



**Safe  
Routes**  
PARTNERSHIP  
*Active Paths for Equity & Health*

# 2020 ANNUAL REPORT

# Letter from the Executive Director

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For many years we have been shining a light on the inequities embedded in historical racism and unjust policies that create our neighborhoods, determine our transportation access, and ultimately our health and the health of those we care for and love. The pandemic brought a larger, more dangerous spotlight on these same broken systems that we have been challenging. And as we prepare the final copy for this annual report, which always comes in the following year (now 2021) after the audit and financials are finished, we have a glimpse into the unkept promises and empty statements made by so many organizations and companies during the year. At the Safe Routes Partnership, we have not forgotten anything, we see what has not changed and we will continue to focus on becoming a more anti-racist organization strategically organizing our work internally and externally to undo historical injustice and support the highest level of community engagement in all of our projects, programs, and services. We know from experience that the best solutions start with the community and that we are but conduits to support their vision for access and health.

Since our founding, being a remote organization, we had very little adjustment to the new mode of work demanded by the pandemic. Some of us had friends and family in our workspaces who were not there before but through perseverance and compassion we found a balance to support each other and the field, continuing much of the planned work for 2020 and taking on new projects as well with additional Zoom sessions to connect people across the nation and many new resources developed to support remote, hybrid, and in-person learning environments. From Safe Routes to School practitioners to parent advocates to school staff, challenges were shared across Zoom, and ideas were crowd-sourced, borrowed, changed, and sometimes improved for the betterment of students across the country, whether virtual bike education or walking school buses. We all found our way forward truly together.

This report also highlights our work on policy and community engagement, cornerstones of our commitment to advancing safe, active, and equitable travel to everyday destinations including where people work, play, learn, and worship. Our work would not be possible without the support we receive from our foundation supporters, corporate donors, clients, individual donors, and volunteers as well as our completely engaged and always supportive Board of Directors. This has been a year of great loss but also amazing achievement and for the work and support, we are grateful. Thank you!



*Cassandra Isidro*

Cass Isidro  
Executive Director



# Advancing Policy and Advocacy



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## Making Strides: 2020 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities

Physical activity is essential for improving health and maintaining good health of children and adults in all communities. Our state governments play a crucial role in supporting opportunities for physical activity by enacting laws and policies and making funding decisions that lead to communities with health-promoting conditions on the ground. We've developed state report cards which provide a snapshot of how supportive each state is of walking, bicycling, and physical activity for children and adults as of 2020. The report cards primarily look at state policy, focusing on four key areas: Complete Streets and Active Transportation Policy and Planning, Federal and State Active Transportation Funding, Safe Routes to School Funding and Supportive Practices, and Active Neighborhoods and Schools. The full report includes a detailed explanation of how the states were graded.



# Federal Policy

In 2020, the Safe Routes Partnership continued our work serving as an advocate for Safe Routes to Schools and state and local active transportation issues with Congress and the federal government. By monitoring the implementation of federal funding that supports Safe Routes to School, we worked to guide, fund, and influence action at the federal level. The Safe Routes Partnership worked with Representative Antony Brown (D-MD) and other cosponsors to craft legislation to introduce the Safe Routes to School Expansion Act, HR 5891. The bill, among other things, would make Safe Routes to School infrastructure projects eligible for the Highway Safety Improvement Program, including eligibility for infrastructure to improve safety for people walking and biking to bus stops. Safe Routes Partnership made a push for changes in the federal transportation bill that would help states and communities build healthier, safer, and more affordable transportation options—particularly in the communities that most need them. This included supporting improvements for the Transportation Alternative Program and bicycle and pedestrian safety, including a significant increase in funding to improve the safety of people biking and walking and build projects that facilitate biking and walking safely through the House INVEST in America Act.



# Regional Policy

At the regional level, Safe Routes Partnership regional policy managers work to ensure long-term support for active transportation funding and planning in the Pacific Northwest and California. Recognizing the hardship felt by many local communities due to COVID-19, including strained resources for local governments, and especially school communities, our Pacific Northwest regional network team assisted in providing technical assistance to support agencies applying for Oregon Safe Routes to School Competitive Infrastructure grants and Rapid Response Grant program, in addition to providing technical assistance to applicants for the Washington Pedestrian and Bicyclist Program and Safe Routes to School Program grants. Our team provided support in clarifying grant criteria, providing proposal development tips, and reviewing applications. In California, we provided a series of webinars to help communities develop competitive applications for Cycle 5 of the Active Transportation Program.



## ATP TA in California – Muscoy Highest Scoring Application

In California, 2021 started with some great news that validated a huge piece of our work over the prior three years: the unincorporated community of Muscoy in San Bernardino County would finally be getting sidewalks surrounding Vermont and Muscoy elementary schools. The sidewalks will be coming thanks to a successful application in Cycle 5 of the Active Transportation Program (ATP), which allocates California’s various funding streams for walking and biking to communities throughout the state according to each project’s score out of 100 points; the joint application from San Bernardino Public Works and San Bernardino Public Health scored a 97, tied for third overall out of 454 applications. ATP Cycle 5 was the most competitive cycle yet: there was only enough funding to support applications receiving a 92 or above in the statewide competition, or roughly 11% of all proposed projects.



We worked with the applicants over two ATP cycles, so we take great pride in helping them excel; most importantly, though, we are ecstatic for the community in Muscoy, which we’ve gotten to know and grown close with over the years. Our work in Muscoy began in 2017-2018 as we supported grassroots parents groups and helped the community secure a regional grant tactical urbanism grant. This work is described in our 2019 publication [At the Intersection of Environmental Justice and Safe Routes to School](#). By enlisting the support of the area’s State Assembly member, we convinced Public Works to submit a first ATP application in Cycle 4 (2018). That application scored a 73: promising, but well short of what was needed for a realistic chance at securing funding. The County only agreed to apply with about 3 months remaining in that application cycle, and was at the time resistant to including a scope commensurate to the community’s demands.

However, the County agreed to try again in Cycle 5, and this time enrolled in our more comprehensive ATP Technical Assistance program, through which we work with five communities each cycle. Over 2019-2020, we helped the applicants complete more workshops, gather community data with a new tool, [Street Story](#), and prodded the Public Works Department to include longer sidewalk extensions in the scope and more impactful crossing improvements. We also helped recruit a local nonprofit, Mental Health Systems, to contribute to the non-infrastructure component by linking Safe routes to School programming with the public health programming (such as addiction awareness) that has given it prominence in the community. Those changes, and our deep editing of the applicants’ narrative and assistance with gathering data pertaining to public health and traffic safety challenges for the community, allowed for the 24-point improvement from one cycle to the next. The San Bernardino Sun [wrote about the community’s relief in April](#).



# Supporting Safe Routes







## Back to School 2020

Recommendations for  
Safe Routes to School Programming

## Back to School 2020 Guide

As school resumed in the fall, Safe Routes to School practitioners looked for guidance on how to implement their programs remotely, in-person, and/or through a hybrid model. Using the Six E's framework – Education, Engineering, Evaluation, Encouragement, Engagement, Equity – Safe Routes Partnership enlisted the help of the Back to School 2020 Working Group to develop the [Back to School 2020: Recommendations for Safe Routes to School Programming](#), a comprehensive set of short-term, actionable recommendations for implementing Safe Routes to School programs in fall of 2020. By conducting scenario planning for fully remote, hybrid, and in-person learning models, each E within each of the three learning scenarios in the guide outlines strategies, tools, considerations, and advice for planning for the long term. The guide also offers trauma-informed engagement approaches to Safe Routes to School and opportunities to collaborate with community partners to deliver essential needs and services.

# Supporting the Field During Covid







## Working Groups & Zoom Discussions

The Safe Routes Partnership organized and facilitated the national 2020 Back to School Working Group to help develop strategies and resources for effective Safe Routes to School programming in Fall 2020. We convened a majority women-led, diverse group of 18 Safe Routes to School practitioners and champions from communities across the country. This group was narrowed from a pool of 180 applicants. The Working Group met virtually four times during the summer of 2020 to explore three scenarios for back-to-school programming during the pandemic. As a result of these working sessions, we released the first set of comprehensive guidance for implementing Safe Routes to School programs during the 2020-21 school year. The [Back to School 2020 Guide](#) included crucial short-term, actionable guidance for Safe Routes to School practitioners and active transportation professionals, educators, and caregivers across the nation as schools prepared to resume during the COVID-19 pandemic. The guide also modeled what leading with our new E of Engagement could look like across learning scenarios.

In addition to the Working Group and Back to School Guide, we also facilitated a virtual meeting space for Safe Routes to School practitioners. In response to requests from the broader Safe Routes to School community looking for more opportunities to connect with other practitioners, Safe Routes Partnership held a series of informal Zoom meetings for the field to network, share lessons learned during the pandemic, and exchange ideas for back to school programming. These Zoom meetings included self-facilitated breakout sessions based on topics of interest and whether programs would be in-person, virtual, or hybrid. Due to the positive feedback and on-going need for Safe Routes to School practitioners to connect with one another, we have incorporated informal Zoom meetings into our regular schedule.



# Supporting the Field in Dropping Enforcement and Adding Engagement to the Six E's

## Webinars & Discussion - Dropping Enforcement from the 6 E's: A Virtual Discussion

When the Safe Routes Partnership announced it was dropping Enforcement from the 6 E's framework, Safe Routes to School practitioners and supporters had many questions, including: What does that mean for my program?, How do we address traffic safety concerns without enforcement?, and What are the alternatives? Following the initial announcement, we held two webinar and discussion sessions via Zoom where we presented our reasoning behind removing Enforcement from the 6 E's, offered alternatives to including police and law enforcement in Safe Routes to School, and lifted up Engagement as a new E, underlining the importance of tailoring a Safe Routes to School program to the needs and assets of the community it serves. Following the presentation, attendees were able to ask questions of staff and also process with each other in smaller breakout groups.



In addition to these national Zoom meetings, our staff provided similar presentations and participated in discussions at state and regional conferences or meetings, including a meeting of the Minnesota Safe Routes to School Network, a meeting of the Bay Area (California) Spare the Air Youth Technical Advisory Committee, the Washington Bike, Walk, Roll Summit, and the Moving Forward Together Colorado conference. These state and regional level convenings connected us with large numbers of Safe Routes to School practitioners, many of whom run long standing programs that were built using the older 5 E's framework that included enforcement (and not equity or engagement). These smaller meetings and conferences were opportunities to continue reinforcing our commitment to dropping enforcement while also allowing for candid and detailed discussions around how these local Safe Routes to School leaders could take action in their communities.



# Creating Active Communities



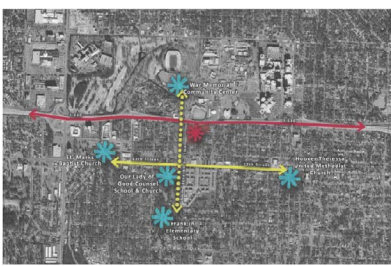


COMMUNITY INTERACTION: create a "Children's Zone"

A LONG NEEDED COMMUNITY BRIDGE: make "the place to be"

## Little Rock, AR

2020 Safe Routes to Parks grantee, Central Arkansas Library District in Little Rock, Arkansas, was awarded funding to make permanent walking and biking improvements where they implemented their Safe Routes to Parks demonstration project in 2019. The project was awarded roughly \$1 million in Transportation Alternatives funding from Metroplan, the area metropolitan planning organization, and the City of Little Rock provided a 20 percent match. In August 2020, they created a month-long, temporary "walk and roll" lane connecting the park to a neighborhood south of I-630 to physically bridge the racial divide of the interstate and provide a safe walking and biking route to the park. When the Little Rock team shared the good news, they said that the coalition building they did during the Safe Routes to Parks grant and the resulting action plan made it easy for the director of public works to say "yes" to the permanent project and support their funding application. Work will begin within the year.



# Safe Routes to Parks

In 2020, eight organizations were selected to develop action plans aimed at improving safe, equitable access to local parks in their communities through our Safe Routes to Parks Activating Communities program. Building upon the Safe Routes to Parks Action Framework, these grantees will receive training, individualized consultation and technical assistance, connection with peer communities to learn from one another, an in-person workshops in their communities, as well as grants of \$12,500 each to begin the implementation of the Safe Routes to Parks action plan.

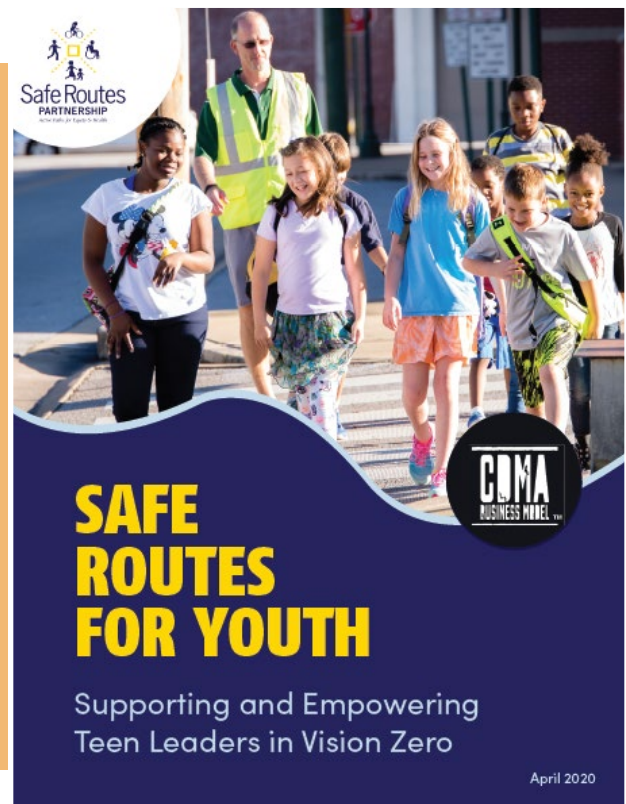


# Vision Zero in DC

## Safe Routes for Youth Toolkit

Vision Zero initiatives around the country are moving to create a major cultural shift in how people relate to transportation and what they expect from their transportation systems. Young people, who have always been at the forefront of cultural and social change, will play an essential role in the success of this work. Vision Zero is an international traffic safety campaign aimed at eliminating all traffic fatalities and serious injuries. This toolkit provides tips and strategies for effectively engaging young people in Vision Zero, including ideas for integration into SRTS programming, general principles of youth engagement, and more.

From technology to transportation, young people are natural trendsetters. Their creativity and innovation are transforming the ways we live, work, and play – including how we move around our communities. The Safe Routes Partnership worked with students from CDMA Business Model, a youth empowerment leadership program, to design and implement youth-led, culturally responsive traffic safety initiatives. This collaboration between young people, schools, and community partners sparked new ideas and bold approaches to ensure streets are safe for everyone.

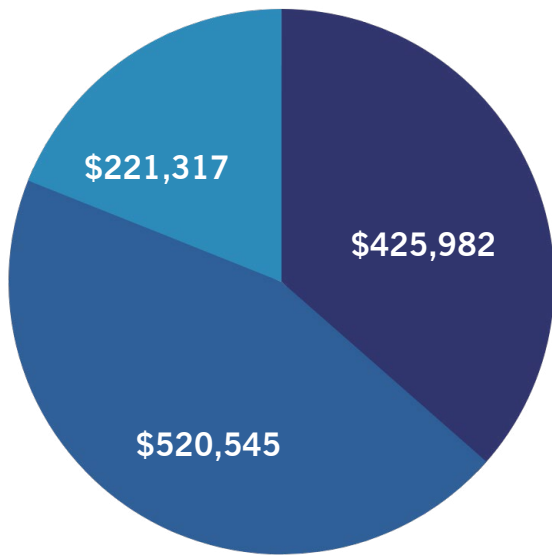


This toolkit provides tips and strategies for effectively engaging young people in Vision Zero. We review the basic tenets of Vision Zero and how they can be integrated into Safe Routes to School programming, share general principles of youth engagement, feature organizations leading innovative youth traffic safety programs in Washington, DC, and provide tools to help you design and implement.



# 2020 Financial Statements

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## Income

- Government - (36%)
- Foundations & Corporate - (45%)
- Fee for Service Income and Individual Support - (19%)

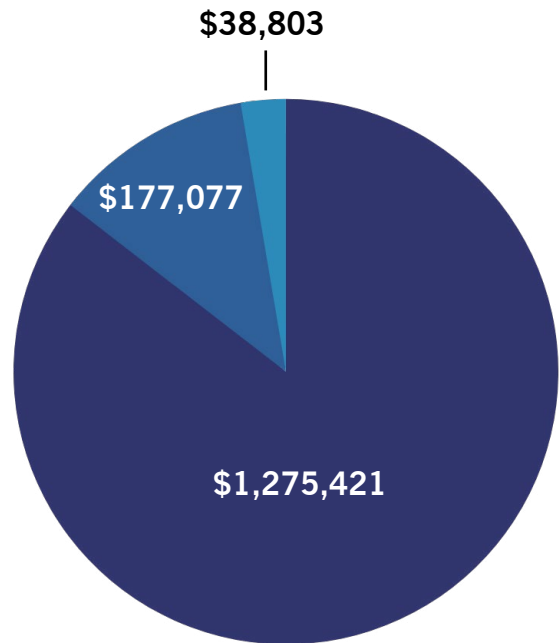
**Total Income - \$1,167,844**

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## Expenses

- Program (85%)
- General & Administration (12%)
- Fundraising (3%)

**Total Expenses - \$1,492,301**



**Note:** The Safe Routes Partnership often receives multi-year grants, where some of the revenue is booked in a different year than when expenditures are made. The Safe Routes Partnership had \$746,786 in income booked in prior years released from restrictions in 2020. We also have \$822,989 in 2020 (or prior year) income that is restricted for use in 2021 or after.



# Safe Routes PARTNERSHIP

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