



Implementing Safe Routes to School in Low-Income Schools and Communities

Margo Pedroso, Deputy Director
Safe Routes to School National Partnership





Today's Webinar

Webinar agenda:

- Margo Pedroso, Deputy Director, Safe Routes to School National Partnership (10 minutes)
- Nora Cody, Safe Routes to School Director, TransForm, Alameda County, CA (15 minutes)
- Nikki Trevino, Program Coordinator, Austin Healthy Adolescent Initiative, Austin, TX (15 minutes)
- Q & A (15-20 minutes)



Instructions:

- The conference call is muted for all participants
- Questions can be submitted:
 - Type in a question in the "Q&A box" at the bottom of your screen and click Send. You can ask at any time, but we'll hold questions until the Q&A time for responses.
 - When we get to the Q&A time, you can un-mute with *6 to ask a question over the phone. Re-mute with *6.





Safe Routes to School National Partnership

Federal-level advocacy

- Actively lobby Congress to strengthen and expand the federal SRTS program
- Liaison with federal agencies (DOT, First Lady, HHS)

State-level policy change

- Networks in 20 states (10 are new as of January)
- Monitor and work to improve state-level implementation
- Leverage network of partners to secure policy change

Resources and support

- Produce best practices, reports, and research
- Technical assistance on Safe Routes to School policy and practice at national, state and local levels
- Join our network of nearly 500 partners at <http://www.saferoutespartnership.org/about/join>





SRTS and Low-Income Communities

Why focus on low-income schools and communities?

- Perception among many funders and policymakers that SRTS is only benefiting middle or higher-income schools and communities
- Lack of national attention on best practices and examples of SRTS interventions in low-income schools and communities
- Not many technical assistance resources focused on the unique challenges facing SRTS implementation in these communities





SRTS and Low-Income Communities

The facts

- 41% of children (29.9 million children) are from low-income families
- Children from low-income families are twice as likely to walk to school as children from higher-income families
- Children from low-income households have a higher risk of being injured or killed as pedestrians—often due to neighborhood barriers





SRTS and Low-Income Communities



Implementing Safe Routes to School in Low-Income Schools and Communities

A Resource Guide for Volunteers and Professionals



June 2010

New resource guide attempts to fill that gap

- Called “Implementing Safe Routes to School in Low-Income Schools and Communities”
- Available starting today at <http://www.saferoutespartnership.org/lowincomeguide>
- Funded by the Centers for Disease Control and Prevention and the American Public Health Association





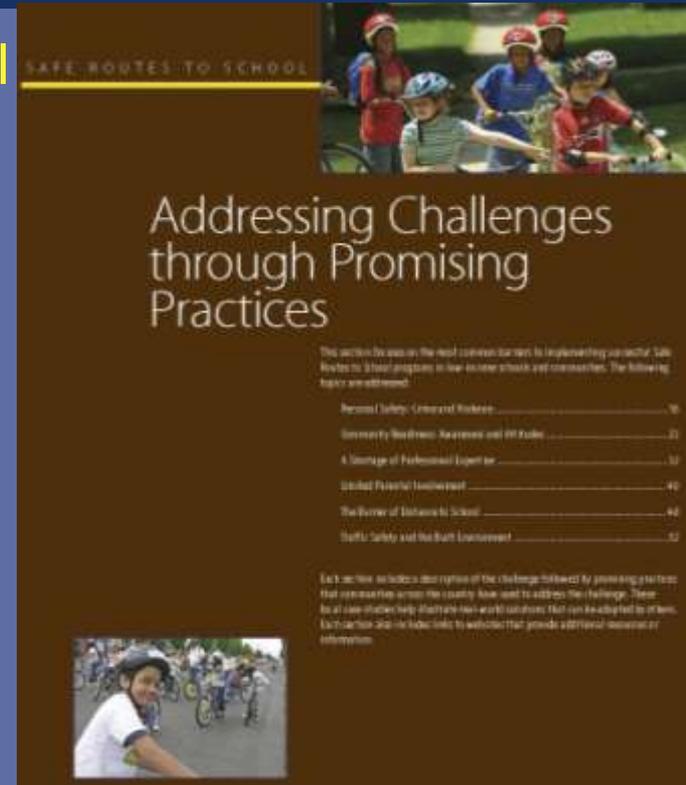
An Overview of the Resource Guide

Getting Started with Safe Routes to School

- Builds on existing resources to help get SRTS started
- But has specific tips for low-income communities on partnerships, champions, tailoring SRTS to your needs and assets, and more

Promising Practices

- Includes an overview and explanation of 6 challenges commonly identified in low-income schools and communities
- For each challenge, there are 2-6 community profiles and case studies
- Most sections also include sidebars with tips or more information





Key Sections of the Resource Guide

Personal Safety: Crime and Violence

- Children are 5 times more likely to walk and bicycle to school when safety is not a primary concern for parents
- Examples in the guide: more “eyes on the street” through parent patrols, walking school buses, community policing partnerships



Community Readiness: Awareness and Attitudes

- Parents who perceive physical activity as important to health who walk regularly themselves are more likely to have their children walk or bicycle to school
- Examples in the guide: social marketing campaign to engage parents, clubs and programs to diversify cycling





Key Sections of the Resource Guide

A Shortage of Professional Expertise

- Many low-income schools and communities do not have access to planners and engineers needed to apply for and implement SRTS.
- Examples in the guide: AmeriCorps volunteers, nonprofit and MPOs helping create travel plans, run programs, and install infrastructure

Limited Parental Involvement

- 51 percent of low-income parents say they have jobs that prevent them from becoming involved in school activities
- Examples in the guide: engaging older youth to lead walking school buses, training parents as advocates, tapping into non-parent volunteers





Key Sections of the Resource Guide

The Barrier of Distance to School

- In urban areas, school choice, charter schools and magnet schools create distance challenges
- In rural areas, just 2.7% of children live within 1 mile of school
- Examples in the guide: “Safety City” pedestrian education, using “drop off and walk” and on-school grounds walking programs



Traffic Safety and the Built Environment

- Low-income neighborhoods have greater traffic-related risks, and children from low-income families are more likely to be injured or killed while walking.
- Examples in the guide: parent crossing guards, infrastructure improvements, engaging students to measure safety issues and advocate for change





Moving Forward

What we want to see result from this new resource guide

- An understanding that it takes all of us working together to make sure SRTS is successful in all schools, regardless of income
- Hope the guide and webinars bring more awareness to issues and solutions
- Want to encourage more nonprofits, DOTs, MPOs, school districts, etc. to offer assistance to low-income schools



Keep the conversation going:

- When we all talk about SRTS, use examples of SRTS in low-income communities to change the perception it's only about higher-income areas
- Share your success stories in low-income communities with margo@saferoutespartnership.org





Webinar Agenda

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