

Moving People First Summit

Community Action Maps

1 – Aha Moment	4 – Resources & Partners	5 – The Big Idea
<ul style="list-style-type: none"> Individual plans developed for cities. Harmonizing All Infrastructure is social policy in concrete It's more than just moving people, it's health, quality of life and community 	<ul style="list-style-type: none"> Lots of engagement organizations, agencies, non-profits Looking Glass academy Technology, social media 	<ul style="list-style-type: none"> Individual plans should be developed - Harmonize All Local options, tax authority, other new \$ Experiential training for policy makers and planners More HIAS to inform policies and decisions
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> Bike park in ride on periphery Prioritize Development incentives that encourage development that promotes moving people. Impact fee - permit cases etc Redesign public outreach. Go to the people digitally - webinar 	<ul style="list-style-type: none"> Funding Lack of public involvement Our density does not support our desires - i.e. transit options Commitment SILOS (interagency)

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<ul style="list-style-type: none"> Thinking of communities first, before roads/trans. Cost savings if you look at the BIG picture 2% GDP spent on diabetes, relatedly 18% GDP=Healthcare goes to healthy families Value of walk/bike paths for health, transportation + environment Factor in expectancy, infrastructure 	<ul style="list-style-type: none"> People Government Cross-sector collaborations 	<ul style="list-style-type: none"> Issue-oriented focus “solvable problem” Cross-sectional collaboration team to work on solutions (Healthy Community Partnership Network?) Stick together through implementation including funding Build momentum through small wins
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> Pass a local option tax Education People first mentality Educate the public Start with small wins - doable, see results Out-of-the-box funding solutions Sharing information Public education on healthier, safer economically viable communities 	<ul style="list-style-type: none"> Changing human behavior Still culture of “L.O.S.” Idaho legislature Politics Funding Too myopic in view of benefit Existing infrastructure Habits Different land use patterns in different areas Many well- meaning groups, no coordinated public education campaign



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<ul style="list-style-type: none"> Roads are for all modes People are at the center regardless of sector or issues Built environment includes land use Need for 8 units per acre for transit -sprawl Least cost analysis Analyze project cost to achieve 85% benefit Huge increase in health costs related to inactivity 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Come up with lots of small ideas and do them/coming together Collection of interests to address Tie economic development better to solutions Train young people to see value of options Depoliticize land use and transportation
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Development pressure

1 – Aha Moment	4 – Resources & Partners	5 – The Big Idea
<ul style="list-style-type: none"> No federal requirements for LOS ½ of americans don't drive Barcelona density Transportation engineers are intimidating Built environment is social policy in concrete 	<ul style="list-style-type: none"> Local developers/property managers Idaho Public Health Association Incentives for SmartGrowth cities Regional planning toolbox available to all Best practices for land use in tangible form for cities. Codes, etc Regulations that favor multifamily, mixed use Give ITD planning resources 	<ul style="list-style-type: none"> Define healthy Establish indicators Performance measures Tracy Report Quality, affordable housing Require all areas in city to include resources, community spaces, work places within ½ mile radius Healthy Community Analysis as part of land-use approvals
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> Don't require parking by developers in downtowns Education: clear and defendable solution Change zone laws to force higher density Impact fees based on parking Education buy-in from local government Density and gas tax available as good data and examples of where projects have worked Build elect official confidence 	<ul style="list-style-type: none"> Density Growth + sprawl Government tendency to focus on the "why not" - start within the obstacles Bureaucratic silos /fragmented interests and priorities Comprehensive plans and attitudes Misperception of information and emotive decision making



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<ul style="list-style-type: none"> • Bridges the gap between communication from the higher ups/community citizens • Boomers and millennials have shared values around land use / lifestyle / mobility • Community engagement • Exposing to the public the health costs/benefits of design of our transportation system • Determine which is the larger issue: Land use vs. Technical design guidelines 	<ul style="list-style-type: none"> • Hospitals/Healthcare • University College • IT experts • Older/younger generations • Funding • Schools and children • Planners and agencies • Engineers, local gov't, non-profits, state agencies/developers 	<ul style="list-style-type: none"> • Leverage technology - Younger and older generations • Update standards • Video tape kids in sketchy road traffic
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> • Forum board for activities • Invest time in younger generation • Design and land use • Integrated project process • Technology (relevant, single source) 	<ul style="list-style-type: none"> • Perpetuating a culture of sedintary • Outdated technology to engage with • Screen time • Existing land use • Timeline for design + implimentation • Busy • Communication gap - How to engage and get involved



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<ul style="list-style-type: none"> • Flex Investment Policy - Don't use Flex dollars we're given strategically • Need stronger involvement from healthcare community in planning and transportation • Disconnect between what we want and what we are investing in. • We need to re-evaluate traditional LOS approach - multi-modal vs car-only • Boomers & millennials preference for urbanized will shift public investment next 10-20 years. • Enable future generations by building active transport habits - school land use, transportation 	<ul style="list-style-type: none"> • Stronger neighborhood - ground up • Prioritize existing budgets • All collaborating organizations to partner and effect a change of thinking at the legislative level. • Multimodal LOS (Not just auto) 	<ul style="list-style-type: none"> • Change federal funding from maintenance to multi-modal/active transportation investments. (Incorporate health aspect) • Health impact assessments as a part of project development & review • Transition of leadership - more actively engaged/broaden the perspective • More citizen-based advocacy groups to keep decision makers in check • Institutionalize inter-agency collaboration
	<h3>3 – Solutions</h3> <ul style="list-style-type: none"> • More diverse engagement - we need the 8 - 80 feedback • ROI evaluation of public investment • More advanced engagement & planning prior to public investment • We need more site-specific criteria for investment in different areas -> suburban vs urban 	<h3>2 - Obstacles</h3> <ul style="list-style-type: none"> • Lack of dedicated funding stream. • Education & cultural rifts. • Institutional culture & lack of empowering employees, etc. to problem solve



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<ul style="list-style-type: none"> • Protect agricultural / land • Preserve prime resources (river foothills...) • Build communities through transport <u>not</u> building transportation through communities. 	<ul style="list-style-type: none"> • Co-ops • Local community groups • Broader representation in planning / projects • Grants 	<ul style="list-style-type: none"> • Creating growth rings to direct development in one area while preserving agriculture and focusing public dollars in one particular area rather than scattering it through sprawl • “Paths 2 Parks” places - bike/ped network • Building communities through transportation <u>not</u> transportation through communities • Incentive program(s) to repurpose & share infrastructure.
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> • Shared facilities & options • Revitalization of buildings and facilities • Support local farmers • Repurpose existing infrastructure • “Growth rings” (to preserve ag land) 	<ul style="list-style-type: none"> • Agencies coordinating in spirit and funding • Getting people to think out of the box • Not providing incentives to alternative means

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<ul style="list-style-type: none"> • Partnerships • Use T.A.P Values - Stop using D.A.D (Decide, Announce, Defend) • Everyone is responsible to get policymakers to set 21st century policies • People unaware of who is doing what • Shared vision across transportation & government for people • Other communities have info to share • Need plan to overcome political obstacles 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Education. Raise money to present facts through TV, Radio, Forums. Funding & government match public. Tie this data \$ costs we are wasting we could be spending better. Current cost vs. Future cost problems (Austing, New Jersey) • Create urgency!!!! • Develop increased toolkit • Increased density
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> • Least cost planning • Increased density w/smart growth • Education: Public outreach, Collaborative entity approach • Don't tell me, show me. Picture is worth 1000 words 	<ul style="list-style-type: none"> • Fire Department - road standards • Some communities don't want growth • \$ • Allocation of resources rather than



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<ul style="list-style-type: none"> • Dr. Jackson: Underserved population needs access to multi-options • Partners- active transportation of community grants to address childhood obesity • Boise T.A.P? Did not know about it!! • Plans/guidelines in place, lag in build environment • Connection between built environment & health outcomes • Not traditional public transportation approach to solutions • Commuter ride info was new 	<ul style="list-style-type: none"> • Philanthropic orgs • Educate Public to what is a healthy community • State & local agencies working with poor & underserved (non-profit/churches, refugee communities) • University/schools network • Research to support ideas/change • Cooperative land development 	<ul style="list-style-type: none"> • Umbrella group to bring together health, transportation, developers • NGOs, Research Institutions, Educational Institutions have a role in general education • Change mindset of public stakeholders, policy makers through education • Identify a pilot/demo project (affordable housing) that brings underserved population to the table. • Create a sense of urgency 		
	<th data-bbox="699 607 1337 672">3 – Solutions</th> <td data-bbox="1337 607 1969 857"> <th data-bbox="1337 607 1969 672">2 - Obstacles</th> </td>	3 – Solutions	<th data-bbox="1337 607 1969 672">2 - Obstacles</th>	2 - Obstacles
	<ul style="list-style-type: none"> • Work collectively to create shared vision • Network & building partnership • Positive market response • Change mindset on form of development • Cultivating “underserved groups (elderly, poor, refugees) and bring them to the table. • Identify, get diverse stakeholders to the table 	<ul style="list-style-type: none"> • Does city of Boise (& other T.V. cities) address issues of social equity? • Siloed approach to solving problems • Priority-active transportation • Culture - car centric • Still some lack of coordination in all infrastructure planning. 		



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<ul style="list-style-type: none"> • Diabetes & design • Infrastructure has huge impact on public health • Lighter, quicker, cheaper • Land use as a problem for roads • Low cost have big impacts • Cars are not the most important thing • Land use/density plays just as big of a role as road design • Good infrastructure encourages right behavior. • Culture/infrastructure can't get too far ahead of one/another • Implement lighter, quicker, cheaper • Health impacts of US vs other countries is staggering! (cost, life span etc.) • Don't make ACHD (or other agency) do it alone. (Engage!) 	<ul style="list-style-type: none"> • Schools - walk/bike education • Political leaders - ACHD, City council and agency staff • Public but especial special interest groups. • Residents • Incentives - taxes & ordinances & laws • Business owners • Grant opportunities • Outside experts like Dr. Jackson, G. Toth, etc. • Strengthen connections with health & transportation groups. 	<ul style="list-style-type: none"> • Education leads to change, gathers support • Reduce fees (creative funding) • Enter - social equity into the discussion • Plan for incremental change
	<h3>3 – Solutions</h3> <ul style="list-style-type: none"> • Make plans that look forward fast • Increase gas tax to decrease car use. Other \$ incentive for bike use? • Educate NA on being active & their impact on ? • Educate, educate, educate • Increased transparency between agencies & the public • Reduce impact fees - consider location - transit greenbelt • Case studies of successful change • Engage business & developments to partner with agencies to fund improvements • Continue to develop open communication between agencies and the public • Local option tax increased direct funding sources toward bike & pedestrian infrastructure • Increase funding to bike/ped focused projects • Participate in community events that promote bike/walk 	<h3>2 - Obstacles</h3> <ul style="list-style-type: none"> • Political support & understanding of importance of other mode investment • Funding & the true costs of roads • Spread out communities: suburbs • Short sightedness • Adequate funding...or ability to more creatively spend it. • Change is slow so can be discouraging • It is hard to change habits & convenience of cars • Money, funds available, etc. • Fitting new ideas/needs into existing infrastructure • Western culture



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<ul style="list-style-type: none"> • Involvement of health care in transportation • “Pilot” try it out • How can technology become more interactive • Health issues tied to transportation • Lifestyle how can technology work with it? • Educate: teach the public the link between health & transportation • Partnerships - how to develop? Transportation for refugees. 	<ul style="list-style-type: none"> • 3rd party mediator • NGOs • Government • Private users • Businesses 	<ul style="list-style-type: none"> • Educate (Through interactive experiences) • Apps - mycommute • Participatory land-use planning game • Figure out how to get people involved and motivated • More incentives to try alternating transportation methods
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> • Local option tax • Partnerships • Use tech to better promote health • Educating people through technology, engagement. Developing partnerships private, public. • Engagement • Transportation for refugees • Temporary/pilot projects • 	<ul style="list-style-type: none"> • Lack of vision • Culture change/ change in general • State vs. local politics • Communication • Comprehensive long-term solutions can be rigid • Involvement to engagement • \$



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<ul style="list-style-type: none"> • Millennials activities differ from next • Physical change goes with cultural change • Context sensitive solutions • Land Use & design • Climate refugees 	<ul style="list-style-type: none"> • Highway districts • Municipalities • State • Scouting groups (boy & girl) • Schools • Citizens • Downtown Boise Association • Developers • Nonprofit organizations 	<ul style="list-style-type: none"> • Density Problem & Solution - connecting the dots. • Local option tax • Addicted to Free • \$ • LOS to SOL • Coordination/communication • "Business as usual" • Connection to health
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> • Local option tax • Form-base coding • Modify land use zoning • Context sensitive solutions • Flexible adaptivity • Workforce housing downtown • Unified development code 	<ul style="list-style-type: none"> • Fear • Land use patterns today • \$ • People fight change • Communication • Density • Destinations • Public Support • How to explain change? • funding



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<ul style="list-style-type: none"> All of commuterides options There is a change in thought to transportation Job growth (infill) does not have to increase vehicle trips More than 10 mile to commute increase health risks/disease Highways to main street conversions Health connection to public infrastructure 	<ul style="list-style-type: none"> Zoning How do we serve the low density population? How to create more infill? - Incentives for development, funding 	<ul style="list-style-type: none"> We are still not getting it Start with outcomes collaborate public, cities, developers. Get rid of barriers
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> Create east-west rail program from Caldwell to Boise on existing U.P Rail line for commuters 	<ul style="list-style-type: none"> Speed limits ½ of americans don't drive. They need transportation

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<ul style="list-style-type: none"> Belt loop # of medical calls for planning Land use vs transportation 	<ul style="list-style-type: none"> Research & Data 	<ul style="list-style-type: none"> ROI & quality of life Sell it
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> Technology for outreach "Choice" & options Putting the vision out there 	<ul style="list-style-type: none"> Government sigma Public buy-in Financing

1 – Aha Moment	4 – Resources & Partners	5 – The Big Idea
<ul style="list-style-type: none"> No dedicated funding for transit Barcelona Effect Public Transportation need 8 dwellings per acre to be efficient Negative impact on health because of poor planning 	<ul style="list-style-type: none"> Public - communities Public Agencies Local Businesses Business community 	<ul style="list-style-type: none"> Educating the youth
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> Keep pushing social media with info 21st Century thinking Farmers Market Fair Public event 	<ul style="list-style-type: none"> Lack of involvement from the public Amount of agency cooperation necessary to transform Lack of info to the public Funding



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<ul style="list-style-type: none"> • Bike Line “Hi Line” style from schools to capital • If Minneapolis could be most bike friendly, why not us? • We must plan for sea-level rise even though we are coasted • There was resistance to downtown roads/highway besides Jan Jacobs • Although cars are safer, death by car crashes is really high • Need to change conversation “Talking points” • Life expectancy going down • Underlying desire for change • Importance of public health in transportation discussion. 	<th data-bbox="699 472 1337 535">3 – Solutions</th> <ul style="list-style-type: none"> • Neighborhood planning - decommissioning • Increased Housing options • Infill not green for development • UGBs • Increasing sidewalks • Tree canopy • Sidewalk design 	3 – Solutions	<th data-bbox="1337 472 1971 535">2 - Obstacles</th> <ul style="list-style-type: none"> • Transportation Education • Neighborhood planning (Energize our Neighborhood) • More option at the top will bring greater input from the bottom • Distance from home to work - The need to make multiple stops per trip • The Barcelona Effect - Increasing density • Comfort of our walkable facilities 	2 - Obstacles

1 – Aha Moment	4 – Resources & Partners	5 – The Big Idea		
<ul style="list-style-type: none"> • Built environment should be done right. then it iril be ufed • Bicycle mentorship (Commuting) • Fuel choices of transportation options, e.g. transit lite rail • Change housing development to create separation of pedestrian from vehicular traffic! • Mycommuter.com - easy 	<th data-bbox="699 1154 1337 1218">3 – Solutions</th> <ul style="list-style-type: none"> • Collaboration: Agency, Community • Community involvement • Education • Funding priority • Agency coordination, cohesive policies • Forced retirement leads to new youth ideas 	3 – Solutions	<th data-bbox="1337 1154 1971 1218">2 - Obstacles</th> <ul style="list-style-type: none"> • Local option tax - funding source • Educate! Marketing! Inform community • New thinking - youth involvement • Transportation & healthcare • Maximize agency coordination • No education • Money/Funding • Agency Conflicts • Old school no school • “Old” way of thinking mentality 	2 - Obstacles



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<ul style="list-style-type: none"> • Cyclists 8 - 80 cycling while aging • Old is new again • Millennial decision making in where to live • Importance of transportation in employee recruiting • Engineers are trained to listen to the community first 	<ul style="list-style-type: none"> • Shared resources like ACHD , websites • Marketing about available resources • Resource knowledge - What is available? • Interval communication 	<ul style="list-style-type: none"> • Improve aesthetics (More trees, planters) buffer PEDS from vehicles. • Protected walking & bike lane • Exemplify best practices (Boise Campus plan cycle train) • Listen more to pedestrians & cyclists • Share collective resource
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> • Cyclists education necessary for safety 	<ul style="list-style-type: none"> • Safety and evaluation of effectiveness of accomplishments. We have bike lane but wouldn't use them. • Walking distance options - destination shopping • Communication - good and bad. • Land use decision • Lifestyles have changed. People have more going on. Two spouses work, expensive to live downtown

1 – Aha Moment	4 – Resources & Partners	5 – The Big Idea
<ul style="list-style-type: none"> • How the transportation system affects public health • Design standard cannot be create and applied uniformly. Context drives design. • People need to engage • Health/Transportation connection • Commuter Crew • Land use impacts our health immensely 	<ul style="list-style-type: none"> • Leaders needed to organize & implement outreach • Land use agencies provide incentives for developers to create higher density projects • Change public perception on higher densities • ITD. ACH • St. Lukes, St. Als, COB, CCDC • Neighborhood associations • BSU, CWI, VRT • Compass • Government 	<ul style="list-style-type: none"> • Inter agency task force- Bring all these ideas to fruition • Align values ! • Engage community • Coordinate agencies to create guidelines and standards • Need to promote higher densities in order to make alternative transportation choices more sustainable
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> • Marketing • PED/Bide connection • Parke & Ride, alternative solutions. • Land use densities need to increase. • Outreach to engage communities • Educate the public and get them involved 	<ul style="list-style-type: none"> • Funding • Culture • Agency Cooperation • Walkability • Bike safety on roads • Low densities is not conducive to alternative modes of transportation beyond the car • Transportation engineering history/cultural shift



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<ul style="list-style-type: none"> • 52% pre-diabetic • Engage with ITD & ACHD to avoid “DAD” (Decide, Announce, Defend) • Cultural change -> physical change and vice versa • Built environment is social policy in concrete! • Size of aging brain increases with walking • Engage community & stakeholders ASAP! • Plan & design for human health • We overdesign by nature • Rapid growth of aging population and lack of transit access 	<ul style="list-style-type: none"> • Social media • Local elected officials - youth • Prioritizing active transportation projects \$\$\$ • Include health metrics in planning • Elderly population • Healthy eating and active living network • Statewide stakeholder group • State legislators • Local control / planning tools • Bike clubs - younger generation • GIS for health - families • 	<ul style="list-style-type: none"> • Establish matrix that considers: Health, Welfare, Safety & Pleasure. Localize transportation learning metrics through integrated planning using GIS visualizations • Develop local priorities & metrics • Engage with HEAL active transportation subcommittee - Build & engage key stakeholders - collaboration • Community engagement - Find examples in local communities to illustrate principles. • Work through all schools - Health & transportation educate, grassroots involvement 		
	<th data-bbox="699 686 1337 750">3 – Solutions</th> <td data-bbox="1337 686 1969 1034"> <th data-bbox="1337 686 1969 750">2 - Obstacles</th> </td>	3 – Solutions	<th data-bbox="1337 686 1969 750">2 - Obstacles</th>	2 - Obstacles
	<ul style="list-style-type: none"> • Develop local priorities & metrics (beyond LOS) • Incentive / bonus system tied to public health/welfare benefits • Silo busting • Collaboration • Educating policy makers • Develop quality of life metrics • Go to folks - do not ask them to come to you 	<ul style="list-style-type: none"> • Budgets and timelines have people keep heads down. • Need more metrics beyond LOS • Making connection bet density and transit biking • Citizens as advocates for themselves • Existing policies • Leadership • LOS is not federal requirement • Public and partner engagement barrier • People are busy! • Policies and time • Failure to talk to each other early 		



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<ul style="list-style-type: none"> • Baby boomers moving to urban areas • Too much subsidy for vehicles, not enough gas tax • 33% of country doesn't drive • Slow change generations are different • Childhood diabetes rates • Fed funding relationship to LOS • The old lady walking on the street. All about where you live • Cars are expensive to store, use, do they really help us live better lives - is our car addiction killing us? • Infrastructure is generational need for public agencies • Citizens created ACHD for a reason 	<ul style="list-style-type: none"> • ITD, ACHD, City of Boise • VRT • Canyon county highway district • Boise State • State legislature • Neighborhood groups • Land use agencies • Private business companies • Urban renewal agencies 	<ul style="list-style-type: none"> • Gas tax - with a portion going to parks and rec • Changing legislative policy - lobbyist • Public outreach for car addiction • Bike registrations • Consider transitional densities in planning • Put \$ where the priorities are individual and agency wide • Preserve agricultural lands
	3 – Solutions	2 - Obstacles
	<ul style="list-style-type: none"> • Idaho smart growth • Quit millennial bashing • Public outreach - explanation of funding • Updating zoning ordinances • Bike registrations • Festivals that can make \$ 	<ul style="list-style-type: none"> • ITD - Idaho state is rural v. urban interest • Public outreach to culture change • Interagency coordination • Daycare and carpooling • Institutional obstacles to increasing density



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<ul style="list-style-type: none"> • Lower speed limits • How much is really being done in the community? Understated • Health ROI Infrastructure Generational • L.O.S. is an outdated tool • Built Environment is Social Policy in Action • ROI was mentioned several times - What is ROI to present to the end user? 	<ul style="list-style-type: none"> • Human services agencies • Policy makers • Top elected officials • Elderly, minor, impoverished members of community • Business leaders • Universities and colleges • Local municipalities • ITD • Citizen groups • Local success stories 	<ul style="list-style-type: none"> • Work on the local level • Celebrate success • Welcome floridians to their new home • Engage college and high school students • Website featuring success stories • Step-by-step on what lead to success • Community incubator to look at examples • Smart growth map • Tactical urbanism, pedestrian safety • Temporary solutions to show what improvements would look like 		
	<th data-bbox="699 683 1335 735">3 – Solutions</th> <td data-bbox="1335 683 1971 867"> <th data-bbox="1335 683 1971 735">2 - Obstacles</th> </td>	3 – Solutions	<th data-bbox="1335 683 1971 735">2 - Obstacles</th>	2 - Obstacles
	<ul style="list-style-type: none"> • Recognize common values • Telling compelling stories • Centralized leadership • Community solution summit utilizing design thinking - involve legislatures, community partners 	<ul style="list-style-type: none"> • No continuity to diverse • Lack of funding • Conflict of values • Lack of state support - State legislature • Lack of political will 		

