



CITY COUNCIL STAFF REPORT

From: City Manager

Report Type: Study Session

Lead Department: Transportation

Meeting Date: April 24, 2023

TITLE

Study Session: Safe Routes to School Annual Report for 2021-2022; CEQA status – not a project.

RECOMMENDATION

This 2021-2022 Annual Report for the Safe Routes to School Partnership is informational to facilitate the study session discussion for Safe Routes to School. No action by Council will be taken.

EXECUTIVE SUMMARY

The 2021-2022 Safe Routes School (SRTS) Annual Report provides the outcomes of the fourth year of the Five-Year Plan for the SRTS Partnership between the City of Palo Alto, the Palo Alto Unified School District (PAUSD), and the Palo Alto Council of PTAs (PTAC). This report describes Partnership activities during the re-opening of schools to accommodate parent needs, PAUSD campus access restrictions, and education program adjustments. In addition, the report describes the results of the initial deployment of a new community outreach tool.

BACKGROUND

For more than 50 years, the City of Palo Alto, PAUSD, and the PTA have maintained a child transportation safety-focused collaboration in Palo Alto, meeting monthly as the City/School Transportation 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 ensuring that SRTS Partners provide additional resources to support the needs of under-resourced or under-represented families.

Additionally, the SRTS Partnership approved a Five-Year Work Plan in 2017. 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 (Refer to Attachment A for

the Five-Year Work Plan). Progress on the Five-Year Work Plan goals and strategies depends on the Safe Routes to School Partnership's funding and capacity and may be subject to change as demand or resources dictate.

In 2020, at the recommendation of the Safe Routes to School National Partnership, the term "Enforcement" was replaced with the word "Engagement" to support a more community-focused approach to supporting transportation safety and compliance with existing regulations.

ANALYSIS

Pandemic Impacts on Education Programming

The return to in-person teaching in the Fall of 2021 brought many challenges for the SRTS program. The SRTS team, housed in the City's Office of Transportation (OOT), determined to find ways to adapt and ensure education could continue virtually and in person.

Due to the pandemic, PAUSD limited campus access points to reduce cohort mixing and Covid exposure. Doing so changed how families planned their routes to and from school. In addition, it appears that some parents believed that driving their children to school in a vehicle was a way to reduce exposure to Covid. Parents, families, and others who chose to walk or bike to school therefore noticed more parents driving. Additionally, due to the limited campus access points, many students could not store their bikes conveniently as bike racks were no longer at every campus access point. Due to these changes, the SRTS team received many back-to-school, bike, and pedestrian safety requests that showed parents were paying attention and valuing transportation safety and education. SRTS staff and PAUSD staff conducted walk and bike audits during the re-opening period to help improve biking and walking to and on campus.

The pandemic also impacted a core component of the SRTS partnership - parent volunteers. With high levels of parent fear of exposure to the virus and PAUSD regulations limiting campus visitors, SRTS staff moved Bike Rodeo Education to the Spring of 2022. Additionally, the SRTS program delivered 6th Grade education in the fall through online courses and Kindergarten and 1st Grade pedestrian lessons via zoom in the spring to reduce coronavirus exposure concerns.

Spring Bike Rodeos and Consultant Assistance

Although Fall reopening was challenging, PAUSD parents noticed the value and impact of in-school training and education. After announcing the Spring bike rodeos, the SRTS team prepared for the new wave of nervous parent volunteers eager to bring back this cherished tradition for third graders. Although we had to re-plan, the Fall pause in programming gave the SRTS staff a chance to debut a new rodeo scheduling software that made rodeo scheduling easier for everyone.

Additional spring highlights included events like the 8th grade Getting to High School, the Adaptive Cycling Rodeo pilot event for secondary students, and middle school biking events rescheduled

from the fall. Relaunching these events required the short-term support and assistance by a contractor funded by the 2016 Measure Bicycle and Pedestrian Education and Encouragement Program. With such support, staff had the capacity to implement all other activities, including Bike Rodeo events in the Spring. The contractor helped with the following seven tasks:

1. Blacktop set-up and oversight of the third lesson (bike rodeo) of PAUSD's Third Grade Bicycle Life Skills Curriculum for 12 elementary schools
2. Scheduling, coordinating and facilitating monthly City/School Transportation Committee Meetings
3. Coordinating 5 secondary school Spring Bike Safety events
4. Coordinating one Safe Routes to School exceptional needs secondary school summer event
5. Distributing summer and fall Safe Routes to School Suggested Route Maps
6. Assisting with secondary school Back to School event coordination
7. Completing other Education and Encouragement grant tasks such as data collection and reporting

Due to pandemic budget constraints, the Measure B funds were used to partially support 0.5 FTE of our SRTS team to conduct an SRTS outreach pilot. Information regarding the use of those funds is presented in the next section.

Mobile Information Kiosk E-Bike (MIKE) Pilot

During the pandemic, OOT identified a need to expand community engagement efforts to support student, family, and community safety education and piloted an on-the-ground pedestrian and bicycle community engagement strategy. Supported by Measure B Bicycle and Pedestrian Program Education and Encouragement funds, the SRTS team used an electric cargo bike, loaded with SRTS education material, to provide mobile, pop-up education and encouragement stations at parks, schools, and community centers. Though COVID variant waves impacted the deployment frequency of the Mobile Information Kiosk E-Bike (MIKE) Pilot, the SRTS team was able to set up and engage with many Palo Alto students, families, and residents who did not know about the Safe Routes program.

Staff set up 17 pop-up information sessions, interacted with approximately 200 people, and provided 110 giveaways (e.g., VTA bicycle maps and bike lights). The SRTS team discussed topics such as suggested bike routes, proper helmet wearing, and the importance of signaling when making turns on a bike. Essentially, this program brought Covid-safe face-to-face office hours to hundreds of community members.

Unexpectedly, through this interaction, staff met PAUSD parents who ended up doing extraordinary things with the materials distributed. For example, at Mitchell Park, Hoover parent Ashley Tseng received a Hoover Elementary Walk and Roll Map that she turned into a board game with her son to help students learn how to use the map. Subsequently, Ashley became more

involved by volunteering to be a Transportation Safety Representative (TSR) for Hoover Elementary and an active member of the City/School Transportation Safety Committee (CSTSC).

A comprehensive table of 2021-22 SRTS activities organized by the Six Es is provided below.

Table 1: Safe Routes to School Program Activities, 2021-2022

DATE	ACTIVITY	PARTNERS (IN ORDER OF LEADERSHIP)	DESCRIPTION	OUTCOMES
ENCOURAGEMENT				
Bi-Monthly	City School Transportation Safety Committee Meetings	CPA SRTS, PTA, Palo Alto Police Department, PAUSD, Community Participants	Community Meetings	<ul style="list-style-type: none"> Ten, 2-hour meetings Approx. 20 participants per meeting
Bi-Monthly	City School Transportation Safety Committee Planning Meetings	CPA SRTS, PTA, PAPD, PAUSD,	Agenda-setting meetings to support CSTSC	<ul style="list-style-type: none"> Eight 1-hour meetings
08/26/21	Safe Routes PTA TSR Volunteer Orientation	PTA, CPA SRTS	2.5-hour training for incoming Safe Routes to School TSRs	<ul style="list-style-type: none"> 11 participants
October 2021	New Principal Orientation	CPA SRTS, PAUSD	SRTS information session for new principals	<ul style="list-style-type: none"> Nixon
October 2021 & April 2022	Fall & Spring Walk and Roll to School Events	PTA, PAUSD, CPA SRTS	Green transportation encouragement events to support the return to school	<ul style="list-style-type: none"> 3 events were held at elementary schools.
08/12/21	Silicon Valley Bike Coalition Annual Bike Summit	CPA SRTS, SVBC	Participation in a panel of 3 presenters sharing SRTS reopening experience	<ul style="list-style-type: none"> 15-minute Sharing Roads and Shifting Modes: Safe Routes "Pandemic Edition" presentation
02/27/22	Black History Month Celebration Ride	PTA	Community bike ride supported by El Carmelo and Escondido TSRs that honored historic achievements of Black Palo Altans and East Palo	<ul style="list-style-type: none"> 30 participants

			Altans.	
March – May 2022	Bicycle Life Skills Curriculum	CPA, SRTS, PAUSD, PAPD, Stanford, PAMF, Bike Mobile	Three-lesson bicycle safety training for all PAUSD 3 rd graders	<ul style="list-style-type: none"> • Approx. 4.5 hours of bike safety education per student • 706 students
April 2021	Middle & High School Back-to-School Events	PTA, PAUSD, CPA SRTS	Commute planning, bike index information, bike checkups, helmet fitting, bike blender, and two pilot climate change events with Museum of Tomorrow	<ul style="list-style-type: none"> • Five 2-3 hour events
EDUCATION				
Ongoing	Spare the Air Youth Meetings	Metropolitan Transportation Commission, City, Regional Providers	Sharing best practices in SRTS programs across the Bay Area	<ul style="list-style-type: none"> • 1 quarterly meeting
Fall	Sixth-Eighth Grade Back to School Bicycle Safety Lesson Online	PAUSD, CPA SRTS	Bicycle safety online education provided to all PAUSD 6-8 grade students	<ul style="list-style-type: none"> • 2330 students
2/7-2/25/22	K-1 Pedestrian Safety Lesson	CPA SRTS, PAUSD	30-minute online pedestrian safety education classroom lessons	<ul style="list-style-type: none"> • Supported 1332 students
2/8-3/3/22	Second Grade Pedestrian Safety Education	CPA SRTS, PAUSD	12 classroom combined based 60-minute pedestrian safety field trip	<ul style="list-style-type: none"> • Supported 665 students
4/12-5/13/22	Fifth Grade Bicycle Safety Refresher	CPA SRTS, PAUSD	12 45-minute grade-based presentations (with combined classes) for all 5 th graders entering middle school.	<ul style="list-style-type: none"> • Supported 707 students
6/1/21	Middle School Bike Skills	WheelKids Bicycle Club CPA SRTS	Adjusted for COVID	<ul style="list-style-type: none"> • Three 4.5- hour classes • 35 students

February 2022	Bike Rodeo Captain Training	CPA, PTA	Prepare Bike Rodeo Captains for Bike Rodeo event coordination at their school	<ul style="list-style-type: none"> • Approx. 35 parents • 12 trainings
May 2022	Walk & Roll Map Updated	CPA, PTA	17 maps had edits made that included language consistency.	<ul style="list-style-type: none"> • Posted on the SRTS website
ENGINEERING				
Ongoing	SRTS Requested Observations	CPA SRTS, PTA	SRTS team conducted observations of on- or off-campus circulation	<ul style="list-style-type: none"> • Greene • Fletcher • JLS
Ongoing	2012 Bicycle + Pedestrian Transportation Plan Projects	Transportation staff, Public Works staff	Improvements identified by the community to enhance walking and bicycling	<ul style="list-style-type: none"> • Ongoing design feedback • CSTSC input
Ongoing	South Palo Alto Bikeway Support	Transportation and Public Works staff	Projects on school routes arising from VERBS grant analysis and from PAUSD or PTA requests	<ul style="list-style-type: none"> • Ongoing design feedback • CSTSC input • Education/ outreach assistance
Ongoing	Palo Alto 311 Service Requests	CPA SRTS	Requests for improvements on school routes submitted by the community	<ul style="list-style-type: none"> • 6 completed requests
Ongoing	Pedestrian and Bicycle Advisory Committee (PABAC) Support	CPA SRTS	Monthly reports of SRTS activities and collision data shared with PABAC advisory committee	<ul style="list-style-type: none"> • 10 CSTSC minutes reports shared monthly with PABAC
ENGAGEMENT/ENFORCEMENT*				
Ongoing	Monthly Collision Reporting	PAPD	Juvenile bicycle and pedestrian collision data shared monthly	<ul style="list-style-type: none"> • 42 collisions

			with Safe Routes/Transportation staff	
Ongoing	Traffic Law Enforcement	PAPD	Juvenile bicycle and pedestrian traffic citations are shared monthly with Safe Routes/Transportation staff. No traffic citations were given.	<ul style="list-style-type: none"> 0 juvenile citations/warnings
Ongoing	Juvenile Traffic Safety Diversion Program	PAPD, Traffic Safe Communities Network of Santa Clara County	Traffic School for youth with on-bike citations were not held.	<ul style="list-style-type: none"> 0 juvenile diversion classes
Ongoing	Adult Crossing Guards	PAPD	Crossing guards for elementary and middle school students at qualifying intersections	<ul style="list-style-type: none"> 33 crossing guards
EVALUATION				
Ongoing	SRTS Data Providers Network Regional Meetings	Santa Clara Dept. of Public Health, City SRTS Providers	Sharing of County resources and best practices	<ul style="list-style-type: none"> Three 2-hour meetings
Fall	Parked Bicycle Counts	PTA, CPA SRTS	Counts of parked bicycles at all PAUSD schools.	<ul style="list-style-type: none"> See Table 3
EQUITY				
Spring	Helmet Giveaways	CPA SRTS, Santa Clara County Department of Health	Ongoing coordination	<ul style="list-style-type: none"> 37 bike helmets were distributed at Spring Bike Rodeo for students that did not show up with helmets.
Ongoing	Materials Translation	CPA SRTS	Translation of SRTS Communication materials into Spanish	<ul style="list-style-type: none"> Two translations
April – May 2022	Spring Bike Repair	VeloFix, Bike Mobile PTA, CPA SRTS	Free school-based bicycle repair clinics funded through the City of Palo Alto. Extra	<ul style="list-style-type: none"> 20 bikes repaired at secondary schools

repair costs are
funded by PTA.

Source: Office of Transportation, March 2023

Program Evaluation

As shown in Table 2, the 2021-22 education programs reached approximately 5,852 students or roughly the same number of students educated in a normal year.

Table 2: 2021-2022 Safe Routes to School Core Education Program Reach

PROGRAM	NUMBER OF LESSONS/ ASSEMBLIES/ZOOM LESSONS	NUMBER OF PAUSD STUDENTS TAUGHT
<i>K-1st Grade compulsory Zoom Pedestrian Safety for Distance Learning</i>	20	1332
<i>2nd Grade Pedestrian Safety Education</i>	12	665
<i>3rd Grade Bicycle Life Skills Curriculum</i>	12	706
<i>5th Grade compulsory Bike Safety Refresher</i>	12	707
<i>6-8 grade compulsory online "Back to School Bike Safety Education" Lessons</i>	N/A	2,420
<i>Second Summer Exceptional Needs Adaptive Cycling Event *</i>	1	22
Total for Core Education Programs	56	5,852

Source: Office of Transportation, March 2023

* Denotes in-person activity, all other classes were held online

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 bike rack counts and classroom travel tallies each fall. Bike rack metrics are administered by PTA volunteers counting the number of parked bikes at their school. Graphs of the secondary school bike count data can be found in Attachment B.

Table 3: 2021 Parked Bicycle Counts at PAUSD Schools

School Type	2021 Bikes	Parked% Biking	% pt. + or – since 2016-17
Elementary	590	14%	-2
Middle	1,216	53%	+4
High	1,680	43%	+3
Total	3486	34%	+1

Source: Office of Transportation, March 2023

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% in the first year of this effort; this year the mean district response rate was 67%. Table 4 shows the travel mode percentages aggregated by school type for the current school year.

Table 4: 2021-2022 PAUSD Classroom Tally of Mode to School

	Walk Scooter Skate (%)	Bike (%)	Carpool (%)	Transit (%)	Drive (%)	Resp. Rate (%)	Alt. Transp. Mode (%)	Alt. Mode Shift + or - 2016-17 (%)
Elem.	26	16	3	3	52	73	50	+2
Middle	14	53	3	2	27	66	80	-3
High	9	50	6	2	33	63	75	+2
Average	16	40	4	2	37	67	68	0

Source: Office of Transportation, March 2023

Data Interpretation

Weather variations, data collection date, absenteeism, classroom tally participation rates, school-based special events, volunteer-based calculation errors, pandemic-impacted distance learning, and whether bicycles are left in the rack or removed during the school day affects the validity of these results.

The change in Alternative Transportation Mode numbers appears mixed with an overall flat trend in walking and biking on average. However, driving appears to be increasing district wide. Looking at the historical trend, elementary school parents in 2021 were driving at the same rate as in 2016, erasing the progress made since the peak year of 2019. Most concerning, driving numbers in middle and high school were higher in 2021 than in 2016. The SRTS team suspects the following causes of increased driving to school:

- The lack of city shuttle service and reduced PAUSD bussing
- Driving habits developed during the pandemic
- Campus access points limited due to security concerns
- Disruption to the normal SRTS education schedule
- Reduced PTA volunteer capacity, especially for secondary school programming

The SRTS team looks forward to working through the Partnership to address these causes to reduce driving. Potential focus areas to address these causes include the following:

- Returning to in-person SRTS programming for elementary students
- Supporting PTA volunteer recruitment
- Reviewing campus access points and security protocols

Adopted SRTS Objectives, 2018-2022

The 2019-20 Five-Year Work Plan as reviewed and accepted at the April 19, 2019, City School Transportation Safety Committee (CSTSC) continued serving as a roadmap for the program's development, as the need for staff to triage pandemic impacts delayed the Team's capacity to achieve Year 4 strategies for achieving the goals listed below. Detailed Year 1-4 Safe Routes to School Partnership yearly and ongoing strategies are shared 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 more safe and efficient networks 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

2021-22 City/PAUSD/PTA Safe Routes to School Partnership 5 Year Plan Year 4 Strategies Year 4 Strategies Fully Completed

S-1.2 Including Youth as the Fourth Partner of the PA SRTS Partnership

S-2.1 Enhance High School youth outreach

S-2.2 Enhance SRTS online educational materials and resource library

S-3.2 Pilot one Winter Walk and Roll event

S-3.3 Conduct two local family cycling events

S-4.1 Complete Year 3 Strategy to distribute a PAUSD parent survey

S-4.2 Develop a behavior change-focused SRTS infographic

S-5.1 Complete two site assessments

S-6.2 Ensure that relevant transportation concept plans, updated Pedestrian Bicycle Plans and proposed community engagement strategies are reviewed by the CTSTSC

S-7.2 Increase SRTS outreach to students with special needs and other disabilities by conducting a minimum of one SRTS presentation

Year 4 Strategies Partly Completed

S-1.1 Hold two PAUSD/City/PTA Partnership meetings to reinstate PAUSD SRTS policy implementation and renew Partnership Consensus Statement

S-3.1 Ensure updated, standardized SRTS language is included in all PAUSD websites and parent handbooks

S-7.1 Complete Year 3 Strategy to Work with PAUSD Family Engagement Specialists to develop an Equity Action Plan

Year 4 Strategies Not Completed (mainly due to pandemic-related social distancing barriers)

S-6.1 Work with the Community Services Department to administer a bicycle facility Needs Assessment i.e. "Safe Routes to Parks"

Summary

Percentage of Year 4 Strategies Completed: 71%

Percentage of Year 4 Strategies Fully or Partly Completed: 93%

Percentage of Year 4 Strategies Not Completed: 7%

Policy Implications

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.

Table 5: SRTS Infrastructure Project Timelines

PROJECT	SCHOOL ROUTES TO BE IMPROVED	COMPLETION DATE OR FUTURE CONSTRUCTION START
Churchill Avenue Enhanced Bikeway, Phase 0	Palo Alto HS	Completed April 2016
Cowper Street at Coleridge Avenue High-visibility Crosswalks	Walter Hays	Completed April 2016
Georgia Ave High-visibility Crosswalk and 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
Channing Avenue and St Francis Drive Enhanced Bikeway	Duveneck	Completed Summer 2018

PROJECT	SCHOOL ROUTES TO BE IMPROVED	COMPLETION DATE OR FUTURE CONSTRUCTION START
Ross Road Bicycle Boulevard	El Carmelo Ohlone Palo Verde Greene MS Gunn HS Palo Alto HS	Completed November 2019; Adjustments November 2020 & late 2021
Amarillo Avenue-Moreno Avenue Bicycle Boulevard	El Carmelo Ohlone Palo Verde	Completed November 2019; Adjustments November 2020
Charleston-Arastradero Corridor Project Phase 1 and 2	Barron Park Briones Hoover Fairmeadow JLS MS Fletcher MS Gunn HS	Completed November 2020
Charleston-Arastradero Corridor Project Phase 3	Barron Park Briones Hoover Fairmeadow JLS MS Fletcher MS Gunn HS	Completion estimated for Spring 2023
Churchill Avenue Highway-Railroad Crossing Safety Improvement Project	Palo Alto HS	Construction starts Summer 2023
Churchill Avenue Enhanced Bikeway, Phase 1	Palo Alto HS	Construction starts Winter 2024
Embarcadero Road Bicycle Lanes	Palo Alto HS	Construction starts Fall 2023
Crescent Park Traffic Calming	Duveneck ES Greene MS Palo Alto HS	Currently evaluating pilot installations
California Avenue Car-Free Street	Greene MS Palo Alto HS	Currently developing design scope
East Meadow Drive and Fabian Way Enhanced Bikeway (as part of South Palo Alto Bikeways Project)	Fairmeadow Hoover Palo Verde JLS MS Gunn HS	On hold pending construction grant funding
Bryant Street Bicycle Boulevard Extension (East Meadow Drive to San Antonio Road)	Fairmeadow Hoover JLS MS Gunn HS	On hold pending Bicycle and Pedestrian Plan Update

PROJECT	SCHOOL ROUTES TO BE IMPROVED	COMPLETION DATE OR FUTURE CONSTRUCTION START
Bryant Street Bicycle Boulevard Upgrade (Menlo Park City Limits to East Meadow Road)	Addison El Carmelo JLS MS Greene MS Palo Alto HS Gunn HS	On hold pending Bicycle and Pedestrian Plan Update
Louis Road-Montrose Avenue Bicycle Boulevard	Fairmeadow JLS MS Gunn HS	On hold pending Bicycle and Pedestrian Plan Update
Maybell Avenue Bicycle Boulevard	Briones Fletcher MS Gunn HS	On hold pending Bicycle and Pedestrian Plan Update
Park Boulevard-Wilkie Way Bicycle Boulevard	Barron Park Briones Fletcher MS Gunn HS	On hold pending Bicycle and Pedestrian Plan Update
Stanford Avenue Bicycle Boulevard	Barron Park Briones Fletcher MS Gunn HS	On hold pending Bicycle and Pedestrian Plan Update

Source: Office of Transportation, March 2023

FISCAL/RESOURCE IMPACT

The 2021-22 Safe Routes to School (PL-00026) capital budget was \$104,000. This capital improvement project (CIP) allows for strategic investments in school route safety infrastructure, such as crosswalks, pedestrian flashing beacons, improved signage, and street markings. Staff consisted of two (2) full-time coordinators for a total of two (2) FTEs (full time equivalent).

Safe Routes to School infrastructure projects are financed through a variety of means, including the Safe Routes to School (PL-00026), Bicycle and Pedestrian Transportation Plan Implementation (PL-04010), and Street Maintenance (PE-86070) CIPs as well as through several grant programs.

STAKEHOLDER ENGAGEMENT

The Safe Routes to School Partnership is a collaborative program. According to the International Association of Public Participation (IAP2), collaborative programs allow for "partnership with members of the public to identify problems and develop solutions." SRTS partners include OOT and Police Department staff, PTA Transportation Safety Representatives at each PAUSD school, student representatives, PTAC representatives, school principals, and PAUSD staff in Sustainability, Facilities, and Administration.

The program is supported by monthly City/School Transportation Safety Committee meetings, a Five-Year Plan that is developed and adopted by SRTS stakeholders to further the mission of the Partnership, and yearly reports to the City/School Liaison Committee and City Council. Safe

Routes staff work directly with PTA and PAUSD leaders as well as with other stakeholders in the community to further the Partnership's goals.

ENVIRONMENTAL REVIEW

This agenda item is a study session only and is not a “project” requiring review under the California Environmental Quality Act (CEQA).

ATTACHMENTS

Attachment A: SRTS Five-Year Plan

Attachment B: Secondary School Bike Count Data

APPROVED BY:

Philip Kamhi, Transportation Director

Report #: {{item.custom_tracking_number}}

Safe Routes to School 5 Year Work Plan for Years 1-4

Mission						
To enhance and sustain the City/PAUSD/PTA/Youth 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.						
Goal						
To grow and strengthen community-wide support through the SRTS 6 E's (Education, Encouragement, Engineering, Engagement, Evaluation, and Equity) model for safe, active, healthy, sustainable, school commutes.						
Long-Term Objectives* (O)						
O-1	O-2	O-3	O-4	O-5	O-6	O-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 One Strategies (S) Items Listed in Bold = Completed Activities						
S-1	S-2	S-3	S-4	S-5	S-6	S-7
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 Two Strategies (S) Items Listed in Bold = Completed Activities						
S-1	S-2	S-3	S-4	S-5	S-6	S-7
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	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 Promote safer routes for East Palo Alto PAUSD student bicyclists
Year Three Strategies (S) Items Listed in Bold = Completed Activities						
S-1	S-2	S-3	S-4	S-5	S-6	S-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 support underrepresented and under-resourced communities
Year Four Strategies (S) Items Listed in Bold = Completed Activities						
S-1	S-2	S-3	S-4	S-5	S-6	S-7
Hold two PAUSD/City/PTA Partnership meetings to re-initiate PAUSD SRTS policy implementation and renew Partnership Consensus Statement Include Youth as the Fourth Partner of the PA SRTS Partnership	Enhance High School youth outreach Enhance SRTS online educational materials and resource library	Ensure updated, standardized SRTS language is included in all PAUSD websites and parent handbooks Pilot one Winter Walk and Roll event Conduct two local family cycling events	Complete Year 3 Strategy to distribute a PAUSD parent survey Develop a behavior change-focused SRTS infographic	Complete two site assessments	Work with the Community Services Department to administer a bicycle facility needs assessment ie. "Safe Routes to Parks" Ensure that relevant transportation concept plans, updated Pedestrian Bicycle Plans and proposed community engagement strategies are reviewed by the CTSTSC	Complete Year 3 Strategy to Work with PAUSD Family Engagement Specialists to develop an Equity Action Plan Increase SRTS outreach to students with special needs and other disabilities by conducting a minimum of one SRTS presentation

*Contingent on safe routes to school funding/capacity and subject to change as demand dictates.

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

- S-1. Support Safe Routes to School Transportation Safety Representatives at each school site
- S-2. PTA inspires action and educates potential leaders about public process, governance and SRTS Advocacy
- S-3. Support increased uniform patrol presence to encourage and enforce compliance with existing laws
- S-4. Maintain the City School Traffic Safety Committee (CSTSC) as a forum to further the SRTS Partnership's mission, goals & strategies
- S-5. Improve communication of SRTS Consensus Statement and other policies, including PAUSD Building for Excellence Requirements, Palo

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

- S-1. Cultivate a community of parents and others to build a network of skilled leaders for education and advocacy
- S-2. Support active transportation events during the year by setting up information tables, assisting families with route planning and responding to infrastructure concerns
- S-3. Maintain K-2 in-class educational offerings and optimize the program to match students capabilities, support educational best practices and incorporate infrastructure updates
- S-4. Maintain 3rd grade Bicycle Life Skills in-class Curriculum and optimize program to match student capabilities, support best practices and incorporate infrastructure updates
- S-5. Maintain 5th grade in-class educational offerings and optimize the program to match students capabilities, support best practices and incorporate infrastructure updates
- S-6. Maintain 6th grade in-class educational offerings and optimize programs to match student capabilities, support best practices and

Objective 3: Expand & enhance encouragement programs to communicate the value of SRTS to parents & the community

- S-1. Support Spring and Fall Walk & Roll Week
- S-3. Support Bike to Work Day
- S-4. Support City participation in Bike Palo Alto as communicated by the City Manager's Office
- S-5. Communicate program activities and successes to the broader community
- S-6. Use Walk and Roll Maps and "Safety Tips for Peds/Bikes/Drivers" as part of messaging
- S-7. Employ purposeful incentives to support SRTS participation
- S-8. Communicate the value of bicycling, walking, transit and sharing rides
- S-9. Enhance website functionality and user experience
- S-10. 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
- S-11. Develop a communication plan outline for crisis communications

Objective 4: Gather data to assess and improve SRTS program outcomes

- S-1. Incorporate traffic and engineering data into mode split and modal share assessments
- S-2. Explain the purpose of data collection to PAUSD administrators and share the data
- S-3. Conduct yearly online travel tallies for PAUSD grades K-12
- S-4. Conduct yearly bike counts
- S-5. 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

- S-1. Assist with bicycle infrastructure design review to inform the planning process
- S-2. Design and provide materials and education about new infrastructure improvements
- S-3. Advocate as a Partnership for the rapid implementation of bike network, bike boulevards, bike racks, arterial projects and bicycle plans
- S-4. Respond to Safe Routes to School -related Palo Alto 311 request
- S-5. Conduct community site visits
- S-6. Provide crossing guard management, including assessing needs, developing contracts and replying to public feedback
- S-7. Develop material to support new engineering/infrastructure treatments

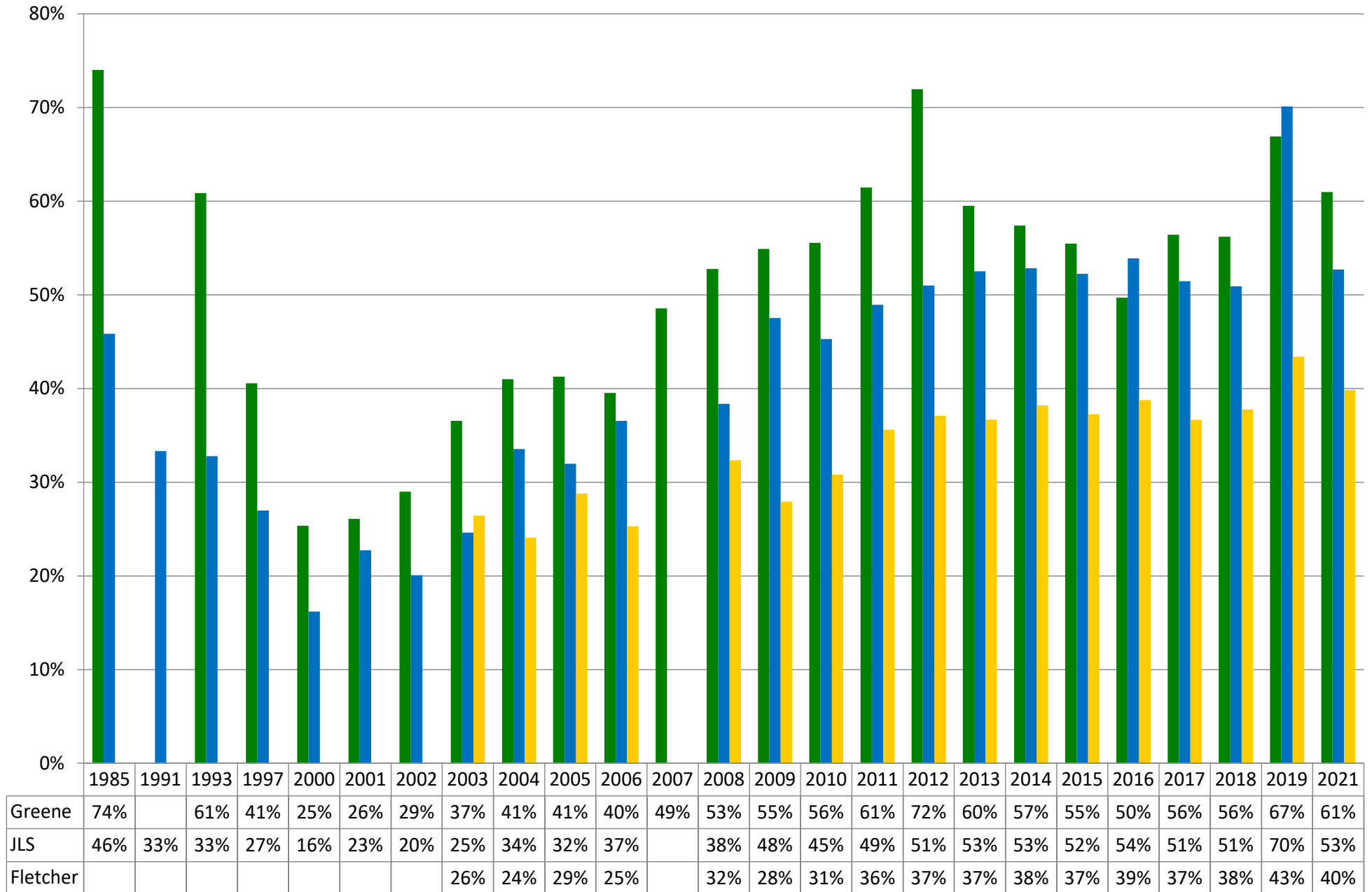
Objective 6: Deepen awareness & engagement across City Department & among community reps to advance & institutionalize SRTS

- S-1. Support the build-out of the City of Palo Alto Bicycle and Pedestrian Transportation Plan
- S-2. Provide students and families with transit system information and offer guidance of proposed transit changes
- S-3. Model walking, biking, carpool, and transit through daily transportation decisions
- S-4. Assist with plans to develop a more efficient roadway network for families choosing active transportation
- S-5. Collaborate with local agencies, including public works, utilities, law enforcement and district officials to support motorists, pedestrians, and bicyclists

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

- S-1. Develop Spanish and Chinese language materials
- S-2. Promote a "no-guilt approach" to encourage participation via all transportation modes
- S-3. Support free service, 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
- S-4. Ensure ongoing awareness regarding the geographic distribution of SRTS staff time and resources among Palo Alto regions and across

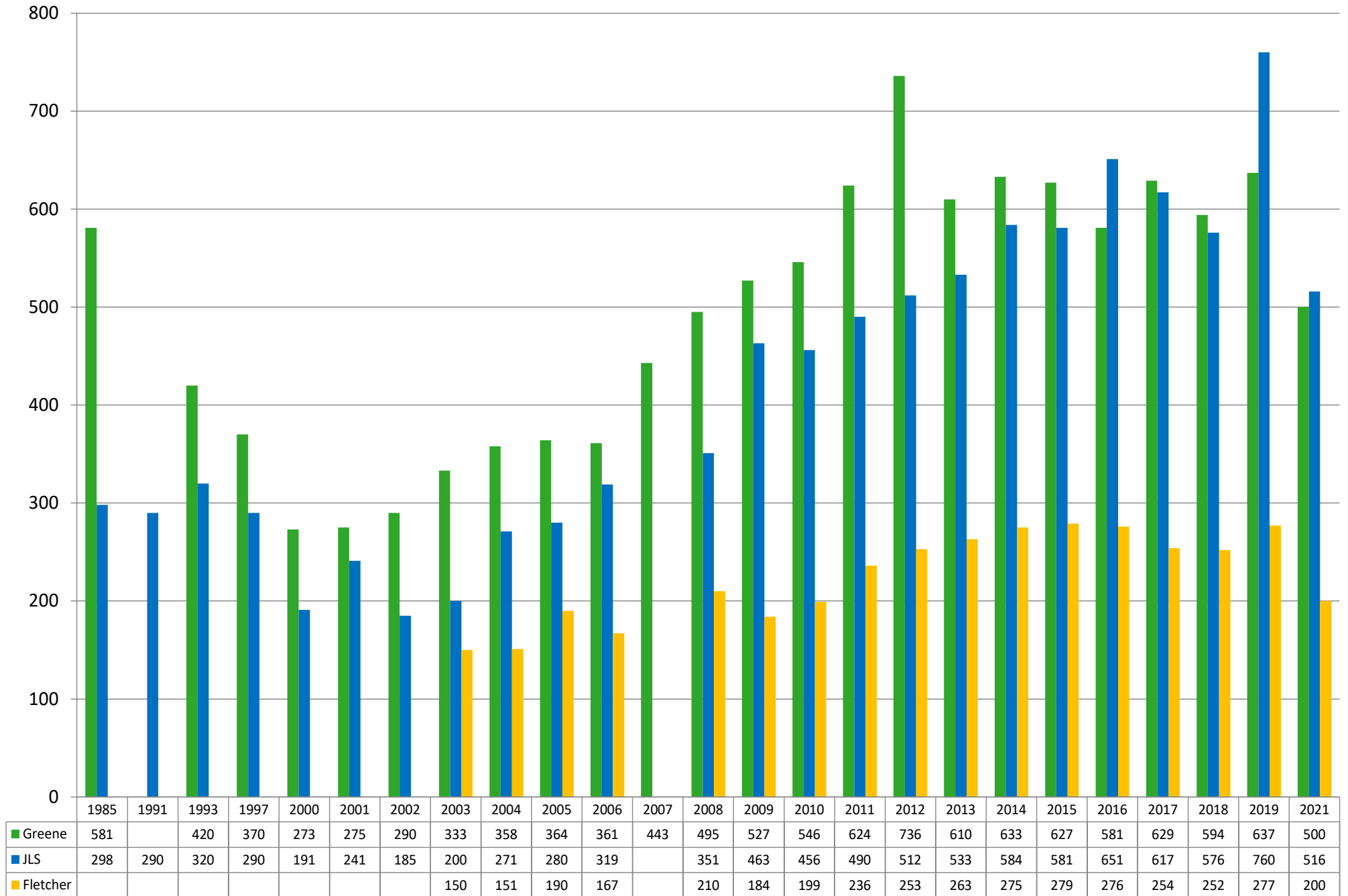
PAUSD MIDDLE SCHOOL BIKE COUNTS (PERCENTAGES) 1985-2021



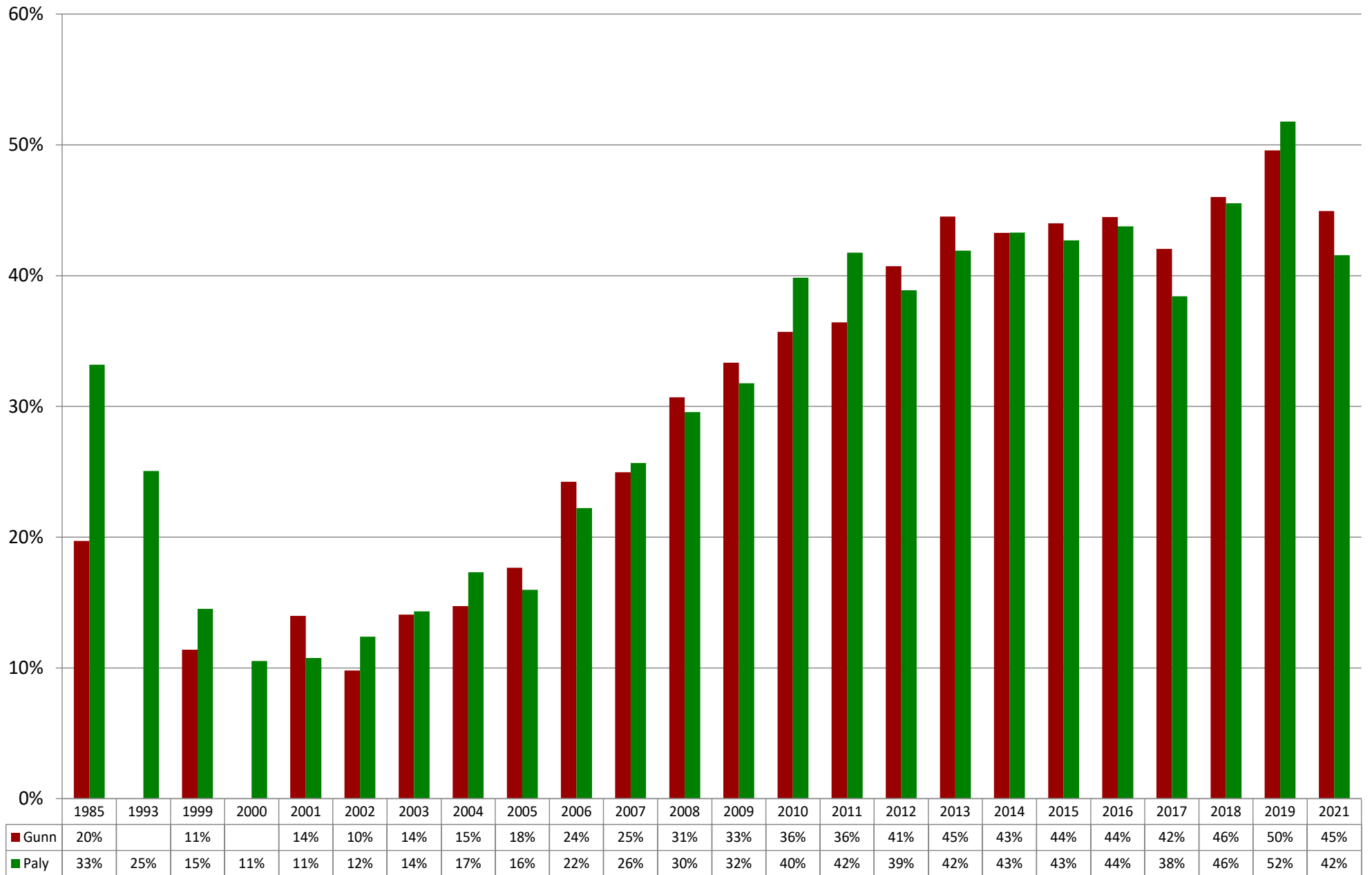
PAUSD MIDDLE SCHOOL BIKE COUNTS

(NUMBERS)

1985-2021



PAUSD HIGH SCHOOL BIKE COUNTS (PERCENTAGES) 1985-2021



PAUSD HIGH SCHOOL BIKE COUNTS

(NUMBERS)

1985 - 2021

