

Collaborating to Achieve Active Transportation – Tools and Tips to Encourage Bikeable and Walkable Communities

**Green California Summit
April 18, 2013**



**INSTITUTE FOR
LOCAL GOVERNMENT**

ILG Mission

- Promote good government at the local level
- Practical, impartial and easy-to-use resources



Program Areas



Sustainable Communities

www.ca-ilg.org/sustainability



Resources to:

- Understand land use and planning basics
- Learn about the benefits of healthy neighborhoods
- Learn about climate change, reducing greenhouse gas emissions & saving energy
- Share sustainability best practices through peer-to-peer learning network (www.ca-ilg.org/scln)

CCS Partnership

Safe Routes to Schools Guide for Local Officials

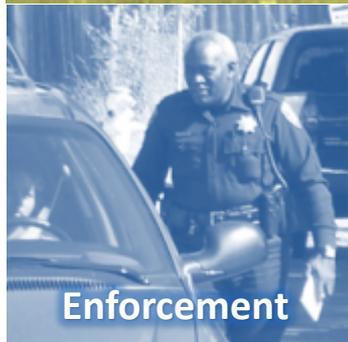
- CCS: League of California Cities, CSAC, CSBA
- Purpose: Support city, county, school collaboration to create safe routes to schools
- Audience: City, County and School officials and executive staff
- Format: Online tool and resource center, educational workshops and sessions for city, county and school leaders
- Provide ***models and examples*** of leadership

Solano County's Model

- Collaboration by Solano County Transportation Authority, Dixon Unified School District and City of Dixon
- Interagency partnership leveraged local, regional, state and federal resources to solve a shared community problem
- Executive Director Daryl K. Halls and Mayor Jack Batchelor, here to tell the story

Session Format

- Solano County Story
- Online Toolkit Introduction
- Questions/Discussion



Green California Summit– Sacramento – April 18, 2013

City-County-School Partnerships to Create Safe Routes to Schools



How did a City-County-School Partnership lead to the creation and successful implementation of the Solano Safe Routes to School Program?





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

Theodore Roosevelt



City of Dixon



City of Dixon:

- 18,000 people
- Rural community – has growing bio-tech and agricultural production activity.

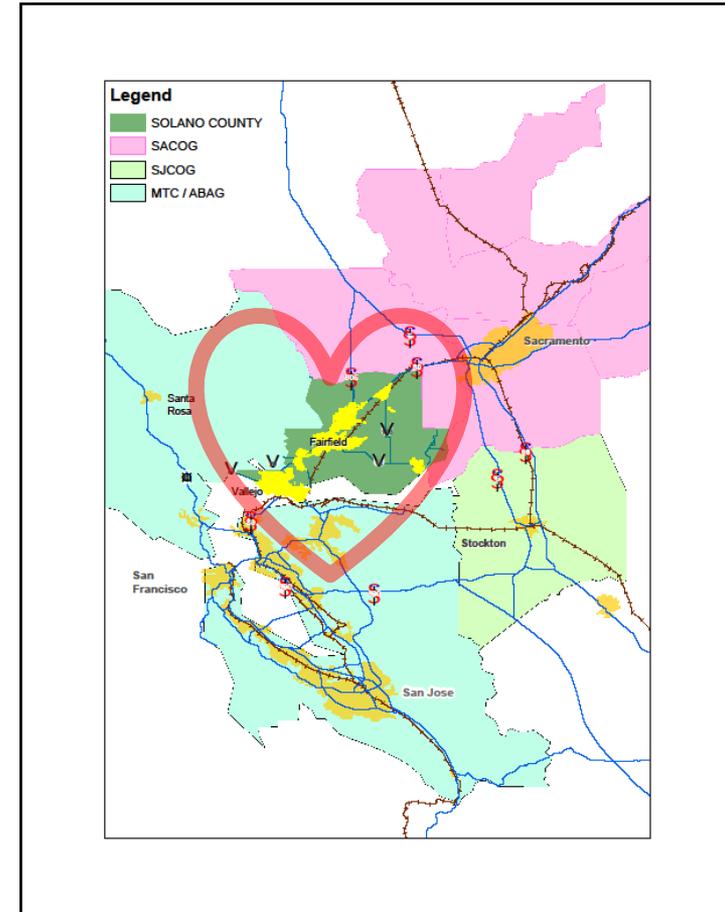


Solano County



Solano County:

- 425,000 people countywide
- Heart of the Northern California Mega-Region between San Francisco Bay Area and the Sacramento Metropolitan Region, and east of Napa and Sonoma wine regions



- Congestion Management Agency for Solano County, 7 cities including Dixon
- Plan, Fund, and Deliver transportation projects and programs
- Responsible for coordination and funding of Solano Safe Routes to School Program



Solano County's Call to Action



- In 2007 a high percentage of childhood obesity was reported in Solano County
- A call to action was issued by Solano County Board of Supervisors
- A summit was held to draw attention to the issue



Solano County's Call to Action



- Roadways congested with traffic, and environments damaged by vehicle emissions present safety concerns for:
 - Pedestrians
 - Bicyclists



Solano County's Call to Action



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

Franklin Delano Roosevelt



Call to Action



- STA proposed, Solano County and all 7 cities agreed to develop a countywide SR2S study to address issue
- Public Health Department got involved with STA as facilitator
- STA hired a consultant to develop a countywide SR2S study in 2007.



Starting Safe Routes to School



- STA proposed to involve school districts, cities, County law enforcement, engineers and advocates
- Recruited members for a Countywide Steering Committee for the study:
 - Two Public Works Directors
 - Two Police Chiefs
 - Two School District Superintendents
 - Two Bicycle & Pedestrian Advocates
 - One Air Quality District Representative
 - One County Public Health Department Representative



Starting Safe Routes to School



- Developed planning process that would work best for Solano County.
- Early buy-in from all school Superintendents, County Sheriff and Police Chiefs, School Board members, City Council members and Board of Supervisors



STA SR2S Program Goals



STA Board adopted three SR2S goals:

1. Increase healthy and safe alternatives to driving alone/chauffeured trips to school.
2. Reduce number of driving alone/chauffeured trips and the number of student vs. vehicle accidents along routes to schools.
3. Maximize interagency cooperation in all SR2S efforts.



Starting Safe Routes to School



*"It's the little details that are vital.
Little things make big things
happen."*

John Wooden



Phase 2: Created Community SR2S Plans



1. Built a Team (Community Task Force)

- City Council Representative
- School District Representative
- Public Safety Representative (Police Departments)
- Public Works Representative
- Bicycle Advisory Representative
- Pedestrian Advisory Representative



2. Set an Example

- Each Community Task Force selected a pilot school for a walking audit & planning event
- Other schools held planning events afterwards



3. Made the Plans Official

- Community Task Forces reviewed publicly recommended projects and programs to add into the community SR2S Plan
- Community SR2S Plans were recommended to the city council and school board for adoption
- Required community boards and schools to adopt same



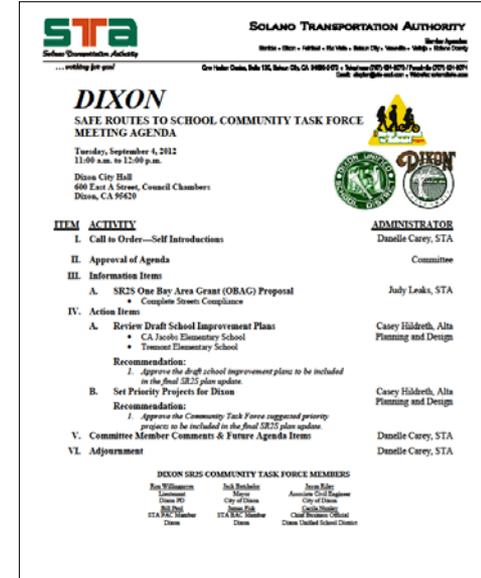


Dixon SR2S Community Task Force

Built a Team (Dixon Community Task Force)

	Representative	Title
City Appointment	Jack Batchelor	Mayor
City Public Safety	Steve Bird	Captain, Dixon PD
Dixon Unified School District	Cecile Nunley	Chief Business Official
STA Bicycle Advisory Committee	James Fisk	Resident
STA Ped. Advisory Committee	Bil Paul	Resident

- Discussed traffic congestion and circulation issues around schools in their neighborhood community.
- Conducted walk audits and site visits.
- Provided feedback on school improvement plans and draft plan.
- Prioritized projects for Dixons local SR2S plan.
- Task Force will continue to meet to steer any SR2S related projects or programs.



Phase 3: Local Adoption



City Councils and School Boards:

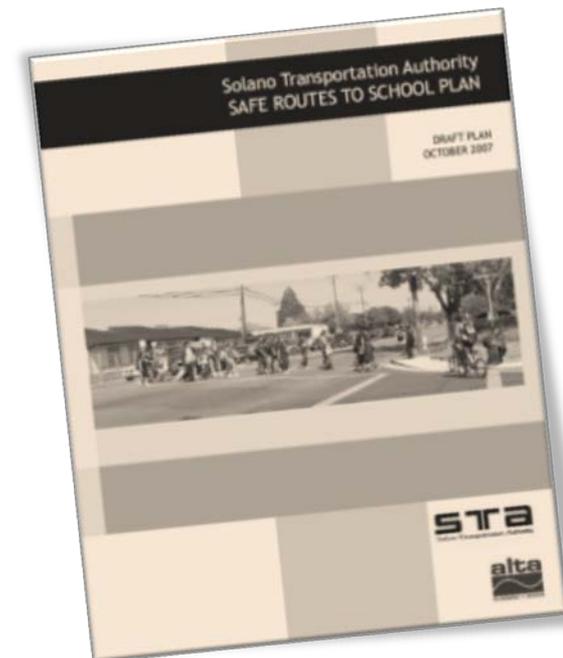
- Recommended projects and programs found in the local SR2S plan to the STA for inclusion into the Countywide STA SR2S Plan
- Appointed community SR2S task force to continue to plan and implement SR2S projects and programs
- Adopted local SR2S Plan as the community task force's guiding document.



Draft Countywide Priorities



- Mostly Education and Encouragement activities.
 - Schools requested uniform educational materials and incentives/prizes
 - Countywide media campaigns
 - Suggested safe routes to school maps and classroom activities that teach to standards
 - Increased coordination efforts between schools, cities, law enforcement and engineering



Walking Audit and Planning Events



Two-part event

- Afternoon walking audit during school release
 - Available task force members observe safety issues
 - Photographs of identified issues provided for evening presentation
- Evening planning event
 - Presentation of SR2S project and program basics
 - Public reviews photographs from audit
 - Public plans projects and programs with large aerial maps and **SR2S Toolkits**.



Events: What we learned



Two-part event

- Afternoon walking audit during school release
 - Discussed hotspots with crossing guards/duties to take good photos
 - Carried event flyers for curious parents
- Evening planning event
 - OUTREACH!
 - Students love maps
 - Parents read flyers at Back to School nights and Open Houses, not take-home flyers

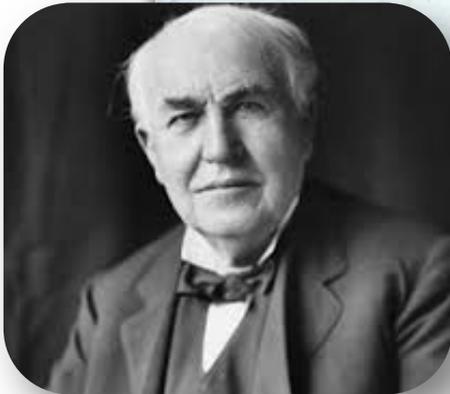


Opportunity



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

Thomas Edison





2008 SR2S Plan Accomplishments

2 out of 6 schools participated

- Improvements for Anderson Elementary
 - Widened sidewalk and adjusted crosswalks in front of school.
 - Funded by City of Dixon without grant funds.
- SR-113 Flashing Crosswalk
 - \$90,000 through STA from ECMAQ/MTC
- West B. St Undercrossing at train tracks priority SR2S project.
- Spring 2010 events, 1 school, 2 events
- FY 2010-11, 1 school, 4 events

PROJECTS IN PROGRESS

- West B. St Undercrossing at train tracks priority project (\$6.7M through STA)



2013 SR2S Plan Update

2 out of 6 schools participated

Tremont Elementary School

CA Jacobs Elementary School

- FY 2011-12, 1 school, 2 events
 - (1) Safety Assembly reaching 55 students
 - (1) Walk and Roll Event reaching 128 students
- Dixon will receive \$100K OBAG Funding to make improvements to any priority projects identified in the SR2S Plan Update.



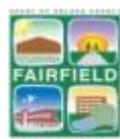
City, Schools and Law Enforcement



IMPLEMENTATION



- **School districts and cities sponsor projects**
 - Most engineering projects are minor changes that don't require large grant funds.
- **School districts work with County Public Health**
 - Provide education and encouragement events
 - Revise site circulation patterns for parents
- **City Councils and School Districts adopt community plans and make task forces permanent.**
- **Dixon Police Department provides targeted enforcement**
- **Dixon Public Works Department engineers deliver projects.**



Implementation by STA



- STA submitted countywide Safe Routes to School grant applications to 2 programs
- STA Safe Routes to School Program/Funding Strategy
 - Developed after the STA Board adopted the Countywide STA SR2S Plan in February 2008
- Created SR2S website



Implementation by STA



- STA signed joint use agreements with all 7 cities and school districts
- STA developed funding for the Safe Routes to School Program
- STA provides and manages resources and coordinates 8 committees
 - 1 Countywide Advisory Committee
 - 7 Local Community Task Forces



Implementation by County



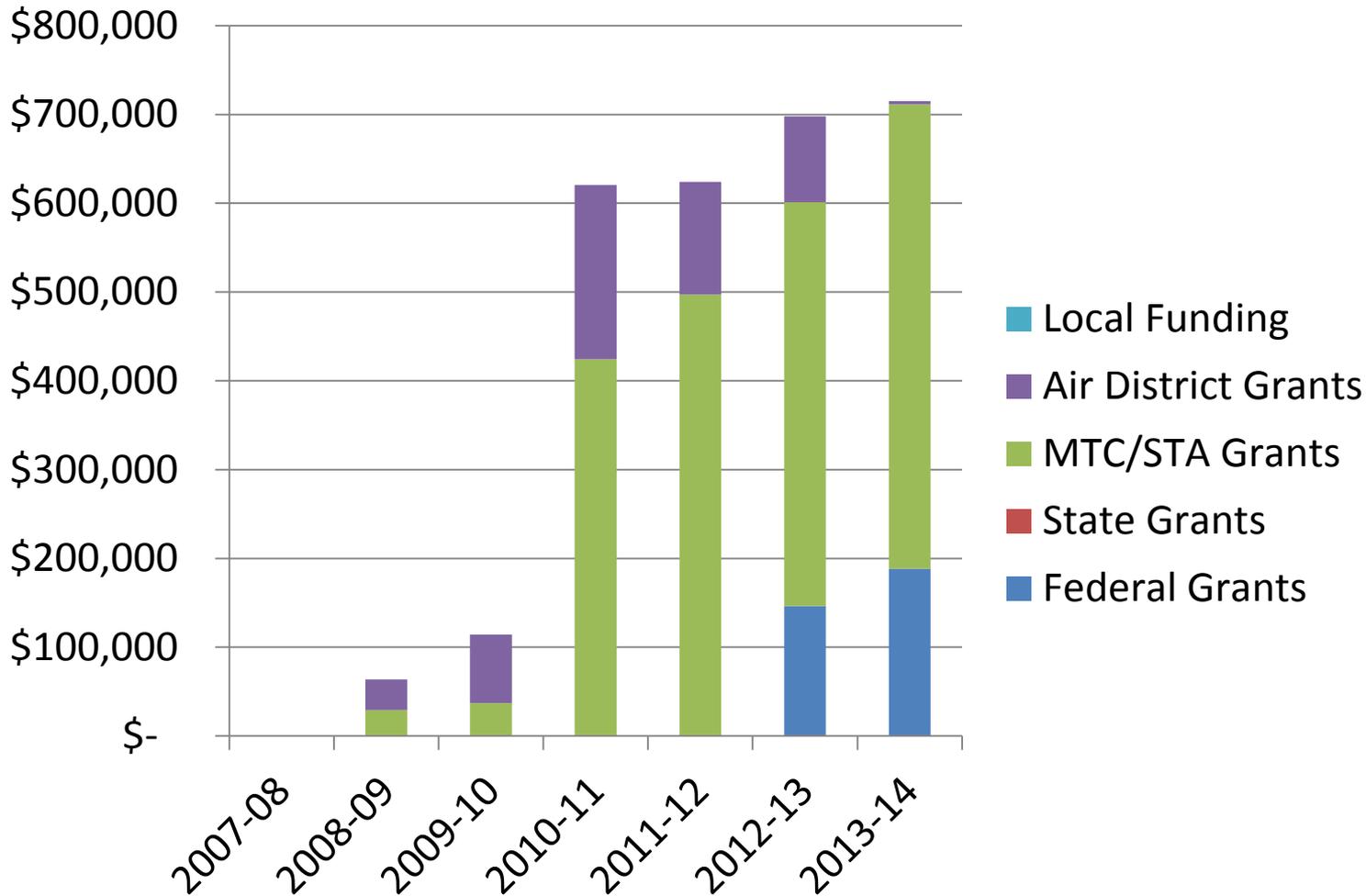
- Solano County Public Health implements education and encouragement part of program:
 - Dedicated staff to coordinate with schools and communities



SR2S Program Funding



STA SR2S Operations Expenditures by Grant



Funding of SR2S Program



- \$3.96M total for non-infrastructure program since 2008
 - MTC/STA grants: \$2.90M
 - Federal SRTS grant: \$0.50M
 - Air District Grants: \$0.55M
 - No State or Local funding for STA non-infrastructure program
- \$10M in completed or developing SR2S engineering projects in the last 4 years
 - Compared to \$1.1M for engineering in the 10 years prior to the 2008 plan
 - \$1.2M SR2S Engineering Program (OBAG)



Countywide Accomplishments



EDUCATION/ENCOURAGEMENT

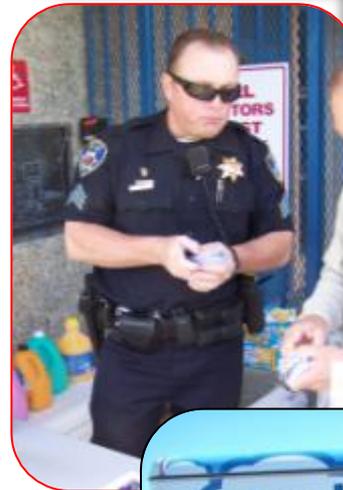
- FY 2011-12, 55 events were held reaching 12,811 students
- 1 walking school bus was started at Markham Elementary School, which includes an ongoing parent training program



ENFORCEMENT

Through the \$100,000 STA SR2S Enforcement grant:

- Maximum enforcement was provided to 7 schools in Fairfield-Suisun School District
47 citations, 63 warnings were issued and 3 vehicles were towed as a result of enforcement
- Suisun City PD developed a countywide crossing guard manual and test/Bike Rodeo DVD



Countywide Accomplishments



ENGINEERING

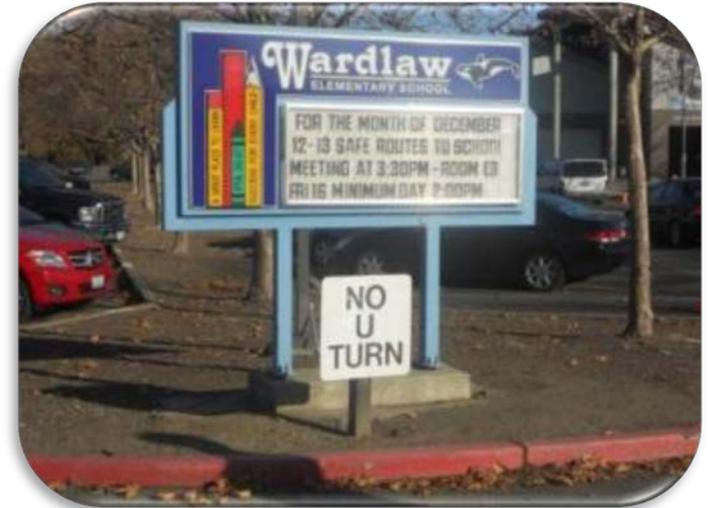
- 22 Community Task Force meetings were held (between 7 Community Task Forces countywide) and 17 walk audits were conducted for the SR2S Plan Update.
- Interactive mapping tool was developed for the SR2S website.
- Expected completion date for the SR2S Plan Update: May 2013.

COMPLETED PROJECTS

- 30 Radar speed signs were installed countywide.
- Improvements were made at five schools.

PROJECTS IN PROGRESS

- Two priority projects in process in Dixon and Suisun City.



Starting Safe Routes to School



“If you want to make enemies, try to change something.”

Woodrow Wilson





Partnership = Success

- Everyone in SR2S partnership plays an important role in the program's success



SAFE ROUTE TO SCHOOL, STUDENT ARRIVAL AND DEPARTURE TALLY SHEET

Name: _____ School: _____ # of Walkers Assigned: _____

Checklist to Complete: _____

Directions: See the attached information for using this sheet.

Time	Arrival	Departure								
7:00 AM										
7:15 AM										
7:30 AM										
7:45 AM										
8:00 AM										
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Comments: Please print on a separate sheet of paper and attach to this sheet.

Thank you for helping gather this information!



Partnership = Success



SR2S Bike Rodeo equipment is loaned out:

- Travis Air Force Base leads safety events for their on-base community.
- NorthBay Medical Center leads safety events in the communities they serve.
- Boys Scouts of America leads safety events for their organization and communities they serve.



Walking School Bus Program



- STA SR2S Program was awarded a \$500,000 federal grant to implement a countywide walking school bus program.
- The Walking School Bus Program kicked off in February 2013 with two new part-time WSB Coordinators.
- We continue to partner with Solano County Public Health, School Districts, Parent Groups and volunteers to implement the program.



OUR KIDS. OUR SCHOOLS. OUR COMMUNITIES

Partnership = Success



- The success of the SR2S Programs In Solano, Marin and Alameda counties have led to the Metropolitan Transportation Commission dedicating federal transportation funds to each of the 9 Bay Area counties for SR2S.
- New walking school bus program to be rolled out Countywide with \$500,000 in federal grants.
- The STA and Solano County Public Health will host the first Solano Safe Routes to School Summit, scheduled for May 23, 2013 at the Salvation Army Kroc Center in Suisun City.



Partnership = Success



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

Helen Keller



More Information



More information online: www.SolanoSR2S.ca.gov
www.facebook.com/solanoSR2S



- Jack Batchelor, Jr., STA Board Member, Mayor, City of Dixon
 - Daryl K. Halls, Executive Director, Solano Transportation Authority
- www.sta.ca.gov 707-424-6075



Sustainable Communities

Climate Action & Sustainability Best Practices Framework

Healthy Neighborhoods

Land Use & Environment

Planning for Climate Change

Sustainability Resource Centers

Beacon Award: Local Leadership Toward Solving Climate Change

Sustainable Communities Learning Network

SF Bay Area Climate Portal

Creating Safe Walking and Bicycling Communities

About the Guide

Why Active Transportation?

Getting Started Locally

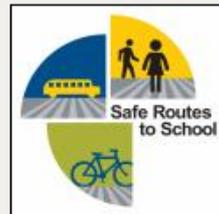
Who Makes Transportation Decisions?

Transportation Funding

Existing Tools for Active Transportation

Appendices

Creating Safe Walking and Bicycling Communities: Safe Routes to School Decision Maker's Toolkit



How to Use This Guide

This guide explains active transportation and the conditions in a community that support safe walking and bicycling to schools and other neighborhood destinations. It offers

tools for local governments to support active transportation. Because decisions about transportation investments in California occur across an array of agencies, the guide explains the regional and state context within which local leaders will collaborate to create safer walking and bicycling environments.

Get started by reading [About this Guide](#). Then use the navigation bar on the left to move through the toolkit or skip to content most relevant to you.

You can always get back to the front page by clicking the link on the right.

Acknowledgments

The Safe Routes to School Decision Maker Toolkit was developed by the Cities, Counties and Schools Partnership and the Institute for Local Government for the Safe Routes to School (SRTS) Technical Assistance Resource Center (TARC). The SRTS TARC is a program within 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 SRTS Non-Infrastructure award from the California Department of Transportation.



California Safe Routes to School Technical Assistance Resource Center

Assisting communities with SRTS by providing trainings, technical assistance and resources.



Caltrans Safe Routes to School Programs

Information on gaining Caltrans support for Safe Routes to School programming in your community.

About the Guide

This guide was developed to support local school, city, and

Toolkit's Components

- About the Guide
- Why Active Transportation?
- Getting Started Locally
- Who Makes Transportation Decisions?
- Transportation Funding
- Existing Tools for Active Transportation
- Resources
- Glossary

Why Active Transportation?

Creating Safe Walking and Bicycling Communities

[About the Guide](#)

[Why Active Transportation?](#)

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[Transportation Funding](#)

[Existing Tools for Active Transportation](#)

[Appendices](#)

Why Active Transportation?

There are many concerns that might lead local government leaders to care about active transportation. These include: community safety, obesity and health issues, student achievement, busing costs, property taxes and school revenue, creating a sense of community or place, air pollution and traffic congestion.

Improve Safety

Many schools are located in neighborhoods with unsafe conditions that prohibit walking or bicycling and endanger children who use these modes of transportation. In a [nationwide survey](#) by the U.S. Center for Disease Control, traffic-related danger was the second most common reason cited by parents for not allowing their children to walk to and from school. An active transportation planning process addresses real dangers through infrastructure improvements, regulations, enforcement and safety education.

Promote Health



By burning calories instead of gasoline, residents combat an array of diseases caused by sedentary lifestyles. Being active has been shown to reduce risk of type II diabetes, asthma, joint problems and heart disease. Children are suffering increased rates of health problems

related to a lack of physical activity. A study ([PDF](#)) by the

- Improve Safety
- Promote Health
- Increase Student Achievement
- Reduce Busing Costs
- Gain Tax Benefits
- Discover Other Economic Benefits
- Create Social Benefits
- Meet Clean Air Goals
- Reduce Traffic Congestion

Getting Started Locally: Community Readiness Assessment

Community Readiness Assessment

How Ready is Your Community to
Collaborate on a Safe Routes to
School Project?



Go through these steps to assess your community's readiness to engage in safe routes to schools or other active transportation projects. These questions will also help you identify areas that need to be developed and ways to prioritize investments in order to have long lasting and successful projects.

1. Is there a perceived public problem?

- YES! (Public complaints about traffic congestion, unsafe crossings, childhood obesity, etc.)
- NO. Who have you asked? Your first step will be to develop public awareness of the problem and possible alternatives before planning a solution.

2. Have you identified other leaders who recognize the problem?

1. Is there a perceived public problem?
2. Have you identified other leaders who recognize the problem?
3. Have an array of community leaders met to build a shared vision?
4. Has the problem been defined in detail?
5. Have stakeholders developed informed possible solutions?
6. You're ready to take action!

Who Makes Transportation Decisions?

Who Makes Transportation Decisions?

Local Government Roles

Regional, State & Federal Roles

Local Government Roles

Local leaders can promote objectives of active transportation by:

- Establishing active transportation goals within their guiding documents and plans.
- Supporting local strategies that promote their healthy community goals.
- Collaborating with relevant transportation-related agencies and organizations.



For Contributors | For Members
City and County Leaders

Both city councils and county boards of supervisors can shape safe route to school and other active transportation options within their jurisdictions. They determine local land-use and transportation priorities through plans, codes, and standards. They adopt land-use plans, approve park and public works expenditures for maintaining paths, sidewalks, and roads. Their police and sheriff departments enforce traffic safety and can work with schools to provide crossing guards. All of these decisions can influence the viability of safe routes to school projects and other active transportation in their community.

[Add new comment](#)



For Contributors | For Members

Creating Safe Walking and Bicycling Communities: Safe Routes to School Decision Maker's Toolkit

Routes to School Decision Maker's Toolkit

This guide explains active transportation and the conditions in a community that support safe walking and bicycling to schools and other neighborhood destinations.



Tips for City Council Members

Practical tips for how city council members can influence active transportation decisions in the community.



Tips for County Supervisors

Practical tips for how county supervisors can influence active transportation decisions in the community.

Transportation Funding

Creating Safe Walking and Bicycling Communities

About the Guide

Why Active Transportation?

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Transportation Funding

Where Does It Come From?

Funding Opportunities

Existing Tools for Active Transportation

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Transportation Funding

Different levels of government in California have authority to raise revenues or receive state or federal funds for transportation projects. This section describes designated authority and revenue sources so that local leaders can understand funding beyond specific Safe Routes to School awards and how projects can be designed to take advantage of multiple sources of funding.

Where Does It Come From?

Transportation funding exists at the local, regional, state and federal levels. This section briefly discusses the major sources of transportation funding in California.

[More](#)

Funding Opportunities

Cities, counties and schools can take advantage of a variety of opportunities to fund active transportation in the community.

[More](#)



For Contributors For Members

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Existing Tools for Active Transportation

For Contributors | For Members

School Travel Plan



Schools and school districts can develop school travel plans to encourage safe, efficient and sustainable travel to and from school. Individual goals within school travel plans may include reducing car trips, increasing active travel and making active travel safer. Some school travel plans

involve the gathering and use of data. School travel plans can help prioritize needs for Safe Routes to School programs.

Ideas/Roles:

School officials can work with their local public works department to coordinate project prioritization and swap ideas for travel demand management strategies.

Example:

A “Walking School Bus” is a way to safely transport kids to walk to school. Designated parent leaders walk children to school with specific “bus stops” to pick up additional kids. Local government can work with parent groups and schools to provide signage and safety measures on popular routes.

DOCUMENTS & RESOURCES

[RETURN to the front of the guide](#)

[Create a SRTS/School Travel Plan, California Safe Routes to School Technical Assistance Resource Center](#)

[More on what is typically contained in a school travel plan](#)

[The Safe Routes To School National Center's webinar on creating School Travel Plans](#)

Questions?

- Jack Batchelor, Jr., STA Board Member, Mayor, City of Dixon
- Daryl K. Halls, Executive Director, Solano Transportation Authority
- Jennifer Armer, AICP, Institute for Local Government (jarmer@ca-ilg.org)