



# Safe Routes to School Overview

## SCAG Toolbox Tuesday

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Safe Routes to School National Partnership

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# Agenda

- Introduction
- Why do we need Safe Routes?
- What can we as policy makers and government officials do?
- Examples of SRTS Programs





# Safe Routes to School Programs

- Make walking and bicycling safe ways to get to school
- Encourage more children to walk and bicycle to school (and in daily life)
- Create cooperation and changes to the built environment





# Federal Safe Routes to School Program

- \$1 Billion to States 2005-2011
- Funds infrastructure projects and non-infrastructure activities
- Requires State SRTS Coordinators at the DOT





# California Safe Routes to School Program

- CA is of the few states that has a separate level of SR2S funding.
- Administered by Caltrans. Since 1999 about \$315 million has been awarded
- Technical Advisory Resource Center (TARC)





# Safe Routes to School National Partnership

- Grant funded by Kaiser Permanente and the Robert Wood Johnson Foundation to change policies at state, regional, county and local levels in California
- Nearly 600 organizations, agencies and schools nationwide
- Provide best practices, technical assistance, and builds leadership





# Why do we need Safe Routes?





# Fewer children are walking and bicycling today



## Walk and Bike

- 1969, 48% (88% within 1 mile)
- 2009, 13% (38% within 1 mile)



# More Parents are Driving



Parents driving their children to school account for 10%-14% of morning rush hour traffic.





The consequences of *this*...





...instead of *this* can be alarming.





# Health Consequences

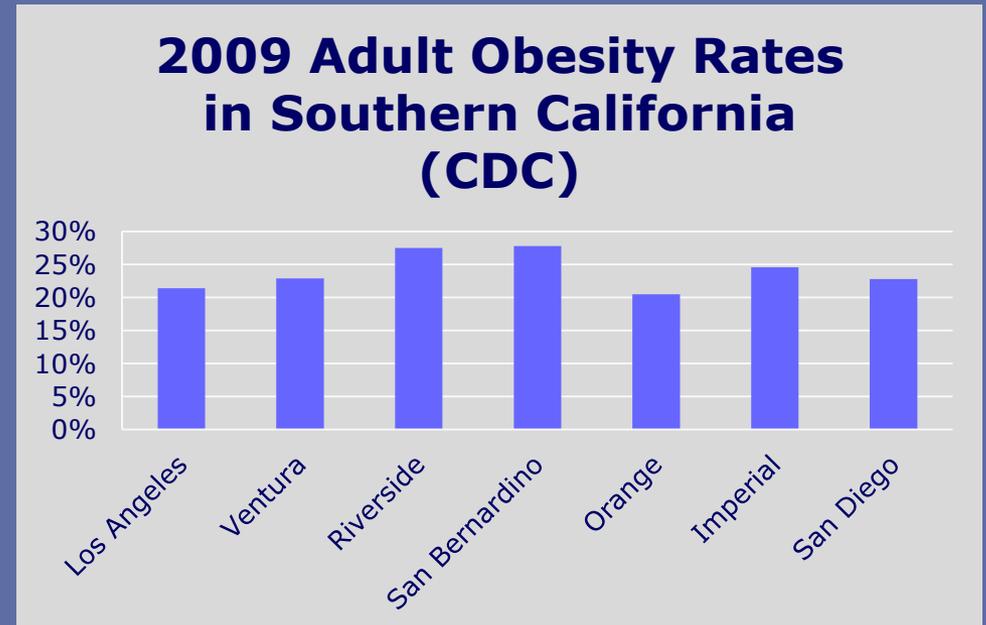
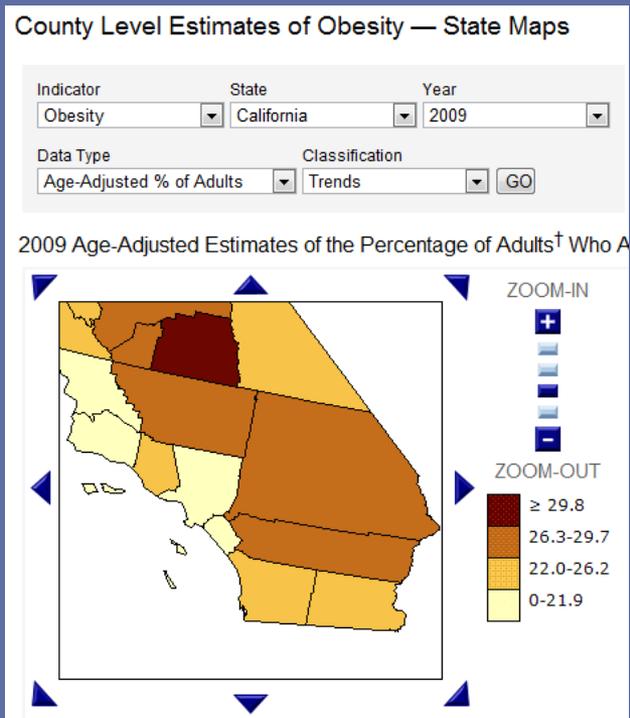
Today's children may be the first generation to have a shorter life expectancy than their parents have





# Obesity Rates

Obesity and Physical Inactivity cost California \$41 Billion Annually



“It is estimated that one-third of children born in 2000 will develop obesity-related diabetes, half of which will be in the Latino and African American communities.”





# Obesity Related Disease

- Type 2 Diabetes
- Heart Disease
- Hypertension (Blood Pressure)
- Metabolic Syndrome
- Polycystic Ovary Syndrome
- Infertility in Men
- Dyslipidemia (Coronary Artery Disease)
- Thyroid
- Stroke
- Cancer
- Osteoarthritis





# Daily Physical Activity

Promoting safe walking and bicycling is an ideal strategy to increase physical activity





# Benefits to Health

- Students who walk 1 mile to and from school get two-thirds of recommended levels of physical activity
- Children who walk to school are more physically active throughout the day
- Physically active children tend to have better academic achievement, enhanced concentration, better classroom behavior





# Safety

## SCAG REGIONAL MODE SHARE FOR ALL TRIPS

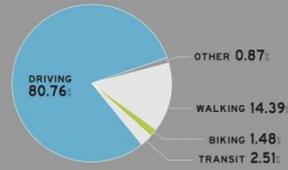
IMPERIAL COUNTY



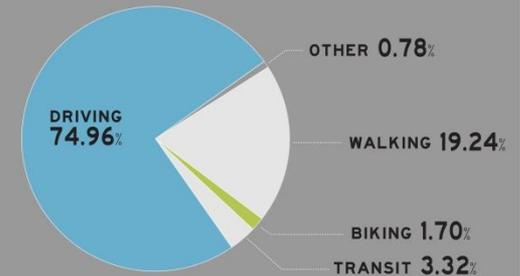
LOS ANGELES COUNTY



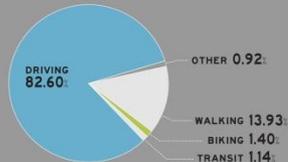
ORANGE COUNTY



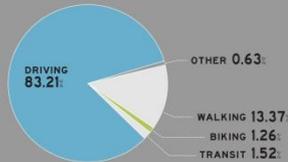
SCAG REGION TOTAL



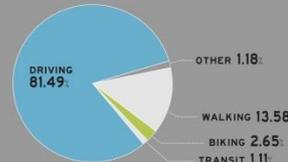
RIVERSIDE COUNTY



SAN BERNARDINO COUNTY



VENTURA COUNTY



SOURCE: 2009 National Household Travel Survey, California  
Contact: Leonard Seitz, Caltrans

Design: Leslie Bloom, [leslie@slobikelane.org](mailto:leslie@slobikelane.org)

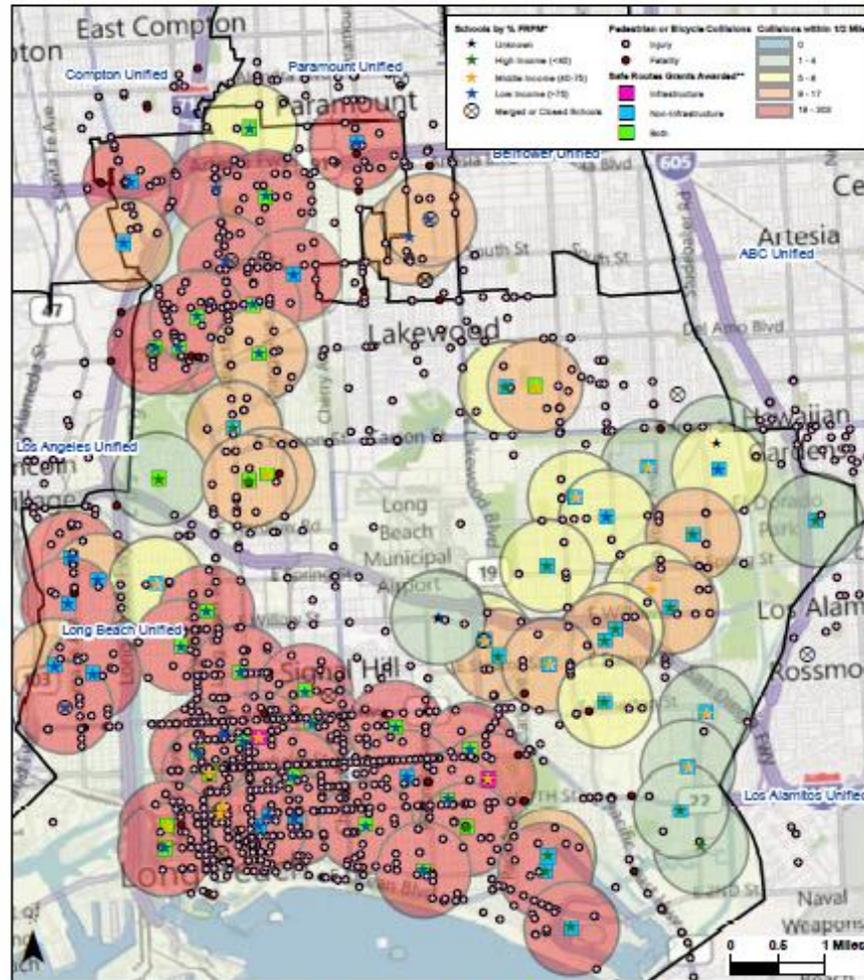
- About 21% of all trips in the SCAG Region are done via walking and bicycling (see above)
- 25% of all SCAG roadway fatalities are pedestrian and bicyclists (2008 SWITRS)





# SafeTrec

Long Beach - Pedestrian or Bicycle Collisions Near School Sites (2007-2009)



\*Schools classified according to percentage of students eligible for the Free/Reduced Price Meal Program (2010).  
 \*\*Safe Routes to School awards include state and federal funding from 2005 - 2011.



SafeTREC

Sources: California Public School Database; SWITRS 2007-2009; Bing Maps





# High Speeds Increase Injury Rates (AB 321)

MPH

## PEDESTRIAN INJURIES AT IMPACT SPEEDS

40



85% death

15% injured

30



45% death

50% injured

5% uninjured

20



5% death

65% injured

30% uninjured





# SRTS and Personal Safety

- Walking School Buses
- Safety Monitors
- Safe Havens
- Teaching Personal Safety Skills
- Infrastructure Improvements





# What can we do?

- Policy change
- Infrastructure change
- Equity





# Policy Initiatives

## ■ Local Schools

- Wellness
- Safety Education (Bicycle/Pedestrian Rodeos)
- Drop off/Pick up
- Bicycling Policies
- Crossing Guards
- Joint Use
- Walk/Bike to School Days

## ■ City/County

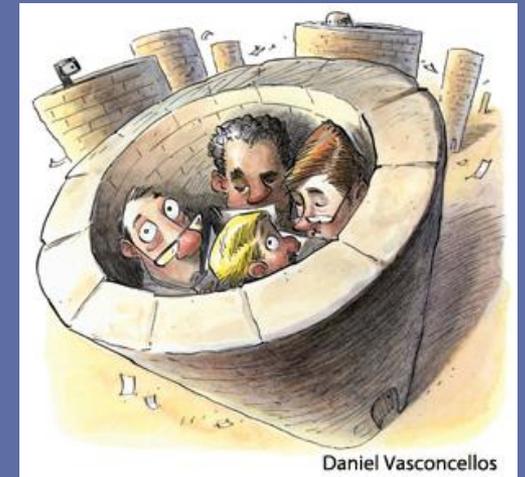
- Safe Routes to School Plans
- Bike/Ped Master Plans
- General Plan Updates
- Ongoing law enforcement
- Reducing Speed Limits
- Double fine zones to raise \$
- Bicycle and pedestrian counts
- Complete Streets





# Coordination

- Public Health
- City Planning
- Public Works
- Elected Officials
- Law Enforcement
- School Districts
- Principals
- County Transportation Comm (CTCs)
- Community Based Organizations
- PTA, Parents, Youth



Daniel Vasconcellos





# Infrastructure Improvements





# Achieving Health Equity

## Challenges in Low Income Communities

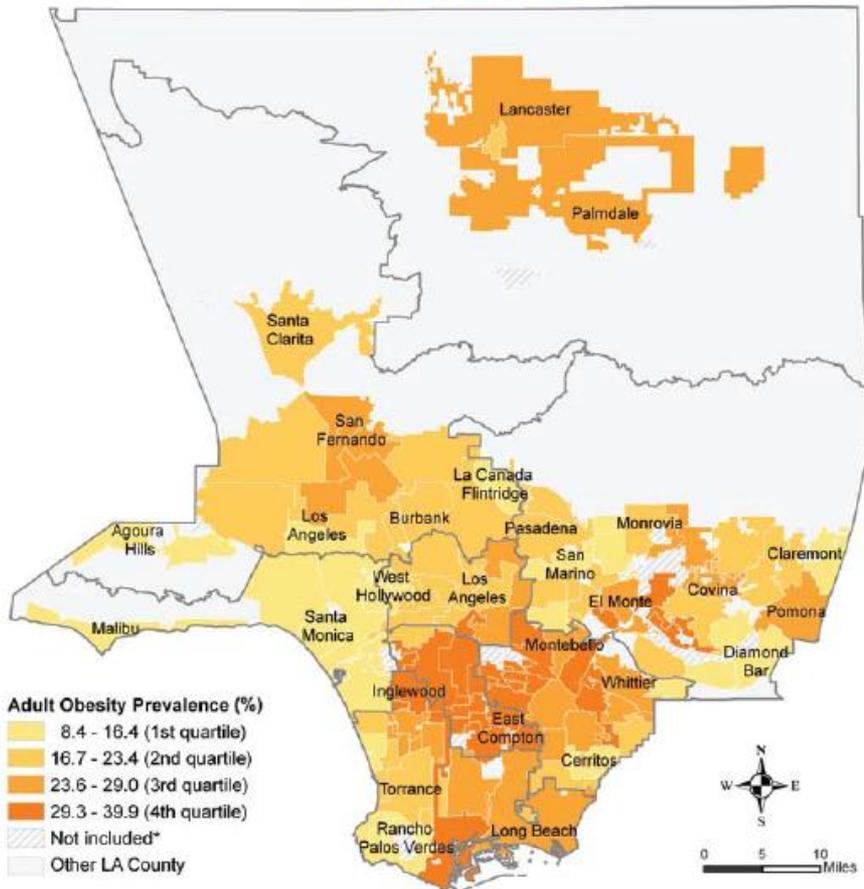
- Limited Parental Involvement
- Personal Safety: Crime and Violence
- A Shortage of Professional Expertise
- The Barrier of Distance to School
- Traffic Dangers in the Built Environment





# Poverty and Health/Safety

Figure 1: Adult Obesity Prevalence by City and Community, Los Angeles County, 2007



- In high poverty areas the accident rate for pedestrians can be six times higher than low poverty areas.

\* Population < 5,000 and communities with non-discrete boundaries





# SRTS Programs in So Cal

✦ La Mesa

✦ Glendale

✦ City of Riverside





# La Mesa

- Youth Engagement to conduct an audit of walking and bicycling conditions
- Data was used to support SRTS grant application
- Leveraged first award to receive two additional awards
- Partnership between City, School District, Health Department, Bicycle Coalition, Walk San Diego





# Glendale

- Started with “First Fridays” in 2009
- Now every Friday
- Walking rates overall have increased from 18% to 26% in 2011.
- Recently initiated first bicycle train for Bike to School Day.
- City of Glendale has received an addition \$2 million in SRTS Grants.





# City of Riverside



- SRTS NI Grant
  - Workshops feedback from elementary schools parents' and stakeholders' feedback was used by City staff to prioritize infrastructure improvements around the schools to the tune of almost \$300,000.
- Outcomes:
  - Support from Community and Elected Officials
  - Leveraged to apply for additional funding
  - Outreach Events: Presentations (25), Health Fairs (11), Safety and Encouragement (27), Coalition Mtg (7), Etc
  - Impacts from 2010 to 2011
    - 16 → 27 schools participating in Walk to School Day
    - 4313 → 6500 students participating in Walk to School Day
    - New Pilot Project with Bar Code Scanners





# Take Aways

- Safe Route to School programs are increasing physical activity and safety
- Safe Routes to School serves as a catalyst for other policy changes and improvements to the built environment
- Safe Routes to School is popular and you can leverage additional resources for implementation





# Thank You

[www.saferoutespartnership.org](http://www.saferoutespartnership.org)  
for additional resources and to  
sign up for our monthly  
newsletter e-news!





# Credits

Thanks to those who provided images, slides and information for this presentation:

- Active Transportation Alliance: <http://www.activetrans.org/>
- Champaign-Urbana, IL
- Decatur, GA
- Feet First: <http://feetfirst.info/>
- Flagstaff AZ
- Martinsburg WV
- Marin County Bicycle Coalition [www.saferoutestoschools.org](http://www.saferoutestoschools.org)
- National Center for Safe Routes to School [www.saferoutesinfo.org](http://www.saferoutesinfo.org)
- New York City DOT <http://www.nyc.gov/html/dot>
- Public Health Solutions: <http://www.healthsolutions.org/>
- TransForm: <http://transformca.org/>

