STATEMENT OF
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Chairman DeFazio, Ranking Member Duncan, and Members of the Sub-Committee. I am honored to be here today to testify on the success of the federal Safe Routes to School (SRTS) program.

I have been involved with community-based SRTS programs for nearly 10 years and had the privilege to help lead activities and strategies related to the National Highway Traffic Safety Administration's SRTS pilot program in Marin County, California, during the 2000-2001 school year. Through the pilot program, we worked in nine public schools, bringing together parents, students, school personnel and city leaders to develop interventions that would get more children walking and bicycling to schools safely. We helped to develop the 5E's for SRTS: evaluation, education, encouragement, enforcement and engineering. Through utilizing these 5E's, in only two years, we documented a 64% increase in the number of children walking, a 114% increase in the number of students biking, a 91% increase in the number of students carpooling, and a 39% decrease in the number of children arriving by private car carrying only one student.[1]

Due to the success of this federal pilot program, I worked with others to create the Safe Routes to School National Partnership, which now includes more than 300 diverse organizations and agencies such as the American Heart Association, the American Association for School Administrators, the Institute of Transportation Engineers, the League of American Bicyclists, and Rails-to-Trails Conservancy.[2] The Partnership sets goals, shares best practices and assists with implementation of the federal SRTS program. Our Web site, www.saferoutespartnership.org, includes a description of ongoing progress in all 50 states and the District of Columbia. A summary matrix detailing state progress is also included on page six of this written testimony.

Overall, as the Director of Safe Routes to School National Partnership and as a member of the Congressionally mandated task force charged with developing a strategy for advancing this program nationwide, my assessment is that the federal SRTS is off to a very good start. The enabling legislation, through section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), provided flexibility to state Departments of Transportation (DOTs) to develop programs that are unique to their communities, with 70 percent to 90 percent of funds being dedicated toward infrastructure improvements (sidewalks, pathways, intersection improvements and bike lanes), and 10 percent to 30 percent of the funds being dedicated toward non-infrastructure activities (education, encouragement, enforcement and evaluation).

Statistics from the federal program implementation thus far include:

- 100 percent of the DOTs have designated an SRTS coordinator to manage the program;
- 90 percent of the DOTs have designated full-time SRTS coordinators, and the other 10 percent are now hiring to do so;
- 70 percent of the state DOTs have created multi-disciplinary advisory committees for their SRTS programs. Many advisory committess include representatives from state health departments, state education departments, law enforcement, local jurisdictions, advocacy organizations, schools and practitioners. While an advisory committee to the state DOT is not required by the legislation, theses entities are proving to be extremely valuable for helping to develop and manage SRTS programs, which include more than building infrastructure;
- 80 percent of the states have already released a request for proposals for the federal SRTS funds; and
- 60 percent of the states have announced project awards that will receive funding.

Through analyzing the SRTS programs in states and communities throughout the nation, I have noted the following successes:

First – SRTS Is Popular — and It's Working

In locations where SRTS programs were in effect prior to SAFETEA-LU, communities have seen improvements in safety, and more children are now walking and bicycling to schools. In California, a 2007 Safe Routes to School Mobility and Safety Analysis conducted by Caltrans showed that direct observations of schools that received capital safety improvements yielded walking and bicycling increases that were often in the range of 20 percent to 200 percent. The report also indicated that the estimated safety benefit of the program was up to a 49 percent decrease in the childhood bicycle and pedestrian collision rates.[3]

Second – SRTS Builds Valuable Partnerships

Most SRTS programs rely on the resources of volunteers, such as parents, students and advocacy organizations. SRTS builds partnerships among cities, schools and counties, as well as other stakeholders. Through SRTS programs, agencies that have not always worked together in the past now join forces to improve the health and safety of school children. Many successful SRTS activities include encouragement and education programs that are largely run by volunteers and are often associated with school groups, including wellness councils or parent-teacher

associations. These partnerships add value to federal funding and are essential to the success of SRTS.

Third – SRTS Reaches Low-Income Communities

The federal SRTS program provides 100 percent funding for grant awards, which means that local matching funds are not required. This ensures that the program reaches low-income and vulnerable communities where volunteers are not always readily available and local resources are in short supply. These communities often need more assistance in applying for grants and in getting programs off the ground. For example, the Active Living Resource Center's City SRTS program, funded by the Robert Wood Johnson Foundation, encourages states to pay special attention and offer adequate resources to disadvantaged communities, including offering technical support to cities and school districts that have a high interest in the SRTS program but lack start-up resources.

Fourth – State Networks Are Effective and are Leveraging Federal Funds

The federal SRTS program is helping to leverage private funding entities to support SRTS programs, which is yielding even greater results. For example, with support from the Robert Wood Johnson Foundation and the Bikes Belong Coalition, the SRTS National Partnership launched its SRTS State Network Project in January 2007. Through the project, networks in nine key states and the District of Columbia were established to bring together leaders associated with health, education, land use, youth engagement, and bicycle and pedestrian issues to help state DOTs move their state SRTS programs forward. The effectiveness of convening these stakeholders is already apparent. In California, for example, the SRTS State Network is helping to advertise the upcoming round of project funding and identify experts for project selection committees. In New York, the SRTS State Network recently held a press conference with State Senator Antoine M. Thompson to encourage schools to participate in Walk and Bike to School Day events, and to request for the New York SRTS program to give funding assistance to schools. SRTS was subsequently covered in the *New York Times* Health Section. In Virginia, the SRTS State Network is partnering with the Harvest Foundation to fund a comprehensive bicycling and walking initiative in Martinsville/Henry County.

Challenges and Opportunities Lie Ahead

Starting a new federal program at the state level takes time, and as we work to implement SRTS programs in all 50 states, there are a number of challenges we are facing. But I believe with the help of Congress and the federal government, we can turn these challenges into opportunities.

First Challenge: The Popularity of SRTS Has Resulted in Local Demand Exceeding Available Funds

In most states where application guidelines have been released, the amount of funding requested for program implementation has vastly exceeded available funds. Several states report that requests have been more than five times greater than the available funding. Here are a few examples:

- The Arkansas State Highway and Transportation Department received 67 proposals requesting $8.7 million for their first round of SRTS grants. They were able to award $2.3 million in funding for 37 projects.

- The Kentucky SRTS program received 70 grant applications totaling more than $10 million for $2 million that was available to be awarded for their second round of funding in the spring of 2007.
- The New Jersey Department of Transportation received a total of 274 proposals for $75 million in the program's first round of SRTS grants. They awarded $4.15 million in SRTS grants to 29 communities across the state in July 2007.

Congress has the opportunity to enable children – and all people -- to walk and bike safely within their communities by increasing funding for SRTS in the reauthorization of SAFETEA-LU so more projects can be funded.

Second Challenge: Federal Requirements Are Delaying Grant Administration and Can Lead to Frustration

Federal requirements for funding allocations and construction of small SRTS projects mirror those for large state highway projects. This fact, coupled with state-specific requirements, means that considerable time and effort are needed to administer small grants. In several cases, state DOTs announced grant awards to project applicants, who in turn expected implementation to take place in the near future. However, due to complicated contract and federal requirements, many programs that were expected to start in the beginning of the school year have been delayed by several months or, in some cases, up to a year. Such delays have frustrated parents and school and city volunteers, sometimes decreasing the local momentum for the SRTS program. Some local communities have not applied for SRTS funding due to the amount of administrative work involved in applying for and implementing small SRTS federal projects.

Congress has the opportunity to enable more communities to become involved with SRTS by streamlining burdensome paperwork requirements during the reauthorization of SAFETEA-LU.

Third Challenge: Improving Data Collection and Evaluation

We are pleased that the National Center for SRTS developed student tally and parent survey forms to help evaluate the federal SRTS program, and we feel that the federal government should be doing more to advance data collection for this new program.

The federal government has the opportunity to help the U.S. DOT and states to better develop a performance-based analysis of SRTS.

We are encouraging the U.S. DOT to develop methods to routinely collect pedestrian and bicycle safety and use data from states at the same time that they collect data related to roadways and highways. We also urge that the National Household Travel Survey be funded and implemented in 2008 throughout the United States (not just in states that can purchase add-on questions). We also request that new questions be added to the U.S. Census to better track school trips, modes and distance.

Finally, I would be remiss if I did not address criticisms that have been made with regard to the use of federal transportation funds for pedestrian and bicycle programs such as SRTS. To address these claims, I will point out that:

- The $612 million for the federal SRTS program is only 0.2 percent of the overall funding that was provided through the $286.5 billion SAFETEA-LU transportation bill.

- Some communities report that 20 percent to 30 percent of morning peak-hour traffic is generated by parents driving their children to schools.[4] Getting more children walking and bicycling safely could reduce this traffic congestion and ease air pollution around schools.

- Many states and schools are facing rising costs related to school transportation, and SRTS provides for a low-cost method to improve the school commute. In Massachusetts, for example, communities are starting to eliminate busing to cut municipal costs. As a result, more students will be walking and bicycling to schools, and it is imperative to make these commuting modes safer.

- Physical activity among U.S. children has plummeted; a third of our nation's young people are obese or overweight, and the rates are climbing quickly. In the past four decades, the obesity rate for children ages 6 to 11 has jumped almost fivefold (from 4 to 19 percent) and has more than tripled for adolescents ages 12 to 19 (from 5 to 17 percent).[5,6,7] For the first time, significant numbers of U.S. children are developing obesity-related diseases that previously were considered "adult" illnesses, such as type II diabetes and high blood pressure. There are high costs associated with these health concerns, and SRTS programs can help to address them by increasing safe, convenient opportunities for children to be physically active.

- According to the National Highway Traffic Safety Administration, from 1992 to 2001 there were 6,679 pedestrian fatalities among children under the age of 15. This number represents 12.6 percent of all pedestrian fatalities for that 10-year time period.[8] In 2002, nearly 288,900 children under the age of 14 were treated in hospital emergency rooms for bicycle-related injuries. Nearly half (47 percent) of children ages 14 and under who are hospitalized for bicycle-related injuries are diagnosed with a traumatic brain injury. Infrastructure and non-infrastructure improvements funded by SRTS will decrease childhood bicycle and pedestrian collisions and save lives.[9]

- Getting more children to walk and bicycle to schools throughout the United States also decreases energy use and reduces carbon emissions, which are priorities for our nation.

In conclusion, Safe Routes to School is an important transportation program that is on the right course for improving communities throughout the United States. It is laying the foundation to change the habits of an entire generation.

Safe Routes to School is creating a stronger America; a healthier America.

The United States can be proud of the Safe Routes to School program.

I am excited to work with you in strengthening the program even further, and I look forward to your questions.

| STATE | D.O.T. SRTS COORDINATOR HIRED | ADVISORY COMMITTEE ESTABLISHED | APPLICATION GUIDELINES RELEASED | PROJECTS SELECTED |
|---|---|---|---|---|
| **Alabama** | * | In Progress | | |
| **Alaska** | * | | | |
| **Arizona** | * | * | * | * |
| **Arkansas** | * | * | * | * |
| **California** | * | * | * | * |
| **Colorado** | * | * | * | * |
| **Connecticut** | * | In Progress | * | * |
| **Delaware** | * | | * | * |
| **D.C.** | Interim | | | |
| **Florida** | * | | * | * |
| **Georgia** | * | * | | |
| **Hawaii** | Interim | | * | |
| **Idaho** | * | * | * | * |
| **Illinois** | * | * | * | In Progress |
| **Indiana** | * | * | * | * |
| **Iowa** | * | * | * | * |
| **Kansas** | * | * | * | * |
| **Kentucky** | * | * | * | * |
| **Louisiana** | * | * | * | * |
| **Maine** | Interim | | * | * |
| **Maryland** | * | | * | * |
| **Massachusetts** | * | | * | * |
| **Michigan** | * | * | * | In Progress |
| **Minnesota** | * | * | * | * |
| **Mississippi** | * | * | * | * |
| **Missouri** | * | * | * | * |
| **Montana** | * | * | * | * |
| **Nebraska** | * | * | * | * |
| **Nevada** | * | * | * | |
| **New Hampshire** | * | In Progress | * | In Progress |
| **New Jersey** | * | * | * | * |
| **New Mexico** | * | | * | * |
| **New York** | * | | In Progress | |
| **North Carolina** | * | | | |
| **North Dakota** | * | * | * | * |
| **Ohio** | * | * | * | |
| **Oklahoma** | * | * | | |
| **Oregon** | * | * | * | In Progress |
| **Pennsylvania** | * | * | In Progress | |
| **Rhode Island** | * | * | * | |
| **South Carolina** | * | * | * | In Progress |
| **South Dakota** | Interim | | | |
| **Tennessee** | * | * | * | In Progress |
| **Texas** | * | * | * | In Progress |
| **Utah** | * | * | * | * |
| **Vermont** | * | * | * | * |
| **Virginia** | Interim | * | * | * |
| **Washington** | * | * | * | * |
| **West Virginia** | * | * | * | * |
| **Wisconsin** | * | * | * | * |
| **Wyoming** | * | * | * | * |

## Safe Routes to School: Early Success Stories

To date, much of the national effort has been focused on helping states start their programs. Following are some examples of early success stories collected by the SRTS National Partnership from across the United States.

**California: State SRTS Program is Effective and Popular**
In its first call for SAFETEA-LU grant proposals, the California Department of Transportation (Caltrans) received 455 project requests for a total of $178 million. Caltrans was able to award $45 million in federal grants for 88 projects. The funding distribution for the federal program includes: 70 percent for infrastructure (capital) projects; 10 percent for a single statewide program to develop standardized training, promotional materials and other SRTS statewide resources; and 20 percent for local non-infrastructure (education, encouragement and enforcement) projects. The new federal funds augmented a well-established state SRTS program that Caltrans had been operating since state legislation was first approved in 1999. A January 2007 report from Caltrans evaluating the first six years of the state program shows that it is effective -- and popular. Direct observations of schools that received safety improvements yielded walking and bicycling increases that were often in the range of 20%-200%. The report also indicated that the estimated safety benefit of the program ranged from no net change to a 49% decrease in the collision rate among children. The demand for SRTS programs in California is great—each call for applications has resulted in approximately five times more requests than the available funding can support.

**Florida: Teaching Bicycle and Pedestrian Safety**
Unlike other states, Florida has already solicited SRTS proposals for all five years' worth of federal SRTS funding (2005-2009). The seven Florida DOT districts received the applications, selected projects and secured approval from the state SRTS coordinator for each five-year work program. The program already is making progress. For example, the Volusia County School District used federal funding to expand the existing elementary bicycle and pedestrian safety program to include seven elementary schools. The project used the existing Florida Traffic and Bicycle Safety Education program to encourage teachers to incorporate bicycle and pedestrian safety into their curriculum. As a result of this effort, four new physical education teachers from Flagler County schools have been trained to teach bicycle and pedestrian safety at their schools.

**Idaho: Building Sidewalks for Elementary School Students**
In Sandpoint, Idaho, Principal Anne Bagby recalls many close calls between automobiles and students walking to Farmin Stidwell Elementary School. And until recently, the children had no choice but to walk in the street to get to school, because there were no sidewalks. Together, Sandpoint and the school district requested a SRTS federal grant to create a sidewalk on nearby Madison Street. The Idaho Transportation Department approved the application, and the city contributed additional funding to expand the sidewalk project.

**Massachusetts: Teaching Second-Graders Pedestrian Safety**
In Massachusetts, the Executive Office of Transportation (EOT), through its MassRIDES Office, contracted with the nonprofit organization, WalkBoston, to provide pedestrian safety training to

second-graders at seven elementary schools. The program was very successful. With a budget of approximately $11,000 for spring 2007, the program recruited 35 parent volunteers and reached 425 students. The EOT has had numerous requests for the safety training program and is expanding the program in fall 2007 and 2008.

**Michigan: A Collaborative Effort Reaches More than Half of the State's Counties**
In the spring of 2006, the Michigan Department of Transportation awarded a $3.25 million multi-year contract to the Michigan Fitness Foundation (MFF) to continue its SRTS program work. MFF, in turn, is contracting with a number of groups for assistance: the Michigan Department of Community Health, Michigan State University and MSU Extension, Wayne State University, Programs to Educate All Cyclists, League of Michigan Bicyclists, Michigan Trails and Greenways Alliance and Michigan Association of Planning. This collaborative effort will help build SRTS programs to serve students across the state. To date, 223 schools have registered for SRTS, 17 regional trainings have been held, and 547 people across the state have been trained. These schools represent 100 districts and 57 percent of the counties in Michigan.

**Minnesota: Supporting Education and Infrastructure Projects**
The Minnesota SRTS program is managed by the Minnesota Department of Transportation, which awarded $1.55 million in funding in April 2007. More than $1.3 million funded 13 infrastructure projects, including major sidewalk improvements and extensions, trail connections, lighting and safety and driver-feedback signage. The remaining funds supported 10 non-infrastructure projects for safety education programs, SRTS studies and planning projects, and the implementation of a bicycle and pedestrian curriculum at Duluth public schools.

**Mississippi: Sidewalks and a "Bike Rodeo" for Students**
Students of Central and Fifth Street schools in West Point, Mississippi, will be among the state's first to benefit from the SRTS grant program. The problem is serious. Mayor Scott Ross said, "I have personally seen kids poised on Main Street, ready to run out between breaks in traffic to cross the street." With a grant for $563,064, the city plans to implement sidewalk and bicycle-route infrastructure projects and will begin informing residents about the coming changes through events, billboards and pamphlets. West Point police officers will conduct safe pedestrian and cycling demonstrations for students and the city plans to host a "bike rodeo" to teach students safe cycling practices. For its first round of funding, the Mississippi Department of Transportation received $8.5 million in grant requests for $3 million in available funding.

**Missouri: Students Get Aboard the "Walking School Bus"**
Over the last three years, trained volunteers and parents have built a successful Walking School Bus (WSB) program in Columbia, Missouri. Every day, WSB volunteers walk groups of eight to 12 children to school. The program, which was created through a partnership between the PedNet Coalition, Columbia Public Schools and the Columbia/Boone County Health Department, is designed to encourage children to walk to school. According to PedNet, the most common reasons parents give for driving their children to school include fears for the child's safety (if the student walks alone) and time and convenience issues that prevent parents from walking with their children. The WSB program works to remove these barriers. In 2006-2007, more than 160 children from six schools registered for the WSB program and walked to school every day on 14 different routes. In June 2007, the Missouri Department of Transportation

awarded 46 SRTS grants that will benefit students attending 96 schools throughout the state. The department plans to sponsor a statewide conference on SRTS featuring a discussion of PedNet's successful WSB program.

**New Mexico: Traffic Calming and Increased Cycling**
The Las Cruces Metropolitan Planning Organization (MPO) initiated an SRTS pilot project during 2006-2007 at the Hillrise Elementary School, a rapidly urbanizing area in a semi-rural location. The pilot program was based on following the Five Es for SRTS, including the re-striping of two streets. Surveys conducted at the beginning and end of the school year showed a 7.3 percent reduction in trips to school using the family car and a fourfold increase in the percentage of bicycle trips. In addition, the results of a traffic-calming project on Missouri Avenue showed that drivers were more mindful of the posted speed limit. Specifically, results showed that the percentage of drivers speeding 10 or more miles per hour decreased by two-thirds in each direction, and the percentage of drivers speeding five or more miles per hour decreased by almost half in each direction. The MPO reports that these are highly visible, easily replicated successes that can be applied at a local level, even on a small budget.

**Oregon: More than 30,000 Students Learn from Bicycle Education Course**
The Oregon Department of Transportation (ODOT) manages the state's SRTS program with support from the ODOT SRTS advisory committee, which includes a diverse array of members and liaisons from the transportation, health, education and police departments. In the fall of 2007, the ODOT will announce funding decisions for new applications. The state is also in the process of developing a statewide encouragement program to supplement its existing educational program. One project stands out: since 1998, more than 30,000 Oregon students have received the nationally recognized, 10-hour, in-class and on-the-street bicycle education course, which is funded by ODOT and taught by the nonprofit Bicycle Transportation Alliance.

**Tennessee: MPO Takes the Lead on Safe Routes to School**
The Knoxville Regional Transportation Planning Organization (TPO) is working with parents, administrators, and teachers at local schools to promote walking and bicycling to school and to find solutions where walking and bicycling are unsafe. Two Knox County schools have active Safe Routes to School programs so far: Bearden Elementary and Beaumont Elementary. The TPO is now working with Fountain City Elementary, Gresham Middle, and Sarah Moore Greene Elementary to also establish SRTS programs at these schools; they will be applying for funding to make improvements near these schools in the spring of 2008. The Knoxville SRTS programs includes events that encourage families to try walking and bicycling to school, safety training for children and drivers, and planning for sidewalks, crosswalks, and bike paths that might be needed near area schools. The TPO has been working in partnership with other local government and nongovernmental entities including: the Knox County Health Department, the city and county engineering departments, the Knoxville Policy Department, Knox County Sheriff's Office, Safe Kids Coalition, parent teacher organizations, the school board, and individual school administrators. The TPO has also designed a transportation planner on staff who provides information on how to start a SRTS program within the region. In addition to the Knoxville schools, they have advised the Town of Farragut, in Knox County, and the City of Maryville, in Blount County.

**Texas: Community Organizations Host Safe Kids Week Event**
The Texas Department of Transportation's (TxDOT) first call for project proposals ended in May 2007, and projects were awarded four months later. But earlier this year, the SRTS program already was touching the lives of students in Texas. To celebrate the 2007 Safe Kids Week in Amarillo, community organizations hosted an event at Will Rogers Elementary School on May 4, 2007. The event provided entertaining family training to help children avoid bike injuries. More than 500 students rotated through the booths to receive safety advice at the day-long event. The non-profit Texas Bicycle Coalition SRTS program provided expert safety tips on helmet use, bicycle safety and bicycle maintenance.

**Virginia: Strong Training and Evaluation Efforts Build Capacity**
Created in September 2006, Virginia's State Advisory Committee includes representatives from BikeWalk Virginia, the Virginia Department of Transportation (VDOT), the Departments of Health, Education, Motor Vehicles, Conservation and Recreation, and the Virginia Association of Elementary School Principals. The Virginia SRTS program provides training upon request and also attempts to provide free training for all applicants. Evaluation of all VDOT-funded projects is required and includes parent and student surveys, crash data when relevant and anecdotal data indicating safety improvements. Virginia's commitment to training and evaluation is already showing promise. The Harvest Foundation, based in Martinsville/Henry County, provided a three-year $1.56 million grant to support walking and bicycling in the local community. In addition to supporting safer routes to school, these changes will also enhance the county's attractiveness as a business location and destination for environmentally sustainable tourism and development.

**West Virginia: Parent Surveys Provide Key Data, Build Support**
In August 2007, the Berkeley County Board of Education and the West Virginia Department of Transportation agreed to spend nearly $85,000 in federal SRTS grant money for sidewalks at two area schools. Officials in Berkeley County reviewed routes to school and collected data before submitting the grant application. Superintendent Manny Arvon reported that about 1,200 students reside in the immediate area and hundreds of new housing units have been built, which has resulted in a large number of children walking to and from school. Parents also were surveyed to determine if they would walk their child to school or allow their child to walk to school if sidewalks were installed. Two phases of the Berkeley County SRTS program soon will be under way, adding walkways to existing crosswalks and blinking lights near both North Middle School and Opequon Elementary School. The program will also include a SRTS campaign to educate residents, students, school staff and parents about the benefits of walking and bicycling to school safely.

More details and links to additional state success stories are available online at: www.saferoutespartnership.org.

## Endnotes

1) Staunton CE, et al. "Promoting Safe Walking and Biking to School: the Marin County Success Story," American Journal of Public Health, 2003 September; 93(9): 1431–1434. Available at: http://www.pubmedcentral.nih.gov/articlerender.fcgi?artid=1447987

2) A full list of the Safe Routes to School National Partnership's affiliate is available at: http://www.saferoutespartnership.org/about/1733

3) Safe Routes to School Mobility and Safety Analysis, California Department of Transportation. January 2007. Available at: http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-1/

4) Data from local communities, example available at: http://www.tam.ca.gov/view.php?id=34&PHPSESSID=ca4d5a804cec1e612d1fcbe731db4746.

5) Ogden CL, Carroll MD, et al. "Prevalence of Overweight and Obesity in the United States, 1999-2004." Journal of the American Medical Association, 295 (13): 1549-1555, 2006.

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7) U.S. Centers for Disease Control and Prevention. "QuickStats: Prevalence of Overweight Among Children and Teenagers, by Age Group and Selected Period – United States, 1963-2002." Morbidity and Mortality Weekly Report, 54(8):203, 2005. Available at: http://www.cdc.gov/mmwr/preview/mmwrhtml/mm5408a6.htm

8) Research Note on Child Pedestrian Fatality Rates. National Highway Traffic Safety Administration, 2003. Available at: http://www.dot.gov/affairs/nhtsa4703.htm

9) Bicycle Injury Fact Sheet, Washington (DC): National SAFE KIDS Campaign (KSKC), 2004. Available at: http://www.preventinjury.org/PDFs/BICYCLE_INJURY.pdf