



CITY OF
**PALO
ALTO**

SAFE ROUTES TO SCHOOL

A Blueprint for Transforming Transportation



JUNE 29, 2020

www.cityofpaloalto.org



SAFE ROUTES TO SCHOOL

- Based on the value that children should be able to safely walk, bike, take transit, and carpool to school.
- 6 E's paradigm: Education, Encouragement, Engineering, Engagement, Equity, Evaluation.
- When kids safely walk and bike, the whole community benefits: Reduced Co2 Emissions from SOVs, protection of the most vulnerable road users, reduced road impacts and general health and quality of life indicators.
- Palo Alto Model based in a 50+year partnership with City, School District, PTA and 5 Year Work Plan activities.



SAFE ROUTES TO SCHOOL SETUP FOR SUCCESS

- Successful ped/bike infrastructure implementation including road width restrictions
- Mandatory K-8 transportation safety life skills education
- The creation of comprehensive Walk and Roll Maps for each school
- Community informed traffic safety control guidelines
- 1-2 FTE
- 29+ crossing guards



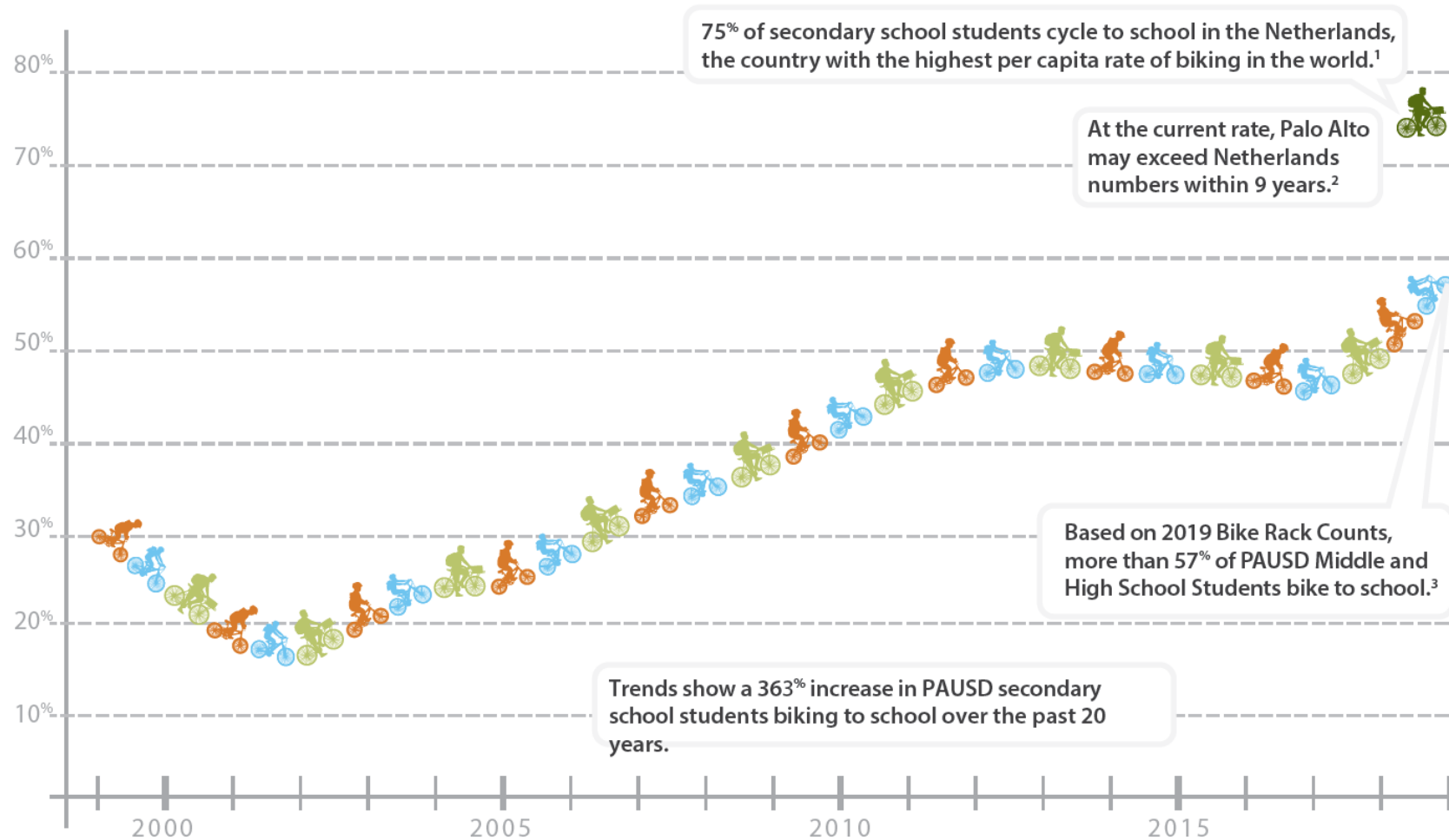
2019 CITY SRTS BUDGET

MINUS CAPITAL IMPROVEMENT PROJECT FUNDS

- Money for program expenses: \$69, 000
- SRTS related salaries: \$215,000
- Crossing Guards: \$513,000
- **Total:** **\$797,000**
- Cost per student: \$68
- Cost per student, minus crossing guard costs: \$24
- **Regional inflation considerations and year-to-year changes may have budgetary impacts**

OVERALL OUTCOMES OF CITY SRTS

Middle and High School Student Bicycle Mode Average





BENEFITS OF CITY SRTS MODEL TO LOCAL GOV'T.

- Sustainability: funding & relationships
- Access: Signal-timing, bikeway & pedestrian facility design, shuttle program, collision data analysis
- Bridge to the community – helps Transportation staff
- PTA and BPAC is a catalyst in generating political support



BENEFITS OF CITY SRTS MODEL FOR RESIDENTS

- Temporary Traffic Control Guidelines
- Education and engagement programs are widely popular
- Quality of life: People move here so their kids can walk and bike to school
- Mode share: Biking to school becomes faster than driving because barriers are removed/school commute needs are at the foundation of Bike Plan project designs.



WHAT'S NEXT FOR CITY SRTS?

- **COVID-19 budgetary and mode shift impacts:**
 - Re-prioritize equity, education, encouragement and enforcement E's
 - Prioritize streets closures and quick builds to support immediate safety results
 - Evolving communication and role definition
 - Heavy reliance on PTA and volunteers for advocacy
 - Enhanced community engagement to supplement community focused programs like Vision Zero



YOUR NEXT STEPS

- Task force formation: Equity, Transportation and Environment
- Determine those infrastructure needs that support SRTS partners
- Collect SRTS items and feed them into bike plan update and Complete Streets projects
- Update maps and deepen your conversation with school communities: parking management and new traffic patterns
- Explore SRTS best practice models in your local community
- <https://www.saferoutespartnership.org/>



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