

SAFE ROUTES TO SCHOOL SUCCESS STORY



2,000

feet of new ADA compliant sidewalks installed

400

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

Bishop, California

CALTRANS DISTRICT 9, INYO COUNTY

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

The City of Bishop received a State SRTS Infrastructure project in 2009. This award provided construction of continuous safe shoulder and Americans with Disabilities Act (ADA) compliant sidewalks along an urban residential street in one of the city's older neighborhoods.



Before

August 2012

California Safe Routes to School Technical Assistance Resource Center, a program of California Active Communities

www.CaSafeRoutesToSchool.org

(916) 552-9874

CaActiveCommunities@cdph.ca.gov

SAFE ROUTES TO SCHOOL SUCCESS STORY



Implementing Agency

City of Bishop

Location

Bishop, Inyo County
Caltrans District 9
CA Assembly District 34
CA Senate District 18

Funding

State SRTS Infrastructure – Cycle 7

Participating Schools

Elm Street Elementary, Pine Street Elementary, Home Street Middle School, Bishop High School, and other area private schools
30 to 62 percent of students in the participating schools are eligible for the Free and Reduced Price Meals Program

Contact

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Students, as well as other pedestrians and bicyclists, gained approximately 2,000 feet of sidewalk with new curb and gutters. This allowed students, some of whom had been walking in the street, to have a safer and more accessible safe route to school.

PROGRAM SUCCESSES

- This SRTS program has been highlighted as a success in Caltrans District 9.
- Caltrans District 9 staff visited the project site after the construction phase was complete. The visit occurred at the end of the school day, and photos and observations suggested that the new sidewalk is well used by students of various ages (elementary, middle, and high schools).
- Estimates suggested that approximately 400 students will benefit from the new sidewalk.



After



1. "Quick Facts." Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
3. Chauhan, C, Yeh J, Fox, P. The Safe Routes to School Program in California: An

- Update. *American Journal of Public Health* Published online ahead of print April 19, 2012; e1-e4. Doi:1.2105/AJPH.2012.300703).
4. *California Department of Public Health Vital Statistics Health Statistical Master Files*. Prepared by: California Department of Public Health, Safe and Active Communities Branch. Report generated from <http://epicenter.cdph.ca.gov> on June 6, 2012.

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SAFE ROUTES TO SCHOOL SUCCESS STORY



71%

increase in elementary school students participating in Bike to School Day from 2010 to 2012

21%

increase in junior high school students participating in Bike to School Day from 2010 to 2012

9

new vehicle speed feedback signs installed in school zones throughout the city

2,500

safety lights and reflectors distributed to K-8 students

6,500

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

August 2012

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Davis, California

CALTRANS DISTRICT 3, YOLO COUNTY

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}

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PROGRAM SUMMARY

The City of Davis is permeated by a network of bike lanes and trails that help facilitate bicycling to school. The City teaches and encourages children to use these bicycle facilities through a robust school district-wide Non-Infrastructure program that includes an annual Bike to School Day.

The City's 2012 Bike to School Day included three Bicycle Rodeos and the Loopalooza, each of which had bicycle helmet-fittings and bicycle-maintenance checks, and took students through a skills-based course designed to test and improve bicycle safety handling skills. In addition, eight elementary schools and three junior



SAFE ROUTES TO SCHOOL SUCCESS STORY



Implementing Agency

City of Davis Department of Public Works

Location

Davis, Yolo County
Caltrans District 3
CA Assembly District 8
CA Senate District 5

Funding

Caltrans SRTS Non-Infrastructure –
Cycles 1 and 3

Participating Schools

Birch Lane Elementary, Cesar Chavez Elementary, Korematsu Elementary, MME Elementary, North Davis Elementary, Patwin Elementary, Pioneer Elementary, Willett Elementary, Emerson Junior High, Harper Junior High, Holmes Junior High

25 percent of students in participating schools are eligible for the Free and Reduced Price Meals Program

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high schools participated in Bike to School Day activities that included Do-It-Yourself reflective sticker making activities, helmet decorating and bicycle rack decorating contests, and other safety, education, and encouragement activities.

The City also recently implemented a scan and notify system at four schools. The system provides electronic counts of children bicycling to school and enables students to track miles bicycled and estimated calories burned. The system also tracks CO² emissions saved as well as gallons and cost of gasoline saved. The electronic barcode scanning system also notifies parents/caregivers when a child scans in at the school site.

PROGRAM SUCCESSES

- Addition of nine new solar-powered, data capturing speed boards (vehicle speed feedback signs) installed in school zones throughout Davis.
- Seven Bicycle Rodeos at five elementary schools provided on-bicycle safety and skills-based training for students.
- Two-thousand five hundred safety lights and reflectors distributed to K-8 school children.
- Large “Slow Down” banners hung in school zones throughout the district.
- Increased participation in Bike Month and Bike to School Day activities over the past two years. All elementary and junior high schools in the school district participated in 2012. Bicycling to school on Bike to School Day increased by 71 percent among elementary school students and 21 percent among junior high school students from 2010 to 2012.



1. “Quick Facts.” Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
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4. *California Department of Public Health Vital Statistics Death Statistical Master Files*. Prepared by: California Department of Public Health, Safe and Active Communities Branch. Report generated from <http://epicenter.cdph.ca.gov> on June 6, 2012.

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SAFE ROUTES TO SCHOOL SUCCESS STORY



18%

increase in the number of students walking and bicycling to school between 2010 and 2012

43%

increase in the number of students walking and bicycling to a school with a Walking Ambassadors program between 2010 and 2012

856

students escorted to school by older students as part of the Walking Ambassador program between 2010 and 2012

7,500

students received pedestrian and bicycle safety education

August 2012

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Delano, California

CALTRANS DISTRICT 6, KERN COUNTY

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}

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PROGRAM SUMMARY

The City of Delano received a federal SRTS Non-Infrastructure (NI) award to increase safe walking and bicycling to school in Delano Unified School District.

The City hired Youth Educational Sports, Inc. (YES, Inc.), a nonprofit bicycling and pedestrian safety organization, to help facilitate and implement its SRTS NI program.



SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

Youth Educational Sports, Inc.

Location

Delano, Kern County
Caltrans District 6
CA Assembly District 18
CA Senate District 30

Funding

Federal SRTS Non-Infrastructure – Cycle 2

Participating Schools

Albany Park Elementary, Del Vista Elementary, Fremont Elementary, Harvest Elementary, Morningside Elementary, Princeton St. Elementary, Terrace Elementary, Valle Vista Elementary, Almond Tree Middle, La Vina Middle, and Cecil Ave. Middle

76 to 90 percent of students in participating schools are eligible for the Free and Reduced Price Meals Program

Contact

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In a community where students were primarily walking to school by themselves, Yes, Inc. quickly identified the need for pedestrian and bicycle safety education as paramount.

They presented pedestrian and bicycle education programs at all middle and elementary schools within the school district and trained local law enforcement/cadet officers to assist with pedestrian and bicycle rodeos. A Walking Ambassador program was started with Yes, Inc. training and supporting middle school students to escort elementary students in their neighborhood on their way to school on select days.

YES, Inc. also worked closely with the school district to implement large-scale community Walk/Bike to School events in October and May.

PROGRAM SUCCESSSES

- Program-wide, the number of students walking and bicycling to school increased by 18 percent between 2010 and 2012.
- At Nueva Vista School, where a Walking Ambassador program was implemented, the number of students walking and bicycling to school increased by over 43 percent between 2010 and 2012.
- 7,500 students have received pedestrian and bicycle safety education.



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2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
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SAFE ROUTES TO SCHOOL SUCCESS STORY



67%

decrease in bicycle collisions over a three year period

45

students participated in Alice Birney Elementary's first ever Bike to School Day

160

4th, 5th and 6th graders received bicycle safety training

Alice Birney Elementary, Eureka, CA

CALTRANS DISTRICT 1, HUMBOLDT COUNTY

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}

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PROGRAM SUMMARY

Alice Birney Elementary, a low-income neighborhood school with a significant history of bicycle collisions in the neighborhood (21 in 2008-2009), began its Safe Routes efforts in 2006 when a walk audit was conducted to address safety concerns around children walking and biking to school. Many improvements were identified as needed, however due to a lack of funding, few improvements were made right away.

In 2010, the City of Eureka received a State SRTS Infrastructure award for work at Washington Elementary, another school in Eureka. The success of this project was the impetus to form a district-wide SRTS Task Force which soon began



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SAFE ROUTES TO SCHOOL SUCCESS STORY



Implementing Agency

Humboldt Partnership for Active Living,
a Program of the Natural Resources
Services Division of Redwood
Community Action Agency

Location

Eureka, Humboldt County
Caltrans District 1
CA Assembly District 1
CA Senate District 2

Funding

This was a sustainable outgrowth
of a State SRTS Infrastructure award

Participating School

Alice Birney Elementary
92.3 percent of students at the school
are eligible for the Free and Reduced
Price Meals Program

Contact

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to take another look at Alice Birney's safety needs. The Task Force conducted another mini-walkability assessment that helped elevate walking and bicycling safety concerns along student routes to school to the attention of school, public works, and city officials.

This was the start of a significant shift away from collisions and driving to school and towards safe bicycling at Alice Birney.

PROGRAM SUCCESSES

- **Infrastructure Improvements:**
The City of Eureka acted quickly, repainting ladder-style crosswalks, extending the red no parking zone to improve visibility, and later installing bicycle lanes on a busy street that many children cross to get to school.
- **Bicycle Safety Education:**
A bicycle club and bicycle safety education began in the Fall of 2010 thanks to a champion teacher who spearheaded efforts to teach 4th, 5th, and 6th grade students bicycle safety skills. In 2012, all students in the 4th through 6th grades received on-bike safety skills training and 45 participated in the school's first Bike to School Day.
- **Leveraged Funding:** A \$5,000 mini-grant from the California Kids' Plates Program in 2012 helped provide 4th, 5th, and 6th grade students with bicycle safety education and basic mechanics instruction.
- **Fewer Bicycle Collisions:** There were 21 bicycle collisions in the Alice Birney neighborhood during the 2008-2009 school year. Due to the neighborhood improvements and safety training efforts, bicycle collisions dropped by 67 percent (to seven) during the 2010-2011 school year.



1. "Quick Facts." Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
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SAFE ROUTES TO SCHOOL SUCCESS STORY



30%

increase in walking to school among children who live between ¼ and ½ mile of school between 2011 and 2012

5%

increase in the overall number of students walking to school between 2011 and 2012

7%

increase in the overall number of students walking home from school between 2011 and 2012

10%

increase in the number of students bicycling to and from school between 2011 and 2012

175

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

August 2012

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Grant Elementary, Eureka, CA

CALTRANS DISTRICT 1, HUMBOLDT COUNTY

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}

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PROGRAM SUMMARY

With the help of the Eureka SRTS Task Force (which received start-up funding from a State SRTS award), the Grant Elementary Parent Teacher Association (PTA) organized a school site SRTS Planning Workshop and Walkability Audit. Because Grant Elementary is a low-income school, the SRTS Workshop was provided at no-cost by the California SRTS Technical Assistance Resource Center.



The workshop helped to identify safety concerns about the lack of safe crossings and high speed of cars near the school as well as to plan appropriate education and encouragement activities to fit the unique needs of the school community. Following the completion of the workshop, the PTA applied for and received



SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

Humboldt Partnership for Active Living,
a Program of the Natural Resources
Services Division of Redwood
Community Action Agency

Location

Eureka, Humboldt County
Caltrans District 1
CA Assembly District 1
CA Senate District 2

Funding

Community mini-grant
California Kids' Plates Program mini-grant

Participating School

Grant Elementary
77 percent of students at the school
are eligible for the Free and Reduced
Price Meals Program

Contact

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a small community grant to begin an education and encouragement program that included:

- Providing pedestrian and bicycle safety education for students;
- The PTA painting "Bulldog" prints (school mascot) to mark the safest way to cross the street;
- The PTA and parents coordinating regular "Walking Wednesdays;"
- Regular "Walking School Buses" led by parents and community volunteers;
- Classroom contests based on the number of students walking to school; and
- Applying gravel to a frequently-traveled path to school making it safer and more inviting.

PROGRAM SUCCESSES

- The average participation of walkers on Walking Wednesday increased so that 50 percent of students have participated at least once, and many of them participate every Wednesday.
- There has been a decrease in the amount of traffic and congestion from cars in front of school in the morning, because some participants opt to walk the last few blocks to school and get dropped off further from school to walk in a group.
- The pathway is no longer muddy and dark, but is now an inviting, open and pleasant walking path.
- Following these efforts, Grant Elementary received a State SRTS Infrastructure award for improvements, including sidewalk infill near the school, a raised crosswalk in front of the school, bulbouts, and a pedestrian median at a busy crossing near the school.



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SAFE ROUTES TO SCHOOL SUCCESS STORY



13%

decrease in bicycle and pedestrian collisions within a ½ mile of the city's schools from 2001 to 2010

2

new city plans addressing safety — a Safe and Healthy Streets Plan and a Bicycle Transportation Plan

17,000

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

Glendale, California

CALTRANS DISTRICT 7, LOS ANGELES COUNTY

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}

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PROGRAM SUMMARY

Glendale's SRTS program was initiated by a champion mother who was interested in calming the traffic at Richardson D. White Elementary School. Initially, she worked with the principal and other parents to create a SRTS Committee which established a dynamic two-pronged program that has increased family involvement and child safety for the school community. This program is comprised of a "Mustang Valet" Safe Drop-Off Zone and an ever expanding "Walking School Bus Program." Now, the program includes city-wide participation in International Walk to School Day. In 2011, 31 schools participated.

The catalyst for these programs was a tragic accident in 2008 at a nearby school in which an elementary student was



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SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

Glendale Public Works Department

Location

Glendale, Los Angeles County
Caltrans District 7
CA Assembly District 21
CA Senate District 43

Funding

Federal SRTS Non-Infrastructure (Cycle 3)
and Infrastructure (Cycle 3)
State SRTS Non-Infrastructure (Cycles 9 & 10)
and Infrastructure (Cycles 1, 2, 8, 9 & 10)

Participating Schools

Balboa ES, Benjamin Franklin ES,
Cerritos ES, Chamlian Armenian School,
Columbus ES, Dunsmore ES, Glenoaks
ES, Horace Mann ES, John Marshall ES,
John Muir ES, Lincoln ES, Richardson D
White ES, Thomas A Edison ES, Thomas
Jefferson ES, Valley View ES, Verdugo
Woodlands ES, Woodrow Wilson MS

52.17 percent of students in the school
district are eligible for the Free and
Reduced Price Meals Program

Contact

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killed in a crosswalk. Sadly, that incident was not isolated.

Many injuries and “near misses” have occurred throughout the Glendale Unified School District due to the high volume of cars around schools and increased numbers of busy, late, and distracted parents dropping children off. Richardson D. White Elementary School now has weekly walking school busses from four locations and recently had its first bicycle train which included over 30 students.

Since the beginning of California’s SRTS program, Glendale has successfully applied for a total of seven SRTS project awards totaling more than \$3.4 million. These funds are being used to implement a number of infrastructure improvements at schools throughout the city. Infrastructure improvements have consisted of improved lighting, raised crosswalks, bulbouts, bicycle racks, countdown signals, and advance stop markings.

Glendale has also received a federal SRTS Non-Infrastructure Cycle 3 award which will be used to roll out a broader safety education and encouragement program city-wide.

PROGRAM SUCCESSES

- Champion mother encouraged City to pursue outside grant funding
- Established strong partnership with Parent Teacher Association
- Coordinated planning effort to improve pedestrian safety around schools by leveraging resources
- Developed large group of parent volunteers
- Garnered interest of principals at other schools
- Developed a Safe and Healthy Streets Plan which details steps the city can take to improve conditions for bicyclists and pedestrians
- The city is drafting a new Bicycle Transportation Plan which has an emphasis on creating safe bicycle routes to school



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SAFE ROUTES TO SCHOOL SUCCESS STORY



2,600

number of students who participated in weekly *Walk to School Wednesdays* during the 2010-2011 school year

68%

of the school personnel surveyed stated that their school parking lot was less congested after the program began

97%

of the school personnel surveyed reported they would be interested in continuing the program for the 2011-2012 school year

100%

of schools saw increases in the number of students walking to school between the 2010 and 2011 school years

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Irvine, California

CALTRANS DISTRICT 12, ORANGE COUNTY

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}

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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

Led by the City of Irvine Community Services Department, in partnership with the Irvine Unified School District, the *Walk to School Wednesdays* program promotes healthier lifestyle options for students and families through active transportation and reduced car usage, ultimately decreasing traffic congestion around school campuses. The program was designed to encourage students to regularly walk, ride or skate to school by designating one day a week when student participation is tracked and recorded.

Seven schools in the district had 2,600 students participating in *Walk to School Wednesdays* during the 2010-2011 school year. Tracking students' efforts was a cooperative effort between city staff and school personnel. Teachers were asked to write each child's name on a chart and mark their square for every Wednesday that they walked or bicycled to school. Incentive items and activities were provided to encourage participation.

Pre- and post-surveys showed that over the school year, more children were walking to school one day a week while also keeping



Implementing Agency

City of Irvine,
Community Services Department

Location

Irvine, Orange County
Caltrans District 12
CA Assembly District 70
CA Senate Districts 33 and 35

Funding

Federal SRTS Non-Infrastructure

Participating Schools

Alderwood Elementary, Brywood Elementary, Canyon View Elementary, Lakeside Middle, Oak Creek Elementary, Plaza Vista School and Woodbury Elementary

3 to 15 percent of students at participating schools are eligible for the Free and Reduced Price Meals Program

Contact

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Senior Management Analyst
Community Services Department,
City of Irvine
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them walking over an extended period of time. The schools also stated that they noticed a significant change in their parking lots and a shift in the habits of families now walking to school versus driving.

PROGRAM SUCCESSES

School	% Increase in Student Body that Walked to School from 2010 to 2011
Alderwood Elementary School	170%
Brywood Elementary School	24%
Canyon View Elementary School	40%
Lakeside Middle School	44%
Oak Creek Elementary School	56%
Plaza Vista School	23%
Woodbury Elementary School	190%

- The program received an “Outstanding Supporter of Prevention” award from the Irvine Prevention Coalition in April 2011.
- After initial grant funding completed, the *Walk to School Wednesdays* program was sustained in school year 2011-12 with City funding. The number of student participants in 2011-12 increased from the previous year, with an average of 3,120 students actively taking part in each of the three program sessions throughout the year.
- With new SRTS non-infrastructure funding, the *Walk to School Wednesdays* program will expand into additional schools, with the goal of reaching 14 schools by the end of the grant period in 2016. One year into implementation, nine schools are already participating in the program and five more schools are committed to the program.



1. “Quick Facts.” Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
3. Chauhan, C, Yeh J, Fox, P. The Safe Routes to School Program in California: An

Update. *American Journal of Public Health* Published online ahead of print April 19, 2012; e1-e4. Doi:1.2105/AJPH.2012.300703).

4. *California Department of Public Health Vital Statistics Death Statistical Master Files*. Prepared by: California Department of Public Health, Safe and Active Communities Branch. Report generated from <http://epicenter.cdph.ca.gov> on June 6, 2012.

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SAFE ROUTES TO SCHOOL SUCCESS STORY



1.5

fold increase in daily walking and bicycling rates on Walk to School Days over a two year period

4.5

fold increase in monthly Walk and Bike to School Days

300

drivers pledging to drive under 25 miles per hour in school zones

1

new SRTS Plan developed for Lakeview Elementary

600

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

August 2012

California Safe Routes to School Technical Assistance Resource Center, a program of California Active Communities

www.CaSafeRoutesToSchool.org

(916) 552-9874

CaActiveCommunities@cdph.ca.gov

Lakeside, California

CALTRANS DISTRICT 11, SAN DIEGO COUNTY

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}

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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

Since the inception of the SRTS program at Lakeview Elementary, the school is now focused on the health and safety of the students.

The SRTS program includes:

- Education (bicycle rodeos, pedestrian safety trainings);
- Encouragement (incentives for walking to school);
- Enforcement (partnerships with local law enforcement and a school run safety patrol);



SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agencies

County of San Diego
Walk San Diego
Lakeview Parent Teacher Association

Location

Lakeside, San Diego County
Caltrans District 11
CA Assembly District 77
CA Senate District 36

Funding

Federal SRTS Infrastructure – Cycle 3
State SRTS Infrastructure – Cycles 9, 10
Parent Teacher Association

Participating School

Lakeview Elementary School
33.7 percent of students at the school
are eligible for the Free and Reduced
Price Meals Program

Contact

Kelly Bailey, SRTS Coordinator
PTA Volunteer and Parent
Lakeview Elementary
baileyorganizing@yahoo.com

- Evaluation (parent surveys, student surveys, and town hall meetings); and
- Engineering (new sidewalks).

PROGRAM SUCCESSES

- 1.5 fold increase in daily walking and bicycling on Walk to School Days over a two year period.
- 4.5 increase in monthly Walk and Bike to School Days.
- The *I Drive 25* campaign at Lakeview Elementary has over 300 participants per year that pledge to drive 25 miles per hour in school zones.
- A SRTS Plan was developed for Lakeview Elementary as a result of all SRTS efforts at the school.



1. "Quick Facts." Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
3. Chafan, C, Yeh J, Fox, P. The Safe Routes to School Program in California: An

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4. *California Department of Public Health Vital Statistics Death Statistical Master Files*. Prepared by: California Department of Public Health, Safe and Active Communities Branch. Report generated from <http://epicenter.cdph.ca.gov> on June 6, 2012.

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SAFE ROUTES TO SCHOOL SUCCESS STORY



34%

decrease in motor vehicle collisions involving pedestrians or bicyclists over a three-year period

75%

of the schools increased rates of students walking to school

38%

of schools increased rates of students bicycling to school

5,000

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

August 2012

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(916) 552-9874

CaActiveCommunities@cdph.ca.gov

La Mesa, California

CALTRANS DISTRICT 11, SAN DIEGO COUNTY

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}

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PROGRAM SUMMARY

The La Mesa SRTS Program works to increase the number of students safely walking and bicycling to school in order to improve their health, the health of the environment, and safety.

The program is focused on community engagement and inviting participation from all age groups. Program staff work with students, parents, school staff, and other community stakeholders at six elementary schools and two middle schools located in the City of La Mesa. Together, these eight schools have approximately 5,000 students enrolled.





Implementing Agencies

WalkSanDiego and City of La Mesa

Location

La Mesa, San Diego County
Caltrans District 11
CA Assembly District 77
CA Senate District 36

Funding

Federal SRTS Infrastructure and
Non-Infrastructure – Cycles 2 and 3
State SRTS Infrastructure and
Non-Infrastructure – Cycles 8, 9 and 10
Communities Putting Prevention
to Work (CPPW)

Participating Schools

La Mesa Dale, Murray Manor, Northmont,
Parkway Middle, La Mesa Middle, Lemon
Ave, Maryland Ave, and Rolando
53.4 percent of students in the La Mesa-
Spring Valley School District are eligible
for the Free and Reduced Price Meals
Program

Contacts

Leah Stender, Program Manager
WalkSanDiego
lstender@walksandiego.org
(619) 544-WALK
www.WalkSanDiego.org

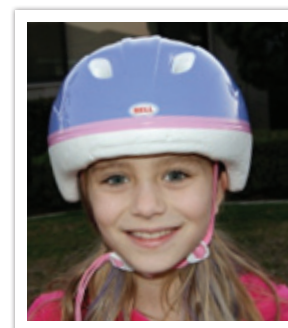
Misty Thompson, SRTS Coordinator
City of La Mesa
srts@ci.la-mesa.ca.us
(619) 667-1319
www.CityofLaMesa.com

The program is comprehensive, incorporating aspects of all 5 E's: Education, Encouragement, Enforcement, Engineering, and Evaluation. It has sparked a variety of other successful efforts in La Mesa focusing on creating a more walkable, livable, and safe community for residents of all ages.

PROGRAM SUCCESSES

• Travel Mode Shift During the Two to Three Year Program Period:

- » Six of the eight program schools (75 percent) showed increases in students walking to school.
- » Three of the eight program schools (38 percent) showed increases in students bicycling to school.



- **Safety Improvements:** Pedestrian/bicyclist collisions were reduced both in number and in percent of collisions.
 - » Pre-Project (August 2008-2009): 41 collisions involving pedestrians/bicyclists were reported, accounting for 7.3 percent of total motor vehicle-involved collisions.
 - » Post-Project (August 2010-2011): 27 collisions involving pedestrians/bicyclists, accounting for 6.8 percent of total motor vehicle-involved collisions.
- Seven schools within La Mesa currently have daily, weekly or monthly walking/bicycling to school programs.
- Four of the seven schools have older adult SRTS volunteers who actively support the program as crossing guards through the intergenerational component of the project.
- Suggested Routes to School maps were completed for all eight La Mesa schools and provided to parents and schools.



1. "Quick Facts." Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
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SAFE ROUTES TO SCHOOL SUCCESS STORY



44% - 50%

increase in morning walking trips to school between 2009 and 2011

4,300

students participated in Bicycle and Pedestrian Rodeos

5,643

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

Monterey County, California

CALTRANS DISTRICT 5

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

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PROGRAM SUMMARY

The Monterey South County Pedestrian and Biking Safety Plan provided SRTS programs for schools in King City and the City of Soledad. Several program elements worked synergistically to make the South Monterey County Pedestrian and Biking Safety Plan a success.

School presentations, assemblies, and bicycle rodeos educated students and teachers about safe walking and bicycling, while special events such as International Walk to School Day in October and Bike Day in May provided opportunities to practice bicycle and pedestrian skills in a festive environment. Monthly safety fliers, newspaper ads, and radio public service announcements using a Street Smarts media



August 2012

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SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

Monterey County Health Department,
Public Health Bureau

Location

Monterey County
Caltrans District 5
CA Assembly District 28
CA Senate District 12

Funding

Federal SRTS Non-Infrastructure –
Cycle 2

Participating Schools

Frank Ledesma Elementary,
Gabilan Elementary, Jack Franscioni
Elementary, Rose Ferrero Elementary,
San Vicente Elementary, Main Street
Middle School, King City Charter Arts,
Del Rey Elementary School, Santa Lucia
Elementary School, Chalone Peaks
Middle School

84 to 96 percent of students in
participating schools are eligible for the
Free and Reduced Price Meals Program

Contact

Susan Kent, Safe Routes to School
Coordinator/ Health Educator
Monterey County Health
Department
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(831) 755-8975

campaign emphasized pedestrian and bicycle safety and educated parents and the community about traffic safety. Police participation helped to enforce traffic safety during drop off and pick up around schools and remind parents to drive safely and obey traffic rules in both King City and Soledad. During implementation of this program, students at both King City and Soledad benefitted from the recent completion of Infrastructure projects that installed new or improved sidewalks around several schools (King City) and bicycle lanes (Soledad) that students were able to use.

PROGRAM SUCCESSES

- **Travel Mode Shift:** Morning walking increased by 44 to 50 percent at school sites between 2009 and 2011.
- **Safety Education:** 5,000 students benefitted from pedestrian and bicycle safety classroom presentations. 4,300 students participated in Bicycle and Pedestrian Rodeos with safety skills training and several hundred bicycle helmets were distributed at these events.
- **Taking on Bullying:** At the outset of the SRTS program, King City stakeholders identified student bullying as a particular challenge. While they were evaluating school wide bullying programs, the SRTS program distributed anti-bullying educational materials to facilitate discussion in school classrooms. The King City Safety Coalition organized parents to work on bullying issues in the community and the school district brought in an educational program to address bullying at all the schools.
- **Addressing a Community Tragedy:** Just as the SRTS program was beginning in Soledad, a student was seriously injured by a car while walking to school. The SRTS Coordinator addressed community concerns by giving a presentation to the Soledad School Board describing the components and benefits of the SRTS program and emphasizing how the program would help educate parents, teachers, and community members so that future injuries could be avoided. The school board and the Soledad Unified School District embraced the program.



1. "Quick Facts." Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
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4. *California Department of Public Health Vital Statistics Death Statistical Master Files*. Prepared by: California Department of Public Health, Safe and Active Communities Branch. Report generated from <http://epicenter.cdph.ca.gov> on June 6, 2012.

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SAFE ROUTES TO SCHOOL SUCCESS STORY



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

August 2012

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Redding, California

CALTRANS DISTRICT 2, SHASTA COUNTY

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





SAFE ROUTES TO SCHOOL SUCCESS STORY

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
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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 SUCCESSSES

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

- 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.



1. "Quick Facts." Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
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SAFE ROUTES TO SCHOOL SUCCESS STORY



33%

reduction in pedestrian collisions between 2009 and 2010

48

schools benefitted from Safe Routes to School infrastructure improvements

213

intersections within a ½ mile of schools retrofitted with upgraded pedestrian signals

1,500

pedestrian signals with visual and vocal count down timers installed throughout the city

Riverside, California

CALTRANS DISTRICT 8, RIVERSIDE COUNTY

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}

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PROGRAM SUMMARY

The City of Riverside received a SRTS state Cycle 7 Infrastructure award for \$150,000 to upgrade pedestrian signals with visual and vocal count down timers at 213 intersections located within a ½ mile of 48 school sites.

Traffic engineers targeted these signals for retrofitting because their proximity to schools increased the likelihood of pedestrian use by students, teachers, and parents. Choosing these locations also provided the greatest investment in pedestrian safety.

This project was turned around quickly. By summer 2010, all 1,500 pedestrian signals at the 213 intersections near schools were upgraded.



August 2012

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www.CaSafeRoutesToSchool.org

(916) 552-9874

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SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

City of Riverside,
Traffic Engineering Department

Location

Riverside, Riverside County
Caltrans District 8
CA Assembly District 63
CA Senate District 31

Funding

State SRTS Infrastructure – Cycle 7

Participating Schools

48 schools in the City of Riverside

Contact

Steve Libring, City Traffic Engineer
Traffic Engineering Department
City of Riverside
SLibring@riversideca.gov
(951) 826-5368
www.riversideca.gov/traffic

PROGRAM SUCCESSES

- **Decrease in Pedestrian Collisions:** Between 2009 and 2010, pedestrian collisions decreased by 33 percent.
- **Positive Feedback From the Community:** City staff continue to get positive feedback from parents, teachers, residents, and elected officials, who say walking and bicycling to school (and other destinations) is safer and more accessible as a result of the new pedestrian signals.
- **Makes it Easier for Crossing Guards to Keep Children Safe:** Crossing guards are especially pleased with the change because the signal now communicates the time available to cross the street with the children.
- **High Return on Investment:** The City Traffic Engineer said this project was “one of the best \$150,000 we spent in the City. Retrofitting the pedestrian signals provided a high benefit at a relatively low cost.”
- **Encouraged Additional Pedestrian Crossing Signal Upgrades:** As a result of the positive feedback from the community, the City decided to retrofit the remaining 147 intersections with upgraded pedestrian crossing signals. As of July 2012, all 360 pedestrian crossing signals were upgraded with a pedestrian count down.



1. “Quick Facts.” Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
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SAFE ROUTES TO SCHOOL SUCCESS STORY



540

students received pedestrian safety education

60

students participated in weekly Walking School Buses

4

new parent-supervised Walking School Bus routes established

1

new infrastructure award received

Sacramento, California

CALTRANS DISTRICT 3, SACRAMENTO COUNTY

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}

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PROGRAM SUMMARY

WALKSacramento, a pedestrian advocacy organization, worked with Sacramento County on a SRTS Non-Infrastructure (NI) project to promote walking and bicycling to and from school in unincorporated areas of the county. Howe Avenue Elementary School, in the San Juan Unified School District, was one of 15 schools served under this project.

WALKSacramento conducted a walk/bicycle audit around the school and provided consultation and support to determine the best strategies for promoting safe walking and bicycling to school.



August 2012

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SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

WALKSacramento

Location

Sacramento, Sacramento County
Caltrans District 3
CA Assembly District 5
CA Senate District 6

Funding

Federal SRTS Non-Infrastructure –
Cycle 1

Participating School

Howe Avenue Elementary School
96 percent of students at the school
are eligible for the Free and Reduced
Price Meals Program

Contact

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www.walksacramento.org

WALKSacramento also worked closely with Howe Avenue Elementary's Parent Traffic Safety Committee, providing guidance on what routes to walk, which educational material and encouragement programs could enhance student safety, and how to organize volunteers.

PROGRAM SUCCESSES FOR THE 2011-2012 SCHOOL YEAR:

- **Secured Additional Funding:** Findings from the expert-led walk audit helped to secure a State SRTS Infrastructure award. This new project was awarded in June 2012 and will improve safety around the school, which recently had a child pedestrian fatality (that occurred when a seven-year old was walking home from the school).
- **Safety Improvements:** Four new parent-supervised Walking School Bus routes were created to maximize the safety of young children walking to and from school. Participation in these weekly Walking School Buses has grown steadily over the year to an estimated 60 students each week. Participation continues to grow and represents a proud, tangible accomplishment for parents who committed to improving safety for their children. Walking School Bus volunteers benefit from training as well as from safety vests, flags, and a route map with detailed information on start locations and times.
- **Increased Parent Involvement:** Parent involvement continues to grow through an ever-expanding Howe Avenue Elementary Parent Traffic Safety Committee. Many of these parents have also been trained on pedestrian safety practice so they can help supervise weekly Wednesday Walking School Buses.
- **Reaching a Low-income Community:** This project exemplifies the success of SRTS funding in reaching low-income communities with much-needed safety education and roadway improvements.



1. "Quick Facts." Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
3. Chauhan, C, Yeh J, Fox, P. The Safe Routes to School Program in California: An

Update. *American Journal of Public Health* Published online ahead of print April 19, 2012; e1-e4. Doi:1.2105/AJPH.2012.300703).

4. *California Department of Public Health Vital Statistics Death Statistical Master Files*. Prepared by: California Department of Public Health, Safe and Active Communities Branch. Report generated from <http://epicenter.cdph.ca.gov> on June 6, 2012.

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SAFE ROUTES TO SCHOOL SUCCESS STORY



73%

of the schools increased rates of walking and bicycling over a one- to two-year period

40%

of the schools decreased rates of single family vehicle driving over a one- to two-year period

6,805

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

2

new partnerships developed resulting in studying student commute and establishing a systematic way to prioritize schools for capital improvements

August 2012

California Safe Routes to School Technical Assistance Resource Center, a program of California Active Communities

www.CaSafeRoutesToSchool.org

(916) 552-9874

CaActiveCommunities@cdph.ca.gov

San Francisco, California

CALTRANS DISTRICT 4, SAN FRANCISCO COUNTY

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

San Francisco's SRTS Program, led by the San Francisco Public Health Department, incorporates all 5 E's – Education, Encouragement, Enforcement, Engineering, and Evaluation.

Key program elements include:

- Classroom lessons on pedestrian and bicycle safety to kindergarten, 1st, 2nd, and 4th grade students;
- Annual Fall Walk to School Day and Spring Bike to School Day;
- Working with parents and caregivers at individual schools to form their own regular, recurring walk and roll events for their school community;
- Regular traffic enforcement by law enforcement including enforcing new 15 mph school zones citywide;
- Walk audits and a city-wide prioritization system to inform SRTS capital infrastructure project applications; and



SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

San Francisco Department
of Public Health

Location

City and County of San Francisco
Caltrans District 4
CA Assembly Districts 12 and 13
CA Senate Districts 3 and 8

Funding

Federal SRTS Non-Infrastructure –
Cycles 1 and 3
Metropolitan Transportation
Commission Regional SRTS Program

Participating Schools

Buena Vista, George Washington
Carver, El Dorado, Fairmount, Leonard
Flynn, Garfield, Grattan, Longfellow,
Marshall, Monroe, George Peabody,
Sunnyside, Sunset, ER Taylor, Ulloa

58 percent (average across 15 schools)
of students eligible for the Free and
Reduced Price Meals Program

Contact

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www.SfSafeRoutesToSchool.org

- Conducting evaluation to consistently improve the program by administering and analyzing student travel tallies, parent surveys, and team progress reports.

PROGRAM SUCCESSES

- **Travel Mode Shift (Over a One- to Two-Year Period):** Eleven out of 15 schools (73 percent) increased rates of walking and bicycling. Six schools (40 percent) decreased rates of single family vehicle driving. Although modest, this is first time the SRTS Program has seen positive trends in mode shift. This is particularly significant because it was also the first year parent and caregiver outreach was conducted, clearing indicating that this type of outreach is key to mode shift.
- **Partnered with University of California, San Francisco Pediatrics:** Conducted a school district-wide school commute study, the first of its kind to look at student commute in San Francisco.
- **Partnered with San Francisco Municipal Transportation Agency (MTA):** Established school prioritization system based on the school commute results and injury data. This is the first time MTA has established a systematic way to prioritize schools for capital improvements. MTA is now using this system that was developed with federal SRTS Non-Infrastructure funds to pursue SRTS capital infrastructure funding. MTA was just awarded a state SRTS Infrastructure project for Jean Parker Elementary School, the number one school ranked for infrastructure needs on the prioritization system.
- **Community Mobilization:** In February 2012, there was an attempted kidnapping of a girl walking to George Washington Carver Elementary. With assistance from the SRTS team, the community turned a negative event into a positive outcome. Parents and community-based organizations pulled together and organized DAILY morning and afternoon walking school buses to make sure students were chaperoned and safely walking to and from school and after-school care.



1. "Quick Facts." Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
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Update. *American Journal of Public Health* Published online ahead of print April 19, 2012; e1-e4. Doi:1.2105/AJPH.2012.300703).

4. *California Department of Public Health Vital Statistics Death Statistical Master Files*. Prepared by: California Department of Public Health, Safe and Active Communities Branch. Report generated from <http://epicenter.cdph.ca.gov> on June 6, 2012.

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SAFE ROUTES TO SCHOOL SUCCESS STORY



2.5

times more students walking and bicycling to school during the two-week challenge than normal school days

3,245

total number of walking and bicycling trips logged by students during the two-week challenge

113,463

total calories burned by students while walking and bicycling to and from school during the two-week challenge

400

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

August 2012

California Safe Routes to School Technical Assistance Resource Center, a program of California Active Communities

www.CaSafeRoutesToSchool.org

(916) 552-9874

CaActiveCommunities@cdph.ca.gov

San Marino, California

CALTRANS DISTRICT 7, LOS ANGELES COUNTY

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

This project is in the beginning stages of implementation, with the goal of reducing vehicular traffic and improving traffic safety.

One part of the federally-funded SRTS award is to establish a program to encourage parents to allow their children to walk and bicycle to school. At the outset of the program, parents and students were surveyed and the results showed that about 44 students at Carver and about 88 students at Valentine routinely walked or bicycled to school.

With the approval by the school board, Carver and Valentine Elementary Schools families were able to test an electronic "scan and notify" system for a two-





SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

City of San Marino

Location

San Marino, Los Angeles County
Caltrans District 7
CA Assembly District 49
CA Senate District 22

Funding

Federal SRTS Non-Infrastructure –
Cycle 2

Participating Schools

Carver Elementary and Valentine
Elementary
Zero students at the school are
eligible for the Free and Reduced
Price Meals Program

Contact

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week walk/bicycle challenge. The pilot program entailed students registering and being issued a special SRTS Sneaker keychain with a barcode which was to be attached to students' backpacks. Carver and Valentine Parent-Teacher Association volunteers were involved in this program as well, helping to greet students and scan their keychains.

PROGRAM SUCCESSES

- A total of 3,245 total trips were logged during the two-week challenge:
 - » 157 students walked or bicycled at least once to Carver Elementary.
 - » Over 248 students walked or bicycled at least once to Valentine Elementary.
 - » Over 320 students walked or bicycled at least seven of the ten days.
- Students participating in the two-week challenge:
 - » Traveled 2,837 miles.
 - » Burned an estimated 113,463 calories.
 - » Eliminated 3,245 car trips resulting in 2,483 pounds of CO2 not released.



1. "Quick Facts." Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
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SAFE ROUTES TO SCHOOL SUCCESS STORY



7%

increase in walking to school during a four week period

66%

increase in bicycling to school during a four week period

16.6%

average increase in bicycle safety knowledge among middle school students

15.8%

average increase in bicycle safety knowledge among elementary school students

4,234

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

August 2012

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Santa Cruz, California

CALTRANS DISTRICT 5, SANTA CRUZ COUNTY

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. As such, 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

Ecology Action worked in collaboration with the Santa Cruz County Health Services Agency through a two-year Cycle 1 SRTS award at 26 elementary and middle schools in Santa Cruz County.

The goal of the collaboration was to increase the frequency and safety of bicycling and walking to school to help decrease childhood obesity, increase active transportation, and reduce traffic congestion at and near schools.





SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

Santa Cruz County Health Services Agency

Location

Santa Cruz, Santa Cruz County
Caltrans District 5
CA Assembly District 27
CA Senate District 14

Funding

Federal SRTS Non-Infrastructure – Cycle 1

Participating Schools

Santa Cruz Gardens Elementary, Vine Hill Elementary, Pacific Elementary, Delaveaga Elementary, Shoreline Middle School, Gault Elementary, Mission Hill Middle School, Bay View Elementary, HA Hyde Elementary, Landmark Elementary, MacQuiddy Elementary, Mar Vista Elementary, Starlight Elementary, Rolling Hills Middle School, EA Hall Middle School, Mintie White Elementary, Tierra Pacifica Charter School, Main Street Elementary, Monarch Community School, Del Mar Elementary, Lakeview Middle School, Cesar Chavez Middle School, Aptos Junior High, Pacific Collegiate School, New Brighton Middle School, Branciforte Middle School

Up to 76 percent of students eligible for Free and Reduced Price Meals Program

Contact

Jeanne LePage
Program Specialist
Ecology Action
jlepage@ecoact.org
(831) 515-1344

Specifically, it accomplished this by:

- Bicycle safety classroom presentations, rodeos and street rides;
- Daily walk/bicycle to school encouragement through four-week classroom tracking program;
- Recruiting new schools for bi-annual Bike to School Day; and
- Establishing a bi-annual Walk to School Day.

PROGRAM SUCCESSES

- In-class education increased bicycle safety knowledge pre-/post-program by an average of:
 - » 16.6 percent among middle school students
 - » 15.8 percent among elementary school students
- During a four-week monitoring period:
 - » Walking to/from school increased by 7 percent
 - » Bicycling to/from school increased by 66 percent
 - » Skating to/from school increased by 100 percent
 - » Carpooling to/from school increased by 50 percent
 - » Driving alone trips to/from school decreased by 19 percent
- Students participating in the program:
 - » Traveled 34,718 miles
 - » Burned an estimated 1,388,720 calories
 - » Eliminated 27,655 car trips resulting in 34,718 pounds of CO₂ not released
- 22 out of 31 teachers rated the program as “excellent”



1. “Quick Facts.” Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999–2004. *JAMA*. 2006;295:1549-1555.
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4. *California Department of Public Health Vital Statistics Death Statistical Master Files*. Prepared by: California Department of Public Health, Safe and Active Communities Branch. Report generated from <http://epicenter.cdph.ca.gov> on June 6, 2012.

TARC 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.

SAFE ROUTES TO SCHOOL SUCCESS STORY



7,529

student walking and bicycling trips recorded during the 2011-2012 school year

9,617

total miles traveled by students while walking and bicycling to and from school during the 2011-2012 school year

412,554

total calories burned by students while walking and bicycling to and from school during the 2011-2012 school year

238

5th graders participated in the Boltage program

August 2012

California Safe Routes to School Technical Assistance Resource Center, a program of California Active Communities

www.CaSafeRoutesToSchool.org

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CaActiveCommunities@cdph.ca.gov

Gault Elementary School, Santa Cruz, CA

CALTRANS DISTRICT 5, SANTA CRUZ COUNTY

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

Gault Elementary School has incorporated the Boltage system in their SRTS program. Boltage uses technology and incentives to actively encourage daily bicycling and walking to school and provides data to show program progress.

The Boltage device is a solar-powered Radio Frequency Identification (RFID) reader, which can read registered students' RFID tag with a unique identification number. On the days that students walk or bicycle to school, they pass beneath the RFID reader which records the trips.





SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

City of Santa Cruz Public Works

Location

Santa Cruz, Santa Cruz County
Caltrans District 5
CA Assembly District 27
CA Senate District 14

Funding

State SRTS – Cycle 9

Participating School

Gault Elementary School
76 percent of students at the school are eligible for the Free and Reduced Price Meals Program

Contact

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Boltage uploads data to a secure website so families and school administrators can see how many active trips students have logged, miles they have traveled, and calories they have burned. The system also shows the amount of greenhouse gases “saved” as a result of the avoided car trip to school. Students are motivated to earn privileges, recognition, and prizes based on the number of trips tallied – the more trips logged the more chances to win.

Accompanying the Boltage program is bicycle safety education that teaches students on-bike safe handling skills through classroom presentations and an on-bike training session.

PROGRAM SUCCESSES

- Students participating in the Boltage program during the 2011-2012 school year:
 - » Recorded 7,529 active trips.
 - » Traveled 9,617 miles.
 - » Burned an estimated 412,554 calories.
- In 2012, all 238 5th grade students participated in the Boltage program



1. “Quick Facts.” Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
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- Update. *American Journal of Public Health* Published online ahead of print April 19, 2012; e1-e4. Doi:1.2105/AJPH.2012.300703).
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SAFE ROUTES TO SCHOOL SUCCESS STORY



100%

of schools increased their rates of students walking and bicycling between 2011 and 2012

15% to 91%

increase in rates of students walking and bicycling to the various schools between 2011 and 2012

1,100

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

August 2012

California Safe Routes to School Technical Assistance Resource Center, a program of California Active Communities

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Sebastopol, California

CALTRANS DISTRICT 4, SONOMA COUNTY

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

The Sebastopol SRTS Program is spearheaded by the City of Sebastopol's Engineering Department in collaboration with the Sonoma County Bicycle Coalition (SCBC). This public/private partnership also involved the Sebastopol Police Department, local elected officials, the district PTA, and many other local organizations.

The Sebastopol SRTS Program provided online resources and individualized support for four schools in the Sebastopol Union School District. SCBC established a Walk and Roll encouragement program at each school that included:

- International Walk and Roll to School Day each October;
- Weekly or monthly walk and roll days throughout the year;
- A six- to eight-week Spring walk and roll challenge;



Implementing Agency

City of Sebastopol Engineering Department
Sonoma County Bicycle Coalition

Location

Sebastopol, Sonoma County
Caltrans District 4
CA Assembly District 1
CA Senate District 2

Funding

Federal SRTS Non-Infrastructure – Cycle 1

Participating Schools

Brook Haven School – 35 percent of students eligible for the Free and Reduced Price Meals (FRPM) Program
Pine Crest Elementary School – 37 percent of students eligible for the FRPM Program
Park Side Elementary School – 56 percent of students eligible for the FRPM Program
Sebastopol Independent Charter School – no students eligible for the FRPM Program

Contact

Tina Panza, SRTS Program Director
Sonoma County Bicycle Coalition
saferoutes@bikesonoma.org
(707) 545-0153
www.SonomaSafeRoutes.org

- A Teens Go Green Club (at Brook Haven); and
- Various other activities such as parades, poster contests, and more.

SCBC also provided annual in-class pedestrian and/or bicycle safety education at each grade level each year at all four school sites, as well as a bicycle/pedestrian safety assembly, and an annual, after-school on-bicycle skills course at Brookhaven, Pine Crest and Park Side. A successful bicycle swap was also conducted in the final year of the program.

The Sebastopol SRTS Program also produced a Sebastopol Safer Routes to School Map. This success was the result of a year-long collaborative evaluation process with the City, the school district, and law enforcement that included multiple walking audits as well as evaluation and prioritization of infrastructure problems and opportunities for improvement.

PROGRAM SUCCESSES

School	Percent of Children Walking and Bicycling		Increase in Children Walking and Bicycling
	Pre-Program (2011)	Post-Program (2012)	
Brook Haven School	31.6%	38%	20%
Pine Crest Elementary School	23.5%	27%	15%
Park Side Elementary School	15.8%	21.8%	38%
Sebastopol Independent Charter School	16%	30.5%	91%



1. "Quick Facts." Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
3. Chauhan, C, Yeh J, Fox, P. The Safe Routes to School Program in California: An Update. *American Journal of Public Health* Published online ahead of print April 19, 2012; e1-e4. Doi:1.2105/AJPH.2012.300703).
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SAFE ROUTES TO SCHOOL SUCCESS STORY



37%

increase in the number of students walking to school between 2010 and 2012

11%

increase in the number of students bicycling to school between 2010 and 2012

32%

decrease in "near-misses" of potential injuries at school drop-off and pick-up areas between 2010 and 2012

4,000

family members reached with pedestrian and bicycle safety education efforts

6,743

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

August 2012

California Safe Routes to School Technical Assistance Resource Center, a program of California Active Communities

www.CaSafeRoutesToSchool.org

(916) 552-9874

CaActiveCommunities@cdph.ca.gov

Stockton, California

CALTRANS DISTRICT 10, SAN JOAQUIN COUNTY

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

The City of Stockton's SRTS Regional Program, implemented by the non-profit organization Safe Moves, was designed to integrate safety, health, and fitness with the promotion of walking and bicycling as alternative modes of transportation. The City worked in collaboration with four school districts (Lincoln Unified, Stockton Unified, Manteca Unified, and Lodi Unified) to select the pilot schools for the program, and have continued to work together to help shape this SRTS regional program.

The program's education components include establishing parent transportation advisory committees at each school site, as well as conducting





SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

Safe Moves

Location

Stockton, San Joaquin County
Caltrans District 10
CA Assembly District 5
CA Senate District 17

Funding

Federal SRTS Non-Infrastructure –
Cycle 1

Participating Schools

Ansel Adams Elementary, Clairmont
Elementary, George Y. Komure
Elementary, El Dorado Elementary,
Fillmore Elementary, Harrison
Elementary, Lincoln Elementary, Taft
Elementary, Washington Elementary,
and Wilson Elementary

60 to 99 percent of students at
participating schools are eligible for the
Free and Reduced Price Meals Program

Contact

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SAFE MOVES
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www.SafeMoves.org

student assemblies emphasizing pedestrian and bicycle safety, “on-the-bike” bicycle skill rodeos, parent education workshops (linking active transportation and health), and trainings (e.g. Crossing Guard Basics, How to Start Up Walking School Buses and Bicycle Trains). Safe Moves also encourages walking and bicycling with Family Fun Days, Earn-a-Bike programs, and Walk and Bike to School Days.

PROGRAM SUCCESSES

- The SRTS Regional Program has benefitted over 6,700 students in the Central Valley, a region which tends to have high rates of childhood obesity and low rates of physical activity.
- Preliminary data found a 37 percent increase in the number of students walking and an 11 percent increase in the number of students bicycling to school over a two-year period.
- **Safety Improvements Between 2010 and 2012:**
 - » The number of students using crosswalks on the way to school increased by 28 percent and the number of mid-block crossings in front of schools decreased by 17 percent.
 - » “Near-misses” of potential injuries at school drop-off and pick-up areas decreased by 32 percent.
 - » Almost 1,000 parents received either pedestrian or bicycle safety education in the form of community workshops, including crossing guard, walking school bus, and bicycle train trainings.
 - » An additional 3,000 family members were reached with safety and encouragement efforts.
- The project has proved to be a successful avenue for distributing and fitting over 100 bicycle helmets in two years, which was provided by local partnering agencies.
- Designated SRTS staff has been instrumental in securing on-going media attention to pedestrian and bicycle safety within the designated project region.



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