



2017 ANNUAL REPORT





TO OUR PARTNERS AND ALLIES:

The demand for Safe Routes to School and healthy, active mobility is stronger than ever before. We are incredibly proud of the successes of our partners and advocates working to secure funding, strengthen policies, and build support for walking and wheeling in 2017.

As we look to 2018, we acknowledge there is still a great deal of work to do to advance Safe Routes to School and equitable, active transportation. We know that our bodies were designed to move, yet many of our communities were created with intentional inequities that limit mobility. We believe change is necessary to achieve a vision of safe, active, equitable, and healthy communities – urban, suburban, and rural – for everyone.

Thank you for your continued support as we do our work.

Cass Isidro
Executive Director



2017 PROGRAM HIGHLIGHTS



Vision Zero and Safe Routes to School: Partners in Safety

Vision Zero, a movement that works to eliminate all traffic deaths and serious injuries, is gaining visibility, momentum, and political traction in many US cities and towns – providing an opportunity for Safe Routes to School advocates to tap into a broader transportation initiative that is politically connected and often very high-profile. Working together, Vision Zero and Safe Routes to School advocates can leverage data-driven approaches to improve safety, advance equity, and focus investments in areas with the greatest needs first.

In 2017, the National Partnership advocated for closer alignment between [Safe Routes to School and Vision Zero](#), and published a resource that shares how to get involved and offers examples of what Safe Routes to School advocates can push for in Vision Zero action plans that would improve safety for children.



Vision Zero and Safe Routes to School: Partners in Safety

Why should Safe Routes to School and Vision Zero programs work together to amplify shared transportation safety goals and strategies?

Safe Routes to Schools focuses on making it safer for more kids to walk and bike to school. Vision Zero works to eliminate all traffic deaths and serious injuries.

What opportunities are there for Safe Routes to School and Vision Zero advocates to collaborate to improve safety and advance equity together?

How can Vision Zero efforts help move Safe Routes to School programs toward a data-driven, community-wide approach that prioritizes areas with the greatest safety needs?

A woman and a young girl are walking on a paved sidewalk in front of a large brick school building. The woman is wearing a white t-shirt and dark pants, and the girl is wearing a pink and white striped shirt and blue pants. They are walking from left to right. The background shows a well-maintained lawn, a young tree, and a playground area. The scene is brightly lit, suggesting a sunny day.

Tactical Urbanism & Safe Routes

Pop-up Safe Routes to School projects such as temporary crosswalks, curb extensions, and roundabouts show how easy it is to make changes that make it safer and more inviting for kids to walk and bicycle to school. The National Partnership worked with local communities to help them advance walking, biking, and Safe Routes with tools such as duct tape, chalk, planters, tires, and cones. We published [fact sheets](#) that outlined how pop-up projects can be used to advance active transportation and provide a simple overview of how a local community organization can go about conducting a pop-up project.

Environmental Justice in Southern California

The Inland Empire in Southern California has been a subject of concern for many environmental and equity advocates. The California Environmental Protection Agency has identified both Riverside and San Bernardino Counties as having high amounts of pollution and high levels of low-income people. Children in these communities who walk to and from school often risk their health and safety due to poor air quality and dangerous streets. Many low-income communities lack proper sidewalks, paths, or street crossings, which makes conditions unsafe for walking or biking. In 2017, we [strengthened our commitment](#) to connecting Safe Routes to School with environmental justice and partnering with local organizations to create healthier and more equitable communities in the Inland Empire region.



#MeToo: How Safe Routes to School Can Address Street Harassment

Street harassment can have a strong negative effect on students who are trying to get to school or home on foot, by bicycle, or on public transit. Experiences of street harassment can cause students to miss school, and can affect readiness to learn and academic success. They can lead students to avoid convenient, affordable, and healthy ways of getting to school, discouraging walking and taking transit. In 2017, we published [“Wolf Whistles and Creepy Compliments,”](#) a report on how Safe Routes to School practitioners can help students avoid harassment. We also hosted a tweetchat during International Anti-Street Harassment Week to discuss harassment as a barrier to walking and biking.

 SafeRoutesNow
@SafeRoutesNow

A3. Street harassment often peaks right at the time youth are exploring their identity and expressing themselves #MoveEquity



Hollaback! International Street Harassment Survey Project
©2015 Safe Routes to School National Partnership

10:22 AM - 5 Apr 2017

9 Retweets 13 Likes



9 13

The background of the slide is a photograph of a bicycle lane. In the foreground, a white painted symbol of a bicycle is visible on the asphalt. To the left, the front wheel and handlebars of a bicycle are partially visible. In the background, other cyclists are riding on the lane. A large white circle is overlaid on the right side of the image, containing the title and text.

Regional Policy in California and Oregon

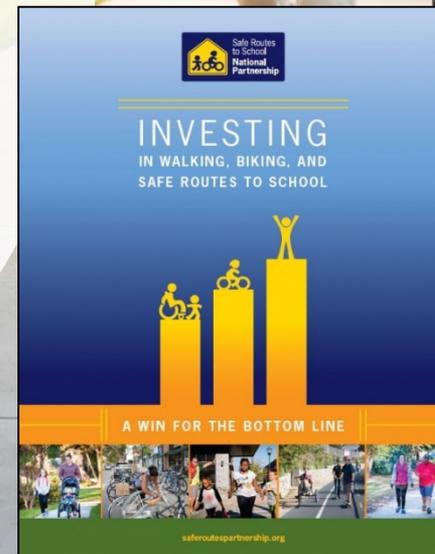
Regional transportation policy continues to be an area in which few advocacy organizations work, meaning that our involvement with MPOs to push for active transportation and equity is essential. In 2017, the National Partnership:

- Helped secure \$1.5 million in new SRTS funding in Portland plus \$10M annually for SRTS statewide
- Saved \$4.4M in SRTS funding in San Francisco that was to be zeroed out.
- Joined partners in securing passage of and influencing implementation of Los Angeles County's new Measure M, which will generate \$2B over 40 years for active transportation.
- Started a new environmental justice coalition in the Inland Empire to address the impacts of warehouse expansions on safety, equity, and air quality.

Federal Policy and Funding

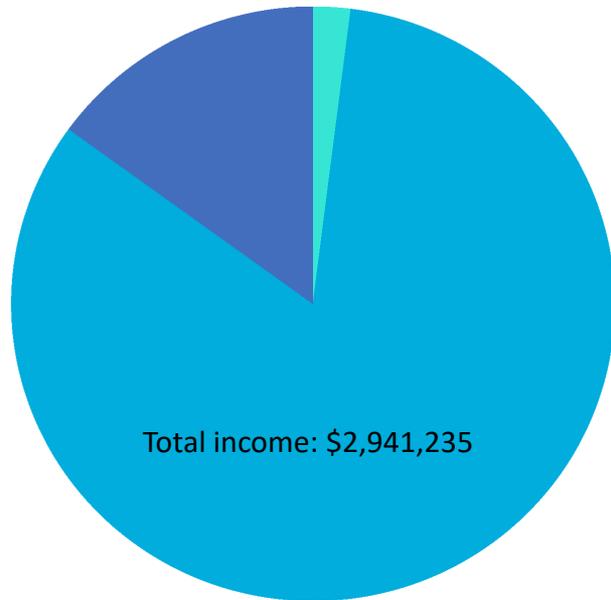
Efforts to increase active transportation can be slowed by a lack of resources to invest in sidewalks, crosswalks, trails and traffic calming. Improving walkability has more than health benefits though; it can also be good for the pocketbook, government budgets, and the overall economy. Looking at the cost savings and economic benefits of investments in Safe Routes to School, walking and biking can help make the case for increasing those investments.

In 2017 the National Partnership studied the [cost savings and economic benefits in active transportation and Safe Routes to School](#)—including medical cost savings from improving safety, reducing costs of obesity due to increased physical activity, and increases in economic benefits such as increased rents or property values, tourism revenue, and more jobs. With the research findings and data from this report, local governments can use the power of data about health and economic benefits to secure greater funding for active transportation and Safe Routes to School. Advocates for public health and active transportation can utilize these examples to help residents envision what they want for their communities and their own lives, and to push for greater investments in walking and biking.



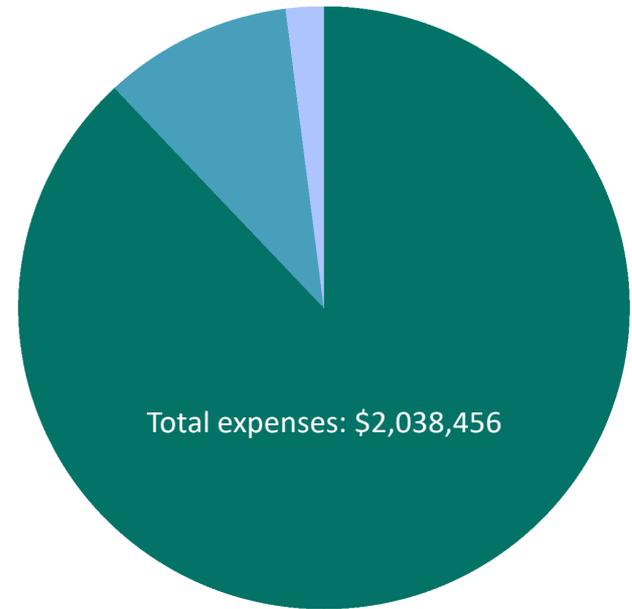
2017 Financial Statements

Income by Class



- Foundations (83%)
- Fee for service and individual support (15%)
- Corporations (2%)

Expenses by Class



- Program (88%)
- General and administrative (10%)
- Fundraising (2%)