

## SAFE ROUTES TO SCHOOLS

### Background on Safe Routes to Schools

- The Safe Routes to School Program enables and encourages primary and middle school children to walk and bicycle to school. Both infrastructure-related and behavior (i.e. non-infrastructure) projects were required under SAFETEA-LU specifically, not less than 10% and not more than 30% can be utilized on non-infrastructure related activities. A prioritized list of projects is provided to the legislature for final project selection through a statewide competition. Washington received \$3.6 million in federal funding in federal fiscal year 2009.
- The current program receives both state and federal funds. In 2009, the federal contribution was \$3.6 million.
- In 2005, the Transportation Partnership funding provided an average of \$7 million per biennium in state funding for Safe Routes to School projects. In 2011-13, the Legislature provided an additional \$2.25 million that increases to \$6.75 million of state funding in subsequent biennia.

### Background on Target Zero

- Target Zero contains **four levels** of priority based on the percentage of traffic fatalities between 2006 and 2008. Each of the three **Priority One** areas were present in 40 percent or more of the traffic fatalities.
- Each **Priority Two** area accounted for between 21 and 38 percent of traffic fatalities. The Traffic Data Systems, while not a cause of fatalities, is considered a level two priority because the potential for better data improves our analysis of traffic fatalities and serious injuries.
- Each **Priority Three** area was present in 12 to 20 percent of fatalities.
- Each **Priority Four** area includes areas that were involved in less than 10 percent of all fatalities during this time period.

Target Zero Priority Areas	2006-2008		2006-08 vs. 2003-05
	Deaths (N=1,725)	% of Total Deaths	% Change in Number of Deaths
<b>Priority One</b>			
Alcohol/drug impaired driver	828	48.0%	4.3%
Run off the road	722	41.9%	-6.4%
Speeding	693	40.2%	-2.0%
<b>Priority Two</b>			
Young drivers	654	37.9%	-8.4%
Unrestrained passenger vehicle occupant	481	27.9%	-12.9%
Distracted driver	426	24.7%	-10.9%
Intersection-related crashes	356	20.6%	-3.0%
Traffic Data Systems	-	-	-
<b>Priority Three</b>			
Unlicensed driver	352	20.4%	9.0%
Opposite direction/multi-vehicle collisions	323	18.7%	-5.0%
Motorcyclists	225	13.0%	10.8%
Pedestrians	198	11.5%	-6.2%
Heavy trucks	198	11.5%	15.8%
Emergency Medical Services	-	-	-
<b>Priority Four</b>			
Older Driver	120	7.0%	-25.0%
Drowsy drivers	77	4.5%	-10.5%
Bicyclists	30	1.7%	0.0%
Work zones	21	1.2%	-34.4%
Wildlife	9	0.5%	28.6%
Vehicle-train collisions	8	0.5%	60.0%
School-bus-related collisions	1	0.1%	-85.7%

**Note:** Groups are not mutually exclusive; therefore, percentages will total more than 100 percent.

## Specific Questions for Safe Routes to Schools

- Does the Committee want to maintain the current level of **federal** funding for the program?
- If so, the following programs are options to consider:
  - Transportation Alternatives—Safe Routes to School projects are an eligible activity under this program. The Steering Committee could choose to:
    - Retain 50% of the funds at the state level and allocate \$3 million of those funds to Safe Routes to School projects. After Recreational Trails and Safe Routes expenses, there would be approximately \$1 million remaining in Transportation Alternatives funding for the state to spend on other eligible activities under this program.
    - Distribute all the Transportation Alternatives funding by population (after Recreational Trails expenses) and encourage a portion of the funding go to Safe Routes to School projects.
    - Distribute all the Transportation Alternatives funding by population (after Recreational Trails expenses).
  - Surface Transportation Program—Safe Routes to School projects are an eligible activity under this program. The challenge is that this is also the most flexible highway formula program and has the highest level of demand.
  - Highway Safety Improvement Program—Although this is the only formula program with increased funding under MAP-21, the funding may only be used for infrastructure investments (behavior-related projects are not eligible). Additionally, as a condition of receiving the funding there are performance measures tied to making improvements in the Target Zero priorities. Spending funds on one of the lower Target Zero priorities may create challenges for meeting the performance measures in the future. Failure to meet or make significant progress towards the performance measure targets results in penalties.