

# Alameda County Safe Routes to Schools 2011-2012 Year-End Report



Alameda County

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Alameda County Transportation Commission



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The Alameda County Safe Routes to Schools program promotes safe and healthy transportation choices for parents and children.

Alameda County Safe Routes to Schools (SR2S) began as a pilot program with two schools in 2006. The program has expanded dramatically and now reaches more than 100 schools across all areas of Alameda County, making this one of the largest in-depth Safe Routes to Schools programs in the nation. The program is administered by the Alameda County Transportation Commission and funded by Federal funds and local Measure B funds.

## Highlights

During the 2011-2012 school year, Alameda County SR2S continued to make progress toward its ultimate goal of shifting school trips to walking, biking, carpooling, and transit. Alameda County's SR2S team organized and delivered over 300 individual events to 102 schools. One third of Alameda County's elementary and middle school students are enrolled in a school that had at least one Safe Routes to School event in 2011-2012.

**Notable successes for the 2011-2012 school year include:**

- 68 elementary and middle schools received comprehensive programming and one-on-one support from Alameda County SR2S site coordinators<sup>1</sup>
- 30 elementary and middle schools received technical assistance from Alameda County SR2S
- 80 schools participated in International Walk and Roll to School Day in October 2011, up from 72 schools participating in 2010
- 45 schools participated in Bike to School Day in May 2012, up from 7 schools in 2011. Bike ridership for that day nearly tripled, with over 1,600 students riding to school
- 38 schools participated in the Golden Sneaker Contest in March 2012, up from 12 schools in 2011
- The BikeMobile mobile bicycle repair service visited 29 schools participating in Alameda County's Safe Routes to Schools program, repaired 717 bikes, and resulted in a 30 percent increase in bicycling at these schools
- 50 schools held regular Walk and Roll to School Days and 14 schools have parent-led Walking School Buses



- In the July 2012 Caltrans Safe Routes funding cycle, \$400,000 in local funds procured \$2.5 million in grant funding, delivering \$2.9 million in funding for infrastructure projects for 14 Alameda County schools. Since 2006, Alameda County jurisdictions have received in excess of \$9.5 million in SR2S grants for infrastructure improvements.

<sup>1</sup> 75 were accepted into the comprehensive program. Seven schools dropped out, most commonly due to lack of a school champion to facilitate programming.

## Alameda County Planning Areas

Alameda County is divided into four planning areas, each of which have distinct land use, demographics, and transportation system characteristics that influence how people travel. The four planning areas are referred to throughout this report.

### Planning Areas

#### North

Oakland, Berkeley, Albany, Piedmont, Emeryville, Alameda

#### Central

Unincorporated County, Hayward, San Leandro

#### South

Fremont, Union City, Newark

#### East

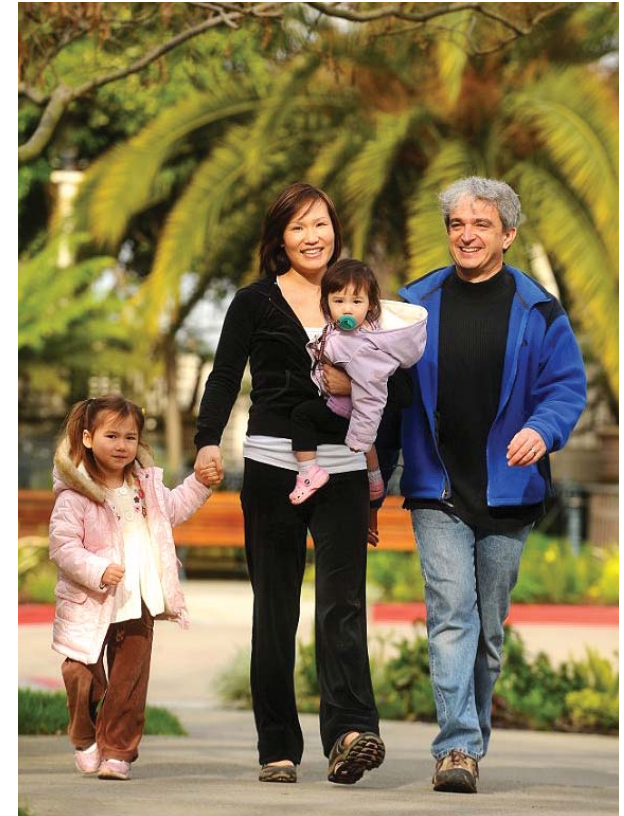
Dublin, Pleasanton, Livermore

In addition to these programming successes, in 2011-2012, Alameda County SR2S improved its branding and communications strategy. Highlights include:

- Created a branding and communications strategy to facilitate easy recognition of the program and its benefits. The communications strategy includes refined messaging, a revised logo, and a new style guide. All program materials have been updated to reflect the new communications strategy and style guide.
- Created a new SR2S website to serve as a portal for communication of key information to Alameda County residents. View it at: **[www.alamedacountysr2s.org](http://www.alamedacountysr2s.org)**

The program also reviewed and improved its evaluation efforts. Highlights include:

- In spring 2012, Alameda County collected hand tally and parent survey data from 50 schools—which represents a nearly five-fold increase of the amount of data collected in prior years. In 2012-2013, the program will further expand data collection efforts with the goal of gathering data from all schools participating in the comprehensive program.



- For the 2012-2013 school year, Alameda County SR2S has launched improved internal processes to track and measure participation in the program by schools, students, teachers, and parents.



## About this Report

This report is the first of two reports that will be written during the current two-year funding cycle for Alameda County SR2S. This report covers programming undertaken during the 2011-2012 school year. Specifically, it:

- Describes and quantifies program activities conducted during the year
- Reports baseline travel data
- Looks forward to the 2012-2013 school year

In addition, the report presents a brief analysis of mode shift since program inception at select schools, and identifies which activities are correlated with higher than typical walking and biking. A more thorough evaluation of mode shift will be presented at the conclusion of this two-year funding cycle, in summer 2013.

This report is organized around the following chapters:

**Chapter 2 - Program Overview**, provides a brief history and overview of Alameda County's Safe Routes to School Program.

**Chapter 3 - Elementary and Middle School Programming**, describes the selection process, program delivery, and program activities provided to elementary and middle schools.

**Chapter 4 - High School Pilot Program**, describes the process for identifying and delivering program activities to high schools.

**Chapter 5 - How Students Travel**, identifies the baseline measures for how students get to school, identifies program elements that are associated with higher than typical walking, biking, and carpooling rates, and presents mode shift since program inception.

**Chapter 6 - A Look Ahead**, summarizes program plans for 2012-2013.

**Appendix A - School Participation Matrix**, summarizes the programming provided at Alameda County schools during the 2011-2012 school year.







# Program Overview

Alameda County's Safe Routes to Schools program has expanded rapidly since its start in 2006. From the beginning, the program has focused on all "5 E's" of Safe Routes to School: education, encouragement, engineering, enforcement, and evaluation.

## History

Alameda County's SR2S program began in 2006 as a pilot program at two schools, funded by a Caltrans grant. In 2007, the Alameda County Transportation Improvement Authority authorized \$1.3 million in Measure B grant funding to continue the program.<sup>2</sup> By July 2009, the program had expanded to 56 schools from the communities of Albany, Berkeley, Oakland, Dublin, San Leandro, and unincorporated Alameda County.

In fall 2009, the program funding was renewed, and by July 2011, the program had expanded to 88 schools with significant representation from all four of the county's planning areas.



The current program, which is funded at \$2.31 million using Federal Congestion Mitigation and Air Quality (CMAQ) funds, Federal Surface Transportation Program funds, and local Measure B funds, spans fall 2011 through spring 2013. The program continues to expand. During the 2011-2012 school year, Alameda County SR2S provided comprehensive programming to 68 elementary and middle schools, technical assistance to 30 elementary and middle schools, and pilot programming at four high schools, to reach a total of 102 schools.

### The 5 E's

Alameda County's SR2S program is guided by the 5 E's framework that is a hallmark of successful SR2S programs:

**Encouragement** programs, such as Walk and Roll to School Days, provide incentives and support to help children and their parents try walking or bicycling instead of driving.

**Education** programs, such as the puppet show assembly, teach key messages about pedestrian and bicyclist safety, health, and the joys of active transportation. Classroom activities teach students how to navigate busy streets and make the connection between active transportation, health, and the environment.

**Engineering** programs, such as school site assessments, help identify and address physical barriers to active transport.

**Enforcement** programs reinforce legal and respectful walking, bicycling, and driving behaviors. Partnerships with law enforcement officials improve traffic safety around schools.

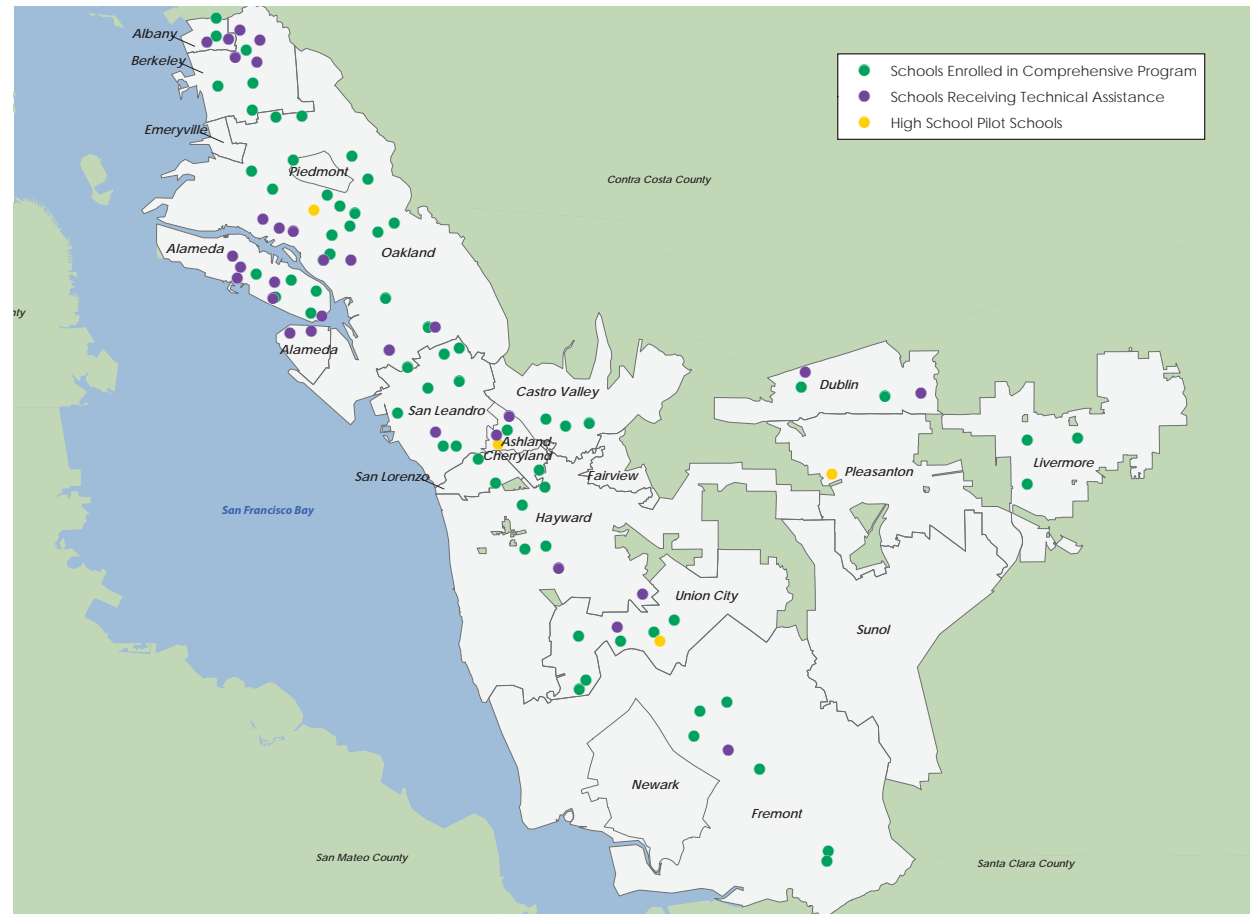
**Evaluation** programs help schools measure their success at encouraging walking and bicycling.

<sup>2</sup> The Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency merged in 2010 to form the Alameda County Transportation Commission.

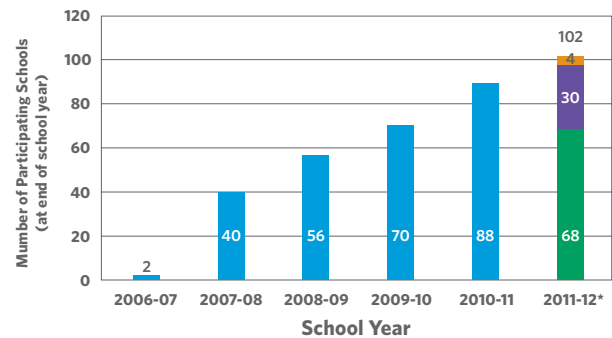
With the current funding cycle come several new elements:

- Expansion of the comprehensive program to over 90 elementary and middle schools in Alameda County by 2013
- Launch of new pilot high school Safe Routes program at six schools by 2013
- Technical assistance for more schools within the County
- An enhanced application process that ranks individual school applicants, while distributing the program equitably throughout the county
- More robust evaluation tracking and reporting procedures, to better understand effectiveness of program elements and provide future program direction
- Creation of a branding and communications strategy that will permit parents, students, and teachers to easily recognize the program and understand its benefits

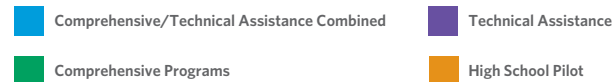
**Figure 2-1: Schools Participating in 2011-12 Alameda County Safe Routes to Schools**



**Figure 2-2: Growth of Alameda County SR2S Program 2006-07 through 2011-12 School Years<sup>3</sup>**



\*In 2011-2012 Alameda County SR2S enhanced its implementation process and began separately tracking schools receiving comprehensive programming and technical assistance.



## Program Activities

Alameda County SR2S provides a broad selection of activities for schools to choose from. Activities available during 2011-2012 are listed in Table 2-1. Some activities were only available for schools accepted into the comprehensive program.

**Table 2-1: Program Activities for 2011-2012**

Activity/Event	Elementary/Middle	High School
International Walk and Roll to School Day	●	●
Bike to School Day	●	●
Golden Sneaker Contest	●	
Monthly Walk and Roll to School Day	●	
BikeMobile Visit	●	●
Walking School Bus	●	
Bike Pool	●	●
Puppet Show	●	
Bicycle Education Programming	●	
Skill Drills Bike Rodeos	●	
Educator Training	●	
School Site Assessment Event	●	●
Youth Action Research		●
Environmental Education		●
Campaigns/Letter Writing to Support Active and Shared Transportation		●
Transit Tuesday/Ride Free Wednesdays		●
This is How We Roll Video Contest <sup>4</sup>		●
Leadership Development		●

<sup>3</sup>Participation numbers include schools receiving comprehensive programming, schools receiving technical assistance, and for 2011-2012, pilot programming at high schools.

<sup>4</sup>Awards provided by Metropolitan Transportation Commission





# Elementary and Middle School Programming

During the 2011-2012 school year, Alameda County SR2S provided comprehensive programming to 68 elementary and middle schools and technical assistance to an additional 30 schools. Successful programming from prior years was continued and expanded, while new activities and resources were added.

An enhanced selection process facilitated the equitable expansion of the program, and allowed the program team to collect useful information for later program evaluation. The selection process is described below. The remainder of the chapter summarizes each program activity, including description, implementation highlights, and example successes.

## Selection Process

In fall 2011, Alameda County SR2S established an enhanced school selection process, with the dual goals of distributing the programming equitably throughout Alameda County and selecting schools

with optimal chances of success. All elementary and middle schools in the county were invited to apply. The program team received 99 applications, and selected 66 elementary schools and nine middle schools for participation in the 2011-2012 school year. Applications came from nearly all school districts in Alameda County.

Schools were asked to fill out a two-page application to apply for the program. The program team then compiled demographic, land use, and collision data for each applicant. Schools were scored and ranked based on their application and the collected data. The scoring criteria are listed in Table 3-1.

**Table 3-1: School Scoring Criteria**

Criteria	Definition
Distance to School	Percent of students who live within a half-mile of school.
Incomes Served	Percent of students who receive free or reduced lunches.
Champions	Identification of SR2S champions.
Committee/Task Force	Presence of an active SR2S committee or task force, or other related committee.
Safety/Bike Infrastructure	Presence of bike parking.
Car-Free Households	Density of car-free households located within a half-mile radius of the school grounds.
Housing Density	Density of households located within a half-mile radius of the school grounds.
Collision History	Number of bicycle-pedestrian collisions located within a half-mile radius of the school grounds for most recent three years of data.
City/District Priority	City or school district priorities.
Site Suitability	Physical site characteristics that affect walking and biking to school.

### Success Story:

#### Lum Elementary, Alameda

In 2011-2012, Lum Elementary was one of the most active schools in the program. The school expanded standard programming activities with community partnerships. Students turned Walk and Roll Day art into posters and delivered the posters to nearby convalescent and nursing homes. November saw a Canned Food Walk (instead of “Drive”) that brought in food donations for those in need. In June, Lum partnered with Alameda Hospital’s Let’s Move campaign to remind kids to stay active all summer long. Monthly Walk and Roll Days—“Feet First Fridays”—coincide with street cleaning days that make it harder for cars to park near school. Lum hosted the BikeMobile during opening day of Little League season, garnering lots of exposure for bicycling to school.

To encourage geographic equity, the program team set target numbers of schools for each school district, based on public school enrollment numbers. Within each school district, the highest ranked schools were selected for participation, up to the target number. Since some districts did not meet their target number, the program team accepted more schools from other districts.

## Program Delivery

Alameda County SR2S provides two levels of assistance. Schools accepted into the comprehensive program receive one-on-one assistance from a site coordinator, are eligible for a variety of high-quality programming free of charge, and may receive support materials such as posters, banners, safety incentives, and safety vests. Schools not accepted into the comprehensive program may receive technical assistance from the site coordinators through their school district’s Safe Routes to School Task Force, but are not eligible for free programming or safety incentives.

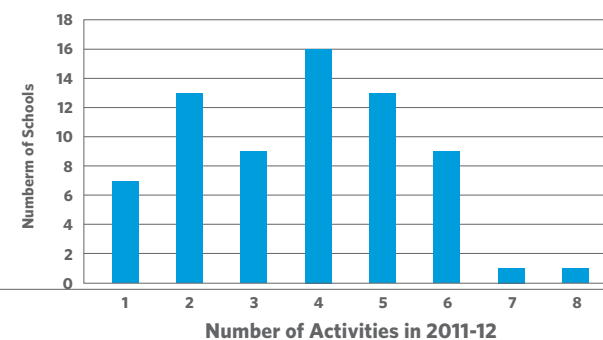
Much of Alameda County’s SR2S program success comes from its method of working with schools. The program assigns each school a site coordinator, who works with a school’s administration and “school champion” to identify program activities that will work at their school. As program activities are identified, the site coordinator provides assistance to the school champion, who is

encouraged to organize and deliver the activity. In middle schools, students are encouraged to actively participate in running events.

Schools participate in the program to varying degrees, as shown in Figure 3-1. In the 2011-2012 school year, 68 of the 75 accepted schools participated, organizing and hosting at least one event. Of the participating schools, 70 percent held three or more events.

Six of the 75 accepted schools were unable to schedule any events, primarily due to lack of a school champion who could coordinate activities at the school. For the 2012-2013 school year, Alameda County SR2S has established a formal process that will permit us to quickly identify schools that are at risk of non-participation and either work with the schools to increase participation or find a replacement school within the school district or planning area.

**Figure 3-1: School Participation in the Comprehensive SR2S Program 2011-12**





### Success Story:

#### Alameda County SR2S Technical Assistance Brings Bike Racks to Oakland Schools

Since 2007, Alameda County SR2S has provided technical assistance to any school or school district within Alameda County that requests it. Technical assistance ranges from one-time events, to multi-year assistance. In 2012, after several years of working with the City of Oakland and the Oakland Unified School District, Alameda County SR2S was successful in negotiating a program to bring free bike racks to Oakland public schools. The project began when the City of Oakland approached Alameda County SR2S to offer a partnership to help install bike racks at Oakland Unified School District schools. Alameda County SR2S found that more than half of Oakland's schools—37 total—do not have bike parking, and demand has only increased as a result of SR2S activities promoting safe bicycling to and from school. Alameda County SR2S reached out to the School District for their cooperation and to invite schools to apply for free bike racks. In the first few weeks of the bike rack program, City of Oakland has surveyed and sited bike racks at 10 schools, with more schools scheduled. The city is in the process of ordering racks and will be installing them in fall 2012, with funding from TDA/Article 3 and Measure B.



## Program Activities

Alameda County SR2S provides schools with a broad selection of activities that they may choose from. In addition to these activities, site coordinators may assist schools with other activities. A school's participation in program activities is voluntary. This year, Alameda County SR2S structured the program around three big events: International Walk and Bike to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May.

Table 3-2 summarizes participation in Alameda County's SR2S program activities. The numbers include schools enrolled in the comprehensive program as well as schools receiving technical assistance.

The program activities delivered to Alameda County's schools during the 2011-2012 school year are described on the following pages.

**Table 3-2: Participation in Alameda County SR2S Program Activities—Elementary and Middle Schools**

<b>Activity/Event</b>	<b>Number of Schools</b>	<b>Number of Students Enrolled</b>	<b>Number of Participants</b>
International Walk and Roll to School Day	80	42,545 students	120+ adults volunteered (number of student participants not available)
Bike to School Day	45	32,724 students	1,629 student bicyclists
Golden Sneaker Contest	38	17,488 students	(number of student participants not available)
Monthly Walk and Roll to School Day	50	25,760 students	(number of student participants not available)
BikeMobile Visit	29	21,865 students	717 bicycles repaired
Walking School Bus	14 with active WSB's 5 WSB trainings	6,651 students	30 parents trained (number of student participants not available)
Puppet Show	22	11,558 students	8,867 students
Bicycle Education Programming	9	5,840 students	3,646 students 28 teachers

## International Walk and Roll to School Day

Each school year, Alameda County SR2S programming kicks off with International Walk and Roll to School Day in early October. Alameda County SR2S assists parent champions in publicizing, planning, and celebrating the event. The program team coordinates media events, brings a bicycle blender or bicycle trivia wheel to school parties, and generally provides any assistance that will make an event fun and exciting.



### Highlights

International Walk and Roll to School Day consistently has the highest number of participating schools of any Safe Routes to School event. In 2010, 72 schools participated. In 2011, despite rainy weather, the event expanded to 80 elementary and middle schools. Students walked, biked, skateboarded and scooted to school along with parents, teachers and community leaders. Over 42,000 students were enrolled at the participating schools, and over 120 parents volunteered.

In 2011, a record number of elected officials joined in the festivities including: County Supervisors Miley and Chan; Union City Mayor Mark Green; Fremont Mayor Wasserman and Vice Mayor Chan; Hayward Mayor Sweeney; San Leandro Mayor Cassidy and Vice Mayor Gregory. The elected officials helped attract media attention and high-fived happy children as they arrived at school in a healthy way.

### Success Story:

Warm Springs School, Fremont

In the fall of 2011, the Warm Springs School community made extraordinary efforts for its inaugural International Walk and Roll to School Day. Parents and staff came together to mobilize students for an incredibly successful event. On their own initiative, the team worked hard to organize walking groups and get the word out, with great results. Children and their parents met at four established meeting points to walk to school together on the morning of October 5th, and one of the meet ups proved very popular: over sixty students came just to walk to school with their principal. Momentum continued throughout the year with additional Walk and Roll to School Days.



### Success Story:

Parkmont Elementary, Fremont

With the help of two committed parent champions and a dedicated teacher, fifth and sixth grade Student Council representatives helped build on already established “Walk to School Wednesdays” by promoting the event in each classroom; making posters to hang up around school; and tallying cars, walkers and rollers to track impacts. Principal Marianne Schmidt reports that the student’s and parent’s efforts have paid off, citing a notable decrease in driving can be seen on these monthly walk and roll days.

## Monthly Walk and Roll to School Days

Participating schools are encouraged to hold a monthly or more frequent Walk and Roll to School Day, encouraging students to walk, ride, or scooter to school more often. These themed events are designed to portray walking and bicycling as a fun mode of travel to school.

### Highlights

During the 2011-2012 school year, 50 schools held regular Walk and Roll to School Days. Over 25,700 students were enrolled at participating schools.

## Bike to School Day

In the Spring of 2012, the Bay Area celebrated the first annual Bike to School Day in May. This day celebrates biking, and parallels the similar long-standing Bike to Work Day held in May. Schools host “Energizer Stations” for bicyclists, or may organize a special morning events, with fun activities like pedal-powered smoothies made on bike blenders.

### Highlights

Alameda County’s inaugural Bike to School Day was a tremendous success. Over 1,600 students at 38 schools biked to school that day—triple the typical bicycling numbers. Many of the schools that saw dramatic increases had received BikeMobile visits prior to the event, illustrating how different program activities come together to create mode shift.



**Success Story:**

Edison Elementary School, Alameda

Edison Elementary School's Bike to School Day combined the monthly Walk and Roll to School Day and after-school Bike Fair. With one of the best turnouts in the county, over 140 young bicyclists enjoyed bike blended smoothies, a visit from the BikeMobile, and a Bike Safety Rodeo. Perhaps the biggest hit was a helmet decoration station complete with reflective stickers and fuzzy fur to make every helmet a work of art. The school newsletter also featured an article on bicycle laws and safety.

**Success Story:**

Joaquin Miller School, Oakland

Joaquin Miller School's parent champion and principal issued a big Golden Sneaker challenge to the student campus: over the course of two weeks, collectively make 1,000 trips via active and shared transportation. Students succeeded in doubling that number to make over 2,000 trips. Their achievements were celebrated at an all-school assembly.

## Golden Sneaker Contest

The Golden Sneaker Contest encourages families to get active and reduce pollution by walking, biking, and carpooling during the month of March. Alameda County SR2S began promoting the contest in 2011. Families that live too far away may join by carpooling or parking several blocks away and walking to school together. The classroom with the highest rate of active travel at each school receives the coveted Golden Sneaker trophy and everyone at each participating school is invited to a party celebrating the benefits of using active or shared transportation to get to school.

Alameda County SR2S works with parent champions to publicize the event, keep track of how students get to school, and plan the final celebration. At middle schools, site coordinators work with students to run the contest, providing valuable leadership and organizational experience.

### Highlights

In March 2012, students in 38 schools across Alameda County participated in the Golden Sneaker Contest, more than triple the 12 schools that participated the prior year. Over 17,000 students were enrolled at the participating schools.



**Success Story:**

Mohr Elementary School, Pleasanton

Last spring Mohr Elementary had their first visit from the BikeMobile. Before the BikeMobile came, they had 15 bikes in the bike racks on a really good day. Since the bike mobile visit the count of bikes has doubled and Mohr has signed up to participate in the comprehensive safe routes to schools program during the 2012-2013 school year.

**Success Story:**

Laurel Elementary School, Oakland

In 2011-2012, new Laurel School principal John Stangl embraced the Safe Routes to Schools program and was eager to serve the growing numbers of students who wish to ride their bikes—particularly after a hugely successful visit from the BikeMobile in late May. At that visit, BikeMobile staff repaired a record 40+ bikes. The city has since agreed to provide and install free bike racks to the school in 2012, and parent champions are planning a schoolwide bike festival for October, 2012.



## BikeMobile Visit

In 2012, Alameda CTC launched the BikeMobile as a pilot education and encouragement program. This independent program is coordinated with the County's SR2S program, and provides services to schools enrolled in the program, as well as schools not enrolled in the program and non-school sites.

The BikeMobile is a mobile bicycle repair service that visits schools with the aim of improving the safety of poorly maintained bikes and repairing broken bikes so that students can ride to school. Poorly maintained bikes can pose safety hazards, and often the cost of repairing a broken bike

exceeds the value of the bike. As a result, students who want to bike to school are driven to school when their bike is not serviceable. The BikeMobile solves this problem by providing free on-site bike repair services.

## Highlights

The BikeMobile started scheduling school visits in January 2012 and by the end of May had made 29 visits to Safe Routes to Schools sites, and 717 repairs. On average, 30 percent more bikes were parked at school after a BikeMobile visit than before. This increase is statistically significant.



## Walking School Bus

A Walking School Bus is a group of families living in the same neighborhood who form a walking group to take children in their area to and/or from school along a set route. Alameda County SR2S assists families in developing walking school buses by providing training for parent leaders, purchasing reflective vests and helping organize people into their routes.

The frequency of the walking school bus depends entirely on the availability of the parents and what's most convenient for everyone. Although some parents decide to make a set schedule, others prefer it to be less formal.

### Highlights

During the 2011-2012 school year, fourteen schools had active walking school bus programs. In spring 2012, a hand tally conducted at ten of these fourteen schools showed an average walking rate of 39 percent, which is higher than countywide walking rate of 29 percent.



### Success Story:

Sequoia Elementary School, Oakland

Sequoia Elementary School is located along a busy arterial—Lincoln Boulevard—and as a result parents have been concerned for years about the safety of their children walking to school. In 2011, Alameda County SR2S introduced the walking school bus program to them. The parents felt that this program would not only improve safety for the children, but also meet their school goals of building community and parent involvement.

Today we have four large, daily walking school bus groups converging from the surrounding neighborhood, and one Wednesday morning walking school bus group. Parents continue to sign up and Alameda County SR2S is forming several more groups. The students proudly identify with their walking school bus.

## Success Story:

### Teacher Feedback

The puppet show consistently receives very high marks from teachers, with many noting that the overall assembly was outstanding, program content was age-appropriate, and the program was very valuable to students. Overall, teachers feel that students gain bicycle and pedestrian safety knowledge from watching the assembly.

*"My students learned important safety rules: stop at corners; wear bike helmets; and the health benefits of walking."*

*"Very entertaining for the students. Kept their attention and learned a great message."*  
Eden Gardens Elementary School, Hayward

*"Loved the diverse characters. The children enjoyed participating with the dancing Abeuelo. Great job!"* Southgate Elementary School, Hayward

*"Thank you for including Spanish speaking in the program"* Stanton Elementary School, Castro Valley

## Puppet Show

Alameda County SR2S offers the educational puppet show, "A Breath of Fresh Air: The Walk and Roll Solution." The show is an engaging 30-minute assembly for K-5 students.

The show follows four characters as they journey to school. Through music, songs and dance, students learn about walking and biking safely, smart decision making, reducing pollution, and creating strong and healthy communities.

### Highlights

In 2011-2012, "A Breath of Fresh Air" puppet show reached over 8,000 elementary school students at 22 schools. The puppet show continues to be a highlight of schools' Safe Routes programming.



## Bicycling Education Programs

Alameda County SR2S provides in-depth bicycling education programs for elementary and middle school students.

Alameda County SR2S worked with after-school staff at two schools and Physical Education teachers at seven schools to provide the multi-day bicycle education program. Basic principles including the bike safety check, helmet adjustment, and traffic sign meanings are presented in the classroom. Basic bike handling skills are taught in the gym or paved school areas. Middle school students who have demonstrated competence in the basic skills then bike with instructors around their school's neighborhood.

## Highlights

Alameda County SR2S delivered bicycle education programs to nine schools, reaching approximately 3,600 students and 28 teachers. Programming at each school occurred over several weeks and consisted of multiple classes.

## Skills Drills Bike Rodeos

Alameda County SR2S continued to provide Skills Drills bike rodeos at elementary schools during the 2011-2012 school year. Skills Drills are 45-minute bicycle training sessions held in a school parking lot or playground area. Although targeted at 4th and 5th grade students, Skills Drills are also appropriate for 3rd and 6th grade students. Certified<sup>5</sup> instructors assisted by at least one teacher trained students how to perform a bike safety check, adjust helmets, learn proper bike handling techniques, use hand signals, read traffic signs, and maneuver through intersections.

## Highlights

Skills Drills are frequently requested by schools and parents, and consistently well-attended. During 2011-2012, participating schools hosted two Skills Drills, reaching 65 students.



## Success Story:

### Skills Drills at Pedalfest, Oakland

Skills Drills not only teach students important bicycle handling skills, but also provide a way for parents to become involved in bicycling with their children. Alameda County SR2S partner, Cycles of Change, was asked to provide a Skills Drills course as part of Pedalfest, a family-friendly celebration of all things-bicycle related held in Jack London Square in Oakland. (Services were provided independently of Alameda County SR2S.) Midway through the day, a woman approached a Skills Drills instructor, with a request: her preschool-aged son already knew how to bike, but her partner didn't. Could they teach her partner how to ride? The instructors gladly worked with her partner and within 45 minutes, she was riding a bike around the course with her son!

<sup>5</sup> League of American Bicyclists LCI certification <http://www.bikeleague.org/programs/education/instructors.php>



## Educator Guide/ Teacher Training

Alameda County SR2S released an updated, redesigned Walk and Roll K-5 Educator Guide for school teachers in September 2011. The educator guide includes:

- Engaging grade level activities for the classroom and after-school
- California State Content Standards correlations
- Themes on safety, community, health, and environment
- Ways to connect to Safe Routes to Schools program components
- Safety DVD and This is the Way We Go to School book

The Walk and Roll K-5 educator guide assists teachers who wish to become teacher champions and bring Safe Routes programming to their school. Alameda County SR2S presents the Educator Guide to interested teachers through a 30-minute orientation session. The Guide is available for download through the program website.



### Highlights

Safe Routes held five educator guide trainings, reaching 62 teachers. In addition, the educator guide was introduced at numerous other events. The following schools hosted educator guide trainings: International Community Charter, Oakland; Piedmont Avenue Elementary School, Oakland; Malcolm X Elementary School, Berkeley; McKinley Elementary School, San Leandro. Berkeley Unified School District after school program coordinators also hosted a training.

## School Site Assessment Event

A school site assessment is a school/community event used to identify and evaluate the safety issues around a school. The school site assessment typically focuses on the walking and biking environment within a quarter mile of a single school. Participants in the school site assessment traditionally include school parents, staff, and sometimes students; city or county planners and engineers; neighbors; traffic safety officers; and local elected officials.

Alameda County's SR2S program team includes planners and designers experienced in developing infrastructure and programmatic improvements that improve walking and biking safety. After conducting a school site assessment, Alameda County SR2S suggests improvements, brings the improvements back to the school community for final comments, and then submits the plans to the local city or county planning agency to advocate for traffic and engineering changes in the community.



## Highlights

Since 2006, Alameda County jurisdictions have used approximately \$683,000 in local funding to leverage \$9.5 million in grant funds, funding \$10.2 million in infrastructure improvements for Alameda County schools. Alameda County SR2S has assisted many jurisdictions in securing these grants. In 2012, Alameda County jurisdictions' share of funds increased from 1% of statewide SR2S grant funds to 4% of statewide SR2S grant funds. Alameda County jurisdictions used \$366,500 in local funds to leverage \$2.5 million in grant funding, providing \$2.9 million in infrastructure improvements at 14 schools, as listed in Table 3-3.

**Table 3-3: Alameda County SR2S Infrastructure Grant Funding Received in 2012**

Location	School	Local Match	Grant Amount	Capital Cost
Alameda	Wood Middle School; Lum Elementary	\$31,100	\$276,900	\$308,000
Albany	Marin Elementary School and continuation of Education and Encouragement program	\$52,000	\$419,400	\$471,400
Berkeley	King Middle School	\$45,500	\$408,400	\$453,900
Livermore	Junction Avenue K-8 School	\$26,500	\$163,000	\$189,500
Oakland	Parker Elementary School; Achieve Academy Elementary; World Academy Elementary; Urban Promise Academy Middle School; Elmhurst Community Prep Middle School	\$24,200	\$216,000	\$240,200
Alameda Public Works Agency	East Avenue High School; Hayward High School	\$115,000	\$450,000	\$565,000
Fremont	Irvington High School	\$49,100	\$407,000	\$456,100
Union City	Logan High School	\$23,100	\$207,300	\$230,400
<b>Total</b>		<b>\$366,500</b>	<b>\$2,548,000</b>	<b>\$2,914,500</b>



# High School Pilot Program

Nationally, the Safe Routes to Schools movement has focused on students in eighth grade or younger, but in recent years has expanded to include high school students. In fall 2012, Alameda County SR2S launched a ground-breaking pilot program at Oakland High, San Lorenzo High, Logan High in Union City, and Foothill High in Pleasanton.

The pilot high school program is based on a best practices review and informed by student input. Students designed and implemented activities at their schools, assisted by Alameda County's SR2S high school coordinator.

In the first year of the high school pilot program, Safe Routes had the ability to work with 1,200 students and 150 adults at the four pilot high schools. The combined events of all four schools had a participation of approximately 2,400 people. The pilot program will expand to six high schools in 2012-2013.

## Pilot Program Goals

The high school pilot program seeks to meet four goals:

- **Mode Shift:** The reduction of single occupancy vehicle car trips is a primary goal. Driving is seen as "cool" and a source of independence. The pilot aims to shift this paradigm, and have students realize the benefits and independence related to getting around "with their own two feet."
- **Youth Empowerment:** The program is based on empowering young people to make change in their communities. Rather than act as passive participants, youth become decision-makers and leaders in shaping their school's program.
- **Flexibility:** The pilot program is one of the first in the nation and is relatively untested; a flexible approach that incorporates mid-program check-ins helps refine the program.
- **Equity and Diversity:** The creation of a more equitable environment for all youth in Alameda County. The pilot program aims to make walking, biking, and public transit riding available for all teens, regardless of their location, ethnicity, or physical ability.

## Selection Process

Alameda County SR2S solicited high school applications from all school districts in the county. Principals and school champions were interviewed at applicant schools to gauge the interest and capacity of the school to assist with program implementation.

The four high schools chosen for the pilot were selected to represent Alameda County's four planning areas and are representative of the diverse ethnic and economic backgrounds in the county. Each of the four high schools had a strong school champion and made a commitment to working with Alameda County's SR2S staff.

## Development of Program Approach

To develop an overall program approach and specific activities for each school, Alameda County SR2S researched national best practices for high school environmental and active transportation programs, and reviewed these practices with students, school champions, and administrators.

**Table 4-1: Pilot High School Economic and Demographic Characteristics**

School	Enrollment	Free and Reduced Lunch	Racial/Ethnic Breakdown							
			Hispanic	American Indian	Pacific Islander	Asian	Filipino	African American	White	Two or more Races/Ethnicities
Foothill High School, Pleasanton	2,170	5%	8%	1%	31%	0.9%	3%	2%	53%	1%
Logan High School, Union City	3,967	44%	32%	0.1%	23%	4%	21%	9%	9%	3%
Oakland High School, Oakland	1,646	71%	18%	0.3%	41%	0.6%	1%	36%	2%	0.3%
San Lorenzo High School, San Lorenzo	1,355	55%	57%	0.4%	8%	3%	8%	18%	6%	0.6%

### Best Practices Research

Alameda County SR2S reviewed 18 example programs that formally or informally encourage active and shared transportation among teens and create safer routes for high school students. Programs included local examples from Oakland, Contra Costa County, and Marin County, as well as national and international examples.

Our research found that high school programs use a wide range of approaches, and engagement strategies, and address all modes of transportation. Frequently used approaches include:

- **Technology:** Use multi-media technology to help reduce car trips to school.
- **Environmental Education:** Create an engaging lesson about the environmental impact of driving, walking, biking, taking transit.
- **Urban Planning:** Teens use urban planning tools to document and propose safer routes to school.
- **Equipment:** Provide teens with free equipment to walk or bike.
- **Youth Summit:** Plan an event to raise awareness, build community, and accomplish a goal.
- **Advocacy:** Teens advocate for their cause—to reduce the number of single occupancy vehicles in the commute, or make a safer route for students at their school.
- **Incentives:** Teens are provided with incentives (payment, prizes, opportunities) for participation and mode shift.
- **Club:** School club to promote walking, biking, sustainability, etc.
- **Youth Leadership:** Youth input shapes programmatic focus and priorities.
- **Tiered Mentorship:** Integrate a tiered leadership approach.





### Focus Groups

After identifying potential program activities, Alameda County SR2S facilitated focus groups at the four high schools, gathering feedback while building a base of support. Alameda County SR2S met with approximately 100 students, with two focus groups for each pilot school. Focus groups discussed four topics: students' mode of transportation; barriers to active transportation; potential programming; and, messaging. Results from the focus groups were used to tailor the programming to each school.

**Table 4-2: Program Delivery at Pilot High Schools**

	School	City	Meeting Time	School Group	Number of Students Involved
Club	Foothill High School	Pleasanton	After School	Earth Club and Leadership	10
	Logan High School	Union City	After School	Media Academy and Bike Club	10
Class	Oakland High School	Oakland	In School	Public Health Academy Elective	60
	San Lorenzo High School	San Lorenzo	In School	Green Academy Urban Design Class	20

### Program Delivery

Alameda County SR2S worked with on-site champions at each school to identify the best way to deliver programming. In all cases, Alameda County SR2S worked with a teacher and a group of students in a classroom or after school setting. Table 4-2 summarizes program delivery at the four high schools.

**Table 4-3: Summary of Programs Implemented at High Schools**

Pilot Programs (2011-2012)		Logan HS, Union City	Oakland HS	Foothill HS, Pleasanton	San Lorenzo HS
<b>Youth Action Research:</b>	Surveys		●		●
	Data Analysis		●		●
	Letter Writing	●	●		
	School Site Assessment	●	●		●
<b>Environmental Education:</b>	Read Articles		●	●	●
	Personal Transportation Blog		●	●	●
<b>Campaigns:</b>	Posters and Flyers	●	●	●	●
	Event Planning	●	●	●	●
	Video Making	●	●	●	●
	Presentations		●		●
	Media (TV, News, Online, Etc.)	●	●	●	●
<b>Events:</b>	Walk and Roll to School Day				●
	Transit Tuesday		●		
	Ride Free Wednesday			●	
	BikeMobile Visit	●	●	●	●
	Bike Pool	●			
	Bike to School Day	●		●	●
	Carpool Parking Lot Proposal			●	
<b>Video Contest:<sup>6</sup></b>	Enter Contest	●	●	●	
	Celebration and Award Ceremony	●	●	●	●
<b>Leadership Development:</b>	Guest Speakers		●	●	●
	Safe Routes Fellows	●	●	●	●

<sup>6</sup> This Is How We Roll video contest, sponsored by Metropolitan Transportation Commission

## Program Activities

After identifying the method for delivering the program at each school, Alameda County SR2S met with school champions and presented a selection of potential activities. Program activities varied based on student interest, education level, and the length of time available with each group of students. Out of these meetings came a list of programs for the year and an implementation plan

As with many pilot programs, the course of action shifted throughout the year. Taking an approach that valued flexibility allowed Alameda County SR2S to customize activities and meet student needs.

Programming primarily took place during the spring semester of the 2011-2012 school year. A summary of programs implemented is given in Table 4-3, with school-based reports following.



## James Logan High School

Alameda County SR2S worked with 10 students in the Media Academy and the Bike Club to organize and deliver programming.

### Meyers Drive Proposal and Video

In fall 2011, Alameda County SR2S brought together student leaders at Logan High and staff from Union City's Public Works Department to conduct a school site assessment event along Meyers Drive. Union City's planning department identified new sidewalks on Meyers Drive as a priority project for the 2012 Bicycle and Pedestrian Master Plan, and prioritized the project for a grant application. Students documented the school site assessment event on video. The City's grant application included the video and letters of support from students. In July 2012, Union City won a grant to build the sidewalk for \$207,300, with construction planned to start fall 2012.

## BikePool

The Bike Club at James Logan organized a BikePool on Wednesday mornings and students publicized the event. The BikePool started with five students and the accompanying adult champion. Alameda County SR2S provided breakfast bars, bananas, and donated helmets from the Alameda County Public Health Department. In its second week, the BikePool picked up 10 additional students.

## Bike to School Day

Logan's first ever Bike to School Day was planned and carried out by the Bike Club. Students set up tables and handed out 50 bike bags to students and teachers who biked to school.

## Video Contest

Students from the Media Academy participated in the Metropolitan Transportation Commission's "This is How We Roll" Video Contest, entering a minute-long public service announcement, which can be viewed at: <http://youtu.be/FazNekPm5zI>. The winner of the Viewer's Choice Award was a senior at James Logan and her film was screened at the final celebration.



## Foothill High School

At Foothill High School, Alameda County SR2S worked with 10 students in the Earth Club and Leadership after-school programs to organize and deliver SR2S programming.

### Ride Free Wednesdays (RFW)

Students at Foothill High School promoted the existing Ride Free Wednesday program established by Livermore Amador Valley Transit Authority (LAVTA) and the City of Pleasanton. RFW provides free rides to students on every Wednesday in April, to encourage higher transit ridership. LAVTA

and the City of Pleasanton worked with students in Foothill High to plan and publicize RFW on campus. Students led the following publicity efforts:

- Editing and posting flyers and posters around campus
- Writing and recording an auto-call to parents from the Principal
- Posting news in the school paper (both print and online)
- Announcing the event over the loud speaker
- Making in-class presentations to students





The program boosted student ridership during the month of April, and ridership stayed slightly higher for the rest of the school year.

### Carpool Parking Lot Proposal

After learning from students that exiting the parking lot can be quite difficult, Alameda County SR2S suggested implementation of a carpool parking lot model from Gunn High School in Palo Alto. After researching carpool parking lot practices

and policies, students discussed the idea with Vice Principal Richard Gorton. With his support, the group presented their idea to the School Site Committee. The School Site Committee responded positively and asked for more research before implementation. Students were asked to identify a carpool parking site, and to identify a monitoring system that doesn't require additional staff time. Students will follow up at the start of the next school year.

### BikeMobile

In preparation for Bike to School Day, the BikeMobile visited Foothill High School during lunch and after school in early May. Students promoted the visit by posting flyers on campus. The BikeMobile repaired 30 bikes. Lisa Adamos from the City of Pleasanton and a local police officer handed out free bike helmets to students.

### Bike to School Day

This year, Foothill High School organized their second annual Bike to School Day, in partnership with the City of Pleasanton and East Bay Bicycle Coalition. Students took a leadership role in organizing and publicizing the event.



At the student-run energizer station, students offered fruit, granola bars, water, bicycle bags, water bottles, and the opportunity to enter a raffle with the City of Pleasanton. Sixty bicyclists visited the station from as far as 50 miles away. A number of students and teachers who rode to the energizer station have had their bikes recently repaired by the BikeMobile. One teacher said she had been practicing biking to school all week for the event.

## TV 30 Interview

TV 30 (Tri-Valley television) contacted the City of Pleasanton to interview students about the upcoming Bike to School Day event and their work with Alameda County SR2S. The visit allowed students the opportunity to present their work with a wide audience, validating the importance of their efforts.

## This is How We Roll Video Contest

As with Logan High School, students at Foothill entered the video contest. Students conducted research and collaborated with the Media Academy to film the PSAs. The top pick was shown in classes during the school news hour and was well received. Students entered the video into the “This is How We Roll” Video Contest and won the Grand Prize provided by MTC’s Climate Initiative Program. View their video at <http://youtu.be/fwD2JrqXJvY>.

## Oakland High School

The Alameda County SR2S High School Site Coordinator led an elective class for 60 students in the Public Health Academy. Students met once a week for the spring semester.



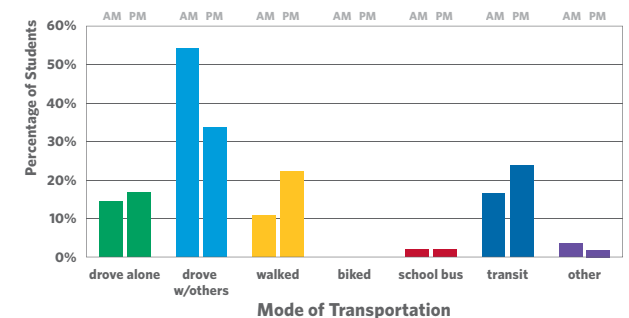
## Reading Articles

Throughout the course of the semester, students read articles linking health, environment, and the Safe Routes to Schools national program. Some articles were paired with worksheets to check for understanding. Students created PowerPoint presentations based on articles they had read over the semester.

## Travel Surveys

The Public Health Academy interviewed 158 students from the eleventh and twelfth grades about how they get to and from school. More than half of students are dropped off in the morning,

**Figure 4-1: Oakland High Mode Share**



source: Public Health Academy Elective



but only a third were picked up. Instead, students either walked home in the afternoon or took AC Transit. None of the surveyed students biked to school, and a small percentage drove alone.

### School Site Assessment Event

Alameda County SR2S staff facilitated a student school site assessment event for the neighborhood around Oakland High School. Four student groups observed intersections around the school, photographed their observations and marked them on maps. Students created photo books of their experiences and presented their findings to the class. Alameda County SR2S's transportation planners provided feedback and recorded students' concerns on a map. This map was formalized and submitted to the City of Oakland.

Students liked the hands-on nature of the work and enjoyed having their points of view validated by professionals. Several students said they wanted to become transportation engineers.

### Public Health Campaign

The class organized a public health campaign to encourage peers to walk, bike, take transit, or carpool to school. Students planned an event, created an informational poster, and filmed a video to promote their cause. After developing their ideas and projects, students shared their work with the class and a panel of judges.

### Surveys and Letter Writing

One student group decided to survey their peers about bus service and affordability in Oakland. They used their findings to write a letter which was shared with AC Transit.

### Guest Speakers

The Public Health Academy had several guest speakers throughout the course of the semester, including visits from the Alameda County Transportation Commission and Youth Uprising. Alameda CTC discussed a proposed youth pass program. Youth Uprising sought student input for the Bus Rapid Transit project on International Boulevard in Oakland. The guest speaker series was popular among students, with many students feeling like it validated their work from the semester to see how it translated into professional practice.

### Transit Tuesday

As an outcome of their public health campaigns, students planned a week of active transportation for their school. Students ultimately planned a Transit Appreciation Day, dubbed "Transit Tuesday." Students handed out donut holes and juice boxes to their peers as an appreciation for riding the bus. They created posters and flyers publicizing the positive health and environmental impacts of riding the bus.



## San Lorenzo High School

Alameda County SR2S worked with 20 students in San Lorenzo High's Green Academy Urban Design class to organize and deliver SR2S programming. Students met weekly.

### Travel Surveys

The Green Academy Urban Design class conducted travel surveys with 292 students across all grades at the Green Academy. They found that most students are dropped off at school in the morning, though a large percentage of students also walk to school. The number of students walking home after school was almost as great as those getting picked up. The rate of students driving alone to school was also fairly low, with a decrease in the afternoon likely attributable to students who arrived separately carpooling home together.

### School Site Assessment Event

Green Academy students carried out a school site assessment event, focusing on nearby intersections, incomplete streets, and uncomfortable overpasses. After the site assessment, students shared their findings with the class and with Alameda County Public Works Senior Transportation Planner Paul Keener. Mr. Keener explained the process for

developing a planning project in San Lorenzo and noted student concerns and findings.

### Personal Transportation Log

Green Academy students read articles about the environmental impact of driving and calculated their personal pollution impact and the school's impact based on group averages. Students shared the information with their peers on campus. Alameda County SR2S is considering using **SaveaGallon.org** next year to estimate pollution impact.

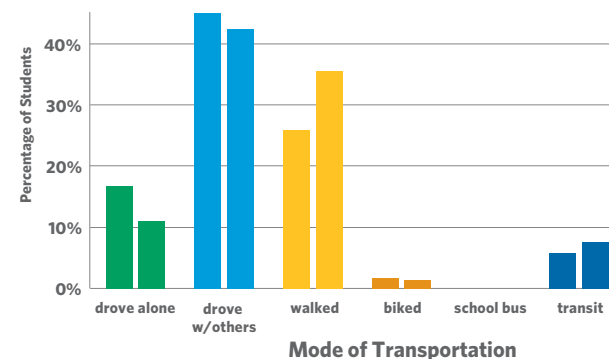
### Create a Campaign

Students at San Lorenzo High School created a campaign encouraging peers to walk, bike, take transit, and carpool to school. Most campaigns focused on participation in the upcoming Walk & Roll to School Day. Students created posters, a flyer, a short video, and sign-up sheets for the event.

### Walk and Roll to School Day

Walk and Roll to School Day was planned by the Urban Design class. Urban Design students partnered with the Associated Student Body (ASB) to make presentations in every Green Academy classroom, asking students to pledge to walk or roll to school. Students publicized the event with

**Figure 4-2: San Lorenzo High Mode Share**



source: Green Academy Urban Design Class Survey

a school-wide announcement, short video, flyers, and posters. Students created a map overlaid with circles of different radii so that people could identify how far they live from school and calculate their pollution impact. Students used these maps to calculate the total pollution reduction for the event. On the day of the event, 303 students walked, biked or rolled to school. Students handed out bracelets, Clif Bars, and a raffle ticket to everyone who walked, biked, or skated to school.

During lunch, the students hosted a Pop-Up Bike Festival and BikeMobile visit, including the Trivia Wheel, a Bike blender, and raffle drawing. Students facilitated each activity and encouraged their peers to join. The BikeMobile repaired bikes during lunch. Students from the after-school bike mechanics program helped with repairs.



## Findings

### Response to Program

Alameda County SR2S staff surveyed students and school champions at the end of the school year to identify strengths, weaknesses, and ways to improve for next year.

According to students and champions, the greatest benefit of the Alameda County SR2S program is increased awareness of health and environmental impacts of driving. The most effective programs to achieve these goals were:

- Focus groups
- Surveys
- School site assessment events
- Creating posters and flyers
- Presentations
- Making videos
- Events
- Raffle prizes
- Guest speakers



Special events were especially well-attended, and served to encourage and educate large numbers of students on how to shift their mode.

Students and champions felt that hands-on, outdoor experiences, such as the school site assessment event, were the most popular, engaging and educational. Students felt immediate validation of their work and made concrete associations about how the built environment affects their lives.

Students enjoyed visits from guest speakers because it opened their eyes to careers in the field and validated their work. It was useful for students

to be introduced to people who could be good connections for their work in the future.

We found that frequent meetings maintained students' excitement and improved learning retention.

We found that strong school-based champions are key to developing a successful program. Strong champions are well organized, easily reachable, flexible, and have access to the administration.

### Plans for 2012-2013

In the 2012-2013 school year, the high school pilot program plans to expand to additional schools. The program has reviewed and refined the initial curriculum, and will continue the program elements piloted in the previous school year. The program also plans greater outreach to parents, who figure in heavily on transportation choices for students. Evaluation efforts will be increased during 2012-2013, with student travel surveys conducted at all schools in September and May, and additional evaluation for specific events.



# How Students Travel

The primary goal of the Alameda County Safe Routes to Schools program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, and transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008.

These surveys allow us to establish baseline travel data, track mode shift trends, and are important for meeting grant requirements on the state and national level. In past years, the program has conducted surveys at a subset of schools—typically between 10 and 12 schools. Beginning the spring semester 2012, the evaluation effort expanded, with all schools enrolled in the comprehensive program asked to complete surveys.

## Data Sources

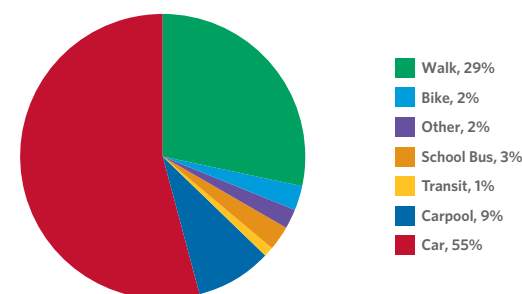
Like most safe routes programs, Alameda County SR2S relies on two types of surveys to track travel behavior: student hand tallies and parent surveys. Of these two, student hand tallies are the primary data source used to measure mode shift.

During a hand tally, students are asked to raise their hand to indicate how they travel to school—walk, bike, school bus, transit, family car, carpool, etc... Students are asked to report how they traveled to and from school on two consecutive days of a single week.

In spring 2012, hand tallies were gathered in 415 classrooms at 50 elementary and middle schools, representing almost two-thirds of the schools participating in the comprehensive Alameda SR2S program for the 2011-2012 school year.<sup>7</sup> Of the schools surveyed, just over 38,000 trips were recorded across the county. This represents a dramatic increase in data compared to prior years, in which only ten to twelve schools were sampled.

Just over half (55 percent) of trips are made in a family vehicle. The next most common way of getting to school is walking, at 29 percent. Carpooling makes up 9 percent of trips. Biking, school bus, transit, and “other” (typically

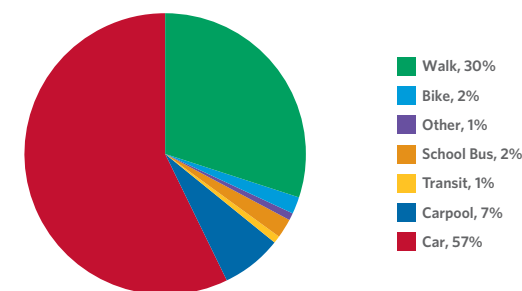
**Figure 5-1: Travel Mode for SR2S Program Schools: Hand Tallies**



source: Hand Tally Data, 2012

note: Data drawn from a subset of elementary and middle schools participating in the Alameda County SR2S program

**Figure 5-2: Travel Mode for SR2S Program Schools: Parent Surveys**



source: Parent Survey, 2012

note: Data drawn from a subset of elementary and middle schools participating in the Alameda County SR2S program

<sup>7</sup> Of the 71 schools contacted, 50 returned hand tallies, for a response rate of 70 percent. Of these 50 schools, 17 schools were surveyed in person by Alameda County's SR2S staff and 33 were surveyed by teachers with instructions provided by SR2S staff. Hand tallies were conducted in two classrooms per grade at most participating schools.

skateboard or scooter) make up the remaining 7 percent of trips. This mode split is closely aligned to the mode split results from parent surveys collected during the same time period. Figure 5-1 and Figure 5-2 illustrate results from the student hand tallies and the parent surveys, respectively.

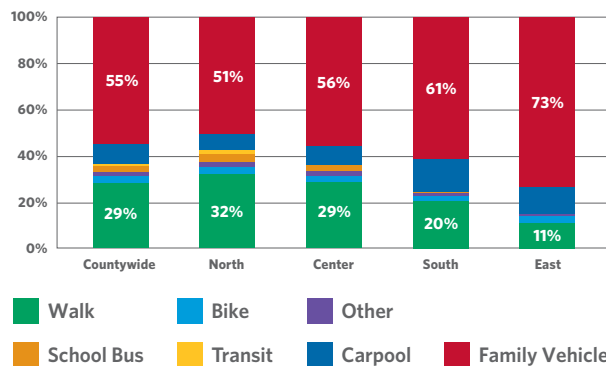
Note that mode split results shown here are limited to elementary and middle schools participating in the Alameda County SR2S program, and do not necessarily represent mode split at schools not participating in the SR2S program, or schools at other grade levels. High schools in particular, tend to have higher percentages of trips made by transit and carpooling. Mode split for San Lorenzo High and Oakland High, presented in Chapter 4, indicates that approximately 40 percent of school trips involve carpooling at each school, and transit is used for 7 percent of school trips at San Leandro High and 20 percent of school trips at Oakland High.

### Mode Split by Planning Area

Alameda County's four planning areas' unique geographic and land use characteristics influence the attractiveness of active and shared transportation. Survey results from elementary and middle schools participating in Alameda County's SR2S program show that travel habits vary among the county planning areas:

- SR2S program schools in the north and central planning areas are more likely to have higher rates of walking, bus ridership, and transit use than those in the south and east planning areas.

**Figure 5-3: Travel Mode for SR2S Program Schools by Planning Area**



source: Hand Tallies, Spring 2012

note: Data drawn from a subset of elementary and middle schools participating in the Alameda County SR2S program

- SR2S program schools in the south and east planning areas are more likely to have higher rates of carpooling than north and central areas.
- Rates of bicycle ridership at SR2S program schools were fairly even throughout the county at 3 percent.

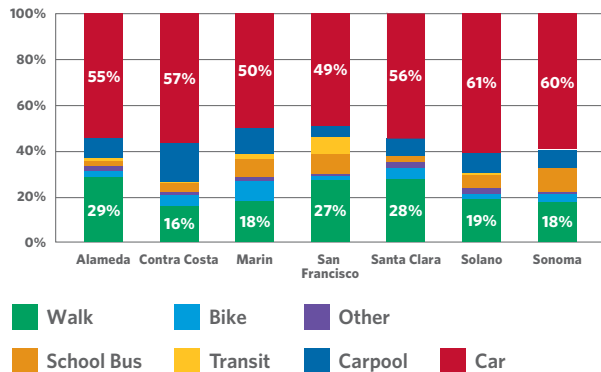
### Comparison to SR2S Programs in Other Counties

All nine Bay Area counties have active Safe Routes to Schools programs and collect hand tally data using a similar format. Figure 5-4 shows 2012 mode split data for all nine Bay Area counties. At 29 percent walking mode share, elementary and middle schools participating in Alameda County's SR2S program had the highest share of students walking to school, compared to other SR2S programs in the Bay Area. Alameda County's SR2S schools have the third lowest drive-alone



rates, after San Francisco's and Marin County's SR2S schools. Marin County's SR2S schools had a low drive-alone rate, helped by these schools' high rate of school bus ridership, bicycle ridership and carpooling. San Francisco's SR2S schools had the lowest drive-alone rate, helped by these schools' high rate of school bus and transit ridership. While Alameda County SR2S schools boasted its their highest rate of bicycle ridership ever, it is still near the bottom for bicycle mode share in comparison to SR2S programs in the other Bay Area counties.

**Figure 5-4: Travel Mode Comparison of Bay Area County SR2S Program Schools**



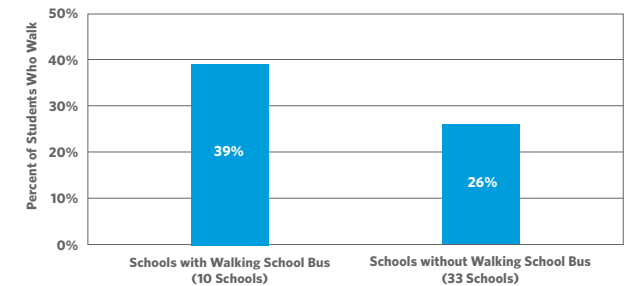
## Program Elements and Active Transportation Rates

Looking at 2012 student travel data, there are some statistically significant correlations between mode split and programming:

- Schools with more activities are slightly more likely to have a lower single-family vehicle mode share.
- Schools with walking school bus programs are slightly more likely to have a higher walking mode share. This is shown in Figure 5-5.
- At schools with a walking school bus program, there is a strong positive relationship between walk mode share and number of walking programs.
- Schools with more bike programs are more likely to have a higher bike mode share. This is shown in Figure 5-6.

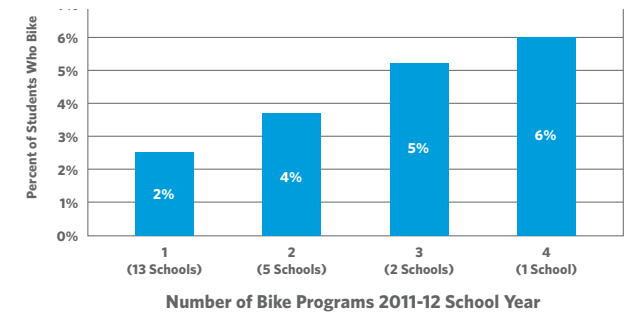
Correlation does not imply causation. It is possible that higher walking or biking mode share is correlated to number of programs because the schools where walking, biking, and carpooling is most feasible are also the schools where more programs are welcomed. Alameda County SR2S is collecting data during the 2012-2013 school year that will allow us to determine causation.

**Figure 5-5: Comparison of Walking Mode Share at SR2S Schools with and without Walking School Bus**

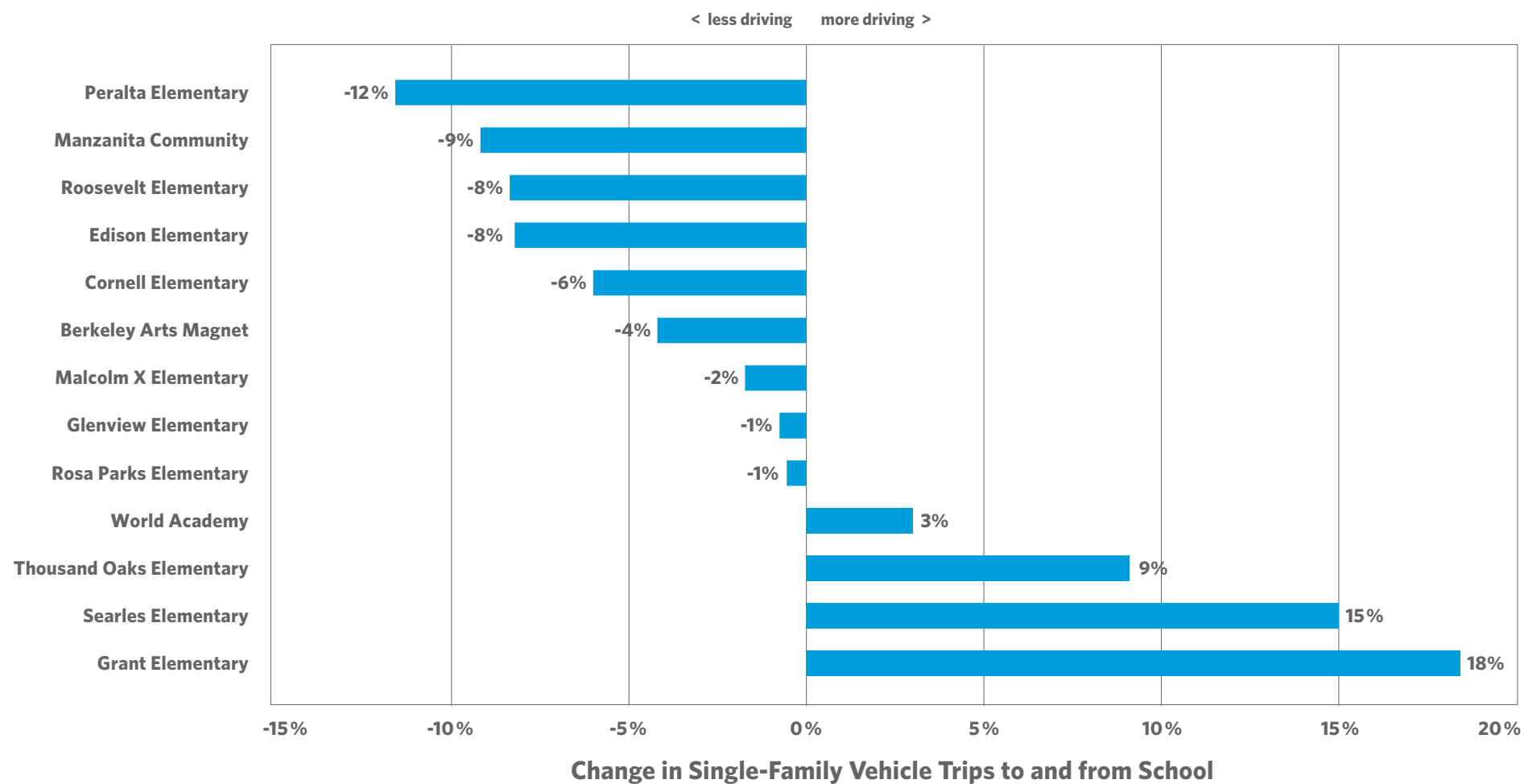


source: Hand Tally, Spring 2012

**Figure 5-6: Comparison of Biking Mode Share at SR2S Schools and Number of Bike Programs**



source: Hand Tally, Spring 2012

**Figure 5-7: Change in Single-Family Vehicle Trips for Selected Schools**

source: Hand Tallies 2008-2012

## Comparison to Prior Years

Alameda County SR2S has collected hand tallies twice a year since 2008. However, meaningful comparison of 2012 data to prior years is difficult. In prior years, data was collected from a hand-picked subset of schools—typically ten to twelve schools. These schools were not randomly sampled, and may not accurately represent travel patterns for all schools enrolled in the SR2S program.

As Alameda SR2S continues to collect more data, comparisons to prior years will be more robust and the program will be able to look for correlations between mode shift and specific program elements or strength of program participation.

### Mode Shift

It is possible to compare mode shift for individual schools over the years, as shown in figure 5-7. Of the schools that had hand tallies conducted in May 2012, thirteen had hand tally data from prior years. Of these, nine showed reductions in single-family vehicle trips, and four showed increases. These results don't take into account the variation in programming at each school or outside factors such as high gas prices of 2008 and the recent recession.

## Shift in Single-Family Vehicle Usage Rates

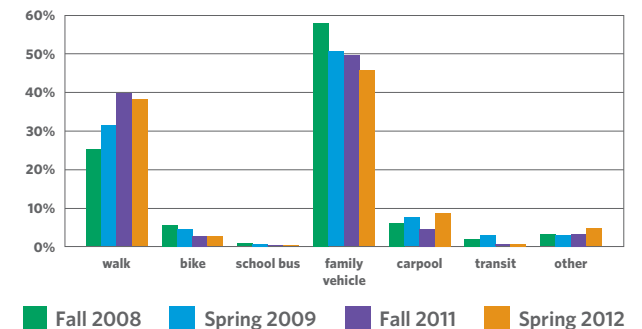
A variety of factors at each school may have contributed to the shift in single-family vehicle rates. Below, we discuss two schools that showed decreases and four schools that showed increases.



### Peralta Elementary, Oakland

Peralta Elementary was one of the first schools to work with the Alameda County Safe Routes to Schools program and has shown consistent drops in single-family vehicle trips year after year. Peralta has always had a consistent school champion, and has an established walking school bus program. Since fall 2008, Peralta has seen single-family vehicle trips decline almost a quarter, from fifty eight percent to forty six percent in spring 2012. Walking to school has jumped from a quarter of all trips to about forty percent. Carpooling and “other” have also seen significant gains.

**Figure 5-8: Mode Split for Peralta Elementary, Oakland 2008-12**



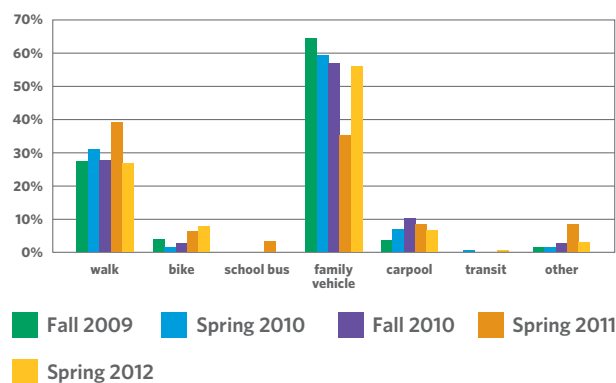
source: Hand Tallies

### Roosevelt Elementary, San Leandro

At Roosevelt Elementary, single-family vehicle rates have shown drops year over year, with the exception of 2012. Driving alone made up two thirds of all trips in fall 2009 and now makes up just over half of all trips in spring 2012. Bicycling to school has also seen large gains, doubling since 2009.

Parents at this school have not wanted to set up a walking school bus, which is reflected in flat walking rates. The hand tally from spring 2011 presents an interesting data point in that more students walked to school than were driven alone. While this hand tally is clearly an outlier, it also suggests Roosevelt's potential for walking and biking.

**Figure 5-9: Mode Split for Roosevelt Elementary, San Leandro 2009-12**



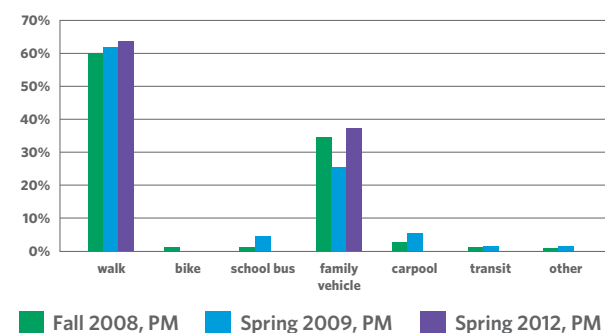
source: Hand Tallies



### World Academy, Oakland

Although walking rates were at their highest at World in 2012, they were offset by significant reductions in school bus ridership and carpooling. In 2012, World Academy in Oakland lost their previously strong school champion. Alameda SR2S is rebuilding champion support at that school.

**Figure 5-10: Mode Split for World Academy, Oakland 2008-12**



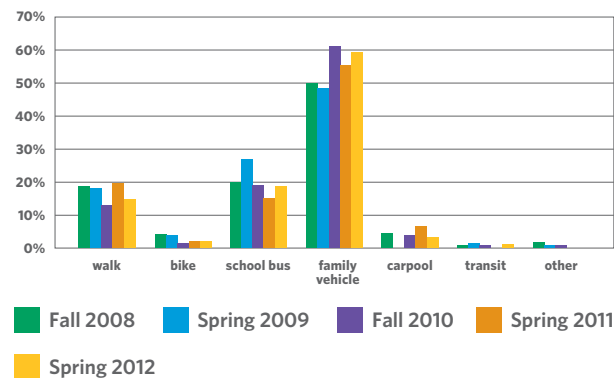
source: Hand Tallies



### Thousand Oaks Elementary, Berkeley

Thousand Oaks Elementary School in Berkeley saw a jump in single-family vehicle rates starting in fall 2010. This coincides with a change in Berkeley Unified School District's busing policy, which now requires students to live 1.5 miles from school rather than 1 mile from school to be eligible for school bus service. It is likely that many students who used to be bused to school are now driven. In addition, recently the parent champion at this school moved on as her child moved up to middle school, so programming in 2011-2012 was not as strong as prior years.

**Figure 5-11: Mode Split for Thousand Oaks Elementary, Berkeley 2008-12**

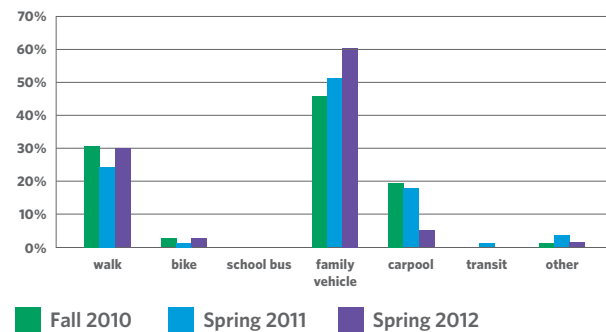


source: Hand Tallies

### Searles Elementary, Union City

Searles Elementary in Union City has seen steady increases in single-family vehicle rates. Support at this school is in transition, due to the transfer of the Principal to another school. Though walking rates in spring 2012 are on par with the county average, carpooling was down, resulting in the highest single-family vehicle rates seen in recent years.

**Figure 5-12: Mode Split for Searles Elementary, Union City 2010-12**

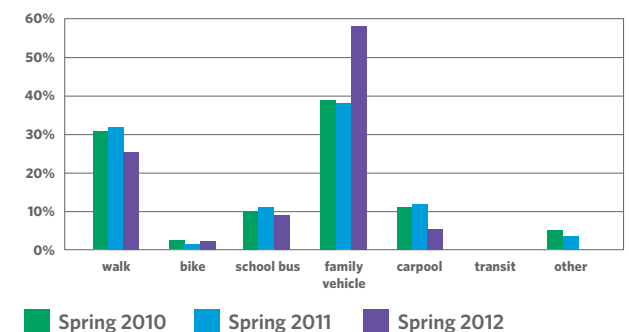


source: Hand Tallies

### Grant Elementary, San Lorenzo

Early years at Grant Elementary in San Lorenzo were characterized by strong champion and a solid biking program. It was difficult to establish a champion during the 2011-2012 school year and deliver a robust program. The increase in single-family vehicle rates in spring 2012 are likely a result of fewer parents carpooling and fewer students walking.

**Figure 5-13: Mode Split for Grant Elementary, San Lorenzo 2010-12**



source: Hand Tallies



Alameda County's Safe Routes to Schools program has been active for five years. The program has matured, and is ready for a robust evaluation. The program will ultimately be measured on its success at shifting students and their families away from single-family car trips and toward healthier, more sustainable walking, biking, carpooling, and transit.

Other key performance measures include number of schools, students, and adults who participate in the program, and number of program activities conducted.

## Areas for Improvement and Modifications to Program

With expansion of the program in 2012-2013 and plans for eventually expanding to reach all schools in the county, the Alameda County SR2S program must make strategic decisions about program improvements and resource allocation. With improved data collection and reporting, we will be able to evaluate the effectiveness of the overall program and specific program elements in shifting school travel to green modes. This information will assist Alameda CTC in making decisions about resource allocation and program expansion.

During the 2012-2013 school year, Alameda County SR2S will focus on the following improvements:

### Evaluation

Program evaluation will continue to be strengthened in these ways:

- Improving the evaluation process by building in processes for data collection and working with schools to schedule and track student mode data.
- Collecting of hand tally data at schools not participating in the program.



- Working with team partners to clarify data to be tracked, and collecting and collating data on a monthly basis.

## Encouragement

Alameda County SR2S will structure encouragement programs around four school-wide events: International Walk and Bike to School Day (October), Carpool to School Day (February), Golden Sneaker Contest (March), and Bike to School Day (May). Structuring the program around these four events allows for year-round programming and increased awareness of the program.

Goals for 2012-2013 are:

### International Walk and Roll to School Day

- Increase the number of participating schools
- Collect day-of mode split tallies
- Encourage press coverage the day after the event
- Use this day as a launch for walking school busses and ongoing monthly Walk and Roll to School Days

### Golden Sneaker Contest

- Increase the number of participating schools
- Increase the number of Golden Sneaker launch events
- Increase the number of middle schools participating

### Bike to School Day

- Increase the number of participating schools
- Full bike racks at each school
- More principals and teachers riding their bikes
- Use this as an opportunity to increase bike trains or organize them specifically for that day
- Organize BikeMobile visits in advance of Bike to School Day
- Provide helmets for kids

### Carpool to School Day

In 2012-2013, Alameda County SR2S will promote a county-wide Carpool to School Day, modeled after successful International Walk and Roll to School Day and Bike to School Day. Carpool to School Day will be held in February and promoted at all schools. This event will fill in a gap in year-round programming, support the program goal of increasing carpool use for teachers and students,

and tie in with regional carpooling efforts supported by the Metropolitan Transportation Commission.

Goals include:

- Hold events at a subset of schools
- School pool trainings at 5 schools
- Shift school culture toward carpooling
- Identify flagship elementary, middle and high schools

### Monthly Walk and Roll to School Days

To support establishment of monthly Walk and Roll to School Days, Alameda SR2S is launching monthly e-newsletters to all school champions and principals. Each month will have a unique theme and set of activities. The newsletter will provide links to online resources and include specific tasks that should be completed for a successful event. The newsletter will provide an efficient, effective way of supporting school champions, encourage ongoing event planning, and draw traffic to the new Alameda County Safe Routes to Schools website.





## Education

### Bicycle Education PE Courses

To maximize the number of students reached, the after school program resources will be redirected to the multi-day in-school PE program at middle schools. Elementary schools will receive single-day Skills Drills.

### Skills Drills

Due to the popularity and cost effectiveness of Skills Drills, Alameda County SR2S will be expanding the scheduling window for Skills Drills from four weeks to six weeks, and is shifting resources to provide additional Skills Drills courses during the 2012-2013 school year.

### Pilot Expansion Program

At the end of the 2012 school year, the City of San Leandro approached the Alameda County Transportation Commission seeking opportunities for leveraging a Federal Safe Routes to School grant the city had received for walking and bicycling safety education programs. Seeing this as an opportunity to test ways to expand the reach of the County's SR2S program, Alameda CTC and the

City of San Leandro are launching a pilot expansion which will bring Alameda County's comprehensive Safe Routes to Schools programming to 13 schools within the San Leandro and San Lorenzo School Districts. This pilot will serve as a possible model for expanding the program to other communities, and will provide an environment in which we can evaluate the effectiveness of targeting all schools in a community.



# A School Participation Matrix

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This appendix lists all schools that participated in the Alameda County SR2S program during the 2011-2012 school year and indicates which program activities were provided at each.

Alameda County SR2S provides two levels of assistance. Schools accepted into the comprehensive program receive one-on-one assistance from a site coordinator, are eligible for a variety of high-quality programming free of charge, and may receive support materials such as posters, banners, safety incentives, and safety vests. Schools not accepted into the comprehensive program may receive technical assistance from the site coordinators through their school district's Safe Routes to School Task Force, but are not eligible for free programming or safety incentives.

Note that a school's participation in the comprehensive program is voluntary. Program activities are organized and delivered through the combined effort of Alameda County SR2S site coordinators and each school's champion (typically a parent, principal, or teacher who volunteers their time).

Note that seven schools applied for and were accepted into the comprehensive program, but opted out of the program before the end of the year. The most common reason for opting out was inability to find a school champion to assist with organization and delivery of program activities. These schools are included in this table for information purposes. Unless otherwise noted, this matrix does not include SR2S programming that occurred separately from the Alameda County SR2S program and therefore, may not be a comprehensive list of what occurred at a school during the 2011-2012 school year.

**Table A-1: School Participation Matrix**

School	Year SR2S program first started	Involvement	Grades	Walking School Bus	Monthly Walk to School Days	International Walk to School Day	Bike to School Day	BikeMobile Visit	Puppet Show	Golden Sneaker Contest	Bike PE program	Skills Drills Bike Rodeo <sup>8</sup>	School Site Assessment	Other activity
<b>Alameda City Unified School District</b>														
Donald D. Lum Elementary	Fall 2010	Comprehensive Program	K-5	●		●	●	●		●				Let's Move Campaign
Edison Elementary	Fall 2010	Comprehensive Program	K-5		●	●	●	●				●		
Frank Otis Elementary	Fall 2010	Comprehensive Program	K-5		●	●								
Henry Haight Elementary	Fall 2010	Comprehensive Program	K-5		●	●			●					
Washington Elementary	Fall 2011	Comprehensive Program	K-5		■	●	●					●		Champion initiated a low income bike donation program for students
Bay Farm Elementary	Fall 2010	Technical Assistance	K-5			●								
Earhart Elementary	Fall 2010	Technical Assistance	K-5			●				●				
Franklin Elementary	Fall 2010	Technical Assistance	K-5		●	●								
Lincoln Middle School	Fall 2010	Technical Assistance	6-8			●								
Nea Community Learning Center	Fall 2010	Technical Assistance	K-12		●	●	●		●	●				
Paden Elementary	Fall 2010	Technical Assistance	K-5			●								
Wood Middle School	Fall 2010	Technical Assistance	6-8			●								
Ruby Bridges	Fall 2011	Technical Assistance	K-5			●								
<b>Albany City Unified School District</b>														
Albany Middle	Fall 2010	Comprehensive Program	6-8			●	●	●		●				

<sup>8</sup> Seven skill drills were funded outside of Alameda County SR2S

■ Blue square represents occasional participation in activity



School	Year SR2S program first started	Involvement	Grades	Walking School Bus	Monthly Walk to School Days	International Walk to School Day	Bike to School Day	BikeMobile Visit	Puppet Show	Golden Sneaker Contest	Bike PE program	Skills Drills Bike Rodeo <sup>8</sup>	School Site Assessment	Other activity
Cornell Elementary	Fall 2008	Comprehensive Program	K-5		●	●	●	●		●	●			
Marin Elementary	Fall 2008	Technical Assistance	K-5	●	●	●	●			●				
Ocean View	Fall 2008	Technical Assistance	K-5	●	●	●	●			●				
<b>Berkeley Unified School District</b>														
Malcolm X Elementary	Fall 2007	Comprehensive Program	K-5		●	●	●	●		●	●	●		T&S committee organized safer drop off zone
Martin Luther King Middle	Fall 2010	Comprehensive program	6-8			●	●	●			●			
Rosa Parks Environmental Science Magnet	Fall 2007	Comprehensive Program	K-5		■	●	●	●						
Washington Elementary	Fall 2007	Comprehensive Program	K-5		●	●	●	●						
Berkeley Arts Magnet	Fall 2007	Technical Assistance	K-6			●	●							
Jefferson Elementary	Fall 2007	Technical Assistance	K-5	●	●	●	●	●					●	
Oxford Elementary	Fall 2007	Technical Assistance	K-5		■	●			●		●			
Thousand Oaks Elementary	Fall 2007	Technical Assistance	K-5			●	●							
<b>Castro Valley Unified School District</b>														
Castro Valley Elementary	Fall 2010	Comprehensive Program	K-5		■	●	●			●				
Marshall Elementary	Fall 2010	Comprehensive Program	K-5			●								
Stanton Elementary	Fall 2011	Comprehensive Program	K-5		●	●			●					Walk-a-thon

School	Year SR2S program first started	Involvement	Grades	Walking School Bus	Monthly Walk to School Days	International Walk to School Day	Bike to School Day	BikeMobile Visit	Puppet Show	Golden Sneaker Contest	Bike PE program	Skills Drills Bike Rodeo <sup>8</sup>	School Site Assessment	Other activity
<b>Dublin Unified School District</b>														
Dougherty Elementary	Fall 2011	Comprehensive Program	K-5			●								
Dublin Elementary	Fall 2011	Comprehensive Program	K-5			●	●							
Kolb Elementary	Fall 2011	Technical Assistance	K-5					●						
Murray Elementary	Fall 2011	Technical Assistance	K-5			●								
<b>Fremont Unified School District</b>														
Centerville Junior High	Spring 2011	Comprehensive Program	7-8		●	●								
Glenmoor Elementary	Fall 2011	Comprehensive Program	K-6		●									
James Leitch Elementary	Fall 2011	Comprehensive Program	K-2		■	●			●	●				
O. N. Hirsch Elementary	Fall 2011	Comprehensive Program	K-6		●				●	●				Student-led discouragement of unsafe crossing
Parkmont Elementary	Fall 2011	Comprehensive Program	K-6		●	●		●	●	●			●	
Warm Springs Elementary	Fall 2011	Comprehensive Program	3-6		■	●	●			●				
Brookvale Elementary	Fall 2011	Dropped Out	K-6											
E. M. Grimmer Elementary	Fall 2011	Dropped Out	K-6											
John G. Mattos Elementary	Fall 2011	Dropped Out	K-6											
John Gomes Elementary	Fall 2011	Dropped Out	K-6											
Niles Elementary	Fall 2011	Dropped Out	K-6											
Walters Junior High	Fall 2011	Technical Assistance	7-8				●			●				

School	Year SR2S program first started	Involvement	Grades	Walking School Bus	Monthly Walk to School Days	International Walk to School Day	Bike to School Day	BikeMobile Visit	Puppet Show	Golden Sneaker Contest	Bike PE program	Skills Drills Bike Rodeo <sup>8</sup>	School Site Assessment	Other activity
<b>Hayward Unified School District</b>														
Bret Harte Middle	Fall 2011	Comprehensive Program	7-8				●				●			
Burbank Elementary	Fall 2011	Comprehensive Program	K-6		●		●	●						Walking School Bus presentation given
Cherryland Elementary	Fall 2009	Comprehensive Program	K-6			●	●							
Eden Gardens Elementary	Fall 2011	Comprehensive Program	K-6		●	●	●		●	●				
Longwood Elementary	Fall 2011	Comprehensive Program	K-6			●								
Southgate Elementary	Fall 2011	Comprehensive Program	K-6		●	●			●	●			●	
Palma Ceia Elementary	Fall 2011	Technical Assistance	K-6				●							
<b>Livermore Valley Joint Unified School District</b>														
Emma C. Smith Elementary	Fall 2011	Comprehensive Program	K-5			●				●				
Junction K-8	Fall 2011	Comprehensive Program	K-8			●	●	●	●					Bike festival
Rancho Las Positas Elementary	Fall 2011	Comprehensive Program	K-5			●	●	●						
<b>New Haven Unified School District (Union City)</b>														
Alvarado Elementary	Fall 2011	Comprehensive Program	K-5		■		●		●	●				Teacher champion runs an after-school bike club
Cesar Chavez Middle	Fall 2011	Comprehensive Program	7-8				●							

School	Year SR2S program first started	Involvement	Grades	Walking School Bus	Monthly Walk to School Days	International Walk to School Day	Bike to School Day	BikeMobile Visit	Puppet Show	Golden Sneaker Contest	Bike PE program	Skills Drills Bike Rodeo <sup>8</sup>	School Site Assessment	Other activity
Delaine Eastin Elementary	Spring 2010	Comprehensive Program	K-5		●	●	●			●				Bike Elves
Guy Jr. Emanuele Elementary	Spring 2010	Comprehensive Program	K-5		■	●			●			●		Walking Field Trip
Pioneer Elementary	Spring 2010	Comprehensive Program	K-5		●	●	●	●		●		●		
Searles Elementary	Spring 2010	Comprehensive Program	K-5	●	●	●	●	●						
Logan High School	Fall 2011	Pilot High School	9-12				●	●						Numerous activities related to HS Pilot Program
Hillview Crest Elementary	Spring 2010	Technical Assistance	K-5			●								
Tom Kitayama Elementary	Spring 2010	Technical Assistance	K-5			●								
<b>Newark Unified School District</b>														
H. A. Snow Elementary	Fall 2011	Dropped Out	K-6											
<b>Oakland Unified School District</b>														
Achieve Academy	Fall 2008	Comprehensive Program	4-5	●	●	●				●				Booth at spring festival
Anthony Chabot Elementary	Fall 2010	Comprehensive Program	K-5			●				●				
Community United Elementary	Fall 2011	Comprehensive Program	K-5	●	●		●		●	●				
Crocker Highlands Elementary	Fall 2011	Comprehensive Program	K-5			●								
Elmhurst Community Prep	Fall 2011	Comprehensive Program	6-8	●				●		●				



School	Year SR2S program first started	Involvement	Grades	Walking School Bus	Monthly Walk to School Days	International Walk to School Day	Bike to School Day	BikeMobile Visit	Puppet Show	Golden Sneaker Contest	Bike PE program	Skills Drills Bike Rodeo <sup>8</sup>	School Site Assessment	Other activity
Fruitvale Elementary	Fall 2011	Comprehensive Program	K-5		●				●					
Glenview Elementary	Fall 2009	Comprehensive Program	K-5	●	●	●								
Hoover Elementary	Fall 2011	Comprehensive Program	K-5		●			●	●	●				Bike blender at health fair
International Community	Fall 2009	Comprehensive Program	K-5		●	●			●	●				
Joaquin Miller Elementary	Fall 2011	Comprehensive Program	K-5			●		●	●	●				
Laurel Elementary	Fall 2011	Comprehensive Program	K-5	●		●		●						
Manzanita Community	Fall 2009	Comprehensive Program	K-5		●	●		●		●		●		Bike blender
Manzanita SEED	Fall 2010	Comprehensive Program	K-5		●	●		●		●		●		Bike blender
Montclair Elementary	Fall 2011	Comprehensive Program	K-5		●	●								
Peralta Elementary	Spring 2007	Comprehensive Program	K-5	●	●	●	●							
Piedmont Avenue Elementary	Fall 2010	Comprehensive Program	K-5		●	●								Bike blender helmet safety presentations
Redwood Heights Elementary	Fall 2011	Comprehensive Program	K-5	●		●		●		●				
Sequoia Elementary	Fall 2010	Comprehensive Program	K-5	●	●	●				●		●		School organizes their own bike festival every fall

School	Year SR2S program first started	Involvement	Grades	Walking School Bus	Monthly Walk to School Days	International Walk to School Day	Bike to School Day	BikeMobile Visit	Puppet Show	Golden Sneaker Contest	Bike PE program	Skills Drills Bike Rodeo <sup>8</sup>	School Site Assessment	Other activity
Sobrante Park Elementary	Fall 2011	Comprehensive Program	K-5		●	●			●					
Westlake Middle	Spring 2011	Comprehensive Program	6-8					●			●			
World Academy	Fall 2008	Comprehensive Program	K-5	●	●	●			●	●				Bike blender
Oakland International High School	Fall 2011	Pilot High School	9-12				●						●	Numerous activities related to HS Pilot Program
Brookfield Elementary	Fall 2011	Technical Assistance	K-5			●								
Franklin Elementary	Fall 2011	Technical Assistance	K-5			●								
James Madison Elementary	Fall 2011	Technical Assistance	K-5			●								
La Escuelita	Fall 2011	Technical Assistance	K-5			●								
Learning Without Limits	Fall 2011	Technical Assistance	K-5			●								
Lincoln School	Fall 2011	Technical Assistance	K-5			●								
Reach Academy	Fall 2011	Technical Assistance	K-5			●								
Think College Now	Fall 2011	Technical Assistance	K-5			●								
<b>Pleasanton Unified School District</b>														
Thomas S. Hart Middle	Fall 2011	Dropped Out	6-8				●							
Foothill High School	Fall 2011	Pilot High School	9-12				●	●						Numerous activities related to HS Pilot Program
<b>San Leandro Unified School District</b>														
Garfield Elementary	Fall 2011	Comprehensive Program	K-5		●	●				●				
McKinley Elementary	Fall 2011	Comprehensive Program	K-5			●				●				SR2S Staff presented educator's guide to teachers

School	Year SR2S program first started	Involvement	Grades	Walking School Bus	Monthly Walk to School Days	International Walk to School Day	Bike to School Day	BikeMobile Visit	Puppet Show	Golden Sneaker Contest	Bike PE program	Skills Drills Bike Rodeo <sup>8</sup>	School Site Assessment	Other activity
Roosevelt Elementary	Fall 2011	Comprehensive Program	K-5		●	●	●	●		●				
Washington Elementary	Fall 2011	Comprehensive Program	K-5		●	●	●		●	●				Project EAT
Wilson Elementary	Fall 2011	Comprehensive Program	K-5		■	●			●					Crosswalk education campaign
San Lorenzo High School	Fall 2011	Pilot High School	9-12				●	●						Numerous activities related to HS Pilot Program
<b>San Lorenzo Unified School District</b>														
Bohannon Middle	Fall 2009	Comprehensive Program	6-8				●				●			
Dayton Elementary	Fall 2011	Comprehensive Program	K-5		●	●			●	●				
Edendale Middle	Fall 2010	Comprehensive Program	6-8					●			●			
Grant Elementary	Fall 2010	Comprehensive Program	K-5			●	●			●				Project EAT
Washington Manor Middle	Fall 2010	Comprehensive Program	6-8				●				●			
Hesperian Elementary	Fall 2011	Technical Assistance	K-5				●							
Hillside Elementary	Fall 2011	Technical Assistance	K-5			●								



**Alameda County**

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