



COMMUNITY NOW
SAFE ROUTES TO SCHOOL (SRTS)
SCHOOL DISTRICT PROGRAM COORDINATION

951-333-9965
Plugin@communitynow.info
www.Communitynow.info

*Community***Now**
EMPOWERMENT THROUGH KNOWLEDGE

28604 Maranda Court, Moreno Valley, Ca 92555 Phone: 951.333.9965

Who is Community Now?

Community Now is an award winning advocacy group that develops and implements effective student walking and biking safety programs. We can help school districts meet four of eight LCAP priorities.

LCAP Priorities:

- School climate
- Parental engagement
- Student achievement
- Student engagement

We offer:

- LCAP funded program model
- Centralized monthly reporting
- Background checks
- School wide safety education
- Volunteer training
- Citywide awareness events
- Student safety teams
- An award winning program model
- Reduction in greenhouse gases
- A visual deterrent to violence

The Community Now program includes:

- Walking school buses,
- Volunteer crossing guards,
- Parking lot patrol
- Drop-off zones
- Student safety education
- Bike rodeo
- National Walk/Bike Month activities
- Daily volunteer teams
- Quarterly school site activities

School Impact:

Our participating schools have had zero school site incidents or pedestrian accidents since our inception in 2010.

- 2014 October recognized as Walk to School Month
- 2012 SRTS School Board Policy

City Impact:

Community Now has collaborated on grants with the City of Moreno Valley Public Works department receiving grants of over \$3M in Federal Funding. Our program's content helped the City get selected for the grants. The money provided new stop signs, stoplights, crosswalks, sidewalks and more for our Moreno Valley schools.

Community Now Leadership:

Shor Denny

Has a BS in Psychology; her previous employment was in a leadership position as an Accounting Manager (billing, A/R, A/P, collections) for over 20years. Mrs. Denny developed the entire concept of Community Now, based on her observations, interviews with community members, and her personal life experiences.

Chekota Russell

Past business owner and community activist, Ms. Russell developed the empowerment portion of our program.

Awards:

- 2012 Golden Oak Award, presented by the M.V. PTA – highest award given in the state. Community Service Award, presented by MVUSD
- 2012 Woman of the Year, Riverside County 5th District, presented by Riverside County Board Supervisor Marion Ashley
- 2013 Certificate of Recognition, presented by Moreno Valley Mayor Tom Owings. Certificate of Recognition, presented in honor of Assemblyman Jose Medina City of Moreno Valley Volunteer of the Year, presented by Moreno Valley Mayor Tom Owings
- 2014 Nominated by Moreno Valley Chamber of Commerce as Citizen of the Year



Annual benefits from children walking or bicycling instead of being driven to and from school
(Assuming a two-mile round trip, 180 school days).

	School Impact	Community Impact	State Impact	National Impact
Number of Children Walking or Bicycling				
	100	700	133,500	9,738,200
Air Pollution Reductions				
Not Emitted				
Hydrocarbons	216 Pounds	1440 Pounds	295,920 Pounds	21,595,320 Pounds
Carbon Monoxide	1620 Pounds	11,520 Pounds	2,209,680 Pounds	161,194,320 Pounds
Nitrogen Oxides	108 Pounds	720 Pounds	146,880 Pounds	10,720,440 Pounds
Carbon Dioxide	32,976 Pounds	230,760 Pounds	44,022,960 Pounds	321,126,840 Pounds
Fuel Reductions				
Gasoline Saved	1,674 Gallons	11,520 Gallons	2,234,520 Gallons	163,017,360 Gallons
Physical Activity Hours Accumulated (Walking Only)				
Walking 20 min/mil	12,000 Hours	84,000 Hours	16,000,000 Hours	11,685,840,000 Hours

Using Data from a 2000 U.S. Environmental Protection Agency report and calculations on potential physical activity hours accumulated while walking to and from school the impact on our community is quantifiable and verifies the need.

Our mission

As the communication hub between community resources, city governments and school districts, Community Now strives to empower a diverse community. We seek to improve the current and future welfare of our children through Community Now programs geared toward the youth and continue to promote economic growth by teaching career skills to the disadvantaged. We aim to provide support to sustain a safe, monetarily stable, physical and emotionally healthy environment for communities in need.

1. To implement a Safe Routes to School Program at school sites that include the goals of National Safe Routes to School:
2. Increase bicycle, pedestrian and traffic safety with more walking and bicycling to and from schools with an overall increase in community safety and security
3. Decrease traffic congestion, reduce fuel consumption and improve air quality
4. Reduce childhood obesity with overall improved health
5. Promote the welfare of children, youth and adults in home, school, and community.
6. To raise the standards of an active home and community life.
7. To inform our community members about laws for the protection and care of our community with an overall increase in community involvement.
8. To bring the city, school district and community service organizations closer to students, parents and community members.
9. To develop unified efforts between educators, the city and the general public that will secure the highest advantages in physical, mental, academic and social needs.

Community Now and National Safe Routes to School

Community Now's Core

The History of SRTS

In 1976 the Danish Traffic Act was passed to address the fact that Odense, Denmark had the highest child mortality from road crashes in Western Europe. The Act established a network of pedestrian and bicycle paths near schools, narrowed roads and built traffic islands. In doing so, crashes have been reduced by 82 percent, from 1994-1999 child pedestrian crashes dropped by 24 percent. Thus the birth of the Safe Routes to School movement.

The National Vision

Safe Routes to School programs will improve safety and encourage more American youth to walk and bicycle to school, thereby resulting in higher levels of physical activity, less traffic congestion, a cleaner environment and an enhanced quality of life in our communities. – National Safe Routes to School Task Force

The Purpose for SRTS in the United States

1. *To enable and encourage children, including those with disabilities, to walk and bicycle to school;*
Community Now's approach: Walking Celebration Assemblies at all school sites to teach pedestrian/bicycle safety and provide incentives for walking/biking to school for the children; to work with city government to address infrastructure and enforcement issues
2. *To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age;* **Community Now's approach:**

- In 1969, nearly 50% of all children ages 5-18 walked or rode their bicycles to school. By the year 2001, this number dropped to less than 15%.
- As much as 21% of morning traffic is generated by parents driving their children to school.
- The prevalence of obesity is so great that, due to compounding health effects, today's generations of children may be the 1st in over 200 years to live less healthy and have a shorter lifespan than their parents.
- In the U.S., motor vehicle crashes are the leading cause of death among children ages 3-14.
- If 100 children at 1 school walk/bicycle instead of being driven every day for 1 school year, they will keep nearly 35,000 lbs of pollutants out of the air, & will collectively generate 12,000 hours of physical activity.

Organize volunteers at school sites for walking school buses, crossing guards, drop off points, parking lot patrol and parent paths to create a safer environment to walk/bike to school; reduce traffic congestion and commuting time for drivers at and around the school site

3. *To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools;*
Community Now's approach: To be the communication hub, to address concerns and create discussion forums, for city governments and departments, school districts, law enforcement, community organizations, and the community members.