

# WHY EQUITY MATTERS TO SAFE ROUTES TO SCHOOL

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# EQUITY IS A CONNECTOR NOT AN OUTLIER....



Two-thirds of low-income adults facing multiple disadvantages live in the nation's 100 largest metro areas.

29 million Americans do not have a supermarket within a mile of their home if they live in an urban area or within 10 miles in rural areas

Parents report violence and crime as 1 of 5 primary factors affecting children's walking or bicycling.

1/3 of US Schools are in air pollution danger zones and 1/4 of health care costs in the United States are attributable to obesity

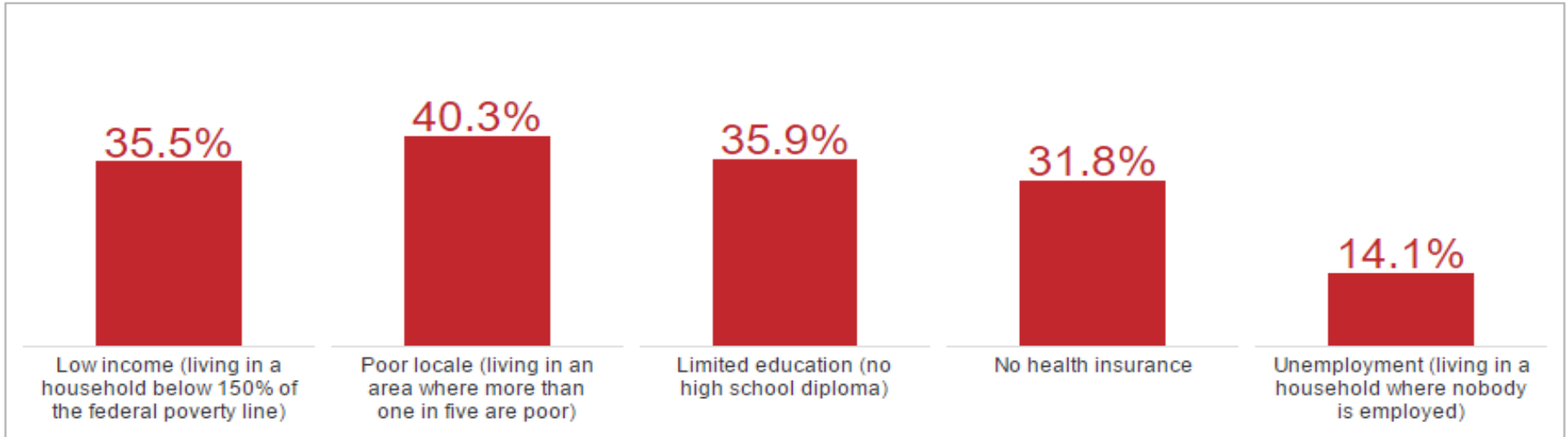
30% of people with disabilities report that transportation is a problem for them

# DIMENSIONS OF DISADVANTAGE

## PHILADELPHIA-CAMDEN-WILMINGTON, 2014 (HISPANIC)

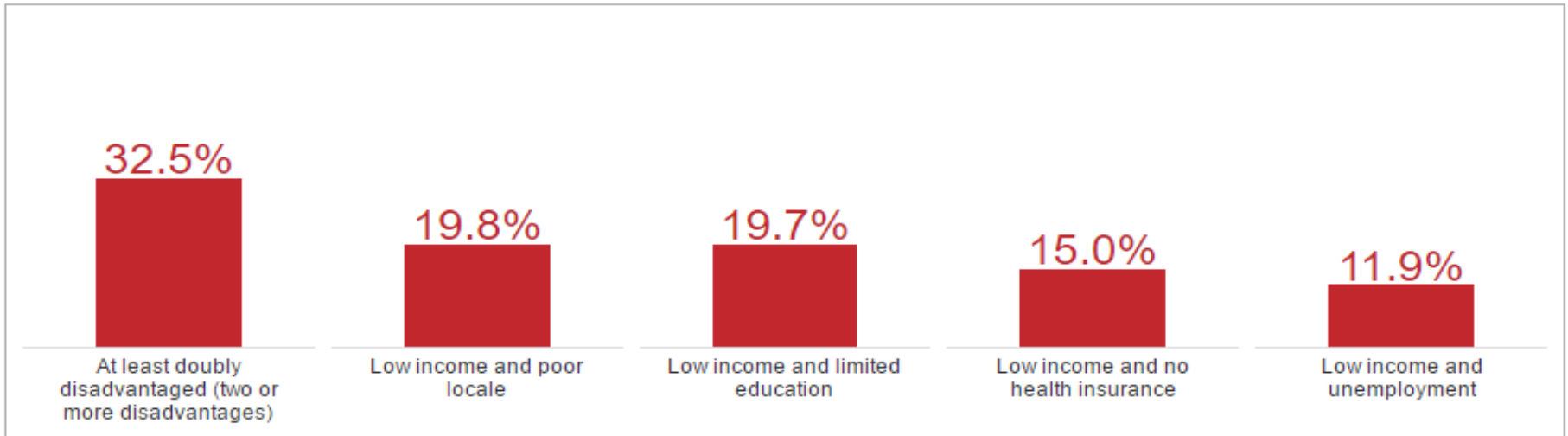
### Dimensions of disadvantage

SHARE OF THE ADULT POPULATION IN PHILADELPHIA-CAMDEN-WILMINGTON, PA-NJ-DE-MD, 2014



### Clustered, or multidimensional disadvantage

SHARE OF THE ADULT POPULATION IN PHILADELPHIA-CAMDEN-WILMINGTON, PA-NJ-DE-MD, 2014



# INEQUITY OF PLACE CANNOT BE IGNORED...

In counties where more than 20% of households have incomes below the federal poverty line, the pedestrian fatality rate is over 80% higher than the national average

Sidewalks in African American neighborhoods are 38 times more likely to be of low quality

Between 1948 and 1973, urban renewal projects displaced **one million** people in 2,500 neighborhoods in 993 American cities.

Streets with lighting are significantly more common in high-income areas (75%) than in middle-income (54%) or low-income communities (51%).

People with lower incomes and less educational attainment are more likely to walk to work than any other sector

Pedestrians are more than twice as likely to be struck by a vehicle in locations without sidewalks.

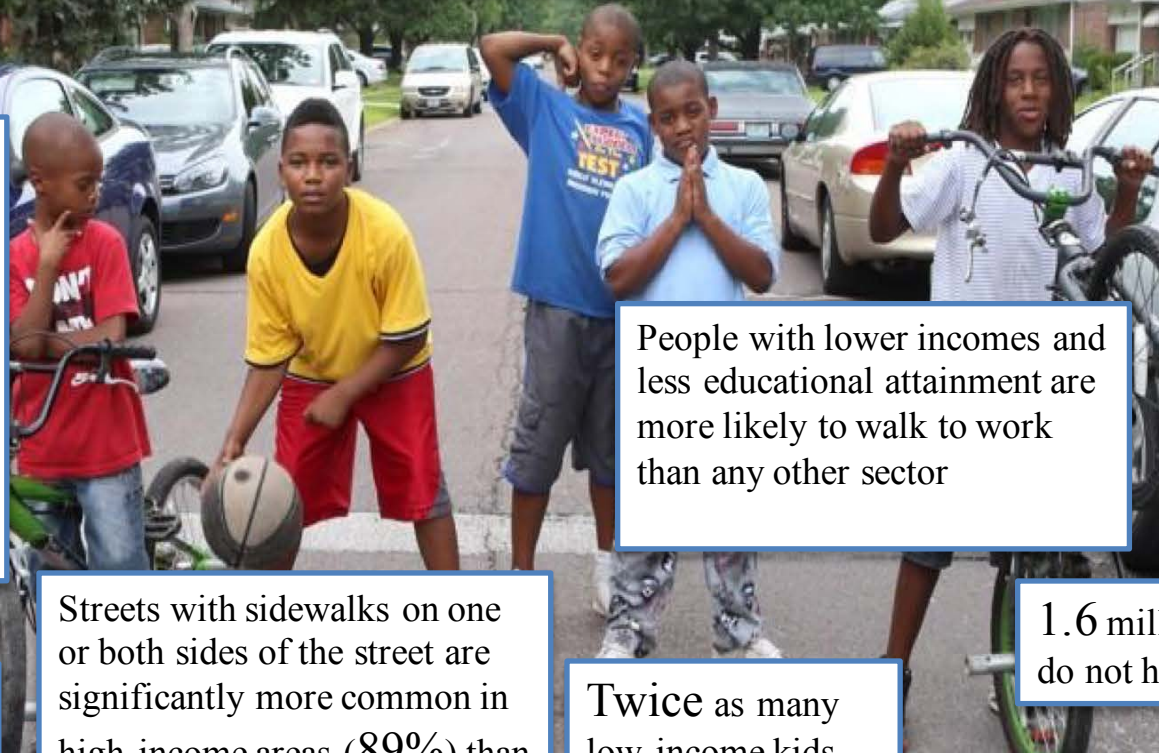
African Americans and Latinos have a pedestrian fatality rate 60% and 43% higher than that of whites.

Streets with sidewalks on one or both sides of the street are significantly more common in high-income areas (89%) than in middle-income (59%) or low-income communities (49%).

Twice as many low-income kids walking and biking to school than kids in more affluent

1.6 million rural households do not have access to cars

Black pedestrians in crosswalks were passed by twice as many cars and waited 32% longer than white pedestrians





# Just because YOU don't see the work doesn't mean IT ISN'T happening

Safe Routes to School National Partnership,  
Technical Assistance Recipient, Bicycle  
Coalition of Greater Philadelphia working with  
4<sup>th</sup> District Councilman Curtis Jones Jr, and  
cohort on pushing PENNDOT to release 19  
million in unspent SRTS dollars



# Intentionally break down silos through coalition building & take strategic account of the assets within your coalition(s)



TEXAS SOUTHERN UNIVERSITY





# Policy wins don't guarantee equitable implementation



Safe Routes to School National Partnership, Technical Assistance Recipients, Texas Southern University, NAACP, AARP, Project Row Houses, residents, and Houston MPO form coalition to support SRTS in the 3<sup>rd</sup> Ward.



# Check loopholes in policies to ensure effectiveness of implementation

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## DIVISION 2. OPERATION OF BICYCLES

Sec. 55-4-11. Operation of bicycles — Persons under twelve years of age.  
no person under the age of 12 years shall operate a bicycle upon any street, highway or alley of the City, provided, that such person under twelve 12 years of age may operate a bicycle on the sidewalks of the city.

Sec. 55-4-12. Same — Persons twelve to seventeen years of age.  
any person over the age of 12 years and under the age of 17 years may operate a bicycle upon the streets, highways, and alleys of the City, provided, that such person has in his possession the written consent of the parent or guardian to do so.

Sec. 55-4-13. Same — Police to notify parents of violations.  
If there is any violation of section 55-4-21 or section 55-4-22 of this Code, the Police department shall notify the parent or guardian of the violation, giving the details of the violation, and shall recommend the confiscation of the bicycle by the parent or guardian for a period of not more than six months.



**DETROIT  
GREENWAYS  
COALITION**

**WHO IS MISSING FROM YOUR  
DEFINITION OF  
“FOR ALL?”**





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