

safe routes to school

IN SOLANO COUNTY

2013 Safe Routes to School Summit

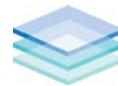




Welcome to the First Solano Safe Routes to School Summit

Hosted by: Solano Transportation Authority
and Solano County Public Health

Thank you to our sponsors:



BRIAN FULFROST
& ASSOCIATES



“A hundred years after we are gone and forgotten, those who never heard of us will be living with the results of our actions.”

**Oliver Wendell Holmes,
U.S. Supreme Court Justice**

Purpose

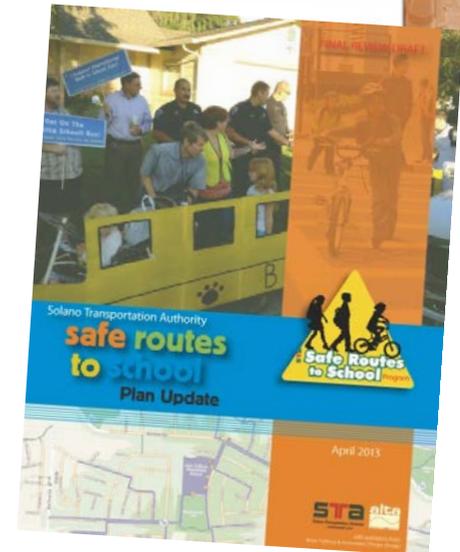
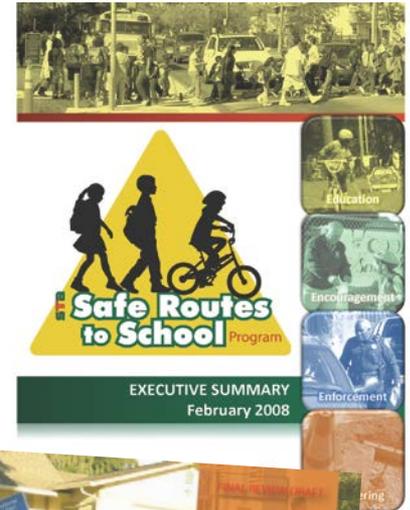
The goal of the Safe Routes to School (SR2S) program is to encourage students to walk or bike to school most days of the week. As a result the program will:

- Reduce Traffic congestion and air pollution around schools.
- Improve children's health by increasing physical activity.
- Create community awareness and togetherness.

SR2S Countywide Plan Update

The STA adopted the first SR2S Plan in 2008.

- The 2013 Plan update refocuses the goals of the program while providing new and expanded material for prioritizing future program investments.
- The plan was formed through multiple meetings with stakeholders on the countywide, local and school district levels.
- The plan update expands the scope and effectiveness of the current program.
- The plan provides local planning chapters for each community and their school district and engineering supplements highlighting priority capital improvements.



SR2S Engineering Program

	FY 2011-12 Student Enrollment	Share		STA recommended shares*
Local Task Force Shares				
Benicia USD	4,923	7.60%	\$	100,000
Dixon USD	3,879	5.99%	\$	100,000
FSUSD	21,577	33.33%	\$	349,065
Travis USD	5,391	8.33%	\$	100,000
Vacaville USD	12,561	19.40%	\$	203,207
Vallejo USD	15,313	23.65%	\$	247,728
RD USD Rio Vista only	1,094	1.69%	\$	100,000
	64,738	100.00%	\$	1,200,000

Walking School Bus Program

- 7 Active Walking School Buses
- 4 Schools in progress
- 16 Walking School Bus Volunteers
- Program coordinators recruit by attending
 - Safety Assemblies
 - Bike Rodeos
 - Walk and Roll events
 - Community Events



SR2S Program Events

SR2S Program coordination by STA and Solano County Public Health

- Funding for events at 56 schools
- 16 schools participated
- 36 events held
 - Safety Assemblies (est. 4320 students)
 - Bicycle Rodeos (est. 543 students)
 - Walk & Roll Day contests (est. 4759 students)



Reaching a total of **9622** students

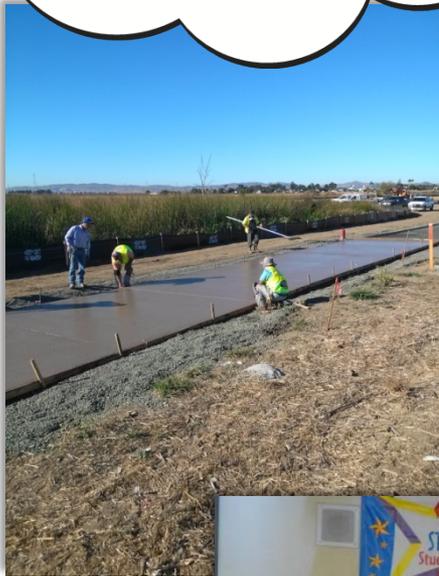
Future Program Plans

- Double the number of program events to 12 per school/year
- Increase the number of walking school buses in the county
- Crossing Guard training implementation
- SR2S Call for Projects: 2-year enforcement grant
- Develop Middle/High School SR2S programs
- Monitor the delivery of projects in the SR2S Engineering Program
- Search for additional funding opportunities

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The 5E's



Education & Encouragement

Education:

- Teaches children about the benefits of walking and bicycling and the positive impacts these activities have on personal health and the environment.



Encouragement:

- Generating excitement and interest in walking and bicycling by rewarding participation and educating children and adults about safety and the benefits of bicycling and walking.

E's of Education and Encouragement Safe Routes to Schools

Robin Cox, MPH, CPH

5/23/13



SOLANO
PUBLIC
HEALTH



Importance of SR2S: Huge Impact

- ↑ Traffic safety
- ↓ Congestion around schools
- ↓ Air pollution
- ↓ Obesity and chronic disease
- ↑ Physical activity
- ↓ Crime and violence
- ↑ Sense of community
- ↑ Social capital
- ↑ Elder health and mobility
- ↑ Mental health
- ↓ Health disparities
- ↑ Academic achievement
- ↑ Build relationships between Public Health, Transportation, Land use, Policymakers, Other partners

Education

- Safety Assemblies
 - Educate students about how to walk and ride to school safely –scooters, bicycles, skateboards
- Bicycle Safety Rodeos
 - Learn rules of the road
 - Practice navigating road courses
 - Helmet usage and fitting
- Safe Routes Maps – learn routes

Encouragement

- Walk and Roll weeks
 - Catch and reward students making a great behavior change
 - Involve parents, PTO, PTA
- Walking School Bus or bike train
 - Organized group of students walking or biking with adult supervision along specified routes

Successes!

- In FY 11-12, served over 12,800 children with 55 safety assemblies, walk and roll weeks, and bicycle safety rodeos at 34 schools
- To date, we have 7 active walking school buses.

Encouragement and Engagement

- **Integrating Safe Routes to School into Partner Policies and Plans**
 - City General Plans
 - School District Wellness Policies
 - School District Strategic Plans
 - School Siting Plans
 - Facilities Joint Use Agreements
- See you at our breakout session on this topic!

Contact Information

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rccox@solanocounty.com

(707) 784-8611

Health Promotion & Community Wellness Bureau

Public Health Division

Solano County Health & Social Services Department



SOLANO
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HEALTH



Enforcement

Strategies to deter unsafe behavior of drivers, bicyclists and pedestrians and encouraging all road users to obey traffic safety laws and to share the road.



Safe Routes to School (SR2S)



Implementation



- 1) We began the grant by contacting principals, staff and parents of FSUSD elementary and middle schools to explain SR2S program and FFPDs role.
- 2) Evaluated FSUSD schools and compared them.
- 3) Met with City of Fairfield Traffic Engineer and FSUSD staff to discuss possible changes needed in and around schools to help increase traffic flow, which in turn would increase safety for both pedestrians and bicycle traffic.
- 4) Re-contacted principals and advised them of the changes that would be implemented in and around their school. Also advised principals we would assist with any questions or complaints that they may encounter from parents and residents.
- 5) Conducted maximum enforcement around schools with greatest need. During these maximum enforcement days, we not only cited drivers, but we also educated them about SR2S program and how they could participate.

Accomplishments



Canyon Hills Elementary

1. Eliminated drive-thru pick-up and drop off area.
2. Changed exit to right turn only.

Green Valley Middle School

1. Changed drive-thru exit to right turn only.

Nelda Mundy Elementary

1. No changes, but utilized a very informative parent hand-out created by Principal Christy Cherry.

B. Gale Wilson Elementary

1. The location of this school made it difficult to make any significant changes.

Accomplishments



Rolling Hills Elementary

1. Eliminated drive-thru pick-up and drop off area.
2. Changed exit to right turn only.
3. Utilized all available staff to assist with pick-up and drop-off of children in front of the school.

KI Jones Elementary

1. Emphasis was enforcement around school area.
2. Increased staff cooperation.
3. Changed exit to right turn only.



Conclusion

Experience had taught us long before this grant that enforcement alone is not the answer to traffic issues around our schools. While this grant was specifically aimed toward enforcement, we included education and engineering in our approach.

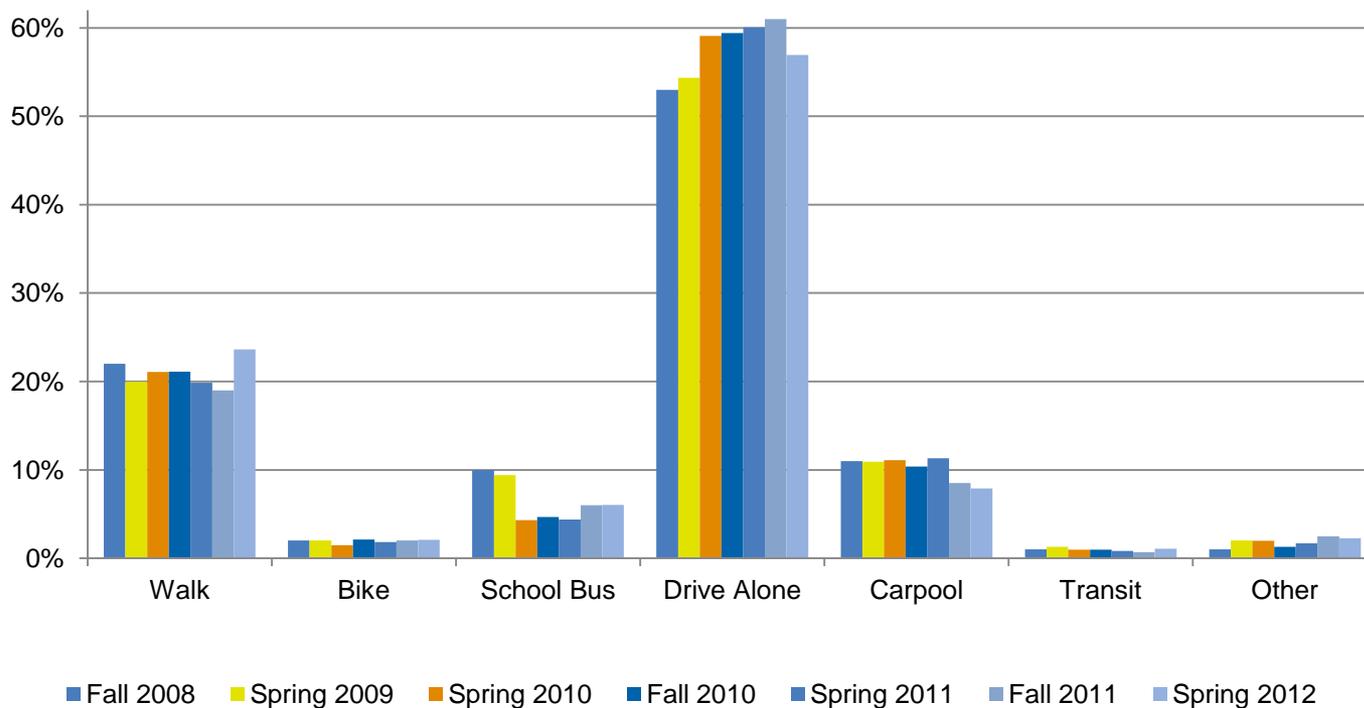
Evaluation

Twice a year, the STA SR2S Program complies travel to school surveys to Measure program effectiveness and mode shift.



Evaluation

Mode Split from Hand Tallies, 2008-2012



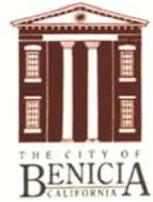
“Opportunity is missed by most people, because it is dressed in overalls and looks like work.”

Thomas Edison

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IN SOLANO COUNTY

City of Benicia



SR25 Projects



Benicia High School SR25 & Traffic Circulation Improvement Project (Military West)



Completed bulb-outs and high visibility crosswalk on SR25. (East 5th & Viewmont)



Basic crosswalk installation on SR25 for Benicia Middle School (West 7th & Cheryl)



Custom LED pedestrian crossing sign with crosswalk (West 7th & Carolina)



Matthew Turner Elementary Walking School Bus

Future SR25 Projects



Proposed sidewalk landing and crosswalk improvement project at Matthew Turner School



Proposed sidewalk landing pad and flashing beacon for the Benicia Middle School (Southampton & Turner)



Proposed sidewalk gap removal for Robert Semple Elementary School

Benicia SR25 Community Task Force in Action!



SR25 Program Activities



safe routes to school IN SOLANO COUNTY

City of Dixon



SR2S Projects



City staff repainted red curbs on North Lincoln Street at CA Jacobs Elementary School



A lighted crosswalk was installed at the intersection of SR 113 and West C Street. Flashing beacons were also installed at two other intersections.



Volunteers work to repaint curb markings near schools throughout Dixon.



City staff cleaning school crosswalk pavement markings



Students cross the railroad tracks at West B Street - site of the West B Street Undercrossing Project



Sidewalk curb extension installed on West C Street in front of Anderson Elementary School

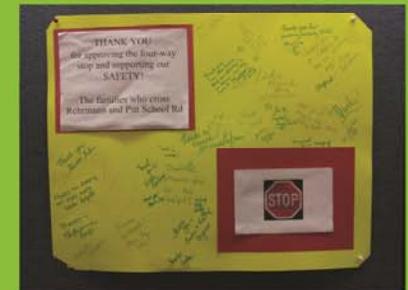
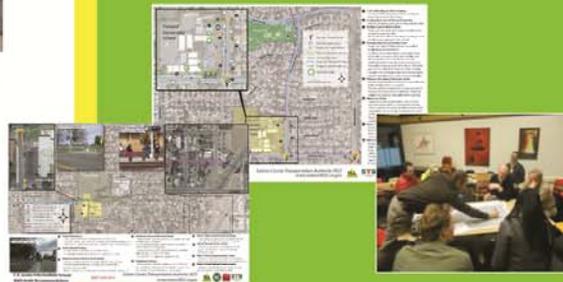


Contractors restripe school crossing pavement markings as part of an annual striping project.



Proposed site for sidewalk curb extension on North Lincoln Street adjacent to CA Jacobs Middle School

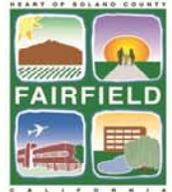
Dixon SR2S Community Task Force in Action!



safe routes to school

IN SOLANO COUNTY

City of Fairfield



SR2S Projects



E. Ruth Sheldon Elementary:
Turn prohibitions to force vehicles to the right to reduce multiple conflicts



David Weir Elementary:
Static signs to make drivers aware they are entering a school zone



Anna Kyle Elementary:

- (1) Prohibit parking to improve safety and circulation
- (2) Closing parking lot access to improve pedestrian movement and eliminating vehicle gridlock
- (3) Traffic calming (speed feedback signs) around schools provide information to motorists that they are in vicinity of a school
- (4) Turn prohibitions to improve crosswalk safety



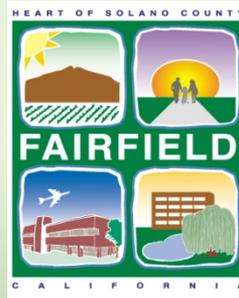
B. Gale Wilson Elementary
Walking School Bus

Fairfield SR2S Community Task Force in Action!

SR2S Program Activities



Safe Routes to School (SR2S) Fairfield



STA SR2S Summit
May 23, 2013
Croc Center, Suisun City, CA

By Garland Wong, Traffic Engineer



SR2S Committee (3E)

- Natalee Dyudyuk, FSUSD Facilities
- Trudy Ball, City of Fairfield Traffic
- Garland Wong, City of Fairfield Traffic
- Matt Bloesch, City of Fairfield PD Traffic
 - Officer Gail Hill
 - Officer Robert Marin
 - Officer Steve Carnahan
 - Officer Jimmy Williams

Special Consideration: David Florez and Kelly Hatcher, Travis Unified School District

SR2S Local Plan Adoption

- City Council Adoption – Summer 2013
- FSUSD School Board Approval – Summer 2013
 - Draft SR2S projects presented to board as
- TUSD - TBD

Agenda Item No. ____

 **Agenda Report**

DATE: TBD
TO: The Mayor and City Council

FROM: Sean P. Quinn, City Manager
George R. Hicks, Director of Public Works
Steven L. Harwig, Assistant Director of Public Works

SUBJECT: Resolution Approving the Fairfield Safe Routes to School (SR2S) Projects and Programs Update and Incorporation into the Solano Transportation Authority's Countywide SR2S Plan

RECOMMENDED ACTION
Adopt resolution.

STATEMENT OF ISSUE
The Solano Transportation Authority (STA) is in the process of updating the Countywide Safe Routes to School (SR2S) Plan. The STA has requested that the City approve the local recommended projects and programs for inclusion in the countywide plan update as a guiding document for planning and implementing SR2S projects. The inclusion of the Fairfield elements into the countywide plan will enable both the City and the Fairfield-Suisun Unified School District to secure future SR2S funding grants.

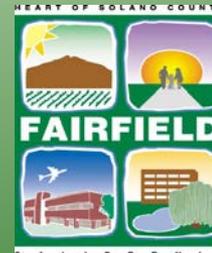
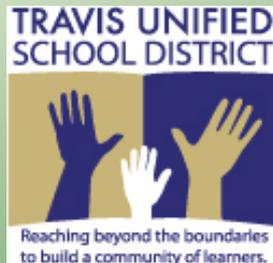
DISCUSSION
On February 13, 2008, the Solano Transportation Authority (STA) adopted the first Safe Routes to School (SR2S) Program in Solano County. The City of Fairfield has worked with the STA staff to help develop the SR2S Program since its inception through its SE Committee. For many years prior to STA's SR2S Program, the City has worked very closely with the Fairfield-Suisun Unified School District to brainstorm and resolve issues as they arise as a part of the SE Committee. The SE Committee is a joint committee made up of at least one member from Public Works, Police Department, and Fairfield-Suisun Unified School District staff that works collaboratively to focus on transportation and circulation issues around schools. The SE Committee (education, engineering, and enforcement) has been in existence since 2003.

Local Planning Process Consist of

Three levels:

- **3E Committee** – Identify, recommend, and implement solutions to issues at the staff level
- **Joint City/FSUSD** – Plan or coordinate projects at the department level
- **Ad Hoc** – Where policies or programs are discussed at the City Manager/Superintendent and level

.....TUSD meet on as needed basis





Local SR2S Projects up for consideration?

1. Removing barriers to mobility - Improving access to schools (i.e., wheel chair ramps)
2. Update signs and markings according to current standards
3. Sidewalk widening or sidewalk connections
4. Support and market STA's Walking School Bus Program
5. Speed feedback signs to improve driver attention
6. School Flashers in School Zones for enhanced driver attention
7. Enhanced Crosswalks (Consistent with state standards)

Potential Local SR2S Projects



Programmed
School Zone
Flashers



Wider Sidewalks



Speed Feedback
Signs



Improved Access
Around Traffic Signals



Access Ramps



Enhanced Crosswalks



Why is SR2S important to Fairfield?

General Plan Policy and Program Statements

Policy CI 9.3

Encourage the use of bicycles for **access to schools**, services, and for commuting and business trips as well as recreation.

Program CI 9.7 A

Monitoring and applying for grants such as Transportation for Livable Communities, **Safe Routes to School**, and Safe Routes to Transit and any successor programs to fund bicycle education, promotion, and infrastructure projects

Program CI 9.8D.

Pursue federal, state, and regional funding programs, such as **the Safe Routes to Transit and the Safe Routes to Schools programs**, for capital improvement grants to improve access, close gaps, and provide crossings.

Program CI 9.10 A

Support the work of local school districts, bicycle organizations, bicycle shops, and **the Solano County Health Department and the Solano Transportation Authority** to develop public education programs promoting bicycle safety.

Policy CI 10.1

Provide pedestrian facilities that are safe and pleasant to use.

Policy CI 10.6

Design access ways to school facilities that will ensure the safety of children.

Program CI 10.6 A

In conjunction with local school districts, **develop public education programs to promote pedestrian safety.**



Completed SR2S Projects in Fairfield

- Add or modify curb and pavement markings
- Change vehicle circulation
- Install speed feedback signs to improve awareness
- Close trail gaps – Linear Trail at Nightingale
- Install wheel chair ramps
- Install flashing beacons at crosswalks where warranted
- Limit vehicle access to school driveways



How can OBAG funding support SR2S Program in Fairfield?

- Continue to support the STA's program like the Walking School Bus Program, Bike Rodeos, Crossing Guard Training, etc.
- Identify projects that will focus on improved mobility like wheel chair ramps, wider sidewalks and attempt to partner with other agencies to minimize the use staff resources

Thank You For Your Interest in
Fairfield SR2S!

safe routes to school IN SOLANO COUNTY

City of Rio Vista



SR2S Projects



Flores and Hillside Terrace



2008 SR2S Plan Accomplishments for Riverview Middle School Improvements:
 (1) Speed feedback signs
 (2) Updated school zone signage
 (3) Completed pedestrian path study connecting D.H. White Elementary to the Riverwalk Housing Development

SR2S Projects In Progress:

- The State Route 12 Corridor Study, conducted by Caltrans, recommendations include improvement strategies that will address safety, access, and mobility concerns.
- The Countywide Bicycle Master Plan calls for a separated Class I bike path, the "Rio Vista Loop", to be built along the length of SR-12 in Rio Vista, alongside the length of Gardiner Way and Saint Francis Way. The Rio Vista Loop is listed as a fully planned project in the Master Plan but has the lowest level of priority for implementation.
- Rio Vista continues to provide safety enforcement, a key recommendation of the 2008 Plan.

Rio Vista SR2S Community Task Force in Action!

The City of Rio Vista, in conjunction with the school districts, will continue to utilize the SR2S program to develop and implement programs and projects to encourage children to walk, and/or bike to school.



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IN SOLANO COUNTY

City of Suisun City



SR2S Projects



Lighted crosswalk on Pintail Drive at Scoter Way fronting the Suisun Library and Suisun Elementary School



Radar speed signs on Pintail



Crescent Elementary - 2012 SR2S Report's Recommended Improvements on Anderson Drive



Crysta Middle - 2012 SR2S Report's Recommended Improvements



Suisun City SR2S Community Task Force in Action!



Grizzly Island Trail Project



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IN SOLANO COUNTY

Travis Unified School District



SR2S Projects



Improvements Needed: Crosswalk at the corner of Markeley Lane



Improvements Needed: Scandia Elementary School; Stop signs are in place but not effective to notify vehicles of pedestrians and students using the crosswalk during busy hours. A "flashing" yellow light for pedestrians is requested to provide a safer crossing on Broadway Street.



Improvements Needed: Golden West Middle School; flashing lights for pedestrians to and from Travis AFB. It has been proposed to remove the stop sign and install the flashing light for pedestrians



Improvements Needed: Stripe bike lanes on Whitney lane from Peabody



Travis USD SR2S Community Task Force in Action!



Improvements Needed: Photo left, Viking land and Markeley Lane, install bike lane he left (north) side by widening the road and incorporate a bike path arrow to show lane is used by both autos and bicycle riders

Photo right: Corner of Markeley and De Ronde Drive facing west we have no



Center Elementary School Bike Rodeo

Cambridge Elementary School Walk and Roll Event

Foxboro Elementary School Bike Rodeo

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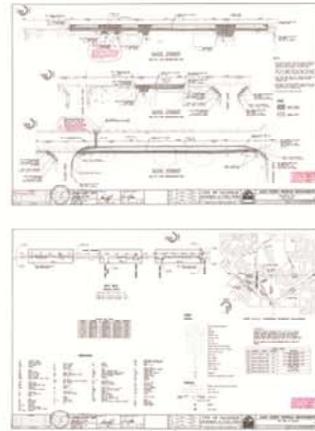
City of Vacaville



SR2S Projects



Davis Street Sidewalk Gaps project (2002)



Radar speed signs: Christine Drive, Foxboro Elementary, Keith Way (Vaca Pena MS), NB Nut Tree Solar



Bristeside Panels (2002)



Vacaville SR2S Community Task Force in Action!



Peabody and Marshall Safety Improvements



NW Corner Peabody and Marshall



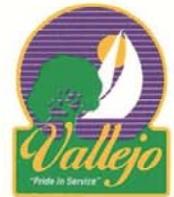
Marshall W N Side Will C Wood High School



safe routes to school

IN SOLANO COUNTY

City of Vallejo



SR2S Projects



Before



After



Before



After

SR2S site improvements at Steffan Manor Elementary School began in June 2010 and were officially complete in January 2011. The scope of work consisted of: improving pedestrian safety by improving the facilities around the perimeter of the school. This included, but was not limited to; upgraded pedestrian ramps, removing and replacing concrete sidewalks, restriping of pedestrian crosswalks, installing speed feedback signs, and paving pathways



Scheduled SR2S improvement areas at Hogan School Site. Construction will begin in mid June 2013 and completed before the Aug 2013 school year.

Improvements: AC work, installation of ADA curb ramps, thermoplastic ladder-style crosswalk, and new all paint striping- will enhance pedestrian and bicycle rider safety

Vallejo SR2S Community Task Force in Action!



Cooper Elementary – 2013 SR2S Recommended Improvements



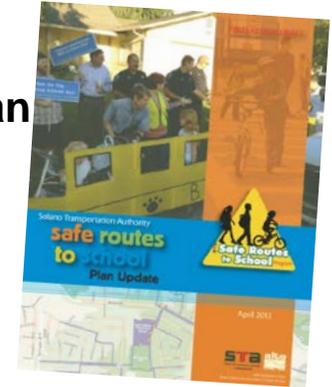
Wardlaw Elementary – 2013 SR2S Recommended Improvements

2013 SR2S Summit

Information Resource Center

Located in Classroom A in the main hallway

- **Review and comment on the SR2S Draft Countywide Plan**
 - Comment forms are available
- **Pick up information from:**
 - Yolo-Solano Air Quality Management
 - First 5 Solano
 - MTC/ Spare the Air Youth
 - Solano Safe Routes to School/Walking School Bus
 - National Partnership on Safe Routes to School
 - Safe Routes to School Technical Resource Center



METROPOLITAN
TRANSPORTATION
COMMISSION



Breakout Sessions

- **How to Start a Walking School Bus at Your School + Mapping Tool Use (Fairfield Room)**
- **Lessons Learned on How to Successfully Engage Your School in Safe Routes to School (Fairfield Room)**
- **Working with Partners to Integrate SR2S into Broader Policies and Plans (Theatre)**

“It’s the little details that are vital. Little things make big things happen.”

John Wooden

SR2S Successes & Tribute



Anna Peregoy

Parent Champion at B. Gale Wilson Elementary



Hard at work for B. Gale Wilson students



Parent Champions Make a Difference!





Lourdes Cardenas

Parent Champion at Eugene Padan Elementary

In Memory of Ana Laura and Luis Cardenas



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IN SOLANO COUNTY

Lunch Time!



dreamstime.com



*“We cannot always build the future
of our youth, but we can build our
youth for the future.”*

Franklin Delano Roosevelt



The Public Health Case for Safe Routes to School

Lisa Cirill, MS, PSPHS, Acting Chief
California Active Communities
California Department of Public Health



The Public Health Case for Safe Routes to School



*Suisun City, California
May 23, 2013*

Lisa Cirill, M.S., P.A.P.H.S.
Chief, California Active Communities
California Department of Public Health



Impact of Transportation on Health

Chronic Disease
(PA and Nutrition)

Mental Health

Injury and Violence

Environmental Quality

Social Justice



Nobody Wants to Walk or Bike If It Isn't Safe



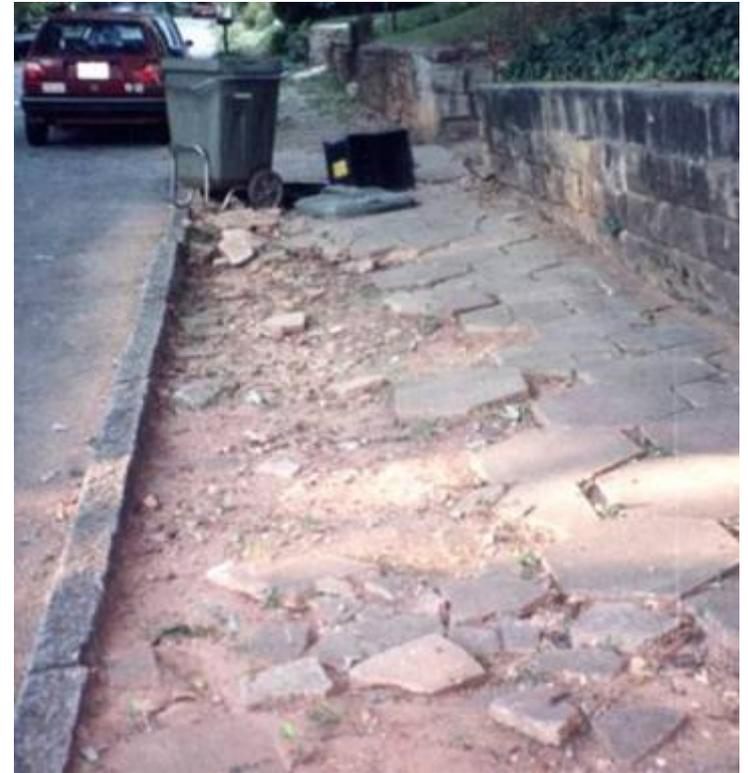


Difficult Community Issues

- Distance
- High Speeds
- Unsafe Crossings
- Lack of sidewalks



Community conditions make it hard to safely walk or bike



The Disappearing Walk to School

- 1 in 4 trips made by 5 -15 year olds are for the journey to and from school
- Only 10% of these trips are made by walking or biking
- Of school trips one mile or less, about 28% are walk-based and less than 1% are bike-based

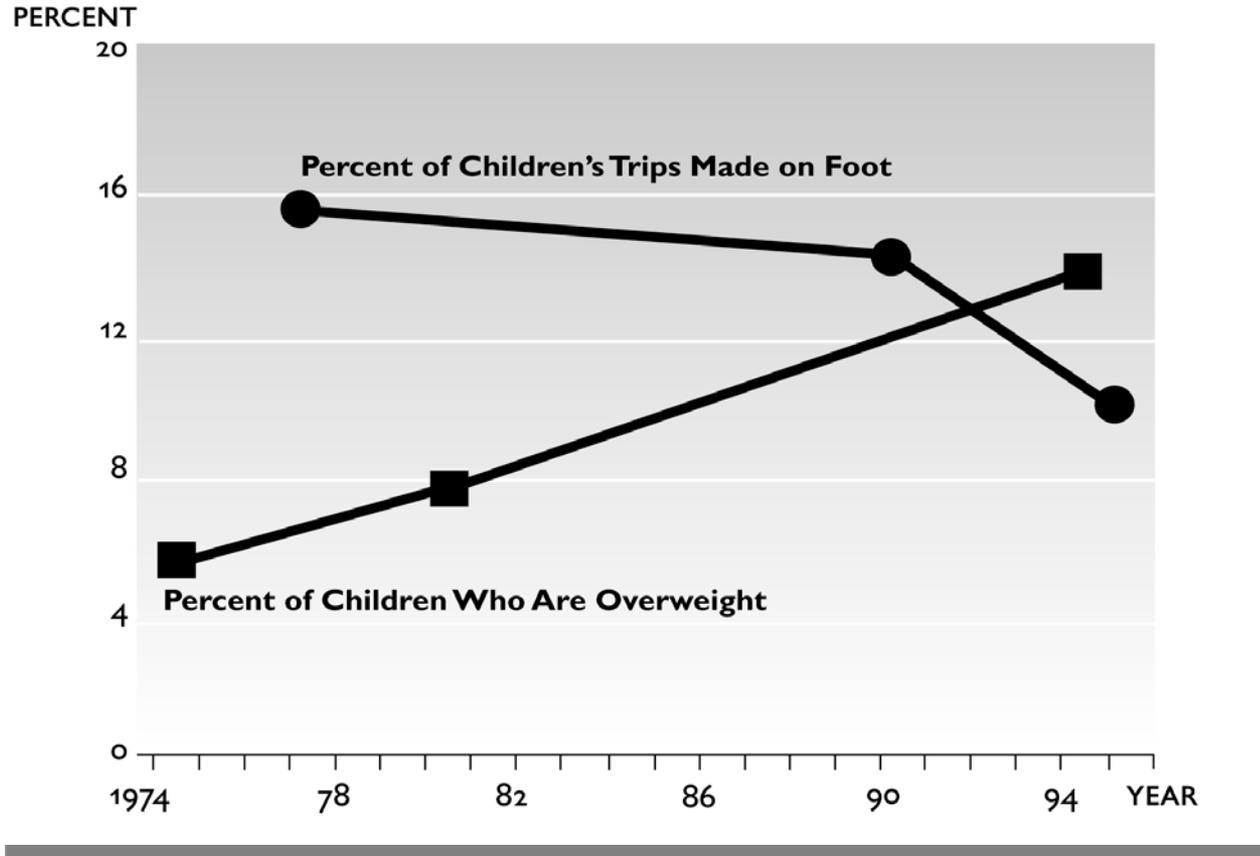


Indicator Cohort Is in Trouble

- 78% of children fall short of the recommended minimum dose of activity: 60 minutes a day
- 35% of children watch 5+ hours of TV a day (assume pretty sedentary)
- Children don't walk anymore
 - In 1970s, 70% of youngsters walked or rode bikes to school
 - Today, only 14% do this



Walking for transport and overweight in children



Obesity Rates for Solano County

- Children 23% overweight
- Teens 26% overweight or obese
- Adults 36% overweight and
 26% obese

(California Health Information Survey, 2009)

Unfit Children and Adolescents

Annual California Fitnessgram

- Conducted in Grades 5, 7, and 9
- Measures 6 major fitness areas: aerobic capacity; body composition; abdominal, trunk and upper body strength; and overall flexibility
- Solano County 2011-2012 Results:
Who passed all standards?
 - 17% → Grade 5
 - 24% → Grade 7
 - 25% → Grade 9

Educational Benefits of Physical Activity

- Increases concentration
- Improves mood and ability to be alert
- Improves memory and learning
- Enhances creativity



Pedestrian Injuries in CA

- Pedestrian collisions:
 - 4th leading cause of injury death among ages 1-12
 - 5th leading cause of injury death among 65+
 - 742 deaths and 3,823 nonfatal hospitalizations among all ages

(Epicenter, 2012)



Bicycle Injuries in CA

Bicycle collisions:

- 5th leading cause of nonfatal hospitalizations among ages 5-12
- 113 deaths and 4,639 nonfatal hospitalizations among all ages
 - for every death there are 41 more people admitted for nonfatal injury

(Epicenter, 2010)



A Civilized Society Can Do Better

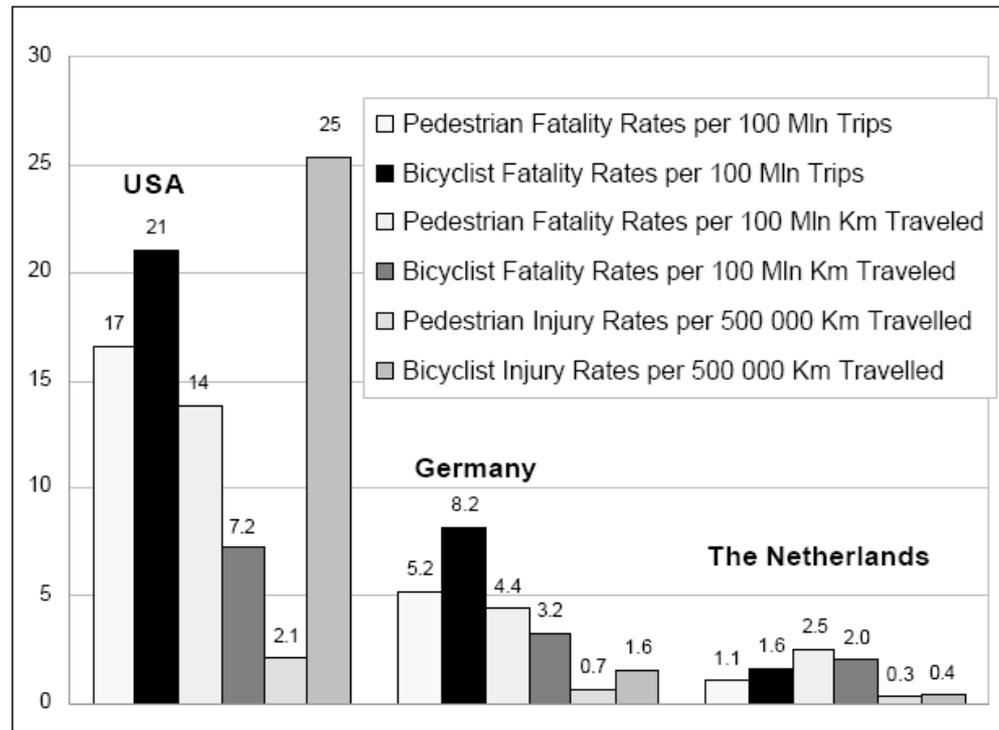
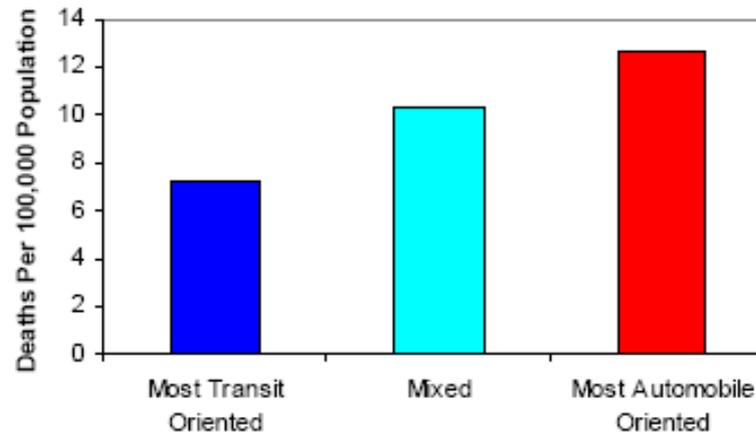


Figure 3: Fatality Rates and Non-Fatal Injury Rates in the USA, Germany and The Netherlands, 2000

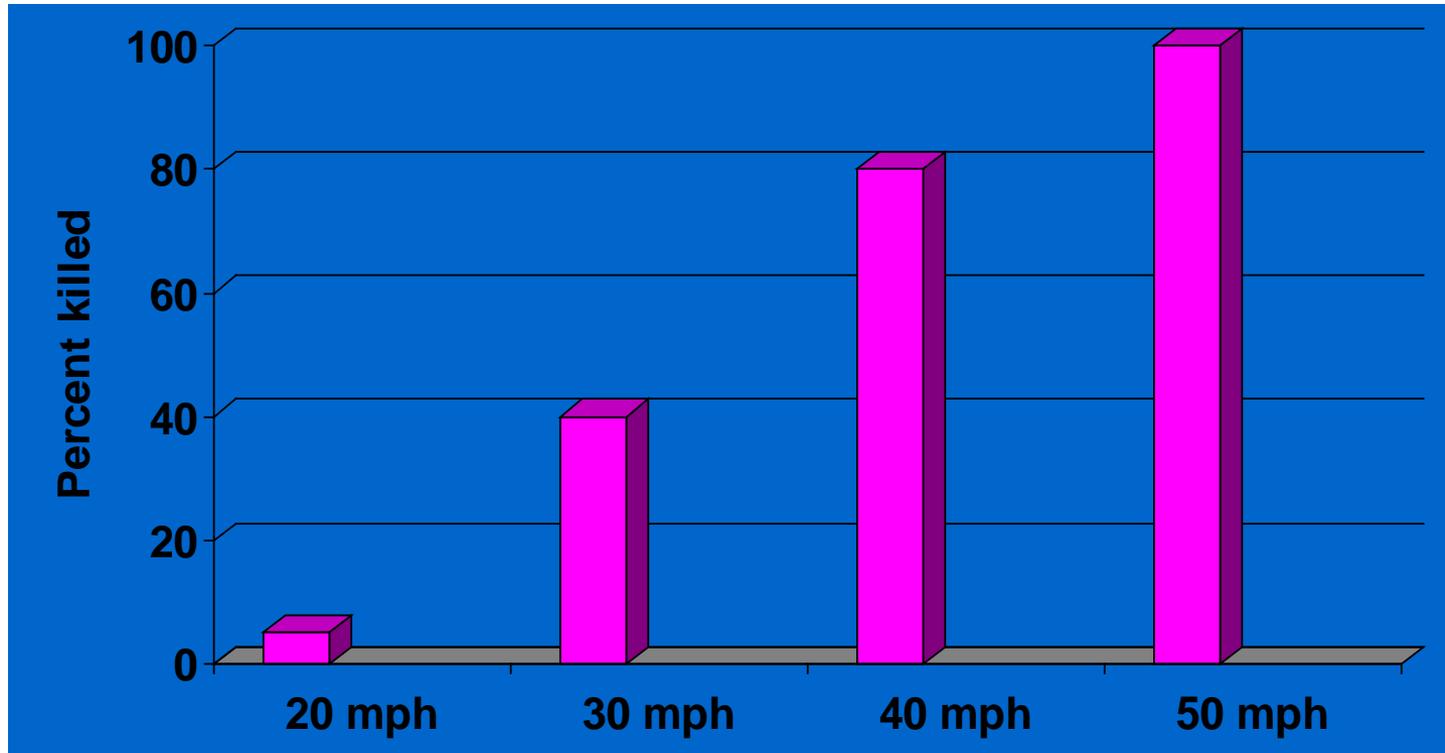
More Transit = Lower Death Rate

Figure 5 Annual Per Capita Traffic Deaths (Litman, 2004)⁴



Transit-oriented urban regions have significantly lower per capita traffic fatality rates than more automobile-oriented cities.

Speeding and Pedestrian Injury

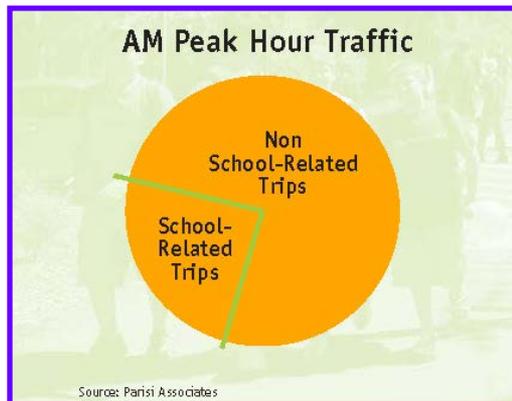


More parents are driving.
Fewer kids are walking and biking.



The Commute to School

Parents driving their children to school comprise 20% - 25% of the morning commute and vehicle emissions





Safe Routes to School Movement in California

- 1998: CDPH's Safe Communities Program develops safe walkable communities (16 community grantees) and CDPH works with Caltrans to establish its Pedestrian Safety Task Force; traffic safety is the key to engaging traffic engineers
- 1999: CDPH's Safe Communities Program (Phase II) to enhance pedestrian safety for children (10 community grantees) - Marin's pilot project to serve as the national SRTS model and pedestrian and bicycle advocacy groups sponsor AB 1475 (Soto) which establishes California's SR2S program (10% of funding for education, encouragement and enforcement activities)
- 2005: Congress approves transportation bill reauthorization (SAFETEA-LU) which establishes federal SRTS program (30% of funding for education, encouragement and enforcement activities)





Safe Routes for Everyone to Everywhere

SRTS efforts lay the critical foundation needed to expand safe passages for people of all ages and abilities to better access community services and amenities

SRTS initiates social norm change and generates political will

- Local government and school districts work together to build healthy communities
- Parents, children and residents serve as community activists
- Non-profits and media support activity-friendly environments
- Law enforcement and emergency services instill best practices





Safe Routes to School (SRTS): Looks different in every community



Budget Cuts to School Transportation



Schools as Centers of Communities

- Working with California School Boards Association, League of California Cities, California State Association of Counties, California Department of Education and other key partners

Then



Now



Obstacles to Good School Siting

- Acreage requirements and lack of available land
- Myth that older schools cannot be upgraded to meet current health and safety codes or new tech uses
- Parking requirements for staff and students
- Policies that discourage maintenance of older schools

School Siting and School Closures

School Siting

- Regional planning agencies, cities, and school districts have few requirements to coordinate with each other
- Newer schools frequently located on edge of existing development
- As a result, students must travel farther



School Closures and Consolidations

- As number of student population has increased, number of schools has decreased
- Neighborhood schools closing down, and more children may need to be bussed or find other means of transportation

Safe Routes to School programs are part of the solution...

- ...to increase physical activity
- ...to improve unsafe walking and biking conditions
- ...to improve poor air quality by reducing vehicle emissions



Safe Routes to School Goals

- Where it's safe, get children walking and biking



- Where it's not safe, make it safe



Design Does Make a Difference

More children walk to school where there are sidewalks

Marin County SR2S – safety, encouragement and street improvements – 64% increase in children walking

CA SR2S – 15% of children walked or biked more after physical improvements (vs. 4% w/ no improvements)



Transportation Reauthorization Bill (Section 1404 SAFETEA-LU)

Created new federally-assisted \$612 million program, spread over 5 years and 51 DOTs

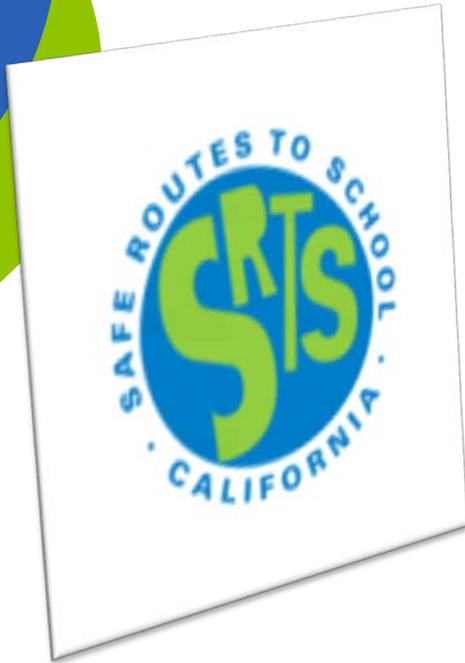
Apportionments based on school enrollments in elementary and middle schools

No state shall receive less than \$1 million per year

-- \$68 Million to CA over 5 years



California Safe Routes to School Technical Assistance Resource Center



- Housed at CDPH, Caltrans NI grant
- Supports SRTS awardees
- Assists communities wanting to establish SRTS programs or build upon existing projects
- Provides no-cost SRTS trainings to low income communities
- Works with Caltrans on SRTS/SR2S implementation



CA⁴health

healthy places ... healthier lives

- Statewide Community Transformation Grant from CDC to PHI in partnership with CDPH
- Provides direct technical assistance and training on SRTS systems change strategies to 12 rural counties and offers resources to rest of state

Comprehensive Approach (5 E's)

Infrastructure

- Engineering



Non-Infrastructure

- Education
- Encouragement
- Enforcement

- Evaluation



Create Safer Routes with Engineering

- Improve safety for whole neighborhood
- Encourage more walking and biking



Eligible Projects: Infrastructure (70-90% of Funds)

- Must be within 2 miles of school
- Planning, design and construction
- Extensive list of eligible projects in Guidance
- Guidance also addresses ineligible uses



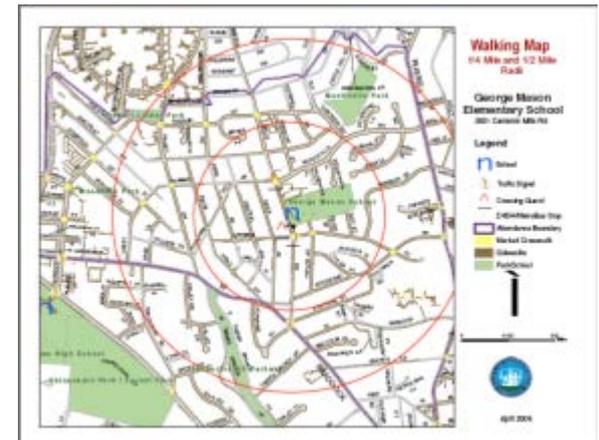
Eligible Infrastructure Projects

- Sidewalk improvements
- Traffic calming and speed reduction measures
- Ped/bike crossing improvements
- On-street bike facilities
- Off-street ped/bike facilities
- Bike parking facilities
- Traffic diversion improvements



Education and Encouragement

- Student and parent education
- Individual competitions/mileage clubs
- Classroom and school contests
- Park and Walk sites
- Safer Routes maps



Eligible Activities: Non-Infrastructure (10-30% of Funds)

- Education, Encouragement and Enforcement Programs (further specifics in Guidance)



Eligible Non-Infrastructure Activities

- Public awareness campaigns
- Traffic education and enforcement
- Student sessions on ped/bike safety, health and environment
- Funding for trainings, volunteers and SRTS program coordinators



SRTS Training Results

- 92% participants reported the workshop was “good” or “excellent.”
- By the end of the workshop, participants rated highly their competency to implement SRTS programs



Promising Strategies: Walk and Bike to School Days



California Safe Routes to School Technical Assistance Resource Center

ABOUT | CONTACT US

HOME | SITE MAPS | WHAT'S NEW/UPDATES | GET ASSISTANCE | OUTLINE/ARCHIVE

What's happening?

- News and Events
- Quality of News
- Success Stories
- 2012 Bike to School Day
- 2012 Walk to School Day
- Program Map

News and Events

How Hot? Photo: WA
The California Department of Public Health, Safe and Active Communities Branch is seeking applications from eligible entities to develop, implement, [...]

Going to For Best to School: What are your STS program can do now.
It's back to school time in California! But don't wait until school is in session to start planning program [...]

Subscribe

2012 Walk to School Day

Walk to School Day is October 3, 2012!

International Walk to School Day is a one-day event occurring during Walk to School Month in October that encourages and celebrates walking to school. The information below can help you prepare a successful Walk to School Day, Week, or Month campaign with an emphasis on helping children stay safe. Be sure to view our Great Ideas for a Great Walk to School Day webinar for tips for a successful event!

Marketing Materials

- Download our new outdoor/indoor California STS poster here.
- Download Walk to School 2012 Logos here.
- Download posters and other materials and customize it with your program information and logo.

New! Press Kit for Local Programs

Are you implementing your Walk to School campaign? The following materials can be used by local programs to share information about planned Walk to School activities as well as promote the benefits of walking and bicycling to school. In addition to some tips for working with the media, the outreach materials are customizable and include links to regional and school-level data sources to tailor each piece to speak to your community.

- 10 Tips for Getting Walk to School Media coverage, Technical Center for Safe Routes to School
- Talking points [Word]
- Opinion editorial template [Word]
- Press release template [Word]
- Sample Facebook and Twitter posts [Word]

Organizer Guides and Resources

- The **International Walk to School Day website** is the home of the official Walk to School Day event, registration site and information and resources for event organizers, parents, and the media. You can also view who else has registered around the country and access annual reports of previous years' events.
- The **California Walk to School Headquarters** lists an extensive range of resources to help plan and organize your event, including customizable flyers and other materials.
- Use the **International Walk to School Day mapping tool, Map-a-Route**, that helps quickly and easily map a route to school.
- How to walking a school bus? Read this introduction and guide to starting a walking school bus from the National Center for STS.
- Get inspired by this YouTube video about the benefits of walking school buses from Every Body Walk.

Pedestrian and Bicycle Safety Resources

http://www.californiaactivecommunities.org/2012-walk-to-school-day/2012/12/17/10PM/

California Walk to School Headquarters

A project of CALIFORNIA ACTIVE COMMUNITIES
Creating opportunities for everyday physical activities
www.californiaactivecommunities.org

CA Walk to School Headquarters

Home | About | Project Planning | Register | Year Round Activities | Success Stories | FAQ | Contact Us

Welcome to California's Walk to School Headquarters!

The California Walk to School Headquarters website has been designed to assist you in initiating and implementing a Walk to School program.

A successful Walk to School program integrates physical activity, traffic relief, environmental awareness, and safety. It is an opportunity to work closely with your school, your community, and your local government to create a healthy lifestyle for children and a safer, cleaner environment for everyone. Starting a Walk to School program at your school can build momentum for establishing a Safe Routes to School program in your community. Join with other schools across California and around the world to celebrate the benefits of walking to school!

When is Walk to School Day?

- International Walk to School Month: October 2012
- Walk to School Week: October 1-6, 2012
- Walk to School Day: October 3, 2012

Why Walk to School?

- To increase the safety and number of children walking and bicycling to school.
- To teach safe walking and bicycling skills to our children.
- To reduce cars speeding near our schools.
- To reduce traffic congestion and air pollution near our schools.
- To promote regular physical activity for our children.
- To get out and about and enjoy walking in our community.

Planning for your Event

To assist you with planning your Walk to School event, start by visiting the **Project Planning** section. There you will find downloadable resources and student incentives. Some resources are customizable and offered in various languages.

Register your Event Online

Thank you walk to school sites! on the International Walk to School Day (IWALK) website. By registering your event on-line, you are letting the world know that your community is walking.

Search for: [] Go

News & Events

New Resources on the California Walk to School Headquarters Website!

How to include Student Safety Buses in Walk to School Days summarizes the importance of having students riding buses in Walk to School weeks and details ways that event organizers and school administrators can include these students in Walk to School events. **Walk to School Day Posters** are a fun way to make new friends, students, school, street, or road to school. This resource summarizes how to create high quality posters for Walk to School events and includes visual examples.

International Walk to School Day is celebrated around the world on the first Wednesday of October. Visit the California Walk to School Headquarters website www.californiaactivecommunities.org for resources to assist with Walk to School event planning and to frequently asked questions that can also be used to assist event planning.

Visit the **Walking Safe Routes to School website** for additional resources such as informational materials, customizable templates, and ideas to help you prepare for Walk to School activities.

News Archive



Enforcement Activities

- Increases awareness of pedestrians and bicyclists
- Improves driver behavior
- Helps children follow traffic rules
- Decreases parent perceptions of danger





Challenges to overcome in low-income communities

- Real personal safety fears
- Parent involvement
- Lack of access to professional expertise to write competitive grants
- Budget cuts
- Competing priorities
- Ensuring most at-risk schools benefit



MAP-21 and SRTS

- MAP-21: Moving Ahead for Progress in the 21st Century
- Went into effect October 1, 2012
- Lasts for two years
- Consolidates bicycle/pedestrian programs into new program: “Transportation Alternatives”
 - Recreational trails, SRTS, bike/ped and other elements combined





MAP-21 and SRTS (cont'd)

- Reduces funding both nationally and in CA by ~ 30% (to \$73,307,997 in CA)
- Funding structure changes
 - Half of funds distributed by population, with MPOs with population > 200k holding competitive grant process. Remainder distributed by state-run competition.
 - Other half of funds distributed by state-run competitive grant process with variety of local entities eligible.
- SRTS still does not require local match, and NI still eligible (but unclear how minimums apply)

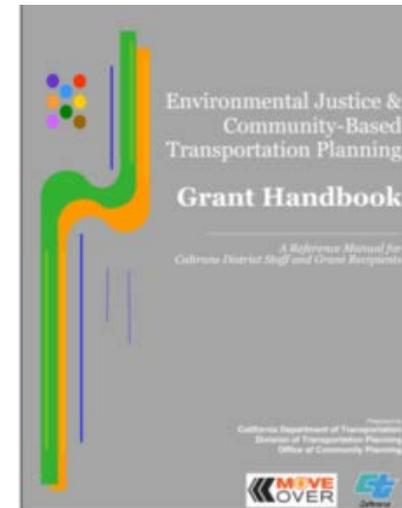
Big Agenda Partners and Advocates

- SRTS National Partnership
- Local Government Commission
- Rails-to-Trails Conservancy
- Center for Cities and Schools
- CA SRTS State Network
- CA Afterschool Resource Center
- Prevention Institute
- Cities, Counties, Schools Partnership
 - CA School Boards Association
 - CA League of Cities
 - CA State Association of Counties
- California Walks
- California Bicycle Coalition



Other Funding Sources: Environmental Justice and Community Based Planning Grants – Caltrans

- Both promote balanced, comprehensive, multi-modal transportation system
 - EJ projects must involve under-represented communities and address transportation/community development issues to prevent or mitigate disproportionate or negative impacts
- Available to MPOs, regional transportation planning agencies, cities, counties, transit agencies, and Native American governments
- In 2012-13 funding cycle, 70 applications totaling nearly \$10 million were funded
- Both grants require local match with some in-kind contribution allowed
- Eligible projects include studies or plans for: sustainable communities, SRTS, complete streets, bike and pedestrian safety enhancement, traffic calming, rural smart growth





Other Funding Sources: Highway Safety Improvement Program (HSIP) and High Risk Rural Roads (HR3) – Caltrans

- Specific safety problem must be identified with countermeasure to correct or substantially improve the condition
- Cities, counties, and tribes may apply
- Significant data required to support application, including using UC Berkeley's Transportation Injury mapping System (TIMS) website
- Proposed projects must lead to *construction* of safety improvements
- Projects include traffic calming, improvement of pedestrian/bicycle facilities, construction of safe railway-highway crossing, improvement of highway signage, installation of traffic control or other warning device at location with high crash potential



Other Funding Sources for SRTS: Local Funds

School bonds:

- Generally acquired through property tax increases, for a certain amount of money each year, for a specified number of years
- Goal frequently to renovate/modernize existing schools or build new schools
- Opportunity to include SRTS infrastructure! Can include pathways and sidewalks leading to/through campus and bike racks

Sales Tax:

- Communities can pass transportation sales taxes, typically a ½ cent or ¼ cent increase, for specific capital improvements and/or program services
- A general sales tax in CA, which goes into the municipality's general fund, can be passed by 50% majority; a specific sales tax, such as a transportation sales tax, needs 2/3 voter approval
- If transportation authority is considering an expenditure plan for a sales tax vote, get involved early to have SRTS and other policies such as Complete Streets included

Other Funding Sources: Kids Plates – California Department of Public Health



- Overarching goal of Kids' Plates: prevention of unintentional childhood injury
- 2012-2014 cycle of funding
 - Goal to build school capacity to conduct year-round interventions to improve safety for walking and bicycling in school neighborhoods
 - \$375,000 available for two years; Monterey, Sacramento, Chula Vista
 - Eligible applicants included government agencies, non-profit organizations, state or public universities representing underserved communities
 - In addition to conducting Walk and Roll to School events, projects may conduct photo or video voice projects with students, conduct walkability audits, implement adult crossing guard programs, work with law enforcement to conduct bicycle rodeos, or several other educational activities



What are Safe Routes to School Strategies?

- Capital Improvement Plans
- School closure and consolidation policies
- Complete Streets and other ordinances
- Bicycle and pedestrian master plans
- General Plan/Comprehensive Plan updates
- Specific Plans
- Public transit scheduling
- Composition of stakeholder and decision-making bodies
- School transportation plans and policies
- School wellness policies
- Joint use agreements
- School arrival and dismissal practices
- School transportation plans
- Fine Based Funding
- Remote school bus drop off
- Speed limits
- Sales taxes
- School siting policies
- Law enforcement practices
- School bonds



Joint Use Agreements

- Formal agreement between two governments – such as a city and school – establishing terms and conditions for shared use of public property or facilities
- Options include
 - Opening school facilities for use during non-school hours
 - Authorizing third parties, such as youth sports leagues, to operate recreation programs using school facilities
 - Joint use of district and city recreation facilities, where all or designated recreational facilities are open to each other for community and school use



School Wellness Policies

- Federally mandated for school districts participating in National School Lunch Program
- Includes goals for nutrition standards and education, physical activity, and community involvement in policy development
- SRTS can be incorporated into physical activity section!
 - Roles for school/school district in supporting SRTS
 - Coordination with local agencies such as public works and law enforcement
 - Clarifies intention of promoting active transportation where safe
 - Helps prioritize investments in campus infrastructure

4. Safe Routes to School

The District:

- Will assess routes and, if necessary, facilitate improvements to make it safer and easier for students to walk and bike to school.
- Will, when appropriate, work together with local public works, public safety, and/or police departments in those efforts.
- Will explore the availability of federal Safe Routes to School (SRTS) funds administered by the California Department of Transportation to finance such improvements.
- May identify a coordinator or establish District or school site committees to oversee, coordinate, and communicate SRTS activities.
- Members of the SRTS committee at both the District and school levels shall include students, parents, principal, other school staff, and representatives from local city or law enforcement agencies.

Chula Vista



School Transportation Policies

- Ideally, district policy requires every school to develop a comprehensive transportation plan that accounts for safety, health and access of parents and students while in buses and cars, and while walking and biking
- Can determine safe walking zones and identify areas that are unsafe that may require hazard busing
- Can address safe ingress/egress to campus, including designated pathways for walkers and bicyclists, or institute remote drop-off policies
- Assess reasons for bans or limits on walking and biking, if any





Complete Streets

- Roads are for multi-modal users of all ages and abilities: drivers, bicyclists, transit, pedestrians
- Establishes design criteria to accommodate all modes of travel while providing flexibility to tailor projects to unique circumstances
- Generally implemented through departments of planning and public works
- Can be applied to existing and new projects and infrastructure; such a policy will prevent bike, pedestrian, and child-unfriendly infrastructure from being built in the first place

Complete Streets Can Look Different in Every Community



- Sidewalk and crosswalk
- Bike lane
- More narrow roadway with median

Shoulder widening

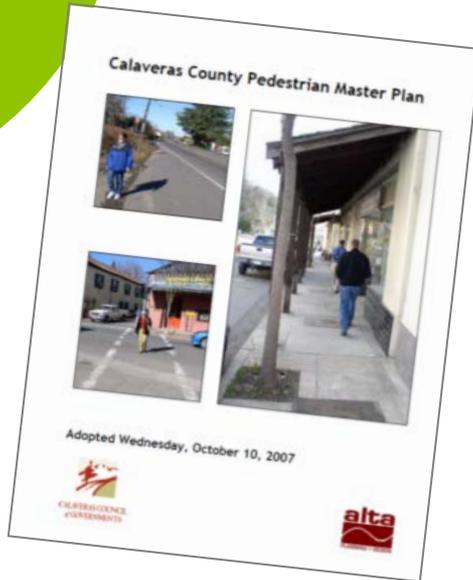


Town center



Bicycle and Pedestrian Master Plans

- Describes a local agency's long range plans for bicycle and/or pedestrian infrastructure and programs
- Guides development and maintenance of bicycle and pedestrian network and set of programs throughout the region
- Helps prioritize bicycle and pedestrian projects for funding and construction
- Can be adopted into a city or county's General Plan mobility, transportation, or circulation elements



SRTS Strategies for Rural Areas

- Remote drop-off sites for school buses
 - establish walking school buses or bike trains to school
- Walking opportunities before and/or after school
- Walking during physical education class time
- Safer routes to bus stops
- Ordinance changes e.g. affecting vehicular speeds, easements, dog leash requirements

Tools and Resources

- School zone collision maps
- Low and no-cost resources
- School travel plans



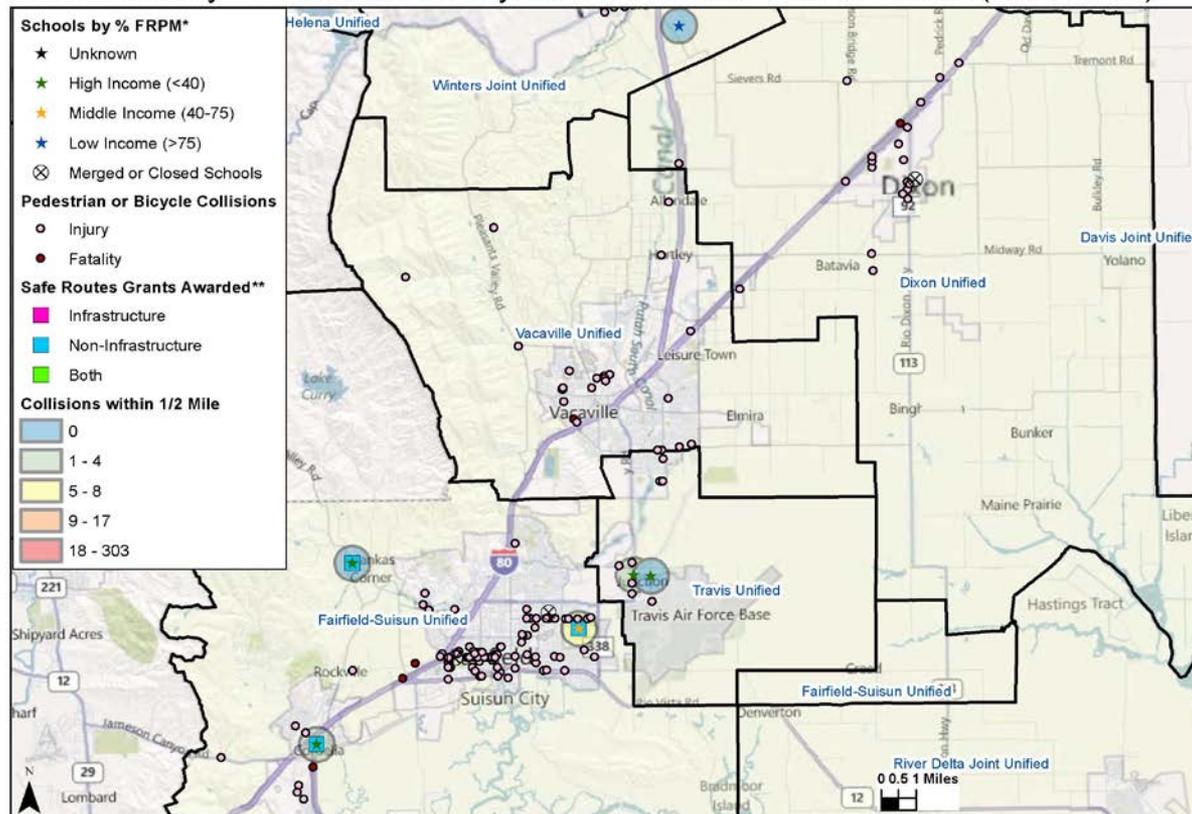


School Zone Collision Maps

- SRTS TARC and UC Berkeley's SafeTREC partnered to map location of pedestrian and bicycle collisions near schools
- Interactive geospatial PDF maps for each city and county in California
- Identifies potentially unsafe areas at street-level around schools
(demonstrates fatal and non-fatal injuries)
- Assists in prioritizing potential projects for local-level planning
- Resource for grant applications
- Visual nature speaks to a variety of audiences

School Zone Collision Maps – Solano County

Solano County - Pedestrian or Bicycle Collisions Near School Sites (2007-2009)



- Street-level pedestrian and bicycle crashes
- School closures and school district boundaries
- School free and reduced price meal eligibility
- Past state and federal Safe Routes to School grant awards

*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.

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



SafeTREC

School Travel Planning

- STPs are guiding documents to assist in improving walking and bicycling conditions for students, and promoting active transportation to school
- Outline actions to address the five E's of SRTS, and may include identification of particular challenges with a long-range plan to address them
- Creating a sustainable STP involves school/district, parents, staff, children, community, local planning and engineering staff, and law-enforcement
- Cincinnati created STP for whole school district, establishing best practices for schools and helping map safer routes to each school



Low and No-Cost Resources

Education

- School pedestrian and bicycle safety assemblies
- Small group walkabouts or walk audits for children and parents
- On-the-bicycle education in small groups or “bicycle rodeos”

Encouragement

- Informal walking school buses and/or informal bicycle trains
- Walker/roller competitions
- Bicycle and helmet decorating contests

Enforcement

- Collaborate with local law enforcement to determine how to support students safely walking/ rolling to and from school
- Organize and support crossing guards and school safety patrols

Engineering

- Low-cost treatments involving cones and paint
- Stencils on sidewalks or shared paths to communicate behavioral expectations (speeds, location of walkers/cyclists)
- Temporary in-street signage that can be moved by crossing guards or adult volunteers after pick-up/drop-off periods

www.CAactivecommunities.org



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916-552-9943



“Do what you can, with what you have, where you are.”
Theodore Roosevelt

Future of SR2S Funding

Presenters:

- Ursula Vogler, Project Manager, Climate Initiatives Outreach, Metropolitan Transportation Commission
- Dawn Foster, SRTS/SR2S Statewide Program Coordinator Caltrans Division of Local Assistance
- Jim Spering, Supervisor District 3, Solano County



Regional Safe Routes to School and Spare the Air Youth Programs

Ursula Vogler
MTC Staff
May 23, 2013



METROPOLITAN TRANSPORTATION COMMISSION



Climate Initiatives Program (Cycle 1)

- \$80M program, approved by MTC in December 2009. Funding source is CMAQ.
- Four elements:
 - **Public Education/Outreach (\$7M)**
 - Tools to encourage smart driving & emissions reductions
 - Spare the Air Youth (\$2.85 M)
 - **Safe Routes to Schools (\$15M)**
 - **Innovative & Creative Grants (\$33M)**
 - **Program Evaluation (\$4M)**
- All Cycle 1 funds have been committed

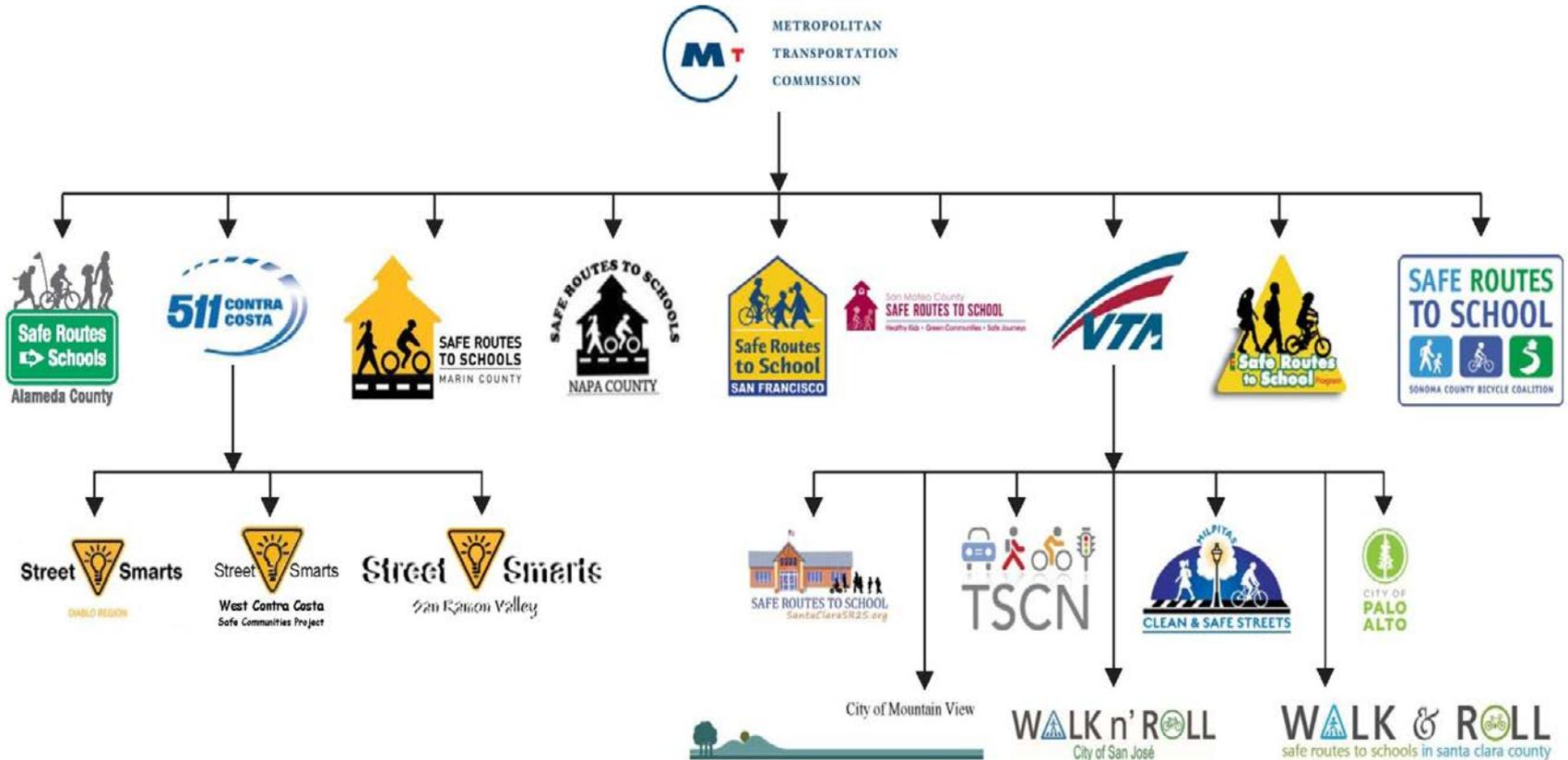


Regional Safe Routes to School Cycle 1 Funding

- In 2010, MTC distributed \$15M in Cycle 1 CMAQ (3 years) to each county's CMA.
- Funding based on K-12 public and private school enrollment
- Most county programs focused on non-infrastructure projects
- Program evaluation currently underway



Various Safe Routes to School Programs in the Bay Area



- 15 programs in 9 counties



Regional Safe Routes to School Cycle 2 Funding

- \$20M available in Cycle 2 (4 years: FY 2012-13 to FY 2015-16)
- Funding distributed to each county by K-12 public and private school enrollment
- Like in Cycle 1, programs are encouraged to fund non-infrastructure projects
- CMAs need to submit funding priorities and work scopes to Craig Goldblatt of MTC by June 30, 2013
- CMAs need to request that Cycle 2 projects are included in the TIP by entering them into FMS by July 31, 2013



Spare the Air Youth Program

Overview

- Program began in early 2011 with MTC's selection of Alta Planning + Design as lead consultant
- \$2.85M over four years
- Program is being implemented in two phases:
 - *Phase I: Identify and test promising programs (completed and evaluated in early 2013)*
 - *Phase II: Implement successful programs regionwide (through June 2015)*



Program Purpose

- *Educate, inspire and empower youth and their families*
- *to make transportation-related behavior changes that*
- *reduce GHG emissions and vehicle miles traveled.*



**A partnership
between**



METROPOLITAN
TRANSPORTATION
COMMISSION



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT



Phase I Results

- Evaluated seven pilots for their ability to fill regional programmatic gaps, geographic reach, equity, cost effectiveness and GHG emission reduction
- Project categories for Phase II:
 - Youth Ambassador Program
 - Traveling exhibit on climate change
 - Family bicycling workshops
 - Transit education
 - Other innovative projects



Phase II: Call for Projects

- Call for Projects out now
- Project term: July 2013 – June 2015
- Deadline for Letters of Interest Friday, May 17, 2013
- Select detailed proposals Friday, May 31, 2013
- Present recommended suite of projects to Programming and Allocations Committee on July 10, 2013



Ongoing Regional Support

- Website maintenance, updates and content (www.sparetheairyouth.org)
- Translation Services
- Incentive program
- Quarterly TAC meetings
- Program oversight and evaluation



Thank you!

Questions?

Ursula Vogler

Project Manager

Climate Initiatives Program

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Project Manager

Regional Safe Routes to School

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Safe Routes to School Program 2013



Presented By:

**Dawn Foster – Program Manager
Safe Routes to School Programs**

Caltrans – Division of Local Assistance
Office of Bridge and Safety Programs



MAP-21 Impacts

- Eliminated SRTS as a separate funding program
- Opportunities for SRTS funding: STP, TAP, CMAQ or HSIP Program
- MAP-21 intent was to make transportation funding more flexible



Status of Funding in CA

- Active Transportation Program (ATP) proposed by Governor in January 2013 – \$134 M
 - State-legislated SR2S Program funds, Bicycle Transportation Account and EEM funds to be consolidated into ATP
 - Transportation Alternative Program (TAP) funds to be consolidated into ATP. Federal SRTS was consolidated in TAP.
 - Highway Safety Improvement Program (HSIP) funds also proposed in ATP
- Assembly Bill 1194 introduced 2/22/2013 that would maintain SRTS at \$46 M/year



Status of Funding in CA

- For additional information on the ATP, please refer to the California Dept. of Finance Website:
 - http://www.dof.ca.gov/budgeting/trailer_bill_language/forecasting_labor_and_transportation/documents/403%20Active%20Transportation%20Program.pdf
- For additional information on AB 1194, please refer to the California Legislative website:
 - <http://www.leginfo.ca.gov/>



SRTS Planning for 2013

- Existing SRTS Projects that meet SRTS Delivery Requirements will continue to be funded
- Not anticipating another Safe Routes Call for Projects in 2013 (this could change depending on outcome of legislative and state budget process!)
- In the mean time, HSIP Cycle 6 is an opportunity for funding safety needs in school zones!

Basic Differences Between HSIP & SRTS

- Bike and Pedestrian Safety Infrastructure Improvements are eligible, but HSIP projects are selected based on a data driven process to reduce fatalities and serious injuries.
- A Benefit/Cost criteria is used for project selection in HSIP.
- Under MAP-21, HSIP Program also must be aligned with the State's Strategic Highway Safety Plan.
- SRTS Project funded with HSIP funds does not follow federal regulations for SRTS, but follows HSIP regulations
- A local match of 10% is required for HSIP



Basic Differences Between HSIP & SRTS

- Stand-alone non-infrastructure projects are not eligible for Cycle 6 HSIP funding

- Safety Education, Enforcement, and Emergency Medical Services are eligible costs in an infrastructure application under HSIP Cycle 6



Details on 2013 HSIP Call

- Call for Projects Announced on April 29, 2013
- Applications Due on July 26, 2013
- Up to \$150 million in Fed Funds is available
- Cities, Counties and Tribal Governments are eligible to apply
- Selection will be based entirely on B/C ratios
- More information:

<http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

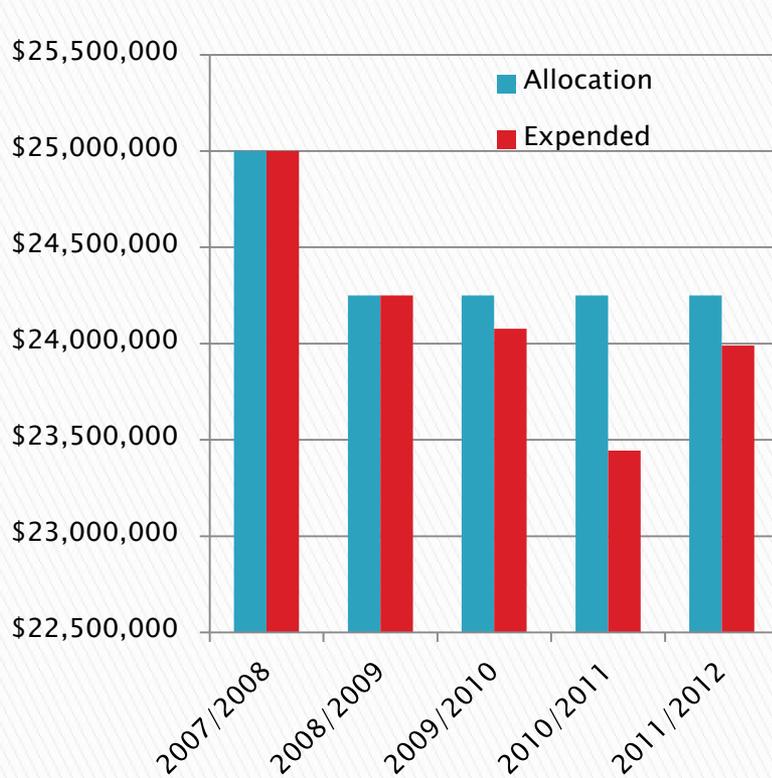


Goals for SRTS/SR2S Program

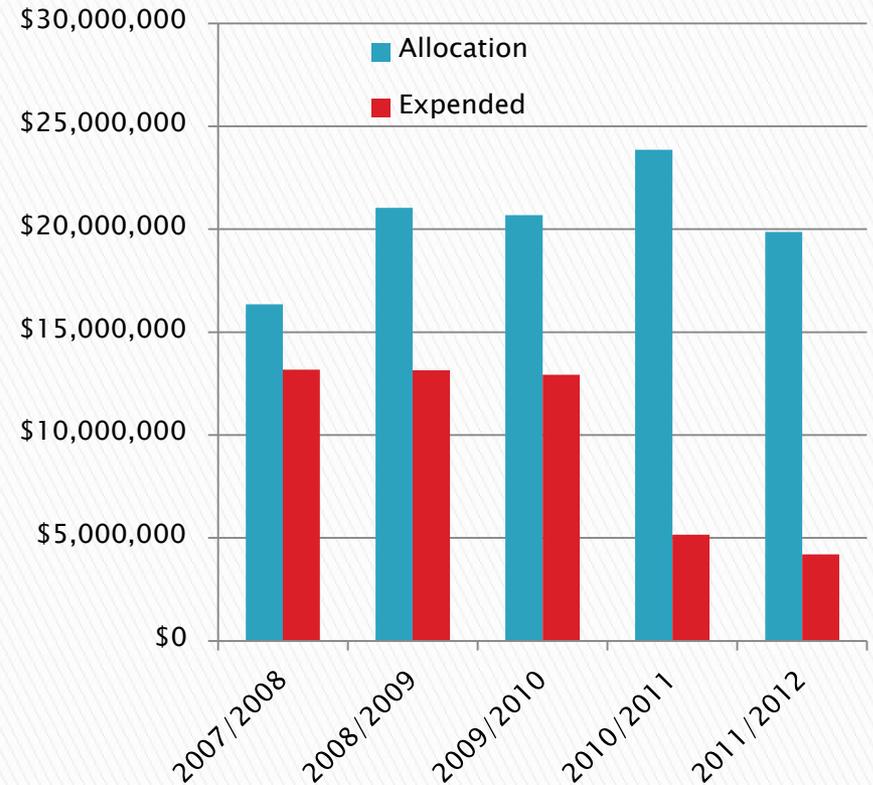
- ▶ Improve Federal and State Obligations
- ▶ Expend the money in a timely fashion
- ▶ Expand the program
- ▶ Streamline the process
- ▶ Establish Best Practices



Improve Federal/State Expenses



State SR2S Program \$



Federal SRTS Program \$



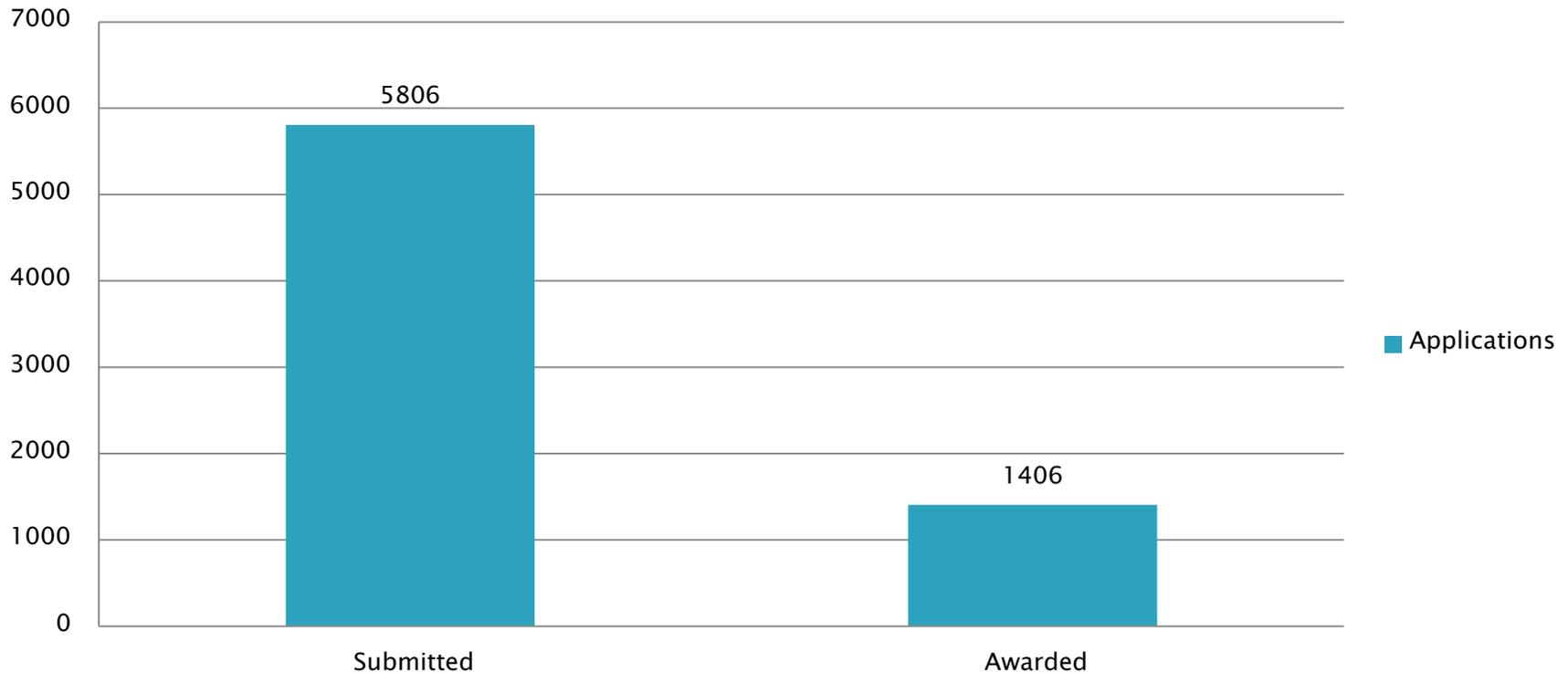
Expand the Program

- ▶ SRTS Technical Assistance Resource Center assists Caltrans in providing outreach and technical assistance to expand the program
- ▶ Project selection is intended to maximize the # of projects across the state
- ▶ Ensure funds are distributed equitably



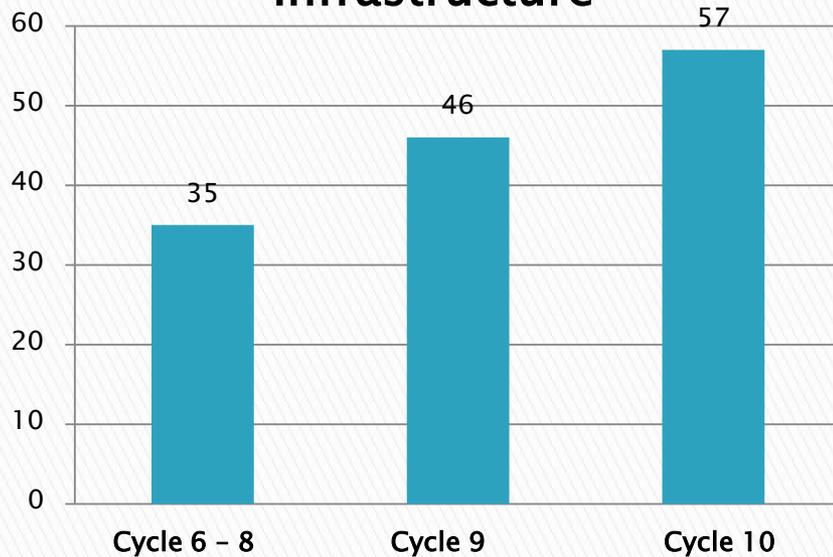
SRTS/SR2S Program Stats

State and Federal Application Results for All Funding Cycles



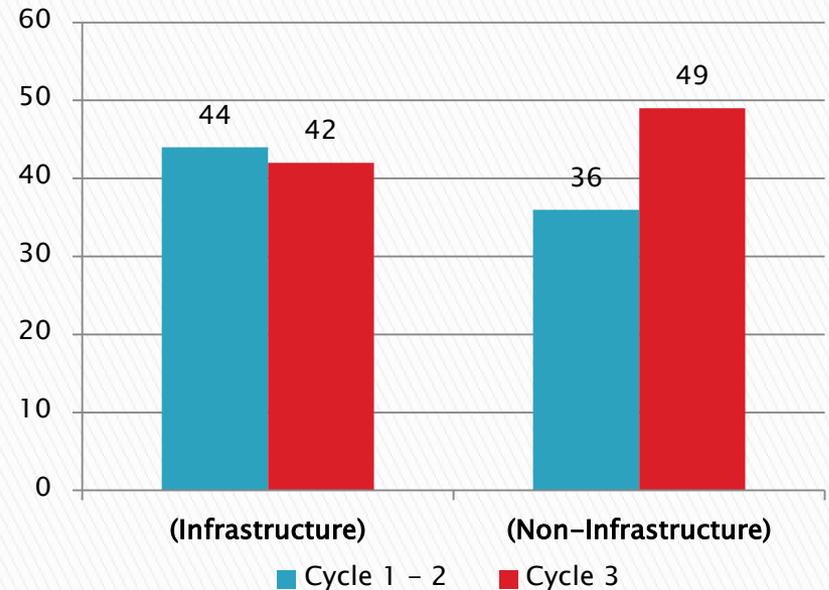
SRTS/SR2S Program Stats

**% Low-Income
State-Legislated – SR2S
Infrastructure**



SR2S Program Results

**% Low-Income
Federal – SRTS**



SRTS Program Results



Streamline the Process

- ▶ In 2011, Caltrans provided two major policies for non-infrastructure:
 - Request for Authorization Procedures for receiving approval to begin work
 - Environmental procedures for beginning the NEPA Process

In 2012, Caltrans developed submittal documents for non-infrastructure invoice payments

In 2013, Started development of procedures/documents for close-out of non-infrastructure projects



Establish Best Practices

- ▶ SRTS TARC has been working on 7 major projects the last two years to develop statewide best practices for the program.
- ▶ These projects were developed with Caltrans to provide communities additional support in establishing and sustaining their programs.
- ▶ In addition, this contract will provide tools and resources that will continue to be of assistance for many years to come!



QUESTIONS & ANSWER



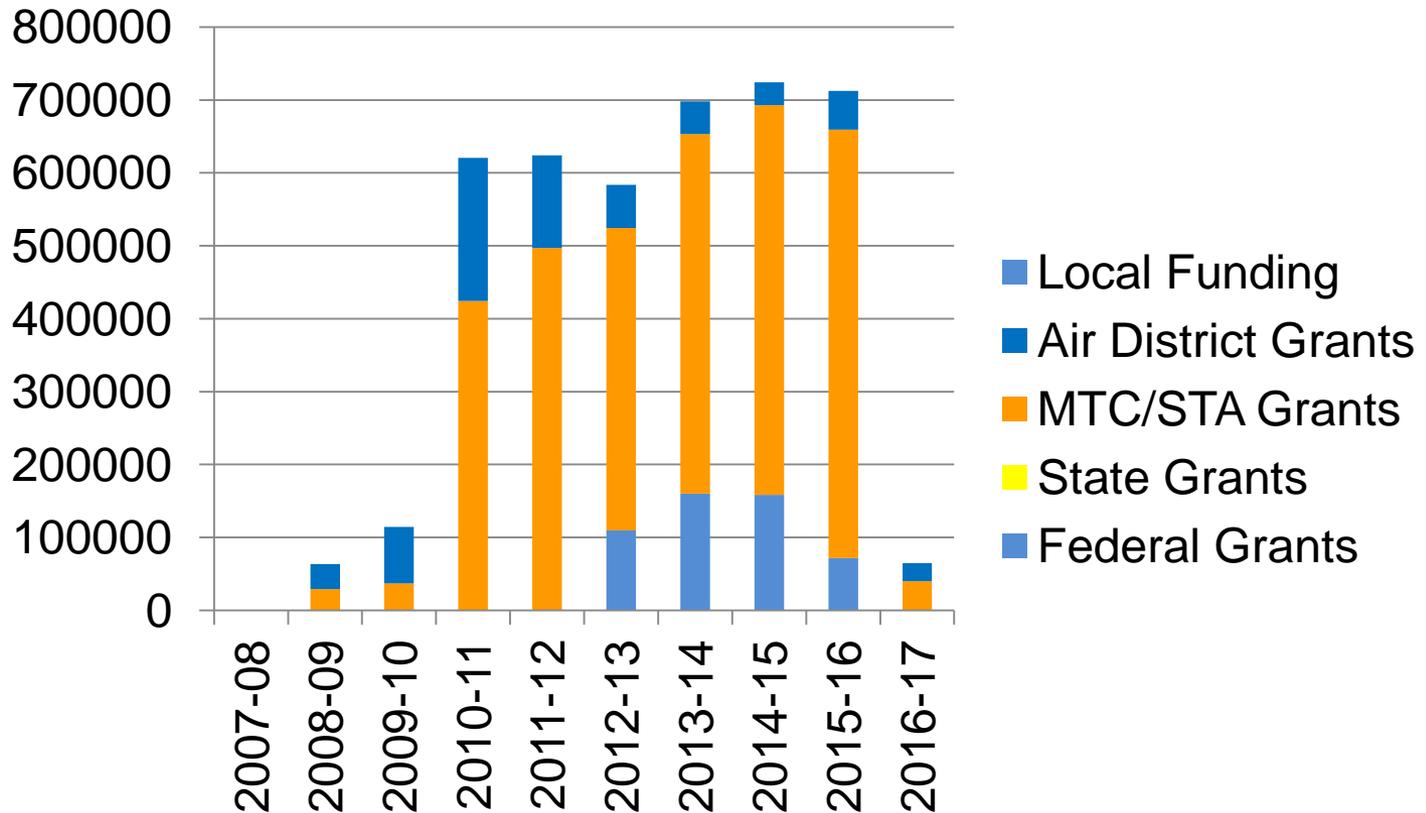
Contact: Dawn Foster

dawn.foster@dot.ca.gov

(916) 653-6920

SR2S Program Funding

STA SR2S Operations Expenditures by Grant



**safe routes
to school**
IN SOLANO COUNTY

The Honorable Lois Wolk



California State Senator,
3rd District

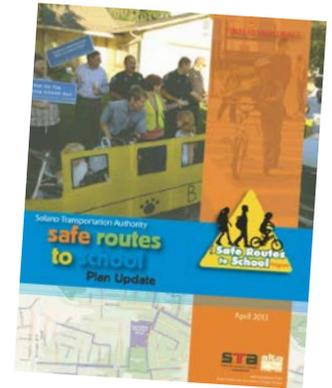


2013 SR2S Summit

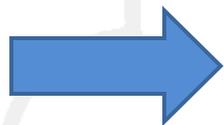
Information Resource Center

Located in Classroom A in the main hallway

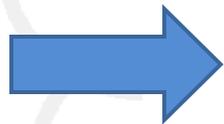
- **Review and comment on the SR2S Draft Countywide Plan:**
 - Comment forms are available
- **Pick up information from:**
 - Yolo-Solano Air Quality Management
 - First 5 Solano
 - MTC/ Spare the Air Youth
 - Solano Safe Routes to School/Walking School Bus
 - National Partnership on Safe Routes to School
 - Safe Routes to School Technical Resource Center



Breakout Sessions



- **How to Start a Walking School Bus at Your School + Mapping Tool Use (Fairfield Room)**



- **Lessons Learned on How to Successfully Engage Your School in Safe Routes to School (Fairfield Room)**



- **Working with Partners to Integrate SR2S into Broader Policies and Plans (Theatre)**

safe routes
to school
IN SOLANO COUNTY

“Alone we can do so little, together we can do so much.”

Helen Keller



**Thank you for attending the First
Safe Routes to School Summit!**

**Please complete the evaluation
form located in your folder and
drop it in the box upon exiting.**

safe routes to school

IN SOLANO COUNTY

More information online:

www.SolanoSR2S.ca.gov

www.facebook.com/solanoSR2S

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Safe Routes to School Program
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