Safe Routes to School & Law

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Today’s Presenters

Alexis Etow, JD
Staff Attorney

Diane Dohm, MSCRП
Transportation Planner
Today’s Guest Speakers

Cristina McKenney
Safe Routes to School Manager
Eagle Prep
Phoenix

Sarah Prasek
Safe Routes to School Program Manager
Living Streets Alliance
Tucson
Healthier communities for all through better laws and policies.
ROADMAP

• Safe Routes to School: The Basics
• Safe Routes to School: The Law
• Guest Speakers: Cristina McKenney & Sarah Prasek
• Q&A
Safe Routes to School: The Basics

(*BMI $\geq 30$, or about 30 lbs. overweight for 5’4” person)
1/3 of CHILDREN are overweight or obese
IN RURAL, LOW-INCOME, OR NON-WHITE COMMUNITIES,

40-50% of CHILDREN are overweight or obese
Around 40% of our roads do not have sidewalks
Children are 13X more likely to be injured on a street like this...

Ewing, Frank and Kreutzer, 2006
...than on a street like this
WHY SPEED MATTERS

Field of vision at 15 MPH

A driver’s field of vision increases as speed decreases. At lower speeds, drivers can see more of their surroundings and have more time to see and react to potential hazards.

Field of vision at 30 to 40 MPH

HIT BY A VEHICLE TRAVELING AT: 20 MPH
9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT: 30 MPH
5 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT: 40 MPH
Only 1 out of 10 pedestrians survives

Source: http://visionzeronetwork.org/
Did YOU walk/bike to school when you were a kid?

1. Yes, unsupervised
2. Yes, supervised
3. No, lived too far away
4. No, other reasons
Do your kids walk/bike to school?

1. Yes, unsupervised
2. Yes, supervised
3. No, live too far away
4. No, other reasons
Children Walking/Biking to School

1969: 48%
Children Walking/Biking to School

1969: 48%

2009: 13%
Children Walking/Biking to School

Lives within 1 mile of School

1969

89%
Children Walking/Biking to School

Lives within 1 mile of School

1969: 89%

2009: 35%
Safe Routes to School: “The Five E’s”
Safe Routes to School: “The Five E’s”
ENCOURAGEMENT
ENFORCEMENT

Pedbikeimages.org
One more “E”...
EQUITY
Benefits of Safe Routes to School
Good for Kids
By walking or bicycling to school... children get more physical activity, lower their risk of obesity, and arrive focused and ready to learn.
Good for Communities
Safe Routes to School: “Policy & Program”
## Safe Routes to School
Approaches to Support Children Walking and Bicycling to School

<table>
<thead>
<tr>
<th>School</th>
<th>School District</th>
<th>Town/City/County</th>
<th>Regional</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrival/Departure Policies</td>
<td>Bicycle Parking</td>
<td>Crossing Guards</td>
<td>Transportation Planning</td>
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<tr>
<td>Schools can use approaches like staggering pick-up and drop-off times to give students time to get clear of car traffic.</td>
<td>Districts can make bicycle parking a priority, and they can support storage for other forms of active transportation, like skateboards and scooters.</td>
<td>Adult patrols at busy intersections can improve safety conditions and make families more comfortable with allowing their children to walk or bicycle to school.</td>
<td>Communities can work to ensure that transportation funds are directed toward improving street safety for students.</td>
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<tr>
<td>Remote Drop-off</td>
<td>Safe Routes to School Policies</td>
<td>Safe School Zones</td>
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<td>Schools can designate a place near school where students can be dropped off or picked up, reducing traffic congestion while encouraging children to be physically active.</td>
<td>Districts can implement policies instructing principals to encourage groups of students to walk or bicycle to school together and spelling out how the district and schools support walking and bicycling.</td>
<td>A combination of strategies can create safer zones around schools for children arriving or leaving school, particularly during peak hours.</td>
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<td>School Wellness Policies</td>
<td>Complete Streets</td>
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<td>Districts can use these federally required policies to call on schools to set goals and guidelines that support Safe Routes to School.</td>
<td>Local policies can change how streets and trails are designed, allowing people of all ages and abilities to get around safely and easily on foot, bicycle, or public transportation.</td>
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<td>Shared Use</td>
<td>General Plans</td>
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<td>District agreements can expand access to school facilities like gyms, fields, and playgrounds during non-school hours.</td>
<td>These basic required plans for local development can call for safety and roadway improvements, traffic-calming measures near schools, and more.</td>
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<td>Smart School Siting</td>
<td>Bicycle/Pedestrian/SRTS/Trail Plans</td>
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<td>Policies that help guide the process of deciding where to locate new schools can make it easier for children to walk or bicycle, while ensuring that neighborhood schools serve a diverse range of residents.</td>
<td>These plans promote a coordinated approach to enacting strategies that support bicycling, walking, trails, and Safe Routes to School.</td>
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SOME APPROACHES CAN BE USED BY ADDITIONAL JURISDICTIONAL LEVELS.
Policy reaches more people, and policy institutionalizes good ideas.
www.changelabsolutions.org/safe-routes/welcome

“Beginner” Policies

- Support for Active Transportation
- Support for Safe Routes to School
- Roles of Districts, Schools, Parents/Guardians, and Students
- Minimizing Driving
- Following the Law
- District Task Force
- School Teams
- Traffic Safety Education
- Walking School Buses and Bicycle Trains
- Walk to School Day and Other Promotional Activities
- Enforcement
- Incorporation into Student and Parent Handbooks
- Incorporation into School Wellness Policy
School Wellness Policies
SNAP-ED
PHYSICAL ACTIVITY STRATEGIES

BUILD CAPACITY to implement active living policy at the community level and by community organizations.
SNAP-ED
PHYSICAL ACTIVITY STRATEGIES

Enhance access to places for physical activity combined with informational OUTREACH ACTIVITIES
SNAP-ED

PHYSICAL ACTIVITY STRATEGIES

ENGAGE local businesses, government, civic organizations, community groups, and citizens in active living
SNAP-ED professionals at Day One work on **building capacity** through youth engagement.
EL MONTE, CA

HOW? Educate and train youth to do walkability and bikeability audits of their schools.
Liability 101
Negligence =

DUTY  BREACH  CAUSATION  DAMAGES
DUTY:

Did the school act with reasonable care?
BREACH:

Did the school breach its duty by acting carelessly?
CAUSATION:

Did the breach *cause* the injury?
DAMAGES:

Was someone *injured* as a result?
A note about immunity ...
Important Takeaway

**NO LIABILITY** unless...

- Someone did not act with reasonable care.

  AND

- That carelessness caused an injury.
Managing Risk
#1: Assess your environment
#2: Be proactive
#3: Use reasonable care

- Screen, Train, Monitor
- Identify Potential Hazards
#4: Clearly define roles
#5: Have a back-up plan
- **Assess** your environment
- **Be** proactive
- **Use** reasonable care
- **Clearly** define roles
- **Have a** back-up plan
Covering Your Bases
Basic Tips About Insurance for Nonprofit Organizations

Nonprofit organizations like ChangeLab Solutions engage in a wide variety of activities, from building healthy school environments to organizing community events, managing risk or reducing it in critical areas. However, it is essential to understand your risks to identify and mitigate them effectively.

Insurance coverage is one of the basic ways that nonprofit organizations protect themselves from the risk of liability. Ensuring insurance protection is crucial in preventing your organization from facing financial losses due to any liability claims.

Volunteers and Liability
The Federal Volunteer Protection Act

Volunteers are essential to any nonprofit organization, and their role in various programs ensures the safety and well-being of both children and adults. However, liability issues can arise with volunteer involvement. The Federal Volunteer Protection Act (FVPA) provides a legal defense for nonprofit organizations that have taken reasonable steps to protect volunteers from liability.

Safe Routes to School: Minimizing Your Liability Risk

Safeguarding students from the risk of injury during their commute is essential. Safe Routes to School (SRTS) programs can help minimize the risk of liability by creating safer walking and biking routes to and from school. By implementing SRTS programs, schools can help reduce the risk of vehicular accidents, ensuring the safety of students.

For more information or assistance, please contact info@changelabsolutions.org.
Guest Speaker: Cristina McKenney
Why Safe Routes to School?
During the last 50 years, walking, cycling, and public transit use declined, while automobile use increased (McDonald, Brown, Marchetti, & Pedroso, 2011). In 1969, 48% of primary (K-8th) school students walked, or bicycled, to school and only 12% traveled by personal automobile (U.S. Department of Transportation, 2010). These percentages reversed during subsequent decades. In 2009, 13% of students walked, or bicycled, to school and 45% of students arrived by personal vehicle.
Contributing Factors

- Increased distances between home and school
- Neighborhoods built lacking sidewalks and crosswalks
- Traffic speeds and volumes increased
- Parental fears increased

When driving to school became the common form of transportation to school the following occurred:

- walking and cycling received less priority in planning decisions,
- traffic volumes increased, making walking and cycling more difficult,
- parents feared for children's safety,
- walking and cycling became unpopular,
- parents no longer considered using these modes in daily activities, and

as a result: **obesity rates in children increased**
Active Kids Learn Better

active kids learn better
physical activity at school is a win-win for students and teachers

GRADINGS:
20% more likely to earn an A in work or English

STANDARDIZED TEST SCORES:
increased 6% over 3 years

JUST ONE PHYSICALLY ACTIVE LESSON CREATES:
13% increase in students’ physical activity for the week
21% decrease in teachers’ time managing behavior

physically active kids have more active brains
BRAIN SCANS OF STUDENTS TAKING A TEST:

after 20 minutes of sitting quietly

after 20 minutes of walking

Red areas are very active; blue areas are least active.

MORE RESULTS:

after 30 minutes of physical activity:
students tested better in reading, spelling & math and were more likely to read above their grade level

after being in a physically active after-school program for 9 months:
memory tasks improved 16%

Learn more about why active kids learn better and how schools can help at activelivingresearch.org/activeeducationbrief.
A win-win for students and teachers
EAGLE and SRTS

While EAGLE’s program began as a grassroots effort, to date we have received $135,000 in SRTS funding from ADOT to develop a SRTS program, and an additional $80,000 has recently been awarded to our school to continue to grow our program and expand it into three other network schools, through 2017. Studies show that SRTS increased the proportion of students walking and biking to school and that these effects built over time. Our rates of participation fall within the same model and show that we are successfully making walking and biking part of our school’s culture.

- 2010 - 2 walkers, 1 volunteer
- 2011 - 29 walkers, 9 volunteers
- 2012/13 - 63 walkers, 17 volunteers
- 2013/14 - 103 walkers, 14 volunteers
- 2014/15 – 131 walkers, 21 volunteers
The Vision

Our program’s vision is to give our students added opportunities for physical activity, while reducing their exposure to traffic and pollution around campus. Further, we are implementing SRTS activities and events to: educate EAGLE students, parents, and the public; develop and improve relationships with local law enforcement; and continue planning efforts to create safer local streets.
Walking School Bus

Three daily walking routes that chaperone and escort students to school in the mornings and afternoons.

1. Improved health and fitness
2. Better behavior and focus in class
3. Positive interaction with a caring adult
4. Less traffic congestion and air pollution around schools
5. Social opportunity for kids
Program Summary

WHEN?
Year long, morning and afternoon

WHERE?
3 staged routes

HOW MANY?
30-40 children per route
1-2 adult leaders and one junior leader,
Walk n’ Roll Wednesday

1. Measure student interest in biking to school
2. Continue to reduce traffic in the drop off area
3. Continue to teach safe walking behavior and begin teaching safe biking behavior
4. Instill in children self-confidence and independence
5. To give families who are not ready to commit to the Walking School Bus and opportunity to participate
Program Summary

WHEN?

Every Wednesday morning from November to April

WHERE?

1 staged route serving

HOW MANY?

31-45 children per route (last school year) caregiver strongly suggested, waiver of liability necessary
Golden Sneaker

- Awarded monthly to classes that demonstrate the highest level of involvement and participation
- Different criteria each month
- At year end, the Golden Sneaker Award is awarded to the class that most consistently demonstrates support and participation of the different SRTS programs and events
Yearly Events

- **Walk to School Day**: Annual event usually held the first Wednesday of October, as part of International Walk to School Day, to give students practice with safe, supervised walking, while exposing them to a fun way to increase their physical activity.

- **Bike Rodeo**: Safe biking skills are taught/tested on a premade course, and students receive free helmet fittings.

- **Bike to School Day**: Another annual event usually held in late April or early May to raise awareness of the need for safer bicycling routes, reduced school zone congestion, and environmental protection.
Mileage Club

- A fun way to track our students’ bicycling and walking miles, and award incentivizing prizes to students as they achieve different mileage goals
Pedestrian and Bike Safety Education
Questions?

Cristina McKenney
Safe Routes To School
Program Coordinator
EAGLE College Prep
Elementary
Cristina.mckenney@eagleprep.org
Cell: 602-387-0678
Guest Speaker: Sarah Prasek
Safe Routes to School Tucson

Program of Living Streets Alliance in partnership with the City of Tucson

- Region-wide reach
- Two-pronged approach (pilot schools & regional outreach)
SRTS Pilot Schools

- Work closely with in-school SRTS champion(s)
- Develop travel plans; organize & assist with events/activities; kick-off WSB in November 2015.
WOW! and Make Tracks

• Launched WOW! (Walk/Wheel on Wednesdays) and Make Tracks at 3 schools.
• Materials easy to adapt and use elsewhere.
Regional Outreach

SRTS Tucson website
• Ready to use materials and instructions for SRTS activities, activity ideas, lesson plans
• SRTS Tucson event listings and registration

srtstucson.org
Regional Outreach

Region-Wide Events

• Kidical Mass bike rides
• WALKtober and ApROLL challenges
WALKtober and ApROLL Challenges

- Weeklong walk and bike to school challenges open to all schools in Tucson, surrounding jurisdictions, and Pima County
- Easy online registration
- Materials provided (posters, punch cards, parent flyers, prizes)
- School competition – winning schools win grand prizes
2015-2016 Challenges


WALKTOBER
Walk to School Challenge

OCTOBER 26 - 30, 2015

Walk or bike to school and... GET STRONG, BE GREEN, HAVE FUN, WIN PRIZES!

DURING THE LAST WEEK OF OCTOBER
1. WALK OR BIKE TO SCHOOL.
2. GET YOUR CARD PUNCHED EACH DAY.
3. TURN IN YOUR CARD ON FRIDAY.
4. WIN GREAT PRIZES!

TELL YOUR FRIENDS TO JOIN YOU.
If your school has the most walkers/bikers in the Tucson area, you will be entered into a drawing for a new bicycle, scooter, or other grand prize.

Apr. 11-15, 2016

ApROLL BIKE & WALK TO SCHOOL CHALLENGE

APRIL 11 - 15, 2016

Bike or walk to school and... GET STRONG, BE GREEN, HAVE FUN, WIN PRIZES!

DURING THE SECOND WEEK OF APRIL
1. BIKE OR WALK TO SCHOOL.
2. GET YOUR CARD PUNCHED EACH DAY.
3. TURN IN YOUR CARD ON FRIDAY.
4. WIN GREAT PRIZES!

TELL YOUR FRIENDS TO JOIN YOU.
If your school has the most walkers/bikers in the Tucson area, you will be entered into a drawing for a new bicycle, scooter, or other grand prize.
Take Aways

• Find champion(s)
• Mix events and ongoing projects
• Make it fun; make it EASY!

www.saferoutestucson.org
www.facebook.com/SRTSTucson
sarah.prasek@livingstreetsalliance.org
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QUESTIONS?
WHERE TO START

• Outreach & Education
• Raise Awareness: What is active transportation? Why is it important?
• Identify Key Stakeholders
• Work with Existing Relationships
WHO TO ENGAGE

• **Identify & Engage** community-based organizations working on biking and walking issues (e.g. bike coalition)

• **Identify & Engage** person responsible for transportation at the school/district (e.g. Assistant Superintendent of Personnel, Principal, or other employee)
SAFE SCHOOL ZONE POLICIES
SAFE SCHOOL ZONE POLICIES

Reduce **speed limits** near schools
SAFE SCHOOL ZONE POLICIES

Prioritize biking and walking infrastructure near schools
Bike parking policies support Safe Routes to School
SRTS District Policy Workbook:

www.changelabsolutions.org/safe-routes/welcome
ChangeLab Solutions

FACT SHEETS

Safe Routes to School: Minimizing Your Liability Risk

Some schools have been reluctant to support Safe Routes to School (SRTS) programs due to concerns about legal and insurance issues. But such fears are largely unfounded. Acting responsibly and understanding the liability issues in question, schools, nonprofits, and parent groups can mitigate the risk of lawsuits, while also encouraging healthy lifestyles and safety.

Volunteers and Liability: The Federal Volunteer Protection Act

Volunteers are exempt from the liability in physical activity through federal law. The Volunteer Protection Act provides immunity from liability associated with volunteer activity in every state. Some states also have laws that provide additional protections for volunteers.

Smart School Siting: How School Locations Can Make Students Healthier and Communities Stronger

Each year, nearly half of all students walk or bike to school. The biggest issue is because today's school sitings have too few green areas, making it difficult for children to be active. In recent decades, due to a variety of reasons, schools have Increasingly been built in the outskirts of communities. As a result, students are more likely to be overweight or obese.

www.changelabsolutions.org
More fact sheets
Safe Routes to Schools

By walking or bicycling to school, children can easily incorporate exercise into their day and increase their overall physical activity. But the percent of children walking or riding bicycles to school has dropped dramatically over the past four decades.

Safe Routes to Schools

Safe Routes to School (SRTS) programs encourage children and their families to walk or bike to school by sponsoring walk-to-school days and organizing “walking school buses” in which children and families walk to school as a group. We work with advocates, school officials, and others to provide legal information that addresses common barriers to SRTS.

See below to review our list of publications relevant to SRTS. Be sure to check our model SRTS policy.

Related Publications

Backing Off Bike Lanes
Most school districts around the nation recognize that whether children are allowed to bike to school is a family choice. But in a few districts, school officials take one look at morning...

Creating Pedestrian-Friendly Streets
How can we make streets more walkable? And how can communities address legal issues that may emerge, especially around liability?

On September 22, we hosted a webinar on key practical...

http://changelabsolutions.org/childhood-obesity/safe-routes-schools
Thank you!

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Join us in the national public health conversation!
Twitter: @ChangeLabWorks
Facebook: ChangeLab Solutions