Title of Intervention	**Safe Routes to School Program (California)**	
Website	http://www.cdph.ca.gov/HealthInfo/injviosaf/Pages/SafeRoutestoSchool.aspx	
	http://www.saferoutesinfo.org/	
Intervention Strategies	Environments and Policy	
Purpose	"Improve safety for children's walking and bicycling to school, and to increase the number of children who do so."	
Populations	School age children	
Settings	Community-based	
Partners	California Department of Transportation	
Intervention Description	Projects aimed to increase safety and walkability of neighborhoods within two miles of schools in order to increase the number of children walking and biking to school. Projects include: 1) Sidewalk improvement projects such as installation of new sidewalks and sidewalk gap closures. 2) Traffic signal improvement projects to replace four-way stops. 3) Crosswalk and crosswalk signal improvement projects and 4) Bicycle pathway projects.	
Theory	Not mentioned	
Resources required	**Staff/Volunteers:**	Construction project: Department of Transportation or County Works
	Training:	not mentioned
	Technology:	not mentioned
	Space:	Roadways
	Budget:	Up to $450,000 per school project
	Intervention:	Construction project: Sidewalks, traffic signals, paving, signage.
	Evaluation:	Direct observation of sites pre/post project. Parent surveys.
Evaluation	**Design:**	Case series
	Methods and Measures:	Observer evaluation of pre and post project behaviors. Behaviors were based on project type and included number of children walking and bicycling, yielding, and traffic speed. Pre and post project surveys were also completed by parents of 3rd and 5th grade students affected by the project to measure perceived safety and walking/bicycling behaviors. The study evaluated 10 of 186 projects from the grant cycle.
Outcomes	**Short term impact:**	5 of the 10 projects demonstrated evidence of success. Sidewalk gap closures and replacement of four-way stops "appear to have high potential for success." Improvements seen in crosswalk improvements showed limited to no improvement. The bicycle path improvements observations were too low pre and post observation to make inferences of success.

	Long term impact:	Not measured
Maintenance	Routine road and sidewalk Maintenance per local policy.	
Lessons Learned	1) It is important to provide education and promotion of walking or biking to school in conjunction with improvement projects to increase walking and biking behaviors.	
	2) Projects that fill gaps near schools with moderate or high amounts of walking should be supported.	
	3) Where there are large amounts of vehicle and pedestrian traffic, traffic control devices regulating yielding are encouraged.	
	4) When allocating money for projects some monies should be designated for promotion of things such as walk to school days.	
Citation(s)	Boarnet, Marlon G., Day, Kristen, Anderson, Craig, McMillan, Tracy, and Alfonzo, Mariela. (2005) California's Safe Routes to School Program. Journal of the American Planning Association. Vol. 71. No3. Summer 2005.	
	Marchete, Lauren, Jones, Katy, and Pullen-Seufert, Nancy. (2007) Safe Routes to School: Roles and Resources for Transportation Professionals. Institute of Transportation Engineers. ITE Journal; Sep 2007; 77, 9; p16-21.	
Current Program Status	The Safe Routes to School (SR2S) program has been adopted both internationally and nationally by multiple states and communities successfully. The most successful example is Marin County. http://www.saferoutestoschools.org/index.shtml. SR2S program is also associated with the International Walk to school program.	