225%
increase in overall rate of walking and bicycling between 2009 and 2011

193%
increase in walking or bicycling among children who live within a ½ mile of school between 2009 and 2011

17%
decrease in the number of students traveling to school by car between 2009 and 2011

15%
decrease in parents citing safety as a reason they do not allow their children to walk or bicycle to school between 2009 and 2011

590
students benefitted from having the Safe Routes to School program at their school

There was a time when the sight of children walking and bicycling to school was a familiar scene in communities across California. In fact, in 1969 approximately 50 percent of children walked or bicycled to school. Today, fewer than 15 percent of children do and rates of childhood obesity and overweight are overwhelming.1,2

Concerns about traffic safety are often cited as one of the main reasons children do not walk or bicycle to school.3 And for good reason, as in 2010 alone, over 21,000 California school children were sent to an emergency department and over 1,500 were hospitalized due to pedestrian or bicycle injuries.4

Creating safe opportunities for walking and bicycling is critical to improving the safety of young pedestrians and bicyclists and to reducing overweight and obesity among California’s youth. Safe Routes to School (SRTS) programs are key to reversing these trends. SRTS programs increase the number of children who safely walk and bicycle to school through education and encouragement programs, enhanced enforcement, engineering improvements, and strong program evaluation.

PROGRAM SUMMARY

In 2007 Shasta County Public Health Department (SCPH) worked with Mistletoe Elementary School students on a photovoice project to bring attention to walking conditions around the school neighborhood. The school is located on a busy “cut-through” street that has limited, disconnected sidewalks. Students learned about walkability and took photos to show conditions in the neighborhood around the school which they then presented to city officials and community leaders.

The following year, the City of Redding applied for and received state and federal SRTS funding for an enhanced crosswalk in front of the school and for
Implementing Agency
Shasta County Public Health Department

Location
Redding, Shasta County
Caltrans District 2
CA Assembly District 2
CA Senate District 1

Funding
Federal SRTS Infrastructure and Non-Infrastructure – Cycle 2
State SRTS Infrastructure

Participating School
Mistletoe Elementary (K-8)
61 percent of students at the school are eligible for the Free and Reduced Price Meals Program

Contact
Sara Sundquist, SRTS Coordinator
Shasta County Public Health
ssundquist@co.shasta.ca.us
(530) 245-6457
www.healthyshasta.org/saferoutes.htm

sidewalks along Mistletoe Lane.
SCPH also received a federal Infrastructure SRTS award, which included working with Mistletoe Elementary and three other schools in the county.

PROGRAM SUCCESSES

<table>
<thead>
<tr>
<th>Travel Mode Shifts</th>
<th>2009</th>
<th>2011</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of students walking and bicycling to school</td>
<td>4%</td>
<td>13%</td>
<td>+225%</td>
</tr>
<tr>
<td>Percentage of students driven to school</td>
<td>92%</td>
<td>76%</td>
<td>-16%</td>
</tr>
<tr>
<td>Percentage of students living within a ½ mile of the school walking or bicycling to school</td>
<td>14%</td>
<td>41%</td>
<td>+193%</td>
</tr>
<tr>
<td>Percentage of students living within a ½ mile of the school being driven to school</td>
<td>75%</td>
<td>52%</td>
<td>-31%</td>
</tr>
<tr>
<td>Percentage of parents citing safety of crossing/intersections as a reason why they do not allow their children to walk or bicylce to school</td>
<td>54%</td>
<td>46%</td>
<td>-15%</td>
</tr>
</tbody>
</table>

- The school supported a Walk to School Day after the new crosswalk was in place, making it safer for students to get to school.
- Although a speed study has not yet been done since the project has not been fully completed, the city engineer anticipates that speeds have been reduced on this cut-thru street.
- Sidewalks and bicycle lanes will be completed in 2013.

The California Safe Routes to School Technical Assistance Resource Center is a program of California Active Communities, a joint Unit of the University of California San Francisco and the California Department of Public Health, and is funded through a statewide non-infrastructure SRTS award from the California Department of Transportation.