



MAKING STRIDES

2024 STATE REPORT CARDS

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



Making Strides 2024: A Look at Hawaii's State Report Card

January 28, 2025



MISSION

The mission of the Safe Routes Partnership is to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone.



Safe Routes
PARTNERSHIP
Active Paths for Equity & Health



WHY STATE REPORT CARDS?

Overall goal: Provide a snapshot of how supportive each state is of walking, bicycling, and physical activity for children and adults.



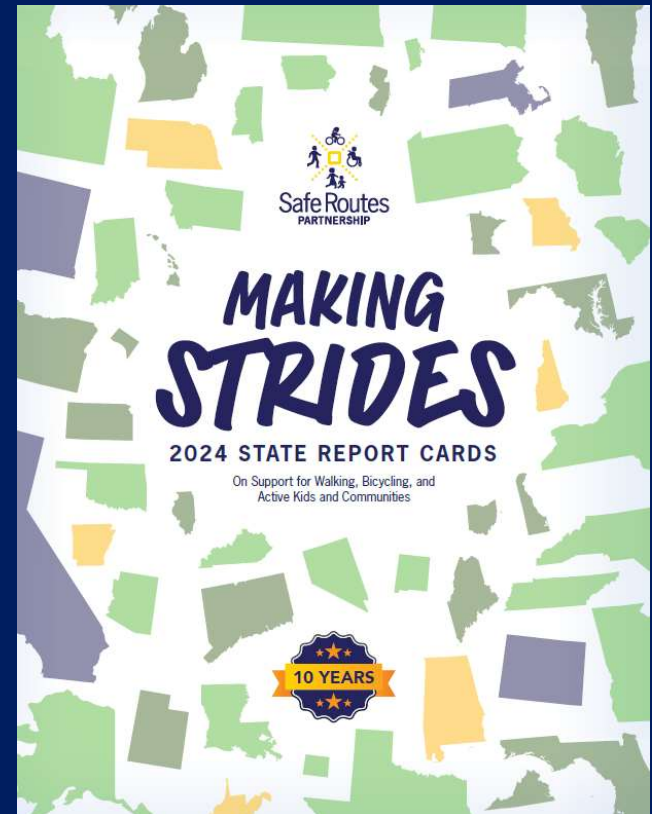
This publication was made possible through cooperative agreement OT18-1802 from the Centers for Disease Control and Prevention. Its contents are solely the responsibility of SRP and do not necessarily represent the official views of the Centers for Disease Control and Prevention.



KEY CONTENTS

Report includes:

- Research on why physical activity, walking and bicycling matter
- Detailed explanation of the scoring, indicators, and core topic areas
- The report cards themselves
- Vignettes on stand-out programs and practices in each category



MAKING STRIDES ON OUR WEBSITE

The screenshot shows the website's navigation bar with links for 'Safe Routes to School', 'Expert Help', 'Healthy Communities', and 'Resources'. The 'Resources' section is highlighted, showing a sidebar menu with categories like 'BROWSE', 'RESOURCE LIBRARY', 'BLOG', 'OHH PUBLICATIONS', 'WEBINARS', 'E-NEWS', 'RESEARCH', 'RECURSOS EN ESPAÑOL', and 'SUBMIT A SUCCESS STORY'. The main content area features a '2024 Report' section with the title '2024 State Report Cards' and a map of the United States where states are color-coded (dark blue, green, orange, and light green) to represent different levels of support for walking, bicycling, and physical activity.

2024 Report

2024 State Report Cards

We've developed [state report cards](#) which provide a snapshot of how supportive each state is of walking, bicycling, and physical activity for children and adults as of 2024.

The report cards primarily look at state policy, focusing on four key areas: Complete Streets and Active Transportation Policy and Planning, Federal and State Active Transportation Funding, Safe Routes to School Funding and Supportive Practices, and Active Neighborhoods and Schools. Click on the map to view each state's report card.

10 YEARS
MAKING STRIDES
FEATURED REPORT:
2024 STATE REPORT CARDS
On Support for Walking, Bicycling, and Active Kids and Communities
CLICK TO LEARN MORE

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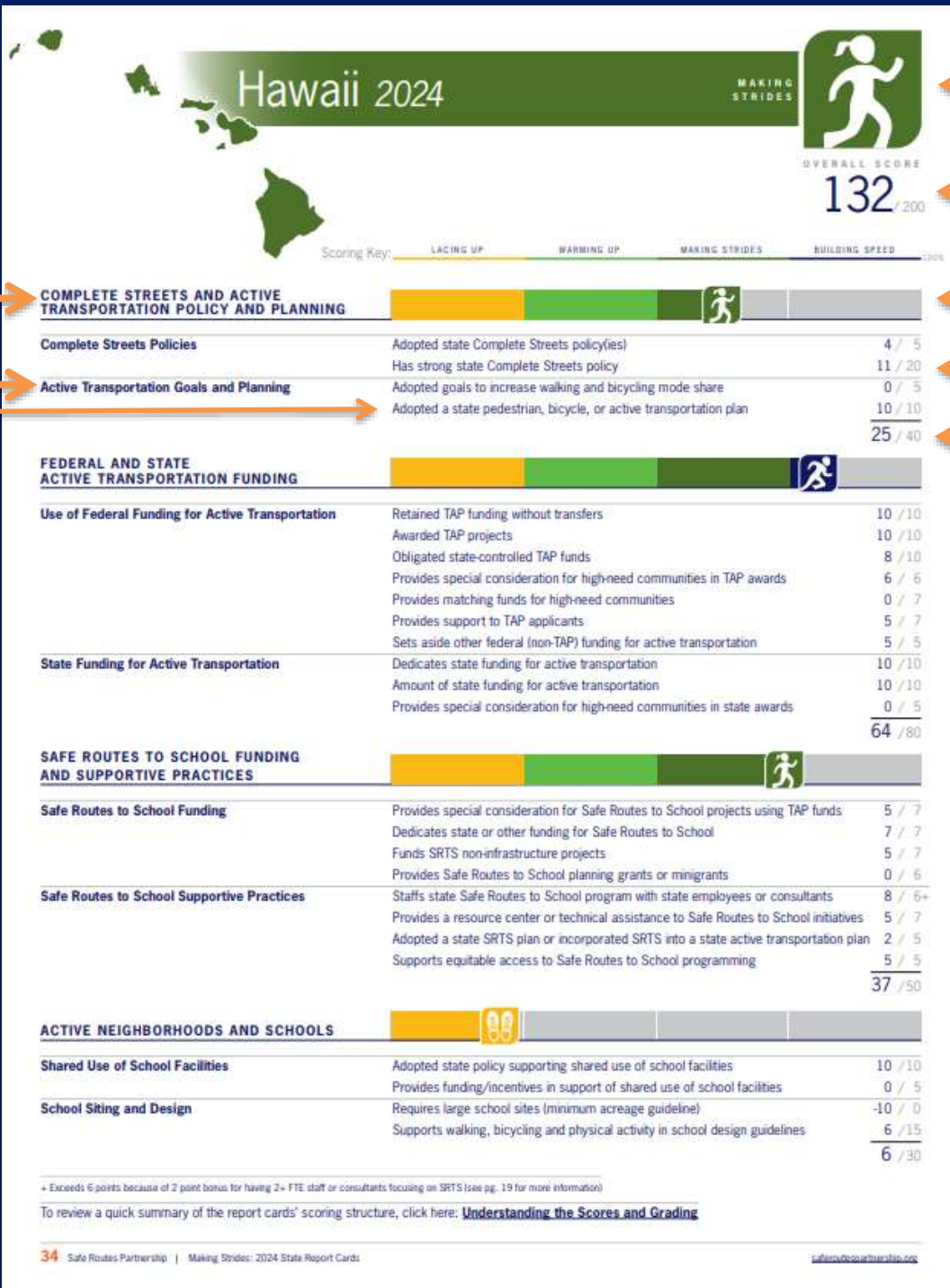


SCORING FOR THE REPORT CARDS

- 26 indicators across 4 core topic areas; each individually scored
- 200 points possible
- Numerical score and “grade” in each topic area + overall score and grade
- 4 grading categories that recognize state’s accomplishments as well as room for improvement



Core Topic Area
Subtopic
Indicator



Overall grade
Overall points
Topic grade
Points earned (out of # points)
Subtotal



Overall Grades

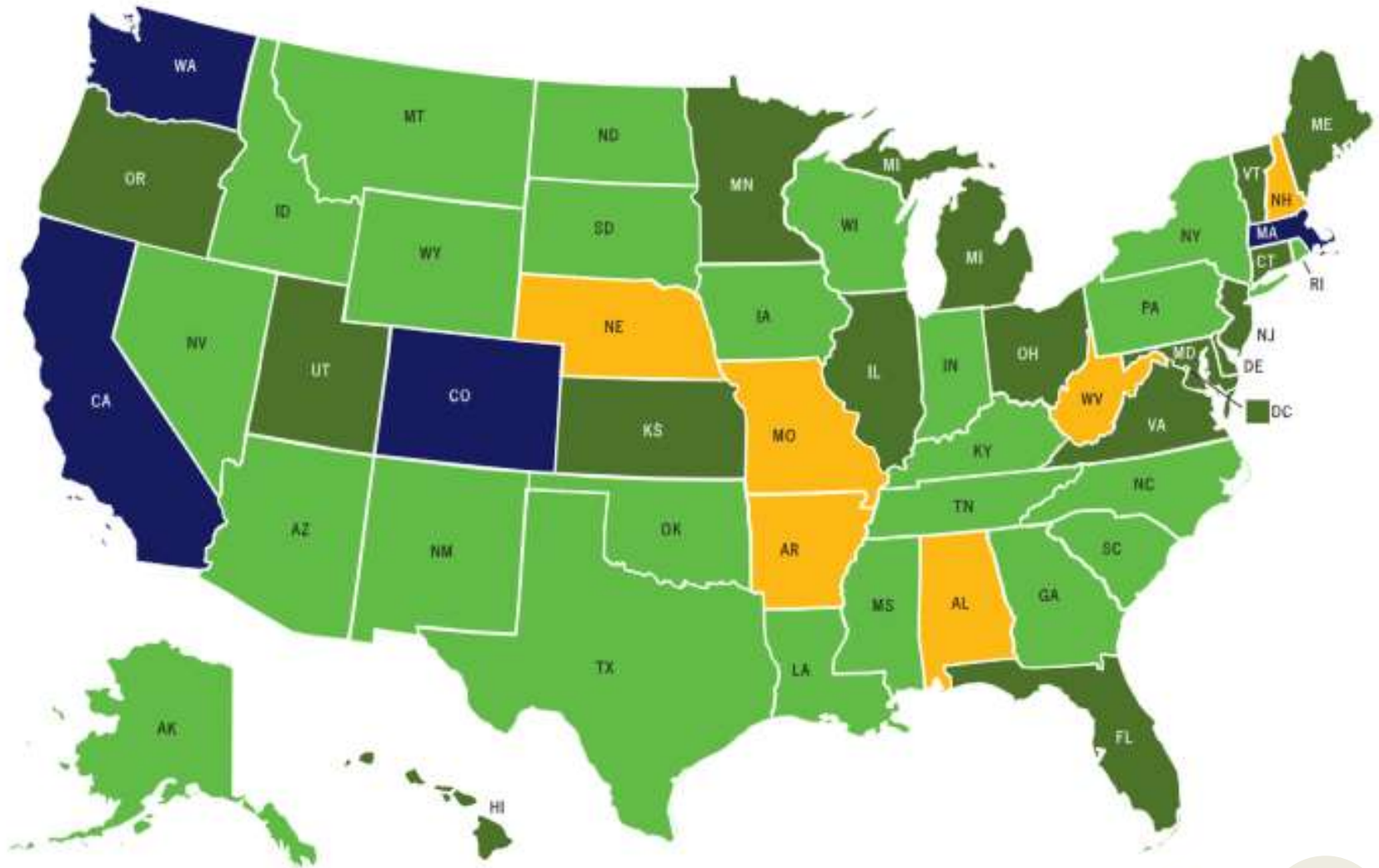
Scoring Key:

LACING UP

WARMING UP

MAKING STRIDES

BUILDING SPEED





Hawaii 2024

MAKING STRIDES



OVERALL SCORE
132 / 200

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

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	4 / 5
Has strong state Complete Streets policy	11 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
	25 / 40



FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	8 / 10
Provides special consideration for high-need communities in TAP awards	6 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

- Focus is on state implementation of the Transportation Alternatives Program (~\$4-128M/state/year)
- TAP is the major federal source of transportation funding for biking, walking, Safe Routes to School
- Three key phases track how states get the funding out the door: transfers, awards, and obligation



FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



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- Ensuring funding gets in the hands of those who need it most requires:
 - Prioritizing funding
 - Providing matching funds
 - Supporting TAP applicants

**FEDERAL AND STATE
ACTIVE TRANSPORTATION FUNDING**



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FEDERAL AND STATE
ACTIVE TRANSPORTATION FUNDING



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	Obligated state-controlled TAP funds	8 / 10
	Provides special consideration for high-need communities in TAP awards	6 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	5 / 7
	Sets aside other federal (non-TAP) funding for active transportation	5 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	10 / 10
	Amount of state funding for active transportation	10 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		64 / 80

- Focus is on state, not federal, money
- This section asks: Is state funding available? How much funding is spent on walking, bicycling, and Safe Routes to School per capita, and does the state consider high-need communities when spending its money?



SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
	Dedicates state or other funding for Safe Routes to School	7 / 7
	Funds SRTS non-infrastructure projects	5 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
	Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
	Supports equitable access to Safe Routes to School programming	5 / 5
		37 / 50

Subtopic 1: Getting funding to local schools / school districts to run effective Safe Routes to School programs

Subtopic 2: Types of support and technical assistance states provide to help Safe Routes to School programs operate in accordance with best practices

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities 10 / 10

Provides funding/incentives in support of shared use of school facilities 0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline) -10 / 0


Supports walking, bicycling and physical activity in school design guidelines 6 / 15

6 / 30

School shared-use agreements open up school playgrounds, fields, and facilities for recreational use by community members outside of school hours



FACTSHEETS



Making Strides: 2024 State Report Cards

UNDERSTANDING THE SCORES AND GRADING

The 2024 Making Strides state report cards evaluate each state on 26 indicators spanning four core topic areas that focus on key areas for state action to promote and support physical activity.

This sheet provides a quick summary of the report cards' scoring structure, including the indicators and possible points in each of the core topic areas and an example report card showing the different components.


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BOOST YOUR STATE'S SCORE – ACTION STEPS FOR STATE DEPARTMENTS OF TRANSPORTATION USING NEW OPPORTUNITIES IN FEDERAL LAW



ACTIVE PEOPLE, HEALTHY NATION



Making Strides: 2024 State Report Cards

HOW TO USE YOUR STATE'S REPORT CARD ON WALKING, BIKING, AND PHYSICAL ACTIVITY

The 2024 Making Strides state report cards evaluate each state on 26 indicators spanning four core topic areas that focus on key areas for state action to promote and support walking, biking, and physical activity. The state report cards help us understand at a glance how each state is doing to create and design communities that support and promote physical activity for kids and adults, and where there is room for improvement, in our active communities.

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ACTION STEPS FOR CHAMPIONS TO BOOST YOUR STATE'S SCORE – NEW OPPORTUNITIES FROM THE BIPARTISAN INFRASTRUCTURE LAW



ACTIVE PEOPLE, HEALTHY NATION

Core topic area: Federal Active Transportation Funding

SUBTOPIC	INDICATOR	BIIL OPPORTUNITY	ACTION STEPS	HELPFUL RESOURCES
Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	The Transportation Alternatives Program (TAP) is the major source of federal funding for walking, bicycling, Safe Routes to School, and trails. The BIIL nearly doubled funding for TAP, from \$800 million annually for fiscal years 2018 through 2020 to an average amount of \$1.44 billion from 2022 through 2026. The BIIL created new requirements to deter states from transferring TAP funds. Before states may transfer funds to other uses, they must demonstrate that they have run TAP competitions that resulted in inadequate project proposals or no community interest in the available funding.	Make TAP funding information and personnel contacts on the state DOT website easy to locate. Boost information about TAP funds and share widely to eligible entities (local governments, school districts, tribal communities, nonprofits, transportation agencies, state extension services etc.) to ensure that they know funds are available and how/when to apply.	Transportation Alternatives Funding Tables from Federal Highway Administration , State Department of Transportation Tables 2 and 3
	Awarded TAP projects		While obligation can get delayed due to lack of progress at the local level, state DOTs can get creative with what is within their power to expedite project delivery (not along with that obligation rates). Utilize the new provision in BIIL allowing five percent of TAP funds to be used to improve access to the program and expediting project delivery.	Quarterly TAP Tracking Chart
	Obligated state-controlled TAP funds		Check your state's obligation rate. Connect with local governments or your state's municipal league to hear about barriers local governments are having implementing TAP projects to identify creative solutions to expedite project delivery.	Meets for how states provide support to TAP applicants; hold workshops with department of transportation staff and local communities; host office hours for communities to ask questions; provide design assistance; reimburse applicants for cost estimates and plan development.
Provides special consideration		The BIIL requires states to define and expedite both local communities in TAP	Develop a definition for "high need" communities for your state and decide how you will expedite both local communities in TAP project	Fact Sheet on Defining Transportation Alternatives

WHY STATE SUPPORT FOR WALKING, BICYCLING, AND PHYSICAL ACTIVITY MATTERS

Physical Activity Matters

- Studies have shown that physical activity is important for everyone.¹
- For children, the benefits of physical activity include improved attention and memory, reduced risk of depression, improved aerobic fitness, and reduced risk of chronic diseases like type 2 diabetes.²

Make sure whether these federal resources are invested in ways that support walking, bicycling, rolling, and active living in our communities.



Supporting Louisiana to Make the Match

- Coached champions in state to build relationship with state DOT
- Used new provisions in law to lower match for small communities from 20% to 5%
- Grew applications from 3 in 10 years to 15 in one year
- \$13 million to rural communities that year



Louisiana Leads the Way: Supporting Activity-Friendly Rural Communities



Louisiana State University (LSU) AgCenter leads a walk audit in Assumption Parish, Louisiana.

At-a-glance

Millions of federal dollars have been left unused in rural America because communities must match them with some proportion of local funding to qualify to receive them. In Louisiana, this financial barrier has left millions of dollars in federal Transportation Alternatives Program (TAP) funding unused which can be used to make small towns safer places to walk. In response, a collaboration led by public health partners supported by the Centers for Disease Control and Prevention (CDC), including the Louisiana High Obesity Program (LA HOP) and Safe Routes Partnership worked with state transportation officials to use a new provision in the Bipartisan Infrastructure Law to lower the local match requirement for rural communities. This change unlocked access to millions of federal dollars, helping small towns support economic development and community revitalization by building more walkable communities with more access to shops, schools, and parks. Through community engagement events, including walk audits, and a Rural Complete Streets Summit, 11 rural towns secured over \$13 million in federal funds. This initiative not only transformed these communities but also set a new standard for how public health can support creating thriving places to live.

Financial Barriers Kept Rural Communities from Accessing Transportation Funding

For small towns in Louisiana, applying for federal funding to build sidewalks, crosswalks, and other infrastructure to help communities thrive felt out of reach. The Transportation Alternatives Program (TAP), which sets aside funds for communities with fewer than 5,000 people, required a 20% local match. For many rural areas, this was an impossible hurdle.

The costs didn't stop there. Even if a community could manage the local match, it was also responsible for construction engineering and inspection fees—adding another 20%. For a \$500,000 federal project, that meant coming up with \$200,000 locally. This financial strain kept many towns from even applying.

As a result, TAP funds meant to benefit rural communities often went unused. Between 2012 and 2020, only three Louisiana towns with populations under 5,000 successfully applied for TAP funding. Without help, many small, under-resourced

communities continued to struggle with lack of access to places to be active, such as sidewalks and trails.

Public Health Paves the Way for More Activity-Friendly Rural Communities

Small towns across Louisiana faced major obstacles to places to play, walk, and enjoy everything the community has to offer. LA HOP, funded by CDC's Division of Nutrition, Physical Activity, and Obesity, stepped up to help. Its goal? To promote economic development and revitalization in small communities.

Activity-friendly rural communities support rural leaders of America to continue thriving and using their community's history and identity to promote economic development, revitalization, social connection, aging in place, and investments that will last generations.

Planning and Goal Setting in Boulder, CO

- Co-planned accessible community engagement events
- Strategized and coached to garner support from agencies
- Developed action plan with community and agency support that has already led to \$8.5 million in infrastructure improvements

Focus Areas

1. Traffic speeds
2. Crosswalks & intersections
3. Sidewalks & paths
4. Universal access



Figure 15 This diagram highlights priority issues to access based on community feedback.

Community-Identified Challenges and Assets

During the second engagement window in Spring 2024, Boulder Parks and Recreation incorporated specific activities to understand barriers to walking, biking, and rolling to Primos Park. During an open house on March 16, 2024, staff provided a bilingual feedback board to gather top concerns for accessing Primos Park pictured in Figure 16. The results of the feedback are summarized in Figure 17 and show that community members' top concerns include high vehicular speeds, unsafe intersections and lack of crosswalks, and lack of sidewalks and paths.



Figure 16 A feedback board on park access presented during an open house, Spring 2024

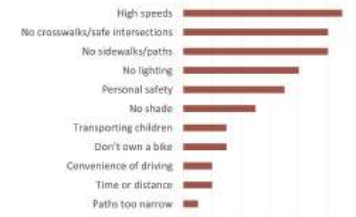


Figure 17 The x-axis of this chart are barriers to accessing Primos Park. The Y-axis reflects the number of community responses for each issue area. Based on frequency of responses, high car speeds, no crosswalks/safe intersections, and no lighting are the top three concerns.



Mini- Grants to Spark Safe Routes Action in Southern California

- Low barrier to accessing funds
- Engage community and build support for Safe Routes to School and active transportation
- Test strategies, get feedback and buy-in
- Build capacity of mini-grant recipients to receive funds/manage grants

The following report was written by Santa Ana Active Streets about Willard Safe Streets.

Overview

Willard is one of the densest neighborhoods in the City, with a median renter rate of 80% where residents spend more than 30% of their income paying rent. Participants were majority families with children and elderly folks. The families that came by were those who were cost-burdened and expressed their appreciation for the free incentives such as monetary gift cards donated from the City's Revive Santa Ana program, helmets, refillable water bottles, and resources from the organizations that were tabling.

In general, an event that offers a variety of activities for kids and resources for families is always appreciated in low income communities. During the event we heard from participants that they enjoyed learning about resources they didn't already know about such as the nearby library, bike classes, The Bicycle Tree bicycle cooperative and appreciated the idea of safe streets because some of them were mothers or caregivers.

The artistic crosswalk made participants feel seen and reminded them to be alert when walking or biking. The bike course we implemented taught children and youth how to scan and signal when riding a bike. Participants also received a free helmet and learned the proper fitting steps.

The impact of having a playful "Place It" activity was that participants were encouraged to imagine what their neighborhood could look like if there were safer streets and open space. Some ideas included having a skatepark, a zoo, and parks for recreational activities such as soccer and riding bikes. A mom who grew up in Willard actually couldn't recall spending much time in any parks as a youth, but remembered the first time she brought her son to the park and watched him play. This showed us the high need of bringing more open spaces to communities such as this one. The area's high number of renters, pollution burdens, and its place as a cut-through neighborhood for traffic going into the region's Civic Center and downtown has made it difficult for neighborhood residents to advocate for a better quality of life.



We're Here to Help!



- [Safe Routes Learning Center Workshops and Trainings Catalog](#)
- Customizable workshops, trainings, and presentations
- Provided by the Partnership's technical assistance team
- Virtual and in-person
- Email consulting@saferoutespartnership.org



Workshops, Trainings, and Technical Assistance



- Safe Routes to School
- Active Transportation Planning, Policies, and Programming
- Community Engagement
- State Network Support
- Design Your Own

