



## Florida SRTS Updates

By Pat Pieratte

Florida SRTS Coordinator

([pat.pieratte@dot.state.fl.us](mailto:pat.pieratte@dot.state.fl.us), 850-245-1529)

December 4, 2009



### Florida Updates: State

**New SRTS Logo:** As I'm sure you have already noticed, we now have a new SRTS logo! There was interest among most of the Districts to create a logo which was unique to Florida, so we worked with a graphic artist, Buck Fulton, to create the new logo. We hope you enjoy it!

Some of you may be wondering what you should do with existing materials which have the old logo. Please continue to use them until they are gone, but use the new logo the next time you order the materials. Children will not usually care what the logo is, as long as they get the item. But just in case, it's a good idea not to mix materials with the old and new logos at the same event. Try to plan so that you can use up your old materials at an appropriately-sized event, before you start using the new logo.

**Call for Infrastructure Applications Now Open:** The Call for Infrastructure projects for fiscal year 2015 is now open, through April 30, 2010. The updated Application, Instructions and Scoring Form are on the FDOT Forms website: <http://formserver.dot.state.fl.us/capture/listings/FormListing.aspx?ListType=FormOffice>, and the updated Guidelines are on our website, [www.srtsfl.org](http://www.srtsfl.org). The Scoring form is what the Districts will use to score your application, which may help you in filling in the application. On the Forms website, you can search by number or by office (S for Safety), or you may be able to link to the forms directly from the links below:

500-000-30	Florida's Safe Routes to School Infrastructure Application	SAFETY OFFICE	11/2009	[PDF] [Word Form] [Form Assistance]
500-000-31	SRTS Infrastructure Scoring Form	SAFETY OFFICE	11/2009	[Excel]

It is important for interested applicants to begin the planning process soon, in order to complete the requirements by the application deadline. As you know, the formation of a school-based SRTS Committee is now required, to look at the assets, problems and solutions for the school as you work to make it possible for more students to walk or bike to school. A new requirement this year is that the Committee must have met at least three times before the application is submitted. It takes at least that many meetings to work through all the SRTS E's and build a partnership to support your school's SRTS program.

It is also important to let your community know about the SRTS project you will be proposing, and make sure they support it. Remember that one of the goals of SRTS is to cut down on unnecessary busing for those who live within two miles of their school. If students are receiving busing because their route to school has been declared hazardous, the construction of a sidewalk so they can walk to school will most likely result in the elimination of those bus routes. This is as it should be. It will save the school district money and allow children to get the exercise they need. A school district should not be able to change their mind about a SRTS project after FDOT has expended funds for planning and designing the project, without consequences. The updated Guidelines address this situation.

Some of you may be wondering why we are starting to plan now for fiscal year 2015. It sounds like a long time from now, but in order to do all the steps leading up to construction of an Infrastructure project, a long-range planning window is needed. Florida DOT works on a Five-Year Work Program for all of its projects. It may not be as vital or as easy to plan that far ahead for Non-infrastructure programs, but we urge everyone to think as far ahead as they can, and plan the best SRTS projects and programs they can.

District Five received enough good applications during the last Call, so they will not be participating in this Call. It's a good idea to contact your District Safety Engineer before starting to work on your Applications, to make sure they will be accepting applications.

**Commuting Trends in Florida:** This recent report by Florida Department of Transportation and the Center for Urban Transportation Research at University of South Florida shows that Florida is behind the national trends of commuting patterns which are designed to save energy, in all categories. Specifically:

- 3.9% more Florida commuters drove alone than the national average (79.4% Florida vs. 75.5% U.S.)
- .4% fewer Florida commuters used carpools than the national average (10.3% Florida vs. 10.7% U.S.)
- 1.3% fewer Florida commuters commuted by walking than the national average (1.5 % Florida vs. 2.8% U.S.)
- 3% fewer Florida commuters commuted by transit than the national average (2% Florida vs. 5% nationwide.)

As the report points out: *Commuting is critically important but only a part of overall travel.* But these trends may imply that we could have a bigger challenge in converting school trips from vehicular to walking or bicycling trips. Part of the difference is based on the non-compact urban design in many Florida cities, and part of the difference is cultural. We can't do much about the urban design which already exists, but we can work toward more compact urban planning with more support for walking and bicycling in the future, and also work toward changing the culture so walking and bicycling are viewed as positive acts which will help save energy and pollution. Read the full report at: <http://www.dot.state.fl.us/planning/trends/special/acs2009-fl.pdf>.

## Florida Updates: Local

**Walk and Bike to School Event in Tampa:** Jason Jackman from the University of South Florida's Center for Urban Transportation Research (USF, CUTR) reported on the successful event at Hunter's Green Elementary School in Tampa on November 17:

*Parents, University of South Florida Bicycle Club and Randy from Oliver's Cycle Sports volunteered to help out with the event. The students had fun in their bicycle trains; we had 3-4 large bicycle train groups. If a student was riding by themselves to school, the student would join the train...it was an amazing sight! We are planning more events like this for our 2<sup>nd</sup> annual "Bike to School Month" during March 2010.*





Bicyclists met at a local park, and bike trains were led and followed by parent volunteers or members of the USF Bicycle Club. Walkers had fun carrying signs and talking to their friends on their way to school. One of the walkers asked "can we do this every day?" All participants received the Walk and Roll punch cards and educational and promotional items. Congratulations to Jason and all involved in this great and fun event!

**Trinity's walking school bus? It's elementary:** TampaBay.com published a recent article about a St. Petersburg mother, Guiga Vieira, who decided to start a Walking School Bus, starting with her two children. The article says:

*Vieira, who serves on the school's advisory committee and PTO, knew the car loop problems well. She was brainstorming ideas to help resolve the situation when she saw a television news report about another school that had begun a walking school bus, which essentially is a parent-guided walk to school. "I always thought, since we all live around here, we should carpool or walk. We live so close," she said. She sent e-mails throughout the community, talked with friends and put a flier in the school office. The nucleus of the walking group quickly coalesced.*

Students are dropped off by their parents at a nearby park and walk to school, accompanied by parent volunteers. The Walking School Bus has proven to be very popular, and helps immensely with the traffic congestion at the school.

Read the article at: <http://www.tampabay.com/news/education/k12/trinitys-walking-school-bus-its-elementary/1055007>.

**Lee County Passes Complete Streets Resolution:** Lee County pedestrian and bicycle advocates have been working hard for quite awhile, to make Lee County friendlier to active modes of transportation. But the negative publicity generated by the recent *Dangerous by Design* report gave them the final push to convince the Lee County Board of County Commissioners to pass a Complete Streets resolution on November 10. In the report, the Cape Coral-Fort Myers metro area was ranked ninth in the state for being dangerous to pedestrians, with 32 pedestrian deaths in 2007-2008, while the Naples-Marco Island area was ranked 17th with 12 pedestrian deaths occurring during the same years. An article on Naplesnews.com says, in part:

*Commissioners unanimously voted to adopt the Smart Growth Committee's Complete Streets Resolution to promote alternative modes of transportation in the county...Pedestrian, biker and public transit user safety will be considered in the planning and design of current and future Lee County roads. Commissioners also placed emphasis on reducing carbon emissions, promoting exercise and healthy lifestyles and ensuring the safety of those who walk or bike along the county roadways.*

Read the rest of the article at: <http://www.naplesnews.com/news/2009/nov/13/lee-county-wants-make-roads-safer-pedestrians-cycl/>, and read more at: <http://bikewalklee.blogspot.com/2009/11/bikewalklee-applauds-commission-vote-to.html>. BikeWalkLee is a bicycle and pedestrian advocacy group working to make conditions safer for non-motorized transportation in Lee County and Florida. The *BikeWalkLee Safe Biking Video of the Month* from Illinois contains many good bicycling tips and is worth a look.

## News from Other States and Countries

**San Bernardino, California SRTS Project:** A six-foot sidewalk near Bloomington Middle School will be constructed to help children walk or bike to school. The article on this project begins *"It's not a toy, it's too big to fit into a stocking and kids who get it will definitely need to share it."*

Read more at: [http://www.sbsun.com/news/ci\\_13851202](http://www.sbsun.com/news/ci_13851202).

**Portland, Oregon's Community Cycling Center graduates 58 students from their Bike Club:** According to the Center's website:

*Over the past six weeks, these 9-12 year-olds have earned refurbished bicycles and new helmets by attending 12 after-school sessions. They now have the equipment, knowledge, and confidence to be champions of bike safety in their communities.*

This group of students from five different schools learned how to operate their bicycles safely, and what community resources could support them as cyclists. Read more at: <http://www.communitycyclingcenter.org/index.php/please-welcome-58-new-bicyclists-to-portlands-streets/>.

**Canadian Study of Liability and Walking School Buses:** Those of you who are interested in starting Walking School Buses may be interested in this Canadian report from a couple of years ago, which examined Canadian laws and concluded that there is little or no liability associated with Walking School Buses. Although U.S. laws may be slightly different, there is nothing I'm aware of which would make the conclusions different for Walking School Buses in the U.S. Read the report at: <http://www.saferoutestoschool.ca/downloads/WSB-Liability-Report-D-Wyseman-May07.pdf>.

**Connecticut Research on Road Design and Drivers' Speed Choices:** A recent research report entitled *Designing Roads that Guide Drivers to Choose Safer Speeds* investigated whether or not physical characteristics of the roadway and the roadside environment are associated with actual vehicle running speeds, and how actual vehicle running speeds are associated with the occurrence and severity of motor vehicle crashes in conjunction with other roadway and roadside characteristics. Only "free flow" vehicles were observed. The report concluded, in part:

*The factors associated with higher average running speeds are wide shoulders, large building setbacks and a residential location. The factors associated with lower average running speeds are on-street parking, sidewalks and a downtown or commercial location. These findings suggest that drivers slow down where the road feels 'hemmed-in' or there is noticeable street activity, and they speed up where the road feels 'wide open' or street activity is less noticeable. ...These findings demonstrate that through careful, intentional selection of roadway and roadside design elements, it is possible to influence the running speed of traffic on a road. It appears that drivers indeed take cues from elements of the roadway and roadside environment to decide how fast to drive and these cues are independent of the posted speed limit and other considerations that might be important to the community for reducing speeds. So the good news is that it is possible to influence drivers' choice of speed through design of roadway and roadside elements; but the bad news is that many existing roads cue drivers to travel much faster than the posted speed limit and the community would like.*

The report was written by John N. Ivan, Norman W. Garrick, and Gilbert Hanson, University of Connecticut, Connecticut Transportation Institute; for Connecticut Department of Transportation; JHR 09-321 Project 04-6. November 2009. Read the report at: <http://tinyurl.com/yk5oucX>.

## National News

**Active Living Resource Center (ALRC):** The ALRC is one of the projects of the National Center for Bicycling and Walking (NCBW). Funded by the Robert Wood Johnson Foundation, the ALRC hosts a website with many resources. The Active Living Roadmap includes resources designed to help those who want to improve their communities for bicycling and walking. Read more about the Roadmap at: <http://www.activelivingresources.org/roadmap.php>.

**DOT Secretary LaHood Pledges to Address Pedestrian Safety:** In response to the recent *Dangerous by Design* report, Secretary LaHood promised action to address pedestrian safety issues around the U.S. According to the School Transportation News website:

*After meeting with the coalition Transportation for America, U.S. Transportation Secretary Ray LaHood has pledged to address the issues of pedestrian safety as emphasized by a report produced by the advocacy group.*

*“The right of way doesn’t just belong to cars — it belongs to pedestrians and bicyclists as well,” said Secretary LaHood in a recent statement. “The DOT Safety Council is going to look at this report and work with advocacy groups to ensure our streets are as safe as possible.”... Also included in the report, which was co-produced by the Surface Transportation Policy Project, Transportation for America and the Tri-State Transportation Campaign, is the well-known walking school bus program that is becoming more and more popular thanks to the federal [Safe Routes to School Program](#).*

Secretary LaHood urged people who are interested in Complete Streets to highlight the issue at the upcoming open meetings on new transportation legislation. Read more at: <http://fastlane.dot.gov/2009/11/report-calls-for-safer-roadway-planning.html>, <http://www.stnonline.com/home/latest-news/1530-lahood-safety-council-to-address-pedestrian-safety>, and [http://org2.democracynaction.org/o/5184/t/6237/blastContent.jsp?email\\_blast\\_KEY=1108699#policy](http://org2.democracynaction.org/o/5184/t/6237/blastContent.jsp?email_blast_KEY=1108699#policy)

**Day-Long Context Sensitive Solutions Workshop National Broadcast next Monday:** The Context Sensitive Solutions (CSS) National Dialog is sponsoring a webcast from Portland State University in Portland, Oregon on Monday, December 7 from 9:00 am to 4:00 pm Pacific time (12:00 noon to 7:00 pm Eastern time). The CSS National Dialog announced:

*The workshop will include an up-to-date overview of Context Sensitive Solutions (CSS) plus presentations on exemplary CSS projects, plans and programs from the surrounding region. The case studies were drawn from over 90 submissions from across the country, and were selected as examples of effective application of CSS principles to transportation projects, plans and programs.*

The National Dialog workshops are organized by the [Federal Highway Administration](#) and supported by the [Center for Transportation and the Environment](#), a university-based transportation center housed at North Carolina State University. The December workshop is co-hosted by the [Oregon Transportation Research and Education Consortium \(OTREC\)](#) at Portland State University. For more information on the National Dialog visit: [www.cssnationaldialog.org](http://www.cssnationaldialog.org) or email: [cssnationaldialog@ncsu.edu](mailto:cssnationaldialog@ncsu.edu).

CSS is an approach to the process and outcomes of transportation decision making. Key aspects of CSS include:

- Addressing a purpose and need that is agreed to by a full range of stakeholders
- Open, honest, early and continuous communication with stakeholders and meaningful opportunities for stakeholders to shape outcomes
- A flexible approach to design that preserves and enhances natural and community resources

Learn more about CSS at [www.contextsensitivesolutions.org](http://www.contextsensitivesolutions.org) and see the schedule of upcoming web conferences at: <http://cssnationaldialog.org/schedule.asp>. You can view the agenda or register for the Portland webcast using the links at the bottom of the page: <http://cssnationaldialog.org/portland.asp>. There is no cost to view the webcast. Please register in advance to receive updated workshop information.

**Good News from the Bicycle Helmet Safety Institute:** According to their December 3 *The Helmet Update*, lab tests were done on cheap and expensive bike helmets, and the results were virtually identical. They explain:

*We submitted samples of six helmet models to a leading U.S. test lab: three in the \$150+ range and three under \$20. The impact test results were virtually identical. There were very few differences in performance among the helmets. Our conclusion: when you pay more for a helmet you may get an easier fit, more vents and snazzier graphics. But the basic impact protection of the cheap helmets we tested equaled the expensive ones.*

*The results are a testimony to the effectiveness of our legally-required CPSC helmet standard. Although our sample was small, the testing indicates that the consumer can shop for a bicycle helmet in the US market without undue concern about the impact performance of the various models on sale, whatever the price level. The most important advice is to find a helmet that fits you well so that it will be positioned correctly when you hit.*

Read more at: <http://www.helmets.org/testbycost.htm>

**Archived Webinars from America Walks and National Center for SRTS:** These two groups have produced many great webinars on all aspects of SRTS. The latest, *The Real Cost of School Siting*, presented by Matthew Dalbey from the US EPA & Renee Kuhlman from the National Trust for Historic Preservation, discussed environmental, societal and other costs associated with locating huge schools far from where most students can walk or bike to them. These are issues which are often not considered when the school siting decisions are made. Usually “cheap land” is the main issue being considered in these cases. If you missed this webinar, I urge you to watch the archived webinar, and encourage your school siting decision makers to watch it as well. This and all the previous webinars in this series can be viewed at: [http://www.saferoutesinfo.org/training/can\\_webinars.cfm](http://www.saferoutesinfo.org/training/can_webinars.cfm).

**Startling News from the World of Science: Walking and Cycling are Good for You:** A recent post by Michael Dudley on the *Planetizen* website says, in part:

*A new study published in the medical journal Lancet outlines the health benefits of human-powered transportation modes. As part of the Lancet's six-part series on the "health dividend" of combating climate change, one paper reports the health benefits of walking and cycling, and argues for increased public policy support for these modes over motor vehicles.*

Read more at: <http://www.planetizen.com/node/41832> and <http://www.montrealgazette.com/health/Walking+biking+good+planet+Study/2264373/story.html>.

**National Bike Summit:** Registration is now open for the 2010 National Bike Summit, which will be held in Washington, D.C. next March 9-11. The League of American Bicyclists' website says, in part:

*We need more people on bikes more often, and the reasons just keep on growing. Whether it's obesity, health care, climate change, air quality, energy independence, traffic congestion, economic development or quality of life issues – bicycling has got to be part of the solution. In 2010, Congress and our Federal agencies will be setting national targets and goals for 2020. They will be writing transportation, climate, health care, natural resources and other critical pieces of legislation that will shape our future. Bicycling must be prominently featured in these important pieces of legislation, documents, funding streams and programs.*

Read more and register at: <http://www.bikeleague.org/conferences/summit10/index.php>.

**Bikes Belong study quantifies benefits of recreational road rides in America:** A recent post on the Bikes Belong website illustrates the importance of recreational cycling:

*A new study by Bikes Belong found that more than 1 million Americans participated in recreational road ride events in 2008. The total revenue from these approximately 1,700 events topped \$240 million, with riders spending nearly \$140 million on food, lodging, and other purchases. These results show that recreational rides are important to the communities that host them, the causes they support, and the bike industry nationwide.*

The post also says “*These rides often serve as “gateway” events that introduce people to bicycling.*” Rides like this are a great way to involve your whole family in bicycling, which could encourage your children to bike to school. Read more at: <http://bikesbelong.org/node/2688802>.

## Florida & National Calendar of Events & Training Opportunities

❖ Indicates new items

Items are repeated until events are held

All times are Eastern unless noted

December, 2009:

- ❖ **December 7, 12:00-7:00 pm, Free Day-Long Context Sensitive Solutions Workshop National Broadcast:** This is a day-long conference being webcast from Portland, Oregon, and is sponsored by FHWA and the Center for Transportation and the Environment, based at North Carolina State University. The workshop will include an up-to-date overview of Context Sensitive Solutions (CSS) plus presentations on exemplary CSS projects, plans and programs from the surrounding region. The case studies were drawn from over 90 submissions from across the country, and were selected as examples of effective application of CSS principles to transportation projects, plans and programs. View the agenda or register for the Portland webcast using the links at the bottom of the page: <http://cssnationaldialog.org/portland.asp>. There is no cost to view the webcast. Please register in advance to receive updated workshop information.

- **December 7-10, free Florida-focused web-based Course by FHWA: *Designing Pedestrian Facilities for Accessibility*:** It will begin and end with web conferences from 1:00-3:00 pm on December 7 and 10. In between these dates, participants will need to set aside 4-6 hours to complete web-based modules. If you have questions, contact David Page at the Florida LTAP Center ([dkpage@UFL.EDU](mailto:dkpage@UFL.EDU) or 352-273-1685). Register at: [http://fhwa.na3.acrobat.com/fldpfa/event/event\\_info.html](http://fhwa.na3.acrobat.com/fldpfa/event/event_info.html). Registration is limited.
- **December 9, 2:00-3:00 pm, free webinar: *Getting There Together: Supporting Accessible Sustainable Transportation in Your Community*:** This webinar is part of Easter Seals *Project Action's* Promising Practices and Solutions in Accessible Transportation Series, co-presented by PBIC. Presenters: Penny Everline, Training & Technical Assistance Specialist for Easter Seals Project ACTION, and Charlie Zegeer, Director, PBIC, and Associate Director of Engineering and Planning, UNC Highway Safety Research Center. [Register for the 12/9/2009 Webinar](#); [View the \*Getting There Together\* curriculum](#)
- **December 16, APBP webinar, 3:00-4:00 pm on *Connecting with Public Health Professionals on Bike/Ped Issues (includes Health Impact Assessments)*,** with presenters Karen Nikolai, Hennepin County; Brian Fellows, Arizona SRTS. Cost is \$50/site for APBP members, \$60/site for non-members. Register at: <http://www.apbp.org/?page=Webinars&hhSearchTerms=webinars>.

#### 2010:

- ❖ **January 21, 2:00 pm – 3:00 pm, Free webinar: *Selection of Pedestrian Treatments at Unsignalized Crossings*:** Presenter: Charlie Zegeer, Director, PBIC, and Associate Director of Engineering and Planning, UNC Highway Safety Research Center. [Register for the 1/21/2010 Webinar](#).
- ❖ **February 4, Context Sensitive Solutions Workshop in Charlotte, North Carolina:** Watch <http://cssnationaldialog.org/schedule.asp> for more details; registration will open in December 2009.
- **February 4-6: 9th Annual New Partners for Smart Growth Conference,** Seattle, WA. Info: <http://tinyurl.com/yh3fg7d>
- **February 7-10, 10th American Academy of Health Behavior Annual Scientific Meeting, Clearwater Beach, FL.** The theme of the conference is *Implementation Science: Translating Evidence-Based Health Behavior Research to Practice*. More Info: <http://www.aahb-temp.net/index.php>.
- **February 24, ITE/NCSRTS webinar *Site Transportation at Schools*:** The emphasis will be on traffic planning that will make it easier and safer for walkers and bicyclists. More information will be forthcoming.
- **March 9-11, National Bike Summit:** Registration is now open for the 2010 National Bike Summit, which will be held in Washington, D.C. More info and register at: <http://www.bikeleague.org/conferences/summit10/index.php>
- **April 8, Florida Bike Summit:** Capitol Courtyard, Tallahassee. This will be the second Florida Bike Summit, an opportunity to gather and discuss with legislators, the issues which are important to bicyclists. More details will be shared as they develop, at <http://www.floridabicycle.org/joinus/eventsignup.html>.
- ❖ **April 22, Context Sensitive Solutions Workshop in St. Paul, Minnesota:** Watch <http://cssnationaldialog.org/schedule.asp> for more details; registration will open in February 2010
- **May 11-13, Pro-Bike/Pro-Walk Florida Conference:** Lakeland Center/Hyatt Place Lakeland Center. Plan to attend this excellent conference on all things relating to bicycling and walking in Florida, including SRTS. More details will be shared as they develop, at <http://www.floridabicycle.org/joinus/eventsignup.html>.
- **May 30-June 2, International Conference on Safety and Mobility of Vulnerable Road Users:** This international conference will be held in Jerusalem, Israel, and will focus on the safety and mobility of pedestrians, motorcyclists, and bicyclists. Info: <http://tinyurl.com/ny4j7c>
- **June 13-18, Built Environment Assessment Training (BEAT) Institute, Philadelphia, PA:** Info: <http://tinyurl.com/yf5chyl>
- **September 13-17, Pro Walk/Pro Bike®:** the Sixteenth International Symposium on Walking and Bicycling, Chattanooga, Tennessee. Watch this website for information: <http://www.bikewalk.org/2010conference/index.html>.

## Ongoing:

- ❖ **Leadership in Action: Policymakers Addressing Childhood Obesity Through Collaboration and Policy Change:** Those of you who tried to watch this webcast earlier and were not able to, due to technical issues, might now be able to watch the archived version at [www.esgn.tv](http://www.esgn.tv). Click on the red and blue promotional graphic for the program that is located on the right side of the ESGN home page. There is no cost for viewing the archive, which can be watched an unlimited number of times. It will be available until July 1, 2010.
- **Context Sensitive Solutions Webinars:** Past webinars which are archived on the CSS website at <http://www.contextsensitivesolutions.org/content/webinar/> and may be of interest to SRTS advocates include:
  - A Guide to Building CSS Knowledge and Skills for Successful Project Delivery
  - Using Design Flexibility to Achieve Context Sensitive Solutions
  - Complete Streets and Context Sensitive Solutions
- **America Walks/NCSRTS Webinar series:** If you missed any of these webinars, please go to [http://www.saferoutesinfo.org/training/can\\_webinars.cfm](http://www.saferoutesinfo.org/training/can_webinars.cfm) to download and view the webinar.
- **New Partners for Smart Growth 2009 Presentations:** More than 230 PowerPoint presentations from the 2009 New Partners for Smart Growth Conference are available on Smart Growth Online. The 2009 New Partners for Smart Growth Conference in Albuquerque, New Mexico, hosted attendance of more than 1000 people from across the country for three full days of presentations, discussions, and information sharing. Browse the complete list of presentations at: <http://www.smartgrowth.org/newpartners/NPSG2009.asp>
- **Canadian Operation Lifesaver Website for Children:** in English or French, featuring a variety of train safety activities for children at: <http://www.olkids.ca/>. Several of the activities show children who have to cross train tracks while walking to school.
- **Pedestrian Focus States Webinar on Pedestrian/Bicycle Law Enforcement:** This December 17, 2008 webinar can be viewed at: <http://fhwa.na3.acrobat.com/pedfocus/>. Sign in as a guest (first name and last name). In the bottom right hand corner, click on the *Enforcement Workshop for Webinar* files and select "Save to My Computer".
- **The National Highway Institute (NHI) Offers Free Web-Based Training:** Courses of interest to SRTS partners include *Introducing Highway Federal-Aid* and *Introduction to NEPA and Transportation Decision-making*, as well as a variety of courses on planning and engineering topics. See the course listings at: [http://www.nhi.fhwa.dot.gov/training/list\\_catalog.aspx?cat=&key=&num=&loc=&tit=&sta=%25&typ=3&lev=%25&ava=1&str=&end=&drl](http://www.nhi.fhwa.dot.gov/training/list_catalog.aspx?cat=&key=&num=&loc=&tit=&sta=%25&typ=3&lev=%25&ava=1&str=&end=&drl)
- **T-Square's 2009 Professional Training Portfolio:** The *2009 Professional Training Portfolio* of the Florida Transportation Technology Transfer Center (T-Square), based at University of Florida, is available at: <http://t2.ce.ufl.edu/nl/2008-11-catalog.pdf>.
- **MP3 and MP4 versions of completed Transportation for America free webinars are available on these topics at:** <http://t4america.org/webinars>:
  - Transportation and Social Equity
  - Transportation, Energy and Climate
  - Transportation, Housing and Development
  - Transportation, Health and Public Safety
  - Transportation and Economic Opportunity
- **The Association Of Metropolitan Planning Organizations' 2008 National Conference**, held in October 2008, included presentations on SRTS and other Bike/Ped issues: View these & others at the links below:
  - **Safe Routes to School Washington State Planning and Funding Assistance**, Charlotte Claybrooke, Washington DOT, SRTS Coordinator: [http://www.ampo.org/assets/719\\_claybrook.pdf](http://www.ampo.org/assets/719_claybrook.pdf)
  - **Safe Routes to School – Practical Solutions on a Small Budget:** Andy Hume, Las Cruces Metropolitan Planning Organization (MPO): [http://www.ampo.org/assets/725\\_hume.pdf](http://www.ampo.org/assets/725_hume.pdf)
  - **Safe Routes 2 School**, Lee Kokinakas, Michigan Fitness Foundation: [http://www.ampo.org/assets/726\\_kokinakas.pdf](http://www.ampo.org/assets/726_kokinakas.pdf)
  - 3 Bicycle and Pedestrian Planning presentations from Anchorage, Atlanta and Omaha at: <http://www.ampo.org/content/index.php?pid=197>



www.srtsfl.org

## Florida Updates: State

**New SRTS Logo?** In the immortal words of Roseanne Roseannadanna (a character portrayed by Gilda Radner for classic Saturday Night Live shows): **“Never Mind!”** Although we developed a new Florida SRTS logo at the request of the Districts, when it came down to a final vote, there were more votes against changing our logo, so we will continue to use the Florida version of the National Center for SRTS’s logo. There were some concerns that changing the logo would cause confusion among the public, and might entail additional costs when materials were reprinted. Thanks to everyone who helped with the process. I will try to revise the Application forms and Guidelines back to the old logo and get them posted by the end of the year, so please wait and use those forms when applying for Infrastructure projects.

**Conserve by Bicycling and Walking Phase II Report Posted:** The report and other materials from this recently-completed research report have been posted on the FDOT Safety Office website. Chapter 6 of the full report, entitled *Effectiveness of Safe Routes to School Programs in Promoting Bicycling and Walking in Florida* concluded that there is not yet sufficient data to draw statistically significant conclusions. This chapter concludes, in part:

*Despite the general lack of data, the preliminary results from the CUTR and Health Masters Club programs show the potential for more clear findings when before and after data are collected, and when the program has a focus on increasing bicycling and walking to school. The results of the WalkSafe program’s expanded efforts to increase active transportation to schools in the 2009-10 school year should provide a more thorough evaluation of the influence of encouragement programs to increase bicycling and walking.*

We need to continue to collect before and after data for all our funded SRTS projects so we will be able to demonstrate their effectiveness in increasing walking and bicycling to school. Read more at:  
[http://www.dot.state.fl.us/safety/ped\\_bike/ped\\_bike\\_reports.shtm#Conserve%20by%20Bicycle%20Phase%20%20Study](http://www.dot.state.fl.us/safety/ped_bike/ped_bike_reports.shtm#Conserve%20by%20Bicycle%20Phase%20%20Study).

## Florida Updates: Local

**Florida Youth Pen Arguments against Distracted Driving:** 485 students in Polk County, Florida submitted contest entries in *The Lakeland Ledger* [2009 Student Editorial Contest](#) on one of three topics. According to the Ledger’s article:

*Students in elementary school, middle school and high school categories were asked to write newspaper-style editorials on one of these topics: cell phone calls and texting while driving, near-shore oil drilling or governmental funding for medical research.*

In his Welcome to the Fast Lane blog, Transportation Secretary Ray LaHood wrote an article about the contest and some of the winners who selected the topic on cell phone use and texting while driving:

*When I talk about stopping distracted driving, I often point out my concern that some of our youngest, least experienced drivers are the most inclined to text at the wheel.*

*So it’s only fair that I also point out some young people who are doing something to stop this deadly practice. And I want to start by thanking *The Lakeland Ledger* [2009 Student Editorial Contest](#) and the 485 students who submitted contest entries.*

If we are able to cut down on distracted driving, more parents will feel comfortable allowing their children to walk or bike to school. Read more and see a video of 5th grader Morgan Snyder reading her winning entry on this topic, at:  
<http://fastlane.dot.gov/2009/12/florida-youth-pen-arguments-against-distracted-driving.html>.

## News from Other States and Countries

**'Walking School Buses' Gain Traction in Suburbia:** An article by this name in NorthJersey.com reported recently on the growing popularity of Walking School Buses in New Jersey. A number of communities have been awarded SRTS funds to form Walking School Buses or other SRTS improvements. Garfield has made particular progress with Walking School Buses. The community worked with Active Living by Design, funded by the Robert Wood Johnson Foundation, on SRTS activities a few years ago, and the community has no school busing. The article reports:

*Third-grade teacher Joan Piela, who initiated the program at Woodrow Wilson School three years ago, said students are noticeably more focused when they walk before school. "It lets out energy. Then they can sit and concentrate," she said... Piela is also adding a community service element to the program. Senior citizens are invited to volunteer as chaperones and, later in the year, students will hold a food and toy drive during one of their walks.*

Read more at: <http://www.northjersey.com/news/education/63827832.html>.

**25% of L.A. Students Pass Physical Fitness Test:** An article in the Los Angeles Daily News states that only 25% of students in L.A. passed a statewide physical fitness test, below the California state rate of 34%. The article continues:

*"The percentage of students statewide that are not even minimally fit remains unacceptably high," State Superintendent Jack O'Connell said during a news conference to announce the results..."As we know, these children not only put their own health at risk but we also know that students who eat well and stay in shape perform better in school and have fewer behavior problems."...The test was administered to 1.3 million fifth-, seventh- and ninth-graders, measuring their performance in six areas including aerobic capacity, body composition and physical strength.*

Read the article at: [http://www.dailynews.com/news/ci\\_13897165](http://www.dailynews.com/news/ci_13897165).

**20 Mph Speed Zones Cut Road Injuries By 40%, Study Says:** A BBC News report online reports that 20 mph speed zones in London have cut traffic injuries by 40% and the number of children killed or seriously injured by 50%. The report continues:

*At 20mph, it is estimated only one in 40 pedestrians is killed in a crash. This compares with a one in five chance for someone hit at 30mph...The greatest reduction was seen in children under the age of 11 years and in the numbers of all ages killed or seriously injured...Cyclist injuries fell by 17% once 20mph zones came in, and injuries in pedestrians have been cut by almost a third.*

A spokesman for the Department of Transport said:

*"Our road safety strategy consultation recommends that local authorities introduce, over time, 20mph zones or limits into streets around schools, and which are primarily residential in nature, to protect pedestrians and cyclists. "This will save lives and make people feel more secure in walking and cycling on those streets."*

Read the rest of the article at: <http://news.bbc.co.uk/2/hi/health/8406569.stm>.

**Walk 21 Conference:** This October conference was an opportunity for New York City to showcase many of the advancements in pedestrian safety achieved in recent years. According to an article in *Centerlines*, New York City plans to follow the lead of London and triple the number of 20 mph speed zones. New York City is using the lessons from SRTS to adapt to other ages:

*NYC, an early adopter of SRTS programs is planning on expanding their SRTS to high schools. They will start with a group of 40 high schools; crash data is used to prioritize schools. Commissioner Sadik- Kahn attributed the Safe Routes for Seniors Program for achieving a 43% drop in senior pedestrian fatalities this year.*

Read more at: <http://www.bikewalk.org/ci/2009/oct/1015b.html>, and watch the short video about the conference at: <http://www.streetfilms.org/walk21-nyc-world-pedestrian-leaders-take-manhattan/>.

**Girls Try Bikes, Discover New Freedom:** This entry comes from the *Centerlines* e-newsletter:

*According to a Dec. 1st L.A. StreetsBlog entry, "The question of how to get more women on bikes has received quite a lot of attention recently, in part because of a recent article in Scientific American that suggested women are an 'indicator species' for bike-friendly communities.*

*A group of people in Darlington, United Kingdom, decided to approach the problem of getting women on bikes by getting girls on bikes. The result is Beauty and the Bike, a multifaceted project -- a book, a documentary, and perhaps*

most excitingly, a bike-share program. Watch the short version of the film. It's so wonderful to see how the girls move from skepticism about cycling to exhilaration about how 'liberating' it is...

Sources: <http://tinyurl.com/yhrlxlb>, and St. Paul Smart Trips: <http://tinyurl.com/yfdxbyp>.

## National News

**Miami's WalkSafe Program Featured in new SRTS National Partnership Report:** The new report, *Safe Routes to School--Putting Traffic Safety First*, includes profiles of five communities using SRTS programs to improve the traffic situation and protect children who are walking or bicycling to school. One of the programs and communities featured is the WalkSafe Program in Miami-Dade County. After explaining their comprehensive 5E approach, the report states:

*Since the launch of the program in 2001, there has been a 43 percent decrease in the total number of children ages 0-14 hit by cars Miami-Dade County. There has also been a 66 percent decline in the number of children hit by cars that are seen at trauma centers in Miami-Dade County, indicating that the severity of the incidents is also decreasing.*

The other four communities featured are Santa Rosa, CA; the state of Maine; Springfield, MO; and Portland, OR. Read about the SRTS efforts in these communities at: [http://saferoutespartnership.org/media/file/Safety\\_report\\_final.pdf](http://saferoutespartnership.org/media/file/Safety_report_final.pdf), and read Secretary LaHood's blog about this report at: <http://fastlane.dot.gov/2009/12/new-report-points-the-way-to-safe-routes-to-school.html>.

**DOT-HUD-EPA Interagency Partnership for Sustainable Communities:** Recently these three federal agencies came together to host a webinar on Sustainable Communities. Here are a few excerpts. Elizabeth Wilkins, Policy Assistant for Urban Affairs and Mobility Opportunity with the White House Domestic Policy Council said, in part:

*...this particular partnership creating sustainable and livable communities and what the Federal Government can do to support that is one of our top priorities in the White House for our urban and rural agenda. We were excited to see these three departments, HUD, DOT and EPA come together in June to start this partnership...*

Beth Osborne, Deputy Assistant Secretary for Transportation Policy, U.S. Department of Transportation, in discussing livable communities said, in part:

*But the best description is probably the one that my boss, Secretary LaHood uses who is unencumbered by a policy wonk nature, and that is that livability means a community where you can take your kids to school, go to work, see a doctor, drop by the grocery, go out to dinner and a movie and play with your kids at the park all without having to get into a car. So why are these communities so important to the Federal Government? This is something that has traditionally been left to local communities to address the way their communities are designed but there are serious Federal policies and ramifications for not coordinating between the different levels of government and their responsibilities.*

If you were not able to attend this recent webinar, here is a link to the transcript of the webinar: <http://cte.ncsu.edu/CTE/TechTransfer/Teleconferences/docs/TC44-Transcript.pdf>.

**Bicycle Club Leadership Training:** The League of American Bicyclists (LAB) announces their first leadership training course given by volunteer leaders from among the most successful and active local bicycle clubs in the nation. This event is hosted by the Boca Raton Bicycle Club January 22-24, 2010, in Boca Raton, Fla. Topics to be discussed include volunteer leadership, ride management, insurance, budgeting and membership under the expert guidance of the Twin Cities Bicycle Club and Austin Cycling Association.

A bicycle club might be just what an upper elementary or older student group needs to encourage them to bike to school. For more information and to register, see: [http://www.bikeleague.org/conferences/club\\_leadership/index.php](http://www.bikeleague.org/conferences/club_leadership/index.php).

**Free Special NHI Real Solutions Seminar:** The National Highway Institute (NHI) will present a free webinar, live from the January Transportation Research Board (TRB) Meetings in Washington, D. C. The title is *RSS: Assessing the Impact of Local Agency Traffic Safety Training Using Ethnographic Technique*. The webinar will be presented on January 12, 2010, from 1:00-3:00 pm. For more information and to register, visit: [http://www.nhi.fhwa.dot.gov/resources/webconference/web\\_conf\\_learner\\_reg.aspx?webConfID=18265](http://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webConfID=18265).

**2009 MUTCD Published:** The updated version of the Manual of Uniform Traffic Control Devices has been published by Federal Highway Administration, and is available at: [http://mutcd.fhwa.dot.gov/kno\\_2009.htm](http://mutcd.fhwa.dot.gov/kno_2009.htm). The final rule was published in the Federal Register at <http://edocket.access.gpo.gov/2009/pdf/E9-28322.pdf>. Each state has 2 years to adopt the new edition (or adopt it with supplemental provisions). Florida usually adopts the MUTCD. There is a phase-in period for each change in the MUTCD. Here are the changes which affect bicycle and pedestrian accommodations, as explained by Assistant Pedestrian and Bicycle Coordinator Dwight Kingsbury, our bike/ped technical guru (this has been edited slightly from the two e-mails he sent out):

*The most noteworthy changes in Part 9 (Bicycle facilities) were:*

- use of Bike Lane signs (R3-17) in conjunction with bike lanes is now optional; BL markings alone may be used;
- the Shared Lane Marking was adopted.

*There were a number of smaller changes in Part 9, including many new signs. For example, a new “combined Bicycle/Pedestrian sign” (W11-15) was adopted (shown at [http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b\\_03\\_longdesc.htm](http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm)) that might be used at shared-use path crossings. The set of standard signs available for bicycle guide signing has been greatly augmented (<http://mutcd.fhwa.dot.gov/htm/2009/part9/part9b.htm#section9B20>).*

*For pedestrian applications, the most noteworthy changes were probably:*

- Pedestrian Hybrid Beacon (popularly known as “HAWK” in traffic engineering community) was adopted (<http://mutcd.fhwa.dot.gov/htm/2009/part4/part4f.htm>);
- extensive new content on accessible pedestrian signals and detectors was added in chapter 4E;
- Figure to clarify timing of pedestrian intervals added ([http://mutcd.fhwa.dot.gov/htm/2009/part4/fig4e\\_02\\_longdesc.htm](http://mutcd.fhwa.dot.gov/htm/2009/part4/fig4e_02_longdesc.htm));
- pedestrian clearance time should generally be calculated assuming a pedestrian walking speed of 3.5 fps to at least the far side of the traveled way or to a median of sufficient width for pedestrians to wait (in 2003 edition, assumed walking speed was 4.0 fps).
- The new content that generally relates to accessibility of pedestrian detectors and signals begins at <http://mutcd.fhwa.dot.gov/htm/2009/part4/part4e.htm#section4E08>, and continues through section 4E.13. Much of this text is Option, Guidance, or Support, although there are a number of Standard statements.
- The new edition requires provision of countdown pedestrian signal with any pedestrian signal where the pedestrian change interval exceeds 7 seconds: <http://mutcd.fhwa.dot.gov/htm/2009/part4/part4e.htm#section4E07>.

*Changes in Part 7 (school areas):*

- use of a STOP paddle is now required for an adult school crossing guard (previously recommended, but not required). [Note: Gloves may continue to be used as a supplementary means to alert traffic.]
- crossing guards are required to wear ANSI 107-2004 Class 2 apparel (this requirement had been implied by the new federal regulation on “Worker Visibility” adopted earlier this year, but the MUTCD Standard on adult school crossing guard uniforms still referred to ANSI 107-1999 Class 2 apparel. The current [Florida School Crossing Guard Training Guidelines](#) describe the ANSI 107-2004 requirement for crossing guards and recommend that any crossing guard agency still using ANSI 107-1999 vests comply with the new requirement not later than January 1, 2011.)

*Extensive new content on marking and signing of roundabouts has been added:*

- Part 3 includes an entire new chapter on roundabout marking (3C).
- Part 9 includes new Guidance that “Bicycle lane markings should stop at least 100 feet before the crosswalk, or if no crosswalk is provided, at least 100 feet before the yield line, or if no yield line is provided, then at least 100 feet before the edge of the circulatory roadway.” <http://mutcd.fhwa.dot.gov/htm/2009/part9/part9c.htm#section9C04>. This change was made to clarify that cyclists continuing into the roundabout should merge into the line of traffic, rather than try to circulate around the edge of the circulatory roadway where they are at greatest risk of being hit by drivers exiting and entering the roundabout.

*In 2007, the FDOT Traffic Engineering Manual incorporated (what I think was) the draft version of the new chapter 3C ([http://www.dot.state.fl.us/trafficoperations/Operations/Studies/TEM/TEM\\_2.shtm#Chapter%204](http://www.dot.state.fl.us/trafficoperations/Operations/Studies/TEM/TEM_2.shtm#Chapter%204)).*

**Congress Fights Obesity with Healthcare Bills:** According to a US News & World Report article of this name:

*In 2018, more than half the adults in Oklahoma, Mississippi, Kentucky, Maryland, Ohio, and South Dakota could be obese. That's just one of many alarming projections in a study released last week by Kenneth Thorpe, chair of Emory University's Department of Health Policy and Management, and it comes, appropriately, as Congress is grappling with how to best reform a healthcare system that is becoming wildly and unsustainably expensive.*

By Thorpe's calculations, within a decade, nearly 1 of every 5 dollars spent on healthcare in the United States will be attributable to obesity-related conditions, including diabetes and [high blood pressure](#). "It's certainly a wake-up call," Thorpe says. "To see you've got six states within 10 years of the majority of the adult population being considered obese—that's a pretty remarkable statistic..."

Reid's bill also sets aside \$25 million for projects aimed at curbing childhood obesity, while the House plan has a pilot program that would award grants to communities for public-health campaigns. And both would give incentives to doctors to spend more time helping patients make [healthy lifestyle](#) choices. But many of these programs are still small or poorly funded.

Read more at: <http://www.usnews.com/articles/news/2009/11/25/congress-fights-obesity-with-healthcare-bills.html>.

**U.S. Kids Take In 165 Calories per Day More Than They Expend:** According to a Sept. 2009 article in the Journal of Adolescent Health entitled *Adolescent Obesity: Towards Evidence-Based Policy and Environmental Solutions*:

*Although a wide range of behavioral, genetic, biological, and environmental factors contribute to the development of obesity, energy imbalance resulting from limited physical activity and excess energy intake are considered the most important factors. Wang et al found that U.S. children and adolescents experienced an average 'energy gap' (i.e., surplus of energy intake over energy expenditure) of 165 calories per day over the period from the 1988 and 1994 NHANES to the 1999–2002 NHANES surveys, leading to an excess 10 pounds of body weight for all adolescents, 1 pound per year, on average. Overweight adolescents consumed an average of 700–1000 more calories per day, which resulted in an average weight gain of 58 extra pounds beyond that associated with normal growth, almost 6 pounds per year...*

After a description of the changes in physical activity level and food trends among adolescents, the author continues:

*In short, the consistent rise in the prevalence of obesity among children and adolescents since the 1970s reflects the cumulative effects of these changes in the external environment and underscores the need to identify and modify the environmental influences that could help to alter both energy intake and energy expenditure at the population level.*

To address the obesity crisis, we need to address it from both sides: increased physical activity (such as more walking or biking to school) and eating the appropriate amounts of healthy food. Read more at: <http://tinyurl.com/yg5w7ud>.

**SRTS Programs to Include and Accommodate Children with Disabilities:** This request came from James Elliott of Toole Design, a consultant to the National Center for SRTS. Send your ideas to Jim Elliott at [jelliott@tooledesign.com](mailto:jelliott@tooledesign.com):

*Children with disabilities are an important audience for Safe Routes to School efforts, since they are more likely than others to rely on alternative transportation modes throughout their lifetimes. Schools provide a wide variety of educational programs that address and accommodate these children. The National Center would like to know how schools and communities are incorporating this experience into their Safe Routes to School initiatives.*

*The National Center plans to develop case studies based on the examples provided. These case studies will be posted on the National Center's website, [www.saferoutesinfo.org](http://www.saferoutesinfo.org). They are part of a larger effort by the National Center to highlight the ways in which Safe Routes to School programs can and do benefit all children.*

**SRTS National Partnership Requests Information for Two Resource Guides:** Working with Diverse & Low-Income Communities, and Incorporating SRTS into Wellness and PE Programs (my titles). Please send the contact information (name, email and phone number) for any local community programs meeting these descriptions to Margo Pedroso at [margo@saferoutespartnership.org](mailto:margo@saferoutespartnership.org):

- Guide for volunteers and professionals working locally with local diverse and low-income communities:
  - We have heard about a number of challenges diverse and low-income communities face, including crime, limited financial resources, staff turnover, limited parental involvement, language and cultural barriers, distance issues in rural areas, lack of proper winter clothing for children walking/bicycling, and more. We would like to feature communities that meet one or more of the following criteria that show promise in implementing Safe Routes to School:
    - Urban communities
    - Rural communities
    - Minority communities

- Guide for education professionals and policymakers at the state and local level, focused on how Safe Routes to School fits into state and local efforts on student wellness and increasing amounts of P.E. time:
  - *We are looking to feature communities or states that have done a good job of including Safe Routes to School into larger efforts to get children active and healthy. We want to help school board members, state education policymakers, and local school leaders envision what is possible in terms of practice and policy on Safe Routes to School and student wellness. And, we want to help education professionals see how student health impacts their core mission of educating children.*

## Florida & National Calendar of Events & Training Opportunities

❖ Indicates new items                      Items repeated until events are held                      All times are EST unless noted

2010:

- ❖ **January 12, 1:00-3:00 pm Free Special NHI Real Solutions Seminar, Assessing the Impact of Local Agency Traffic Safety Training Using Ethnographic Technique:** This will be a live broadcast from the Transportation Research Board (TRB) Meetings in Washington, D. C. For more information and to register, visit: [http://www.nhi.fhwa.dot.gov/resources/webconference/web\\_conf\\_learner\\_reg.aspx?webConfID=18265](http://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webConfID=18265).
- **January 21, 2:00 pm – 3:00 pm, Free webinar: Selection of Pedestrian Treatments at Unsignalized Crossings:** Presenter: Charlie Zegeer, Director, PBIC, and Associate Director of Engineering and Planning, UNC Highway Safety Research Center. [Register for the 1/21/2010 Webinar](#).
- **February 4, Context Sensitive Solutions Workshop in Charlotte, North Carolina:** Watch <http://cssnationaldialog.org/schedule.asp> for more details; registration will open in December 2009.
- **February 4-6: 9th Annual New Partners for Smart Growth Conference,** Seattle, WA. Info: <http://tinyurl.com/yh3fg7d>
- **February 7-10, 10th American Academy of Health Behavior Annual Scientific Meeting, Clearwater Beach, FL.** The theme of the conference is *Implementation Science: Translating Evidence-Based Health Behavior Research to Practice*. More Info: <http://www.aahb-temp.net/index.php>.
- **February 24, ITE/NCSRTS webinar Site Transportation at Schools:** The emphasis will be on traffic planning that will make it easier and safer for walkers and bicyclists. More information will be forthcoming.
- **March 9-11, National Bike Summit:** Registration is now open for the 2010 National Bike Summit, which will be held in Washington, D.C. More info and register at: <http://www.bikeleague.org/conferences/summit10/index.php>
- **April 8, Florida Bike Summit:** Capitol Courtyard, Tallahassee. This will be the second Florida Bike Summit, an opportunity to gather and discuss with legislators, the issues which are important to bicyclists. More details will be shared as they develop, at <http://www.floridabicycle.org/joinus/eventsignup.html>.
- ❖ **April 22, Context Sensitive Solutions Workshop in St. Paul, Minnesota:** Watch <http://cssnationaldialog.org/schedule.asp> for more details; registration will open in February 2010
- ❖ **May 2-5, National Main Streets Conference, Oklahoma City.** Info: <http://tinyurl.com/lf7srj>.
- **May 11-13, Pro-Bike/Pro-Walk Florida Conference:** Lakeland Center/Hyatt Place Lakeland Center. Plan to attend this excellent conference on all things relating to bicycling and walking in Florida, including SRTS. More details will be shared as they develop, at <http://www.floridabicycle.org/joinus/eventsignup.html>.
- **May 30-June 2, International Conference on Safety and Mobility of Vulnerable Road Users:** This international conference will be held in Jerusalem, Israel, and will focus on the safety and mobility of pedestrians, motorcyclists, and bicyclists. Info: <http://tinyurl.com/ny4j7c>.
- **June 13-18, Built Environment Assessment Training (BEAT) Institute, Philadelphia:** See: <http://tinyurl.com/yf5chyl>.
- ❖ **June 22-25, Velo-city Global 2010, Copenhagen, DK.** Info: <http://tinyurl.com/yk9uwqc>.
- **September 13-17, Pro Walk/Pro Bike®:** the Sixteenth International Symposium on Walking and Bicycling, Chattanooga, Tennessee. Watch this website for information: <http://www.bikewalk.org/2010conference/index.html>.

## Ongoing:

- ❖ **Leadership in Action: Policymakers Addressing Childhood Obesity Through Collaboration and Policy Change:** Those of you who tried to watch this webcast earlier and were not able to, due to technical issues, might now be able to watch the archived version at [www.esgn.tv](http://www.esgn.tv). Click on the red and blue promotional graphic for the program that is located on the right side of the ESGN home page. There is no cost for viewing the archive, which can be watched an unlimited number of times. It will be available until July 1, 2010.
- **Context Sensitive Solutions Webinars:** Past webinars which are archived on the CSS website at <http://www.contextsensitivesolutions.org/content/webinar/> and may be of interest to SRTS advocates include:
  - A Guide to Building CSS Knowledge and Skills for Successful Project Delivery
  - Using Design Flexibility to Achieve Context Sensitive Solutions
  - Complete Streets and Context Sensitive Solutions
- **America Walks/NCSRTS Webinar series:** If you missed any of these webinars, please go to [http://www.saferoutesinfo.org/training/can\\_webinars.cfm](http://www.saferoutesinfo.org/training/can_webinars.cfm) to download and view the webinar.
- **New Partners for Smart Growth 2009 Presentations:** More than 230 PowerPoint presentations from the 2009 New Partners for Smart Growth Conference are available on Smart Growth Online. The 2009 New Partners for Smart Growth Conference in Albuquerque, New Mexico, hosted attendance of more than 1000 people from across the country for three full days of presentations, discussions, and information sharing. Browse the complete list of presentations at: <http://www.smartgrowth.org/newpartners/NPSG2009.asp>
- **Canadian Operation Lifesaver Website for Children:** in English or French, featuring a variety of train safety activities for children at: <http://www.olkids.ca/>. Several of the activities show children who have to cross train tracks while walking to school.
- **Pedestrian Focus States Webinar on Pedestrian/Bicycle Law Enforcement:** This December 17, 2008 webinar can be viewed at: <http://fhwa.na3.acrobat.com/pedfocus/>. Sign in as a guest (first name and last name). In the bottom right hand corner, click on the *Enforcement Workshop for Webinar* files and select "Save to My Computer".
- **The National Highway Institute (NHI) Offers Free Web-Based Training:** Courses of interest to SRTS partners include *Introducing Highway Federal-Aid* and *Introduction to NEPA and Transportation Decision-making*, as well as a variety of courses on planning and engineering topics. See the course listings at: [http://www.nhi.fhwa.dot.gov/training/list\\_catalog.aspx?cat=&key=&num=&loc=&tit=&sta=%25&typ=3&lev=%25&ava=1&str=&end=&drl](http://www.nhi.fhwa.dot.gov/training/list_catalog.aspx?cat=&key=&num=&loc=&tit=&sta=%25&typ=3&lev=%25&ava=1&str=&end=&drl)
- **T-Square's 2009 Professional Training Portfolio:** The *2009 Professional Training Portfolio* of the Florida Transportation Technology Transfer Center (T-Square), based at University of Florida, is available at: <http://t2.ce.ufl.edu/nl/2008-11-catalog.pdf>.
- **MP3 and MP4 versions of completed Transportation for America free webinars are available on these topics at:** <http://t4america.org/webinars>:
  - Transportation and Social Equity
  - Transportation, Energy and Climate
  - Transportation, Housing and Development
  - Transportation, Health and Public Safety
  - Transportation and Economic Opportunity
- **The Association Of Metropolitan Planning Organizations' 2008 National Conference**, held in October 2008, included presentations on SRTS and other Bike/Ped issues: View these & others at the links below:
  - **Safe Routes to School Washington State Planning and Funding Assistance**, Charlotte Claybrooke, Washington DOT, SRTS Coordinator: [http://www.ampo.org/assets/719\\_claybrook.pdf](http://www.ampo.org/assets/719_claybrook.pdf).
  - **Safe Routes to School – Practical Solutions on a Small Budget:** Andy Hume, Las Cruces Metropolitan Planning Organization (MPO): [http://www.ampo.org/assets/725\\_hume.pdf](http://www.ampo.org/assets/725_hume.pdf).
  - **Safe Routes 2 School**, Lee Kokinakas, Michigan Fitness Foundation: [http://www.ampo.org/assets/726\\_kokinakas.pdf](http://www.ampo.org/assets/726_kokinakas.pdf).
  - 3 Bicycle and Pedestrian Planning presentations from Anchorage, Atlanta and Omaha at: <http://www.ampo.org/content/index.php?pid=197>.