Montana Safe Routes to School

Student Success Starts with SRTS
Would you rather start your day like ...... this? Or this?
Safe Routes to School (SRTS) is a 100% federally funded transportation program that works to make it safe and convenient for K-8 students to walk and bike to school.
Successful Safe Routes to School programs...

... increase physical activity
... help establish lifetime habits
... teach pedestrian and bicyclist skills
... increase child’s sense of freedom
... improve safety around schools
... improve air quality in and around schools
... are a long term investment in our community
Elements of SRTS programs

- Education
- Encouragement
- Enforcement
- Evaluation
- Engineering
Education

• Students
• Teachers
• Parents
• Community
Encouragement

- Events
- Competitions
- Mileage Clubs
- Walking School Bus
Enforcement

- Parking enforcement
- Drop off locations
- Parent behaviors

- Overtime patrols
- Education events
- Encouragement tickets
Evaluation

• What are the barriers?
• What are our local solutions?
• Is it safer?
• Are more students walking?
• Have we changed attitudes?

Survey about Walking and Biking to School

- For Parents

Please write with CAPITAL letters. Answer with "X" instead of "/".

1. What is the grade of the child who brought home this survey? [ ] grade
2. Is the child who brought home this survey male or female? [ ] male [ ] female
3. How many children do you have in Kindergarten through 8th grade? [ ] children
4. What is the closest information nearest your home? [ ] please list the name of the closest intersection.
5. How does your child ride to school? [ ] uses one or more bus with "X".
   a. Less than 1 mile
   b. 1 mile up to 3 miles
   c. 3 miles up to 5 miles
   d. More than 5 miles
   e. Walks to school
6. How long does it normally take your child to get to school by one mode of transportation? [ ] for one choice per child.
   a. Less than 5 minutes
   b. 5 - 10 minutes
   c. More than 10 minutes
   d. Don't know not sure
7. Travel time to school
   a. Less than 5 minutes
   b. 5 - 10 minutes
   c. More than 10 minutes
   d. Don't know not sure
8. Travel time from home
   a. Less than 5 minutes
   b. 5 - 10 minutes
   c. More than 10 minutes
   d. Don't know not sure
Engineering
Montana SRTS programs
Ronan SRTS
Dillon SRTS
Bozeman SRTS
Ennis SRTS
Other Safe Routes to School programs...

... Missoula       ... Butte       ... Arlee

... Scobey       ... Miles City ... Billings

... Great Falls   ... Plevna      ... Helena

... your town next!
Next Steps for existing programs

- Add a monthly walk
- Add a weekly walk
- Start a walking school bus
- Add another day
- Add another route
- Add another school
- Push further into winter
- Start earlier in spring
- Walk year round
Next Steps for existing programs

- Expand your SRTS group
- Engage youth advocates
- Host a bike and pedestrian safety event or multiple events
- Implement an in class bike and pedestrian safety program such as Journeys from Home
- Start a bike club
Next Steps for existing programs

• Involve SRTS in school fundraising
  – Fun run
  – Walk – a-thon
  – Fire Up Your Feet
• Mileage club
  – Add to and from school
• Promotion
• Remote drop off
Next Steps for existing programs

• Get involved with policy that affects SRTS activities:
  – School siting
  – Complete streets
  – Distracted driving
  – Local or state funding decisions
Why not trade......

This.... For this....
SFY 2013 Applications are due December 31, 2011

It is not too late !!!!
Web Sites

www.saferoutesmmt.org

Montana Safe Routes to School Program
www.mdt.mt.gov/pubinvolve/saferoutes

National Center for Safe Routes to School
www.saferoutesinfo.org

Safe Routes to School National Partnership
www.saferoutespartnership.org
SRTS Coordinator

Taylor Lonsdale, PE
taylor.lonsdale@coe.montana.edu
(406) 994-7031
Local Government is charged with “protecting public health, safety and welfare” of citizens

- Public health...more than sewer & septic
  - 2/3 of adult Montanans are at an unhealthy weight
  - 40% of Montana 7th and 8th graders do not get the minimum daily recommended activity (YRBS, 2011)
  - Rural areas have higher mortality, disability and chronic disease rates than urban areas
Safety

- In 2009, the fatality rate per 100 million vehicle miles traveled was 2.7 times higher in rural areas than in urban areas (1.96 and 0.73 respectively). FHWA
- Low-density strip development corridors are typically the most unsafe due to poor access management and difficult crossings
- Motor vehicle collisions are the leading cause of death among children ages 3 to 14; in 19% of these fatalities, the children involved were pedestrians.
Public Health, Safety and Welfare

- Welfare
  - Quality of life
  - Access to quality education
  - Access to health care
  - Access to jobs
  - Economic competitiveness, vibrancy and resiliency
What are Complete Streets?

- A complete street is a road that is designed to be safe for drivers; bicyclists; transit vehicles and users; and pedestrians of all ages and abilities.
Why complete our streets?

- Nearly one third of Montanans do not drive
  - Aging population is growing
  - All children under 16
  - People with mobility impairments
  - People who take other modes of transport due to necessity or choice
It’s not just about the street...

To make the system function...other important elements need to be considered.

- Land Use
  - Destinations
  - Diversity
- Connectivity
  - Grid system
  - Block length
- Access Management
  - Medians
  - Driveways
- Site design
  - Human scale
What is missing here?
Complete Streets include crosswalks
Ready, Set, Go!

Design for all populations
Bike Lanes Help Narrow the Street

Twin Bridges, MT
Sharrow
Access to public transportation within and between communities is important to access jobs, health care, grocery stores, etc.
Elements of a Complete Streets Policy

1. Sets a vision.
2. Includes all modes.
3. Emphasizes connectivity.
4. Is adoptable by all agencies to cover all roads.
5. Applies to all phases of all applicable projects.
6. Specifies and limits exceptions, with management approval required.
7. Uses latest design standards is flexible.
8. Is context-sensitive.
10. Includes implementation steps.
The Complete Streets concept focuses not just on individual roads but on changing the decision-making and design process so that all users are routinely considered during the planning, designing, building and operating of all roadways. It is about policy and institutional change.
Complete Streets...a national movement

- 27 states and 270 communities have adopted complete streets policies
- 4 Montana communities are among them
  - Missoula
  - Bozeman
  - Helena
  - Billings
Resources for Complete Streets

- National Complete Streets Coalition
  - www.completestreets.org
- National Policy & Legal Analysis Network
  - http://www.phlpnet.org/healthy-planning/increasing-physical-activity
- American Public Health Association
  - www.apha.org
  - Transportation, health, complete streets
Thank you!

Cathy Costakis
Active Living Coordinator
Montana Nutrition and Physical Activity Program
Montana State University/Montana Department of Health and Human Services
406 581 8650
costakis@montana.edu