

Safe Routes to School in Oregon

Kari Schlosshauer

Pacific Northwest Regional Policy Manager

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Safe Routes
to School
**National
Partnership**

About the National Partnership

We are a nonprofit organization that improves the quality of life for kids and communities by promoting **active, healthy lifestyles** and safe infrastructure that **supports bicycling and walking.**



Safe Routes to School

Safe Routes to School (SRTS) programs are sustained efforts by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.



Built Environment, Transportation Choices & Health Consequences

Today's children may be the first generation to have a [shorter life expectancy](#) than their parents have.





Why we're doing this work

- **1 in 4 children in Oregon are overweight or obese.**
- A generation ago, 48% of all children walked or bicycled to and from school; today that number stands at 13%.
- **23% of children get no free time physical activity at all.**
- Walking one mile to and from school is **two-thirds of the recommended 60 minutes** of physical activity a day.
- **\$839 million** - Annual medical costs for children's bike/ped injuries and fatalities





Safety Challenges

25%-30%

of children's traffic deaths are bicycling/walking

33%

The decrease in the rate of pedestrian injury for kids in NYC neighborhoods with Safe Routes to School interventions as compared with neighborhoods without

43%

The increase, over five years, of walking & bicycling rates, as a result of engineering improvements and consistent education and encouragement efforts in schools

1/3

of child traffic fatalities in the U.S. are kids walking, rolling, and bicycling represent nearly

10 to 14%

Percentage of morning traffic congestion due to parents driving kids to school

TUESDAY, FEBRUARY 14, 2012 FOURCO 9



CAUTION:
Walking to school may be hazardous to your health.

Photo credit: Orlando Sentinel, copyright 2010. No endorsement by the Orlando Sentinel is made or implied.

Walking to school is a good thing – when it's safe. For that reason, the American Heart Association supports continued funding for the Safe Routes to School program. It's an important and meaningful way to address the nation's continuing struggle with childhood obesity. Children who are physically active perform better in school and are less likely to have truancy or disciplinary problems.

Tell Congress to preserve funding for the Safe Routes to Schools program.

American Heart Association | American Stroke Association
Live and Learn!
www.heart.org/healthykidspolicy

Give America's kids the right of way to a healthy life.



Safe Routes to School

Comprehensive “Five E’s” approach:

- Engineering
- Education
- Enforcement
- Encouragement
- Evaluation





Safe Routes to School

- Focuses on the area **1-1 ½ miles around a school**—where there is no yellow school bus service
- Goal is to make it safer for more youth to walk and bicycle to and from school—improving health, safety, and equity outcomes
- Benefits everyone in the community – all ages



The Big Picture: why focus on schools?

- Focuses limited dollars where kids are concentrated
- Kids spend a great deal of time each day at schools
- Schools are the hub for many other activities
- Schools are often located within neighborhoods, near kids and families—so improvements affect neighborhoods
- Improvements in neighborhoods around schools benefit all residents—seniors, students, commuters, etc.





Success Stories: why focus on schools?

Beaverton School District, Beaverton, OR

- Invested \$600,000 over five years from Oregon Safe Routes to School across the district – including education, encouragement, and infrastructure.
- Participation in Walking & Biking events tripled during those grant years.
- Following a loss of funding, after one year participation in walking & biking to school fell by approximately 50%.

4J School District, Eugene, OR

- Invested \$600,000 from Oregon Safe Routes to School at four schools in Eugene – including a walking path, crosswalks, school zone signage and programming.
- In three years, daily walking and bicycling rates grew from 27% to 42% of kids at some schools.
- Fewer cars picking up children each day, a 24% reduction, eases congestion on streets near school.



By the Numbers: Funding

\$1 billion

minimum amount of dedicated funding available federally from 2005-12 through state Departments of Transportation

\$14 million

minimum amount allocated for Safe Routes to School infrastructure and non-infrastructure programming between 2005-12 in Oregon

2005

year Oregon Legislature established "State Safe Routes to School Program" (ORS 2745)

260

number of schools in Oregon (out of 1329 total) that have received some Safe Routes to School funding

80% of schools

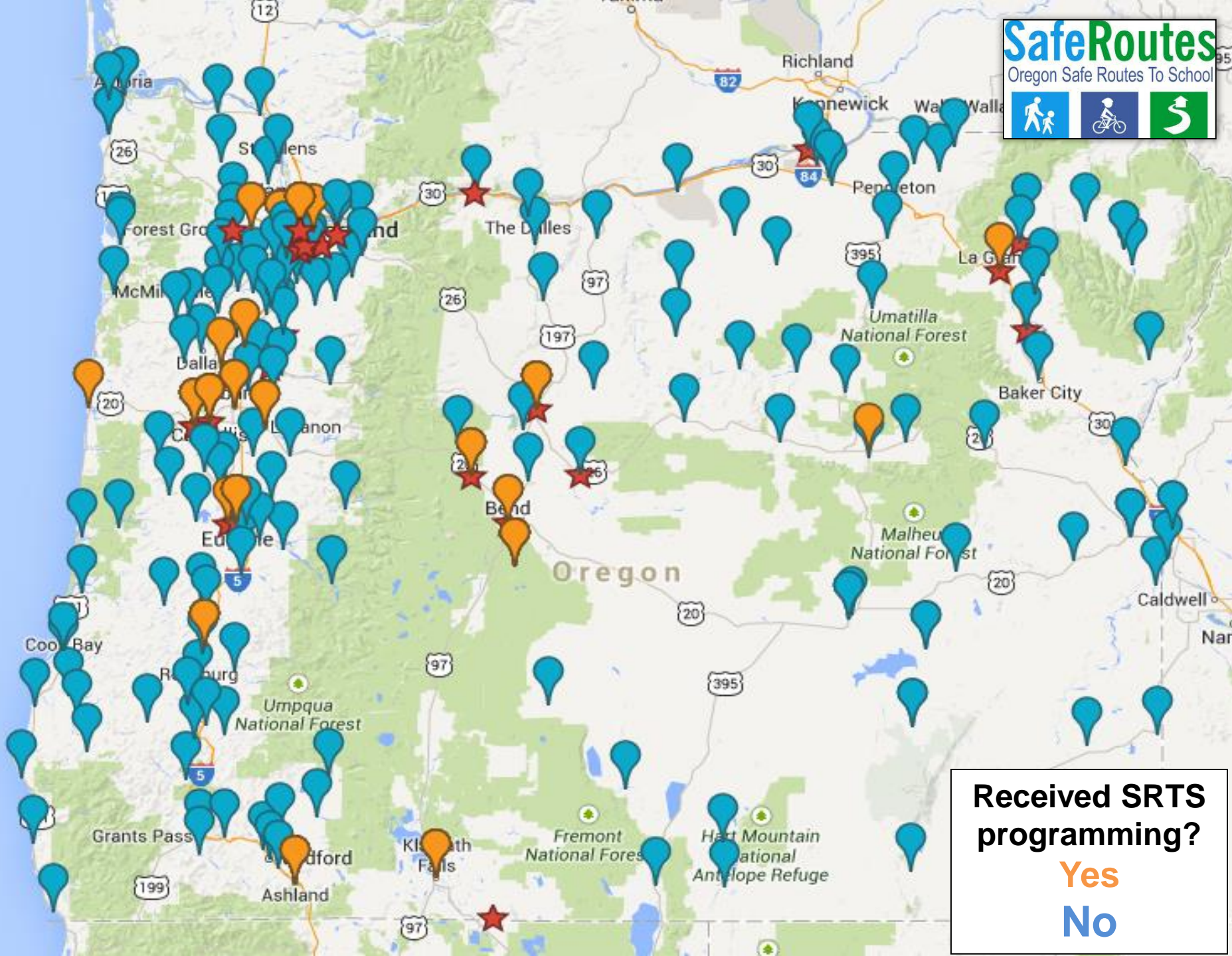
in Oregon have not received any Safe Routes to School funding



What happened in 2012?

- MAP-21 – Federal transportation authorization
 - Safe Routes to School funding no longer a dedicated program
 - Combined funding into Transportation Alternatives Program (TAP) – competes with other good programs, such as trails funding, bike/ped
- Oregon DOT
 - Allocated funds to non-infrastructure (education, encouragement) Safe Routes to School programming
 - \$500,000/year through 2016 *
 - Traffic Safety Division
 - No dedicated infrastructure funding
- Locally
 - Demand for Safe Routes to School continues to rise





Received SRTS programming?

Yes

No



Everything is coming up Safe Routes to School

OREGON
TRANSPORTATION OPTIONS PLAN
Oregon Department of Transportation

PUBLIC REVIEW DRAFT | NOVEMBER 2014

INTRODUCTION

The Oregon Transportation Options Plan envisions a safe, affordable, and efficient transportation system for Oregon residents, employees, and visitors.

Oregon ranks among the top states to walk, bike, ride transit, telecommute, or share rides. Today, people are choosing to use these transportation options to improve their health and wellness, promote environmental benefits, reduce living costs, and make more productive use of travel time. Oregon recognizes the economic vitality and the well-being of residents, businesses, and visitors are enhanced by a balanced and complete transportation system. The Oregon Transportation Options Plan is a step toward ensuring Oregon communities are prosperous, enjoyable, and healthy places to live; places where people of all ages and abilities benefit from active, shared transportation options.

Oregon Transportation Options Plan is a step toward ensuring Oregon communities are prosperous, enjoyable, and healthy places to live.
Source: ODOT

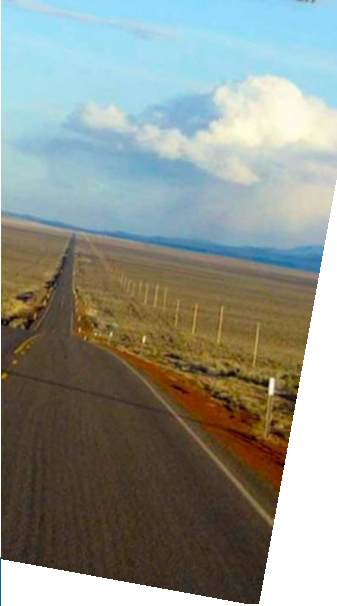
OREGON TRANSPORTATION OPTIONS PLAN: PUBLIC REVIEW DRAFT

Transportation Safety Action Plan
An Element of the Oregon Transportation Plan
October 2011



Oregon Bicycle and Pedestrian Plan
Issues and Opportunities Report

July 2014





Recent Studies: Safe Routes to School Works

801 schools in DC, FL, OR, TX

- Studied school travel data for five years (2007-2012)
- Control group without Safe Routes programming
- Walking & bicycling rates increased:
 - 18% due to engineering improvements
 - + 25% due to education & encouragement programs
 - = **43% total increase over five years**

Crash data in NYC

- 168,806 pedestrian injuries between 2001-2010
- In census tracts with SRTS programs, pedestrian injury rate decreased 44% between 2009-2010
- No decrease in census tracts without SRTS programs

Healthy kids learn better

- Physical activity supports academic achievement.
- When programs that support transportation are implemented, e.g. Walking School Buses, they can reduce chronic absenteeism rates.

Research Shows Safe Routes to School Programs Work

A study of 801 schools in DC, Florida, Texas, and Oregon found:

- Building crosswalks, sidewalks, and other infrastructure near schools increased walking and biking by 18%.
- SRTS education and encouragement programs increased walking and biking by 5% each year leading to increases of 25% after five years.

Be part of the movement.

Successful programs need families, schools, and communities working together.



Family

- Walk or bike with your children to school
- Join a SRTS parent group and get your school involved



School

- Hire crossing guards
- Teach pedestrian and bicycle safety
- Promote walk and bike to school days
- Provide secure bike parking



Communities

- Prioritize building crosswalks, sidewalks, and bike lanes near schools
- Increase police enforcement in school zones



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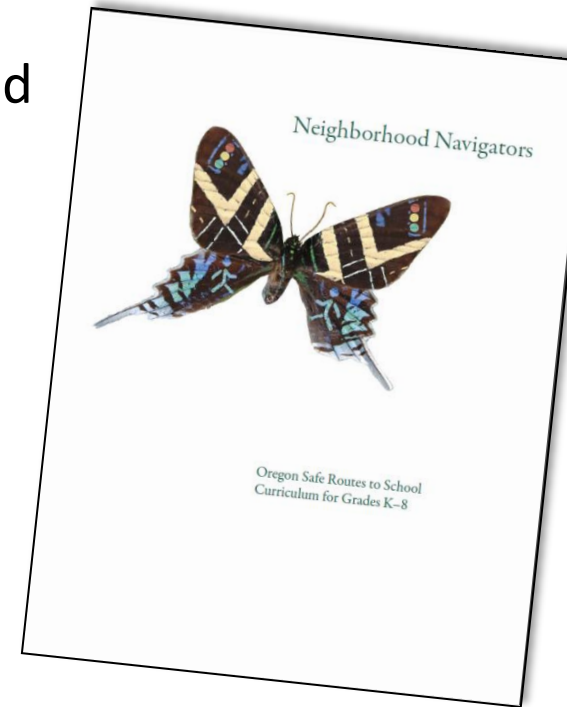
UF UNIVERSITY of
FLORIDA
Department of Urban
and Regional Planning





A Vision for Safe Routes to School

- **School Action Plans** are the basis for school-based evaluation, enforcement & all other E activities
- Education
 - Pedestrian education: 2nd grade
 - Bike education: 5th grade
 - 100,000 students per year, \$50/student
- Encouragement
 - Walk to School Day (October)
 - Bike to School Day (May)
 - Walk & Bike Challenge, weekly events, etc.
- Engineering
 - **School Action Plans** provide blueprint for school infrastructure needs
 - Partnerships between school districts, cities, health departments, etc.
 - Link to STIP Enhance, ConnectOregon, etc.





Partnering around health



Thank you



Kari Schlosshauer
Pacific Northwest Regional Policy Manager
Safe Routes to School National Partnership

503-734-0813

kari@saferoutespartnership.org

@SafeRoutesPNW

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