Registration Be prepared for night, evening, and rainy weather riding. By law you need a white front headlight and a red rear reflector (although a red rear light is recommended). Use a U-Lock to lock your bike every time you leave it. If possible, lock through the frame and wheel. If not, lock through the frame. Register your bike online with BikeIndex.org.



RIDE YOUR
BIKE
AND
HAVE FUN

10. Have Fun: Riding with friends is a great way to start and end your school day!

For more information, please visit CityofPaloAlto.org/SafeRoutes or contact SafeRoutes@CityofPaloAlto.org.

高中十大自行車安全提示

1. 耳塞和手機：《加州車輛法典》規定騎車人只能使用一隻耳塞，並且在騎車時禁止手持電話。（同樣適用於駕駛者。）



2. 頭盔：根據法律規定，18歲以下的騎車人必須佩戴頭盔。正確佩戴頭盔可在車禍中將頭部受傷的機率降低至70%。確保正確的佩戴方式——前額下方，保持水平，並且扣好帶子。掛在車把上的頭盔無助於防止傷害。

3. 與車流順向騎行：隨著車流騎行，會讓駕駛者注意到您，也更容易看到您（尤其是在十字路口）。反向騎行是許多車禍的原因。



4. 在停車標誌處停下，並在所有交叉路口保持警惕：在停車標誌和紅燈處停下——這是法律。注意在您前方左轉或右轉的車輛。在所有交叉路口保持警惕，包括在沒有停車標誌的路口。



5. 遠離車門區：沿著可預測的直線行駛，與停靠的車輛左側保持約5英尺距離。在停靠的汽車中間穿行，會使駕駛者不容易看到您。道路上的「共用車道箭頭標記」提醒騎車人不要在車門區內騎行。



6. 轉彎時要小心：用手勢讓別人知道您的意圖。左轉時，轉頭從肩膀方向檢查左側後方是否有車輛，並在無車輛時騎入行車道（用紅線表示）或進行兩段式轉彎（用黑線表示）。如果決定不選擇以上任何壹種，也可以在行人穿越道上推車步行。切勿從自行車道直接左轉。



7. 團隊騎行：要有禮貌——分散騎車，不要擋住行車道。最多兩人並排騎車。對您自己的安全負責——您前方的騎士可以安全通過十字路口，並不意味著您也可以安全通過。



8. 人行道、小路、隧道和天橋：在人行道上騎行，即使是逆行也是合法的，但由於有安全風險，不鼓勵這樣做。禁止在Cal Ave和市中心商業區的人行道上騎車。然而，在所有多用途道路上，允許自行車朝任何一個方向騎行，但鼓勵自行車騎士在最近修建的多用途雙向道路行駛，該道路位於Fletcher和Gunn附近的Arastradero南側以及Ohlone附近的Louis和Amarillo。在隧道和天橋上，如果有其他人在場，自行車騎士應該推車步行。對行人要有禮貌——他們有路權。



9. 車燈、車鎖、自行車登記：做好夜間、傍晚和雨天騎車的準備。根據法律規定，您必須安裝一個白色的前大燈和一個紅色後反光片（但是建議使用紅色尾燈）。每次離開自行車時，用U形鎖鎖好。如果可能，穿過車框架和車輪進行鎖定。如果不能，請穿過車框架鎖定。在bikeindex.org網上註冊您的自行車。



RIDE YOUR
BIKE
AND
HAVE FUN

10. 玩得高興：和朋友一起騎車是上下學的好方法！

Los diez mejores consejos de seguridad para la bicicleta en preparatoria (high school)

1. Audifonos y teléfonos celulares: El Código de Vehículos de California declara que los ciclistas sólo deben usar un audifono y no deben sostener un teléfono mientras circulan. (Lo mismo se aplica a los conductores.)



2. Cascos: Por ley, los ciclistas menores de 18 años deben usar un casco. Un casco bien puesto reduce la posibilidad de sufrir una lesión en la cabeza de un choque en casi un 70%. Asegúrate de conseguir la medida apropiada; bajo en la frente, nivelado, y bien ajustado con las correas abrochadas. Los cascos que cuelgan del manubrio evitan cero lesiones.

3. Circula en la misma dirección que el flujo de tráfico: Circular con el flujo de tráfico te coloca donde los conductores esperan que estés, y es más probable que te vean (especialmente en las intersecciones). Circular en el sentido contrario ocasiona muchas colisiones.



4. Detén-te en las señales de Alto (STOP) y está alerta en todas las intersecciones: Detén-te en las señales de alto (Stop) y en los semáforos en rojo; es la ley. Está atento a los conductores que dan vuelta a la izquierda o a la derecha delante de ti. Está alerta en *todas* las intersecciones, incluso cuando no tengas una señal de alto (Stop).



5. Permanece fuera de la zona de puertas ("door zone"): Circula en una *línea recta predecible* a unos cinco pies del lado izquierdo de los autos estacionados. Zigzaguar para rodear los autos estacionados te hace menos visible para los conductores. Las marcas de bicicleta con flecha en la calle muestran dónde un ciclista debe circular para mantenerse fuera de la zona de puertas.



6. Ten cuidado al dar vuelta: Haz señales con la mano para que los demás conozcan tu intención. Para dar vuelta a la izquierda, mira atrás de tu hombro izquierdo para ver si hay vehículos y muévete al carril de tránsito cuando esté despejado (mostrado por la línea roja) o dá una vuelta de dos etapas (mostrada por la línea negra). Si ninguna de estas opciones te resulta cómoda, ve como peatón y camina con tu bicicleta por el cruce peatonal. Nunca des vuelta a la izquierda desde el carril de bicicletas.



7. Cómo circular en manada: Sean corteses; sepárense y no bloqueen el carril de tránsito. Circulen con no más de una persona a su lado. Sean responsables por su propia seguridad; sólo porque estuvo despejado para los conductores que están enfrente de ustedes al cruzar por una intersección no significa que esté despejado para ustedes.



8. Aceras, caminos, túneles y pasos a desnivel: Circular en las aceras, especialmente en el sentido contrario, es legal, pero no se recomienda debido a los riesgos de seguridad, y está prohibido circular por las aceras de los distritos de negocios de Cal Ave y del Centro. Sin embargo, las bicicletas sí están permitidas en cualquier dirección en todos los caminos de uso múltiple, y se anima a los ciclistas a circular por los caminos de uso múltiple de dos sentidos recién construidos en el lado sur de Arastradero cerca de Fletcher y Gunn y en las calles Louis y Amarillo cerca de Ohlone. En los túneles y en los pasos a desnivel, los ciclistas deben caminar con sus bicicletas si hay otras personas presentes. Sé cortés con los peatones; ellos tienen el derecho de paso.



9. Luces, candados, registro de bicicletas: Prepárate para circular en la noche, en el atardecer y en el clima lluvioso. Por ley necesitas una luz delantera blanca y un reflector trasero rojo (aunque se recomienda una luz trasera roja). Utiliza un candado en U para asegurar tu bicicleta cada vez que la dejes. Si es posible, pasa el candado a través del cuadro y la rueda. Si no, pasa el candado a través del cuadro. Registra tu bicicleta en línea con BikeIndex.org.

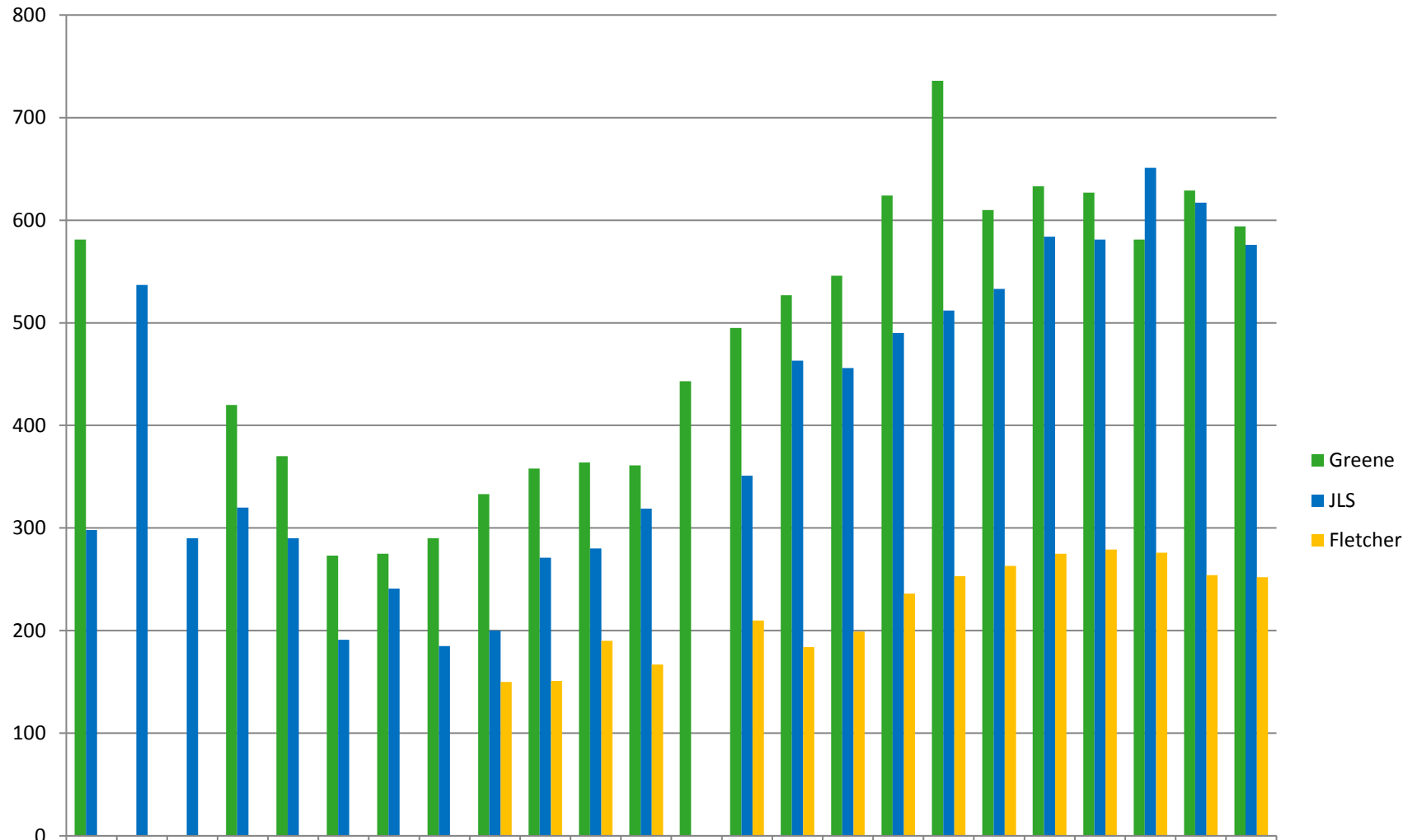


ANDA EN
TU BICI
Y
DIVIÉRTETE

10. Diviértete: ¡Andar en bici con amigos es una gran manera de empezar y terminar tu día escolar!

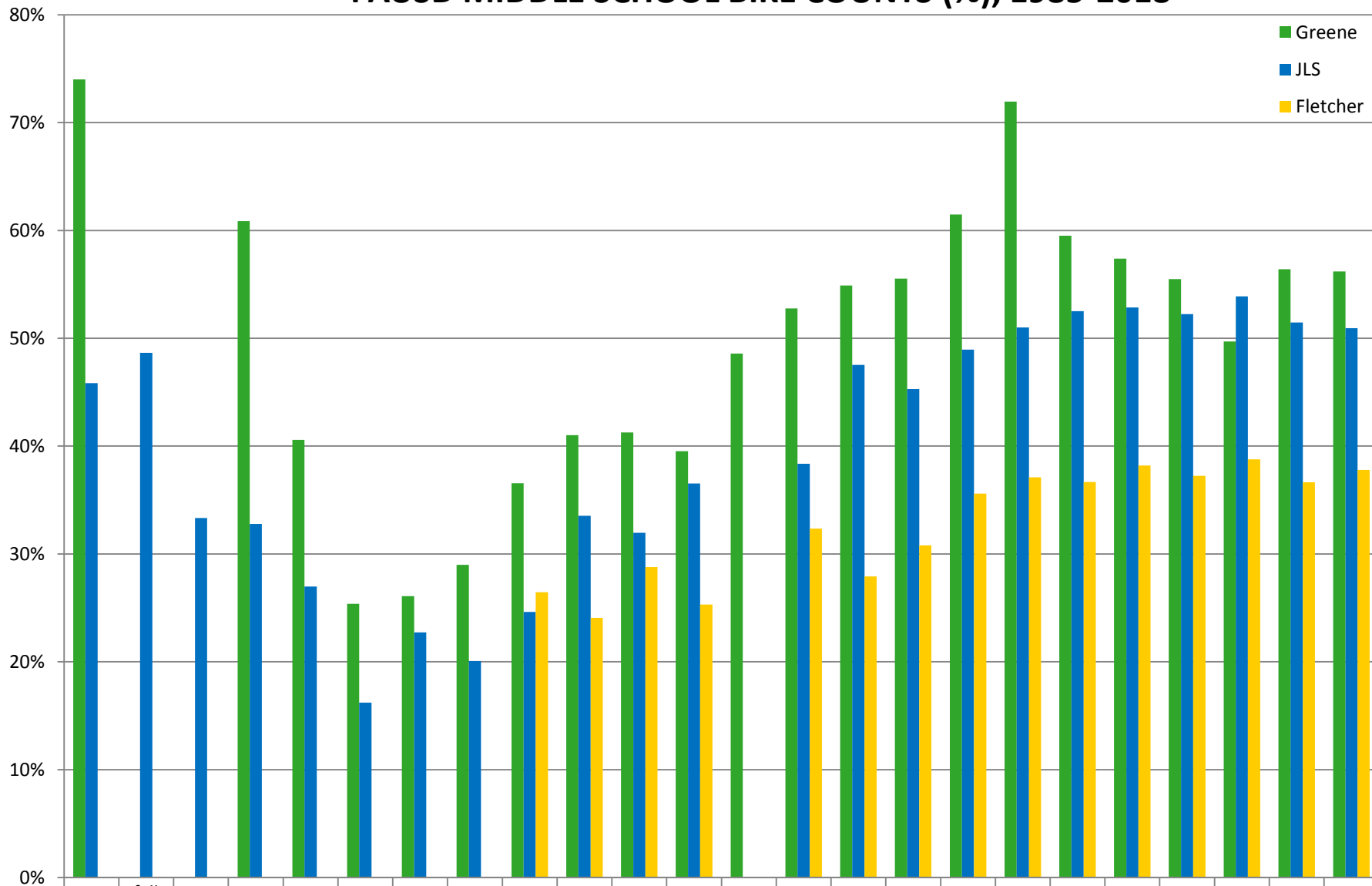
Para más información, por favor visita [CityofPaloAlto.org/SafeRoutes](https://www.cityofpaloalto.org/SafeRoutes)
o comunícate con SafeRoutes@CityofPaloAlto.org.

PAUSD MIDDLE SCHOOL BIKE COUNTS, 1985-2018



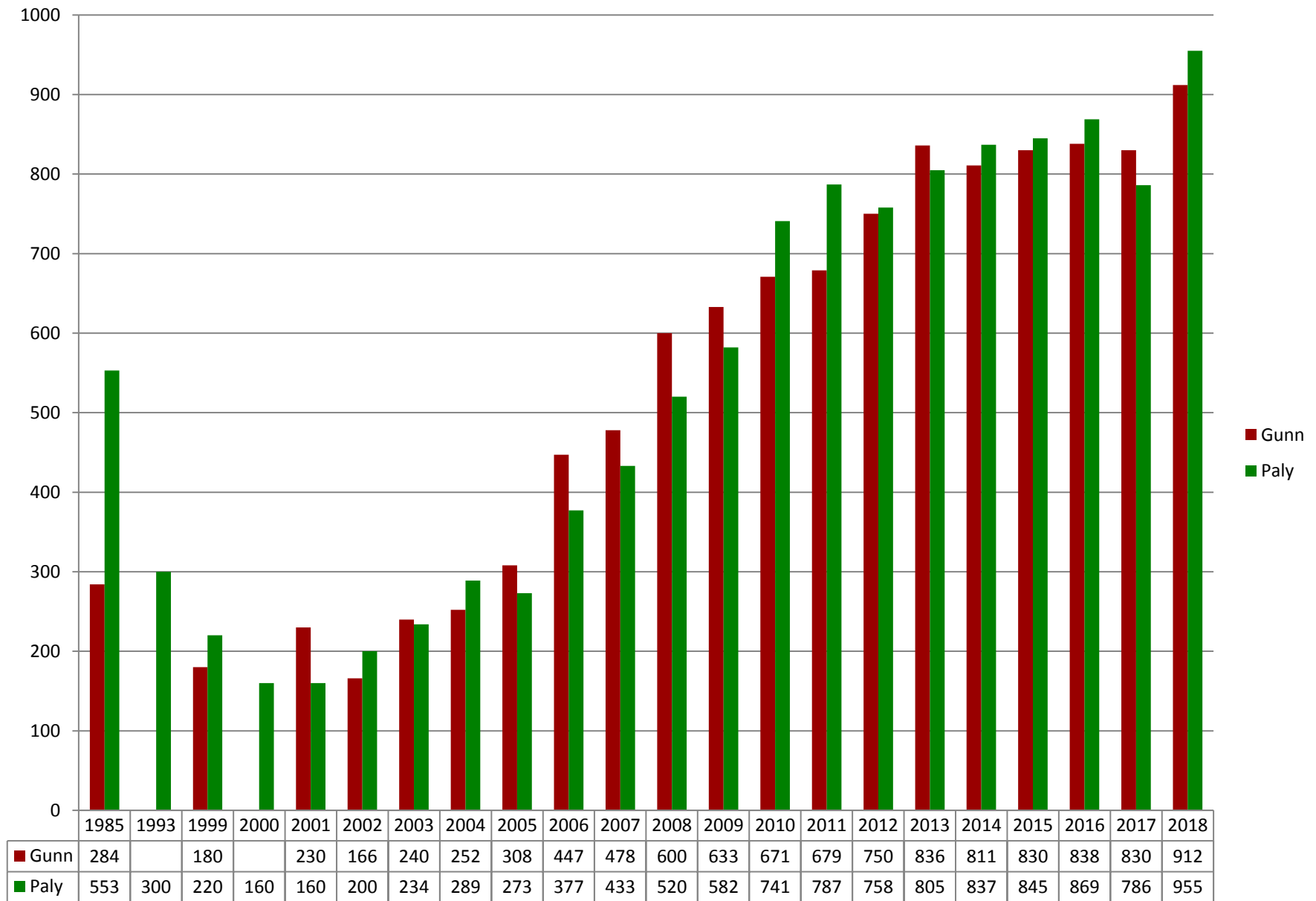
	spr 1985	fall 1985	1991	1993	1997	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Greene	581			420	370	273	275	290	333	358	364	361	443	495	527	546	624	736	610	633	627	581	629	594
JLS	298	537	290	320	290	191	241	185	200	271	280	319		351	463	456	490	512	533	584	581	651	617	576
Fletcher									150	151	190	167		210	184	199	236	253	263	275	279	276	254	252

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



	spr 1985	fall 1985	1991	1993	1997	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Greene	74%			61%	41%	25%	26%	29%	37%	41%	41%	40%	49%	53%	55%	56%	61%	72%	60%	57%	55%	50%	56%	56%
JLS	46%	49%	33%	33%	27%	16%	23%	20%	25%	34%	32%	37%		38%	48%	45%	49%	51%	53%	53%	52%	54%	51%	51%
Fletcher									26%	24%	29%	25%		32%	28%	31%	36%	37%	37%	38%	37%	39%	37%	38%

PAUSD HIGH SCHOOL BIKE COUNTS, 1985 - 2018



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

