

**Safe Routes to School National Partnership (SRTSNP)
Annual Meeting
Friday, September 8, 2006
3:00-6:00 pm
Madison, WI**

Participants

SRTSNP Steering Committee Members

Tim Blumenthal, Bikes Belong Coalition, Boulder, CO
Fred Boykin, Metro Atlanta Safe Routes to School Coalition, Atlanta, GA
Andy Clarke, League of American Bicyclists, Washington, DC
Sally Flocks, PEDS and America Walks, Atlanta, GA
Melody Geraci, Chicagoland Bicycle Federation, Chicago, IL
Franz Gimmler, Rails-to-Trails Conservancy, Washington, DC
Wendi Kallins, Safe Routes to School, Marin County Bicycle Coalition, Forest Knolls, CA
Wendy Landman, WalkBoston, Boston, MA
Robert Ping, Bicycle Transportation Alliance and Willamette Pedestrian Coalition
Suzan Pinsof, Association of Pedestrian and Bicycling Professionals
Sharon Roerty, National Center for Bicycling and Walking, Maplewood, NJ
Robin Stallings, Texas Bicycle Coalition, Austin, TX
Sarah Strunk, Active Living by Design, Chapel Hill, NC
Risa Wilkerson, Michigan Fitness Foundation, Lansing, MI

SRTNP Staff

Deb Hubsmith, Safe Routes to School National Partnership, Fairfax, CA

Partner Affiliates

Rich Bell, Active Living by Design, Chapel Hill, NC
Vonie Gilreath, Berkeley Charleston Dorchester County of Governments, Charleston, SC
Todd Heinz, Eau Claire Police Department/Safe STEPS of Eau Claire, Eau Claire, WI
Ben Helphand, Center for Neighborhood Technology, Chicago, IL
Brett Hondorp, Alta Planning + Design, Berkeley, CA
Deb Homan, Broward County, Ft. Lauderdale, FL
Dave Janis, Bicycle Alliance of Washington, Seattle, WA
Lee Kokinakis, Michigan Fitness Foundation, Lansing, MI
Bill Nesper, League of American Bicyclists, Washington, DC
Philip Pugliese, Outdoor Chattanooga/Activate Chattanooga, Chattanooga, TN
Melissa Taylor, Activate Chattanooga, Chattanooga, TN
Elizabeth Train, Bikes Belong Coalition, Boulder, CO
Lee Ann Von Hagen, Voorhees Transportation Center, New Brunswick, NJ

Others

Tim Arnade, Federal Highway Administration, Washington, DC
Renee Callaway, Wisconsin Department of Transportation, Madison, WI
Charlotte Claybrooke, Washington State Department of Transportation, Olympia, WA
Lisa Cirill, California Department of Health Services, Sacramento, CA
Michael Dannemiller, The RBA Group, Morristown, NJ
Maggie Grabow, University of Wisconsin-Madison, Madison, WI
Brad Henderson, Police Department, Eau Claire, WI
Stacy King, Cambridge Public Health Department, Cambridge, MA
Larry Kirsch
David Levinger, Feet First, Seattle, WA

Lauren Marchetti, National Center for Safe Routes to School, Chapel Hill, NC
Joseph Matar, Wisconsin Department of Transportation, Madison, WI
Stacey Meekins
Lauren Mi
Sharon Okoye, Connecticut Department of Transportation, Newington, CT
Joyce Parks, California Department of Transportation, Sacramento, CA
Deborah Pasha
Pat Pieratte, Florida Department of Transportation, Tallahassee, FL
John Rider, Bicycle Federation of Wisconsin, Madison, WI
Ignacio Rivera de Rosales, Pima County Department of Transportation, Tucson, AZ
Tim Rowe, Nevada Bicycle Advisory Board, Carson City, NV
Chad Taviguchi
John Wetmore, Perils for Pedestrians, Bethesda, MD
Cindy Winters, Kansas Department of Health and Environment, Topeka, KS

Welcome (Deb Hubsmith)

Deb Hubsmith, Coordinator of the SRTSNP, welcomed everyone to the meeting, thanked them for participating, and referred to the agenda and packet of materials. She indicated that, due to a change in travel plans that required an immediate departure, Sharon Roerty's recap would be first on the agenda.

Recap of ProWalk ProBike Highlights Regarding SRTS (Sharon Roerty)

Sharon Roerty, from the National Center for Bicycling and Walking and a SRTSNP Steering Committee member, indicated that she had identified many SRTS highlights from the conference based on sessions she had attended as well as participant feedback. One of her highlights was having the opportunity to meet Steering Committee members and put faces with names after nearly a year of working together by telephone.

Other highlights and themes include the following:

1. The conference included ten sessions with SRTS in their titles (plus numerous additional sessions that addressed this issue). It is clear that SRTS is a hot topic.
2. Panelists and participants seemed to have much more experience with SRTS than with past conferences, which facilitated excellent conversations and information exchange.
3. More than 120 people participated in the SRTS practitioners' workshop, many more than conference organizers had projected.
4. It is clear that advocacy organizations are making a difference in SRTS and are partnering with other disciplines, including health entities and departments of transportation, to engage in this work.
5. More partners than ever, including health entities, PE teachers, and even university campus police, are getting involved in SRTS.
6. New tools and techniques are being used at the local level to facilitate this work. For example, under development is a handheld tool (or PDA) to collect data around its school to better identify where to focus, generate maps, and advocate for improvements at council and PTA meetings.
7. People seemed to enjoy the SRTS session addressing inner city issues, an arena in which the movement lacks experience. The practice is still evolving and we are identifying gaps to be filled.
8. Many staff members from the SRTS national clearinghouse attended the conference, demonstrating that this is truly a universal partnership.

9. Tim Arnade, FHWA's Safe Routes to School Program Manager, the "top cop for SRTS," attended each day of the conference, participated numerous SRTS sessions, asked excellent questions, and demonstrated his commitment to this issue.
10. The three-minute success stories, which concluded the conference, ended with a SRTS story – a significant energizer that really rocked the house.
11. Conference attendees' energy around SRTS exceeded expectations. All participants seemed to learn a lot and identify creative approaches to address SRTS.

Overview of SRTSNP (Deb Hubsmith)

Deb Hubsmith provided a brief overview of the SRTSNP, noting that just one year after the passage of SAFETEA-LU, more than 200 organizations have joined. All Partners have agreed to the consensus statement and the memorandum of understanding (MOU) that indicates we are working together to advance the movement. She added that the Partnership goes beyond the federal program and addresses other opportunities to fund, expand and share information about SRTS at national, state and local levels.

Deb noted that she became interested in launching the SRTSNP in response to many requests for information she fielded in Marin County, based on their early experiences with SRTS. She recognized there was tremendous national expertise and a desire to share information. An initial organizing meeting was held in Washington, DC in June 2003, the day Congressman Oberstar introduced the PACE bill that included SRTS, and would eventually be rolled into SAFETEA-LU. The League of American Bicyclists helped maintain the initial momentum by shepherding participants toward the development of a consensus statement and MOU, and hosting another planning meeting in June 2004. In June 2005, with the blessing of the League, Deb approached the Bikes Belong Coalition and submitted a proposal requesting that they serve as host agency and provide start up funding for the Partnership. Right after Congress passed SAFETEA-LU in July 2005, Bikes Belong agreed to fund and host the Partnership and asked that website content be up and running by the time the President signed the bill on August 10. Our intention was for the Partnership to be an important national player in SRTS from the onset. Deb noted that without Bikes Belong's funding and support, the Partnership would not be where it is today.

The SRTSNP Steering Committee emerged from a desire to have wide participation in this effort. Initial representatives who had already assumed leadership roles in the SRTS arena were chosen from a variety of sectors, including those representing national, state and local organizations, and health, bicycling and pedestrian issues. Deb identified the organizations currently represented by the Steering Committee as well as the standing committees. She added that, as Coordinator, she is funded on a half-time basis, and the SRTSNP is able to do so much more thanks to the volunteer hours contributed by the Steering Committee.

In summary, Deb recapped that the 2003 annual meeting created the Partnership, the 2004 meeting addressed missing pieces and developed the consensus statement, and the October 2005 meeting focused on recommendations regarding SRTS program implementation and guiding principles that were subsequently sent to the Federal Highway Administration (FHWA) and State DOTs. Today's meeting was designed to create and sanction the SRTSNP's structure for the future.

Introductions (All)

Deb Hubsmith invited all Steering Committee members and participants to introduce themselves and their organizational affiliations. (Please refer to the participant list on page 1 of these minutes)

SRTSNP Accomplishments Over the Last Year (Deb Hubsmith)

Deb Hubsmith briefly described the SRTSNP's major accomplishments over the last year, which included the following:

- Recruiting more than 200 diverse organizations to join the Partnership, including recent additions such as the American Heart Association, the PTA, the American Association of Retired Persons, and the National Association for Health and Fitness, all of which have affiliates in every state.
- Working with the National Association for Health and Fitness, which represents the Governors' Councils on Physical Fitness and Sports in all states, to include a SRTS component in next year's national conference in California.
- Launching a website, which continues to evolve with new features and resources.
- Publishing SRTS E-news, a monthly e-newsletter that is distributed to all partners and other contacts. Partner affiliates are encouraged to contribute content and to distribute it to their members.
- Responding to hundreds of inquiries from numerous individuals, organizations and agencies.
- Influencing federal SRTS guidance to states, a significant project during the first couple of months of the Partnership's operations. Last year's annual meeting focused on addressing this topic, and the Partnership was pleased to see that its guidance was reflected in the FHWA's recommendations.
- Developing many resources related to implementing SRTS programs, including a "States Take Action" resource; a "Getting Started Locally" resource, which includes a downloadable powerpoint presentation; an update report describing the status of state efforts; and other resources.
- Presenting to communities throughout the country as well as at national professional meetings such as the National Conference of State Legislatures, the National Bike Summit, and the State SRTS Coordinators' Meeting.
- Providing teleconference trainings on how to work with state DOTs.
- Commenting on federal SRTS surveys that the National Center for SRTS has been developing.
- Creating a plan to develop SRTS state networks so that state advocates and professionals working on SRTS issues can connect with each other and their DOTs to address the federal SRTS funding as well as related issues, such as school siting and other policy initiatives.

Governance Structure Discussion/Adoption (Fred Boykin)

Deb Hubsmith introduced Fred Boykin, a Steering Committee member with the Metro Atlanta Safe Routes to School Coalition. Fred participated in the Governance Committee, which has developed the draft governance structure for the SRTSNP. Fred noted that the Committee started by identifying a number of key questions that were pertinent to the Partnership's governance, such as its composition and organizational structure, decision making processes, etc. An initial key principle was that the Steering Committee recommended this group not form

its own nonprofit organization but rather affiliate with an existing organization. The Governance Committee met several times, drafted and redrafted the proposal, received feedback from the Steering Committee and the Partnership affiliates, produced a final draft, and subjected it to legal review by an experienced attorney.

The governance structure presented today is intended to achieve a series of goals, including the recruitment of diverse groups to serve on the Steering Committee, and a good balance between Steering Committee input and broader representation from the overall Partnership. The 21-member Steering Committee, with staggered terms, is intended to help provide an appropriate structure. Fred provided a brief overview of each section and noted that, once approved, the Steering Committee will need to define responsibilities of each of the Standing Committees and make appointments to them.

Deb added that the Governance Structure was first sent to partner affiliates via email in early August, and an update was distributed in late August. She opened the floor to comments from Partners.

Lisa Cirill recommended that all print material and the website clarify the relationship between the SRTSNP and the Bikes Belong Coalition.

Pat Pieratte identified three typographical errors, which will be corrected.

David Levinger suggested that if diversity is a goal, the Steering Committee should consider explicitly including an organization that addresses health disparities. He also identified the potential gap in representation from engineering and safety organizations. Wendy Alfsen noted that in the Bay Area, there is an organization of health professionals whose purpose is to eliminate health disparities. One at-large spot could be designated for such an organization, which could be a coalition or a single entity. A long discussion of the Steering Committee ensued, in which members recognized the importance of recruiting diverse organizations and people to both the Steering Committee and the Partnership. Some identified the requirement that Steering Committee members have an “active” SRTS focus as a potential barrier to recruiting organizations addressing health disparities. Others noted that virtually all health-related organizations address health disparities in one way or another. Several recognized that the committee structure is another way to involve many types of organizations, and that the Nominating Committee has great leeway, through the at-large positions, to recruit a diverse array of organizations to the Steering Committee without adding another seat. All acknowledged the need to continue to attract strong leaders and diversify the movement. The Steering Committee identified specific ways to address this issue, including encouraging the Nominating Committee to think broadly and inclusively when recruiting new leadership. All agreed that this was a very worthwhile discussion that will require additional attention as the Partnership evolves.

Wendi Kallins made a motion to approve the Governance Structure document after correcting the identified typographical errors. Fred Boykin seconded it, and the Steering Committee approved.

Assignment of Election Cycles and Election of Officers

The Steering Committee previously approved a process in which three groups of members would pick from a hat to determine future election cycles. Through that process, terms were assigned with the following expiration dates.

Elected National Seats – National Group Representing Bicyclists and/or Pedestrians

- 2007 – Association of Pedestrian and Bicycling Pedestrians
- 2008 – National Center for Bicycling and Walking
- 2009 – Rails-to-Trails Conservancy

Elected State and Local Seats

- 2007 – State or Local bicycle and/or pedestrian group, Marin County Bicycle Coalition
- 2007 – State or Local at large group – Texas Bicycle Coalition
- 2008 – State or Local bicycle and/or pedestrian group - Chicagoland Bicycle Federation
- 2008 – State or local bicycle group, Bicycle Transportation Alliance (Oregon)

Elected State and Local Seats – State or Local At Large

- 2008 – Michigan Fitness Foundation
- 2009 – Metro Atlanta Safe Routes to School Coalition

Deb Hubsmith noted that the Steering Committee began discussing the election of officers several months ago as the governance structure was being developed. She solicited interest from the group and, at the Steering Committee's recommendation, developed a slate of officers. Going forward, officers will be elected annually. This year's slate of officers consists of:

Chair: Risa Wilkerson
 Vice Chair: Andy Clarke
 Secretary: Sarah Strunk
 Treasurer: Tim Blumenthal

Deb Hubsmith added that these positions are assigned to individuals, not the organizations they represent. There were no comments on the proposed slate of officers and no other nominations. Robin Stallings made a motion to approve the slate. Franz Gimmler seconded it. The motion was approved.

Break and Transition

The meeting adjourned for a 15-minute break. As newly-elected chair, Risa Wilkerson called the meeting back to order. She acknowledged that this is a challenging process, noted that she appreciates input and looks forward to hearing from the partners. She also recognized Tim Arnade of FHWA, who had joined the meeting, and thanked him for his leadership with the federal SRTS program. She invited Lee Kokinakis from the Michigan Fitness Foundation to lead the review and discussion of the draft Strategic Plan.

Strategic Plan Discussion/Adoption (Lee Kokinakis)

Lee Kokinakis thanked members of the Strategic Planning Committee for their work on this document over the past four months. She reminded partners that they had received a first draft of the Strategic Plan at end of July. Comments were incorporated, and a second draft was distributed at the end of August. No additional comments or suggestions were provided in response to the second draft.

Lee provided a brief overview of the document, focusing on its three sections: Vision, Mission and Goals. She added that the Strategic Plan is intended to serve as a roadmap for annual action plans. Deb Hubsmith added that annual action plans, which will include objectives and tactics, will address each of the seven goal areas and will be dependent upon additional funding to facilitate their implementation. She added that she would like the Steering Committee to consider changing Goal 6: to read "The Partnership works to ensure the growth of governmental support, funding AND POLICY CHANGES THAT WILL BENEFIT SRTS" in order to emphasize

that the Partnership has an important role in policy advocacy, not just securing additional funds for SRTS.

Risa Wilkerson invited Partners to provide general feedback on the Strategic Plan, requesting that comments be focused on principles rather than wordsmithing. After receiving general feedback, she added that the Steering Committee would discuss and approve the overall Strategic Plan.

Wendy Alfsen stated that, with respect to Goal 2, schools do not always view themselves as local government and suggested that this wording be clarified.

Lisa Cirill recommended that the document use consistent language and refer either to bicycling and walking OR walking and bicycling.

Pat Pieratte requested a clarification on Goal 1. Deb Hubsmith stated that, after we adopt the Strategic Plan, which has internal goals for the organization, we will adopt goals for the federal program. Once the SRTSNP adopts goals related to the federal program, we can take a position on behalf of the SRTSNP and encourage government agencies and others to adopt that position.

Brad Henderson commented on the Vision statement, noting that it emphasized biking and walking to school. He encouraged the Steering Committee to consider expressing equal enthusiasm for encouraging active living at school for children who are bused.

Steering Committee Discussion:

Wendi Kallins made a motion to accept Deb Hubsmith's proposed change to Goal 6. Fred Boykin seconded, and the Steering Committee approved it. The revised Goal 6 was approved as follows: "The Partnership works to ensure the growth of governmental support, funding and policy changes that will benefit Safe Routes to School."

Wendi Kallins made a motion to add school districts to Goal 2. Sally Flocks seconded, and the Steering Committee approved. The revised Goal 2 was approved as follows: "The Partnership promotes SRTS in ways that inspire and energize the grassroots, both youth and adults, to implement programs and work proactively with state and local governments, and school districts."

Sally Flocks made a motion to refine language for Goal 1, noting that the intent was to provide targets of success for other entities to achieve. Fred Boykin seconded, and the Steering Committee approved. The revised Goal 1 was approved as follows: "The Partnership establishes goals for the SRTS national movement, and encourages local programs, state departments of transportation, and the federal government to meet these goals."

With the changes identified above, Fred Boykin made a motion to approve the entire Strategic Plan. Sally Flocks seconded, and the Steering Committee approved.

Goals for National Movement Discussion/Adoption (Deb Hubsmith)

Deb Hubsmith introduced the SRTSNP's draft goals for the federal SRTS program as defined by Section 1404 for SAFETEA-LU. She noted that one of the unique features of the SRTSNP is that our work goes beyond the SRTS federal funding approved last year. The federal money from SAFETEA-LU will hopefully be just one piece of a massive tapestry and network of funding and policy changes that the Partnership hopes to help secure for SRTS through a variety of means, such as legislation, policy changes, metropolitan planning organizations, school facility

bonds, and local communities' transportation sales taxes, utility taxes, etc. There are many ways to secure additional funds. As such, goals should be created for the entire SRTS national movement in the United States. She added that we cannot create the overall goals for the movement today, since we need to build a better understanding of how this happens at the local level before we set effective targets for long-term national goals. As a result, she views this as a two-part process. Today, the SRTSNP will adopt goals related to the federal program, after which it will embark on a yearlong process to set broader goals.

Deb reviewed each of the goals to provide additional context. Risa Wilkerson noted that the Steering Committee would invite comments, discuss and approve each goal, one at a time.

Goal 1: Each state will have hired its full time SRTS Coordinator by December 31, 2006.

Public Comments: No comments from Partners.

Steering Committee Comments: Fred Boykin moved that it be approved as written. Wendi Kallins seconded and the Steering Committee approved.

Goal 2: The full \$612 million allocated for SRTS from SAFETEA-LU will be obligated by September 30, 2009.

Public Comments: No comments from Partners.

Steering Committee Comments: Andy Clarke clarified that in order to actually achieve this goal, we would have to raid another program's funding because of rescissions and obligation rates. The Steering Committee agreed that, while this may be a stretch goal, the point is that we want states to obligate all funds that were allocated for the program. Sally Flocks made a motion to accept Goal 2 as written. Franz Gimmler seconded it, and the Steering Committee approved.

Goal 3: There will be an average of a 25% increase in children walking and bicycling to schools in communities and at schools that directly receive SAFETEA-LU funds by September 30, 2009.

Public Comments: Several Partners expressed concerns and questions about Goal 3. Pat Pieratte asked for clarification on how this would be adequately measured. Several people expressed concerns that this is difficult data to capture, as there is no mandatory reporting requirement, and that the timeframe may be a challenge due to a gap between funding and implementation, and the need to capture baseline data.

Steering Committee Comments: Deb Hubsmith acknowledged these concerns and noted that we would rely on the data that is reported to the state DOTs, which will not capture anything other than what has been reported. Wendy Landman asked for clarification on whether the goal relates to an average increase for each school or a statewide average and commented that, for some urban schools, the goal will be to increase safety, not the number of students walking and biking. Wendi Kallins noted that we need to differentiate between communities that receive infrastructure funds and program funds. In the latter case, it may take awhile to spend the money, even if it's been obligated. Tim Blumenthal expressed that he sees this as an audacious goal. He encouraged the SRTSNP to view this as a vision and cautioned them to avoid getting too concerned with the mechanics. He believes the percentage should be visionary. Fred Boykin countered that not all children can walk or bike to school if they're bused, and recommended that we address an active living component in schools. Deb Hubsmith indicated that we can choose to address this in the second level of goals. Andy Clarke said that a fundamental concern related to Goals 3 and 4 is that we will be unable to evaluate the success of this program if we do not have an adequate way to measure it. This is our opportunity to suggest a national measurement tool to help us evaluate whether this is working. He added that he is not convinced that we have sufficiently addressed the measurement or goal. Wendi Kallins proposed wording changes to Goal 3. Robin Stallings made a motion to accept her recommended changes. Fred Boykin seconded, and the Steering Committee approved. The revised goal was approved as follows: "There will be by September 30, 2009 a national average

of a 25% increase in the numbers of children walking and bicycling to schools in communities and schools that directly benefited from SAFETEA-LU SRTS funds.”

The Steering Committee recommended that this goal become Goal 4, and that a new Goal 3 be created to ensure that the US DOT develops a mandatory national data collection process on school travel addressing both safety and use. After considerable discussion and feedback from the Partners, which suggested support for the intent of this issue but concern regarding specific language and implementation procedures, the Steering Committee agreed to work on the development of a new Goal 3 to address measurement issues. This will be discussed in future Steering Committee conference call meetings, and Partners will have an opportunity to review a draft.

Goal 4 (now Goal 5): Nationally, the rate of childhood bicycle and pedestrian fatalities and injuries during travel to and from school will remain the same or decrease in communities that received project funding through SRTS SAFETEA-LU funds.

Public Comments: Stacey Meekins stated that she had no problem with the goal but recommended that the measurement address injuries as well as fatalities. She added that a weakness is that states would have to provide the data, which is not ideal.

Steering Committee Comments: Andy Clarke indicated that this is tied to the measurement challenges and issues previously discussed for the new Goal 3, and that we have no way of knowing the rate because we have no reliable measurement tools. Fred Boykin moved that we table new Goal 5 for further discussion and analysis, but that a placeholder be kept to state that the intention of this goal is about safety. Sally Flocks seconded, and the Steering Committee approved.

Goal 5 (now Goal 6): Programs to improve bicycle and pedestrian travel to and from schools will be cited and receive additional federal funds in all 50 states and the District of Columbia through the federally-mandated but state-drafted Strategic Highway Safety Plans.

Public Comments: Wendy Alfsen indicated that “cited” may not be an appropriate word and recommended changing it to “named as an emphasis area.” Pat Pieratte expressed practical concerns, given her understanding that the time line for finalizing Strategic Highway Safety Plans is October 1. She added that, by nature, the SHSPs are very focused, and that it is unrealistic to expect that they will target everything. Deb Hubsmith indicated that the state Strategic Highway Safety Plans are supposed to be updated regularly, and that this provides an opportunity for funding SRTS programs.

Steering Committee Comments: Suzan Pinsof indicated that both the wording and the reality may be confusing. Franz Gimmler suggested maintaining the current wording and replacing “cited” with another more descriptive word. Andy Clarke indicated that he does not particularly care if programs are cited as long as the projects are done. Andy moved that the phrase “and will be cited” be removed from this Goal. Suzan seconded, and the Steering Committee approved. The approved Goal 6 now reads: “Programs to improve bicycle and pedestrian travel to and from schools will receive additional federal funds in all 50 states and the District of Columbia through the federally-mandated but state-drafted Strategic Highway Safety Plans.”

Goal 6 (now Goal 7): The reauthorization of SAFETEA-LU will result in a \$3 billion, five-year national funding program for Safe Routes to School.

Public Comments: John Wetmore requested clarification on whether the \$3 billion was allocated over five years or six, given the current funding cycle.

Steering Committee Comments: Andy Clarke suggested that the number be annualized, and moved that the goal be change to reflect a \$600 million annual allocation. Robin Stallings seconded, and the Steering Committee approved. The approved Goal 7 now reads: “The

reauthorization of SAFETEA-LU will result in an annual allocation of \$600 million for Safe Routes to School.

Risa Wilkerson thanked everyone for their participation in the discussion and indicated that the Partnership affiliates will hear more as additional work is done on Goals 3 and 5.

Closing Remarks (Tim Blumenthal)

Tim Blumenthal provided closing remarks, indicating that while challenging, this meeting was essential to establishing the structure for the SRTSNP. He acknowledged Deb Hubsmith and members of the Steering Committee for committing their time, energy and expertise to ensuring that the hard work got done. He added that the commitment and passion demonstrated is unlike that of any organization in which he has been involved. More than anything, he added that the reason we are here and the reason the SRTSNP has over 200 members is because of Deb Hubsmith and her energy, self discipline, organizational skills, drive and indefatigable commitment. Without her leadership and guidance, we would not be anywhere near where we are today. He encouraged the group not to get too distracted by details, wordsmithing and mechanics. Next time there will be much more vision and excitement around building the movement and enlisting others.

Tim noted that, while Bikes Belong focuses on bicycling, he recognized that more children will walk than bike to school. He added that Bikes Belong is committed to this Partnership and its support, has taken a low-key, hands-off approach, and will provide funding, keep the administrative costs low and let the partnership do its thing.

In conclusion, Tim offered another hats off to Deb Hubsmith for her amazing work and indicated that it has been a privilege to be involved in this inspiring and important movement.

The meeting was adjourned at 6:05 pm.

Respectfully submitted,



Sarah Strunk
SRTSNP Secretary
September 10, 2006