



The Hawaii Safe Routes to School Hui
A Project of PATH - Peoples Advocacy for Trails Hawaii
PO Box 62 Kailua-Kona, Hawaii 96745
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NEWS

FOR IMMEDIATE RELEASE

Tuesday, January 10th, 2012

Contact: Laura Dierenfield, Organizer

Tel: 808-936-4653

SAFE ROUTES TO SCHOOL SUMMIT SLATED FRI. JAN. 20TH

HONOLULU, HAWAII – Hawaii advocates of bicycling and walking will join with statewide policy makers and government officials to convene the first-ever **Hawaii Safe Routes to School Summit: A Gateway to Healthier, Happier Hawaii Communities** scheduled for Friday, January 20th at Kapiolani Community College, hosted by the Big Island based PATH - Peoples Advocacy for Trails Hawaii with support from Kaiser Permanente Hawaii and the Communities Putting Prevention to Work Kauai Team, funded by the Centers for Disease Control and Prevention and Hawaii Department of Health.

The Summit will open at 8:45am with remarks by Lt. Governor Brian Schatz and feature a keynote address by national Safe Routes to School pioneer Deborah Hubsmit, Director of the Safe Routes to School National Partnership as well as a report by Hawaii Department of Transportation Highways Administrator Alvin Takeshita, P.E. highlighting recent successes in the Hawaii Department of Transportation's Safe Routes to School program.

The deadline to register for the Summit has been extended to Tuesday, January 17th. To register, call 808-326-7284 or send an email to saferoutes@pathhawaii.org.

Based on studies done by PATH over the last 12 years, fewer than 10% of the estimated 220,000 children who go to school daily in Hawaii walk or bike to school, down from a national average of over 50% in 1969. That decline is linked to growing trend of inactivity and resulting poor health status suffered by children across the country. According to the Hawaii Department of Health, nearly one in three students enters Kindergarten in Hawaii either overweight or at risk of becoming overweight. By fourth grade, two-thirds of the students are not getting enough daily physical activity. That number jumps to 70% in middle and high school.

The walk and bike to school offers many benefits, including daily physical activity, a chance to socialize with friends, and perhaps most importantly, the opportunity to develop

independence, responsibility and heightened traffic safety skills. Children arrive to school alert and ready to learn. And by reducing the number of vehicles choking roadways during the busy arrival and departure times, roadway safety and congestion have been shown to improve.

The Summit will focus on how Hawaii can leverage both federal funding and a more than a decade of policy and program successes to get more children safely walking and bicycling to school.

Following remarks by the HDOT, a dynamic panel made up of policy experts from the Hawaii Public Housing Authority, Hawaii Department of Health, the Hawaii Complete Streets Coalition and Hawaii Energy Policy Forum Transportation Working Group will showcase the ways in which Safe Routes to School can be forged through smart land use decisions, strategic transportation investments, complimentary school wellness policies and targeted safety improvements.

Later that afternoon, representatives from Kauai, Maui, the Big Island and O'ahu will share their successes in Safe Routes to School programs over the last ten years, and their visions for communities where it is again common for kids to walk and bike in their own neighborhoods.

The Summit will wrap up with an exciting "World Cafe" exercise where attendees will be challenged with answering three questions that will shape the direction of walking and bicycling advocacy in Hawaii.

For more information on the Summit, please contact Laura Dierenfield at 936-4653 or email: laura@pathhawaii.org. To register to attend, please send an email to saferoutes@pathhawaii.org or call 808-326-7284.

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MEDIA ADVISORY

BIKE TRAIN AND WALKING SCHOOL BUS START ROLLING TOWARDS INAUGURAL HAWAII SAFE ROUTES TO SCHOOL SUMMIT

DATE: Wednesday January 11th, 2012 **TIME:** 7:15AM
WHERE: O'AHU: 1331 Lunalilo Home Road, Honolulu **CONTACT:** Laura Dierenfield
BIG ISLAND: 67-5185 Kamamalu St., Kamuela 808-936-4653

TOMORROW: YOUTH RALLY STATE WIDE SUPPORT FOR SAFE ROUTES TO SCHOOL

TOMORROW MORNING, kids from East Honolulu to North Hawaii will take to the streets in support of Safe Routes to School in their local neighborhoods. Natalie Iwasa, a.k.a. Bike Mom, will ride five miles with her sons and their friends on the "Bike School Bus" from their home on Lunalilo Home Road to the Honolulu Waldorf School in Hawaii Kai. Down the island chain, children and parents of the weekly "Waimea Walking School Bus" will gather at the South Kohala police station to begin their one mile walk to Waimea Elementary School.

The kids are helping to kick off interest in the first-ever **Hawaii Safe Routes to School Summit: A Gateway to Healthier, Happier Hawaii Communities** scheduled for Friday, January 20th at Kapiolani Community College on the island of O'ahu, hosted by the Big Island based PATH - Peoples Advocacy for Trails Hawaii with support from Kaiser Permanente Hawaii and the Communities Putting Prevention to Work Kauai Team, funded by the Centers for Disease Control and Prevention and Hawaii Department of Health.

The deadline to register for the Summit is Wednesday, January 17th and the Bike Train and Walking School Bus are out to rally support to attend this important event. To register, call 808-326-7284 or send an email to saferoutes@pathhawaii.org.

The Summit will gather national experts, local advocates and statewide policy makers together to implement solutions that restore a child's most basic right to walk and bike in their neighborhood. The Summit will open with remarks by Lt. Governor Brian Schatz and feature a keynote address by national Safe Routes to School pioneer Deborah Hubsmith of the Safe

Routes to School National Partnership as well as a report by Hawaii Department of Transportation Highways Administrator Alvin Takeshita, P.E. recent successes in the Hawaii Department of Transportation's Safe Routes to School program.

Fewer than 10% of the estimated 220,000 children who go to school daily in Hawaii walk or bike to school, down from a national average of over 50% in 1969. That decline is part of a growing trend of inactivity and resulting poor health status suffered by children in Hawaii. According to the Hawaii Department of Health, nearly one in three students enters Kindergarten in Hawaii either overweight or at risk of becoming overweight. By 4th grade, two-thirds of the students are not getting enough daily physical activity. That number jumps to 70% in middle and high school.

The walk and bike to school offers many benefits, including daily physical activity, a chance to socialize with friends, the opportunity to develop independence, responsibility and heightened safety skills. Children arrive to school alert and ready to learn. And by reducing the number of vehicles choking roadways during the busy arrival and departure times, roadway safety and congestion improve.

Bike Mom has been a champion of walking and bicycling for more than 20 years. She and her boys ride to school three days a week on the Bike School Bus. The Waimea Walking School Bus that began three years ago with only a handful of students walking once every four months to school has grown to a weekly event with two routes and more than 25 kids walking to school.

Both events provide an opportunity to see Safe Routes to School in action, talk with kids about how it feels to walk and bike to school, and hear from the parents, advocates and policymakers about the solutions Safe Routes to School provides to our local challenges in advance of the Summit on January 20th.

For more information on the Summit, to request interviews, or to take part in the Bike Train or Walking School Bus events, please contact Laura Dierenfield at 936-4653 or email: laura@pathhawaii.org.

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Hawaii
Safe
Routes to
School
Summit



Hawaii Safe Routes to School Summit: A Gateway to Healthier, Happier Hawaii Communities

KAPIOLANI COMMUNITY COLLEGE - HONOLULU, HAWAII

FRIDAY JANUARY 20TH, 2012

- 8:00AM REGISTRATION OPENS
- 8:45AM OPENING ADDRESS
Lt. Governor Brian Schatz
- 9:00AM SAFE ROUTES TO SCHOOL: A GATEWAY TO HEALTHY, HAPPY COMMUNITIES
Deborah Hubsmith, Director, Safe Routes to School National Partnership
- 10:00AM HAWAII DOT SAFE ROUTES TO SCHOOL PROGRAM
Alvin Takeshita, P.E., Highways Administrator, HI Dept. of Transportation
- 10:30AM BREAK
- 10:45AM SAFE ROUTES TO SCHOOL POLICY SOLUTIONS PANEL
A panel presentation on the linkages between Safe Routes to School and land use decisions, school wellness, traffic safety impacts and Complete Streets policy.
- 12:00PM NETWORKING LUNCH
- 1:00PM SAFE ROUTES TO SCHOOL SUCCESS PANEL PRESENTATION
A presentation on successful efforts on Safe Routes to School and visions for positive change from advocates on Maui, Kauai, Big Island, and O'ahu.
- 2:00PM ACCELERATING SAFE ROUTES TO SCHOOL - WORLD CAFE EXERCISE
A dynamic group discussion exercise designed to focus the group on the most important next steps in the quest to build healthy, happy Hawaii communities.
- 2:45PM BREAK
- 3:00PM IDEA SYNTHESIS AND NEXT STEPS

Presented by PATH - Peoples Advocacy for Trails Hawaii with support from Kaiser Permanente Hawaii and the Communities Putting Prevention to Work Kauai Team

FOR MORE INFORMATION CONTACT: Laura Dierenfield, 808-936-4653, laura@pathhawaii.org



ABOUT THE HAWAII SAFE ROUTES TO SCHOOL HUI

About the Hawaii Safe Routes Hui:

The Hawaii Safe Routes Hui is a network of over 50 organizations that work together to improve walking and bicycling in Hawaii. Partners represent the interests of urban Honolulu to rural Hilo, and from keiki to kupuna. The "Hui" is led by the Big Island based PATH - Peoples Advocacy for Trails Hawaii. For more information, contact Hui Organizer, Laura Dierenfield at phone: 808-326-7284, or email laura@pathhawaii.org

At the heart of the Hawaii Safe Routes Hui is the pursuit of policy change—specifically working to remove policy barriers to walking and bicycling to schools by implementing land use reforms, complete streets policy, and other strategies. Below is a selected list of the major achievements of the Hawaii Safe Routes to School Hui since January, 2010.

HUI ACHIEVEMENTS

RELEASE OF FEDERAL SAFE ROUTES TO SCHOOL FUNDING

The Hui drafted and got a letter signed by all members of the Hawaii Congressional Delegation and the Hawaii Council of Mayors, which were both delivered to Governor Abercrombie asking him to take urgent action to award and obligate federal Safe Routes to School funding. The result was a 52% increase in obligation rate and the hiring of a full time Safe Routes to School Coordinator.

PASSING COMPLETE STREETS LEGISLATION

Several member of the Hawaii Safe Routes to School Hui were the co-authors of the Hawaii Complete Streets law passed in May of 2009 and many members served on the legislatively mandated Task Force that established model policy for Complete Streets implementation.

INFLUENCING LAND USE AND TRANSPORTATION PLANNING

Hui partners continue to serve on either the Technical or the Citizens Advisory Committees of all major state and regional transportation planning efforts, including the statewide bicycle implementation plan, the regional long range land transportation plans and the statewide pedestrian plan to insure that land use and transportation planning decisions consider the needs of bicyclists and pedestrians.

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HUI ACHIEVEMENTS, CONTINUED

INVESTING IN BICYCLING & WALKING

The Hui continues to advocate for, as well as track, the local, state and federal investments in bicycle and pedestrian infrastructure through the Statewide Transportation Improvement Program (STIP). An estimated \$20 million is going to be spent on bicycle and pedestrian infrastructure in Hawaii over the next five years, and another \$92 million will be spent on roadway projects with a bicycle or pedestrian component according to the latest STIP.

DELIVERING TRAFFIC SAFETY EDUCATION

Members of the Hawaii Safe Routes to School Hui have been successful in training over 50 League Certified Instructors (LCI's) capable of teaching Bike Ed, PATH and the Hawaii Bicycling League's bicycle safety education program for elementary aged students, reaching over 3,000 families annually. LCI's also teach adult cycling course for commuters, students and other recreational riders to encourage bicyclists to know their rights and responsibilities, and to share the road safely with motorists and pedestrians.

ENCOURAGING FAMILIES TO TRY WALKING AND BICYCLING TO SCHOOL

The Hui has taken an aggressive approach to building demand for Safe Routes to School in Hawaii by hosting a statewide Walk to School Day as well as supporting the SRTS plans at 16 schools on the Big Island in partnership with PATH's HO'ALA project. At the 2nd Annual Hawaii Statewide Walk to School Day on September 28th, 2011 over 1,000 students in 10 schools across the state participated in the largest Walk to School Celebration to date. Partners in this effort included the Air Force Reserve, Kaiser Permanente Hawaii, Hawaii Public Housing Authority, Department of Education and Starbucks Coffee Hawaii. Walking School Bus programs, Bike Trains and regular Walk to School Day celebrations take place on a weekly basis on Kauai, O'ahu and the Big Island.

ACCELERATING BEST PRACTICES AND PROFESSIONAL DEVELOPMENT

The Hui has successfully partnered with programs like the Hawaii Local Technical Assistance Program (Hawaii LTAP) and the Hawaii Chapter of the American Planning Association to offer continuing education programs for engineers and planners on topics such as Complete Streets, Bicycle Facility Design, Pedestrian Safety Action Plans, and Win-Win Transportation Solutions. Speakers include policy experts from the Victoria Transport Policy Institute, engineers from the Federal Highways Administration and certified trainers from national advocacy organizations. Hui members also serve on several statewide boards and commissions including the Hawaii Energy Policy Forum and the Strategic Highway Safety Plan, representing the needs of pedestrians and bicyclists.

Hawaii Safe Routes Hui Newsletter...December 23rd, 2011



Hui Leader Organization
 Contact: Laura Dierenfield
 Phone: 808-326-7284
saferoutes@pathhawaii.org

HUI PARTNERS & FRIENDS

- Hawaii State Dept. of Health - Healthy Hawaii Initiative
- Hawai'i State Dept. of Health - Injury Prevention & Control Program
- Hawaii Strategic Highway Safety Plan
- Kauai Path, Inc.
- AARP Hawaii
- Federal Highway Administration, Hawaii Office
- Hawaii NPAC (Nutrition and Physical Activity Coalition)
- Get Fit Kauai /NPAC Kauai
- Hawaii Bicycling League
- Hawai'i State Department of Education, Facilities Branch
- Honolulu Police Department
- Communities Putting Prevention to Work - Kauai
- Hawai'i County Office of the Prosecuting Attorney
- City and County of Honolulu Bicycle Program
- National Park Service Rivers, Trails & Conservation Assistance (RTCA)
- County of Hawaii Department of Public Works
- Hawaii Public Health Association
- ESP Wellness
- Kona Skateboard Association
- Parents and Children Together
- Youth Education Sports, Inc.
- Kokua Hawaii Foundation
- Maui District Health Office
- Fehr & Peers
- O'ahu Metropolitan Planning Organization
- Hooikaika Peer Mentoring Project
- Hawaii Institute for Childhood Obesity Research and Education
- Kainalu Elementary Safe Routes to School Program
- Kamali'i Elementary Safe Routes to School Program
- Kau Rural Health Community Association Inc.
- Hawaii Education Matters
- Lyon Associates
- NEW! Alta Planning & Design

The Hawaii Safe Routes Hui is a network of organizations that work together to improve walking and bicycling in Hawaii. Partners represent the interests of urban Honolulu to rural Hilo and from keiki to kupuna. You can be a part of this important movement. Here are three great ways to get involved in 2012

SRTS Workshop Friday Jan. 20th Be There! Register Now!

Join National Safe Routes to School Pioneer Deb Hubsmith along with local leaders and policy makers for a [dynamic workshop](#) on the future Safe Routes to School in Hawaii on Friday, January 20th at Kapiolani Community College. There is no cost to attend, however RSVP's are required by January 10th to reserve your spot and confirm lunch. **Register today** by sending an email to saferoutes@pathhawaii.org or call 808-326-7284 to reserve your spot at the Workshop!

Safe Routes to School in Hawaii

A Gateway to Healthier, Happier Communities

January 20th, 2012 - 8:30am-4pm
 Kapiolani Community College

2011 Top 5 Achievements Towards Healthy Communities

The Hawaii Safe Routes Hui celebrated many wins and achievements of 2011. Here are the top five we're most proud of!

- 1) [Donate to the Hui!](#) Your tax-deductible donation will be used to further our statewide efforts to organize walking and bicycling statewide. Visit www.pathhawaii.org/hui to donate.
- 2) [Attend the Workshop](#) on January 20th to help shape the agenda for 2012. Agenda at www.pathhawaii.org/hui
- 3) [Join the Hui!](#) Become part of the solution!

(1) Secured support from the entire Hawaii Congressional Delegation & the Hawaii Council of Mayors and the Governor's Fair Share Initiative to activate release of SRTS funding.

Result: A 52% increase in obligation rate and significant progress towards awarding grants to applicants!



(2) Advocated for the hiring of a full-time HDOT Safe Routes to School Coordinator to help release funding to applicants. **Result:** Tara Lucas, P.E. was hired and announced in October.

(3) Coordinated statewide "Walk to School Day in Hawaii Nei" to encourage families to try walking to school for a day.

Result: The largest celebration ever across three counties, 12+ schools and over 1,000 students and families!



(4) Presented the case for investing in Safe Routes to School in Hawaii at numerous national and local conferences including the Hawaii Congress of Planning Officials and the Safe Routes to School National Conference.

(5) Advocated for the effective implementation of the Hawaii Complete Streets Law across the state and at the county level. **Result:** Hosted two trainings with world-renowned designer Dan Burden, and organized a speakers' bureau to educate community groups.



[The Hawaii Safe Routes Hui](#), a project of [PATH](#), is celebrating two successful years of funding from the Safe Routes to School National Partnership's State Network Project. [Visit the Hui Website for the Safe Routes to School National Partnership's Final Network Project Report.](#) **Please note our new email and website below.**



May 23, 2011

The Honorable Neil Abercrombie
Governor
State of Hawai'i
Executive Chambers, State Capitol
Honolulu, Hawai'i 96813

Dear Governor Abercrombie:

We appreciate all that your administration is doing to leverage federal funds for Hawai'i during this challenging economic time. One federal program that did not receive adequate attention under the previous administration is the Safe Routes to School program, and we are writing to ask for your support for this important effort that benefits our entire state. By making it safer and easier to bike and walk to school, this program helps decrease traffic congestion, improves air quality, and reverses childhood inactivity and obesity. This is particularly important given that Hawai'i is among the top five states for pedestrian and bicycle fatalities, and our state suffers from high rates of chronic disease brought about by physical inactivity.

It is our understanding that a total of \$7,188,946 is currently apportioned for Hawai'i in Safe Routes to School funding for From FY 2005 through FY 2011, but only \$1,241,846 has been obligated by the Federal Highway Administration (FHWA). Since FHWA funds projects through reimbursements to states, Hawai'i communities will not receive the remainder of allocated funds without further action on the part of the state. Moreover, while current law does not set an expiration date for the availability of Safe Routes to School funds, they are at risk of being lost through rescission unless they are obligated.

To date, the state has released no infrastructure awards and only one round of non-infrastructure awards despite the program starting in 2005. Hawai'i lacks a full-time Safe Routes



Mayor Billy Kenoi
County of Hawaii
25 Aupuni Street
Hilo, Hawai'i 96720



Mayor Peter Carlisle
City and County of Honolulu
530 South King Street
Honolulu, Hawai'i 96813



Mayor Bernard Carvalho, Jr.
County of Kaua'i
4444 Rice Street
Lihue, Hawai'i 96766




Mayor Alan Arakawa
County of Maui
200 South High Street, 9th Floor
Wailuku, Hawaii 96793

to School coordinator, a fully federally funded and mandated position. We understand that five Hawai'i communities have applied for funding, but have been waiting since 2007 to hear about their awards.

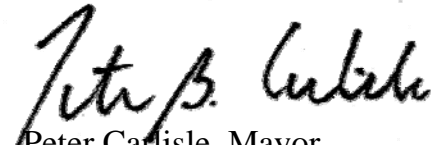
While we recognize that there are challenges to releasing these funds, we are concerned that federal money that could create jobs is going unspent, now nearly six years since the program began. As such, we respectfully request that awards be released as expeditiously as possible, a full time Safe Routes to School coordinator be employed, and Safe Routes to School funding be publicly accounted for.

We strongly support the Safe Routes to School program and look forward to hearing about its progress.


Sincerely,




William Kenoi, Mayor
County of Hawai'i



Peter Carlisle, Mayor
City and County of Honolulu



Bernard Carvalho, Jr., Mayor
County of Kaua'i



Alan Arakawa, Mayor
County of Maui

cc: Glenn Okimoto
Director, Hawaii Department of Transportation
AliiAIMoku Building
869 Punchbowl Street
Honolulu, Hawaii 96813

Edwin Sniffen
Highways Division Administrator, Hawaii Department of Transportation
AliiAIMoku Building
869 Punchbowl Street, Room 513
Honolulu, Hawaii 96813

Congress of the United States

Washington, DC 20515

May 9, 2011

The Honorable Neil Abercrombie
Governor
State of Hawaii
Executive Chambers, State Capitol
Honolulu, HI 96813

Dear Governor Abercrombie:

We appreciate all that your administration is doing to leverage federal funds for Hawaii. One federal program that did not receive adequate attention under the previous administration is the Safe Routes to School program. By making it safer and easier to bike and walk to school, this program helps decrease traffic congestion, improves air quality, and reverses childhood inactivity and obesity. This is particularly important given that Hawaii is among the top five states for pedestrian and bicycle fatalities, and our state suffers from high rates of chronic disease brought about by physical inactivity.

Unfortunately, it has come to our attention that Hawaii has fallen to last place nationally in Safe Routes to School program implementation. A total of \$7,188,946 is currently apportioned for Hawaii in Safe Routes to School funding for FY 2005 through FY 2011, but only \$1,241,846 has been obligated by the Federal Highway Administration (FHWA). Since FHWA funds projects through reimbursements to states, Hawaii communities will not receive the remainder of apportioned funds without further action on the part of the state. Moreover, while current law does not set an expiration date for the availability of Safe Routes to School funds, they are at risk of being lost through rescission unless they are obligated.

To date, the state has released no infrastructure awards and only one round of non-infrastructure awards despite the program starting in 2005. Hawaii lacks a full-time Safe Routes to School coordinator, a fully federally funded and mandated position. We understand that five Hawaii communities have applied for funding, but have been waiting since 2007 to hear about their awards.

While we recognize that there are challenges to releasing these funds, we are concerned that federal money that could create jobs is going unspent, now nearly six years since the program began. As such, we respectfully request that awards be released as expeditiously as possible, a full time Safe Routes to School coordinator be employed, and Safe Routes to School funding be publicly accounted for.

Honorable Neil Abercrombie
May 9, 2011
Page 2

We strongly support the Safe Routes to School program and look forward to hearing about its progress.

Aloha pumehana,



DANIEL K. INOUE
U.S. Senator



DANIEL K. AKAKA
U.S. Senator



MAZIE K. HIRONO
U.S. Representative



COLLEEN HANABUSA
U.S. Representative

cc: Glenn Okimoto
Director, Hawaii Department of Transportation
AliiAIMoku Building
869 Punchbowl Street
Honolulu, Hawaii 96813

Edwin Sniffen
Highways Division Administrator, Hawaii Department of Transportation
AliiAIMoku Building
869 Punchbowl Street, Room 513
Honolulu, Hawaii 96813



FACT SHEET: Safe Routes to School in Hawaii

Making it Safer for Children to Walk and Bicycle to and from School

Program Overview

Through the 2005 federal transportation bill, Congress provided a total of \$612 million for FY2005-2009, increasing funding each year. Funding is allocated to each State Department of Transportation based on its national share of the overall population of children in grades K-8. State DOTs are providing this funding to communities to allow them to construct new bike lanes, pathways, and sidewalks, as well as to launch Safe Routes to School education, promotion and enforcement campaigns in elementary and middle schools. By increasing the safety and prevalence of children walking and bicycling to school, Safe Routes to School is addressing childhood obesity and physical inactivity, traffic safety and congestion, and greenhouse gas emissions and air quality.

Hawaii Allocation

2005 Actual	2006 Actual	2007 Actual	2008 Actual	2009 Actual*	Total FY05-11*
\$1,000,000	\$990,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,240,000*

* Funding for SRTS is being continued into FY2010, FY2011 at FY2009 levels.

Contact

Laura Manuel
Hawaii Department of Transportation
(808) 692-7695
laura.manuel@hawaii.gov

Availability of Funding

- The Hawaii Department of Transportation awarded its first Safe Routes to School grants in June 2008. Five organizations were selected to receive nearly \$370,000 in non-infrastructure support.
- The department held a second grant competition in late 2009 for additional Safe Routes to School funds. Applications are currently under review.

Implementation

- The Hawaii Department of Health is also engaged, using tobacco settlement funds, and has been supporting local planning around Safe Routes to School, data collection on how students travel to school.
- People's Advocacy for Trails Hawaii (PATH) chairs a Hawaii State Safe Routes to School Hui, engaging partners from around the state, including state agencies, health organizations, and nonprofits. Their Web site is: www.saferouteshi.org.
- The state legislature also passed Act 100 to show support from legislators and the Department of Health for implementation of Safe Routes to School by HDOT.

Grant Recipients

Grantee	Town	Year	Amount	Purpose
Kokua Kalihi Valley	Honolulu	2008	\$13,500	For pedestrian and bicycle safety education for students at Dole Middle School
Honolulu Police Department	Honolulu	2008	\$117,117	To implement the "Ride to Live, Live to Ride" program, which promotes healthy lifestyle choices for children ages 8 to 14 to increase interest in bicycling and walking.
Hawai'i Bicycling League*	Honolulu	2008	\$185,083*	To implement the "Bike Ed" program, which encourages bicycling to school, at public elementary schools in O'ahu.
Peoples Advocacy for Trails Hawai'i (PATH)	Kailua-Kona	2008	\$34,246	To promote education, enforcement, encouragement and evaluation activities to coincide with infrastructure projects at West Hawai'i schools.
Hawaii Department of Education	Statewide	2008	\$13,300	To develop materials for use in elementary schools across the state, including campaign mailings, booklets and wristbands that provide safe pedestrian and bicycling tips for children.

* The Hawaii Bicycling League did not accept the award due to other financial concerns at the time, leaving this amount as yet unspent.

**Safe Routes to School Federal Program - State of the States
February 2011**

This chart details each state's progress on implementing the federal Safe Routes to School program. All dollar figures cited are as of December 31, 2010.

- State SRTS Coordinators are required within each State DOT. State Coordinators administer the program and provide leadership to SRTS.
- State Advisory Committee, which are not required by law, often help craft the application process, promote the program to communities, and review grant applications to ensure a responsible and effective use of the federal funds.
- Announced columns measure the amount of funding each state has announced for local grants and statewide spending—not including administrative expenses. These are the funds that will ultimately help local communities create safer routes to school.
- Obligated columns reflect the amount that the state has expended or contracted to expend on Safe Routes to School, including local grants, statewide spending, and administrative expenses. Obligation is important as it demonstrates what level of funding has been or will soon be spent to date to build infrastructure projects, support non-infrastructure activities, and implement the program.

State	SRTS State Coordinator in Place?	Advisory Committee	Funding Available (FY05-FY11)*	Total announced**	Percent Announced	Change in amount announced since prior quarter	Total obligated*	Percent Obligated	Change in amount obligated since prior quarter
ALABAMA	Yes	Yes	\$12,443,087	\$11,402,343	92%	\$0	\$4,156,343	33%	\$992,600
ALASKA	Yes	No	\$6,240,000	\$1,416,702	23%	\$0	\$4,990,000	80%	\$0
ARIZONA	Yes	Yes	\$15,810,926	\$8,435,000	53%	\$0	\$2,685,295	17%	\$78,640
ARKANSAS	Yes	Yes	\$7,965,046	\$5,274,235	66%	\$0	\$4,924,159	62%	\$96,913
CALIFORNIA	Yes	Yes	\$95,743,355	\$91,141,367	95%	\$0	\$49,952,022	52%	\$1,439,206
COLORADO	Yes	Yes	\$12,038,290	\$8,436,003	70%	\$0	\$5,690,815	47%	\$156,996
CONNECTICUT	Yes	Yes	\$9,487,412	\$5,767,324	61%	\$0	\$3,786,861	40%	\$737,000
DELAWARE	Yes	Yes	\$6,240,000	\$2,372,643	38%	\$0	\$4,149,876	67%	(\$771,894)
DISTRICT OF COLUMBIA	Yes	Yes	\$6,240,000	\$3,111,699	50%	\$0	\$3,692,500	59%	\$0
FLORIDA	Yes	No	\$41,273,091	\$65,636,853	159%	\$11,484,241	\$29,037,770	70%	\$2,952,800
GEORGIA	Yes	Yes	\$24,234,998	\$4,982,979	21%	\$0	\$6,073,467	25%	\$0
HAWAII	Interim	No	\$6,240,000	\$549,133	9%	\$0	\$1,241,846	20%	\$0
IDAHO	Yes	Yes	\$6,240,000	\$5,125,770	82%	\$0	\$3,997,018	64%	\$284,694
ILLINOIS	Yes	Yes	\$32,709,713	\$22,039,071	67%	\$0	\$7,079,093	22%	\$601,796
INDIANA	Yes	Yes	\$16,765,806	\$13,623,394	81%	\$3,465,771	\$3,597,348	21%	\$222,598
IOWA	Yes	Yes	\$8,225,357	\$6,911,835	84%	\$0	\$5,625,404	68%	\$545,706
KANSAS	Yes	Yes	\$8,072,801	\$4,562,719	57%	\$0	\$4,388,248	54%	(\$92,376)
KENTUCKY	Yes	Yes	\$10,826,026	\$9,526,165	88%	\$0	\$5,420,421	50%	(\$844,383)
LOUISIANA	Yes	Yes	\$12,199,202	\$8,704,261	71%	\$0	\$7,172,696	59%	\$0
MAINE	Interim	Yes	\$6,240,000	\$4,260,000	68%	\$0	\$2,486,959	40%	\$200,000
MARYLAND	Yes	Yes	\$14,265,821	\$10,871,600	76%	\$1,645,424	\$10,376,049	73%	\$0
MASSACHUSETTS	Yes	Yes	\$15,593,191	\$3,603,841	23%	\$250,914	\$7,002,000	45%	\$0
MICHIGAN	Yes	Yes	\$26,309,745	\$18,744,152	71%	\$1,435,838	\$15,833,410	60%	\$252,474

State	SRTS State Coordinator in Place?	Advisory Committee	Funding Available (FY05-FY11)*	Total announced***	Percent Announced	Change in amount announced since prior quarter	Total obligated*	Percent Obligated	Change in amount obligated since prior quarter
MINNESOTA	Interim	Yes	\$13,202,858	\$7,517,000	57%	\$0	\$5,680,584	43%	\$223,580
MISSISSIPPI	Yes	Yes	\$8,815,737	\$7,080,212	80%	\$0	\$2,249,000	26%	\$429,456
MISSOURI	Yes	Yes	\$14,878,881	\$10,489,902	71%	\$0	\$5,979,088	40%	\$296,789
MONTANA	Yes	Yes	\$6,240,000	\$3,452,449	55%	\$268,072	\$3,384,266	54%	\$55,063
NEBRASKA	Interim	Yes	\$6,293,845	\$4,540,808	72%	\$0	\$2,657,129	42%	\$429,872
NEVADA	Yes	Yes	\$7,419,407	\$2,022,127	27%	\$0	\$2,749,184	37%	(\$130,965)
NEW HAMPSHIRE	Yes	Yes	\$6,240,000	\$4,050,722	65%	\$0	\$1,305,881	21%	\$111,139
NEW JERSEY	Yes	Yes	\$22,216,420	\$14,345,900	65%	\$0	\$6,654,763	30%	\$517,615
NEW MEXICO	Yes	Yes	\$6,515,121	\$2,717,851	42%	\$1,237,878	\$1,664,470	26%	(\$30,000)
NEW YORK	Yes	No	\$44,514,062	\$27,956,276	63%	\$0	\$4,982,344	11%	\$156,906
NORTH CAROLINA	Yes	No	\$21,886,666	\$9,224,194	42%	\$0	\$4,375,956	20%	\$355,327
NORTH DAKOTA	Yes	Yes	\$6,240,000	\$4,482,922	72%	\$0	\$3,192,647	51%	(\$14,489)
OHIO	Yes	Yes	\$28,732,872	\$22,300,000	78%	\$200,000	\$7,860,350	27%	\$598,791
OKLAHOMA	Yes	Yes	\$9,724,945	\$6,454,970	66%	\$3,082,700	\$3,408,600	35%	\$0
OREGON	Yes	Yes	\$9,193,071	\$7,637,273	83%	\$0	\$4,296,037	47%	(\$40,639)
PENNSYLVANIA	Yes	Yes	\$29,332,613	\$20,205,633	69%	\$0	\$4,389,723	15%	\$29,383
RHODE ISLAND	Yes	Yes	\$6,240,000	\$4,600,000	74%	\$500,000	\$1,313,374	21%	\$21,400
SOUTH CAROLINA	Yes	Yes	\$11,195,149	\$5,152,000	46%	\$0	\$4,975,113	44%	\$0
SOUTH DAKOTA	Interim	Yes	\$6,240,000	\$2,154,526	35%	\$0	\$1,691,637	27%	\$32,058
TENNESSEE	Yes	Yes	\$15,116,021	\$8,836,252	58%	\$0	\$3,137,186	21%	\$433,175
TEXAS	Yes	Yes	\$63,776,000	\$54,939,830	86%	\$0	\$30,175,279	47%	\$4,772,483
UTAH	Yes	Yes	\$8,285,678	\$7,027,432	85%	\$30,000	\$7,366,451	89%	\$77,696
VERMONT	Yes	Yes	\$6,240,000	\$4,920,000	79%	\$0	\$3,988,814	64%	\$386,133
VIRGINIA	Yes	Yes	\$18,767,744	\$12,058,892	64%	\$0	\$14,539,314	77%	\$211,727
WASHINGTON	Yes	Yes	\$15,823,523	\$11,517,000	73%	\$0	\$8,336,566	53%	\$53,726
WEST VIRGINIA	Yes	Yes	\$6,240,000	\$5,798,087	93%	\$816,100	\$4,441,485	71%	\$118,489
WISCONSIN	Yes	Yes	\$14,015,520	\$13,617,768	97%	\$6,498,389	\$7,813,449	56%	\$766,556
WYOMING	Yes	Yes	\$6,240,000	\$4,711,053	75%	\$0	\$4,928,123	79%	\$9,000
TOTAL ***			\$821,030,000	\$581,946,406	71%	\$30,915,327	\$350,896,413	43%	\$16,723,041

* Provided by the Federal Highway Administration. Funding available includes all funds available in FY05-December 2011.

** From the National Center for Safe Routes to Schools Winter 2010 Status report. Available at <http://www.saferoutesinfo.org/resources/tracking-reports.cfm>

Total announced is the sum of each state's total announced, except for those states that have awarded more than 100% of available funds. In these cases, the figure used is total funding available.

Safe Routes to School Federal Program - State of the States

As of September 30, 2011

This chart details each state's progress on implementing the federal Safe Routes to School program. All dollar figures cited are as of September 30, 2011.

- State SRTS Coordinators are required within each State DOT. State Coordinators administer the program and provide leadership to SRTS.
- State Advisory Committee, which are not required by law, often help craft the application process, promote the program to communities, and review grant applications to ensure a responsible and effective use of the federal funds.
- Announced columns measure the amount of funding each state has announced for local grants and statewide spending—not including administrative expenses. These are the funds that will ultimately help local communities create safer routes to school.
- Obligated columns reflect the amount that the state has expended or contracted to expend on Safe Routes to School, including local grants, statewide spending, and administrative expenses. Obligation is important as it demonstrates what level of funding has been or will soon be spent to date to build infrastructure projects, support non-infrastructure activities, and implement the program.

State	SRTS State Coordinator in Place?	Advisory Committee	Funding Available (FY05-FY11)*	Total announced**	Percent Announced	Change in amount announced since prior quarter	Total obligated*	Percent Obligated	Change in amount obligated since prior quarter
ALABAMA	Yes	Yes	\$14,752,684	\$14,286,240	97%	\$0	\$6,142,416	42%	\$49,177
ALASKA	Yes	No	\$7,544,627	\$1,138,121	15%	\$0	\$4,990,000	66%	\$0
ARIZONA	Yes	Yes	\$18,641,178	\$12,415,000	67%	(\$1,485,000)	\$5,290,562	28%	\$1,362,062
ARKANSAS	Yes	Yes	\$9,470,689	\$5,274,235	56%	\$0	\$5,575,253	59%	\$541,870
CALIFORNIA	Yes	Yes	\$116,074,596	\$157,514,967	136%	\$66,373,600	\$56,641,466	49%	\$6,558,441
COLORADO	Yes	Yes	\$14,395,395	\$9,842,533	68%	\$0	\$7,460,789	52%	\$1,020,069
CONNECTICUT	Yes	Yes	\$11,239,185	\$5,767,324	51%	\$0	\$4,575,499	41%	\$494,611
DELAWARE	Yes	Yes	\$7,211,748	\$3,168,366	44%	\$29,166	\$4,908,569	68%	\$353,810
DISTRICT OF COLUMBIA	Yes	Yes	\$7,206,927	\$3,811,699	53%	\$0	\$4,392,500	61%	\$0
FLORIDA	Yes	No	\$49,160,022	\$87,179,272	177%	\$22,165,446	\$39,977,902	81%	\$3,312,867
GEORGIA	Yes	Yes	\$28,854,700	\$20,059,080	70%	\$0	\$9,338,481	32%	(\$317,903)
HAWAII	Yes	No	\$7,189,101	\$549,133	8%	\$0	\$1,882,023	26%	\$640,177
IDAHO	Yes	Yes	\$7,100,109	\$5,125,770	72%	\$0	\$4,314,712	61%	\$5,670
ILLINOIS	Interim	Yes	\$39,957,701	\$22,039,071	55%	\$0	\$9,818,881	25%	\$610,161
INDIANA	Yes	Yes	\$19,845,837	\$13,571,634	68%	(\$8,800)	\$5,111,679	26%	\$112,010
IOWA	Yes	Yes	\$9,838,461	\$8,662,776	88%	\$0	\$6,477,573	66%	\$286,809
KANSAS	Yes	Yes	\$9,494,056	\$8,611,074	91%	\$4,048,355	\$4,788,264	50%	(\$243,566)
KENTUCKY	Yes	Yes	\$12,866,586	\$9,526,165	74%	\$0	\$5,333,836	41%	(\$144,000)
LOUISIANA	Yes	Yes	\$14,581,351	\$10,960,261	75%	\$0	\$7,472,726	51%	(\$85,104)
MAINE	Interim	Yes	\$7,252,410	\$5,369,500	74%	\$0	\$2,980,094	41%	\$308,332
MARYLAND	Yes	Yes	\$16,972,790	\$16,972,302	100%	\$0	\$10,376,049	61%	\$0
MASSACHUSETTS	Yes	Yes	\$18,534,159	\$5,968,143	32%	\$1,789,718	\$11,762,910	63%	\$3,327,332
MICHIGAN	Yes	Yes	\$31,322,584	\$21,542,334	69%	\$2,734,132	\$20,330,571	65%	\$126,378

State	SRTS State Coordinator in Place?	Advisory Committee	Funding Available (FY05-FY11)*	Total announced***	Percent Announced	Change in amount announced since prior quarter	Total obligated*	Percent Obligated	Change in amount obligated since prior quarter
MINNESOTA	Yes	Yes	\$15,859,229	\$15,206,670	96%	\$7,689,670	\$6,578,649	41%	\$223,468
MISSISSIPPI	Yes	Yes	\$10,508,123	\$8,347,030	79%	\$1,266,818	\$2,511,482	24%	\$222,656
MISSOURI	Yes	Yes	\$17,900,823	\$17,787,140	99%	\$0	\$7,485,073	42%	\$418,457
MONTANA	Yes	Yes	\$7,222,653	\$4,223,552	58%	\$0	\$4,648,710	64%	\$548,362
NEBRASKA	Yes	Yes	\$7,201,444	\$4,997,174	69%	\$0	\$2,565,017	36%	(\$4,400)
NEVADA	Yes	Yes	\$9,023,888	\$2,209,127	24%	\$0	\$5,484,183	61%	\$2,272,660
NEW HAMPSHIRE	Yes	Yes	\$7,073,906	\$5,138,888	73%	\$1,006,942	\$1,811,280	26%	\$95,060
NEW JERSEY	Yes	Yes	\$26,564,388	\$15,195,900	57%	\$0	\$9,988,463	38%	\$1,455,174
NEW MEXICO	Yes	Yes	\$7,473,088	\$3,710,787	50%	(\$79,119)	\$2,960,314	40%	\$527,980
NEW YORK	Yes	No	\$53,409,193	\$27,956,276	52%	\$0	\$19,615,550	37%	\$11,948,027
NORTH CAROLINA	Yes	No	\$25,992,643	\$9,724,194	37%	\$0	\$6,219,658	24%	\$1,191,400
NORTH DAKOTA	Yes	Yes	\$7,141,175	\$5,540,862	78%	\$0	\$4,355,397	61%	(\$56,794)
OHIO	Yes	Yes	\$34,281,577	\$33,920,000	99%	\$0	\$11,160,794	33%	\$1,769,762
OKLAHOMA	Yes	Yes	\$11,722,813	\$6,454,970	55%	\$0	\$4,845,200	41%	\$1,436,600
OREGON	Yes	Yes	\$11,184,375	\$12,653,513	113%	\$5,016,240	\$7,014,373	63%	\$846,440
PENNSYLVANIA	Yes	Yes	\$34,980,272	\$21,013,336	60%	\$0	\$6,230,137	18%	\$1,154,200
RHODE ISLAND	Yes	Yes	\$7,263,255	\$4,600,000	63%	\$0	\$2,659,174	37%	\$819,806
SOUTH CAROLINA	Yes	Yes	\$13,234,299	\$5,152,000	39%	\$0	\$7,114,331	54%	\$0
SOUTH DAKOTA	Interim	Yes	\$7,201,614	\$3,317,615	46%	\$0	\$2,169,349	30%	\$29,495
TENNESSEE	Yes	Yes	\$18,075,504	\$8,836,252	49%	\$0	\$5,636,410	31%	\$469,183
TEXAS	Yes	Yes	\$75,858,374	\$54,939,830	72%	\$0	\$34,363,113	45%	\$1,047,993
UTAH	Yes	Yes	\$9,895,946	\$8,526,885	86%	\$0	\$8,005,168	81%	\$474,007
VERMONT	Yes	Yes	\$7,427,312	\$5,465,338	74%	\$545,338	\$4,412,766	59%	\$71,500
VIRGINIA	Yes	Yes	\$22,445,786	\$12,058,892	54%	\$0	\$14,615,766	65%	\$0
WASHINGTON	Yes	Yes	\$19,129,821	\$21,133,086	110%	\$0	\$9,069,335	47%	\$814,600
WEST VIRGINIA	Yes	Yes	\$7,157,120	\$5,798,087	81%	\$0	\$5,482,427	77%	(\$105)
WISCONSIN	Yes	Yes	\$16,658,412	\$13,617,768	82%	\$0	\$10,180,323	61%	\$430,746
WYOMING	Yes	Yes	\$7,073,983	\$6,607,496	93%	\$15,000	\$6,027,210	85%	\$680,571
TOTAL ***			\$978,467,912	\$727,555,485	74%	\$111,107,506	\$453,152,407	46%	\$47,206,050

* Provided by the Federal Highway Administration. Funding available includes all funds available in FY05-11.

** From the National Center for Safe Routes to Schools Fall 2011 Status report. Available at <http://www.saferoutesinfo.org/resources/tracking-reports.cfm>

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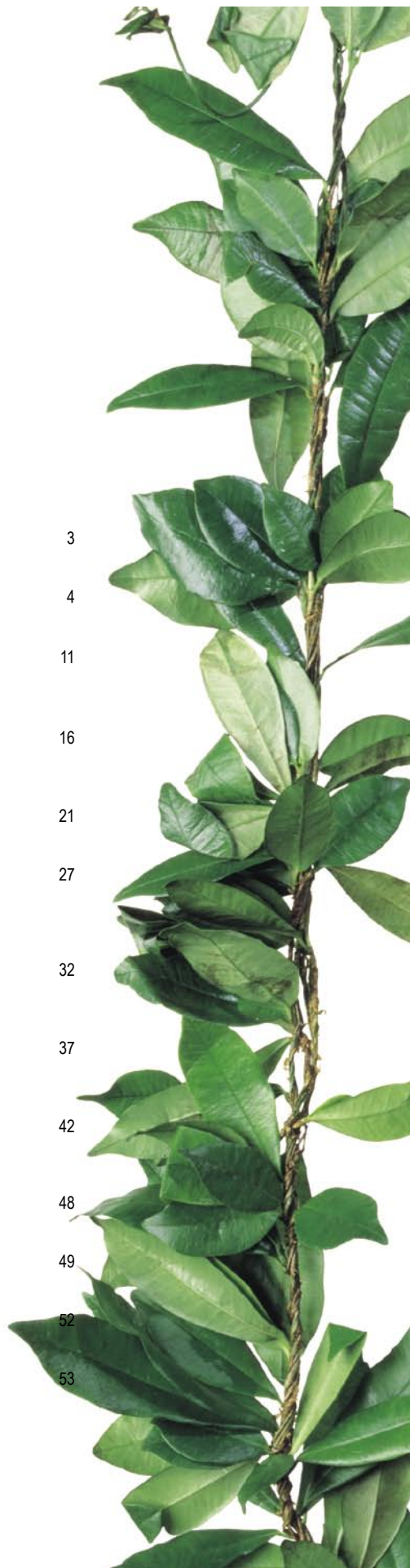
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Hawai'i's Opportunity for Active Living Advancement (HO'ĀLA): Addressing Childhood Obesity through Safe Routes to School

Katie M. Heinrich PhD; Laura Dierenfield BA; Daniel A. Alexander BA; Marcia Prose BS; and Ann C. Peterson MS

Abstract

Increasing active transportation to and from school may reduce childhood obesity rates in Hawai'i. A community partnership was formed to address this issue in Hawai'i's Opportunity for Active Living Advancement (HO'ĀLA), a quasi-experimental study of active transportation in Hawai'i County. The purpose of this study was to determine baseline rates for active transportation rates to and from school and to track changes related to macro-level (statewide) policy, locally-based Safe Routes to School (SRTS) programs and bicycle and pedestrian planning initiatives expected to improve the safety, comfort and ease of walking and bicycling to and from school. Measures included parent surveys, student travel tallies, traffic counts and safety observations. Assessments of the walking and biking environment around each school were made using the Pedestrian Environment Data Scan. Complete Streets and SRTS policy implementation was tracked through the activities of a state transportation-led Task Force and an advocacy-led coalition, respectively. Planning initiatives were tracked through citizen-based advisory committees. Thirteen volunteer schools participated as the intervention (n=8) or comparison (n=5) schools. The majority of students were Asian, Native Hawaiian, and Pacific Islander in schools located in under-resourced communities. Overall, few children walked or biked to school. The majority of children were driven to and from school by their parents. With the influence of HO'ĀLA staff members, two intervention schools were obligated SRTS project funding from the state, schools were identified as key areas in the pedestrian master plan, and one intervention school was slated for a bike plan priority project. As the SRTS programs are implemented in the next phase of the project, post-test data will be collected to ascertain if changes in active transportation rates occur.

Introduction

Active travel modes to and from school contribute significantly to physical activity rates as well as lower obesity rates among school children.¹⁻³ Conversely, children taking motorized transportation to and from school have shown a two to three pound per year weight gain.⁴ Over time – in accordance with rising obesity rates (especially for children in low-income households⁵) – the percentage of United States youth walking or bicycling to school has drastically declined.⁶ Among the many reasons for this shift are a lack of safe facilities and a perceived lack of safety among parents.^{7,8} In response, communities across the United States have adopted Safe Routes to School (SRTS) programs which take a comprehensive approach to improving bicycling and walking to school.⁹

Another emerging trend in transportation policy reform is Complete Streets (CS) policies. These policies require roads to accommodate all users. It is often pointed out that CS policies can augment SRTS programming. And, research shows up to a three-fold increase in active transportation to school among children after the addition or improvement of bicycle lanes, traffic signals, crosswalks and sidewalks.¹⁰ What is not clear is whether statewide CS and SRTS policies help to increase physical activity rates and decrease obesity rates among children by requiring (via CS policy) and accelerating (via SRTS policy) both the necessary engineering improvements and

the equally important education, encouragement and enforcement steps to get more children walking and bicycling to school.

To address this question of macro-level policy influence on childhood obesity, this study capitalized on two recently passed statewide policies for CS (Act 54¹¹) and SRTS (Act 100¹²) as well as accompanying bicycle and pedestrian planning initiatives and new SRTS programs expected to have impacts over the next 3-5 years on the built environment around school zones. The study was coordinated by an advocacy-academic partnership between Peoples Advocacy for Trails Hawai'i (PATH) and the University of Hawai'i at Manoa, with strong support from the County of Hawai'i. The purpose of this manuscript is to describe the progress to date and baseline results for the first 6 months of the project.

Methods

Participants

Hawai'i's Opportunity for Active Living Advancement (HO'ĀLA) was funded for a 12-month period by the Robert Wood Johnson Foundation through the Active Living Research Program. In this quasi-experimental study we recruited 13 schools on the island of Hawai'i (33% of all schools on the island) to participate as either an intervention school (receiving SRTS assessments and SRTS programming) or comparison school (receiving only the SRTS assessments). Schools in under-resourced communities were targeted using several steps. Initially, all eligible schools were sent a postcard notifying them of the study. Eligibility criteria included: (1) having ≥35% of students who qualified for free and reduced school lunch; (2) were willing to fulfill study requirements; and (3) were rural (<20% of student lived within 1-mile) or neighborhood (>60% of students lived within 1-mile). Next, the schools were emailed and mailed informational packets explaining study details and offering \$1000 mini-grants to those that would like to participate as intervention schools (comparison schools received the assessments for free). A second follow-up e-mail was sent and interested schools responded by e-mail. Finally, phone calls were made to interested schools to set up an in-person meeting to finalize the recruitment process. School administrators chose whether their school would be an intervention (n=8) or comparison (n=5) school.

Measures

Standardized measures developed by the National Center for SRTS were used to assess travel modes to and from school for both students and parents (<http://www.saferoutesinfo.org/resources/index.cfm>). The Parent Survey about Walking and Biking to School was distributed to all students to take home to their parents. The parent survey was estimated to take 5-10 minutes and gathered information about factors that affected whether or not parents would let their children walk or bike to school. Parents indicated their child's grade and gender and the total number of children they had in grades K-8. They were asked to indicate how far their child lived from school

and how “on most days” their child arrived and departed from school (i.e., walking, biking, school bus, family vehicle, carpool, transit, or other). In addition, parents were asked to indicate how long it normally took their child to get to and from school, if their child had asked for permission to walk or bike to or from school, and their opinions on issues affecting their decision to allow their child to walk or bike to or from school. Finally, parents indicated their own level of education and could provide additional comments.

The Student Travel Tally was used to assess how children traveled to and from school. Teachers in first and fourth grade classrooms at each school were asked to conduct the travel tally with their class. Students were asked “How did you arrive at school today?” and “How do you plan to leave for home after school?” Students then raised their hands to indicate the travel mode (identical to the parent survey categories) the used for each trip. Weather conditions, class size, and the number of students present at the time of the tally were recorded.

Traffic Counts and Safety Observations were taken using methodology from the PATH Hawai‘i SRTS Toolkit.¹³ Trained observers were stationed at standardized locations around each school during the 1 1/2 hours before school began and after school ended. For the traffic counts, observers indicated the number of people that passed through their observation zone using one of the following transportation modes: car, public transportation, bike with a helmet, bike without a helmet, pedestrian and other (e.g., skateboard). For the safety observations, observers counted the occurrence of seven safety hazards (e.g., number of motorists failing to yield to pedestrians, number of cars speeding, jaywalking).

The Pedestrian Environment Data Scan (PEDS)¹⁴ was used to track the physical conditions of all street segments that comprised the main travel routes within 1/2 mile of each school. The PEDS provided a comprehensive, objective assessment of the built environment for walkability and bikeability. This one-page paper instrument consisted of four major sections: a) environment, b) pedestrian facilities, c) road attributes, and d) walking/cycling environment. Raters indicated the absence or presence of each item and counted items as appropriate. In addition, raters were asked to subjectively rate the attractiveness and safety of the segment for both walking and cycling on a 3-point scale from 1=strongly agree to 4=strongly disagree. Individual items of the PEDS have shown high inter-rater reliability, with 89% of items having 80% agreement or higher.¹⁴

The SRTS programmatic components that were tracked at each school included the formation of a SRTS team; completion of a SRTS action plan; completion of various educational, encouragement, or enforcement strategies as identified in the action plan; technical assistance provided for additional funding; and SRTS funding awards.

HO‘ĀLA project staff members attended and participated in all relevant planning or task force meetings to track the progress on the two policies and the bicycle and pedestrian initiatives. In addition, we took notes and saved copies of relevant documents.

Procedures

All study procedures were approved by the University of Hawai‘i Institutional Review Board. Data collectors were trained on the use of each data collection instrument, including a five-hour training

session specifically for the PEDS instrument. Teams of data collectors were dispersed on “assessment days” at each school.

The initial year of the project was focused on assessing existing active transportation behaviors and physical infrastructure around Hawai‘i County schools while monitoring the first efforts to implement macro-level policies and plans as well as locally-based SRTS programs. All schools agreed to fulfill study requirements and both comparison and intervention schools received baseline SRTS reports about street segment conditions and how students traveled to and from school. Each intervention school agreed to host a SRTS workshop. Intervention schools then began PATH’s “Three-Steps to Success” SRTS implementation model, resulting in the development of their own custom SRTS plan. Besides the \$1,000 mini-grants, intervention schools received technical assistance from PATH to aid in the planning and implementation of their SRTS programs. Schools will now be implementing their SRTS programs and follow-up assessments are scheduled to determine the impact of the intervention.

All school data were analyzed with PASW Statistics 18 (Chicago, IL). Summary statistics were created to provide baseline characteristics for each school. Comparisons were made to determine if statistically significant differences existed at baseline between intervention and comparison schools. Progress on the policies and planning initiatives were summarized qualitatively.

Results

As shown in Table 1, five schools were in neighborhoods and eight were in rural settings. Enrollment ranged from 128 to 850 students. Asians, Native Hawaiians, and Pacific Islanders made up the ethnic majority for all but one of the schools. Percentages of free and reduced school lunches ranged from 35.9% to 93.5%. Baseline data were available from 8 intervention and 4 comparison schools.

Parent Surveys

Survey response rates ranged from 13.1% to 58.4% per school with 1191 surveys completed at intervention and 457 surveys completed at comparison schools. Although parents of children from all grades were asked to complete a survey, about one-third of the responses were from parents of 1st and 4th graders (students targeted by the intervention). Children’s genders were almost equally represented and most parents had 2 children in grades K-8. See Table 2.

Statistically significant differences existed between intervention and comparison schools for household distance from school, $\chi^2=121.1$, $p<.001$, with comparison school parents tending to live closer to school. Almost half of the intervention (49.5%) but only 34.1% of the comparison school parents reported living more than 2 miles from school. In contrast, 25.4% of comparison and only 8.1% of intervention school parents reported living within 1/4 mile of the school. Table 3 displays the households’ distances from school, modes of arrival, and modes of departure from school.

Statistically significant differences were also found between intervention and comparison schools for how children arrived at school ($\chi^2=72.7$, $p<.001$) and how they departed school ($\chi^2=84.8$, $p<.001$). As shown in Table 3, the main difference was that children at intervention schools were more likely to ride the bus to and from school if they were not driven to school by their parents.

School #	Enrollment	Intervention or Comparison	Neighborhood or Rural	% Asian, Native Hawaiian, Pacific Islander	% Free and Reduced School Lunch
1	128	C	R	56.3	93.5
2	551	I	N	50.6	49.8
3	157	C	R	89.3	59.6
4	630	I	R	66.8	82.6
5	273	I	R	64.0	50.4
6	686	I	N	40.1	37.3
7	640	I	R	70.7	51.9
8	500	I	N	51.1	35.9
9	383	C	N	55.9	68.3
10	850	I	N	68.7	51.0
11	331	C	N	90.6	82.0
12	141	C	N	72.3	66.0
13	245	I	N	70.3	52.7

Characteristic	Intervention n (%)	Comparison n (%)
Grade of Child		
1st	229 (19.0)	71 (15.7)
4th	196 (16.5)	67 (14.7)
Gender of Child		
Female	491 (50.9)	212 (51.2)
Male	474 (49.1)	202 (48.8)
Average Number of Children in grades K-8 in Household	mean = 1.72, sd = 0.88	mean = 1.92, sd = 1.00
Parent had graduated college	298 (25.0)*	63 (13.8)
Total Number of Surveys	1191	457

*p<.001

Only 16% of students from intervention schools had asked their parents if they could walk or bike to school, while 34.1% of students from comparison schools had done so. However, the majority of parents at both school types (67.8% at intervention and 54.9% at comparison schools) reported that they would never let their child walk or bike to or from school without adult supervision.

The top six factors influencing parents' decisions whether to let their children walk or bike to school included distance, speed of traffic, amount of traffic, safety of intersections and crossings, weather or climate, and the conditions of sidewalks or pathways. As shown in Table 4, significantly more parents at intervention schools, as compared to comparison schools, reported these factors (except weather or climate).

The top six factors that, if they would improve, parents would be more likely to let their child walk or bike to school included the condition of sidewalks or pathways, safety of intersections and crossings, crossing guards, speed of traffic, amount of traffic, and adults to walk or bike with. As shown in Table 5 parents from comparison schools were more likely to report that they would let their child walk or bike if each factor improved.

Student Travel Tally

Student travel tallies were completed in 40 classrooms at six intervention schools and 13 classrooms at five comparison schools. The average class enrollment was slightly higher at intervention schools (mean=22.65, sd=4.74 students) than at comparison schools (mean=18.62, sd=2.10 students). Rates of walking were comparable between intervention and comparison schools, averaging 2 or fewer students per classroom, as were rates of bicycling, averaging 1 or fewer students per classroom. In agreement with the parent surveys, more students from intervention schools reported riding the bus, averaging 4.6 students per classroom, as compared to 2.4 students per classroom at comparison schools. The majority of students reported riding in their family vehicle; averaging 14.8 students per classroom at intervention and 12.8 at comparison schools.

Pedestrian Environment

Using the PEDS, a total of 242 segments were assessed at intervention and 129 segments were assessed at comparison schools. As shown in Table 6, similarities were found for the frequency of intersections, pedestrian facilities, paved trails and sidewalks,

Table 3. Distance, Mode of Arrival, and Mode of Departure from School		
Variable	Intervention n (%)	Comparison n (%)
Household distance from school		
< 1/4 mile	96 (8.1)	116 (25.4)
1/4 to 1/2 mile	75 (6.3)	53 (11.6)
1/2 to 1 mile	158 (13.3)	52 (11.4)
1-2 miles	199 (16.7)	42 (9.2)
> 2 miles	590 (49.5)	156 (34.1)
How Child Arrives at School		
Walk	41 (7.4)	34 (7.4)
Bike	3 (0.3)	2 (0.4)
School bus	273 (22.9)	30 (6.6)
Family vehicle	814 (68.3)	353 (77.2)
Carpool	33 (2.8)	10 (2.2)
Transit		
Other	0	1 (0.2), 2 (0.4)
How Child Departs School		
Walk	56 (4.7)	50 (10.9)
Bike	3 (0.3)	2 (0.4)
School bus	295 (24.8)	33 (7.2)
Family vehicle	708 (59.4)	308 (67.4)
Carpool	22 (1.8)	9 (2.0)
Transit	17 (1.4)	1 (0.2)
Other	1 (0.1)	3 (0.7)

walkway obstructions, road conditions, and a modal speed limit of 25mph, as well as for the lack of crosswalks, bicycle facilities, or amenities. Main differences consisted of more intervention school street segments having a slight hill (44.2%) and more comparison school street segments being flat (57.4%); fewer intervention school street segments had pathways in good condition, complete walkways within the segment, traffic control devices, or crossing aids. However, intervention school street segments were more likely to have buffers and speed limits ranging up to 55mph.

Traffic counts confirmed the data reported from the parent surveys and student travel tallies. For the trip *to* school, cars comprised the majority of the traffic counts (82.1%, n = 3,641) up to 485 per school (total = 3,641). Buses comprised 1.7% of the total counts (n = 76), transporting multiple children on each bus. Slightly more pedestrians were counted than indicated by parent and student data (14.7%, n = 651). Few bicyclists were counted (0.8%, n = 37), although one intervention school had 15. Up to 9 other forms of transportation were counted per school (0.7%, n = 30). For the trip *from* school, travel modes were similar: 75.2% of children were transported in cars (n = 2478), 2.2% in buses (n = 73), 20.9% were pedestrians (n = 689), 0.7% were bicyclists (n = 24), and 0.9% used other forms of transportation (n = 31). The main problems reported during safety observations included cars not yielding to crossing pedestrians and speeding cars.

Table 4. Percentage of parents whose decisions to allow child to walk/bike were affected by each factor		
Factor	Intervention Schools	Comparison Schools
Distance	68.0**	56.2
Speed of traffic along route	67.6**	51.2
Amount of traffic along route	65.2**	49.9
Safety of intersections/crossings	59.6**	50.3
Weather/climate	56.9	52.5
Sidewalks or Pathways	54.4**	40.7
Violence/crime	45.3	41.6
Time	39.0	35.4
Crossing Guards	32.9	32.2
Child's before/after school activities	27.6	27.6
Adults to walk or bike with	24.3	23.9
Convenience of Driving	23.4	29.3*

*p<.05, **p<.001

Table 5. Percentage of parents who would let child walk/bike if the factor improved		
Factor	Intervention Schools	Comparison Schools
Sidewalks or Pathways	36.4	38.6
Safety of intersections/crossings	34.2	38.5
Crossing Guards	32.9	35.6*
Speed of traffic along route	29.1	34.1
Amount of traffic along route	28.9	33.7
Adults to walk or bike with	28.2	36.1*
Weather/climate	23.2	31.7*
Distance	22.9	29.4**
Violence/crime	22.4	25.4**
Time	20.3	29.3*
Child's before/after school activities	13.6	29.0***
Convenience of Driving	13.1	23.8**

*p<.05, **p<.01, ***p<.001

SRTS Progress at Intervention Schools

Each school received a baseline report, summarizing the SRTS and PEDS assessments. Reports were then disseminated to the greater community through an interactive Town Hall process. Schools formed SRTS teams and worked with those teams to develop SRTS Action Plans that identified key strategies that the school and community agreed upon. Schools have begun to implement their SRTS programs and follow up assessments were scheduled.

Policy Tracking

The Executive Director of PATH served on the Statewide Complete Streets Task Force, with the final policy document finalized on September 15, 2010. Next, the State of Hawai'i and the counties will develop their policies using the model guidance created by the task force. In addition, PATH led a statewide coalition of over 30 organizations focused on implementation of the SRTS law passed in 2009, resulting in an obligation of \$1.2 million for SRTS projects. An additional \$700,000 was anticipated to be obligated by 2011.

Table 6. Street Segment Characteristics		
Item	Intervention (242)	Comparison (129)
Grade of hill	44.2% had slight hill (n=107)	57.4% were flat (n = 74)
Intersections	83.5% had an intersection (n=202)	88.4% had an intersection (n=114)
Pedestrian facilities	64.5% yes (n=156)	66.7% yes (n=86)
Paved trail/sidewalk	Yes 61.6% (98/159)	Yes 68.2% (58/85)
Path condition	46.1% good (70/152)	63.5% good (54/85)
Walkway obstructions	42.4% of segments with a walkway (n=67/158)	41.2% of segments with a walkway (n=35/85)
Buffers	30.3% (47/155)	20.9% (18/86)
Is walkway complete?	58.7% yes (54/92)	78.8% (41/52)
Condition of road	75.3% good (177/235)	72.1% good (93/128)
Speed limit	Range 10-55, mode 25mph	Range 10-35, mode 25mph
Any traffic control devices	39.4% yes (93/236)	57.4% yes (74/129)
Any crossing aids	17% yes (40/235)	25.6% yes (33/129)
Crosswalks	66.5% had none	62.8% had none
Bicycle facilities	Only for 10 segments 4.1%	Only for 6 segments 4.7%
Any amenities in segment	Only for 7 segments 2.9%	Only for 5 segments 3.9%

This represented the first obligation of SRTS funds in the state. Of these funds, approximately \$600,000 should be awarded to two of the intervention schools in the HO'ĀLA project.

Planning Initiatives

HO'ĀLA study staff members participated in all of the transportation planning initiatives underway in the state and ensured that SRTS solutions were considered in projects, with special attention paid to projects that would impact intervention schools. PATH was selected to serve on the 20 member statewide Pedestrian Master Plan Citizens Advisory Committee. This resulted in an emphasis on schools as a key area of concern in the plan. In addition, PATH was successful in identifying four high priority projects in the existing Bike Plan, one of which would directly impact an intervention school. PATH also hosted a Pedestrian Safety Action Plan Workshop that created a Pedestrian Plan for Hawai'i County through the Strategic Highway Safety Plan Bicycle and Pedestrian Emphasis Area. The Workshop focused on SRTS as a key area of concern for Hawai'i County and developed strategies for enhancing and maintaining pedestrian safety through SRTS.

Discussion

In the first six months of the HO'ĀLA project, thirteen schools were recruited to participate and baseline observations were completed at twelve. Similar to other states, few students walked or biked to school in this ethnically diverse population in Hawai'i.⁶In almost all schools, the majority of children were driven to and from school by their parents. Real safety concerns, including missing infrastructure, existed around each school that were both noted by parents and by observers.^{7,8}Although most parents said they would never let their child walk or bicycle to school, others indicated that if specific problems were addressed, they would be more likely to do so.

Project successes to date included the number of schools that signed up to participate (one in three schools on the island of Hawai'i). Another area of success was the ability to help influence the Complete Streets policy language to specifically point toward the need to accommodate children in the planning and design of roadways. In addition, through the influence of HO'ĀLA project staff, schools were included as one of the primary criteria in the methodology for determining project priorities in the Statewide Pedestrian Plan. Another area of success was in the collaboration between the University of Hawai'i at Manoa and PATH, working together to accomplish rigorous evaluation with meaningful impact on the school communities.

Primary project challenges were in the formation of SRTS teams at some of the intervention schools. The rapid nature of the project did not allow for a lot of time to develop strong teams and this resulted in some lack of initiative and leadership in a few schools. This challenge was overcome by working closely with the schools to help them find ways to incorporate the SRTS effort into existing groups such as the Parent-Teacher Organization. Another challenge included the discontinuation of the Balanced Transportation Coordinator position in the Hawai'i County Planning Department which led to a change in our initial project team structure. This was overcome by working closely with the Hawai'i County Public Works Department and the Data Systems Department. In the end, these two challenges strengthened the project considerably, by allowing for closer management and guidance of the schools.

As SRTS programs are implemented in the next phase of this project, it is important to address traffic problems and missing infrastructure in order to increase walking and biking to school by low-income, Asian/Native Hawaiian/Pacific Islander children in Hawai'i County. Project collaborations will help utilize these results to move forward necessary changes in programming, policies, and the physical environment.

Disclosures

This study was conducted while KMH was at the University of Hawai'i at Manoa. The study was designed by KMH and LD. Data were gathered by LD, MP, and ACP. Data were entered and cleaned by DA and analyzed by KMH and DA. This manuscript was primarily written by KMH and LD with some assistance by DA. The authors have no financial relationships or conflicts of interest to disclose for this manuscript.

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Lōkahi (Holistic, Interconnected)