



SAFE ROUTE NEWS

Volume 3, Issue 4

July/August 2010

Safe Routes to School (SRTS)

Inside this issue:

SRTS: Options Without Applying	1
Round 3: Application Highlights	1
Hit the Trail	2
New SRTS Resources	3
Sites of Interest	3
Student Pick-Up and Drop-Off Toolkit	4

SRTS: Options Without Applying

Angels Olson SRTS Coordinator

Applying for and administrating the Safe Routes to School program can be a difficult process and not feasible for all communities to participate in at this time

National SRTS, along with Safe Routes National Partnership, is lobbying to simplify the process but, there is not any guarantee they will be successful.

Meanwhile, we have communities that need to address active transportation issues and SRTS has become a popular means to do this.

The reality is not every community is in a position to apply for funding and not every community is

ready to apply.

There are many sources for simple activities that have little to no cost that can be utilized in these situations.

For starters, our South Dakota [SRTS Website](#) includes a list of simple low cost to no cost ideas, along with resources for just about every SRTS topic.

The S.D. SRTS website also provides free classroom curriculum that is simple to implement.

This year, S.D. Coordinated School Health and SRTS have partnered on the [S.D. Schools Walk](#) program. The program provides a free walking toolkit and free encouragement incentive

items for use in the classrooms.

South Dakota Emergency Medical Services for Children provide free bicycle helmets and T-Shirts through their [“Don’t Thump Your Melon”](#) program for communities that hold bicycle rodeos.

Google is an amazing resource, I often search for ideas on the web.

I have two favorite activities found on the web, the bicycle blender and P.A.C.E.

The [bicycle blender](#) is a simple blender attached to a bicycle. The peddling action blends up healthy fruit smoothies while providing (cont. on page 2)

Dates to Remember:

- Fall 2010 Round 4 Applications Available
- Fall 2010 Round 3 Funding Awards Announced

Round 3: Application Highlights

Angels Olson SD SRTS Coordinator

The SRTS Selection Committee met on March 18, 2010 to review round 3 applications. We received 12 applications, six of those programs were recommended for funding.

Funding recipients will be officially notified early this Fall after the recommendations have

gone through the State-wide Transportation Improvement Program (STIP). The STIP process allows for public comment to communities throughout the state.

This year there were several new and interesting non-infrastructure ideas that were recommended for

funding.

One school will utilize the SD Arts Council “Artists in Schools & Communities” (AISC) to stress SRTS concepts regarding walking, biking, driving behaviors and safety attitudes through theatrical performances. These (cont. page 2)



SRTS: Options Without Applying cont. from page 1

a positive experience for middle school age kids on a bike and facilitates conversation about healthy alternatives in life.

Teachers partnered with each other to create lesson plans that address several topics with one joint activity. Subjects that can be taught with the bicycle blender activity are math, science, home economics, technology, geography, health and physical fitness.

P.A.C.E is a free online run/walk challenge for schools. The creator of this program, Paul Staso, is a former 5th grade teacher. The program started with a challenge to his wife's 4th and 5th grade P.E. classes to match his run across America with their accumulated miles run/walked at school. The curriculum is still available online.

Paul has two runs scheduled for 2011; "Mojave Desert Run" and "Journey to the Center". In the "Journey to the Center" Paul will run

from the precise geographic center of North America and will end at the precise geographic center of the 50 U.S. states. The starting location will be 6 miles west of Balta, N. D. and he will finish 20 miles north of Belle Fourche, S. D.! Classes are challenged to match his miles.

While I have mentioned several options for non-infrastructure activities, I have not addressed infrastructure issues. That will have to wait for another article. Meanwhile, I would strongly encourage schools to create walking school buses and bicycle trains to create safer walking conditions for children.

Hit the Trail Office of Health Promotion, S.D. Dept. of Health

The following list of resources focus on community trails and walking toolkits

1. Places for Physical Activity,

action guide: provides information on the resources and key steps that will help facilitate the development of a community trail and promote its use among youth and adults.

2. Strides to a Healthy Community: provides information and tools for creating healthier communities.

3. The Walking Toolkit: offers step-by-step guidance to forming a walking club, keeping member motivated, and garnering local support for increasing community walkability.

4. Social Support for Physical Activity, action guide: provides information on the resources and key steps to establish a community based walking group program.

5. The Rivers, Trails and Conservation Assistance Program (RTCA): offers staff assistance to communities in helping them to build trails, save unspoiled landscapes and parks, and protect local rivers.

Round 3: Application Highlights cont. from page 1

performances will be put on by the children in front of their parents. This performance will not only instill within the children safety skills but will model changes that need to be made in their parents driver behavior.

One community is using law enforcement and school officials to identify and recruit households and businesses along the designated safe routes to school to be "safe places". These locations will be designated as "Trusting Tornadoes" named after their school mascot and will be identified by the Trusting Tornado logo.

One school is recruiting High School students as crossing guards. These students will be trained by school faculty and law enforcement. This

benefits both the High School students and Elementary students. High School students participating in this program will be able to contribute to their community service requirements needed for scholarships.

One community that has already established a very successful bike safety event, will extend the event to include a bike rally. Students will take what they learned from the bike safety event and ride to various stations located throughout the community where they can earn incentives and win prizes. Races, competitions and other events to increase skills and encourage bicycling will be included in this bicycling activity.

One school is incorporating new walking and bicycling curriculum into their PE classes and a walking course has currently been set up within the school building to encourage students and teachers to walk when the weather is bad.

One community will supplement their walking and bicycling programs by including public address announcements at athletic events that will promote the benefits of a healthy lifestyle. Their elementary school will promote an active lifestyle with active learning breaks and activity lessons within the classroom.

These are just a few of the activities that schools and communities submitted for funding. Each applicant is encouraged to create non-infrastructure programs to fit the needs of their individual communities.

New SRTS Resources

Centers for Disease Control (CDC), Safe Routes Partnership, and National SRTS

CDC's Division of Adolescent and School Health (DASH) released a new report, entitled *The Association Between School-Based Physical Activity, Including Physical Education, and Academic Performance*, on April 14, 2010.

The report indicates that school-based physical activity may help improve students' grades and test scores and positively affect other factors that influence academic achievement. The report also concludes that adding time during the school day for physical activity does not appear to take away from academic performance. The report and executive summary are available on the DASH Health and Academics Web site.

Additionally, the National Association for Sport and Physical Education has released a brochure for the public that briefly summarizes the findings of DASH's report.

Safe Routes Partnership Unveils TWO New Resource Guides

1. Implementing Safe Routes to School on Low-Income Schools and Communities: A Resource guide for Volunteers and Professionals

Children from low-income families are twice as likely to walk to school as children from higher-income families, and they face a higher risk of being injured or killed as pedestrians. That is why it is critical that low-income communities are able to access Safe Routes to School funds and implement successful programs.

While there are many resources that

document how to implement a Safe Routes to School program, few of them address the challenges and circumstances unique to low-income communities. This resource guide, which focuses on schools and communities where at least half of students or community residents are low-income, is intended to fill that gap.

The resource guide includes specific tips for getting started with SRTS in low-income communities. It also includes an overview and explanation of six key challenges often identified in implementing SRTS in low-income schools and communities. More than 20 community profiles are included to show how SRTS is having success in addressing issues like crime and violence, a shortage of professional expertise and limited parental involvement.

We hope this resource guide inspires nonprofit organizations, schools and community residents to come together to implement and sustain successful, culturally sensitive and inclusive Safe Routes to School initiatives.

2. Getting Students Active through Safe Routes to School: Policies and Action Steps for Education Policymakers and Professionals.

Education policymakers and professionals are critical partners for Safe Routes to School. But, they can sometimes be reluctant to get involved in Safe Routes to School due to pressures on budgets and staff, plus a desire to remain focused on student academic achievement.

The guide provides a detailed examination of the most up-to-date and relevant research linking physical activity and academic achievement, and presents Safe Routes to School as

a means of increasing students' physical activity levels.

It also includes policies and action steps that can be implemented at the state, school district and individual school level in several key areas specific to the education sector. Stories from states and communities across the nation provide real-life examples of how Safe Routes to School programs and policies can be adopted and implemented. Key topic areas include:

- Building effective partnerships
- Addressing traffic safety through infrastructure and enforcement
- Incorporating Safe Routes to School into school wellness policies
- Ensuring school transportation policies are inclusive of walking and bicycling
- Creating neighborhood schools and joint use policies

Given the guide's specific focus on issues of concern and relevance to the education sector, the Safe Routes to School National Partnership hopes that it helps equip more education policymakers and professionals-at state, school district and individual school levels-with the knowledge and tools necessary to implement and sustain successful Safe Routes to School programs and supportive policies. The guide can also be a good tool for SRTS volunteers and professionals looking for ways to engage their local school leaders.

National SRTS released a new web-based resource for law enforcement officers with tips, tools and other materials to help law enforcement get involved with SRTS

Site's of Interest

SD SRTS

International Walk to School

South Dakota School's Walk



Safe Routes to School (SRTS)

Angela Olson
Safe Routes to School
Department of Transportation
700 E Broadway Avenue
Pierre SD, 57501

Phone: 605-773-2402
angela.olson@state.sd.us

We are on the Web
www.sddot.com/srts/

Where it's safe, get kids
walking and biking.
Where it's not safe,
make it safe.



September/October Newsletter Will Include:

International Walk to School (iwalk)

South Dakota Schools Walk

Please send pictures and news articles of your Safe Routes to School activities to: angela.olson@state.sd.us

Article ideas, comments and questions are also welcomed

Student Pick Up and Drop Off Toolkit National SRTS

The purpose of a Safe Routes to School (SRTS) program is to encourage and enable more children to walk and bicycle to school safely.

Communities tailor a combination of engineering, enforcement, education and encouragement strategies to address the specific needs of their schools. This includes the walk or bicycle journey to and from school as well as the drop-off and pick-up process of children at school who are transported by motor vehicle.

The drop-off and pick-up process must be safe and efficient for students and parents arriving by bus or private motor vehicle, as well as those who arrive on foot and bicycle.

Some parents are reluctant to allow their children to walk or bicycle to

school due to the traffic congestion and perceived traffic danger during student arrival and dismissal. This often results in more parents driving their children to school which adds to the extra congestion and safety problems at the school, creating an increasing cycle of more traffic problems and less walking.

By improving the drop-off and pick-up process, traffic conditions become safer for all, including pedestrians and bicyclists. Better organized and safer traffic conditions will ease the concerns of parents, making them more willing to allow their children to walk or bicycle.

The Student Pick up and Drop Off Toolkit will help readers identify problems associated with the drop off and pick up of students at school, and identify engineering,

enforcement, education and encouragement solutions to these problems.

The purpose of improving the drop-off and pick-up process is to increase the safety and attractiveness of traveling to and from school on foot or by bicycle.

The drop-off and pick-up process, as with all components of a SRTS program, requires coordination with local government officials, law enforcement, school officials, parents, and the general public.

