



COMMUNITY HEALTH IMPROVEMENT PLAN

Hanover County, Virginia
2018 - 2022



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*The Appendix A document was shortened for inclusion in this report. Please view the full document online: <https://www.hanovercounty.gov/DocumentCenter/View/3144/Section-4-Active-Living-and-Healthy-Neighborhoods>

Message from the Health Director, Dr. Tom Franck

The Chickahominy Health District and Healthy Hanover Coalition are pleased to present the 2018-2022 Community Health Improvement Plan (CHIP) for Hanover County. The CHIP represents the next phase in the continuous cycle of community health improvement, which started with the 2017 Community Health Assessment (CHA) for Hanover County. The CHIP includes goals, strategies, and objectives for the health priorities identified in the CHA. It is an action-oriented guide to improve the health and well-being of all our community members. This plan is the result of the combined effort of many organizations and community members. We are grateful for the collaborative spirit of all the participants in this process.

Acknowledgments

The Healthy Hanover Coalition expanded its membership and formed the Community Health Improvement Plan (CHIP) Steering Committee for Hanover County. The CHIP process was facilitated by the Chickahominy Health District. Thank you to the CHIP Steering Committee members, who are listed below. They gave their time, insights, energy, and expertise during this process and we are grateful for the work they accomplished and plans they prepared.

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Introduction & Purpose

The Hanover County CHIP is designed for community ownership and implementation by multiple stakeholders. It will be reviewed annually beginning in 2019 and the implementation will be measured over 5 years (2018-2022). The success of the plan's implementation depends on the support and commitment of community partners and the Healthy Hanover Coalition. The Hanover County CHA was completed in 2017, which included quantitative and qualitative data describing the community's health, and it laid the groundwork for developing this improvement plan. The health priorities for the CHIP include: improving transportation options, expanding mental health care access, and supporting financial stability. A central theme of the CHA/CHIP process has been health equity. According to the Centers for Disease Control and Prevention (CDC) health equity is "when all people have the opportunity to attain their full health potential and no one is disadvantaged from achieving this potential because of their social position or other socially determined circumstance" (CDC, 2014). An emphasis on health equity meant that the CHA and CHIP Steering Committees considered the multiple determinants of health, including socioeconomic factors, the physical environment, clinical care, and health behaviors, leading the committee members to tackle the potential root causes of health issues and outcomes.

The CHIP Steering Committee met monthly from February 2018 to June 2018. The committee split into three Workgroups (Transportation Options Workgroup, Financial Stability Workgroup, and Mental Health Care Access Workgroup) to focus on strategies and objectives for each of the priorities identified in the CHA. The Workgroups met more frequently than the CHIP Steering Committee (either in-person or over the phone) to review evidence-based examples, discuss current projects/services that address these topics locally or regionally, and connect with organizations or groups in the community.

If they were not previously members, all CHIP Steering Committee members were asked to join the Healthy Hanover Coalition, which meets four times a year. Workgroup members have continued to reach out to organizations to learn about their programs/services and discuss

partnering to implement the CHIP in the community. CHIP implementation began in July 2018 and the progress (status) of each Workgroup's plan is provided in the Health Priorities: Goals & Objectives section of this report.

Alignment with Virginia's Plan for Well-Being

The health priorities identified for Hanover County connect with several aspects of Virginia's Plan for Well-Being (Virginia's Plan). Virginia's Plan highlights specific strategies and actions on which communities can focus so that health improvement is made statewide (VDH, 2016). Actions recommended in Virginia's Plan that align with priorities for Hanover County's CHIP are described below.

Transportation Options:

➤ **Virginia's Plan recommends the adoption of community designs that support active living, including concentrated mix-use development as well as bicycle and pedestrian friendly communities (VDH, 2016).**

In December 2018, Hanover County adopted Section 4, Active Living and Healthy Neighborhoods, into its Comprehensive Plan. As stated in Section 4's purpose: "The built environment is an important determinant of the community's health and economic vitality. Research suggests that building an environment where people have the ability to live active lifestyles is more effective than encouraging healthy living through education efforts. Health impacts should be taken into consideration when evaluating new development as local decisions on land use and transportation have an impact on physical activity, air and water quality, and safety" (Hanover County, 2018). Section 4 also states that "road networks should be planned and designed to ensure the safety, mobility, accessibility, and convenience for all users including pedestrians, bicyclists, drivers, commercial and emergency vehicles, while also accommodating people of all ages and abilities" (Hanover County, 2018). To read Section 4 in its entirety, please see Appendix Item A.

➤ **Virginia's Plan recommends transportation services provide access to and from geographically isolated areas (VDH, 2016).**

Through a partnership between Hanover Senior Rides, Senior Connections, Hanover County, and UZURV (a specialty transportation company), the Hanover Senior Transportation Pilot Program began in August 2018. This pilot program makes it possible for Senior Rides to provide a ride guarantee for medical trips to seniors age 60+ (direct, non-stop, door to door transportation) in most County zip codes, including those in Western Hanover, for a low fee (or no fee) regardless of the trip distance. Please see Appendix Item B for the pilot program flyer.

➤ **Virginia's Plan recommends making available accessible transportation services (VDH, 2016).**

On February 1, 2019, Hanover County submitted a federal grant application to the Dept. of Rail and Public Transportation for a Specialized Transportation Mobility Pilot. This grant proposal seeks to provide wheelchair accessible, door-to-door van transportation for those 60+ or those with an ADA (Americans with Disabilities Act) defined disability. Transportation services would be offered for medical as well as personal business. If the proposal is approved, the County will be notified in June 2019 and will then fully develop the policy and procedures for the program.

Mental Health Care Access:

➤ **Virginia's Plan recommends expanding access to and use of community-based programs for the treatment of mental health disorders and substance abuse disorders (VDH, 2016).**

December 1, 2018 marked the one-year anniversary of the providing Same Day Access to Hanover County residents seeking mental health, substance use and/or developmental disability services at the Hanover Community Services Board (CSB). During that year, 1,090 individuals presented at the agency to begin the Same Day Access process. Of those, 805 (74%) completed the Master Assessment and were recommended to begin ongoing services. For the next year (Dec. 2018-Nov. 2019), the CSB will strive to meet or exceed the performance measures set by the Dept. of Behavioral Health and Developmental Services, which include: (1) ensuring that the time between the initial assessment and the follow-up appointment is less than 10 days, (2) maintain the percentage of appointments offered within 10 days at/above 90% and (3) maintain the percentage of individuals that return for the follow-up appointment at/above 75%.

The Hanover CSB is offering Mental Health First Aid (MHFA) courses, which are designed for people ages 18+ to increase mental health literacy. MHFA courses help the general public to learn to identify signs and symptoms of mental health problems, respond appropriately to a friend, co-worker or loved one experiencing symptoms, and encourage those experiencing symptoms to seek out medical care. MHFA teaches participants skills to respond to both crisis situations and everyday situations involving mental health. Importantly, MHFA courses are shown to reduce the stigma around mental illness as it is a leading reason people do not seek treatment. Please see the overview presentation about MHFA in Appendix C. In 2018, 77 people completed the MHFA course in Hanover County, which is the most comprehensive mental health education course offered by the CSB. For 2019, plans are in place for MHFA trainings to grow and expand – for example, after receiving MHFA training, 12 pastors in Ashland decided to coordinate MHFA trainings for their congregants.

Financial Stability:

➤ Virginia's Plan recommends building affordable housing and rehabilitating existing affordable housing (VDH, 2016).

In 2018, Hanover Habitat for Humanity built new, affordable homes for three home-buyers and their families, and completed four critical home repairs to address health and safety concerns. Please see their By the Numbers infographic in Appendix D for additional 2018 highlights. For 2019-2020, the program is planning to complete a new six home neighborhood named, Hanover Cove, located in Ashland.

➤ Virginia's Plan recommends families maintain economic stability (VDH, 2016).

Circles Ashland is a non-profit 501(c)3 organization with the mission to inspire, inform, and equip individuals, families, and the community to resolve poverty and thrive. Circles' comprehensive programs engage low-income (below 200% federal poverty level) participants for a 2 to 5 year period. Weekly trainings include financial literacy, building social capital, career-readiness, continuing education, leadership development, and personal development in areas such as health, parenting and relationships. Participants are paired with two volunteers, who serve as social capital in bridging networks between economic classes. Circle participants commit to improving their quality of life through setting and achieving goals that lead to livable wage employment and elimination of reliance on public benefits. The children's programs focus on forging friendships across economic lines as well as school readiness, character development, financial literacy, career exploration, and health. In 2018, 246 people volunteered with Circles Ashland. The first group of participants began in 2015 and 7 have graduated. There are 12 families in the program as of February 4, 2019. Moving forward, Circles Ashland plans to increase from one cohort annually to two cohorts. By 2022, they plan to have worked with over 120 families and by 2024 they plan to have reached 10% of the population living in poverty in Hanover County.

In addition to the three priorities described above, action is being taken to promote healthy neighborhoods for all ages as well as the early detection and prevention of cancer. These actions align with strategies outlined in Virginia's Plan for Well-Being, as described below.

➤ Virginia's Plan recommends the expansion of spaces for social gatherings and physical activity (VDH, 2016).

The Atlee Station Family YMCA (Atlee Y) recently purchased 9 acres of land to build a new facility, which will be a gathering place for community members of all ages. The Atlee Y has seen their membership grow dramatically - from just over 700 member units in 2015 to over 1,400 units as of January 2019. The Atlee Y offers financial assistance to become a member and participate in their programs with an open to all philosophy to have their space be a safe place to

socialize, exercise, and be healthy for everyone (1 in 5 members receive financial assistance at the Atlee Y). In addition to planning to expand their facility size, the Atlee Y has begun to offer specialized programs that promote community-clinical linkages. See Appendix E for a map of the future campus as well as specialized program flyers for cardiac rehab and weight loss.

➤ **Virginia's Plan recommends reducing barriers to cancer screenings (VDH, 2016).**

The Chickahominy Health District (CHD) provides the Every Woman's Life (EWL) program, which offers free breast and cervical cancer screenings for women who qualify (based on age, income, and the lack of health insurance). In 2018, 69 women, ages 40-64, received screenings, which is a 58% increase from 2017. Of those 69 women, 34 were residents of Hanover County. In December 2018, CHD applied for a grant with Susan G. Komen to assist funding an Outreach Worker and enable the district to serve more women in the age group of 40-49. The grant funds would support screenings for underinsured women as well as those younger than 40, who have been advised to have yearly mammograms by a physician. The grant awards will be announced in April 2019.

Hitting Cancer Below the Belt (HCB2) provides education, supportive services for the cancer community, and early detection services for colorectal cancer in the Richmond area (HCB2, 2019). In 2018, HCB2 partnered with the Hanover County Health Department to offer FIT education and the FIT kit screening tools to community members during the Health Department's flu vaccination event called, FluFIT. The FIT kit screening tool is an at home stool test for those with an average risk of colorectal cancer and it was provided free of charge to those who qualified. Fifteen kits were distributed in Hanover County and seven were returned for testing. FIT colorectal cancer screenings should be conducted yearly, and additional testing through colonoscopy may be needed for those with positive tests. HCB2 would like to continue to partner with local health departments, physicians, and hospitals/clinics in 2019 and beyond.

Health Priorities: Goals & Objectives

Financial Stability Workgroup Plan	
Issue Statement: Financial instability is a systemic issue often influenced and perpetuated by a series of societal issues, determinants of health, and personal behaviors. Individuals may want or need assistance, but often times do not know where to go for help or feel that they may not be able to overcome the challenges brought on by financial struggles. Like many health indicators, financial status and financial instability can often be mitigated or prevented if individuals have access to services and resources early.	
Goal: The Hanover Preschool Initiative (HPI) will collaborate with multiple community partners to deliver financial education and empowerment activities and resources to the families enrolled in their programs. The activities will inform parents and their children of ways to achieve financial stability and positive financial behaviors, thereby preventing, correcting, and/or preparing for financial challenges in the future.	
Objective 1:	HPI will incorporate financial education into every Family Fun Night of the school year starting in November 2018.
Objective 2:	HPI will work in partnership with Circles Ashland to facilitate referrals of at least 3 new families to the Circles Ashland program per year beginning in 2019.
Target Population:	Hanover Preschool Initiative (HPI) families.
Action Steps:	1. Hold stakeholder meetings with Hanover Preschool Initiative, Circles Ashland, and invite additional community partners. 2. Prepare and plan activities that can be delivered to HPI families during Family Fun Nights related to financial wellbeing and how financial stability influences health outcomes. 3. Circles Ashland and HPI will agree to plan for 5 Family Fun Night events during the 2018-2019 school year. 4. A communication path will be established for HPI parents to contact with Circles Ashland and other local resources. 5. HPI and Circles Ashland will track and report the number of families referred by HPI who enrolled in the Circles Program. A new cohort of Circles participants will begin in the spring of 2019. 6. HPI will invite Circles Ashland Graduates to talk or present to HPI families during Family Fun Nights.

Status:

- Approximately 11 families attended the November 2018 HPI Family Fun Night; the financial topic was holiday budgeting.
- Tentatively, HPI plans to have presentations/activities related to these financial topics during upcoming Family Fun Nights: financial apps (February 2019), Edward Jones Financial Advisor (March 2019), and job training (HumanKind, Circles Ashland or Goodwill).
- New Circles participants begin in spring 2019 and as of February 2, 2019, no referrals were made by HPI to the program.

Transportation Options Workgroup Plan	
Issue Statement: Limited transportation options can present challenges for older adults and those living with disabilities. In addition, those unable to drive themselves, unable to afford a personal vehicle or without the means to pay for other transportation options are left with limited access to care, food, social gatherings, employment, and basic needs/goods/services.	
Goal: Partner with existing ride programs including: *Senior Rides, Senior Connections, and UZURV to expand services to Hanover County residents with transportation needs with a focus on seniors, those living with disabilities, those in rural areas, and those unable to afford other transportation options.	
Objective 1:	Senior Rides will establish driver services for seniors and people with disabilities in western Hanover County by January 1, 2019.
Objective 2:	Senior Rides will recruit at least 5 new volunteer drivers by January 1, 2019.
Objective 3:	By January 1, 2019, Senior Rides will create a rides guaranteed model to ensure 100% of the rides requested by participants are provided.
Target Population:	Community members with limited transportation options including adults age 60+, people living in western Hanover County, and people with disabilities.
Action Steps:	1. Hold a stakeholder meeting with Senior Connections, Senior Rides, Hanover County, UZURV, and Workgroup members in July 2018. 2. Partners will pursue the AARP of Virginia Community Challenge grant in order to promote expanded ride services, recruit program volunteers, and measure unmet transportation needs. 3. In 2019, Hanover County will request Federal Transit Administration Section 5310 funds to support a limited specialized transportation service for non-driver older adults and individuals with disabilities.
Status:	• The AARP grant was not awarded, instead, Senior Connections provided \$20,000 to expand the Senior Rides program. • Due to the increase in public outreach and program awareness, between Sept. 1, 2018 - Jan. 31, 2019, Senior Rides provided 1,321 rides across Hanover County. • Since Sept. 1, 2018, ACES added 14 new riders and 2 new volunteer drivers; MCEF added 12 new riders and 1 new volunteer driver.

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| | <ul style="list-style-type: none">• From Sept. 1, 2018 to Jan. 31, 2019, through the partnership with Senior Connections and UZURV, a total of 247 rides were provided to community members in western Hanover. |
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*Senior Rides Program Overview: The Hanover Senior Rides program is operated in Mechanicsville by MCEF (Mechanicsville Churches Emergency Functions) and in Ashland by ACES (Ashland Christian Emergency Services). The program offers rides for seniors of age 60+ and persons with certain disabilities. Rides are provided by volunteer drivers, who use their own vehicle, and rides are provided for groceries, personal business, and medical appointments. In 2018, the program provided 2,666 rides. While Senior Rides has been able to cover rides for those in central and eastern Hanover, the service has not been available in western Hanover (the Beaverdam, Montpelier and Rockville areas). In the summer of 2018, a partnership was formed between Senior Connections, Hanover Senior Rides, Hanover County, and UZURV. The intention of the partnership is to provide back-up for MCEF and ACES (when a volunteer drivers are not available) and to provide service to western Hanover by UZURV (UZURV rides are for medical appointments only). The partnership initiated service in September 2018 through funding by Senior Connections.

Mental Health Care Access Workgroup Plan

Issue Statement: National trends show the need for mental health care is on the rise. Accessing mental health care was ranked among the top 3 most important needs in Hanover County in the 2017 Community Health Assessment. Multiple factors can lead to an individual not receiving care for mental health issues like a lack of insurance or stigmatization. In order to connect individuals to resources for mental health care, community awareness and support of these services needs to be increased.

Goals: Increase awareness and access to mental health services by: expanding the capacity of local free clinics to connect patients to mental health care support/resources including mental health screenings, referrals, and services; providing Mental Health First Aid trainings to members of the community, including the faith community who regularly interact with people seeking mental health care/support; increase awareness of Same Day Access at the Hanover Community Services Board (CSB).

Objective 1: Support a partnership led by the First Baptist Church in Ashland, to initiate a free clinic focused on mental health resources and education by Oct. 1, 2019.

Objective 2: Hanover CSB will provide at least 5 Mental Health First Aid (MHFA) trainings to the First Baptist Church in Ashland staff & members by Sept. 1, 2019.

Target Population: Hanover County community members who are seeking mental health care and community members who desire mental health care training.

- Action Steps:**
1. Identify one clinic willing to pilot a mental health screenings/referrals program.
 2. Schedule MHFA training events with Ashland First Baptist Church. Hanover CSB will track how many MHFA trainings were completed in Hanover County.
 3. Continue to explore partnerships with organizations like FACES, VOCAL, CKG Foundation, Beacon Tree Foundation, American Foundation for Suicide Prevention, Veterans Services, AARP, and volunteer groups.
 4. Same Day Access usage/updates will be provided by the CSB.

- Status:**
- In 2018, 77 people completed MHFA courses in Hanover County.
 - 5 community organizations have requested MHFA trainings: Pleasant Grove Baptist Church, Fairmount Christian Church, Town of Ashland, New Song United Methodist Church, and First Baptist Church in Ashland.
 - Hanover CSB is currently working to connect with Fire/EMS to offer trainings for their staff/volunteers.
 - 12 pastors in Ashland are coordinating MHFA trainings for their congregation and are discussing which populations to focus on, including veterans and families with middle/high school students.

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| | <ul style="list-style-type: none">• As a result of the MHFA training of faith leaders in Ashland, a local Pastor has reached out to the Hanover CSB to discuss his desire to launch an interfaith clinic that focuses on behavioral health at Duncan Memorial Church.• Hanover CSB plans to host a Mental Health First Aid Youth Training of Trainers (ToT) to train more instructors locally to support the growth of MHFA. The training will take place at Fairmount Christian Church from September 9-13, 2019.• Hanover CSB is promoting the work of a Hanover High Student who developed a curriculum to teach middle school students about depression and anxiety. The class is being offered to every 8th grade student at Oak Knoll Middle School along with a peer support group supervised by school counselors.• December 1, 2018 marked the one-year anniversary of the providing Same Day Access to Hanover County residents seeking mental health, substance use and/or developmental disability services at the Hanover Community Services Board (CSB). During that year, 1,090 individuals presented at the agency to begin the Same Day Access process. |
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Progress Measures

In addition to the goals and objectives developed by the CHIP Workgroups, the Healthy Hanover Coalition will measure improvement of the three priorities in the following ways:

Baseline: In the 2017, the National Citizen Survey was completed by Hanover County community members, and key findings showed that the County faces challenges in the area of mobility (i.e., the County received lower ratings for ease of travel by car (-8%) and ease of walking (-9%) when compared to the 2014 survey findings).

Progress: In 2020, the community will be surveyed again using the National Citizen Survey instrument with the aim of seeing ratings stay the same or improve by at least 1% in the area of mobility when compared to 2017 findings.

Baseline: Five Community Input Sessions were held in Hanover County in 2017, where community members were given the opportunity to score the importance of three issues to their community using Problem Importance Worksheets (PIWs), with 30 being the highest score/most important issue. The average scores were: mental health = 23.8, transportation = 22.9, and poverty = 22.8.

Progress: In 2022, Community Input Sessions will be offered again with PIWs to score the same three issues, with the aim of seeing the importance score for each issue decrease by 1.0 point on average.

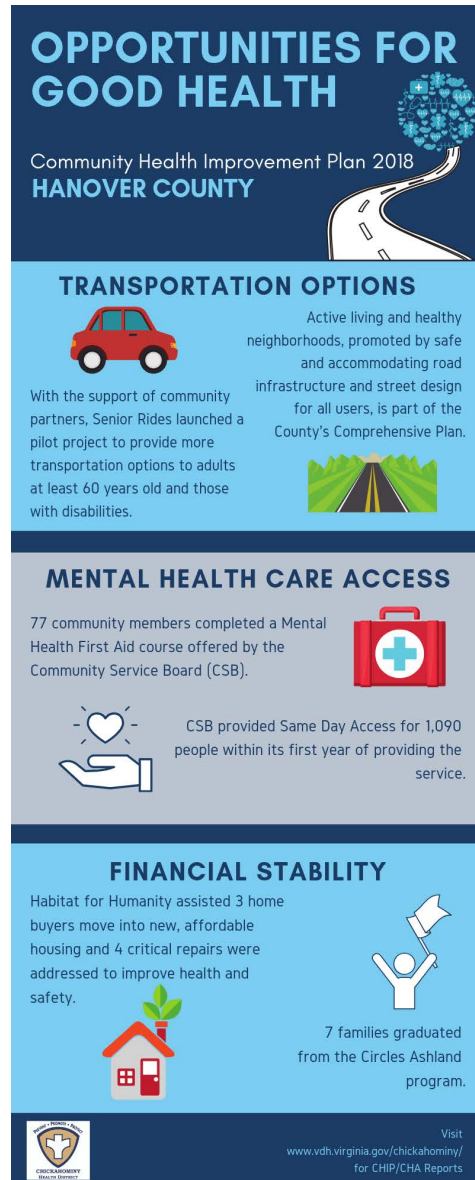
Baseline: According to the CDC National Vital Statistics System, in 2010-2014, the suicide death rate for Hanover County was 16.3 deaths per 100,000 population.

Progress: By 2022, the aim will be to see the suicide death rate for Hanover County for the years 2015-2019 decreased to 15.3 deaths per 100,000 population.

Baseline: In 2017, the Virginia Health Opportunities Index (HOI) gave Hanover County an overall index score of 26 out of 134 (a score closer to 1 means there is a greater opportunity to be healthy in the community) based on 2015 data (VDH-OHE, 2018).

Progress: By 2022, the aim would be to see Hanover County's HOI score improve to 24 based on 2019 data, with the greatest improvements seen in the profiles of consumer opportunity and community environmental.

Opportunities for Good Health Infographic



Next Steps

The CHIP was designed to support and connect efforts that work to make Hanover County one of the healthiest communities in Virginia. The CHIP has entered the action phase and the Healthy Hanover Coalition will assess progress each year and reevaluate strategies/actions based on the changing resources, needs and assets in the community. The multiple partners who engaged to form goals and objectives to address these complex health issues are essential to the success of the CHIP, as well as growing and strengthening relationships with new community partners. Please contact Caitlin Hodge, Chickahominy Health District's Population Health Manager, if you would like to get involved or learn more:

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References

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Section 4

Purpose

The built environment is an important determinant of the community's health and economic vitality. Research suggests that building an environment where people have the ability to live active lifestyles is more effective than encouraging healthy living through educational efforts. Health impacts should be taken into consideration when evaluating new development as local decisions on land use and transportation have an impact on physical activity, air and water quality, and safety.

The way a community is planned and designed can:

- promote active living that enables physical activity and exercise,
- strengthen social cohesion,
- enhance the local economy,
- increase property values and enhance local revenues, and
- improve safety for motorists, cyclists, and pedestrians.

Active Living

The design of the suburbs of Hanover County, like many in the United States, has been heavily influenced by the automobile. For the most part, people are dependent on their vehicle to get from place to place for shopping, work, and recreation. Community amenities such as neighborhood parks, sidewalks, and bike lanes provide alternative means to connect residential neighborhoods to public facilities and local community activity centers such as libraries, schools, parks, churches, and retail and commercial businesses. Planning and building infrastructure supporting physical activity will improve the quality of life, emotional well-being, and mental health for Hanover's residents. Treating walking and cycling as viable modes of transportation will greatly influence the manner in which people move about their neighborhoods and communities.

Much like roads, sidewalks, pedestrian paths, multi-use trails, and bicycle paths are intrinsically linked to the Land Use Plan, the Major Thoroughfare Plan, and the Community Facilities Plan, particularly as it relates to parks, libraries, and schools. Linking these community facilities to residential neighborhoods and business centers not only makes them more accessible to a wider population base, but also encourages more use of these facilities by County residents. Pedestrian and bicycle infrastructure also promotes the protection of environmental and cultural resources and enhances access to those resources further supporting recreation and leisure activities.

Road networks should be planned and designed to ensure the safety, mobility, accessibility, and convenience for all users including pedestrians, bicyclists, drivers, commercial and emergency vehicles, while also accommodating people of all ages and abilities. Applying these concepts within neighborhoods also helps residents to age in place by providing additional transportation options for older residents. Given the diversity of the natural and built environment in Hanover County, flexibility in accommodating different modes of travel is essential to balancing the needs of motorists, pedestrians, and cyclists.

Application of these strategies should be implemented in a balanced approach that considers the character of the project area, the values of the community, and the needs of all users. These design concepts will not look the same in all environments, communities, or development and will primarily be applicable within the Suburban Service Area (SSA).

Neighborhood Connectivity

Enhanced pedestrian and bicycle connectivity within a community offers a variety of benefits. There are economic and social benefits associated with improved walking and biking connections between neighborhoods, local businesses, and public facilities such as schools, libraries, parks, and recreation centers. In addition, these connections help to create community awareness and improve safety. According to the National Association of Realtors publication, On Common Ground (Winter 2017) which focused on walkable neighborhoods, neighborhoods that are walkable have higher property values, and market studies have shown a strong demand for walkable real estate product. The publication further stated that these amenities attract new residents and retain current residents, and that if a place is walkable, people will spend more money locally. In addition, it also noted that a walkable neighborhood creates more of a feeling of being part of a community.

The Existing and Approved Multi-Modal Facilities map shows existing and approved sidewalks and trails throughout the County and demonstrates the potential for connectivity throughout the Suburban Service Area.

The following “Select Public Facilities” maps focus in on public facilities and the surrounding residential communities located within a one-mile radius. While these maps represent scenarios that show the potential for connectivity throughout various communities, they also highlight areas with missed opportunities for connections. They show the importance of establishing policies related to pedestrian access to community facilities in areas planned for residential development. Planning for connections helps to achieve the desired results. Economic benefits are possible in making it easier to walk and bike throughout the community, by reinvigorating small businesses with increased connections to shops, restaurants, and services as well as job opportunities for those who cannot or do not drive.

Active Living and Healthy Neighborhoods

The first “Select Public Facilities” map provides a one-mile radius around the Mechanicsville Library as well as Laurel Meadow Elementary School. Sidewalks and trails are virtually nonexistent within the neighborhoods around the library and adjacent shopping centers. One of the few sidewalks in the vicinity of Laurel Meadow Elementary consists of a Safe Routes to School project, which was completed in 2009. The grant funded the construction of a new sidewalk and an educational campaign to promote safe walking and biking to school. Unfortunately, there appears to be limited opportunities for further pedestrian connections. Retrofitting these neighborhoods with robust pedestrian connections would be very difficult from a design and engineering perspective, and the fiscal reality of installing a retrofitted pedestrian system is also highly questionable. However, reducing pedestrian fatalities and improving pedestrian safety should still be taken into consideration on future road projects.

The second “Select Public Facilities” map shows a portion of the Atlee Station Road and U.S. Route 301 corridors and where they intersect. A one-mile radius has been drawn around the proposed Atlee Library in Rutland and around the three Atlee Station Road schools. This map demonstrates the potential to create pedestrian and bicycle connections for neighboring residents to the proposed library as well as the Rutland Shopping Center. Additionally, if safe and connected sidewalks were improved around the schools to the adjacent neighborhoods, more children would have an opportunity to walk to school, and school traffic could be decreased.

The Atlee Station Road/U.S. Route 301/Rutland Corridor map demonstrates how a robust pedestrian connectivity system can be implemented through the development process if there are clear policies supporting such a system. The sidewalk and pedestrian path network allows individuals to walk from U.S. Route 301 to Sliding Hill Road almost exclusively using a network of sidewalks. There are very few places along the corridor where individuals would be required to walk within the roadway.

The third “Select Public Facilities” map is around Elmont Elementary School and the Elmont community. Elmont is an area that presents new opportunities for pedestrian connections with new residential development as water and sewer connections become available to this part of the Suburban Service Area. Safe pedestrian and bicycle infrastructure along roads near schools should be prioritized.

Hanover has a significant opportunity to create future vibrant and active neighborhoods if it chooses to carefully plan for pedestrian connectivity. Of particular note within the Elmont community is proximity between Elmont Elementary School, to the historic Elmont commercial node, and to the future East Coast Greenway shared path system. The historic commercial node, combined with the East Coast Greenway and well planned future neighborhoods, have the potential to create a vibrant vision for this part of Hanover County.

Multi-use Trail Opportunities

As part of a regional trail effort, the Richmond Regional Transportation Planning Organization (TPO) is currently assisting with a feasibility study on the construction of a shared use path along the former Ashland Trolley Line street car corridor in collaboration with the Town of Ashland and Hanover County. The Ashland Trolley Line has also been recently selected as a technical assistance project by the National Park Service to work towards the development of a corridor concept plan and action strategy for trail development. The Town has funded a portion of the trolley line improvement as part of their Capital Improvement Program. Development of a Trolley Line Trail represents an alternative for residents of Hanover County who currently drive to Downtown Richmond to walk, run, or bike the Virginia Capital Trail, which has become an attraction statewide and revitalized local businesses. In addition, the current alignment of the East Coast Greenway, a national trail effort to connect a 3,000 mile trail system from Maine to Florida, is located just west of the former trolley line along U.S. Bicycle Route 1. If constructed, the trail could align with the trolley line.

Another opportunity for a multi-use trail within the County is a concept for an Upper Chickahominy Linear Park and Multi-Use Trail. This conceptual trail as proposed would generally run along the Chickahominy River from Pouncey Tract Road to the Ashland Trolley Line that could potentially result in a multi-use trail network connecting western Hanover to Ashland. This trail is located within an area where future public utility extensions and rights of way are planned, thus creating new opportunities for new residential development. The County would work with landowners and developers at the time of rezoning to show the proposed trail on the conceptual plan and reserve area for a future linear park.

Design Roles, Processes and Strategies

Like any form of transportation improvement, the installation of a pedestrian and bicycle facility can be challenging, especially in the absence of significant advance planning and forethought. Therefore, this chapter is intended to serve as a starting point to this planning process. Pedestrian and bicycle facilities have several hierarchies ranging from local neighborhood sidewalks to multiregional linear trails. The following describes expectations for the planning, design, and construction for each type of facility. Following each pathway to implementation, which includes the design process for neighborhood scale pedestrian accommodations, betterment projects involving communities and neighborhoods, VDOT policies, and location considerations for public facilities, are policy statements found elsewhere in Hanover's Comprehensive Plan. The purpose of repeating these policy statements is to emphasize the interrelationship between land use, transportation modes, community facilities, and VDOT's role in the realm of transportation planning, funding, and road maintenance.

Neighborhood Sidewalks and Pedestrian Paths

Sidewalks and pedestrian paths are typically designed as part of a development proposal, whether it is residential, commercial, or a mixed-use project. Hanover's residential and mixed use zoning ordinances that apply to the Suburban Service Area contain provisions for the inclusion of sidewalks and pedestrian paths. This infrastructure is designed and constructed by the developer, and the long-term maintenance is assigned to a homeowner's association. Alternatively, maintenance may be provided by VDOT if the sidewalks are located within the public right of way and designed and constructed in accordance with VDOT standards and specifications.

Within this policy framework, the need and desirability of the location of pedestrian facilities would primarily be evaluated during the zoning process. This process recognizes current evaluation practices and does not alter the expectation of what is required or recommended of the developer in terms of infrastructure requirements. It is important to note that this strategy primarily focuses on pedestrian access, but bicycle facilities enter the equation when new or expanded roads are being considered as part of the project. Policies to address the design, construction, and maintenance of sidewalks and pedestrian paths are typically associated with Land Use and Transportation strategies.

Other design elements that may be used to support active and healthy lifestyles include the purposeful placement of open spaces, which provide opportunities for passive and active recreation. Open spaces should be located in areas accessible to the broader community, and their placement and design in areas that provide for isolation or limited access should be discouraged.

Related Strategies Within Other Chapters of the Comprehensive Plan:

Land Use

- Encourage compact and contiguous development to maximize existing and planned infrastructure and improve opportunities to enhance bicycle and pedestrian mobility
- Community design should incorporate facilities to encourage active living

Transportation

- Maintain Major Thoroughfare functional classifications and typical sections
- Provide options for multi-modal transportation networks to reduce dependency on motorized vehicles
- Ensure future development reserves/dedicates sufficient right of way to accommodate Major Thoroughfare transportation network

County / Neighborhood Partnerships

This project type focuses on opportunities for existing neighborhoods and/or business centers to partner with Hanover County when there is community support for enhanced pedestrian or bicycle infrastructure. Projects within this general classification are often initiated by the community.

The types of infrastructure improvements may consist of pedestrian paths, sidewalks, and/or bicycle facilities. Examples of the type of community-supported projects include linking existing sidewalk or pedestrian infrastructure to nearby schools, extending pedestrian paths to link neighborhoods, and creating pedestrian or bicycle linkages to businesses and other community facilities such as parks and libraries.

Many projects within this classification may qualify for funding through VDOT's Transportation Alternative Program (TAP). These funds are allocated on a competitive basis. Utilization of TAP funds generally requires a local match; therefore, the community or entities seeking support from Hanover County to access these funds would be obligated to contribute the matches.

Related Strategies Within Other Chapters of the Comprehensive Plan:

Land Use

- Ensure future development reserves/dedicates sufficient right of way to accommodate Major Thoroughfare transportation network

Transportation

- Provide convenient and accessible multimodal networks that allow the movement of people and goods efficiently
- Provide options for multimodal transportation networks through land development design that reduces dependency on motorized vehicles

Parks and Recreation

- Promote, advocate and provide quality park and recreation resources and leisure services
- Provide a balance of recreational programs and facilities to meet the needs of the present and planned population of Hanover County
- Encourage the use of existing recreational and scenic areas

Libraries

- Construct and locate new facilities that will meet the additional service demands

VDOT Road Projects

When planning and designing road improvements, VDOT's ***Bicycle and Pedestrian Accommodation Decision Process*** must be incorporated into the process. This policy assumes all VDOT projects will include some form of pedestrian and/or bicycle accommodation and is intended to determine the most appropriate type of accommodation based on location, need, design, and safety considerations. Implementation and utilization of this policy does not represent a change in road planning and design operational strategy, but rather recognizes the VDOT's scoping and funding requirements.

For VDOT to consider exceptions, the potential accommodation must fall into one of six categories established in the policy:

1. Scarcity of population, travel, and attractors, both existing and future, indicate an absence of need for such accommodations;
2. Environmental or social impacts outweigh the need for these accommodations;
3. Safety would be compromised;
4. Total cost of bicycle and pedestrian accommodations to the appropriate fund (i.e., Interstate, primary, secondary, or urban system) would be excessively disproportionate to the need for the facility;
5. Purpose and scope of the specific project do not facilitate the provision of such accommodations (e.g., projects for the Rural Rustic Road Program are defined as paving unpaved (gravel) roads, which are considered to be a bicycle accommodation); and,
6. Bicycle and pedestrian travel is prohibited by state or federal law.

VDOT's ***Bicycle and Pedestrian Accommodation Decision Process*** outlines the process and procedures which are to be followed when considering pedestrian and bicycle accommodations.

Related Strategies Within Other Chapters of the Comprehensive Plan:

Transportation

- **Provide convenient and accessible multimodal networks that allow the movement of people and goods efficiently**
- **Provide options for multimodal transportation networks through land development design that reduces dependency on motorized vehicles**

Community Facilities

Pedestrian and bicycle facilities are not the only means by which Hanover can facilitate active living. Public parks play a vital role in the wellbeing of citizens as well. With nearly 1,300 acres of existing and planned parks, these facilities and other programs sponsored by Parks and Recreation provide extensive opportunities for physical activity and social interaction for all age groups.

This strategy places a focus on the County to evaluate the desirability and feasibility of enhancing pedestrian and bicycle facilities within County parks and to identify other opportunities to develop or enhance other non-county operated recreational opportunities. Such an opportunity could involve entering into a partnership with the Town and other appropriate entities to improve and maintain the Ashland Trolley Line. Further, this strategy may include identifying other linear trail opportunities such as a Chickahominy River linear park/trail and partnering with land owners and developers to reserve right-of-way during the zoning process if property to be rezoned contains a planned trail or park.

In addition, consideration should be given to providing pedestrian and bicycle access to all types of community facilities including libraries, schools, as well as parks. Use of schools and other public facilities (as permitted by law) provide additional opportunities for recreation.

Related Strategies Within Other Chapters of the Comprehensive Plan:

Parks and Recreation

- Promote, advocate, and provide quality park and recreation resources and leisure services
- Provide a balance of recreational programs and facilities to meet the needs of the present and planned population of Hanover County
- Encourage the use of existing recreational and scenic areas

Libraries

- Construct and locate new facilities that will meet the additional service demands

Pedestrian and Bicycle Access Planning Considerations

The Transportation section of the Comprehensive Plan depicts typical road sections for major thoroughfares within the County. However, in designing local roads, developers should consider including features described and illustrated in this section to create neighborhoods that provide safe travel opportunities for motorists, bicyclists, and pedestrians. Other elements may also be included to enhance the community such as the use of landscaping, trees, buffers, and where located near activity centers, street furniture such as benches and pocket parks.

Facilities promoting safe travel for all users:	Safe road crossings improved by:	Street design options promoting safety and comfort:	Additional features for improving biking and walking comfort:
Sidewalks	Accessible curb ramps	Buffers/separation between vehicles and path	Pedestrian-scale lighting
Shared use paths	Crosswalks	Narrow vehicle lanes	Benches and street furniture
Bike lanes	Refuge islands	Road diets	Bike parking facilities
Paved shoulders	Pedestrian signals	Street connectivity	Street trees
	Signage	Traffic-calming circles	Landscaping

Elements that may be incorporated into street design to encourage the development of safe streets for all users will largely be based on the contextual design of the neighborhood or project. The following are examples of key elements in the planning and design of pedestrian and bicycle facilities, but they are included for illustrative purposes only. As has been stated elsewhere, the design, scope, and construction of facilities will largely be dependent on need, location, safety, and intended function of the facility. To that end, a planning and review process that closely follows VDOT's ***Bicycle and Pedestrian Accommodation Decision Process*** should be implemented.

Active Living and Healthy Neighborhoods

Design Concepts



- Clearly marked curb ramps and crosswalks help ensure the safety of pedestrians and bicyclists when crossing roads

- Neighborhood roads that are expected to carry relatively high traffic volumes may incorporate traffic calming features at critical intersections such as traffic circles



Active Living and Healthy Neighborhoods



- Pedestrian traffic signalization is an effective means of enhancing pedestrian safety when linking existing or planned neighborhoods with nearby business centers or public facilities



- Strategic and convenient placement of bike racks adjacent to stores, restaurants, and other identified activity centers is a cost-effective strategy to encourage and promote bicycling within communities

Active Living and Healthy Neighborhoods



- Open spaces that including pocket parks and that are connected by sidewalks and pedestrian paths to the development that they serve help to provide a more comfortable and attractive human-scale environment



- Shared use paths that may be considered as part of a larger linear park is an effective means of providing bicycle and pedestrian access to environmental and cultural resources and amenities. Shared use paths also greatly enhance the safety of the user

(Photographs included in this section were provided by the following sources: www.pedbikeimages.org (Dan Burden), www.grindtv.com, www.aviewfromthecyclepath.com, and Bike Walk RVA.)

Implementation Options and Strategies

Subject to VDOT approval and funding availability, current nationally-approved design standards and best practices should be considered in conjunction with the design and construction of road improvement projects. It is recommended that the planning, design, and implementation processes for appropriate roads and multimodal corridors include:

- Involving the local community and stakeholders,
- Consideration of the function of the road,
- Integration of innovative and non-traditional design options as appropriate,
- Assessment of the current and future needs of corridor users,
- Documentation of efforts to accommodate all modes and all users, and
- Reviewing the existing system plans to identify opportunities for safer streets.

Community Benefits

Communities that accommodate active residents tend to be safer and offer a great sense of community pride. Neighborhoods with a high level of recreational and social activity also tend to minimize isolation, particularly for elderly and disabled residents.

Designing neighborhoods with centrally located and accessible open spaces also has several benefits. These open areas provide opportunities for both passive and active recreation, as well as preserving natural resources and wildlife habitats. These preservation strategies not only benefit the environment, but they also offer attractive community amenities, while incorporating elements of the County's rural characteristics into the suburban area.

Designing communities that allow for easy access to local food sources helps to boost Hanover's agricultural economy. Hanover contains many farms that make fresh and healthy produce available seasonally. Hanover's Cannery located adjacent to Taylor Park on Route 54 provides residents the opportunity to can fruits and vegetables to be stored for use when fresh produce is not available. Community gardens and farmers' markets should be supported throughout the County to not only promote the agricultural economy, but to improve access to healthy foods.

Goal

Hanover County will be a community that supports the physical, social, and mental well-being of all its citizens to help create vibrant and safe places to live.

Objectives

- Encourage the creation of a built environment which provides residents with opportunities for active living
- Foster interaction among residents to promote social cohesion
- Promote easy access between neighborhoods, business centers, community facilities, and environmental and cultural resources

Strategies

- Consider street designs that promotes road infrastructure that is safe and accommodating for all users
- Provide technical assistance and engage citizens in the development of an Ashland Trolley Line Trail concept plan and action strategy for trail development in association with a National Park Service Technical Assistance Grant
- Evaluate and plan for a linear park that generally aligns with the Chickahominy River, and that incorporates a shared use path
- Encourage collaboration between County departments, including Health, Parks and Recreation, Public Works, Economic Development, and Planning, to align policies, design standards, and funding resources to promote healthy, active, and vibrant communities

Hanover Senior Transportation Pilot Program



This short-term service for Seniors (60+ yrs) is a partnership between Hanover Senior Rides, Senior Connections, The Capital Area Agency on Aging; Hanover County and UZURV (a Specialty Transportation Network Company in Richmond, VA)

Seniors residing in Mechanicsville zip codes 23111 or 23116

Call Hanover Senior Rides at 804-357-9360
(medical/ personal business trips)

Seniors residing in Ashland /Central Hanover County zip codes 23005, 23047, 23059, or 23069

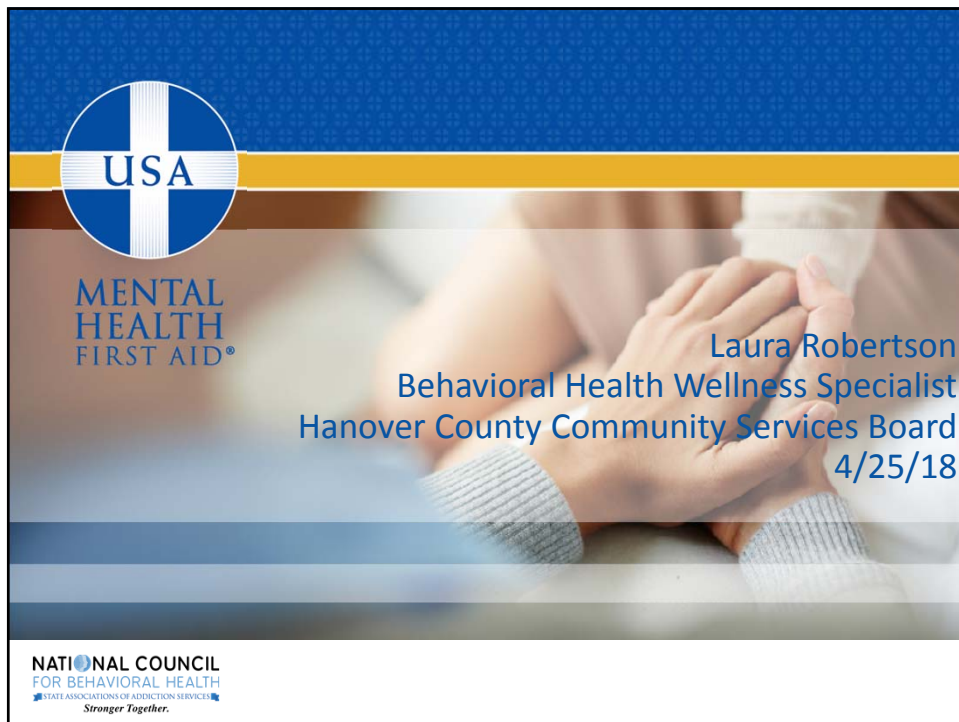
Call Hanover Senior Rides at 804-543-6115
(medical/personal business trips)

Seniors residing in OTHER Hanover County zip codes: 23015, 23146, 23192, 23024, 23124, 23162

Call Senior Connections Ride Connection at 804-672-4495 (medical trips only) which will partner with UZURV on – demand services using screened and specially trained drivers. The program will offer direct, non-stop door-to-door transportation for medical appointments at a rate of: \$6.00 one –way and \$12 round trip.

For more information contact

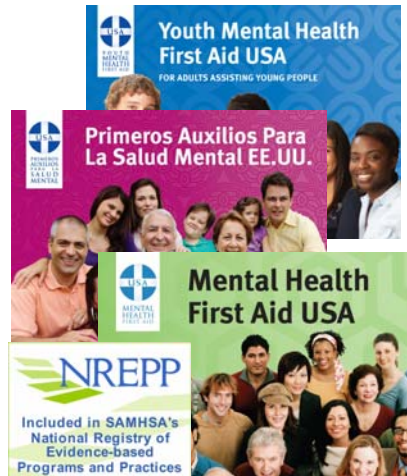
Hanover Dept. of Community Resources 804-365-4300



Mental Health First Aid is the initial help offered to a person developing a mental health or substance use problem, or experiencing a mental health crisis. The first aid is given until appropriate treatment and support are received or until the crisis resolves.



Mental Health First Aid



- ✚ Originated in Australia and currently in 23 countries
- ✚ Adult course for individuals 18 years of age and older; available in both Spanish and English
- ✚ Youth Mental Health First Aid is designed to teach caring adults how to help an adolescent (age 12-18) who is experiencing a mental health, an addictions challenge or is in crisis; available in both Spanish and English.
- ✚ Mental Health First Aid Included in SAMHSA's National Registry of Evidence-based Programs and Practices

What Participants Learn



- ✚ **Risk factors and warning signs** of mental health and substance use problems
- ✚ **Information** on depression, anxiety, trauma, psychosis and substance use
- ✚ **A 5-step action plan** to help someone who is developing a mental health problem or in crisis
- ✚ **Available evidence-based professional, peer and self-help resources**



Adult Curriculum Overview



- ✦ What is Mental Health First Aid?
- ✦ Mental Health Problems in the United States
- ✦ Mental Health First Aid Action Plan
- ✦ Understanding Depression and Anxiety
- ✦ Mental Health First Aid Action Plan for Depression and Anxiety
 - > *Suicidal Behavior - Depressive Symptoms*
 - > *Non-Suicidal Self-Injury*
 - > *Panic Attacks*
 - > *Traumatic Events*
 - > *Anxiety Symptoms*
- ✦ Understanding Psychosis
- ✦ Mental Health First Aid Action Plan
 - > *Acute Psychosis - Disruptive or Aggressive Behavior*
- ✦ Understanding Substance Use Disorders
- ✦ Mental Health First Aid Action Plan
 - > *Overdose - Withdrawal*
 - > *Substance Use Disorders*
- ✦ Using your Mental Health First Aid Training

Mental Health First Aid Action Plan



-  Assess for risk of suicide or harm
-  Listen nonjudgmentally
-  Give reassurance and information
-  Encourage appropriate professional help
-  Encourage self-help and other support strategies

Why do we need MHFA?

1 in 5 adults experience mental illness.



Nearly **1 in 25** adults in America live with a **serious** mental illness.

Why Mental Health First Aid?



Mental health problems are **COMMON**.

Learn how to **NOTICE** when someone needs help

STIGMA is associated with mental health problems.

Promote **UNDERSTANDING**.

PROFESSIONAL HELP is not always on hand.

Encourage community members to **SUPPORT ONE ANOTHER**.

Individuals with mental health problems often **DO NOT SEEK HELP**

Help more people **GET THE HELP THEY NEED**.

Many people are not well informed and don't know **HOW TO RESPOND**.

Learn how to **INTERVENE**. You might **SAVE A LIFE**.

4 Reasons to Become a Mental Health First Aider



1

BE PREPARED.

Just like you learn CPR, learn how to help someone in a mental health or substance use crisis.

2

MENTAL ILLNESSES ARE COMMON.

1 in 5 people will experience one in a given year.

3

YOU CARE.

Be there for a friend, family member or colleague. Learn how to start a conversation.

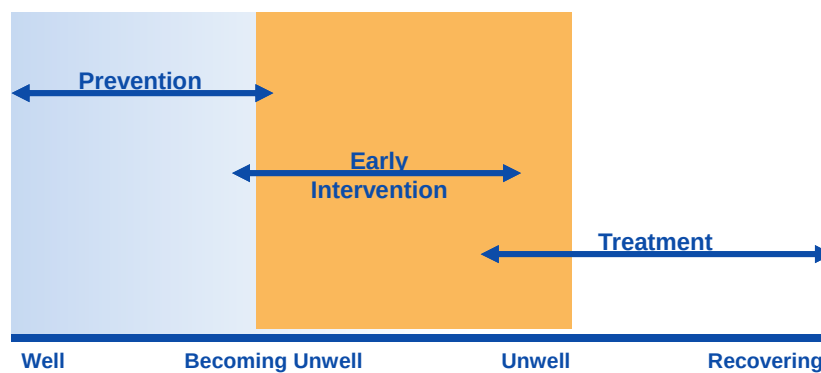
4

YOU CAN HELP.

People with mental illnesses often suffer alone. Learn when and how to step in and offer support.

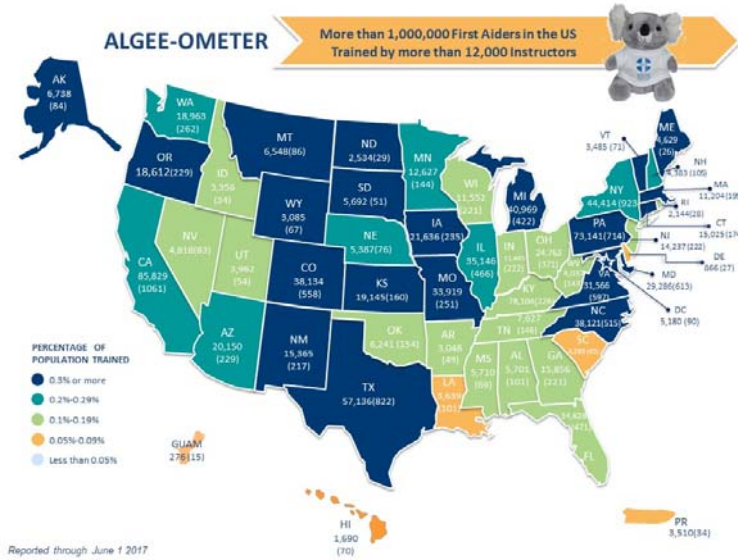


Where Mental Health First Aid Can Help

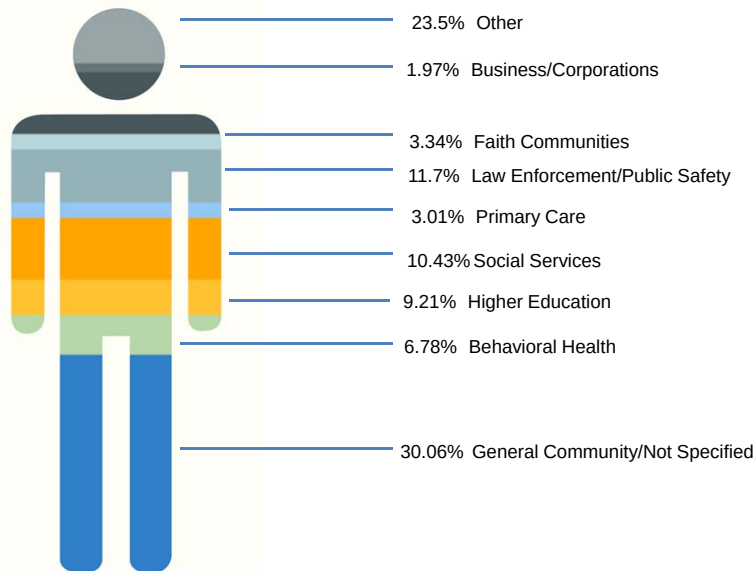


Where Mental Health First Aid can help on the spectrum of mental health interventions

Who We're Reaching



Who We're Reaching



The Value of Mental Health First Aid



\$20 = 

MANUALS

Each participant manual for the Mental Health First Aid course costs \$20.

\$75 = 

SUPPLIES

The cost of supplies for one Mental Health First Aid course is approximately \$75. Supplies include pens, paper, markers and other office supplies necessary for the teaching of the course material.

\$170 = 

ONE NEW FIRST AIDER

The total cost of training one new Mental Health First Aider is \$170.

\$1,800 = 

ONE NEW INSTRUCTOR

The cost of training one new instructor is \$1,800. Each new instructor goes on to train hundreds of people in the potentially life-saving skills of Mental Health First Aid.

Mental Health First Aid Works



"In July 2015, I took a Mental Health First Aid course at WestCare Nevada. Little did I know that just a few days later I would be using the information and techniques I had learned in the class in a real life situation."

-Rick Denton, Peer Support Specialist

"I've taken regular first aid, and I've used both, but certainly the opportunities to use Mental Health First Aid are much more abundant."

- Nathan Krause, Pastor



"On a daily basis, we're presented with people dealing with mental illness. Every day, this training will be beneficial."

- Sgt. Steven Parkinson, Police Officer



Why Should I Train My Employees?



- ✚ 1 in 5 American adults experiences a mental illness each year. It is likely that employees and colleagues will interact with someone experiencing a mental health concern at work
- ✚ Employers face an estimated \$80 to \$100 billion in indirect costs annually due to mental illness and substance use – including lost productivity and absenteeism
- ✚ 10.8 million full time workers have a substance use disorder
- ✚ The training helps employees from all levels to identify, understand, and respond to signs of addictions and mental illnesses



Government Support



Mental Health First Aid Act of 2015

- ✚ The Mental Health First Aid Act of 2015 (S. 711/H.R. 1877) would authorize \$20 million for Mental Health First Aid.
 - > Has 49 bipartisan cosponsors
- ✚ Offered to emergency services personnel, police officers, teachers/school administrators, primary care professionals, students, and others
- ✚ Introduced in the Senate by Senators Kelly Ayotte (R-NH) and Richard Blumenthal (D-CT) and in the House by Congresswomen Lynn Jenkins (R-KS) and Doris Matsui (D-CA)
- ✚ \$15 million annually in Mental Health First Aid appropriations



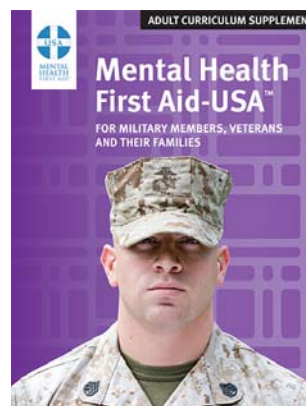
Mental Health First Aid Curricula and Modules



Mental Health First Aid for Military Members, Veterans and their Families



- ✦ 30 percent of active duty and reserve military personnel deployed in Iraq and Afghanistan have a mental health condition requiring treatment – with many experiencing post-traumatic stress disorder and major depression.
- ✦ The Veterans Administration reports that approximately 22 veterans die by suicide each day.
- ✦ Mental Health First Aid for Veterans focuses on the unique experiences and needs of the veteran and military populations.

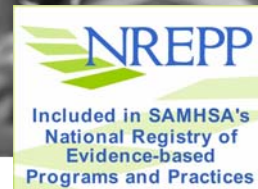


Evidence

Mental Health First Aid....



- ...Increases knowledge and understanding
- ...Encourages people helping people
- ...Supports people getting help
- ...Decreases social distance
- ...Increases mental wellness



To book a course in Hanover:

- Minimum of 10 reserved seats but no more than 30 participants
- Typically taught in two 4 hour or one 8-hour increments; we will work with you on dates/times
- Can also find courses at: www.mentalhealthfirstaid.org

Contact:

Behavioral Health Wellness Specialist

Laura Robertson

larobertson@hanovercounty.gov

804-365-6621



NATIONAL COUNCIL
FOR BEHAVIORAL HEALTH
STATE ASSOCIATIONS OF ADDICTION SERVICES
Stronger Together.



3 HOMEBUYERS

And their families moved into newly constructed affordable homes

2018 BY THE NUMBERS

17,563 HOURS OF SERVICE

By 2402 volunteers in Construction, Recycling, ReStore, and in the Office



4 CRITICAL REPAIRS

To help address health and safety issues

12 CHILDREN

Will now know stability through a safe and secure home

\$14,134 RAISED RECYCLING

Aluminum cans and scrap metal through our recycling program

861 HOURS OF SWEAT EQUITY

Were contributed by Habitat homebuyers, building their homes and their neighbor's homes



799,923 POUNDS

Eliminated from our landfills! Every \$1 sold in a ReStore eliminated 1.3 pounds from our landfills



Hanover
Habitat
for Humanity®

For more information on how YOU can provide strength, stability and shelter for your neighbor, visit or call:
www.hanoverhfh.org • 804-569-6108

Fiscal Year Data, July 2017-June 2018



EQUAL HOUSING
OPPORTUNITY

Atlee Station Family YMCA Campus



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Phase IV Transition Program

Continue your journey to better health at the ATLEE STATION FAMILY YMCA. All Bon Secours Memorial Regional Medical Center heart patients transitioning to Phase IV care can join for FREE for an entire month. After your FREE month, you can join the Y with no contracts and no joining fee EVER!*

The Atlee Y will:

- Help you keep your doctor up-to-date on your progress
- Create workouts designed specifically for you based on your most recent exercise prescription
- Help you continue to monitor pre- and post-exercise blood pressures
- Keep you involved in regularly scheduled fun group activities
- And more!

**To take advantage of this offer,
call Deanne Hamilton at
804.427.9622 or stop by
the ATLEE STATION
FAMILY YMCA today!**

*Financial assistance is available for eligible participants. Speak to a representative at the ATLEE STATION FAMILY YMCA to see if you qualify.

.....
ATLEE STATION FAMILY YMCA

8017 Rutland Center Blvd. • P 804.427.9622 • atleestationymca.org





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FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

REACH YOUR WELLNESS GOALS WITH US

"I had been trying to lose weight for a year before joining the YMCA Weight Loss Program. This approach gave me the structure and motivation to finally start my weight loss journey. I still have a ways to go, but now I have the tools and confidence to reach my final goal on my own."

—PARTICIPANT,
YMCA of the Triangle (N.C.)

Join today and get started on
creating lasting change!

SUPPORTING WELLNESS TOGETHER

Weight Loss Program

ATLEE STATION FAMILY YMCA
atleestationymca.org

PROGRAM OVERVIEW

1. 12 weeks /1 session a week
2. Must be 18 years or older
3. Provides tools, knowledge and group support to help you develop plans that support your weight loss goals

Check the back of this flier for program details.

SIGN UP TODAY

Class Facilitator: Deanne R. Hamilton, MS, RD, CSOWM
Thursday, January 17 – April 4, 2019 • 6:45 – 7:45 p.m.

Member: \$150; Non-Member: \$185

For more information or to register:
804.427.9622 hamiltond@ymcarichmond.org

Please Visit Us Online:

www.VDH.Virginia.gov/Chickahominy
&
www.Facebook.com/ChickahominyHD



CHICKAHOMINY
HEALTH DISTRICT