

Year 2 (2016, Cohort 2) Outcomes Tracker to Date

(Prepared and Submitted by Karma E. Edwards, MSPH – NACDD Walkability Project Lead)

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

- **Official Course Title:** Action Institute to Increase Walking and Walkability (herein referred to as *Walkability Action Institute*)
- **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 (2016, Cohort 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 (2016, Cohort 2) Individual Outcomes to Date:

Austin, Texas (Capital Area MPO):

- Original interdisciplinary team no longer meets regularly, but routinely interacts with WAI interdisciplinary partners.
- **This Team Lead left for another position. While we have a person who routinely participates in the WAI Alumni Network, this person does not participate in progress reporting.**
- 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 four 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**)
 - The 2045 Regional Transportation Plan was adopted in 2020 with the potential to impact the total population of 2,100,000 people (**n=1**).
- New Systems Changes:
 - Developed health performance measures that will be integrated into project selection processes (**n=1**)
 - For the first time, a new public health section and goal was included in the new Regional Transportation Plan, indicating the ongoing integration of public health into planning efforts (**n=1**).
 - The public health representative is now represented on the Active Transportation Advisory Committee (**n=1**)
 - A new project scoring criterion for active transportation was developed and was codified into the 2045 Regional Transportation Plan (**n=1**).
 - Active transportation is now officially defined as a key component of all regional planning efforts (**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**)
 - Completed a multimodal transportation/land use study (**n=1**)

- Additional Outcomes in Progress:
 - Currently developing a Health Impact Analysis tool that will be used to identify health impacts as part of walkability planning efforts. This analysis is expected to be less resource-intensive and more broad 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 = 2,100,000
- Total of **three** policy changes, **five** system changes, **two** non-PSE outcomes, and **two** additional outcomes still in progress to date (**12 total outcomes**)
- Reported total funds leveraged since WAI = **\$2,715,000** from the following funding sources:
 - \$200,000 (*federal funding source was not identified*)
 - \$175,000 (*local funding source was not identified*)
 - \$2,090,000 (*federal funding source was not identified*)
 - \$250,000 regional funds designated for development of Regional Transportation Plan

Chattanooga, Tennessee (Chattanooga-Hamilton County/North Georgia TPO):

- Original interdisciplinary team collaborates regularly on walkability actions, but does not hold official meetings
- **This Team Lead left for another position and there is currently no Team Lead to provide further updates/data.**
- 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 (**n=1**, inclusive of all of the below):
 - 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
 - In collaboration with the TPO, River City Company, Chattanooga DOT, and students from the University of Tennessee at Chattanooga (UTC), a wayfinding system was developed to highlight destinations within walking distance in and around downtown, as well as within proximity to the campus. This included the design of the actual wayfinding signage, which has not been developed or installed yet. (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)
 - 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 Policy 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 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)
 - The Chattanooga Urban Design Studio and CARTA hosted a workshop with Jarrett Walker where several hundred residents and stakeholders participated to help the community address issues surrounding their multimodal transportation center project, debunk misconceptions, and increase public understanding of how transit systems work. (n=1)

- Partnered with the Hamilton County Health Department and the TN Highway Safety Office (bike/ped safety educator) to organize bike/walk-to-school day events, where approximately 685 students participated in 10 walk-to-school events last October (2017). (n=10)
- In collaboration with the TPO, local health department, Chattanooga DOT, and local fire and police departments, approximately 50 students participated in three bike-to-school events in May (2018) (n=3)
- 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.
 - As one component in the proposed 2045 Regional Transportation Plan update, a toolkit was developed for government agencies and developers with recommendations on appropriate transportation demand management strategies, such as biking, walking, and transit improvements based on the context of the area (n=1)
- 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 DOT is still making significant progress on the ADA Transition Plan (n=1)
 - The TPO Executive Board adopted the proposed 2045 Regional Transportation Plan, which is up for official adoption in early 2019. The proposed plan identifies

transportation demand management priority areas and the following priority transit improvements (**n=1**):

- 7% of the total budget devoted to transit capacity improvements,
 - 13% for transit maintenance, and 3
 - % to bike/ped improvements, with funding for first/last mile connections to transit included through a funding set-aside.
 - Once adopted, the reach will include the TPO area of 450,000 (*cannot include reach until this outcome is completed*)
- CARTA is currently reviewing proposals for a transit plan for the city of Chattanooga (potential reach of 177,500, **n=1**) (*cannot include reach until this outcome is completed*)
- Currently working on a street and path connectivity study, which includes the identification of 1/2 walk sheds for public schools, parks, and transit stops and the percent of residential parcels within a ½-mile walk of these destinations. Completed a link-node ratio, connected node ratio, and block length analysis to compare the level of connectivity across the county. The next steps are to identify priority areas, opportunities, and barriers for improving connectivity. This data will be used to inform a data-driven conversation about street connectivity with the Chattanooga-Hamilton County Regional Planning Commission and to inform other transportation and land use plans and projects. (potential reach of 354,000, **n=1**) (*cannot include reach until this outcome is completed*)
- Total Estimated Reach Provided = 750,331; 3-miles connectivity extension; nine schools; two locations
- Total of **one** policy change, **two** systems changes, **six** environmental changes, **31** non-PSE outcomes, **two** new tools, and **eight** additional outcomes still in progress to date (**50 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):

- No updated data on team meeting status
- **This Team Lead is no longer active**
- 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**)
- No data on total funds leveraged

Grand Island, Nebraska (Grand Island Area MPO):

- Original interdisciplinary team no longer meets.
- **This Team Lead left for another position and there is currently no Team Lead to provide further updates/data.**
- New Environmental Change Outcomes:
 - Developed and installed five way-finding signs on the trail system in Grand Island, reaching approximately 50,000 residents (**n=5**)
- 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 with potential to 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 regional service area)
- Total of **five environmental changes, four non-PSE outcomes, and two additional outcomes still in progress** to date (**11 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):

- **This Team Lead is no longer active, though the Kent County, Michigan team participated in 2023. Grand Rapids is in Kent County. This means that any data we obtain moving forward for 2023 will be county level data verses regional level with the MPO.**
- Non-PSE Outcomes:
 - 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 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 **three non-PSE outcomes** to date (**three total outcomes**)

Greenville, North Carolina (Greenville Urban Area MPO):

- **This Team Lead is no longer active.**
- New Policy Change:
 - The Greenville Urban Area MPO Active Transportation Plan is now completed and approved (**n=1**)
- New Environmental Change:
 - Walk Your City signage was installed in Uptown Greenville and West Greenville, although the exact number of signs installed was not provided (**n=1**)
- 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 2017 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**)
 - Walk audit activities became part of the 2017 NC APA Conference held in Greenville in 2017. (**n=1**, reach not provided)
- Additional Outcomes in Progress:
 - 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**)

- Funding has been secured and activities are nearly complete for a feasibility study for the Windsor-Wintergreen Connector, which will connect a large neighborhood with a school, farmer's market, village of yesteryear, senior center, community garden, and district park. (n=1)
- The team is currently working on developing a wayfinding app (n=1)
- The team is currently enhancing the Culvert Plan to include a bike trail in uptown Greenville (n=1)
- Total Estimated Reach Provided = 18,000
- Total of **one new policy**, **one new environmental change**, **eight non-PSE outcomes** and **four additional outcomes still in progress** to date (**14 total outcomes**)
- Reported total funds leveraged since WAI = **\$25,000** from the following sources:
 - \$5,000 from North Carolina Department of Health and Human Services (NC DHHS) for the Windsor Connector Feasibility Study;
 - \$10,000 from NC DHHS for the Uptown Greenville Culvert Project; and
 - \$10,000 from NC DHHS for the development of a wayfinding application.

Hartford, Connecticut (Capital RCOG):

- **This Team Lead is no longer active.**
- New Policy Change:
 - The City of Hartford successfully passed a Complete Streets ordinance, with a potential to reach 124,705 people (n=1)
- 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)
 - Implemented one demonstration project where a street was closed off to vehicles and turned into a public pedestrian plaza (n=1; reach not provided)
- 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,

“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)

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)

- Convened a training summit with members of local health districts in April 2018 on active transportation (n=1; reach not provided)
- Presented on the WAI experience and team action plans at the both the New England Bike-Walk Summit and the Southern New England American Planning Association Conference (n=2, reach not provided)
- 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**, **two environmental changes**, **four non-PSE outcomes**, and **one additional outcome still in progress** to date (**eight total outcomes**)
- Reported total funds leveraged since WAI = **\$2,603,934** 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*)
 - \$853,934 from Centers for Disease Control and Prevention State Physical Activity and Nutrition

Holland, Michigan (Macatawa Area Coordinating Council):

- **No data has been provided since WAI participation. This Team Lead has not been active.**

Knoxville, Tennessee (Knoxville Regional TPO):

- **This Team Lead is no longer active.**
- New Policy Changes:
 - Knoxville’s new zoning code became effective in January 2020 and now allows for new forms of walkable development (n=1, potential reach of 180,000)
- New Environmental Changes:

- 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. Implementation continued through 2019 for 730 total participants, and will resume in the Fall of 2020 (**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**)
 - Zoning updates are currently underway in nearby Maryville, with a potential reach of 28,329 people (**n=1**)
 - Knoxville's new mayor is on board with moving towards a Vision Zero policy effort (**n=1**).
- Total Estimated Reach Provided = 180,730
- Total of **one policy change**, **one environmental change**, **three non-PSE outcomes** and **three additional outcomes still in progress** to date (**eight total outcomes**)
- Reported total funds leveraged since attending WAI = **\$41,500** from the following sources:
 - \$40,000 from Tennessee Department of Health
 - \$1,500 from America Walks

Portland, Maine (Portland Area Comprehensive Transportation System):

- **This Team Lead is no longer active.**
- 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 system change** to date (**one total outcome**)

Year 2 (2016, Cohort 2) Collective Outcomes to Date:

- The breakdown of the outcomes is detailed in Chart 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)

Chart 1: Year 2 (2016, Cohort 2) Team Total Number of Outcomes

Year 2 Teams:	New Policy Changes:	New System Changes:	New Environmental Changes:	New Non-PSE Changes:	New Tools:	New Resources:	Additional Outcomes Still in Progress:	Totals:
Austin, Texas	3	5	0	2	0	0	2	12
Chattanooga, Tennessee	1	2	6	31	2	0	8	50
Des Moines, Iowa	0	0	0	2	0	0	0	2
Grand Island, Nebraska	0	0	5	4	0	0	2	11
Grand Rapids, Michigan	0	0	0	3	0	0	0	3
Greenville, North Carolina	1	0	1	8	0	0	4	14

Year 2 Teams:	New Policy Changes:	New System Changes:	New Environmental Changes:	New Non-PSE Changes:	New Tools:	New Resources:	Additional Outcomes Still in Progress:	Totals:
Hartford, Connecticut	1	0	2	4	0	0	1	8
Macatawa, Michigan	0	0	0	0	0	0	0	0
Knoxville, Tennessee	1	0	1	3	0	0	3	8
Portland, Maine	0	1	0	0	0	0	0	1
TOTALS	7	8	15	57	2	0	20	109

- Collectively, the Year 2 Cohort has achieved **89 total outcomes** (not including the **20 documented additional outcomes that are currently in progress** as of November 2023), affecting a reported **3,241,998** estimated people.
- The breakdown of total estimated reach and funds leveraged per Year 2 team is reflected in **Chart 2**.

Chart 2: Year 2 (2016, Cohort 2) Team Estimated Reach and Leveraged Funds

Team:	Reported Funds Leveraged:	Reported Estimated Reach:
Austin, Texas	\$2,715,000	2,100,000
Chattanooga, Tennessee	\$3,850,587	750,271
Des Moines, Iowa	-----	-----
Grand Island, Nebraska	\$6,500	58,000
Grand Rapids, Michigan	-----	-----

Team:	Reported Funds Leveraged:	Reported Estimated Reach:
Greenville, North Carolina	\$25,000	18,000
Hartford, Connecticut	\$2,603,934	134,997
Macatawa, Michigan	-----	-----
Knoxville, Tennessee	\$41,500	180,730
Portland, Maine	-----	-----
TOTALS	\$9,242,521	3,241,998

- Collectively to date, the Year 2 Cohort has leveraged a total of **\$9,242,521** since attending the NACDD WAI to implement walkability and active transportation efforts in their respective MPO regions.
- 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 \$9,242,521 divided by the total 2016 project budget of \$300,000 equals an estimated [project return on investment \(ROI\) ratio of 30.8:1](#).

**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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