

KidsWalk Coalition

CASE REPORT

New Orleans, Louisiana

Evaluation of the Healthy Kids, Healthy Communities National Program

December 2009 to June 2014



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BACKGROUND

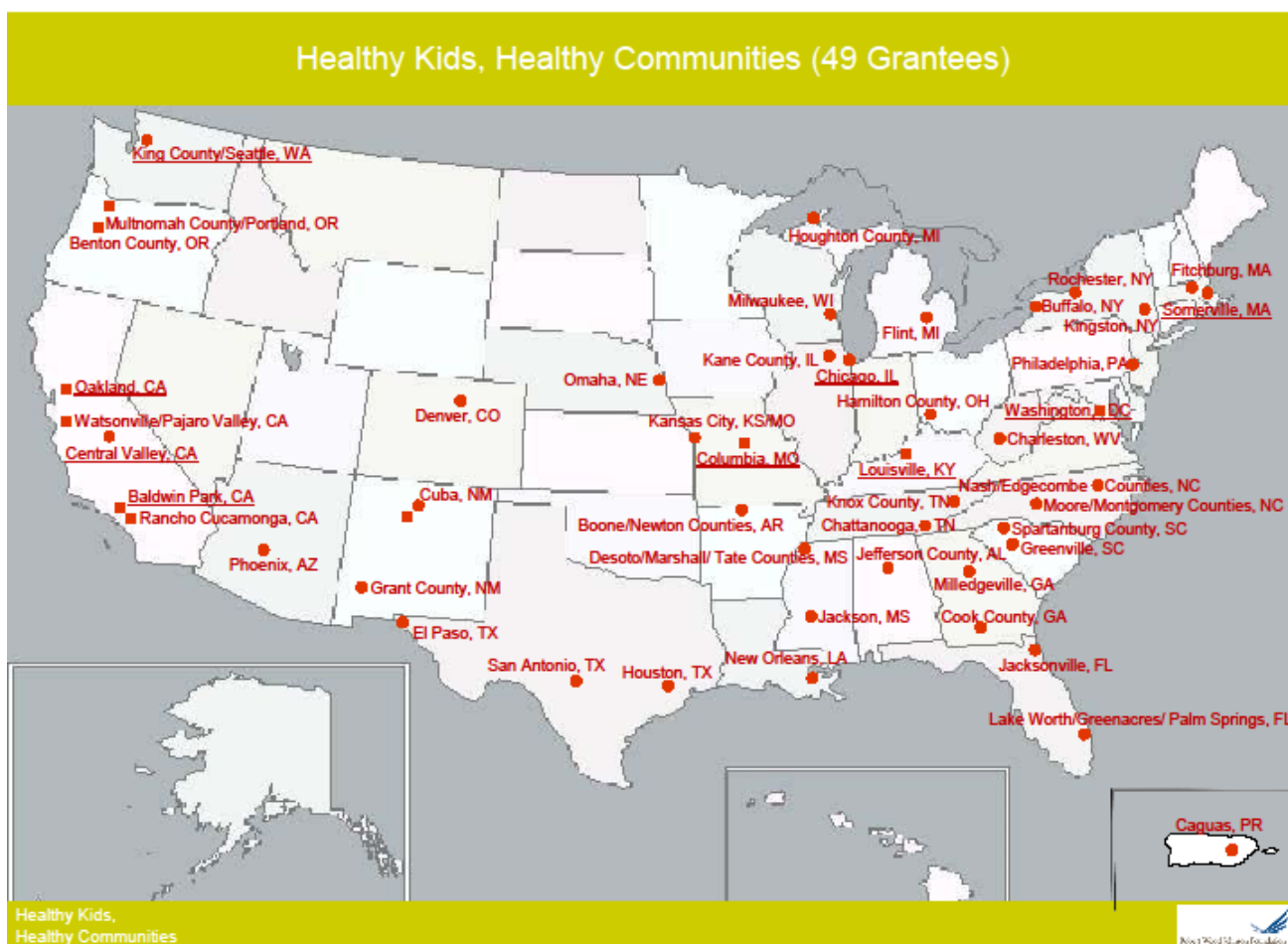
Healthy Kids, Healthy Communities National Program

With the goal of preventing childhood obesity, the Healthy Kids, Healthy Communities (HKHC) national program, funded by the Robert Wood Johnson Foundation (RWJF), provided grants to 49 community partnerships across the United States (Figure 1). Healthy eating and active living policy, system, and environmental changes were implemented to support healthier communities for children and families. The program placed special emphasis on reaching children at highest risk for obesity on the basis of race, ethnicity, income, or geographic location.¹

Project Officers from the HKHC National Program Office assisted community partnerships in creating and implementing annual workplans organized by goals, tactics, activities, and benchmarks. Through site visits and monthly conference calls, community partnerships also received guidance on developing and maintaining local partnerships, conducting assessments, implementing strategies, and disseminating and sustaining their local initiatives. Additional opportunities supplemented the one-on-one guidance from Project Officers, including peer engagement through annual conferences and a program website, communications training and support, and specialized technical assistance (e.g., health law and policy).

For more about the national program and grantees, visit www.healthykidshealthycommunities.org.

Figure 1: Map of Healthy Kids, Healthy Communities Partnerships



Evaluation of Healthy Kids, Healthy Communities

Transtria LLC and Washington University Institute for Public Health received funding from the Robert Wood Johnson Foundation to evaluate the HKHC national program. They tracked plans, processes, strategies, and results related to active living and healthy eating policy, system, and environmental changes as well as influences associated with partnership and community capacity and broader social determinants of health.

Reported “actions,” or steps taken by community partnerships to advance their goals, tactics, activities, or benchmarks from their workplans, formed community progress reports tracked through the HKHC Community Dashboard program website. This website included various functions, such as social networking, progress reporting, and tools and resources to maintain a steady flow of users over time and increase peer engagement across communities.

In addition to action reporting, evaluators collaborated with community partners to conduct individual and group interviews with partners and community representatives, environmental audits and direct observations in specific project areas (where applicable), and group model building sessions. Data from an online survey, photos, community annual reports, and existing surveillance systems (e.g., U.S. census) supplemented information collected alongside the community partnerships.

For more about the evaluation, visit www.transtria.com/hkhc.

KidsWalk Coalition²

The KidsWalk Coalition was a local partnership of government agencies, public health, transportation, and community organizations dedicated to improving the health of New Orleanians by creating opportunities for physical activity in order to reduce childhood obesity among low-income children. The KidsWalk Coalition worked directly with the New Orleans Department of Public Works to make New Orleans’ streets and sidewalks safer and more accommodating for pedestrians and bicyclists.



Prevention Research Center (PRC) at Tulane University was the lead agency for the KidsWalk Coalition partnership. Key staff members from the PRC served in a lead role for the project, as Project Director, and strategic roles in policy and advocacy, training and communications, and community outreach. The partnership and capacity building strategies of the partnership included:

- **Complete Streets Advisory Committee:** The Department of Public Works convened the first ever city-wide Complete Streets Advisory Committee in July 2013. The purpose of the advisory committee was to advise the city on the implementation and management of the Complete Streets program, including goals, metrics, procedures, and public engagement.

Along with partnership and capacity building strategies, the KidsWalk Coalition partnership incorporated assessment and community engagement activities to support the partnership and the healthy eating and active living strategies.

The healthy eating and active living strategies of KidsWalk Coalition included:

- **Active Transportation:** Efforts for this initiative focused on passing a Complete Streets Policy and beginning implementation of infrastructure improvements. Safe Routes to School planning and infrastructure grants were received by three schools in Orleans Parish, and environmental changes (e.g., new signage and crosswalk painting) were implemented.

See Appendix A for the New Orleans evaluation logic model, outlining the partnership’s strategies and Appendix B: Partnership and Community Capacity Survey Results for additional information.

COMMUNITY DEMOGRAPHICS

New Orleans is the largest city in the state of Louisiana, divided into 17 wards. New Orleans covers 4,190 square miles and sits 90 miles north from the mouth of the Mississippi River. New Orleans city proper, shaped like a crescent (thus the nickname the Crescent City), is surrounded by water: Mississippi River, Lake Pontchartrain, and Lake Borgne. The city is still recovering from Hurricane Katrina (2005); both a key challenge and opportunity for New Orleans. Infrastructure damage and population displacement are a direct result of the flooding from the storm. The population in New Orleans has declined nearly 29% since 2000, in large part due to Katrina (see Table 1). However, federal funds for rebuilding streets, parks, schools, and other public facilities were made available at the city level. According to the Greater New Orleans Community Data Center,³ by 2013, just over half of New Orleans' 72 neighborhoods had recovered more than 90% of the population they had before the levees failed. Only three neighborhoods have less than half the population they had prior to Katrina, including the Lower Ninth Ward, which was the most heavily damaged neighborhood of all when the levees failed.



Source: The Times-Picayune

Figure 2: Map of New Orleans, Louisiana Target Areas⁴



Table 1: City of New Orleans Population Before and After Hurricane Katrina⁵

Year	Population	African American	Latino	White	Poverty Rate	Median Household Income	Per Capita Income
Pre-Katrina 2000	484,674	67.3%	3.1%	28.1%	27.9%	\$27,133	\$17,258
Post-Katrina 2010	343,829	60.2%	5.2%	33.0%	27.2%	\$36,681	\$26,131

INFLUENCE OF SOCIAL DETERMINANTS

Climate/Natural Disaster

The impact of flooding due to Hurricane Katrina on infrastructure in New Orleans was enormously devastating. Entire neighborhoods were washed away; houses and schools were knocked from their foundations, and cars were pushed off of the roads- all of which created conditions for disparate redevelopment. Levels of flooding determined rates of return to the city, directly proportionate to the amount of water in one’s neighborhood or home. Income disparities also influenced the rate of return (see text box and related picture).

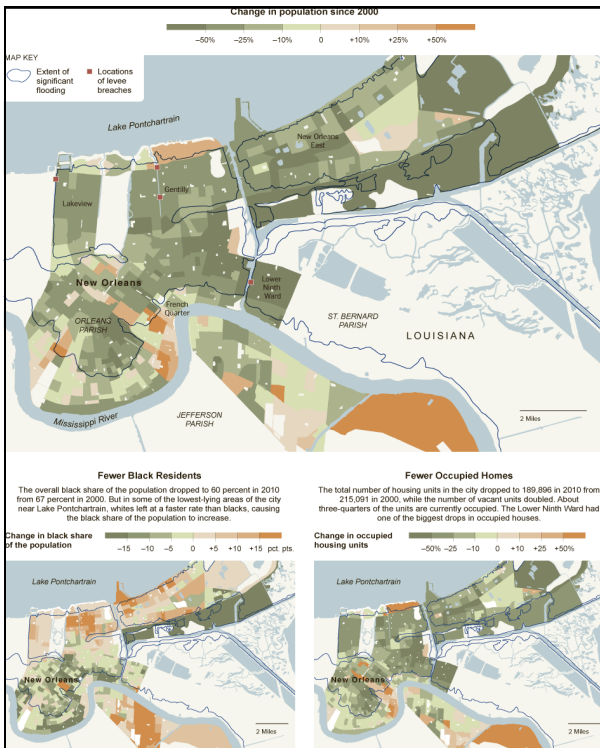
Property Values

The city’s pattern of property values can be described as a “checkerboard,” because low- and high-income neighborhoods share borders, but not access to resources. This demographic distribution sets the stage for an unequal process of redevelopment and repairs (after Hurricane Katrina). Low-income neighborhoods that experienced levels of flooding similar to their high-income geographic counterparts saw stymied redevelopment due to lack of both clear housing titles, often due to multiple inheritances, and flood insurance. Conversely, high-income neighborhoods have rebounded at a faster pace based on levels of homeownership and presence of flood insurance.

“Places with high [home] ownership ... were able to come back soon, even with 4 feet of water or less. Lakeview got a lot of water but they still came back faster than the Lower Ninth [Ward], which pretty much got the same amount of water.” - Community Member



Source: The Times-Picayune



Source: The New York Times

104 cities surveyed.⁷ The crime rate is soaring in New Orleans among youth 16-25 years of age. Many believe it is due to the high rate of post traumatic stress disorder (PTSD) from Katrina. Many youth have not received medical care, including immunizations, and some youth are still alone, without family members. As a result, the City launched a behavioral health guide to help agencies with recognizing PTSD behavior. Many parents are refusing to let children go outside, thereby making it difficult to encourage active living initiatives.

Segregation

According to project staff, segregation varies across the city; some blocks are integrated while others are not. Post-Hurricane Katrina, there is a smaller percentage of black citizens than had previously resided in New Orleans. One instance of segregation was pointed out at a recreation facility run by a private booster club in the midst of a low-income, primarily African American neighborhood. The booster facilities are overwhelmingly used by white residents, who drive their children into the area from their homes located elsewhere. This practice has generated some neighborhood complaints. The booster club provides scholarships to low-income youth, but other barriers to joining the club, such as access to the “right” clothes, shoes, and equipment, have effectively kept low-income youth from participating.

Crime

The violent crime rate in Orleans Parish was 844 per 100,000 persons, compared to 616 per 100,000 for the state of Louisiana in 2013.⁶ Violent crime (i.e., murder and non-negligent manslaughter, forcible rape, robbery, and aggravated assault) in the City of New Orleans was reported to be 2,958 offenses per 100,000 persons in 2012; ranking highest out of

KIDSWALK COALITION PARTNERSHIP

Lead Agency and Leadership Teams

Tulane University Prevention Research Center (PRC) is a Centers for Disease Control and Prevention-funded center that addresses the impact of the physical and social environment on obesity; involved the local community in research; encouraged policy and environmental changes that improve the health of the community; and provided training for public health professionals and community members.

KidsWalk Coalition was founded with a mission of reversing the childhood obesity epidemic in New Orleans by making walking and bicycling safe for children and families to access schools, healthy eating choices, and other neighborhood destinations.²

- **Complete Streets Advisory Committee's** responsibility was to provide oversight and input into design guidelines in subsequent committee work.

See Appendix C for a list of all partners.

Organization and Collaboration

The core of the partnership was established prior to HKHC funding by the PRC Director. The Project Coordinator was physically located in the DPW, along with the Transportation Planner, which facilitated and expedited requests for improvements.

Key staff included:

- **Project Director (PD)** was assigned to work a small percentage of time on the grant, but there was a significant overlap with her other duties at the PRC, equating to a larger percentage. The PD handled outreach, marketing, coalition building, and recruiting.
- **Project Coordinator (PC)** worked solely on the grant, as the position was hired through HKHC. The PC was the technical advisor to the City of New Orleans Department of Public Works (DPW) on Safe Routes to School and other bike and pedestrian accessibility projects. The PC was also responsible for updating the dashboard.
- **Transportation Planner** was hired to work full-time on building and sustaining the KidsWalk Coalition and proposing pedestrian and bicycle infrastructure projects within the DPW. He also established regular communication with coalition members, organized a city-wide summit on walking and biking, and recruited new organizations to the Coalition.

Auxiliary work was performed by PRC interns, work-study students, volunteers, and AmeriCorps members who helped with miscellaneous tasks, including audits and assessments. Other full-time PRC staff contributed in various ways. The partnership held quarterly KidsWalk Coalition meetings, met monthly with council members, and held monthly partnership network meetings. A newsletter was sent out monthly to approximately 160 recipients.

Due to the passage of Moving Ahead for Progress in the 21st Century Act (MAP-21), there was an increase in interest within the regional planning commission to develop funding mechanisms for active transportation. The goal of MAP-21 was to create a streamlined and performance-based transportation program building on previously established highway, transit, bike, and pedestrian programs and policies.⁸

Partnership Challenges

In the second year of the grant, the Director of the Department of Public Works was suspended, and there was not much time to transition. In light of this, KidsWalk Coalition made sure to position itself to be part of the landscape, so that the new Director would be able to see the value of the initiative. Luckily, the new Director saw the value of the work and did not require much buy-in. Partnership leaders mainly focused their efforts on educating him about how they would continue to help him in his role.

The KidsWalk Coalition received a no-cost extension between January 2014 to June 2014 to wrap up the active transportation work including the Step into School report and to continue to work towards sustainability of their initiative. During this time the Project Director and the Project Coordinator both accepted new positions, which left the KidsWalk Coalition to determine who would direct the project and take on coordination of the coalition activities.

PARTNERSHIP FUNDING

Several funding sources were obtained to support the HKHC initiatives. Grants or funds were received from private and public foundations or organizations. As part of HKHC, grantees were expected to secure a cash and/or in-kind match equal to at least 50% of funds received from Robert Wood Johnson Foundation (RWJF) over the entire grant period. For additional funding information, see Appendix D: Sources and Amounts of Funds Leveraged. Several partner organizations provided in-kind support for staff time and meeting space as part of the matching funds.

- New Orleans Regional Planning (NORP) Commission provided \$40,000 of in-kind funding for staff time, materials, and meeting location support for the creation of the New Orleans Bicycle and Pedestrian Complete Streets Advisory Committee for years two and three of HKHC.
- New Orleans Department of Public Works (DPW) provided in-kind support (\$5,000) for phone and desk space within New Orleans City Hall.
- American Association of Retired People (AARP) provided funds (\$60,000) for complete streets legislation and implementation lobbying as well as marketing and advertising (\$2,000).
- AmeriGroup sponsored space and food for KidsWalk breakfast roundtables. Similarly, Louisiana Public Health Institute sponsored food during year one.
- Individual donors contributed funds for furniture rental and printing.
- Rails-to-Trails Conservancy contributed \$2,100 for prize giveaways and staff travel.
- Center for Urban & Public Affairs the University of New Orleans provided a stipend of \$1,500 for guest speaker travel.

ACTIVE TRANSPORTATION FUNDING

- Rails-to-Trails Conservancy participated in in-depth community assessment and engagement work, data collection, and analysis; it provided \$22,500 of in-kind funding to complete this work.
- Communities in Schools mobilized AmeriCorps members to conduct audits of the physical environment surrounding schools for an estimated \$4,000 of in-kind contributions.

Funding Challenges

Funding for healthy eating and active living initiatives is in higher demand. The partnerships now have to work together to share projects and receive funding support.

COMMUNITY ASSESSMENT

School Site Assessment:⁹ An assessment of pedestrian and bicycling infrastructure within a one-block radius around every public elementary and middle school in Orleans Parish was conducted between June and November 2010. The selection of 63 school campuses encompassed 77 schools distributed throughout a majority of New Orleans city neighborhoods and represented a cross-section of the entire city’s pedestrian conditions. Schools were assessed using the DPW traffic engineering documentation on each school, Geographic Information Systems (GIS) mapping, and environmental audits. The partnership identified 20 school campuses (i.e., 33 schools) to target for the first assessments, which it completed with the assistance of community volunteers. With the help of a KidsWalk Coalition partner, Communities in Schools, the remaining schools were assessed.

The objectives of the initial screening survey were to 1) document existing infrastructure conditions, including sidewalks, existing signage, pavement markings, crossings, curb ramps, and bike racks; 2) identify problems for pedestrians and bicyclists related to safety, access, comfort, and convenience; and 3) clearly organize and submit data to PRC staff for synthesis with other assessment data.

KidsWalk Coalition staff trained teams of surveyors to walk each school site and document the conditions of sidewalks, curb ramps, signage, and crosswalk markings. Staff created and gave survey guides to the teams. Teams used the following criteria to assess each school site:

- **Sidewalks:** Surveyors rated each 20-foot to 30-foot length of sidewalk as good, fair, poor, or missing, according to pre-defined standards.
- **Curb ramps:** Teams evaluated curb ramp conditions similar to sidewalks (good, fair, poor, or missing) to each street corner within the survey area.
- **Signage:** Surveyors mapped and recorded the conditions of signage, crosswalks, and school legends using symbols (e.g., school zone speed limits—SZS, stop sign—S, bike racks—BR).

Teams surveyed school officials on pedestrian safety issues surrounding their school campus; nine school principals responded with concerns and requests for improvements. See Table 2 for summary results.

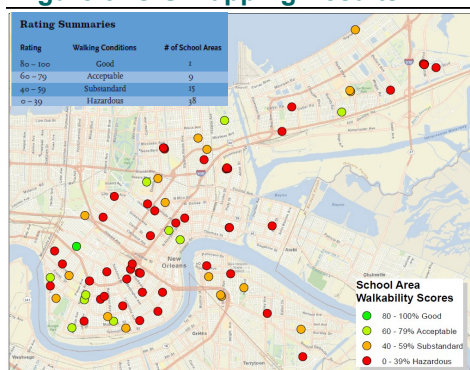
Table 2: School Site Assessment Summary Results

Overall Pedestrian Conditions:	38 out of 63 (60%) school campuses received a hazardous grade
Sidewalks:	1 out of every 5 miles (21%) of sidewalks within a one block radius was missing or in poor condition
Curb Ramps:	Over half (52%) of all curbs did not have a ramp installed
Signage:	276 signs at 63 school campuses (average of 4.3 per school) were missing/damaged
Principals:	3 concerns emerged: speeding traffic, poorly marked crosswalks, and school bus loading zones

Surveyors then calculated the proportions of total rated sidewalk segments to determine the overall condition of sidewalks in a school campus neighborhood. Data were analyzed and costs were estimated for repairing sidewalks and installing curb ramps in school neighborhoods. Using GIS, the partnership mapped the data from the school neighborhood assessment and developed a map. See Figure 3.

A press conference was held on May 10, 2011, and the report was posted to www.KidsWalkNOLA.org. The partnership also distributed printed copies of the report to coalition members and DPW officials. In the following two weeks, the Project Coordinator and the Executive Director of Communities in Schools shared the study’s findings and recommendations with the Committee Chair. The final report with complete findings, *Stepping to School: An Assessment of Neighborhood Walkability and Solutions for a Safer, Healthier New Orleans*, was published May 31, 2011 by the PRC at Tulane. In 2014, the KidsWalk Coalition updated the [Stepping to School Report](#), which included data collected in 2013 on the same areas.

Figure 3: GIS Mapping Results



PLANNING AND ADVOCACY EFFORTS

Community Engagement

The Stepping to School Report led to a collaborative working relationship with the DPW to track and address the backlog of needed improvements, such as restriping crosswalks and replacing school zone signs. The partnership encouraged partners to provide input on any type of document open for public comment, such as the KidsWalk Stepping to School Report, ADA transition plan, and Complete Streets policy.

Partnership leaders, other partners, and community members attended round table breakfast meetings. At the round tables, they included time for networking so that relationships could be built. Attendants received communication through several monthly blog posts and social media. The partnership also placed a lot of calls, sent emails, and engaged with people via listservs. The Tulane Prevention Research Center provided a larger subset of participants and helped engage participants via a 200-plus member listserv each month.

The coalition sent email invitations with accompanying flyers to the newsletter listserv and City staff promoting breakfast roundtable meetings such as, "The Future of Recreation in New Orleans" with the Executive Directors, New Orleans Regional Planning (NORP) Commission and NORP Foundation. Also, PRC and KidsWalk websites, Facebook pages and Twitter accounts were used to advertise the event. The Neighborhoods Partnership Network (www.npnnola.com) site and newsletter posted event information among its 3,200 member listserv.



Source: KidsWalk Coalition NOLA Facebook Page

Recruitment

Agencies interested in physical activity and health were recruited to join the KidsWalk Coalition, including City Year Louisiana, Safe Streets/Strong Communities, Metro Bicycle Coalition, NORD-C Teen Council, St. Claude Committee, and Associated Neighborhood Development. The partnership set a benchmark for engagement and met with representatives of at least four different community-based organizations focused on youth, public health, transportation, and/or public safety:

- **Neighborhood Associations:** Leadership representatives presented to 20-30 residents at a monthly Hollygrove Neighbors meeting, 40-50 attendees at Seabrook Neighborhood Association regarding SRTS grants, and 35 attendees at Gentilly Terrace Neighborhood Association regarding SRTS programs.
- **Policy/Advocacy Organization:** Representatives attended a St. Claude Bridge Safety and Access Committee to discuss the Lower Ninth Ward's pedestrian and bicycle safety concerns, lack of transportation, and children and families' walkability and bikeability.
- **Schools:** Members of KidsWalk Coalition met with a representative from Louisiana Association of Public Charter Schools and discussed how to reach the association's New Orleans members and gain potential association membership; attended school board meetings and offered technical assistance with launching SRTS grants; and contacted Youth Run NOLA, a school based program that trained students to run local races, to discuss strategies for reaching school leaders and in becoming coalition members.
- **Youth-Based Organizations:** Partners met with representatives of Youth Run NOLA and Alliance for a Healthier Generation to determine how KidsWalk Coalition could support schools seeking to start or enhance SRTS programs and potential membership.

Community Outreach

Coalition members distributed information at the March 2012 School Expo and added 37 new contacts to the listserv. Walk & Roll event t-shirts were distributed to 60 youth and 69 responses to the question, "What can

schools and the City do to make streets safer for you to walk and bike?" were collected.

Partners attended, distributed, and sometimes presented at local health fairs and community meetings (i.e., Dillard Health Festival, Tulane Center for Public Service Fair, True Vine Community Baptist Church, and New Orleans Kids Partnership) and were successful in gaining new interest, adding several contacts to the listserv after each visit.

Technical Assistance

Partnership leaders provided assistance to Medard Nelson Elementary and Middle School to propose infrastructure improvements. Medard Nelson received a \$56,000 grant from FedEx to make pedestrian safety improvements at the school. The partnership met with the school principal and grant coordinator, assessed existing conditions surrounding the school, met with Public Works chief traffic engineer, and proposed improvements and a budget for them.

The partnership held a working meeting to guide the SRTS application for Vietnamese Initiatives in Economics at Einstein Charter School (VIET-Einstein). A representative from the Louisiana DOT SRTS State Network assisted with data gathering and provided ongoing technical assistance.

KidsWalk provided technical assistance to New Orleans Kids Partnership in assessing existing built environment conditions around hub schools and surrounding play areas, such as the East Bank area at Arthur Ashe.

Media Advocacy

KidsWalk Coalition launched their social media campaign simultaneously with their Stepping to School report. This capitalized on the cost-effectiveness of releasing the report online in tandem with developing web-based communications tools to broadcast the KidsWalk mission, optimize its electronic profile, and distribute other news and events. Partners created a website and monthly newsletter through low-cost internet service providers. The KidsWalk Coalition has integrated their social media tools such that blog posts immediately created Facebook posts and tweets with links.⁴

The Times-Picayune published a [letter](#) from the coalition written to the editor, "Walkable Streets Trim the Fat: A Letter to the Editor", a response to the article which reported that the CDC found Louisiana to be the country's fifth least physically active state.

The partnership submitted comments for the Tulane web newsletter on KidsWalk Coalition and PRC partnership with the city on bicycle infrastructure.

Planning

KidsWalk Coalition meetings were held quarterly. In addition, partnership leaders attended quarterly meetings of the NORP Commission's Complete Streets Advisory Committee to represent walking and biking concerns in Orleans Parish. The leadership also met with Councilmember Palmer to strategize creation of a sustainable transportation advisory committee designed to advise on transportation policies to the city council transportation committee. The coalition assisted the department of public works and city planning commission with implementation of the City's new Complete Streets policy. Additionally, leaders continued efforts in convening the KidsWalk Coalition to maintain a critical mass of diverse advocates.



Source: HKHC Dashboard

Programs/Promotions

Walk and Roll Summit

A Walk and Roll Summit was held at the Sojourner Truth Neighborhood Center. Media alerts were sent to radio stations, newspapers, and television stations in order to invite community members and advertise the event. Electronic letters were sent via PRC listservs, and postcards were distributed to community centers, bike shops, YMCAs, libraries, and schools. Public service announcements were sent to radio stations, and press releases were sent to local media outlets. Walk & Roll Louisiana 2010 was held on Saturday, November 13 with over 50 attendees.

One of the community partners, Bike Easy, was the grantee for the city that planned all the open street events. The coalition provided planning support for open streets/playstreets events. Other events that the city hosted were through its Partnership for a Healthier America Grant in local parks; one at VELA in New Orleans East and another at Hollygrove, a park with the best baby zone.

NOLA Women on Bikes hosted the 2013 Mother's Day Community Bicycle Ride. In attendance were 35 community members, including 5 youth, who participated in this family-oriented bicycle education event and ride. The ride was 4.2 miles long and featured a tour of recently built bicycle infrastructure and open space amenities in the city that people could use for commuting and/or recreation.

Partners participated in VIET-Einstein and Audubon's Walk to School Day activities in October 2012. More than 40 students participated at each school.

Forty K-5 students at Success Prep Academy participated in the first annual Bike to School Day, in May 2012. Each received new bicycles and helmets and learned safety tips and the rules of the road.²



Source: KidsWalk Coalition

ACTIVE TRANSPORTATION

Policy, Practice, and Environmental Changes

Complete Streets

The City of New Orleans passed a Complete Streets policy in December 2011. The policy was the first municipal Complete Streets policy in the state of Louisiana and provided direction for DPW in addressing the needs of all users of streets and sidewalks when making improvements to city infrastructure, including planning for cyclists, pedestrians, transit users, and motorists when upgrading existing or planning new streets. Another “first” for the city was inviting community partners and coalition members to be involved in developing the policy; the advisory committee members were both city agency representatives and city-wide non-profit representatives.



The Pedestrian and Bicycle Information Center (PBIC) recognized New Orleans as a Bronze-level Walk Friendly Community and the KidsWalk Coalition supported the city’s application to the program. The April 2012 recognition is indicative of the work performed improving a wide range of conditions related to walking, including safety, mobility, access, and comfort.² PBIC awarded New Orleans for its compact, well-connected street grid; the public outreach conducted during the 2030 master plan process; the Safe Routes to School program and work auditing school neighborhood walking conditions; the adoption of the Complete Streets policy, and development of an ADA Transition Plan. In September 2012, New Orleans was recognized by a similar program (League of American Bicyclists) as a Bronze-level Bicycle Friendly Community.

The City of New Orleans allocated \$100,000 to spend on streetscaping of S. Carrollton Avenue from St. Charles Avenue to Interstate 10. The Project Coordinator performed a site visit with DPW engineers to determine optimal locations for bicycle racks, for example. Other streets implemented environmental changes such as adding bike lanes and curb improvements. The City installed its first bicycle corrals in September 2013; the corrals could hold up to ten bicycles at a time in a special bicycle parking facility that was placed on-street replacing one vehicle parking space. See Appendix D for a list of school and street improvements. Additional street beautification projects were happening throughout the city, including traffic calming and park signage improvements.

Safe Routes to School

Two schools received Safe Routes to School (SRTS) funding (i.e., Audubon Charter School and Viet-Einstein), and partnerships with previously funded sites were formed to ensure implementation of their non-infrastructure programs. KidsWalk Coalition provided assistance to Medard Nelson Elementary/Middle School to propose infrastructure improvements, and the school received a \$56,000 grant from FedEx to make pedestrian safety improvements at the school. Improvements were made at school campuses, along streets, and in neighborhoods. Since 2010, 103 school zone-related work orders with over 252 signage requests had been made by the DPW. Approximately 75% of the 103 work orders had been completed/installed or fixed.

Complementary Programs/Promotions

The partnership disseminated information about SRTS in New Orleans, provided resources to interested schools, supported schools with the application process, and provided assistance throughout the project.

Forty K-5 students at Success Prep Academy participated in the first annual Bike to School Day in May 2012 to promote SRTS programs. Each student received new bicycles and helmets and learned safety tips and the rules of the road. Each spring, volunteer employees of Kaiser Permanente visited New Orleans to do service projects, which included assembly and donation of the bikes to schoolchildren. Through a partnership with Communities in Schools, HandsOn New Orleans, Bike Easy, and the KidsWalk Coalition, volunteers were matched with the Success Prep students who had shown excellent leadership in fulfilling the school’s core values: respect, service, achievement, enthusiasm, and teamwork. According to Communities in Schools Executive Director, the give-away encouraged students to ride to school.

“First, several kids rode their bikes to school on Bike to School day. A few were the kids with the new bikes; others were not!” A teaching assistant rode a bike along with a student, and a few teachers rode their bikes who usually drive.” -Community Member

Figure 4: Active Transportation Infographic



*Source: HKHC Dashboard

Implementation

Complete Streets

Members of the Complete Streets working group presented a draft resolution and ordinances for a Complete Streets policy to Councilmember Palmer. The draft recommended language, using best practice research conducted by the National Complete Streets Coalition. The recommendations also considered the specific circumstances under which streets were planned, designed, funded, constructed, operated, and maintained in the City of New Orleans. Where applicable, the recommendations echoed provisions of the Louisiana Department of Transportation and Development's internal Complete Streets policy in order to strengthen and ensure consistency.

KidsWalk Coalition leaders assisted the DPW and City Planning Commission with implementation of the Complete Streets policy; they drafted a plan which was reviewed and approved. The Complete Streets oversight committee was responsible for refining the guidelines for implementation. The committee was convened by DPW Director and included members from City Council, City Planning, Health Department, NORP Commission, New Orleans Police Department, Bike Easy, and AARP. A period for public comments on the implementation plan was also opened for a month prior to adoption. Other implementation efforts included an all-day workshop with more than 20 individuals representing several city agencies and departments.

Safe Routes to School

KidsWalk Coalition assisted Orleans Parish schools with completing SRTS applications. Because the Project Coordinator worked within DPW, she was able to provide assistance to public schools with the infrastructure component of the applications, as well as with data collection and analysis. Results of the school site assessment were used to generate work orders for signage issues to DPW, forming a prioritized list of work orders for correction.

KidsWalk Coalition worked to advocate SRTS programs by including SRTS information and survey data in new school-year parent packets for all Orleans Parish Schools and by engaging elected officials in the conversation.

Population Reach

Complete Streets

Residents living near or interested in gaining access to pedestrian and bicycle resources were directly impacted as a result of the Complete Streets policy. The population included mostly lower-income children and families living in the city, most of whom were African American. However, increasing street connectivity could generate reach to areas further outside of the city in the future.

Safe Routes to School

Elementary, middle, and high school-age children attending school in the city of New Orleans are impacted the most as a result of securing SRTS program and infrastructure funding and implementing environmental changes. The surrounding community members are also greatly affected, because of the repairs made to sidewalks. The SRTS program is also directly linked to the walkability and bikeability improvements in the city.

Challenges

Safe Routes to School

The increase in SRTS interest exposed the need for technical assistance (TA) and support at the local level in New Orleans due to its complex infrastructure. The federal program had long existed as one way to support the schools, but the implementation piece required TA and a dialogue between the landscape of schools and city of New Orleans. Parent, teacher, and school personnel involvement was voluntary; the state did not fund positions related to SRTS because funding was not permanent (i.e., prohibited from paying "recurrent costs" except State Coordinator and Engineer salaries) and was constantly being renewed/changed.

SUSTAINABILITY OF THE PARTNERSHIP AND THE INITIATIVE

KidsWalk Coalition was housed in the DPW at the beginning of the initiative, but is now under the New Orleans Health Department (NOHD), keeping in mind the goal of long term sustainability. Under the city's NOLA Initiative, the KidsWalk Coalition will be a subcommittee and will focus on the built environment, similar to other subcommittees (i.e., government and media). Operations will be managed by two public health fellows assigned to the health department for two years, but overseen by the Project Manager and Co-Chair.

A partnership has been solidified with the Cowen Institute for Public Education Initiatives, a center within Tulane. The institute is focused on public education initiatives, looking at education reform, and the choice application system in New Orleans. The choice application, which is used when applying to New Orleans charter schools, has a high cost to parents, and the Cowen Institute is interested in looking at the transportation cost more in-depth. Many children travel one to two hours during their school commute.

Given the transitions that occurred in late 2013 and early 2014 with the Project Director and the Project Coordinator, the KidsWalk Coalition is still determining how it will continue to operate and determining roles and responsibilities among the partners.

KidsWalk Coalition was able to facilitate conversation between NOHD, KidsWalk, and schools to thread city-wide initiatives together. NOHD has done a lot of on-the-ground programming; KidsWalk has policy and design experience and a strong relationship with the schools, and the New Orleans Recreation Development (NORD) has been doing a lot of development in parks. Utilizing the expertise of these three organizations is key to making sure that schools and safety for children is a priority at all three levels. Councilwoman Palmer invited KidsWalk Coalition to participate in an advisory role for the Sustainable Transportation Committee.

City of New Orleans released its FitNOLA initiative, the plan to be one of the ten fittest cities by 2018. The PRC and KidsWalk Coalition participated in working groups, the steering committee, and made recommendations on policy and environmental strategies that make healthy eating and physical activity options easier for all New Orleans residents.

The City of New Orleans Mayor signed an executive order in August 2012 requiring healthy vending choices in machines on City properties. KidsWalk and PRC staff assisted with researching and proposing model language.

FUTURE FUNDING

Grant applications were submitted for two recreation trails in New Orleans:

- **Earhart Corridor Project:** Proposal to connect a bike lane project on the western end of Earhart Boulevard to a network of bikeways in the central business district of New Orleans.
- **Lake Forest Trail Linkage Project:** Proposal to fill gaps in a network of new bicycle and pedestrian trails that are being constructed as part of a City of New Orleans streetscape project along Lake Forest Boulevard.

The partnership worked with Communities In School to submit a grant for four schools to rebuild sidewalks, bike paths, and countdown signals totaling up to \$250K. Other grants included training for crossing guards, coupons as incentives, flyers, surveys, paying police for walks to schools, and billboards on buses about increasing awareness about students walking to school. Over half of the proposals will impact charter schools. The partnership also applied for a \$10 million three-year grant for health policy and environmental change along with BCBS, Alliances for Healthier Communities. Lastly, they received a Safe Routes to School grant to implement the program in a minimum of ten schools that will end in 2015.

The Moving Ahead for Progress in the 21st century initiative (MAP 21) was signed into legislature in August 2013. As a result, it has changed the landscape of projects in Louisiana. It has presented an opportunity for the coalition and partners to think more strategically in terms of pursuing funding. It also builds the bridge in the gap between on-the-ground education work and policy changes.

“Funding has really become a conversation that we have with much more frequency and much more interest.”

-Community Member

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APPENDIX A: NEW ORLEANS, LOUISIANA LOGIC MODEL

In the first year of the grant, this evaluation logic model identified short-term, intermediate, and long-term community and system changes for a comprehensive evaluation to demonstrate the impact of the strategies to be implemented in the community. This model provided a basis for the evaluation team to collaborate with the KidsWalk Coalition partnership to understand and prioritize opportunities for the evaluation. Because the logic model was created at the outset, it does not necessarily reflect the four years of activities implemented by the partnership (i.e., the workplans were revised on at least an annual basis).

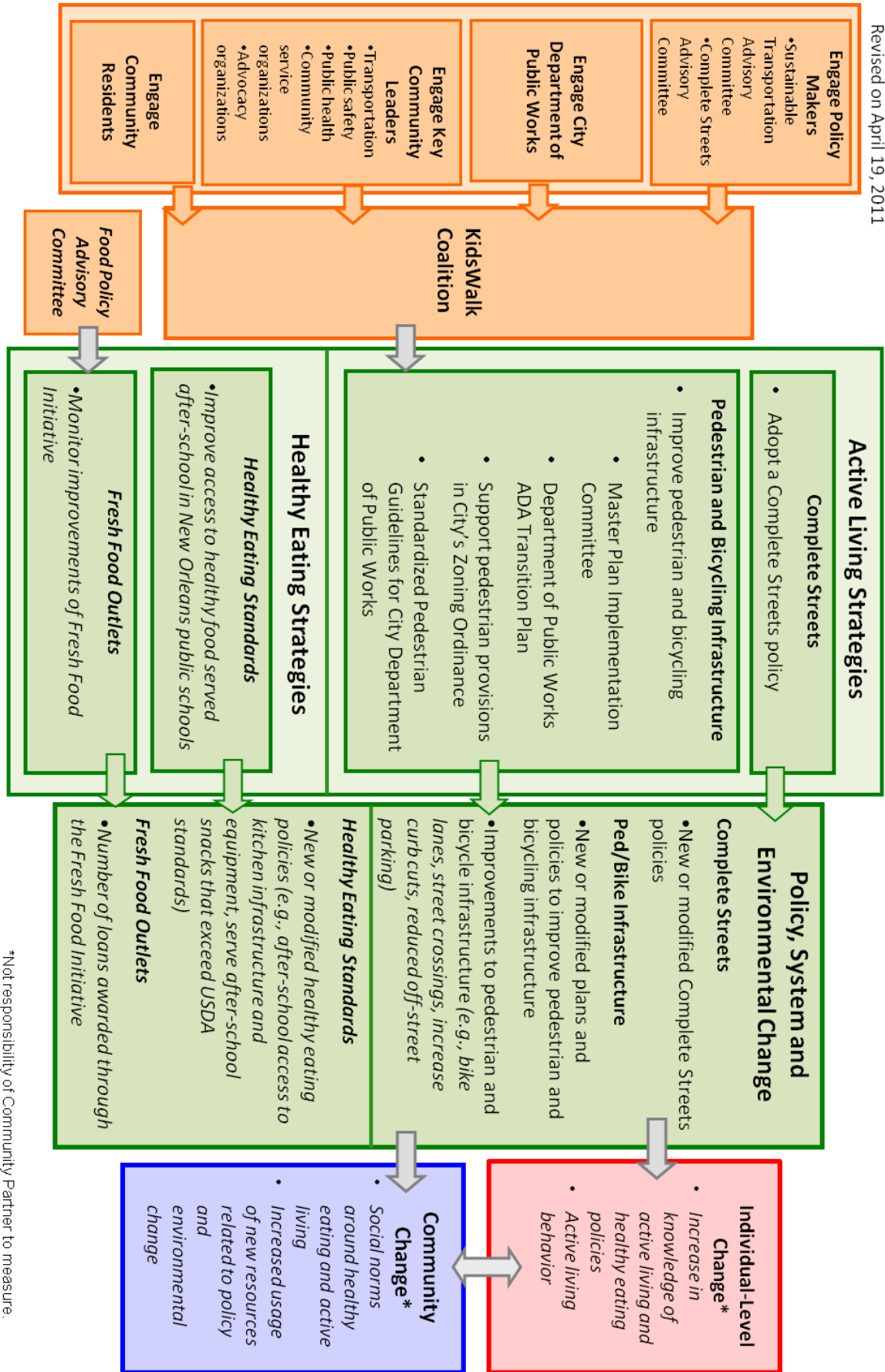
The healthy eating and active living strategy of KidsWalk Coalition partnership included:

- *Active Transportation:* Efforts for this initiative focused on passing a Complete Streets Policy and beginning implementation of infrastructure improvements. Safe Routes to School planning and infrastructure grants were received by three schools in Orleans Parish, and environmental changes (e.g., new signage and crosswalk painting) were implemented.

New Orleans, LA HKHC Logic Model

Prevention Research Center at Tulane University

Revised on April 19, 2011



*Not responsibility of Community Partner to measure.

APPENDIX B: PARTNERSHIP AND COMMUNITY CAPACITY SURVEY RESULTS

Partnership and Community Capacity Survey

To enhance understanding of the capacity of each community partnership, an online survey was conducted with project staff and key partners involved with KidsWalk Coalition partnership during the final year of the grant. Partnership capacity involves the ability of communities to identify, mobilize, and address social and public health problems.1-3

Methods

Modeled after earlier work from the Prevention Research Centers and the Evaluation of Active Living by Design,⁴ an 82-item partnership capacity survey solicited perspectives of the members of the KidsWalk Coalition partnership on the structure and function of the partnership. The survey questions assisted evaluators in identifying characteristics of the partnership, its leadership, and its relationship to the broader community.

Questions addressed respondents' understanding of KidsWalk Coalition in the following areas: structure and function of the partnership, leadership, partnership structure, relationship with partners, partner capacity, political influence of partnership, and perceptions of community members. Participants completed the survey online and rated each item using a 4-point Likert-type scale (strongly agree to strongly disagree). Responses were used to reflect partnership structure (e.g., new partners, committees) and function (e.g., processes for decision making, leadership in the community). The partnership survey topics included the following: the partnership's goals are clearly defined, partners have input into decisions made by the partnership, the leadership thinks it is important to involve the community, the partnership has access to enough space to conduct daily tasks, and the partnership faces opposition in the community it serves. The survey was open between September 2013 and December 2013 and was translated into Spanish to increase respondent participation in predominantly Hispanic/Latino communities.

To assess validity of the survey, evaluators used SPSS to perform factor analysis, using principal component analysis with Varimax with Kaiser Normalization (Eigenvalue >1). Evaluators identified 15 components or factors with a range of 1-11 items loading onto each factor, using a value of 0.4 as a minimum threshold for factor loadings for each latent construct (i.e., component or factor) in the rotated component matrix.

Survey data were imported into a database, where items were queried and grouped into the constructs identified through factor analysis. Responses to statements within each construct were summarized using weighted averages. Evaluators excluded sites with ten or fewer respondents from individual site analyses but included them in the final cross-site analysis.

Findings

Structure and Function of the Partnership (n=5 items)

A total of 13 individuals responded from KidsWalk Coalition partnership. Of the sample, 10 were female (77%) and 3 were male (23%). Respondents were between the ages of 26-45 (10, or 77%) or 46-65 (3, or 23%). Survey participants were also asked to provide information about race and ethnicity. Respondents identified with one or more from the following race and ethnicity categories: African American, American Indian/Alaskan Native, Asian, Native Hawaiian/Pacific Islander, White, Other race, Hispanic or Latino, Not Hispanic or Latino, Ethnicity unknown/unsure, or Refuse to provide information about race or ethnicity. Of the 13 responses, 54% were White, 23% were African American/Black, 8% were Hispanic or Latino, and 8% were Asian, and 8% selected "Other ethnicity". No other races or ethnicities were identified.

Respondents were asked to identify their role(s) in the partnership or community. Of the 18 identified roles, three represented the Community Partnership Lead (17%) and nine were Community Partnership Partners (50%). Three respondents self-identified as Community Leaders (17%) and two as Community Members (11%). One respondent (5%) self-identified with other roles not specified in the response options. Individuals participating in the survey also identified their organizational affiliation. Thirty-one percent of respondents (n=4) indicated affiliation to a University or Research/Evaluation Organization, while two claimed affiliation with a Faith- or Community Based Organization. The remaining three respondents associated with Local Government Agency (city/county) (1, or 8%), an Advocacy Organization (1, or 8%), and a Child Care or

APPENDIX B: PARTNERSHIP AND COMMUNITY CAPACITY SURVEY RESULTS

Afterschool Organization (1, or 8%).

Leadership (n=8 items)

The majority of responses showed agreement or strong agreement (100% total) to statements suggesting that the partnership had an established group of core leaders who had the skills to help the partnership achieve its goals. Responses also indicated that participants in the survey felt the core leadership is organized and retains the skills to help the partnership and its initiatives succeed. Respondents agreed or strongly agreed (91%) that leaders worked to motivate others, worked with diverse groups, showed compassion, and strived to follow through on initiative promises. However, 5% disagreed, 2% did not know, and 2% did not respond regarding leadership ability to perform these skills. Ninety-two percent of the responses showed agreement or strong agreement that at least one member of the leadership team lived in the community, while 8% responded, “I don’t know”. When asked if they agreed with statements suggesting that at least one member of the leadership team retained a respected role in the community, 92% of respondents agreed or strongly agreed, while 8% respondents did not know.

Partnership Structure (n=24 items)

Less than half the respondents felt that the partnership adequately provided the necessary in-kind space, equipment and supplies for partners to conduct business and meetings related to partnership initiatives (49% agree/strongly agree). Ten percent of respondents disagreed and 32% felt unsure provision of space and equipment was sufficient. Furthermore, ten percent did not respond to the question pertaining to adequate space and resources to conduct meetings. Most (73%) agreed that the partnership has processes in place for dealing with conflict, organizing meetings, and structuring goals. Although, 18% responded, “I don’t know”, indicating a lack of familiarity in this area, and 9% felt these processes were not established. Partnership members (leadership and partners) were generally perceived by respondents to be involved in other communities and with various community groups, bridging the gaps between neighboring areas and helping communities work together (80%), though 4% disagreed, and 16% did not know or did not respond.

Though a slight majority (59%) of respondents indicated agreement with statements about the partnership’s effectiveness in seeking learning opportunities, developing the partnership, and planning for sustainability, 15% of responses disagreed or strongly disagreed, and 20% were not aware of partnership activities specific to development and sustainability. Six percent did not respond to this survey question.

Relationship with Partners (n=4 items)

Ninety-eight percent of responses to statements about leadership and partner relationships were positive (agree/strongly agree), indicating that the majority of respondents felt the partners and leadership trusted and worked to support each other.

Partner Capacity (n=18 items)

Eighty-eight percent of respondents agreed or strongly agreed that partners possess the skills and abilities to communicate with diverse groups of people and engage decision makers (e.g., public officials, community leaders). One percent disagreed, while 8% either did not know or did not respond to partner skills about ability to communicate effectively. Furthermore, 90% of individuals responding to the survey felt that partners were dedicated to the initiative, interested in enhancing a sense of community, and motivated to create change. Ten percent of the responses indicated lack of knowledge or non-response regarding partnership capacity to create change in the community.

Political Influence of Partnership (n=2 items)

Seventy-three percent of the respondents felt that the leadership is visible within the community. However, 19% responded, “I don’t know” to supporting statements that the leadership is known by community members and works directly with public officials to promote partnership initiatives.

Perceptions of Community and Community Members (n=22 items)

APPENDIX B: PARTNERSHIP AND COMMUNITY CAPACITY SURVEY RESULTS

Statements suggesting that the community was a good place to live, with community members who share the same goals and values, help each other, and are trustworthy were supported by 73% of survey responses, while 7% of respondents disagreed, and 12% indicated a lack of knowledge about these community attributes. Respondents also strongly supported suggestions that community members help their neighbors, but may take advantage of others if given the opportunity (86% agree/strongly agree). In contrast, respondents were less convinced that community members would intervene on behalf of another individual in their community in cases of disrespect, disruptive behavior, or harmful behavior. While 59% agreed or strongly agreed, 23% disagreed/strongly disagreed. Ten percent of responses indicated that some respondents did not know how community members would act in these situations.

Most survey participants (77%) felt community members were aware of the partnership's initiatives and activities; however, 15% did not know if community members were aware. Fifty-four percent of respondents agreed that the partnership equally divides resources among different community groups in need (e.g., racial/ethnic minorities, lower-income), though 31% disagreed and felt resources were not equally distributed. Another 16% of responses indicated lack of knowledge about partnership initiatives or provided no response.

Overall, respondents agreed or strongly agreed that partners and members of the community maintained active involvement in partnership decisions and activities (89%). Yet, 72% of responses agreed that partners and residents have the opportunity to function in leadership roles and participate in the group decision-making process, while 16% disagreed or strongly disagreed.

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Partnership and Community Capacity Survey

Respondent Summary

Community Partnership

New Orleans

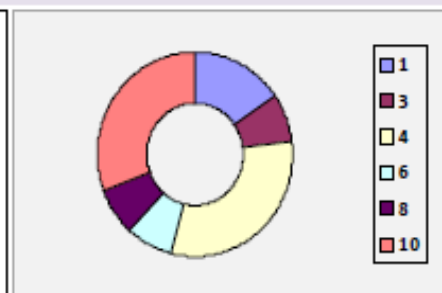
Respondents (n= 13)

Respondent Characteristics

Gender		Identified Race/Ethnicity				Identified Role	
Female	10	American Indian or Alaskan Native	0	Hispanic or Latino	1	Community Partnership Lead	3
Male	3	Asian	1	Not Hispanic or Latino	0	Community Partnership Partner	9
No response	0	White	7	Don't know/ Unsure ethnicity	0	Community Leader	3
Age Range		African American/ Black	3	Refused to identify ethnicity	0	Community Member	2
18-25	0	Pacific Islander/ Native Hawaiian	0	Other ethnicity	1	Public Official	0
26-45	10					Other role	1
46-65	3						
66+	0						
No response	0						

Type of Affiliated Organization

Faith- or Community Based Organization	2	15.4%	(1)
School (district, elementary, middle, high)	0	0.0%	(2)
Local Government Agency (city, county)	1	7.7%	(3)
University or Research/Evaluation Organization	4	30.8%	(4)
Neighborhood Organization	0	0.0%	(5)
Advocacy Organization	1	7.7%	(6)
Health Care Organization	0	0.0%	(7)
Child Care or Afterschool Organization	1	7.7%	(8)
Other	0	0.0%	(10)
No response	0	0.0%	(999)



Partnership and Community Capacity Data

Provision of required space and equipment

Participants provided level of agreement to statements indicating the community partnership provided adequate space, equipment, and supplies to conduct business and meetings.

Strongly agree	11.97%	Strongly disagree	0.00%
Agree	36.75%	I don't know	31.62%
Disagree	10.26%	No response	9.40%

Partner skills and communication

Participants provided level of agreement to statements supporting partner skills and ability to communicate with and engage multiple types of people (e.g., public officials, community leaders).

Strongly agree	23.08%	Strongly disagree	0.00%
Agree	65.03%	I don't know	2.80%
Disagree	1.40%	No response	7.69%

APPENDIX B: PARTNERSHIP AND COMMUNITY CAPACITY SURVEY RESULTS

Community Partnership

Community and community members			
Participants provided level of agreement to statements suggesting the communities are good places to live, and that community members are helpful, can be trusted, and share the same goals or values.			
Strongly agree	13.29%	Strongly disagree	0.00%
Agree	60.14%	I don't know	11.89%
Disagree	6.99%	No response	7.69%
Partner and community involvement			
Participants provided level of agreement to statements indicating partners and the community were actively involved in partnership activities, meetings, and decisions.			
Strongly agree	16.92%	Strongly disagree	0.00%
Agree	72.31%	I don't know	3.08%
Disagree	0.00%	No response	7.69%
Partner and partnership development			
Participants provided level of agreement to statements suggesting the partnership and its partners seek ways learn, develop, and enhance sustainability.			
Strongly agree	7.69%	Strongly disagree	1.54%
Agree	50.77%	I don't know	20.00%
Disagree	13.85%	No response	6.15%
Partnership structure, organization, and goals			
Participants provided level of agreement to statements suggesting partnership has processes in place related to structure, meeting organization, and goals.			
Strongly agree	16.67%	Strongly disagree	1.28%
Agree	56.41%	I don't know	17.95%
Disagree	7.69%	No response	0.00%
Relationship between partners and leadership			
Participants provided level of agreement to statements indicating the leadership and partners trust and support each other.			
Strongly agree	21.15%	Strongly disagree	0.00%
Agree	76.92%	I don't know	0.00%
Disagree	1.92%	No response	0.00%
Community members intervene			
Participants provided level of agreement to statements indicating that community members can be counted on intervene in instances where someone is disrespectful, disruptive, or harmful to another community member.			
Strongly agree	7.69%	Strongly disagree	10.26%
Agree	51.28%	I don't know	10.26%
Disagree	12.82%	No response	7.69%
Leadership motivation			

APPENDIX B: PARTNERSHIP AND COMMUNITY CAPACITY SURVEY RESULTS

Community Partnership

Participants provided level of agreement to statements suggesting the leadership is motivated to help others, work with diverse groups, shows compassion, and follows through.

Strongly agree	32.69%	Strongly disagree	0.00%
Agree	57.69%	I don't know	1.92%
Disagree	5.77%	No response	1.92%

Community member and partner participation

Participants provided level of agreement to statements indicating that community members and partners have opportunities to serve in leadership roles and participate in group decision-making.

Strongly agree	7.69%	Strongly disagree	2.56%
Agree	64.10%	I don't know	12.82%
Disagree	12.82%	No response	0.00%

Involvement in other communities

Participants provided level of agreement to statements suggesting leadership and partners are involved in other communities and various community groups, and help communities work together.

Strongly agree	13.46%	Strongly disagree	0.00%
Agree	67.31%	I don't know	7.69%
Disagree	3.85%	No response	7.69%

Community member willingness to assist

Participants provided level of agreement to statements suggesting most community members help neighbors and solve community problems. It also suggested some community members may take advantage of others.

Strongly agree	13.46%	Strongly disagree	0.00%
Agree	73.08%	I don't know	7.69%
Disagree	0.00%	No response	5.77%

Core leadership and leadership skills

Participants provided level of agreement to statements suggesting the community partnership has a core leadership group organizing efforts, and that leaders have the skills to help the partnership achieve its goals.

Strongly agree	46.15%	Strongly disagree	0.00%
Agree	53.85%	I don't know	0.00%
Disagree	0.00%	No response	0.00%

Partner motivation

Participants provided level of agreement to statements indicating that partners won't give up in their efforts to create change and increase sense of community through the partnership.

Strongly agree	20.51%	Strongly disagree	0.00%
Agree	69.23%	I don't know	7.69%
Disagree	0.00%	No response	2.56%

Visibility of leadership

Participants provided level of agreement to statements suggesting the leadership is known in the community and works with public officials.

Strongly agree	26.92%	Strongly disagree	0.00%
Agree	46.15%	I don't know	19.23%
Disagree	0.00%	No response	7.69%

APPENDIX B: PARTNERSHIP AND COMMUNITY CAPACITY SURVEY RESULTS

Community Partnership

Leadership lives in the community			
Participants provided level of agreement to a statement indicating that at least one member of the leadership resides within the community.			
Strongly agree	38.46%	Strongly disagree	0.00%
Agree	53.85%	I don't know	7.69%
Disagree	0.00%	No response	0.00%
Leadership has a respected role in the community			
Participants provided level of agreement to a statement that suggests at least one member of the leadership team has a respected role in the community.			
Strongly agree	23.08%	Strongly disagree	0.00%
Agree	69.23%	I don't know	7.69%
Disagree	0.00%	No response	0.00%
Community partnership initiatives are known			
Participants provided level of agreement to a statement suggesting that community members are aware of the partnership's initiatives and activities.			
Strongly agree	15.38%	Strongly disagree	0.00%
Agree	61.54%	I don't know	15.38%
Disagree	0.00%	No response	7.69%
Division of resources			
Participants provided level of agreement to a statements suggesting that resources are equally divided among different community groups (e.g., racial/ethnic, lower income).			
Strongly agree	0.00%	Strongly disagree	0.00%
Agree	53.85%	I don't know	7.69%
Disagree	30.77%	No response	7.69%

APPENDIX C: PARTNER LIST

Members of New Orleans Healthy Kids, Healthy Communities	
Organization	Partner
Businesses/Industry/Commercial	American Traffic Solutions
	Louisiana Healthcare Connections
Colleges/Universities	Tulane University, Cowen Institute for Public Education Initiatives
	Tulane University, Prevention Research Center*
	University of New Orleans Dept. of Planning and Urban Studies
Government	City of New Orleans Dept. of Homeland Security and Emergency Preparedness
	City of New Orleans Dept. of Public Works
	City of New Orleans Health Department
	City of New Orleans Planning Commission
	City of New Orleans Police Department
	Louisiana Dept. of Transportation and Development, SRTS Program
	New Orleans City Council
	New Orleans Regional Planning Commission
Other Community-Based Organizations	Bike Easy (New Orleans Metro Bicycle Coalition)
	Broad Community Connections
	KidsWalk Coalition
	Neighborhood Partnership Network
	NOLA Women on Bikes
	Safe Streets—Strong Communities
Other Research/Evaluation Organization	Louisiana Public Health Institute School Health Connection
Other Youth Organizations	City Year Louisiana
	Communities in Schools of Greater New Orleans
	New Orleans Kids Partnership
	Partnership for Youth Development
School	Orleans Parish School Board
Policy/Advocacy Organizations	Rails-to-Trails Conservancy: Lafitte Corridor
	Streets Plan Collaborative
	Young Leadership Council

*Denotes lead agency for the grant

APPENDIX D: SOURCES AND AMOUNTS OF FUNDING LEVERAGED

Sources of Revenue			
Community Partnership	New Orleans		
Resource source		Amount	Status
Business	Year		
	Matching funds		
	2012		Annual total
		\$800.00	Accrued
			\$800.00
Sum of revenue generated by resource source		\$800.00	
Individual/private donor	Year		
	Matching funds		
	2010		Annual total
		\$250.00	Accrued
		\$250.00	Accrued
Sum of revenue generated by resource source		\$500.00	
Local government	Year		
	Matching funds		
	2011		Annual total
		\$40,000.00	Accrued
		\$5,000.00	Accrued
	2012		Annual total
		\$5,000.00	Accrued
		\$40,000.00	Accrued
	2013		Annual total
		\$5,000.00	Accrued
		\$40,000.00	Accrued
Sum of revenue generated by resource source		\$135,000.00	
State government	Year		
	Other		
	2012		Annual total
		\$576,291.00	Accrued
Sum of revenue generated by resource source		\$576,291.00	
Foundation	Year		
	HKHC funds		
	2009		Annual total
			\$68,418.32

APPENDIX D: SOURCES AND AMOUNTS OF FUNDING LEVERAGED

Community Partnership		New Orleans	
Resource source	Amount	Status	
	\$56,197.87	Accrued	
	\$7,330.53	Accrued	
	\$1,970.32	Accrued	
	\$260.50	Accrued	
	\$2,659.10	Accrued	
2010		Annual total	\$111,582.00
	\$3,500.00	Accrued	
	\$11,955.00	Accrued	
	\$200.00	Accrued	
	\$10,791.00	Accrued	
	\$1,500.00	Accrued	
	\$77,236.00	Accrued	
	\$6,400.00	Accrued	
2011		Annual total	\$101,528.00
	\$81,676.00	Accrued	
	\$10,878.00	Accrued	
	\$549.00	Accrued	
	\$1,450.00	Accrued	
	\$6,875.00	Accrued	
	\$100.00	Accrued	
2012		Annual total	\$101,836.00
	\$1,450.00	Accrued	
	\$81,676.00	Accrued	
	\$7,150.00	Accrued	
	\$549.00	Accrued	
	\$10,911.00	Accrued	
	\$100.00	Accrued	
Sum of revenue generated by resource source	\$383,364.32		
Non-profit organization		Year	
Matching funds			
2010		Annual total	\$4,350.00
	\$2,100.00	Accrued	

APPENDIX D: SOURCES AND AMOUNTS OF FUNDING LEVERAGED

Community Partnership		New Orleans	
Resource source	Amount	Status	
	\$2,000.00	Accrued	
	\$250.00	Accrued	
2011		Annual total	\$86,500.00
	\$60,000.00	Accrued	
	\$22,500.00	Accrued	
	\$4,000.00	Accrued	
Sum of revenue generated by resource source			\$90,850.00
School	Year		
Matching funds	2010	Annual total	\$1,500.00
		Accrued	
	\$1,500.00		
Sum of revenue generated by resource source			\$1,500.00
Grand Total			\$1,188,305.32

APPENDIX E: ACTIVE TRANSPORTATION ENVIRONMENTAL CHANGES

Location	Signage/Improvement	Number/Distance
School		
Andrew H. Wilson Charter	start school zone	1
	end school zone	6
Alice M. Harte Charter	not indicated	
Andrew J. Bell Jr. High	not indicated	
Argonne Pre-K	not indicated	
ARISE Academy Homer Plessey*	crosswalk striping requested	
Arthur Ashe Charter*	crosswalk striping requested	
Audubon Charter	not indicated	
Avery Alexander Elementary	not indicated	
Bishop McManus Academy	not indicated	
Brother Martin High	not indicated	
Charter Lagniappe Academies*	crosswalk striping requested	
Dr. Martin Luther King Charter (Science and Technology)*	crosswalk striping requested	
Edgar P. Harney Elementary*	crosswalk striping requested	
Edward Hynes Charter	not indicated	
Esperanza Charter	not indicated	
Harvey Elementary	not indicated	
Holy Rosary Academy and High	not indicated	
John Dibert Community*	crosswalk striping requested	
KIPP Central Primary	not indicated	
Langston Hughes Academy*	crosswalk striping requested	
LB Landry High	not indicated	
Live Oak Elementary	not indicated	
Lusher Academy	not indicated	
Lusher Charter Elementary, Middle, & High*	crosswalk striping requested	
Mary McLeod Bethane Elementary (Literature and Technology)	not indicated	
McDonough 42 Elementary Charter	not indicated	
Medard H. Nelson	start school zone	4
	end school zone	4
Miller McCoy Academy*	crosswalk striping requested	
Morris Jeff Community	not indicated	
New Orleans College Prep	end school zone	5
Samuel J. Green Charter*	crosswalk striping requested	
St. Andrew the Apostle*	not indicated	
St. Dominic*	not indicated	
St. Peter Clavier Catholic Central*	crosswalk striping requested	
Success Prep	end school zone	4
Sylvanie F. Williams*	not indicated	
Ursaline Academy Elementary*	not indicated	
Walter Cohen High*	not indicated	

*Signage improvements completed but not specified

APPENDIX E: ACTIVE TRANSPORTATION ENVIRONMENTAL CHANGES

Location	Signage/Improvement	Number/Distance
Street/Neighborhood		
Carrollton Avenue	bike lanes designated/painted	St. Charles Ave. to Interstate 10 (approximately 2.3 miles)
	curb extensions	
	sidewalks added	
City Park Avenue	bike lanes designated/painted	Canal Blvd. to Orleans Ave. (approximately 0.6 miles)
Esplanade Avenue	bike lanes designated/painted	Moss St. to N. Claiborne Ave. (approximately 1.6 miles)
	ADA ramps lowered	
	crosswalk painted	
	traffic lanes reduced (2 to 1)	
Decatur Street, French Quarter	bike corrals	1
Marigny Neighborhood	bike corral	1