

# ANNUAL

# REPORT





# Letter from the Executive Director

Even as the movement for healthy, active communities continues to flourish and grow in communities across the country, there are inequities that contribute to poor health outcomes for kids and adults – particularly in low-income communities and communities of color. In 2018, our work was focused on the intersections where our work aligns and complements that of our allies and partners who are fighting for social justice and environmental justice in our communities.

We know that making streets safe and welcoming for everyone goes far beyond active transportation infrastructure and investments. That's why the Safe Routes Partnership is committed to drawing connections between transportation, equity, social justice, crime and violence, street harassment, and the role of healthy community-based law enforcement. Our commitment includes being a strong ally to all our partners—doing what it takes to support our shared goals – not only for transportation, but for a fair and just society.

In 2018 we advanced policies that support active transportation and Safe Routes to School at the federal and regional levels, expanded our Safe Routes to Parks and Safe Routes to Healthy Food work, launched a DC Vision Zero program to support youth involvement in Safe Routes, and developed a wealth of resources to support practitioners in the field across the country. We are pleased to share highlights from 2018 that show our progress in these areas, and we invite you to join us in building the movement for healthy, active communities going forward.

*Cassandra Isidro*

Cass Isidro  
Executive Director

# 1 Policy and Advocacy





## Regional Policy Advocacy

Advocacy at the regional level presents an opportunity to ensure long-term support for active transportation funding and planning. In the Pacific Northwest, our regional policy managers helped advocate for a Vision Zero ordinance lowering the speed limit to 20 mph on all residential streets in Portland; pushed for a Complete Streets policy in Clark County, Washington; and partnered with community members in Salem, Oregon to recommend improvements to the planned Winter-Maple Neighborhood Greenway. In California, we provided resources to help communities develop competitive applications for Cycle 4 of the Active Transportation Program (ATP); developed a guide to all five categories of the ATP application that will assist applicants for Cycle 5; assisted grassroots advocates in building support for Safe Routes to School and environmental justice; and worked directly with schools and school districts to launch Safe Routes to School programs.

## Federal Policy Advocacy

The Safe Routes Partnership advocates at the federal level for Safe Routes to School and related issues with Congress and the federal government and monitors implementation of federal funding that supports Safe Routes to School. Because Safe Routes to School affects communities in so many ways, our legislative priorities include transportation, education, health, and the environment. In 2018, on the transportation side, our primary focus was to ensure that a much-talked about infrastructure package included biking and walking. However, after many fits and starts, Congress was unable to reach consensus. We also continued to monitor state spending on biking and walking, and worked with advocates to apply pressure in states where funding was at risk. We worked with partners to secure a small funding increase for the CDC's Division of Nutrition, Physical Activity and Obesity, which was proposed for elimination in the President's budget. This funding supports local community efforts in increasing access to healthier foods and safe physical activity.



## At the Intersection of Environmental Justice and Safe Routes to School in Muscoy, California

Muscoy is an unincorporated area in San Bernadino County with a population that is 82 percent Latinx and predominantly low-income, and has one of the worst air quality scores in California according to CalEnviroScreen. Through a combination of grassroots organizing, tactical urbanism events, technical assistance, and community workshops, our regional policy staff partnered with local residents and advocates have to build significant momentum and support among community members and decision makers for better walking conditions and Safe Routes to School.

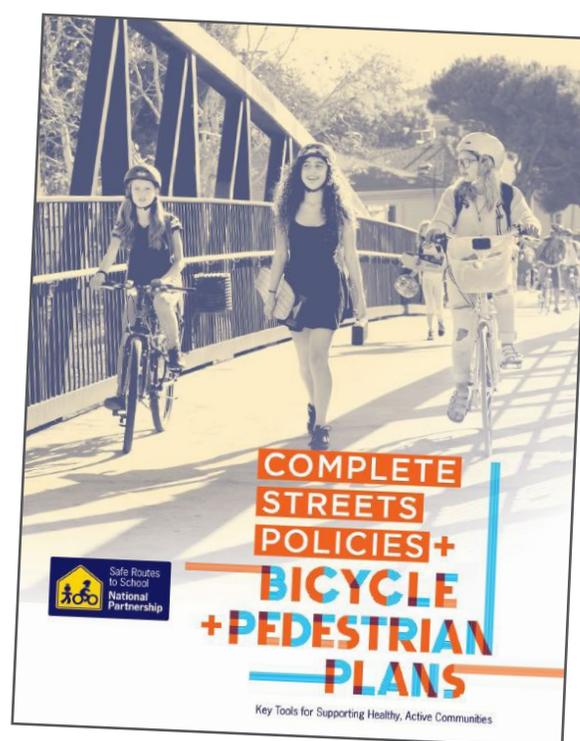
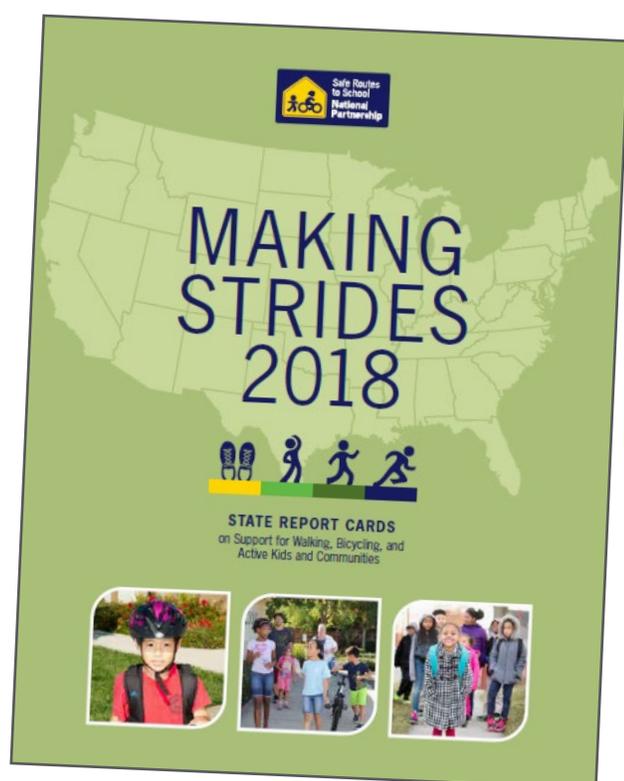
Our sustained advocacy included hosting a pop-up tactical urbanism event featuring temporary sidewalk bulbouts using tires and plants, temporary artistic crosswalks, and building a DIY bus shelter out of pallets to help shield people from the sun. In addition, we partnered with grassroots advocates to conduct bike counts at two schools to document the number of students walking and biking and identify unsafe conditions. The results helped inform local decisionmakers seeking to improve safety for people on foot and on bike.

## 2018 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities

We released the 2018 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities, which updated and expanded on the 2016 edition of the State Report Cards. The report makes it easy to understand at a glance how states are doing in their support of walking, bicycling, and active kids and communities. Each state is scored in four key areas: Complete Streets and Active Transportation, Safe Routes to School and Active Transportation Funding, Active Neighborhoods and Schools, and State Physical Activity Planning and Support. In addition to the state report cards, this report included an overview of the research that supports walking, bicycling and physical activity as ways to improve health; discussion of the rationale for state-level report cards; a detailed explanation of how the states were graded; and reflections on the state of policy supports for physical activity in different regions and our country as a whole.

## Complete Streets and Bicycle and Pedestrian Planning

Complete Streets policies, together with bicycle and pedestrian plans, are two key tools used by cities and counties to support community visions and goals for walking and bicycling and health. Health stakeholders have a crucial role to play in advancing strong Complete Streets policies and bicycle and pedestrian plans in their communities. Our report, Complete Streets and Bicycle and Pedestrian Plans: Key Tools for Supporting Healthy, Active Communities, provides information and strategies about how healthcare and public health professionals can support healthy, active communities.



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# Supporting Safe Routes to School



## Supporting Safe Routes to School | Safe Routes Launch Program



### Safe Routes to School Launch Program

The Safe Routes to School Launch Program, a joint project of the Safe Routes Partnership and UC Berkeley Safe Transportation Research and Education Center (SafeTREC), assists communities in creating strong Safe Routes to School initiatives that include the six E's that make up a comprehensive approach to Safe Routes to School – engineering, education, encouragement, enforcement, evaluation, and equity.

In 2018, we worked directly with community members, school staff, and agency personnel in five communities in California. Each community received a customized workshop and technical assistance in developing a comprehensive Safe Routes to School Action Plan.



## Supporting Safe Routes to School | School Education and Outreach



### School Education and Outreach

In 2018, we identified a need for resources and training for both new and existing Safe Routes to School programs. With support from Kaiser Permanente, the Safe Routes Partnership developed multi-level, wide-reaching program resources, training, and technical assistance to increase demand for Safe Routes to School, assist schools who want to initiate Safe Routes to School programs, and provide ongoing support for those schools with current, active programs. The action-oriented materials included promotional resources, fact sheets, toolkits, and trainings via webinars offered at both the introductory and advanced level.



*“The presentations were excellent and each gave strong examples of engaging students with disabilities” – Webinar attendee*

### Explore the Resources!

- [The Wheels on the Bike Go Round and Round: How to Get a Bike Train Rolling At Your School](#)
- [Keep Calm and Carry On to School: Improving Arrival and Dismissal for Walking and Biking](#)
- [Promoting Safe Routes to School Through Policy](#)
- [Safe Routes to School Messaging for Pros: A Communications Toolkit for Districts](#)
- [Building Blocks: A Guide to Starting and Growing a Safe Routes to School Program](#)

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# Creating Active Communities



## Creating Active Communities | Safe Routes to Parks

The Safe Routes Partnership launched the Safe Routes to Parks Activating Communities program with support from the JPB Foundation. In the first year of the program, we provided in-depth technical assistance and grant funding to ten communities working to improve safe, secure park access for people of all ages and abilities in low-income communities and communities of color. The Safe Routes to Parks Activating Communities program builds on the Safe Routes to Parks Action Framework and Safe Routes to Parks Pilot Site program, developed in collaboration with the National Recreation and Parks Association.

In 2018, we worked with ten grantee communities across the United States to help them launch park access projects, host pop-up tactical urbanism projects, and work toward long-term, systems-level change to increase equitable access to quality parks.



### Residents ‘Lead the Change’ and Ignite Collaborative Efforts to Increase Park Safety in Houston, Texas

Houston’s Near Northside neighborhood is a community just north of downtown Houston that is 82 percent Hispanic and where one third of households live below the federal poverty line. Like many communities of color and low-income communities, this area has experienced historic disinvestment and marginalization that have created environments that do not support physical activity or safe walking and bicycling – inequities that local residents and community organizations have long been working to reverse. In 2018, with a grant and technical assistance from the Safe Routes to Parks Activating Communities Program, CAN DO Houston worked with residents to assess the walkability and implement a street safety enhancement focused on improving park access at Castillo Park and surrounding areas in the Near Northside community. To demonstrate the need to make crosswalks more visible and noticeable, youth, residents, and partner organizations created a temporary pop-up crosswalk using acrylic paint to showcase art designed by students from two schools located near the park. CAN DO Houston and partner agencies are now working with residents to coordinate existing and future actions to address safety and walkability in Near Northside, including ways to integrate the data, priorities, and solutions generated through this project.

“The pop-up project was a success due to the tremendous support and collaborative efforts that occurred to make it happen, plus the strong interest to continue to advance this project and create permanent crosswalks based on student-driven and community-selected art.

—Dr. Jasmine Opusunju, CAN DO Houston

## Creating Active Communities | Safe Routes to Healthy Food



Since 2016, our organization has been working to refine a concept called Safe Routes to Healthy Food. Safe Routes to Healthy Food works to overcome the barriers to safe, convenient healthy food access for people without cars. Through the Voices for Healthy Kids initiative, we have brought together people working on different aspects of this problem into a Safe Routes to Healthy Food task force. In partnership with The Food Trust and the organizations on this task force, we've developed policy recommendations for various sectors to improve walkable, bikeable, transit accessible healthy food access.

“Safe routes to grocery stores is important because the type of food residents have access to not only dictates their health, but it is much deeper. Access to food dictates social gatherings, cultural retention, and overall well-being and happiness. Without safe access to grocery stores, this community would be at a disadvantage to live their daily lives and thrive.”

- Cathy, AsiaTown community member

### Safe Routes to Groceries in Cleveland, Ohio's AsiaTown

When the main grocery store in Cleveland's AsiaTown neighborhood decided to close and move, residents of a large senior living complex, many of whom do not drive, were left with no safe way to get to their preferred grocery stores. To address this gap in safe healthy food access, the Safe Routes Partnership teamed up with Asian Services in Action, Inc. (ASIA) and senior center residents to work on improving walkability to healthy and culturally relevant grocery stores. The groups conducted a workshop—one in Korean and one for both Cantonese and Mandarin speakers—and trained youth volunteers to be the primary collectors of data as they accompanied senior residents on a walk audit. The walk audit identified the primary challenges and barriers to walking to healthy food and shared the results with Age Friendly Cleveland, which incorporated the recommended improvements into their multi-year plan. With improved walkable access to culturally relevant grocery stores, seniors at the Evergreen Apartments will have an opportunity to be physically active and retain their cultural heritage, purchasing and cooking familiar foods, while aging in place.

## Creating Active Communities | Vision Zero



### First Traffic Gardens Come to DC Public Schools

Aiton Elementary School and Neval Thomas Elementary School are home to the District's first traffic gardens. A traffic garden is a space that is set up to look like a mini street. Traffic gardens help children learn the rules of the road and provide a place to build walking and biking safety skills. Aiton and Neval Thomas received traffic gardens through DDOT's Vision Zero grant program. Project leaders Fionnuala Quinn (Discover Traffic Gardens) and George Mason University consulted with students on the traffic garden design and added many of those ideas into the final product. The Safe Routes Partnership partnered with the team to host workshops where parents and caregivers created materials for the pre-K bike education curriculum, expanding their investment in the efforts and their knowledge about the safety skills education. This project also supports DCPS's second grade bike education program.

In communities across the United States, Vision Zero initiatives are working to create a major cultural shift in how people relate to transportation and what they expect from their transportation systems. At the same time, youth are also changing transportation culture, with fewer teens driving and more teens choosing public transportation, walking, and bicycling.

In Washington, DC, the Safe Routes Partnership identified an opportunity to connect the city's Vision Zero program with youth engagement initiatives to improve teen traffic safety. In 2018, we worked with teens in Wards 7 and 8 to support a youth-led Vision Zero agenda, to develop youth leadership, and to implement activities advancing a culture of injury-free, healthy, active transportation.

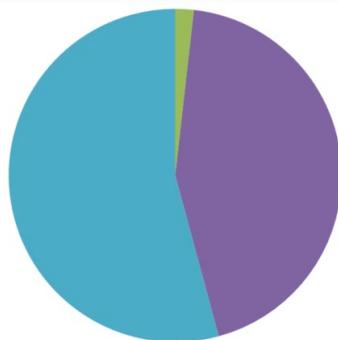
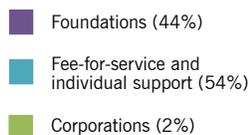
Our partners provide expertise and support for advancing walking, bicycling, Safe Routes to School, and healthy communities across the country. We thank the more than 800 partner affiliates that are committed to supporting the movement for Safe Routes to School and healthy communities nationwide.

## 2018 Financial Statements

The National Partnership is generously supported by individuals, partners, corporations and foundations.

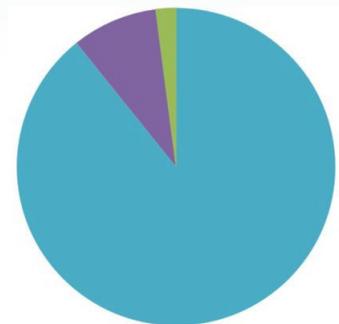
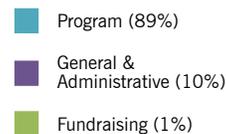
Note: Income exceeds expenses due to the fluctuations from booking income when a multi-year grant is received rather than when expenditures go out. The National Partnership had \$1,516,099 in income booked in prior years released from restrictions in 2018. We also had \$1,173,884 in prior-year income that is restricted for use in future years.

### Income by Class 2018



**Total Income:**  
\$673,846\*

### Expenses by Class 2018



**Total Expenses:**  
\$1,957,150



# Safe Routes PARTNERSHIP

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