Safe Routes to School Report

SCTA Board Presentation

prepared by: Anthony Taylor

Date: September 11, 2017
This project is supported by the Metropolitan Transportation Commission’s One Bay Area Grant Program, Measure M, and Kaiser Permanente Northern California Community Benefit Program.
Countywide Safe Routes to School Program
June 2015 - September 2017
Program Goals

Health & Air Quality
- Increase active transportation
- Increase use of shared transportation
- Reduce vehicle emissions
- Increase physical activity

Safety and Security
- Improve infrastructure
- Calm traffic
- Reduce injuries

Program Design Update

- Pilot Project: 2015-16
- Modified Approach: 2016-17
Data-Driven Planning

30 Bike Parking Spaces on Campus
Program Overview

Education
Encouragement
Enforcement

Engineering
Evaluation
Equity
Education

In-Class Education
Bike Rodeos
On-bicycle Workshops
Smart Cycling Workshops

Climate Literacy
Youth Leadership Training
Bicycle Street Skills
Share the Road
Student Assembly

Photos: Sonoma County Bicycle Coalition
Encouragement

Online Challenges  Bike Club
Cocoa 4 Carpools  Bike Blender

International Walk & Roll to School Day
Participation-Based Contests
Walk & Roll Day

Photos: Bike Blender at Analy High School (ECO2SCHOOL, left); International Walk & Roll to School Day, Sonoma, 2016 (Press Democrat)
Enforcement

Encouragement Activities
Traffic Observations
Walking Audits

Photo: Sonoma County Bicycle Coalition, 2015
Engineering

Walking Audits
Recommended Routes Maps

Photos: El Verano Walking Audit, 2014; MHS Walking Audit map feedback 2016
Evaluation

**Outcome Evaluation**
Walking & Biking Rates
Parent Surveys

**Process Evaluation**
Education Assessment
Program Process
### Program Cost; 2015-16 & 2016-17 School Years

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>OBAG Cycle 1 (STP Funds)</td>
<td>$999,475</td>
</tr>
<tr>
<td>11.47% Match*</td>
<td>$129,493</td>
</tr>
<tr>
<td>Indirect Costs*</td>
<td>$73,684</td>
</tr>
<tr>
<td><strong>TOTAL PROJECT COSTS</strong></td>
<td><strong>$1,202,652</strong></td>
</tr>
<tr>
<td>Measure M Grant</td>
<td>$89,364</td>
</tr>
<tr>
<td>Kaiser SRTS Grant</td>
<td>$40,000</td>
</tr>
<tr>
<td>County Realignment</td>
<td>$73,813</td>
</tr>
<tr>
<td><strong>TOTAL UNFUNDED COSTS</strong></td>
<td><strong>$203,177</strong></td>
</tr>
</tbody>
</table>
Who was reached?

15,825 students at 29 schools across Sonoma County
How Does Sonoma County Compare?

- **Walking**: 19% Sonoma County, 23% California, 17% USA (2014)
- **Biking**: 2% Sonoma County, 3% California, 2% USA (2014)
- **Car**: 65% Sonoma County, 66% California, 49% USA (2014)
- **Bus**: 12% Sonoma County, 7% California, 32% USA (2014)
Elementary & Middle Schools

<table>
<thead>
<tr>
<th>Time</th>
<th>Active</th>
<th>Shared</th>
<th>Family Car</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fall 2015</td>
<td>24%</td>
<td>18%</td>
<td>58%</td>
</tr>
<tr>
<td>Spring 2016</td>
<td>24%</td>
<td>16%</td>
<td>60%</td>
</tr>
<tr>
<td>Fall 2016</td>
<td>22%</td>
<td>17%</td>
<td>62%</td>
</tr>
<tr>
<td>Spring 2017</td>
<td>21%</td>
<td>18%</td>
<td>61%</td>
</tr>
</tbody>
</table>
Bicycling Rates - 4th-8th Grade

- 4th Grade: Fall 2015 = 3.1%, Spring 2017 = 2.0%
- 5th Grade: Fall 2015 = 2.4%, Spring 2017 = 2.8%
- 6th Grade: Fall 2015 = 2.6%, Spring 2017 = 2.9%
- 7th Grade: Fall 2015 = 1.4%, Spring 2017 = 0.5%
- 8th Grade: Fall 2015 = 3.3%, Spring 2017 = 0.9%
Schools With an Increase in Active Transportation

- JX Wilson
  - Active: 42%
  - Shared: 9%
  - Family Car: -7%

- Meadow
  - Active: 16%
  - Shared: 4%
  - Family Car: -3%

- Park Side
  - Active: 13%
  - Shared: 25%
  - Family Car: -39%

- Brookhaven
  - Active: 46%
  - Shared: 16%
  - Family Car: -12%

- Monroe
  - Active: 22%
  - Shared: 27%
  - Family Car: -4%

- Sheppard
  - Active: 0%
  - Shared: 2%
  - Family Car: -1%

- Village
  - Active: 95%
  - Shared: 25%
  - Family Car: -23%

- Spring Creek
  - Active: 94%
  - Shared: 14%
  - Family Car: 2%

- Binkley
  - Active: 14%
  - Shared: 2%
  - Family Car: -5%

- Guerneville
  - Active: 58%
  - Shared: 58%
  - Family Car: -5%

- Jefferson
  - Active: 70%
  - Shared: -21%
  - Family Car: 0%
## Schools With a Decrease in Active Transportation

<table>
<thead>
<tr>
<th>School</th>
<th>Active</th>
<th>Shared</th>
<th>Family Car</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windsor High</td>
<td>-38%</td>
<td>4%</td>
<td>46%</td>
</tr>
<tr>
<td>Montgomery High</td>
<td>-7%</td>
<td>-45%</td>
<td>26%</td>
</tr>
<tr>
<td>Analy High</td>
<td>-7%</td>
<td>-26%</td>
<td>29%</td>
</tr>
<tr>
<td>Wright Charter</td>
<td>-12%</td>
<td>-43%</td>
<td>12%</td>
</tr>
<tr>
<td>Rl Stevens</td>
<td>-37%</td>
<td>-1%</td>
<td>-5%</td>
</tr>
<tr>
<td>Sebastopol Charter</td>
<td>-16%</td>
<td>-31%</td>
<td>15%</td>
</tr>
<tr>
<td>Sr Charter Arts</td>
<td>-33%</td>
<td>52%</td>
<td>-3%</td>
</tr>
<tr>
<td>Proctor Terrace</td>
<td>-34%</td>
<td>113%</td>
<td>11%</td>
</tr>
<tr>
<td>Helen Lehman</td>
<td>-11%</td>
<td>-27%</td>
<td>23%</td>
</tr>
<tr>
<td>Brook Hill</td>
<td>-70%</td>
<td>13%</td>
<td></td>
</tr>
<tr>
<td>Lincoln</td>
<td>-14%</td>
<td>48%</td>
<td>13%</td>
</tr>
<tr>
<td>Roseland</td>
<td>-22%</td>
<td>19%</td>
<td>5%</td>
</tr>
<tr>
<td>Miwok</td>
<td>-35%</td>
<td>-1%</td>
<td>21%</td>
</tr>
<tr>
<td>Mark West</td>
<td>-41%</td>
<td>-6%</td>
<td>-5%</td>
</tr>
<tr>
<td>Fitch Mtn</td>
<td>-8%</td>
<td>-3%</td>
<td>7%</td>
</tr>
<tr>
<td>Monte Vista</td>
<td>-22%</td>
<td>-9%</td>
<td>10%</td>
</tr>
<tr>
<td>Evergreen</td>
<td>-28%</td>
<td>0%</td>
<td>15%</td>
</tr>
<tr>
<td>Strawberry</td>
<td>-34%</td>
<td>8%</td>
<td>7%</td>
</tr>
</tbody>
</table>

Legend:
- **Active**
- **Shared**
- **Family Car**
CHANGE IN WALKING & BICYCLING RATES (ALL SCHOOLS)

DISADVANTAGED (N = 10)
- WALK: -21%
- BIKE: -15%

NON-DISADVANTAGED (N = 19)
- WALK: 14%
- BIKE: 3%
Parent Surveys

• Administered Fall 2015 and Spring 2017
• Responses received from 25 schools
  — Average response rate = 16%
• Travel habits mirror student tally data
• SRTS Participation
• Barriers to Walking & Bicycling
Parents: SRTS Has Addressed Barriers

- Distance: 49.3%
- Driving Convenience: 37.6%
- Stranger danger: 34.6%
- Lack of Crossing Guards: 33.5%
- Speeding Traffic: 32.7%
- Lack of Adults: 32.7%
- Unsafe Intersections: 32.2%
- Traffic Volume: 31.2%
- Time: 27.8%
- Lack of sidewalks and/or paths: 26.4%
Infrastructure Improvements

Lincoln Elementary
West Ninth Street & Rockwell Place

Installed pedestrian sign
Infrastructure Improvements

Lincoln Elementary
West Ninth Street & Link Lane

Advance stop lines installed on all legs

BEFORE

AFTER
Infrastructure Improvements

Lincoln Elementary
West Ninth St & Simpson St

Yellow high-visibility crosswalk painted on north and south legs
Looking Towards the Future...

• Provide value to schools
• Continue data-driven planning
• Evaluate efficacy of activities
• Measure travel habits more frequently
• Increase sample size at high school level
• Disadvantaged schools – further study
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