SAFE ROUTES TO SCHOOL

A Blueprint for Transforming Transportation

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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

75th of secondary school students cycle to school in the Netherlands, the country with the highest per capita rate of biking in the world.¹

At the current rate, Palo Alto may exceed Netherlands numbers within 9 years.²

Based on 2019 Bike Rack Counts, more than 57th of PAUSD Middle and High School Students bike to school.³

Trends show a 363rd increase in PAUSD secondary school students biking to school over the past 20 years.
BENEFITS OF CITY SRTS MODEL TO LOCAL GOVT.

- 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/