

## Year 3 (2017, Cohort 3) Outcomes Tracker to Date

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

### Year 3 (2017, Cohort 3) 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 3 - 6, 2017
- **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:** **78**

### Year 3 (2017, Cohort 3) MPO Regional Teams:

- 1) **Cleveland, Tennessee** (Cleveland Urban Area MPO)
- 2) **Cook County, Illinois** (South Suburban Cook County)
- 3) **Corridor, Iowa** (Linn County Public Health/Corridor MPO)
- 4) **Duluth, Minnesota** (Arrowhead Regional Development Commission)
- 5) **Flint, Michigan** (Genesee County Metropolitan Planning Commission)
- 6) **Mansfield, Ohio** (Richland County Regional Planning Commission)
- 7) **O'ahu, Hawaii** (O'ahu MPO)
- 8) **Puget Sound Region, Washington** (Tacoma-Pierce County Health Department)
- 9) **Rochester, New York** (Genesee Transportation Council MPO)
- 10) **Tulsa, Oklahoma** (Indian Nations Council of Government)



## Year 3 (2017, Cohort 3) Individual Outcomes to Date:

### Cleveland, Tennessee (Cleveland Urban Area MPO):

- **This Team Lead retired without a Team Lead replacement. There is currently no Team Lead to provide further updates/data.**
- New Policy Changes:
  - Established a Downtown Revitalization Plan, with walkability improvements prioritized as a core component (**n=1**, reach not provided)
- New System Changes:
  - The Public Works Department now has a new "sidewalk construction crew" to its staff, illustrating emphasis on sidewalk connectivity (**n=1**, reach not provided)
- New Environmental Changes:
  - Using a matching grant funding process, a new sidewalk crossing is in place at Keith and 20<sup>th</sup> Streets that now connects a park, school, and greenway (**n=1**)
  - One new sidewalk exists in the Blythe-Oldfield neighborhood where they are also installing a new walking track as part of a separate park project (**n=1**)
  - Through the leveraging of private funds, two new parks were constructed in the Blythe-Oldfield neighborhood (**n=2**, reach 50,000 residents for all park and connectivity improvements)
  - The Casteel Greenway Connector has recently been completed from Tinsley Park along Fillaur Branch to the sidewalk system on North Ocoee St. (**n=1**, reach not provided)
- New Non-PSE Outcomes:
  - Implemented an event in conjunction with the Bradley Health Council in August 2017, reaching approximately 60 elected officials, school officials, and other community stakeholders (**n=1**)
  - The city has completed an ADA compliance survey of its existing sidewalks along with bicycle and pedestrian counts in approximately 60 locations (**n=1**)
  - Received a Transportation Alternative grant for sidewalk and transit shelter construction in the Gaut Street corridor (**n=1**)
  - Cleveland's local BikeWalk effort is now an official affiliate of the statewide Tennessee BikeWalk effort (**n=1**)

- The local Health Department implemented one bike-to-school event with the school system that drew about 40 participating students and involved neighborhood members and other volunteers; future events are planned (**n=1**)
- The City of Cleveland used a team of five interns to collect pedestrian and bicycle counts at approximately 80 locations on local streets to better understand demand for additional pedestrian and bicycle facilities, and to help prioritize improvements to existing facilities (**n=1**)
- Student interns also collected data on ADA-related conditions along approximately 250 miles of existing sidewalks (**n=1**)
- Additional Outcomes in Progress:
  - Soon expecting Tennessee DOT approval for the Dalton Pike/Wildwood sidewalk plan (**n=1**)
  - The city is currently working with the Cleveland State Community College to plan and design a new roundabout and sidewalk improvements near the college's entrance (**n=1**)
  - The City of Cleveland is working with its Greenway Advisory Board to plan further extensions to the Greenway system, especially downtown and in northwest Cleveland. The downtown extension is part of the Downtown Revitalization Plan and would connect to a large downtown civic space and the Blythe-Oldfield neighborhood pedestrian system. This will eventually provide greenway connectivity along Candies Creek and connect neighborhoods with an existing wetland walking trail off Freewill Road (**n=1**)
- Total Estimated Reach Provided = 50,105; 140 locations; 250 miles of existing sidewalks
- Total of **one** policy change, **one** system change, **five** environmental changes, **seven** non-PSE outcomes, and **three** additional outcomes still in progress (**17 total outcomes**)
- Reported total funds leveraged since attending the WAI = **\$2,960,000** from the following funding sources:
  - \$30,000 from matching Healthy Communities grant and City of Cleveland
  - \$900,000 from Transportation Alternative grant
  - \$2,000,000 from Transportation Alternative grant
  - \$30,000 from local health department

**Cook County, Illinois (South Suburban Cook County):**

- Original interdisciplinary team regularly collaborates on walkability actions with team partners, but does not hold official meetings
- **This Team Lead is rarely active in progress reporting and Alumni participation.**
- New Policy Change:
  - The South Council of Mayors, South Suburban Mayors, and Managers Association (SSMMA) approved a regional Complete Streets plan in June, 2017 (<http://www.cmap.illinois.gov/programs-and-resources/lta/ssmma-south-com>), impacting nearly 40 municipalities with potential to reach an estimated 650,000 residents (**n=1**)
  - Burnham adopted a Complete Streets and Green Infrastructure policy via resolution in January 2019, reaching all 4,119 Burnham residents (**n=1**)
  - Since March 2019, eight municipalities in the south suburbs of Chicago adopted a new Complete Streets policy, with potential to impact a total of 72,581 residents (Alsip 18,880; Burnham 4,119; Country Club Hills 16,511; East Hazel Crest 1,511; Glenwood 8,792; Robbins 5,464; Sauk Village 10,346; University Park 6,958) (**n=8**).
    - Since March 2019, two additional municipalities also adopted a new Complete Streets policy (Matteson 19,144 and Posen 5,497) (**n=2**).
- New System Change:
  - A new application selection criterion is in place for the Surface Transportation Program (STP) applications that now considers health, sustainability and equity and presents a unique opportunity to direct critical resources towards communities and populations that are most affected by health inequities. Cook County Department of Public Health (CCDPH) identified and examined best practices of integrating health into transportation planning (**n=1**).
  - In 2020, SSMMA released a call for projects that were evaluated using the updated project selection methodology that integrated health criteria including SVI scores. Nineteen projects were approved for funding; nearly 75% of the funded transportation projects are based in suburban Cook County municipalities with high SVI scores (SVI scores of 6 or higher). These communities received more than \$12 million in funding to support projects that will

significantly improve local transportation infrastructure and increase active transportation options (n=1).

- CCDPH and Active Transportation Alliance have advised the Cook County Department of Transportation and Highway (CCDoTH) in the development of Connecting Cook County, the County’s first long-range transportation plan, in 2016, and the 2021 Cook County Bike Plan, the Cook County’s first ever Bike Plan (n=1).
- New Environmental Change:
  - A new entire block of sidewalk now exists in Summit, which benefits youth and students of Heritage Middle School nearby, where many regularly walk to school (n=1; estimated to reach 10% of student body, 557 students).
  - Since 2019, five municipalities (Burnham, Calumet City, Dolton, Riverdale, and Sauk Village) received and installed wayfinding signage through their community to support use of alternate transportation options, reaching an estimated 66,497 additional unduplicated residents not already counted in the above outcomes (n=5. Since the number of signs installed per municipality was not disclosed, the number of municipalities installing wayfinding will be counted).
- New Non-PSE Outcome:
  - The Active Transportation Alliance (ATA) initiated an advocacy program titled *Bike. Walk. Every Town.*, which aims to improve residents' skills and access to the resources needed to strengthen biking and walking in their respective community. Since its launch, ATA has engaged 152 participants, reflective of 69 municipalities (n=1)
  - One Complete Streets workshop was convened on December 11, 2018, for three South Suburban Chicago (Cook County) communities of Alsip, Burnham, and Country Club Hills (n=1, reach is three communities)
  - SSMMA continues to provide technical support to three communities (n=3)
  - The SSMMA hosted a 2020 STP workshop, attended by 32 representatives of the 35 SSMMA member municipalities, to assist municipalities with preparing 2020 STP applications and using SSMMA’s new GIS transportation website and resources (n=1).
  - CCDoTH continues to award *Invest in Cook* grants to help Cook County municipalities further their transportation projects by covering the cost of planning, engineering, right-of-way acquisition and construction associated with

transportation improvements sponsored by local governments and private partners (n=1).

- New Resource:
  - CCDPH worked with key community partners to finalize and release *WePlan*, the 2025 Community Health Improvement Plan for suburban Cook County (n=1).
- Additional Outcomes in Progress:
  - Burnham and University Park received funding approval for transportation projects in 2020, which will support elements of Complete Streets projects, including Phase 1 engineering for grade separation of Burnham Avenue over five railroad tracks, and pedestrian connection to the Hegewisch Commuter Station. University Park will additionally improve access to Metra Station in the form of a new future sidewalk path leading along University Parkway and Governors Highway to the Metra Station (n=2).
  - Robbins was selected by SSMMA to receive wayfinding signage to everyday destinations, anticipated to commence in late Summer 2020 (n=1).
  - CCDPH continues to work with SSMMA to evaluate the short-term impact of health criteria integration on transportation project funding allocation for the 2020 STP funded proposals (and soon to be awarded 2022 STP proposals) (n=1).
  - CCDPH and SSMMA are additionally developing a plan to evaluate the long-term impacts of local Complete Streets policy adoption, implementation, and transportation project resource allocation have on physical activity access in the south suburbs of Cook County (n=1).
- Total Estimated Reach Provided = 818,527; 120 municipalities
- Total of **12 policy changes, threes systems changes, six environmental changes, seven non-PSE outcomes, one new resource, and five additional outcomes still in progress (34 total outcomes)**
- Reported total funds leveraged since attending the WAI = **\$95,949,485** from the following funding sources:
  - \$12,000 from the Healthy HotSpot Initiative;
  - \$295,000 from CCDoTH
  - \$27,485 from CBS EcoMedia
  - \$25,000 from CCDPH
  - \$33,800,000:
    - \$7,000,000 from the CCDoTH

- \$26,800,000 leveraged from federal, state, and local funds from the initial DOT \$7,000,000 investment.
- \$90,000 from Illinois Public Health Institute State Physical Activity and Nutrition program:
  - \$24,999 (2019)
  - \$20,000 (2020)
  - \$45,001 (2021-2022)
- \$48,700,000 from CCDoTH, *Invest in Cook* annual grant program over the last six years, totaling 205 awards throughout Cook County.
- \$13,000,000 from SSMMA STP funding

**Corridor, Iowa (Corridor MPO):**

- **This Team Lead left for another position and there is currently no Team Lead to provide further updates/data.**
- New Policy Changes:
  - As a result of sidewalk mapping, the incorporation of sidewalks inside mobile home parks and larger multi-family units has now been incorporated into the new pedestrian master plan (n=1, reach not provided)
- New Non-PSE Outcome:
  - Secured funding for a Phase I completion of a trail for a Safe Routes to School project (n=1)
  - Mapped out Section Eight low-income housing and sidewalks metro-wide (n=1, reach not provided)
- Additional Outcomes Still in Progress:
  - Cedar Rapids, IA is wrapping up completion of a Pedestrian Master Plan, potentially reaching 132,228 population (n=1)
- Total Estimated Reach Provided = None Provided (cannot count an outcome still in progress)

“Please keep the funding for this important programming. I have seen the blending of different sectors like never before, and **this would not have been possible without this opportunity**. Change is slow - but it is happening across the country from this very program.”

*(Rachel Schramm, Team Lead Corridor, IA)*

- Total of **one** policy change, **two** non-PSE outcomes, and **one** additional outcome still in progress (**four total outcomes**)
- Reported total funds leveraged since attending the WAI = **\$249,000** from the following funding sources:
  - \$2,000 from the Iowa Healthiest State Initiative
  - \$100,000 from the Wellmark Foundation for SRTS efforts
  - \$97,000 from the City of Marion and Marion Independent School District
  - \$50,000 from the leveraging of private funds

**Duluth, Minnesota** (Arrowhead Regional Development Commission):

- **This Team Lead is no longer active.**
- New Non-PSE Outcomes:
  - As part of the Places for People Campaign, received grant funds to coordinate a door-knocking campaign to build capacity and support for more walkable and bikeable streets in the neighborhoods of zip codes 55802 and 55905, reaching an estimated **8,000 residents (n=1)**
  - Received a \$1,500 grant to work with the City of Duluth Commission on Disabilities to implement tactical urbanism projects that call attention to common barriers for people living with disabilities (**n=1**)
- Additional Outcomes in Progress:
  - The WAI team is examining a citywide snow removal ordinance that will be driven by a volunteer system (**n=1**)
- Total Estimated Reach Provided = 8,000
- Total of **two** non-PSE outcomes and **one** additional outcome still in progress (**three total outcomes**)
- Reported total funds leveraged since attending the WAI = **\$11,500** from unspecified sources

**Flint, Michigan** (Genesee County Metropolitan Planning Commission):

- **This Team Lead is no longer active.**
- New Policy Change:
  - A new regional Non-Motorized Plan was approved in Spring 2020, which for the first time now quantifies the amount of funds necessary to engineer and



construct all proposed priority trails, in addition to calculates the amount of funds required to replace the existing network (**n=1**).

- New System Change:
  - Team successfully advocated for the inclusion of pedestrian counters into its local federally funded trail projects and have successfully launched a surveillance program to collect non-motorized counts. As a result, four Eco-Counters were installed over a three-year period on four new regional trails (**n=1**)
- New Non-PSE Outcomes:
  - Completed the first baseline measure of pedestrian usage of the regional trails in Genesee County through the new surveillance methods described above. In 2017, over 49,000 users were recorded on trails county-wide (**n=1**)
- Additional Outcomes in Progress:
  - Currently working with the Flint YMCA on a Blue Cross Blue Shield walkability signage grant for the YMCA (**n=1**)
  - Actively pursuing funding sources to host a community wide event promoting walkability concepts (**n=1**)
  - Currently working with WAI faculty Hugh Morris on obtaining a national Smart Growth grant (**n=1**)
- Total Estimated Reach Provided = 49,000
- Total of **one new policy change, one new system change, one new non-PSE outcomes, and three additional outcomes still in progress (six total outcomes)**
- Reported total funds leveraged since attending the WAI = **\$665,532** from the following funding sources:
  - \$9,000 (source of funds not provided)
  - \$656,532 from Michigan Department of Natural Resources
    - \$4,100 for bicycle repair stations
    - \$633,532 for Perry Road Pathway
    - \$18,900 for Iron Belle Trail Bike Lanes and Road Diet

**Mansfield, Ohio** (Richland County Regional Planning Commission):

- **The Team Lead has not been active since participating in the first progress reporting opportunity for this cohort.**
- Additional Outcomes in Progress:

- One new multi-use trail is currently undergoing expansion construction to be 1.5 miles in length, with estimated completion date of October 2017 and potential to reach 23,420 people nearby (**n=1**)
- Total Estimated Reach Provided = None Provided
- Total of **one additional outcome in progress (one total outcome)**

**O’ahu, Hawaii (O’ahu MPO):**

- Original interdisciplinary team no longer meets, but routinely interacts with interdisciplinary team members for walkability related implementation
- New Policy Changes:
  - The City and County of Honolulu adopted a Vision Zero policy in November 2018, potentially reaching all 955,000 Honolulu City and County population (**n=1**)
  - The state of Hawaii adopted a statewide Vision Zero policy with the passage of Act 134, which now requires all Hawaii counties to adopt Vision Zero policies (**n=1**)
  - The [O’ahu Bike Plan](#) was updated in 2019 and serves to identify specific projects, policies, and programs that will expand bicycle ridership and provide a network of safe, comfortable bikeways attractive to users of all ages and abilities (**n=1**)
  - The [O’ahu Pedestrian Plan](#) (Resolution 22-227) was adopted in December 2022 by the Honolulu City Council with the goal to create vibrant, safe, and accessible streets to enable people of all ages and abilities to get around safely and comfortably by walking (**n=1**).
  - [Act 244 \(House Bill 6000 SD2 CD2\)](#) was signed into law on July 6, 2023, and will provide for the establishment of a statewide Safe Routes to School Advisory Committee and the establishment of a comprehensive statewide Safe Routes to School plan. This committee will also review project proposals and prioritize projects for receipt of funding. This bill designates an appreciation of \$10,000,000 to support the statewide effort. The potential reach includes 1,442,000 statewide population (**n=1**).
    - Jurisdictions served: State of Hawaii, City and County of Honolulu, County of Maui, County of Kauai, and County of Hawaii.
  - [SB1086](#) was additionally signed into law in 2023 and changes the existing State Highway Safety Council to the State Highway Safety and Modernization Council, which serves as an independent group of stakeholders that review and provide

guidance into Hawaii Department of Transportation’s (HDOT) efforts to reach Vision Zero goals (**n=1**, statewide reach of 1,442,000)

- Jurisdictions served: State of Hawaii, City and County of Honolulu, County of Maui, County of Kauai, and County of Hawaii.

- New System Changes:

- Established a SmartTRAC scoring and project prioritization system so that community partners (including members of the original WAI team) and DOT from across the state would have new consistency across transportation projects and address multi-modal transportation, equity, resilience, cultural sensitivity, etc. (**n=1**)
- The City and County of Honolulu funded a new Vision Zero Coordinator position to oversee all Vision Zero efforts (**n=1**)
- Through funding collaboration with O’ahu MPO and the U.S. Federal Highway Administration, the City of Honolulu has finalized the design of 25 permanent bicycle and pedestrian counters across the island of O’ahu. These counters, using an inductive loop system that detects the electromagnetic signature of passing bikes and pedestrians, are diamond-shaped and in-pavement, sensors and will measure activity on bicycle/pedestrian facilities. Data on non-vehicular activity can help better understand where to prioritize future improvements (**n=1**).
- Honolulu’s Department of Urban Forestry (DUF) works with other city agencies to plant trees as part of a city-wide climate change adaptation and mitigation resiliency strategy to plant 100,000 trees by 2025 to serve as needed shade areas. To date, 600 trees have been planted (**n=1**).

- New Environmental Changes:

- The City and County of Honolulu built 45 accessible curb ramps (**n=45**), 2.3 miles of bikeway (**n=1**), one road diet (**n=1**), three neighborhood traffic circles (**n=3**), and six driver feedback signs in various school zones (**n=6**) – all constructed in a variety of locations on O’ahu (**n=56**).
- In collaboration with the City and County of Honolulu’s Department of Transportation Services, the Department of Health’s Supplemental Nutrition Assistance Program Education (SNAP-Ed) provided funding to a local high school’s engineering students who eventually installed decorative curb extensions and bulb-outs at two busy intersections near the school, which resides in an underserved area (**n=2**).

- The following city-led environmental improvements were achieved as part of Complete Streets policy implementation:
  - Seven crossing upgrades were completed on city streets, including pedestrian refuge islands and curb extensions as part of these upgrade locations (**n=7**)
  - 3.2 miles of new protected bikeways (**n=1**, since it is unclear if the 3.2 miles includes one or more than one bikeway) and another 3.2 miles of new bike lanes and sharrows installations (**n=1**)
  - One mile of bus-only lane created on the rightmost travel lane on King Street through downtown from Dillingham Boulevard to Punchbowl Street in efforts to: gain local experience with creating new red paint bus-lane lanes, reduce bus delays, prioritize high-efficiency travel modes, enable social distances, reduce operating expenses, and improve bus passenger safety (**n=1**)
  - 11 traffic calming projects installed (**n=11**)
- Led by a variety of community organizations and community members, a total of six quick-build projects were completed in Honolulu as a cost-efficient and community-led method of making improvements to bicycle and pedestrian street facilities. The projects were implemented at the following locations (**n=6**):
  - Stevenson Middle School (reach of school population of 643)
  - Old Stadium Park
  - McCully Neighborhood (McCully reach of 31,653)
  - Farrington High School (reach of 2,300 students plus Kalihi community of 21,356),
  - A’ala Park
  - Papii Road (Ewa Beach reach of 16,707).
- In November of 2021 and following many neighborhood requests to curb speeding, the city installed a mini-traffic circle at the intersection of Waiola and Wiliwili Streets, which is an intersection that serves as an important connector to highly frequented community destinations such as the local Boys and Girls Club, multiple parks, and a library (**n=1**).
- In February 2022, the City and County of Honolulu completed the following environmental improvements as part of the East Kapolei Rail Station Multimodal

Access project that increased bus rider access to two rail transit stations in East Kapolei:

- New crosswalk upgrades at the intersection of Kualaka’I Parkway and Keahumoa Parkway (n=1)
  - Four new bus stops with HandiVan pick-up and drop-off (n=4)
  - New wayfinding signage leading to rail park-and-ride facilities (n=1; can only count as n=1 without knowing the exact number of signs installed and the exact locations)
  - A two-mile concrete multi-use path from Kapolei Parkway to Farrington Highway (n=1)
  - Crosswalk enhancements at East Kapolei Middle School (n=1)
  - New bike route markings of approximately 1.5 miles (n=1)
- In March of 2022, the city completed installation of its first Rectangular Rapid Flashing Beacon (RRFB) to enhance safety, improve pedestrian visibility and driver yielding on Kailua Road (n=1).
  - Also on Kailua Road, a crosswalk was relocated from the previous location of Maui Brewing Company to the entrance of Kailua Town Center for improved sight lines of drivers (n=1).
  - A new bicycle parking corral was installed at the Kailua Town Center (n=1).
- In April of 2022 and in conjunction with the major paving of Downtown and Chinatown streets, the following improvements were concurrently installed:
  - Upgraded curb extension bulb-outs along North Pauahi Street at Maunakea Street, Smith Street, and Nu’uanu Avenue, consisting of decorative pavers, metal bollards, and tactile warning devices for visually impaired pedestrians (n=3)
- In May of 2022, a few low-cost interim traffic calming treatments (enhanced pedestrian signage, delineator posts, new roadway markings) were installed at the intersection of Kapolei Parkway and Kunehi Street to help mitigate an uncontrolled crosswalk in a school zone until a planned traffic signal can be installed (n=3)
- In November of 2022, the city completed its second RRFB to enhance safety on North King Street at the intersection of Richard Lane (n=1):

- A pedestrian refuge median island was installed in this location to allow pedestrians to cross the road more safely by crossing one direction of traffic at a time (n=1)
  - Also in November of 2022, the city installed another pedestrian refuge median island using low-cost modular materials along the busy and wide stretch of Ala Ilima Street at the intersection of Ala Napuaa Place (n=1).
  - The first 10 miles of the Honolulu Rapid Transit Project (known as Skyline) opened for the public in June 2023 (n=1).
  - The following environmental improvements were made for the Village Park/Kupuna Loop:
    - New crosswalks, curb extensions, speed humps, and two stamped concrete roundabouts are now in place along Kupuna Loop in response to community members requesting for safer streets (n=5; did not provide exact number of crosswalks, curb extensions, or speed humps).
  - The Goodale Avenue Multi-Use Path was completed in Spring of 2023, which is a paved multi-use path for non-motorized users complete with various traffic calming measures, fencing, and landscaping (n=1)
  - A new .4-mile “Keiki Corridor” is now in place at Fern Elementary School thanks to the city’s Safe Routes to School program and exists as a separated guideway to allow children and residents to safely traverse on foot to school along Kahauiki Street and Kamehameha IV Road (n=1). The following additional environmental improvements augment this new corridor:
    - The intersection at Kahauiki Street and Kamehameha IV Road was converted to an all-way stop (n=1).
    - No Parking signage was also installed along the corridor to prevent cars from blocking the path (n=1; the exact number of signs installed was not provided)
- New Non-PSE Outcomes:
  - Original WAI team members helped organized and participated in community outreach events for the eight current Complete Streets projects that the city has planned for O’ahu (n=8, reach includes 3,000 in-person and virtual participants)
  - The Hawaii DOH sponsored Jeff Speck as a keynote speaker at the annual Hawaii Congress of Planning Officials (n=1).

- The Hawaii DOH coordinated a free public engagement event with Jeff Speck and the Department of Transportation (DOT), attended by 300 community members and practitioners (n=1).
- The Hawaii DOH sponsored Complete Streets expert Peter Koonce to build capacity and offer technical feedback to O’ahu transportation stakeholders on Complete Streets and Vision Zero initiatives (n=1).
- As part of the Transit Oriented Development (TOD) Wayfinding Master Plan (Phase 2) actions, the documentation was completed for pedestrian wayfinding signs, base maps, and vehicular trailblazer signs for the areas around the rail stations in the initial rail operating segment (n=1).
- The city coordinates a Complete Streets Pau Hana gathering that has met a few times and includes individuals from the City of Honolulu and others work on walkability and multimodal efforts (n=1).
- The Ala Wai Canal Bridge Alternatives Analysis was conducted in 2018-2019 to identify, develop, and evaluate whether and how to provide additional access over the Ala Wai Canal and enhance the connection between Waikiki, Ala Moana, and McCully/Moilili neighborhoods (n=1).
- A review of the Planned Rights-of-Way for existing streets was performed in efforts to better understand the city’s existing policies regarding widening and improvement of existing streets island-wide and to make sure these policies are consistent with the recommendations from the Primary Urban Center Development Plan and the ongoing Complete Streets Implementation study (n=1).
- The O’ahu MPO convened a Hawaii Transportation Project Management Training Program for approximately 40 government agency staff over the course of a year to enhance the knowledge and skills of those staff directly involved in federally funded multimodal safety projects. The monthly trainings lasted a full day and included a mobile study capstone four-day workshop in Seattle and Portland to learn from their respective local officials regarding successful strategy implementation and lessons learned (n=1).
- In October of 2022, the City and County of Honolulu Department of Transportation Services convened the final community meeting for the Ala Wai Boulevard Complete Streets project. Once underway, this project will result in

the reduction of speed limit, new street design that will include local and through traffic, parking, and non-vehicular activity (n=1).

- The Hawaii Department of Health’s Chronic Disease Prevention and Health Promotion Division continues to convene the statewide Safe Routes to School Work Group monthly as a forum for state, county, and community partners to discuss projects and programs that support and spearhead active transportation, built environment, and health equity (n=1).
- New Tools:
  - The new Kapala Toolbox exists as the first quick-build project guide published by the City and County of Honolulu to provide guidance on community-led quick-build projects on city-owned streets. Quick-build projects are short-term improvements to streets and bicycle/pedestrian facilities, utilizing inexpensive materials to achieve community goals (n=1).
- Additional Outcomes in Progress:
  - The City and County of Honolulu’s Department of Transportation Services is developing the first O’ahu Pedestrian Plan and anticipates publishing a draft plan in Summer 2020 (n=1). This plan will develop a pedestrian priority network, identify high pedestrian corridors, intersections, and crossings, propose specific pedestrian improvements, and help guide pedestrian improvements in maintenance projects, with potential to reach total island population.
  - The Hawaii DOH, Department of Transportation Services, and the Hawaii Bicycling League have commenced planning for the Safety and Health in Transportation Summit, which will focus on bringing together practitioners and communities to increase understanding of the importance of a holistic, data-driven approach to safer and healthier streets (n=1).
  - A new Honolulu Vision Zero Action Plan is being developed to assist with eliminating pedestrian traffic deaths and to spur creation of a safe transportation system for O’ahu. Public input is already being gathered on how residents have been impacted adversely by the traffic violence, as well as the types of policies and strategies that residents could envision being included on the statewide action plan (n=1).
  - The City and County of Honolulu is in the process of developing a Transportation Demand Management (TDM) Plan that will detail targets, strategies, and



evaluation measures to reduce vehicle miles traveled (VMT) and reduce single-occupancy vehicle (SOV) mode share (**n=1**)

- An upcoming Active Transportation Monitoring Program (Phases 1 – 3) project will allow for the monitoring of regional trends in bicycle and pedestrian travel patterns and serve as a primer for the hopeful and future establishment of an O’ahu island active transportation plan (**n=1**)
- Additional RRFB installations are being planned in other uncontrolled crosswalk locations throughout the island, including one that is presently under construction on North King Street in Kalihi (**n=1**).
- Additional lighting improvements within the East Kapolei Rail Station Multimodal Access project are expected to reach completion in March 2024 (**n=1**).
- Total Estimated Reach Provided = 1,430,000 statewide reach (953,207 island wide duplicated reach)
- Total of **six** policy changes, **four** system changes, **117** environmental changes, **18** non-PSE changes, **one** new tool, and **seven** additional outcomes in progress (**153 total outcomes**)
- Reported total funds leveraged since attending the WAI = **\$115,626,791** from the following funding sources:
  - \$2,735,000 from the O’ahu MPO, representative of the following:
    - \$2,000,000 for Vision Zero implementation
    - \$535,000 for Transportation Demand Management Plans
    - \$200,000 for placement of permanent counters along key regionally significant corridors throughout the island
  - \$361,500 from NACDD for the Building Resilient Inclusive Communities program to increase active transportation and health equity for Hawaii’s disparately impacted populations.
  - \$1,530,291 from the CDC, representative of the following:
    - \$1,405,291 from CDC’s health equity grant (OT21-2103) that funds prevention activities around the social determinants of health, including strategies focusing on physical activity, walkability, and community design.
    - \$125,000 from CDC (DP21-2111) to fund an implementation plan with objectives for increasing walkability and active transportation.
  - \$111,000,000 from the US DOT, representative of the following:

- \$86,000,000 from Safe Streets for All to complete “PE-1” phase of sidewalk construction in disadvantaged communities across O’ahu as identified in the O’ahu Pedestrian Plan.
- \$25,000,000 from Rebuilding American Infrastructure with Sustainability and Equity (RAISE) to assist with the construction of the new bicycle/pedestrian Ala Pono Bridge across the Ala Wai Canal.

**Rochester, New York** (Genesee Transportation Council MPO):

- **This Team Lead is no longer active.**
- New Policy Changes:
  - City of Rochester adopted Playability Recommendations into the ROC 4.0 Comprehensive Plan, potentially reaching 208,046 people (n=1)
- New System Changes:
  - The Genesee Transportation Council established a Community Specialist position to assist with community engagement and involvement in regional active transportation efforts (n=1)
- New Non-PSE Outcomes:
  - The Genesee Transportation Council and the City of Rochester hosted one Complete Streets workshop with Smart Growth America in September 2017 for 40 attendees from three communities (n=1)
  - The Genesee Transportation Council acquired five pieces of counting equipment and will pilot bicycle and pedestrian counts at multiple locations spanning a nine-county area (n=1)
    - Completed two bike-ped facility counts as pilot counting implementation measures (n=2)
  - The Genesee Transportation Council and Common Ground Health completed two Health Impact Assessments of active transportation improvements in the Rochester area. There was a press conference attended by 30 people and there has been earned media features in multiple formats (n=2)
  - Developed a traffic safety campaign that was implemented in Fall of 2017 (n=1)
  - The Rochester Comprehensive Access and Mobility Plan process developed Walkable and Bikeable City Focus Area report (n=1)
  - Completed a regional assessment of vulnerable road users (n=1)
  - Completed 10 Road Safety Audits (n=10)

- Launched the *Drive 2B Better* traffic safety campaign to increase community engagement and involvement in planning and education of active transportation and public health (**n=1**)
- Additional Outcomes in Progress:
  - The Genesee Transportation Council is currently revising the Public Participation Plan and the Title VI Plan (**n=2**)
  - The Genesee Transportation Council will be developing a scenario planning tool with functionality to use the National Public Health Assessment Model (**n=1**)
- Total Estimated Reach Provided = 208,116; three communities; nine counties
- Total of **one new policy change, one new system change, 20 non-PSE outcomes, and three additional outcomes still in progress (25 total outcomes)**
- Reported total funds leveraged since attending the WAI is **\$20,240,000** from the following sources:
  - \$8,240,000 from the New York DOT
  - \$12,000,000 from New York State

**Tacoma/Pierce County, Washington:** *(This team was formerly named as Puget Sound Region, Washington, but has since morphed to Tacoma/Pierce County)*

- Original interdisciplinary team still meets monthly following WAI participation, with three sub-committees now in place: Communications/Marketing, High-Capacity Transit Project, and Equitable Community Engagement.

“Our team is grateful to the NACDD and CDC for bringing us together! The momentum from the training and creating our Action Plan has **cemented our partnerships and is bringing more organizations to the table.** Our next steps include looking at how we can continue to **sustain this work and keep it a priority.**”

*(Diane Evans, Team Lead Puget Sound Region, WA)*

- New Policy Change:
  - The Tacoma City Council unanimously passed a Complete Streets ordinance within their existing Municipal Code Title 10, which now provides for Complete Street Design Guidelines to ensure transportation improvements are planned, designed, and constructed to encourage walking, biking and transit use, reaching potentially 220,800 people (**n=1**)
  - Due to the WAI team’s collective review of the Pierce Transit’s Public Involvement Plan for the High-Capacity Transit Feasibility Study along State

Route 7, the Public Involvement Plan now includes a new emphasis on involving low-income people of color in community planning and engagement processes (n=1)

- On December 12, 2017, the City of Tacoma adopted a [Health and Equity in All Policies Resolution](#), which will reach the total population of 220,800 people (n=1)
- The Puget Sound Regional Council (PSRC) updated their [Regional Active Transportation Plan](#). Through VISION 2040 and the Regional Transportation Plan, the region has committed to provide a more efficient and accessible public transportation system serving compact, walkable, and livable communities. Reaching this goal now requires an increase in active transportation investments and is supported by regional, state, and federal policy (potential to impact entire regional resident population = 4,264,200) (n=1)
- The following plans have been established or updated in Pierce County (n=3), with a potential to reach 925,708 total county population:
  - Parks, Recreation, and Open Space Plan
  - ADA Transition Plan for Public Rights-of-Way, and
  - SRTS Plan.
- The City of Tacoma passed the [Vision Zero Resolution 40559](#) in February 2020, committing to joining the Vision Zero Action Network and will now assist with pursuing related Vision Zero goals of eliminating traffic fatalities and severe injuries in the City of Tacoma (n=1; potential to reach 220,800 residential population)
- Pierce County passed a [Vision Zero Resolution 2022-118](#) in August 2022, which calls for the adoption of a Vision Zero Action Plan by 2024 with the goal of eliminating traffic fatalities and serious injury crashes (n=1; potential to reach 446,150 unincorporated county residents)
- New Systems Change:
  - The City of Tacoma received Washington State DOT funding for SRTS for two schools. Because of the health equity lens, the City also prioritized funding to hire a SRTS Coordinator and for infrastructure improvements at additional schools (n=1)
  - Established a Community Ambassadors system, which now comprises key advisors that represent under-served communities and ensures these individuals are paid for their time to work with the WAI team to help navigate institutional

processes and politics, and challenge institutional inequities. The 14 hired Community Ambassadors are helping the WAI team develop a Code of Conduct for agencies who are working with immigrant and underserved communities of color. The Community Ambassadors represent low-income communities of color (including Latinx, Cambodian, and Vietnamese), elderly, and disabled (n=1)

- A new Community Worker Agreement is now in place at the Tacoma/Pierce County Health Department, which removes insurance liability requirements and makes it easier for Community Ambassadors to receive payment for their related active transportation community engagement activities (n=1)
- The Pierce County City Council increased the Parks Impact Fees for developers, which will help pay for trail planning, design, and construction (n=1)
- A new Pierce County Trails Coordinator Position was established due to the anticipated increased trail construction (n=1)
- The Pierce Conservation District established a “Buddy System” in 2019 to link a technical expert “buddy” with Community Ambassadors to strengthen relationships and trust between individuals, the community, and government organizations to improve collaboration and overcome challenges related to increasing walking and accessing public transportation options and event spaces (n=1).
- Through Pierce Transit’s Care-A-Van Program, *Step It Up* Pierce County partner organizations were able to get a carpool van donated to a low-income, limited English speaking community, which will assist community members with getting to and from everyday destinations for this community. The van will be adopted and maintained by the community’s Temple and is estimated to account for 7,800 passenger trips per year (n=1)
- *Step It Up* Pierce County is now called *Walk & Roll* Pierce County. This official name change came about after combining with another group - the Puyallup Watershed Initiative’s Active Transportation Community of Interest (PWI ATCOI). The “Roll” in the new name is intended to be inclusive of anyone using wheels to move and/or travel (n=1).
  - *Walk & Roll* Pierce County (WRPC) created a “Memorandum of Understanding” document and is updating it with member input as a

primary document of guiding principles. The merger has expanded the original WAI team’s geographic and membership reach (n=1).

- A paid coordinator is now in place with the new *Walk & Roll* Pierce County structure (n=1).
- New Environmental Change:
  - *Downtown On the Go* recently implemented a tactical urbanism project involving new pedestrian crosswalk and wayfinding signs, after receiving a small grant from the New Tacoma Neighborhood Council (n=1)
  - Established a pilot bike and scooter share effort within the City of Tacoma in the Fall of 2018, which will be evaluated in terms of use and impacts of the new transportation option for people living in and traveling around the City of Tacoma (n=1)
  - The WAI team, after hearing about a pedestrian crossing timer that did not allow for enough time for people using a walker mobility device to cross a busy street, collaborated with traffic engineers to extend the crossing time from 13 sections to 18 seconds (n=1).
  - The City of Tacoma built its first protected cycle track on E 64th Street, which includes improved pedestrian facilities and ADA access, reaching approximately 22,000 (n=1)
  - A total of 1.9 miles of new bike lanes and .9 miles of new or reconstructed sidewalks are now in place in unincorporated Pierce County as of July 2023 (n=2).
- New Non-PSE Outcomes:
  - The PSRC provided an education and networking session on multimodal level of service for about 50 jurisdiction and transit agency staff, consultant teams, Washington state DOT, and advocacy (n=1)
  - Two community-wide presentations were conducted with community partners on transportation and health efforts, including the team’s WAI team action plan for a total of 35 attendees across both presentations (n=2)
  - Through collaboration with the University of Washington and the Taskar Center for Accessible Technology, hosted a Map-n-Learn event titled “OpenSidewalks” in May 2017 for 40 participants representing jurisdiction, transit, consultants, DOT and advocacy (n=1)

- Tacoma was selected as the beneficiary for the University of Washington’s Livable City Year Program, where 25 student projects will focus on place-making and station area planning along the State Road 7 corridor, with a potential to reach 106,364 people in the affected area (n=1)
- Conducted Retreat/Workshop for the original WAI team and community partners in efforts to review current action plan strategies and undergo strategic planning activities for development of a new team action plan (n=1)
- Developed *Downtown On The Go’s* [Bus Rapid Transit Advocacy Cheat Sheet](#) for community members and partner organizations to use when attending Pierce Transit Bus Rapid Transit Open Houses or for providing comment at public hearings. Cheat sheet includes pedestrian fatality data, Bus Rapid Transit suggestions, and possible solutions (n=1)
- To help meet Metro Parks Tacoma’s goal of increasing the number of Tacoma residents who live within a 10-minute walk to a park, *Downtown On the Go* is coordinating walkability and community outreach as part of the Green Schoolyards Program, which transforms school grounds into park-like green spaces (n=1)
- The Pierce County Transportation Advisory Committee made recommendations to Pierce County Council for locations for active transportation and infrastructure projects that should be prioritized for low-income communities and communities of color. These recommendations are being considered within the draft Pierce County Active Transportation Plan (n=1)
- The Community Ambassadors collectively executed nine events in 2019 to spur walkability related work (n=9). Six of these nine events are described below (*Please note that the survey respondent did not provide descriptions of all nine events*):
  - Series of nature walks in Eastside Tacoma to engage youth and people of color in using trails and noting improvements for increasing safety and accessibility (50 Eastside Tacoma residents)
  - Discussions with elderly, limited English speaking Vietnamese immigrant walking group to identify barriers and challenges in access everyday destinations
  - National Night out event in Eastside Tacoma in an unwalkable area, intended to attract community members and policymakers so that

- residents could advocate for improved walkability needs at the event (200 Eastside Tacoma residents)
- Back to School event that brought awareness to the school-to-prison-to-deportation pipeline experienced by the Cambodian community. The event included elected officials and connected residents to resources, needed school supplies, transportation, and legal aid (120 Tacoma residents)
  - Peoples Movement Assembly was conducted by people of color to discuss gentrification and displacement (100 Tacoma residents)
  - Dia de los Muertos (Day of the Dead) event, where community members organized an open streets event, including a procession down one of the busiest streets in Tacoma, to honor lives lost in pedestrian accidents in a neighborhood where pedestrian fatalities were the highest in Pierce County (500 Tacoma residents)
- Administered a survey to approximately 1,000 community members served by the Community Ambassadors to learn how walkable respondents of those communities viewed their neighborhoods. Survey results were shared with decision-makers to assist with shaping plans, infrastructure improvements, and public transportation options in or near those communities (n=1).
  - *Downtown On the Go* supported a local filmmaker to document the details of a walk audit, and Community Ambassador Tono Sablan wrote a report detailing the survey and audit processes and results, respectively. The report and [video](#) were distributed widely to policy-makers and decision-makers, including Pierce Transit (to help inform the Bus Rapid Transit Plan) and Pierce County (to inform future construction projects and the Active Transportation Plan) (n=1).
  - Pierce Transit established a Bus Rapid Transit Stakeholder Committee, which includes WAI team partner groups, to focus on community outreach and involvement of the Bus Rapid Transit planning process (n=1)
  - The Leafline Trails Coalition is a new regional coalition that was established to develop and improve the regional trails system (n=1)
  - The Transportation Advisory Commission made recommendations on locations for active transportation and infrastructure projects to the County Council. This group included *Step It Up* Pierce County partners, voting members of the Pierce County Transportation Advisory Commission, and Pierce County staff. Most of



the focus was on opportunities to improve and prioritize equity in low-income neighborhoods and communities of color (n=1).

- The Eastside Tacoma Collaborative (an organized group of Community Ambassadors) planned and executed a well-received clean-up of Swan Creek as a way of bringing attention to and improving the trails in Swan Creek Park. They worked over the course of a week with small groups who could participate in a socially distanced way (n=1).
- A recreational Guajolote Thanksgiving Bike Ride event was convened for approximately 50 attendees/riders ranging in ages from 2-75 to enjoy the Foothills Trail from Puyallup to Orting, WA. The focus of the event was to connect Latinx families to the outdoors and to healthy human-powered activity, and to re-awaken the sense of joy and fun people used to have as kids biking and walking on trails (n=1).
- A Día de los Muertos (Day of the Dead) cultural celebration event took place with an emphasis on taking back the streets as pedestrians/cyclists and honoring those who have lost their lives to traffic accidents. A procession marched down one of Tacoma's busiest streets to raise awareness and promote walking (n=1).
- The Blue Zones Community Blueprint was endorsed by Pierce County, the Tacoma-Pierce County Health Department, and other community partners to drive healthy community and built environment PSE changes over the next couple of years for Parkland and Spanaway communities in unincorporated Pierce County (n=1).
- Additional Outcomes in Progress:
  - PSRC is leading an effort to simplify data collection using Open Street Maps. This system change will allow PSRC and partners (including Pierce County and all 23 cities and towns) to collectively contribute to one data set and benefit from analysis tools already being used by existing transit networks, potentially impacting the entire regional resident population of 925,708 people (n=1)
  - *Downtown on the Go* is currently reviewing the City of Tacoma's Transportation Master Plan and is creating a pedestrian advocacy agenda to advocate for policy change. Some of the policy priorities include homeowner sidewalk funding/loan program and painted crosswalks to date (n=1).
  - Pierce County Parks and Recreation is building a new Community Trail and updating the Parkland Recreation Center, which is in a low-income area with

many infrastructure needs. The new trail will be located near the Bus Rapid Transit Line and local schools and neighboring community will be involved in the planning process (n=2).

- PSRC is collecting pedestrian facility and county data from Pierce County municipalities to create a consistent and comprehensive inventory of sidewalks and pedestrian counters in the county/region. PSRC is doing this for all four counties in the region. Once completed, the data inventory will be shareable and will be used for regional active transportation planning and modeling of pedestrian facility connectivity and travel volumes (n=1)
- Pierce County, the City of Tacoma, and other agencies continue to partner on projects that will improve pedestrian and bicycle infrastructure and access to transit, including the following projects: Pierce County’s first Bus Rapid Transit Line (a 14-mile line that will operate 50% in Tacoma and 50% in the unincorporated county), light rail expansions, the Tacoma to Puyallup Trail, Lakewood and South Tacoma Sounder commuter rail station access (n=4).
- Total estimated reach = 4,264,200
- Total of **nine new policy changes, 10 new system changes, six new environmental changes, 27 new non-PSE outcomes, and nine additional outcomes still in progress (61 total outcomes)**
- Reported total funds leveraged since attending the WAI = **\$5,574,138** from the following sources:
  - From Tacoma-Pierce County Health Department:
    - \$120,000 to dedicate staffing to the WAI team efforts
    - \$34,000 of Diabetes Prevention funding to support walkability efforts
    - \$214,603 of Kaiser Foundation Health Plan of Washington funding to support walkability efforts
    - \$60,000 of SNAP-Ed funding to support walkability efforts
    - \$20,000 of SNAP-Ed funding in 2023 to support SNAP-Ed goals and PSE changes to improve opportunity and remove barriers to active living in places where people eat, live, learn, play, work, and shop.
  - From Pierce County:
    - \$1,000
    - \$250,000
    - \$100,000 in 2023 as matching for the Safe Streets for All award

- \$1,000 City of Tacoma
- \$1,000 Metro Parks of Tacoma
- \$1,000 Pierce Transit
- \$500 Transportation Choices Coalition
- \$500 *Downtown On the Go*
- \$5,535 New Tacoma Neighborhood Council
- \$40,000 from National Recreation and Park Association
- \$425,000 from Washington State DOT
- \$2,000,000 from Sound Transit
- From Safe Routes to School:
  - \$1,200,000 for sidewalk, crosswalk, curb ramps, and speed feedback infrastructure implementation adjacent to school on 104<sup>th</sup> Street East.
  - \$700,000 for sidewalk, crosswalk, curb ramps, and speed feedback infrastructure implementation adjacent to school at 168<sup>th</sup> Street East
- \$400,000 U.S. DOT Safe Streets for All in 2023 to assist with Vision Zero Action Plan development

**Tulsa, Oklahoma** (Indian Nations Council of Government):

- **This Team Lead left for another position and there is currently no Team Lead to provide further updates/data.**
- New Environmental Change:
  - The WAI team implemented a pop-up traffic calming demonstration in June 2017, where approximately 90 people/vehicles were reached during the three-hour event. Following the event, the team submitted a report to the local Traffic Engineering department, who is now considering implementing the report’s recommendations (**n=1**)
- New Non-PSE Outcomes:
  - Have completed three urban hikes in Tulsa (walkability scavenger hunts) in two Hispanic neighborhoods and in one downtown location. Approximately 60 people have participated in these educational opportunities (**n=3**)
- Total Estimated Reach Provided = 150
- Total of **one new environmental change** and **three non-PSE outcomes** (**four total outcome**)

- Reported total funds leveraged since attending the WAI = **\$5,000** from an unspecified source.

**Year 3 (2017, Cohort 3) 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 3 (2017, Cohort 3) Total Number of Outcomes**

<b>Year 3 Teams:</b>	<b>New Policy Changes:</b>	<b>New System Changes:</b>	<b>New Environmental Changes:</b>	<b>New Non-PSE Changes:</b>	<b>New Tools:</b>	<b>New Resources:</b>	<b>Additional Outcomes Still in Progress:</b>	<b>Totals:</b>
<b>Cleveland, Tennessee</b>	1	1	5	7	0	0	3	<b>17</b>
<b>Cook County, Illinois</b>	12	3	6	7	0	1	5	<b>34</b>
<b>Corridor, Iowa</b>	1	0	0	2	0	0	1	<b>4</b>
<b>Duluth, Minnesota</b>	0	0	0	2	0	0	1	<b>3</b>
<b>Flint, Michigan</b>	1	1	0	1	0	0	3	<b>6</b>
<b>Mansfield, Ohio</b>	0	0	0	0	0	0	1	<b>1</b>
<b>O’ahu, Hawaii</b>	6	4	117	18	1	0	7	<b>153</b>

Year 3 Teams:	New Policy Changes:	New System Changes:	New Environmental Changes:	New Non-PSE Changes:	New Tools:	New Resources:	Additional Outcomes Still in Progress:	Totals:
Rochester, New York	1	1	0	20	0	0	3	25
Tacoma-Pierce County, Washington	9	10	6	27	0	0	9	61
Tulsa, Oklahoma	0	0	1	3	0	0	0	4
<b>TOTALS</b>	<b>31</b>	<b>20</b>	<b>135</b>	<b>87</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>308</b>

- Collectively, the Year 3 Cohort has achieved **275 total outcomes** (not including the **33 documented additional outcomes that are currently in progress** as of November 2023), affecting **more than 6,828,098** estimated individuals.
- The breakdown of total estimated reach and funds leveraged per Year 3 team is reflected in **Chart 2**.

**Chart 2: Year 3 (2017, Cohort 3) Team Estimated Reach and Leveraged Funds**

Team:	Reported Funds Leveraged:	Reported Estimated Reach:
Cleveland, Tennessee	\$2,960,000	50,105
Cook County, Illinois	\$95,949,485	818,527
Corridor, Iowa	\$249,000	-----
Duluth, Minnesota	\$11,500	8,000
Flint, Michigan	\$665,532	49,000
Mansfield, Ohio	-----	-----
O’ahu, Hawaii	\$115,626,791	1,430,000
Tacoma-Pierce County, Washington	\$5,574,138	4,264,200

Team:	Reported Funds Leveraged:	Reported Estimated Reach:
Rochester, New York	\$20,240,000	208,116
Tulsa, Oklahoma	\$5,000	150
<b>TOTALS</b>	<b>\$241,281,446</b>	<b>6,828,098</b>

- Collectively to date, the Year 3 Cohort has leveraged a total of **\$241,281,446** 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 2017 was invested by CDC Division of Nutrition Physical Activity and Obesity (DNPAO) to NACDD for the third 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 \$241,281,446 divided by the total 2017 project budget of \$300,000 to determine an estimated **project return on investment (ROI) ratio of 804.3:1.**

*\*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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