

Year 6 (2020, Cohort 6) Outcomes Tracker to Date

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

Year 6 (2020, Cohort 6) Walkability Virtual Academy (WVA) Specifics:

- **Official Course Title:** Walkability Virtual Academy
 - In 2020 and due to the COVID-19 pandemic, the Walkability Action Institute (WAI) course was converted to a WVA since in person implementation was not possible.
- **Course Implemented:** September 9, 2020-March 31, 2021, via the Zoom Meeting platform
- **Target Audience:** Interdisciplinary MPO Regions and additional individual State Physical Activity and Nutrition (SPAN) representatives as invited observers
- **Course Attendees:** **Six** Total Teams
 - Included six MPO Regional Teams (or the equivalent entity, i.e. Transportation Planning Organization (TPO), Regional Council of Government (RCOG), etc.)
 - All six teams (**100%**) received competitive travel assistance to attend the course before the in-person event was canceled and converted to the WVA. Teams were allowed to keep the money and use as starter implementation grants.
- **Total Course Participants:** **74**, inclusive of the following:
 - 62 interdisciplinary team participants
 - 12 invited state SPAN representatives, representative of the following:
 - California Department of Public Health
 - Pennsylvania Department of Health
 - Texas Department of State Health Services
 - Utah Department of Health

Year 6 (2020, Cohort 6) Regional Teams:

- 1) **Fort Smith/Frontier, Arkansas** (Frontier MPO)
- 2) **Greater Hickory, North Carolina** (Western Piedmont Council of Governments)
- 3) **Kaysinger Basin Region, Missouri** (Kaysinger Basin Regional Planning Commission)
- 4) **Northeast Ohio** (Northeast Ohio Areawide Coordinating Agency)
- 5) **Peoria, Illinois** (Peoria City/County Health Department)

6) **Walla Walla Valley, Washington**
(Walla Walla Valley MPO)

Year 6 (2020, Cohort 6) Individual Outcomes to Date:

Fort Smith/Frontier, Arkansas (Frontier MPO):



- Original WVA team is still meeting quarterly.
- New Policy Changes:
 - A new [Complete Streets](#) policy and a Comprehensive Safety Action Plan is now in place at the Frontier MPO, potentially reaching the entire 168,852 regional population service area (n=2).
 - A new Vision Zero policy and a new Local Roads Safety plan is now in place at the City of Fort Smith, potentially reaching the city's 89,992 population (n=2).
- New Systems Changes:
 - A new Mobility Coordinator position was established within the City of Fort Smith following WVA participation (n=1).
 - A 2.5% portion of the Frontier MPO budget was officially allocated for active mobility focus (n=1).
 - The City of Fort Smith increased their Capital Improvements program to now include additional new and renovated sidewalk installation (n=1).
- New Environmental Changes:
 - Three miles worth of new sidewalks are now in place within the City of Fort Smith (n=1).
 - A new half-mile segment of new sidewalk is now in place within the City of Barling (n=1).
 - A new quarter-mile segment of new sidewalk and two new crosswalk installations are now in place within the City of Van Buren (n=3).
- New Non-PSE Outcomes:
 - A bikeshare program was implemented within the City of Fort Smith (n=1), along with the following:

- Four bicycle training events were convened within the community (n=4), and
 - Five bikeshare workshops were convened separately within the community (n=5).
 - The Frontier MPO, through collaboration with the original WVA team, has achieved the following distinguished awards post-WVA participation:
 - National Association of Development Organization 2023 Regional Transportation Excellence Award for successful bikeshare pilot implementation in low-income neighborhoods in North Fort Smith (n=1),
 - FHWA 2022 Environmental Excellence Award for using the FHWA framework for incorporating health into transportation corridor planning to advance health and equity (n=1),
 - 2022 Association of MPOs Best Overall Achievement Award for a Non-Transportation Management Area for collaboration with the University of Arkansas and the success of the pilot bikeshare model (n=1), and
 - 2020 Persons Engineering Smart Intersection Award, which brought an additional \$1,000,000 to the City of Fort Smith for real-time traffic signaling and data (n=1).
- Additional Outcomes in Progress:
 - The City of Fort Smith is continuing the bikeshare investment and developing a bikeshare network throughout all of Fort Smith (n=1).
 - The City of Fort Smith is developing a Comprehensive Safety Action Plan as part of the Safe Streets for All funding (n=1).
 - The City of Fort Smith is developing a Pedestrian and Bicycle Plan, estimated for completion by July 2024 (n=1).
 - Initial planning for a new Vision Zero initiative, *Save AR Lives*, is now underway in the City of Fort Smith as an effort to end pedestrian and bicycle deaths for all road users with hopes of expanding this initiative statewide in the future (n=1).
 - The City of Fort Smith’s Central Business Improvement District (CBID) is developing a Strategic Action Plan, which is slated for approval and adoption sometime in 2024 and will detail proposed concepts for improving the appearance, function, and walkability of downtown Fort Smith (n=1).
- Total Estimated Reach Provided = 168,852

- Total of **four** new policy changes, **three** new system changes, **five** new environmental improvements, **14** new non-PSE outcomes, and **five** additional outcomes in progress. **(31 total outcomes)**.
- Reported total funds leveraged since attending the WAI = **\$1,840,000** from the following sources:
 - Received \$280,000 from the U.S. DOT’s Safe Streets for All program for development of a Comprehensive Safety Action Plan for the City of Fort Smith.
 - Received \$400,000 from the City of Fort Smith’s Capital Improvement program for new and renovated sidewalk installation and repairs, respectively.
 - Received \$1,000,000 from the National Science Foundation to implement a new pilot bikeshare program in low-income and racially diverse communities within Fort Smith.
 - Received \$40,000 from National Association of Parks and Recreation for planning active travel access to Crawford County Park from low-income and diverse neighborhoods.
 - Leveraged \$120,000 of federal MPO planning dollars to develop a Pedestrian and Bicycle Plan for the City of Fort Smith.

Greater Hickory, North Carolina (Western Piedmont Council of Governments):

- Original WVA team no longer meets routinely but continues to interact with interdisciplinary partners.
- New Systems Changes:
 - As a direct result of WVA participation, a new interdisciplinary Mobility Advisory Committee is now in place that now serves the entire Greater Hickory region of 370,000 people (**n=1**).
- New Non-PSE Outcomes:
 - The Mobility Advisory Committee convened two walk audits in Hickory and Hildebran (**n=2**; 10 total participants).
 - The Mobility Advisory Committee developed two walk audit reports for the cities of Hickory and Hildebran inclusive of major

“Karma Edwards and her team did a great job with the WAI. She generated a lot of excitement amongst our team, which helped encourage our team to move quickly to establish our Mobility Advisory Committee.”

(Duncan Cavanaugh, Team Lead Greater Hickory NC)

findings, pictures, and recommendations (n=2).

- The Mobility Advisory Committee conducted two presentations to regional planning and transportation committees, reaching approximately 40 total participants (n=2).
- Total Estimated Reach Provided = 50
- Total of **one new system change** and **six new non-PSE outcomes (seven total outcomes)**.
- Reported total funds leveraged since attending the WAI = None Provided

Kaysinger Basin Region, Missouri (Kaysinger Basin Regional Planning Commission):

- **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

Northeast Ohio (Northeast Ohio Areawide Coordinating Agency):

- Original WVA team no longer meets routinely but continues to interact with interdisciplinary partners.
- **This Team Lead is no longer in the same position and may not participate in future progress reports made available to this cohort.**
- New Systems Changes:
 - The Northeast Ohio Areawide Coordinating Agency’s (NOACA) Street Supplies Program is now being used to assist with planning and implementation of public input processes into built environment changes and demonstration projects by underrepresented communities and populations (n=1).
- New Resources:
 - NOACA published **ACTIVATE**, which serves as a guidance process for practitioners, planners, and decision-makers to expand and improve existing walkways and bikeways in order to increase the travel share of nonmotorized modes safely while using street networks more equitably (n=1). This resource has a regional reach, including five counties, 61 cities, 45 villages, 58 townships, and 2,100,000 people.

- Total Estimated Reach Provided = 2,100,000
- Total of **one new system change** and **one new resource** (**two total outcomes**).
- Reported total funds leveraged since attending the WAI = None Provided

Peoria, Illinois (Peoria City/County Health Department):

- **The Team Lead has been inactive since WVA participation and did not participate in either of the two progress reports made available to this cohort to date.**
- New Environmental Changes:
 - A comprehensive demonstration project was implemented on Main Street in downtown Peoria to demonstrate Complete Streets concepts (**n=1**).
- New Non-PSE Outcomes:
 - The WAI team invested in ample supplies and low-cost items for implementation of demonstration projects; these supplies will be used for all future demonstration projects by city and county cross-disciplinary partners (**n=1**).
- New Resource:
 - A new Complete Streets Design Manual was developed within the City of Peoria (**n=1**).
- Total Estimated Reach Provided = None Provided
- Total of **one new environmental change**, **one new non-PSE outcome**, and **one new resource** (**three total outcomes**).
- Reported total funds leveraged since attending the WAI = None Provided

Walla Walla Valley, Washington (Walla Walla Valley MPO):

- Original WVA team is still meeting bi-monthly.
- New Policy Changes:
 - As part of the local **Safe Streets for All** funding program, the City of Walla Walla adopted a new Vision Zero policy in August of 2022, with the goal of zero deaths or injuries caused by traffic crashes by any mode of transportation by 2032 (**n=1**; potential reach of 33,492 city residents).
 - As part of this comprehensive effort, the City of Walla Walla adopted the corresponding **Comprehensive Safety Action Plan** in September of 2022, which serves as the plan to achieve Vision Zero by 20232 (**n=1**).

- The City of College Place adopted a new [ADA Transition Plan](#) in October of 2020 (n=1).
- The City of Walla Walla adopted a new [Comprehensive Transportation Plan](#) in June of 2022, which will contain a list of transportation improvement projects for a six-year period 2023-2029 (n=1).
- New Systems Changes:
 - The Walla Walla Valley MPO has revised its application forms post-WVA participation for the Call for Projects for the Surface Transportation Block Grant in efforts to be more inclusive of movability projects while still staying within the FHWA guidance (n=1).
 - The City of College Place, with collaboration from the local Blue Zones Project, passed a .1% sales tax for another 10 years to support affordable housing (n=1).
 - Valley Transit, the local public transportation agency, approved free fares year-round through 2026 for all riders, thanks to the state [Move Ahead Washington](#) bill passage in 2022 (n=1).
 - The original WVA team and the Blue Zones Project Built Environment Committee officially merged into one team once Blue Zones participation ended, increasing total membership to approximately 20 members who will continue focusing on the region’s walkability and movability efforts (n=1).
- New Environmental Changes:
 - The following built environment changes have occurred within the City of Walla Walla:
 - The City of Walla Walla, with collaboration and support of the Blue Zones Project, permanently closed a half-block section of central downtown (now known as Walawála Plaza) and recreated it as a pedestrian and bicyclist plaza with seating, fountains, planters, and utility infrastructure to support live music, events, and gathering (n=1).
 - The City of Walla Walla, Blue Zones, and Walla Walla County implemented a safety demonstration project at the Fern/Abbott intersection with temporary markings and pylons to facilitate improved active transportation for students and residents accessing the adjacent high school and park, respectively (n=1).
 - A major thoroughfare on Poplar Street (from Colville Street to 5th Avenue and from Merriam Street to Colville Street) underwent a street redesign

in 2023, including a reduction of vehicular lanes (**n=1**), addition of bike lanes (**n=1**), installation of Rectangular Rapid Flashing Beacons and three roundabouts in three intersections (**n=6**), planting of street trees (**n=1**), as well as new and improved innovative stormwater system with rain gardens (**n=1**) along the reconstructed segment.

- As part of the 2023 utility system repairs, replacement, and reconstruction of Cookerly Drive, new ADA compliant sidewalks now directly connect a neighborhood north of the highway with the rest of the city’s sidewalk network (**n=1**).
 - In 2022, Park Street was reconfigured and reconstructed with bike lanes (**n=1**), sidewalks (**n=1**), and safe crossing locations (**n=1**) near a neighboring elementary school and the YMCA.
 - As part of the 2023 2nd Avenue pavement restoration project, new sidewalk curb ramps were installed to comply with ADA standards at most intersections (**n=1**; *counted as n=1 since the exact number of intersections was not specified*).
- New Non-PSE Outcomes:
 - The Walla Walla Valley MPO and the Blue Zones Project hosted two walk audits within the City of Walla Walla and College Place to inform and discuss walkability and impacts of the built environment on healthy transportation choices, reaching approximately 35 total participants (**n=2**).
 - As part of the College Place Public School district’s Safe Routes to School (SRTS) program, the WAI team assisted in the development of SRTS maps that were distributed online to parents and students (**n=1**).
 - Pioneered by the Blue Zones Project, numerous walking groups began in 2020 and continue presently (**n=1**; *counted as n=1 since the number of walking groups was not specified*).
 - College Place Public Schools and the Walla Walla School District are now operating three Walking School Bus programs to provide structured walk to-and-from school each day (**n=3**).
 - Through a partnership with the University of Illinois-Chicago and the University of Washington, the team is using the [Project Sidewalk](#) tool to study pedestrian accessibility and walkability infrastructure in rural and suburban contexts. Data

collected will be used as part of the team’s WVA action plan implementation (n=1).

- Members of the original WVA team and/or collaborating partners and cities have received the following awards:

- The Cities of Walla Walla and College Place both received official Blue Zones Project Certification in April of 2024 as part of their three-year participation in Blue Zones and working to improve public health outcomes in the region through creating better built environment and food systems (n=2).
- Two members of the WVA team were nominated for the Blue Zones Project Walla Walla Valley Move Naturally award, which recognizes an individual and organization that has inspired others to be active through walking, biking, or other movement. One of these two nominees, Angie Peters from Valley Transit, won the award (n=1).

- New Tools:

- A new qualitative Movability Assessment toolkit is now in place to help interdisciplinary partners, decision-makers, and community members to improve how disability accessibility is considered and prioritized in the built environment (n=1), with potential to reach 55,000.

- Additional Outcomes in Progress:

- The following built environment changes are currently in progress within the City of Walla Walla:
 - Due in part to the walk audits conducted near Pioneer Park, safe and accessible pedestrian park access will be improved in 2024 by adding a Rectangular Rapid Flashing Beacon, ADA ramps, curb extensions, and new sidewalks at several intersections adjacent to the park (n=1).
 - The Rose Street Pavement Preservation project will commence in 2024 and will consist of a road diet with new bike lanes, crossings, and Rectangular Rapid Flashing Beacons. This corridor redesign will affect 50,000 people between the two communities of Walla Walla and College Place (n=1).
 - Street design planning is underway for an eight-block section of Pine Street between 2nd Avenue and 9th Avenue for installation of bike lanes,

new sidewalks, intersection and crossing improvements, and street landscaping (n=1).

- The following built environment changes are currently in progress within the City of College Place:
 - The Whitman Drive Multiuse Path Gap Completion (from Davis Avenue to Academy Way) will close an existing five-mile gap in a shared use path system that stretches from rural College Place to City of Walla Walla (n=1).
 - Right-of-way acquisition is currently underway for 2025 reconstruction of Mojonner Road, which will be reconstructed with Complete Streets principles and provide facilities for pedestrians, bicyclists, and transit riders, support access to several nearby school campuses, and support adjacent mixed-use development (n=1).
- Total Estimated Reach Provided = 88,547
- Total **four** new policy changes, **four** new systems changes, **17** new environmental changes, **11** new non-PSE outcome, **one** new tool, and **five** additional outcomes in progress (**42 total outcomes**).
- Reported total funds leveraged since attending the WAI = **\$3,519,006** from the following sources:
 - Received \$2,519,006 from Federal Lands Access Program (FLAP) for the Tri-County Trail Connect Project, which will add and improve trail access on either side of a freeway bridge that has a pedestrian crossing, linking the community of Burbank to the Tri-Cities (Richland, Pasco, and Kennewick).
 - \$1,000,000 from Federal Highway Administration’s (FHWA) Surface Transportation Block Program to fund local and regional partners on transportation alternative and carbon reduction strategies.

Year 6 (2020, Cohort 6) 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 6 (2020, Cohort 6) Total Number of Outcomes per Team

Year 6 Teams:	New Policy Changes:	New System Changes:	New Environmental Changes:	New Non-PSE Changes:	New Tools:	New Resources:	Additional Outcomes in Progress:	Totals:
Fort Smith/ Frontier, Arkansas	4	3	5	14	0	0	5	31
Greater Hickory, North Carolina	0	1	0	6	0	0	0	7
Kaysinger Basin Region, Missouri	0	0	0	0	0	0	0	0
Northeast Ohio	0	1	0	0	0	1	0	2
Peoria, Illinois	0	0	1	1	0	1	0	3
Walla Walla Valley, Washington	4	4	17	11	1	0	5	42
TOTALS	8	9	23	32	1	2	10	85

- Collectively, the Year 6 Cohort has achieved **75 total outcomes** (not including the **10 documented additional outcomes that are currently in progress** as of November 2023), affecting **2,357,449** estimated individuals.
- The breakdown of total estimated reach and funds leveraged per Year 6 team is reflected in **Chart 2**.

Chart 2: Year 6 (2020, Cohort 6) Team Estimated Reach and Leveraged Funds

Team:	Reported Funds Leveraged:	Reported Estimated Reach:
Fort Smith/Frontier, Arkansas	\$1,840,000	168,852
Greater Hickory, North Carolina	-----	50
Kaysinger Basin Region, Missouri	-----	-----
Northeast Ohio	-----	2,100,000
Peoria, Illinois	-----	-----
Walla Walla Valley, Washington	\$3,519,006	88,547
TOTALS	\$5,359,006	2,357,449

- Collectively to date, the Year 6 Cohort has leveraged a total of **\$5,359,006** since attending the NACDD WAI to implement walkability and active transportation efforts in their respective MPO regions.
- A total project budget of **\$314,000** in 2020 was invested by CDC Division of Nutrition Physical Activity and Obesity (DNPAO) to NACDD for the sixth annual WAI/WVA event.
 - This total amount reflects all funds involved in the planning, implementation, and evaluation of the WVA course, as well as the funds used for starter implementation grants for attending teams.
 - The amount of funds collectively leveraged via self-reported voluntary progress reports of \$5,359,006 divided by the total 2020 project budget of \$314,000 to determine an estimated **project return on investment (ROI) ratio of 17.1:1**.

**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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