Safe Routes to School
Railvolution
Transit: The New Rx for Health

Southern California Team
Safe Routes to School National Partnership
www.saferoutespartnership.org
Who we are

The Built Environment and Physical Activity

Natural Partners: Examples from Southern California
Safe Routes to School
National Partnership

- Founded in 2005
- Over 600 organizations, agencies and schools nationwide
- Grant funded by Kaiser Permanente to change policies at regional, county and local levels in Southern California
- Provide best practices, technical assistance, and build leadership
The Built Environment and Physical Activity
Historical Perspective
Historical Perspective
Fewer children are walking and bicycling today.

Walk and Bike
1969, 48% (88% within 1 mile)
2009, 13% (38% within 1 mile)
Parents driving their children to school account for 10%-14% of morning rush hour traffic.
The consequences of this...
...instead of *this* can be alarming.
Health Consequences

Today’s children may be the first generation to have a shorter life expectancy than their parents have.
Obesity Rates/Costs

Obesity and Physical Inactivity cost California $41 Billion Annually

2009 Adult Obesity Rates in Southern California (CDC)

- Los Angeles: 15%
- Ventura: 15%
- Riverside: 20%
- San Bernardino: 25%
- Orange: 10%
- Imperial: 10%
- San Diego: 10%

County Level Estimates of Obesity — State Maps

Indicators: Obesity, Physical Activity

State: California

Classification: Age-Adjusted % of Adults

Year: 2009

Data Type: Trends

Graph showing the percentage of adults who are obese in different counties in Southern California.
Obesity Rates

11.8%  27%

37.5%  1.7%
Benefits to Health

- CDC Recommends 30 minutes of physical activity 5 days a week
  - = walking 1 mile to and from transit.
  - = biking 7 miles to and from transit
- Children who Walk and/or Bike to School are:
  - Getting their recommended levels of physical activity with as little as 1 mile to/from school – up to 34% of recommended MVPA
  - More physically active throughout the day
  - Tend to have better academic achievement, enhanced concentration, and better classroom behavior
Natural Partners
Coordination

vs.
Riverside County Injury Prevention Services developed a prioritization method for SRTS.

Partnered with city and county public works departments to secure more than $2.5 million in infrastructure and non-infrastructure SRTS funding.

Leveraged thousands of dollars in donations, staff time, and contributions from private and public sector organizations, volunteers and community organizations.
LA County

- Developed a methodology to inform the 2012 RTP/SCS.

- Estimated that the need to fully develop the bicycle, pedestrian and first mile/last mile infrastructure to be more than $40 Billion.

- Investing CTG and PLACE dollars in SRTS/active transportation planning, policy change and community engagement.
Imperial County

- Investing CTG funding to develop SRTS programs at several schools.
- Working with ICTC to develop policy priorities around active transportation.
San Bernardino

Sometimes it just takes a phone call.
The County of San Diego Health and Human Services Agency (HHSA) received $16.1 million through CPPW to fund projects in increase levels of physical activity.

HHSA partnered with SANDAG and invested $3 million in grant funds.

Outcomes included:

- Health Impact Assessment to inform the modeling process
- Health Performance Metrics
- Active Community and Active Transportation Planning Grants
- A Safe Routes to School Strategic Plan
- Expanded promotion of bicycle and pedestrian modes
- Bicycle Wayfinding Signage Plan
Thanks

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For more information about the Safe Routes to School National Partnership visit our website:
http://www.saferoutespartnership.org