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California: Advancing Safe Routes to School Programs through Coordination of National, State and Local Efforts



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Why Does Public Health Care About



Walking and Biking?



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“The way we travel is making us a
less healthy nation.”





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Impact of Transportation on Health

- Chronic Disease (PA and Nutrition)
- Mental Health
- Injury and Violence
- Environmental Quality
- Social Justice





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Nobody wants to walk or bike if it isn't safe





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Chronic Disease Control and Injury Prevention





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Partnering with CA DOT

In the beginning CDPH:

- Forged relationships with like-minded staff at Caltrans
 - Pedestrian Coordinator
 - Bicycle Coordinator
- Introduced them to public health initiatives which supported Caltrans goals
 - Walk to School Day



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Public Health Approach

- Create vision
- Build partnerships
- Use data to drive decisions
- Mobilize communities
- Implement interventions





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CA Public Health Data Opened Door

- Pedestrian collisions:
 - 3rd leading cause of injury death among ages 1 through 12
 - 4th leading cause of injury death among 65+
 - Deaths/nonfatal hospitalizations are 813 and 4,913 among all ages





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Bike Injury Data

- Bicycle collisions:
 - 5th leading cause of hospitalized nonfatal among ages 5 through 12
 - Deaths/nonfatal hospitalizations are 131 and 4,508 among all ages
 - for every death there are 34 more people admitted for nonfatal injury





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Safe Communities

- 1996, CDPH brainstormed with various entities about starting a safe communities program to encourage safe walking and bicycling
- 1998, CDPH received a grant from the Office of Traffic Safety to use the public health model and gave 16 communities a grant to develop safe walkable communities



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Birth of SRTS

- 1999, because the initial Safe Communities program was so successful, OTS gave CDPH a second grant to focus on pedestrian safety among children
- Marin County was one of ten communities to receive a grant which created the foundation for the SRTS national program model





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CA Pedestrian Safety Task Force

- CDPH brought in Caltrans to start a Pedestrian Safety Task Force
 - Caltrans buy in based on fact that while pedestrians made up a very small percentage of road users, 20% of fatalities were pedestrians
 - Traffic safety was the hook to involve traffic engineers via traffic calming measures



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CA State SR2S Grants

- In 1999, legislation (AB 1475) authored by then Assembly member Nell Soto passed to develop a State SR2S program which Caltrans came to manage as grants were for SR2S construction projects
 - Only 10% of the CA monies could be used for education, encouragement and enforcement efforts

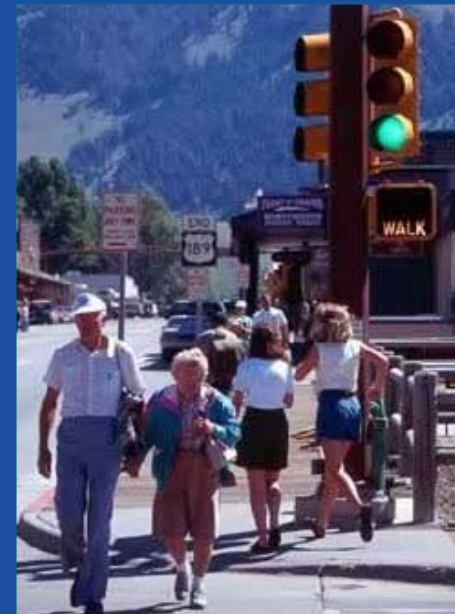




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Paradigm Shift

In CA, SRTS gradually morphed from traffic calming to walkable communities; strengthening the link between injury prevention and physical activity





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Transportation Reauthorization Bill (Section 1404 SAFETEA-LU)

- Created new Federally-assisted \$612 million program, spread over 5 years and 51 DOTs
- Three main requirements of law:
 - Implement SRTS program nationwide
 - Create a national clearinghouse
 - Establish a task force



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Purpose of Program

- Enable and encourage children to walk or bike to school
- Make walking/biking to school safer and and more appealing





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Purpose of Program

- Facilitate projects and activities in the vicinity of schools that will:
 - Improve safety
 - Reduce traffic
 - Reduce air pollution
 - Reduce fuel consumption





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Broad SRTS Program Outcomes

- Increase pedestrian and bicycle safety around schools
- Increase children walking and biking to schools
- Reduce congestion around schools
- Improve children's health
- Improve air quality and reduce fuel consumption
- Enhance community accessibility
- Improve partnerships



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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





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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





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

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





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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 managers

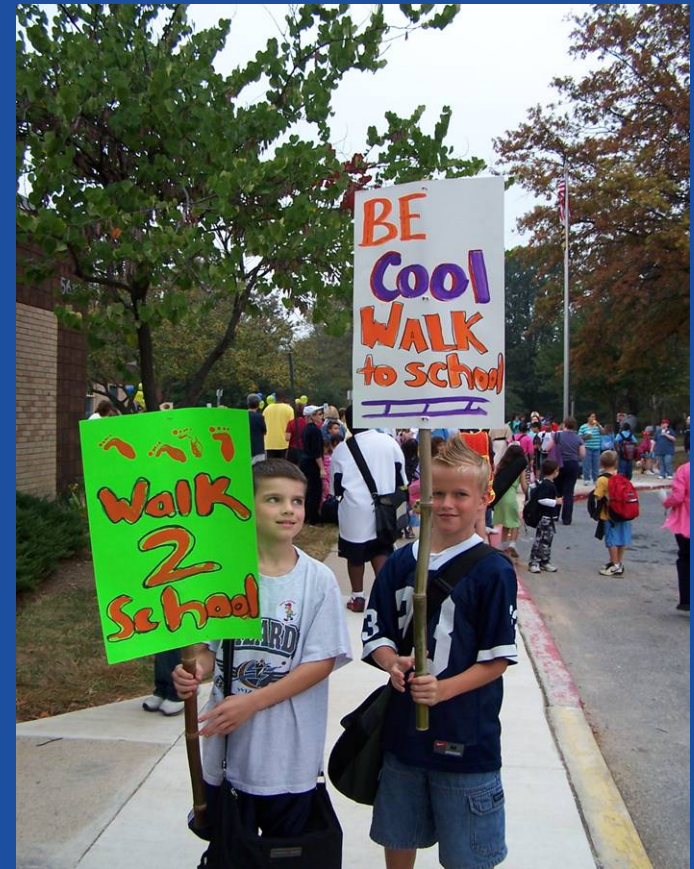




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Program Objectives

- Enable participation on a variety of levels
- Make program accessible to diverse participants
- Promote comprehensive SRTS programs and activities
- Maximize impact of funds





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Comprehensive Approach

- Encouragement
- Education
- Enforcement
- Engineering
- Evaluation





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National Center for SRTS

“The Clearinghouse”



www.saferoutesinfo.org



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National SRTS Task Force

- Composed of leaders in health, transportation and education
- Study and develop strategy for advancing SRTS programs
- Will report to Congress





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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





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SRTS National Partnership

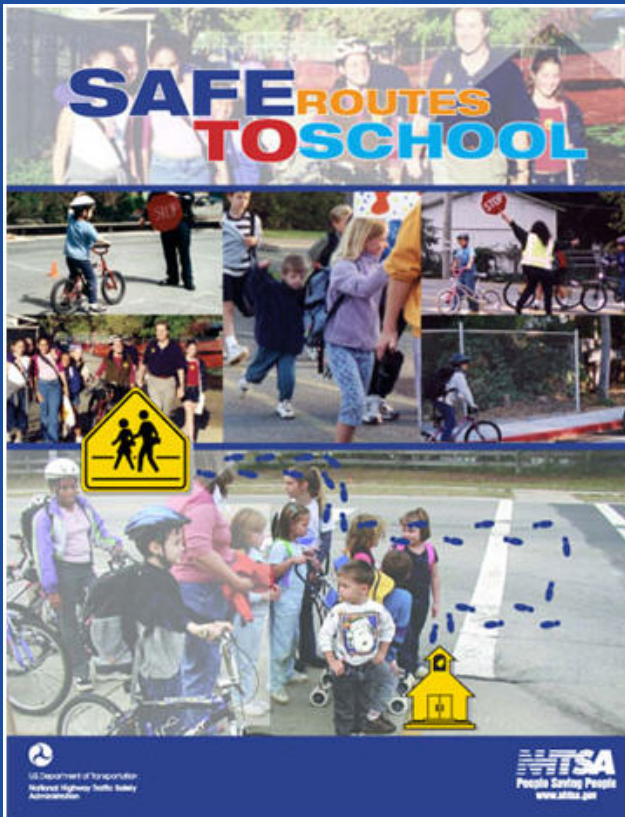
- A network of over 400 organizations, government government agencies, schools, and professionals working together to advance the SRTS movement
- SRTS State Network Project provides states with funding to focus on statewide implementation of the SRTS program and statewide policy change

www.saferoutespartnership.org

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NHTSA Resources

California Center for
PHYSICAL ACTIVITY



The poster features the title "SAFE ROUTES TO SCHOOL" in large, colorful letters at the top. Below the title are several photographs showing children and adults engaged in various activities: a child on a bicycle, a group of children walking, a child on a stroller, and a child on a bicycle. A yellow pedestrian crossing sign is visible in the lower left, and a yellow schoolhouse icon is in the lower right. At the bottom left, it says "U.S. Department of Transportation National Highway Traffic Safety Administration". At the bottom right, it says "NHTSA People Saving People www.nhtsa.gov".



Safe Routes to School Practice and Promise

[Click Here to Enter](#)
download pdf version (3,073 kB)



www.nhtsa.dot.gov



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Natural Partners

CDPH and CA DOT are both committed to safe accommodation for pedestrians and bicyclists

CA DOT has policies to support walking and biking: DD 64, BTA, SRTS, CSS, CA Blueprint

CDPH already worked to assist CA DOT:
sharing injury data, serving on advisory boards
and grant review committees



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CA Public Health Projects

CDPH projects support CA DOT goals:

- CA Walk to School Headquarters
- Safe Routes to School Initiative
- Walkable Neighborhoods for Seniors
- Healthy Transportation Network
- Walkable Community Workshops
- Local Public Health and the Built Environment
- Home Zones
- School Siting and Joint-Use Facilities



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CDPH: Easy Fit

- CDPH injury prevention and physical activity staff have strong on-going partnership with Caltrans program staff and leadership
- CDPH staff serve on Caltrans SRTS grant review and advisory committees
- CDPH has community capacity building expertise for non-infrastructure component



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Big Agenda Partners

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



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Big Agenda Advocates

- California Bicycle Coalition
 - 30 local chapters

- California Walks
 - 20 local chapters





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SRTS Statewide Technical Resource Center

Purpose:

- Build and support capacity among Caltrans SRTS non-infrastructure projects
- Conduct activities that complement and inform Caltrans SRTS infrastructure projects
- And, ultimately, increase the number of children and youth who walk and bike in and around their neighborhood schools





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SRTS STARC Responsibilities

State level:

- Staff Caltrans' SRTS Coordinating Task Force
- Assist ongoing evaluation on effectiveness of overall SRTS non-infrastructure program
- Enhance CDPH's existing SRTS website
- Track three district wide efforts over 3-5 years
- Disseminate useful strategies and lessons learned



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SRTS STARC Responsibilities

Local level:

- Provide TA via three SRTS Program Coordinators
- Produce promotional SRTS educational materials including; community awareness kit and injury data
- Provide regional workshops and trainer-the-trainers
- Engage underserved communities in SRTS program
- Train youth advocates to complement projects



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Next Steps

- Hire staff, send to National Center for SRTS master trainer session, secure commitments for longitudinal study and begin meeting deliverables
- Work with CA SRTS State Network to support its efforts and cover existing gaps
- Provide SRTS National Partnership and National Center for SRTS ongoing case studies to promote continued SRTS funding
- Ensure SRTS efforts are included in Nat'l PA Plan



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