

Safe Routes to School (SRTS) programs work



today, few kids actively travel to school

TRAFFIC SPEED AND VOLUME, AND LACK OF SIDEWALKS, ARE THE MAIN BARRIERS

compared to 48% in 1969

13% walk or bike now

among those living within ¼ mile of school just 56% walk or bike

kids are more active when walking and biking are safe

AFTER IMPLEMENTING SAFE ROUTES TO SCHOOL PROGRAMS:



OF THE RECOMMENDED 60 MINUTES OF DAILY ACTIVITY:



16 min (average) can be achieved by walking or biking to school

SOURCES: McDonald NC, et al. (2011). U.S. school travel, 2009: an assessment of trends. *Am J Prev Med*. 41:146-151. Chauden C, et al. (2012). The safe routes to school program in California: an update. *Am J Public Health*. 102(6):e8-e11. Albert KN, et al. (2009). Barriers to and facilitators of walking and bicycling to school: formative results from the non-motorized travel study. *Health Educ Behav*. 35(2):221-234. Timperio A, et al. (2006). Personal, family, social, and environmental correlates of active commuting to school. *Am J Prev Med*. 30(1):45-53. Bassett DR, et al. (2013). Estimated energy expenditures for school-based policies and active living. *Am J Prev Med*. 44(2):108-113. Stewart O, et al. (2014). Multistate evaluation of safe routes to school programs. *Am J Health Promot*. 28(3 Suppl):S89-S96. DiMaggio C and U G. (2013). Effectiveness of a safe routes to school program in preventing school-aged pedestrian injury. *Pediatrics*. 133(2): 280-296.

Learn more about why Safe Routes to School programs work at activelivingresearch.org/SRTSreview.

https://activelivingresearch.org/sites/default/files/ALRInfographic_SRTS_Sept2015.jpg