

Year 4 (2018, Cohort 4) Outcomes Tracker to Date

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

Year 4 (2018, Cohort 4) 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 9 – 12, 2018
- **Target Audience:** Interdisciplinary MPO Regions
- **Course Attendees:** **Nine** Total Teams
 - Included nine MPO Regional Teams (or the equivalent entity, i.e. Transportation Planning Organization (TPO), Regional Council of Government (RCOG), etc.)
 - All nine teams (**100%**) received competitive travel assistance to attend the course.
 - Of these, NACDD provided travel stipends to eight of the teams and the American Public Health Association (APHA) provided a travel stipend to one team
- **Total Course Participants: 91**

Year 4 (2018, Cohort 4) Regional Teams:

- 1) **Albuquerque, New Mexico**
(Mid Region Council of Governments (COG))
- 2) **Allegheny County, Pennsylvania** (Allegheny County Health Department)
- 3) **Anchorage, Alaska** (Anchorage Metropolitan Area Transportation Solutions)
- 4) **Eau Claire, Wisconsin** (Eau Claire City County Health Department)
- 5) **Hidalgo County, Texas** (Lower Rio Grande Valley Development Commission)



- 6) **Lawrence-Douglas Counties, Kansas** (City of Lawrence)
- 7) **Las Vegas, Nevada** (Southern Region Regional Transportation Commission)
- 8) **Richmond, Virginia** (Richmond City Health District)
- 9) **Springfield, Missouri** (Ozark Greenways)

Year 4 (2018, Cohort 4) Individual Outcomes to Date:

Albuquerque, New Mexico (Mid-Region COG):

- **The Team Lead left for another position without a Team Lead replacement. There is currently no Team Lead to provide further updates/data.**
- New Policies:
 - The Mid-Region COG unanimously approved the Regional Transportation Safety Action Plan via resolution. The plan is essentially a Vision Zero plan for the region and identifies areas of greater need. Data from this plan also informs our priority areas that we identified as a goal in our WAI Action Plan. (**n=1**, potential reach of 907,301)
 - The Albuquerque City Council approved an amended Complete Streets ordinance, which now calls for an Active Transportation oversight committee and the hiring of a new Active Transportation planner (**n=1**, potential reach of 907,301)
- New Systems:
 - Integrated improved project scoring and prioritization for projects that involve High Fatal and Injury Network (HFIN) and Complete Streets principles (**n=1**, potential (duplicated) reach of 907,301)
- New Environmental Changes:
 - Teamed up with TreeNM, the International District Healthy Communities Coalition, the City of Albuquerque, community partners, and property owners in the International District to plant more than 100 trees within 20 feet of the street as a way of increasing shade for kids walking to school in four total school locations. This area is the densest area of the city and is home to two elementary schools and two middle schools, with most kids located within a 1-1.5-mile distance to the schools (**n=4** (four school locations); potential reach of approximately 2,000 students)
- New Non-PSE Outcomes:

- Hosted the 5th Annual Open Street event in October 2018 (n=1, potential reach of 5,000)
- Implemented a Cyclovia event in 2018, and planning for another Cyclovia implementation in 2019 (n=1)
- Implemented three walk audits with local high school students in different areas of the community (n=3, potential reach of 100)
- Additional Outcomes in Progress:
 - The original WAI team is nearly finished with its development of an equity map, which will help inform strategy implementation efforts. While not a PSE strategy, it was an important activity the team wanted to include on the Team Action Plan (n=1)
 - The Mid-Region COG will include a new Active Transportation chapter in long range transportation plan. This chapter is currently being written. This plan will be adopted in 2020. Estimated reach: 907,301 (n=1, potential (duplicated) reach of 907,301)
 - The City of Albuquerque will be hiring an Active Transportation planner, as one component of the recent update and amendment to the city’s Complete Streets ordinance (n=1)
- Total Estimated Reach Provided = 907,301
- Total of **two new policies, one new system, four new environmental improvements, five new non-PSE outcomes, and three additional outcomes still in progress (15 total outcomes)**
- Reported total funds leveraged since attending the WAI = None Provided

Allegheny County, Pennsylvania (Allegheny County Health Department):

- The original WAI team is still meeting on a semi-annual basis.
- New Policies:
 - Four Complete Streets Policies Passed in the municipalities of Sharpsburg Borough, Millvale Borough, Etna Borough, and Wilkins Township reaching a combined population of 16,591 residents (n=4)
 - In January 2022, the Homewood Community Plan was developed, which will provide for the enhancement of traffic calming features (high visibility crosswalks, painted curb extensions, speed humps, etc.) for seven bicycle miles

and seven pedestrian miles, with potential to reach Homewood’s population of 3,250 residents (n=1).

- The Southwestern Pennsylvania Commission released the Active Transportation Plan for southwestern Pennsylvania (<https://www.atrc-spc.org/regional-active-transportation-plan-profiles.html>) (n=1; reach not provided)
- New Systems:
 - The Port Authority of Allegheny County completed a Transit Oriented Development Zoning Guidelines Project with all Allegheny County municipalities that have fixed guidelines stations (n=1; reach not provided)
 - The Allegheny County Economic Development Department is awarding a total of 10 new projects as part of the Active Allegheny Grant Program and tying into the region's overall support of active transportation implementation (n=1; reach not provided)
- New Environments:
 - Following a completed walk assessment in Sharpsburg Borough, a new walking route was launched in October 2018 (n=1; reach not provided)
 - A new 1.5-mile walking route was established in Wilksburg in 2021 (n=1)
 - New traffic calming and safety enhancements are now in place in Homewood as part of the implementation of the Homewood Community Plan, affecting one bicycle mile and one pedestrian mile (n=2; counted as n=2 since two linear miles were improved and since the exact type and number of traffic calming and safety enhancements was not provided).
- New Non-PSE Outcomes:
 - The Southwestern Pennsylvania Commission launched the Active Transportation Research Center, an action included in the team's action plan (<https://www.atrc-spc.org/>) (n=1; reach not provided)
 - The Southwestern Pennsylvania Commission prepared a map that now overlays demographic data with locations of traffic issues and concerns and health data (n=1; reach not provided)
 - Allegheny County just completed an assessment of all county-owned roads (4,000 miles) for bike/ped improvements (n=1; reach not provided)
 - The City of Pittsburgh, Allegheny County, and Southwestern Pennsylvania Commission joined the Smart Cities Collaborative (<https://pittsburghgreenstory.com/pittsburgh-1-of-22-communities-to->

[participate-in-the-second-cohort-of-t4americas-smart-cities-collaborative/](#)), which will result in the eventual implementation of a capital project (**n=1**; reach not provided)

- Allegheny County completed its County Bicycle and Pedestrian Road Assessment Study in 2019, identifying a dozen roads to be ear marked for improvement in short-, medium-, or long-term periods (**n=1**)
- A feasibility study of the Turtle Creek Trail was completed in February of 2022 (**n=1**).
- Additional Outcomes in Progress:
 - Pennsylvania Walks is partnering with the American Heart Association to develop a new walking route in McKees Rocks (**n=1**)
 - The Allegheny County Health Department is integrating the development of two additional walking routes through funding from the Pennsylvania Department of Health, to be completed in 2020 and 2021 (**n=2**)
 - The Westmoreland Gap Trail Feasibility Study was initiated in early 2020, which will help complete a key trail connection in the eastern edge of Allegheny County to the Great Allegheny Passage (**n=1**)
 - The McKeesport Multimodal Plan is set for completion in October 2022. The exact number of new or enhanced bicycle and pedestrian miles to be built will be determined in preliminary design. Once completed, potential to reach 19,731 McKeesport population (**n=1**)
- Total Estimated Reach Provided = 19,841
- To date, have reported **six policy changes, two systems changes, four environmental changes, six non-PSE outcomes, and five additional outcomes still in progress (23 total outcomes)**
- Reported total funds leveraged since attending the WAI = **\$1,599,500** from the following sources:
 - \$162,000 from CDC REACH (2018)
 - \$162,000 from CDC REACH (2019)
 - \$40,000 Allegheny County funds and \$160,000 in federal transportation funds for the Westmoreland Gap Trail Feasibility Study
 - \$20,500 from the Active Allegheny Grant Program (AAGP) for Brackenridge Borough to design its portion of the Three Rivers Heritage Trail (2018)

- \$285,000 from the SPC region’s Transportation Alternatives Set-Aside Program to Brackenridge Borough to fund construction of its part of the Three Rivers Heritage Trail (2019)
- \$150,000 from the Hillman Foundation for the AAGP
- \$100,000 Allegheny County budget for AAGP
- \$520,000 from US DOT Safe Streets for All for development of a comprehensive safety action plan

Anchorage, Alaska (Anchorage Metropolitan Area Transportation Solutions):

- **Team Lead no longer participates in progress reports.**
- New Non-PSE Outcomes:
 - The WAI team completed one walk audit with area decision makers since leaving the action institute (**n=1**).
 - Members of the WAI team presented to the ITE committee on their project’s background and goals. (*Did not specify what ITE stands for*). (**n=1**)
- Total Estimated Reach Provided = None Provided
- Total of **two non-PSE outcomes** (**two total outcomes**)

Eau Claire, Wisconsin (Eau Claire City County Health Department):

- The original WAI team no longer meets in person and no longer interacts with interdisciplinary partners.
- New Policy Changes:
 - The City of Eau Claire and the Eau Claire Area School District updated its [Safe Routes to School Plan](#) (**n=1**; no reach provided)
- New Systems Changes:
 - The regional planning office hired a Safe Routes to School Coordinator in 2021 to serve the broader two-county area (**n=1**).
- New Environmental Changes:
 - The new State Street Hill reconstruction “road diet” project resulted in the following 22 environmental changes:
 - 3 new roundabouts (**n=3**)
 - 13 reconstructed ped crossings (**n=13**):
 - Hamilton Roundabout (4)
 - McArthur Roundabout (4)
 - Lexington Roundabout (3)

- Roosevelt Crossing Light (1)
- Garfield Avenue Crossing Addition (1)
 - 2 new bike facilities (bike lanes and sharrows .9 miles length) on both sides of the road (n=2)
 - .5-mile stretch of new, widened sidewalks (n=1)
 - 2 new improved park access points (n=2)
 - 1 new flashing ped lights (n=1)
- The Half Moon Lake trail section was completed in May 2020, which serves the broader City of Eau Claire community and has the potential to reach 1,800 residents who live in or around the adjacent block (n=1).
- The Cannery Underpass trail section was completed in August 2020, which serves the broader City of Eau Claire community and has the potential to reach 3,800 residents who live in or around the adjacent block (n=1).
- The Eau Claire River Southbank trail section was completed in 2022, which serves the broader City of Eau Clair community and has the potential to reach non-residents that work in or visit downtown Eau Claire and has the potential to reach 1,900 residents who live in or around the adjacent block (n=1).
- Street design improvements to Keith Street and Riverview Drive yielded the following seven environmental improvements:
 - New curb bump-outs, improved crosswalk markings, designated school bus parking, and designated bike lanes are now in place on Keith Street (n=4; counted for type of change since exact numbers were not provided)
 - New bike lanes, bike sharrows, and one paved recreational trail now exist along Riverview Drive (n=3; counted for type of change since exact numbers were not provided for bike lanes or sharrows)
- New bike route signage was installed in the Fall of 2021 and Spring of 2022 along the Chippewa Valley Bike Route (n=1; cannot count as more than one since the number of signs was not specified)
- A total of 1,800 feet of new trail and 2,100 feet of new boardwalk is now in place at Rod and Gun Park (n=2)
- A new trail was added to the reconstruction of Jeffers Road (n=1; no additional details provided)
- Bike lanes were added to the reconstruction of South Hastings Way (n=1; no additional details provided)

- Two new bike corrals are in place at Shift Cyclery and The Joynt locations, replacing an on-street parking spot and now contains corrals with several bicycle racks for bicycle parking that are lifted and protected from vehicle traffic (n=2).
- New Non-PSE Changes:
 - The City of Eau Claire achieved Silver status Bike-Friendly designation within the Wisconsin Bike Federation, an improvement from the previous Bronze status (n=1).
 - The City of Eau Claire and the Pedestrian Advisory Committee hosted a kick-off bike week event in June 2023 for approximately 100 attendees (n=1)
- Additional Outcomes in Progress:
 - The City of Eau Claire’s Bicycle and Pedestrian Advisory Committee is working towards official adoption of a new Complete Streets policy in Fall of 2020 (n=1)
 - The City of Eau Claire has initiated an update to its zoning code ([Century Code Update](#)) (n=1)
- Total Estimated Reach Provided = 7,600
- To date, have reported **one new policy change, one new system change, 39 new environmental changes, two new non-PSE changes, and two additional outcomes still in progress (45 total outcomes).**

Hidalgo County, Texas (Lower Rio Grande Valley Development Commission):

- **The Team Lead has not been active since participating in initial progress reporting for this cohort.**
- New Environmental Changes:
 - Following the convening of four active transportation workshops, a pop-up demonstration project was implemented in Weslaco, Texas (*did not provide the type of pop-up demonstration project, but believe it was crosswalks at a school; n=1*)
- New Non-PSE Changes:
 - The Hidalgo County MPO recently merged with two other area MPOs, and are now titled the Rio Grande Valley MPO, which will now cover the two-county area of Hidalgo and Cameron Counties (n=1; potential to reach 1,300,000 population)
 - The Rio Grande Valley MPO recently allocated funding to develop and adopt a regional Active Transportation Plan (*counts as non-PSE since funding allocated, but plan not developed yet; n=1*)

- In partnership with the Rio Grande Valley MPO, the Texas A&M Transportation Institute and the Texas A&M Health Science Center, convened four total workshops on active transportation in Hidalgo County (**n=4**).
- Additional Outcome in Progress:
 - The WAI team identified three cities/localities for doing a walk audit and/or pop-up demonstration project. Hope to have teach of these implemented by the end of August (**n=3**)
- Total Estimated Reach Provided = 1,300,000
- Total of **one environmental change**, **six non-PSE changes**, and **three additional outcomes still in progress** (**10 total outcomes**)
- Reported total funds leveraged since attending the WAI = **\$10,000** from the following sources:
 - \$10,000 from the Association of Schools and Programs of Public Health

Lawrence-Douglas Counties, Kansas (City of Lawrence):

- The original WAI team is no longer meeting in person, but routinely interacts with interdisciplinary partners.
- New Policies:
 - The Lawrence City Commission passed a revision to the existing Traffic Calming Policy that now specifies implementation over a multi-year period of the new Neighborhood Transportation Management Program in Lawrence City neighborhoods (**n=1**; potential citywide reach of 96,892)
 - The Lawrence City Commission passed a revised Complete Streets policy that now includes a checklist to identify complete streets elements that are to be implemented in a project, as well as updated performance measures (**n=1**; potential citywide duplicated reach of 96,892)
 - The Transportation Commission established a new Non-Motorized Projects Prioritization Policy that provides data-driven ranking procedures for prioritizing non-motorized transportation infrastructure projects identified in the Regional Pedestrian Plan, Countywide Bikeway Plan, and Pedestrian-Bicycles Issues Taskforce Report (**n=1**; potential citywide duplicated reach of 96,892)
- New Systems Changes:
 - The City of Lawrence has allocated dedicated funding through the infrastructure sales tax for standalone bicycle and pedestrian projects (**n=1**). This is expected to

bring in \$600,000 for 2019, \$750,000 for 2020, and \$1,000,000 being planned annually for 2021-2029. (*The 2019 and 2020 totals have been configured into the leveraging of funds question*).

- New Environmental Changes:
 - Two Bicycle Boulevards were completed in 2019, which are called neighborhood greenways that prioritize pedestrians through high visibility, low vehicle speeds, and low volumes of motor vehicle traffic (n=2)
- New Non-PSE Outcomes:
 - Established a new Neighborhood Transportation Management Program to maintain or improve neighborhood traffic concerns and management through the 5 E's (Engineering, Enforcement, Education, Encouragement, and Evaluation) (n=1; reach not provided)
 - Multiple walk audits (*did not specify how many*) and stakeholder meetings (*did not specify how many*) for the BUILD Project on Grant Avenue have introduced more people to walkability beyond the activity of walking (n=2)
 - The East 23rd Street Multimodal Corridor Study was adopted in 2019, which developed a vision and implementation strategy to generate solutions improving all modes of transportation along East 23rd Street. This section has been retired as a state highway and will be reconstructed as a multimodal arterial in 2021-2022 (n=1).
- Additional Outcomes Still in Progress:
 - An update to the Countywide Bicycle Plan is underway to reconcile the various bicycle related plans into one vision for the future of bikeway infrastructure in Lawrence-Douglas County and includes development of a low-stress bicycle network that will make bicycling an attractive choice for transportation. It will work through the six-E's structure (Engineering, Education, Encouragement, Enforcement, Evaluation, and Equity) (n=1; reach not provided)
 - A Safe Routes to School plan is currently being developed by interdisciplinary partners to support the current programmatic efforts for all 18 public elementary and middle schools in Lawrence (n=1; 18 schools; reach not provided)
 - The City of Lawrence is working on an update to the ADA Transition Plan for programmatic implementation through the performance-based capital improvement planning (n=1; reach not provided)

- A new 1.3-mile Bicycle Boulevard is being planned along 21st Street near the high school in 2020 (**n=1**)
- Total Estimated Reach Provided = 96,892
- To date, have reported **three new policy changes, one new system change, two new environmental changes, four non-PSE outcomes, and four additional outcomes still in progress (14 total outcomes)**
- Reported total funds leveraged since attending the WAI = **\$12,626,185** from the following sources:
 - \$480,000 from the Transportation Alternatives Program
 - \$10,350,000 dedicated from the City of Lawrence through the Bicycle and Pedestrian Funding and Non-Motorized Prioritization Policy spanning the years 2019 – 2029:
 - 2019 amount: \$600,000
 - 2020 amount: \$750,000
 - 2021 – 2029: \$1,000,000 per year
 - \$1,470,000 from federal Transportation Alternatives Program to construct another section of the Lawrence Loop, including an underpass of the Kansas Turnpike Authority entrance gate and for various sidewalk gap infill projects to implement the SRTS plan.
 - \$326,185 from Kansas DOT as part of its Access, Innovation, and Collaboration program for Fiscal Year 2021 for a critical pedestrian gap between an arterial corridor and the University of Kansas campus and for additional transit amenities

Las Vegas, Nevada (Southern Region Regional Transportation Commission):

- **The Team Lead has not been active since attending the WAI and never participated in a progress report.**
- To date, have reported **zero total outcomes**
- Total Estimated Reach Provided = None Provided

Richmond, Virginia (Richmond City Health District):

- The Team Lead is no longer active; however, one original WAI team member continues to stay engaged and participate in progress reporting.
- Though the original team no longer meets, interdisciplinary bike/ped efforts are strong in the Greater Richmond region.

- New Policy Changes:
 - In July 2021, a new Active Transportation Chapter was officially adopted into the Petersburg, Virginia Comprehensive Plan, with potential reach of 30,000 population (n=1).
- New Systems Change:
 - Achieved land acquisition of eight acres of land in Petersburg, 25 acres in Chesterfield County, and one acre in Colonial Heights that will become part of the trail system (n=3).
- New Environmental Changes:
 - A newly paved 1/3-mile shared use path is now in place in Petersburg, Virginia, reaching 12,000 users per year (n=1).
 - The Riverwalk in Hopewell, Virginia was extended by 1/3 of a mile (n=1).
 - Two new wayfinding signs are in place at one park in Petersburg, Virginia (n=1 since both signs were placed in the same location).
 - One new bike rack was installed at each of the four elementary schools within the City of Petersburg (n=4).
- New Non-PSE Outcomes:
 - A Complete Streets workshop was convened in early June 2018 for 137 interdisciplinary attendees, including developers, community representatives, public health, planning, transportation, economic development, disability advocates, food justice advocates, transit, affordable housing, and bike advocates (n=1)
 - A new transportation subcommittee now exists, where the original WAI team members serve as advisors to that group (n=1)
 - The planning team member (Heather Barrar) was invited to participate in the county's community health assessment process (n=1)
 - Convened regional active transportation group, comprised of transportation planners, engineers, and public health (n=1; reach not provided)
 - The Complete Streets Richmond Coalition developed a Vision Zero score card to assess the city's progress toward its goal of eliminating all transportation-related fatalities and serious injuries (n=1; presented to 60 stakeholders with indirect reach of 226,604 Richmond residents)
 - This same coalition additionally hosted an equity workshop (25 attendees), featuring national equity expert Charles Brown (n=1)

- Developed a set of Complete Streets policy recommendations for Ashland, Virginia with the TPO, which will eventually serve as a Complete Streets Policy Toolkit for the Richmond region (**n=1**)
- Mark Fenton provided a two-day inclusive walk audit training in Petersburg, Virginia for approximately 20 attendees (**n=1**)
- Additional Outcomes in Progress:
 - One of the WAI team members (a Chesterfield County engineer) is working with the county to examine the paving schedule for opportunities to add bike/pedestrian improvements (**n=1**)
 - The Bicycle Pedestrian Master Plan is in its final stages of the planning process and will be a component of the Long-Range Transportation Plan for the Richmond region (**n=1**)
- Total Estimated Reach Provided = 226,604
- Total of **one** new policy, **three** new systems changes, **seven** new environmental changes, **eight** non-PSE outcomes, and **two** additional outcomes still in progress (**21 total outcomes**)
- Reported total funds leveraged since attending the WAI = **\$20,200,000** from the following sources:
 - \$20,000,000 from Virginia Smart Scale for trail development segments in Petersburg, Colonial Heights, and Hopewell, Virginia
 - \$200,000 from Virginia DOT for purchase of land for a future trail corridor

Springfield, Missouri (Ozark Greenways):

- The original WAI team is still meeting on a quarterly basis
- New Policy Changes:
 - The 2018 Springfield Capital Improvements Program (CIP) was just adopted and upholds the City's Complete Streets Policy in its projects, with the potential to reach the daytime population of 246,042 (**n=1**)
 - A new Council Bill Walkability Resolution was passed in 2019 to define and support the City of Springfield's walkability focus (**n=1**; 166,000 Springfield population)
 - The City of Springfield Comprehensive Plan was adopted in 2022, with potential to reach 170,062 population (**n=1**)

- A new [Parks and Recreation Master Plan](#) was adopted by the Springfield-Greene County Park Board, with potential to reach 298,915 county population (**n=1**)
- The Springfield Area MPO established a new Ozarks Transportation Regional Trail Plan ([Destination 2045 Long-Range Transportation Plan, Towards A Regional Trail Plan, 45 by 45](#)), which should support the development of 45 new trail miles by 20245 (**n=1**).
- As part of the Springfield Yields Campaign to encourage safe driving behavior towards pedestrians and crosswalks, a new [Pedestrian Safety Ordinance](#) was adopted to ensure the three-foot driving rule and crosswalk compliance (**n=1**).
- New System Changes:
 - A new Community Improvement District (CID) was established for Galloway village, which is expected to generate \$30,000 - \$40,000 annually is connected to one of the most heavily used trails and will additionally support growth of visitors and residents to the area (**n=1**; 100,000 people)
 - The City of Springfield has added a new position, *Director of Quality Place Initiatives*, which will now provide leadership and assume primary professional and management responsibility for integrating quality of place initiatives into the city's infrastructure project development, policy formation, and related activities, with potential to reach 450,000 population (includes MSA and Tourism estimates) (**n=1**)
 - The City of Springfield City Council adopted the [Quality of Place](#) priorities for the city that will guide smart development, built environment, and community placemaking (**n=1**)
 - The City of Springfield Planning and Economic Development Departments combined into a new [Department of Economic Vitality](#) with Quality of Place as a central tenet in the newly combined department (**n=1**).
 - [Restore Springfield](#) is a new reinvestment effort seeking to develop a revolving loan fund to encourage reinvestment and development of historic Springfield neighborhoods (**n=1**)
- New Environmental Changes:
 - New school sidewalks were constructed in 2019 at four school locations, with potential to reach 66,000 City of Springfield students and residents (**n=4**)
 - The following environmental changes were achieved through the *2019 Center City Sidewalk and Streetscape* project:

- Approximately 300 new linear feet of streetscape was reconstructed along Elm Street west of Kimbrough Avenue associated with new development (n=1)
 - Approximately 270 new linear feet of streetscape was reconstructed along Jefferson Avenue and Walnut Street associated with new development (n=1)
 - The commercial street Blaine Alleyway was converted to a pedestrian way (n=1)
 - The parking lot at Blaine and Jefferson was reconstructed (n=1)
- The following additional street and sidewalk improvements were achieved in 2019, estimated to reach the 166,000 City of Springfield population:
 - The Mount Vernon Street Bridge was completed with new sidewalks (n=1)
 - The widening of Primrose Street between Cox South and Campbell Avenue was completed with new sidewalks and bike lanes (n=2)
 - The Washington underpass north of Commercial Street now includes LED lighting and aesthetic improvements (n=2)
 - Additional sidewalk repairs (*did not specify how many*) were implemented along Sunset Street west of Campbell Avenue (n=1)
 - An additional 4,150 new feet of sidewalks were constructed in five locations around the city as part of the Community Block Grant Commercial Loan Program (n=5)
 - 1.21 miles of new trail was constructed in 2018 within the City of Springfield, followed by .9 miles of new trail construction in 2019 (n=2)
- The following built environment improvements were reported in 2023 for the City of Springfield:
 - 1,270 linear feet of multi-use trail as part of the Fassnight Trail between Clay Avenue and Brookside Drive (n=1)
 - 14,400 linear feet (7,700 linear feet in each direction) of new bike lane as part of a road diet construction on St. Louis Street between Clay Avenue and Brookside Drive (n=1)
 - 1,200 linear feet of multi-use path along the north side of Central Street between Benton Avenue and Clay Avenue (n=1)

- 1,200 linear feet of new sidewalk is also in place along the south side of Central Street (**n=1**)
- New bulbouts added at the intersection of Jefferson Avenue and Elm Street (**n=1**; *can only count as n=1 since the number of bulbouts added in the intersection was not specified*)
- New bulbouts added at the intersection of South Street and Pershing Street (**n=1**; *can only count as n=1 since the number of bulbouts added in the intersection was not specified*)
- A new raised crosswalk is in place on Lyon Street between Atlantic Street and Dale Street (**n=1**)
- As part of a streetscape improvement, 800 linear feet of new sidewalk is in place and a new Rectangular Rapid Flash Beacon was installed on Phelps Street (**n=2**)
- 700 linear feet of new sidewalk is in place along Bennett Street (**n=1**)
- 3,700 linear feet of new sidewalk is in place along Division Street (**n=1**)
- 900 linear feet of new sidewalk is in place along three streets (John Avenue, Lover's Lane, and St. Mary's Avenue) (**n=3**)
- 10-foot multi-use side paths are now in place along Fremont Avenue and Division street due to redevelopment (**n=2**)
- The installation of the first musical playground was completed in a downtown park, featuring a fully accessible array of playground musical instruments to foster a creative and imaginative play space for children and families (**n=1**)
- Improvements were made to the Lake Springfield Park Disc Golf Course, which is now ranked as 4th best in Missouri (**n=1**; *can only count as n=1 without knowing the exact type and number of improvements*)
- New temporary [traffic calming measures](#) are now in place in the Parkcrest Neighborhood. Although temporary, these installations will be constructed permanently in the future, with potential to reach 8,000 Parkcrest and surrounding area residents (**n=1**; *could only count as n=1 since the exact description and number of temporary traffic calming installations was not specified*).
- Mixed-use neighborhood traffic calming improvements are now in place within the Rountree Neighborhood, with potential to reach 12,000

- nearby residents (**n=1**; *could only count as n=1 since the exact description and number of temporary traffic calming installations was not specified*).
- A three-mile transformational project was implemented using BUILD funding along the Grant Avenue Parkway, including trail development and connectivity, traffic calming, and road diet, estimated to reach 25,000 residential population (**n=3**).
 - Four accessible pedestrian signals were installed at City of Springfield-owned intersections (**n=4**)
 - [Better Block Springfield](#) created a pocket park in downtown support and encourage placemaking (**n=1**)
- The following built environment improvements were reported in 2023 for additional locations from within Greene County:
- 2,000 linear feet of multi-use trail as part of the Trail of Tears in Battlefield (**n=1**)
 - 2,900 linear feet of new sidewalk is in place along 3rd Street in Battlefield (**n=1**)
 - 28.6 miles of single-track trail as part of Fellow Lake Trails around Fellow Lake in Greene County (**n=1**)
 - 3,764 linear feet of multi-use trail in Ozark (**n=1**), of which 2,200 linear feet of this connects Highway 14 to the OTC Richwood Valley Campus
 - 1,032 linear feet of new and renewed crosswalk markings in downtown Ozark (**n=1**; *could only count as n=1 since the number of exact crosswalk markings was not specified*)
 - 22,678 linear feet of new sidewalk is in place within new subdivisions in Republic (**n=1**)
 - A total of 34 ADA curb ramps were improved and 710 linear feet of sidewalk replacement is now in place along Farm Roads 102 and 135 in unincorporated Greene County (**n=35**)
 - A total of 15 ADA curb ramps were improved and 1,796 linear feet of sidewalk repairs is now in place in downtown Ozark (**n=16**)
- The following uses of art in the built environment to enhance placemaking include the following:
- [Sculpture Walk Springfield](#) commissioned outdoor sculptures in downtown Springfield and created an outdoor walking museum in

downtown as part of the effort to increase public art and making public spaces more attractive (n=1).

- A new Sundial mosaic is now in place at the Drummond Lake botanical gardens in Nathanael Greene Close Memorial Park (n=1)
- A series of mosaics were installed in the alleys of the Commercial Street Historic District in efforts to showcase art and connect often missed spaces with the rest of the district (n=1)
- A community mural is now in place at the underpass of the Fassnacht Trail as part of an art enhancement pilot program (n=1)

- New Non-PSE Outcome:

- The MPO sponsored a Transportation Impact Study Workshop with all member jurisdictions to develop a common policy for when a traffic impact study is necessary/required and what it should contain, including bicycle, pedestrian, and transit improvements (n=1)
- *Springfield Yields* was implemented in four school locations for 859 participants, which has improved school crosswalk compliance from 25% in 2017 to 35% in 2019 in these locations (n=4)
- *Bike Walk Wheel Week 2019* was implemented, for 22 participants complete with social media campaigns, helmet giveaways, and a worksite bike-a-thon (n=1)
- A group of 22 Springfield community leaders participated in a study tour to Northwest Arkansas with LaneShift to learn about supportive infrastructure examples for bicycle and pedestrian mobility (n=1)
- The Midwestern District of the Institute of Transportation Engineers awarded the Transportation Achievement Award for Safety to the City of Springfield for the Grand Street Bridge project, which includes new sidewalks, multi-use paths, and trail connections (n=1)
- The Ozarks Chapter of the Transportation Engineers awarded the Transportation Achievement Award to the Ozarks Transportation Organization and Alta Planning and Design for the development of the Bicycle and Pedestrian Trail Investment Study, which included various trail connections within Springfield (n=1)
- [Celebrate Springfield](#) was established to help businesses and community members participate (and celebrate!) the many amenities, attractions, and

resources that Springfield has to offer by removing barriers to participation and providing a guide for how to experience living in Springfield (n=1)

- [UnGap the Map](#) is a new initiative, promoted by Forward Springfield, dedicated to expanding and closing gaps in the existing trail network by funding trail connections and embracing trails as a unique asset that can serve to anchor neighborhood reinvestment and economic development (n=1)
- The City of Springfield is hosting webinars from the Association of Pedestrian and Bicycle Professionals for staff in the surrounding region to support active transportation awareness (n=1; *did not specify the number of webinars*)
- Ozark Greenways developed the [Trailblazer Challenge](#), where participants are encouraged to find signs along the trails and can earn Ozark Greenways swag (n=1)
- New Tools:
 - The Ozarks Transportation Organization developed a [Complete Streets Toolbox](#) (n=1)
 - As part of the Ozarks Transportation Organization’s Prioritization Process for incorporating minority and poverty considerations when evaluating projects for the Transportation Improvement Program, a new [equity index tool](#) was developed as a web app to assist with evaluating a variety of equity indicators (n=1).
- New Resources:
 - The Ozarks Transportation Organization developed a [Summary Report on the Economic Benefits of Trails](#) (n=1)
- Additional Outcomes in Progress:
 - As a result of the Transportation Impact Study workshop noted above, a common policy for when a traffic impact study is necessary/required is currently in draft form and will be adopted by each MPO member soon, with a potential to reach 325,000 once formally adopted (n=1 for now, but will increase to the number of MPO members who adopt the policy)
 - Greene County and the City of Springfield are partnering and cost-sharing on the *Kansas Extension Project*, which will include sidewalk and multi-use side paths on each side of the proposed extension (n=2).

- Funding for the design and rehabilitation for the Jefferson Avenue Footbridge has been approved and construction is anticipated to commence in Spring/Summer of 2020 (n=1)
- A new multi-use side path and new sidewalks will be constructed starting in Spring/Summer of 2020 to the Battlefield and Fremont intersection, as well as to Fremont between Battlefield and Sunset (n=2)
- The design for the widening of Galloway Street from Luster to Long Pine will include a new multi-use path, sidewalks, and a new trail connection (n=3).
- The widening of Cherry Street from Barnes Avenue to Oak Grove Avenue is nearing completion and will include new bike lanes, and sidewalks (n=2)
- The MPO Long-Range Transportation Plan is in the update process and will impact walkability through new proposed policies and prioritization of limited funding, estimated to reach 450,000 people (MSA and Tourism estimates) (n=1)
- The Art Museum has committed to integrating its site with an adjacent park and greenway trail, looking to have the trail constructed through the museum property and be an outdoor extension of the museum (n=1)
- Total estimated reach provided = 450,000 (Includes City of Springfield, MSA, and Tourism non-duplicated estimate)
- Total of **six new policy changes**, **five new systems changes**, **110 new environmental changes**, **13 new non-PSE outcomes**, **two new tool**, **one new resource**, and **13 additional outcomes in progress (150 total outcomes)**
- Reported total funds leveraged since attending the WAI = **\$50,255,269** from the following sources:
 - \$20,960,822 federal funds (*source not provided*) for BUILD for Grant Avenue Parkway
 - \$5,240,206 from the local Missouri Governor’s Cost Share Program for Galloway Street Improvements
 - \$1,500,000 state funds and \$1,500,000 local Transportation Alternative Program (TAP) Funds for the Fassnacht Creek Greenway trail extension from Jefferson to Phelps Grove Park
 - Received the following funds for Galloway Creek Greenway Trail improvements:
 - \$72,708 federal funds (*source not provided*) and \$18,177 local TAP funds for Galloway Creek Greenway trail reconstruction from Barton to Republic Road

- \$146,098 federal funds (*source not provided*) and \$36,524 local TAP funds for sidewalk connection to Galloway Creek Greenway trail at Greenwood and Long Pine
- \$183,365 federal funds (*source not provided*) and \$45,839 local TAP funds for new Harvard Avenue sidewalk from Swallow to Aladdin
- \$110,869 federal funds (*source not provided*) and \$27,717 local TAP funds for Luster Avenue sidewalk from Seminole to Sunset
- \$85,911 federal funds (*source not provided*) and \$21,478 local Recreational Trails Grant to fund trail through West Meadows between Fort Avenue and railroad tracks
- \$250,000 federal funds (*source not provided*) and \$166,486 RTP grant for Fulbright Phase 4
- \$150,000 federal funds from Conservation Reserve Program (CRP) and \$213,212 local TAP funds for trail planning services for Ozark Greenways
- Received the following funds for the Chadwick Flyer Trail Overpass in Ozark:
 - \$1,179,750 from Missouri Department of Economic Development
 - \$304,121 from Bass Pro Outdoors
 - \$1,500,000 from TAP
 - \$375,000 from Surface Transportation Block Grant Funding
- Received \$96,257 from TAP for construction of restroom facilities at Chadwick Flyer Trailhead.
- Received \$578,800 from CRP for Phase V construction of the Chadwick Flyer Trail.
- Received \$115,242 from TAP for construction of multi-use path and crosswalk improvements along the Jordan Creek Trail through Smith Park.
- Received the following funds for the Lake Springfield Plan:
 - \$800,000 from US Department of Commerce’s Economic Development Administration
 - \$200,000 from Hatch Foundation
- Received the following funds for the Eastgate Avenue Extension:
 - \$3,480,858 from the Governor’s Cost Share Program
 - \$383,160 from TAP
- Received \$117,400 from TAP for the Lost Hill Greenway Bridge

- Received \$241,488 (source not specified) for Route MM relocation, railroad grade separation and corridor scoping.
- Received \$322,851 from TAP for construction of a trail connector through the Trail of Tears Park from 4th/Elm Street to Farm Road 131 in Cloverdale.
- Received \$252,590 from TAP for construction of a multi-use path on Cheyenne Road.
- Received \$469,930 from CRP for construction of a pedestrian and bike path along Sherman Parkway.
- Received \$999,621 from TAP for new sidewalks along Mt. Vernon Street and Miller Avenue in Springfield.
- Received \$740,911 from CRP for construction of a pedestrian pathway as part of the South Creek Greenway from Sunset to Fremont to Glenstone Roads.
- Received \$1,078,749 from TAP for construction of the Shuyler Creek Trail.
- Received \$266,165 from TAP for construction and rehabilitation of sidewalks in Downtown Ozark.
- Received \$193,684 from CRP for trail construction of the Finley River Trail Extension from the Finley River to 9th Street and from Jackson Street to Finley Farms.
- Received \$48,000 from TAP for construction of the Garrison Springs Trailhead and parking lot.
- Received \$1,246,730 from the Coronavirus Response and Relief Supplemental Appropriations Act, \$384,600 from FHWA Surface Transportation Block Grant Large Urban, and \$96,150 from Ozark Greenways for construction of the Wilson’s Creek Boulevard Trail between the Wilson’s Creek National Battlefield and the Republic High School.
- Received \$228,800 from US DOT Safe Streets for All to provide support for the development of a comprehensive Safety Action Plan.
- Received \$3,700,000 from Missouri Department of Economic Development for the Renew Jordan Creek Project, which will provide a critical greenway trail connection to provide connectivity for the Jordan Creek and Wilson’s Creek Greenway trails systems.
- \$100,000 federal funds and \$25,000 local funds (*did not specify source for either federal or local, nor what it was for*)

Year 4 (2018, Cohort 4) 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 4 (2018, Cohort 4) Total Number of Outcomes per Team

Year 4 Teams:	New Policy Changes:	New System Changes:	New Environmental Changes:	New Non-PSE Changes:	New Tools:	New Resources:	Additional Outcomes in Progress:	Totals:
Albuquerque, New Mexico	2	1	4	5	0	0	3	15
Allegheny County, Pennsylvania	6	2	4	6	0	0	5	23
Anchorage, Alaska	0	0	0	2	0	0	0	2
Eau Claire, Wisconsin	1	1	39	2	0	0	2	45
Hidalgo County, Texas	0	0	1	6	0	0	3	10
Lawrence-Douglas Counties, Kansas	3	1	2	4	0	0	4	14

Las Vegas, Nevada	0	0	0	0	0	0	0	0
Richmond, Virginia	1	3	7	8	0	0	2	21
Springfield, Missouri	6	5	110	13	2	1	13	150
TOTALS	19	13	167	46	2	1	32	280

- Collectively, the Year 4 Cohort has achieved **248 total outcomes** (not including the **32 documented additional outcomes that are currently in progress** as of November 2023), affecting **more than 3,008,238** estimated individuals.
- The breakdown of total estimated reach and funds leveraged per Year 4 team is reflected in **Chart 2**.

Chart 2: Year 4 (2018, Cohort 4) Team Estimated Reach and Leveraged Funds

Team:	Reported Funds Leveraged:	Reported Estimated Reach:
Albuquerque, New Mexico	-----	907,301
Allegheny County, Pennsylvania	\$1,599,500	19,841
Anchorage, Alaska	-----	-----
Eau Claire, Wisconsin	-----	7,600
Hidalgo County, Texas	\$10,000	1,300,000
Las Vegas, Nevada	-----	-----
Lawrence/Douglas Counties, Kansas	\$12,626,185	96,892
Richmond, Virginia	\$20,200,000	226,604
Springfield, Missouri	\$50,255,269	450,000
TOTALS	\$84,690,954	3,008,238

- Collectively to date, the Year 4 Cohort has leveraged a total of **\$84,690,954** since attending the NACDD WAI to implement walkability and active transportation efforts in their respective MPO regions.
- A total project budget of **\$250,000** in 2018 was invested by CDC Division of Nutrition Physical Activity and Obesity (DNPAO) to NACDD for the fourth 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 \$84,690,954 divided by the total 2018 project budget of \$250,000 to determine an estimated **project return on investment (ROI) ratio of 338.8:1.**

**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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