Our Vision

Minnesota is a place where bicycling is easy, safe, and fun for everyone.
Why Pedestrian and Bicycle Safety Education?

- Encourage more active transportation
- Reduce crashes with driver awareness and safe pedestrian and bicyclist practice
- Improve the physical and mental health of children
- Create life-long healthy habits

PHYSICAL ACTIVITY AND ACADEMIC PERFORMANCE

1 mile of walking each way = \( \frac{2}{3} \) of the daily recommended 60 minutes of physical activity

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active kids learn better
physical activity at school is a win-win for students and teachers

GRADERS: 20% more likely to earn an A in math or English.

STANDARDIZED TEST SCORES: 6% increased over 3 years.

JUST ONE PHYSICALLY ACTIVE LESSON CREATES:

13% increase in students’ physical activity for the week.
21% decrease in teachers’ time managing behavior.

physically active kids have more active brains
BRAIN SCANS OF STUDENTS TAKING A TEST:

after 20 minutes of sitting quietly

after 20 minutes of walking

Red areas are very active; blue areas are least active.

MORE RESULTS:

after 20 minutes of physical activity:
students tested better in reading, spelling & math and were more likely to read above their grade level

after being in a physically active after-school program for 9 months:
memory tasks improved 16%

ENVIRONMENT AND TRAFFIC CONGESTION

The percentage of children walking or bicycling to school has dropped precipitously since 1969.

1969: 48% walking/bicycling, 15% school bus, 39% family vehicle, 1% public trans
2009: 13% walking/bicycling, 39% school bus, 12% family vehicle, 2% public trans

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11/1/2019
To be successful, SRTS programs cover all 6Es: education, encouragement, enforcement, engineering, evaluation, equity.

Visualizing Health Equity

Examples of Barriers:

- Health/Physical
- Social/Cultural
- Economic
- Systemic
- Geographic
- Environmental

credit: Robert Wood Johnson Foundation
Role of enforcement

- Increase awareness
- Reduce traffic safety problems
- Improve behavior

SRTS Ten Years Later
Evidence of SRTS Effectiveness

- **25 percent increase** walking and bicycling after education and encouragement
- **18 percent increase** in walking and bicycling after infrastructure
- **31 percent increase** walking and bicycling with combined infra/non-infra programs

Results based on study of 801 schools over 5 years - McDonald, et al, 2014; Journal of the American Planning Association
A different way to look at enforcement

- Students
- Parents
- School administration
- Crossing guards
- Law enforcement officers

School and community efforts

- Safety patrol
- Driveway monitors
- Crossing guards
- Neighborhood speed watch programs
Role of law enforcement officers

- Teach safety
- Evaluate traffic concerns
- Provide police presence
- Monitor guards and students

Education and encouragement strategies can often begin right away
Numbers, numbers, numbers!

MINNESOTA

WALK! BIKE! FUN!

FIVE YEAR EVALUATION SUMMARY

Our goal is to prepare educators to teach children the skills for prioritization and뎁을 안전하고, 건강한 생활을 채울 수 있도록 하려는 것입니다.

435 Teachers

304 Educators

739 Participants

ANNUAL REACH 01,763

Overall Rating 4.7 of 5

Participants reported the increasing 4.7 on a scale of 1 to 5, "5" being excellent.

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Educator trainings

Objectives

- Be able to explain Safe Routes to School.
- Be able to use WBF in area of expertise.
- Increase confidence and knowledge of safe walking and biking skills.
- Increase knowledge of mobility limitations in children and adaptive equipment.
- Be able to evaluate students’ knowledge of safe walking and biking skills.
WALK FUN!

BIKE FUN!

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Bicycling in Traffic
Cyclists fare best when they act and are treated as drivers of vehicles.

Drive My Bike Like a Car

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Surprising (?) Safe Cycling practices

Proper lane positioning

Don’t ride on sidewalks

Resource Guide

• Diagrams, handouts, worksheets and equipment lists
• Educational Resources for walking and bicycling safety
• Bike Fleet Guide
• Frequently Asked Questions
Adaptive Toolkit

1. Letter from a parent
2. Words to remember when working with people with disabilities
3. Learn to ride with disabilities
4. Introduction to common disabilities and bike adaptations
5. List of disabilities and common bike adaptations
6. Common adaptive bikes and equipment
7. Safety considerations for adaptive bikes
8. Additional safety concerns for individuals with disabilities
9. Resources and retailers

Activity Adaptations

5. Explain that walking is good for many reasons, but as we walk, we need to be sure we are safe. Usually, we are not the only people trying to get around.

Display “traffic” vocabulary card with appropriate picture and explain that cars, buses, trucks, herding animals, trains, skateboards, and other vehicles also have to get places like we do.

• These vehicles are called traffic.

ACTIVITY MODIFICATION: Consider using toy objects for visually impaired students, such as cars, buses, trucks, etc.
Learn to Ride

Technical Assistance
Adaptive Bike Library

Walk! Bike! Fun! Ambassadors Program

The Education Team at BikeMN is pleased to announce the launch of Walk! Bike! Fuel! Ambassadors, a new training program and educational resource. The Ambassadors program is designed to provide information, training, and guidance to adults on best practices so that they can better support organized youth education initiatives around walking and biking.

For the Ambassadors program, BikeMN developed the Walk! Bike! Fun! Ambassador’s Guide and a half-day training for educators and volunteers. The guide and training prepare adults to implement programs and activities that reinforce concepts and objectives of the Walk! Bike! Fun Pedestrian and Bicycle Safety Curriculum.

Download the Guide

Download a copy of the Walk! Bike! Fun! Ambassador’s Guide. Both standard and

ABOUT THE AMBASSADOR’S GUIDE

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Other Education Programs

TOP 5 HABITS FOR
PEOPLE FRIENDLY DRIVERS

1. DON'T DRIVE AGGRESSIVELY, while
   distracted or while intoxicated.
2. DRIVE SLOWER - never above the speed limit.
3. BE ALERT for bicyclists and pedestrians - especially at
   intersections and trail crossings - and prepared to
   stop and yield.
4. BE PATIENT when passing a bicyclist - slow down and pass
   only when it's safe.
5. EXIT YOUR VEHICLE SAFELY - look for bicyclists before
   opening your car door.

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