

Getting results:

Safe Routes to School increasing walking and bicycling to school safely

1. THE PROBLEM

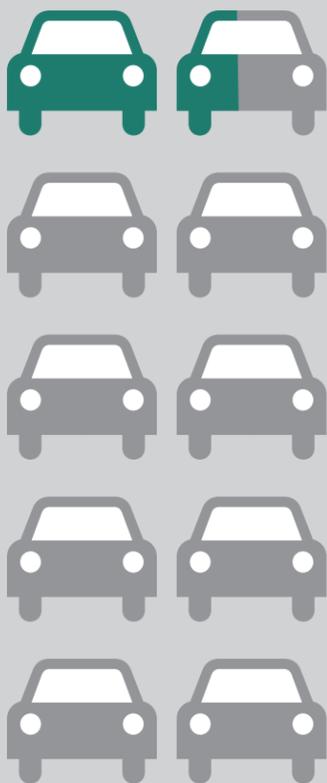
768

bicycle and pedestrian
COLLISIONS
involving children in 2012¹

124 were
FATAL OR SERIOUS
injury collisions¹



14 PERCENT OF ALL **RUSH HOUR TRAFFIC** IS CAUSED BY PARENTS AND CAREGIVERS TAKING CHILDREN TO SCHOOL³



Safe Routes to School aims to reduce both collisions and traffic congestion.

2. OPPORTUNITY

A SHORT WALK

50%

OF THE CHILDREN ENROLLED IN THE PUBLIC SCHOOL SYSTEM LIVE WITHIN ONE MILE OF SCHOOL⁴



CLEANER AIR

28,000 tons

LESS CARBON DIOXIDE, THE EQUIVALENT OF TAKING MORE THAN 5,000 CARS OFF THE ROAD EACH YEAR IF WASHINGTON RETURNED TO THE 1969 LEVEL OF WALKING AND BICYCLING TO SCHOOL⁵

3. BENEFITS



CARDIOVASCULAR FITNESS IS **BETTER** IN CHILDREN THAT WALK AND BIKE TO SCHOOL VERSUS THOSE WHO DO NOT⁶



CHILDREN WHO WALK AND BIKE TO SCHOOL ARE MORE "READY-TO-LEARN" THAN THOSE WHO DO NOT. (THEY HAVE BETTER ACADEMIC PERFORMANCE, BETTER SCHOOL ATTENDANCE, AND BETTER BEHAVIOR AND CONCENTRATION IN CLASS)⁷



WALKING AND BIKING IMPROVEMENTS ARE COST EFFECTIVE TRANSPORTATION INVESTMENTS⁸

4. SUCCESS

100 PLUS

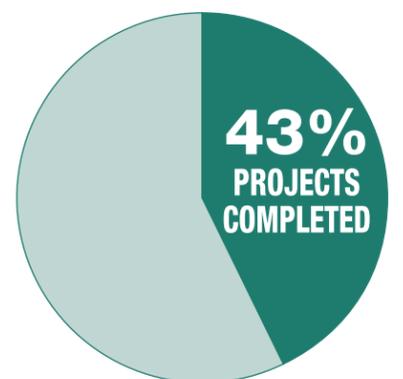
SCHOOL LOCATIONS WITH WALKING AND BIKING SAFETY IMPROVEMENTS

10,000 PLUS

students in 25 school districts **REACHED** with the SRTS BICYCLE AND PEDESTRIAN SAFETY EDUCATION PROGRAM



\$49 MILLION AWARDED TO 136 SRTS PROJECTS OVER THE PAST 10 YEARS



19%

OVERALL INCREASE IN WALKING AND BIKING

Locations - Examples of success	Results
Federal Way, Mark Twain Elementary	29% increase in walking
Moses Lake, Peninsula Elementary	20% increase in walking and biking
Kirkland, Lakeview Elementary	30% increase in walking
Puyallup, Wildwood Elementary	39% increase in walking and biking
Washougal, Hathaway Elementary	55% increase in walking and biking

PROJECTS OUTLINED ON BACK.

1. H:\excel\PedBikeYouthCollisions2010to2013 (Information pulled from TDO Data)
 2. Washington Physical Activity and Obesity - <http://www.askhys.net/FactSheets>
 3. Rush hour traffic <http://www.saferoutesinfo.org/program-tools/what-percentage-morning-traffic-congestion-caused-children-being-driven-school>
 4. H:\word\Five_states_data_draft_report_20110621_cac (Not published)
 5. National Center for Safe Routes to School Resource on Estimating Environmental Health Impacts of SRTS Program http://www.saferoutesinfo.org/sites/default/files/resources/Environmental_Health.pdf
 6. Reference: Children's active commuting to school: current knowledge and future directions. Davison KK, Werder JL, Lawson CT, Preventing Chronic Disease, 2008 Jul; 5(3):A100. Epub 2008 Jun 15.
 7. Active children do better in school <http://letsmoveschools.org/assets/lmas-partner-infographic.pdf>
 8. Cost efficient <http://mobikefed.org/2011/09/school-bus-vs-private-vehicle-transportation-vs-biking-and-walking-school-how-much-does-it-c>

The stories



Federal Way, Mark Twain Elementary

The Star Lake Road school speed zone is directly in front of the elementary school and serves as the sole crosswalk for the school entrance. School zone flashing beacons and two solar powered LED rectangular-shaped rapid flashing crosswalk beacons were installed at this location. The school speed zone and speed emphasis patrols helped to reduce vehicle travel speeds and calm traffic. A multi-use path between the crosswalk and the entrance to the school building was installed to provide students with a walk/bike route separated from the cars. Children were encouraged during a school assembly and with educational materials to walk and bike safely.



Moses Lake, Peninsula Elementary

Burress Avenue is the primary route for all school traffic coming to Peninsula Elementary. This project installed curb extensions and other crosswalk improvements at the intersection of Burress Avenue and Spruce Street to make it safer for children living north of the school to walk and bike. They also implemented a healthful walk campaign, conducted assemblies, held a walk to school event, hosted a bicycle rodeo, and a poster contest to encourage children to walk to school.



Kirkland, Lakeview Elementary

This successful project encouraged children to walk and bike by implementing Walking Wednesday events, a walking school bus, Walk to School Week events, and by handing out fliers, providing information on the school website, and in email messages. They implemented a Park and Walk program with locations where parents could park and then walk their kids, making it possible for all students to walk at least part of the way to school. The project also installed a sidewalk, crosswalk improvements including a pedestrian activated flashing beacon, and bicycle racks.



Puyallup, Wildwood Elementary

The paths connecting adjacent neighborhoods to Wildwood Elementary School have been improved. The improvements included lighting, way finding signage, and paving the gaps in the walkway. Safety cameras were installed at the places on the paths where children are not as visible from the school or the street for personal safety. Students can now safely walk or bike directly to their school without having to use the deadend entrance to the school that vehicles dropping off and picking up children must use. A walking school bus, mileage club, and Walk to School Day celebration were used to encourage children to walk to school.



Washougal, Hathaway Elementary

This project included the installation of a high visibility crosswalk with pedestrian activated flashing beacons, advanced warning signs and flashers, reflective pavement markings, median island pedestrian refuge, improved street lighting, and sidewalks. They provided students and parents with walk/bike safety messages using brochures, website postings, and a safety assembly. In addition, local law enforcement conducted emphasis patrols when children were arriving and departing from school.