



## Safe Routes to School Results *Irving Elementary School*

### Purpose of the Safe Routes to School Evaluation

- To gather information on the self transport patterns and issues for Bethel elementary students.
- To use information to apply for federal Safe Routes to School educational and infrastructure funding to help increase safe, active child transport to and from schools.

### Overall Participation

- Data were collected during October/November 2008.
- *Teacher Tallies:* 79% of teachers completed classroom tallies (15 of 19 classrooms).
- *Parent Surveys:* 39% of Irving parent surveys were completed on enrolled students (164 of 423 surveys distributed).

### Results of Teacher Tally

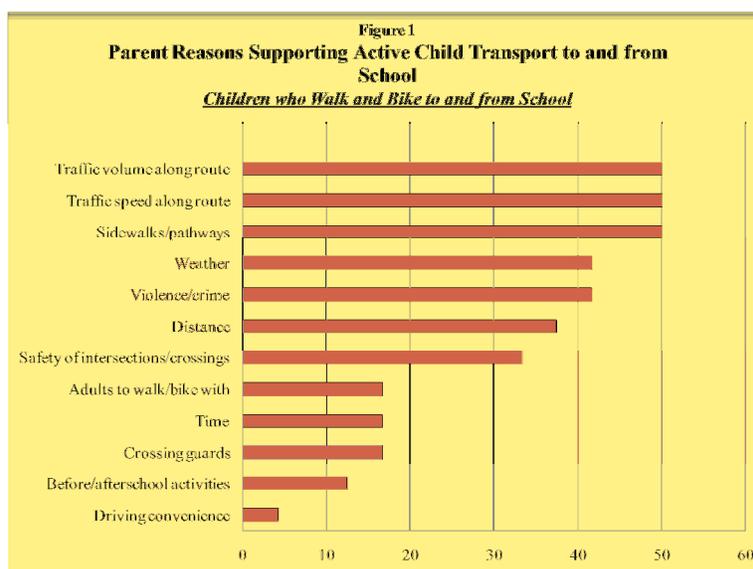
- 83% of Irving students arrived and departed from school by motor vehicle (38% by families, 42% by school bus).
- 15% of students actively self-transported to and from school.

### Results of Parent Survey

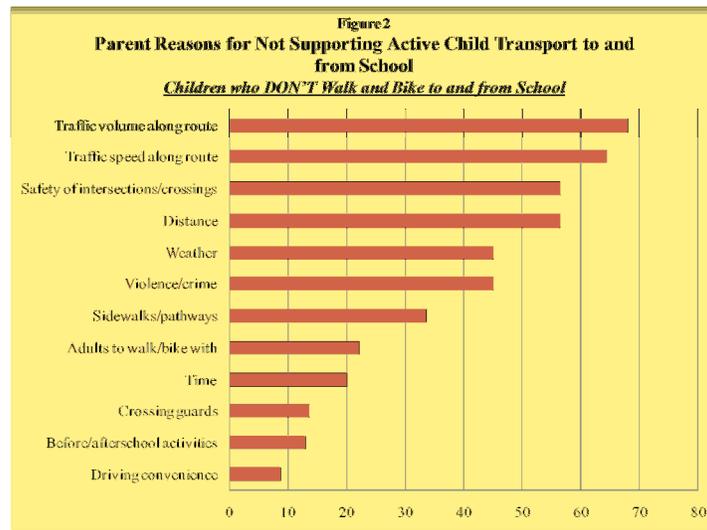
#### *Active transport by students*

- For students who lived within a quarter mile of school, 69% actively transported themselves to school and 72% from school.
- Parents indicated they were more comfortable with children walking or biking to school by grades 3-5.

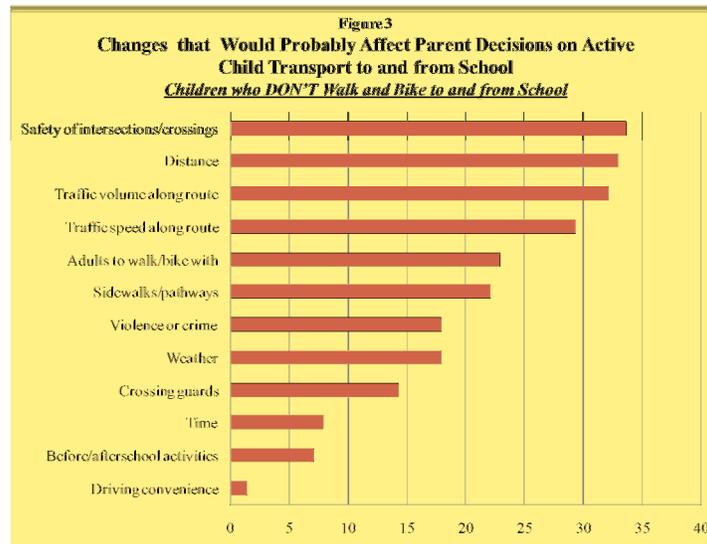
Issues which affect parents' decisions to allow or not allow their children to actively transport themselves to school, for children who walk or bike to and from school were: traffic volume and speed along the route and sidewalks/pathways (Figure 1).



Issues which affect parents' decisions to allow or not allow their children to actively transport themselves to school, for children who DON'T walk or bike to and from school were: traffic volume and speed along route and safety of intersections and crossings (Figure 2).



Changes parents indicated **WOULD PROBABLY** allow children to walk/bike to and from school: safety at intersections and crossings, distance, and traffic volume (Figure 3).



**Summary**

The Safe Routes to School assessment highlighted important areas Irving Elementary could address to promote active child transport to and from school. The most important changes for increasing student walking and biking to and from school were reducing traffic volume and speed along routes to school, increasing safety of intersections and crossings, reducing violence, reducing violence and crime having more adults willing and able to accompany students along school routes.