

## Year 1 (2015, Cohort 1) Outcomes Tracker to Date

(Prepared and submitted by Kama E. Edwards, MSPH – NACDD Walkability Project Lead)

### Year 1 (2015, Cohort 1) Walkability Action Institute (WAI) Specifics:

- **Official Course Title:** Increasing Walking and Walkability – Action Institute for Interdisciplinary State/Intra-State Teams (herein referred to as *Walkability Action Institute*)
- **Course Implemented:** Nashville, Tennessee May 3 – 6, 2015
- **Target Audience:** Interdisciplinary State/Intra-State Regions
- **Course Attendees:** 12 Total Teams
  - Included 10 state-level and two intra-state regional level cross-disciplinary teams
  - A total of 10 of the 12 teams (**83%**) received competitive travel assistance to attend the course; one team (Tennessee) attended without needed travel assistance; and one team (Virginia) paid their own way after not being selected.
- **Total Course Participants:** 82

### Year 1 (2015, Cohort 1) State/Intra-State Teams:

- 1) **Arkansas** (state; received travel assistance)
- 2) **Colorado** (state; received travel assistance)
- 3) **Indiana** (state; received travel assistance)
- 4) **Michigan** (state; received travel assistance)
- 5) **Montana** (state; received travel assistance)
- 6) **New Hampshire** (state; received travel assistance)
- 7) **Ohio** (state; received travel assistance)
- 8) **Oregon** (state; received travel assistance)
- 9) **Southwest Minnesota** (intra-state regional; received travel assistance)



- 10) **Tennessee** (state; attended without needed travel assistance)
- 11) **Virginia** (state; paid own way after not being selected)
- 12) **Wisconsin Fox Valley** (intra-state regional; received travel assistance)

## Year 1 (2015, Cohort 1) Individual Outcomes to Date Per Team:

### Arkansas:

- Original interdisciplinary state team still meets annually.
- **This Team Lead left for another position and there is currently no Team Lead to provide further updates/data.**
- New Policy Changes:
  - Complete Streets policies have been passed in Little Rock and Bryant, with a potential to reach 198,541 and 20,005 residents, respectively (**n=2**)
  - Master bicycle/pedestrian plans have been adopted in Bryant (20,005) and El Dorado (18,339) (**n=2**)
- Additional Outcomes in Progress:
  - Phase 1/partial completion of master bicycle/pedestrian plan is underway in Batesville (**n=1**)
- Total estimated reach provided = **236,885**
- Total of **four policy changes** and **one additional outcome in progress** to date (**five total outcomes**)

### Colorado:

- The original team does not meet formally anymore but does routinely interact with interdisciplinary partners on joint projects.
- New Policy Changes:
  - A new Colorado DOT Policy Directive requiring accommodation of pedestrians and bikes in all state roadway projects is now in place, with a potential statewide reach of 5,800,000 people (**n=1**)
  - Developed a Safe Routes to School Strategic plan for the state of Colorado (**n=1**)
  - The Colorado Governor signed an executive order in 2019 supporting transportation, equity, and access to parks, with a potential statewide reach of 5,800,000 people (**n=1**)
- New Systems Changes:

- One result of the Governor’s executive order was the establishment of a Memorandum of Agreement (MOA) between six state agencies agreeing to work together to support active transportation, equity, and access to parks and recreation. Three of the six state agencies participated on the original WAI team! (n=1; noted potential statewide reach of 5,800,000 people)
- Currently partnering internally with the Colorado DOH’s Violence and Injury Prevention teams to promote community design that not only promotes walkability, but also safe environments for youth and protective factors against future substance abuse (n=1)
- Currently partnering with DOH’s Tobacco team to promote smoke-free outdoor spaces, parks and trails (n=1)
- Non-PSE Outcomes:
  - Completed a study on the economic impacts of walking and biking in the state of Colorado (n=1)
  - Coordinated a five-workshop series in various parts of the state focused on designing main streets that are state highways to be more walkable and bikeable, reaching approximately 20 total communities and 200 attendees (n=1)
  - Funded two counties using state tobacco tax dollars to work on built environment changes to increase walkability, estimated to reach 1,000,000 people (n=2)
  - The Colorado Downtown Streets book that was developed because of the walkability institute won a *Congress for New Urbanism* Colorado Chapter award for regulation reform (n=1)
  - Developed and implemented another workshop series that promote walkability in rural areas, with a combined reach of 250 people and 33 communities (n=1)
- New Resources Developed:
  - Completed a state "Guidebook" on designing streets that could help inform future PSE changes throughout the state (n=1)
- Additional Outcomes Still in Progress:
  - In the process of developing a Denver MPO Active Transportation Plan, estimated potential to reach 2,900,000 people (n=1)
  - The four regions that participated in the rural workshops were each provided \$5,000 for quick-win projects supporting active transportation. They will be implementing environmental changes, such as shade canopies, benches, planters

and signage on main streets to promote more walkability. All final numbers will be available in September 2019, with an estimated reach of 23,119 people (**n=1** for now, but will be updated in September)

- Provided \$5,000 to five communities as part of a collaboration between the state DOH, Denver Regional Council of Governments, and the Denver Area MPO as part of local/state Active People Healthy Nation efforts. The communities will implement quick wins and temporary demonstration projects with the funds, which will be fully implemented by September 2019, estimated to reach 1,275,568 people (**n=1** for now, but will be updated in September)
- Total estimated reach provided = 5,800,000 (statewide population reach)
- Total of **three** policy changes, **three** systems changes, **six** non-PSE outcomes, **one** resource developed, and **three** additional outcomes in progress to date (**16 total outcomes**)
- Reported total funds leveraged since WAI = **\$34,085,000** from the following sources:
  - \$85,000 (*funding sources were not identified*)
  - \$28,000,000 in trails funding from the Colorado state lottery
  - \$2,500,000 in Safe Routes to School funding
  - \$3,500,000 in state tobacco taxes for policy and environmental changes to improve walkability in local communities

#### Indiana:

- The original team still meets monthly.
- New Policy Changes:
  - The Indiana Bike Trails Task Force group (which includes original WAI team members) recommended new statewide e-bike legislation and a new statewide three-foot passing law for bikes. Both were written into new legislation in 2019 and signed by the Indiana Governor, effective July 1, 2019, and estimated to reach a statewide 6,500,000 people (**n=2**)
  - The City of Gary adopted a new [Bicycle and Pedestrian Plan](#), potentially reaching the city's population of 68,325 (**n=1**)
  - The state of Indiana established a new [Indiana Strategic Highway Safety Plan](#), potentially reaching the statewide population of 6,500,000 people (**n=1**)
  - The state of Indiana established a new [Indiana Active Transportation Plan](#), potentially reaching the statewide population of 6,500,000 people (**n=1**)

- New System Changes:
  - Established a MOA among state-level agencies to agree to work together towards state walkability improvements (n=1)
    - Amended existing MOA to now include a collaboration/exchange of funding to co-sponsor the Indiana Bike Walk Summit in Summer 2016 (n=1)
    - The current standing MOA (noted above) was revised to now include \$210,000 in Federal Highway Administration funds transferred from the Indiana Department of Transportation (DOT) to the Indiana State Health Department (ISHD), where ISHD will manage the funds for bike/ped safety and active living promotion work statewide through the end of 2020, with a potential statewide reach of 6,500,000 (n=1)
  - The Indiana Governor approved a new program for \$90,000,000 in multi-use trail funding for the next three years with the Next Level Trails initiative, marking the largest influx of trail funding in the state's history (<https://www.in.gov/dnr/outdoor/9800.htm>. (n=1, reach not provided)
  - The staff at the Indiana DOH Division of Nutrition and Physical Activity are now sharing federal Maternal and Child Health funds to pay for staff time and program activities supporting active transportation and safety (n=1)
  - Indiana WAI partners completed the inaugural implementation of the Indiana Walking College in 2023, where 18 fellows successfully completed the walking college and created action plans in their respective communities (n=1)
- New Environmental Changes:
  - Tactical urbanism projects supporting safe transit stops at two locations were implemented in Gary, Indiana (n=2)
  - A Safe Routes to School tactical urbanism project was implemented at one elementary school location in Terre Haute, Indiana (n=1)
- Non-PSE Outcomes:
  - Complete Streets trainings have been completed in four state regions, reaching approximately 150 planners, engineers, and regional DOT staff (n=4)
  - Formed a new advisory council for active transportation (n=1)
  - Increased cross-disciplinary integration with the recent addition of a bike advocacy group and tourism to the state team (n=1)

- Indiana DOT implemented two Road Diet trainings in two locations to a total of 80 participants (n=2)
- Indiana DOH and DOT co-sponsored the Indiana Bike Walk Summit in August 2016 for 165 attendees representing the locations throughout the state of Indiana. The DOH and DOT commissioners were both speakers for the opening plenary session. (n=1)
- WAI team leveraged \$120,000 to develop a statewide active transportation plan, which is slated to begin in late 2017 (n=1).
- Conducted 11 Complete Streets Implementation workshops over the Summer of 2017, reaching an estimated 330 attendees (n=11)
- A total of 25 Active Living workshops were conducted for communities across the state, with an approximate total reach of 700 attendees. Attendees represented a broad range of community stakeholders including representatives from elected officials, health sector, planning, transportation, parks and recreation, economic development, schools, fitness promotion, and people with disabilities (n=25)
- WAI team members have facilitated 11 walk audits for about 200 participants in Indiana communities (separate of those attending the workshops) (n=11)
- WAI team members continue to participate in Indiana Walks, and led a total of 10 community walks in the Indianapolis region (n=10)
- Members of the multi-agency network just finished working on a legislative [Indiana Bike Trails Task Force report](#) (n=1, reach not provided)
- Two members of the original WAI team now chair sub-committees of the Indiana Bike Trails Task Force (n=1, reach not provided)
- The Indiana Active Transportation Community of Practice (CoP) group presented at three statewide professional conferences to discuss ongoing active transportation initiatives and priorities to interdisciplinary audiences consisting of urban planning, parks and recreation, and transportation (n=3) for a combined 150 attendees.
- Also, since April of 2020, the state group partnered with the Indiana DOT to utilize FHWA State Planning and Research (SPR) funding of \$180,000 to hire Health by Design (a statewide not-for-profit) to assist with facilitation of active living workshops and drafting the statewide bicycle and pedestrian crash report (n=1).

- This funding is also paying for an intern to assist the Indiana Department of Natural Resources in administering their \$150,000 Next Level Trail development program throughout the state (n=1).
- As part of Indiana’s Vision Zero technical assistance efforts, conducted Road to Zero Academy for four local communities (*did not specify the names of the four communities or provide reach*) (n=4)
- Indiana state WAI partners assisted in the development of the Indiana Statewide Bicycle and Pedestrian Crash Report (n=1)
- State WAI partners provided official input into the use of rumble strips on state highways in rural Indiana locations and their impact on active transportation users (n=1)
- New Resources Developed:
  - The Indiana DOH recently published the Indiana Active Living Guidebook, which is being distributed broadly throughout the state (n=1)
  - The group prepared a state-wide bicycle and pedestrian crash analysis report. The team worked with an epidemiologist to analyze crashes from a public health perspective. The report also provides a framework for local communities to collect crash data, analyze it, and make recommendations for effective countermeasures (n=1).
- Additional Outcomes in Progress:
  - The WAI team is involved in the current development of a statewide Bicycle Trail Plan, which was appointed by the Governor because of the passage of House Bill 1174. This collaborative effort involving Department of Natural Resources, DOH, DOT, and others. (n=1)
  - Team members are assisting with a Plan4Health state grant, where they are developing a statewide assessment for planners and health professionals, and will be producing guidance for communities to prepare health elements within their comprehensive plans (n=1)
  - Currently planning for the next Indiana Walk Bike Summit in Spring of 2018, targeting 150 active transportation leaders throughout the state (n=1)
  - Our team is increasingly becoming engaged with statewide tourism development efforts relating to regional trail development. We expect to begin work soon on a Trail Town designation program to provide opportunities for communities to become designated as a Trail Town if they meet certain criteria relating to the

promotion and support of regional trail networks that promote physical activity (n=1).

- Total estimated reach provided = 6,500,000 statewide reach
- Total of **five** policy changes, **six** systems changes, **three** environmental changes, **80** non-PSE outcomes, **two** new resources developed and **four** additional outcomes still in progress to date (**100 total outcomes**)
- Reported total funds leveraged since WAI = **\$91,037,000** from the following sources:
  - \$120,000 from Indiana DOT
  - \$17,000 state funds (state source not specified)
  - \$60,000 from American Planning Association
  - \$210,000 of Federal Highway Administration
  - \$90,000,000 (over the next three years) of funds appropriated by the Indiana Governor for the Next Level Trails effort
  - \$180,000 from State Planning and Research funds from the Federal Highway Administration
  - \$150,000 for Next Level Trail development (funding source not specified)
  - \$300,000 total from two fiscal years (FY 22 and FY 23) from Indiana State Planning and Research’s Federal Highway Administration for ongoing active transportation work.

**Michigan:**

- The original team does not meet formally anymore. The original State Team Lead has not been involved with the project since initial WAI participation, however current state partnerships are presently in place for walkability, movability, and active transportation. The current State Team Lead is actively involved in NACDD’s WAI efforts but does not participate in the state level outcomes reporting regularly.
- New Policy Changes:
  - The State Transportation Commission approved new language for the Michigan long-term transportation plan, integrating public health language into the long-range plan vision and values. The plan combines motorized, non-motorized, driverless, rail, and freight systems (n=1, projected statewide reach of 9,900,000).
- New System Changes:



- The DOH revised the Team Lead’s job description to include specific duties related to advancing the work of the walkability team and action plan (**n=1**).
- New Environmental Changes:
  - MDHHS funded Michigan Parks (formerly Michigan Recreation and Parks Association) to deliver recreational programming and greenspace improvements in parks to improve access and encourage the use of physical activity in parks. As a result, grantees in Northwest Michigan and Washtenaw County implemented 59 environmental changes in 12 parks to improve neighborhood access and use for physical activity, with a potential to reach 94,674 people. Changes include tobacco free signage, brush removal, amenities, lighting, signage and fencing (**n=59**).
- Non-PSE Outcomes:
  - The Community Policy Action Team for physical activity of the Healthy Kids, Healthy Michigan initiative selected land use as one of the 2016 policy priorities. The Team Lead will work with the Michigan Municipal League to monitor this progress with defining specific policies to advance in the state (**n=1**).
  - Three *Walk with Ease* curriculum training sessions delivered to 435 adults across each park location (**n=3**).
  - Three *Come out and Play* curriculum training sessions delivered to 580 youth within the same settings (**n=3**).
- Additional Outcomes Still in Progress:
  - MDHHS is working with local health departments and the Michigan Parks and Recreation Association on green space improvement projects, such as trail signage, trail enhancements, and crosswalk improvements. Implementation is currently delayed due to COVID-19 (**n=1**).
- Total estimated reach provided = **9,900,000**
- Total of **one policy change, one system change, 59 environmental changes, seven non-PSE outcomes** and **one additional outcome still in progress** to date (**69 total outcomes**)

**Minnesota** (*formerly a regional team Southwest Minnesota; has morphed into state level team*):

- Original interdisciplinary state team collaborates regularly on walkability actions but does not hold official meetings.

- The state health department rep participated in the ongoing Community of Practice for a while and had since reported on state-level outcomes verses those of this intra-state team who attended the original WAI.
- **There is currently no designated Team Lead who participates regularly or provides updates to data.**
- New Policy Changes:
  - The Minnesota DOH just completed the first statewide pedestrian plan, titled *Minnesota Walks*, and will be working with the southwest region and other local communities to build capacity and implement local pedestrian planning activities (n=1)
- New Systems Changes:
  - The Minnesota DOH is now connected with the DOT's ADA implementation program in efforts to build capacity for collection sidewalk conditions data (n=1)
- New Resources Developed:
  - The Minnesota DOH and DOT jointly developed the *Minnesota Walks* Framework to promote walkability and active transportation statewide (n=1)
- Total estimated reach provided = **None Provided**
- Total of **one new policy change**, **one new system change**, and **one new resource developed** (**three total outcomes**)

#### Montana:

- Original interdisciplinary team still met quarterly and convened meetings between scheduled quarterly meetings as needed up until June 30, 2018.
- **Without receipt of State Physical Activity and Nutrition (SPAN) funds, the Team Lead's position was eliminated. There is currently no Team Lead to provide further updates/data.**
- New Policy Changes:
  - Since 2015, Montana BACI alumni teams have collectively passed 11 related active living plans/policies, such as transportation plans, master plans, growth policies, complete streets policies, and active transportation plans. (n=11)
  - The Montana Department of Commerce officially added walkability and active living language in their Consolidated Annual Action Plan ([http://commerce.mt.gov/Portals/95/shared/ConPlan/docs/2017\\_2018\\_vfinalWEB.pdf](http://commerce.mt.gov/Portals/95/shared/ConPlan/docs/2017_2018_vfinalWEB.pdf)) (n=1)

- New System Changes:
  - While Montana's BACI Action Institute began in 2013, it has since become a WAI-like event for Montana communities following WAI attendance in 2015. Since 2015, BACI has served interdisciplinary teams from 18 jurisdictions, representing 90 attendees, 50 faculty, and a total estimated reach of 201,919 people (**n=1**)
  - The Montana Nutrition and Physical Activity Program is now collaborating with the Montana Disability and Health Program to permanently integrate disability inclusion into walkability and active transportation efforts (**n=1**)
- Non-PSE Outcomes:
  - WAI interdisciplinary partners collaborated in the Department of Commerce's Place-Making Workshop in early May 2016 – evidence of starting to include each other as true partners to showcase what all can be offered to local communities (**n=1**)
  - The Department of Commerce paid for the DOH member (one) to attend a significant training opportunity with Montana DOT, an action that may have never occurred without this partnership opportunity (**n=1**)
  - Convened a one-day workshop for 10 jurisdictions, with a total potential reach of 43,322 people (**n=1**)
- New Tools Developed:
  - Developed the Active Communities Toolbox, which houses interdisciplinary resources for active communities, and distributed this at the Building Active Communities Initiative Action Institute to attendees (**n=1**)
- Total estimated reach provided = **245,381; 28 jurisdictions**
- Total of **12 policy changes, two systems changes, three non-PSE outcomes, and one new tool developed (18 total outcomes)**
- Reported total funds leveraged since WAI = **\$25,500** from the following sources:
  - \$5,000 from the Montana Department of Commerce
  - \$1,500 from Montana Fish, Wildlife, and Parks
  - \$5,000 from Western Transportation Institute
  - \$14,000 from BACI partners

### **New Hampshire:**

- The original WAI team no longer meets however, they established a State-Wide Complete Streets Coalition as a direct result of attending the WAI that meets regularly.

- This Team Lead left for another position and there is currently no Team Lead to provide further updates/data.
- New Policy Changes:
  - A total of eight municipalities have adopted Complete Streets policies since attending the inaugural action institute (**n=8**). These are as follows:
    - Portsmouth, with potential reach of 21,530
    - Dover, with potential reach of 30,880
    - Troy, with potential reach of 2,145
    - Swanzey, with potential reach of 7,203
    - Hinsdale, with potential reach of 4,046
    - Concord, with potential reach of 42,620
    - Keene, with potential reach of 23,625
    - Colebrook, with potential reach of 2,301
- New Systems Changes:
  - Established a State-Wide Complete Streets Coalition because of attending the WAI (**n=1**).
  - Health and equity indicators are now integrated as transportation performance measures to be overseen by DOT and regional planning (**n=1**).
  - The DOT Transportation Alternatives Program (TAP) was updated to include equity criteria used to prioritize high-need communities in grant reviews (**n=1**).
- Non-PSE Outcomes:
  - The Foundation for Healthy Communities in New Hampshire is now collaborating with the recreation sector partners to promote "Safe Routes to Play" linked to overall efforts to increase/improve active recreation infrastructure in 10 of New Hampshire's highest need communities (**n=10**)
  - The State-Wide Complete Streets Coalition successfully advocated for and established the Legislative Complete Streets Study Committee (**n=1**)
  - As part of the Plan4Health grant through the American Planning Association with the City of Nashua, the following has been achieved (potential reach of 87,259):
    - Conducted Land Use and Regulatory Audit of bike-pedestrian elements in city-wide Master Plan and four neighborhood plans (**n=5**)
    - Developed Complete Streets guidelines as recommendations for use by City of Nashua municipal departments (**n=1**)

- Completed origin and destination analysis to determine where Complete Streets improvements would have a positive impact on the most people in need (**n=1**)
  - Identified bike-pedestrian gaps in infrastructure to inform planning and construction of future transportation projects in City of Nashua (**n=1**)
  - Conducted Level of Traffic Stress Analysis to determine ease of bicyclists and pedestrians to get around the city (**n=1**)
- New Tools Developed:
  - As part of the Plan4Health grant through the American Planning Association with the City of Nashua, developed new method for analyzing Level of Walkability on City of Nashua's streets (presented on this at the 2017 Active Living Research Conference) (**n=1**)
- New Resourced Developed:
  - The Foundation for Healthy Communities published a "Recreation Access in New Hampshire Communities" report based on the assessment findings of existing active recreation infrastructure in 10 high-need communities in 2016 (**n=1**)
- Additional Outcomes in Progress:
  - The newly established Complete Streets Study Committee introduced a state-wide Complete Streets bill, which is currently being considered in the 2017 legislative session (**n=1**)
  - Began process to update DOT's Statewide Bike-Ped Plan to be completed in 2017 (**n=1**)
  - A community engagement and advocacy campaign for the Safe Routes to Play effort in the 10 identified high-need communities is being planned for 2017 (**n=1**)
- Total estimated reach provided = **221,609; eight municipalities; 10 high-need communities.**
- Total of **eight policy changes, three systems changes, 20 non-PSE changes, one new tool developed, one new resource developed, and three additional outcomes still in progress to date (36 total outcomes)**
- Reported total funds leveraged since WAI = **\$8,745,000** from the following sources:
  - \$125,000 from the American Planning Associations' Plan4Health grant
  - \$8,600,000 from the DOT's Transportation Alternatives Program
  - \$20,000 from the New Hampshire Charitable Foundation Anonymous Fund

## Ohio:

- The original interdisciplinary state team still meets quarterly
- New Policy Changes:
  - A new Bicycle/Pedestrian emphasis will now be included on the Ohio DOT's Strategic Highway Safety Plan with potential to affect 2,600,000 Ohioans (**n=1**)
  - Three local Complete Streets policies now adopted in the Ohio municipalities of Akron (potential reach 197,633), Nelsonville (potential reach 5,299), and Troy (potential reach 25,770) (**n=3**)
  - The *Walk.Bike.Ohio* Statewide Active Transportation Plan is newly established, having a statewide reach of 11,860,000 (**n=1**)
- New System Changes:
  - Integrated active transportation data to be collected from approximately 7,400 Ohio residents for the Ohio DOT's Biannual Customer Preference Survey (**n=1**)
  - Established a new support system to provide support to local communities with regards to active transportation implementation, so that now items and services like safety audits, best practice resources on infrastructure, community borrowing (sharrow stencils, designs, books, etc.), and training on accessing and collecting related data can now be provided to Ohio communities, estimating a reach of 250,000 (**n=1**)
  - New State level funding opportunity of \$1,700,000 from the Ohio Safety Program was made available to locals for active transportation implementation (**n=1**)
- Non-PSE Outcomes:
  - Developed a statewide Active Transportation Campaign titled "You Move." The pilot phase of implementation will begin in a few weeks (as of September 2016) and will officially launch to the public in Spring 2017 to an estimated reach of 200,000 (**n=1**)
  - Implemented the state's first Active Transportation action institute as a state-level effort to support local walkability and active transportation improvements for nine communities and 70 total participants (potential total reach of 1,000,006) (**n=1**)
  - Funded professional development rides for local engineers and decision makers in approximately 60 communities across Ohio (**n=60**) reaching approximately 600 people

- Identified and mapped a state bike network route that will eventually become officially designated as a state bike route. (n=1)
- Additional Outcomes in Progress:
  - The Ohio team is in the process of integrating active transportation content in the Ohio DOT’s Transportation and Planning Conference (n=1)
  - Have collected approximately 55% of the required executive resolutions from cities, counties, and trail owners that are needed to complete the official designation process of the identified and mapped state bike route (n=1 state bike route formation).
- Total estimated reach provided = **11,860,000 statewide, 63 communities**
- Total of **five policy changes, three systems changes, 63 non-PSE outcomes,** and **two additional outcomes in progress (73 total outcomes)**
- Reported total funds leveraged since WAI = **\$2,400,000** from the following funding sources:
  - \$1,700,000 Ohio Safety Program
  - \$200,000 from Ohio DOT for non-motorized data collection (\$100,000) and state bicycle/pedestrian designation process (\$100,000); and
  - \$500,000 from Ohio DOT that is currently earmarked for the future Ohio state Bicycle Pedestrian Plan.

**Oregon:**

- Original interdisciplinary state team collaborates regularly on walkability actions but does not hold official meetings.
  - The Oregon Health Authority meets monthly with the Oregon DOT.
- New Policy Changes:
  - The Statewide Oregon Bicycle/Pedestrian Plan was officially adopted. Within this new plan is an added health chapter. Potential impact is the entire state population of 4,100,00 people (n=1)
  - The Oregon Public Transportation Plan now includes health as the primary goal, reaching a potential 4,100,000 people statewide (n=1)

“Walkability is definitely **now** the focus of all physical activity efforts.”

*(Heather Gramp,  
Team Lead Oregon)*

- The Oregon Health Authority collaborated with the Oregon DOT to update the Transportation System Plan Guidelines to include guidance on how local planners can integrate health into their local transportation plans (n=1)
- New System Changes:
  - The Transportation and Growth Management state grants program is now awarding bonus points for innovation and have now indicated that the engagement of public health and using public health data is considered “innovation.” (n=1)
  - Contracted for Safe Routes to School (SRTS) policy, system, and environmental (PSE) change work in 2016/2017 budget in state's 1305 project with DOT and DOH (n=1)
  - A shared work plan between the Oregon Health Authority and DOT was formally adopted in June 2016 (n=1)
  - Supported efforts to significantly increase state funding for SRTS programs. Now \$10-\$15 million per year dedicated to SRTS infrastructure funding, and \$1 million per year for non-infrastructure related projects) (n=1)
- Non-PSE Outcomes:
  - In fiscal year 2014/2015, convened public health, planning, elected officials, and other decision-makers for nine community trainings on active transportation, land use, and design, with an estimated reach of 600 participants (n=9)
  - In fiscal year 2015/2016, convened public health, planning, elected officials, and other decision-makers for another five community trainings on active transportation, land use, and design, with an estimated reach of 400 participants (n=5)
  - Trained 25 local public health coordinators in 20 jurisdictions on land use and transportation “201” (n=1)
  - Joined the Safe Routes to School Advisory Network and the Public Health Team Lead now sits on the SRTS Leadership Team (n=1)
  - The Federal Highway Administration recently featured the state-level collaborative work between the Oregon Health Authority (Public Health Division) and the DOT, and links to the official MOU, key plans, and progress being made! ([http://www.fhwa.dot.gov/planning/health\\_in\\_transportation/resources/odot/](http://www.fhwa.dot.gov/planning/health_in_transportation/resources/odot/)) (n=1)



- Walkability is now the primary physical activity promotion strategy in Oregon's 2017-22 Health Promotion and Chronic Disease Prevention Strategic Plan (**n=1**)
- New Resources Developed:
  - Established a health website on the Oregon DOT's home page that houses an 11-min video describing the cross-disciplinary overlap of transportation and health (<http://www.oregon.gov/ODOT/TD/-Pages/ODOT-OHA.aspx>) (**n=1**)
- Total estimated reach provided = **4,100,000** (statewide population reach)
- Total of **three** policy changes, **four** systems changes, **18** non-PSE outcomes, and **one** new resource developed (**26 total outcomes**)

### Tennessee:

- The original team does not meet formally anymore but does routinely interact with joint projects.
- New System Changes:
  - Developed a new coalition between health, transportation, and economic and community development to work on active transportation and built design. (**n=1**)
  - The Tennessee DOH and DOT now convene monthly calls/webinars that attract approximately 60 participants each month because of the state's interdisciplinary approach to improving walkability and active transportation (**n=1**)
  - The DOH, through a new *Rural Access to Health* grant, awarded 89 rural designated county health departments in Tennessee \$10,000 each to do local projects supporting health and the built environment in 2017 (estimated reach to date is 30,000) (**n=1**)
  - Since then, the DOH has earmarked and dedicated funds in the amount of \$1,900,000 per year the last two years to 90 Tennessee counties in Healthy Built Environment grants, both competitive (2018) and non-competitive (2019) (**n=2**).

“Our department went from sending a hodgepodge team to the WAI to **having a small team of people newly hired to promote and maintain primary prevention efforts.** This likely would not have happened without external emphasis on topics like built environment and active transportation.”

*(David Borowski, Team Lead, Tennessee)*

- Program recipients of the Healthy Built Environment grants are now required to implement interventions that are consistent with the CDC’s Social Vulnerability Index (n=1)
  - The DOH established seven new Regional Development Coordinator positions were established in 2017 and are still maintained throughout the seven regions of Tennessee to work with regions on development and efforts around walkability, active transportation, physical activity, and the built environment. (n=7)
  - The DOH established a state Healthy Development Coordinator position (n=1)
  - Established a state grant application process with available state funds that now either require making connections to public health or offer bonus points to those applicants whose projects improve health; this includes Health, Economic and Community Development, Environment, and Transportation (n=1)
- Non-PSE Outcomes:
  - Hosted a total of three meetings for an estimated 200 health professionals specifically around the themes of health and transportation (n=3)
  - The Tennessee Commission on Aging and Disability implemented a Livability Summit in nine rural counties in northwestern Tennessee, with an estimated reach of 100 city leaders, county officials, concerned citizens, students, and elected officials (n=1)
  - The Tennessee DOH now enjoys a strengthened relationship with the Tennessee State Parks through the Healthy Park Healthy Person Program (n=1)
  - The Tennessee DOH’s Office of Primary Prevention and Healthy Development Coordinators, through collaboration with Health by Design, hosted five Active Living workshops in local Tennessee communities (n=5)
- New Tools Developed:
  - Developed a healthy development ROI Toolkit (n=1)
- New Resources Developed:
  - Created a new Tennessee Healthy Places website, inclusive of more than 40 related web pages on the site to house a “one-stop shop” of all walkability related content in one place for interested local governments and communities: <http://tn.gov/healthyplaces> (n=1)

- In collaboration with the Nashville Civic Design Center, developed a new document around "Active Design Guidelines" comprised of best-practice ideas to be shared with our 120 health department facilities/buildings (n=1)
- Developed a health-promoting infrastructure case study resource set, which includes 60 case studies, mostly around trails and greenway formation (n=1; resource set of 60 studies)
- Developed Healthy Transect Design information sheets (n=1)
- Total estimated reach provided = **30,367; 120 health department facilities/buildings; 89 rural counties; 35 local projects**
- Total of **15 systems changes, 10 non-PSE outcomes, one new tool developed, and four new resources developed** to date (**30 total outcomes**)
- Reported total funds leveraged since WAI = **\$4,725,000** from the following sources:
  - \$890,000 from Tennessee DOH’s Rural Access Grant 2017
  - Healthy Built Environment Tennessee DOH Internal Earmarked Funds:
    - \$1,900,000 2018
    - \$1,900,000 2019
  - \$35,000 from the Tennessee Health Promotion Block Grant for ongoing implementation of Active Living workshops throughout the state.

**Virginia:**

- Original interdisciplinary state team has morphed into a larger interdisciplinary group (State Bike/Ped Advisory Council) headed up jointly by the Virginia DOH and DOT that meets bi-monthly.
- **There is currently no designated Team Lead who participates regularly or provides updates to data.**
- New Policy Changes:
  - The City of Hopewell adopted a new resolution demonstrating commitment to physical activity, active transportation, and land use planning (potential reach is 22,163) (n=1)
  - A new bikeways ordinance is now in place in Chesterfield County, with a total potential reach of 335,687 (n=1)
- Non-PSE Outcomes:

“Thank you for all you are doing to support walkability in Virginia.”

*(Megan Lopes, Virginia DOH)*

- A walking event was convened for state agencies following participation in the 2015 action institute, titled Walk the Skyline Challenge, where approximately 2,000 state employees participated (**n=1**)
- Partnered with Smart Growth America to implement a total of 10 Complete Streets workshops to date throughout the state with a potential to reach 104,180 people (**n=10**)
- Since the most recent Complete Streets workshops, two locations have hosted local Complete Streets workshops for their respective community partners (**n=2**)
- The West Piedmont Health District (consists of a three-county region) continues to regularly convene a multisector regional coalition of Complete Streets stakeholders, with plans to leverage 1422 funds to develop local neighborhood-level active design plans in high-need regions (estimated region reach is 126,703 people) (**n=1**)
- The West Piedmont Health District has additionally conducted multiple walkability assessments and PANES surveys throughout the region (*did not specify the number of assessments/PANES surveys*) (**n=1**)
- The Virginia DOT's Bicycle and Pedestrian Advisory Council (BPAC) convened and provided technical assistance on implementing Virginia's Complete Streets policy in routine improvement projects (*did not specify who the technical assistance was provided to or how many people*) (**n=1**)
- The Virginia DOH Wellness Coordinator continued to work with the State's CommonHealth wellness program, Walk with Ease (WWE), which was completed by 215 state and local health employees (**n=1**)
- Implemented the Virginia WAI in 2019 for five communities, which included an in-person institute May 6-9, 2019, for 25 total participants, followed by three virtual follow-up sessions to assist attending interdisciplinary teams with development of team action plans (**n=1**).
- Participated in NACDD's Physical Activity and Nutrition (PAN) State Technical Engagement Meeting (STEM) on October 8, 2019, to explore and engage state partners (including DOT) around equitable walking and active transportation. A total of 42 state partners attended the meeting. This resulted in a more concerted partnership between state DOH and DOT (**n=1**)
- Additional Outcomes in Progress:

- State DOH staff are working with Chesterfield County planners to incorporate health and Complete Streets language into the county's comprehensive plan update (potential reach of 335,687) (**n=1**)
- Local planners in Chesterfield are also working with the State Trails Coordinator to incorporate neighborhood connectors into small area planning efforts to increase connectivity (**n=1**)
- The DOH is partnering with Department of Conservation and Recreation to incorporate "Complete Parks" framework into the 2018 Virginia Outdoors Plan, drawing from parks, trails, and health. Expected to be publishing in 2018 (**n=1**)
- Following the passage of the county-wide bikeways ordinance, the Chesterfield County government is working with Smart Growth America for future consulting in efforts to revise current policies to support and/or be reflective of Complete Streets concepts. (**n=1**)
- The 2020 Virginia WAI is underway for five additional communities and interdisciplinary teams. To date two virtual sessions have been implemented for 38 total participants (**n=1**).
- New Resources:
  - Richmond City's transportation and planning departments developed a Complete Streets Right of Way Manual for the City of Richmond, in response to a previous adopted ordinance that required the creation of these guidelines (**n=1**)
- Total estimated reach provided = **591,015**
- Total of **two** policy changes, **19** non-PSE outcomes, **five** additional outcomes still in progress, and **one** new resource to date (**27 total outcomes**)
- Reported total funds leveraged since WAI = **\$294,861** from the following sources:
  - \$75,000 from CDC 1305/1422 funds (*did not specify separate funding amounts for 1305 and 1422*)
  - PHS Funds:
    - \$104,118 October 1, 2018 – September 30, 2019
    - \$115,743 October 1, 2019 – September 30, 2020

**Wisconsin** (*formerly a regional team Wisconsin Fox Valley; has morphed into state level team*):

- The original team does not meet formally anymore but does routinely interact with joint projects.

- **This Team Lead retired and there is currently no Team Lead to provide further updates/data.**
- New Systems Changes:
  - The DOH hired a part-time Active Communities Coordinator to provide support and assistance to local groups (n=1)
  - The Wisconsin Active Together recognition program was developed to encourage local active community efforts and recognition for communities across three possible categories: Policy, Environment, and Events/Programs. To date, 24 communities were recognized, reaching over 2,100,000 people. (<https://www.wiactivetogether.org>) (n=1)
- Non-PSE Outcomes:
  - Convened a one-day Active Communities workshop in June 2016 for 80 individuals representing 15 counties/communities to learn about the new Walk-Friendly and Bike-Friendly community designations and the Active Communities Toolkit (n=1)
- New Tool Developed:
  - Developed an Active Communities Toolkit that went live on the state DOH's website in January 2016 (n=1)
- New Resources:
  - Developed one resource list detailing available technical assistance providers for attendees who attended the Active Communities Workshop in June 2016 (n=1)
- Total estimated reach provided = **2,100,080; 39 counties/communities**
- Total of **two systems changes, one non-PSE outcome, one new tool developed, and one new resource developed** to date (**five total outcomes**)

## Year 1 (2015, Cohort 1) Collective Outcomes to Date:

- The breakdown of the outcomes detailed in Chart 1 uses the following outcome categories:
  - New Policy Changes
  - New System Changes
  - New Environmental Changes
  - New Non-PSE Outcomes
  - New Resources
  - New Tools
  - Additional Outcomes in Progress (not yet accomplished)

**Chart 1: Year 1 (2015, Cohort 1) Team Total Number of Outcomes**

Year 1 Teams:	New Policy Changes:	New System Changes:	New Environ- mental Changes:	New Non-PSE Changes:	New Tools:	New Resources:	Additional Outcomes in Progress:	Totals:
<b>Arkansas</b>	4	0	0	0	0	0	1	<b>5</b>
<b>Colorado</b>	3	3	0	6	0	1	3	<b>16</b>
<b>Indiana</b>	5	6	3	80	0	2	4	<b>100</b>
<b>Michigan</b>	1	1	59	7	0	0	1	<b>69</b>
<b>Montana</b>	12	2	0	3	1	0	0	<b>18</b>
<b>New Hampshire</b>	8	3	0	20	1	1	3	<b>36</b>
<b>Ohio</b>	5	3	0	63	0	0	2	<b>73</b>
<b>Oregon</b>	3	4	0	18	0	1	0	<b>26</b>
<b>Minnesota</b>	1	1	0	0	0	1	0	<b>3</b>
<b>Tennessee</b>	0	15	0	10	1	4	0	<b>30</b>

Year 1 Teams:	New Policy Changes:	New System Changes:	New Environmental Changes:	New Non-PSE Changes:	New Tools:	New Resources:	Additional Outcomes in Progress:	Totals:
Virginia	2	0	0	19	0	1	5	27
Wisconsin	0	2	0	1	1	1	0	5
<b>TOTALS</b>	<b>44</b>	<b>40</b>	<b>62</b>	<b>227</b>	<b>4</b>	<b>12</b>	<b>19</b>	<b>408</b>

- Collectively, the Year 1 Cohort has achieved **389 total outcomes** (not including the **19 documented additional outcomes that are currently in progress** as of November 2023), affecting a reported **41,585,337** estimated people.
- The breakdown of total estimated reach and funds leveraged per Year 1 team is reflected in **Chart 2**.

**Chart 2: Year 1 (2015, Cohort 1) Team Estimated Reach and Leveraged Funds**

Team:	Reported Funds Leveraged:	Reported Estimated Reach:
Arkansas	-----	236,885
Colorado	\$34,085,000	5,800,000
Indiana	\$91,037,000	6,500,000
Michigan	-----	9,900,000
Montana	\$25,500	245,381
New Hampshire	\$8,745,000	221,609
Ohio	\$2,400,000	11,860,000
Oregon	-----	4,100,000
Minnesota	-----	-----
Tennessee	\$4,725,000	30,367



Team:	Reported Funds Leveraged:	Reported Estimated Reach:
Virginia	\$294,861	591,015
Wisconsin	-----	2,100,080
<b>TOTALS</b>	<b>\$141,312,361</b>	<b>41,585,337</b>

- Collectively to date, the Year 1 Cohort has leveraged a total of **\$141,312,361** since attending the NACDD WAI to implement active transportation efforts in their respective states.
- A total project budget of **\$200,000** in 2015 was invested by the CDC Division of Nutrition Physical Activity and Obesity (DNPAO) to NACDD for the inaugural WAI.
  - This total amount reflects all funds involved in the planning, implementation, and evaluation of the initial 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 \$141,312,361 divided by the total Year 1 project budget of \$200,000 equals an estimated [project return on investment \(ROI\) ratio of 706.6:1](#).

*\*Please note that these outcomes are provided through voluntary annual online progress reports. We only have outcomes documented for those teams that complete the progress reports. Because the outcome and fiscal data are voluntarily self-reported by Team Leads, outcomes are likely underreported.*

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