PROGRESS REPORT
YEAR 5 | 2022-2023

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Acknowledgements
We want to thank all the participants, schools, and districts for working with us on this project. We are grateful for your continued collaboration on this research project.

Study overview
The STREETS Study (Safe TRavel Environment Evaluation in Texas Schools) is a five-year (2018 – 2023) natural experiment that is evaluating the City of Austin Safe Routes to School (SRTS) program. In 2016, the City of Austin approved $27.5 million in Mobility Bond Funds for Safe Routes to School infrastructure projects, including protected bike lanes, pedestrian islands, shared-use paths, and pedestrian hybrid beacons. The UTHealth School of Public Health is evaluating these transformative infrastructure changes. The evaluation includes a comparison study with schools outside the city of Austin.

Year 5 Progress
Progress was made on many of the STREETS grant activities outlined for Year 5.

Active Commuting to School | Cross-sectional study
Out of the 70 schools in the study 48 schools (83%) completed the active commuting to school tallies this year. We collected 551 tallies in the fall and 524 tallies in the spring. The policy survey was completed by 43 schools (61%).

Physical Activity in Children | Cohort study
In Year 5, we measured 64 cohort students from 5 schools. All of these participants were 4th grade students from 5 schools completing the second measurement period. Wave 2 (interim) MAPS environmental audits for these 5 schools were also completed.

Qualitative Interviews
Eight (8) school administrator and teacher interviews were completed during the summer of 2022. The research questions generated responses in the topic areas of: 1) School challenges, 2) Safe routes to school programming, 3) Barriers and facilitators to active commuting to school, 4) Active commuting to school program or policy expectations, and 5) Effects of the 2016 Mobility Bond and COVID-19 pandemic. A report was developed that will be used to inform further analyses and publications.

Presentations and Publications
- Presented:


• Published:

• Manuscripts in process:
  • Salvo D, Ganzar LA, Hoelscher DM. GIS neighborhood built environment factors and baseline ACS.
  • Ganzar LA, Burford K, Hoelscher DM. Reliability and validation of MAPS-SRTS.
  • Lanza K, Perez A, Burford K, Zhang Y, Hoelscher DM. Weather as a modifying factor of the impact of a SRTS infrastructure intervention on active commuting to school and physical activity among elementary age children.
  • Hoelscher DM, Ganzar LA, Bentley SS, Adams B, Ingersoll C. COVID physical activity changes among children and their caretakers: a mixed methods study
  • Burford K. Associations between objective traffic-related safety and ACS.
  • Burford K. Sociodemographic disparities in the associations between objective traffic-related safety and ACS.

Challenges and Changes
Due to a year of missed measures during the pandemic (school year 2020-2021), our study is one year behind. We have been approved for a one year no-cost extension with NIH and plan to continue one final year of data collection this upcoming school year 2023-2024.

2023-2024 Goals
During the next school year we plan to conduct Wave 3 (fall 2023) and 4 (final-spring 2024) data collection with the 5th grade cohort students (Austin ISD and Round Rock ISD only). Additionally, we will complete the two final waves (once per semester) of the cross-sectional ACS tallies and one final school policy survey (in all participating school districts).

We will also complete analyses of data from previous years, including: (1) active commuting to school tally data, (2) MAPS data, (3) child physical activity (accelerometer/GPS) data, (4) National Oceanic and Atmospheric Administration (NOAA) weather data, and (5) cost-analyses.

Currently, several manuscripts are in process (see above), and we plan to publish these manuscripts, as well as present study results at scientific meetings, conferences, and via the Michael & Susan Dell Center for Healthy Living webinar series. We also plan to provide the school districts and individual participating schools with a report of their school-level active commuting to school tally data.