



Safe Routes to School One-Day Training

A Summary Report of the
One-day training at Apache Elementary
sponsored by the Farmington Metropolitan
Planning Organization

March 22, 2006



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INTRODUCTION

WHAT IS SAFE ROUTES TO SCHOOL?

Safe Routes to School is a program that looks to remove barriers and obstacles that prevent students from walking and biking to school. These barriers could be physical (lack of sidewalks, busy streets) or psychological (safety fears). Safe Routes to School (SR2S) also involves encouragement and educational strategies that make the program fun. When schools have more students walking, safety is improved around the schools because there are fewer drop-offs. With fewer cars, there is less congestion at the school and walking and biking facilities can be provided to encourage those activities. Furthermore, peak hour vehicle trips will be reduced, which provides benefits to all commuters.

Children get much needed exercise from this program. Childhood obesity and other health risks are prevalent problems in today's society. The walk or bike to and from school helps to make children more active. SR2S promotes regular physical activity and becomes part of their daily lives.

The Farmington Metropolitan Planning Organization sponsored a SR2S training at Apache Elementary School in Farmington, New Mexico on March 22, 2006. The purpose of the training was to educate school personnel, city staff, law enforcement, and others on the elements of SR2S. In addition, the intention was that the training would get its participants to encourage more students to walk and bike to school, promote safety and physical activity. Creating a successful SR2S program for the MPO area will require the collective efforts of all those involved.

Bringing SR2S to the MPO area has already taken its first step. The city of Farmington has already begun introducing SR2S to its elementary schools. Farmington's Traffic Engineering Division has developed SR2S maps for each of the city's ten elementary schools. A retired school teacher has been hired to give presentations on safe routes to these schools. One intention of this training is that it will serve as a guide for Aztec, Bloomfield, and Kirtland to develop SR2S programs for their schools.

WALKING AND HEALTH STATISTICS

Many people are aware of the decline in the number of students walking and biking to school over the past few decades. Many factors contribute to the decline, including:

- the land use patterns of cities and suburbs
- wider and faster roads that make conditions dangerous for pedestrians
- unsafe neighborhoods (crime and "stranger danger")
- Lack of sidewalks and bike lanes

Studies have shown that in the late 1960s over 50% of children walked to school and 90% lived within a mile of a school. In nearly 40 years, these numbers have dropped to around 15% and 30% respectively. A study by the Center for Disease Control and

Prevention (CDC) in 2004 explored reasons why students do not walk or bike to school. Long distances (61.5%) and traffic (30.4%) were the main reasons; other reasons included crime and weather conditions. (*Environmental Protection Agency, Report No. 231-R-03-004, October 2003*)

There have been various studies conducted by health organizations that have shown a considerable decrease in students getting daily exercise. In 2002, a study by the CDC found that 62% of children ages 9-13 are not involved in any organized physical activity and 23% do not participate in physical activities outside of school. (*CDC Morbidity and Mortality Weekly Report August 22, 2002; 52 (SS-33): 785-788*)

Many health experts recommend children get an hour of exercise per day for healthy growth and development and cite a lack of exercise as a contributor to many children being overweight. Obesity has been linked to greater risks of developing cardiovascular diseases, diabetes, and being overweight as an adult. A walk or bike to school would be an excellent opportunity for children to get 20-30 minutes of exercise each day.

EXISTING SAFE ROUTES TO SCHOOL PROGRAMS

The SR2S initiatives have been developing over the past 30 years. The initiative began in Denmark as a way to identify road hazards that made walking to school dangerous. Through pedestrian and bike networks and traffic calming elements, the city of Odense reduced child casualties by 80% in 10 years. SR2S programs have been implemented in Great Britain, Canada, and the United States since that time (*National Center for Walking and Biking website*).

SUCCESS STORIES

Marin County, CA – Probably the most successful SR2S program in the United States is found in Marin County, CA. In 2000, the county was funded by the National Highway Traffic Safety Administration to begin the program. Word got out about the program and nine pilot schools began implementing SR2S. The program used newsletters and promotions to gather interest. Engineering studies were conducted to identify solutions to safety concerns. Walking contests and events were held to increase participation. Marin County saw a 57% increase in students walking and a 29% decrease in student drop-offs by car. In 2004 a ½ cent sales tax was passed by voters. 11% of this tax is devoted to the Safe Routes to School program. Today, Marin County offers a website full of information on the program, newsletters, and training information.

What has made this program successful is that funding has been secured through the National Highway Traffic Safety Administration, a public charity organization, and a grant through the California Department of Health. Marin County has also received support from a congressman who sits on the Transportation and Infrastructure Committee. The county also adopted their program in 2003. (*Marin County SR2S website – www.saferoutestoschool.org*)

Michigan SR2S program – In 2003, the Michigan Department of Transportation started a SR2S pilot program through federal enhancements funding. The two-year pilot program secured participation from 11 schools and involved 25 agencies in the state and continues through today. Michigan follows the “5 E’s” approach to SR2S: education, encouragement, enforcement, engineering, and evaluation. A SR2S handbook and other training guides were created to carry the program forward. The handbook, or toolkit, provides information on walking events, conducting walking surveys, and an action plan for the school. Their steering committee members include trails advocates, bicyclists, and health, education, and transportation officials. The program has been federally-funded through the Transportation Enhancements program and has received direction from the Governor’s Council on Physical Fitness. (*Michigan SR2S website - <http://saferoutesmichigan.drum-server.com/indexb.htm>*)

APACHE ELEMENTARY – OUR HOST SCHOOL

Apache Elementary school in Farmington hosted the Safe Routes to School one-day training on March 22, 2006. Apache is a small school that is located in an older neighborhood of single-family homes. There are around 400 students who attend Apache in grades kindergarten through 5th grade. 80 to 90 of those students walk or bike to school.

APACHE STREET

Apache Elementary is situated on a minor arterial road. Apache St has one lane in each direction with a shared middle turn lane. Traffic volumes are over 8,000 vehicles per day. The road has a posted speed limit of 30 mph. Apache St has 4 foot sidewalks on each side and crosswalks are located at all major intersections within a half-mile of the school. An area in front of the school is designated as a school zone. The school zone requires vehicles to reduce speed to 15 mph. The reduction in speed is announced through the use of flashing indicators and a radar speed sign that displays the motorist’s speed (*Figure 1*). Two crossing guards are located near the school (one at the school zone and one at the Auburn/Apache intersection) and monitor each crosswalk.



Figure 1 – School Zone with flashers and vehicle speed radars

WHAT IS WORKING

Apache's dismissal process was lauded as one of the city's best at the training. The procedures were designed by the school's teaching staff. The set-up of the parking lot works well because it separates car pick-up from the bus loading zones. The east half of the lot has 3 lanes for parents to pick up their children (*Figure 2*). Parents wait in the lanes and tell one of the teachers outside the name of their child. Through walkie-talkies, the outside teacher relays the name to another teacher inside the school who then lets the student leave. Once the child has been picked up, the next vehicles move forward in the lanes. This process helps prevent students from running through the lot to parked cars. It also helps reduce the need for additional parking spaces in the lot. Other than minor queue build-up during the peak of student dismissal, the pick-up system is very efficient and provides maximum safety for the students.



Figure 2 – Car line-up for picking up students at Apache

The west end of the parking lot serves as loading zones for school buses. The zone holds about 4-5 buses. Each bus has a series of numbers that are designated to it and painted on the sidewalk. Students taking the bus leave the school in groups and line up by the numbers that are assigned to them. Teachers and volunteers stand in the bus zones to direct and guide the students. Both cars and buses have their own exit points from the parking lot which helps to reduce conflicts.

At the west end of the parking lot, a large open space allows students to walk safely to Apache Street where the crossing guard waits at the school zone. Standing areas accommodate the number of students as they wait to cross the street. For students who walk to the east along a narrow sidewalk, they are accompanied by two teachers (one in front and one behind) who walk with them a couple blocks to the 4-way stop intersection with Auburn. This intersection also has a crossing guard who assists the students at this point.

From the above discussions, Apache Elementary already has begun initiating safe routes to school. Engineering aspects are found in the design of the school parking lot and with the crosswalks and standing areas. The 15 mph school zone helps slow down drivers so they are more aware of students. A version of a walking school bus already occurs with teachers walking students from the school to a busy intersection.

WHAT NEEDS IMPROVEMENTS

The day before the training, the instructors had a chance to walk and drive the neighborhood around Apache Elementary to get an idea of what obstacles may hinder or prevent students from walking and biking to school. As stated before, the school grounds are conducive to walking, students are separated from cars and assisted by teachers, and bike racks are provided. It was noted however that those walking east do not have a dedicated pathway from the school to the sidewalks on Apache. Children are required to walk along side parked cars and the vehicles coming into the lot for student pick-up. A suggestion was made that a sidewalk be built along the fencing on the eastern edge of the parking lot. This would require moving the parking spaces back a bit to the west; however, there is likely enough clearance so as not to interfere with the driveway. The sidewalk would provide a safety zone for students to walk.

Beyond the school, obstacles in the sidewalks along Apache also create problems. In addition to the narrow sidewalks, utility poles are placed in the sidewalk, making it difficult to get around. Guy wires from these poles offer potential tripping hazards. Some sections of the sidewalk are cracked from lack of maintenance. It happened to be garage pick-up day when the instructors took their tour. The large trash bins were placed right in the sidewalk. Overgrown from nearby shrubs and bushes also interferes with walking.

Fortunately, a solution to the sidewalks is forthcoming. The city of Farmington will be improving the sidewalks along Apache. They will be redesigned around the utility poles and will be ADA compliant. These improvements will be critical steps in creating better and safer walking routes for Apache school.

About three blocks west of Apache school, a walking path and small park are found along a small creek. This pathway runs southwest from Apache Street and heads underneath Airport Dr to a large park. The path is well lit and serves as an alternative route to walking along Apache and Airport. Students from the west who walk to school could use this path and avoid the busy intersection of Apache and Airport. The issue of safety, however, is a concern with this route. The path deviates from the road, meaning there is less activity and less visibility from the street. The underpass section of the path is hidden from view and poses a potential threat. One solution to safety concerns would be having a parent or two volunteer to walk these students to and from school. In this way, the children are separated from the street and also have adult supervision.

THE 4 “E’s”

ENGINEERING

A large part of creating safe routes comes from engineering design of facilities, which include building sidewalks and maintaining them, striping bike lanes, installing street lighting, bulb outs and safety islands, and defining school zones. Many engineering designs are intended to improve safety, promote pedestrian awareness, and slow down traffic around schools. While the actual design and construction is built by municipalities, the public plays a role by voicing their concerns.

The following list summarizes many of the engineering solutions that could apply to our area that were identified by participants at the Safe Routes to School training:

- Design parking lots for proper drop off/pick-up of students to reduce traffic chaos
- Proper locations are needed for curb cuts and crosswalks that are not at intersections
- Provide “walk zones” from school entrances to sidewalks along streets
- Place bike racks in safe locations (away from moving traffic)
- Provide adequate lighting all along streets
- Build footbridges where needed (e.g. across arroyos, creeks) to connect off road paths to sidewalks
- Clear underbrush from sidewalks that hinder movement
- Create network of walk and bike paths to promote multi-modal transportation
- Identify and design neighborhood traffic calming techniques
- Create safe school bus stops, which includes adequate loading space, visibility, and lighting
- Create safe crossings in Shiprock
- Bike paths to school (create new ones and identify safe ones)
- ADA compliance when designing or reconstructing sidewalks
- Prioritize walking routes near each school
- Secure funding for improvements

ENFORCEMENT

Enforcement encompasses obeying traffic laws, observing school zones and lower speeds, and safety issues. While police departments exclusively carry out enforcement, drivers are solely responsible for reducing speeds around schools and being aware of students and pedestrians. Teachers and crossing guards can assist by observing driver behavior in parking lots and in school zones.

The safety of students is an important concern for many people, especially parents. The issue of safety is one of the main reason parents will not let their kids walk or bike to school. To solve this concern, many schools have police officers give presentations to small kids about strangers and other potential dangers. These efforts also require involvement from parents, teachers, and the community.

The following list summarizes many of the enforcement strategies that could apply to our area as identified by participants at the Safe Routes to School training:

- Create a Safe House network (places for kids to go in case of an emergency)
- Comply with traffic laws (yielding to pedestrians) and observe school zones (lower speeds)
- Contact schools and police if problems are witnessed and bring the issues to attention
- Be proactive and get people informed and aware that students are walking to school
- “Eyes on the streets” will improve safety and increase the vibrancy of neighborhoods
- Enforce code regulations: maintain residential yards, keep sidewalks free of debris, and do not park cars in line with sidewalks

EDUCATION

As stated earlier, health statistics show a decline in students walking to school and a rise in childhood obesity. Education plays a role in stressing the importance of daily exercise for students. Educational strategies apply to all type of people and groups. At schools, walking and biking lessons should be taught in addition to promoting health and nutrition. By getting students into the walking routine early, it becomes a part of their daily life rather than a chore. Parents need to be educated on proper drop-off/pick-up procedures so parking lots become safer and more efficient. The general public needs to be educated on obeying school zones.

The following list summarizes many of the education solutions that could apply to our area that were identified by participants at the Safe Routes to School training:

- City councils need to be aware of the benefits of SR2S
- Organize town hall meetings to develop policies and a citizen’s campaign for SR2S
- Parent/student surveys to learn why kids walk or do not walk to school
- Add or include policies/procedures/walking maps in student handbooks

- SR2S flyers and notices through school postings and newsletters
- Bicycle safety and training sessions held by schools, law enforcement, and community groups
- Create a Comprehensive Educational Program
- Teach middle school students about bike and pedestrian safety
- Identify and promote walk and bike boundaries for schools
- Better pick-up/drop off procedures that improve parent/student safety
- Investigate ways to change the culture so that it respects walkers/bicyclists and obeys school zones laws
- Identify and promote SR2S champions who will lead and direct
- Improve the perception that walking is safe – identify hazards and fears and provide solutions and answers
- Involve kids immediately so they learn the benefits of SR2S
- Teach kids the purpose of staging areas and proper procedures for crossing streets

ENCOURAGEMENT

The real motivation factor that carries SR2S forward is encouragement. These strategies make the safe routes to school program fun for those involved. The encouragement comes from contests and other events at schools that promote walking and biking. This aspect of SR2S also lets participants be as creative as they want. A school can form walking clubs. They can have contests in which each class competes to have the most walkers during the school year. Trophies, such as the Golden Sneaker, and other prizes become rewards for the efforts of students. Encouragement strategies are simple and cost-effective. They require the coordination of teachers, parents, school personnel, or volunteers. Encouragement makes SR2S fun and exciting.

The following list summarizes many of the encouragement strategies that could apply to our area as identified by participants at the Safe Routes to School training:

- Develop walking maps for each school showing safe routes
- Label safe routes with signage (similar to tourist signs that indicate special areas)
- Get parents to volunteer with school contests and walking school buses
- Lobby city councils to adopt Safe Routes policies and to direct city staff/law enforcement
- Hold “Walk to school days/weeks”
- Hold walking events (Walk across America)
- Get the media involved to promote walking contests; get exposure of SR2S out to the masses
- Participation appreciation events
- Distribute bulletins and post notices that encourage and promote participation
- Creating “walking school buses”

MAKING IT HAPPEN – OUR VISION

The question was posed at the training: “The instructors have left town so what will you do to make Safe Routes to School happen here?” Each participant gave this question some thought and their answers are summarized in the table below. Each task and initiative is then compared to 5 different stakeholder groups. If the task applies, it is shown with a mark. The purpose of the table is to show that many aspects of SR2S require help and partnerships among many groups.

The Safe Routes program has already begun to happen here. The city of Farmington has gotten it started by securing a grant that enables an educator to present SR2S material to young students at Farmington elementary schools. Safe walking maps have been developed by the city’s Traffic Engineering Division for these schools. The 15 mph school zones found throughout the three cities help increase awareness of students walking to school.

The one day training held by the MPO helped to spread the word about SR2S. It brought together many different people from various groups and organizations, all with the intention of learning about SR2S. Based on the vision table shown on the following pages, this area is on the right track towards developing a successful Safe Routes to School program.

SR2S Initiative/ Task	PARTICIPANT GROUP				
	MPO	CITY STAFF	SCHOOLS	POLICE	COMMUNITY GROUPS
Provide Oversight	X				
Develop SR2S toolkit	X				
Research funding sources & grants	X	X			
Educate city councils	X	X	X	X	X
Adopt policies that promote walking/biking	X	X			
Provide updates to school boards	X		X		
Take walking surveys			X		
Use counters to tally number of walkers			X		
Educate parents, teachers, and kids	X	X	X	X	X
Share ideas and success stories through newsletters & bulletins	X		X		
Gather advice from Crime Prevention Through Environmental Design (CPTED)				X	
Continue training for crossing guards			X	X	
Community policing strategies				X	X
Enforce traffic safety around schools				X	

SR2S Initiative/ Task	PARTICIPANT GROUP				
	MPO	CITY STAFF	SCHOOLS	POLICE	COMMUNITY GROUPS
Partnerships for sharing information	X	X	X	X	X
Bike safety through bike lanes and road maintenance		X			X
Improve sidewalk conditions		X			
Educate tribes on importance of sidewalks and pedestrian activity		X			X
Policies for city-wide SR2S program	X	X			
Hold contests & walking events			X		
Provide success stories through newsletters	X		X		
Advertise SR2S events through flyers	X	X	X		

CONCLUSION

This document was created as a way to summarize the Safe Routes to School training and many of the opinions, suggestions, and improvements discussed at the one-day training held at Apache School. This report will also serve as a reference as SR2S participants begin to carry out and expand the program. The report will be distributed to those in attendance and will be made available to the area's elementary schools and community groups. It is anticipated that strong SR2S efforts will be made when the new school year begins in August and September of 2006.

In the meantime, the MPO will continue to work with participant groups so that the interest in SR2S does not dissipate. As shown in its FY2007 annual work program, the MPO will begin to work on creating a SR2S toolkit for the Farmington area. There were many in attendance at the one-day training who mentioned they would like to hold a follow-up SR2S meeting. The MPO would be willing to organize that meeting.

As the months go on, an important step in SR2S development will be to identify champions and other members to create a SR2S committee. The committee will work with schools, city staff, and the MPO to develop strategies and initiatives. They will provide direction on carrying out the SR2S program.

Safe Routes to School is a program that is growing in popularity and importance. In August 2005, the new transportation bill designated federal funding solely for the Safe Routes to School program. New Mexico is set to receive around \$1,000,000 each year through FY2009. Funding from this program can be used for educational trainings and infrastructure improvements. The MPO will work with NMDOT to secure some of this funding for area schools and neighborhoods. Ultimately, the MPO, with assistance from various groups, would like to develop a SR2S program for the three cities. The intention would be that this program would then be supported by city staff who would recommend and suggest that city councils adopt and fund the program.

Overall the one-day training at Apache School was very successful. The participants (Appendix A) included around 20 people representing various groups. The training introduced the program and asked participants to offer suggestions for a SR2S vision. The program will require the efforts and hard work of all those involved.

APPENDIX A

WHAT IS THE MPO

The Farmington Metropolitan Planning Organization is the transportation planning forum for the cities of Aztec, Bloomfield, Farmington, and San Juan County through which federal and state transportation dollars are provided annually for regional transportation facilities. FMPO transportation investments are guided by a 25 year metropolitan transportation plan that focuses on short and long term improvement needs and outlines in detail the goals, objectives, priorities, policies, and strategies for the region's transportation system. The Farmington MPO is required to prepare, with community involvement, a Transportation Improvement Program (TIP) listing the transportation projects that would be undertaken within six years. A yearly work program documents planning activities that the MPO expects to accomplish in cooperation with its entities. Through these documents, the MPO considers all modes of transportation that are found in this area. The FMPO works with the New Mexico Department of Transportation (NMDOT) and receives direction from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The FMPO has direct communication with the general public as outlined in the Public Involvement Plan. The public is invited to learn more about the MPO, its plans and activities by visiting the MPO website at <http://www.farmingtonmpo.org>.

Please contact Joe Delmagori, MPO Planner, (505-599-1392 or JDelmagori@fimt.org) if you have any questions about the SR2S program.

LIST OF SAFE ROUTES TO SCHOOL PARTICIPANTS

Safe Routes to School List

	Name	Organization
1	Pete Kelly	NW NM Council of Governments
2	Sherri Grona	NW NM Council of Governments
3	Tim Rogers	NMDOT Bicycle/Pedestrian/Equestrian Dept
4	Dr. Anthony Smargacz	Tibbetts Middle School
5	Jay Peterman	City of Farmington
6	Steve Krest*	City of Farmington
7	Grant Crosswhite*	City of Farmington
8	Keith Ashmore*	Velo de Animas Bike Club
9	Tim Crawford*	Farmington PD
10	Principal Debbie Braff*	Apache School
11	Tim Quackenbush*	Apache School
12	Curtis Lynch	Bloomfield
13	Chief Heal*	Aztec PD
14	Irene Lewis*	Bloomfield Schools Transportation Director

	Name	Organization
15	Janet Parks	Sacred Heart school parent
16	Virginia Turney*	Farmington MPO
17	Joe Delmagori*	Farmington MPO
18	Rod Conover*	Farmington School Board
19	Riley Roland*	Aztec Schools Transportation Director
20	Laura Strange	Apache school parent
21	Judy Johnson	Apache school parent
22	Laurie Albro*	Bluffview Elementary
23	Jeff Hunt*	Kirtland Transportation
24	Harold McDonald*	Kirtland Transportation
25	Irene Claw*	Kirtland Transportation
26	Kathy Lamb	City of Aztec
27	Steve Christensen	City of Aztec
28	Chief Standley	Bloomfield PD
29	Joanne McEntire*	1000 Friends of NM
30	Ingrid Wentzel	NM Department of Health
31	Mary Ann Briody*	McKinley Elementary
32	Jody Laughlin*	Hermosa Middle School
33	Dan Jobsky*	Farmington PD

* Participated in the SR2S one-day training on March 22, 2006

Web Resources *(Provide by the Pedestrian and Bicycle Information Center, Chapel Hill, NC)*

Pedestrian and Bicycle Information Center

www.saferoutesinfo.org
www.walkinginfo.org
www.bicyclinginfo.org
www.walktoschool.org (US site)
www.iwalktoschool.org (International site)
www.pedbikeimages.org

Professional Organizations

American Association of State Highway and Transportation Officials (AASHTO)
<http://transportation1.org/aashtonew/>

Institute of Transportation Engineers
www.ite.org

Institute of Transportation Engineers Traffic Calming Page
www.ite.org/traffic/

Transportation Research Board

www.trb.org/

American Planning Association (APA)
www.planning.org/

Association of Pedestrian and Bicycle Professionals (APBP)
www.apbp.org

League of American Bicyclists
www.bikeleague.org/index.cfm

American Public Works Association
www.pubworks.org/

American Traffic Safety Services Association
www.atssa.com/

National Safety Council
www.nsc.org/

Partnership for a Walkable America
<http://www.walkableamerica.org/>

Government Agencies

U. S. Department of Transportation (USDOT)
www.dot.gov/

Federal Highway Administration (FHWA)
www.fhwa.dot.gov/

FHWA Bicycle and Pedestrian Program
www.fhwa.dot.gov/environment/bikeped/index.htm

Transportation Equity Act for the 21st Century (TEA-21)
www.fhwa.dot.gov/tea21/index.htm

Pedestrian Safety Roadshow
<http://safety.fhwa.dot.gov/roadshow/walk/>

FHWA Pedestrian and Bicycle Safety Research Page
www.tfhrc.gov/safety/pedbike/pedbike.htm

FHWA Office of Safety
<http://safety.fhwa.dot.gov/>

Office of Safety Safe Routes to School
<http://safety.fhwa.dot.gov/saferoutes/index.htm>

Office of Safety Pedestrian Safety Program
http://safety.fhwa.dot.gov/ped_bike/ped/index.htm

Office of Safety Bicycle Safety Program
http://safety.fhwa.dot.gov/ped_bike/bike/index.htm

House Committee on Transportation and Infrastructure
www.house.gov/transportation/

National Highway Traffic Safety Administration (NHTSA)
www.nhtsa.dot.gov/

United States Architectural and Transportation Barriers Compliance Board (Access Board)
www.access-board.gov/

FHWA/NHTSA National Crash Analysis Center
www.ncac.gwu.edu/

Centers for Disease Control and Prevention
www.cdc.gov, www.cdc.gov/nccdphp/dnpa/kidswalk

Example State Materials

Maryland Safe Routes to School Guidebook
http://fha.state.md.us/fha/cphs/chn/pdf/SR2S_Guidebook_1.pdf

Florida Safe Ways to School Program
<http://www.dcp.ufl.edu/centers/trafficSafetyEd/safeways.htm>

Advocacy and Other Organizations

AAA Foundation for Traffic Safety Web site
www.aaafoundation.org/home/

Adventure Cycling Association
www.adventurecycling.org/

American Council of the Blind--Pedestrian Safety
www.acb.org/pedestrian/index.html

America WALKs
www.americawalks.org/

Bicycle Helmet Safety Institute
www.helmets.org/

Bike Walk Virginia
<http://bikewalkvirginia.org/>

Chicagoland Bicycle Federation
www.chibikefed.org

Keep Kids Alive Drive 25®
www.keepkidsalivedrive25.org/

Marin County Bicycle Coalition

www.marinbike.org

National Center for Bicycling and Walking
www.bikewalk.org/

National Safe Kids Campaign
www.safekids.org

National Transportation Enhancements Clearinghouse
www.enhancements.org/

Partnership for a Walkable America
www.nsc.org/walkable.htm

Rails to Trails Conservancy
www.railtrails.org/

Robert Wood Johnson Foundation
www.rwjf.org

Shape Up America
www.shapeup.org

Thunderhead Alliance
www.thunderheadalliance.org

Walkable Communities, Inc.
www.walkable.org/

Pedestrian and Bicycle Studies and Statistics

Nationwide Household Travel Survey
www.fhwa.dot.gov/policy/ohpi/nhts/index.htm

Pedsmart—Application ITS Technology to Pedestrian Safety
www.walkinginfo.org/pedsmart/

University of North Carolina Highway Safety Research Center
www.hsrc.unc.edu/