

Active Transportation Resource Center

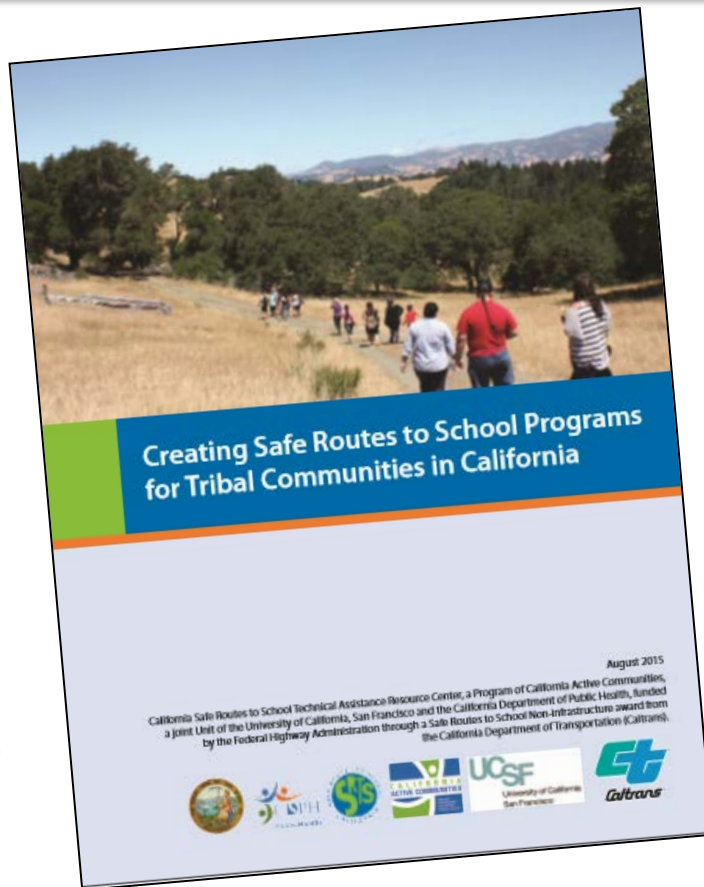
Creating Safe Routes to School Programs for Tribal Communities

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August 24, 2016

Background on the Guide



- Created by the Safe Routes to School Technical Assistance Resource Center (now Active Transportation Resource Center) in partnership with Raquelle (Kelly) Myers with the National Indian Justice Center, and other content experts.

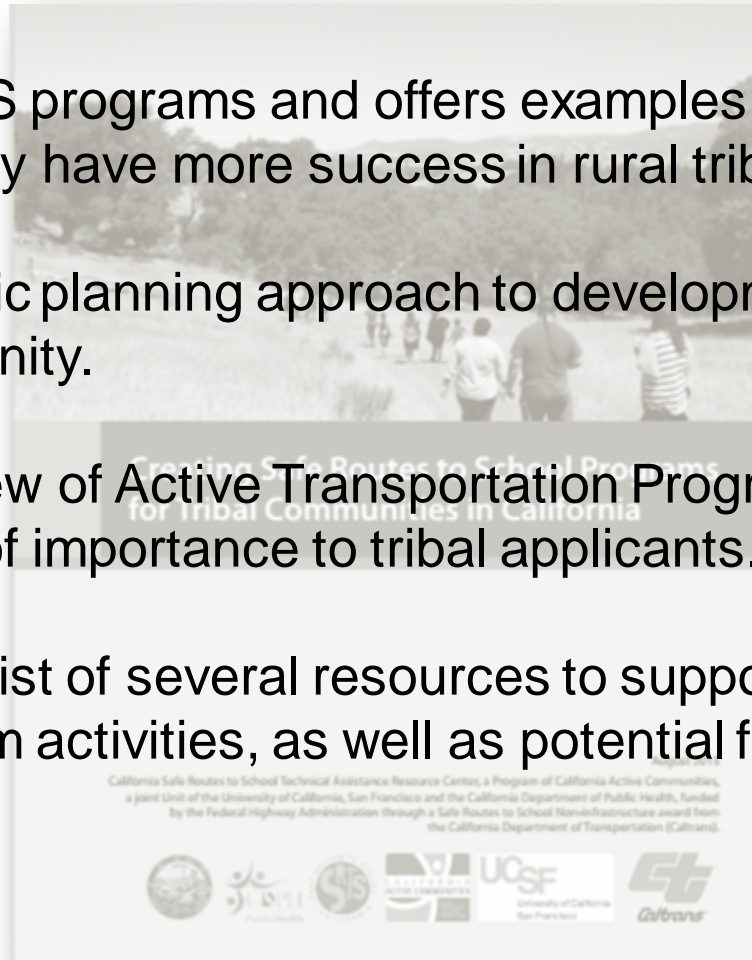
Guide Objectives

- **To provide an overview of Safe Routes to School (SRTS) to Native American Tribes.**
- **To describe the primary sources of funding for SRTS activities.**
- **To demonstrate opportunities for Native American tribes to participate in and benefit from SRTS activities.**



Guide At A Glance

- Introduces SRTS programs and offers examples of common SRTS elements that may have more success in rural tribal communities.
- Includes strategic planning approach to development of SRTS program in a tribal community.
- Provides overview of Active Transportation Program (ATP) funding with focus on issues of importance to tribal applicants.
- Concludes with list of several resources to support SRTS program planning, program activities, as well as potential funding sources.



What is SRTS?

- SRTS is an internationally recognized set of strategies and activities that are meant to improve the health and safety of children by enabling and encouraging them to walk and bicycle to school.

→ ***Where it's safe, get kids walking and bicycling***

→ ***Where it's not safe, make it safe***

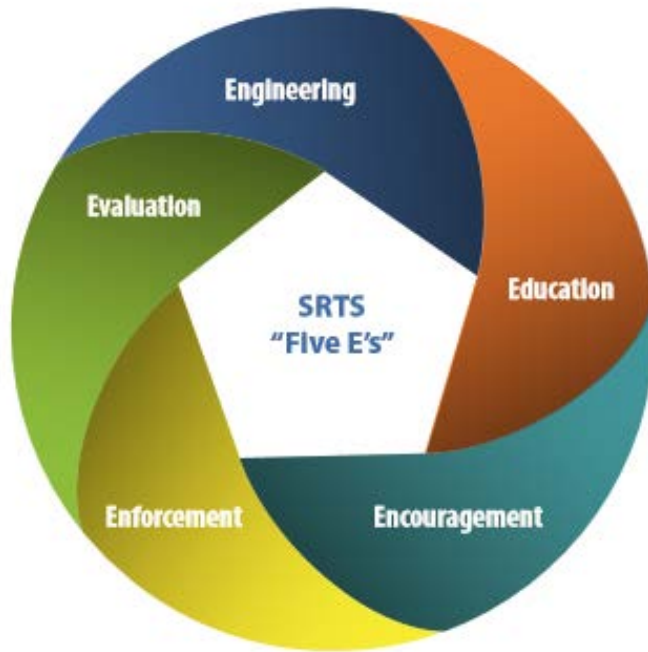
Why SRTS?

- Most children and young adults are not getting the physical activity they need to stay healthy.
- Sedentary lifestyles and poor eating habits are major contributors chronic health conditions and diseases.

Why SRTS continued...

- Walking and bicycling to school are ideal ways to increase daily physical activity.
- Investing in SRTS programs and infrastructure helps to ensure that children and the whole community have access to safe, walkable, and bikeable neighborhoods.
- Additional SRTS benefits include reduced air pollution and increased community cohesion.

“Five Es” of SRTS



- Education
- Encouragement
- Engineering
- Enforcement
- Evaluation

Challenges to SRTS in Tribal Communities



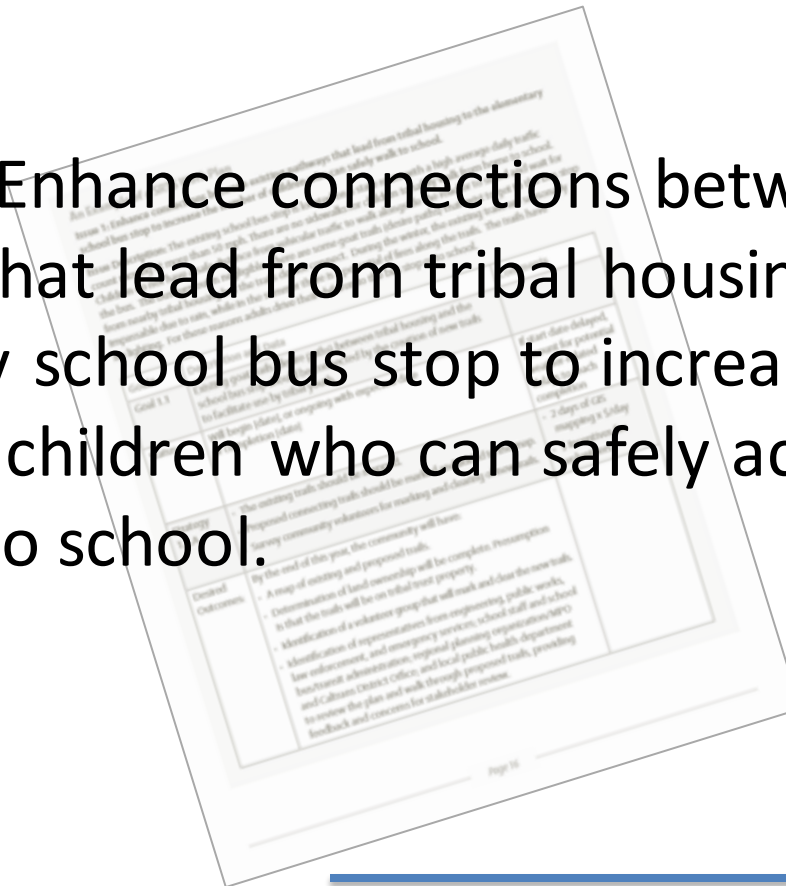
- Large distances between tribal housing and schools
- A lack of pedestrian and bicycle infrastructure
- Interstates/highways that run through communities
- A lack of or limited crash and injury data

SRTS Strategic Planning



Example from the Guide

- Objective: Enhance connections between existing pathways that lead from tribal housing to the elementary school bus stop to increase the number of children who can safely actively commute to school.



Example continued

- Existing Conditions:
 - School bus stop is located on a state route.
 - No sidewalks for children to safely walk from home to school.
 - Children do not have a safe distance from vehicular traffic to walk alongside the road or to stand and wait for the bus.
 - There are some trails that exist to get to the bus stop from nearby tribal housing, but the trails do not connect.
 - Trails have no lighting and are seasonally impassable.
 - For these reasons, adults drive children to the bus stop or to school.

Case Study SRTS Work Plan

Goal#	Description and Data	Comments
Goal 1.1	Existing goat trails (desire paths) between tribal housing and the school bus stop should be connected by the creation of new trails to facilitate use by tribal youth.	
Status:	Will begin [date], or ongoing with expected date of completion [date]	If start date delayed, account for potential weather-related delays to reach completion
Strategy 1.1.A	<ul style="list-style-type: none"> The existing trails should be mapped. Proposed connecting trails should be marked and added to the map. Survey community volunteers for marking and clearing of new trails. 	<ul style="list-style-type: none"> 2 days of GIS mapping x \$/day \$ Incentives for volunteers
Desired Outcomes:	<p>By the end of this year, the community will have:</p> <ul style="list-style-type: none"> A map of existing and proposed trails. Determination of land ownership will be complete. Presumption is that the trails will be on tribal trust property. Identification of a volunteer group that will mark and clear the new trails. Identification of representatives from engineering, public works, law enforcement, and emergency services; school staff and school bus/transit administration; regional planning organization/MPO and Caltrans District Office; and local public health department to review the plan and walk through proposed trails, providing feedback and concerns for stakeholder review. 	

Funding SRTS in California

- Active Transportation Program (ATP):
 - Administered through Caltrans.
 - Funds projects and programs to encourage increased use of active modes of transportation, such as biking and walking.
 - Eligible applicants include Tribal Governments (Federally-recognized Native American Tribes).
 - Examples of ATP projects or programs include:
 - Development of new bikeways and walkways.
 - Development of bike, pedestrian, SRTS, or active transportation plan in a disadvantaged community.
 - Education programs to increase bicycling and walking.

www.dot.ca.gov/hq/LocalPrograms/atp/index.html

ATP Cycle 1 Awardee:

La Jolla Band of Luiseño Indians

- In 2014, the La Jolla Band of Luiseño Indians (La Jolla) was awarded \$4 million in ATP funding, making it one of the first successful tribal applicants to directly receive federal ATP funds in California.
- La Jolla described the dangerous conditions and impediments to active transportation and health in its ATP application by using data collected from community assessments and walk and road audits.
- La Jolla's ATP project is designed to improve safety, increase connectivity, and offer opportunities for healthy and active transportation for students and the entire community.

SRTS in Tribal Communities

SRTS Program Activities in Tribal Communities Throughout the United States				
SRTS Activity / SRTS Program Element	Project Type: Infrastructure, Non-Infrastructure, Recreational Trails, Planning	5E's: Engineering, Enforcement, Education, Encouragement, Evaluation	Tribal Program Participating In or Implementing SRTS Activity	Project Partners
Developing pathways or sidewalks	Infrastructure, Recreational Trails	Engineering	La Jolla Band of Luiseno (CA); Quinalt (WA); Lac Courte Oreilles (WI); Pine Ridge (SD)	MPO, Local Jurisdiction
Pedestrian crossings, crosswalk improvements (Graffiti Cleanup)	Infrastructure	Engineering	Suquamish (WA); Quinalt (WA); Tulalip (WA)	Local Jurisdiction
Increased lighting along paths	Infrastructure	Engineering	City of Ronan, MT and Confederated Salish and Kootenai Tribes (MT); Tulalip (WA)	Local jurisdiction

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Increased signage along paths, use of driver speed feedback signage	Infrastructure	Engineering	City of Ronan, MT and Confederated Salish and Kootenai Tribes (MT); Suquamish (WA); Colville (WA)	Local jurisdiction, tribal and local law enforcement
Connecting existing pedestrian and bicycle pathways	Infrastructure , Recreational Trails	Engineering	City of Ronan, MT and Confederated Salish and Kootenai Tribes (MT)	Local jurisdiction
Pedestrian safety education, supervised walking programs, walk day events	Non-Infrastructure	Education, Encouragement	City of Ronan, MT and Confederated Salish and Kootenai Tribes (MT); Quinalt (WA); Menominee (WI)	Local jurisdiction, school district, tribal and local law enforcement
Frequent walker program with incentives	Non-Infrastructure	Encouragement	Quinalt (WA); Pine Ridge (SD)	School district

Active Transportation Resource Center



California Active Transportation Resource Center
Formerly the CA Safe Routes to School Resource Center



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News and Events

Teleconference: Safe Routes to School Non-Infrastructure and Planning Idea Exchange: A Conversation on Strategies for Engaging School Administrators and Staff

June 21 (Tuesday), 10:00-11:00am
Please join the ATRC for this lively teleconference call on Tuesday, June 21, 2016 from 10am - 11am.
[...]



www.casaferoutetoschool.org

Program (ATP) Cycle 3 call for

Contact



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