RESOLUTION NO 2019-2-2

SAFE ROUTES TO SCHOOL

A RESOLUTION of the City Council of the Town of Hartshorne, Adopting a Safe Route to School Policy

FINDINGS

WHEREAS, obesity is one of the most serious threats to American public health, putting people at risk for many of the leading causes of death in the United States[30];

WHEREAS, motor vehicle crashes are also a leading cause of death and injury to children[24,31,32];

WHEREAS, low-income and moderate-income areas, whether they are located in rural, urban, or suburban communities, are typically the least safe for pedestrians and bicyclists,[33] especially for children walking and biking to school,[34] due to long-standing infrastructure disparities[35,37] and a higher concentration of streets with faster-moving and/or higher-volume traffic[2,34];

WHEREAS, between 1969 and 2009 the percentage of children walking and biking to school dramatically declined from 48% to 13%[38];

WHEREAS, an overall decrease in daily physical activity corresponds with a dramatic increase in childhood obesity that has resulted in a nationwide health epidemic[39-41];

WHEREAS, when students walk or bike to school they get more physical activity, reduce their risk of obesity and diabetes, and improve their overall health, [27,42] and healthier children miss fewer days of school[43];

WHEREAS, when students exercise before school, they arrive focused and ready to learn, without taking time away from existing school-day activities or placing additional burdens on teachers[44-49];

WHEREAS, when more people walk and bicycle, neighborhood streets become safer and more welcoming for anyone who is not driving[45,50];

WHEREAS, 10% to 14% of morning rush-hour traffic is attributable to families driving their children to school,[22,51] so children walking or riding bikes to school can reduce traffic congestion;

WHEREAS, encouraging people to walk, bicycle, and use public transit saves energy resources, reduces air pollution and related chronic diseases, and reduces emissions of global warming gases[19,52-54];

WHEREAS, a balanced transportation system where people can easily and safely walk and bicycle to everyday destinations like schools enhances neighborhood economic vitality[55-61];

COMMITMENT

NOW THEREFORE BE IT RESOLVED that the Town of Hartshorne will improve its commitment to safe routes to school by adopting the safe routes to school policy attached hereto as Exhibit A, and made part of this resolution.

ADOPTED ON THIS DAY 11th OF February, 2019

Mayor of Hartshorne Signature — Date Signed: 2-11-2019

City Clerk Signature — Date Signed: 2-11-19

CITY OF HARTSHORNE CORPORATE SEAL HARTSHORNE, OK

ATTACHMENT: EXHIBIT A (SAFE ROUTES TO SCHOOL POLICY)

Section 1: Definitions

High-need area means any area within 2 miles of a school in which: (1) at least [*50%*] of the children are eligible to receive free and reduced-price meals under the National School Lunch Program, (2) there is limited access to safe routes for walking and biking compared with other such areas in the community, or (3) there is a high number of pedestrian and/or bicycle collisions.

Safe routes to school means the methodology and set of tools used by governments, local leaders, advocacy groups, schools, and the families of students to improve the safety, health, and connectedness of their communities by making schools safe and easy to access via walking, biking, and public transit.

Underrepresented people means residents of a local population that historically and/or currently have limited involvement in decisions that affect their lives. Limited involvement may be related to age, gender, race, ethnicity, religion, or socioeconomic factors.

Section 2: Safe Routes to School Actions

The Town of Hartshorne shall take the following actions within two years of the effective date of this policy:

1. IDENTIFY the Town of Hartshorne staff and City Council to take responsibility for implementing this policy, working with all affected departments or agencies, and with the community more broadly, to implement safe routes to schools through the actions listed in this policy.

2. COLLABORATE with local stakeholders from organizations working on issues related to physical activity, transportation, students, schools, health equity and other sectors affected by this policy to coordinate implementation, which shall include managing safe routes to schools task force open to representatives from all related agencies or departments, as well as from resident populations.

3. ASSESS community needs to establish a baseline and set priorities for safe routes to school efforts, which shall include the following actions: The safe routes to schools task force will undertake an assessment to determine community needs and to identify high-need areas (if any). Based on this assessment, the Town of Hartshorne staff and City Council will prioritize the areas and activities that are most needed in the community, to guide implementation efforts. The task force will provide opportunities for residents who work during the day to participate in the assessments by offering online survey tools and information.

4. PLAN to take safe routes to school considerations into account during related City-wide decisions and processes and require any local project proposals to include an evaluation of how the project may affect safe routes to school. In addition, encourage schools to incorporate safe routes to school goals into their wellness policies.

5. SUPPORT safe routes to school by identifying and facilitating funding opportunities for new projects and for the ongoing maintenance of this policy. Identify local, state, federal, and non-governmental funding opportunities for safe routes to schools projects to improve pedestrian infrastructure and safety campaigns to promote the walkability and bikeability of our community.

6. IMPROVE local infrastructure to increase the availability of accessible, safe active transportation options to and from schools, especially in high-need areas. Invest in transportation improvements to increase the types of active transportation options available to and from schools and the connections between various types of transportation options. Make improvements to increase the safety of people using active transportation to and from schools, such as speed-zone enforcement measures, signals, striping, signage, and streetscape changes to slow traffic and increase bicycle and pedestrian visibility.

7. EDUCATE stakeholders and the community about safe routes to school goals and benefits. Offer information, trainings and printed materials about safe routes to school to address walking and biking safety, the benefits of physical activity, and related health information through a variety of outlets and types of media to reach different ages and types of stakeholders.

8. PROMOTE safe routes to school efforts and successes at the local, state, and federal level, which may include coordinating promotional events with Oklahoma-based and national organizations that support safe routes to school efforts, such as National Walk to School Days with the Safe Routes to School National Partnership.

9. TRACK implementation by gathering reports about safe routes to school activities. Follow up with any participating departments, agencies, or schools to gather information about the status of their safe routes to schools efforts. Using the performance measures determined in Section C of this policy, monitor the policy's impact and look for potential unintended consequences for all affected stakeholders have affected nearby residents.

10. EVALUATE and improve the actions taken as a result of this policy, which shall include in accordance with the reporting requirements under Section D of this policy, evaluate all identified consequences with a focus on how the policy and its implementation may be improved.

Section 3: Performance Measures

The Town of Hartshorne, through or with the help of the lead entity, will develop performance measures to track the effects of this policy in accordance with **Section 2(9), Track**. This includes intended benefits and unintended consequences, both good and bad.

Section 4: Reporting

One year from the effective date of this policy, and annually thereafter, the lead entity will provide a report to the City Council and community of the tracking and evaluation components of this policy, which include, at a minimum, the following:

1. Baseline and updated tracking information, based on the **Performance Measures** created under **Section 3**, as applicable
2. A summary and evaluation, per Section B(10): Evaluation of:
    a. Infrastructure improvements and maintenance priorities
    b. Promotional activities
    c. Evaluation results and conclusions, as applicable
    d. Mileage of new and existing bicycle infrastructure (e.g., bicycle lanes, paths, and boulevards)
    e. Linear feet of new and existing pedestrian infrastructure (e.g., sidewalks, trails)
    f. Number of new and existing ADA-compliant curb ramps installed
    g. Number of new street trees planted
    h. Type and number of pedestrian- and bicycle-friendly signage and landscaping improvements, including street furniture and lighting
3. Any recommendations for improving implementation of this policy

Section 5. General Statement of Policy

It is the intent of the City Council that this resolution is a general statement of the Town of Hartshorne policy that cannot form the basis of a private right of action.

Section 6: Severability

If any section, subsection, subdivision, paragraph, sentence, clause, or phrase of this resolution, or its application to any person or circumstance, is for any reason held to be invalid or unenforceable, such invalidity or unenforceability shall not affect the validity or enforceability of the remaining sections, subsections, subdivisions, paragraphs, sentences,

clauses, or phrases of this resolution, or its application to any other person or circumstance. The City Council of the Town of Hartshorne hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause, or phrase hereof, irrespective of the fact that any one or more other sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases hereof be declared invalid or unenforceable.

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