

# SAFE ROUTES TO SCHOOL PROGRAMS IN NEVADA



Photo: Myrtle Tate Elementary School

## 2019 Statewide Program Assessment Report





Photo: Myrtle Tate Elementary School

## Acknowledgments

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## Safe Routes to School Programs in Nevada

### 2019 Statewide Program Assessment Report

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# 1 Introduction

Studies show that Safe Routes to School programs are one of the most effective tools to help schoolchildren get vital physical activity and build healthy life habits. To help assess Nevada's progress in supporting Safe Routes to School, the Safe Routes Partnership conducted a review of Nevada's programs, policies, funding, and practices related to Safe Routes to School. This report provides an overview of the state of Safe Routes to School programming in Nevada and sets out a high-level assessment of challenges, innovations, and opportunities for Safe Routes to School programs in the state.

Our assessment found that in Nevada, Safe Routes to School programming is well established in the three large population centers (Las Vegas Valley/Clark County, Carson City, and Reno/Washoe County), but is limited in rural communities. While the programs in Clark County, Washoe County, and Carson City comprehensively address Safe Routes to School by including components from all of the 6 E's, not all students and schools in these areas are reached through programming. There continue to be opportunities to expand these programs to include more students and deepen engagement. In addition, state policies and practices generally support Safe Routes to School and active transportation, but local programs would greatly benefit from increased funding support and further integration of Safe Routes to School into policies and plans.



## Project Summary

This report was developed as part of the national Safe Routes to School Program Census Project, funded by the Center for Disease Prevention and Control's Department of Nutrition, Physical Activity, and Obesity, and conducted by the Safe Routes Partnership in partnership with YMCA of the USA. Safe Routes to School programs are not funded or regulated through a centralized process, and may be volunteer-run or supported by local, regional, state, or federal funds. That means there is no easy way to know how many programs there are in the United States, where they are, or how many children and communities they are benefiting. Without this information, it is difficult to track trends and progress in the Safe Routes to School movement, or to provide targeted support and resources to local communities.

Recognizing the challenges for research and program promotion caused by the lack of a comprehensive inventory of Safe Routes to School programs, the Safe Routes Partnership implemented the Safe Routes to School Program Census Project. The Safe Routes Partnership developed and piloted a survey instrument to capture key data, and collected survey data on a national basis in spring 2019. The purpose of this survey was to identify as many Safe Routes to School programs as possible in the United States. By compiling this information, the Safe Routes Partnership was able to develop a better understanding of Safe Routes to School programs, identify areas that need additional support, and provide better resources and information related to Safe Routes to School. Through the Safe Routes to School Program Census Project, the Safe Routes Partnership gathered detailed information about the number of Safe Routes to School programs around the nation, their longevity, the types of programming they have, the costs of running these programs, the source of their funding, and the key challenges they face.



Photo: YMCA of Southern Nevada

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# Why Does Safe Routes to School Matter for Nevada?

Physical activity is essential for students' health and academic achievement. Yet, less than 25 percent of adolescents in Nevada get daily physical activity. Almost 30 percent of Nevada children are either overweight or obese. A core part of the reason that students (and adults) in Nevada are less healthy and get less physical activity is because we have not designed our communities for walking and biking. Safe Routes to School is a movement that aims to enable students to get regular physical activity, by making it safer and easier to walk and bike to school. Safe Routes to School street improvements address problems like broken sidewalks, faded crosswalks, and lack of safe bike lanes. Safe Routes to School programs get more students walking and biking, providing skills and safety education, and creating encouragement activities that get kids moving together.



Safe Routes to School has been heralded by CDC as one of a select cadre of HI-5 programs that are cost effective and show significant population health impacts within five years. Safe Routes to School can provide opportunities for daily physical activity for students, which is especially important in Nevada where there is no state requirement for students to achieve a certain number of minutes of physical education in schools.



# Benefits of Safe Routes to School

Safe Routes to School improves sidewalks and street crossings and creates safe, convenient, and fun opportunities for children to bicycle and walk to and from school. The CDC has recognized Safe Routes to School as one of a handful of programs that are cost-effective and show significant population health impacts within five years. [saferoutespartnership.org](http://saferoutespartnership.org)

## COST SAVINGS

- Household savings from reduced gas & car use
- Education budget savings through reduced student busing costs



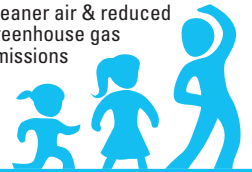
## TRAFFIC SAFETY

- Reduced traffic injuries & dangers for students and community members at arrival & dismissal through street improvements near schools
- More chances to learn & practice road safety for students



## CLIMATE BENEFITS AND CLEANER AIR

- Fewer student asthma attacks due to less driving & reduced air pollution results
- Cleaner air & reduced greenhouse gas emissions



## SAFETY FROM CRIME

- Increased safety from crime & violence due to more people on the streets, good lighting & better street design
- Less harassment, bullying, or violence when students walk or bike together or with adults



## COMMUNITY CONNECTEDNESS

- Stronger student friendships & relationships through walking & biking together
- Positive social connections for families & neighbors



## HEALTHIER STUDENTS

- Better health & stronger bones, muscles & joints through more walking & biking
- Reduced risk of chronic disease, diabetes, & obesity



## SCHOOL TRANSPORTATION FIXES

- Solutions to reduced or non-existent bus service through Safe Routes to School
- Reduced traffic congestion at pick-up/drop-off times



## BETTER ACADEMIC PERFORMANCE

- Better focus, improved concentration & less distraction for students who are active before school
- Fewer absences and less tardiness when students walk or bike in groups



SCHOOL

## 3

## History and Structure of Safe Routes to School in Nevada



The Safe Routes to School movement was launched in the United States at a national level in 2005. Alarmed by the tripling of childhood obesity levels, communities across the United States recognized the connection with a precipitous drop in rates of students walking and bicycling to school. These rates had decreased from 49 percent to less than 15 percent over a 30-year period, while rates of obesity, diabetes, and other chronic diseases grew.

In response, Congress authorized the first federally funded Safe Routes to School program. From 2005 to 2012, Safe Routes to School initiatives were funded through a standalone federal Safe Routes to School program and each state had a Safe Routes to School coordinator tasked with supporting local- and state-level Safe Routes to School initiatives. In 2012, the standalone program was merged with several other programs into the Transportation Alternatives Program (TAP), and the requirement for a state coordinator was eliminated.

Since 2012, state departments of transportation have received TAP federal funds and have awarded money by selecting projects through a competitive process open to local governments and school systems. At the local level, Safe Routes to School practitioners run education and encouragement programs with families and schools and push for strong municipal and district policies to support safe walking and bicycling. Cities and counties often take the lead on making Safe Routes to School infrastructure improvements near schools.

In Nevada, the state retained a state Safe Routes to School coordinator position at the DOT, but added other non-Safe Routes to School responsibilities to the coordinator position. The Safe Routes to School coordinator serves as a resource for the three large local Safe Routes to School programs in the state and also works with rural communities to engage them in Safe Routes to School activities. The Nevada Department of Transportation (NDOT) continues to provide funding to local jurisdictions

for both infrastructure projects and non-infrastructure (education and encouragement) programs. Regional and local agencies including health districts, school districts, and transit authorities play a large role in providing additional funding, staffing, and other resources to implement local Safe Routes to School initiatives.

The first federally funded Safe Routes to School program was created in 2005, and has since undergone several legislative and policy transformations. In 2012, Congress created the Transportation Alternatives Program (TAP) by merging together three previous programs that funded active transportation. In 2015, Congress authorized TAP for an additional five years, through 2020.



## 4

## Nevada's Policy Environment for Safe Routes to School and Active Transportation

A crucial part of Nevada's ability to create an environment that is safe and supportive for students walking and bicycling to school is the state policy environment. The Safe Routes Partnership's *Making Strides: 2018 State Report Cards on Support for Walking, Biking, and Active Kids and Communities* provide a strong overview of Nevada's general policy landscape and commitment to Safe Routes to School and active transportation.

Nevada's overall report card score was a 92 out of 200 points, putting it in the Warming Up category, second from the bottom out of the four scoring categories. This score demonstrates that Nevada has taken some meaningful actions toward supporting walking, bicycling, Safe Routes to School, and active communities, and yet has failed to take significant steps that would demonstrate a stronger and more efficacious commitment to enabling Nevada's students and adults to be safe and physically active. Below we describe how Nevada performed on Safe Routes to School-related policy indicators reviewed in the State Report Cards, and note other Nevada policies where relevant.

### A. Complete Streets and Active Transportation Policies, Planning, and Design

The Complete Streets indicator in the State Report Cards looks at whether the state is taking appropriate action to support a safe and robust walking and biking network, with particular emphasis on the quality of the state's Complete Streets policy. A Complete Streets policy is a policy that sets out a state's commitment to routinely design, build, and operate all streets to enable safe use by everyone, regardless of age, ability, or mode of transportation. NDOT has a departmental Complete Streets policy which establishes a strong core commitment to Complete Streets. However, there is no state legislation around Complete Streets and the NDOT policy does not address implementation. The state is undertaking the development of a Complete Streets/active transportation plan and there are opportunities to strengthen the state's overall commitment to Complete Streets and include Safe Routes to School within the state plan.

### B. Safe Routes to School and Active Transportation Funding

The Safe Routes to School and Active Transportation Funding indicators look at how much money a state is making available to local jurisdictions for projects and programs that support safe walking and bicycling, and how the state is prioritizing high-need communities and Safe Routes to School projects. This includes federal funds that the state is charged with administering as well as state funding.

TAP is one of the largest sources of funding for local Safe Routes to School initiatives and retaining and spending the TAP funding is crucial to the long-term health and sustainability of programs. As of March 2019, Nevada has transferred 11 percent of its TAP funding to other programs and only obligated 57 percent of its available funds.

The state currently does not provide special consideration for high-need communities or Safe Routes to School projects. Prioritizing resources for projects in high-need communities and for Safe Routes to School helps ensure much needed initiatives are adequately and equitably funded. However, Safe Routes to School non-infrastructure programs are eligible for TAP funding in Nevada, unlike in other states, and most if not all of the local Safe Routes to School programs are supported with TAP funds.

The Safe Routes to School Supportive Practices indicators look at what state DOTs are providing in terms of support and technical assistance to schools and local governments to further advance Safe Routes to School initiatives, beyond funding. Nevada has retained its state Safe Routes to School coordinator position. However, additional non-Safe Routes to School duties have been added to the position.

The state does not provide formal technical or application assistance to local jurisdictions for Safe Routes to School, but the Safe Routes to School coordinator acts as a resource for the large programs in the state and works directly with rural communities to encourage them to implement Safe Routes to School activities.

### C. School Siting and Design

The School Siting and Design indicators look at state policies and guidance regarding where schools are located, and if and how they are designed to support students safely walking and bicycling to school. Nevada does not have large school site minimum acreage recommendations or requirements that can be detrimental to creating opportunities for kids to walk and bicycle to school. However, there is an opportunity to include incentives or requirements to design for students walking and bicycling within Nevada's school siting and design guidelines.



# Nevada 2018

WARMING UP



OVERALL SCORE

92 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION

<b>Complete Streets Policies</b>	Adopted state Complete Streets policy(ies)	3 / 5
	Adopted strong core state Complete Streets commitment	5 / 5
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Planning</b>	Adopted a state pedestrian, bicycle, or active transportation plan	5 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	6 / 10
		<b>34 / 65</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING

<b>Active Transportation Funding</b>	Retained Transportation Alternatives Program (TAP) funding without transfers	5 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	6 / 10
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 5
	Funds Safe Routes to School non-infrastructure projects	5 / 5
	Dedicates state funding for Safe Routes to School	5 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<b>35 / 65</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS

<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>School Siting and Design</b>	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling & physical activity in school design guidelines	0 / 15
<b>Physical Education</b>	Adopted PE minutes & graduation requirements	3 / 15
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to recreation & community centers for youth	3 / 5
	Level of access to parks	5 / 5
		<b>17 / 55</b>

## STATE PHYSICAL ACTIVITY PLANNING

	Adopted a state plan with commitments to physical activity	0 / 5
	Dedicates state staff to physical activity	6 / 10
		<b>6 / 15</b>



## 5 Nevada Safe Routes to School Program Landscape

This section gives an overview of local Safe Routes to School programs and related activities currently happening in Nevada based on survey responses, information from program websites and NDOT, and national activity tracking.

### Overview

Safe Routes to School programming is well established in Nevada's three large population centers (Las Vegas Valley/Clark County, Carson City, and Reno/Washoe County), but is limited in rural communities. In Clark County and Washoe County, the Safe Routes to School programs encompass the entire county, which coincides with the school district boundaries. In the third population center of Carson City, the program is often referred to as the Western Nevada Safe Routes to School program and includes the counties of Carson City, Douglas, Lyon, and Storey. Outside of the large population centers, the NDOT Safe Routes to School Coordinator has worked directly with rural communities, providing technical assistance and support to schools, parents, and volunteers to enable them to start and sustain local activities. The Coordinator has been successful in getting local buy in and participation in the two rural communities of Elko and Churchill.

#### Program Highlight: Clark County Safe Routes to School Achievement Levels

In order to recognize individual school efforts to improve and promote safe walking and bicycling, and serve schools at different levels based on their own capacity, the Clark County School District's Safe Routes to School program has created Achievement Levels for schools. The program also provides a roadmap for programs to grow over time and acts as an assessment tool. Schools can qualify as First Step, Bronze, Silver, Gold, or Platinum depending on the activities they participate in. Information about the Achievement Levels program can be found [here](#).



## Structure of Local Programs

- Program service area:** The Safe Routes to School programs in Nevada are primarily structured using a regional approach. The Clark County and Washoe County Safe Routes to School programs serve the entirety of the county, coinciding with the Clark County School District and Washoe County School District, respectively. The Western Nevada Safe Routes to School program includes the counties of Carson City, Douglas, Lyon, and Storey and their individual school districts, but most of the activities occur with schools in Carson City. Outside of these programs, NDOT has worked with individual rural communities such as Elko and Churchill. In these rural communities, activities are happening at individual schools and there is not a cohesive Safe Routes to School program.
- Lead/sponsoring agency:** In Clark County and Washoe County, the program is led by the school districts. In Clark County, the program is housed in the District's School-Community Partnership Program. In Washoe County, the Washoe County School District Police Department is the lead. In Carson City, the program was formerly housed in the City's Health and Human Services Department, but is now housed in Public Works.
- Staffing:** Paid staff is one of the most important elements in the comprehensiveness and sustainability of a Safe Routes to School program. The three large programs in Nevada currently have full time paid coordinators/directors. In Clark County, there are four additional paid staff who work on Safe Routes to School. In Washoe County, the program will be expanding to include an additional paid staff in the upcoming year. In Clark and Washoe



Counties, the Safe Routes to School coordinators/staff train school level champions to implement education and encouragement programming, provide resources such as toolkits and customizable materials, support and organize program-wide events, conduct program-wide evaluation, and provide some direct education to students.

- Task force or advisory team:** The programs in Clark and Washoe Counties have task forces or committees that advise and support program implementation.
- Funding types:** The local Safe Routes to School programs in Nevada rely heavily on federal funds. The Clark County, Washoe County, and Carson City programs are funded by their respective regional transportation commissions (RTC's) with the allocation of federal Transportation Alternatives Set-Aside/TAP monies they receive as MPOs. The programs also use TAP funding from the state pot administered by NDOT. Smaller sources of funding include funding

## The 6 E's of Safe Routes to School

Comprehensive Safe Routes to School initiatives have been shown to be more effective at increasing physical activity and reducing injuries. The key components of a comprehensive, integrated approach are summarized by the Six E's of Safe Routes to School: education, encouragement, engineering, enforcement, evaluation, and equity.

related to air quality management which Washoe County uses to pay for contests and incentives. In the rural communities, the schools and students receive assistance directly from NDOT staff.

- Policies and plans:** There are a number of local level policies and plans that support Safe Routes to School. In Clark County, three of the cities have Complete Streets plans and Safe Routes to School is also supported by regional plans like the RTC's bicycle and pedestrian plan. In Washoe County, the Regional Transportation Plan has included Safe Routes to School since 2013 and a school policy for Safe Routes to School was adopted in 2016. In addition, some cities in Washoe County require or encourage developers to meet with the Safe Routes to School program to ensure new development is supportive of safe walking and biking to school prior to issuing permits. Each of the three large local Safe Routes to School programs has its own strategic plan or program wide Safe Routes to School master plan.

## Program Activities and Details

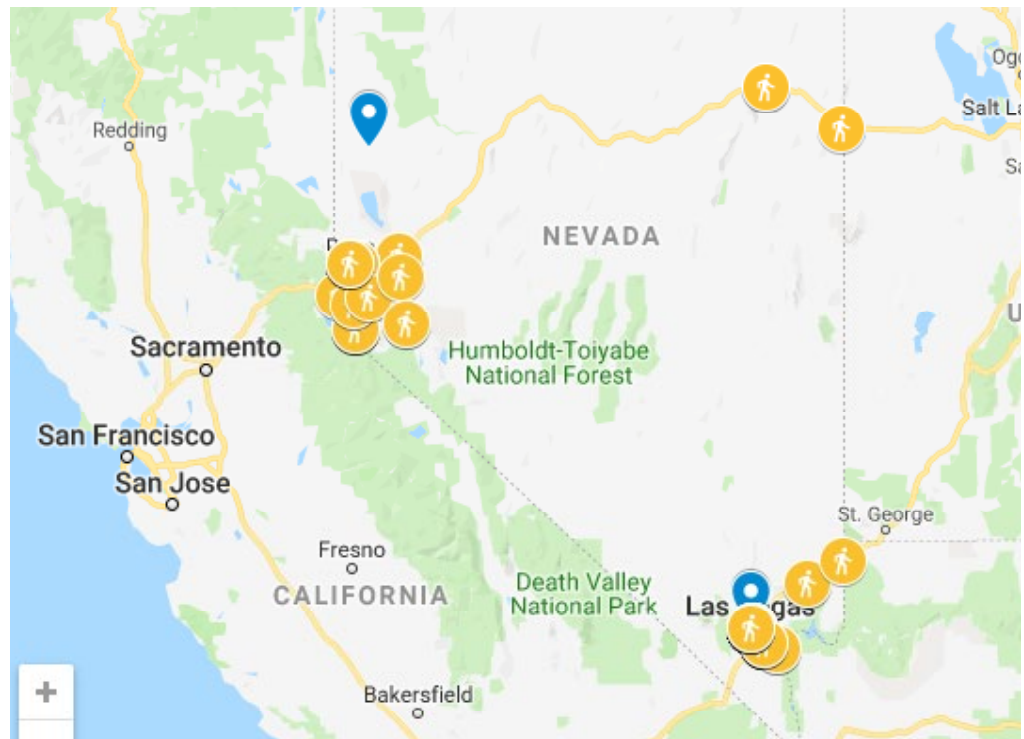
**Program reach:** Across the state, Safe Routes to School programming is reaching a large number of students. In Clark County, the program estimates it serves almost 44,000 of the 220,000, or 20 percent, of students in kindergarten through eighth grades. The program works at varying levels with 157 elementary and 37 middle schools. In Washoe County, the program serves all of its K-8 population (approximately 46,000 students) in 77 elementary or middle schools, although the depth of engagement varies from school to school. In Carson City, the program serves approximately 2,500 students (45 percent of the K-8 student population). In the rural community of Churchill, approximately 750 of the 2,227 K-8 students are taking part in the Safe Routes to School program. In the rural community of Elko, there is a smaller student population and fewer students served. Altogether, Safe Routes to School programming is reaching approximate 28 percent of the 337,000 K-8 students in the state.

**Active travel increase:** Current rates of walking and biking to school vary throughout the state. In Washoe and Clark Counties, programs estimate between 11 and 25 percent of students walk or bike to school. Both programs have seen an increase in active travel based on their programs.

**Program activities:** Nevada local Safe Routes to School programs engage in a wide range of activities.

- Walk to School Day. According to the National Center for Safe Routes to School, 86 schools in Nevada registered for Walk to School Day in 2018, a large increase from 57 the previous year.

*Schools registered for Walk to School Day in October 2018*



*Schools registered for Bike to School Day in May 2019*

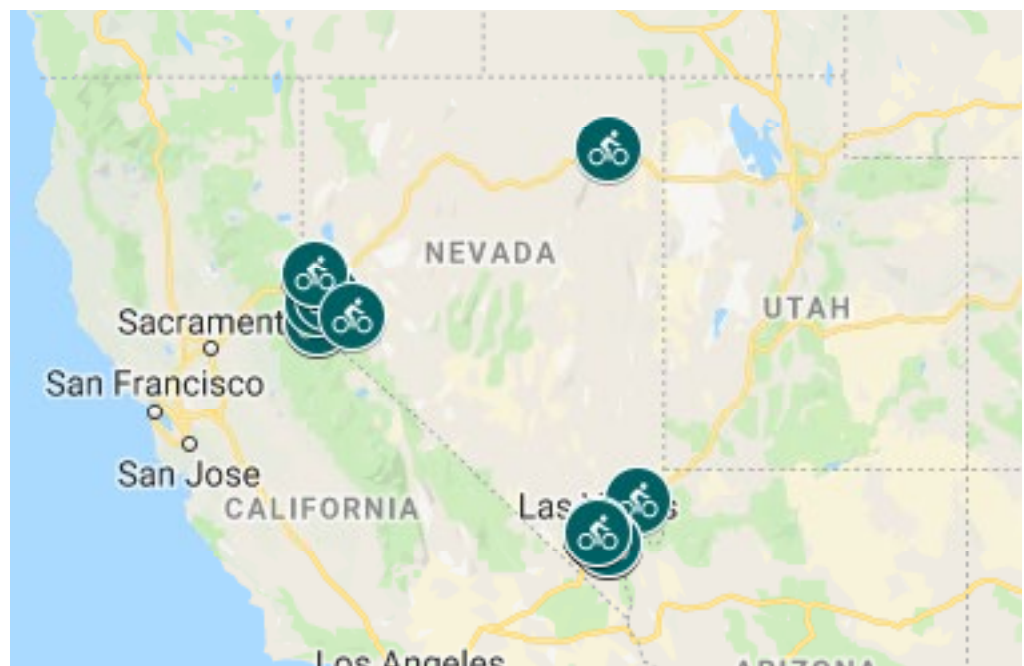




Photo: Myrtle Tate Elementary School

- Bike to School Day. Thirty-three schools in Nevada registered for Bike to School Day in 2019. The number of schools participating in Bike to School Day has fluctuated from year to year, but there has been an increase since 2014 when only 10 schools participated.
- Walking school buses. Walking school buses run at individual schools in Clark and Washoe Counties. Some run weekly and some run every day.
- Walk and roll to school days. This includes special days each week at some schools in Clark County.
- Pedestrian and bicycle safety education and skills training. This includes education in school and off campus in the community. For example, the Clark County School District trains school staff and community members to hold bicycle/pedestrian safety clinics. Each student in the Clark County School District

has the opportunity to receive up to three hours of pedestrian/bicycle safety education and two hours of bicycle/pedestrian skills training. The program estimates it provides 11,570 students with safety education and 2,260 with skills training. Clark County School District also provides a 2 hour bike repair workshop where parents and students learn about bike repair/maintenance and safety.

In the rural counties, NDOT works directly with local partners to conduct pedestrian and bicycle education, bike rodeos and bike encouragement events at schools.

- Enforcement activities. These include crossing guards, students safety patrol in Clark County, and driver awareness campaigns.
- Contests and incentives. Creative contests and prizes have include a

Perfect Attendance Contest with bike giveaway (Clark County), a Rack Em Up contest for Bike Week participation (Washoe County), and essay contests (Clark County).

- Street improvements. Both the Washoe County and Clark County programs conduct walk audits, advocate for street improvements, and help prioritize street improvements.

#### Activity Highlight: Nevada Moves Day

Nevada Moves Day. In 2010, the state created Nevada Moves Day - a statewide event that celebrates the fun and benefits of walking and bicycling to school and encourages K-8 students, school staff and families to get physically active. This special event acts as a third annual statewide walking/rolling encouragement event and occurs each year in March. Over 100 schools participate each year.

## Successes and Challenges

- **Successes.** Some of the successes identified by the local programs include a decrease in tardiness and increase in attendance with programming like the walking school bus in Clark County, creating a sustainable program with strong relationships with city planning/engineering in Washoe County, and continued strong participation in Nevada Moves Day statewide.

As a result of the moderately strong programming in Nevada's large population centers, a substantial number of the state's students benefit from Safe Routes to School. These programs have become institutionalized within the school districts and cities they work in and have established strong partnerships that will support their sustainability.

- **Challenges.** Challenges identified by local programs include capacity for data collection, providing quality services with limited staffing to meet the needs for all of the local requests, and working with individual jurisdictions regarding infrastructure improvements.

Another challenge for Safe Routes to School in Nevada is the rural nature of much of the state. Outside of Carson City, Washoe County, and Clark County, most schools are in small towns or sparsely populated areas where walking and biking to school is less feasible due to distance and lack of infrastructure, or there is limited capacity and interest in developing an extensive Safe Routes to School program.

## Program Assessment Methodology

Information about Safe Routes to School programs in each state was primarily collected through an online survey conducted from March through May 2019. The survey instrument can be reviewed [here](#). Surveys were collected through a combination of purposive sampling and a snowball approach. The survey link was disseminated nationally to people and organizations potentially affiliated with Safe Routes to School initiatives through a wide range of direct and indirect outreach including: email from the Safe Routes Partnership, the Safe Routes Partnership and partner organization's newsletters, direct contact by state departments of transportation and health, webpage postings, and social media. Respondents were encouraged to forward the survey to peers or other interested parties. Additional information about existing Safe Routes to School programs as well as state practices and support was gathered through conversations with state department of transportation staff. Following initial data collection using the survey tool, the Safe Routes Partnership conducted follow up with individual program contacts as needed to clarify or obtain additional information. Data were compiled and analyzed to identify trends, program commonalities and differences, and to assess program characteristics. Although the programs surveyed are not scientifically representative, this report includes an analysis of collected data in order to provide a broad brush overview of trends in the state.



Photo: YMCA of Southern Nevada



## 6 Conclusion: Reflections and Recommendations

Nevada has a strong history of supporting local Safe Routes to School efforts and some level of Safe Routes to School programming is reaching a significant portion of the K-8 student population in the state. The programs in the three large population centers are well-established and continue to pursue expanding their reach and deepening the level of engagement and education in each school. Other Safe Routes to School efforts in Nevada are less established with efforts in the rural communities relying heavily on NDOT's direct involvement.

With continued focus on and dedication to Safe Routes to School at the state and local levels in Nevada, programs will continue to thrive, expand, and provide opportunities for safe, active travel for students around the state.

### Recommendations

Opportunities to further support and strengthen the local Safe Routes to School programs in Nevada, and ensure sustainability of the programs in years to come include:

- Limiting transfers of TAP funding and increasing obligation of TAP funding. TAP is one of the largest sources of funding for local Safe Routes to School initiatives, and retaining and spending TAP funding is crucial to the long-term health and sustainability of programs. The local Safe Routes to School programs in Nevada rely heavily on TAP funds so moving money quickly and consistently will greatly assist in program operations.
- Adopting a statewide Complete Streets or active transportation plan that includes Safe Routes to School considerations and prioritization. This will elevate the importance of school travel and ensure planning for bicycle and pedestrian improvements is consistent with Safe Routes to School initiatives.
- Continuing to provide support for Safe Routes to School programming in rural communities through NDOT, but identifying local champions and resources to continue activities as programs in the individual communities become established.
- Determining financing mechanisms at local level to supplement federal funds and fund additional Safe Routes to School staffing and activities in the large population centers.
- Adopting state school siting guidance (recommendations, requirements, and/or incentives) that support smart school siting, such as support for siting schools in walkable and bikeable locations; school design that supports outdoor play as well as walking and biking; and colocation of school sites with parks and other relevant destinations. Safe Routes to School is being considered in local level school siting and design decisions in some areas. Formalizing in policy and state guidance will ensure smart school siting is supported consistently statewide.
- Conducting regular state evaluations of levels of walking and biking to school as well as differences in demographic groups; commit resources to maximize equitable benefits.

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