

**Get Healthy Philly
Safe Routes Philly 2013-2014 Report**



saferoutesphilly.org

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1) Executive Summary

Since the late sixties, there has been a steady decline in walking and biking to school nationwide. This trend has prompted advocates to educate and encourage children and families on the importance of active transportation in developing a healthy and safe community. Walking or riding a bicycle to school can significantly increase a child's daily amount of physical activity.

Consistent with the Safe Routes to School National Program ^{ix}, Safe Routes Philly (SRP) was designed to incorporate the following components to their education and encouragement program:

- Enabling and encouraging children to walk and bike to school
- Improving the safety of children walking and bicycling to school
- Facilitating projects and activities that will reduce traffic, fuel consumption and air pollution near schools

Safe Routes Philly's fourth year of Intervention focused on the following five core activities:

- School and District Outreach
- Walkability Audits
- Get Active Schools/ Encouragement Activities
- Teacher Training
- Fulfilling Non-infrastructure SRTS grant activities at 7 schools

The following report summarizes Safe Routes Philly intervention components, as well as impact, achievements and challenges during its fourth year of intervention (2013-2014). The purpose of this report is to highlight findings and share strategies and resources with other communities interested in adopting a similar model.

Summary Year Four Accomplishments:

Safe Routes Philly's fourth year of programming saw several accomplishments. The top five being:

- Assisting eight Schools with Walkability Audits.
- Supporting five Get Active Schools with ongoing encouragement activities.
- Supporting thirteen Walk and Bike to School Day Events spread out over the month of October.
- Re-activating a \$1.3M Safe Routes to School infrastructure grant through PennDOT (managed by Delaware Valley Regional Planning Commission).
- Actively participating in the citywide Safe Corridors Committee and training district youth.

- Establishing Walking School Bus programs at Willard and Childs Schools, which are run completely by parents and/or teachers.

Summary of Lessons Learned:

- At the end of this funding cycle (July – March), Safe Routes Philly received 11 Teacher Completion Forms (TCF) impacting 4,700 students. Additionally, 17 schools received activity books – meaning they have communicated their intention to teach for this Academic Year. These numbers indicate that not only staff capacity, but a contract supporting a full academic year is both helpful in supporting and collecting data for Safe Routes Philly programming.
- Intern help continues to be very useful for Safe Routes Philly programming. This was the second year we had only one dedicated staff person to tackle stated goals. SRP brought on four interns throughout the course of this contract to help with meeting the metrics.
- Changing school policy within school handbooks for walking and biking will work at schools that have already begun to engage with Safe Routes Philly curriculum and programming. Unfortunately, the three schools that were on board to make these changes (Willard, Childs, and Meredith) were not printing school handbooks in Fall 2013 because of school budget cuts.

2) OVERVIEW

A) Introduction and Get Healthy Philly Overview

Get Healthy Philly (GHP) is an initiative of the Philadelphia Department of Public Health (PDPH) that aims to make it easier for Philadelphians to engage in healthy behaviors. Through partnerships with government agencies, community-based organizations, and academic institutions, *Get Healthy Philly* works to increase the availability and affordability of healthy foods, decrease consumption of unhealthy foods and beverages, and increase physical activity among Philadelphians. *Get Healthy Philly* intervenes in a variety of settings including schools, worksites and the retail environment.

A primary intervention of the GHP initiative is to promote and increase physical activity in Philadelphia's public elementary schools. Safe Routes Philly (SRP) is a partnership between the Philadelphia Department of Public Health (PDPH), the Bicycle Coalition of Greater Philadelphia (BCGP), and the School District of Philadelphia (SDP). Safe Routes Philly provides pedestrian and bicycle safety lessons and a supporting website to improve walking and biking conditions for students and teachers. In addition, SRP encourages kids to walk and bike safely on a regular basis with fun encouragement activities like walking school buses and bicycle rodeos.

B) Safe Routes Philly in the Context of the National Model

The Safe Routes to School National Program (SRTSNP) encourages elementary and middle school-aged children to walk and ride bicycles to school. This program was created in response to nationally-rising obesity rates and the decline of children walking or biking to school. Walking and biking to school rates have been deteriorating since the late 1960's. From 1969 to 2001, the percentage of students walking and bicycling to school declined from 41% to 13%. At the same time, the percentage of children being driven or driving themselves to school nearly tripled, from 20% to 55%.ⁱ

Today, nearly one in three young people in the United States is either obese or overweight.ⁱⁱ Obesity in Philadelphia is particularly prevalent. In 2012, 65% of adults and 37.4 % of children in Philadelphia were overweight or obese.ⁱⁱⁱ Among counties containing one of the largest U.S. cities, Philadelphia County^{iv} has the highest prevalence of hypertension (37.2%), diabetes (16.0%) and obesity (32.6%) and the third highest prevalence of heart disease (4.1%).^v Local data reveal that a staggering 47.1% of African-American adults in the city report a diagnosis of hypertension.^{vi} Since 2000, approximately 24,000 Philadelphians have died of diseases caused by poor diet and physical inactivity.^{vii, viii}

Consistent with the Safe Routes to School National Program^{ix}, SRP was designed to incorporate the following components to their education and encouragement program:

- Enabling and encouraging children to walk and bike to school
- Improving the safety of children walking and bicycling to school
- Facilitating projects and activities that will reduce traffic, fuel consumption and air pollution near schools

3) Summary of Intervention and Evaluation

Safe Routes Philly: Program Objective

Throughout the first two years of the *Get Healthy Philly* intervention, via Center for Disease Control funding, the Bicycle Coalition of Greater Philadelphia aimed to engage 70% of public elementary schools (125 schools) within the School District of Philadelphia to adopt the Safe Routes Philly bicycle and pedestrian curriculum. Now in its fourth year, Safe Routes Philly has aimed to increase walking and biking to Philadelphia elementary schools through the implementation of pedestrian and bicycle safety education in 10 schools serving 5,000 low-income children and by implementing operational, policy and programmatic changes in one Get Active School.

Safe Routes Philly's fourth year of Intervention focused on the following five core activities:

- School and District Outreach
- Walkability Audits
- Get Active Schools/ Encouragement Activities
- Teacher Training
- Fulfilling Non-infrastructure SRTS grant activities at 7 schools

A) School and District Outreach

Through GHP's school-based initiative, the *Campaign for Healthier Schools*, Safe Routes Philly developed a strong relationship with the School District of Philadelphia. The Campaign is a partnership between the Philadelphia Department of Public Health, The Food Trust, Safe Routes Philly, and the School District of Philadelphia. Meetings, events, and activities stemming from this initiative have been critical to the relationship between SRP and the SDP. As a result of this robust relationship, SRP has been able to distribute important information to school principals, staff and parents through the District's many resources. Some of the big SRP Academic Year 2013-2014 successes made possible by the SDP include:

- Re-activating a \$1.3M Safe Routes to School infrastructure grant through PennDOT (managed by Delaware Valley Regional Planning Commission) by transferring it to the City of Philadelphia to spend.
- Ongoing relationship with Safe Corridors Committee and assisting with summer 2013 programming for the WalkSafePHL campaign.
- The ability to track the movement of PE teachers from school to school by receiving a master list from the School District. This allowed us to understand which schools had teachers that had been trained with SRP lessons and which did not (even if they had been active with a previous PE teacher in the past).
- Three schools (Meredith, Willard, and Childs), committed to adding information about walking and biking to parent packets / school handbooks that went home with students the first week of school. The language encourages students to use active transportation for their commutes to and from school. Meredith's language also includes additional facts about the benefits of active commutes to school and the negative impact of car congestion and pollution around schools. This did not end up happening due to a lack of funding to print school handbooks.
- Safe Routes Philly met with Superintendent Hite in June 2014 to discuss district level policy changes to encourage walking and biking to school. He has asked Bettyann Creighton, Director of Health, Safety, and PE, to update the School District's wellness policy to include a section on active transportation.

B) Walkability Audits

Safe Routes Philly helps coordinate walkability audits, which are assessments of routes noting concerns like traffic, infrastructure, and neighborhood safety. Over the past three years there have been free walkability audits available through the Pennsylvania Safe Routes to School Resource Center. A traffic engineer visits the school over a 48-hour period to listen to community concerns, walk the routes with community members, and observe

traffic and neighborhood conditions. The audits are available on a first come first served basis.

During the 2013-2014 Academic Year, Safe Routes Philly helped eight elementary schools complete free Walkability audits. For each school, Megan helped complete the audit application by creating maps and collecting statements on the biggest issues the school is facing when it comes to road and traffic safety. Megan also invited elected officials and Police Officers in the schools' districts and created fliers for the schools to distribute to parents.

- Lea (September 10th-11ths)
 - Megan attended both the Stakeholders meeting and audit recommendation presentation and helped conduct the audit.
- Decatur (September 18th-19th)
 - Megan coordinated volunteers to attend the audit, but did not attend herself because Decatur is not along a priority corridor.
- Barry (September 25-26)
 - Megan attended both the Stakeholders meeting and audit recommendation presentation and helped conduct the audit.
- Juniata (October 2nd- 3rd)
 - Megan coordinated volunteers to attend the audit, but did not attend herself because Decatur is not along a priority corridor.
- Southwark (October 17th and 18th)
 - Megan attended both the Stakeholders meeting and audit recommendation presentation and helped conduct the audit.
 - Megan took information from the audit and immediately followed up with the Streets Dept. because the two adjacent streets to the school were being repaved. Work orders for crosswalk restriping, sign replacement / repair, and school zone blinking marquee timing were submitted.
- Stanton (November 20th and 21st)
 - Megan attended both the Stakeholders meeting and audit recommendation presentation and helped conduct the audit.
- Meredith (November 20th and 21st)
 - Megan coordinated parent volunteers to assist with the audit, but did not attend because it conflicted with Stanton's audit.
- Jackson (December 3rd and 4th)
 - Megan did not attend due to scheduling conflicts.

After each walkability audit is conducted, the school and Safe Routes Philly receive an approximately 100-page document detailing the assessed routes and offering suggestions for improvement in the short, mid, and long term. Safe Routes Philly uses these reports to advocate for infrastructure improvements around schools. The first step in this process is compiling a list of the most pressing problems that can easily be repaired and communicating them with the City's pedestrian and bicycle engineer and coordinator. We communicated with the City in this same manner following the 2013 audits and the City agreed to help repair challenges such as fading crosswalks, skewed street signals, and damaged or ill-placed signs.

In January 2014, it became official that the City's Streets Department took over the \$1.3M in SRTS infrastructure funding (originally held by PennDOT and the School District) from the School District. Safe Routes Philly attended two meetings to discuss the use of these funds and have since been communicating with schools to help them prioritize needs based on walkability audit reports. The engineers plan to use the 18 walkability audits that took place over the last two years as a guide for how to spend the money. Additionally, the simpler suggestions in the reports, such as painting crosswalks and replacing signs, will be added into the City's existing work scope.

In addition to the school audits, we piloted a community walkability audit with the West Philly YMCA in July 2013. No engineers were present for the audit, as they are at school audits. A YMCA staff and BCGP staff conducted the audit. We hoped for greater participation from the YMCA community. Despite low turnout, we collected meaningful information and reported many issues to the City of Philadelphia through 311.

Another summer walkability audit opportunity occurred when SRP staff trained Education Works Summer Employment high school students on how to conduct an audit. These students then assessed routes of "receiving" schools from student homes to identify best and safest routes.

C) Get Active Schools / Encouragement Activities

During SRP's fourth year of funding our approach in identifying potential Get Active Schools was to seek schools along our priority corridors through the Safe Streets, Healthy Neighborhood initiative. Our stated goal in Academic Year 2012-2013 was to get at least three schools on board for teaching, applying for non-infrastructure funding, a free walkability audit, evaluate barriers to students biking and walking, and begin the identification process to reform policy language to include the encouragement of biking and walking for their student population. Safe Routes Philly continues to work with Get Active Schools from the 2012-2013 School Year (Willard, Childs, Meredith and Meade). Our stated goal for this past academic year, 2013-2014 was to get at least one school on board with these same goals, and we were successful in that with Southwark Elementary.

Returning Get Active Schools

- **Willard:** The Walking School Bus program at Willard started up again with new route volunteers in Fall 2013. There are two routes and three parent volunteers. One route has 16 students and the other has 12. In Fall 2013, the program was gaining interest as more parents see the students walking in their bright vests as a group and arriving to school on time! Safe Routes Philly remains a resource for the Willard Walking School Bus, but the goal is for the program to be self-sustaining with parent volunteers. Willard also hosted a bike to school day at the end of October and 9 children participated on a cold morning. Willard school is getting a new flashing light after Safe Routes Philly's assistance with the application and connecting them to the Streets Department. .
- **Childs:** Childs launched a Walking School Bus in Spring 2014. SRP hired a part time staff person through the NBC grant to help organize this program. A teacher and a parent

lead one route for eight weeks and engaged 12 students. The program was featured on NBC's promotional video for the 2014 grant cycle. Childs also hosted a Bike to School Day on May 9th. 40 students rode their bikes to school, parked their bicycles in a spare room and received cliff bars and helmets from SRP. Megan met up with five students at a park close to the school and rode with them and two police officers on bicycle to the school.

- **Meade:** The PE teacher who ran the school's after school bicycle program (funded by the Safe Routes PA grant) was laid off last June. Thankfully, the new principal is supportive of the program and the school's music teacher, Patrick, is taking over the program. The Meade Bicycle program was in full swing in Fall 2013, led by the music teacher and a 4th grade teacher. It has taken on less of a structured curriculum in favor of fun rides around the city. Two teachers at the school have even opened up their homes for the bike club to have dinner after their rides. The club has engaged 15 students. Megan assisted the school in making sure their entire grant was spent out by December 31st, 2013. The school received items such as bike locks and leashes, reflective stickers, safety vests, bike bells, bike helmets, bike lights, t-shirts, and water bottles. The bike club also ran in Spring 2014 with the help of a 4th grade teacher and Kayuh Bicycles. The spring program was more structured than the fall program. Students met twice per week, learned about bicycle maintenance, and went on rides. The five students of the Meade Bicycle Club, along with their teacher and owner of Kayuh Bicycles participated in Bike to Work Day in May and had the opportunity to meet Mayor Nutter.
- **Meredith:** The Meredith Safe Routes parent committee picked up steam in October 2013, with three new parents joining. The group orchestrated a last minute Bike and Walk to School Day in October and had their best turn out yet with over 50 children and parents participating. The group meets up at Rizzo Rink, which is eight blocks from the school, and travels to school together. The committee, which last year only focused on biking, recruited the PE teacher to walk with students along the route. Bike to School Days continued to occur monthly throughout the school year, weather permitting. SRP offered a youth Learn to Ride at Meredith in May 2014, teaching 12 students to ride and empowering another 12 older youth to offer guidance to the younger youth during class. The Safe Routes to School team at Meredith participated in Bike to Work Day in May 2014 and had the opportunity to ride in the city and meet Mayor Nutter. Meredith parents organized a Saturday ride from the School down to Washington Ave Green (a trail along the Delaware River in South Philadelphia).

New Get Active Schools

- **Southwark:** Because the Walking School Bus did not take off at Southwark last year, SRP and the new school Principal Lukov came up with an alternative: monthly walk to school days with the principal. SRP provided fliers promoting the first walk to school day with the principal for back to school night. On October 9th over 50 children and parents gathered at 10th and Snyder, a few blocks from the school, to participate in Walk to School Day with the Principal. Teachers stood at corners along the route to provide extra safety. Students who participated received bright yellow T-shirts and plastic medals. These events happened monthly throughout the school year, with the exception of January and February, which were too cold. The remaining grant money from the previous school year paid for incentives for students who participated. SRP

also partnered with an afterschool program at Southwark to pilot teaching our neighborhood walk lessons and some NYC Department of Transportation lessons.

Encouragement Schools*

**Encouragement schools are those that participated in encouragement activities, and have done so on a regular basis for at least one year, but do not have ongoing programs like Get Active Schools.*

- **Fell:** Hosted a Bike to School Day in Fall 2013 and Spring 2014. In October 2013, 40 students rode their bicycles to school and congregated in the schoolyard at 2:30 PM for a few rides around the block with the Principal. In May 2014, the principal took the day a step further and organized a bike ride down to the stadiums with all students who rode their bicycles to school.
- **Lea:** 13 students and two parents participated in a walking school bus / bicycle train event that started at a common meeting spot. The Home and School President organized a Walk and Bike to School Day. All of the children met at a park near the school. Six students biked in a group and five more walked in a group, while three other students arrived to school on bike from other locations. This was the second year that Lea organized an event of this type.
- **Powel:** 100 + students walked to school and walked around the schoolyard to music for Walk to School Day. This was the second year that Lea organized an event of this type.

Attempted Get Active Schools

- **Stanton:** The school's principal and School Advisory Council President actively helped to try and establish a Walking School Bus program at Stanton this year. Safe Routes Philly provided information and sign up forms for back to school night. One parent came to the Bicycle Coalition office to receive information about starting a Walking School Bus. She committed to the program, but has then failed to follow through. SRP's part time Walking School Bus Coordinator also attempted to recruit parent and/or community volunteers at Stanton and was not successful. Stanton helped us learn a good lesson: Even when the school has administrative support for a program, if there is not grassroots support, the initiative may not work.
- **Girard:** This school had a small Walking School Bus program in Spring 2013. The parent volunteer who ran the program no longer had a child at Girard and was not able to be involved anymore. The PE teacher and SRP attempted to revive the Walking School Bus with no success.

D) Teacher Training

Since 2010, over 150 School District of Philadelphia Health and Physical Education Teachers have been trained to deliver Safe Routes Philly pedestrian and bicycle safety lessons. In November 2012, SRP offered workshops on bicycle rodeos and walkability lessons, which were well attended. During the July 2013 – March 2014 contract period, SRP was unable to offer professional development (PD) trainings because the School District did not host any such PD days in which SRP could participate. In May 2014, however, the Office of Health, Safety and Physical Education invited us to lead a workshop for teachers. Because most teachers have received lesson training, SRP offered training on walking and biking

encouragement activities. Two teachers attended this training, which is proof that teachers who have been trained with SRP lessons are not likely to attend an SRP workshop. One-on-one trainings at schools remain the most effective method for training the remainder of teachers who did not attend an SRP workshop over the last four years.

E) Non-infrastructure SRTS funds

In 2013, SRP assisted six schools that had received non-infrastructure grants from PA Safe Routes to School, fulfill their grant activities and order items covered by their grants. The schools that received these grants were: Meredith, Meade, and a group of schools implementing Walking School Buses; Willard, Stanton, Southwark, and Girard. Additionally, SRP was awarded a 21st Century NBC grant to support Walking School Buses during the 2014 calendar year. Moreover, the City of Philadelphia will be contracting BCGP through a NHTSA grant to invest in pedestrian safety efforts in high crash zones. With the unexpected fiscal cuts to the Safe Routes Philly program, these two funding streams will help continue and build SRP’s encouragement activities, specific to pedestrian safety, during the Academic Year 2014-2015. With such a heavy pedestrian focus stemming from alternative funding streams, we intend to shift next year’s PDPH support to focus more heavily on bicycle safety.

4) Year 4 Impact and Achievements

A) Program Accomplishments / General Metrics

MILESTONES	TOTAL 2013-2014 MILESTONES (CUMMULATIVE)
School Meetings	14 Meetings 2- Meade Bike Club Meeting 3 - School District grants meetings 4 -back to school principal meetings; 5- Meredith Safe Routes Committee mtg
Back to School Nights	5 Back to School Nights (<i>3 schools Childs, Girard, Lea – coordinated a table and 2 schools, Southwark and Lea, coordinated fliers for walk and bike to school days).</i>
Professional Developments (in service day)	There were no in-service days through this contract period with the School District of Philadelphia.

At School technical assistance	1 training at Lea with new PE teacher who transferred from a HS counseling position.
Teacher Completion Forms	11 Teacher Completion forms collected from September – March/ 4,700 students total reached.
Walk/Bike to School Day Events	14 -Walk and Bike to School Events <ul style="list-style-type: none"> • Fell: 1 Bike • Meredith: 1 walk/bike, 2 bike • Lea: 1 walk/bike • Loesche: 1 walk/bike • Mayfair: 1 walk • Powel: 1 walk • Southwark: 5 walk • Willard: 1 bike
Walking School Bus	10 -Walking School Bus Meetings <i>(3 at Willard and 3 for Stanton, 4 Childs).</i>
Safety Meetings	6 – WalkSafePHL meetings 2- Neighborhood Walk and traffic safety lessons with Southwark students.
Walkability Audits	1 – West Philly YMCA 2 – meetings with Streets Dept. 8 - Walkability Audits: Lea, Decatur, Barry, Juniata, Southwark, Stanton, Meredith, and Jackson.
School Policy language	3 Principal communications; 3 Schools committed to adopting language for back to school handbooks (Willard, Childs, and Meredith).

During the fourth year of the intervention, SRP accomplished the following:

- Implemented pedestrian and bicycle safety curriculum to 4,700 students (k-6) in the School District of Philadelphia.
- Eight Walkability audits were conducted at schools and the Streets Department committed to implementing changes highlighted in the walkability audit reports with general operating funds as well as the \$1.3 M in infrastructure funds that were transferred from the School District.

- Conducted one technical assistance workshop reaching one educator.
- Assisted six schools in closing out their non-infrastructure mini grant funding received last academic year through the State. These grants impacted 250 students through participation in daily and/or weekly encouragement activities.
- Supported one new Get Active School, Southwark, which began a tradition of monthly Walk to School Days with the Principal.
- Initiating two Walking School Bus programs at Childs and Willard, run completely by parent and/or teacher volunteers, impacting approximately 40 students.
- Actively participating in the Safe Corridors Committee through a variety of trainings.
- Success in recruiting four college Interns to assist with programming.

B) Lessons Learned

- Hire Interns! We had four college interns assisting us during the Academic Year. The coordination and amount of work required to meet these metrics really requires more than just one full time staff person dedicating their time to this. Interns particularly help in the day-to-day operations, data entry, phone calls, and follow-ups to schools.
- Recruitment of volunteers for Walking School Bus programs need dedicated parent and staff people to be committed and available. If this is not present, it becomes unmanageable from the Safe Routes Philly end. At schools where there is a high population of non-English speakers, it is difficult to organize a Walking School Bus program, as SRP relies on assistance from interpreters who are only at schools 1 – 2 times per week. Moreover, parents who do not have citizenship status cannot undergo the necessary background checks for volunteering with a Walking School Bus program and we must rely only on parental consent for that parent to walk students to school.
- Motivated teachers are key in sustaining walking and biking programs. The Childs Walking School Bus was successful because of a teacher who volunteered every morning to walk kids to school. The Meade Bicycle program subsisted on a partnership between two teachers and a local Bicycle Shop. No matter how committed a Principal may be to a cause, he or she needs support for the school staff to make a program successful. We saw Principal Lukov at Southwark engage his staff in the Walk to School Day with the Principal in a way that they had buy in for the monthly walking program.
- Managing the bureaucracy and paperwork associated with the many grants Safe Routes Philly helped Philadelphia schools receive this year was a challenge. Invoicing must be done by the school district directly, unless a resolution or addendum has been made ahead of time to address outside organization purchasing items for the program. A contract must then be signed saying the school district can reimburse that outside agency. SRP spent too much time managing the operations of this paperwork trail of funding in order to purchase materials for the WSB programs.

- Many schools participate in walking and biking activities, including teaching pedestrian and bicycle safety lessons in the Spring months, April – June. Because this contract expired on March 31st, it does not reflect the activities that took place at the end of the 2014 school year.

5) Conclusions

Safe Routes Philly continues to work closely and directly with the School District to disseminate information related to the Safe Routes Philly program and wellness of schools. The partnerships formed during this contract period have strengthened and will continue to work towards increased safety throughout the city. This successful partnership was demonstrated particularly well in June 2014 when SRP staff and Bettyann Creighton, Director of Health, Safety, and PE met with Superintendent Hite to discuss District level policy changes for encouraging walking and biking to school. **Dr. Hite agreed that the School District’s Wellness Policy should be updated to include encouragement of active transportation and teaching pedestrian and bicycle safety.** This language can then be used to guide what Principals choose to include in their school handbooks.

For the 2014-2015 school year, Safe Routes Philly is will undergo budget cuts from PDPH, which have made it necessary for us to prioritize metrics, ultimately resulting in a smaller scope of work for PDPH. Bicycle Safety, including teacher training and encouragement activities, as well as working with HYPE councils will become the core of SRP’s PDPH work scope. Pedestrian safety, including teacher training, encouragement activities, and walkability audits will be funded through by National Highway Traffic Safety Administration (NHTSA) grant that the City of Philadelphia received to implement safety strategies in high pedestrian crash zones. This process of re-prioritization allowed us to examine what SRP initiatives have been the most successful; it also allowed us to strategically choose new efforts, such as working in closer partnership with HYPE and conducting community-based walkability audits and mapping. Despite shifting metrics, our overall goal will remain the same: to significantly increase the number of people walking and biking while increasing safety through infrastructure improvements and education.

ⁱ Ham, S. M. (2008). Changes in percentages of students who walk or bike to school - United States, 1969-2001. *Journal of Physical Activity and Health*, 5 (2) , 205-215.

ⁱⁱ Safe Routes to School National Partnership. (December, 2009). Putting Traffic Safety First: How Safe Routes to School Initiatives Protect Children Walking and Bicycling. 3-5.

ⁱⁱⁱ 2012 PHMC Household Health Survey

^{iv} The City of Philadelphia and County of Philadelphia are coterminous, and are one and the same.

^v See Nat’l Ctr. for Chronic Disease Prevention and Health Promotion, U.S. Dep’t of Health and Human Services., *Behavioral Risk Factor Surveillance System* (2009); Nat’l Ctr. for Chronic Disease Prevention and Health Promotion, U.S. Dep’t of Health and Human Services., *Behavioral Risk Factor Surveillance System* (2008).

^{vi} Public Health Management Household Health Survey (2010).

^{vii} Philadelphia Department of Public Health Annual Vital Statistics Reports.

^{viii} Mokdad A et al. “Actual Causes of Death in the U.S. 2000.” *Jama*, 2004. (291)10:1238-1245.

^{ix} Safe Routes to School National Program website:

http://guide.saferoutesinfo.org/evaluation/step1_plan_program_collect_information.cfm

Appendices

- A) Teacher Completion Form
- B) Student Travel Tally