



The Rap Sheet

Stanford University Department of Public Safety
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<http://police.stanford.edu>

(650) 723-9633



Traffic Circle 101

Bill Larson

TRAFFIC CIRCLES have been added to improve pedestrian and bicycle safety. Please remember to:

- Approach the traffic circles at a safe speed which will enable you to maintain control and safely circle around with other traffic.
- Follow the correct lanes, arrows, and signs in a counter-clockwise direction around the circle.
- Never ride opposite the flow of traffic which may result in collisions with unsuspecting traffic.
- Pedestrians are encouraged to use the sidewalks instead of crossing inside the circles.
- Avoid stopping or standing in a traffic circle.
- Avoid crossing over the raised landscaped center of a circle.

By following these rules, everyone will be able to travel safely in and around the traffic circle.

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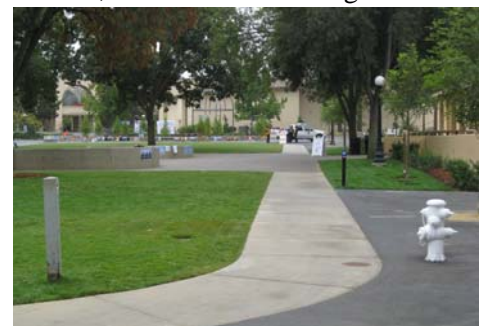
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New Sidewalk in White Plaza

Bill Larson

WHITE PLAZA has become more pedestrian friendly. A sidewalk has been added in front of the Old Union as part of the recently completed Campus Center project. This sidewalk runs the length of the Nitery and the Old Union to allow pedestrians a place to walk without bicyclists, skateboarders, in-line skaters, carts, and vehicles sharing the space. "Wheeled" traffic is now limited to using the asphalt route that runs in front of the Bookstore.

Whenever possible, pedestrians are encouraged to use the sidewalks on Lasuen Mall and through White Plaza. Wheeled traffic must use the asphalt areas only and always at a safe speed, especially when pedestrians are present. As a reminder, all who travel through the Pedestrian Zone, which includes White Plaza, should exercise caution and be courteous to one another.



Choking

Sergeant Rick Rondeau

THERE I WAS, sitting at my favorite table inside of my favorite cafe, working my way through a maple nut scone when the unbelievable happens: I start to choke. At first I think that a tasty morsel is taking a brief pause somewhere in my esophagus before making its way to my stomach. After a few seconds I realize that this little morsel is not taking a pit stop, it is setting up camp!

I understand that I only have a few more seconds until I pass out and hit the floor, so I do what most of us would do in this situation: grab my throat and display a look of extreme panic. Thankfully, the cafe is packed with customers, many who work at the Stanford Hospital and Palo Alto Medical Clinic, and soon a man holding a steaming cup of coffee approaches me. "Are you choking?" the man asks. I continue to clutch at my throat and nod my head up and down.

"I am medically trained and can help you," the man says while he walks behind my chair and lifts me to my feet. The next thing I know this stranger is reaching around my stomach and he places his fists together and begins to pull his hands forcefully toward my spine. He continues this movement over and over until finally I expel a large piece of maple nut scone out of my mouth at the speed of light. Luckily, no bystanders were in its flight path.

I begin to breathe normally again and a loud round of applause erupts inside of the cafe. I turn and thank the Good Samaritan for his kindness. I gather my belongings and return to my patrol vehicle and to continue my work day. As I am driving away from the cafe I think to myself, wait a minute I work as a Peace Officer and get paid to be the hero. I respond to dozens of medical aid calls for service every year and patients look to me for help. How in the world did I almost get taken out by a piece of maple nut scone?

Anyone who has been walking around the Earth for a few years has probably had a piece of food stuck in their

throat and with a cough or two, the food item dislodges itself. Sometimes the food gets stuck. With a little bit of training *anyone* can save a life.

The following information was taken from:

http://firstaid.webmd.com/choking_treatment_firstaid.htm

Choking is an emergency. Call 911 for emergency medical services. Do not attempt to drive a choking person to a hospital emergency department.

What to do if a person starts to choke:

It is best not to do anything if the person is coughing forcefully and not turning a bluish color. Ask, "Are you choking?" If the person is able to answer you by speaking, it is a partial airway obstruction. Stay with the person and encourage him or her to cough until the obstruction is cleared.

Do not give the person anything to drink because fluids may take up space needed for the passage of air.

Someone who cannot answer by speaking and can only nod the head has a complete airway obstruction and needs emergency help.

The American Heart Association recommends the following: The treatment for a choking person who begins to turn blue or stops breathing varies with the person's age. In adults and children older than one year of age, abdominal thrusts (formerly referred to as the "Heimlich maneuver") should be attempted. This is a thrust that creates an artificial cough. It may be forceful enough to clear the airway.

The quick, upward abdominal thrusts force the diaphragm upward very suddenly, making the chest cavity smaller. This has the effect of rapidly compressing the lungs and forcing air out. The rush of air out will force out whatever is causing the person to choke.



Choking—continued

How to perform abdominal thrusts

Lean the person forward slightly and stand behind him or her. Make a fist with one hand. Put your arms around the person and grasp your fist with your other hand in the midline just below the ribs. Make a quick, hard movement inward and upward in an attempt to assist the person in coughing up the object. This maneuver should be repeated until the person is able to breathe or loses consciousness. (See diagram below.)

If the person loses consciousness gently lay him or her flat on their back on the floor. To clear the airway, kneel next to the person and put the heel of your hand against the middle of the abdomen, just below the ribs. Place your other hand on top and press inward and upward five times with both hands. If the airway clears and the person is still unresponsive, begin CPR.

Get trained in CPR and First Aid!
www.americanheart.org



Fix Your Bike Ticket!

Most people know that when you get a traffic citation for running a stop sign in your car, you can go to traffic school. Until recently, there hasn't been an option to "fix" bicycle citations on the Stanford Campus.

This year the Stanford Department of Public Safety and Parking and Transportation Services introduced the Bicycle Diversion Program.

Here is how it works: In lieu of paying a fine or going to court for a bicycle citation, you may elect to participate in an educational bicycle diversion program. This program is available only during the first 30 days from the date the citation was issued. After that time period, the citation will be sent to the court for normal processing. You may take advantage of this program only ONCE without exception:

- Call 650-723-9633 or check the Community Outreach section of police.stanford.edu for the date, time and location of the next available bicycle safety presentation
- Enroll and attend a 60 minute bicycle safety presentation put on by the Department of Public Safety and Parking and Transportation Services
- Bring the certified card, your copy of the citation, and a picture ID to the presentation
- Correct and have a deputy sign off any license or mechanical violations prior to attending the safety presentation.
- If you complete the program within the 30 day period, the bike citation will be dismissed.

Student Jobs \$\$\$\$

Bill Larson, SSEP Program Coordinator

IN THE FALL OF 2007, the Stanford University Department of Public Safety (SUDPS) established the Student Special Events Patrol (SSEP) program to achieve the following goals:

Develop closer ties and partnerships between SUDPS and students.

Provide an opportunity for students to make a valuable contribution to the community.

Provide students with a first-hand experience and knowledge of the law enforcement field and give them an opportunity to add security public/community service to their resume.

The job responsibilities include parking enforcement, event security (athletic events, social events, dignitary visits), Pedestrian Zone enforcement, community outreach, emergency preparedness and special projects. This is a casual, part-time position with no minimum hours required. For more information check out the Career Development Center web site at

<http://cardinalcareers.stanford.edu>

Don't Give Criminals a Chance!

THE STANFORD Department of Public Safety strongly urges the community to remove all items from view inside your parked vehicle: all briefcases, computer cases, tote bags, gym bags, and all electronic accessories. Also, remove from the vehicle any mounting devices for electronic equipment and accessories or conceal them so they are not visible to anyone looking into the vehicle. A mounting device left in view may be an indicator to a thief that its associated electronic device may still be hidden in the vehicle (glove compartment).

Please immediately report any suspicious persons in or about the area of parked vehicles by dialing "9-1-1" from a cell phone or by dialing "9-9-1-1" from a campus phone line.

Safety and Security Reports

Melissa Dubois, Senior Program Manager

THE NEW Safety and Security Reports are hot off the presses! This report is prepared in compliance with the Clery Act. The Clery Act, which was originally known as the "Crime Awareness and Campus Security Act of 1990", is the federal law

enacted in memory of Jeanne Clery, a 19-year old freshman at Lehigh University in Pennsylvania who was raped and murdered in her dorm room in 1986.

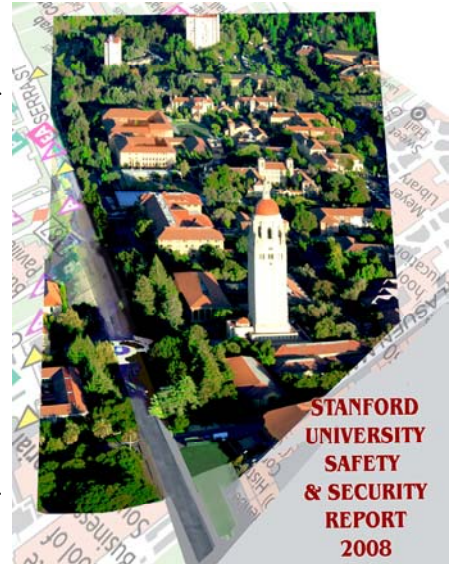
The report contains information concerning campus policies, security programs, recommended personal safety practices, and campus crime statistics for the most recent three years (for those crimes specified by the Act). Our goal is to provide the Stanford community the information it needs to be safe. To this end, we have also included many safety tips and campus resources .

An email from Chief Wilson was sent to everyone with a Stanford email address at the beginning of October. The email contains the link to the Safety and Security Report: http://www.stanford.edu/group/SUDPS/safety-report/Almanac_2008.pdf. Hard copies of this Report may be requested through any of the following means:

By phone: Call 650-723-9633

By e-mail: Direct inquiries to publicsafety@lists.stanford.edu

By mail: Stanford Department of Public Safety
711 Serra Street, Stanford, CA 94305
Attn: Crime Stats





SCERT-ainly qualified!

SCERT News

Melissa Dubois, Senior Program Manager

THE STANFORD Community Emergency Response Team (SCERT) graduated its 4th class on September 19th! Twenty-one staff members, including SUDPS staff Bill Larson and Robert Contreras, participated in the 5-day, 20 hour course. We now have over 85 Stanford staff members on our SCERT team!

The SCERT program is a joint effort between Environmental Health and Safety and the Department of Public Safety. Our mission is to encourage University staff to become better prepared for earthquakes and other critical incidents. During emergencies on campus, SCERT members will be able fill the necessary roles in assisting with evacuation of building occupants, light search and rescue, basic first aid and medical support, campus security, or other necessary campus support functions.

Additional SCERT classes will be offered to University staff in the future. For more information visit the SCERT website at <http://scert.stanford.edu> or contact Kathlyn Miller at kathlynm@stanford.edu.

Bicycling at Stanford

Deputy Harris Kuhn

AS BICYCLES became a more important component of the transportation matrix at Stanford, enforcement of the provision of the California Vehicle Code relating to bicycles became more critical on campus. Once, I had a rather acrimonious meeting with a bicycle rider who had come to The Farm from midtown Manhattan. As I wrote him a traffic citation for riding his bicycle through a stop sign on Mayfield Avenue, the violator yelled at me and questioned, "Don't you have anything better to do?" My response was, "Quite frankly, No." At the time, the homicide rate in New York City was astronomical. But, at the same time, bicycle related incidents at Stanford comprised a good number of all reports taken by the Stanford Police.

There over 12,000 bicycles in regular use in and around the Stanford University campus. Stanford and Palo Alto have the second highest bicycle-vehicle interface in the state, second only to U.C. Davis and the City of Davis. Is it any wonder that the University as well as the Stanford Police consider bicycle enforcement a vital part of their mission?

Urban myth: bicyclists always have the right-of-way.

We welcome new students from all over the world to the Stanford campus and understand that bicycle rules and regulations in different locales are different. Please allow us to familiarize our new community members with California law, and reinforce good bicycling behavior for those who have been at Stanford for a while. These are simple things, but by following these suggestions and regulations your bicycle riding experience should be safe, successful and fun.

When riding a bicycle, think automobile. In California, the legislature grants the same rights and responsibilities to bicycles as it does to automobiles. (CVC 21200)

Bicycling—Continued

Urban myth: bicyclists and pedestrians always have the right-of-way. Wrong! Bicycles are not pedestrians. Bicycles have the same rights and same responsibilities as a vehicle. Bicycles cannot enter a roadway from a driveway or sidewalk in front of an oncoming vehicle close enough to constitute an immediate hazard (even in a crosswalk).

Illumination: have you seen the light? California law requires all bicyclists riding at night (one-half hour after sunset to one-half hour before sunrise) to have a white light which illuminates three hundred feet to the front, and a red rear reflector visible for five hundred feet. Black clothing makes it extraordinarily difficult to be seen by other cyclists, pedestrians, and motorists. Please consider wearing light colored or reflective clothing.

STOP for the stop signs! It's the law and it makes common sense. Some states allow bicyclists to treat stop signs as yield signs; California is not one of those states.

Bicycle theft is the single most reported crime at Stanford. One of the ways we hold bicycle theft in check is by encouraging bicycle licensing or registration. Bicycle licenses are required by county ordinance and state statute. The license is \$3.50 and may be obtained at the Parking and Transportation Services office during business hours. The license deters theft and allows us to return bicycles to their rightful owners if stolen.

Keep your bike in good working order. Make sure the bolts are tightened, the tires are inflated properly, and your brakes are in good working order. Bicycle accidents caused by mechanical failure can be devastating.

Wear a helmet. While required only for juveniles under the age of 18, it is a smart thing to do. You have too much time, effort and money invested in your education. Protect your investment....your head!

The Stanford campus and the adjacent peninsula area are wonderful places for bicycle riding, whether for pleasure or for business. A little common sense and attention to detail can make bicycle riding much safer.



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We're on the web!

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