



CITY OF  
**PALO  
ALTO**

**CITY OF PALO ALTO  
CITY COUNCIL  
Monday, April 21, 2025  
Council Chambers & Hybrid  
5:30 PM**

<b>Agenda Item</b>
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15. Informational Report: Safe Routes to School Annual Report for the Period of July 1, 2022 through June 30, 2025; CEQA Status – Not a Project.



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**PALO  
ALTO**

## City Council Staff Report

**From: City Manager**

**Report Type: INFORMATION REPORTS**

**Lead Department: Transportation**

**Meeting Date: April 21, 2025**

Report #:2407-3271

### **TITLE**

Informational Report: Safe Routes to School Annual Report for the Period of July 1, 2022 through June 30, 2025; CEQA Status – Not a Project.

### **RECOMMENDATION**

This is an informational report, and no action is required.

### **EXECUTIVE SUMMARY**

This informational report provides a three-year summary of Safe Routes to School (SRTS) program accomplishments and an analysis of 2016-2024 school commute travel mode share trends that are used to inform future SRTS program goals and objectives.

### **BACKGROUND**

The 2022-25 review period covered in this informational report recognizes the thirty-year anniversary of the Palo Alto School District (PAUSD), Parent Teacher Association (PTA), and City of Palo Alto-supported Safe Routes to School (SRTS) Partnership<sup>1</sup>. Key thirty-year Partnership achievements include in-school K-3, 5 and 6 grade bicycle and pedestrian safety education, a local commitment to prioritizing school commute route safety and accessibility, and success in growing and sustaining nearly four times the national student walk and bike mode share rate.<sup>2</sup> The SRTS program has eliminated roughly 3,824,000 yearly car trips from local roadways,

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<sup>1</sup> Timing differences between the City's fiscal year, the school calendar year, and the September SRTS annual data collection period present a unique challenge in the development of SRTS Annual Reports. A June 2025 report that correctly aligns with the City's 2024-25 fiscal year prevents the potential for public comment during the summer holiday season. Alternatively, a complete report for the 2023-2024 fiscal year shared during the 2024 school year may only provide quantitative data through 2023, limiting potential trend analysis. For this reason, quantitative data through September 2024 and narrative data through April 2025 are provided in this Annual Report. If needed, April-June 2025 narrative data will be incorporated into the July 2025 through June 2026 SRTS Annual Report.

<sup>2</sup> City School Liaison Committee, April 1, 2025. Agenda Item #4 SR# 2503-4407,  
<https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplateId=17126>

reducing risk for families who walk, bike and use transit, and improving roadway access for families who must drive.<sup>3</sup> For these reasons, SRTS Partnership work and program strategies are incorporated in four City Comprehensive Plan 2030 Programs and Policies, and are indirectly referenced in another seven, as well play a key role in the 2022 Sustainability and Climate Action Plan (S/CAP) (Attachment A).

## **ANALYSIS**

### **2022-25 SRTS Partnership Program and Project Analysis**

The following summary highlights June 2022-25 SRTS Partnership accomplishments in Education, Engineering, Engagement, Encouragement, Equity and Evaluation, the six pillars of the SRTS program. The 2017-22 SRTS Five-Year Work Plan of yearly strategic and ongoing objectives are shared in Attachment B. Efforts to complete Five-Year Work Plan yearly strategic objectives yielded a mean yearly completion rate of 72 percent, while Five-Year Work Plan ongoing objectives yielded a 100 percent completion rate. Efforts to generate a new SRTS Work Plan were paused due to gaps in volunteer and staffing capacity in 2023 and 2024. The SRTS Partnership aims to relaunch a revised SRTS Work Plan process in Fall 2025, pending staff and volunteer capacity.

- **2022-25 Education Program Highlights**
  - Hired a Valley Transportation Authority (VTA)-funded SRTS Youth Coordinator to expand middle and high school transportation safety education programming, increase student walk and bike mode-share rates and to accommodate emerging secondary student interest in SRTS-relevant content areas
  - Received approval to develop a bicycle safety education traffic garden at the Ventura Community Center in collaboration with the Public Works and Community Services Departments
  - Consolidated multiple bicycle and pedestrian-safety education service contracts into two contracts with vetted service providers
- **2022-25 Engineering Project Highlights**
  - Awarded federal funding to construct protected bike lanes along East Meadow Drive and Fabian Way as part of the South Palo Alto Bikeways Project
  - Received unanimous City Council approval for No-Right-On-Red restrictions at nine El Camino Real school commute corridor intersections as part of the Caltrans SR82 El Camino Real Bikeway Project
  - Collaborated with PAUSD partners to approve the application of temporary green bike lanes along the Jane Lathrop Stanford (JLS) Middle School East

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<sup>3</sup> City School Liaison Committee, April 1, 2025. Agenda Item #4 SR# 2503-4407  
<https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplateId=17126>

Meadow frontage to accommodate on-campus parking lot closures during multi-year school-campus construction

- **2022-25 Encouragement Program Highlights**
  - Collaborated with PTA Transportation Safety Representatives and community volunteers to bring Bike Palo Alto back as an in-person, family-friendly cycling celebration
  - Provided technical assistance and outreach to facilitate partner requests to update the 2006 SRTS Partnership Consensus Statement and Bylaws
  - Supported the collection of school community feedback on Bicycle and Pedestrian Transportation Plan and of the Safe Streets for All Safety Action Plan
- **2022-25 Engagement Program Highlights**
  - Continued Palo Alto Police Department (PAPD) Adopt-a-School efforts to station publicly requested Community Service Officers and uniformed motorcycle patrol officers around schools during arrival/dismissal times
  - In partnership with PAUSD and PAPD staff, developed and shared electric bicycle safety communications
  - In partnership with PAUSD, stationed permanent crossing guards at Cowper Street and East Meadow Drive, and at Stanford Avenue and Escondido Road
- **2022-25 Equity Program Highlights**
  - Piloted a Bicycle Equity Initiative in collaboration with PAUSD and with local transportation equity-focused organizations, including the Silicon Valley Bike Exchange and Live in Peace Bike Shop, resulting in the repair of more than 500 bikes among five PAUSD secondary schools, and close to 100 percent on-bike and on-scooter participation to support 24 PAUSD Third Grade Bicycle Life Skills Bike Rodeo events
  - Partnered with the Palo Alto PTA, PAUSD and community members to develop a PTA-sponsored Black History Heart and Soul Roll family-cycling event
- **2022-25 Evaluation Program Highlights**
  - Generated a 2024 Third Grade Bicycle Safety Rodeo evaluation feedback approval rating of 100 percent among 82 educators, parents, and community volunteers
  - Enhanced PAUSD Classroom Travel Tally summary data tables and PTA Parked Bike Rack Count secondary graphs to improve clarity and support pre-and post-pandemic mode share comparisons

### **2022-25 SRTS Quantitative School Commute Analysis**

Each September, Classroom travel tallies and yearly parked bike rack counts are administered at all PAUSD schools. Preliminary 2023 analysis shared during the 2021-22 Safe Routes to School Annual Report to City Council forecasted a trend in declining walk and bike student

mode share.<sup>4</sup> To confirm this analysis, staff supplemented 2022-24 yearly travel tally and parked bike count data findings with a mean summary of 2016-19 pre-pandemic and 2021-24 post-pandemic travel tally and parked bike count percentages. Findings are shared below each table and graph. Additional data considerations are shared in Attachment D.

**Table 1 Overview:** To calculate Travel Tally data, PAUSD school administrators email all K-12 elementary school homeroom or secondary English educators an online classroom show-of-hands tally form. Educators ask students to identify which travel mode was predominantly taken when arriving at school that morning.<sup>5</sup>

Table 1: PAUSD K-12 Classroom Show-Of Hands Morning Arrival Travel Tally Summary									
Grade	2024 Car 	2024 Carpool 	2024 Transit 	2024 Walk 	2024 Bike 	2024 Walk/Bike Mean Summary 	2016-19 Walk/Bike Mean Summary 	2021-24 Walk/Bike Mean Summary 	Difference btw. 2016-19 and 2021-24 Walk/Bike Mean 
K-5 (%)	54%	2%	4%	22%	17%	40%	40%	39%	-1%
K-5 (#)	2320	103	152	941	745	1686	2010	1668	-341
6-8 (%)	30%	2%	4%	13%	50%	63%	70%	66%	-4%
6-8 (#)	700	44	104	304	1155	1459	2038	1519	-519
9-12 (%)	37%	5%	1%	10%	46%	57%	60%	57%	-3%
9-12 (#)	1311	166	49	369	1638	2007	2409	2124	-285
K-12 (%)	41%	3%	3%	15%	38%	53%	57%	54%	-3%
K-12 (#)	4331	313	305	1614	3538	5152	6457	5311	-1146
Sum									-8%

**PAUSD Classroom Travel Tally Summary Results:** The sum of percentage data shared in the Table 1 PAUSD Classroom Travel Tally Summary *Difference btw. 2016-19 and 2021-24 Walk/Bike Mean* column suggests a combined K-12 post-pandemic walk/bike mode share loss of eight percent, when compared with 2016-19 pre-pandemic walk/bike mode share data. The breakdown by grade level suggests a one percent grade K-5 elementary school loss, a four percent grade 6-8 middle school loss, and a three percent grade 9-12 high school loss.

Although not reflected in the table above, staff conducted a comparative, separate grades 6-12 travel tally analysis for walking and biking to determine whether losses are more closely correlated to biking or walking mode share. A minimal one percent difference between 2016-19 pre-pandemic middle and high school walk percentages suggests losses described in the

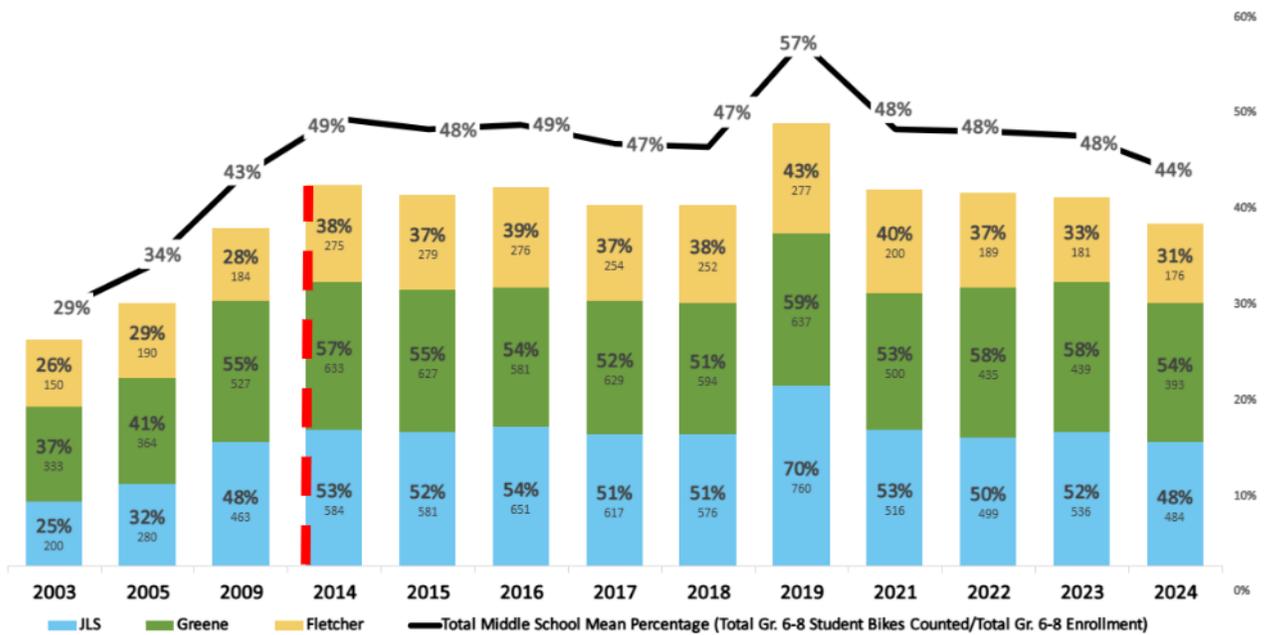
<sup>4</sup> Study Session: Safe Routes to School Annual Report for 2021-2022. Page 9: <https://www.cityofpaloalto.org/files/assets/public/v/1/transportation/safe-routes-to-schools/annual-reports-information/srts-annual-report-2021-2022.pdf>

<sup>5</sup> To eliminate the impact of yearly enrollment fluctuations, percentage counts are the primary metric referenced for comparisons in this table. Numeric data is provided for a general reference. Table 1 percentage estimates are generated by dividing the number of respondents for each travel mode with the total number of respondents for grades K-5, 6-8 and 9-12, respectively. Table 1 numeric estimates are generated by multiplying percentage data for each grade with the total school enrollment for each specific year.

Difference btw. 2016-19 and 2021-24 Walk/Bike Mean column are more closely correlated to losses in biking rather than walking.

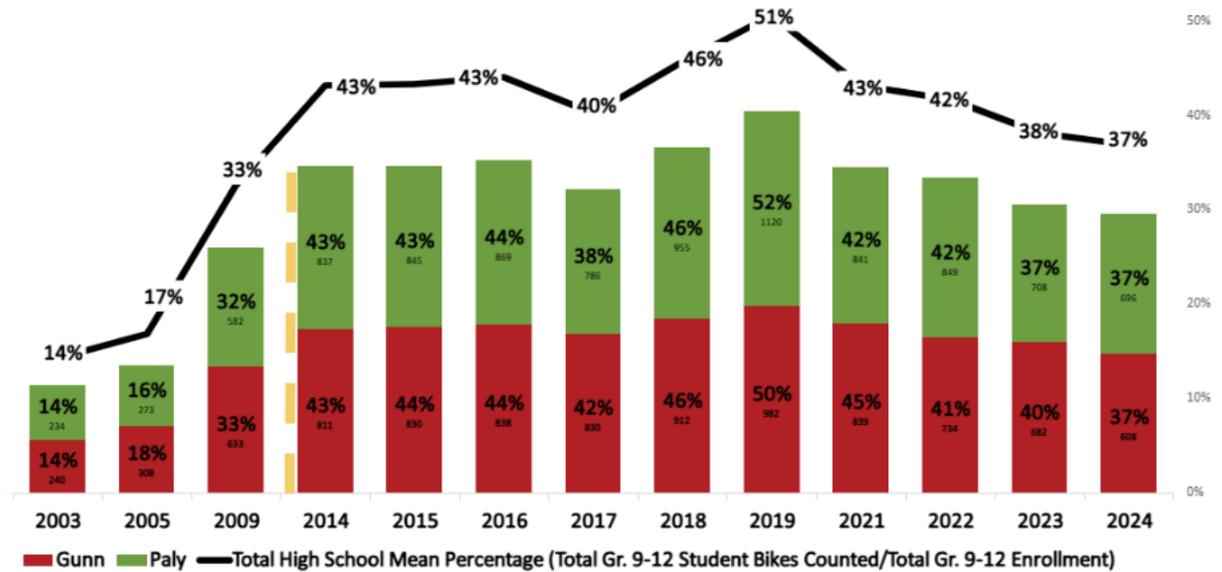
**Chart 1 and Chart 2 Middle School and High School Parked Bike Rack Count Overview:** PTA Transportation Safety Reps conduct one-day counts of parked bikes at each campus to produce the data in the Parked Bike Rack Count charts. This long-term data smooths out yearly outliers and helps identify possible social bias in Table 1. Stacked bars show each school's bike percentage, with a linear trend line showing the combined mean. Data from 2004–13 (left of the red dashed line) is condensed for clarity but shows a 2–3% annual increase. Raw bike counts are listed below each percentage in Charts 1 and 2.

**Chart 1: 2003-24 Middle School Parked Bike Rack Counts**



- To eliminate yearly enrollment fluctuations, percentage counts are the preferred metric. Parked bicycles count numbers provide general context about average daily ridership numbers
- 2004-13 data are condensed to improve readability but reflect a mean two percent year-over-year increase. Data for those years is referenced in Appendix D of the 2022-25 SRTS Annual Report

**Chart 2: 2003-24 High School Parked Bike Rack Counts**



- To eliminate yearly enrollment fluctuations, percentage counts are the preferred metric. Parked bicycles count numbers provide general context about average daily ridership numbers
- 2004-13 data are condensed to improve readability but reflect a mean three percent year-over-year increase. Data for those years is referenced in Appendix D of the 2022-25 SRTS Annual Report

**2003-24 Middle and High School Parked Bike Rack Count Summary Results and Trend**

**Analysis:** Charts 1 and 2 show a 4 percent drop in parked bike counts at middle and high schools from pre- to post-pandemic (48 percent in 2016–19 vs. 44 percent in 2021–24). Chart 1 indicates a 3 percent decrease in middle school bike rack occupancy, from an average of 50 percent pre-pandemic (2016-19) to 47 percent during 2021-24. Similarly, Chart 2 shows a 5 percent decline in high school bike rack occupancy, dropping from 45 to 40 percent over the same periods.

**Middle and High School Table 1 Travel Tally Data Comparisons with Charts 1 and 2 Bike Counts:**

Table 1 data shows a seven percent drop in walk/bike rates for grades 6–12 between 2016–19 and 2021–24, aligning with an eight percent decline in combined middle and high school bike counts from Charts 1 and 2. Middle school walk/bike rates fell four percent, matching a three percent drop in Chart 1 bike counts. High school data shows a three percent walk/bike decline, consistent with a five percent drop in Chart 2 bike counts. Elementary bike counts also declined slightly—one percent—from 16 to 15 percent.

**Data Interpretation:** Middle and high school 2016-19 pre-pandemic bike count data suggests record mean percentages, with high schools exceeding 50 percent cycling rates for the first time. The 2021-2024 post-pandemic data confirms a disruption to these trends at the middle and high school level. Declining student walk and bike mode share suggests an uptick of an estimated 4,600 additional daily car trips, or up to 825,100 additional yearly car trips along

school commute corridors. Declining middle and high school parked bike count data suggests a mean loss of up 324 daily secondary student bike trips per day. The following factors and recommended actions may help to explain and reverse mode share declines.

**Changing Community Priorities:** Since the pandemic, there was a contraction of partner involvement. Endorsing the revised Safe Routes to School (SRTS) Partnership Consensus Statement and Bylaws and approving the Palo Alto Council of PTAs (PTAC), City Council, and PAUSD Board of Education will reaffirm local commitment to SRTS goals.

**Youth Education:** Parent-led programs, such as the 8th-grade "Getting to High School" initiative were not sustained in 2022-25. This coincided with reduced participation in opt-in bike safety education programs like Middle School Bike Skills. The new Safe Routes to School Youth Coordinator/Associate Planner will expand teen bicycle and pedestrian safety educational offerings including enhanced e-mobility devices road-sharing education.

**Transit Options:** Pandemic/post-pandemic transit cuts included eliminating the Palo Alto Shuttles (serving Paly, Greene, and JLS), reducing VTA 288 service, and scaling back PAUSD yellow bus routes at several schools. To improve youth access to sustainable and equitable transit, the new SRTS Middle and High School Associate Planner will work with transit providers to explore expansion opportunities. Staff will also continue reviewing youth ride-hailing data to evaluate levels of use during peak commute times.

**School Site Access:** Since the pandemic, locking school entry points before and after morning arrival may have disrupted some active commutes by increasing time-pressured driving and causing confusion about access. To address this, the City School Transportation Safety Committee will evaluate construction alternatives, arrival/dismissal best practices and support a collaborative approach to improve pedestrian and cyclist access.

**School Community Engagement and Outreach:** Engaging busy families remains challenging, especially when misinformation circulates on social media platforms where city staff are unable to respond. To address this, staff continue soliciting parent feedback to inform Bicycle and Pedestrian Transportation Plan proposed projects and priorities, in addition to drafting educational resources to support the development of effective transportation service requests.

#### **FISCAL/RESOURCE IMPACT**

The SRTS program has 3.0 FTE supporting the program, with 1.0 FTE funded through 2016 Measure B Local Streets and Roads Funding. The program has an annual operating budget of \$0.4M and receives an annual appropriation of \$0.1M in the SRTS Capital Improvement Project (PL-00026). Staff is not requesting any supplemental funding at this time, and no additional budgetary action is required.

## **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 parent Transportation Safety Representatives at each PAUSD school, student representatives, school principals, and PAUSD staff in Sustainability, Facilities, and Administration. For decades, the City of Palo Alto, PAUSD, and the PTA have hosted monthly student-transportation safety-focused collaboration called the City/School Transportation Safety Committee (CSTSC). Between 2017 and 2022, a Five-Year Action Plan developed and adopted by SRTS stakeholders furthered the mission of the Partnership. Yearly reports to the City/School Liaison Committee and City Council have historically supported program transparency, accountability and effective communication between staff, community members and elected officials.

## **ENVIRONMENTAL REVIEW**

This report is for informational purposes only with no action required by the Council and is therefore not a project subject to CEQA review.

## **ATTACHMENTS**

Attachment A: SRTS-Related City Policies

Attachment B: SRTS 2017-23 Five-Year Work Plan Outcomes

Attachment C: SRTS 2022-25 Comprehensive Program Summary

Attachment D: SRTS 2022-25 Data Considerations

## **APPROVED BY:**

Lily Lim-Tsao, Interim Chief Transportation Official

## **Attachment A: SRTS-Referenced and Related 2030 Comprehensive Plan and 2022 Sustainability and Climate Action Plan Programs, Policies and Goals**

The Palo Alto Safe Routes to School program is consistent with the following key transportation goals in the City's *Comprehensive Plan 2030*, and 2022 Sustainability and Climate Action Plan S/CAP Goals and Key Actions

- 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.
- 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 T6.1.2: 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.
- 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.
- Policy T-6.2: Pursue the goal of zero severe injuries and roadway fatalities on Palo Alto city streets.
- 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.
- S/CAP Key Actions M4: Improve Transportation Demand Management for employees and residents, including adopting a TDM Ordinance, allocating funding to scale up TDM programming, establishing a Safe Routes for Older Adults/Aging in Place program, and continuing the Safe Routes to School program

**Attachment B: SRTS 2017-23 Five-Year Work Plan Outcomes**

The Five-Year Action Plan reviewed and shared as part of the March 2017 SRTS Annual Report to the City Council served as a roadmap for Palo Alto’s Safe Routes to School program development through June 2022. Staff capacity, pandemic impacts and changing program priorities factored into the completion of yearly strategic objectives. Yearly goal completion is contingent on Safe Routes to School funding/capacity and subject to change as demand dictates.

**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.

**Table 1: Safe Routes to School Five-Year Work Plan Yearly Strategic Objectives: 2017-2022**

	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 safer and more 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
<b>Year 1 Strategic Objectives</b>  <b>Year: 2017-18</b>  <b>Completion Rate: 100%</b>	<input checked="" type="checkbox"/> Work toward PAUSD SRTS policy adoption	<input checked="" type="checkbox"/> Build out two Stanford service-learning education, evaluation & enforcement projects  <input checked="" type="checkbox"/> Expand Youth	<input checked="" type="checkbox"/> Develop SRTS Public Service Announcements  <input checked="" type="checkbox"/> Increase Spanish and Mandarin materials	<input checked="" type="checkbox"/> Participate in countywide SRTS data pilot  <input checked="" type="checkbox"/> Integrate Statewide Traffic System (SWITRS) data into SRTS	<input checked="" type="checkbox"/> Complete two site assessments and update Walk and Roll Maps	<input checked="" type="checkbox"/> Update City Comprehensive Plan policies	This goal was not developed

		for Environmental Sustainability Conf. Participation	<input checked="" type="checkbox"/> Develop SRTS educational posters	<input checked="" type="checkbox"/> Pilot online travel tally			
<b>Year 2 Strategic Objectives</b>  Year: 2018-19  Completion Rate: 89%	<input checked="" type="checkbox"/> Develop a PAUSD SRTS policy to sustain ongoing commitment from PAUSD	<input checked="" type="checkbox"/> Explore optional and compulsory SRTS high school education programs	<input checked="" type="checkbox"/> Develop a communications plan outline  <input checked="" type="checkbox"/> Develop a public list of carpooling resources	<input checked="" type="checkbox"/> 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.	<input checked="" type="checkbox"/> Create an enforcement strategy to reflect changing staffing levels by shifting traffic enforcement role to patrol officers	<input checked="" type="checkbox"/> Conduct a bike repair class with student input  <input checked="" type="checkbox"/> Promote safer routes for East Palo Alto PAUSD student bicyclists
<b>Year 3 Strategic Objectives</b>  Year: 2019-20  Completion Rate: 57%	<input checked="" type="checkbox"/> 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	<input checked="" type="checkbox"/> Develop fact-based and consistent Safe Routes to School messages that can be used on social media	<input checked="" type="checkbox"/> 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.	<input checked="" type="checkbox"/> 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
<b>Year 4-5 Strategic Objectives</b>  Year: 2020-22  Completion Rate: 57%	Hold two PAUSD/City/PTA Partnership meetings to re-initiate PAUSD SRTS policy implementation and renew Partnership Consensus Statement	<input checked="" type="checkbox"/> Enhance High School youth outreach  <input checked="" type="checkbox"/> Enhance SRTS online educational materials and resource library	Ensure updated, standardized SRTS language is included in all PAUSD websites and parent handbooks  <input checked="" type="checkbox"/> Pilot one Winter Walk and Roll event  <input checked="" type="checkbox"/> Conduct two	<input checked="" type="checkbox"/> Complete Year 3 Strategy to distribute a PAUSD parent survey  <input checked="" type="checkbox"/> Develop a behavior change focused SRTS infographic	Complete two site assessments	Work with the Community Services Department to administer a bicycle facility needs assessment i.e., "Safe Routes to Parks"  <input checked="" type="checkbox"/> Ensure that	Complete Year 3 Strategy to Work with PAUSD Family Engagement Specialists to develop an Equity Action Plan  <input checked="" type="checkbox"/> Increase SRTS outreach

	Include Youth as the Fourth Partner of the PA SRTS Partnership		local family cycling events			relevant transportation concept plans, updated Pedestrian Bicycle Plans and proposed community engagement strategies are reviewed by the CTSTSC	to students with special needs and other disabilities by conducting a minimum of one SRTS presentation
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**Table 2: of Safe Routes to School Five-Year Work Plan Ongoing Strategic Objectives: 2017-2022**

<b>Adopt and institutionalize key SRTS practices and policies across the Partnership and gather best practices from elsewhere</b>	<b>Provide, continue and enhance school and community based SRTS education programs, materials and communications</b>	<b>Expand and enhance SRTS events and encouragement programs and materials to communicate the value of SRTS to parents, students and the community</b>	<b>Gather data to assess and improve SRTS program outcomes</b>	<b>Engineer routes to school to develop a safer and more efficient network for families choosing active transportation</b>	<b>Increase awareness &amp; engagement between City Departments and the community to advance awareness of the SRTS mission, goals &amp; strategies</b>	<b>Commit to an equitable distribution of SRTS resources to encourage broad SRTS community participation</b>
<b>Completion Rate: 100%</b>						
<b>1.</b> Support Safe Routes to School Transportation Safety Representatives at each school site <b>2.</b> PTA inspires action and educates potential leaders about public	<b>1.</b> Cultivate a community of parents and others to build a network of skilled leaders for education and advocacy <b>2.</b> Support active transportation events during the year by setting up information tables, assisting families with route planning and responding to infrastructure concerns <b>3.</b> Maintain K-2 in-class	<b>1.</b> Support Spring and Fall Walk & Roll Week <b>2.</b> Support Bike to Work Day <b>3.</b> Support City participation in Bike Palo Alto as communicated by the City Manager's Office	<b>1.</b> Incorporate traffic and engineering data into mode split and modal share assessments <b>2.</b> Explain the purpose of data collection to PAUSD administrators and share the	<b>1.</b> Assist with bicycle infrastructure design review to inform transportation planning processes <b>2.</b> Design and provide materials and education about new	<b>1.</b> Support the build-out of the City of Palo Alto Bicycle and Pedestrian Transportation Plan <b>2.</b> Provide students and families with transit system information and offer guidance of	<b>1.</b> Develop Spanish and Chinese language materials <b>2.</b> Promote a "no-guilt approach" to encourage participation via all transportation modes <b>3.</b> Support free service, such as

<p>process, governance and SRTS advocacy</p> <p><b>3.</b> Support increased uniform patrol presence to encourage and enforce compliance with existing laws</p> <p><b>4.</b> Maintain the City School Traffic Safety Committee (CSTSC) as a forum to further the SRTS Partnership's mission, goals &amp; strategies</p> <p><b>5.</b> Improve communication of SRTS Consensus Statement and other policies, including PAUSD Building for Excellence Requirements, Palo Alto Traffic Safety Control guidelines and use of the HeadsUp Construction communication tool</p>	<p>educational offerings and optimize the program to match students capabilities, support educational best practices and incorporate infrastructure updates</p> <p><b>4.</b> Maintain 3rd grade Bicycle Life Skills in-class Curriculum and optimize program to match student capabilities, support best practices and incorporate infrastructure updates</p> <p><b>5.</b> Maintain 5th grade in-class educational offerings and optimize the program to match students capabilities, support best practices and incorporate infrastructure updates</p> <p><b>6.</b> Maintain 6th grade in-class educational offerings and optimize programs to match student capabilities, support best practices and incorporate infrastructure updates</p> <p><b>7.</b> Maintain 8th grade offerings and optimize programs to match student capabilities, support best practices and incorporate infrastructure updates</p> <p><b>8.</b> Align parents message with student educational programming</p> <p><b>9.</b> Grow youth participation in educational programming</p>	<p><b>4.</b> Communicate program activities and successes to the broader community</p> <p><b>5.</b> Use Walk and Roll Maps and "Safety Tips for Peds/Bikes/Drivers" as part of messaging</p> <p><b>6.</b> Employ purposeful incentives to support SRTS participation</p> <p><b>7.</b> Communicate the value of bicycling, walking, transit and sharing rides</p> <p><b>8.</b> Enhance website functionality and user experience</p> <p><b>9.</b> 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</p> <p><b>10.</b> Develop a communication plan</p>	<p>data</p> <p><b>3.</b> Conduct yearly online travel tallies for PAUSD grades K-12</p> <p><b>4.</b> Conduct yearly bike counts</p> <p><b>5.</b> Manage local and administrative data requests</p>	<p>infrastructure improvements</p> <p><b>3.</b> Advocate as a Partnership for the rapid implementation of bike network, bike boulevards, bike racks, arterial projects and bicycle plans</p> <p><b>4.</b> Respond to Safe Routes to School -related Palo Alto 311 request</p> <p><b>5.</b> Conduct community site visits</p> <p><b>6.</b> Provide crossing guard management, including assessing needs, developing contracts and replying to public feedback</p> <p><b>7.</b> Develop material to support new engineering/infrastructure treatments</p>	<p>proposed transit changes</p> <p><b>3.</b> Model walking, biking, carpool, and transit through daily transportation decisions</p> <p><b>4.</b> Assist with plans to develop a more efficient roadway network for families choosing active transportation</p> <p><b>5.</b> Collaborate with local agencies, including public works, utilities, law enforcement and district officials to support motorist, pedestrians, and bicyclists</p> <p><b>6.</b> Update SRTS Onboarding Manual</p>	<p>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</p> <p><b>4.</b> Ensure ongoing awareness regarding the geographic distribution of SRTS staff time and resources among Palo Alto regions and across neighborhoods</p> <p><b>5.</b> Support off-site free or low-cost alternative commute transportation services that are targeted to at-risk families</p>
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	opportunities, such a Youth for Environmental Sustainability Conference Participation <b>10.</b> Build out bus/shuttle resources and assist with schedules	outline for crisis communications				
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Appendix C: SRTS 2022-25 Comprehensive Program Summary

#	Category	Program/Project	Status	Notes
1	Education	Kinder-1 Grade-wide Pedestrian Safety Assemblies	Ongoing	Compulsory, 95 percent approval rating among 32 educators for the 2024-25 school year
2	Education	2nd Grade Classroom-based walking field trip	Ongoing	Compulsory, 97 percent approval rating among 28 educators for the 2024-25 school year
3	Education	3rd Grade Bicycle Life Skills Curriculum	Ongoing	Compulsory, 100 percent approval rating among 9 educators, 69 parents and 3 community volunteers for the 2024-25 school year
4	Education	5th Grade Bicycle Life Skills Curriculum Refresher	Ongoing	Compulsory, 97 percent approval rating among 8 educators for the 2024-25 school year
5	Education	6th Grade Back to School Bicycle Safety Orientation	Ongoing	Compulsory
6	Education	Middle School Bike Skills	Ongoing	Opt-in summer class, 91 percent approval rating among 32 participants for the 2024-25 school year
7	Education	Eighth Grade Getting to High School Biking Event	Completed	Pilot discontinued due to limited PAUSD resources
8	Education	Eighth Grade Getting to High School Community Rides	Completed	Pilot discontinued due to limited PAUSD resources
9	Education	PAUSD Adaptive Bike Rodeo Pilot	Completed	Pilot discontinued due to limited PAUSD resources
10	Encouragement	City School Transportation Safety Committee Meetings	Ongoing	9 meetings/year @ 20 participants over 3 years
11	Encouragement	Fall & Spring Walk and Roll to School Events	Ongoing	Hosted by PTA
12	Encouragement	Bike Palo Alto	Ongoing	Event sponsorship and informaton table
13	Encouragement	Safe Routes PTA Transportation Safety Representative Orientation	Ongoing	Hosted by PTA
14	Encouragement	Regional SRTS Data Provider Meetings	Ongoing	Quarterly
15	Encouragement	1:1 Meetings with Parents, Educators, School Administrators and Community Partners	Ongoing	Approx. 3-5 meetings/week
16	Encouragement	Sustainability Meetings	Ongoing	Hosted by PTA
17	Encouragement	SRTS Policy Working Group	Ongoing	Hosted by San Mateo Office of Education
18	Encouragement	Office of Transportation Open House I	Ongoing	Provided safety education information and activities
19	Encouragement	MSC Open House	Ongoing	Provided safety education information and activities
20	Encouragement	Website Management	Ongoing	Ongoing efforts to update website meeting information and upload data
21	Encouragement	Office of Transportation Open House II	Ongoing	Provided safety education information and activities
22	Enforcement	Collision Reporting	Ongoing	Monthly Reports shared by PA Police at City School Transportation Safety Committee Meetings
23	Enforcement	Crossing Guard Contract Management	Ongoing	Managed by PAPP
24	Enforcement	Community Service Officer participation in Palo Alto 3rd Grade Bike Rodeos	Ongoing	12 events/year @ 2 Community Service Officer participants over 3 years
25	Equity	Bike Equity Initiative Pilot	Ongoing	Details provided in 22-24 Annual Report Highlights
26	Equity	Palo Alto Heart and Soul Roll Black History Community Ride Support	Ongoing	Details provided in 22-24 Annual Report Highlights
27	Equity	Lunar New Year SRTS Information Table	Ongoing	Yearly SRTS information table events with 3-5 community volunteers
28	Equity	Bike Helmet Distribution	Ongoing	Details provided in 22-24 Annual Report Highlights
29	Equity	Secondary Back-to-School Bike Repair	Ongoing	Details provided in 22-24 Annual Report Highlights
30	Equity	Bike Rodeo Material Translations	Ongoing	Translations provided by the Metropolitan Transportation Commission (MTC)
31	Equity	Youth-focused SRTS Associate Planner Project Development	Ongoing	Requisition development, contract management, hiring materials, onboarding
32	Equity	Association of Bicycle and Pedestrian Professionals Annual Conference Presentation	Completed	Conference Presenter
33	Engineering	Bicycle and Pedestrian Transportation Plan Review and Outreach	Ongoing	Draft review and community outreach
34	Engineering	Safe Streets for All Safety Action Plan Review and Outreach	Ongoing	Draft review and community outreach
35	Engineering	Interagency Detour Collaborations	Ongoing	SRTS assistance to support school commute access for five Public Works detour requests
36	Engineering	311 Request Facilitation	Ongoing	Managed 21 requests for "Improvements to school bicycle or walking route"
37	Engineering	Bicycle Rodeo Map Development	Ongoing	Maps detailing the placement of Bicycle Rodeo setup materials at each PAUSD elementary school
38	Engineering	Walk and Roll Route Map Development	Ongoing	Minor edits and updates to support school construction changes and new infrastructure
39	Engineering	Churchill Avenue Enhanced Bikeway, Phase 0	Completed	2016
40	Engineering	Cowper Street at Coleridge Avenue High-visibility Crosswalks	Completed	2016
41	Engineering	Georgia Ave High-visibility Crosswalk and Curb Extension	Completed	2016
42	Engineering	Los Robles Avenue Bikeway Enhancements	Completed	2016
43	Engineering	Park Boulevard Bicycle Boulevard Early Implementation (Stanford Avenue to Cambridge Avenue)	Completed	2016
44	Engineering	Middlefield Road and North California Avenue Complete Street Project	Completed	2016
45	Engineering	Garland Drive Sharrows	Completed	2017
46	Engineering	Overcrossing/Undercrossing Improvements	Completed	2017
47	Engineering	Arastradero Road at Donald Drive Spot Safety Improvements	Completed	2017
48	Engineering	Cowper Street at Coleridge Avenue Traffic Circle Trial	Completed	2017
49	Engineering	Colorado Avenue at Sandra Place Spot Safety Improvements	Completed	2018
50	Engineering	Channing Avenue and St Francis Drive Enhanced Bikeway	Completed	2018
51	Engineering	Amarillo Avenue-Moreno Avenue Bicycle Boulevard	Completed	2019
52	Engineering	Ross Road Bicycle Boulevard	Completed	2020
53	Engineering	Louis Road-Montrose Avenue Bicycle Boulevard	Completed	2022
54	Engineering	Refreshed crosswalks at Middlefield Rd. Montrose Ave.	Completed	2022
55	Engineering	Charleston-Arastradero Corridor Project	Completed	2024
56	Engineering	Charleston-Arastradero Corridor Project Phase 1 and 2	Completed	2024
57	Engineering	Greendell Pathway	Completed	Completed by PAUSD
58	Engineering	JLS Temporary Green Bike Lane	Completed	Completed by PAUSD
59	Engineering	PAUSD Bond Measure Z Safety Enhancements	Completed	Completed by PAUSD
60	Engineering	Bike Rack Installations	Completed	Completed by PAUSD
61	Engineering	Maybell Avenue Bicycle Boulevard	Under Consideration	2012 Bike/Ped Plan proposed project under consideration for the 2025 Bike/Ped. Transportation Plan update.
62	Engineering	Park Boulevard-Wilkie Way Bicycle Boulevard	Under Consideration	2012 Bike/Ped Plan proposed project under consideration for the 2025 Bike/Ped. Transportation Plan update.
63	Engineering	Stanford Avenue Bicycle Boulevard	Under Consideration	2012 Bike/Ped Plan proposed project under consideration for the 2025 Bike/Ped. Transportation Plan update.

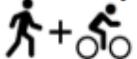
64	Engineering	Bryant Street Bicycle Boulevard Upgrade (Menlo Park City Limits to East Meadow Road)	Under Consideration	2012 Bike/Ped Plan proposed project under consideration for the 2025 Bike/Ped. Transportation Plan update.
65	Engineering	Bryant Street Bicycle Boulevard Extension (East Meadow Drive to San Antonio Road)	Under Consideration	2012 Bike/Ped Plan proposed project under consideration for the 2025 Bike/Ped. Transportation Plan update.
66	Engineering	Churchill Avenue Highway-Railroad Crossing Safety Improvement Project	In Process	2025
67	Engineering	Bicycle Safety Education Traffic Gardena at Ventura Community Center	In Process	2025
68	Engineering	Churchill Avenue Enhanced Bikeway	In Process	2025
69	Engineering	Alma Street/Churchill Avenue Safety Improvements Project	In Process	2025
70	Engineering	Caltrans El Camino Real Pavement Rehabilitation and ADA Improvements or Caltrans SR82 El Camino Real Bikeway Project -State Route El Camino No Right Turn on Red and Leading Pedestrian Intervals	In Process	2025 (by Caltrans)
71	Engineering	South Palo Alto Bikeways Demonstration Project	In Process	2026 (AKA E. Meadow Dr & Fabian Way Enhanced Bikeways)
72	Evaluation	Travel Tallies	Ongoing	Details provided in 22-24 Annual Report Highlights
73	Evaluation	Annual Reports	Ongoing	Yearly report development
74	Evaluation	Bike Counts	Ongoing	Details provided in 22-24 Annual Report Highlights
75	Evaluation	Contract Management	Ongoing	Facilitate Scope of Work, Purchase Order requests, contract development, contractor oversight and yearly contract amendments
76	Evaluation	City School Transportation Safety Committee Meetings Monthly Agenda Development	Ongoing	Work across partners to arrange a two hour meeting agenda and facilitate agenda items
77	Evaluation	City School Transportation Safety Committee Meetings Monthly Agenda Development	Ongoing	Draft, format, proofread and distribute monthly e-news items to 120 listserve participants

## Attachment D: SRTS 2022-25 Quantitative Data and Methodology Analysis

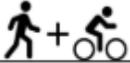
### Section 1: Travel Tally Data Table Metrics

#### Travel Tally General Information

- Yearly travel tallies are conducted at all PAUSD schools during the month of September to align with peak walk/bike volumes
- The SRTS Team requests each school achieve a mean response rate of seventy percent. 2024 travel tally response rates for each grade level ranged between 75-77 percent to support statistical validity
- Decimals are rounded to whole numbers and may not correspond with exact enrollment totals
- Rows 'K-5', '6-8', '9-12' and 'K-12' correspond to the terms 'elementary', 'middle school', 'high school' and 'all schools' respectively
- Data gathering instructions sent to educators provide specific requests to minimize data errors caused by weather, date of collection, student absences, field trips and incorrect calculations
- No identifiable student information is shared
- Travel tally data excludes Middle College, Palo Alto Children's Hospital and other outlying campuses. TK and Greendell educators are not excluded, but have insignificant response rates that do not measurably impact data
- The 2022-24 Travel Tally for the 2022-2025 school years focuses on trends rather than changes from the previous year or changes from an arbitrary data point, such as the year data collection began. Comparing four years of pre-and post-pandemic means helps to accurately assess mode share increases while controlling for the potential of the 2024 year as an outlier.
- 2024 Travel Tally Data is shared in the Annual Report. Tables for 2022 and 2023 are shared below but do not include mean summary comparisons or analyze trend data.

2022 PAUSD K-12 Classroom Show-Of Hands Morning Arrival Travel Tally Summary						
Grade	2022 Car 	2022 Carpool 	2022 Transit 	2022 Walk 	2022 Bike 	2022 Walk/Bike Mean Summary 
K-5 (%)	56%	3%	3%	21%	17%	38%
K-5 (#)	2391	128	128	896	727	1622
6-8 (%)	29%	2%	2%	12%	57%	69%
6-8 (#)	657	45	45	272	1292	1564
9-12 (%)	36%	5%	2%	9%	48%	57%
9-12 (#)	1364	190	76	341	1819	2160
K-12 (%)	40%	3%	2%	14%	41%	55%
K-12 (#)	4130	310	207	1446	4233	5679

### 2023 PAUSD K-12 Classroom Show-Of Hands Morning Arrival Travel Tally Summary

Grade	2023 Car 	2023 Carpool 	2023 Transit 	2023 Walk 	2023 Bike 	2023 Walk/Bike Mean Summary 
K-5 (%)	53%	3%	3%	22%	17%	39%
K-5 (#)	1872	106	106	777	601	1378
6-8 (%)	26%	2%	7%	12%	54%	66%
6-8 (#)	607	47	163	280	1260	1540
9-12 (%)	34%	6%	4%	8%	47%	55%
9-12 (#)	1240	219	146	292	1422	2006
K-12 (%)	38%	4%	5%	14%	39%	53%
K-12 (#)	3615	381	476	1332	3710	5042

#### 2024 Travel Tally Column General Information

- Mode share columns calculate mean percentages for each travel mode in 2024. Percentages for rows K-5, 6-8 and 9-12 = total number of student respondents for each travel mode divided by elementary, middle and high school-specific travel tally survey responses
- Numbers below percentages are extrapolated from the percentage listed for each grade level multiplied by grade level-specific 2024 PAUSD K-5, 6-8, 9-12 and K-12 enrollment data
- Numbers beneath percentages provide context about the estimated number of daily users per travel mode, but percentages provide a more accurate estimation of yearly changes to account for enrollment fluctuations

#### 2024 Travel Tally Column Categories

- 2024 Travel Modes
  - Driver - Assumes only commuting with immediate family members. Includes the Palo Alto Link ride-hailing service. Although travel tally data suggests rides were taken by less than 1 percent of drivers, or 15 riders. Contractor provided reports suggest student use of up to 30 users per day and more than 1,277 student trips per month, prior to the implementation of arrival/dismissal restrictions. Ride-hailing share rates are excluded from the carpool column based on shared ride rates of 50-60 percent, although future data might divide ride-hailing

numbers between car and carpool modes. Palo Alto Link metrics were added to travel tally surveys in 2023.

- Carpool: Assumes driving with at least one person outside the immediate family bound for the same destination.
- Transit: Includes the yellow school bus, VTA bus which comprises two percent, or 72 transit users and the Stanford West Bus at two percent or 55 transit users. Yellow school bus metrics are shared by PAUSD administrators. To avoid stigmatization, students arriving by bus are not asked to raise their hand while classroom tallies are conducted.
- Pedestrian: Includes scooters at six percent for middle and high school and three percent for the elementary or 211 pedestrians, and e-scooters at two percent, or 53 pedestrians. E-scooter metrics were added to travel tally surveys in 2023.
- Cyclist: Includes e-bikes at four percent or 127 cyclists. E-bike metrics were added to travel tally surveys in 2023.
- Column Summary Data
  - 2024 Walk/Bike Mean Summary: This column provides a grade-level specific summary of Walk/Bike Travel Tally responses for 2024. For Walk/Bike Mean Summary percentages, this column calculates the combined mean of elementary, middle and high school-specific 2024 walk and bike travel tally responses divided by elementary, middle and high school-specific 2024 PAUSD travel tally survey responses. For 2024 Walk/Bike Mean Summary numbers, this column multiplies the combined mean of elementary, middle and high school-specific walk and bike percentages elementary, middle and high school-specific 2024 PAUSD enrollment numbers
  - 2016-19 Pre-pandemic Walk/Bike Mean Summary: This column calculates four-year pre-pandemic combined travel tally walk/bike data means beginning with 2016, the year secondary data collection began, through 2019, prior to the onset of the 2020 COVID-19 pandemic. The mean percentage is calculated as the mean of combined 2016-19 combined walk/bike percentages for elementary, middle and high schools divided by the combined mean of 2016-19 elementary, middle and high school-specific responses. For 2016-19 Walk/Bike Mean Summary numbers, this column calculates the combined mean of elementary, middle and high school-specific walk and bike percentages multiplied by a mean of 2016-19 elementary, middle and high school-specific PAUSD enrollment data
  - 2021-24 Post-pandemic Walk/Bike Mean Summary: This column shows four-year post-pandemic combined travel tally walk/bike data means. The mean percentage is calculated from the mean of combined 2021-24 elementary, middle and high school-specific walk/bike percentages; divided by the combined mean of 2021-24 elementary, middle and high school-specific total responses. For 2021-24 Walk/Bike Mean Summary numbers, this column calculates the combined mean of elementary, middle and high school-specific walk and bike percentages multiplied by a mean of 2021-24 elementary, middle and high school-specific PAUSD enrollment data
  - Difference btw. 2016-19 and 2021-24 Walk/Bike Mean: This column subtracts the 2021-24 Walk/Bike Mean Summary column from the 2016-19 Walk/Bike Mean Summary column for elementary, middle and high schools. K-12 data is calculated as the sum of each elementary, middle and high school percentage in this column Data indicates a loss of -1 percent for K-5, -4 percent for 6-8, and -3 percent for 9-12 generating an overall K-12 loss of -8 percent.

## **Section 2: 2003-2024 Parked Bike Count Graph Data Table Metrics**

## 2003-2024 Parked Bike Count Graph General Information

- To improve readability and support trend analysis comparisons, Parked Bike Count Graphs have been consolidated from four separate bar graphs (Middle School Percentage Counts, Middle School Raw Number Counts, High School Percentage Counts and High School Raw Numeric Counts) into two stacked bar graphs (Middle School Percentage and Numeric Counts and High School Percentage and Numeric Counts). Each table includes a line graph with total percentages above the bar graphs to schoolwide increases/decreases for each year
- Parked bike counts are conducted at all PAUSD schools by each school's Palo Alto PTA Transportation Safety Representatives (TSR) during the month of September to align with peak walk/bike volumes and with PAUSD Travel Tally classroom educator data gathering efforts
- TSRs are asked to conduct two counts to minimize the potential for statistical variations
- The SRTS Team analyzes submitted data to check for errors and requests a recount if totals suggest a significant variation from previous years
- Percentage totals are rounded to whole numbers and may not correspond with exact totals
- Data gathering instructions sent to TSRs provide specific requests to minimize data errors caused by weather, date of collection, student absences, field trips and incorrect calculations. Data collection is requested during morning arrival time to ensure potential drop-offs made by bike are included.
- Adult bikes parked around the school campus are included in totals
- No identifiable student information is shared
- Scooters users are identified as pedestrians and are not included in bike counts
- Data excludes Middle College, Palo Alto Children's Hospital and other outlying campuses. TK and Greendell educators are not excluded, but have insignificant response rates that do not measurably impact data
- Middle and high school 2004-2013 parked bike counts are condensed to improve graph readability. Data reads below:

<b>Table 1: Middle School Parked Bike Count Graph Supplement: 2004-2013</b>		
<i>Year</i>	<i>Percentage</i>	<i>Percentage Change</i>
2003	29%	-
2004	33%	4%
2005	34%	1%
2006	34%	0%
2007	49%	15%
2008	41%	-7%
2009	43%	2%
2010	44%	0%
2011	49%	5%
2012	53%	5%
2013	50%	-4%
<b>Yearly 2003-2014 Mean Percentage Change</b>		<b>2%</b>

<b>Table 2: High School Parked Bike Count Graph Supplement: 2004-2013</b>		
<i>Year</i>	<i>Percentage</i>	<i>Percentage Change</i>

2003	14%	-
2004	16%	2%
2005	17%	1%
2006	23%	6%
2007	25%	2%
2008	30%	5%
2009	33%	2%
2010	38%	5%
2011	39%	1%
2012	40%	1%
2013	43%	3%