



# MAKING STRIDES 2018



## STATE REPORT CARDS

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



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#### **Acknowledgements**

We would like to thank the many people who contributed to the development of these report cards and this publication. We could not have developed the report cards without significant assistance from state government staff from a variety of agencies. We also thank the range of experts and stakeholders who helped us refine our understanding of the topical areas and measures.

We would also like to extend our thanks to our partner in this work, the YMCA of the USA, and specifically to our colleagues Katie Adamson, Kelly Kennai, and Melanie Roth. We have appreciated your expertise and wise counsel, and the partnership between our organizations has been instrumental in allowing these report cards to make a concrete difference on the ground.

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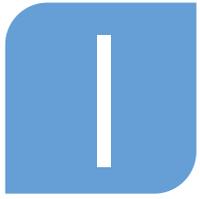
## About This Report

Physical activity keeps us healthy, extends our lives, helps our minds work, and lets us get where we need to go without polluting the air we breathe. Actions by our state governments play a crucial role in creating health-promoting or health-defeating conditions on the ground. State actions may create conditions that support all state residents in getting healthy levels of physical activity, or may lead to communities where it is difficult and dangerous to be active, and where income and ability to pay determine access to physical activity opportunities.



This report begins with **Section I, an introduction** to the goals of the 2018 state report cards. **Section II** provides an overview of the research that supports walking, bicycling, and physical activity as ways to improve health. In **Section III**, we set out the rationale for state-level report cards. In **Section IV**, we provide a detailed explanation of how the states were graded. **Section V** contains the report cards for each state. In **Section VI**, we share a number of maps and reflect upon overall trends, as well as those related to key indicators. Following **Section VII. Conclusion**, several **appendices** supply more detailed summaries of the report card data and underlying conditions.

This report was developed by the Safe Routes to School National Partnership as part of a partnership with the YMCA of the USA. With support from the Centers for Disease Control and Prevention, this partnership has allowed our organizations to continue and advance our joint work to support communities in becoming places where children and adults can be active and healthy. The Safe Routes to School National Partnership is a national nonprofit that works to advance safe walking and bicycling to and from schools, to improve the health and well-being of kids of all races, income levels, and abilities, and to foster the creation of healthy communities for everyone. YMCA of the USA is the national 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, agency personnel, communities, and individuals to identify where a state has done well and where there is more work needed. As we have already seen to date, the report cards inspire action that makes our states and our country more supportive of healthy, active children and communities.



## Introduction

It is 2018, and Americans continue to struggle to get enough physical activity. Our streets and neighborhoods have become places where the screech and fumes of a speeding car can turn a simple bike ride into a terrifying endeavor, and where the initial pleasure of a quiet street may become a weary trudge through sprawling subdivisions devoid of any desired destinations. School children often live so far from school that they cannot walk or bicycle. During weekends and summer vacations, the dearth of nearby parks or playgrounds may leave children and youth lacking an active alternative to video games or texting with friends. For the majority of us, work requires less physical activity than the labor of previous generations. The cumulative impact of reduced physical activity throughout our days and our lives has deadly consequences. Whether it is a higher risk of stroke, diabetes, and heart disease, or discomfort and health challenges as a result of obesity, we suffer when we experience a lack of physical activity.

*Building physical activity into our daily routines brings us joy and energy, and benefits the environment and the communities that we love.*

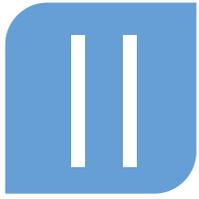


Low levels of physical activity are harming Americans of every demographic group—but many of the worst effects are being experienced by low-income people, people of color, and people with disabilities. Physical inactivity is one of the primary contributors to obesity and related conditions, such as heart disease, type 2 diabetes, stroke, and more. These conditions disproportionately affect low-income communities and communities of color, with more than 38 percent of Latino youth and 36 percent of African American youth overweight or obese.<sup>1</sup> People in low-income communities also have lower activity levels and higher body mass indexes.<sup>2</sup>

Luckily, the solution to our physical activity crisis is not expensive and comes without disagreeable side effects. Building physical activity into our daily routines brings us joy and energy, and benefits the environment and the communities that we love. Simple actions and policy decisions by state decision makers and agencies can create the conditions that support active communities. These report cards measure a state's commitment to the policies and actions that make its residents healthy.

Our 2018 report cards have deeper and broader topical coverage than our 2016 report cards. That means that the revised report cards provide a more accurate picture of the condition and sufficiency of support for walking, bicycling, and active communities in each state. The 2018 report cards retain the same basic structure and grading scale as in our 2016 report cards. However, we have added several new topics for assessment, removed a few indicators where data was less available or where research showed diminished significance, and made other minor adjustments to improve scoring, indicators, and data sources. As a result, individual state grades are not directly comparable to 2016.

As Americans, we need state policies and local conditions that support safe physical activity. These report cards provide a tool for use by state elected officials, agency decision makers, stakeholders, and community members who want to see healthier and more vibrant residents and neighborhoods throughout our states and country.



## The Importance of Physical Activity

Physical activity is vital for our health. Our national *Physical Activity Guidelines for Americans* set out recommended daily levels of physical activity for children and adults, calling for significant amounts of regular physical activity of different kinds.<sup>3</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. In addition, the guidelines 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>3</sup>

**But most Americans are not meeting these guidelines.** Based on self-reporting (which often over-estimates healthy behavior), only 52 percent of American adults are meeting the aerobic component of the physical activity guidelines and a scant 22 percent are meeting the recommended levels of overall physical activity.<sup>4</sup> Moreover, rates were lower for women, older adults, Latinos, and African Americans.

Only 27 percent of high school students meet the physical activity guidelines' requirement of an hour of physical activity every day.<sup>5</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 49 percent.<sup>6</sup>



Physical activity rates were higher for boys than girls, and higher for white students than for African American or Latino students.<sup>7</sup>

### Physical Activity Guidelines for Children and Youth

Children and adolescents should do 60 minutes (one 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 three 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 three 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>3</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>10</sup> Physical activity has been shown to reduce risk of stroke, high blood pressure, diabetes, some cancers, premature death, and depression, among other benefits.<sup>11</sup> A recent study by the CDC found that 8 percent of deaths in the U.S. were associated with inadequate levels of physical activity.<sup>12</sup> In addition, physical inactivity is one of the primary contributors to obesity.<sup>13</sup> Currently, more than one-third of American adults are obese,<sup>14</sup> which also increases the risk of stroke, heart disease, diabetes, and other dangerous health conditions.<sup>15</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>16</sup> More than 38 percent of Latino youth and almost 36 percent of African American youth are obese or overweight.<sup>17</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>25</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 increases 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>26</sup>

## A Challenge of National Significance

In 1996, 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*.<sup>27</sup> 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 continue to resonate as strong and effective recommendations, and appear as measures of state support of physical activity in these report cards.

In 2015, the Surgeon General’s Office again took action to emphasize the significance of sufficient physical activity

to the health of Americans. With the *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>28</sup>

As the 19th 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

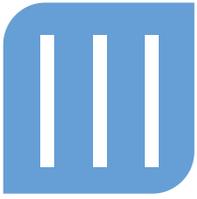
The measures in the state report cards are aligned with these goals as well as many of their accompanying suggested approaches.



*“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.”*

— Former Surgeon General Vivek Murthy<sup>29</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

These model policies from ChangeLab Solutions 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 2018. Pulling from the strongest data we could 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 2018 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

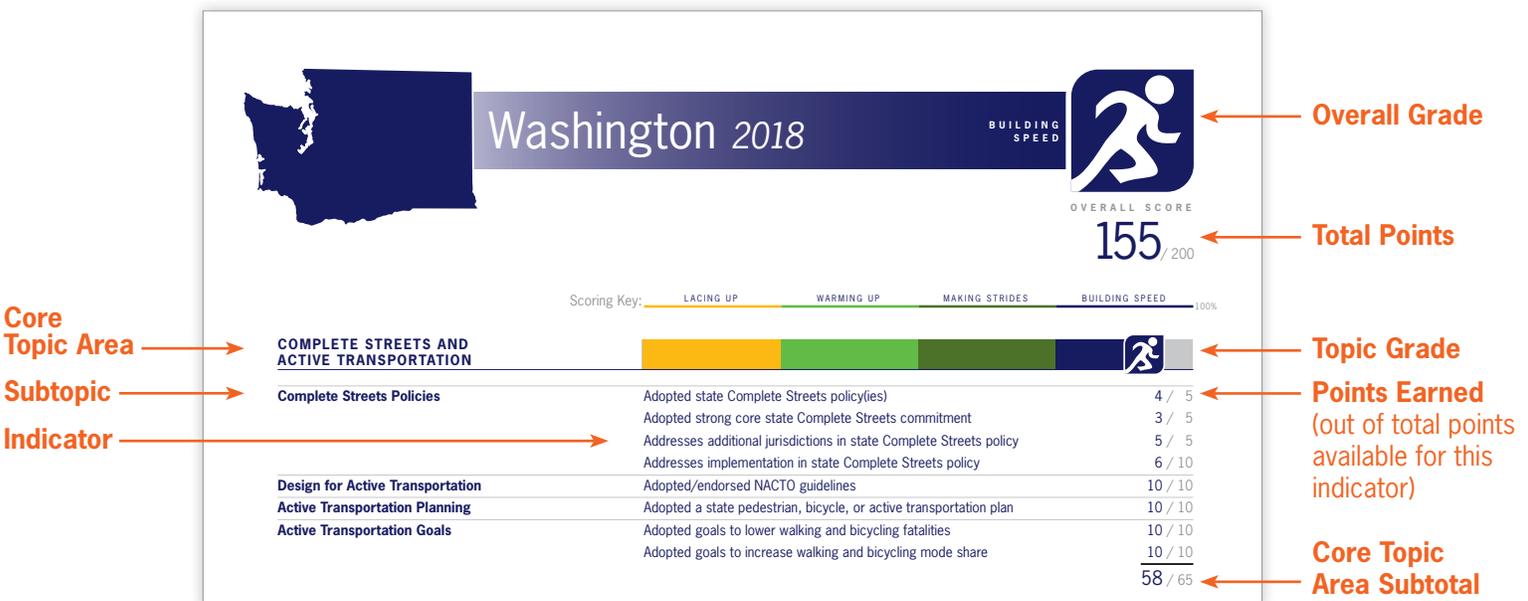
This section provides an overview of the structure and contents of the report cards, setting out the importance of the issues assessed in each report card and explaining how we graded the actions and achievements of each state. We discuss why these topics are so important to America’s health and explain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

As noted previously, the 2018 report cards follow the same basic structure and grading scale as the 2016 report cards, but contain a number of changes: we added several new topics for assessment, removed two indicators where data was less available or where research showed diminished significance, and made other minor adjustments to improve scoring, indicators, and data sources. New subtopics and indicators are identified with [NEW] after their titles in this section. As a result of the updates, the 2018 report cards provide a more accurate picture of the condition and sufficiency of support for walking, bicycling, and active communities in each state.

### OVERVIEW OF SCORING



The report cards were generated by evaluating each state across a total of 27 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.



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 up 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 four of the indicators, where particular actions are extremely detrimental to the goals of supporting physically active kids and communities, negative points may be awarded (up to negative ten points per indicator). However, if the total score for an entire 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. A summary of the overall scores by state can be found in Appendix E.

## 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

65 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>30</sup> Studies show that walking or bicycling to school is related to higher overall physical activity for youth.<sup>31</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>32</sup> Similarly, people with access to bicycle lanes and paths are more likely to bicycle and meet physical activity recommendations.<sup>33</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>34</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 planning and design guidance, and state goals related to walking and bicycling.

A summary of the Complete Streets and Active Transportation core topic area indicator scores by state is provided in Appendix A.



## 1 Complete Streets Policies

25 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>35</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 lifestyles that are more active, promote economic growth and sustainability, and reduce environmental burdens.<sup>36</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 state Complete Streets policy(ies) [NEW]

A state’s approach to adopting a Complete Streets policy can affect near- and long-term commitment and ultimate implementation success. Passing Complete Streets legislation is more permanent and binding. In contrast, Complete Streets department of transportation (DOT) policies are more likely to get into specific details on course of action, but may be more easily rescinded or altered with a change in department leadership. States that take a comprehensive approach to Complete Streets by adopting both legislation and a DOT policy, in addition to other strategies like design guidelines, executive orders, and checklists, are best positioned to achieve implementation success.

- 5 POINTS: State has adopted both Complete Streets legislation and a DOT policy
- 4 POINTS: State has adopted Complete Streets legislation
- 3 POINTS: State has adopted a Complete Streets DOT policy
- 0 POINTS: State has not adopted a Complete Streets policy

#### 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 core 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.

- 5 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
- 3 POINTS: State has adopted a Complete Streets policy that includes mandatory requirements, but does not have clear action or intent
- 0 POINTS: State has adopted a Complete Streets policy that does not include mandatory requirements or state has not adopted a Complete Streets policy



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## INDICATOR:

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

A state Complete Streets policy generally 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 four 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 have been widely heralded. In 2013, the Federal Highway Administration announced support for the use of the NACTO guides, and starting in late 2015, the NACTO *Urban Street Design Guide* was 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>37</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>38</sup> and the *Urban Street Design Guide*.<sup>39</sup>



### 3 Active Transportation Planning [NEW]

10 POINTS

#### WHAT IS IT?

Statewide plans can address biking and walking together or separately, or are sometimes referred to as active transportation plans. The overarching goal of these plans is to establish a vision for bicycling and walking as viable modes of transportation for all users and needs. Planning activities can include gathering and analyzing crucial data, prioritizing projects and performance measures, and producing design guidance that can support an interconnected and robust transportation system. The most effective plans support comprehensive community engagement in both development and implementation, and prioritize outcomes that support safety, public health, economic, environmental, and quality of life benefits.



#### HOW DOES IT HELP?

Creating a statewide planning foundation allows state agencies and regional and local partners to coordinate on supporting prioritized projects, policies, and programs. Implementation strategies vary, yet overall bicycle and pedestrian plans help guide decision making for investments to develop inclusive and safe bike and pedestrian facilities. Project prioritization within plans helps ensure that improvements target enhancements in access opportunities and overall network connectivity. The plans also provide guidance for local jurisdictions to develop their own strategies for improving bicycle and pedestrian facilities.

Long-range planning for bicycling and walking shows commitment to a vision where the most vulnerable road users are a priority. Planning for all types of active transportation together creates a more equal planning and policy landscape, and importantly, leverages exposure to important stakeholders at all levels of implementation. A strategy for a singular mode of active transportation indicates progress; however, the reality is that transportation systems are complex and active modes all deserve attention to ensure that primary safety and accessibility needs are met.

#### HOW WERE POINTS AWARDED?

##### NEW INDICATOR:

**Adopted a bicycle, pedestrian, or active transportation plan [NEW]**

Points in this indicator are awarded based on whether a state has adopted bicycle, pedestrian, or active transportation plans.

- 10 POINTS:** State has adopted a bicycle plan and a pedestrian plan, or a combined active transportation plan
- 5 POINTS:** State has adopted bicycle or pedestrian plan, but not both
- 0 POINTS:** State has not adopted a bicycle, pedestrian, or active transportation plan

#### WHERE DID THE DATA COME FROM?

Data for this indicator were gathered through research conducted by the Safe Routes to School National Partnership into publicly available information from each state's DOT. The research results were verified by comparison to data in the Alliance for Walking and Bicycling's *Bicycling and Walking in the United States: 2016 Benchmarking Report*.<sup>40</sup>

### 4 Active Transportation Goals

10 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>41</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 or goals to decrease both bicyclist and pedestrian fatalities
- 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.

- 10 POINTS:** State has adopted a goal or goals to increase both walking and bicycling
- 6 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>42</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

65 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 have better cardiovascular fitness,<sup>43</sup> higher levels of physical activity, and lower BMIs<sup>44</sup> than children who do not actively commute 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 roads 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 low-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>45, 46, 47</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>48</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>49</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>50, 51</sup> A study in New York City found Safe Routes to School infrastructure reduced pedestrian injuries from school travel by 44 percent.<sup>52</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—such as 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. A summary of the Safe Routes to School and Active Transportation Funding core topic area indicator scores by state is provided in Appendix B.

## 1 Active Transportation Funding

40 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:

Retained Transportation Alternatives Program (TAP) funding without transfers

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. States can also let funds lapse if they do not use the funding in a timely fashion, reducing available dollars for active transportation.

- 10 POINTS:** State has not transferred or let lapse any TAP funding
- 5 POINTS:** State transferred or let lapse less than 10% of funds out of TAP
- 2 POINTS:** State transferred or let lapse 10-20% of TAP funds
- 4 POINTS:** State transferred or let lapse 20-30% of TAP funds
- 6 POINTS:** State transferred or let lapse 30-40% of TAP funds
- 8 POINTS:** State transferred or let lapse 40-50% of TAP funds
- 10 POINTS:** State transferred or let lapse more than 50% of TAP funds

INDICATOR:

**Awarded TAP projects**

Thus far, states have received six years' worth of funding for TAP, from 2013 to 2018. States must hold a competition to select projects and make those funds available to communities; otherwise funds sit unused for their intended purpose and may ultimately lapse. While TAP is a relatively new program, after six years, states should have already developed their competition framework and awarded several years' worth of projects.

- 10 POINTS:** State held at least one TAP competition and has awarded at least four years' worth of funding
- 8 POINTS:** State held at least one TAP competition and has awarded at least three year's worth of funding
- 6 POINTS:** State held at least one TAP competition and has awarded at least two year's worth of funding
- 4 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.

- 10 POINTS:** State obligated more than 60% of state-controlled TAP funds
- 8 POINTS:** State obligated between 46-60% of state-controlled TAP funds
- 6 POINTS:** State obligated between 31-45% of state-controlled TAP funds
- 4 POINTS:** State obligated between 16-30% of state-controlled TAP funds
- 2 POINT:** State obligated between 1-15% of state-controlled TAP funds
- 10 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 grant writers 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 December 31, 2017 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>53</sup>



## 2 Safe Routes to School Funding

15 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 (called non-infrastructure).

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. Since 2013, funding for Safe Routes to School has been a part of the federal Transportation Alternatives Program (TAP), discussed in the previous section on active transportation funding. State DOTs can influence whether Safe Routes to School projects are funded by TAP through prioritizing these projects in TAP competitions. Some states have also decided to supplement federal funding for Safe Routes to School using state resources.

### HOW DOES IT HELP?

More than 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>54,55</sup> and reductions in pedestrian injuries of 44 percent.<sup>56</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 stand-alone 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 a variety of means, including 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.

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

*Safe Routes to School initiatives increase walking and bicycling to school between 31 and 43 percent<sup>54,55</sup>*

#### INDICATOR:

**Funds Safe Routes to School non-infrastructure projects [NEW]**

The original Safe Routes to School program required state DOTs to support both infrastructure and non-infrastructure programming. Now that Safe Routes to School funding is provided through TAP, it is up to state DOTs to decide whether or not to make non-infrastructure programming eligible for TAP competitions. Research has found that the most effective Safe Routes to School programs include both infrastructure improvements and education and encouragement (such as teaching children traffic safety skills and having regular walking and biking to school events) that continues over several years. States that do not fund Safe Routes to School non-infrastructure projects are surrendering potential for increases to children walking and biking, which limits the potential health and safety benefits.

- 5 POINTS:** Safe Routes to School non-infrastructure projects are eligible for funding
- 0 POINTS:** Safe Routes to School non-infrastructure projects are not eligible for funding

#### INDICATOR:

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

The federal dollars to support Safe Routes to School initiatives meet only a fraction of the need. The \$1.1 billion allocated nationwide to Safe Routes to School through 2012 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 each of these 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>58</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. 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, another agency, or a nonprofit 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 DOT staff, 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

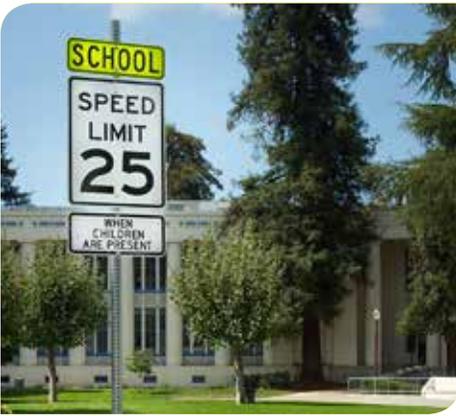
#### WHERE DID THE DATA COME FROM?

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>60</sup>



## C. ACTIVE NEIGHBORHOODS AND SCHOOLS

55 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 the ability of families to meet daily physical activity guidelines. In contrast, 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>61</sup>

To evaluate states' provision for active neighborhoods and schools, this report looked at state policy support for shared use of school facilities, state encouragement for school facilities that support walking, biking, and physical activity, state requirements for physical education in schools, and neighborhood environmental qualities that support physical activity. A summary of the Active Neighborhoods and Schools core topic area indicator scores by state is provided in Appendix C.

## 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>62</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>63</sup> the U.S. Department of Health and Human Services,<sup>64</sup> and the American Academy of Pediatrics.<sup>65</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>66</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>67</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 facilities, states can further support the implementation of shared use by providing funding, or other incentives such as technical assistance for local implementation.

- 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 2015).<sup>68</sup> In addition to the CLASS website, the Safe Routes to School National Partnership conducted outreach to state health department staff for additional confirmation.



## 2 School Siting and Design [NEW]

15 POINTS

### WHAT IS IT?

For students to be able to walk or bike to school, or to use student recreational facilities outside of school hours, it is essential that schools be located relatively near to where students live. School siting involves decisions made by the state and by local districts that affect where schools are located. School siting decisions include decisions about opening new schools, closing existing schools, or even investing in the rehabilitation of older or dilapidated schools. Local school districts are in charge of school siting and design decisions, but state requirements and policies affect their decisions.

### HOW DOES IT HELP?

In 1969, 45 percent of elementary school children lived a mile or less from school, but by 2001, only 24 percent did.<sup>69,70</sup> Distance from school is the biggest barrier to walking to school.<sup>71</sup> States can require districts to consider the distances that students must travel to school when they make decisions about school site locations. But all too often, states instead have policies that discourage or prevent school districts from making decisions that support smart school siting. Smart school siting policies not only support physically active kids, by allowing walking and biking to school and shared use of school grounds, but also yield other benefits, reducing cost, air pollution, and time spent on trips to school by school buses and private vehicles. The design of school sites can also affect students' physical activity, by including outdoor space for play and physical activity and by providing ease of entry for students walking and bicycling.

### HOW WERE POINTS AWARDED?

#### INDICATOR:

**Requires large school sites (minimum acreage guidelines) [NEW]**

When states have large school site minimum acreage recommendations or requirements, it means that school districts must find large parcels of land for new school sites. Large minimum acreage guidelines often result in the exclusion of sites within existing towns or near residential areas, and the selection of sites that are outside of town, on undeveloped land. Such sites are often far from where students live, making walking or bicycling to school difficult or impossible. Acreage guidelines were categorized as large for: elementary schools, if they called for minimum acreages of more than five acres plus one additional acre for every hundred students; middle schools, if they called for minimum acreages of more than ten acres plus one

additional acre for every hundred students; and high schools if they called for minimum acreages of more than fifteen acres plus one additional acre for every hundred students. Detailed information on minimum acreage guidelines scoring by state is provided in Appendix F.

#### Requires or Recommends Large Elementary School Sites

- 0** POINTS: State has no minimum acreage guidelines or its guidelines call for relatively small minimum site size for elementary schools
- 4** POINTS: State has large minimum acreage guidelines for elementary schools

#### Requires or Recommends Large Middle School Sites

- 0** POINTS: State has no minimum acreage guidelines or its guidelines call for relatively small minimum site size for middle schools
- 3** POINTS: State has large minimum acreage guidelines for middle schools

#### Requires or Recommends Large High School Sites

- 0** POINTS: State has no minimum acreage guidelines or its guidelines call for relatively small minimum site size for high schools
- 3** POINTS: State has large minimum acreage guidelines for high schools

#### INDICATOR:

**Supports walking, bicycling & physical activity in school siting & design guidelines [NEW]**

State policies around school siting and design (including handbooks and guidelines as well as more formal regulations or statutes) may contain language that requires or recommends that school districts take factors that relate to healthy school siting into account in making siting decisions. In allocating the 15 points available for this indicator, states were rated on whether state school siting or design policies contained recommendations or requirements around these four separate factors: considerations around walking, biking, and Safe Routes to School; incentives for co-locating school sites with parks or other community facilities; maximum school site acreage requirements to discourage unnecessarily large school campuses; and minimum outdoor play space requirements, to ensure that districts do not sacrifice student play and outdoor physical activity spaces for parking lots and buildings. Detailed information on supportive school siting and design guidelines scoring by state is provided in Appendix G.

### Walking/Bicycling/SRTS Criteria

- 6** POINTS: State school siting guidelines contain criteria encouraging or requiring consideration of walking, biking, or Safe Routes to School in school siting and/or design
- 0** POINTS: State school siting guidelines do not contain criteria encouraging or requiring consideration of walking, biking, or Safe Routes to School in school siting and/or design

### Incentives for Co-location with Parks or Other Community Facilities

- 3** POINTS: State guidelines contain incentives for schools to be located next to or near to parks or other community facilities
- 0** POINTS: State guidelines do not contain incentives for schools to be located next to or near to parks or other community facilities

### Maximum Acreage Requirements

- 3** POINTS: State guidelines provide maximum school site acreage requirements or recommendations
- 0** POINTS: State guidelines do not provide maximum school site acreage requirements or recommendations

### Minimum Outdoor Play Space Requirements

- 3** POINTS: State guidelines require minimum outdoor play space and physical activity space for school sites
- 0** POINTS: State guidelines do not require minimum outdoor play space and physical activity space for school sites

### WHERE DID THE DATA COME FROM?

Data were gathered through research conducted by the Safe Routes to School National Partnership into publicly available information from each state's department of education or other agencies, followed by interviews with state education/construction facilities staff, and additional review of guidelines. Assessments were sent to each state for confirmation.<sup>72</sup>

*In 1969, 45 percent of elementary school children lived a mile or less from school, but by 2001, only 24 percent did.<sup>69,70</sup>*

## 3 Physical Education

15 POINTS

### WHAT IS IT?

Physical education is structured instruction during the school day that focuses on developing physical fitness and creating lifelong healthy habits. Like other school courses such as math, social studies, and science, physical education classes provide students with key topical concepts and structured skill building, here related to physical fitness and health. The goal of physical education is to have teachers assess student knowledge and motor and social skill development, and provide instruction in a safe, supportive, inclusive environment.<sup>73</sup> Physical education is different from physical activity. While both are important, physical activity encompasses any kind of daily physical activity or sports or fitness opportunities, while physical education provides an organized and methodical opportunity for students to learn skills, habits, and material with lifelong value.<sup>74</sup>

### HOW DOES IT HELP?

Students spend an average of 6.5 hours per day in school.<sup>75</sup> Schools are a key location for physical activity for children and youth, in light of the amount of time that students spend in school and the fact that school is the one activity that most children have in common. Schools can help children be active and learn active lifetime habits by requiring quality physical education and by providing recess and other structured opportunities for physical activity. While students benefit from physical activity opportunities at recess and other times of the school day, physical education provides additional benefits. Research shows a link between quality physical education and present and future physical activity participation.<sup>76</sup>

National health organizations such as SHAPE America<sup>77</sup> and the American Heart Association<sup>78</sup> recommend that schools provide 150 minutes per week of physical education for elementary school students and 225 minutes per week of physical education for middle and high school students throughout the school year. Requiring physical education credit for graduation from high school demonstrates that physical education is a core subject and a fundamental component of a student's education. Detailed information on physical education minutes requirements scoring by state is provided in Appendix H.

### HOW WERE POINTS AWARDED?

INDICATOR:

#### Adopted PE minutes & graduation requirements [NEW]

State laws or regulations can mandate that schools require that students meet the recommended weekly number of minutes of physical education for their grade range: 150 weekly minutes for elementary school, and 225 weekly minutes for middle and high schools. In addition, states can require that students obtain physical education credits in high school in order to graduate. In allocating the 15 points available for this indicator, states were rated on these four separate categories.

#### Required Weekly PE Minutes: Elementary

- 4 POINTS:** Elementary students required to participate in 150 minutes or more of PE/week
- 3 POINTS:** Elementary students required to participate in 90 to 149 minutes of PE/week
- 2 POINTS:** Elementary students required to participate in 40-89 minutes of PE/week
- 0 POINTS:** Elementary students not required to participate in PE on a weekly basis or less than 40 minutes/week required

#### Required Weekly PE Minutes: Middle School

- 4 POINTS:** Middle school students required to participate in 225 minutes or more of PE/week
- 3 POINTS:** Middle school students required to participate in 150 to 224 minutes of PE/week

- 2 POINTS:** Middle school students required to participate in 40-149 minutes of PE/week
- 0 POINTS:** Middle school students not required to participate in PE on a weekly basis or less than 40 minutes/week required

#### Required Weekly PE Minutes: High School

- 4 POINTS:** High school students required to participate in 225 minutes or more of PE/week
- 3 POINTS:** High school students required to participate in 150 to 224 minutes of PE/week
- 2 POINTS:** High school students required to participate in 40-149 minutes of PE/week
- 0 POINTS:** High school students not required to participate in PE on a weekly basis or less than 40 minutes/week required

#### PE Credit Required for Graduation from High School

- 3 POINTS:** State requires high school students to earn physical education credit for graduation
- 0 POINTS:** State does not require high school students to earn physical education credit for graduation

### WHERE DID THE DATA COME FROM?

Data for this indicator were drawn from SHAPE America's 2016 Shape of the Nation report on the status of physical education in the USA.<sup>79</sup> Required minutes and credits for each state were summarized and state laws were consulted where ambiguities existed.





## 4 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.

### HOW DOES IT HELP?

Access to places for physical activity, such as parks, playgrounds, community centers, and other recreational facilities, supports 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>80</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>81</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>82</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.

#### NEW INDICATOR:

#### Level of access to recreation and community centers for youth [NEW]

This indicator is based on the percentage of youth in a state with recreation centers, community centers, or boys' or girls' clubs available in their neighborhood. The median across all of the states is 46.7 percent.

- 5 POINTS:** More than 55.5% of youth in the state have recreation centers, community centers, or boys' or girls' clubs available in their neighborhood
- 3 POINTS:** 46.8 to 55.5% of youth in the state have recreation centers, community centers, or boys' or girls' clubs available in their neighborhood
- 1 POINTS:** 40.2 to 46.7% of youth in the state have recreation centers, community centers, or boys' or girls' clubs available in their neighborhood
- 0 POINTS:** Less than 40.2% of youth in the state have recreation centers, community centers, or boys' or girls' clubs 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 median across all of the states is 41 percent.

- 5 POINTS:** More than 62% of the population in the state lives within a half mile of a park
- 3 POINTS:** 42 to 62% of the population in the state lives within a half mile of a park
- 1 POINTS:** 28-41% of the population in the state lives within a half mile of a park
- 0 POINTS:** Less than 28% of the population in the state lives within a half mile of a park

#### WHERE DID THE DATA COME FROM?

Data regarding youth access to recreation and community centers comes from the 2016 *National Survey of Children's Health*.<sup>83</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>84</sup>

## D. STATE PHYSICAL ACTIVITY PLANNING AND SUPPORT

15 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 and dedication of staff resources to physical activity promotion. A summary of the State Physical Activity Planning and Support core topic area indicator scores by state is provided in Appendix D.

**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 among different groups with a role in physical activity promotion.

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>85</sup>

**HOW DOES IT HELP?**

Having an established plan and dedicated resources solidify 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>86</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.

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>87</sup>

**HOW WERE POINTS AWARDED?**

## INDICATOR:

**Adopted a state plan with commitments to physical activity**

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.

- 5 POINTS:** State has adopted a stand-alone physical activity plan or includes discussion of physical activity in another plan such as an obesity prevention plan
- 0 POINTS:** State has not adopted a plan that addresses physical activity beyond a cursory level

## 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.<sup>88</sup>





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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 0 / 10         |
|   |   | <u>20 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>23 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 10 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 0 / 5          |
|   | Level of access to parks  | 0 / 5          |
|   |   | <u>16 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <u>11 / 15</u> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>30 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | -6 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 4 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>13 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 9 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 0 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5          |
|   | Level of access to parks  | 5 / 5          |
|   |   | <u>15 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |               |
|--|--|---------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5         |
|  | Dedicates state staff to physical activity                 | 0 / 10        |
|  |  | <u>5 / 15</u> |



# Arizona 2018

WARMING UP



OVERALL SCORE

59 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>30 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                  |
|---|---|------------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 4 / 10         |
|   | Awarded TAP projects  | -10 / 10         |
|   | Obligated state-controlled TAP funds  | 2 / 10           |
|   | 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 / 5            |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5            |
|   | 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>*-12 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 6 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 0 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5          |
|   | Level of access to parks  | 5 / 5          |
|   |   | <b>18 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <b>11 / 15</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:     100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>30 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 4 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>30 / 65</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   | 5 / 5         |
| <b>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | -10 / 0       |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15        |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 7 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 0 / 5         |
|   | Level of access to parks  | 0 / 5         |
|   |   | <u>8 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <u>15 / 15</u> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 5 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>65 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 8 / 10         |
|   | 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 | 3 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>61 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 12 / 15        |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 12 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 5 / 5          |
|   | Level of access to parks  | 5 / 5          |
|   |   | <b>44 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>15 / 15</b> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 5 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>65 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 2 / 10       |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 10 / 10        |
|   | 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 | 5 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>43 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 6 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 0 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 5 / 5          |
|   | Level of access to parks  | 5 / 5          |
|   |   | <b>27 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <b>11 / 15</b> |



# Connecticut 2018

WARMING UP



OVERALL SCORE

86 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 5 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>55 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 8 / 10       |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 4 / 10         |
|   | 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 | 3 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>11 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | - 10 / 0      |
|   | Supports walking, bicycling & physical activity in school design guidelines | 6 / 15        |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5         |
|   | Level of access to parks  | 1 / 5         |
|   |   | <u>9 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <u>11 / 15</u> |



OVERALL SCORE  
**109** / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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                                   | 10 / 10        |
| <b>Active Transportation Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>48 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 8 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>42 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | -10 / 0       |
|   | Supports walking, bicycling & physical activity in school design guidelines | 6 / 15        |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5         |
|   | Level of access to parks  | 3 / 5         |
|   |   | <b>9 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 0 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>10 / 15</b> |



# District of Columbia 2018

MAKING STRIDES



OVERALL SCORE

117 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>48 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 6 / 10         |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>36 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 11 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 5 / 5          |
|   | Level of access to parks  | 5 / 5          |
|   |   | <u>27 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |               |
|--|--|---------------|
|  | Adopted a state plan with commitments to physical activity | 0 / 5         |
|  | Dedicates state staff to physical activity                 | 6 / 10        |
|  |  | <u>6 / 15</u> |



# Florida 2018

MAKING STRIDES



OVERALL SCORE

142 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 5 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>51 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 10 / 10        |
|   | 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 | 5 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>62 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 6 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 7 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <u>23 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |               |
|--|--|---------------|
|  | Adopted a state plan with commitments to physical activity | 0 / 5         |
|  | Dedicates state staff to physical activity                 | 6 / 10        |
|  |  | <u>6 / 15</u> |



# Georgia 2018

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 state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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                                   | 6 / 10         |
| <b>Active Transportation Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>59 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                  |
|---|---|------------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 8 / 10         |
|   | Awarded TAP projects  | -10 / 10         |
|   | Obligated state-controlled TAP funds  | -10 / 10         |
|   | 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 / 5            |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5            |
|   | 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>*-19 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | -6 / 0        |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15        |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 7 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5         |
|   | Level of access to parks  | 0 / 5         |
|   |   | <b>8 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |               |
|--|--|---------------|
|  | Adopted a state plan with commitments to physical activity | 0 / 5         |
|  | Dedicates state staff to physical activity                 | 6 / 10        |
|  |  | <b>6 / 15</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.



# Hawaii 2018

MAKING STRIDES



OVERALL SCORE

125 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 4 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>48 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 8 / 10         |
|   | Obligated state-controlled TAP funds  | 2 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>35 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | - 10 / 0       |
|   | Supports walking, bicycling & physical activity in school design guidelines | 6 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 11 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 5 / 5          |
|   | Level of access to parks  | 5 / 5          |
|   |   | <b>27 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>15 / 15</b> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>30 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 10 / 10        |
|   | 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 | 5 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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                                       | 0 / 5          |
|   | Provides technical or application assistance to Safe Routes to School initiatives | 5 / 5          |
|   |   | <b>45 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0         |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15        |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 0 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 0 / 5         |
|   | Level of access to parks  | 3 / 5         |
|   |   | <b>9 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <b>11 / 15</b> |



# Illinois 2018

WARMING UP



OVERALL SCORE

# 74 / 200

Scoring Key:     100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 4 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 5 / 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          | 10 / 10        |
|   |   | <u>40 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 2 / 10       |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 10 / 10        |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>20 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 0 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 5 / 5          |
|   | Level of access to parks  | 3 / 5          |
|   |   | <u>14 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |               |
|--|--|---------------|
|  | Adopted a state plan with commitments to physical activity | 0 / 5         |
|  | Dedicates state staff to physical activity                 | 0 / 10        |
|  |  | <u>0 / 15</u> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 5 / 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          | 10 / 10        |
|   |   | <b>46 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 10 / 10        |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>35 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 0 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <b>10 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <b>11 / 15</b> |



# Iowa 2018

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 state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>20 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 6 / 10       |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 10 / 10        |
|   | 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 | 3 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>27 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <b>11 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>15 / 15</b> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 10 / 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 / 10         |
|   |   | <u>10 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 8 / 10         |
|   | 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 | 3 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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 | 2 / 5          |
|   |   | <u>42 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <u>13 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <u>11 / 15</u> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>20 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 4 / 10       |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 4 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>24 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 3 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 0 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <u>13 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <u>11 / 15</u> |



# Louisiana 2018

WARMING UP



OVERALL SCORE

89 / 200

Scoring Key:     100%

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 0 / 10         |
|   |   | <b>39 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 4 / 10       |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 | 5 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>23 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 10 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 0 / 5          |
|   | Level of access to parks  | 0 / 5          |
|   |   | <b>16 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <b>11 / 15</b> |



# Maine 2018

MAKING STRIDES



OVERALL SCORE

# 118 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

|   |        |
|---|--------|
| Adopted state Complete Streets policy(ies)                          | 3 / 5  |
| Adopted strong core state Complete Streets commitment               | 5 / 5  |
| 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 |
|-----------------------------------|--------|

### Active Transportation Planning

|  |        |
|--|--------|
| Adopted a state pedestrian, bicycle, or active transportation plan | 0 / 10 |
|--|--------|

### Active Transportation Goals

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

**37 / 65**

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

|  |         |
|--|---------|
| Retained Transportation Alternatives Program (TAP) funding without transfers | 10 / 10 |
| Awarded TAP projects   | 10 / 10 |
| Obligated state-controlled TAP funds   | 6 / 10  |
| Provides special consideration for high-need communities                     | 5 / 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 | 3 / 5 |
| Funds Safe Routes to School non-infrastructure projects                           | 0 / 5 |
| 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 |

**48 / 65**

## 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  |

### School Siting and Design

|   |         |
|---|---------|
| Requires large school sites (minimum acreage guideline)                     | 0 / 0   |
| Supports walking, bicycling & physical activity in school design guidelines | 12 / 15 |

### Physical Education

|  |        |
|--|--------|
| Adopted PE minutes & graduation requirements | 3 / 15 |
|--|--------|

### Supportive Neighborhoods for Physical Activity

|   |       |
|---|-------|
| Level of access to recreation & community centers for youth | 1 / 5 |
| Level of access to parks                                    | 0 / 5 |

**22 / 55**

## STATE PHYSICAL ACTIVITY PLANNING



|  |        |
|--|--------|
| Adopted a state plan with commitments to physical activity | 5 / 5  |
| Dedicates state staff to physical activity                 | 6 / 10 |

**11 / 15**



# Maryland 2018

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 state Complete Streets policy(ies)                          | 5 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>44 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 4 / 10       |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 4 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>21 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 9 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5          |
|   | Level of access to parks  | 5 / 5          |
|   |   | <u>30 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <u>11 / 15</u> |



OVERALL SCORE  
**146** / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 5 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>61 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 | 5 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>46 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 12 / 15        |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 0 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 5 / 5          |
|   | Level of access to parks  | 5 / 5          |
|   |   | <b>28 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <b>11 / 15</b> |



# Michigan 2018

MAKING STRIDES



OVERALL SCORE

127 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 5 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>43 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 10 / 10        |
|   | 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 | 3 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>53 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <b>16 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>15 / 15</b> |



# Minnesota 2018

MAKING STRIDES



OVERALL SCORE

147 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



### Complete Streets Policies

|   |         |
|---|---------|
| Adopted state Complete Streets policy(ies)                          | 5 / 5   |
| Adopted strong core state Complete Streets commitment               | 5 / 5   |
| 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 |
|-----------------------------------|--------|

### Active Transportation Planning

|  |         |
|--|---------|
| Adopted a state pedestrian, bicycle, or active transportation plan | 10 / 10 |
|--|---------|

### Active Transportation Goals

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

61 / 65

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



### Active Transportation Funding

|  |         |
|--|---------|
| Retained Transportation Alternatives Program (TAP) funding without transfers | 10 / 10 |
| Awarded TAP projects   | 10 / 10 |
| Obligated state-controlled TAP funds   | 10 / 10 |
| 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 / 5 |
| Funds Safe Routes to School non-infrastructure projects                           | 5 / 5 |
| 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 |

50 / 65

## 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 | 5 / 5   |

### School Siting and Design

|   |        |
|---|--------|
| Requires large school sites (minimum acreage guideline)                     | 0 / 0  |
| Supports walking, bicycling & physical activity in school design guidelines | 3 / 15 |

### Physical Education

|  |        |
|--|--------|
| Adopted PE minutes & graduation requirements | 0 / 15 |
|--|--------|

### Supportive Neighborhoods for Physical Activity

|   |       |
|---|-------|
| Level of access to recreation & community centers for youth | 5 / 5 |
| Level of access to parks                                    | 3 / 5 |

26 / 55

## STATE PHYSICAL ACTIVITY PLANNING



|  |         |
|--|---------|
| Adopted a state plan with commitments to physical activity | 0 / 5   |
| Dedicates state staff to physical activity                 | 10 / 10 |

10 / 15



# Mississippi 2018

WARMING UP



OVERALL SCORE

56 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 6 / 10         |
|   |   | <b>12 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 8 / 10         |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>33 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | -7 / 0        |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15        |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 7 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 0 / 5         |
|   | Level of access to parks  | 0 / 5         |
|   |   | <b>6 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |               |
|--|--|---------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5         |
|  | Dedicates state staff to physical activity                 | 0 / 10        |
|  |  | <b>5 / 15</b> |



# Missouri 2018

WARMING UP



OVERALL SCORE

67 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 4 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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 / 10         |
|   |   | <u>22 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | -6 / 10        |
|   | Awarded TAP projects  | 8 / 10         |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>17 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 7 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <u>17 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <u>11 / 15</u> |



# Montana 2018

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 state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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 / 10         |
|   |   | <b>10 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 8 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>38 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 7 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 0 / 5          |
|   | Level of access to parks  | 3 / 5          |
|   |   | <b>16 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>15 / 15</b> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>10 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 8 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>35 / 65</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   | 5 / 5          |
| <b>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <u>10 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 0 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <u>10 / 15</u> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 5 / 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          | 6 / 10         |
|   |   | <b>34 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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 | 0 / 5          |
|   |   | <b>35 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5          |
|   | Level of access to parks  | 5 / 5          |
|   |   | <b>17 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |               |
|--|--|---------------|
|  | Adopted a state plan with commitments to physical activity | 0 / 5         |
|  | Dedicates state staff to physical activity                 | 6 / 10        |
|  |  | <b>6 / 15</b> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 0 / 10         |
|   |   | <u>20 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 4 / 10       |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 2 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>19 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5          |
|   | Level of access to parks  | 0 / 5          |
|   |   | <u>12 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <u>11 / 15</u> |



# New Jersey 2018

MAKING STRIDES



OVERALL SCORE

140 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>53 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 2 / 10       |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 4 / 10         |
|   | 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 | 5 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>41 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 3 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 13 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 5 / 5          |
|   | Level of access to parks  | 3 / 5          |
|   |   | <b>35 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <b>11 / 15</b> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 4 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>24 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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 | 2 / 5          |
|   |   | <u>35 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5          |
|   | Level of access to parks  | 3 / 5          |
|   |   | <u>15 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |               |
|--|--|---------------|
|  | Adopted a state plan with commitments to physical activity | 0 / 5         |
|  | Dedicates state staff to physical activity                 | 0 / 10        |
|  |  | <u>0 / 15</u> |



# New York 2018

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 state Complete Streets policy(ies)                          | 4 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>50 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 4 / 10       |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 4 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>26 / 65</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   | 5 / 5          |
| <b>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 3 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 10 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 5 / 5          |
|   | Level of access to parks  | 3 / 5          |
|   |   | <u>32 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <u>15 / 15</u> |



# North Carolina 2018

WARMING UP



OVERALL SCORE

77 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>47 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 4 / 10       |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 4 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>19 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | -10 / 0         |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15          |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15          |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 0 / 5           |
|   | Level of access to parks  | 0 / 5           |
|   |   | <b>*-1 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |        |
|--|--|--------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5  |
|  | Dedicates state staff to physical activity                 | 6 / 10 |

**11 / 15**

\*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 state Complete Streets policy(ies)                          | 0 / 5         |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5         |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 5 / 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 / 10        |
|   |   | <b>5 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |               |
|---|---|---------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | -10 / 10      |
|   | Awarded TAP projects  | 8 / 10        |
|   | Obligated state-controlled TAP funds  | 6 / 10        |
|   | 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 / 5         |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5         |
|   | 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>8 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 3 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 7 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <b>18 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |               |
|--|--|---------------|
|  | Adopted a state plan with commitments to physical activity | 0 / 5         |
|  | Dedicates state staff to physical activity                 | 6 / 10        |
|  |  | <b>6 / 15</b> |



# Ohio 2018

WARMING UP



OVERALL SCORE

97 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 0 / 10         |
|   |   | <u>20 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 10 / 10        |
|   | 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 | 5 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>49 / 65</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   | 5 / 5          |
| <b>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | -10 / 0        |
|   | Supports walking, bicycling & physical activity in school design guidelines | 3 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <u>13 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <u>15 / 15</u> |



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

### COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |               |
|---|---|---------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5         |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5         |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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 / 10        |
|   |   | <b>0 / 65</b> |

### SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | -10 / 10       |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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 | 2 / 5          |
|   |   | <b>13 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | -10 / 0       |
|   | Supports walking, bicycling & physical activity in school design guidelines | 3 / 15        |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 2 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 0 / 5         |
|   | Level of access to parks  | 1 / 5         |
|   |   | <b>7 / 55</b> |

### STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>15 / 15</b> |



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

### COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 4 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>52 / 65</u> |

### SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 10 / 10        |
|   | 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 | 5 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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          |
|   |   | <u>50 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 11 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5          |
|   | Level of access to parks  | 5 / 5          |
|   |   | <u>25 / 55</u> |

### STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <u>11 / 15</u> |

# Pennsylvania 2018

MAKING STRIDES



OVERALL SCORE

119 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>38 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 | 0 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>47 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | -10 / 0        |
|   | Supports walking, bicycling & physical activity in school design guidelines | 9 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5          |
|   | Level of access to parks  | 3 / 5          |
|   |   | <b>19 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>15 / 15</b> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 5 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>39 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 8 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>34 / 65</b> |

## ACTIVE NEIGHBORHOODS AND SCHOOLS

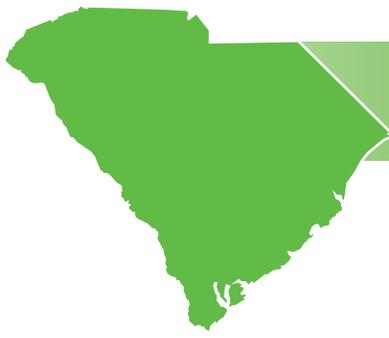


|   |   |                |
|---|---|----------------|
| <b>Shared Use of School Facilities</b>                | Adopted state policy supporting shared use of school facilities             | 6 / 10         |
|   | Provides funding/incentives in support of shared use of school facilities   | 0 / 5          |
| <b>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 12 / 15        |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 7 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 5 / 5          |
|   | Level of access to parks  | 3 / 5          |
|   |   | <b>33 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |               |
|--|--|---------------|
|  | Adopted a state plan with commitments to physical activity | 0 / 5         |
|  | Dedicates state staff to physical activity                 | 6 / 10        |
|  |  | <b>6 / 15</b> |



# South Carolina 2018

WARMING UP



OVERALL SCORE

68 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>31 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |               |
|---|---|---------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | -10 / 10      |
|   | Awarded TAP projects  | 6 / 10        |
|   | Obligated state-controlled TAP funds  | 6 / 10        |
|   | 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 / 5         |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5         |
|   | 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>6 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 5 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 0 / 5          |
|   | Level of access to parks  | 0 / 5          |
|   |   | <b>16 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>15 / 15</b> |



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

### COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>20 / 65</u> |

### SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 8 / 10       |
|   | Awarded TAP projects  | 6 / 10         |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>11 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <u>13 / 55</u> |

### STATE PHYSICAL ACTIVITY PLANNING



|  |  |               |
|--|--|---------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5         |
|  | Dedicates state staff to physical activity                 | 0 / 10        |
|  |  | <u>5 / 15</u> |



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

### COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>55 / 65</u> |

### SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 4 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>26 / 65</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   | 5 / 5          |
| <b>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5          |
|   | Level of access to parks  | 0 / 5          |
|   |   | <u>15 / 55</u> |

### STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <u>15 / 15</u> |



# Texas 2018

WARMING UP



OVERALL SCORE

72 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>23 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | -6 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 4 / 10         |
|   | 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 | 3 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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 | 2 / 5          |
|   |   | <b>23 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <b>11 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>15 / 15</b> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>54 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 4 / 10       |
|   | Awarded TAP projects  | 6 / 10         |
|   | Obligated state-controlled TAP funds  | 8 / 10         |
|   | 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 | 5 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>34 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | -10 / 0        |
|   | Supports walking, bicycling & physical activity in school design guidelines | 6 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 5 / 5          |
|   | Level of access to parks  | 5 / 5          |
|   |   | <b>19 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>15 / 15</b> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 4 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 5 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>50 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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 | 2 / 5          |
|   |   | <b>30 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0         |
|   | Supports walking, bicycling & physical activity in school design guidelines | 3 / 15        |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15        |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5         |
|   | Level of access to parks  | 0 / 5         |
|   |   | <b>7 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>15 / 15</b> |



# Virginia 2018

MAKING STRIDES



OVERALL SCORE

122 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 3 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>53 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 8 / 10         |
|   | 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 | 5 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>48 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 3 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5          |
|   | Level of access to parks  | 1 / 5          |
|   |   | <u>10 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <u>11 / 15</u> |



# Washington 2018

BUILDING  
SPEED



OVERALL SCORE

155 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 4 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 3 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>58 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 8 / 10         |
|   | 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 | 5 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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          |
|   |   | <u>57 / 65</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   | 5 / 5          |
| <b>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 8 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 3 / 5          |
|   | Level of access to parks  | 3 / 5          |
|   |   | <u>25 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <u>15 / 15</u> |



# West Virginia 2018

WARMING UP



OVERALL SCORE

84 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 4 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <u>35 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 5 / 10         |
|   | Awarded TAP projects  | 6 / 10         |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>26 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | -3 / 0         |
|   | Supports walking, bicycling & physical activity in school design guidelines | 3 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 6 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 0 / 5          |
|   | Level of access to parks  | 0 / 5          |
|   |   | <u>12 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 6 / 10         |
|  |  | <u>11 / 15</u> |



# Wisconsin 2018

WARMING UP



OVERALL SCORE

# 81 / 200

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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 10 / 10        |
|   |   | <b>30 / 65</b> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | - 4 / 10       |
|   | Awarded TAP projects  | 6 / 10         |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 | 3 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 5 / 5          |
|   | 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>23 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | 0 / 0          |
|   | Supports walking, bicycling & physical activity in school design guidelines | 0 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 3 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 1 / 5          |
|   | Level of access to parks  | 3 / 5          |
|   |   | <b>13 / 55</b> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |                |
|--|--|----------------|
|  | Adopted a state plan with commitments to physical activity | 5 / 5          |
|  | Dedicates state staff to physical activity                 | 10 / 10        |
|  |  | <b>15 / 15</b> |



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

## COMPLETE STREETS AND ACTIVE TRANSPORTATION



|   |   |                |
|---|---|----------------|
| <b>Complete Streets Policies</b>        | Adopted state Complete Streets policy(ies)                          | 0 / 5          |
|   | Adopted strong core state Complete Streets commitment               | 0 / 5          |
|   | 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 Planning</b>   | Adopted a state pedestrian, bicycle, or active transportation plan  | 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          | 0 / 10         |
|   |   | <u>20 / 65</u> |

## SAFE ROUTES TO SCHOOL AND ACTIVE TRANSPORTATION FUNDING



|   |   |                |
|---|---|----------------|
| <b>Active Transportation Funding</b>              | Retained Transportation Alternatives Program (TAP) funding without transfers      | 10 / 10        |
|   | Awarded TAP projects  | 10 / 10        |
|   | Obligated state-controlled TAP funds  | 6 / 10         |
|   | 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 / 5          |
|   | Funds Safe Routes to School non-infrastructure projects                           | 0 / 5          |
|   | 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>26 / 65</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>School Siting and Design</b>                       | Requires large school sites (minimum acreage guideline)                     | -3 / 0         |
|   | Supports walking, bicycling & physical activity in school design guidelines | 9 / 15         |
| <b>Physical Education</b>                             | Adopted PE minutes & graduation requirements                                | 0 / 15         |
| <b>Supportive Neighborhoods for Physical Activity</b> | Level of access to recreation & community centers for youth                 | 5 / 5          |
|   | Level of access to parks  | 5 / 5          |
|   |   | <u>22 / 55</u> |

## STATE PHYSICAL ACTIVITY PLANNING



|  |  |               |
|--|--|---------------|
|  | Adopted a state plan with commitments to physical activity | 0 / 5         |
|  | Dedicates state staff to physical activity                 | 0 / 10        |
|  |  | <u>0 / 15</u> |

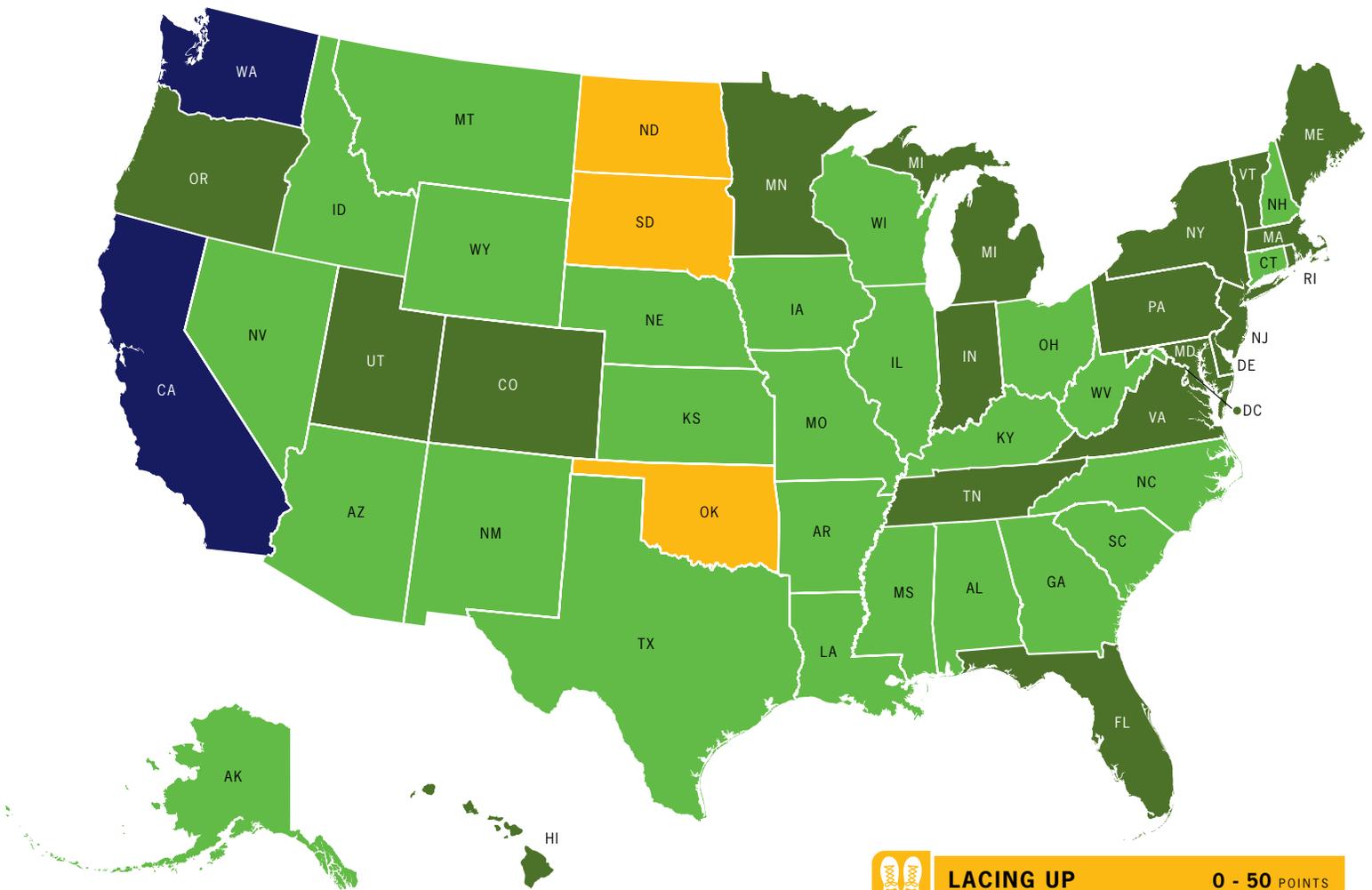


## Reflections & Comparisons

As we survey the 2018 state report cards as a whole, what do they tell us about the ability of Americans to get the physical activity that we need for health?

The answer is that states are continuing to take important steps, but they appear to require a significant push to make deeper commitments.

### 2018 OVERALL SCORES



**LACING UP** 0 - 50 POINTS

**WARMING UP** 51 - 100 POINTS

**MAKING STRIDES** 101 - 150 POINTS

**BUILDING SPEED** 151 - 200 POINTS

## SCORES BY REGION

| REGION                             | Complete Streets /<br>Active Transportation | Safe Routes to School/<br>Active Transportation<br>Funding | Active Neighborhoods<br>& Schools | State Physical<br>Activity Planning | OVERALL      |
|------------------------------------|---|--|-----------------------------------|-------------------------------------|--------------|
| MID ATLANTIC                       | 46.1  | 35.8   | 21.7                              | 11.2                                | <b>115.0</b> |
| MIDWEST                            | 27.9  | 31.1   | 14.8                              | 9.9                                 | <b>83.8</b>  |
| MOUNTAIN WEST                      | 31.8  | 30.1   | 17.1                              | 9.9                                 | <b>89.7</b>  |
| NORTHEAST                          | 43.6  | 31.3   | 18.5                              | 10.8                                | <b>104.3</b> |
| SOUTH                              | 32.2  | 21.9   | 11.5                              | 11.3                                | <b>78.6</b>  |
| WEST                               | 50.6  | 43.2   | 27.2                              | 12.2                                | <b>133.2</b> |
| <i>Average Score Across States</i> | 36.5  | 30.7   | 17.1                              | 10.6                                | <b>95.8</b>  |
| <b>TOTAL POSSIBLE</b>              | <b>65.0</b>                                 | <b>65.0</b>  | <b>55.0</b>                       | <b>15.0</b>                         | <b>200.0</b> |

In 2018, we see the continuation of a few major trends that we noted in our 2016 report cards. First, when it comes to overall scores, we see that the majority of the states are in the middle score categories (Warming Up and Making Strides), with only two states in the highest category and only three in the lowest category. Although the position of a given state may have moved up or down a category, this is very close to the distribution in the 2016 report cards.

Additionally, we see that the regional trends that we noted in 2016 remain fairly similar, with the Western and Mid-Atlantic states again showing the highest overall scores, joined in 2018 by fairly high scores in the Northeast. In contrast, the Midwest joined the South, and Mountain West states in showing the lowest scores. The overall average score across the 50 states and DC is almost identical in 2018 to 2016.

Looking between the 2016 and 2018 report cards, we emphasize that changes in states' overall scores are generally more reflective of the more robust analysis of state policy in the 2018 report cards, rather than necessarily showing changes in approach or commitment by an individual state. In contrast, many of the indicator measures have not changed between 2016 and 2018; for these indicators, we are able to see progress (and occasionally retreats) by specific states, as well as important changes at the national level. Delving into the topic areas and indicators offers a variety of additional areas for reflection.





## COMPLETE STREETS AND ACTIVE TRANSPORTATION

The 2018 report cards demonstrate movement in the Complete Streets and Active Transportation topic area, with the biggest gaps in implementation still in the Midwest, Mountain West, and Southern regions.

The report cards show progress made with Complete Streets across the country, with two states adopting new policies in 2017. Overall, 34 states have some form of Complete Streets policy in place. Our analysis of the specific type of Complete Streets approach employed by states is new to this core topic area in 2018, and shows that nine states have adopted both legislation and a Department of Transportation (DOT) policy, nine states have adopted legislation only, and 16 states have adopted a DOT policy only. These findings show that DOT policies are the primary tool that states rely on to implement Complete Streets policies. We are encouraged to see that over half of the 34 states with a policy in place have made commitments through legislation.

Our conclusions regarding the strength of states' Complete Streets policies are similar to our 2016 findings. Of the 34 states that have adopted Complete Streets legislation or a DOT policy, the clear majority include mandatory requirements (30 states). However, nearly half of these 30 states need to improve in terms of demonstrating clear action or intent. In addition, only 26 states include language regarding jurisdictions other than state DOT in their approaches. 25 states address implementation, but of these only nine demonstrate two or more clear actionable steps to support implementation. A potential area for a future report card analysis is the exploration of whether states include meaningful equity considerations and commitments in their Complete Streets policies.

Our examination of bicycle and pedestrian planning is new to the report cards in 2018. We found that overall 36 states have some form of plan in place, of which the majority (32 states) address both bicycle and pedestrian planning. For purposes of this report, we were only able to evaluate the existence of these types of plans, recognizing that as a planning tool they send a message about a state's commitment to ensuring sustainable support for bicycling and walking. Given that our analysis considers only their existence, there likely remains much to be said about variations in strength and quality of these types of plans.

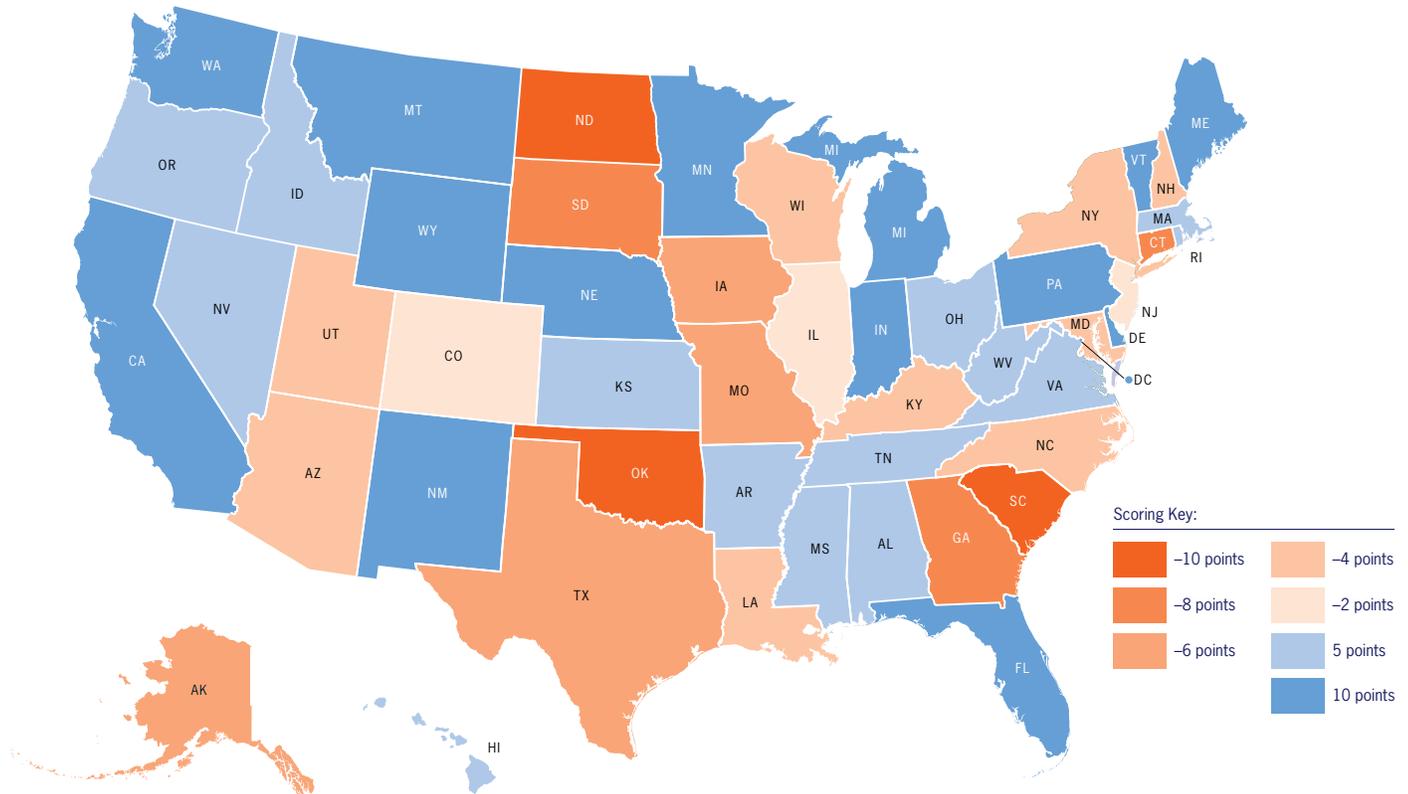


First, and importantly, a significant number of states have made real progress since 2016, with considerably higher rates of obligation of federal Transportation Alternatives Program funding and more states having held competitions to award funds. Higher rates of TAP competitions and obligation mean that instead of federal money for walking and biking stagnating, money is moving and being used as intended, to build sidewalks, bike lanes, and safe routes to school.

Although the report cards also show that more states have transferred money out of TAP to be used for road and bridge building (see Figure 2) the higher rates of obligation still mean that the big picture shows more money getting spent to build active transportation infrastructure. Another promising sign is the fact that nearly twice as many states are providing state dollars for Safe Routes to School, with 11 states providing such funding in 2018, in contrast to only six in 2016.



**FIGURE 2:**  
Transportation Alternatives Program Funding Transfers



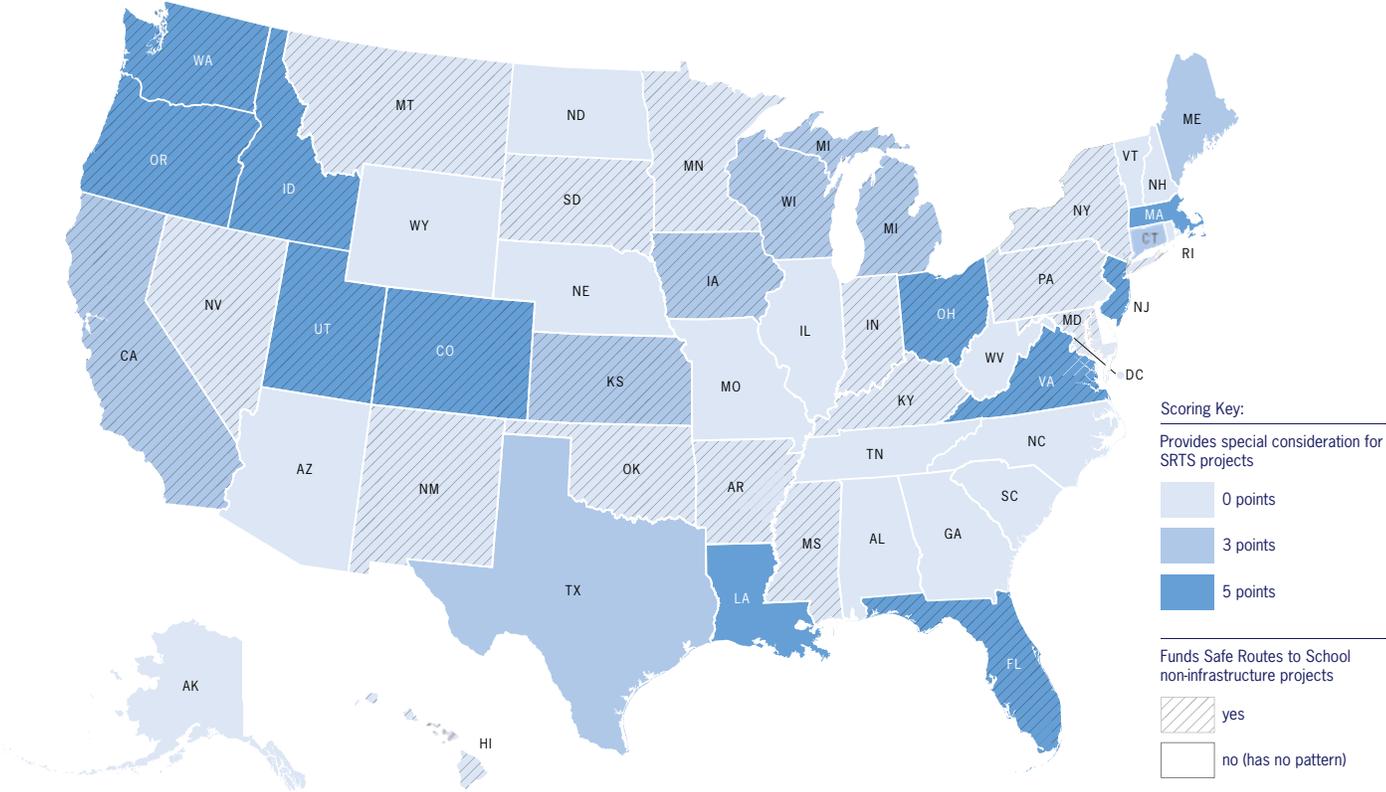
At the same time, our analysis shows some troubling trends for Safe Routes to School programming. For example, almost half of the states do not allow TAP funding to be used to support Safe Routes to School programming, despite the fact that this funding is specifically permitted by the federal government to be used for the purpose. Instead, these states restrict TAP dollars only to infrastructure projects, like the majority of federal transportation funding.

And, just one-third of states—similar to the level in 2016—set aside TAP dollars for Safe Routes to School or provide Safe Routes to School projects with extra points in funding competitions. See Figure 3 for state-by-state information.

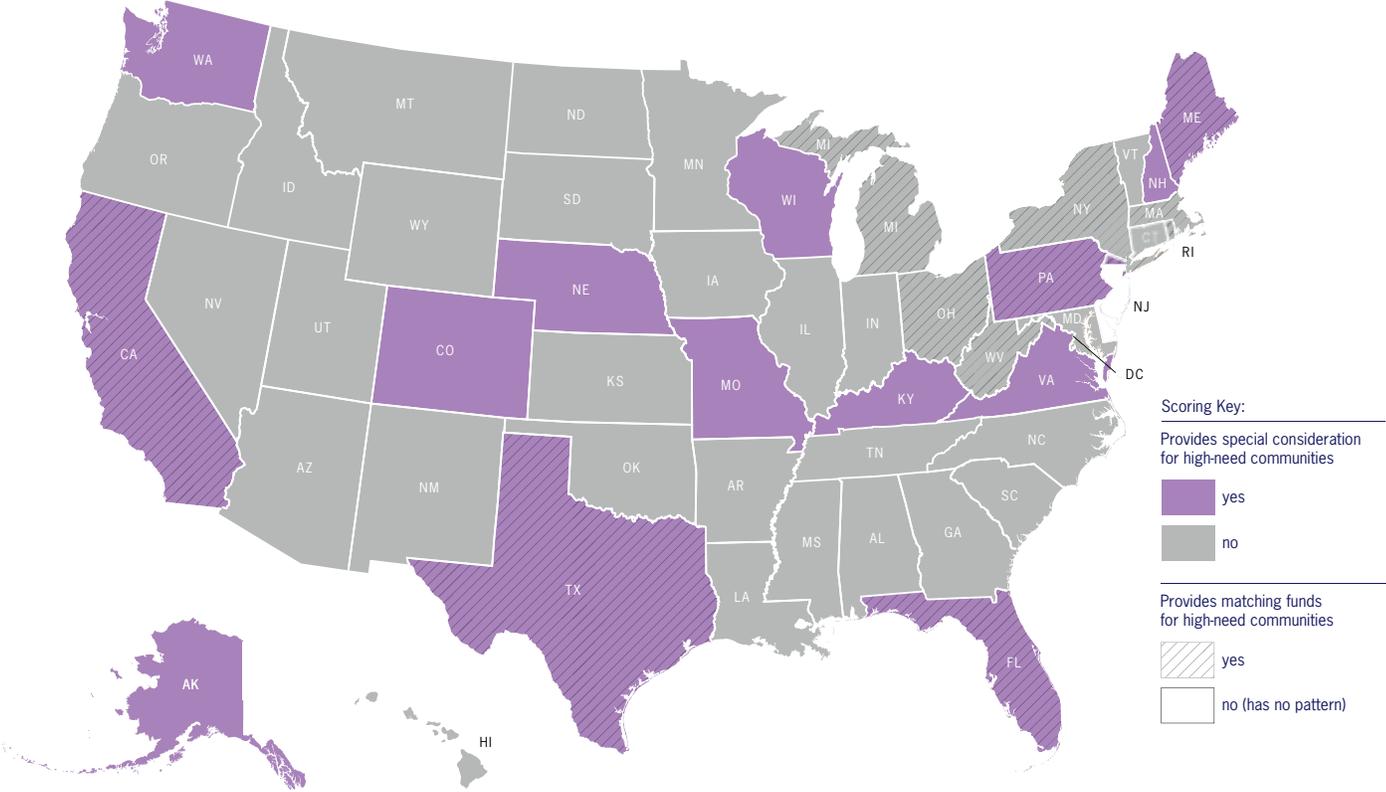
We also saw that when it comes to funding active transportation in an equitable fashion, some states have taken important strides, but the majority have more work to do. Looking across the states, 16 states provide for some type of extra points in scoring or a set aside of funding for disadvantaged or high-needs communities

in their statewide TAP competitions, while the remainder gave communities no additional consideration in their applications based on overall community need. In 13 states, as part of the TAP process, the state supplies the required matching funding for disadvantaged or high needs communities, providing an opportunity for communities that most need active transportation improvements to compete for TAP funding without worrying about needing to come up with matching funding. See Figure 4 for state-by-state information.

**FIGURE 3:**  
Special Consideration for Safe Routes to School and Non-infrastructure Funding



**FIGURE 4:**  
Special Consideration and Matching Funds for High Need Communities



## ACTIVE NEIGHBORHOODS AND SCHOOLS

A number of interesting and promising trends appeared in the Active Neighborhoods and Schools core topic area. As far as regional trends, the regions' scores for this topic area generally paralleled their overall scores, with regions showing the same ascending order of scores for this topic and for the overall scores. This speaks to the fact that the overall scores indeed seem to be a meaningful proxy for the states' success in supporting active neighborhoods and schools.

The report cards showed positive developments in the arena of shared use, with the number of states providing funding or incentives for shared use increasing from 2 to 13. In addition, there was a substantial increase in states with shared use policies.

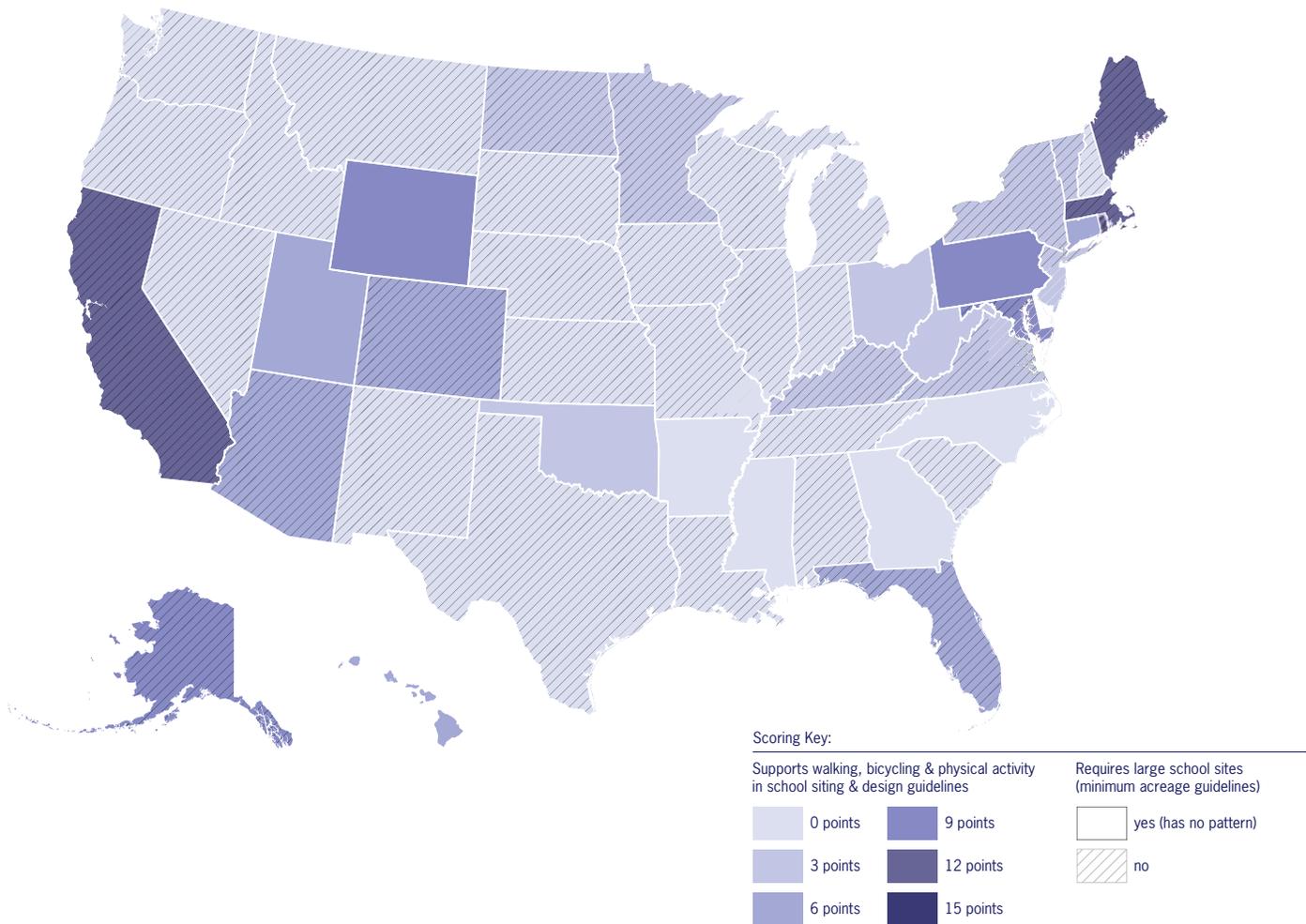
Our new subtopic of school siting provided us with a much needed national overview of how states are doing in terms of both positive and negative school siting policies.

Our research showed that 13 states include large minimum acreage requirements in their school siting guidelines, requirements that make it hard for school districts to locate new schools within walking distance of students' homes, or within existing residential areas at all.

We also looked at whether states had school siting guidelines that encourage positive siting considerations, finding that half of the states have some type of positive encouragement. Fourteen states encourage consideration of walking,

biking, or Safe Routes to School, while seven encourage schools to be located near parks or other community facilities. Thirteen states require that sites provide a minimum amount of recreational space, but only four states have any limitations on how large a school site can be. **See Figure 5** for state-by-state information. We are encouraged to see that states are beginning to put these types of common sense considerations for school siting decisions into state policy, and we regard this as a policy arena where there is significant potential for additional state action.

**FIGURE 5:**  
School Siting: Supportive Guidelines & Minimum Acreage Requirements



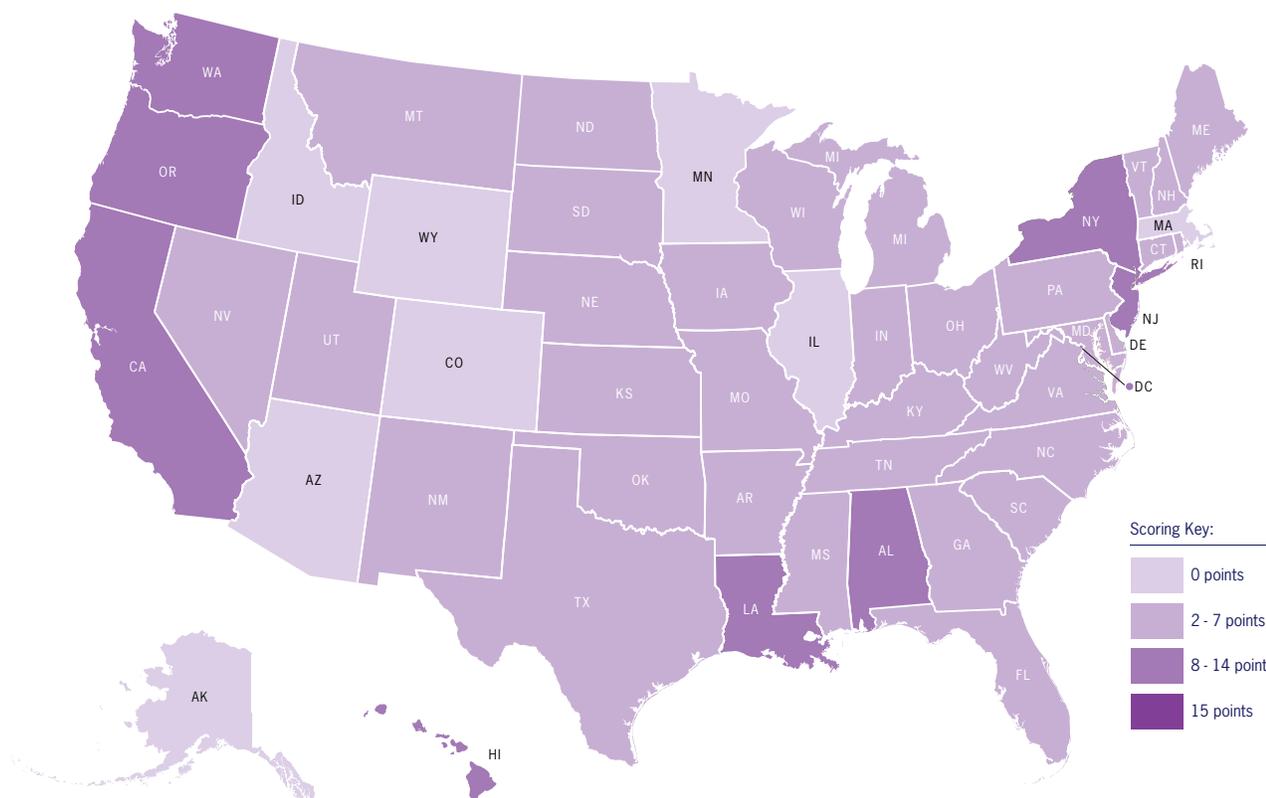
Continuing to the final subtopic in the Active Neighborhoods and Schools core topic area, we also added a more rigorous indicator to measure the strength of states' physical education commitments, in recognition of the importance of physical education and the significant room for improvement in many states.

Looking at whether or not states were requiring the number of weekly minutes of physical education recommended by experts, we saw that for elementary school children, seven states had such a requirement, and 19 states required some number of weekly minutes. For middle school youth, three states met the recommendation of 225 minutes per week, while 14 states had some requirement.

See **Figure 6** for information on state-by-state scoring on physical education requirements.

In contrast, for high school students, although 41 states required some physical education credits for graduation, there was no state that required the recommended number of minutes, and only five states had a weekly PE requirement. Clearly, there is significant room for improvement in terms of state physical education requirements.

**FIGURE 6:**  
Physical Education Requirements



## STATE PHYSICAL ACTIVITY PLANNING AND SUPPORT

Overall, our findings show that states are making solid improvements in the Physical Activity Planning and Support core topic area.

The report cards indicate a slight improvement in the total number of states that have some form of a plan that addresses physical activity—39 states in 2018 versus 37 states in 2016. Another promising finding is that many states have staff dedicated to physical activity.

Specifically, 20 states have staff dedicated to only physical activity and 25 states have staff dedicated to physical activity along with other responsibilities. This is an improvement from the 2016 report card findings, which revealed that only 14 states had staff dedicated only to physical activity.

Similar to what we saw in 2016, parts of the country, such as the South, that had lower scores overall and in the other core topic areas fared well in the Physical Activity Planning and Support arena. This may indicate these areas are building supportive structures and are poised to make changes in overall support and outcomes related to walking, bicycling, and physical activity.

# VII

## Conclusion

It is often said that physical activity is like medicine. But in contrast to the undesirable side effects of many pharmaceutical products, the side effects of making communities more supportive of physical activity are a cleaner environment and a more vibrant and connected community.

Across the United States, we are seeing states taking steps – sometimes small steps, and sometimes large ones – to make it easier, safer, and more convenient for children and adults to get the physical activity that our bodies demand. Whether it is states doing a better job of spending the federal dollars that they receive to make our streets safe for people walking and biking, providing more incentives for shared use arrangements that allow schools to be used by the community outside of school hours, or increasing the number of people living near parks, we are seeing many promising signs of improvement in the state policies that structure neighborhood physical activity opportunities.

At the same time, states continue to have many opportunities for improving their policy environment and the conditions on the ground for active kids and communities. The health benefits of the policies featured in these report cards are supported by a strong evidence base. And yet, most states are not even earning half of the available points. That means there is enormous opportunity to enact new, health-promoting, evidence-based policies—and strengthen existing ones—with tremendous benefits for the health of our kids, youth, adults, and older adults. States can create healthier residents without nagging or huge expenses. By changing the policy environment, states can become places where residents thrive, the economy is stimulated, the environment is healthy, and communities are connected and supportive. America's states are making strides in that direction.



# Appendices

## A Complete Streets and Active Transportation Scores by State

The tables in Appendices A through D summarize scoring for each indicator in each of the core topic areas by state. Appendix A summarizes scoring by state for the indicators in the Complete Streets and Active Transportation core topic area. Refer to Section IV. Overview of the Report Cards: Key Topics & Grading for information about the indicators.

| STATE                | Complete streets legislation or DOT policy | Complete Streets Core Commitment | Complete Streets Jurisdiction | Complete Streets Implementation | NACTO Guides | State Bike/Pedestrian Plan | Fatalities Goal | Mode Share Goal | CS & AT Total | CS & AT Topic Grade |
|----------------------|--|----------------------------------|-------------------------------|---------------------------------|--------------|----------------------------|-----------------|-----------------|---------------|---------------------|
| Alabama              | 0  | 0                                | 0                             | 0                               | 0            | 10                         | 10              | 0               | 20            | WARMING UP          |
| Alaska               | 0  | 0                                | 0                             | 0                               | 0            | 10                         | 10              | 10              | 30            | WARMING UP          |
| Arizona              | 0  | 0                                | 0                             | 0                               | 0            | 10                         | 10              | 10              | 30            | WARMING UP          |
| Arkansas             | 0  | 0                                | 0                             | 0                               | 0            | 10                         | 10              | 10              | 30            | WARMING UP          |
| California           | 5  | 5                                | 5                             | 10                              | 10           | 10                         | 10              | 10              | 65            | BUILDING SPEED      |
| Colorado             | 5  | 5                                | 5                             | 10                              | 10           | 10                         | 10              | 10              | 65            | BUILDING SPEED      |
| Connecticut          | 5  | 5                                | 5                             | 10                              | 0            | 10                         | 10              | 10              | 55            | BUILDING SPEED      |
| Delaware             | 3  | 3                                | 0                             | 6                               | 10           | 10                         | 6               | 10              | 48            | MAKING STRIDES      |
| District of Columbia | 3  | 5                                | 0                             | 0                               | 10           | 10                         | 10              | 10              | 48            | MAKING STRIDES      |
| Florida              | 5  | 5                                | 5                             | 6                               | 0            | 10                         | 10              | 10              | 51            | BUILDING SPEED      |
| Georgia              | 3  | 5                                | 5                             | 10                              | 6            | 10                         | 10              | 10              | 59            | BUILDING SPEED      |
| Hawaii               | 4  | 3                                | 5                             | 6                               | 0            | 10                         | 10              | 10              | 48            | MAKING STRIDES      |
| Idaho                | 0  | 0                                | 0                             | 0                               | 0            | 10                         | 10              | 10              | 30            | WARMING UP          |
| Illinois             | 4  | 5                                | 0                             | 6                               | 0            | 5                          | 10              | 10              | 40            | MAKING STRIDES      |
| Indiana              | 3  | 3                                | 5                             | 10                              | 0            | 5                          | 10              | 10              | 46            | MAKING STRIDES      |
| Iowa                 | 0  | 0                                | 0                             | 0                               | 0            | 0                          | 10              | 10              | 20            | WARMING UP          |
| Kansas               | 0  | 0                                | 0                             | 0                               | 0            | 10                         | 0               | 0               | 10            | LACING UP           |
| Kentucky             | 0  | 0                                | 0                             | 0                               | 0            | 0                          | 10              | 10              | 20            | WARMING UP          |
| Louisiana            | 3  | 5                                | 5                             | 6                               | 0            | 10                         | 10              | 10              | 39            | MAKING STRIDES      |
| Maine                | 3  | 3                                | 5                             | 6                               | 0            | 0                          | 10              | 10              | 37            | MAKING STRIDES      |
| Maryland             | 5  | 3                                | 0                             | 6                               | 0            | 10                         | 10              | 10              | 44            | MAKING STRIDES      |
| Massachusetts        | 5  | 5                                | 5                             | 6                               | 10           | 10                         | 10              | 10              | 61            | BUILDING SPEED      |
| Michigan             | 5  | 3                                | 5                             | 10                              | 0            | 0                          | 10              | 10              | 43            | MAKING STRIDES      |
| Minnesota            | 5  | 5                                | 5                             | 10                              | 6            | 10                         | 10              | 10              | 61            | BUILDING SPEED      |
| Mississippi          | 3  | 3                                | 0                             | 0                               | 0            | 0                          | 0               | 6               | 12            | LACING UP           |
| Missouri             | 4  | 3                                | 5                             | 0                               | 0            | 0                          | 10              | 0               | 22            | WARMING UP          |
| Montana              | 0  | 0                                | 0                             | 0                               | 0            | 0                          | 10              | 0               | 10            | LACING UP           |
| Nebraska             | 0  | 0                                | 0                             | 0                               | 0            | 0                          | 0               | 10              | 10            | LACING UP           |
| Nevada               | 3  | 5                                | 5                             | 0                               | 0            | 5                          | 10              | 6               | 34            | MAKING STRIDES      |
| New Hampshire        | 0  | 0                                | 0                             | 0                               | 0            | 10                         | 10              | 0               | 20            | WARMING UP          |
| New Jersey           | 3  | 5                                | 5                             | 10                              | 0            | 10                         | 10              | 10              | 53            | BUILDING SPEED      |
| New Mexico           | 4  | 0                                | 0                             | 0                               | 0            | 0                          | 10              | 10              | 24            | WARMING UP          |
| New York             | 4  | 5                                | 5                             | 6                               | 0            | 10                         | 10              | 10              | 50            | BUILDING SPEED      |
| North Carolina       | 3  | 3                                | 5                             | 6                               | 0            | 10                         | 10              | 10              | 47            | MAKING STRIDES      |
| North Dakota         | 0  | 0                                | 0                             | 0                               | 0            | 5                          | 0               | 0               | 5             | LACING UP           |
| Ohio                 | 0  | 0                                | 0                             | 0                               | 0            | 10                         | 10              | 0               | 20            | WARMING UP          |
| Oklahoma             | 0  | 0                                | 0                             | 0                               | 0            | 0                          | 0               | 0               | 0             | LACING UP           |
| Oregon               | 4  | 3                                | 5                             | 0                               | 10           | 10                         | 10              | 10              | 52            | BUILDING SPEED      |
| Pennsylvania         | 3  | 0                                | 5                             | 0                               | 0            | 10                         | 10              | 10              | 38            | MAKING STRIDES      |
| Rhode Island         | 5  | 3                                | 5                             | 6                               | 0            | 0                          | 10              | 10              | 39            | MAKING STRIDES      |
| South Carolina       | 3  | 3                                | 5                             | 0                               | 0            | 0                          | 10              | 10              | 31            | WARMING UP          |
| South Dakota         | 0  | 0                                | 0                             | 0                               | 0            | 0                          | 10              | 10              | 20            | WARMING UP          |
| Tennessee            | 3  | 5                                | 5                             | 6                               | 6            | 10                         | 10              | 10              | 55            | BUILDING SPEED      |
| Texas                | 3  | 0                                | 0                             | 0                               | 0            | 0                          | 10              | 10              | 23            | WARMING UP          |
| Utah                 | 3  | 5                                | 0                             | 10                              | 6            | 10                         | 10              | 10              | 54            | BUILDING SPEED      |
| Vermont              | 4  | 5                                | 5                             | 6                               | 0            | 10                         | 10              | 10              | 50            | BUILDING SPEED      |
| Virginia             | 3  | 3                                | 5                             | 6                               | 6            | 10                         | 10              | 10              | 53            | BUILDING SPEED      |
| Washington           | 4  | 3                                | 5                             | 6                               | 10           | 10                         | 10              | 10              | 38            | BUILDING SPEED      |
| West Virginia        | 4  | 0                                | 5                             | 6                               | 0            | 0                          | 10              | 10              | 35            | MAKING STRIDES      |
| Wisconsin            | 0  | 0                                | 0                             | 0                               | 0            | 10                         | 10              | 10              | 30            | WARMING UP          |
| Wyoming              | 0  | 0                                | 0                             | 0                               | 0            | 10                         | 10              | 0               | 20            | WARMING UP          |

## B Safe Routes to School and Active Transportation Funding Scores by State

The tables in Appendices A through D summarize scoring for each indicator in each of the core topic areas by state. Appendix B summarizes scoring by state for the indicators in the Safe Routes to School and Active Transportation Funding core topic area. Refer to Section IV. Overview of the Report Cards: Key Topics & Grading for information about the indicators.

| STATE                | TAP Transfers | TAP Awards | TAP Obligation | Consideration for High-Need | Matching Funds for High-Need | Consideration for SRTS | SRTS Non-Infrastructure Funding | SRTS State Funding | SRTS State Coordinator | State SRTS Program | AT & SRTS Total | AT & SRTS Topic Grade |
|----------------------|---------------|------------|----------------|-----------------------------|------------------------------|------------------------|---------------------------------|--------------------|------------------------|--------------------|-----------------|-----------------------|
| Alabama              | 5             | 10         | 6              | 0                           | 0                            | 0                      | 0                               | 0                  | 2                      | 0                  | 23              | WARMING UP            |
| Alaska               | -6            | 10         | 4              | 5                           | 0                            | 0                      | 0                               | 0                  | 0                      | 0                  | 13              | LACING UP             |
| Arizona              | -4            | -10        | 2              | 0                           | 0                            | 0                      | 0                               | 0                  | 0                      | 0                  | -12             | LACING UP             |
| Arkansas             | 5             | 10         | 4              | 0                           | 0                            | 0                      | 5                               | 0                  | 4                      | 2                  | 30              | WARMING UP            |
| California           | 10            | 10         | 8              | 5                           | 5                            | 3                      | 5                               | 5                  | 5                      | 5                  | 61              | BUILDING SPEED        |
| Colorado             | -2            | 10         | 10             | 5                           | 0                            | 5                      | 5                               | 0                  | 5                      | 5                  | 43              | MAKING STRIDES        |
| Connecticut          | -8            | 10         | 4              | 0                           | 0                            | 3                      | 0                               | 0                  | 2                      | 0                  | 11              | LACING UP             |
| Delaware             | 10            | 10         | 8              | 5                           | 0                            | 0                      | 5                               | 0                  | 4                      | 0                  | 42              | MAKING STRIDES        |
| District of Columbia | 10            | 6          | 6              | 0                           | 5                            | 0                      | 0                               | 0                  | 4                      | 5                  | 36              | MAKING STRIDES        |
| Florida              | 10            | 10         | 10             | 5                           | 5                            | 5                      | 5                               | 5                  | 5                      | 2                  | 62              | BUILDING SPEED        |
| Georgia              | -8            | -10        | -10            | 0                           | 0                            | 0                      | 0                               | 0                  | 4                      | 5                  | -19             | LACING UP             |
| Hawaii               | 5             | 8          | 2              | 0                           | 0                            | 0                      | 5                               | 5                  | 5                      | 5                  | 35              | MAKING STRIDES        |
| Idaho                | 5             | 10         | 10             | 0                           | 0                            | 5                      | 5                               | 5                  | 0                      | 5                  | 45              | MAKING STRIDES        |
| Illinois             | -2            | 10         | 10             | 0                           | 0                            | 0                      | 0                               | 0                  | 2                      | 0                  | 20              | WARMING UP            |
| Indiana              | 10            | 10         | 10             | 0                           | 0                            | 0                      | 5                               | 0                  | 0                      | 0                  | 35              | MAKING STRIDES        |
| Iowa                 | -6            | 10         | 10             | 0                           | 0                            | 3                      | 5                               | 0                  | 0                      | 5                  | 27              | WARMING UP            |
| Kansas               | 5             | 10         | 8              | 0                           | 0                            | 3                      | 5                               | 5                  | 4                      | 2                  | 42              | MAKING STRIDES        |
| Kentucky             | -4            | 10         | 4              | 5                           | 0                            | 0                      | 5                               | 0                  | 4                      | 0                  | 24              | WARMING UP            |
| Louisiana            | -4            | 10         | 6              | 0                           | 0                            | 5                      | 0                               | 0                  | 4                      | 2                  | 23              | WARMING UP            |
| Maine                | 10            | 10         | 6              | 5                           | 5                            | 3                      | 0                               | 0                  | 4                      | 5                  | 48              | BUILDING SPEED        |
| Maryland             | -4            | 10         | 4              | 0                           | 0                            | 0                      | 5                               | 0                  | 4                      | 2                  | 21              | WARMING UP            |
| Massachusetts        | 5             | 10         | 6              | 0                           | 5                            | 5                      | 0                               | 5                  | 5                      | 5                  | 46              | BUILDING SPEED        |
| Michigan             | 10            | 10         | 10             | 0                           | 5                            | 3                      | 5                               | 0                  | 5                      | 5                  | 53              | BUILDING SPEED        |
| Minnesota            | 10            | 10         | 10             | 0                           | 0                            | 0                      | 5                               | 5                  | 5                      | 5                  | 50              | BUILDING SPEED        |
| Mississippi          | 5             | 8          | 6              | 0                           | 0                            | 0                      | 5                               | 0                  | 4                      | 5                  | 33              | MAKING STRIDES        |
| Missouri             | -6            | 8          | 6              | 5                           | 0                            | 0                      | 0                               | 0                  | 4                      | 0                  | 17              | WARMING UP            |
| Montana              | 10            | 10         | 8              | 0                           | 0                            | 0                      | 5                               | 0                  | 0                      | 5                  | 38              | MAKING STRIDES        |
| Nebraska             | 10            | 10         | 8              | 5                           | 0                            | 0                      | 0                               | 0                  | 2                      | 0                  | 35              | MAKING STRIDES        |
| Nevada               | 5             | 10         | 6              | 0                           | 0                            | 0                      | 5                               | 5                  | 4                      | 0                  | 35              | MAKING STRIDES        |
| New Hampshire        | -4            | 10         | 2              | 5                           | 0                            | 0                      | 0                               | 0                  | 4                      | 2                  | 19              | WARMING UP            |
| New Jersey           | -2            | 10         | 4              | 5                           | 5                            | 5                      | 5                               | 0                  | 4                      | 5                  | 41              | MAKING STRIDES        |
| New Mexico           | 10            | 10         | 6              | 0                           | 0                            | 0                      | 5                               | 0                  | 2                      | 2                  | 35              | MAKING STRIDES        |
| New York             | -4            | 10         | 4              | 0                           | 5                            | 0                      | 5                               | 0                  | 4                      | 2                  | 26              | WARMING UP            |
| North Carolina       | -4            | 10         | 4              | 0                           | 0                            | 0                      | 0                               | 0                  | 4                      | 5                  | 19              | WARMING UP            |
| North Dakota         | -10           | 8          | 6              | 0                           | 0                            | 0                      | 0                               | 0                  | 4                      | 0                  | 8               | LACING UP             |
| Ohio                 | 5             | 10         | 10             | 0                           | 5                            | 5                      | 5                               | 0                  | 4                      | 5                  | 49              | BUILDING SPEED        |
| Oklahoma             | -10           | 10         | 6              | 0                           | 0                            | 0                      | 5                               | 0                  | 0                      | 2                  | 13              | LACING UP             |
| Oregon               | 5             | 10         | 10             | 0                           | 0                            | 5                      | 5                               | 5                  | 5                      | 5                  | 50              | BUILDING SPEED        |
| Pennsylvania         | 10            | 10         | 6              | 5                           | 5                            | 0                      | 5                               | 0                  | 4                      | 2                  | 47              | BUILDING SPEED        |
| Rhode Island         | 5             | 10         | 8              | 0                           | 5                            | 0                      | 0                               | 0                  | 4                      | 2                  | 34              | MAKING STRIDES        |
| South Carolina       | -10           | 6          | 6              | 0                           | 0                            | 0                      | 0                               | 0                  | 4                      | 0                  | 6               | LACING UP             |
| South Dakota         | -8            | 6          | 6              | 0                           | 0                            | 0                      | 5                               | 0                  | 2                      | 0                  | 11              | LACING UP             |
| Tennessee            | 5             | 10         | 4              | 0                           | 0                            | 0                      | 0                               | 0                  | 5                      | 2                  | 26              | WARMING UP            |
| Texas                | -6            | 10         | 4              | 5                           | 5                            | 3                      | 0                               | 0                  | 0                      | 2                  | 23              | WARMING UP            |
| Utah                 | -4            | 6          | 8              | 0                           | 0                            | 5                      | 5                               | 5                  | 4                      | 5                  | 34              | MAKING STRIDES        |
| Vermont              | 10            | 10         | 6              | 0                           | 0                            | 0                      | 0                               | 0                  | 2                      | 2                  | 30              | WARMING UP            |
| Virginia             | 5             | 10         | 8              | 5                           | 0                            | 5                      | 5                               | 0                  | 5                      | 5                  | 48              | BUILDING SPEED        |
| Washington           | 10            | 10         | 8              | 5                           | 0                            | 5                      | 5                               | 5                  | 4                      | 5                  | 57              | BUILDING SPEED        |
| West Virginia        | 5             | 6          | 6              | 0                           | 5                            | 0                      | 0                               | 0                  | 4                      | 0                  | 26              | WARMING UP            |
| Wisconsin            | -4            | 6          | 6              | 5                           | 0                            | 3                      | 5                               | 0                  | 2                      | 0                  | 23              | WARMING UP            |
| Wyoming              | 10            | 10         | 6              | 0                           | 0                            | 0                      | 0                               | 0                  | 0                      | 0                  | 26              | WARMING UP            |

## C Active Neighborhoods and Schools Scores by State

The tables in Appendices A through D summarize scoring for each indicator in each of the core topic areas by state. Appendix C summarizes scoring by state for the indicators in the Active Neighborhoods and Schools core topic area. Refer to Section IV. Overview of the Report Cards: Key Topics & Grading for information about the indicators.

| STATE                | Shared Use Policy | Shared Use Incentives | Minimum Acreage Guidelines | Walk / Bike / Physical Activity Support | PE Requirements | Youth Access to Community Centers | Access to Parks | Active Neighborhoods & Schools Total | Active Neighborhoods & Schools Topic Grade |
|----------------------|-------------------|-----------------------|----------------------------|---|-----------------|-----------------------------------|-----------------|--------------------------------------|--|
| Alabama              | 6                 | 0                     | 0                          | 0                                       | 10              | 0                                 | 0               | 16                                   | WARMING UP                                 |
| Alaska               | 0                 | 0                     | 0                          | 9                                       | 0               | 1                                 | 5               | 15                                   | WARMING UP                                 |
| Arizona              | 6                 | 0                     | 0                          | 6                                       | 0               | 1                                 | 5               | 18                                   | WARMING UP                                 |
| Arkansas             | 6                 | 5                     | -10                        | 0                                       | 7               | 0                                 | 0               | 8                                    | LACING UP                                  |
| California           | 10                | 0                     | 0                          | 12                                      | 12              | 5                                 | 5               | 44                                   | BUILDING SPEED                             |
| Colorado             | 6                 | 5                     | 0                          | 6                                       | 0               | 5                                 | 5               | 27                                   | WARMING UP                                 |
| Connecticut          | 6                 | 0                     | -10                        | 6                                       | 3               | 3                                 | 1               | 9                                    | LACING UP                                  |
| Delaware             | 6                 | 0                     | -10                        | 6                                       | 3               | 1                                 | 3               | 9                                    | LACING UP                                  |
| District of Columbia | 6                 | 0                     | 0                          | 0                                       | 11              | 5                                 | 5               | 27                                   | WARMING UP                                 |
| Florida              | 6                 | 0                     | 0                          | 6                                       | 7               | 3                                 | 1               | 23                                   | WARMING UP                                 |
| Georgia              | 6                 | 0                     | -6                         | 0                                       | 7               | 1                                 | 0               | 8                                    | LACING UP                                  |
| Hawaii               | 10                | 0                     | -10                        | 6                                       | 11              | 5                                 | 5               | 27                                   | WARMING UP                                 |
| Idaho                | 6                 | 0                     | 0                          | 0                                       | 0               | 0                                 | 3               | 9                                    | LACING UP                                  |
| Illinois             | 6                 | 0                     | 0                          | 0                                       | 0               | 5                                 | 3               | 14                                   | WARMING UP                                 |
| Indiana              | 6                 | 0                     | 0                          | 0                                       | 3               | 0                                 | 1               | 10                                   | LACING UP                                  |
| Iowa                 | 6                 | 0                     | 0                          | 0                                       | 3               | 1                                 | 1               | 11                                   | LACING UP                                  |
| Kansas               | 6                 | 0                     | 0                          | 0                                       | 3               | 3                                 | 1               | 13                                   | LACING UP                                  |
| Kentucky             | 6                 | 0                     | 0                          | 3                                       | 3               | 0                                 | 1               | 13                                   | LACING UP                                  |
| Louisiana            | 6                 | 0                     | 0                          | 0                                       | 10              | 0                                 | 0               | 16                                   | WARMING UP                                 |
| Maine                | 6                 | 0                     | 0                          | 12                                      | 3               | 1                                 | 0               | 22                                   | WARMING UP                                 |
| Maryland             | 10                | 0                     | 0                          | 9                                       | 3               | 3                                 | 5               | 30                                   | MAKING STRIDES                             |
| Massachusetts        | 6                 | 0                     | 0                          | 12                                      | 0               | 5                                 | 5               | 28                                   | MAKING STRIDES                             |
| Michigan             | 6                 | 5                     | 0                          | 0                                       | 3               | 1                                 | 1               | 16                                   | WARMING UP                                 |
| Minnesota            | 10                | 5                     | 0                          | 3                                       | 0               | 5                                 | 3               | 26                                   | WARMING UP                                 |
| Mississippi          | 6                 | 0                     | -7                         | 0                                       | 7               | 0                                 | 0               | 6                                    | LACING UP                                  |
| Missouri             | 6                 | 0                     | 0                          | 0                                       | 7               | 3                                 | 1               | 17                                   | WARMING UP                                 |
| Montana              | 6                 | 0                     | 0                          | 0                                       | 7               | 0                                 | 3               | 16                                   | WARMING UP                                 |
| Nebraska             | 0                 | 5                     | 0                          | 0                                       | 3               | 1                                 | 1               | 10                                   | LACING UP                                  |
| Nevada               | 6                 | 0                     | 0                          | 0                                       | 3               | 3                                 | 5               | 17                                   | WARMING UP                                 |
| New Hampshire        | 6                 | 0                     | 0                          | 0                                       | 3               | 3                                 | 0               | 12                                   | LACING UP                                  |
| New Jersey           | 6                 | 5                     | 0                          | 3                                       | 13              | 5                                 | 3               | 35                                   | MAKING STRIDES                             |
| New Mexico           | 6                 | 0                     | 0                          | 0                                       | 3               | 3                                 | 3               | 15                                   | WARMING UP                                 |
| New York             | 6                 | 5                     | 0                          | 3                                       | 10              | 5                                 | 3               | 32                                   | MAKING STRIDES                             |
| North Carolina       | 6                 | 0                     | -10                        | 0                                       | 3               | 0                                 | 0               | -1                                   | LACING UP                                  |
| North Dakota         | 6                 | 0                     | 0                          | 3                                       | 7               | 1                                 | 1               | 18                                   | WARMING UP                                 |
| Ohio                 | 10                | 5                     | -10                        | 3                                       | 3               | 1                                 | 1               | 13                                   | LACING UP                                  |
| Oklahoma             | 6                 | 5                     | -10                        | 3                                       | 2               | 0                                 | 1               | 7                                    | LACING UP                                  |
| Oregon               | 6                 | 0                     | 0                          | 0                                       | 11              | 3                                 | 5               | 25                                   | WARMING UP                                 |
| Pennsylvania         | 6                 | 5                     | -10                        | 9                                       | 3               | 3                                 | 3               | 19                                   | WARMING UP                                 |
| Rhode Island         | 6                 | 0                     | 0                          | 12                                      | 7               | 5                                 | 3               | 33                                   | MAKING STRIDES                             |
| South Carolina       | 6                 | 5                     | 0                          | 0                                       | 5               | 0                                 | 0               | 16                                   | WARMING UP                                 |
| South Dakota         | 6                 | 0                     | 0                          | 0                                       | 3               | 3                                 | 1               | 13                                   | LACING UP                                  |
| Tennessee            | 6                 | 5                     | 0                          | 0                                       | 3               | 1                                 | 0               | 15                                   | WARMING UP                                 |
| Texas                | 6                 | 0                     | 0                          | 0                                       | 3               | 1                                 | 1               | 11                                   | LACING UP                                  |
| Utah                 | 10                | 0                     | -10                        | 6                                       | 3               | 5                                 | 5               | 19                                   | WARMING UP                                 |
| Vermont              | 0                 | 0                     | 0                          | 3                                       | 3               | 1                                 | 0               | 7                                    | LACING UP                                  |
| Virginia             | 0                 | 0                     | 0                          | 3                                       | 3               | 3                                 | 1               | 10                                   | LACING UP                                  |
| Washington           | 6                 | 5                     | 0                          | 0                                       | 8               | 3                                 | 3               | 25                                   | WARMING UP                                 |
| West Virginia        | 6                 | 0                     | -3                         | 3                                       | 6               | 0                                 | 0               | 12                                   | LACING UP                                  |
| Wisconsin            | 6                 | 0                     | 0                          | 0                                       | 3               | 1                                 | 3               | 13                                   | LACING UP                                  |
| Wyoming              | 6                 | 0                     | -3                         | 9                                       | 0               | 5                                 | 5               | 22                                   | WARMING UP                                 |

## D State Physical Activity Planning Scores by State

The tables in Appendices A through D summarize scoring for each indicator in each of the core topic areas by state. Appendix D summarizes scoring by state for the indicators in the State Physical Activity Planning and Support core topic area. Refer to Section IV. Overview of the Report Cards: Key Topics & Grading for information about the indicators.



| STATE                | State Physical Activity Plan | State Physical Activity Staff | State Physical Activity Total | State Physical Activity Topic Grade |
|----------------------|------------------------------|-------------------------------|-------------------------------|-------------------------------------|
| Alabama              | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Alaska               | 5                            | 0                             | 5                             | WARMING UP                          |
| Arizona              | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Arkansas             | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| California           | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Colorado             | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Connecticut          | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Delaware             | 0                            | 10                            | 10                            | MAKING STRIDES                      |
| District of Columbia | 0                            | 6                             | 6                             | WARMING UP                          |
| Florida              | 0                            | 6                             | 6                             | WARMING UP                          |
| Georgia              | 0                            | 6                             | 6                             | WARMING UP                          |
| Hawaii               | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Idaho                | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Illinois             | 0                            | 0                             | 0                             | LACING UP                           |
| Indiana              | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Iowa                 | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Kansas               | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Kentucky             | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Louisiana            | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Maine                | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Maryland             | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Massachusetts        | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Michigan             | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Minnesota            | 0                            | 10                            | 10                            | MAKING STRIDES                      |
| Mississippi          | 5                            | 0                             | 5                             | WARMING UP                          |
| Missouri             | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Montana              | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Nebraska             | 0                            | 10                            | 10                            | MAKING STRIDES                      |
| Nevada               | 0                            | 6                             | 6                             | WARMING UP                          |
| New Hampshire        | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| New Jersey           | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| New Mexico           | 0                            | 0                             | 0                             | LACING UP                           |
| New York             | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| North Carolina       | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| North Dakota         | 0                            | 6                             | 6                             | WARMING UP                          |
| Ohio                 | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Oklahoma             | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Oregon               | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Pennsylvania         | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Rhode Island         | 0                            | 6                             | 6                             | WARMING UP                          |
| South Carolina       | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| South Dakota         | 5                            | 0                             | 5                             | WARMING UP                          |
| Tennessee            | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Texas                | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Utah                 | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Vermont              | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Virginia             | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Washington           | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| West Virginia        | 5                            | 6                             | 11                            | MAKING STRIDES                      |
| Wisconsin            | 5                            | 10                            | 15                            | BUILDING SPEED                      |
| Wyoming              | 0                            | 0                             | 0                             | LACING UP                           |

## E 2018 Overall Scores by State

The following table summarizes the overall scores and grades by state in 2018. Refer to Section IV. Overview of the Report Cards: Key Topics & Grading for information about the scoring and grading categories.

| STATE                | Complete Streets & Active Transportation Score | Safe Routes to School & Active Transportation Funding Score | Active Neighborhoods & Schools Score | State Physical Activity Score | 2018 Overall Score | 2018 Overall Grade |
|----------------------|--|---|--------------------------------------|-------------------------------|--------------------|--------------------|
| Alabama              | 20   | 23  | 16                                   | 11                            | 70                 | WARMING UP         |
| Alaska               | 30   | 13  | 15                                   | 5                             | 63                 | WARMING UP         |
| Arizona              | 30   | -12   | 18                                   | 11                            | 59                 | WARMING UP         |
| Arkansas             | 30   | 30  | 8                                    | 15                            | 83                 | WARMING UP         |
| California           | 65   | 61  | 44                                   | 15                            | 185                | BUILDING SPEED     |
| Colorado             | 65   | 43  | 27                                   | 11                            | 146                | MAKING STRIDES     |
| Connecticut          | 55   | 11  | 9                                    | 11                            | 86                 | WARMING UP         |
| Delaware             | 48   | 42  | 9                                    | 10                            | 109                | MAKING STRIDES     |
| District of Columbia | 48   | 36  | 27                                   | 6                             | 117                | MAKING STRIDES     |
| Florida              | 51   | 62  | 23                                   | 6                             | 142                | MAKING STRIDES     |
| Georgia              | 59   | -19   | 8                                    | 6                             | 73                 | WARMING UP         |
| Hawaii               | 48   | 35  | 27                                   | 15                            | 125                | MAKING STRIDES     |
| Idaho                | 30   | 45  | 9                                    | 11                            | 95                 | WARMING UP         |
| Illinois             | 40   | 20  | 14                                   | 0                             | 74                 | WARMING UP         |
| Indiana              | 46   | 35  | 10                                   | 11                            | 102                | MAKING STRIDES     |
| Iowa                 | 20   | 27  | 11                                   | 15                            | 73                 | WARMING UP         |
| Kansas               | 10   | 42  | 13                                   | 11                            | 76                 | WARMING UP         |
| Kentucky             | 20   | 24  | 13                                   | 11                            | 68                 | WARMING UP         |
| Louisiana            | 39   | 23  | 16                                   | 11                            | 89                 | WARMING UP         |
| Maine                | 37   | 48  | 22                                   | 11                            | 118                | MAKING STRIDES     |
| Maryland             | 44   | 21  | 30                                   | 11                            | 106                | MAKING STRIDES     |
| Massachusetts        | 61   | 46  | 28                                   | 11                            | 146                | MAKING STRIDES     |
| Michigan             | 43   | 53  | 16                                   | 15                            | 127                | MAKING STRIDES     |
| Minnesota            | 61   | 50  | 26                                   | 10                            | 147                | MAKING STRIDES     |
| Mississippi          | 12   | 33  | 6                                    | 5                             | 56                 | WARMING UP         |
| Missouri             | 22   | 17  | 17                                   | 11                            | 67                 | WARMING UP         |
| Montana              | 10   | 38  | 16                                   | 15                            | 79                 | WARMING UP         |
| Nebraska             | 10   | 35  | 10                                   | 10                            | 65                 | WARMING UP         |
| Nevada               | 34   | 35  | 17                                   | 6                             | 92                 | WARMING UP         |
| New Hampshire        | 20   | 19  | 12                                   | 11                            | 62                 | WARMING UP         |
| New Jersey           | 53   | 41  | 35                                   | 11                            | 140                | MAKING STRIDES     |
| New Mexico           | 24   | 35  | 15                                   | 0                             | 74                 | WARMING UP         |
| New York             | 50   | 26  | 32                                   | 15                            | 123                | MAKING STRIDES     |
| North Carolina       | 47   | 19  | -1                                   | 11                            | 77                 | WARMING UP         |
| North Dakota         | 5  | 8   | 18                                   | 6                             | 37                 | LACING UP          |
| Ohio                 | 20   | 49  | 13                                   | 15                            | 97                 | WARMING UP         |
| Oklahoma             | 0  | 13  | 7                                    | 15                            | 35                 | LACING UP          |
| Oregon               | 52   | 50  | 25                                   | 11                            | 138                | MAKING STRIDES     |
| Pennsylvania         | 38   | 47  | 19                                   | 15                            | 119                | MAKING STRIDES     |
| Rhode Island         | 39   | 34  | 33                                   | 6                             | 112                | MAKING STRIDES     |
| South Carolina       | 31   | 6   | 16                                   | 15                            | 68                 | WARMING UP         |
| South Dakota         | 20   | 11  | 13                                   | 5                             | 49                 | LACING UP          |
| Tennessee            | 55   | 26  | 15                                   | 15                            | 111                | MAKING STRIDES     |
| Texas                | 23   | 23  | 11                                   | 15                            | 72                 | WARMING UP         |
| Utah                 | 54   | 34  | 19                                   | 15                            | 122                | MAKING STRIDES     |
| Vermont              | 50   | 30  | 7                                    | 15                            | 102                | MAKING STRIDES     |
| Virginia             | 53   | 48  | 10                                   | 11                            | 122                | MAKING STRIDES     |
| Washington           | 58   | 57  | 25                                   | 15                            | 155                | BUILDING SPEED     |
| West Virginia        | 35   | 26  | 12                                   | 11                            | 84                 | WARMING UP         |
| Wisconsin            | 30   | 23  | 13                                   | 15                            | 81                 | WARMING UP         |
| Wyoming              | 20   | 26  | 22                                   | 0                             | 68                 | WARMING UP         |

**F**

**School Siting and Design: School Minimum Acreage Guidelines Scoring Details by State**

This table summarizes the state minimum acreage requirements for schools at each grade level (elementary, middle, and high school) by state. The first column under each grade level sets out the acreage range of the requirement and the second column indicates the scoring correlated with that range. Refer to Section IV. Overview of the Report Cards: Key Topics & Grading for a full description of the indicator and scoring.

| STATE                | Elementary Minimum Acreage Requirement | Elementary Minimum Acreage Score | Middle School Minimum Acreage Requirement | Middle School Minimum Acreage Score | High School Minimum Acreage Requirement | High School Minimum Acreage Score | Total Minimum Acreage Requirement Score |
|----------------------|--|----------------------------------|---|-------------------------------------|---|-----------------------------------|---|
| Alabama              | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Alaska               | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Arizona              | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Arkansas             | >5 ac                                  | -4                               | > 10 ac                                   | -3                                  | >15 ac                                  | -3                                | -10                                     |
| California           | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Colorado             | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Connecticut          | >5 ac                                  | -4                               | > 10 ac                                   | -3                                  | >15 ac                                  | -3                                | -10                                     |
| Delaware             | >5 ac                                  | -4                               | > 10 ac                                   | -3                                  | >15 ac                                  | -3                                | -10                                     |
| District of Columbia | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Florida              | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Georgia              | None or ≤ 5 ac                         | 0                                | > 10 ac                                   | -3                                  | >15 ac                                  | -3                                | -6                                      |
| Hawaii               | >5 ac                                  | -4                               | > 10 ac                                   | -3                                  | >15 ac                                  | -3                                | -10                                     |
| Idaho                | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Illinois             | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Indiana              | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Iowa                 | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Kansas               | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Kentucky             | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Louisiana            | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Maine                | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Maryland             | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Massachusetts        | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Michigan             | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Minnesota            | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Mississippi          | >5 ac                                  | -4                               | None or ≤ 10 ac                           | 0                                   | >15 ac                                  | -3                                | -7                                      |
| Missouri             | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Montana              | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Nebraska             | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Nevada               | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| New Hampshire        | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| New Jersey           | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| New Mexico           | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| New York             | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| North Carolina       | >5 ac                                  | -4                               | > 10 ac                                   | -3                                  | >15 ac                                  | -3                                | -10                                     |
| North Dakota         | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Ohio                 | >5 ac                                  | -4                               | > 10 ac                                   | -3                                  | >15 ac                                  | -3                                | -10                                     |
| Oklahoma             | >5 ac                                  | -4                               | > 10 ac                                   | -3                                  | >15 ac                                  | -3                                | -10                                     |
| Oregon               | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Pennsylvania         | >5 ac                                  | -4                               | > 10 ac                                   | -3                                  | >15 ac                                  | -3                                | -10                                     |
| Rhode Island         | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| South Carolina       | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| South Dakota         | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Tennessee            | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Texas                | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Utah                 | >5 ac                                  | -4                               | > 10 ac                                   | -3                                  | >15 ac                                  | -3                                | -10                                     |
| Vermont              | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Virginia             | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Washington           | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| West Virginia        | None or ≤ 5 ac                         | 0                                | > 10 ac                                   | -3                                  | None or ≤ 15 ac                         | 0                                 | -3                                      |
| Wisconsin            | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | None or ≤ 15 ac                         | 0                                 | 0                                       |
| Wyoming              | None or ≤ 5 ac                         | 0                                | None or ≤ 10 ac                           | 0                                   | >15 ac                                  | -3                                | -3                                      |

## G School Siting and Design: School Walking/Biking/Physical Activity Support Scoring Details by State

This table summarizes state support for walking, biking, and physical activity in four key areas within school siting and design guidelines. The first column under each support area indicates whether or not the state has supportive language in this area and the second column indicates the correlated scoring. Refer to Section IV. Overview of the Report Cards: Key Topics & Grading for a full description of the indicator and scoring.

| STATE                | Walk/Bike/<br>SRTS Criteria | Walk/Bike/<br>SRTS Criteria<br>Score | Park<br>Co-location | Park<br>Co-location<br>Score | Max.<br>Acreage | Max. Acreage<br>Score | Min.<br>Playspace | Min.<br>Playspace<br>Score | Total<br>Supportive<br>Guidelines<br>Score |
|----------------------|-----------------------------|--------------------------------------|---------------------|------------------------------|-----------------|-----------------------|-------------------|----------------------------|--|
| Alabama              | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Alaska               | Yes                         | 6                                    | No                  | 0                            | No              | 0                     | Yes               | 3                          | 9  |
| Arizona              | No                          | 0                                    | Yes                 | 3                            | Yes             | 3                     | No                | 0                          | 6  |
| Arkansas             | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| California           | Yes                         | 6                                    | Yes                 | 3                            | No              | 0                     | Yes               | 3                          | 12   |
| Colorado             | Yes                         | 6                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 6  |
| Connecticut          | Yes                         | 6                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 6  |
| Delaware             | Yes                         | 6                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 6  |
| District of Columbia | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Florida              | Yes                         | 6                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 6  |
| Georgia              | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Hawaii               | Yes                         | 6                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 6  |
| Idaho                | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Illinois             | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Indiana              | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Iowa                 | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Kansas               | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Kentucky             | No                          | 0                                    | No                  | 0                            | No              | 0                     | Yes               | 3                          | 3  |
| Louisiana            | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Maine                | Yes                         | 6                                    | No                  | 0                            | Yes             | 3                     | Yes               | 3                          | 12   |
| Maryland             | Yes                         | 6                                    | Yes                 | 3                            | No              | 0                     | No                | 0                          | 9  |
| Massachusetts        | Yes                         | 6                                    | Yes                 | 3                            | No              | 0                     | Yes               | 3                          | 12   |
| Michigan             | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Minnesota            | No                          | 0                                    | No                  | 0                            | No              | 0                     | Yes               | 3                          | 3  |
| Mississippi          | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Missouri             | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Montana              | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Nebraska             | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Nevada               | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| New Hampshire        | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| New Jersey           | No                          | 0                                    | No                  | 0                            | No              | 0                     | Yes               | 3                          | 3  |
| New Mexico           | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| New York             | No                          | 0                                    | No                  | 0                            | No              | 0                     | Yes               | 3                          | 3  |
| North Carolina       | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| North Dakota         | No                          | 0                                    | No                  | 0                            | No              | 0                     | Yes               | 3                          | 3  |
| Ohio                 | No                          | 0                                    | Yes                 | 3                            | No              | 0                     | No                | 0                          | 3  |
| Oklahoma             | No                          | 0                                    | Yes                 | 3                            | No              | 0                     | No                | 0                          | 3  |
| Oregon               | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Pennsylvania         | Yes                         | 6                                    | No                  | 0                            | Yes             | 3                     | No                | 0                          | 9  |
| Rhode Island         | Yes                         | 6                                    | Yes                 | 3                            | No              | 0                     | Yes               | 3                          | 12   |
| South Carolina       | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| South Dakota         | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Tennessee            | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Texas                | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Utah                 | Yes                         | 6                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 6  |
| Vermont              | No                          | 0                                    | No                  | 0                            | Yes             | 3                     | No                | 0                          | 3  |
| Virginia             | No                          | 0                                    | No                  | 0                            | No              | 0                     | Yes               | 3                          | 3  |
| Washington           | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| West Virginia        | No                          | 0                                    | No                  | 0                            | No              | 0                     | Yes               | 3                          | 3  |
| Wisconsin            | No                          | 0                                    | No                  | 0                            | No              | 0                     | No                | 0                          | 0  |
| Wyoming              | Yes                         | 6                                    | No                  | 0                            | No              | 0                     | Yes               | 3                          | 9  |

## H PE Requirements Scoring Details by State

This table summarizes the state physical education requirements at each grade level (elementary, middle, and high school) and requirements for graduation by state. The first column under each grade level sets out the minutes range of the requirement and the second column indicates the scoring correlated with that range. The final columns indicate whether or not a state requires physical education for high school graduation. Refer to Section IV. Overview of the Report Cards: Key Topics & Grading for a full description of the indicator and scoring.

| STATE                | Elementary PE Minutes Required | Elementary PE Score | Middle School PE Minutes Required | Middle School PE Score | High School PE Minutes Required | High School PE Score | PE Credits for Graduation | Graduation Credits Score | Total PE Score |
|----------------------|--------------------------------|---------------------|-----------------------------------|------------------------|---------------------------------|----------------------|---------------------------|--------------------------|----------------|
| Alabama              | ≥150 min/week                  | 4                   | 150-224 min/week                  | 3                      | None                            | 0                    | Yes                       | 3                        | 10             |
| Alaska               | None                           | 0                   | None                              | 0                      | None                            | 0                    | No                        | 0                        | 0              |
| Arizona              | None                           | 0                   | None                              | 0                      | None                            | 0                    | No                        | 0                        | 0              |
| Arkansas             | 40-89 min/week                 | 2                   | 40-149 min/week                   | 2                      | None                            | 0                    | Yes                       | 3                        | 7              |
| California           | 90-149 min/week                | 3                   | 150-224 min/week                  | 3                      | 150-224 min/week                | 3                    | Yes                       | 3                        | 12             |
| Colorado             | None                           | 0                   | None                              | 0                      | None                            | 0                    | No                        | 0                        | 0              |
| Connecticut          | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Delaware             | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| District of Columbia | ≥150 min/week                  | 4                   | ≥225 min/week                     | 4                      | None                            | 0                    | Yes                       | 3                        | 11             |
| Florida              | ≥150 min/week                  | 4                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 7              |
| Georgia              | ≥150 min/week                  | 4                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 7              |
| Hawaii               | 40-89 min/week                 | 2                   | 150-224 min/week                  | 3                      | 150-224 min/week                | 3                    | Yes                       | 3                        | 11             |
| Idaho                | None                           | 0                   | None                              | 0                      | None                            | 0                    | No                        | 0                        | 0              |
| Illinois             | None                           | 0                   | None                              | 0                      | None                            | 0                    | No                        | 0                        | 0              |
| Indiana              | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Iowa                 | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Kansas               | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Kentucky             | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Louisiana            | ≥150 min/week                  | 4                   | 150-224 min/week                  | 3                      | None                            | 0                    | Yes                       | 3                        | 10             |
| Maine                | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Maryland             | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Massachusetts        | None                           | 0                   | None                              | 0                      | None                            | 0                    | No                        | 0                        | 0              |
| Michigan             | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Minnesota            | None                           | 0                   | None                              | 0                      | None                            | 0                    | No                        | 0                        | 0              |
| Mississippi          | 40-89 min/week                 | 2                   | 40-149 min/week                   | 2                      | None                            | 0                    | Yes                       | 3                        | 7              |
| Missouri             | 40-89 min/week                 | 2                   | 40-149 min/week                   | 2                      | None                            | 0                    | Yes                       | 3                        | 7              |
| Montana              | None                           | 0                   | ≥225 min/week                     | 4                      | None                            | 0                    | Yes                       | 3                        | 7              |
| Nebraska             | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Nevada               | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| New Hampshire        | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| New Jersey           | ≥150 min/week                  | 4                   | 150-224 min/week                  | 3                      | 150-224 min/week                | 3                    | Yes                       | 3                        | 13             |
| New Mexico           | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| New York             | 90-149 min/week                | 3                   | 40-149 min/week                   | 2                      | 40-149 min/week                 | 2                    | Yes                       | 3                        | 10             |
| North Carolina       | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| North Dakota         | 40-89 min/week                 | 2                   | 40-149 min/week                   | 2                      | None                            | 0                    | Yes                       | 3                        | 7              |
| Ohio                 | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Oklahoma             | 40-89 min/week                 | 2                   | None                              | 0                      | None                            | 0                    | No                        | 0                        | 2              |
| Oregon               | ≥150 min/week                  | 4                   | ≥225 min/week                     | 4                      | None                            | 0                    | Yes                       | 3                        | 11             |
| Pennsylvania         | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Rhode Island         | 90-149 min/week                | 3                   | 40-149 min/week                   | 2                      | 40-149 min/week                 | 2                    | No                        | 0                        | 7              |
| South Carolina       | 40-89 min/week                 | 2                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 5              |
| South Dakota         | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Tennessee            | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Texas                | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Utah                 | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Vermont              | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Virginia             | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Washington           | 90-149 min/week                | 3                   | 40-149 min/week                   | 2                      | None                            | 0                    | Yes                       | 3                        | 8              |
| West Virginia        | 90-149 min/week                | 3                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 6              |
| Wisconsin            | None                           | 0                   | None                              | 0                      | None                            | 0                    | Yes                       | 3                        | 3              |
| Wyoming              | None                           | 0                   | None                              | 0                      | None                            | 0                    | No                        | 0                        | 0              |

# Endnotes

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