



Larry Hogan, Governor · Boyd K. Rutherford, Lt. Governor · Dennis R. Schrader, Secretary

Maryland Walkability Virtual Academy (Maryland WVA)

Maryland WVA Team Application

Appendix C: Sample Implementation Strategies

(as described in the Physical Activity Guidelines for Americans, 2nd Edition, Step it Up! The Surgeon General's Call to Action to Promote Walking and Walkable Communities (SG CTA), The Community Guide, and other national resources)

Interdisciplinary community teams selected to participate in the 2022 Maryland WVA will be required to develop a team action plan of short- and long-term implementation outcomes, with at least one (ideally more than one) specific policy, system, or environmental (PSE) change outcomes. Potential outcomes could reflect those outlined in the SG CTA, The Community Guide, Smart Growth strategies, or others listed as examples below. The National Association of Chronic Disease Directors (NACDD) and Maryland Department of Health Center for Chronic Disease Prevention and Control (CCDPC) encourage teams who can target more than one PSE outcome to do so.

Community Preventive Services Task Force/Community Guide Recommendations (The Community Guide):

The Community Preventive Services Task Force recommends built environment approaches that combine one or more interventions to improve pedestrian or bicycle transportation systems with one or more land use and environmental design interventions based on sufficient evidence of effectiveness in increasing physical activity. The recommendation is based on evidence from a systematic review of 90 studies. Included studies evaluated the effectiveness of built environment approaches used in combination to create or enhance opportunities for physical activity. Studies assessed and compared different combinations of interventions or existing built environment characteristics and evaluated longitudinal changes (16 studies) or cross-sectional differences (74 studies) for a wide range of physical activity outcomes.

For the purposes of this review, interventions were identified and organized into higher-level intervention approaches as follows (Tables 1 and 2), taken directly from the 2016 *Community Preventive Services Task Force Finding and Rationale Statement* (updated in 2017):

Table 1. Pedestrian and Bicycle Transportation System Interventions

Intervention	Selected Examples
Street pattern design and connectivity	Designs that increase street connections and create multiple route options, shorter block lengths
Pedestrian infrastructure	Sidewalks, trails, traffic calming, intersection design, street lighting and landscaping
Bicycle infrastructure	Bicycle systems, protected bicycle lanes, trails, traffic calming, intersection design, street lighting and landscaping
Public transit infrastructure and access	Expanded transit services, times, locations, and connections

Table 2. Land Use and Environmental Design Interventions

Intervention	Selected Examples
Mixed land use	Residential, commercial, cultural, institutional, or industrial land uses that are physically and functionally integrated to provide a complementary or balanced mix of restaurants, office buildings, housing, and shops.
Increased residential density	Smart growth communities and new urbanist designs, relaxed planning restrictions in appropriate locations to reduce sprawl, sustainable compact cities and communities with affordable housing
Proximity to community or neighborhood destinations	Community destinations such as stores, health facilities, banks, and social clubs that are accessible and close to each other
Parks and recreational facility access	Public parks, public recreational facilities, private fitness facilities

For further information about the Guide to Community Preventive Services (The Community Guide), please visit: <https://www.thecommunityguide.org>.

- For further information about the Preventive Services Task Force’s, please visit: <https://www.thecommunityguide.org/task-force/about-community-preventive-services-task-force>.
- For further information about the Community Preventive Services Task Force’s Built Environment Recommendations, please visit: <https://www.thecommunityguide.org/findings/physical-activity-built-environment-approaches>.
- For further information about the Community Preventive Services Task Force’s Findings and Rational Statement, please visit: <https://www.thecommunityguide.org/sites/default/files/assets/PA-Built-Environments.pdf>, with attention to Tables 1 and 2 on page 3.

SGC CTA Sample Strategies:

The full SG CTA can be accessed using one of the two following links:

- http://www.cdc.gov/physicalactivity/walking/call-to-action/index.htm?s_cid=bb-dnpao-calltoaction-005
- <http://www.surgeongeneral.gov/library/calls/walking-and-walkable-communities/index.htm>

The SG CTA recommends five overarching goals and corresponding strategies for making walking a national priority and designing walkable communities for people of all ages and abilities in areas where people live, learn, work, and play. **Please note that not all of the SG CTA strategies are reflected in the list below; those listed represent the types of PSE improvements that NACDD and Maryland Department of Health CCDPC will be looking for selected interdisciplinary community teams to pursue.**

Goal 1. Make Walking a National Priority

- 1B-- Create a walking movement to make walking and walkability a national priority.

Goal 2. Design Communities that Make It Safe and Easy to Walk for People of All Ages and Abilities

- 2A-- Design and maintain streets and sidewalks so that walking is safe and easy.
- 2B-- Design communities that support safe and easy places for people to walk.

Goal 3. Promote Programs and Policies to Support Walking Where People Live, Learn, Work, and Play

- 3A-- Promote programs and policies that make it easy for students to walk before, during, and after school.
- 3B-- Promote worksite programs and policies that support walking and walkability.
- 3C-- Promote community programs and policies that make it safe and easy for residents to walk.

Goal 5. Fill Surveillance, Research, and Evaluation Gaps Related to Walking and Walkability

- 5A-- Improve the quality and consistency of surveillance data collected about walking and walkability.
- 5B-- Address research gaps to promote walking and walkability.
- 5C-- Evaluate community interventions to promote walking and walkability.

Smart Growth Sample Strategies:

Smart Growth sample strategies and relevant information to inform the action planning process can be accessed at the following links:

- Smart Growth and Transportation: <http://www2.epa.gov/smartgrowth/smart-growth-and-transportation>
- Smart Growth and Economic Success: http://www2.epa.gov/sites/production/files/documents/smart_growth_and_economic_success.pdf
- Sustainable Development and Smart Growth: <http://mrsc.org/Home/Explore-Topics/Environment/Special-Topics/Smart-Growth-and-Sustainable-Development.aspx>
- Examples of Smart Growth Communities and Projects: <http://www2.epa.gov/smartgrowth/-examples-smart-growth-communities-and-projects>

Active Transportation Network Strategies:

Resources and information relevant to Complete Streets and active transportation sample strategies can be accessed at the following links:

- Pedestrian and Bicycle Performance Measures: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/
- Small Town and Rural Multimodal Networks design and performance: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf
- National Association of City Transportation Officials design guidance: <https://nacto.org/publications/design-guides/>
- Rethinking Streets; detailed examples of 25 Complete Streets redesigns: <http://www.rethinkingstreets.com>

Additional Action Plan Examples:

Below are additional examples of the types of goals and action steps interdisciplinary regional teams are expected to pursue:

Sample Goal: Substantially increase funding for active transportation (walk, bike, transit) infrastructure through the setting of MPO project funding priorities in the regional Transportation Improvement Plan (TIP) and other discretionary funding mechanisms and competitive grants.

- Step 1—Within three to six months, convene an interdisciplinary working group to develop a project score sheet that identifies public health as a priority outcome for project funding.
 - Specifically, the new scoring will substantially include active transport modes (walk, bike, transit) as opposed to just motor vehicle-oriented performance measures (e.g. Level of Service).

- This scoring will have Active Transport benefits account for at least one-third of project score in the very next TIP update, and more than 50% of the score by the following update.

Sample Goal: Launch a regional Complete Streets (CS) implementation process so that within two years, the entire region is effectively accommodating all users of all ages and abilities in all roadway projects and maintenance activities.

- Step 1—Within six months, a cross-disciplinary team from this institute will develop CS policy resolution language that will be adopted by the MPO, introduced to all governments in the region (counties, cities, and towns), and the team will support a series of low-or-no cost CS demonstration projects around the region.
 - The team also will create a package of specific best practices that will be implemented by the MPO and recommended for all member governments (such as requiring multi-modal transportation analyses instead of traffic impact analyses, and formal adoption of NACTO design guidelines).
 - The team will sponsor an introductory half-day CS training session within five months and an advanced full-day training workshop within ten months.

Sample Goal: Implement an urban growth boundary (UGB) to minimize low-density sprawl development to reduce additional traffic volumes and congestion and thus avoid adverse air quality and health impacts.

- Step 1-- Host a series of public and stakeholder education and input forums, as well as launch an online survey, to develop (within six months) specific recommendations for the location of the UGB.
 - This process shall be sponsored jointly by the MPO, health department, and economic development agency to assure that co-benefits (e.g. public health, transportation efficiency, economic vibrancy) are reflected in the sessions, survey instruments and processes, and final recommendations.
 - Also develop specific policy recommendations to mitigate potential adverse impacts on property owners outside the UGB, such as a purchase and transfer of property rights to targeted development areas.

Sample Goal: Develop a regional Active Transportation Task Force (ATTF) with advisory and regulatory obligations, focused on the development of an Active Transportation Plan that will contain specific zoning recommendations for the region.

- Step 1-- Develop an MOU signed by all member governing bodies (county, cities, towns) in the MPO region within three months committing to passing (within nine months) zoning regulation changes developed by the ATTF.
 - Utilize form-based codes, density bonuses for mixed-use development and inclusion of affordable units, market-based parking requirements, and other tactics developed by the interdisciplinary team.