



**Road to Zero  
America Walks  
Final Report**

*Summary*

America Walks and the UNC-HSRC successfully completed the program outlined in our grant application as of June 30, 2019. The program included the training and development of twelve mid-sized communities on the safe systems approach to reducing pedestrian fatalities which was then used by these communities to deploy interventions to begin creating safer streets for all road users. These twelve communities met regularly to learn from another and program staff, share challenges and success stories, and provide inspiration for future action. All twelve of the original participating communities completed the program and four have elected to continue on with America Walks through its State Network program. The review of the experience and the final evaluation of the participating communities can be found below.

America Walks and UNC-HSRC saw great value in having the opportunity to develop and execute this new program. The training and curriculum will be continued to use by both organizations, separately and in partnership with one another, and both organizations plan to continue to identify opportunities to provide education and training around safe systems. Although the official grant period has wrapped, America Walks has identified several ways to use the successful case studies of the participating communities and the overall program in presentations to broader networks, published reports and case studies, and informing the discussions of the upcoming National Walking Summits.

*End of Program Evaluation*

America Walks and UNC-HSRC worked together to develop an evaluation and assessment for the end of the program that reflected previous evaluation and surveys taken of the participating communities and drew on the extensive assessment experience of both organizations. The end-of-program evaluation consisted of two parts, an exit interview and a written evaluation (see attachment).

The written component included questions from the baseline and mid-term surveys, along with a few additional questions, to evaluate both community progress and program effectiveness. The exit interviews served as a supplement to the written evaluation in order to gain additional insights about the communities' experiences.

General themes that emerged include:

- Enhanced coordination and technical skills needed to implement more evidence-based safe systems approaches. Communities commented on the value and quality of the material presented in the learning modules and monthly meetings.
- Incorporation of safe systems principles in planning and public conversations.

*Examples include:*

- o Chapel Hill's Pedestrian Safety Action Plan
- o Watsonville's Vision Zero Action Plan
- Increased cross-sector communication and collaboration and development of new partnerships. Examples are:
  - o The City of Richmond and VDOT, Department of Public Works, and BikeWalk RVA
  - o The City of Knoxville and the Knox County Sheriff's Office
- Increased national peer-sharing through America Walks webinars and written reports. Examples include:
  - o [What's Next for Walkable Communities](#) (webinar)
  - o [Beyond the Crash Report: Finding Additional Data on Pedestrian Crashes](#) (guest blog)

## End of Program Evaluation Questions

### Interview Questions

1. Has your community changed its goals for improving pedestrian safety over the course of this program that you would attribute at least in part to this program? How?
2. What do you see as your community's major accomplishment/s as a result of this program?
3. The first two questions were about your community. Now we want you to think just about your agency or organization: Has your agency or organization changed anything about its approach for improving pedestrian safety over the course of this program that you would at least in part attribute to involvement in this program? If so, what?
4. This question is about collaboration with communities. Did you make any changes in your work based on what you heard/learned from other participating communities? Could these "changes" also include inspiring a conversation within your agency or with stakeholders?
5. The intent of this project was to help advance safe systems in mid-size cities. Do you think there's been any advancement in safe systems in your community? What makes you think so?
6. Is there anything else you would like to share with us about the program that we did not ask?

Written Questions

1. Please list challenges/barriers you encountered while implementing your action plans.
2. Please list any new organizations/agencies you were able to partner with during the course of this program.
3. Did you find one part of the program to be more valuable than another (i.e. peer sharing/collaboration or safe systems curriculum and special topics)? Why?
4. On a scale of 1-10 how useful for meeting your community's goals has the program been (with 10 being most useful and 1 being least useful)? Additional comments/feedback?
5. After the program ends, can you envision using America Walks and UNC HSRC as resources in the future?
6. Would you suggest AW and UNC HSRC to a colleague?
7. Please indicate your agreement with the following statements using the scale provided in the table:

	Disagree	Somewhat Disagree	Neither Agree nor Disagree	Somewhat Agree	Agree	Not applicable (please explain)
I understand the concept of a Safe Systems approach.						
I am able to implement Safe Systems principles to improve safety for all road users (within the parameters of my role).						
My organization values the needs and safety of pedestrians.						
I know of potential community partners who can help improve pedestrian safety.						
I have established relationships with all community partners						

who can improve pedestrian safety.						
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