

# Annual Report 2010

[www.saferoutespartnership.org](http://www.saferoutespartnership.org)



**SAFE ROUTES  
to School**  
NATIONAL PARTNERSHIP



The Safe Routes to School National Partnership (National Partnership) is a fast-growing network of more than 500 organizations and professional groups working to set goals, share best practices, leverage infrastructure and program funding, and advance policy change to help agencies that implement Safe Routes to School programs across the nation. The National Partnership's mission is to advocate for safe walking and bicycling to and from schools, and in daily life, to improve the health and well-being of America's children and to foster the creation of livable, sustainable communities.

Safe Routes to School is making bicycling and walking to school safe, convenient and fun for children and families, which helps to reverse childhood obesity, decrease pollution, improve safety and create more livable communities. From 2005 through 2010, the federal government allocated \$800 million for state departments of transportation to award Safe Routes to School grants to communities and schools, which is resulting in more sidewalks, bike lanes, pathways and safer street crossings. The National Partnership is working to extend and increase funding for Safe Routes to School programs at local, state and federal levels.

2010 was an exciting year of considerable growth for the National Partnership. Specifically, we grew our:

- ✓ Budget by 119 percent
- ✓ Number of partner affiliates from 436 to 534
- ✓ State network project from 10 to 20 states
- ✓ Staff from 5 to 11

The National Partnership's work focuses on four main strategies – federal advocacy and lobbying, state and regional policy change, local technical assistance and sharing best practices.



## State and Regional Policy Change

At the heart of the National Partnership's ongoing state and regional efforts is policy change. Policy efforts this year helped to maximize Safe Routes to School funding, create Complete Streets, change school siting and implement legislation that would result in funding and /or policy changes. In 2010, we:

- » Expanded the network project to 19 states and the District of Columbia. The network project brings together state leaders to leverage funds for implementation and to remove barriers to walking and bicycling to and from school. The 2010-2011 phase of the network project is also focused on serving low-income communities and improving personal safety.
- » Helped state DOTs to succeed in awarding \$100 million in Safe Routes to School funds in the 20 states we are serving.
- » Influenced high-level policy change through the network project, which can be seen specifically in these two examples: the VA network recommended that the VA Department of Education include the promotion of walking and bicycling to school in its revised Public School Facility Guidelines, and the new language was approved and is now included in the Guidelines; the CO network is assisting in implementing new state legislation requiring that bicycle and pedestrian education be taught in schools across the state, ensuring that a strong curriculum is created, offered to and used by schools.
- » Formed the regional network project to create regional networks in the Atlanta, Greater Washington, DC area and Southern California regions. The regional networks affect the allocation of transportation funding to support walking and bicycling, and work to improve policies that increase physical activity and health.
- » Released a [personal safety fact sheet](#), which includes sample policies and resources on making the walking and bicycling trip to school safer.
- » Created a new [Library of Resources](#) that brings together resources on Safe Routes to School policies and program initiatives. While intended to support the efforts of our state network organizers in their policy advocacy and advancement work, it also provides useful information for others in the Safe Routes to School movement.

## Federal Advocacy and Lobbying

As the advocacy leader for Safe Routes to School, we maintained a presence at our nation's capital lobbying throughout the year to strengthen the program through the federal transportation bill and other pieces of legislation. In addition, we cultivated relationships with federal agencies to incorporate Safe Routes to School policies and concepts into wide-ranging programs and initiatives. In 2010, we:

- » Continued to work with Members of Congress to build support for Safe Routes to School and our [recommended reauthorization provisions](#), and asked them to co-sponsor our House and Senate Safe Routes to School bills.
- » Provided input on other pieces of legislation affecting Safe Routes to School including: the American Power Act, the Complete Streets Act, Fit for L.I.F.E. Act and the Livable Communities Act.
- » Rallied advocates, with more than 1500 phone calls or emails in 36 hours, to ask Members of Congress for support of Safe Routes to School when it was threatened. As a result, the Safe Routes to School program was not subject to a floor vote to cut funding.
- » [Submitted detailed comments](#) to the First Lady's Task Force on Childhood Obesity, and participated in the White House Childhood Obesity Summit to help shape the development of the First Lady's Let's Move! campaign.
- » Shared comments and feedback on numerous national plans, guides and policies, including: the National Physical Activity Plan, the Environmental Protection Agency's School Siting Guidelines, the US Department of Transportation's (USDOT) strategic plan, USDOT's Policy Statement on Bicycle and Pedestrian Accommodation and the Center for Disease Control and Prevention's Recommendations for Improving Health Through Transportation Policy.
- » Encouraged state DOTs to keep moving forward on awarding any remaining Safe Routes to School funds, and to get the funds obligated without delay. Issued quarterly "state of the states" reports to measure the progress states are making in using their Safe Routes to School funds.
- » [Testified](#) before the Senate Environment and Public Works Committee on Safe Routes to School and bicycle and pedestrian safety. Also [spoke](#) on a transportation safety panel at a USDOT listening session for the reauthorization of the federal transportation bill.





## Local Technical Assistance

It is at the local level that kids' feet and bike tires actually hit the pavement to make Safe Routes to School a healthy reality. Recognizing this, the National Partnership provided technical assistance in a variety of ways throughout the year to increase the capacity of locals implementing Safe Routes to School across the country. In 2010, we:

- » Supported the local school program in diverse, lower-income schools in five communities in California, Washington, DC, Georgia, Maryland and Virginia, sharing resources, testing evaluation mechanisms and advancing local policy change to support Safe Routes to School efforts. Resounding successes have been accomplished, such as the winning of community-wide grants, the increase of program quality and the expansion of the number of schools participating in Safe Routes to School.
- » [Provided customized technical assistance](#) to the Communities Putting Prevention to Work locations that identified Safe Routes to School as a policy priority. Technical assistance included group training events, individualized consultation, peer learning opportunities and access to nationwide best practices that are developed for their unique situation.
- » Shared expertise on Safe Routes to School issues at conferences and webinars, including: New Partners for Smart Growth, National Bike Summit, National Summit on Children and the Outdoors, Pro Walk/Pro Bike, YMCA Conference, Robert Wood Johnson Foundation Transportation webinar series, Healthy Kids Healthy Communities, Leadership for Healthy Communities and National Policy and Legal Network's liability webinar.

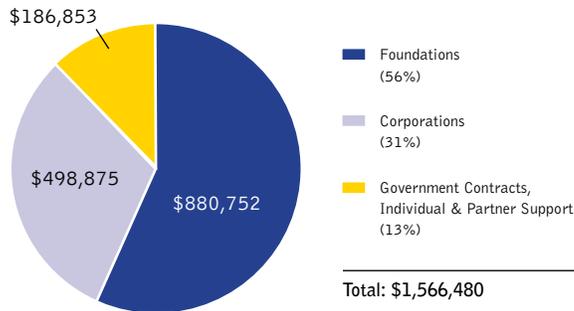
## Sharing Best Practices

The National Partnership realizes the importance of sharing best practices to increase the effectiveness of Safe Routes to School advocates at all levels – local, state and national. We produced several high quality publications, in addition to frequent updates of our website and research database and much more. In 2010, we:

- » Refreshed our [website](#) with specifics on how to: access funds in all 50 states, advance policy priorities and leverage additional funds to improve infrastructure at state and local levels.
- » Compiled evidence-based research studies on the effectiveness of Safe Routes to School, and contributed to IssueLab's "CloseUp collection" on bicycle and pedestrian research.
- » Released six new publications: [Health Evaluation at 10 Low-Income Schools](#), [Policies and Action Steps for Education Policymakers and Professionals](#), [Implementing Safe Routes to School in Low-Income Schools and Communities](#), [Taking Steps to Increase Physical Activity Levels and Create Healthy, Livable Communities](#), [Five Steps to Federal Funding](#) and our [2011-2015 Strategic Plan](#).
- » [Hosted two webinars](#) that provided an opportunity to learn more from the experiences of local organizations implementing Safe Routes to School in low-income schools and communities.
- » Produced monthly [Safe Routes to School E-News](#), which includes national news, state updates, events and other National Partnership information.
- » Held our [6th Annual Meeting](#) in Chattanooga, Tennessee, with more than 100 in attendance. Time was spent getting valuable feedback from the field to refine our 2011-2015 Strategic Plan and in discussion forums analyzing specific topics affecting Safe Routes to School.

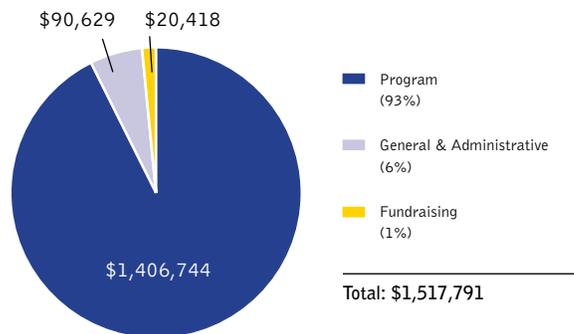
## Safe Routes to School National Partnership

Income by Class | 2010



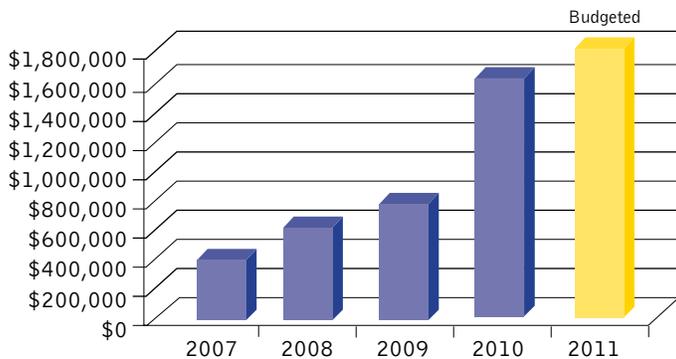
## Safe Routes to School National Partnership

Expenses by Class | 2010



## Safe Routes to School National Partnership

Income Growth | 2007 - 2011



The Safe Routes to School National Partnership is operated through the Bikes Belong Foundation, a national, non-profit organization with the mission of putting more people on bicycles more often. For additional information on our partnering organization, Bikes Belong Foundation, please visit their website, at [www.bikesbelong.org/foundation](http://www.bikesbelong.org/foundation). You can also view Bikes Belong's 2010 Annual Report at [www.bikesbelong.org/resources/publications/annual-reports](http://www.bikesbelong.org/resources/publications/annual-reports).

The National Partnership is generously supported by individuals, its partners, corporations and foundations with significant support from the Robert Wood Johnson Foundation, Kaiser Permanente, Centers for Disease Control and Prevention, SRAM Cycling Fund and Bikes Belong Coalition.

Dear Friends,

The Safe Routes to School National Partnership continues to thrive. In 2011, the National Partnership will take the Safe Routes to School national movement to the next level of success, reaching into new and untapped areas including engaging parent audiences. With our [2011-2015 Strategic Plan](#) to guide our way, we are poised to act on opportunities and respond to challenges.

Safe Routes to School has proven to be an effective and popular strategy for increasing physical activity among children. Safe Routes improves safety, reduces pollution and engages policy makers in community design that promotes smart growth and livability. We will continue to leverage funding and policies that result in healthy, sustainable communities. Our sincere hope is that these communities improve the well-being of children and families nationwide.

Sincerely,

**Deb Hubsmith**  
Director  
Safe Routes to School  
National Partnership

**Tim Blumenthal**  
President  
Bikes Belong Foundation



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