Can A School's Location Make A Kid Fat?

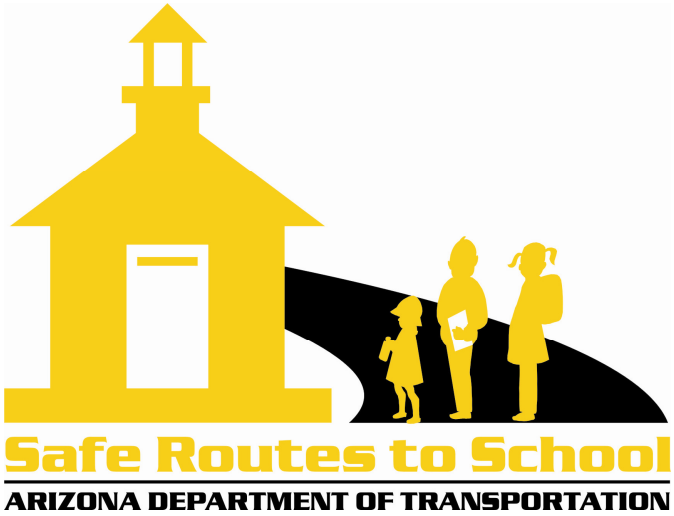
Arizona Safe Routes To School Program

Safe Routes To School

Approved by Congress in 2005

$900 million to States

Goal: make it safer and easier for K-8 students to walk and bike to school.

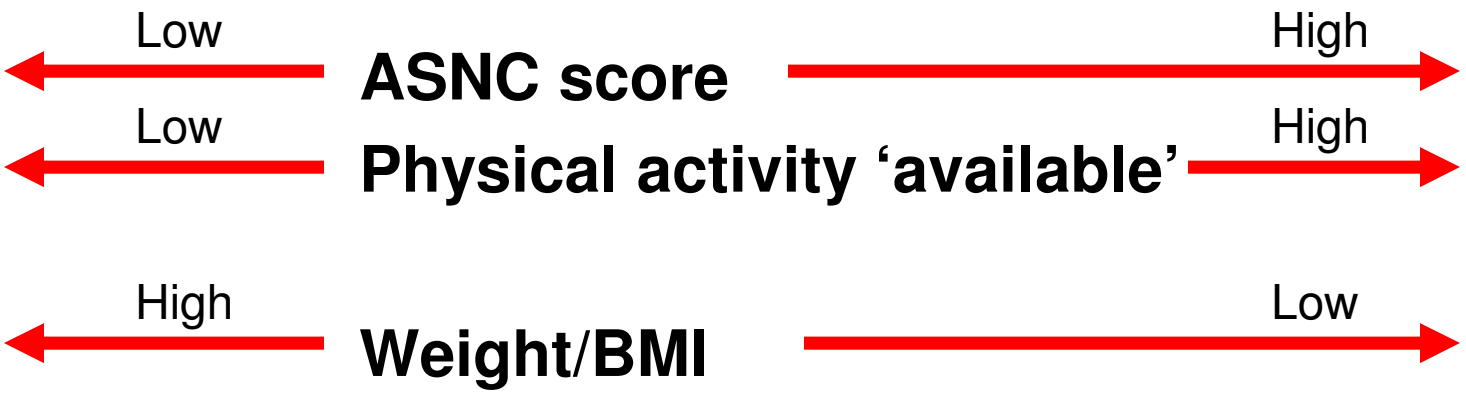


Active School Neighborhood Checklist

An easy-to-use, robust checklist to gauge the physical activity POTENTIAL of existing and proposed school sites

Active School Neighborhood Checklist

The correlation between the built environment, physical activity, and health



Active School Neighborhood Checklist

<u>Our hypothetical scenarios</u>:

Scenario A – Rural community

Scenario B – Suburban community

Scenario C – Urban, good built environment

Scenario D – Urban, poor built environment

Active School Neighborhood Checklist


Supportive Programs and Policies


Walking/Bicycling Zone


School and Property


Street Profile


Pedestrian and Bike Facilities and Safety


Remedial Pedestrian and Bike Facilities


Connectivity and Convenience

Active School Neighborhood Checklist

Supportive Programs and Policies

Safe Routes To School

School and Planning

Health and Wellness

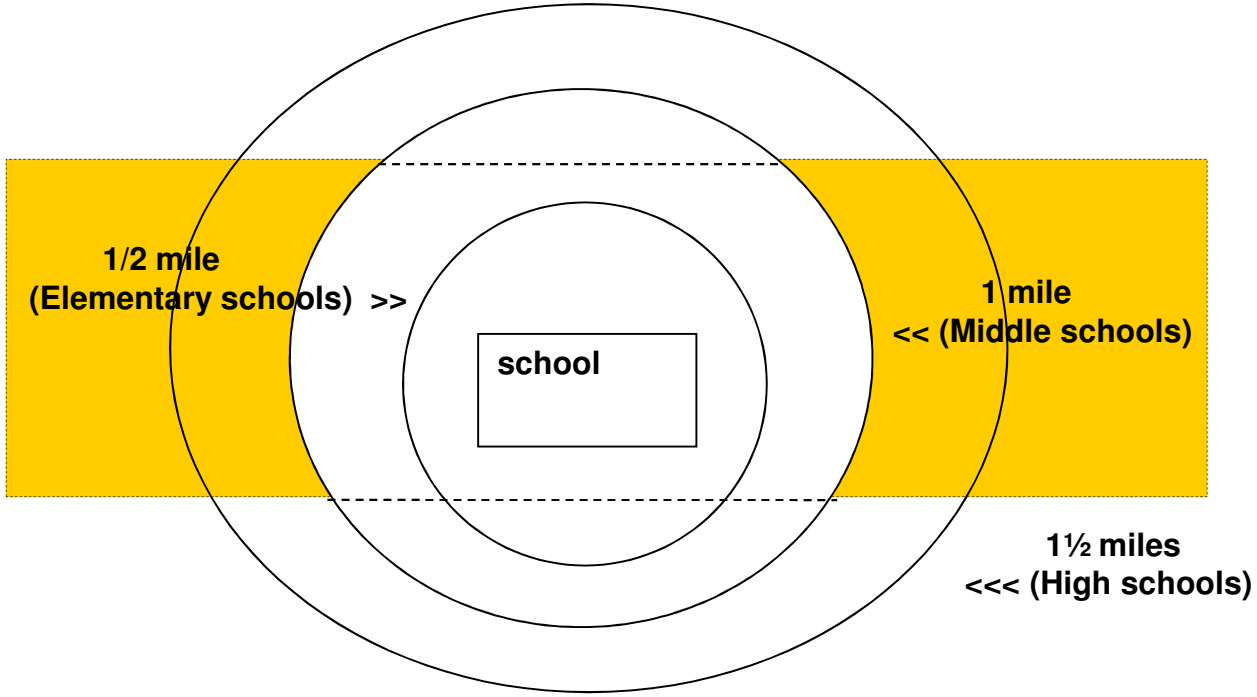
Transportation and Safety

Active School Neighborhood Checklist

Walking/Bicycling Zone

Example:

This middle school enrollment area exceeds 1.0 mile in radius and creates a prohibitively long walking/bicycling trip for students who live in the shaded areas.



If homes/residents are dispersed, the enrollment area necessarily must be larger.

Active School Neighborhood Checklist

School and Property

Sprawling campus

Neighborhood school

What does the physical campus look like?

What is the enrollment and campus size?

Large and/or closed campuses are barriers.

Active School Neighborhood Checklist

Street Profile

What do streets and traffic look like around the school site?

Active School Neighborhood Checklist

Pedestrian & Bicycle Facilities and Safety

Are pedestrians and bicyclists accommodated?

Are they welcomed?

Active School Neighborhood Checklist

Remedial Pedestrian and Bike Facilities

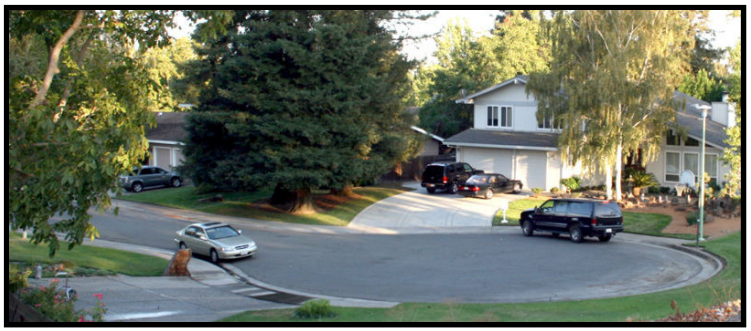
What are the school, district, and/or town doing to remediate poor existing conditions?

Active School Neighborhood Checklist

Connectivity and Convenience

Active School Neighborhood Checklist

Connectivity and Convenience



Conventional cul-de-sac

Cul-de-sac with walkway

This is about proximity, ‘connectedness,’ and destinations

Cul-de-sacs, dead-end streets, and gated communities can be barriers to pedestrian and bicycle travel

How Scenarios A,B,C&D scored on the complete ASNC

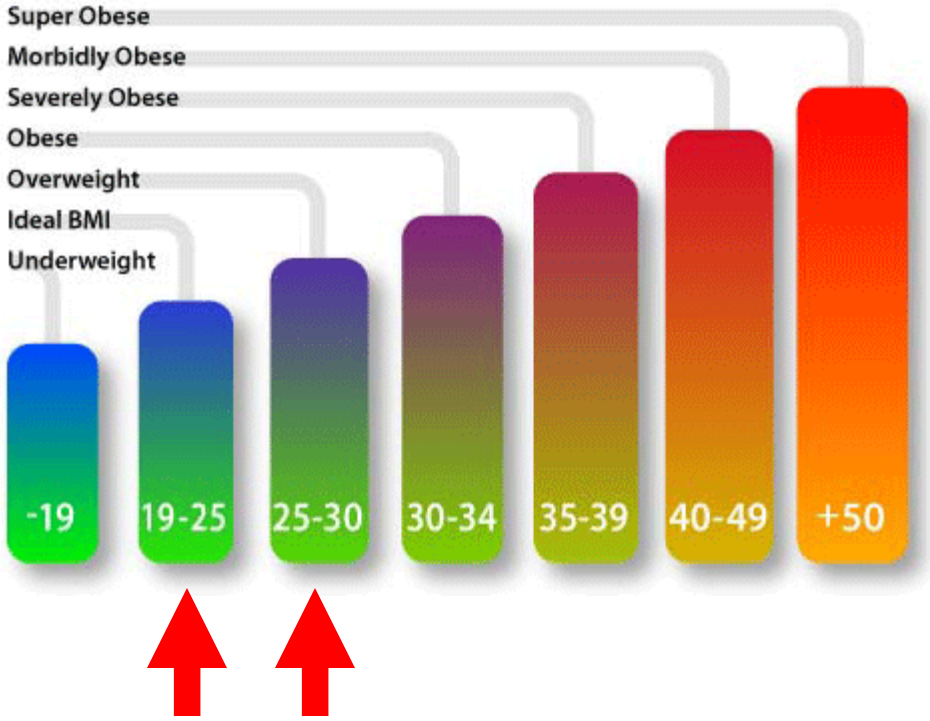
	ASNC
Scenario A Rural	- 8/113
Scenario B Suburban	36/113
Scenario C Urban (good b.e.)	86.5/113
Scenario D Urban (poor b.e.)	15/113

ASNC and Body Mass Index

	ASNC	BMI	
Scenario A Rural	- 8/113	28.7	Coolidge, Winslow, St. David
Scenario D Urban (poor b.e.)	15/113	28.1	Cen. Phoenix (2), N. Phoenix
Scenario B Suburban	36/113	25.6	Phoenix, Glendale (2)
Scenario C Urban (good b.e.)	86.5/113	20.8	Cen. Phoenix, W. Phoenix. S. Phoenix

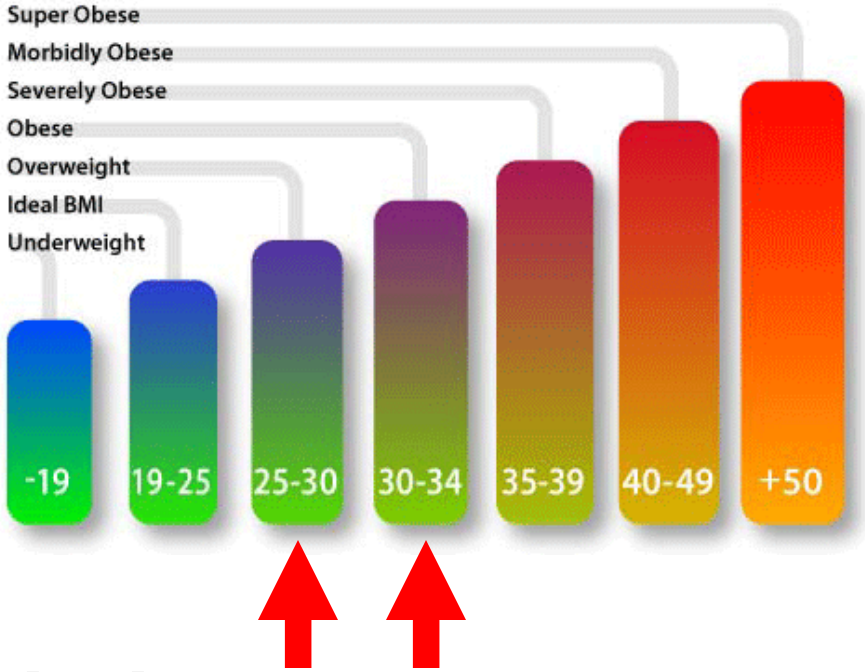
Interpreting BMI

	ASNC	BMI
Scenario A Rural	-8	28.7
Scenario D Urban (poor b.e.)	15	28.1
Scenario B Suburban	36	25.6
Scenario C Urban (good b.e.)	86.5	20.8



Arizona schools

18 of the 22 fattest schools in Arizona are high schools (BMIs 30.4 – 35.1)



This is consistent with built environment logic:

- Huge enrollment boundaries
- Located on busy arterial streets
- High schools don't require P.E.

ACTIVE SCHOOL NEIGHBORHOOD CHECKLIST

www.activeschoolchecklist.com

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