

## Year 5 (2019, Cohort 5) Outcomes Tracker to Date

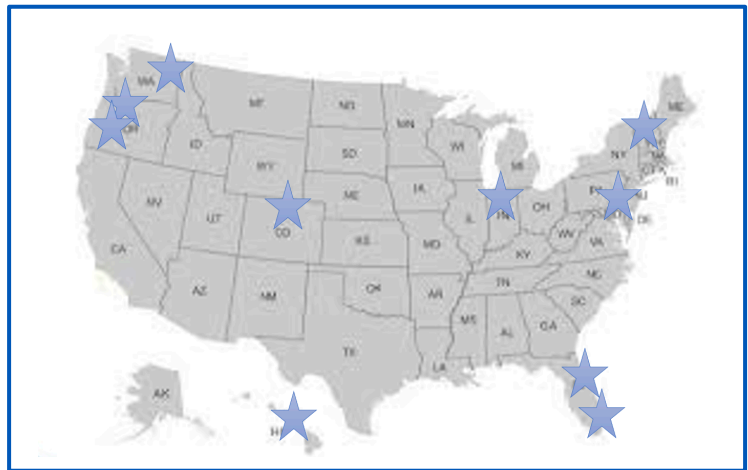
(Prepared and Submitted by Karma E. Edwards, MSPH – NACDD Walkability Project Lead)

### Year 5 (2019, Cohort 5) 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 22 – 25, 2019
- **Target Audience:** Interdisciplinary MPO Regions
- **Course Attendees:** **10** Total Teams
  - Included nine 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:** **73**

### Year 5 (2019, Cohort 5) Regional Teams:

- 1) **Broward County, Florida**  
(Broward MPO)
- 2) **Clackamas County, Oregon**  
(Clackamas County Public Health Department)
- 3) **Daytona, Florida** (River to Sea TPO)
- 4) **Lane County, Oregon** (Central Lane MPO)
- 5) **Larimer and Weld Counties, Colorado** (North Front Range MPO)
- 6) **Marshall County, Indiana** (Michiana Area COG)
- 7) **Maui, Hawaii** (Hawaii Public Health Institute/Maui MPO)
- 8) **Montgomery County, Pennsylvania** (Delaware Valley Regional Planning Commission)
- 9) **Northwest Vermont** (Northwest Regional Planning Commission)
- 10) **Spokane, Washington** (Spokane Regional Transportation Council)



## Year 5 (2019, Cohort 5) Individual Outcomes to Date:

### Broward County, Florida (Broward MPO):

- The Team Lead has participated in just one of the two progress report surveys to date.
- The original WAI team is no longer meeting, but routinely interacts with interdisciplinary partners.
- New Systems:
  - The Broward MPO established a new Tactical Urbanism Program, *BTactical*, in December 2020 to assist municipalities within the region for implementation of Quick-Build infrastructure projects that serve as temporary demonstrations for prioritizing walking, bicycling, and riding transit. Evaluation components are built into the Quick-Build efforts to assist with future permanent infrastructure changes. *BTactical* will put out a call for projects annually (**n=1**).
  - The Broward MPO established an official [Walk Audits Program](#) as part of their region-wide Complete Streets Initiative to conduct audits within municipalities as a way of increasing education and residential/partner awareness on complete streets infrastructure and concepts. Since 2019, walk audits have been implemented as part of this effort in the following municipalities: Lauderdale, Deerfield Beach, Lauderdale Lakes, Pembroke Pines, Hallandale Beach, North Lauderdale, Miramar, and Fort Lauderdale (**n=1**).
- New Environmental Changes:
  - In 2021, the City of Deerfield Beach implemented a [demonstration project](#) through *BTactical* along a .7-mile segment of Northeast 3<sup>rd</sup> Avenue in the Tedder neighborhood, with potential to reach 2,079 neighborhood residents. This demonstration project will be maintained by the city until capital funds are allocated for permanent change, and includes the following environmental change components:
    - Crosswalk enhancements (**n=1**; *number of exact crosswalk enhancements along the segment not specified*)
    - Intersection improvements (**n=1**; *number of exact intersection(s) improvements along the segment not specified*)
    - Mid-block crossing (**n=1**)
    - Protected bike lanes (**n=1**)

- Sidewalk extensions (**n=1**; *number of exact sidewalk extensions along the segment not specified*)
    - Curb extensions (**n=1**; *number of exact curb extensions along the segment not specified*)
  - In 2022, the City of Fort Lauderdale and the Lake Ridge Civic Association implemented a demonstration project along Northeast 15<sup>th</sup> Avenue, with potential to reach 3,063 residents. This demonstration project included the following environmental change components:
    - Curb extensions (**n=1**; *number of exact curb extensions along the segment not specified*)
    - Crosswalk enhancements (**n=1**; *number of exact crosswalk enhancements along the segment not specified*)
    - Pedestrian crossing medians/refuge islands (**n=1**; *number of exact pedestrian refuge islands along the segment not specified*)
    - Protected bike lanes (**n=1**)
    - Bike box (**n=1**)
    - Intersection improvements (**n=1**; *number of exact intersection(s) improvements along segment not specified*)
- New Non-PSE Outcomes:
  - The Broward MPO conducted Quick-Build workshops in each the City of Deerfield Beach and the City of Fort Lauderdale both during and after the building of demonstration projects for approximately 250 total attendees to gain participant and partner buy-in and participation (**n=2**).
- Total Estimated Reach Provided = 5,392
- Total of **two new system changes**, **12 new environmental improvements**, and **two new non-PSE outcomes** (**16 total outcomes**).
- Reported total funds leveraged since attending the WAI = **\$20,000** from the following sources:
  - \$20,000 from AARP Community Challenge Grants for Quick-Build demonstration implementation

**Clackamas County, Oregon** (Clackamas County Public Health Department):

- **The Team Lead is no longer in the same position and did not participate in either of the two progress reports made available to this cohort to date.**

- Total Estimated Reach Provided = None Provided
- Total Outcomes Reported = None Provided
- Reported total funds leveraged since attending the WAI = None Provided

**Daytona, Florida** (River to Sea TPO):

- **The Team Lead has been inactive since WAI participation and did not participate in either of the two progress reports made available to this cohort to date.**
- Total Estimated Reach Provided = None Provided
- Total Outcomes Reported = None Provided
- Reported total funds leveraged since attending the WAI = None Provided

**Lane County, Oregon** (Central Lane MPO):

- **The Team Lead has been inactive since WAI participation and did not participate in either of the two progress reports made available to this cohort to date.**
- Total Estimated Reach Provided = None Provided
- Total Outcomes Reported = None Provided
- Reported total funds leveraged since attending the WAI = None Provided

**Larimer/Weld Counties, Colorado** (North Front Range MPO):

- The original WAI team no longer meets in person, but routinely interacts with interdisciplinary partners.
- New Policy Changes:
  - The North Front Range MPO adopted a new [Regional Active Transportation Plan](#) in July, 2021, with potential to impact 506,000 people who reside within the MPO region (n=1).
- New Systems Changes:
  - The North Front Range MPO formalized a local walk audit assistance program that now designates staff time and a Community Advisory Committee dedicated to assisting 2-3 neighborhood locations per year conduct walk/move audits and other infrastructure assessments (n=1).

“From the WAI, we have built stronger connections with various organizations to help us perform more meaningful and equitable outreach in the future.”  
  
*(Ryan Dusil, former Team Lead Larimer/Weld Counties, CO)*

- Implemented Surface Transportation Block Grant and Congestion Mitigation and Air Quality changes to the project scoring criteria for North Front Range MPO Call for Projects to make bicycle/pedestrian projects more competitive (n=1).
- As part of a larger effort to build out the regional, multi-use, and non-motorized Poudre Trail corridor, the following enhancements have occurred to support this trail system build-out:
  - Installed 251 wayfinding signs along a 25-mile section of trail near Interstate 25 from Windsor to Greeley, estimated to benefit 460,000 trail users (n=1).
- New Environmental Changes:
  - A total of seven Quick-Build projects have been implemented 2021-2022 through state health department funding reaching approximately 32,500 population to facilitate safer infrastructure on trails and in neighborhoods (n=7; the specifics for all seven projects were not provided in the progress reports).
- New Non-PSE Changes:
  - The following walk audit activities were noted:
    - In July 2022, the Partnership for Age Friendly Communities Mobility and Access Priority Group conducted a walk audit in Midtown Fort Collins where approximately 20 people participated, and 95 unique reports were added to the Bike and Pedestrian Safety Reporter Tool during the audit (n=1).
    - In August 2022, the North Colorado Bike and Pedestrian Collaborative and the Town of Severance conducted a walk audit on two routes serving the town center and adjacent schools, where audit findings were incorporated into a Safe Routes to School grant application in the Fall (n=1; 25 participants).
  - In August 2022, a group elected officials from Metroplan MPO in the Little Rock/Central Arkansas area visiting Northern Colorado (Fort Collins, Severance, and Windsor) to learn more about downtown revitalization, trail connectivity, and building culture around active transportation (n=1).
  - Convened a wayfinding needs assessment along the Poudre River Trail and incorporated these assessment outcomes into a proposed budget for the Town of Windsor Parks and Recreation Department (n=1).
- New Tool:

- In 2022 and as part of the safety-focused action steps identified in the 2021 Regional Active Transportation Plan, the North Front Range MPO along with regional partners developed the [Bike and Pedestrian Safety Reporter Tool](#) as a way of providing the general public a mechanism for reporting hazards to people walking, biking, or rolling without major incident (**n=1**).
- Total Estimated Reach Provided = 506,000
- 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)**.
- Reported total funds leveraged since attending the WAI = **\$1,580,002** from the following sources:
  - \$35,000 from the Colorado Department of Public Health and the Environment for Quick-Build project implementation (2021-2022)
  - Received the following from Transportation Alternative Program (TAP) funding:
    - \$85,200 for regional non-motorized multi-use Poudre Trail corridor from Windsor to Greeley
    - \$518,360 for City of Loveland Willow Bend Trail as part of the regional Poudre Trail corridor and construction of a 1.3-mile 10-foot off-street multi-use trail
  - Received the following in matching and local/other funds (*not all sources specified*):
    - \$22,900 local match funds for Windsor-to-Greeley trail corridor
    - \$918,542 in local match and other funding for City of Loveland Willow Bend Trail

**Marshall County, Indiana** (Michiana Area COG):

- **The Team Lead is no longer in this position. There is currently no Team Lead in place to provide any future outcomes data on behalf of this team.**
- The original WAI team no longer meets in person, but routinely interacts with interdisciplinary partners.
- New Policy Changes:
  - A new [Complete Streets](#) policy is now in place within the City of Plymouth, with potential to reach all 10,384 residents (**n=1**).
- New Environmental Changes:

- As a result of the Complete Streets policy adoption, a new demonstration project was implemented near two school locations with Complete Streets concepts that would positively impact school-aged children (and parents) traveling to and from school (**n=1**).
- New Non-PSE Changes:
  - Interdisciplinary partners across Marshall County participated in a Blue Zones exploration process to related to livability and explored pursuance of Blue Zones certification (**n=1**; *no additional details were provided to ascertain whether Blue Zones certification was reached and/or whether they formally entered Blue Zones*).
  - Received the Stellar Communities designation and corresponding funding which enables each community in the county to pursue new active transportation, affordable housing, placemaking, and livability projects (**n=1**).
- Total Estimated Reach Provided = 10,384
- To date, have reported **one new policy change**, **one new environmental change**, and **two non-PSE changes (four total outcomes)**.
- Reported total funds leveraged since attending the WAI = None Provided

**Maui, Hawaii** (Hawaii Public Health Institute/Maui MPO):

- **The original Team Lead was inactive since WAI participation and did not participate in the initial progress report. The new Team Lead was part of the original WAI team and is active in the alumni network but did not complete the 2023 progress report survey.**
- Total Estimated Reach Provided = None Provided
- Total Outcomes Reported = None Provided
- Reported total funds leveraged since attending the WAI = None Provided

**Montgomery County, Pennsylvania** (Delaware Valley Regional Planning Commission):

- The original WAI team no longer meets in person, but routinely interacts with interdisciplinary partners.
- New Policy Changes:
  - A new Montgomery County Complete Streets policy was adopted in 2019 with embedded and guiding policy implementation language for county-owned assets, with potential to reach 860,568 county residents (**n=1**).

- A new [Montgomery County Health in All Policies](#) policy was adopted in 2019 so that governmental entities and interdisciplinary partners can jointly pursue the highest level of health while advancing other goals such as economic stability, transportation access and mobility, environmental sustainability, and educational attainment (**n=1**; potential county-wide reach of 860,568).
- Active Transportation Plans are now in place in two Montgomery County municipalities ([Hatfield](#) and [Upper Dublin Township](#)), with potential to reach 3,497 and 26,511 residents, respectively (**n=2**).
- New Non-PSE Changes:
  - The [Montco Trail Challenge](#) was launched in 2023 as a method of encouraging residents to get outside and explore the 92+ miles of trails that connect greenways, waterways, and heritage throughout Montgomery County (**n=1**).
- Total Estimated Reach Provided = 860,568
- 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)**.
- Reported total funds leveraged since attending the WAI = None Provided

**Northwest Vermont** (Northwest Regional Planning Commission):

- **The Team Lead has been inactive since WAI participation and did not participate in either of the two progress reports made available to this cohort to date.**
- Total Estimated Reach Provided = None Provided
- Total Outcomes Reported = None Provided
- Reported total funds leveraged since attending the WAI = None Provided

**Spokane, Washington** (Spokane Regional Transportation Council):

- The original WAI team no longer meets in person and no longer interacts with interdisciplinary partners.
- New Systems Changes:
  - Equity consideration and integration is now woven into project prioritization criteria within the City of Spokane, with potential to affect 229,071 city residents (**n=1**).
  - As a result of shared state and local spending protocol around increasing pedestrian safety funding around school locations, the City of Spokane now



allocates increased dollars and increased sources of funds for safety improvements near schools (**n=1**).

- New Environmental Changes:
  - New bicycle and pedestrian improvements are now in place within the City of Spokane along Garland Avenue (**n=1**; *can only count as n=1 since the number and type of bicycle and pedestrian improvements were not specified*)
  - A new shared use path is now in place as a neighborhood greenway for the section of Cook Street between Illinois Avenue to Francis Avenue (**n=1**).
- New Non-PSE Changes:
  - Received training from the American Association of State Highway and Transportation Officials (AASTHO) for development of bikeways (**n=1**).
  - Regularly attends monthly trainings from the Association of Pedestrian and Bicycle Professionals (**n=1**).
- Total Estimated Reach Provided = 229,071
- To date, have reported **two new systems changes**, **two new environmental changes**, and **two non-PSE changes (six total outcomes)**.
- Reported total funds leveraged since attending the WAI = **\$9,600,000** from the following sources:
  - Received \$9,600,000 from U.S. DOT’s Safe Streets for All funding program.

### **Year 5 (2019, Cohort 5) 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 5 (2019, Cohort 5) Total Number of Outcomes per Team**

Year 5 Teams:	New Policy Changes:	New System Changes:	New Environmental Changes:	New Non-PSE Changes:	New Tools:	New Resources:	Additional Outcomes in Progress:	Totals:
Broward County, Florida	0	2	12	2	0	0	0	16
Clackamas County, Oregon	0	0	0	0	0	0	0	0
Daytona, Florida	0	0	0	0	0	0	0	0
Lane County, Oregon	0	0	0	0	0	0	0	0
Larimer/Weld Counties, Colorado	1	3	7	4	1	0	0	16
Marshall County, Indiana	1	0	1	2	0	0	0	4
Maui, Hawaii	0	0	0	0	0	0	0	0
Montgomery County, Pennsylvania	4	0	0	1	0	0	0	5
Northwest Vermont	0	0	0	0	0	0	0	0
Spokane, Washington	0	2	2	2	0	0	0	6
<b>TOTALS</b>	<b>6</b>	<b>7</b>	<b>22</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>47</b>

- Collectively, the Year 5 Cohort has achieved **47 total outcomes** (as of November 2023), affecting **1,611,415** estimated individuals.

- The breakdown of total estimated reach and funds leveraged per Year 5 team is reflected in **Chart 2**.

**Chart 2: Year 5 (2019, Cohort 5) Team Estimated Reach and Leveraged Funds**

Team:	Reported Funds Leveraged:	Reported Estimated Reach:
Broward County, Florida	\$20,000	5,392
Clackamas County, Oregon	-----	-----
Daytona, Florida	-----	-----
Lane County, Oregon	-----	-----
Larimer/Weld Counties, Colorado	\$1,580,002	506,000
Marshall County, Indiana	-----	10,384
Maui, Hawaii	-----	-----
Montgomery County, Pennsylvania	-----	860,568
Northwest Vermont	-----	-----
Spokane, Washington	\$9,600,000	229,071
<b>TOTALS</b>	<b>\$11,200,002</b>	<b>1,611,415</b>

- Collectively to date, the Year 5 Cohort has leveraged a total of **\$11,200,002** 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 2019 was invested by CDC Division of Nutrition Physical Activity and Obesity (DNPAO) to NACDD for the fifth 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 \$11,200,002 divided by the total 2019 project budget of \$300,000 to determine an estimated **project return on investment (ROI) ratio of 37.3:1**.

*\*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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