



## SRTS - Statistics you can use

### Helpful Statistics on Safe Routes to School

**Traffic Congestion:** Neighborhoods are becoming increasingly clogged by traffic. By boosting the number of children walking and bicycling, Safe Routes to School projects reduce traffic congestion.

- Within the span of one generation, the percentage of **children walking or bicycling to school has dropped precipitously**, from approximately 50% in 1969 to just 15% in 2001.
- While distance to school is the most commonly reported barrier to walking and bicycling, **private vehicles still account for half of school trips between 1/4 and 1/2 mile**—a distance easily covered on foot or bike.
- As much as **20 to 30% of morning traffic is generated by parents driving** their children to schools.
- A California study showed that schools that received infrastructure improvements through the Safe Routes to School program yielded walking and bicycling **increases in the range of 20 to 200 percent**.



**Safety:** Safe Routes to School projects focus on infrastructure improvements, traffic education for students, and driver enforcement that provide positive impacts on the safety of children, many of whom already walk or bicycle to school in unsafe conditions.

- Pedestrians are more than twice as likely to be struck by a vehicle in locations without sidewalks.
- Of children age 14 and under, approximately **23,000 were injured and 429 were killed** while walking or bicycling in the United States in 2006.
- **Thirty percent of traffic deaths** for children ages 0-14 happen when children are walking and bicycling.
- Children walking and bicycling to school represent **11% of injuries and 24% of fatalities** during the school commute, but just 14% of trips and less than 2% of miles traveled.
- A safety analysis by the California Department of Transportation estimated that the safety benefit of SRTS was up to a **49 percent decrease in the childhood bicycle and pedestrian collision rates**.

**Health and Obesity:** Children today are simply not getting enough physical activity, contributing to growing rates of obesity and obesity-related health problems, such as diabetes. Safe Routes to School projects make it safer for more children to walk and bicycle to school, which will help address this obesity crisis among children by creating increases in physical activity.

- Over the past 40 years, rates of obesity have soared among children of all ages in the United States, and approximately **25 million children and adolescents—more than 33%—are now overweight or obese** or at risk of becoming so.
- Kids are less active today, and **23% of children get no free time physical activity at all**.
- The prevalence of obesity is so great that today's generation of children may be the **first in over 200 years to live less healthy and have a shorter lifespan than their parents**.

- The Centers for Disease Control and Prevention estimated that **obesity cost America \$117 billion** in the year 2000, and physical inactivity results in \$76 billion in direct medical costs annually.
- People living in auto-oriented suburbs drive more, walk less, and are more obese than people living in walkable communities. For **each hour of driving per day, obesity increases 6 percent**, but walking for transportation reduces the risk of obesity.
- Walking one mile to and from school each day is **two-thirds of the recommended sixty minutes of physical activity a day**. Plus, children who walk to school have higher levels of physical activity throughout the day.

**Bus Transportation Costs:** Schools often make cutbacks in bus routes to save money—meaning that more children will be walking and bicycling in potentially unsafe conditions, or more parents will drive their children, which increases traffic congestion and air quality concerns.

- Approximately 55% of children are bused, and we spend \$17.5 billion nationally each year on school bus transportation, an average of **\$692 per child transported per year**.
- Eliminating one bus route, based on average per-pupil expenditure and average number of pupils per bus, would save a school district approximately **\$37,000 per year**.
- Each parent that replaces a bus ride with driving their child to school uses approximately 180 additional gallons of fuel per year, **spends an additional \$663 on fuel**, and puts 3600 miles on their car.

## Missouri SRTS Federal Funding

Missouri's SRTS funding for FY2005-2011 totals \$14,878,881.

Missouri's SRTS funding is currently \$3.3 million annually.

The SRTS program has been very popular in Missouri. There have been three funding cycles with more than **200 applications requesting over \$50 million** since the program was initiated.



### Two types of projects are eligible for SRTS funding:

**Infrastructure projects** must be within a two-mile radius of K-8 schools and can include: sidewalk improvements, traffic calming and speed reduction improvements, bicycle and pedestrian facilities, etc.

**Non-infrastructure** activities could include traffic safety education, funding for training, public awareness campaigns, and traffic enforcement within the vicinity of the schools.

*Photos Courtesy of Missouri Bicycle and Pedestrian Federation*

For more information or to join the network visit [mosaferoutes.org](http://mosaferoutes.org) or call 816.695.6736