

Year 2 Outcomes Tracker to Date

(Prepared and Submitted by Karma Harris, MSPH – NACDD Walkability Project Lead)

2016 (Year 2) Walkability Action Institute (WAI) Specifics:

- **Official Course Title:** Action Institute to Increase Walking and Walkability (referred to as Walkability Action Institute (WAI))
- **Course Implemented:** Decatur (Atlanta), Georgia April 26 – 28, 2016
- **Target Audience:** Interdisciplinary MPO Regions
- **Course Attendees:** **10** Total Teams
 - Included 10 MPO Regional Teams (or the equivalent entity, i.e. Transportation Planning Organization (TPO), Regional Council of Government (RCOG), etc.)
 - All 10 teams (**100%**) received competitive travel assistance to attend the course.
- **Total Course Participants:** **80**

Year 2 MPO Regional Teams:

- 1) **Austin, Texas** (Capital Area MPO)
- 2) **Chattanooga, Tennessee** (Chattanooga-Hamilton County/North Georgia TPO)
- 3) **Des Moines, Iowa** (Des Moines Area MPO)
- 4) **Grand Island, Nebraska** (Grand Island Area MPO)
- 5) **Grand Rapids, Michigan** (West Michigan MPO)
- 6) **Greenville, North Carolina**
(Greenville Urban Area MPO)
- 7) **Hartford, Connecticut** (Capital RCOG)
- 8) **Macatawa, Michigan** (Macatawa Area Coordinating Council)
- 9) **Knoxville, Tennessee** (Knoxville Regional TPO)
- 10) **Portland, Maine** (Portland Area Comprehensive Transportation System)



Year 2 Individual Outcomes to Date:

- **Austin, Texas (Capital Area MPO)**
 - Original interdisciplinary team collaborates regularly on walkability actions, but does not hold official meetings
 - New Policy Changes:
 - The CAMPO Transportation Policy Board formally adopted the Walkability Action Plan in February 2017, indicating official support for remaining walkability and active transportation strategies (n=1)
 - The first for years of a recently completed multimodal transportation/land use study was successfully adopted by a local partner's city council. The team is expecting more adoption by local and regional entities moving forward (n=1)
 - New Systems Changes:
 - Developed health performance measures that will be integrated into project selection processes (n=1)
 - Non-PSE Outcomes:
 - Completed the Georgetown Williams Drive Corridor Study. The analysis of this study is now complete and makes recommendations for improving walking and biking in Georgetown, potentially reaching **60,000** residents (n=1)
 - The public health representative is now represented on the Active Transportation Advisory Committee (n=1)
 - Completed a multimodal transportation/land use study, and expect voting action by CAMPO Transportation Policy Board in Fall 2017 (n=1)
 - Additional Outcomes in Progress:
 - Initiated the process for the 2045 Regional Transportation Plan, which could impact more than **2,000,000** people (n=1)
 - Currently developing a Health Impact Analysis tool that will be used as a means to identify health impacts as part of walkability planning efforts. This analysis is expected to be less resource intensive and broader than traditional health impact assessments (n=1)

- Currently wrapping up a case study that seeks to develop strategies to improve walking and biking within suburban areas of the region (**n=1**)
- Total Estimated Reach Provided = **2,060,000**
- Total of **two policy changes, one systems change, three non-PSE outcomes, and three additional outcomes still in progress** to date (**nine total outcomes**)
- Reported total funds leveraged since WAI = **\$375,000** from the following funding sources:
 - \$200,000 federal (*exact funding source not identified*)
 - \$175,000 local (*exact funding sources not identified*)
- **Chattanooga, Tennessee (Chattanooga-Hamilton County/North Georgia TPO)**
 - Original interdisciplinary team collaborates regularly on walkability actions, but does not hold official meetings
 - New Policy Change:
 - Chattanooga City Council adopted a form-based code covering downtown, riverfront, and urban neighborhood areas (**n=1**)
 - New Systems Changes:
 - Completed a comprehensive bicycle and pedestrian analysis for the Regional Transportation Plan, which resulted in updating the performance measures in several categories, and in placing increased point values on projects that seek to meet these performance areas:
 - Updated GIS shapefiles of existing bicycle/pedestrian facilities;
 - Performed a more extensive analysis of bicycle/pedestrian crashes for the entire TPO area;
 - Updated the way the region identified disadvantaged areas to better align with the FHWA definition of traditionally disadvantaged groups, including individuals of low income, minority, limited English proficiency, elderly, and people with disabilities;
 - Used a MoveMeter tool to identify corridors with many car trips that are three miles or less and placed higher point value to

projects in these corridors that seek to increase mode shift from cars to bikes and improving bike mobility;

- Updated bicycle/pedestrian gap analysis to provide increased points for projects seeking to prioritize bicycle/pedestrian network gaps;
 - Updated point values for projects that seek to reduce the bicycle/pedestrian level of stress so that people who want to use biking or walking as alternative modes of transportation can do so more safely; and
 - Increased point values to projects that improve multimodal access to health-related destinations (**n=1**)
- New Environmental Change:
- Completed and opened a **3-mile** extension of the Riverwalk connecting the downtown area with the South Broad District and spurring **\$220 million** in residential and business development (**n=1**)
 - Launched Electric Car Vehicle Share program as a local transportation alternative (**n=1**)
 - Redeveloped Station Street as a shared space in Southside entertainment district (**n=1**)
 - Installed temporary wayfinding signs in **two** locations to assist with the #within15 campaign, thanks to **two small funding opportunities of \$500 each**, potentially reaching **47,604** residents/commuters, as well as an estimated **700,000** downtown visitors per year (**n=2**)
 - Because of the forward-thinking actions of the Team Lead to use recent bicycle/pedestrian data they obtained, new bicycle and pedestrian facilities were included in a specific project involving the re-pavement of Northpoint Boulevard in Chattanooga (**n=1**)
- Non-PSE Outcomes:
- Identified **10** city/county support staff to assist with walking events (**n=1**)
 - Conducted presentations to **82** Transportation Planning Organization board members representing the various jurisdictions throughout the area and to leaders of the Chattanooga neighborhood groups about the WAI and interest in supporting community walks (**n=1**)

- Attended two separate community walks within the region to experience and learn more about the community walk process, including one community walk with a local police department (reach of **60** people) (**n=1**)
- Convened an interdisciplinary group within Chattanooga to begin planning for a wayfinding project focused on connecting the University of Tennessee at Chattanooga (UTC) campus with the downtown via multi-modal transportation options (**n=1**)
- The public health representative presented at the Tennessee Lifesavers Conference about bike/pedestrian efforts in Chattanooga (**n=1**)
- The public health representative organized a bicycle rodeo at the Tennessee Riverpark with the Chattanooga Police Department and the Collegedale Bike/Ped Coordinator (**n=1**)
- Updated bicycle/pedestrian infrastructure inventory, cleaned and geolocated bicycle/pedestrian-related crash data, and identified level of traffic stress for cyclists for the Regional Transportation Plan (**n=1**)
- Received CMAQ funding to continue GreenTrips, a program that promotes alternatives to driving alone (current reach is **1,740** people) (**n=1**)
- Organized Walk-to-School Day events with nine schools and developed a strategy to improve the effectiveness of school engagement (**n=9**)
- Launched the *#within15* social media campaign as a creative approach the University of Tennessee at Chattanooga (UTC) is undertaking to highlight destinations for students within a 15-minute walk from campus (**n=1**)
- Leading weekly walking tours to introduce UTC students to transportation options for leaving campus, such as buses, bikeshare, and electric vehicle care share (number and tours not specified) (**n=1**)
- Brought Jarrett Walker in for public and stakeholder workshops in November 2017 to help the community address issues surrounding their multimodal transportation center project, debunk misconceptions, and increase public understanding of how transit systems work (reach not specified) (**n=1**)
- New Tools Developed:
 - Produced one best-practice guide for community walks in efforts to provide planning and guidance for community members, as well as contact

information for key people who can help establish and convene these walks (n=1). The guide was distributed to approximately **100** people through the Chattanooga Neighborhood Roundtable events, Regional Health Council, and the Advisory Council on Traffic Safety.

- Additional Outcomes in Progress:
 - Planning one additional community walk in the City of Collegedale with the bike/pedestrian coordinator (n=1)
 - Planning to host a charrette and pop-up input gathering session on UTC campus to generate ideas and input of where the wayfinding signs should be located, as well as the destinations and routes they should highlight (n=1)
 - Kicked off the work for the 2045 Regional Transportation Plan, and working to include access to transit and in the prioritization process for walking and biking projects (n=1)
 - The public health representative is planning a rails-to-trails project in Soddy-Daisy (n=1)
 - The Chattanooga Department of Transportation (DOT) is still making significant progress on the ADA Transition Plan (n=1)
 - Currently working with school and other partners within the TPO region (includes east Tennessee and north Georgia) to provide SRTS education and events for the 2017/2018 school year, with the goals of implementing bike and walk events on national event days, as well as initiating walking school buses in the region, so that active transportation will occur beyond event dates (n=1)
- Total Estimated Reach Provided = **749,596; 3-miles connectivity extension; nine schools; two locations**
- Total of **one policy change, one systems change, six environmental changes, 20 non-PSE outcomes, one new tool, and six additional outcomes still in progress** to date (**35 total outcomes**)
- Reported total funds leveraged since WAI = **\$3,850,587** from the following funding sources:
 - \$480,000 from CMAQ (*did not specify acronym definition of CMAQ*)
 - \$120,000 from local match provided to CMAQ funds

- \$3,000 from EPA-Smart Growth America
 - \$1,000 from (two x \$550 each) community partners
 - \$759,556 to Lookout Mountain for Transportation Alternatives Funding from Tennessee DOT
 - \$798,969 to East Ridge for Transportation Alternatives Funding from Tennessee DOT
 - \$732,849 to Chattanooga for Transportation Alternatives Funding from Tennessee DOT
 - \$955,213 to Lakesite for Transportation Alternatives Funding from Tennessee DOT
- **Des Moines, Iowa (Des Moines Area MPO)**
 - Original interdisciplinary team still meets bi-monthly
 - Non-PSE Outcomes:
 - Received new funding from Wellmark Foundation (*did not specify amount of \$ received*) (**n=1**)
 - City of Des Moines released RFP for multimodal transportation plan, which will involve an update to Complete Streets and focus on implementation (**n=1**)
 - Total Estimated Reach Provided = **None Provided**
 - Total of **two non-PSE outcomes** to date (**two total outcomes**)
 - **Grand Island, Nebraska (Grand Island Area MPO)**
 - Original interdisciplinary team still meets monthly
 - New Environmental Change Outcomes:
 - Developed and installed **five** way-finding signs on the trail system in Grand Island, reaching approximately **50,000** residents (**n=1**, since the five signs installed in one location)
 - Non-PSE Outcomes:
 - Team members have collaborated in at least **three** presentations on walkability and active transportation efforts to the United Way Health Council, a regional planning commission, and a MPO technical advisory

committee, yielding a total reach of **50** approximate city and local leaders (**n=3**)

- The Grand Island Bicycle Pedestrian Advisory Committee recently kicked off the public input phase of a bicycle pedestrian master plan for the City of Grand Island, which is slated for completion in February 2018 and estimated to reach the GIAMPO service area of **58,000** people (**n=1**)
 - Additional Outcomes in Progress:
 - Currently in the process of finalizing a Complete Streets Policy for City of Grand Island (potential reach **51,236**) (**n=1**)
 - Working with the Grand Island Parks and Recreation Department to develop a set of wayfinding trail signs, anticipating full completion and installation in Summer of 2017 (*did not specify number of signs*) (**n=1**)
 - Total Estimated Reach Provided = **58,000** (represents entire service area)
 - Total of **one environmental change, four non-PSE outcomes** and **two additional outcomes still in progress** to date (**seven total outcomes**)
 - Reported total funds leveraged since WAI = **\$6,500** from the following sources:
 - \$2,500 from an environmental sustainability grant (*official name of funding source not provided*)
 - \$4,000 from Central Community College in Grand Island
- **Grand Rapids, Michigan (West Michigan MPO)**
 - Original interdisciplinary team still meets monthly
 - Non-PSE Outcomes:
 - The Kent County Health Department engaged the Community Health Advisory Committee and other health agencies to discern limits and ultimately oppose outdoor fire pits – particularly opposing burning for outdoor active living (**n=1**)
 - The elected official team representative (local commissioner) assisted in the coordination of a meeting with the public health and Grand Rapids public school administrators for increased health-related cooperation on Safe Routes to School (SRTS) needs, Body Mass Index (BMI) surveillance,

- and model classroom options for incorporating physical activity, healthy eating, and recess (n=1).
- Leveraged current/anticipated efforts through **two** funding opportunities (did not specify amounts of funding or funding sources) (n=2)
 - Total Estimated Reach Provided = **None Provided**
 - Total of **four non-PSE outcomes** to date (**four total outcomes**)
- **Greenville, North Carolina (Greenville Urban Area MPO)**
 - Original interdisciplinary team still meets bi-weekly
 - Non-PSE Outcomes:
 - Public health is now represented on the Active Transportation Master Plan Steering Committee (n=1)
 - Selected a professional consulting firm to assist with adoptions of Active Transportation Plan (n=1)
 - A marketing campaign is now underway, including a caped crusader “hero” type of figure titled “El Walkador” appeared at a local National Night Out event, with an approximate reach of **18,000** (2,000 attendees; 10,000 reached via television; and 6,000 reached via social media) (n=1)
 - Shared the Active Transportation Plan plans and information with key leaders (n=1)
 - Pitt County District Park (part of Pitt County Home Complex) received the **Great Places for Healthy Living Designation** from the North Carolina American Planning Association chapter (n=1)
 - Presented at the North Carolina American Planning Association chapter meeting on active transportation opportunities (n=1)
 - Implemented annual State of the District event for Walkability Collaborative partners, community leaders, and elected officials where Dan Douglas, a noted urban planner, was the keynote speaker (n=1)
 - Additional Outcomes in Progress:
 - With funding from the North Carolina Department of Health and Human Services (NC DHHS) Healthy Communities program, a feasibility study is

underway to study the potential connection of a large neighborhood, elementary school, farmer’s market, county park, and senior center (n=1)

- The Walkability Collaborative is in the process of planning for a targeted walk audit event with local decision-makers to gain buy-in for walkability/active transportation efforts (n=1)
- Total Estimated Reach Provided = **18,000**
- Total of **seven non-PSE outcomes** and **two additional outcomes still in progress** to date (**nine total outcomes**)
- Reported total funds leveraged since WAI = **\$14,000** from NC DHHS

- **Hartford, Connecticut (Capital RCOG)**

- Policy Changes:

- The City of Hartford successfully passed a Complete Streets ordinance, with a potential to reach **124,705** people (n=1)

“Supporting our communities on these types of opportunities is also an action item on our action plan! The idea for the city and CRCOG to collaborate on this **really gelled at the Walkability Institute.**”

(Emily Hultquist, Team Lead Hartford, CT)

- Environmental Changes:

- The Town of Canton has initiated Complete Streets improvements to the Collinsville section of town (**10,292** reach; did not specify the number or type of improvements) (n=1)

- Non-PSE Outcomes:

- Received a state grant in the amount of **\$450,000** to conduct a comprehensive inventory of completed and planned infrastructure related to complete streets, identify key gaps and needs, and develop a regional complete streets policy and action plan (*potential reach not specified until infrastructure changes are planned*) (n=1)

- Additional Outcomes in Progress:

- Collaborated with the City of Hartford DHHS to submit a grant application for the Aetna Healthiest Cities and Counties Challenge, in hopes to conduct Health Impact Assessments on a potential trail extension along the region’s first and only bust rapid transit line (n=1)

- Total Estimated Reach Provided = **134,997**
- Total of **one policy change, one environmental change, one non-PSE outcome,** and **one additional outcome still in progress** to date (**four total outcomes**)
- Reported total funds leveraged since WAI = **\$1,720,000** from the following funding sources:
 - \$450,000 from state funding (*official name of state funding source not provided*)
 - \$1,300,000 from state funding (*official name of state funding source not provided*)

- **Holland, Michigan (Macatawa Area Coordinating Council)**
 - **No data has been provided since WAI participation**

- **Knoxville, Tennessee (Knoxville Regional TPO)**
 - Original interdisciplinary team still meets monthly
 - New Environmental Change Outcomes:
 - As an unintended result from the new crash analysis reports, one local government made changes to the signal timing at a busy intersection after being alerted of a pattern of pedestrian crashes at that location (**n=1**)
 - Non-PSE Outcomes:
 - Team members conducted multiple meetings with private developers to ask and discuss perceived and actual barriers to developing walkable places (**n=1; did not specify how many meetings**)
 - WAI Team is still implementing the Walkability Speaker Series to educate the public, development community, and elected/appointed officials about walkability. A total of four sessions for **730** total participants have been reported (**n=1**)
 - Developed and released technical reports following the new crash analysis, and received print and television media coverage for these reports (**n=1**)
 - Additional Outcomes in Progress:
 - Development of a countywide walkability ordinance is currently underway in Knox County, with a potential reach of **448,644** people (**n=1**)

- Consultants have now been selected to work with the City of Knoxville to implement zoning updates, a process that is anticipated to take one year to complete (**n=1**)
 - Zoning updates are currently underway in nearby Maryville, with a potential reach of **28,329** people (**n=1**)
 - Total Estimated Reach Provided = **477,703**
 - Total of **one environmental change outcomes, three non-PSE outcomes and three additional outcomes still in progress** to date (**seven total outcomes**)
 - Reported total funds leveraged since attending WAI = **\$40,000** from the Tennessee Department of Health
- **Portland, Maine (Portland Area Comprehensive Transportation System)**
 - Original interdisciplinary team still meets monthly
 - New System Change:
 - Implemented a new scoring system to provide points and consideration for bike/pedestrian efforts and activities (**n=1**)
 - Total Estimated Reach Provided = **None Provided**
 - Total of **one systems change** to date (**one total outcome**)

Year 2 Collective Outcomes to Date:

- Collectively, the Year 2 Cohort has achieved **61 total outcomes** (not including the **17 documented additional outcomes that are currently in progress** as of June 2017), affecting **more than 3,498,296** estimated individuals.
- The breakdown of the outcomes is detailed in Table 1 below in the following outcome categories:
 - New Policy Changes;
 - New System Changes;
 - New Environmental Changes;
 - New Non-PSE Outcomes;
 - New Resources;
 - New Tools; and

- Additional Outcomes in Progress (not yet accomplished)

Table 1: Year 2 Outcomes Tracker to Date

Team	New Policy Changes	New System Changes	New Environmental Changes	New Non-PSE Changes	New Tools	New Resources	Additional Outcomes in Progress	Team Totals
Austin, Texas	2	1	0	3	0	0	3	9
Chattanooga, Tennessee	1	1	6	20	1	0	6	35
Des Moines, Iowa	0	0	0	2	0	0	0	2
Grand Island, Nebraska	0	0	1	4	0	0	2	7
Grand Rapids, Michigan	0	0	0	4	0	0	0	4
Greenville, North Carolina	0	0	0	7	0	0	2	9
Hartford, Connecticut	1	0	1	1	0	0	1	4
Holland (Macatawa), Michigan	0	0	0	0	0	0	0	0
Knoxville, Tennessee	0	0	1	3	0	0	3	7

Team	New Policy Changes	New System Changes	New Environmental Changes	New Non-PSE Changes	New Tools	New Resources	Additional Outcomes in Progress	Team Totals
Portland, Maine	0	1	0	0	0	0	0	1
TOTALS	4	3	9	44	1	0	17	78

- Collectively to date, the Year 2 Cohort has leveraged a total of **\$6,006,087** since attending the NACDD WAI implement walkability and active transportation efforts in their respective MPO regions.
 - (Please note this amount is self-reported on voluntary progress reports by the Team Lead for each team and may not be 100% accurate)*
- A total project budget of **\$300,000** in 2016 was invested by CDC Division of Nutrition Physical Activity and Obesity (DNPAO) to NACDD for the second annual WAI.
 - This total amount reflects all funds involved in the planning, implementation, and evaluation of the WAI course, as well as the funds used for travel stipends for attending teams.
 - The amount of funds collectively leveraged via self-reported voluntary progress reports of \$6,006,087 divided by the total 2016 project budget of \$300,000 equals an estimated project return on investment (ROI) ratio of 20:1.**
- The breakdown of total funds leveraged per 2016 team is reflected in Table 2 below.

Table 2: Leveraged Funds by 2016 Cohort

2016 WAI Team:	Self-Reported \$ Amount Leveraged:
Austin, Texas	\$375,000

2016 WAI Team:	Self-Reported \$ Amount Leveraged:
Chattanooga, Tennessee	\$3,850,587
Des Moines, Iowa	\$0
Grand Island, Nebraska	\$6,500
Grand Rapids, Michigan	\$0
Greenville, North Carolina	\$14,000
Hartford, Connecticut	\$1,720,000
Holland (Macatawa), Michigan	\$0
Knoxville, Tennessee	\$40,000
Portland, Maine	\$0
Total 2016 WAI Cohort Funds Leveraged	\$6,006,087

Year 2 MPO Group Walkability Community of Practice (CoP):

- A CoP group was established for the Year 2 MPO teams to provide an opportunity for MPO Team Leads and team members to remain virtually connected and engaged to one another, as well as to NACDD, following 2016 attendance at the WAI.
 - CoP groups serve as an innovative, cost-efficient method to bring stakeholders together to share, network, mentor, and discuss related walkability/active transportation project successes and lessons learned.
 - CoP group attendance is open to any Year 2 and Year 3 MPO Team Leads, additional team members and/or other regional or local walkability/active transportation partners.
 - The MPO Group Walkability CoP is currently implemented on a bi-monthly schedule for a one-hour meeting duration – on opposite months of the State Group Walkability CoP.

- NACDD is proud to partner with Phil Bors, Technical Assistance Director at Active Living By Design (ALBD), to coordinate and implement the MPO Group Walkability CoP.
 - ALBD’s experience with Healthy Communities, built design, and active transportation make them a valuable contributor to session content, as well as to the anticipation and delivery of specific technical assistance needs for participant teams.
 - Additionally, Mr. Bors has served as both a WAI Course Steering Committee member and Core Course Faculty Team member since the project’s onset. His overall WAI participation in both roles is an asset to NACDD and the CoP.

- To date, the MPO Group Walkability CoP was convened **six** times and reached **115 duplicated participants** – this is an average of **19** participants per meeting.
 - The second MPO CoP meeting was a joint meeting with the State Group Walkability CoP.
 - The MPO Group Walkability CoP will include the MPO team cohorts from both Years 2 and 3 moving forward. Beginning with the third meeting, Year 3 MPO teams were merged into the existing MPO Group.

- The breakdown of the MPO Group Walkability CoP is detailed in Table 3 below:

Table 3: MPO Group Walkability CoP Meeting Specifics

MPO Group CoP Session:	Session Date:	Number of Participants:	Session Topic:
1	January 17, 2017	17	Reconvening MPO Teams and Group Updates on Action Plan Progress Since Attending WAI in April, 2016
2	March 21, 2017	23	Prioritizing Equity through Complete Streets

MPO Group CoP Session:	Session Date:	Number of Participants:	Session Topic:
			<i>(Guest Presenters Dr. Jamie Chriqui and Emily Thrun)</i>
3	May 16, 2017	23	MPO WAI Peer Exchange
4	July 18, 2017	18	<p>Overview and Update of Hartford, Connecticut Capitol Region Council of Government's Regional Plan Update with Complete Streets</p> <p><i>(Guest Presenter Emily Hultquist, Hartford, Connecticut Team Lead)</i></p>
5	September 19, 2017	19	<p>Measuring and Prioritizing Health in Transportation</p> <p><i>(Guest Presenters Rochelle Carpenter, Nashville MPO and Cortney Geary, Chattanooga, Tennessee Team Lead)</i></p>
6	November 21, 2017	15	<p>Where and How Much Are People Walking? MPOs Measuring Pedestrian Activity</p> <p><i>(Guest Presenters Darin Ramsay, Rochester, New York; Josh Gorham (Team Lead) and James Getemeier, Duluth Minnesota; and Jacob Mauer, Flint Michigan Team Lead)</i></p>



**Please note that these outcomes are provided through quarterly, voluntary progress reports. We only have outcomes documented for those that complete the progress reports. We cannot enforce completion of progress reports without grant money and a current contract.*