Sustaining Safe Routes to School initiatives:

Emerging policy and practice strategies that make it happen

Robert Ping
State Network Director
SRTS National Partnership
Safe Routes to School is a Smart Growth Program!

- Infrastructure and Social Change – Five E’s
- School Siting and Complete Streets
National Center or National Partnership?
• SRTS National Partnership – advocacy, federal and state
• National Center for SRTS – federal funds, technical assistance
Safe Routes to School Movement is Growing!

- Health, Bicycle, Smart Growth, Active Transportation
- Maturing, Policy Change, Institutionalizing, Best Practices
Federal Safe Routes to School legislation

Congress is working on the next transportation bill.

SRTS National Partnership advocating to increase SRTS funding to $600 million/year.

Other priorities:
- adding high schools,
- addressing regulatory burden,
- Safe Routes to Bus Stops,
- improving research and evaluation.

More extensions?
Trust Fund?
Senate – Y
House - ?
Safe Routes to School
State Network Project:
2007-2011
Making Change Through Partners and Policies
Serving 20 States and 3 Regions

- Kaiser Permanente States
  - California
  - DC
  - Georgia
  - Maryland
  - Virginia

- Robert Wood Johnson Foundation States
  - Colorado
  - Florida
  - Hawaii
  - Illinois
  - Kentucky
  - Louisiana
  - Michigan
  - Minnesota
  - Mississippi
  - Missouri
  - Montana
  - Oklahoma
  - Pennsylvania
  - Tennessee
  - Wisconsin

- Kaiser Permanente Regions
  - Atlanta Region
  - The Greater Washington Region
  - The Southern California Region
SRTS State Network Project

- State DOT SRTS program
- School Siting
- Complete Streets
- Fine-based Funding Mechanisms
- School Wellness Policies
- Strategic Highway Safety Plan
- Large-scale Curriculum and Instruction
- SRTS-related Legislation
- Other Policies Unique to States

Visit saferoutespartnership.org/state/5638 to learn more about these 8 policies
State SRTS Program

Application Process

Technical Assistance

Advisory Committee

Non-Infrastructure %
Additional Federal Funding

These flexible federal funds can be used for SRTS programs:

- Transportation Enhancements Program
- Surface Transportation Program
- Congestion Mitigation and Air Quality Program
- Equity Bonus Funds
- Highway Safety Improvement Program
- NHTSA 402 Traffic Safety funds
Local and State Funding Mechanisms

• Fine-Based, Sales Taxes:
  • Washington and Arizona (Hawaii?)
  • Portland, Oregon
School Siting: the 800 lb Gorilla…
School Siting: Neighborhood Schools

- No Minimum Acreage Standard
- Partner with City/County
- Joint-Use with Parks/Rec
- School as Center of Community
Students who live within 1 mile and walk or bike:

2001: 33%
1969: 87%

(CDC, 2005)
Complete Streets

All Users

Many States, Cities

Senate Bill

completestreets.org
Diverse, Community-Centered Schools Task Force

- National and local groups working together
- Bringing smart growth, development, housing, transportation, civil rights, health, education together
- Establish consensus statement
- Develop policy ideas
- Look for continued funding
No Walking or Bicycling Policies

- Many principals are nervous about traffic safety or liability
- Some school districts have written policy against it
- Liability fear is largely unwarranted
- Resources available at saferoutespertnership.org
Local Examples: Bozeman, MT

Emily Dickinson Elementary SRTS Task Force - 2006
- **State SRTS program** infrastructure and non - $56,322

City of Bozeman SRTS Assessment Project - $20K
- **School Improvement Plans** - all seven elementary schools

**Partnerships:**
- Bozeman Area Bicycle Advisory Board - $9,730
- Montana Physical Activity and Nutrition Program - $1,500 workshop
- Downtown Tax Increment Finance Board - $3,975
- Private donations from community - $4,125

**Policies:**
- Principals - added bicycle pedestrian safety for all students
- Capital Improvement Plan - City added SRTS projects
- School Board - transition to neighborhood schools
- School District Wellness Advisory Council - SRTS added into policy
Thank you!

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