



# MAKING STRIDES



## STATE REPORT CARDS

on Support for Walking,  
Bicycling, and Active Kids  
and Communities



## Acknowledgements

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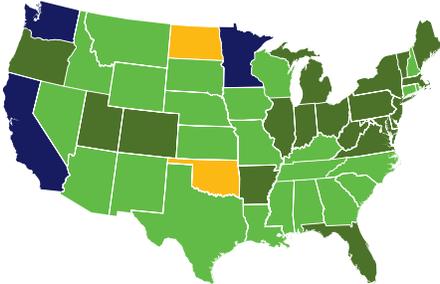
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## About This Report

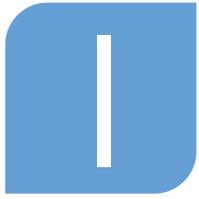
Physical activity is a fundamental building block for good health, and states have a crucial role in promoting it. States' actions are essential – enacting laws and policies to support active, healthy lifestyles, devoting staff and planning efforts to physical activity, and ensuring adequate funding for walking, bicycling, and physical activity.

But how are they doing? **The state report cards in this report make it easy to understand at a glance how states are doing in their support of walking, bicycling, and active kids and communities – where each state is doing well, and where there is room for improvement.** The report cards assess states on a large number of indicators, primarily looking at state policy and implementation of key public policies, but also including a few measures that summarize the reality on the ground for access to parks, sidewalks, and bike lanes.

In addition to the state report cards, this report includes an overview of the research that supports walking, bicycling and physical activity as ways to improve health; discussion of the rationale for state-level report cards; a detailed explanation of how the states were graded; and reflections on the state of physical activity in different regions and our country as a whole.

This report was developed by the Safe Routes to School National Partnership as part of a partnership with the YMCA of the USA, working together to support communities in becoming places where children and adults can be active and healthy. Support for the report was provided by the Centers for Disease Control and Prevention. Safe Routes to School National Partnership is a national nonprofit that works to advance safe walking and bicycling to and from schools, and in daily life, to improve the health and well-being of America's children and to foster the creation of livable, sustainable communities. YMCA of the USA is the national resource office for the Y, one of the nation's leading nonprofits strengthening communities through youth development, healthy living and social responsibility. These state report cards allow state and local Y's, nonprofit organizations, communities, and individuals to identify where a state has done well and where there is more work needed, and to inspire action that creates places even more supportive of healthy, active children and communities.





## Introduction

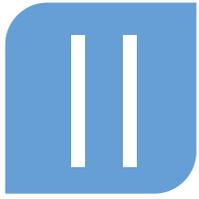
Americans are not getting enough physical activity, and our health is suffering for it. In every state, children and adults are not meeting recommendations for how much to move our bodies. Once, Americans had high levels of physical activity built into daily living – farming, manual labor, long walks to school – but now this is rare. Occupational shifts, the invention and adoption of labor saving machines for home and industrial use, changes to our transportation system, and the turn to passive forms of recreation and relaxation have all combined to make regular physical activity an option, rather than a part of daily living – and an option that under current conditions can be difficult or impossible for many people to achieve.

But why does this matter? If we have managed to take the sweat and work out of living, is that a bad thing? In a word – yes. Research increasingly shows how important regular physical activity is for us. Short-term and long term health outcomes, disease susceptibility, bone strength, academic performance, brain health, ability to focus, healthy aging – in all of these arenas, our bodies benefit from regular physical activity. Although new details continue to emerge as studies further uncover just how beneficial physical activity is, the public at large understands the big picture. But simply knowing that they should get moving has not changed people's behavior.

The good news is that we not only know more about how important physical activity is for people, but we are also learning more about what works to actually get people to move. There is no silver bullet for ensuring that Americans get enough physical activity, but public and private actors can implement a wide array of actions, policies, and investments that can improve community conditions and lead to increased activity levels. Examples abound. Safe Routes to School initiatives encourage children to walk and bicycle to school, and make it safer to do so. Modern street design and zoning codes can ensure that our neighborhoods are safe and easy for walking and bicycling to nearby destinations. Providing children and adults with convenient access to parks and recreational facilities means that distance and access don't prevent people from enjoying physical activity opportunities.

The key to increasing physical activity for children and adults is to leverage state, local, and private actions to support every opportunity to increase walkability and access to physical activity. The state report cards provided here help us understand at a glance where each state is doing well in supporting healthy and active kids and adults, and where there is room for improvement – making it easier to take action in support of healthier communities.





## The Importance of Physical Activity

The guidelines for recommended daily levels of physical activity for children and adults call for significant amounts of regular physical activity of different kinds.<sup>1</sup> For children and youth, the recommended physical activity level is 60 minutes a day, with regular aerobic, muscle strengthening, and bone strengthening activities. For adults, the guidelines recommend at least 150 minutes of moderate-intensity activity per week along with muscle-strengthening activities to achieve substantial health benefits; suggest higher levels of physical activity to achieve even greater benefits; and emphasize the crucial importance of avoiding physical inactivity.

### Key Physical Activity Guidelines for Adults

- All adults should avoid inactivity. Some physical activity is better than none, and adults who participate in any amount of physical activity gain some health benefits.
- For substantial health benefits, adults should do at least 150 minutes (two hours and 30 minutes) a week of moderate intensity, or 75 minutes (one hour and 15 minutes) a week of vigorous-intensity aerobic physical activity, or an equivalent combination of moderate- and vigorous-intensity aerobic activity. Aerobic activity should be performed in episodes of at least 10 minutes, and preferably, it should be spread throughout the week.
- For additional and more extensive health benefits, adults should increase their aerobic physical activity to 300 minutes (five hours) a week of moderate intensity, or 150 minutes a week of vigorous-intensity aerobic physical activity, or an equivalent combination of moderate- and vigorous-intensity activity. Additional health benefits are gained by engaging in physical activity beyond this amount.
- Adults should also do muscle-strengthening activities that are moderate- or vigorous-intensity and involve all major muscle groups on two or more days a week, as these activities provide additional health benefits.

From the 2008 Physical Activity Guidelines for Americans, as summarized in the 2014 State Indicator Report on Physical Activity<sup>8</sup>

But most Americans are not meeting these guidelines. Based on self-reporting (which often over-estimates healthy behavior), around half of American adults are meeting the aerobic component of the physical activity guidelines and only 29 percent are meeting the muscle-strengthening component, resulting in just 21 percent meeting the overall guidelines.<sup>2</sup> Rates were lower for women, Latinos, and those with lower educational attainment, but slightly higher for African Americans.

Only 27 percent of high school students meet the physical activity guidelines' requirement of an hour of physical activity every day.<sup>3</sup> However, when considering students who had undertaken an hour of physical activity for five of the last seven days, that number went up to 47.3 percent.<sup>4</sup>



Levels of physical activity were slightly lower than those in the 2011 survey, just two years before.<sup>5</sup> Physical activity rates were higher for boys than girls, and higher for white students than for African American or Latino students.<sup>6</sup>

### Physical Activity Guidelines for Children and Youth

Children and adolescents should do 60 minutes (1 hour) or more of physical activity daily.

- **Aerobic:** Most of the 60 or more minutes a day should be either moderate- or vigorous-intensity aerobic physical activity, and should include vigorous-intensity physical activity at least 3 days a week.
- **Muscle-strengthening:** As part of their 60 or more minutes of daily physical activity, children and adolescents should include muscle-strengthening physical activity on at least 3 days of the week.
- **Bone-strengthening:** As part of their 60 or more minutes of daily physical activity, children and adolescents should include bone-strengthening physical activity on at least three days of the week.

2008 Physical Activity Guidelines for Americans<sup>7</sup>

## Why Walking, Bicycling, and Physical Activity Matter

Physical activity is a fundamental building block for good health. Studies have shown that physical activity is important for everyone – children, teens, adults, and older adults, men and women, people with disabilities, and people of all racial and ethnic groups.<sup>9</sup> Physical activity has been shown to reduce the risk of stroke, high blood pressure, diabetes, some cancers, premature death, and depression, among other benefits.<sup>10</sup> In addition, physical inactivity is one of the primary contributors to obesity.<sup>11</sup> Currently, more than one-third of American adults are obese,<sup>12</sup> which also increases the risk of stroke, heart disease, diabetes, and other dangerous health conditions.<sup>13</sup>

Physical inactivity and obesity do not affect all communities equally. These conditions, which can affect quality of life and lead to premature mortality, are disproportionately prevalent in low-income communities and communities of color.<sup>14</sup> More than 38 percent of Latino youth and almost 36 percent of African American youth are obese or overweight.<sup>15</sup> These health inequities emerge in significant part from the differences in neighborhood availability of health promoting features such as sidewalks, parks, bicycle lanes, daily high quality physical education, and so on.

### Proven Benefits of Physical Activity for Children and Teens

#### Strong evidence

- Improved cardiorespiratory and muscular fitness
- Improved bone health
- Improved cardiovascular and metabolic health biomarkers
- Favorable body composition

#### Moderate evidence

- Reduced symptoms of depression

2008 Physical Activity Guidelines for Americans<sup>16</sup>



How do we ensure that all Americans have more opportunity for health? Walking and bicycling are key ways in which people can get sufficient physical activity as part of their daily lives. For example, almost one-third of transit users get their entire recommended amount of physical activity just by walking to and from transit stops.<sup>18</sup> Conversely, people who travel by car are more sedentary, which is associated with chronic disease and premature death.<sup>19</sup> Walking and bicycling have both physical and mental health benefits. People who live in more multimodal communities (places that support getting around by a variety of modes – walking, bicycling, and public transportation) exercise more and are less likely to be overweight than those who live in automobile-oriented communities.<sup>20</sup> Adults who get around by walking or bicycling have lower weight and blood pressure, and are less likely to become diabetic.<sup>21</sup> Access to places for physical activity, such as parks, playgrounds, community centers, and other recreational facilities, also increase the likelihood of youth and adults being physically active. For example, studies show that people who live closer to parks are more likely to visit parks and be physically active more often than those who live further from parks.<sup>22</sup>

The promotion of walking, bicycling, and physical activity are good for health and well-being on the personal level. But there are other benefits as well. The larger well-being of our country, our states, and our businesses is dependent upon a healthy workforce and communities. For example, one study calculated that 8.7 percent of aggregate health care expenditures in the United States were associated with inadequate physical activity by people with the capacity to be active.<sup>23</sup>

Other benefits of more walking, bicycling, and physical activity may include an increased sense of community and less social isolation, higher cognitive functioning, lower rates of depression, less air pollution and fewer climate changing emissions, and many more.<sup>24</sup>

### Proven Benefits of Physical Activity for Adults and Older Adults

#### Strong evidence

- Lower risk of early death
- Lower risk of coronary heart disease
- Lower risk of stroke
- Lower risk of high blood pressure
- Lower risk of adverse blood lipid profile
- Lower risk of type 2 diabetes
- Lower risk of metabolic syndrome
- Lower risk of colon cancer
- Lower risk of breast cancer
- Prevention of weight gain
- Weight loss, particularly when combined with reduced calorie intake
- Improved cardiorespiratory and muscular fitness
- Prevention of falls
- Reduced depression
- Better cognitive function (for older adults)

#### Moderate to strong evidence

- Better functional health (for older adults)
- Reduced abdominal obesity

#### Moderate evidence

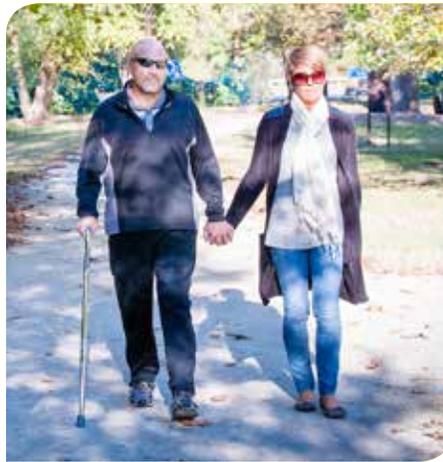
- Lower risk of hip fracture
- Lower risk of lung cancer
- Lower risk of endometrial cancer
- Weight maintenance after weight loss
- Increased bone density
- Improved sleep quality

2008 Physical Activity Guidelines for Americans<sup>17</sup>

## A Challenge of National Significance

In 1999, the problem of physical inactivity came to national attention with the release of the first Surgeon General's report on Americans' escalating physical inactivity, *Physical Activity and Health: A Report of the Surgeon General*. The report's publication marked the official recognition that physical inactivity ranks among the top risk factors affecting the health of our entire nation, along with tobacco use, deadly transmissible diseases, and other grave threats to health. In addition to laying out the current state of physical inactivity and enumerating the benefits of physical activity, the report also summarized positive practices and promising interventions occurring around the country. Many of these – including the recommendation that governors establish councils on physical activity and fitness, and the embrace of the practice of shared use of school recreational facilities by community members during out-of-school times – continue to resonate as strong and effective recommendations, and appear as measures of state support of physical activity in these report cards.

Just this past year, the Surgeon General again took action to emphasize the significance of sufficient physical activity to the health of Americans. With the 2015 Surgeon General's Call to Action to Promote Walking and Walkable Communities, the Surgeon General homed in on the vital role that active transportation – walking and bicycling as a way to get around – has in providing Americans with the recommended daily amount of physical activity.<sup>25</sup>



As the Surgeon General noted, walking helps prevent disease before it starts, is available to people of all ages and stages of life without need for special equipment, helps build social connectedness, and is fun. The Call to Action laid out five goals for supporting walking:

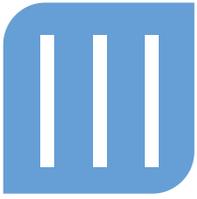
- Make walking a national priority
- Design communities that make it safe and easy to walk for people of all ages and abilities
- Promote programs and policies to support walking where people live, learn, work, and play
- Provide information to encourage walking and improve walkability
- Fill research gaps related to walking and walkability

The measures in the state report cards are aligned with these goals as well as many of their accompanying suggested approaches.

*“There are many reasons to take a walk. We may walk to school, to work, or even to our places of worship. We may walk to help us think better and relieve stress. Often, we may take a stroll in order to spend quality time with the people and the pets we love most. And, throughout history, we’ve walked and marched in order to make our voices heard and our presence felt.”*

– Surgeon General Vivek Murthy<sup>26</sup>





## Why a State Report Card?

States have a crucial role in promoting physical activity. Although there are key opportunities for action at every level of government and by businesses, developers, religious institutions, families, and individuals, the position of states is unique. Our nation as a whole is enormous and its regions differ wildly from one another. While the diversity and differences within our states are also considerable, state governments are closer to the ground, are familiar with the specific challenges and opportunities faced by individual communities, and have the well-being of their residents as their specific responsibility. In many states, local communities require state authorization in order to take action on health and other challenges. As a consequence, states have a serious responsibility to enact policies and practices and implement programs to ensure significant benefit for residents' health.

### Links to Model Policies

Here are some model policies from ChangeLab Solutions that are supportive of the areas in the report cards. A few of the policies are at the state level, but many are for local governments or school districts. Use these model policies as a guide for creating policies for your own state or community.

#### Safe Routes to School

Model Resolution Supporting Safe Routes to School for Metropolitan Planning Organizations

Safe Routes to School District Policy Workbook

Model School District School Siting Policies

#### Complete Streets

State & Local Complete Street Laws and Resolutions

#### Shared Use

Model Open Use Policy for School Districts

Model Shared Use Agreements

See [www.changelabsolutions.org](http://www.changelabsolutions.org)

Through executive action, states can establish state goals to inspire change and set up councils and task forces to conduct planning and identify needs. States can pass laws that ensure that state money is not counterproductively spent on infrastructure or other programs that detract from health, but instead goes to support health. State departments of transportation and other agencies can be wise administrators of federal funds that are available for health-promoting initiatives such as Safe Routes to School. State policies can authorize cities and towns to enact health-promoting laws, or can require localities or private parties to avoid actions that are detrimental to community health. Data indicates that commitment to supporting physical activity can pay off in health dividends: states with the highest levels of bicycling and walking have the lowest rates of obesity, high blood pressure, and diabetes.

The state report cards in this report provide a snapshot of how supportive each state is of walking, bicycling, and physical activity for children and adults as of 2016. Pulling from the strongest data we could find or gather, we assessed states on a large number of indicators,

primarily looking at state policy and implementation of key public policies, but also including a few measures that summarize the reality on the ground for youth and others seeking access to recreational facilities or safe walking and bicycling facilities. Each state is scored in four key areas, which add up to an overall grade: Lacing Up, Warming Up, Making Strides, or the highest grade, Building Speed.

The good news is that your score in 2016 is not your score forever! Whether your state has a low level of support for physical activity or a high level, there is much work to be done. Look at the areas where your state has done poorly, and think about whether you could partner with others to change related policies. Look at areas where your state has done well, and make sure that budget cuts or partisan wrangling don't undermine those key areas. Whatever your score, use this assessment to inspire action, and make your state a place that is even more supportive of healthy, active children and communities.

# IV

## Overview of the Report Cards: Key Topics & Grading

This section provides an overview of the structure and contents of the report cards, setting out the importance of the issues assessed in each report card, and also explaining how we graded the actions and achievements of each state. We discuss why these topics are so important to America's health, and also explain the criteria and process used in evaluating each state's support for walking, bicycling, and physical activity.

### OVERVIEW OF SCORING



The report cards were generated by evaluating each state in a total of 24 indicator areas spanning four core topic areas – *Complete Streets and Active Transportation*, *Safe Routes to School and Active Transportation Funding*, *Active Neighborhoods and Schools*, and *State Physical Activity Planning*. In each of these topic areas, states have the opportunity to play a significant role through policies, funding, and other support in increasing the number of youth and adults walking, bicycling, and being physically active.

**Core Topic Area** →

**Subtopic** →

**Indicator** →

### Washington

**BUILDING SPEED**

**OVERALL SCORE**

**158** / 200

Scoring Key:  100%

<b>COMPLETE STREETS AND ACTIVE TRANSPORTATION</b>			<b>46 / 55</b>
<b>Complete Streets Policies</b>	Adapted strong core state Complete Streets commitment	10 / 15	
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5	
	Addresses implementation in state Complete Streets policy	6 / 10	
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	10 / 10	
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10	
	Adopted goals to increase walking and bicycling mode share	5 / 5	
			<b>46 / 55</b>
<b>SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING</b>			<b>64 / 70</b>
<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10	
	Held TAP competition	10 / 10	
	Obligated state-controlled TAP funds	5 / 5	
	Provides special consideration for high-speed communities	5 / 5	
	Provides matching funds for high-need communities	0 / 5	
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10	
	Obligated previous Safe Routes to School funds	10 / 10	
	Dedicates state funding for Safe Routes to School	5 / 5	
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5	
	Provides technical or application assistance to Safe Routes to School initiatives	5 / 5	
			<b>64 / 70</b>
<b>ACTIVE NEIGHBORHOODS AND SCHOOLS</b>			<b>28 / 45</b>
<b>Shared Use of School Facilities</b>	Adapted state policy supporting shared use of school facilities	6 / 10	
	Provides funding/incentives in support of shared use of school facilities	0 / 5	
<b>Physical Education</b>	Adopted national physical education standards	10 / 10	
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10	
	Level of access to parks	6 / 10	
			<b>28 / 45</b>
<b>STATE PHYSICAL ACTIVITY PLANNING</b>			<b>20 / 30</b>
	Adopted a state physical activity plan	10 / 10	
	Hosts governor's council on physical activity	0 / 10	
	Dedicates state staff to physical activity	10 / 10	
			<b>20 / 30</b>

**Overall Grade** ←

**Total Points** ←

**Topic Grade** ←

**Points Earned (out of # points)** ←

**Subtotal** ←

Safe Routes to School National Partnership 48 Making Strides: 2016 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities

The report cards show the number of points earned for each indicator, and then the numerical sum and the grading category for each of the four core topic areas. The report cards also reflect an overall score for each state based on the total number of points earned, and an overall grade. The total possible number of points that could be obtained is 200.

Each indicator is worth between 5 to 15 points. Each indicator's potential points are based on the importance of the indicator in gauging a state's overall support of and contributions to walking, bicycling, and physical activity. Most of the indicators recognize positive steps, programs, and policies of a state. For a few of the indicators, where particular actions are extremely detrimental to the goals of supporting physically active kids and communities, negative points may be awarded. However, if the total score for a core topic area is a negative number, the overall score for that area is rounded up to zero, to ensure that states still receive recognition for their good work in other strategy areas, rather than seeing those achievements cancelled out. When this arises, we denote this situation on the report cards with an asterisk and explanation.

## THE OVERALL GRADING CATEGORIES ARE:

### LACING UP

0 - 50 POINTS



The state may be taking some initial steps to supporting walking, bicycling, and physical activity, but the efforts are still getting off the ground.

### WARMING UP

51 - 100 POINTS



The state has established some policies or initiatives, and may have taken some strong steps that support walking, bicycling and physical activity, but the state has not used many of the tools and techniques available.

### MAKING STRIDES

101 - 150 POINTS



The state has established multiple policies and initiatives that are moving the state in the right direction, but may still be missing some key strategies.

### BUILDING SPEED

151 - 200 POINTS



The state has made a significant commitment to support walking, bicycling, and physical activity and is providing support in multiple ways. This ranking shows that a state is a strong leader in the realm of physical activity – but that doesn't mean that there is not still much more work to be done in every state to ensure that everyone has a chance to be healthy.

## UNDERSTANDING THE CORE TOPIC AREAS

Our four core topic areas – *Complete Streets and Active Transportation*, *Safe Routes to School and Active Transportation Funding*, *Active Neighborhoods and Schools*, and *State Physical Activity Planning* – reflect key areas for state action to promote and support physical activity. In this section, we explain the significance of these topic areas, describe the specific indicators we used under each topic area, and set out our scoring criteria.



### A. COMPLETE STREETS AND ACTIVE TRANSPORTATION

55 TOTAL POINTS

One key arena for evaluating states' commitment to communities where people can easily be physically active is the area of Complete Streets and active transportation. State policies, goals, and guidance that promote walking, bicycling, and building streets that are safe for everyone who uses them play a crucial role in encouraging and enabling safe walking and bicycling. Active transportation is a key strategy for children and adults to get the recommended amounts of daily

physical activity. Among people who walk on a regular basis, about 60 percent meet the physical activity guidelines (either by walking alone or in combination with other forms of physical activity), compared with 30 percent of those who do not walk regularly.<sup>28</sup> Studies show that walking or bicycling to school is related to higher overall physical activity for youth.<sup>29</sup>

A number of individual factors influence whether children and adults choose to

walk or bicycle instead of driving. Street design is one significant factor. The way our streets are designed can support or hinder active transportation and physical activity. People with access to more and better-quality sidewalks are more likely to walk and meet physical activity recommendations.<sup>30</sup> Similarly, people with access to bicycle lanes and paths are more likely to bicycle and meet physical activity recommendations.<sup>31</sup>

One way to encourage people to walk and bicycle – and increase their safety while doing so – is by providing Complete Streets. Complete Streets are streets that “are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.”<sup>32</sup> Complete Streets include places for people to walk and bicycle, along with space for transit and cars, but their design and appearance may vary widely to fit the local context.

Each state has a great deal of control over its roads, including how they are designed, which improvements are made, and where new facilities are constructed.

State departments of transportation design, construct, and maintain many roads. They also control much of the funding for other roads and provide guidance to cities and counties on the design of local streets. They set the tone throughout the state, so their state policies, goals, and guidance play key roles in supporting active transportation. To evaluate how strongly states are supporting Complete Streets and promoting active transportation, this report looked at state policies for Complete Streets, active transportation design guidance, and state goals related to walking and bicycling.



## 1 Complete Streets Policies

30 POINTS

### WHAT IS IT?

A Complete Streets policy sets out a state’s commitment to routinely design, build, and operate all streets to enable safe use by everyone, regardless of age, ability, or mode of transportation.<sup>33</sup> A Complete Streets policy can take many forms – it could be state legislation, an executive order, a resolution, or a policy of the state’s department of transportation. Although Complete Streets policies can be adopted at any level of government, for this report card we evaluated the presence and content of state Complete Streets policies. Policies vary widely in the types of projects they apply to, the detail regarding implementation of the policy, and the level of enforceability.

### HOW DOES IT HELP?

At a minimum, Complete Streets policies commit the state department of transportation to consider users other than the car in decisions about roads. When a state adopts a strong Complete Streets policy, it can go much farther, changing the way roads are designed and built to ensure that people walking and bicycling receive as much protection and convenience as cars. Complete Streets policies improve safety, help promote more active lifestyles, promote economic growth and sustainability, and reduce environmental burdens.<sup>34</sup> State Complete Streets policies also serve as good examples for cities and counties to change their practices and provide Complete Streets locally.

### HOW WERE POINTS AWARDED?

#### INDICATOR:

#### Adopted strong core state Complete Streets commitment

A state’s Complete Streets policy can vary widely in true effect on decision-making around roads. Stronger policies include language like “shall” or “must” that require follow through on certain actions. Weaker policies may refer to general Complete Streets principles without defining the specific considerations or processes to be followed. The clarity and strength of a state’s Complete Streets policy indicates its level of commitment to change on the ground.

- 15 POINTS:** State has adopted a Complete Streets policy that includes mandatory requirements for clear actions that demonstrate the state’s intent to meet the needs of all users
- 10 POINTS:** State has adopted a Complete Streets policy that includes mandatory requirements, but does not have clear action or intent
- 6 POINTS:** State has adopted a Complete Streets policy that does not include mandatory requirements
- 0 POINTS:** State has not adopted a Complete Streets policy

#### INDICATOR:

#### Addresses additional jurisdictions in state Complete Streets policy

By default, a state Complete Streets policy applies to state agencies and streets that the state department of transportation is responsible for. However, many other jurisdictions in a state also control roads, including county and local agencies. Including provisions for coordinating with or requiring actions by jurisdictions other than the state has far more effect on the safety of a state’s streets for people walking and bicycling, bringing more roads under the umbrella of the Complete Streets policy.

- 5 POINTS:** State’s Complete Streets policy includes language addressing the applicability to or role of county or municipal jurisdictions
- 0 POINTS:** No Complete Streets policy or state’s Complete Streets policy only addresses requirements for and the role of the state department of transportation



## INDICATOR:

**Addresses implementation in state Complete Streets policy**

Adopting a Complete Streets policy is an initial step to providing roads that accommodate all users, but without implementing actions, there is a strong likelihood that there will be little change on the ground. Specifying implementation steps within the adopted policy starts the ball rolling with a commitment to action.

- 10 POINTS:** State's Complete Streets policy includes two or more clear implementation steps
- 6 POINTS:** State's Complete Streets policy includes general language about implementation, but does not identify clear steps or actions
- 0 POINTS:** No Complete Streets policy or state's Complete Streets policy does not include language regarding implementation

**WHERE DID THE DATA COME FROM?**

Scores for the three indicators were based on a review of each state's Complete Streets policy. Policies were obtained from the state's website, the National Complete Streets Coalition, and Bridging the Gap, and were double-checked against lists of state policies.

**2 Design for Active Transportation****10 POINTS****WHAT IS IT?**

While policies provide overarching guidance on decision-making that supports or hinders walking and bicycling, it is important for good policies to translate into good design on the ground. The design of streets is crucial to accommodating and encouraging active modes of transportation. Engineers have many manuals and guides that provide direction and details on street design. For many years, these documents considered the needs of motor vehicles but gave little or no thought or protection to people walking and bicycling.

In response to a need for detailed guidance supporting good design for people bicycling and walking, the National Association of City Transportation Officials (NACTO) produced the *Urban Bikeway Design Guide* and the *Urban Street Design Guide*. These guides outline recommendations for building bicycle- and pedestrian-friendly facilities such as bicycle lanes, signage, and park elements. While states may develop their own guidance that includes many of the same elements, these guides are widespread and in 2013, the Federal Highway Administration announced support for the use of the NACTO guides. As of late 2015, the NACTO *Urban Street Design Guide* is officially recognized as design guidance for federally-funded projects as part of the Fixing America's Surface Transportation Act (FAST Act).

**HOW DOES IT HELP?**

By adopting or endorsing the NACTO guides, states recognize best practices for accommodating people walking and bicycling and allow roads within their state to include design elements based on the guide. Without the endorsement of these guides, cities and towns, along with state road engineers, often lack the flexibility to make roads safe or comfortable for walking and biking. The *Urban Street Design Guide* "emphasizes the core principles for making urban streets great public places with an instrumental role in building communities" while the *Urban Bikeway Design Guide* "incorporates time-tested principles of bicycle facility design, offering a model for safe and comfortable bicycling that is not described in existing national guides."<sup>35</sup>

**HOW WERE POINTS AWARDED?**

## INDICATOR:

**Adopted/endorsed NACTO guidelines**

States have the ability to adopt or endorse one or both of the NACTO guides.

- 10 POINTS:** State has endorsed or adopted the NACTO *Urban Bikeway Design Guide* and the NACTO *Urban Street Design Guide*
- 6 POINTS:** State has endorsed or adopted the NACTO *Urban Bikeway Design Guide* or the NACTO *Urban Street Design Guide*, but not both
- 0 POINTS:** State has not endorsed or adopted the NACTO *Urban Bikeway Design Guide* or the NACTO *Urban Street Design Guide*

**WHERE DID THE DATA COME FROM?**

Information for this indicator came from the NACTO website's summary of and links to existing endorsements for the *Urban Bikeway Design Guide*<sup>36</sup> and the *Urban Street Design Guide*.<sup>37</sup>

### 3 Active Transportation Goals

15 POINTS

#### WHAT IS IT?

States can adopt goals to increase safety for people walking or bicycling. They can also adopt goals to increase the number of people walking or bicycling or the proportion of trips made by bicycle or on foot. These goals provide targets for a state and often result in the state developing programs, establishing other policies, or providing funding to meet its established goals.

#### HOW DOES IT HELP?

When states publish goals to increase bicycling and walking and to decrease fatalities, they are making public commitments to progress for which success can be easily measured.<sup>38</sup> These goals articulate the importance of active modes of transportation and the safety of people walking and bicycling. They provide accountability and increase the likelihood that subsequent actions by the state will be tied back to those overarching goals.

#### HOW WERE POINTS AWARDED?

INDICATOR:

**Adopted goals to lower walking and bicycling fatalities**

Points in this indicator are awarded based on whether a state has adopted and published a goal or goals to decrease bicyclist and pedestrian fatalities statewide.

- 10 POINTS:** State has adopted a goal or goals to decrease both bicyclist and pedestrian fatalities
- 6 POINTS:** State has adopted a goal to decrease bicyclist fatalities or pedestrian fatalities, but not both
- 0 POINTS:** State has not adopted goals to decrease bicyclist or pedestrian fatalities

INDICATOR:

**Adopted goals to increase walking and bicycling mode share**

Points in this indicator are awarded based on whether a state has adopted and published a goal or goals to increase the numbers or percentage of people walking and bicycling statewide.

- 5 POINTS:** State has adopted a goal or goals to increase both walking and bicycling
- 3 POINTS:** State has adopted a goal to increase walking or bicycling, but not both
- 0 POINTS:** State has not adopted goals to increase walking or bicycling

#### WHERE DID THE DATA COME FROM?

Data for these two indicators comes from the Alliance for Walking and Bicycling's *Bicycling and Walking in the United States: 2016 Benchmarking Report*.<sup>39</sup> The Alliance for Walking and Bicycling obtained information from each state using its *Benchmarking Project State Survey*.

## B. SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING

70 TOTAL POINTS

The second core topic for advancing physical activity is funding to support Safe Routes to School and active transportation. Studies show that children who walk and bicycle to school are more physically active,<sup>40</sup> have lower body mass index scores and obesity levels,<sup>41,42</sup> and are more likely to meet physical activity guidelines<sup>43</sup> than students who are driven or bused to school.

For children and families to feel and be safe walking and bicycling, active transportation infrastructure is critical. That means providing sidewalks, crosswalks, bike lanes and trails that are well-lit and separate from high-speed road with lots of cars. However, federal transportation funding goes disproportionately to fund infrastructure for motor vehicles, which receive approximately 80 percent of federal funding, while active transportation funding is just one percent of federal dollars. These limited resources for active transportation infrastructure and programming mean that many communities lack sidewalks, crosswalks, and bike lanes to make it safe for people to walk and bicycle.

This is especially true in lower-income communities and in predominantly Latino or African-American neighborhoods, where walking and bicycling infrastructure is less available and there are fewer locations supportive of play and exercise.<sup>44,45,46</sup>

The way we have invested in transportation over the years has, unsurprisingly, led to fewer and fewer transportation trips by foot or bicycle. Short trips of less than a mile are perfect for walking or bicycling, yet more than 60 percent of those trips are made by car.<sup>47</sup> Those trends are reflected in our children's trips to school: of children who live within a mile of school, fewer than 40 percent walk or bicycle, outpaced by those who are driven those short distances by their parents.<sup>48</sup>

These are missed opportunities for physical activity. We know that making improvements in this area does make a difference. In 2005, Congress created the federal Safe Routes to School program to provide funding to support comprehensive investments in building active transportation infrastructure around schools, while also

supporting programming to make sure kids were safe while walking and bicycling. Two separate studies of hundreds of schools involved in Safe Routes to School initiatives found increases in walking and bicycling to school of anywhere from 31 to 43 percent.<sup>49,50</sup> A study in New York City found Safe Routes to School infrastructure reduced pedestrian injuries from school travel by 44 percent.<sup>51</sup>

Because federal dollars available for bicycling and walking improvements are limited, it is crucial that they be used effectively. State departments of transportation (DOTs) have a big impact on how those federal dollars are – or aren't – translated into safer communities for walking and bicycling. Choices that DOTs make – how to staff and implement the federal programs for active transportation, which projects they fund, and how quickly they get the funding out the door – are all essential parts of enabling communities to have more opportunities for physical activity through transportation.

# 1 Active Transportation Funding

35 POINTS

## WHAT IS IT?

In 2012, Congress created the Transportation Alternatives Program (TAP) by merging together three previous programs that funded active transportation. In 2015, Congress authorized TAP for an additional five years, through 2020. With more than \$800 million available each year, TAP is the primary federal source of funding for building active transportation infrastructure and conducting Safe Routes to School programming. State departments of transportation (DOTs) receive TAP federal funds and must select projects through a competitive process open to local governments and school systems.

## HOW DOES IT HELP?

Given how expensive sidewalks, crosswalks and trails are to build, the availability of federal dollars is an essential part of whether communities can make it safer for people to walk and bicycle. Federal support is particularly critical to low-income urban and rural communities that lack the tax base to support these improvements with local funds. The choices that DOTs make regarding when and how they hold TAP competitions determine which communities receive funding and how quickly improvements can be built that provide safe opportunities for physical activity.



## HOW WERE POINTS AWARDED?

### INDICATOR:

#### Level of funds transferred out of the Transportation Alternatives Program (TAP)

While Congress provides more than \$800 million each year to TAP, it allows states to transfer up to half of their TAP dollars to other transportation programs and projects. States that transfer significant amounts of TAP funding are prioritizing roads and bridges above the safety of people walking and bicycling by slashing the already-limited funding available for active transportation infrastructure.

- 10 POINTS:** State has not transferred any funding out of TAP
- 0 POINTS:** State transferred less than 10% of funds out of TAP
- 4 POINTS:** State transferred 10-40% of funds out of TAP
- 10 POINTS:** State transferred 40-50% of TAP funds

### INDICATOR:

#### Held TAP competition

Thus far, states have received three years' worth of funding for TAP, from 2013 to 2015. States must hold a competition to select projects and make those funds available to communities; otherwise funds sit unused for their intended purpose. While TAP is a relatively new program, in three years' time states should have already developed their competition framework and begun to award projects.

- 10 POINTS:** State held at least one TAP competition and has awarded at least two years' worth of funding
- 6 POINTS:** State held at least one TAP competition and has awarded one year's worth of funding
- 2 POINTS:** State held at least one TAP competition but has not yet announced selected projects
- 10 POINTS:** State has not held any TAP competition



### INDICATOR:

#### Obligated state-controlled TAP funds

Once a competition has been held and a project has been selected for TAP funding, the local project sponsor and the state DOT must work together to complete a number of regulatory processes and agreements before construction or implementation can begin. Obligation means that the legal commitment has been made by the state DOT towards a selected TAP project. Higher obligation rates indicate that a state is holding TAP competitions and is prioritizing moving selected projects towards implementation.

- 5 POINTS:** State obligated more than 60% of state-controlled TAP funds
- 4 POINTS:** State obligated between 46-60% of state-controlled TAP funds
- 3 POINTS:** State obligated between 31-45% of state-controlled TAP funds
- 2 POINTS:** State obligated between 16-30% of state-controlled TAP funds
- 1 POINT:** State obligated between 1-15% of state-controlled TAP funds
- 5 POINTS:** State has not obligated any state-controlled TAP funds

### INDICATOR:

#### Provides special consideration for high-need communities

Low-income communities are generally in greater need of active transportation improvements due to a history of low investment and higher rates of walking and bicycling, but can face barriers in submitting successful applications. Low-income communities often lack access to experienced grantwriters or planning data that can be essential to a successful application. States that provide extra points in application scoring for low-income applicants or that set aside a portion of TAP funding for high-need communities can help offset those disadvantages, ensuring that funding goes to benefit communities most in need.

- 5 POINTS:** State provides special consideration or a funding set-aside in TAP for high-need communities
- 0 POINTS:** State does not provide any special consideration or funding set-aside in TAP for high-need communities

## INDICATOR:

**Provides matching funds for high-need communities**

TAP generally only covers 80 percent of a project's cost, requiring state governments or local project sponsors to fund the remainder of the project. Most states require the match to be covered by the local project sponsor. It is particularly challenging for low-income communities to find the financial resources for the match, which can deter them from applying for TAP. States that use their own resources to cover the required match for high-need communities provide an opportunity for communities that most need active transportation improvements to compete for TAP funding without worrying about the financial commitment.

- 5 POINTS:** State utilizes state resources to provide required matching funds for TAP projects for high-need communities
- 0 POINTS:** State does not provide any matching assistance for high-need communities

**WHERE DID THE DATA COME FROM?**

The data for the indicators about the transfer of TAP funding and the obligation of TAP funding were provided as of September 30, 2015 by the Federal Highway Administration's Financial Management Information System (FMIS), which tracks a range of financial information about state usage of federal transportation dollars.

The data for the indicators about whether a state has held a TAP competition, special consideration for high-need communities and matching funds for high-need communities were gathered through research conducted by the Safe Routes to School National Partnership into publicly available information from each state's DOT, followed by outreach to and additional confirmation by state DOT staff.<sup>52</sup>

**2 Safe Routes to School Funding****25 POINTS****WHAT IS IT?**

Safe Routes to School initiatives have the goal of making it safer and easier for more children to walk and bicycle to and from school. Comprehensive Safe Routes to School programs improve infrastructure near schools (i.e., sidewalks, bike paths, crosswalks, school zone signage, and traffic calming) and provide programming to teach children traffic safety skills, ensure that motorists are driving safely near schools, and encourage more children to walk and bicycle.

From 2005 to 2012, a federal transportation program called Safe Routes to School allocated \$1.1 billion to state departments of transportation (DOTs) for Safe Routes to School projects. State DOTs awarded these funds to local governments and school systems for comprehensive efforts to improve safety and increase walking and bicycling to school. Since 2012, funding for Safe Routes to School is an eligible use of the federal Transportation Alternatives Program (TAP), discussed in the previous section on active transportation funding. Some states have also decided to supplement federal funding for Safe Routes to School using state resources.

**HOW DOES IT HELP?**

Nearly a decade after the program was created, the Safe Routes to School movement has helped build greater collaboration between local governments and school systems to address safety issues around schools affecting rates of walking and bicycling to school. As noted above, studies of Safe Routes to School initiatives have found increases in walking and bicycling to school between 31 and 43 percent,<sup>53,54</sup> and reductions in pedestrian injuries of 44 percent.<sup>55</sup> However, given limited school budgets and the high cost of infrastructure, adequate funding is crucial to achieve these improvements.

**HOW WERE POINTS AWARDED?**

## INDICATOR:

**Provides special consideration for Safe Routes to School projects using TAP funds**

Since 2013, Safe Routes to School projects have been eligible to compete for funding through TAP, but there is no longer a standalone federal program focused just on Safe Routes to School. In setting up their competition parameters for TAP, states may opt to prioritize the funding of Safe Routes to School projects to ensure that these child safety projects are adequately funded. This can be done by providing extra points to Safe Routes to School projects when scoring applications, continuing to run a separate competition for Safe Routes to School projects using TAP resources, or dedicating a portion of TAP funding for Safe Routes to School projects.

- 10 POINTS:** State holds a separate competition or sets aside TAP funding specifically for Safe Routes to School projects
- 4 POINTS:** State allocates extra points to Safe Routes to School when scoring projects in a TAP competition
- 0 POINTS:** State does not provide any special consideration for Safe Routes to School projects

## INDICATOR:

**Obligated previous  
Safe Routes to School funds**

Dedicated federal funding for Safe Routes to School was provided to each state from 2005 to 2012. Once a competition has been held and a project has been selected for Safe Routes to School funding, the local project sponsor and the state DOT must work together to complete a number of regulatory processes and agreements before construction or implementation can begin. Obligation means that the legal commitment has been made by the state DOT towards a selected Safe Routes to School project. Now, three years since the last allocation of standalone Safe Routes to School funding and ten years since the program was originally created, the large majority of those funds should have been obligated.

- 10 POINTS:** State obligated 90% or more of Safe Routes to School funds
- 6 POINTS:** State obligated between 70-89% of Safe Routes to School funds
- 0 POINTS:** State obligated between 50-69% of Safe Routes to School funds
- 4 POINTS:** State obligated between 30-49% of Safe Routes to School funds
- 10 POINTS:** State obligated less than 30% of Safe Routes to School funds

## INDICATOR:

**Dedicates state funding for  
Safe Routes to School**

The federal dollars to support Safe Routes to School initiatives are only a fraction of the need. The \$1.1 billion allocated nationwide to Safe Routes to School over an eight year period provided funding to less than 15 percent of schools and only for a small portion of the needed improvements. Some states have used state revenue sources – such as annual appropriations, state gas tax revenues, increases to school zone traffic fines, or other means – to create additional state funding to support Safe Routes to School projects.

- 5 POINTS:** State provides state funding to Safe Routes to School projects
- 0 POINTS:** State does not provide state funding to Safe Routes to School projects

**WHERE DID THE DATA COME FROM?**

The data for the indicator about obligation of Safe Routes to School funding were provided as of September 30, 2015 by the Federal Highway Administration's Financial Management Information System (FMIS), which tracks a range of financial information about state usage of federal transportation dollars. The data for the indicators about whether a state provides special consideration for Safe Routes to School projects and whether there are state funds for Safe Routes to School were gathered through research conducted by the Safe Routes to School National Partnership into publicly available information from each state's DOT, followed by outreach to and additional confirmation by state DOT staff.<sup>56</sup> Additional information on state funding for Safe Routes to School was also provided by state bicycling and walking organizations and by reviewing the Public Health Law Center's *Fifty State Review of State Safe Routes to School Funding* (dated August 2014).<sup>57</sup>

**3 Safe Routes to School Supportive Practices****10 POINTS****WHAT IS IT?**

While funding for active transportation and Safe Routes to School is critical, state departments of transportation (DOTs) can provide additional support and technical assistance to schools and local governments to further advance Safe Routes to School initiatives. Having DOT staff that are experienced and knowledgeable about Safe Routes to School ensures better applications, more strategic funding, and strong Safe Routes to School programs on the ground.

**HOW DOES IT HELP?**

With appropriate staffing resources to provide support, DOTs can ensure that schools and local governments implement comprehensive Safe Routes to School initiatives based upon best practices and tailored to local needs and challenges.<sup>58</sup> State Safe Routes to School programs can provide webinars, factsheets, evaluations, and trainings for local communities. They can help schools and communities implement Safe Routes to School initiatives with or without funding, and can provide assistance in planning for future applications. Knowledgeable state staff means more effective Safe Routes to School programming and more children safely walking and bicycling to school.

**HOW WERE POINTS AWARDED?**

## INDICATOR:

**Has state Safe Routes to School coordinator**

Under the original Safe Routes to School federal program, each state DOT was required to have a full-time staff person focused on administering Safe Routes to School funding. When the federal Safe Routes to School program was folded into the new Transportation Alternatives Program in 2012, states were allowed, but no longer required, to dedicate a full-time staff person to Safe Routes to School issues. State DOT Safe Routes to School coordinators play an important role in making sure that Safe Routes to School funding is accessible, liaising between school systems and transportation professionals, and providing technical assistance to schools and communities.

- 5 POINTS:** State retained a Safe Routes to School coordinator who focuses exclusively on Safe Routes to School
- 4 POINTS:** State retained a Safe Routes to School coordinator, but added other non-Safe Routes to School responsibilities
- 2 POINTS:** State did not retain a Safe Routes to School coordinator, but added Safe Routes to School functions to the duties of another staff person
- 0 POINTS:** State eliminated the Safe Routes to School coordinator position and functions



INDICATOR:

**Provides technical or application assistance to Safe Routes to School initiatives**

Some states have chosen to provide more extensive assistance to schools or school systems to help them initiate Safe Routes to School programs and improve their practices and approaches. States have done this in various ways. In some states, the dedicated DOT Safe Routes to School coordinator provides workshops and technical assistance. In others, the DOT has engaged consultants or the Department of Public Health to run a statewide Safe Routes to School resource center. When that level of support is not feasible, some states provide workshops or technical assistance specifically focused around how to apply for Safe Routes to School funding. This can help communities understand what Safe Routes to School is and help them plan and compete more effectively for the limited federal funding. This type of assistance is particularly important for low-income communities.

- 5 POINTS:** State provides technical assistance or other support to help communities start and run effective Safe Routes to School initiatives, either through the coordinator, consultants or a statewide resource center
- 2 POINTS:** State provides application workshops or assistance to potential Safe Routes to School applicants
- 0 POINTS:** State does not provide technical assistance or application assistance to communities or schools



**WHERE DID THE DATA COME FROM?**

The data for the indicators were gathered through research conducted by the Safe Routes to School National Partnership into publicly available information from each state's DOT, followed by outreach to and additional confirmation by state DOT staff.<sup>59</sup>



**C. ACTIVE NEIGHBORHOODS AND SCHOOLS**

**45** TOTAL POINTS



Our third core topic area assesses how supportive a state is of creating neighborhoods and schools that encourage physical activity. Living in a neighborhood that has safe places to be physically active and attending a school that provides regular opportunities for physical activity supports a child's ability to meet daily physical activity guidelines.

Without access to parks and community centers, children, youth, and adults are less likely to be physically active, even if they have the desire and motivation.<sup>60</sup> To evaluate states' provision for active neighborhoods and schools, this report looked at state policy support for shared use of school facilities, state requirements for physical education in schools, and neighborhood environmental qualities that support physical activity.

## 1 Shared Use of School Facilities

15 POINTS

### WHAT IS IT?

Opening school playgrounds and fields for recreational use outside of school hours is one of the most common forms of shared use in the United States. “Shared use” or “joint use” occurs when schools or other government entities (or sometimes private, nonprofit organizations) agree to open or broaden access to their property and/or facilities for community use, such as recreational activities. The partnerships can be formal (e.g., based on a written, legal document) or informal (e.g., based on historical practice). Formal arrangements are often documented through an agreement, which sets forth the terms and conditions for the shared use of the property or facility.<sup>61</sup>

### HOW DOES IT HELP?

Shared use is seen as a promising strategy to address issues of physical inactivity and obesity by leading public health authorities, including the Center for Disease Control and Prevention,<sup>62</sup> the U.S. Department of Health and Human Services,<sup>63</sup> and the American Academy of Pediatrics.<sup>64</sup> One study found that the number of children who are physically active outside is 84 percent higher when school playgrounds and fields are kept open for public play outside of school hours.<sup>65</sup> Schools are often centrally located in a community, providing an ideal location for opening fields and facilities to youth and adults in areas that are lacking parks and other recreational facilities.<sup>66</sup> Shared use can increase access to recreational spaces for children and adults, increase physical activity, and may decrease obesity. Shared use can be a quick and affordable way to increase the number of recreational facilities open to residents in a community.

### HOW WERE POINTS AWARDED?

#### INDICATOR:

Adopted state policy supporting shared use of school facilities

State laws can make it more or less likely that a local school will agree to open its facilities for recreational use outside of school hours. While decisions about whether and how to open school facilities outside of school hours generally happen at the local level, many states recognize the benefits of shared use and have enacted laws that encourage or even require schools to open their facilities to the community.

- 10 POINTS:** State has adopted legislation that requires schools to allow communities or organizations access to schools’ recreational facilities outside of school hours
- 6 POINTS:** State has adopted legislation that recommends cooperation between schools and communities or organizations to allow access to school’s recreational facilities outside of school hours
- 0 POINTS:** State has not adopted legislation requiring or recommending shared use of school facilities

#### INDICATOR:

Provides funding/incentives in support of shared use of school facilities

In addition to adopting policies recommending or requiring schools to allow access to school, states can further support the implementation of shared use by providing funding or other incentives.

- 5 POINTS:** State provides funding or incentives in support of shared use of school facilities
- 0 POINTS:** State does not provide funding or incentives in support of shared use of school facilities

### WHERE DID THE DATA COME FROM?

Scores are based on the National Cancer Institute’s Classification of Laws Associated with School Students (CLASS). The relevant material appeared in the physical education/joint use agreement requirement scoring system (data collected in 2013).<sup>67</sup> In addition to the CLASS website, the National Association of State Boards of Education (NASBE) State School Health Policy Database was used to obtain updated information for states that have more recently adopted or amended their shared use policy.<sup>68</sup>



## 2 Physical Education

10 POINTS

### WHAT IS IT?

Physical education is structured instruction during the school day that focuses on developing physical fitness. Physical education is like other school courses such as math, social studies, and science. Physical education teachers assess student knowledge, motor and social skills, and provide instruction in a safe, supportive environment.<sup>69</sup> Physical education is different from physical activity. Rather than simply encompassing any kind of daily or fitness activities, physical education provides an opportunity for students to learn skills, habits, and material that may have lifelong value.<sup>70</sup>

### HOW DOES IT HELP?

Children spend an average of 6.5 hours per day in school, making schools a key location for physical activity.<sup>71</sup> Schools can help children be active and learn active lifetime habits by requiring quality physical education, recess, and other structured opportunities for physical activity. The CDC recommends that comprehensive school health programs ensure that physical education classes provide a substantial percentage of each student’s recommended daily amount of physical activity.<sup>72</sup>

While students benefit from physical activity opportunities at recess and other times of the school day, physical education provides additional benefits. One expert explained that “physical activity is a behavior and physical education is a curricular area that helps students to develop physical and cognitive skills while engaging in physical activity. Providing time for unstructured physical activity is not the same as providing instructional time for meeting the goals of quality physical education.”<sup>73</sup> Research shows a link between quality physical education and present and future physical activity participation.<sup>74</sup>

## HOW WERE POINTS AWARDED?

### INDICATOR:

#### Adopted national physical education standards

A state can develop and adopt standards for physical education like other academic standards, allowing for consistency in the provision and quality of physical education in schools across the state. SHAPE America (formerly the National Association for Sport and Physical Education) has developed national standards that promote quality physical education.

**10 POINTS:** State has adopted physical education standards that were based on the National Standards for Physical Education from the National Association for Sport and Physical Education (NASPE)

**0 POINTS:** State has not adopted physical education standards that were based on the National Standards for Physical Education from the National Association for Sport and Physical Education (NASPE)



## WHERE DID THE DATA COME FROM?

Data for this indicator is based on the CDC's *2012 School Health and Policies and Practices Study*,<sup>75</sup> along with additional web-based research to obtain data for those states who did not report information regarding the indicator.

## 3 Supportive Neighborhoods for Physical Activity

**20 POINTS**

### WHAT IS IT?

This area looks at how a state is currently doing – whether or not it provides young people and other community members with parks and other places to be physically active, and whether there are sidewalks and other safe ways to get around by foot.

### HOW DOES IT HELP?

Access to places for physical activity, such as parks, playgrounds, community centers, and other recreational facilities, support both youth and adults in being physically active. People living closer to parks are more likely to visit parks and be physically active more often than those who live further from parks.<sup>76</sup> Youth with access to playgrounds, parks, and recreational facilities are more likely to be active and less likely to be overweight or obese.<sup>77</sup> Studies also suggest that access to parks, playgrounds, and recreation centers can lead to active behaviors by youth, including walking or bicycling to parks.<sup>78</sup>

### HOW WERE POINTS AWARDED?

Two environmental indicators were used to evaluate the provision of supportive neighborhoods for physical activity in each state. While this report primarily uses policy indicators to evaluate each state, these two environmental indicators were included because they represent translation to on-the-ground opportunities for youth and adults to be physically active.

### INDICATOR:

#### Level of access to sidewalks, parks, and community centers for youth

This indicator is based on the percentage of youth in a state with parks or playground areas; recreation centers, community centers, or boys' or girls' clubs; and sidewalks or walking paths available in their neighborhood. The mean across all of the states is 54.5 percent.

**10 POINTS:** More than 81.74% of youth in the state have parks or playground areas; recreation centers, community centers, or boys' or girls' clubs; and sidewalks or walking paths available in their neighborhood

**6 POINTS:** 54.6 to 81.75% of youth in the state have parks or playground areas; recreation centers, community centers, or boys' or girls' clubs; and sidewalks or walking paths available in their neighborhood

**2 POINTS:** 27.25 to 54.5% of youth in the state have parks or playground areas; recreation centers, community centers, or boys' or girls' clubs; and sidewalks or walking paths available in their neighborhood

**0 POINTS:** Less than 27.25% of youth in the state have parks or playground areas; recreation centers, community centers, or boys' or girls' clubs; and sidewalks or walking paths available in their neighborhood

### INDICATOR:

#### Level of access to parks

This indicator is based on the percentage of population in a state that lives within a half mile of a park. The mean across all of the states is 39.2 percent.

**10 POINTS:** More than 58.8% of the population in the state lives within a half mile of a park

**6 POINTS:** 39.3 to 58.8% of the population in the state lives within a half mile of a park

**2 POINTS:** 19.6 to 39.2% of the population in the state lives within a half mile of a park

**0 POINTS:** Less than 19.6% of the population in the state lives within a half mile of a park

### WHERE DID THE DATA COME FROM?

Information for each state was obtained from the Centers for Disease Control and Prevention's *2014 State Indicator Report on Physical Activity*. The CDC derived data regarding youth access to sidewalks, parks, and community centers from the Neighborhood and Community Characteristics section of *2011–2012 National Survey of Children's Health*.<sup>79</sup> Park access data was derived from information reported in the Community Design section of the CDC's *National Environmental Public Health Tracking Network*.<sup>80</sup>

## D. STATE PHYSICAL ACTIVITY PLANNING AND SUPPORT

30 TOTAL POINTS

The fourth core topic area involves how a state plans for and supports programs, initiatives, and activities that promote physical activity. This topic area encompasses a state's support for physical activity overall. This includes physical activity in all settings – from schools, to workplaces, and in the community—and for all age groups from youth to older adults. To evaluate states in planning for and supporting physical activity initiatives, this report looked at state-level plans for physical activity, existence of a governor's council on physical activity, and dedication of staff resources to physical activity promotion.

**WHAT IS IT?**

State plans for physical activity are overarching documents that guide the activities of state departments related to physical activity. State plans typically include a discussion of the issues, a needs assessment, and goals, strategies, and objectives to promote physical activity. A broad-reaching state plan will include discussion of and strategies for physical activity in a variety of settings and for all age groups. State plans coordinate efforts amongst different groups with a role in physical activity promotion.

Each state can, but is not required to, establish a governor's council or state council on physical activity. This body typically serves in an advisory capacity to the governor and state leaders on issues related to physical activity. Governor's councils are typically comprised of representatives from state agencies, health care, the business community, education, and other organizations and individuals with an interest in promoting physical activity.

Finally, ensuring that state public health agencies have staff focused specifically on promotion and support of physical activity provides the requisite expertise for improving physical activity opportunities in the state. Staff can develop, implement, monitor, and maintain physical activity interventions and programs, as well as foster partnerships and promote policies to support physical activity.<sup>81</sup>

**HOW DOES IT HELP?**

Having an established plan and dedicated resources solidifies a state's commitment to physical activity. Given the importance of physical activity in public health and its role in preventing a number of chronic diseases, experts say that state planning for physical activity promotion should be a stand-alone issue, just as tobacco control, nutrition, and drug and alcohol consumption are often addressed as stand-alone issues.<sup>82</sup> When paired with other issues, physical activity concerns have a tendency to get the second rating and to not receive concerted attention. An overarching plan that addresses physical activity defines the state's goals, lays out actions to move toward those goals, and helps assist with planning activities and dedicating funding and other resources that make achieving the goals possible.

Governor's councils elevate the importance of physical activity amongst state departments and department heads, and in the public eye. As an advisory body, a governor's council brings key issues and information to the governor and state leaders and helps ensure physical activity is considered in state decision-making. Governor's councils also often help raise awareness and promote healthy lifestyles by providing educational resources to the public and organizing contests or incentive programs.

Another opportunity for a state to improve opportunities for physical activity is by having staff focused exclusively on physical activity, who are likely to have more expertise and capacity than staff whose time is divided among many areas. The National Physical Activity Plan recommends state health departments create a physical activity and health unit staffed with physical activity specialists, rather than also assigning staff responsibilities in areas such as healthy eating.<sup>83</sup>

**HOW WERE POINTS AWARDED?**

INDICATOR:

**Adopted a state physical activity plan**

States may adopt a stand-alone physical activity plan. Many states choose to integrate physical activity promotion into other planning efforts for funding or structural reasons. Scoring for this indicator is based on the extent of the discussion of physical activity within state plans.

- 10 POINTS:** State has adopted a stand-alone physical activity plan or includes substantial discussion of physical activity in another plan such as an obesity prevention plan
- 6 POINTS:** State has adopted a plan that includes, but does not have a substantial discussion of, physical activity
- 0 POINTS:** State has not adopted a plan that addresses physical activity beyond a cursory level

INDICATOR:

**Hosts governor's council on physical activity**

This indicator awards points if the state has established a physical activity or physical fitness council. While many states may have obesity prevention or health councils, physical activity is often under-represented in these settings. Therefore, this indicator only focuses on physical activity and physical fitness councils specifically.

- 10 POINTS:** State hosts a governor's council on physical activity
- 0 POINTS:** State does not host a governor's council on physical activity

INDICATOR:

**Dedicates state staff to physical activity**

This indicator looks at the staffing within state health departments.

- 10 POINTS:** State has staff within the health department that focus exclusively on physical activity
- 6 POINTS:** State has staff within the health department that focus on physical activity as well as other responsibilities
- 0 POINTS:** State does not have staff that focus on physical activity

**WHERE DID THE DATA COME FROM?**

The data for both indicators was gathered through research conducted by the Safe Routes to School National Partnership into publicly available information on each state's website, followed by outreach to and additional confirmation by state health staff.





Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	0 / 5
		<b>10 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	10 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<b>35 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	0 / 10
		<b>18 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	10 / 10
Dedicates state staff to physical activity	6 / 10
	<b>26 / 30</b>



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	0 / 15
Addresses additional jurisdictions in state Complete Streets policy	0 / 5
Addresses implementation in state Complete Streets policy	0 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
	15 / 55

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
Held TAP competition	-10 / 10
Obligated state-controlled TAP funds	1 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
Obligated previous Safe Routes to School funds	10 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	0 / 5
Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
	11 / 70

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	0 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	6 / 10
Level of access to parks	6 / 10
	22 / 45

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	0 / 10
Dedicates state staff to physical activity	0 / 10
	10 / 30



# Arizona

WARMING UP



OVERALL SCORE

55 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	0 / 15
Addresses additional jurisdictions in state Complete Streets policy	0 / 5
Addresses implementation in state Complete Streets policy	0 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
<b>15 / 55</b>	

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	-4 / 10
Held TAP competition	-10 / 10
Obligated state-controlled TAP funds	1 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
Obligated previous Safe Routes to School funds	0 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	2 / 5
Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
<b>0* / 70</b>	

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	6 / 10
Level of access to parks	2 / 10
<b>24 / 45</b>	

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	0 / 10
Dedicates state staff to physical activity	6 / 10
<b>16 / 30</b>	

\*The individual indicator scores for this topic area totaled up to a negative score; however, so as not to penalize states for good work in other topic areas, negative scores for core topic areas are rounded to zero.



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<b>15 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	6 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	2 / 5
		<b>33 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	5 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	0 / 10
		<b>23 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	10 / 10
	Hosts governor's council on physical activity	10 / 10
	Dedicates state staff to physical activity	10 / 10
		<b>30 / 30</b>



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	15 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	10 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	10 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<b>55 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	3 / 5
	Provides special consideration for high-need communities	5 / 5
	Provides matching funds for high-need communities	5 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	4 / 10
	Obligated previous Safe Routes to School funds	6 / 10
	Dedicates state funding for Safe Routes to School	5 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	5 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
		<b>58 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	6 / 10
		<b>28 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	10 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	10 / 10
		<b>20 / 30</b>



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	15 / 15
Addresses additional jurisdictions in state Complete Streets policy	5 / 5
Addresses implementation in state Complete Streets policy	10 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	10 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
	<b>55 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	-4 / 10
Held TAP competition	10 / 10
Obligated state-controlled TAP funds	1 / 5
Provides special consideration for high-need communities	5 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
Obligated previous Safe Routes to School funds	0 / 10
Dedicates state funding for Safe Routes to School	5 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	5 / 5
Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
	<b>37 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	6 / 10
Level of access to parks	10 / 10
	<b>32 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	0 / 10
Hosts governor's council on physical activity	10 / 10
Dedicates state staff to physical activity	6 / 10
	<b>16 / 30</b>



# Connecticut

WARMING UP



OVERALL SCORE

75 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	15 / 15
Addresses additional jurisdictions in state Complete Streets policy	5 / 5
Addresses implementation in state Complete Streets policy	10 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
<b>Total</b>	<b>45 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	-10 / 10
Held TAP competition	-10 / 10
Obligated state-controlled TAP funds	3 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
Obligated previous Safe Routes to School funds	6 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	4 / 5
Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
<b>Total</b>	<b>0* / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	0 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	6 / 10
Level of access to parks	2 / 10
<b>Total</b>	<b>18 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	6 / 10
Hosts governor's council on physical activity	0 / 10
Dedicates state staff to physical activity	6 / 10
<b>Total</b>	<b>12 / 30</b>

\*The individual indicator scores for this topic area totaled up to a negative score; however, so as not to penalize states for good work in other topic areas, negative scores for core topic areas are rounded to zero.



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	6 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	10 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	6 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>27 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	-10 / 10
	Obligated state-controlled TAP funds	3 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	6 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<u>13 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	6 / 10
		<u>24 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	10 / 10
	Hosts governor's council on physical activity	10 / 10
	Dedicates state staff to physical activity	6 / 10
		<u>26 / 30</u>



# District of Columbia

MAKING STRIDES



OVERALL SCORE

134 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	15 / 15
Addresses additional jurisdictions in state Complete Streets policy	0 / 5
Addresses implementation in state Complete Streets policy	0 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	10 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
	40 / 55

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
Held TAP competition	6 / 10
Obligated state-controlled TAP funds	2 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	5 / 5

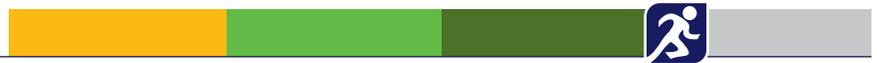
### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
Obligated previous Safe Routes to School funds	10 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	4 / 5
Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
	42 / 70

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	10 / 10
Level of access to parks	10 / 10
	36 / 45

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	0 / 10
Hosts governor's council on physical activity	10 / 10
Dedicates state staff to physical activity	6 / 10
	16 / 30



# Florida

MAKING STRIDES



OVERALL SCORE

123 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	10 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	6 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>36 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	5 / 5
	Provides special consideration for high-need communities	5 / 5
	Provides matching funds for high-need communities	5 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
	Obligated previous Safe Routes to School funds	10 / 10
	Dedicates state funding for Safe Routes to School	5 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	5 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	2 / 5
		<u>67 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	0 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	2 / 10
		<u>14 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	0 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	6 / 10
		<u>6 / 30</u>



# Georgia

WARMING UP



OVERALL SCORE

85 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	15 / 15
Addresses additional jurisdictions in state Complete Streets policy	5 / 5
Addresses implementation in state Complete Streets policy	10 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	6 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5

**51 / 55**

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	-4 / 10
Held TAP competition	-10 / 10
Obligated state-controlled TAP funds	1 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
Obligated previous Safe Routes to School funds	10 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	4 / 5
Provides technical or application assistance to Safe Routes to School initiatives	5 / 5

**6 / 70**

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	10 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	2 / 10
Level of access to parks	0 / 10

**22 / 45**

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	0 / 10
Hosts governor's council on physical activity	0 / 10
Dedicates state staff to physical activity	6 / 10

**6 / 30**



# Hawaii

WARMING UP



OVERALL SCORE

80 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	6 / 15
Addresses additional jurisdictions in state Complete Streets policy	5 / 5
Addresses implementation in state Complete Streets policy	6 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
	<b>32 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
Held TAP competition	-10 / 10
Obligated state-controlled TAP funds	-5 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
Obligated previous Safe Routes to School funds	-10 / 10
Dedicates state funding for Safe Routes to School	5 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	5 / 5
Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
	<b>0 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	6 / 10
Level of access to parks	10 / 10
	<b>32 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	0 / 10
Dedicates state staff to physical activity	6 / 10
	<b>16 / 30</b>



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<b>15 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	-4 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	4 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	6 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	0 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<b>16 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	0 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	2 / 10
		<b>18 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	6 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	6 / 10
		<b>12 / 30</b>



# Illinois

MAKING STRIDES



OVERALL SCORE

107 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	15 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	6 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>36 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
	Obligated previous Safe Routes to School funds	0 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	2 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<u>33 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	6 / 10
		<u>28 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	0 / 10
	Hosts governor's council on physical activity	10 / 10
	Dedicates state staff to physical activity	0 / 10
		<u>10 / 30</u>



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	10 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	10 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<b>40 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	4 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	6 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	0 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<b>30 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	2 / 10
		<b>20 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	10 / 10
	Hosts governor's council on physical activity	10 / 10
	Dedicates state staff to physical activity	6 / 10
		<b>26 / 30</b>



Iowa

WARMING UP



OVERALL SCORE

76 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

**COMPLETE STREETS AND ACTIVE TRANSPORTATION**



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<b>15 / 55</b>

**SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING**



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	0 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	2 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	6 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	0 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
		<b>23 / 70</b>

**ACTIVE NEIGHBORHOODS AND SCHOOLS**



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	0 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	6 / 10
		<b>18 / 45</b>

**STATE PHYSICAL ACTIVITY PLANNING**



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	0 / 10
Dedicates state staff to physical activity	10 / 10
	<b>20 / 30</b>



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	0 / 10
	Adopted goals to increase walking and bicycling mode share	0 / 5
		<u>0 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	0 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	10 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	2 / 5
		<u>27 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	10 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	6 / 10
		<u>32 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	6 / 10
	Hosts governor's council on physical activity	10 / 10
	Dedicates state staff to physical activity	6 / 10
		<u>22 / 30</u>



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>15 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	0 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<u>25 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	2 / 10
		<u>20 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	0 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	6 / 10
		<u>6 / 30</u>



# Louisiana

WARMING UP



OVERALL SCORE

98 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	15 / 15
Addresses additional jurisdictions in state Complete Streets policy	5 / 5
Addresses implementation in state Complete Streets policy	6 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	0 / 5
	<b>36 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	-4 / 10
Held TAP competition	10 / 10
Obligated state-controlled TAP funds	4 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	5 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
Obligated previous Safe Routes to School funds	-4 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	5 / 5
Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
	<b>26 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	2 / 10
Level of access to parks	2 / 10
	<b>20 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	0 / 10
Hosts governor's council on physical activity	10 / 10
Dedicates state staff to physical activity	6 / 10
	<b>16 / 30</b>



# Maine

MAKING STRIDES



OVERALL SCORE

101 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	10 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	6 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>36 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	2 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	4 / 10
	Obligated previous Safe Routes to School funds	6 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
		<u>41 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	0 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	0 / 10
		<u>12 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	6 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	6 / 10
		<u>12 / 30</u>



# Maryland

MAKING STRIDES



OVERALL SCORE

134 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	10 / 15
Addresses additional jurisdictions in state Complete Streets policy	0 / 5
Addresses implementation in state Complete Streets policy	6 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
	<b>31 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
Held TAP competition	10 / 10
Obligated state-controlled TAP funds	1 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
Obligated previous Safe Routes to School funds	10 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	4 / 5
Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
	<b>45 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	10 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	6 / 10
Level of access to parks	6 / 10
	<b>32 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	10 / 10
Dedicates state staff to physical activity	6 / 10
	<b>26 / 30</b>



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	15 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	6 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	10 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<b>51 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	5 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
	Obligated previous Safe Routes to School funds	10 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	5 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
		<b>56 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	0 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	0 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	6 / 10
		<b>12 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	6 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	6 / 10
		<b>12 / 30</b>



# Michigan

MAKING STRIDES



OVERALL SCORE

139 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	10 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	10 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>40 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	4 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	5 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
	Obligated previous Safe Routes to School funds	10 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	5 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
		<u>59 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	2 / 10
		<u>20 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	0 / 10
	Hosts governor's council on physical activity	10 / 10
	Dedicates state staff to physical activity	10 / 10
		<u>20 / 30</u>



# Minnesota

BUILDING  
SPEED



OVERALL SCORE

152 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	15 / 15
Addresses additional jurisdictions in state Complete Streets policy	5 / 5
Addresses implementation in state Complete Streets policy	10 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	6 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
<b>Total</b>	<b>51 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
Held TAP competition	10 / 10
Obligated state-controlled TAP funds	4 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
Obligated previous Safe Routes to School funds	10 / 10
Dedicates state funding for Safe Routes to School	5 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	5 / 5
Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
<b>Total</b>	<b>59 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	6 / 10
Level of access to parks	10 / 10
<b>Total</b>	<b>32 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	0 / 10
Hosts governor's council on physical activity	0 / 10
Dedicates state staff to physical activity	10 / 10
<b>Total</b>	<b>10 / 30</b>



# Mississippi

WARMING UP



OVERALL SCORE

71 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	6 / 15
Addresses additional jurisdictions in state Complete Streets policy	0 / 5
Addresses implementation in state Complete Streets policy	0 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	0 / 10
Adopted goals to increase walking and bicycling mode share	3 / 5
<b>Total</b>	<b>9 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	0 / 10
Held TAP competition	10 / 10
Obligated state-controlled TAP funds	1 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	4 / 10
Obligated previous Safe Routes to School funds	0 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	4 / 5
Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
<b>Total</b>	<b>24 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	2 / 10
Level of access to parks	0 / 10
<b>Total</b>	<b>18 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	10 / 10
Dedicates state staff to physical activity	0 / 10
<b>Total</b>	<b>20 / 30</b>



# Missouri

WARMING UP



OVERALL SCORE

80 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	6 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	0 / 5
		<b>21 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	-4 / 10
	Held TAP competition	2 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	10 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<b>13 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	2 / 10
		<b>20 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	10 / 10
Dedicates state staff to physical activity	6 / 10
<b>26 / 30</b>	



# Montana

WARMING UP



OVERALL SCORE

65 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	0 / 5
		<u>10 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	6 / 10
	Obligated state-controlled TAP funds	3 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	10 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	0 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<u>29 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	2 / 10
		<u>20 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	0 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	6 / 10
		<u>6 / 30</u>



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	0 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<b>5 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	5 / 5
	Provides special consideration for high-need communities	5 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	6 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	2 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<b>38 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	0 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	6 / 10
		<b>22 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	10 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	10 / 10
		<b>20 / 30</b>



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	3 / 5
		<u>13 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	2 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	6 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<u>32 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS

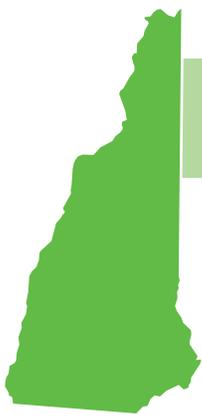


<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	2 / 10
		<u>24 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	6 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	6 / 10
		<u>12 / 30</u>



# New Hampshire

WARMING UP



OVERALL SCORE

76 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	0 / 5
		<u>10 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	0 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	5 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	2 / 5
		<u>28 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	0 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	0 / 10
		<u>12 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	10 / 10
	Hosts governor's council on physical activity	10 / 10
	Dedicates state staff to physical activity	6 / 10
		<u>26 / 30</u>



# New Jersey

MAKING STRIDES



OVERALL SCORE

140 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	15 / 15
Addresses additional jurisdictions in state Complete Streets policy	5 / 5
Addresses implementation in state Complete Streets policy	10 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
	45 / 55

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
Held TAP competition	10 / 10
Obligated state-controlled TAP funds	1 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	5 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
Obligated previous Safe Routes to School funds	-4 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	4 / 5
Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
	41 / 70

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	6 / 10
Level of access to parks	6 / 10
	28 / 45

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	10 / 10
Dedicates state staff to physical activity	6 / 10
	26 / 30

# New Mexico

WARMING UP



OVERALL SCORE

65 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>15 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	4 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	6 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	0 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<u>30 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	2 / 10
		<u>20 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	0 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	0 / 10
		<u>0 / 30</u>



# New York

MAKING STRIDES



OVERALL SCORE

107 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	15 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	6 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>41 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	5 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	0 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	2 / 5
		<u>32 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS

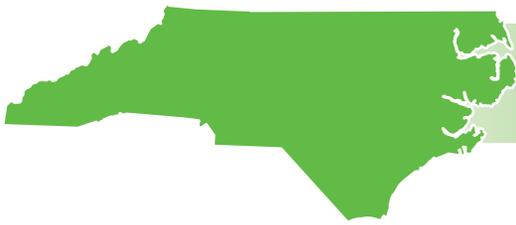


<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	0 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	6 / 10
		<u>18 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	6 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	10 / 10
		<u>16 / 30</u>



# North Carolina

WARMING UP



OVERALL SCORE

70 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	10 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	6 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>36 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	-4 / 10
	Held TAP competition	-10 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	0 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
		<u>0* / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	0 / 10
		<u>18 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	10 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	6 / 10
		<u>16 / 30</u>

\*The individual indicator scores for this topic area totaled up to a negative score; however, so as not to penalize states for good work in other topic areas, negative scores for core topic areas are rounded to zero.

# North Dakota

LACING UP



OVERALL SCORE

46 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	0 / 15
Addresses additional jurisdictions in state Complete Streets policy	0 / 5
Addresses implementation in state Complete Streets policy	0 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	0 / 10
Adopted goals to increase walking and bicycling mode share	0 / 5
	0 / 55

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	-4 / 10
Held TAP competition	10 / 10
Obligated state-controlled TAP funds	2 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
Obligated previous Safe Routes to School funds	6 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	4 / 5
Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
	18 / 70

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	0 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	6 / 10
Level of access to parks	6 / 10
	22 / 45

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	0 / 10
Hosts governor's council on physical activity	0 / 10
Dedicates state staff to physical activity	6 / 10
	6 / 30



# Ohio

WARMING UP



OVERALL SCORE

## 103 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

### COMPLETE STREETS AND ACTIVE TRANSPORTATION



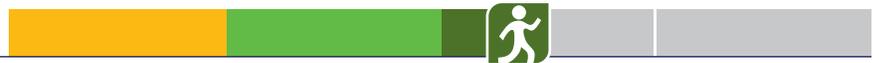
<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	0 / 5
		<b>10 / 55</b>

### SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	0 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	4 / 5
	Provides special consideration for high-need communities	5 / 5
	Provides matching funds for high-need communities	5 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
	Obligated previous Safe Routes to School funds	10 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
		<b>53 / 70</b>

### ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	10 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	6 / 10
		<b>28 / 45</b>

### STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	6 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	6 / 10
		<b>12 / 30</b>



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	0 / 10
	Adopted goals to increase walking and bicycling mode share	0 / 5
		<u>0 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	-10 / 10
	Held TAP competition	2 / 10
	Obligated state-controlled TAP funds	-5 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	-4 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	0 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<u>0* / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	10 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	0 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	2 / 10
		<u>14 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	6 / 10
	Hosts governor's council on physical activity	10 / 10
	Dedicates state staff to physical activity	10 / 10
		<u>26 / 30</u>

\*The individual indicator scores for this topic area totaled up to a negative score; however, so as not to penalize states for good work in other topic areas, negative scores for core topic areas are rounded to zero.



# Oregon

MAKING STRIDES



OVERALL SCORE  
**130** / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	6 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	10 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<b>36 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	5 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
	Obligated previous Safe Routes to School funds	10 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
		<b>54 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	6 / 10
		<b>24 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	10 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	6 / 10
		<b>16 / 30</b>



# Pennsylvania

WARMING UP



OVERALL SCORE

91 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	6 / 15
Addresses additional jurisdictions in state Complete Streets policy	5 / 5
Addresses implementation in state Complete Streets policy	0 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
<u>26 / 55</u>	

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
Held TAP competition	10 / 10
Obligated state-controlled TAP funds	2 / 5
Provides special consideration for high-need communities	5 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
Obligated previous Safe Routes to School funds	-4 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	4 / 5
Provides technical or application assistance to Safe Routes to School initiatives	2 / 5
<u>29 / 70</u>	

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	2 / 10
Level of access to parks	2 / 10
<u>20 / 45</u>	

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	0 / 10
Dedicates state staff to physical activity	6 / 10
<u>16 / 30</u>	



# Rhode Island

WARMING UP



OVERALL SCORE

73 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	10 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	6 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>36 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	-10 / 10
	Obligated state-controlled TAP funds	5 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	0 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<u>9 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS

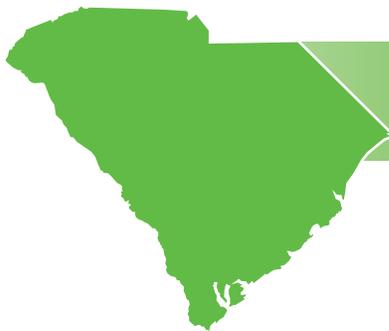


<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	0 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	6 / 10
		<u>22 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	0 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	6 / 10
		<u>6 / 30</u>



# South Carolina

WARMING UP



OVERALL SCORE

79 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	10 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<b>30 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	-10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	0 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	5 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
		<b>11 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	0 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	0 / 10
		<b>12 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	10 / 10
	Hosts governor's council on physical activity	10 / 10
	Dedicates state staff to physical activity	6 / 10
		<b>26 / 30</b>

# South Dakota

WARMING UP



OVERALL SCORE

55 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<b>15 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	-10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	-5 / 5
	Provides special consideration for high-need communities	5 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	0 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	2 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<b>2 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	0 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	6 / 10
		<b>22 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	10 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	6 / 10
		<b>16 / 30</b>



Scoring Key:  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	15 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	6 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	6 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>47 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	0 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	5 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	2 / 5
		<u>28 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	0 / 10
		<u>18 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	0 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	0 / 10
		<u>0 / 30</u>



# Texas

WARMING UP



OVERALL SCORE

51 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	6 / 15
Addresses additional jurisdictions in state Complete Streets policy	0 / 5
Addresses implementation in state Complete Streets policy	0 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
	21 / 55

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	-10 / 10
Held TAP competition	2 / 10
Obligated state-controlled TAP funds	-5 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
Obligated previous Safe Routes to School funds	6 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	0 / 5
Provides technical or application assistance to Safe Routes to School initiatives	2 / 5
	0* / 70

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	0 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	2 / 10
Level of access to parks	2 / 10
	10 / 45

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	0 / 10
Dedicates state staff to physical activity	10 / 10
	20 / 30

\*The individual indicator scores for this topic area totaled up to a negative score; however, so as not to penalize states for good work in other topic areas, negative scores for core topic areas are rounded to zero.



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	15 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	10 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	6 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>46 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	-4 / 10
	Held TAP competition	6 / 10
	Obligated state-controlled TAP funds	4 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
	Obligated previous Safe Routes to School funds	10 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
		<u>35 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	10 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	6 / 10
		<u>32 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	10 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	10 / 10
		<u>20 / 30</u>



# Vermont

MAKING STRIDES



OVERALL SCORE

124 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	15 / 15
Addresses additional jurisdictions in state Complete Streets policy	5 / 5
Addresses implementation in state Complete Streets policy	6 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
<b>41 / 55</b>	

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
Held TAP competition	10 / 10
Obligated state-controlled TAP funds	2 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
Obligated previous Safe Routes to School funds	10 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	4 / 5
Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
<b>41 / 70</b>	

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	0 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	2 / 10
Level of access to parks	0 / 10
<b>12 / 45</b>	

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	10 / 10
Dedicates state staff to physical activity	10 / 10
<b>30 / 30</b>	



# Virginia

MAKING STRIDES



OVERALL SCORE  
**106** / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	10 / 15
	Addresses additional jurisdictions in state Complete Streets policy	5 / 5
	Addresses implementation in state Complete Streets policy	6 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	6 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<b>42 / 55</b>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	1 / 5
	Provides special consideration for high-need communities	5 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	4 / 10
	Obligated previous Safe Routes to School funds	10 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	5 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
		<b>50 / 70</b>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	0 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	0 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	2 / 10
		<b>4 / 45</b>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	0 / 10
	Hosts governor's council on physical activity	0 / 10
	Dedicates state staff to physical activity	10 / 10
		<b>10 / 30</b>



# Washington

BUILDING  
SPEED



OVERALL SCORE

158 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED  100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	10 / 15
Addresses additional jurisdictions in state Complete Streets policy	5 / 5
Addresses implementation in state Complete Streets policy	6 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	10 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
	46 / 55

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
Held TAP competition	10 / 10
Obligated state-controlled TAP funds	5 / 5
Provides special consideration for high-need communities	5 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	10 / 10
Obligated previous Safe Routes to School funds	10 / 10
Dedicates state funding for Safe Routes to School	5 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	4 / 5
Provides technical or application assistance to Safe Routes to School initiatives	5 / 5
	64 / 70

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	6 / 10
Level of access to parks	6 / 10
	28 / 45

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	10 / 10
Hosts governor's council on physical activity	0 / 10
Dedicates state staff to physical activity	10 / 10
	20 / 30



# West Virginia

WARMING UP



OVERALL SCORE

77 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

Adopted strong core state Complete Streets commitment	6 / 15
Addresses additional jurisdictions in state Complete Streets policy	5 / 5
Addresses implementation in state Complete Streets policy	6 / 10

### Design for Active Transportation

Adopted/endorsed NACTO guidelines	0 / 10
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### Active Transportation Goals

Adopted goals to lower walking and bicycling fatalities	10 / 10
Adopted goals to increase walking and bicycling mode share	5 / 5
	32 / 55

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

Level of funds transferred out of Transportation Alternatives Program (TAP)	0 / 10
Held TAP competition	6 / 10
Obligated state-controlled TAP funds	1 / 5
Provides special consideration for high-need communities	0 / 5
Provides matching funds for high-need communities	0 / 5

### Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
Obligated previous Safe Routes to School funds	6 / 10
Dedicates state funding for Safe Routes to School	0 / 5

### Safe Routes to School Supportive Practices

Has state Safe Routes to School coordinator	4 / 5
Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
	17 / 70

## ACTIVE NEIGHBORHOODS AND SCHOOLS



### Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

### Physical Education

Adopted national physical education standards	10 / 10
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### Supportive Neighborhoods for Physical Activity

Level of access to sidewalks, parks, and community centers for youth	6 / 10
Level of access to parks	0 / 10
	22 / 45

## STATE PHYSICAL ACTIVITY PLANNING



Adopted a state physical activity plan	0 / 10
Hosts governor's council on physical activity	0 / 10
Dedicates state staff to physical activity	6 / 10
	6 / 30



# Wisconsin

WARMING UP



OVERALL SCORE

89 / 200

Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	10 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	5 / 5
		<u>25 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	-4 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	4 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	6 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	4 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<u>20 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	10 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	2 / 10
	Level of access to parks	6 / 10
		<u>24 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



	Adopted a state physical activity plan	0 / 10
	Hosts governor's council on physical activity	10 / 10
	Dedicates state staff to physical activity	10 / 10
		<u>20 / 30</u>



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



<b>Complete Streets Policies</b>	Adopted strong core state Complete Streets commitment	0 / 15
	Addresses additional jurisdictions in state Complete Streets policy	0 / 5
	Addresses implementation in state Complete Streets policy	0 / 10
<b>Design for Active Transportation</b>	Adopted/endorsed NACTO guidelines	0 / 10
<b>Active Transportation Goals</b>	Adopted goals to lower walking and bicycling fatalities	10 / 10
	Adopted goals to increase walking and bicycling mode share	0 / 5
		<u>10 / 55</u>

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



<b>Active Transportation Funding</b>	Level of funds transferred out of Transportation Alternatives Program (TAP)	10 / 10
	Held TAP competition	10 / 10
	Obligated state-controlled TAP funds	2 / 5
	Provides special consideration for high-need communities	0 / 5
	Provides matching funds for high-need communities	0 / 5
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 10
	Obligated previous Safe Routes to School funds	10 / 10
	Dedicates state funding for Safe Routes to School	0 / 5
<b>Safe Routes to School Supportive Practices</b>	Has state Safe Routes to School coordinator	0 / 5
	Provides technical or application assistance to Safe Routes to School initiatives	0 / 5
		<u>32 / 70</u>

## ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>Physical Education</b>	Adopted national physical education standards	0 / 10
<b>Supportive Neighborhoods for Physical Activity</b>	Level of access to sidewalks, parks, and community centers for youth	6 / 10
	Level of access to parks	2 / 10
		<u>14 / 45</u>

## STATE PHYSICAL ACTIVITY PLANNING



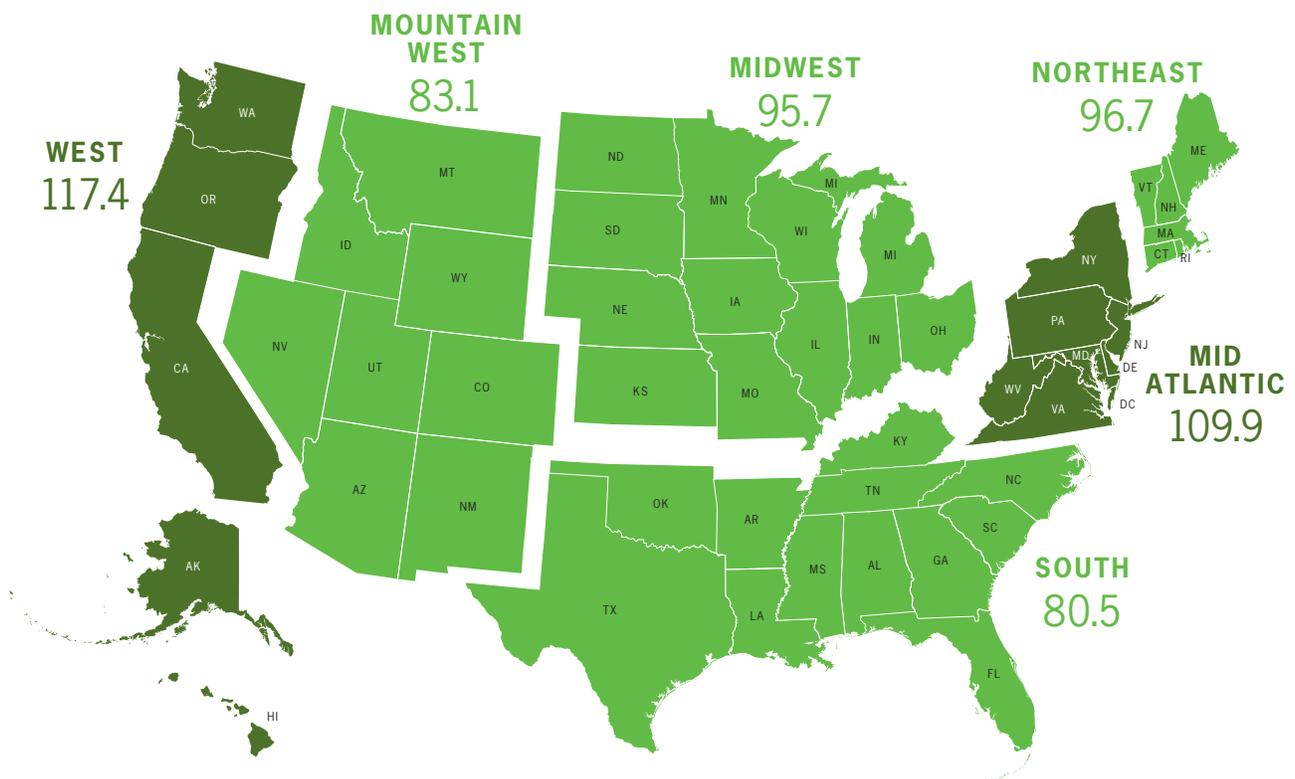
	Adopted a state physical activity plan	6 / 10
	Hosts governor's council on physical activity	10 / 10
	Dedicates state staff to physical activity	0 / 10
		<u>16 / 30</u>



## Reflections

What do these report cards say about the state of physical activity in the United States? A few observations jump out. First, there are only two states in the *Lacing Up* grading category, and only three in the *Building Speed* category. That means that most states are in the middle – they have taken some significant action to support physical activity, but also have considerable room for improvement in core areas.

### REGIONAL SCORES



As one might expect, there are regional differences in the overall grades. The Western and Mid-Atlantic states had the highest overall average scores, and the South and Mountain West states had the lowest scores; the Northeast and Midwest were in the middle.

In light of the higher obesity and chronic disease levels in the South, and some of the strong approaches in states in the West and Mid-Atlantic areas, these results are not surprising.

However, some different patterns emerge when looking at the different regions' scores for the core topic area subcategories. The chart on the next page breaks out subcategory scoring.

## SCORES BY REGION

REGION	Complete Streets / Active Transportation	Safe Routes to School Funding	Active Neighborhoods & Schools	State Physical Activity Planning	OVERALL
MID ATLANTIC	35.5	33.6	23.0	17.8	<b>109.9</b>
MIDWEST	22.1	32.0	24.5	17.1	<b>95.7</b>
MOUNTAIN WEST	21.6	24.8	22.4	13.1	<b>83.1</b>
NORTHEAST	36.5	28.0	14.7	16.3	<b>96.7</b>
SOUTH	25.5	19.1	17.3	16.5	<b>80.5</b>
WEST	36.8	37.4	26.8	16.4	<b>117.4</b>
<i>Average Score Across States</i>	28.0	28.9	21.3	16.2	<b>94.4</b>
<b>TOTAL POSSIBLE</b>	<b>55.0</b>	<b>70.0</b>	<b>45.0</b>	<b>30.0</b>	<b>200.0</b>

The South had a relatively strong showing for both the *Complete Streets / Active Transportation* subcategory and the *State Physical Activity Planning* subcategory, scoring in the midrange. In both of these areas, the Mountain West was the lowest scoring region, with the Midwest doing poorly for *Complete Streets* as well.

For *Complete Streets*, the Northeast, Mid-Atlantic, and Western regions all scored highly. For *State Physical Activity Planning*, the Mid-Atlantic and Midwest performed the most highly.

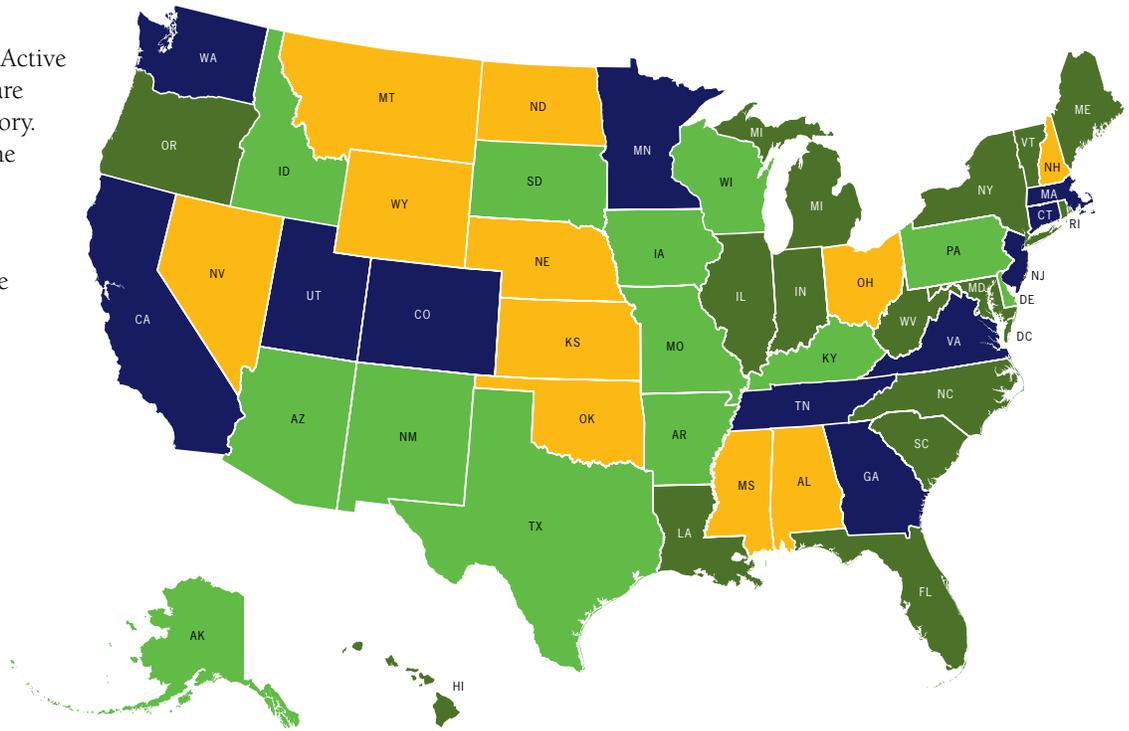
Turning to the *Safe Routes to School and Active Transportation Funding* topic area and the *Active Neighborhoods and Schools* area, the South fared more poorly, with the lowest and second lowest scores, respectively. The Western region had the highest scores for both areas, with the Mid Atlantic and Mountain West also scoring well. The Northeast had the lowest score awarded in the *Active Neighborhoods and Schools* area.

These variations in support for physical activity, walking, and bicycling are intriguing and encouraging. They demonstrate that no region has a lock hold on progress on physical activity – rather, different approaches have seen different levels of success around the country. For states with lower overall scores, looking at what approaches have been more successful in your region may provide a good starting place. States that score highly overall may also have lessons to learn from states that have seen strong success in arenas like *State Physical Activity Planning*.



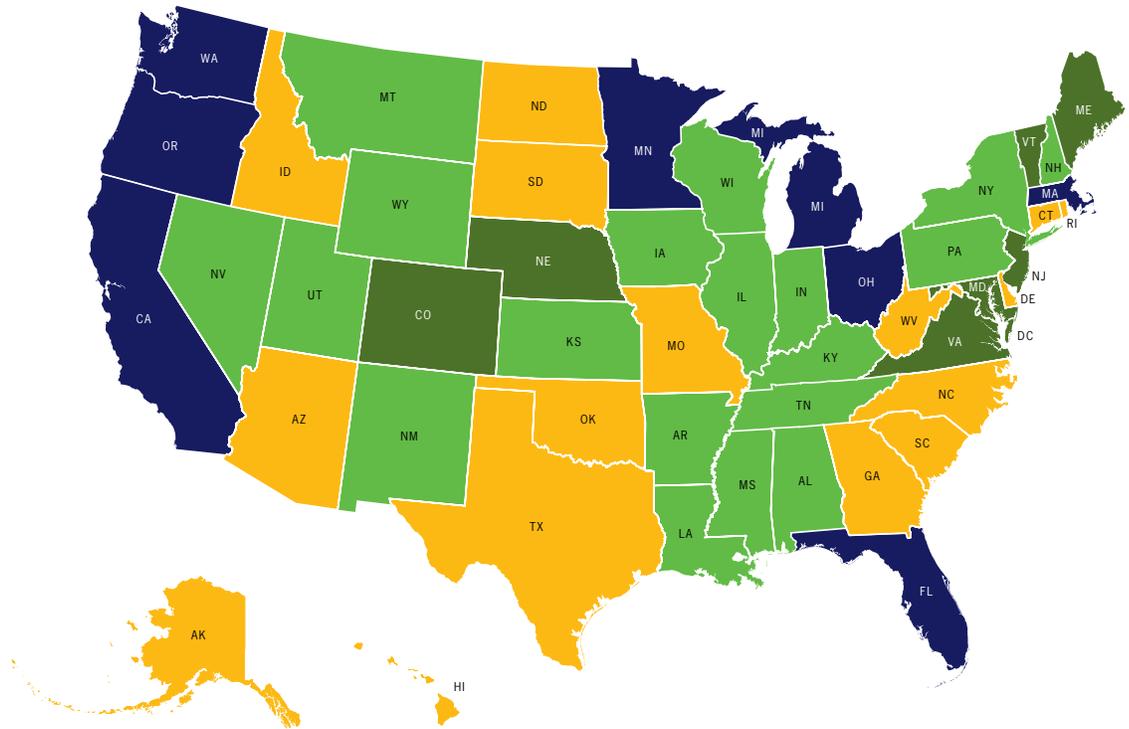
## COMPLETE STREETS AND ACTIVE TRANSPORTATION SCORES

For Complete Streets and Active Transportation, 11 states are in the *Building Speed* category. Another 16 states are in the *Making Strides* category. Thirteen states are in the *Warming Up* category and the remaining 11 states are in the *Lacing Up* category.



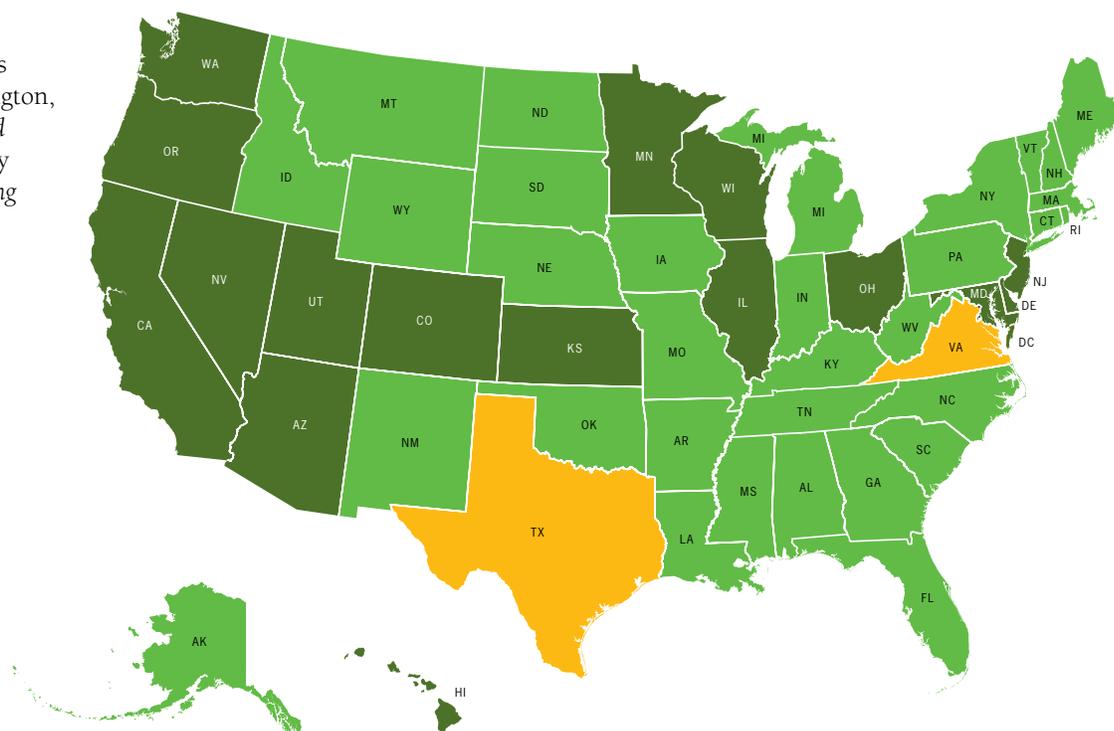
## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING

In looking at Safe Routes to School and Active Transportation Funding, 8 states are *Building Speed*, 8 are *Making Strides*, 19 are *Warming Up*, and 16 are *Lacing Up*.



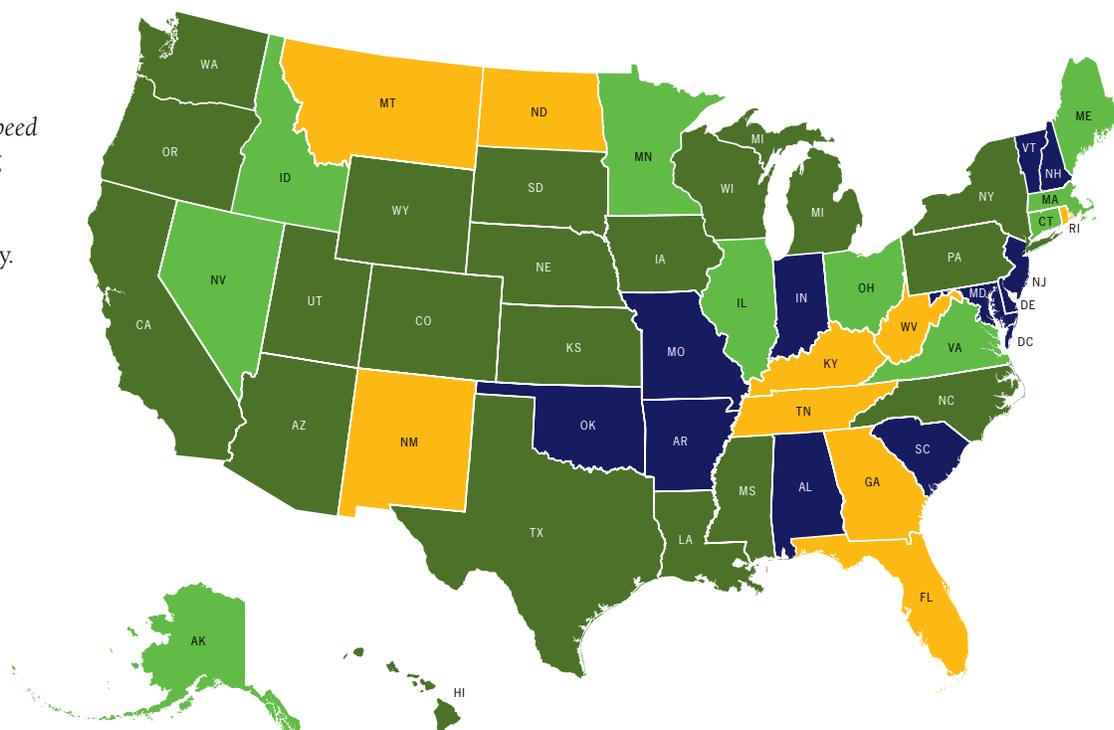
## ACTIVE NEIGHBORHOODS AND SCHOOLS

For Active Neighborhoods and Schools, only Washington, DC is in the *Building Speed* category. The vast majority of states are in the *Warming Up* and *Making Strides* categories, with only two states in the *Lacing Up* category.



## STATE PHYSICAL ACTIVITY PLANNING

In State Physical Activity Planning, there are 11 states in the *Building Speed* category, 21 in the *Making Strides* category, 10 in the *Warming Up* category, and 9 in the *Lacing Up* category.





## Conclusion

As this report clearly shows, states are doing impressive work to create communities where children and adults can easily walk, bicycle, and get physical activity on a daily basis – and still, it isn't enough. Many states have put institutions and policies in place that are making a difference for Complete Streets, active transportation, and physical activity, but many have not. Many states are devoting the limited but important sources of federal funding that are available for Safe Routes to School and walking and bicycling to important goals, improving the safety of streets in local neighborhoods – but others are not. And, even in states that score very highly on the measures included in these report cards, there is much work to be done.



For decade upon decade, we've downplayed the importance of walking, bicycling, and physical activity, and built our streets and communities to cater to personal vehicles. There is enormous work necessary to make our states places where physical activity and health is built into our way of life.

Ensuring that people get just a few hours of physical activity a week yields an average reduction of 20 percent to 30 percent in mortality risk. Working toward changes in state-level policies and practices may seem technical and remote from people's lives – but those very changes affect the most important things in life. They can keep families from splintering due to premature mortality, protect children from the diabetes and heart disease that is striking at younger and younger ages, and support vigorous state economies where people can work, build their dreams, and live in strong and healthy communities.

Look at your state. Where is it doing well, and how can you recognize and support those successes? Where does it have room for improvement, and what kinds of policy change or other actions would accomplish that? And stepping back from this year's report card, think about the long term. What is your vision for the health and well-being of children and adults in your state in 5, 10, 15, or 20 years? Let's make the changes that will lead us there as a nation.

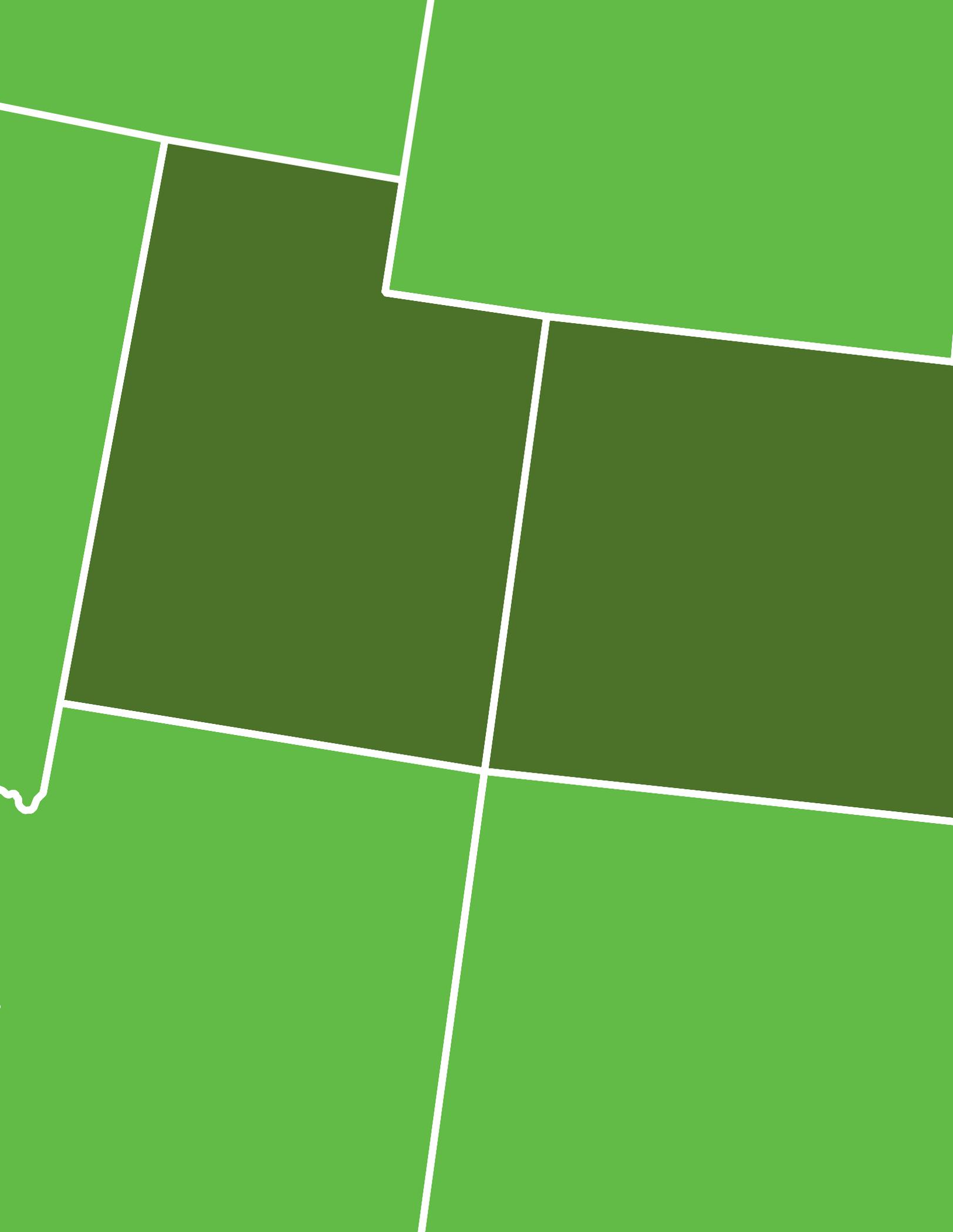


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