The Active Communities Tool Assessment Modules

The Active Communities Tool (ACT): An Action Planning Guide and Assessment Modules to Improve Community Built Environments to Promote Physical Activity

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https:www.cdc.gov/physicalactivity/community-strategies/active-communities-tool

DEPARTMENT OF HEALTH & HUMAN SERVICES USA

CDC
CENTERS FOR DISEASE CONTROL AND PREVENTION

Contents

Acknowledgements

Suggested Citation: Centers for Disease Control and Prevention – Division of Nutrition, Physical Activity and Obesity. *The Active Communities Tool (ACT): An Action Planning Guide and Assessment Modules to Improve Community Built Environments to Promote Physical Activity.* Atlanta, GA: US Department of Health and Human Services; 2019.

For more information about the Active Communities Assessment Tool, contact: https://www.cdc.gov/nccdphp/dnpao/state-local-programs/physicalactivity.html

Version: September 2019

Introduction

The Active Communities Tool Assessment Modules assesses strengths and weaknesses of community plans, policies, and resources for improving community built environments for physical activity. The tool can also monitor progress toward achieving community conditions known to promote physical activity. It is designed to help cross-sector teams create an action plan for improving community built environments that promote physical activity.

The Active Communities Tool Assessment Modules:
- contains six self-assessment modules designed to help users to identify opportunities for action, or engagement, to improve community built environments for physical activity;
- aligns with current scientific evidence as reflected in the Community Preventive Services Task Force recommendations on [Built Environment Approaches Combining Transportation System Interventions with Land Use and Environmental Design](#) and the [Active Travel to School](#), and;
- is based largely on items from existing rating and assessment tools commonly and successfully used in the field.

For further information on how to use the Active Communities Tool Assessment Modules as part of your broader action planning process, see *The Active Communities Tool (ACT): An Action Planning Guide and Assessment Modules to Improve Community Built Environments to Promote Physical Activity*.

Who can use the Active Communities Tool Assessment Modules?

Completing this tool requires input from a cross-sector team. The team may include representatives from public health, land use and transportation, planning, traffic engineering, public works, parks and recreation, school districts, public transit systems, or other community stakeholders.

The Active Communities Tool Assessment Modules are best suited for use with a single municipality (also referred to as community) given that this town or city will have powers of self-governance. A county or region may use the tool; however, plans and policies may differ across municipal jurisdictions within those areas. In counties or regions containing more than one municipality, teams may want to complete the assessment modules separately for each one. For the school-related module, keep in mind that school district boundaries may be different from municipal boundaries.

How to complete the Active Communities Tool Assessment Modules?

There is no single way to complete the Active Communities Tool Assessment Modules. There are many approaches. We encourage you to review *The Active Communities Tool (ACT): An Action Planning Guide and Assessment Modules to Improve Community Built Environments to Promote Physical Activity* to understand how the Active Communities Tool Assessment Modules fit into the broader action planning process.

Information about each of the six assessment modules (e.g., purpose of the module, type of technical expert(s) to involve in completing the module, length of time to complete the module) is noted on each module's cover page and in The Active Communities Tool Action Planning Guide.

A few key points to consider:
- Complete the modules selected by the cross-sector team. A key benefit to looking at all the modules is to have a full picture of the opportunities potentially available for your community to act on and to measure progress on community built environment improvements that promote physical activity.
- Complete the Active Communities Tool Assessment Modules as a group effort involving the technical experts relevant to the actionable areas selected. *The public health practitioners may need to contact technical experts in other sectors to complete the modules.*
- Answer each question in each module selecting the answer that best describes your community. If a question does not apply to your community, then mark it as not applicable.

MODULE 1:

STREET DESIGN AND CONNECTIVITY

» This module assesses the plans, policies, and resources your community uses to design the physical roadway network, for example, regulations or zoning codes, street connectivity, and plans for existing and future streets constructed by the community and through future development.

» Who should be involved – technical experts with knowledge of the community's zoning policies and codes and subdivision regulations; specifically experts in planning, transportation, and public works.

» Approximate time to complete – 30 minutes.

Community/Municipality: _____

Term	Definition
Arterial roads	High-capacity roads that primarily deliver traffic from collector roads to freeways/ expressways and between urban centers.
Collector roads	Roads that gather traffic from local roads and deliver traffic to arterial roads.
Comprehensive Plan	The adopted official statement of a governing body of a local government that sets forth (in words, maps, illustrations, and/or tables) goals, policies, and guidelines intended to direct the present and future physical, social, and economic development that occurs within its planning jurisdiction and that includes a unified physical design for the public and private development of land.
High-stress and low-stress streets	Refers to the level of stress the street segment imposes on cyclists. The classification is based on traffic characteristics such as road width, traffic speed, the presence of a parking lane, and whether bikes are in mixed traffic, in bike lanes, or on segregated paths.
Local ordinances	Policies passed by local governing authorities, such as a city council or board of commissioners. They include, but are not limited to zoning regulations, subdivision ordinances, and street design guidelines.
Major and collector street plan	A comprehensive plan and implementation tool for guiding public and private investments in the major streets (Arterial roads and Collector roads) that make up the backbone of the city's transportation system.
Performance measures for connectivity	Quantitative metrics used to evaluate active transportation projects and/or the transportation system. Examples include percent of network constructed, intersection density, or facility miles.
Shared-use paths	Paths that include paved or unpaved accommodations for both pedestrians and bicyclists for transportation or for recreation.
Street connectivity	Refers to the directness of links and the density of connections in a street network. A well-connected network has many short links, numerous intersections, and minimal dead ends.

Please answer these questions based on the community / municipality selected.

PLANS

The **Plans** referred to in this module are those written and adopted by a local authority. Plans can stand alone (topic specific) or be part of a Comprehensive Plan (e.g., Master Plan, General Plan). "Plan" is capitalized to indicate it is adopted by a local authority. These can often be accessed on local government websites or by contacting planning officials within the community or regional transportation/ planning agency (e.g., Metropolitan Planning Organization).

1.1 Does the community have a Plan that identifies high- and low-stress streets?

Yes

No

Not applicable

Don't know

1.2 Does the community have a Plan that prioritizes higher street connectivity in neighborhoods with high stress streets?

Yes

No

Not applicable

Don't know

1.3 Does the community have a Major and Collector Street Plan—either as a stand-alone document or as part of a Transportation System Plan or Comprehensive Plan—which describes existing and future streets constructed by the community and through future development?

Yes, and it is 0–<5 years old

Yes, and it is 5–<10 years old

Yes, and it is 10 years or older

No → skip to #1.8

Not applicable → skip to #1.8

Don't know → skip to #1.8

1.4 In the past year, about how often was this Plan consulted by groups or individuals, such as elected officials, the planning department or local developers when making relevant decisions?

Always

Usually

Sometimes

Rarely

Never

Not applicable

Don't know

1.5 Does this Plan have street connectivity goals?

Yes

No

Not applicable

Don't know

1.6 In the past year, were any of the street connectivity goals or priorities specified in this Plan accomplished?

Yes → Describe: _____

No

Not applicable

Don't know

1.7 Does the Plan consider modes of transportation other than automobiles (such as walking, biking, public transportation)?

Yes

No

Not applicable

Don't know

POLICIES

The **Policies** referred to in the following questions are those written and adopted by a local authority. Policies include local ordinances which are passed by local governing authorities. Policy documents can often be accessed on local government websites or by contacting local government administrators or planning officials within the community.

This section incudes questions about the community's residential or commercial regulations and/ or zoning codes, which includes land use codes, zoning codes/regulations, subdivision ordinance/ regulations, overlay district regulations, and special use district regulations.

1.8 Community residential or commercial regulations or zoning codes

Does the community's residential or commercial regulations or zoning codes:	Yes	No	Not applicable	Don't know
a. Set maximum block lengths or block size requirements?				
b. Set connectivity index standards?				
c. Require stub-outs to ensure connectivity to future developments?				
d. Encourage alleyways?				
e. Allow for or encourage greenways or paths alongside creeks/streams?				
f. Allow for or encourage greenways or paths alongside utility easements?				

1.9 Community subdivision regulations or zoning codes

Does the community's subdivision regulations or zoning codes:	Yes	No	Not applicable	Don't know
a. Discourage cul-de-sacs?				
b. Regulate cul-de-sac length and size?				

1.10 Community subdivision regulations or zoning codes

Does the community's subdivision regulations or zoning codes require or suggest:	Require	Suggest	No	Not applicable	Don't know
a. Pedestrian and street connectivity between neighborhoods?					
b. Cul-de-sacs connect to other destinations via multi-use paths or other pedestrian/bicycle easements?					
c. Residential developments connect by sidewalks or pathways to other neighborhoods?					
d. Residential developments connect by sidewalks or pathways to schools or other community destinations?					

1.11 Community subdivision regulations

Does the community's subdivision regulations require or suggest that all newly constructed or redeveloped streets connect to adjacent neighborhoods and community amenities via:	Require	Suggest	No	Not applicable	Don't know
a. Streets in residential areas?					
b. Streets in commercial areas?					
c. Sidewalks or shared-use paths in residential areas?					
d. Sidewalks or shared-use paths in commercial areas?					

1.12 Does the community have performance measures for street connectivity?

Yes → Describe: _____

No

Not applicable

Don't know

RESOURCES

This question asks about resources to support plans, policies, and built environments that impact physical activity.

1.13 Does the community actively invest transportation funding to improve street connectivity?

Yes → Describe: _____

No

Not applicable

Don't know

Reset MODULE 1   CAUTION: This will clear and reset Module 1.

MODULE 2:

INFRASTRUCTURE TO ACCOMMODATE PEDESTRIANS AND BICYCLISTS

» This module assesses the plans, policies, environments, and resources for infrastructure to accommodate pedestrians and bicyclists, including paved (e.g., greenways) and unpaved (e.g., trails) shared-use paths, bicycle lanes, wide paved shoulders, bicycle routes, and sidewalks.

Module 2 contains three sections.

- Section A – Infrastructure to Accommodate Pedestrians and Bicyclists

- Section B – Infrastructure to Accommodate Pedestrians

- Section C – Infrastructure to Accommodate Bicyclists

   » Sections A, B and C should <u>all</u> be completed if you are interested in improving infrastructure to accomodate pedestrians <u>and</u> bicyclists.

   » Sections A and B should <u>both</u> be completed if you are mainly interested in improving infrastructure to accommodate pedestrians or want to enhance this portion of your plan.

   » Sections A and C should <u>both</u> be completed if you are mainly interested in improving infrastructure to accommodate bicyclists or want to enhance this portion of your plan.

» Who should be involved – technical experts with knowledge of the community's pedestrian and bicycle infrastructure plans, policies, and resources; specifically experts in planning, transportation, and public works.

» Approximate time to complete – 150 minutes (if all sections of Module 2 are completed).

Module 2-Section A:
Infrastructure to Accommodate Pedestrians and Bicyclists

Community/Municipality: _____

Term	Definition
Complete Streets	Streets that make it easy to cross the street, drive a car, bicycle, or walk along the street. Streets designed to allow safe access for all users, including public transportation riders, bicyclists, pedestrians, transit users, and motorists.
Comprehensive plan	The adopted official statement of a governing body of a local government that sets forth (in words, maps, illustrations, and/or tables) goals, policies, and guidelines intended to direct the present and future physical, social, and economic development that occurs within its planning jurisdiction and that includes a unified physical design for the public and private development of land.
Local roads	Streets that provide local access. They may include non-arterial roads.
Performance measures	Quantitative and qualitative metrics used to evaluate transportation projects and/or the transportation system.
Shared-use paths	Paths that include paved (e.g., greenways) or unpaved (e.g., trails) accommodations for pedestrians and bicyclists useful for transportation or recreation.
Traffic calming	Design measures to improve safety for pedestrians, bicyclists, and transit users by slowing motor vehicle traffic (e.g., speed humps, landscaped islands in the middle of intersections).

Please answer these questions based on the community / municipality selected.

PLANS and POLICIES

The **Plans** referred to in this module are those adopted by a local or regional authority. Plans can stand alone (e.g., Pedestrian Plan, Bicycle Plan) or be part of a Comprehensive Plan (e.g., Master Plan, General Plan). "Plan" is capitalized to indicate that it is a document adopted by a local or regional authority.

The **Policies** referred to in this module are those written and adopted by a local, regional, or state authority. Policies include local ordinances (such as zoning regulations, subdivision ordinances, street design guidelines) passed by local governing authorities, such as a city council or board of commissioners.

2A.1 Does your state have planning or policy guidance/requirements that affect local or regional products or processes related to pedestrian and bicycle infrastructure?

Yes → Describe: _____

No

Not applicable

Don't know

The next questions are about Vision Zero. Vision Zero is an initiative to reduce the number of fatalities and serious injuries involving road traffic on the highway system to zero.

2A.2 Does the community address reducing traffic related deaths and injuries using Vision Zero through a plan?

Yes

No

Not applicable

Don't know

2A.3 Does the community address reducing traffic related deaths and injuries using Vision Zero through a policy, ordinance, or resolution?

Yes, there is a policy or ordinance

Yes, there is a resolution

No

Not applicable

Don't know

The next questions are about Complete Streets. Complete Streets are streets that make it easy to cross the street, and drive a car, bicycle, or walk along the street. Streets designed to allow safe access for all users, including public transportation riders, bicyclists, pedestrians, transit users, and motorists.

2A.4 Does the community address Complete Streets through a plan? (It may be a Complete Streets Plan or included in another Plan, but specifically indicated as such.)

Yes

No

Not applicable

Don't know

2A.5 Does the community address Complete Streets through a policy, ordinance, or resolution?

Yes, and there is a policy or ordinance

Yes, and there is a resolution

No → skip to #2A.7

Not applicable → skip to #2A.7

Don't know → skip to #2A.7

2A.6 Complete Streets

Does the Complete Streets policy, ordinance, or resolution require or suggest:	Require	Suggest	No	Not applicable	Don't know
a. Prioritizing population(s) with the greatest need, with considerations for equity and inclusion?					
b. Private development projects need to comply?					
c. Interagency coordination between agencies such as public health, housing, planning, engineering, transportation, public works, city council, and the mayor or executive office?					
d. The adoption of state-of-the-practice design guidance or the development/ revision of internal design policies or guides?					
e. New or revised land use policies, plans, or zoning ordinances to specify how they will support and be supported by Complete Streets?					
f. Performance measures?					
g. Decision criteria to encourage prioritization for Complete Streets implementation?					
h. Consideration of pedestrians, bicyclists, and transit riders when repaving roads?					
i. Implementing agencies modify administrative guidance (e.g., employee performance, traffic operations, design manuals, timely project completion) to accommodate Complete Streets implementation?					
j. New construction and reconstruction projects account for the needs of all transportation modes and users of the road network?					
k. Maintenance projects and ongoing operations, such as resurfacing, repaving, restriping, rehabilitation, or other types of changes to the transportation system account for the needs of all transportation modes and users of the road network?					

The next questions are about shared-use paths. Shared-use paths are paved (e.g., greenways) or unpaved (e.g., trails) accommodations for pedestrians and bicyclists for transportation or recreation.

Note: Sidewalks are not included as part of shared-use paths since they are considered pedestrian only infrastructure. Sidewalks are addressed in Module 2 Section B: Infrastructure to Accommodate Pedestrians.

2A.7 Does the community address linking or connecting existing and planned shared-use paths through a Plan?

Yes, and the Plan was adopted 0–<5 years ago

Yes, and the Plan was adopted 5–<10 years ago

Yes, and the Plan was adopted 10 or more years ago

No

Not applicable

Don't know

2A.8 Does the community address linking or connecting existing and planned shared-use paths through policies?

Yes, and the policy is routinely enforced

Yes, and the policy is not routinely enforced

No → Skip to #2A.10

Not applicable → Skip to #2A.10

Don't know → Skip to #2A.10

POLICIES

2A.9 Shared-use paths

Do the community's policies require or suggest shared-use paths be built for:	Require	Suggest	No	Not applicable	Don't know
a. Residential development?					
b. Commercial development?					
c. Any redevelopment?					

2A.10 Allowing vehicles at a traffic light to turn right on red puts pedestrians and bicyclists at more risk for injury. Does the community have a policy restricting "right turn on red" signals?

Yes, and the policy applies to all intersections

Yes, and the policy applies to some intersections

No

Not applicable

Don't know

2A.11 Does the community have a policy that allows variation in the width of the paved streets depending on the character of the area, projected volume of traffic, and/or desired speed of traffic?

Yes

No

Not applicable

Don't know

2A.12 Does the community have a process to add traffic calming measures to streets?

Yes, and the process is routinely used and produces the desired results

Yes, and the process is routinely used, but does not produce the desired results

Yes, and the process is not routinely used, but does produce the desired results

No

Not applicable

Don't know

2A.13 Does the community have a policy regarding unleashed dogs?

Yes, and the policy is routinely enforced

Yes, but the policy is not routinely enforced

No

Not applicable

Don't know

2A.14 Street trees

Do the community's zoning regulations or local ordinances require or suggest planting street trees for:	Require	Suggest	No	Not applicable	Don't know
a. Residential developments?					
b. Commercial developments?					
c. Any redevelopment?					

2A.15 Does the community have a speed limit reduction policy?

Yes

No

Not applicable

Don't know

2A.16 Does the community use the National Association of City Transportation Officials (NACTO's https://nacto.org/) best practices for design for people who walk, bicycle, or use transit?

Yes

No, but a different set of best practices are used

No → skip to #2A.18

Not applicable → skip to #2A.18

Don't know → skip to #2A.18

2A.17 How often does the community follow best practices for design for people who walk, bicycle, or use transit from the NACTO or another organization?

Always

Usually

Sometimes

Rarely

Never

Don't know

ENVIRONMENT

The following questions are about the built environment infrastructure in the community.

This section focuses on shared-use paths, including paved and unpaved trails, available in the community. Shared-use paths do not include sidewalks or side paths (e.g., wide sidewalks along roads).

2A.18 How many linear miles of shared-use paths are currently available in the community? This does not include sidewalks or side paths. If there are no shared-use paths, enter zero.

_____ linear miles

Miles not tracked

Not applicable → skip to #2A.23

Don't know

2A.19 Safety amenities

Does the community have the following safety amenities on most or all shared-use paths for pedestrians and bicyclists?	Yes	No	Not applicable	Don't know
a. Lighting				
b. Emergency call boxes				

2A.20 Is there a map of the community's shared-use paths available to the public? Include maps developed for the community; do not include web-based maps such as Google Maps.

Yes

No, but a map is in development

No, and there is no map in development

Not applicable

Don't know

2A.21 Does maintenance on shared-use paths occur in the community (e.g., keeping surfaces level and in good repair, clearing debris and snow, and cutting back vegetation) through

a. A scheduled process?

Yes

No

Not applicable

Don't know

b. Routine inspections?

Yes

No

Not applicable

Don't know

c. At citizen's request?

Yes

No

Not applicable

Don't know

d. By property owners who are responsible for shared-use path maintenance?

Yes

No

Not applicable

Don't know

e. Other?

Please describe: _____

2A.22 Does the community routinely count users on shared-use paths?

Yes – manual counting

Yes – automated counting (e.g., infrared, video)

Yes – both manual and automated counting

No

Not applicable

Don't know

RESOURCES

The following questions area about resources to support plans, policies, and built environments that impact walking and bicycling.

2A.23 Does the community ask developers to pay a fee to help with expenses for new parks, open spaces, paths elsewhere in the community as a substitute for requiring developers to include those spaces in new projects?

Yes

No → skip to #2A.25

Not applicable → skip to #2A.25

Don't know → skip to #2A.25

2A.24 What is the fee structure or rate?

Fee structure: _____

Not applicable

Don't know

2A.25 Resources

Does the community have resources identified to:	Yes	No	Not applicable	Don't know
a. Redevelop roads to accommodate walking and bicycling?				
b. Spend on other types of pedestrian and bicycle projects?				
c. Maintain and repair shared-used paths?				
d. Acquire land for new connections and build new shared use paths?				

2A.26 Does the community prioritize using federal transportation funding for pedestrian, bicycle or multi-modal facilities over vehicle only facilities?

Yes → describe: _____

No

Not applicable

Don't know

2A.27 What percent of the community's local annual transportation funding was invested in pedestrian and bicycle projects in the last 12 months?

_____%

Not applicable

Don't know

Module 2-Section B:
Infrastructure to Accommodate Pedestrians

Community/ Municipality: _____

Term	Definition
Arterial road	High capacity roads that primarily deliver traffic from collector roads to freeways/ expressways and between urban centers.
Collector road	Roads that gather traffic from local roads and deliver traffic to arterial roads.
Health disparities	Particular types of health differences closely linked with social, economic, and/ or environmental disadvantage. Health disparities adversely affect groups of people who have systematically experienced greater obstacles to health and/or a clean environment based on their racial or ethnic group; religion; socioeconomic status; gender; age; mental health; cognitive, sensory, or physical disability; sexual orientation or gender identity; geographic location; or other characteristics historically linked to discrimination or exclusion.
Health equity	When everyone has the opportunity to be as healthy as possible.
Local ordinances	Policies passed by local governing authorities, such as a city council or board of commissioners. They include, but are not limited to zoning regulations, subdivision ordinances, and street design guidelines.
Local road	Streets that provide local access; they may include non-arterial roads.
Mode share	The percentage of travelers who take trips by bicycle, by private vehicle, by public transportation, and by foot.
Pedestrian facility	A general transportation term to describe infrastructure and support equipment that accommodates pedestrians, such as sidewalks, curb ramps, shared use paths, crosswalk, signals, and signs.

Please answer these questions based on the community / municipality selected.

2B.1 Does the community address linking or connecting existing and planned sidewalk networks through a Plan?

Yes, and the Plan was adopted 0–<5 years ago

Yes, and the Plan was adopted 5–<10 years ago

Yes, and the Plan was adopted 10 or more years ago

No

Not applicable

Don't know

2B.2 Does the community address linking or connecting existing and planned sidewalk networks through a policy?

    Yes, and the policy is routinely enforced

    Yes, but the policy is not routinely enforced

    No

    Not applicable

    Don't know

2B.3 Goals

Does the community have a goal to:	Yes	No	Not applicable	Don't know
a. Increase pedestrian travel?				
b. Lower pedestrian fatalities or injuries?				

PLANS

The **Plans** referred to in this module are those written and adopted by a local or regional authority. Plans can stand alone (e.g., Pedestrian Plan) or be part of a Comprehensive Plan (e.g., Master Plan, General Plan). "Plan" is capitalized to indicate that it is a document adopted by a local or regional authority.

2B.4 Does the community have a Plan focused specifically on pedestrians?

    Yes, and the Plan was adopted 0–<5 years ago

    Yes, and the Plan was adopted 5–<10 years ago

    Yes, and the Plan was adopted 10 or more years ago

    No → skip to #2B.7

    Not applicable → skip to #2B.7

    Don't know → skip to #2B.7

2B.5 In the past year, how often was this Plan consulted when making relevant decisions?

    Always

    Usually

    Sometimes

    Rarely

    Never

    Not applicable

    Don't know

2B.6 In the past year, were any of the pedestrian-oriented goals or priorities in this Plan accomplished?

    Yes → describe: _____

    No

    Not applicable

    Don't know

The next question refers to health equity and health disparities. Health equity is when everyone has the opportunity to be as healthy as possible. Health disparities are particular types of health differences closely linked with social, economic, and/or environmental disadvantage. Health disparities adversely affect groups of people who have systematically experienced greater obstacles to health and/or a clean environment based on their racial or ethnic group; religion; socioeconomic status; gender; age; mental health; cognitive, sensory, or physical disability; sexual orientation or gender identity; geographic location; or other characteristics historically linked to discrimination or exclusion.

2B.7 During the planning process for pedestrian facilities, does the local government, or its consultants, try to engage individuals experiencing greater obstacles to health or who may be hard to contact?

Yes → describe: _____

No

Not applicable

Don't know

POLICIES

The **Policies** referred to in this module are those written and adopted by a local, regional, or state authority. Policies include local ordinances (such as zoning regulations, subdivision ordinances, street design guidelines, etc.) passed by local governing authorities, such as a city council or board of commissioners

2B.8 Policy on including sidewalks

Is there a policy that requires or suggests including sidewalks on one or both sides of the street in:	Require one side only	Require both sides	Suggest one side only	Suggest both sides	No	Not applicable	Don't know
a. Residential developments?							
b. Commercial developments?							
c. Any redevelopment?							

2B.9 Are there policies that require or suggest that commercial development, including worksites, incorporate amenities (e.g., benches, water foundations) that encourage walking on sidewalks or paths?

Yes, require

Yes, suggest

No

Not applicable

Don't know

2B.10 In the community, are there standards established for sidewalk widths?

Yes, and they go beyond minimum criteria*

Yes, and they meet minimum criteria*

No

Not applicable

Don't know

2B.11 In the community, are there standards established for separation of sidewalks from motorized vehicle lanes?

Yes, and they go beyond minimum criteria*

Yes, and they meet minimum criteria*

No

Not applicable

Don't know

*Critieria such as the most recent guidelines for sidewalks from NACTO (National Association of City Transportation Officials) Urban Bikeway Design Guide

2B.12 Does the community's policies address the installation of traffic islands or medians on newly built or reconstructed streets?

Yes → describe: _____

No

Not applicable

Don't know

ENVIRONMENT

The following questions focus on the built environment infrastructure in the community. Please note that the following questions are about sidewalks, not multi-use paths or trails.

2B.13 How many linear miles of sidewalks are available in the community? If there are no sidewalks, enter zero.

_____ linear miles

Miles not tracked

Don't know

2B.14 Does maintenance on sidewalks happen in the community (e.g., keeping surfaces level and in repair, cleaning debris and snow, and cutting back vegetation) through

a. A scheduled process?

Yes

No

Not applicable

Don't know

b. Routine inspections?

Yes

No

Not applicable

Don't know

c. At citizen's request?

Yes

No

Not applicable

Don't know

d. By property owners who are responsible for sidewalk maintenance?

Yes

No

Not applicable

Don't know

e. Other?

Please describe. _____

2B.15 Maintenance program

Does the community's maintenance program include a schedule that prioritizes the following work on pedestrian infrastructure?	Yes	No	Not applicable	Don't know
a. Keeping sidewalks clean and clear				
b. Routinely repainting crosswalks				

2B.16 What type of data related to walking does the community collect? This includes but is not limited to data on pedestrian behavior, pedestrian infrastructure, pedestrian injuries, etc.

2B.17 Does the community routinely count users on sidewalks?

Yes – manual counting

Yes – automated counting

Yes – both manual and automated counting

No

Not applicable – no data are collected

Don't know

2B.18 Does the community use the data collected for planning and implementation purposes?

Yes → describe: _____

No

Not applicable – no data are collected

Don't know

2B.19 Does the community use the data collected to improve equity among populations experiencing disparities?

Yes → describe: _____

No

Not applicable – no data are collected

Don't know

2B.20 Safety amenities for pedestrians

Does the community have the following safety amenities for pedestrians?	Yes	No	Not applicable	Don't know
a. Pedestrian-oriented street lighting on most arterial roads				
b. Pedestrian-oriented street lighting on most collector roads				
c. Pedestrian-oriented street lighting on most local roads				

RESOURCES

The following questions are about resources to support plans, policies, and built environments that impact walking.

2B.21 Funding

Does the community have identified funding to:	Yes	No	Not applicable	Don't know
a. Improve infrastructure to accommodate walking?				
b. Maintain and repair sidewalks?				

2B.22 What percent of the community's total local annual transportation funding was invested in pedestrian projects in the last 12 months?

_____%

Not applicable

Don't know

2B.23 Does the community have a dedicated staff person responsible for implementing pedestrian-related policies and plans?

Yes, full time

Yes, part time or with other job duties

No

Not applicable

Don't know

2B.24 Does the community have a group tasked with advising on pedestrian-related policies and/or plans?

Yes

No → End of Module 2-Section B

Not applicable → End of Module 2-Section B

Don't know → End of Module 2-Section B

2B.25 Community group tasked with advising on pedestrian-related policies and/or plans

Does the group:	Yes	No	Not applicable	Don't know
a. Exist as a stand-alone body?				
b. Meet at least quarterly?				
c. Have a public health representative?				
d. Have a planning and/or transportation representative?				
e. Have paid staff support to coordinate the meetings?				
f. Have a budget?				
g. Conduct assessments of pedestrian facilities in the community?				
h. Intentionally address equity?				
i. Have representation by residents most impacted by poor health outcomes in the community?				
j. Have a strategic or sustainability plan?				
k. Include elected officials?				
l. Conduct an evaluation to assess progress toward meeting goals/objectives?				
m. Have an operating board?				
n. Have representatives from pedestrian stakeholder organizations?				

Module 2-Section C:
Infrastructure to Accommodate Bicyclists

Community/Municipality: _____

Term	Definition
Bicycle boulevards	A low-stress shared roadway bicycle facility designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic.
Bicycle facility	A general transportation term to describe improvements and provisions to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways no specifically designated for bicycle use.
Bicycle lanes	A portion of the roadway of designated by striping, signage, pavement markings, or physical barriers for the preferential or exclusive use of bicyclists. This includes sharrows, buffered bicycle lanes, conventional bicycle lanes, and protected bicycle lanes.
Buffered bicycle lanes	On street bicycle lane separated from the motor vehicle travel lane and/or parking lane through a designated buffer space.
Buffer distance	The amount of space between the bicycle lane and the adjacent motor vehicle travel lane and/or parking lane. It is usually separated by two solid white lines and may have diagonal hatching or chevron markings.
Conventional bike lane	A space specifically for bicyclists delineated through the use of pavement markings and signage. It is usually adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic.
Health disparities	Particular types of health differences closely linked with social, economic, and/or environmental disadvantage. Health disparities adversely affect groups of people who have systematically experienced greater obstacles to health and/or a clean environment based on their racial or ethnic group; religion; socioeconomic status; gender; age; mental health; cognitive, sensory, or physical disability; sexual orientation or gender identity; geographic location; or other characteristics historically linked to discrimination or exclusion.
Health equity	When everyone has the opportunity to be as healthy as possible.
Low-speed shared streets	A street environment where pedestrian activity is high and vehicle volumes are low or discouraged. They are usually local-access, narrow streets without curbs and sidewalks, and vehicles are slowed by placing trees, planters, parking areas and other obstacles in the street. Motorists are encouraged to travel at much slower speeds.
Protected bicycle lanes	On street bicycle lane separated from the motor vehicle travel lane and/or parking lane through a physical barrier, such as a curb, planter, or posts.
Shared lane markings (sharrows)	A painted marking of a bicycle on the pavement to help convey to motorists and bicyclists that they must share the road on which they are operating.
Wide paved shoulders	Ridable surface ≥4 feet, and minimum clear path of ≥4 feet between rumble strips.

Please answer these questions based on the community / municipality selected.

PLANS

The **Plans** referred to in this module are those written and adopted by a local or regional authority. Plans can stand alone (e.g., Bicycle Master Plan) or be part of a Comprehensive Plan (e.g., Master Plan, General Plan). "Plan" is capitalized to indicate that it is a document adopted by a local ore regional authority.

2C.1 Does the community address linking or connecting existing and planned bicycling networks through a Plan?

Yes, and the Plan was adopted 0-<5 years old

Yes, and the Plan was adopted 5-<10 years old

Yes, and the Plan was adopted 10 years or older

No → skip to #2C.3

Not applicable → skip to #2C.3

Don't know → skip to #2C.3

2C.2 When was the Plan that addresses making connections between existing and/or planned bicycle networks last updated?

It is in the process of being updated now

Updated < 1 year ago

Updated 1- 5 years ago

Updated more than 5 year ago

2C.3 Does the community have a Plan focused specifically on bicyclists?

Yes, and the Plan was adopted 0–<5 years ago

Yes, and the Plan was adopted 5–<10 years ago

Yes, and the Plan was adopted 10 or more years ago

No → skip to #2C.6

Not applicable → skip to #2C.6

Don't know → skip to #2C.6

2C.4 In the past year, about how often was this Plan consulted when making relevant decisions?

Always

Usually

Sometimes

Rarely

Never

Not applicable

Don't know

2C.5 In the past year, were any of the bicycling-oriented goals or priorities specified in this Plan accomplished?

    Yes

    No

    Not applicable

    Don't know

2C.6 Goals

Does the community have a goal to:	Yes	No	Not applicable	Don't know
a. Increase bicycle travel (e.g., mode share)?				
b. Lower bicycling fatalities and injuries?				

The next question refers to health equity and health disparities. Health equity is when everyone has the opportunity to be as healthy as possible. Health disparities are particular types of health differences closely linked with social, economic, and/or environmental disadvantage. Health disparities adversely affect groups of people who have systematically experienced greater obstacles to health and/or a clean environment based on their racial or ethnic group; religion; socioeconomic status; gender; age; mental health; cognitive, sensory, or physical disability; sexual orientation or gender identity; geographic location; or other characteristics historically linked to discrimination or exclusion.

2C.7 During the planning process for bicycle facilities, does local government or its consultants try to engage individuals experiencing greater obstacles to health or who may be hard to contact?

    Yes → describe: _____

    No

    Not applicable

    Don't know

POLICIES

The **Policies** referred to in this module are those written and adopted by a local, regional, or state authority. Policies include local ordinances (such as zoning regulations, subdivision ordinances, street design guidelines, etc.) passed by local governing authorities, such as a city council or board of commissioners.

2C.8 Does the community address linking and connecting existing and planned bicycling networks through a policy?

    Yes, and the policy is routinely enforced

    Yes, but the policy is not routinely enforced

    No

    Not applicable

    Don't know

2C.9 Are bicycle facilities considered when designing new roads or updating existing roads?

Yes

No → skip to #2C.12

Not applicable → skip to #2C.12

Don't know → skip to #2C.12

2C.10 Decisions regarding bicycle facilities

When new roads are built or existing roads are updated, are any of the following considered when making decisions regarding bicycle facilities?	Yes, always	Yes, sometimes	No	Not applicable	Don't know
a. Speed limit on the road					
b. Average daily traffic count on road					
c. Number of lanes of the road					
d. Pedestrian usage					

2C.11 What other things does your community consider when making decisions regarding bicycle facilities when new roads are built or existing roads are updated?

2C.12 Does the community have low-speed shared streets that allow bicyclists to comfortably use the roadway?

Yes

No → skip to #2C.14

Not applicable → skip to #2C.14

Don't know → skip to #2C.14

2C.13 Low-speed shared streets

For low-speed shared streets, do the community's policies:	Required	Suggested	No	Not applicable	Don't know
a. Specify both peak-hour volume and off-peak speed?					
b. Set a 10 mph target speed or less?					
c. Manage motor vehicle speeds (such as by using speed humps, traffic circles, etc.)?					
d. Reduce motor vehicle volume?					
e. Use time-of-day analysis to match regulations to demand (e.g., school zone speed limit changes, reversible lane flow)?					

The next questions ask about bicycle boulevards, which are low-stress shared roadway bicycle facilities designed to offer priority for bicyclists operating within roadways shared with motor vehicle traffic.

2C.14 Does the community have bicycle boulevards?

Yes

No → skip to #2C.16

Not applicable → skip to #2C.16

Don't know → skip to #2C.16

2C.15 Bicycle boulevards

For bicycle boulevards, do the community's policies:	Required	Suggested	No	Not applicable	Don't know
a. Specify both peak-hour volume and off-peak speed?					
b. Set a target speed at or below 25 mph for vehicles?					
c. Manage motor vehicle speeds (such as by using speed humps, traffic circles, etc.)?					
d. Reduce motor vehicle volume?					
e. Use time-of-day analysis to match regulations to demand?					

The next questions ask about conventional and buffered bicycle lanes. Conventional bike lanes are an exclusive space for bicyclists on the street marked by signage and pavement markings. Buffered bicycle lanes are on street bicycle lanes separated from the motor vehicle travel lane and/or parking by a designated buffer space.

2C.16 Does the community have conventional and/or buffered bicycle lanes?

Yes, the community has both conventional and buffered bicycle lanes.

No, the community has conventional bicycle lanes only.

No, the community has buffered bicycle lanes only.

No, the community does not have conventional or buffered bicycle lanes. → skip to #2C.18

Not applicable → skip to #2C.18

Don't know → skip to #2C.18

2C.17 Conventional and buffered bicycle lanes

For conventional and buffered bicycle lanes, do the community's policies:	Required	Suggested	No	Not applicable	Don't know
a. Set target speeds at or below 25 mph?					
b. Discourage motor vehicle through-movement to reduce volumes?					
c. Reduce curbside conflicts with other vehicles?					
d. Address intersection conflicts with other vehicles?					
e. Increase buffer distance when appropriate?					

The next questions ask about protected bicycle lanes. Protected bicycle lanes are bike lanes that use a combination of horizontal separation (e.g., buffer distance) and vertical separation (e.g., curbs, parked cars). Protected bicycle lanes may also be referred to as separated bicycle lanes or cycle tracks.

2C.18 Does the community have protected bicycle lanes?

Yes

No → skip to #2C.20

Not applicable → skip to #2C.20

Don't know → skip to #2C.20

2C.19 Protected bicycle lanes

For protected bicycle lanes, do the community's policies:	Required	Suggested	No	Not applicable	Don't know
a. Build protected bicycle lanes where motor vehicle speed consistently exceeds 25 mph?					
b. Manage intersection and curbside conflicts with other vehicles?					
c. Reduce speeds through operational strategies (e.g., speed reduction, signalization, proactive curbside management)?					
d. Retrofit travel lane to a protected bicycle lane on streets with multiple lanes in both directions?					

For protected bicycle lanes, do the community's policies:	Required	Suggested	No	Not applicable	Don't know
e. Reverse the position of the parking and the bicycle lane to create physical separation between the bicycle and motor vehicle traffic on streets with parking with appropriate buffers for opening car doors?					
f. Add vertical separation elements/protection on streets without parking?					
g. Retrofit conventional or buffered lanes to protected lanes?					

2C.20 In the community, are there standards established for bicycle lane widths?

Yes, and they go beyond minimum criteria*

Yes, and they meet minimum criteria*

No

Not applicable

Don't know

2C.21 In the community, are there standards established for separation of bicycle lanes from motorized vehicle lanes, such as those based on vehicle speeds and traffic volume?

Yes, and they go beyond minimum criteria*

Yes, and they meet minimum criteria*

No

Not applicable

Don't know

*Criteria such as guidelines for bicycle lanes from NACTO (National Association of City Transportation Officials)

2C.22 Does the community have policies that incentivize developers to incorporate bicycle amenities (e.g., covered bicycle parking) on site?

Yes → describe: _____

No

Not applicable

Don't know

ENVIRONMENT

The following questions ask about the built environment infrastructure in the community.

2C.23 Are the following bicycle infrastructure/amenities currently available in the community?

a. Low-speed shared streets

_____ Linear miles

No

Not applicable

Don't know

b. Bicycle boulevards

_____Linear miles

No

Not applicable

Don't know

c. Buffered bicycle lanes

_____Linear miles

No

Not applicable

Don't know

d. Conventional bicycle lanes

_____Linear miles

No

Not applicable

Don't know

e. Protected bicycle lanes

_____Linear miles

No

Not applicable

Don't know

f. Shared-use paths

_____ Linear miles

No

Not applicable

Don't know

g. Signed bicycle routes

_____Linear miles

No

Not applicable

Don't know

h. Signage such as "Share the Road," "Bicyclists May Use Full Lane"

Yes

No

Not applicable

Don't know

i. Bicycle parking

Yes

No

Not applicable

Don't know

j. Bicycle share program

Yes

No

Not applicable

Don't know

k. Community-produced map of bicycle infrastructure and amenities (not including web-based maps such as Google Maps)

Yes

No

Not applicable

Don't know

l. Free helmets

Yes

No

Not applicable

Don't know

The next question asks about the process the community uses to main on-street bicycle infrastructure. This includes routine maintenance like street sweeping, as well as filling potholes or repainting lanes.

2C.24 For on-street bicycle infrastructure, does the community maintain this infrastructure through

a. A scheduled process?

Yes

No

Not applicable

Don't know

b. Routine inspections?

    Yes

    No

    Not applicable

    Don't know

c. At citizen's request?

    Yes

    No

    Not applicable

    Don't know

d. Property owners who are responsible for bicycle facility maintenance?

    Yes

    No

    Not applicable

    Don't know

e. Other?

Please describe. _____

2C.25 Maintenance schedule prioritization

Does the community's maintenance program include a schedule that prioritizes the following work for on-street bicycle infrastructure over vehicle only infrastructure?	Yes	No	Not applicable	Don't know
a. Keep bicycle infrastructure clean and clear of snow, debris, vegetation, etc.				
b. Ensure sewer/storm grates are bicycle-friendly (e.g., the metal surfaces are roughened to prevent skidding and that bicycle wheels cannot get caught in the grates)				
c. Ensure street shoulders, transition areas between streets and bridges, areas around grates, and surfaces between streets and gutters are free of potholes				
d. Routinely repaint bicycle lanes				
e. Maintaining protected bike lanes (e.g., replacing downed plastic posts)				

2C.26 Are trainings for bicyclists (e.g., youth bicycle education, adult bicycle education) provided by community organizations or government agencies?

Yes

No

Not applicable

Don't know

2C.27 In the last 5 years, has the community removed a bicycle facility?

Yes → describe: _____

No

Not applicable

Don't know

2C.28 Data collection

Does the community collect the following types of data related to bicycling?	Yes	No	Not applicable	Don't know
a. Bicyclist behavior				
b. Bicycle infrastructure				
c. Bicycle injuries				

2C.29 What other type of data related to bicycling does the community collect?

2C.30 Does the community routinely count bicyclists on the roadway and bike lanes?

Yes – Manual counting

Yes – Automated counting (e.g., infrared, video)

Yes – Both manual and automated counting

No

Not applicable

Don't know

2C.31 Does the community use the data collected for planning and implementation purposes?

Yes → describe: _____

No

Not applicable – no data are collected

Don't know

2C.32 Does the community use the data collected to improve health equity and reduce health disparities?

Yes → describe: _____

No

Not applicable – no data are collected

Don't know

RESOURCES

The following questions ask about plans, policies, and environments that support bicycling.

2C.33 Funding sources

Does the community have identified funding sources to:	Yes	No	Not applicable	Don't know
a. Improve infrastructure to accommodate bicycling?				
b. Maintain and repair bicycle facilities?				
c. Provide bicycle parking to local businesses?				

2C.34 What percent of the community's total local annual transportation funding was invested in bicycle projects in the last 12 months?

_____%

Not applicable

Don't know

2C.35 Does the community have a dedicated staff person to implement bicycle-related policies and plans?

Yes, full time

Yes, part time or with other job duties

No

Not applicable

Don't know

2C.36 Does the community have a group tasked with advising on bicycle-related policies and plans?

Yes

No → End of Module 2-Section C

Not applicable → End of Module 2-Section C

Don't know → End of Module 2-Section C

2C.37 Group tasked with advising on bicycle-related policies and plans

Does the group:	Yes	No	Not applicable	Don't know
a. Exist as a stand-alone body?				
b. Meet at least quarterly?				
c. Have a public health representative?				
d. Have a planning and/or transportation representative?				
e. Have paid staff support to coordinate the meetings?				
f. Have a budget?				
g. Conduct assessments of bicycle facilities in the community (e.g., quality assessment, mapping of facilities)?				
h. Address equity?				
i. Have representation by residents most impacted by poor health outcomes in the community?				
j. Have a long-term strategic or sustainability plan?				
k. Include elected officials?				
l. Have a representative from a bicycle stakeholder group?				
m. Conduct an evaluation to assess progress toward meeting goals/ objectives?				

Reset MODULE 2   CAUTION: This will clear and reset Module 2.

MODULE 3:

PUBLIC TRANSPORTATION

» This module assesses the plans, policies, environments, and resources devoted to public transportation, including public transit infrastructure and access.

» Who should be involved – technical experts with knowledge of the community's planning, transportation, and public transit plans, policies, and resources; specifically experts in planning, transportation, and public transit.

» Approximate time to complete – 30 minutes.

Community/Municipality: _____

Term	Definition
Branches	Refers to the various "forks" in the transit network and which ones are main lines (trunklines) and which are less well served.
Bus stop siting	Mostly relates to whether there are stops at all and where the stops are located
Bus stop spacing	Relates to getting the spacing correct. Too infrequent spacing and people will not walk that far. Too often and the physical activity is limited with the buses stopping so frequently.
Fleet	A number of vehicles operating together or under the same ownership.
General Transit Feed Specification	A format to describe public transportation schedules and associated geographic information (e.g., stops, routes, schedules, calendar, fares, and other element) for fixed-route transit services. It is typically used to supply data on public transit for use in multi-modal trip planning applications.
Health disparities	Particular types of health differences closely linked with social, economic, and/or environmental disadvantage. Health disparities adversely affect groups of people who have systematically experienced greater obstacles to health and/or a clean environment based on their racial or ethnic group; religion; socioeconomic status; gender; age; mental health; cognitive, sensory, or physical disability; sexual orientation or gender identity; geographic location; or other characteristics historically linked to discrimination or exclusion.
Health equity	When everyone has the opportunity to be as healthy as possible.
Intelligent transportation systems	An application to provide services relating to different modes of transport and traffic management that enables users to make better use of transportation networks through transmission of real-time information.
Level boarding	A system that places boarding platforms on the same level as the floor of the bus.
Multimodal	Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place by means other than privately owned vehicles; by bus, trolley, light rail, streetcar, cable car, and / or ferry systems.
Network connectivity	Trunklines connect key hubs, making travel between dense centers quick and simple. More trips can be made more quickly on a network of high-frequency routes with predictable, rapid-style service. More destinations can be connected if riders can transfer conveniently along the grid network with minimal added trip time.
Transit-oriented development (TOD)	A type of urban development that maximizes the amount of residential, business and leisure space within walking distance of public transportation.
Transit facility	A place providing access to transit services, including but not limited to transit stations, bus stops, bus stations, interchanges on a highway used by one or more transit providers, ferry landings, train stations, and bus rapid transit stops.
Transit infrastructure	Those primary components of a public transportation system, including: 1) facilities (e.g., transit stations, bus stops, train tracks, transit station amenities), 2) vehicles (e.g., trains, streetcars, buses, ferries), and 3) equipment (e.g., fare card machines, real time arrival displays, wheelchair lifts, elevators, bus shelters).
Transit service area	A measure of access to transit service in terms of population served and area coverage (square miles).

Please answer these questions based on the community / municipality selected.

3.1 Is the community currently served by public transit?

Yes

No, but planning for transit → skip to #3.4

No → skip to #3.4

Not applicable → skip to #3.4

Don't know → skip to #3.4

3.2 Public transit

What type of public transit is available in the community?	Yes	No	Not applicable	Don't know
a. Bus (e.g. fixed-route)				
b. Light rail				
c. Van pool				
d. Dial-a-ride				
e. Subway or commuter rail				
f. Paratransit (e.g., county or regional van service)				

3.3 List any other types of public transit available in the community not covered by the previous question.

3.4 Does your state have planning or policy guidance/ requirements that affect local or regional products or processes related to public transportation?

Yes → describe: _____

No

Not applicable

Don't know

PLANS

The **Plans** referred to in this module are those written and adopted by a local or regional authority. Plans can stand alone (e.g., Transit Plan) or be part of a Comprehensive Plan (e.g., Master Plan, General Plan). "Plan" is capitalized to indicate that it is a document adopted by a local or regional authority.

3.5 Does the community address making connections between residential and commercial areas through a public transit network through a Plan?

Yes, and the Plan was adopted 0-<5 years ago

Yes, and the Plan was adopted 5-<10 years ago

Yes, and the Plan was adopted 10 or more years ago

No

Not applicable

Don't know

The next set of questions refer to transit plans. The Federal Transportation Authority requires transit agencies to have a variety of plans.

3.6 Does the community have a Plan focused on public transit?

Yes, and the Plan was adopted 0–<5 years ago

Yes, and the Plan was adopted 5–<10 years ago

Yes, and the Plan was adopted 10 or more years ago

No → skip to #3.10

Not applicable → skip to #3.10

Don't know → skip to #3.10

3.7 In the past year, how often was this Plan consulted when making relevant decisions?

Always

Usually

Sometimes

Rarely

Never

Not applicable

Don't know

3.8 Transit Plan

Does this Plan:	Yes	No	Not applicable	Don't know
a. Provide public transit to densely populated areas and major employment centers?				
b. Address increasing frequency of service in response to increasing demand of all users?				

Does this Plan:	Yes	No	Not applicable	Don't know
c. Address improving quality of service (e.g., frequency and timing, location of stops) to create equitable access among populations experiencing greater obstacles to health?				
d. Expand transit through the development of transit only lanes?				
e. Include coordination between community agencies that provide transportation for community members who are not served by transportation?				

3.9 In the past year, were any public transit goals or priorities in the Plan accomplished?

Yes → describe: _____

No

Not applicable

Don't know

The next question refers to health equity and health disparities. Health equity is when everyone has the opportunity to be as healthy as possible. Health disparities are particular types of health differences closely linked with social, economic, and/or environmental disadvantage. Health disparities adversely affect groups of people who have systematically experienced greater obstacles to health and/or a clean environment based on their racial or ethnic group; religion; socioeconomic status; gender; age; mental health; cognitive, sensory, or physical disability; sexual orientation or gender identity; geographic location; or other characteristics historically linked to discrimination or exclusion.

3.10 During the planning process for transit facilities and services, does local government or its consultants try to engage individuals experiencing greater obstacles to health or who may be hard to contact?

Yes → describe: _____

No

Not applicable

Don't know

POLICIES

The **Policies** referred to in this module are those written and adopted by a local or regional authority. Policies include local ordinances (such as zoning regulations, subdivision ordinances, street design guidelines, etc.) which are passed by local or regional governing authorities, such as a city council or board of commissioners.

3.11 Does the community address making connections between residential and commercial areas through a public transit network through a policy?

Yes, and the policy is routinely enforced

Yes, but the policy is not routinely enforced

No

Not applicable

Don't know

3.12 Policies

In the community's policies:	Yes	No	Not applicable	Don't know
a. Are there specifications for the design and installation of transit lanes and transit ways?				
b. Are multimodal transit centers identified?				
c. Do established criteria determine transit service areas?				
d. Are there requirements for how often the transit service area designation should be revisited?				
e. Are there requirements about sharing or coordinating transit services with neighboring jurisdictions?				
f. Are requirements for public transit facilities specified (e.g., access, lighting, shelter)?				
g. Are there incentives offered to promote transit-oriented development (TOD) (e.g., increased density, different parking requirements)?				
h. Do transit-oriented developments (TODs) prioritize bicycle and pedestrian access?				
i. Are there inclusionary requirements for low-income areas in transit-oriented developments (TODs)?				
j. Are local and regional transportation choices linked (e.g., a local bus route connected to a regional light rail system or greyhound)?				
k. Are there multimodal use requirements near transit stops (e.g., provisions of bicycle lanes and sidewalks present within a certain radius of a transit stop)?				
l. Are there requirements for bicycle parking at transit stations and centers?				
m. Are public school students allowed to use the transit system to get to and from school free of charge or at a reduced charge?				
n. Is there support for a public transit system program that provides "fare free" (e.g., Transit costs funded from sources other than rider fees) for economically-disadvantaged populations?				
o. Is there consideration of opportunity to co-locate services (e.g., health clinic, farmer's market) inside or in close proximity?				

The next question asks about the standards included in your community's policies on public transit route design related to equitable transit infrastructure. Equitable public transit route and system design standards provide the guidance for the location and design of transit stops and other transit facilities within the transit service area. Elements may include guides to the location and design of proper stops based on population characteristics and needs, proper placement of amenities at stops, timing and frequency of service, and general guidelines for other transit facilities.

3.13 Equitable transit infrastructure

Does your community's policies on public transit route and system design standards address equitable transit infrastructure through:	Yes	No	Not applicable	Don't know
a. Population density?				
b. Employment density?				
c. Spacing between other routes/ corridors?				
d. Limits on the number of branches?				
e. Equitable access throughout the area covered by the local tax base?				
f. Network connectivity?				
g. Service equity?				
h. Route directness?				
i. Proximity to residence?				
j. Bus stop siting requirements?				
k. Bus stop spacing requirements?				

3.14 New residential and commercial development project requirements

Are new residential and commercial development projects required to be within a certain distance of:	Yes	If Yes, what distance	No	Not applicable	Don't know
a. A local transit stop?					
b. A regional transit stop?					

ENVIRONMENT

The following questions focus on the built environment infrastructure that exists in the community.   If your community does not have public transit then skip to #3.28.

3.15 Percentage

What percent of:	None	Very few (<25%)	Some (25-75%)	Most (>75%)	All	Not applicable	Don't know
a. Routes are high frequency?							
b. Routes run early morning/late night?							
c. Routes run on weekends?							
d. Transit stops have bicycle parking?							
e. Transit stops provide light, shelter, and space to sit?							
f. Buses have bicycle racks?							
g. Fleet offers level boarding?							

The next question asks about the process the community uses to maintain transit infrastructure. This includes routine maintenance like cleaning, as well as repairs.

3.16 Does the community maintain transit infrastructure through

a. A scheduled process?

Yes

No

Not applicable

Don't know

b. Routine inspections?

Yes

No

Not applicable

Don't know

c. At citizen's request?

Yes

No

Not applicable

Don't know

d. Other?

Please describe. _____

3.17 Is route planning or trip information provided for transit passengers

a. On board?

Always

Sometimes

Never

Not applicable

Don't know

b. At stops?

Always

Sometimes

Never

Not applicable

Don't know

c. Online?

Always

Sometimes

Never

Not applicable

Don't know

d. On a mobile app?

Always

Sometimes

Never

Not applicable

Don't know

e. Using intelligent transportation systems?

Always

Sometimes

Never

Not applicable

Don't know

f. Through general transit feed specification participation?

Always

Sometimes

Never

Not applicable

Don't know

g. Other?

Please describe. _____

3.18 Does the community collect data on the population's use of transit (e.g., access to, knowledge of, purpose of trips)?

Yes

No → skip to #3.20

Not applicable → skip to #3.20

Don't know → skip to #3.20

3.19 Does the community use the data collected to assure that the population with the greatest need for transit is served, with considerations for equity?

Yes

No

Not applicable

Don't know

3.20 Transit stops and stations

Do transit stops and stations in the community have:	Yes	No	Not applicable	Don't know
a. Good lighting and visibility?				
b. Facilities that are well-lit to accommodate early-morning, late-afternoon, and evening travelers?				
c. Open sight lines maintained between approaching vehicles and passenger waiting and loading areas?				
d. Clear sight lines into and out of waiting areas (including shelters)?				
e. Well-lit waiting areas?				
f. Landscaping that does not create dead-ends or hiding places?				

3.21 Transit stations

Do transit stations in the community have:	Yes	No	Not applicable	Don't know
a. Security staff available?				
b. Emergency call boxes?				
c. Video camera surveillance?				
d. Increased police presence?				

3.22 Are there ways for riders to report harassment or feelings of discomfort?

Yes

No

Not applicable

Don't know

3.23 Supports for using transit system

Does the community's transit agency:	Yes	No	Not applicable	Don't know
a. Provide information and training materials on how to use local transportation				
b. Provide transportation coaches (ambassadors, facilitators) to provide travel training or trip planning for individuals, including seniors, children, or groups of people experiencing greater obstacles to health.				

RESOURCES

The following questions ask about resources to support plans, policies, and built environments that impact physical activity through transit.

3.24 Has the community set aside funding for walking and bicycle infrastructure investments to improve accessibility around major transit stops to improve accessibility?

Yes

No

Not applicable

Don't know

3.25 Is funding available to maintain transit facilities, such as at bus stops and park-and-ride areas?

Yes

No

Not applicable

Don't know

3.26 Do new residential, commercial, and/or institutional projects subsidize discounted public transit passes for households with income below 200% of the Federal poverty level?

Yes

No

Not applicable

Don't know

3.27 Does the transit provider(s) work with employers to create incentives for employee ridership on public transit?

Yes

No

Not applicable

Don't know

3.28 What percent of the community's total local annual transportation funding was invested in public transportation in the last 12 months?

_____%

Not applicable

Don't know

3.29 Does the community have a group tasked with advising on transit-related policies and/or plans?

Yes

No → End of Module 3

Not applicable → End of Module 3

Don't know → End of Module 3

3.30 Group tasked with advising on transit-related policies and/or plan

Does the group:	Yes	No	Not applicable	Don't know
a. Exist as a stand-alone body?				
b. Meet at least quarterly?				
c. Have a public health representative?				
d. Have a planning and/or transportation representative?				
e. Have paid staff support to coordinate the meetings?				
f. Have a budget?				
g. Conduct assessments of transit facilities in the community (e.g., quality assessment, mapping of facilities)?				
h. Intentionally address equity?				
i. Have representation by residents most impacted by poor health outcomes in the community?				
j. Have a long term strategic or sustainability plan?				
k. Include elected officials?				
l. Conduct an evaluation to assess progress toward meeting goals/objectives?				

Reset MODULE 3   CAUTION: This will clear and reset Module 3.

MODULE 4:

LAND USE PLANNING

» This module assesses the plans, policies, and resources that specify and determine development and future land use, for example, mixed land use, proximity to destinations, residential density.

» Who should be involved – technical experts with knowledge of the community's planning, transportation, and engineering plans, policies, and processes (for example, comprehensive/master plans, subdivision regulations, and zoning codes); specifically experts in land use and transportation planning and engineers.

» Approximate time to complete – 60 minutes.

Community/ Municipality: _____

Term	Definition
Cluster housing	A development in which homes are situated in groupings relatively close together, while larger areas of open space within the development form a buffer with adjacent land uses.
Comprehensive plan	The adopted official statement of a governing body of a local government that sets forth (in words, maps, illustrations, and/or tables) goals, policies, and guidelines intended to direct the present and future physical, social, and economic development that occurs within its planning jurisdiction and that includes a unified physical design for the public and private development of land.
Crime Prevention Through Environmental Design	An approach to reducing crime by altering elements of the built environment ranging from the small-scale to the overarching, including the building form of an entire urban neighborhood and the opportunity for "eyes on the street."
Density bonuses	Allowances for developers to increase housing density that will help communities achieve walkability, bikeability, transit, and/or affordable housing goals.
Empowerment zones	Federally- designated highly distressed urban and rural communities that may be eligible for a combination of grants, tax credits for businesses, bonding authority, and other benefits.
Form-based or design-based codes	Codes that emphasize physical form rather than separation of uses as the organizing principle, with a lesser focus on single-use land development. May include form-based overlay codes.
Greyfield redevelopment	Redevelopment and adaptive reuse of existing development that takes advantage of existing infrastructure to reduce overall development costs in economically declining, outdated, failing, inactive, or underused real estate assets or land (e.g., older retail malls or strip centers that no longer attract adequate investment or tenants).
Growth Management Plan	A plan that sets forth the long-term goals and objectives of a locality related to growth and development. It influences how growth occurs and usually addresses density, availability of land, mixture of uses, and timing of development.
Health disparities	Particular types of health differences closely linked with social, economic, and/or environmental disadvantage. Health disparities adversely affect groups of people who have systematically experienced greater obstacles to health and/or a clean environment based on their racial or ethnic group; religion; socioeconomic status; gender; age; mental health; cognitive, sensory, or physical disability; sexual orientation or gender identity; geographic location; or other characteristics historically linked to discrimination or exclusion.
Health equity	When everyone has the opportunity to be as healthy as possible.
Inclusionary zoning	An affordable housing tool that links the production of affordable housing to the production of market-rate housing. These policies either require or encourage new residential developments to make a certain percentage of the housing units affordable to low- or moderate-income residents.
Infill	Redevelopment that optimize prior infrastructure investments and consume less land than is otherwise available. It refers to the development of vacant parcels within previously built areas already served by public infrastructure.
Live-work zones	Zones in which residents can operate businesses on the ground floor of the building where they live.
Land use plan	A plan that regulates the use of land, specifically the occupation or use of land or water area for any human activity or purpose.

Term	Definition
Microunit	A small studio apartment, typically less than 350 square feet, with a fully functioning and accessibility compliant kitchen and bathroom.
Mixed use	Development that blends residential, commercial, cultural, institutional, or entertainment uses, where those functions are physically and functionally integrated, and that provides pedestrian and bicycle connections.
Nodes	Places where people congregate and transportation routes converge or intersect.
Pedestrian-oriented districts (POD)	A distinct designation that preserves and encourages the pedestrian character of commercial areas and promotes street life and activity by regulating building orientation and design and accessory parking facilities; focusing on pedestrian friendly uses.
Planned-unit development (PUD)	A type of building development of both varied and compatible land uses, such as housing, recreation, commercial centers, and industrial parks, all within one contained development or subdivision.
Promise zones	Federally designated high-poverty communities where the federal government partners with local leaders to increase economic activity, improve educational opportunities, leverage private investment, reduce violent crime, enhance public health and address other priorities identified by the community.
Single room occupancy units	Typically a 160- square foot unit that relies upon communal kitchen or bathroom facilities.
Special improvement districts	An area of land within which property owners pay an additional tax or fee designated for specific services or improvements within the district's boundaries.
Tax-increment financing	A public financing method used as a subsidy for redevelopment, infrastructure, and other community-improvement projects within a defined area or district toward economic development or public improvement project(s).
Traditional neighborhood development (TND)	A development, which includes a variety of housing types, a mixture of land uses, an activity center, a walkable and bikeable design, and often a transit option within a compact neighborhood scale.
Transit-oriented development (TOD)	A type of urban development that maximizes the amount of residential, business, and leisure space within walking distance of public transportation.
Urban growth boundary	A land use planning border which controls urban expansion into farm and forest land.
Urban-to-rural transect	A zoning system that replaces conventional separated-use zoning. Transect zones provide the basis for walkable streets, mixed use, transportation options, and housing diversity.

Please answer these questions based on the community/municipality selected.

4.1 **Does your state have planning or policy guidance/ requirements that affect local or regional products or processes related to the planning, design, and regulations that specify and determine development and future land use?**

Yes → describe: _____

No

Not applicable

Don't know

PLANS

The **Plans** referred to in the following questions are those written and adopted by a local or regional authority. Plans can stand alone or be part of a Comprehensive Plan (e.g., Master Plan, General Plan). "Plan" is capitalized to indicate that it is a document adopted by a local or regional authority.

4.2 Does the community have a Land Use or Comprehensive Plan?

Yes

No → skip to #4.4

Not applicable → skip to #4.4

Don't know → skip to #4.4

4.3 Land Use or Comprehensive Plan

Does the community's Land Use or Comprehensive Plan:	Require	Suggest	No	Not applicable	Don't know
a. Address health?					
b. Address health equity?					
c. Strive for jobs/housing balance by promoting development of new residences near existing employment centers?					
d. Strive for jobs/housing balance by promoting development of new employment centers near existing high-density residential?					
e. Allow developers to provide fewer parking spaces for mixed use and higher density projects?					
f. Allow new off-street parking to be located behind street-fronting buildings or in parking structures?					
g. Set targets for affordable housing?					
h. Set goals for proximity of new development to destinations, such as schools and grocery stores?					
i. Direct growth to areas with existing infrastructure?					
j. Have disincentives for sprawl development?					
k. Include mixed-use projects as preferred type of development in commercial centers?					
l. Incorporate Crime Prevention Through Environmental Design principles?					

The next several questions ask about a Growth Management Plan. A Growth Management Plan sets forth the long-term goals and objectives of a locality related to growth and development. It influences how growth occurs and usually addresses density, availability of land, mixture of land uses, and timing of development. It could be a separate plan or included as part of the Comprehensive Plan.

4.4 Is the community bound by a Growth Management Plan?

Yes

No

Not applicable

Don't know

4.5 Does the community have a Plan focused on housing/residential density?

Yes, and it is 0–<5 years old

Yes, and it is 5–<10 years old

Yes, and it is 10 years or older

No → skip to #4.9

Not applicable → skip to #4.9

Don't know → skip to #4.9

4.6 In the past year, about how often was the Plan consulted when making relevant decisions?

Always

Usually

Sometimes

Rarely

Never

Not applicable

Don't know

4.7 In the past year, were any of the housing/residential density goals or priorities specified in this Plan accomplished?

Yes → describe: _____

No

Not applicable

Don't know

4.8 Does the Plan project the amounts and types of housing needed over the next 10 years?

Yes

No

Not applicable

Don't know

POLICIES

The **Policies** referred to in the following questions are those written and adopted by a local or regional authority. Policies include local ordinances (such as zoning regulations, subdivision ordinances, street design guidelines, etc.) which are passed by local or regional governing authorities, such as a city council or board of commissioners.

4.9 Zoning measures to encourage dense, mixed-use development

What zoning measures does the community use separately or include in the Master Plan to encourage dense, mixed-use development? (Note: If there are multiple districts with their own zoning, do any of the districts have the following policies?)	Require	Suggest	No	Not applicable	Don't know
a. Mixed-use development, districts, or zones					
b. Vertical and horizontal mixed uses (i.e. vertical stacking land use)					
c. Pedestrian-oriented districts (POD)					
d. Transit-oriented development (TOD)					
e. Developers allowed to provide fewer parking spaces for mixed-use and higher-density projects					
f. Urban-to-rural transect allowed, creating distinct patterns from compact centers to lower-density outward areas					
g. Developers required to orient main entrances toward the street/sidewalk for retail buildings					
h. Building lot coverage that reserves space exclusively for green space					

4.10 Other measures to encourage mixed-use development

What other measures does the community use to encourage mixed-use development? (Note: If there are multiple districts with their own zoning, do any of the districts have the following policies?)	Require	Suggest	No	Not applicable	Don't know
a. Special improvement districts or overlay zones					
b. Tax increment financing					
c. Empowerment zones					

What other measures does the community use to encourage mixed-use development? (Note: If there are multiple districts with their own zoning, do any of the districts have the following policies?)	Require	Suggest	No	Not applicable	Don't know
d. Promise zones					
e. High-density residential uses allowed and encouraged in central business/ commercial districts					
f. Planned unit development (PUD) zones to promote dense mixed-use development					
g. Traditional neighborhood development (TND) zones					
h. Live-work zones					
i. Form-based or design-based codes					
j. Retail/commercial uses on the ground floor of residential buildings in mixed-use corridors or districts					
k. Density bonuses to developers to enhance walkability and bikeability					
l. A policy that encourages or rewards reuse/rehabilitation of existing buildings					
m. Other policies, requirements, or incentives for infill development					

4.11 Residential density

For residential density, does the community have policies in place that:	Require	Suggest	No	Not applicable	Don't know
a. Allow accessory dwelling units for single family lots (i.e., mother-in-law or garage apartment)?					
b. Encourage multi-family dwellings?					
c. Allow diverse housing types in a single residential district (large family homes, cottages, boarding houses, duplexes and small apartments, town homes, condominiums)?					
d. Allow local zoning flexibility in housing sizes, allowing for small single-family homes such as micro or tiny homes (under 500 sq ft)?					

For residential density, does the community have policies in place that:	Require	Suggest	No	Not applicable	Don't know
e. Encourage minimum lot-sizes that are small enough to accommodate all income groups?					
f. Allow greyfield redevelopment for housing?					
g. Allow brownfield redevelopment for housing?					
h. Encourage mixed income housing development?					
i. Discourage sprawl-generating subsidies?					
j. Allow micro-units in multi-family dwellings?					
k. Allow single-room-occupancy units in multi-family dwellings?					
l. Encourage cluster housing?					
m. Allow re-zoning of commercial or industrial property to residential for revitalization?					
n. Allow set-asides for green space?					

4.12 New multi-unit housing development projects

For new multi-unit housing development projects, does the community have policies in place that address affordability and accessibility for families in the following ways:	Require	Suggest	No	Not applicable	Don't know
a. Residential density?					
b. Proportion of rental units?					
c. Project distributes unit size appropriately to accommodate housing needs of the community population?					
d. Minimum project set aside of units for affordable housing?					

4.13 Does the community have an inclusionary zoning policy?

Yes, and it is required for all new residential developments

Yes, and it is suggested for all new residential developments, but not required

No

Not applicable

Don't know

4.14 Does the community have a policy to build new schools in or near existing neighborhoods?

Yes

No

Not applicable

Don't know

4.15 Does the community have an urban growth boundary?

Yes

No

Not applicable

Don't know

ENVIRONMENT

The following questions ask about the built environment infrastructure in the community.
Mixed-land uses in the community refer to areas that offer residents easy, convenient access to places and services they use daily—including grocery stores, restaurants, schools, and parks—without relying heavily on a car.

4.16 Does the community have areas with mixed land uses?

Yes

No

Not applicable

Don't know

4.17 Infill

What percentage of development in the community has been infill during the last five years?	Percent	Not applicable	Don't know
a. Commercial			
b. Residential			

4.18 Does the community have commercial development concentrated in nodes or centers?

Yes

No

Not applicable

Don't know

4.19 Does the community have commercial development concentrated in residential or non-residential neighborhood settings?

Yes

No

Not applicable

Don't know

4.20 Does the community have a downtown district?

Yes

No → skip to #4.24

Not Applicable → skip to #4.24

Don't know → skip to #4.24

4.21 Does the community have retail and services located on lower levels in downtown?

Yes

No

Not applicable

Don't know

4.22 Does the community have residential space located on upper levels (i.e., above ground floor) in downtown buildings?

Yes

No

Not applicable

Don't know

4.23 Considering new residential development in downtown, what is the required:

a. Minimum density?

_____ units/acre

Not applicable

Don't know

b. Maximum density?

_____ units/acre

Not applicable

Don't know

RESOURCES

The next set of questions ask about resources to support plans, policies, and built environments that impact physical activity.

4.24 Financial incentives

Does the community provide tax or other financial incentives:	Yes	No	Not applicable	Don't know
a. For mixed-use development?				
b. Or infill development?				

Does the community provide tax or other financial incentives:	Yes	No	Not applicable	Don't know
c. To increase healthy food retail in or near residential areas (e.g., healthy food financing, tax breaks, or other subsidies for retail in food deserts or underserved neighborhoods)?				
d. To support affordable housing?				
e. To invest in the revitalization of areas historically designed to accommodate multi-modal transportation?				

4.25 Does the community's local government have a planning and/or zoning commission?

Yes

No → End of Module 4

Not applicable → End of Module 4

Don't know → End of Module 4

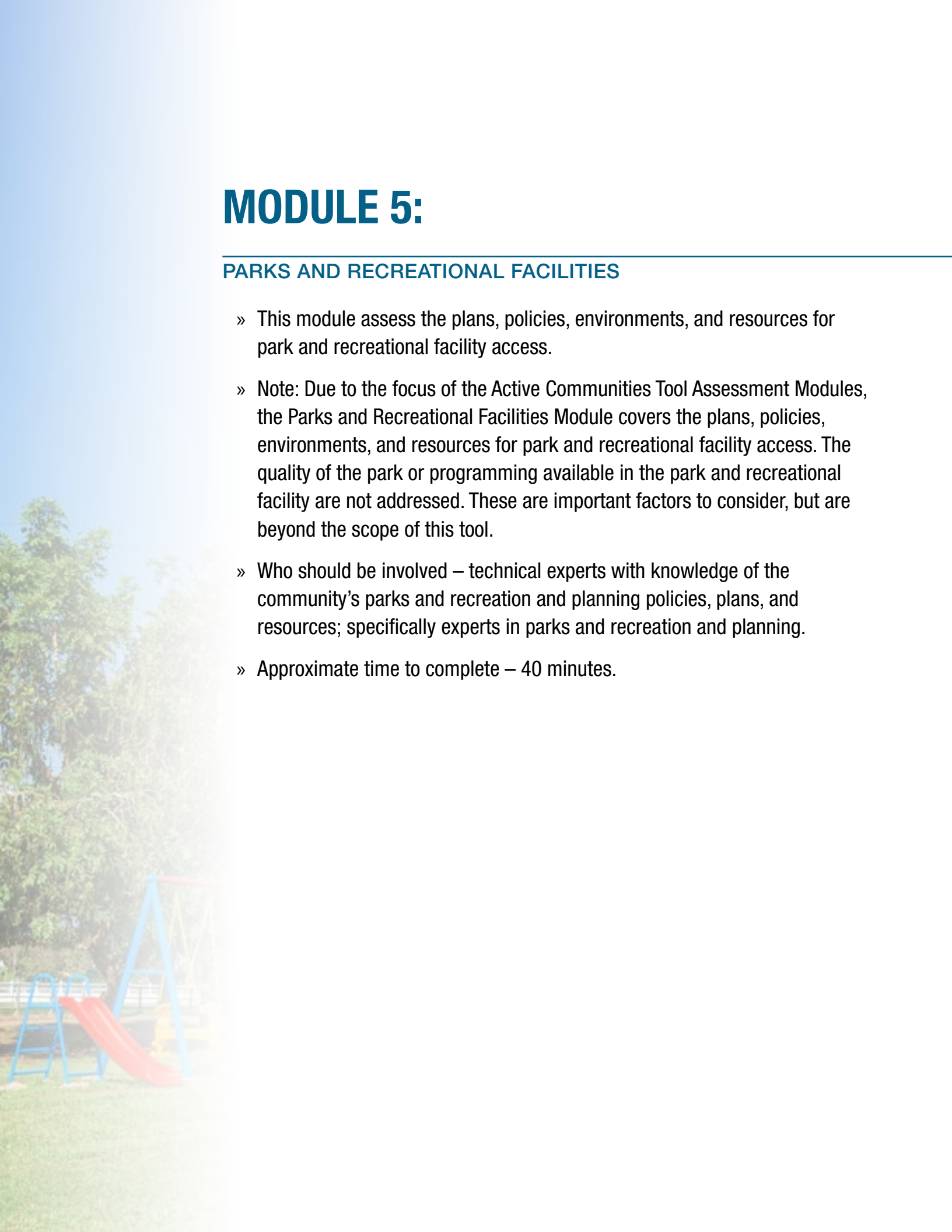**4.26 Is there a health/public health representative on the planning and/or zoning commission?**

Yes

No

Don't know

Reset MODULE 4   CAUTION: This will clear and reset Module 4.

MODULE 5:

PARKS AND RECREATIONAL FACILITIES

» This module assess the plans, policies, environments, and resources for park and recreational facility access.

» Note: Due to the focus of the Active Communities Tool Assessment Modules, the Parks and Recreational Facilities Module covers the plans, policies, environments, and resources for park and recreational facility access. The quality of the park or programming available in the park and recreational facility are not addressed. These are important factors to consider, but are beyond the scope of this tool.

» Who should be involved – technical experts with knowledge of the community's parks and recreation and planning policies, plans, and resources; specifically experts in parks and recreation and planning.

» Approximate time to complete – 40 minutes.

Community/ Municipality: _____

Term	Definition
Comprehensive plan	The adopted official statement of a governing body of a local government that sets forth (in words, maps, illustrations, and/or tables) goals, policies, and guidelines intended to direct the present and future physical, social, and economic development that occurs within its planning jurisdiction and that includes a unified physical design for the public and private development of land.
Connectors	A short road, path, trail or sidewalk that connects an area to park and recreation facilities.
Dwelling units	A structure or part of a structure that is used as a home, residence or sleeping place by one person who maintains a household or by two or more persons who maintain a common household.
Health disparities	Particular types of health differences closely linked with social, economic, and/or environmental disadvantage. Health disparities adversely affect groups of people who have systematically experienced greater obstacles to health and/or a clean environment based on their racial or ethnic group; religion; socioeconomic status; gender; age; mental health; cognitive, sensory, or physical disability; sexual orientation or gender identity; geographic location; or other characteristics historically linked to discrimination or exclusion.
Health equity	When everyone has the opportunity to be as healthy as possible.
Open space	Any open piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public. It can include green space (land that is partly or completely covered with grass, trees, shrubs, or other vegetation.
Open streets	Initiatives or programs that temporarily open streets to people by closing them to automobile traffic. Also referred to as ciclovias.
Park	Delineated open space areas, with significant vegetation and/or water, and generally reserved for public use. Parks can refer to public parks, beaches, lakes, swimming pools, boardwalks, playgrounds, recreation centers, and sports fields.

Please answer these questions based on the community/municipality selected.

PLANS & POLICIES

The **Plans** referred to in this module are those written and adopted by a local or regional authority. Plans can stand alone (e.g., Park Master Plan, Open Space Plan) or be part of a Comprehensive Plan (e.g., Master Plan, General Plan). "Plan" is capitalized to indicate that it is a document adopted by a local or regional authority.

The **Policies** referred to in this module are those written and adopted by a local or regional authority. Policies include local ordinances (including zoning regulations, subdivision ordinances, street design guidelines, etc.) which are passed by local or regional governing authorities, such as a city council or board of commissioners.

5.1 Does your state have planning or policy guidance/requirements that affect local or regional products or processes related to parks and recreational facilities?

Yes → describe: _____

No

Not applicable

Don't know

5.2 **In the community, is maintenance, repair, and upgrade of existing parks and recreation facilities facilitated through a Plan?**

Yes, and the Plan was adopted 0–<5 years ago

Yes, and the Plan was adopted 5–<10 years ago

Yes, and the Plan was adopted 10 or more years ago

No

Not applicable

Don't know

5.3 **In the community, is maintenance, repair, and upgrade of existing parks and recreation facilities facilitated through a policy?**

Yes, and the policy is routinely enforced

Yes, but the policy is not routinely enforced

No

Not applicable

Don't know

5.4 **In the community, is development of new parks facilitated through a Plan?**

Yes, and the Plan was adopted 0–<5 years ago

Yes, and the Plan was adopted 5–<10 years ago

Yes, and the Plan was adopted 10 or more years ago

No

Not applicable

Don't know

5.5 **In the community, is development of new parks facilitated through a Plan?**

Yes, and the policy is routinely enforced

Yes, but the policy is not routinely enforced

No

Not applicable

Don't know

5.6 **In the community, is safety in parks facilitated through a Plan?**

Yes, and the Plan was adopted 0–<5 years ago

Yes, and the Plan was adopted 5–<10 years ago

Yes, and the Plan was adopted 10 or more years ago

No

Not applicable

Don't know

5.7 In the community, is safety in parks facilitated through a policy?

Yes, and the policy is routinely enforced

Yes, but the policy is not routinely enforced

No

Not applicable

Don't know

5.8 In the community, is preservation of open space and protected green infrastructure (e.g., land, water supply, farms, forests, viable wildlife habitats, etc.) facilitated through a Plan?

Yes, and the Plan was adopted 0–<5 years ago

Yes, and the Plan was adopted 5–<10 years ago

Yes, and the Plan was adopted 10 or more years ago

No

Not applicable

Don't know

5.9 In the community, is preservation of open space and protected green infrastructure (e.g., land, water supply, farms, forests, viable wildlife habitats, etc.) facilitated through a policy?

Yes, and the policy is routinely enforced

Yes, but the policy is not routinely enforced

No

Not applicable

Don't know

PLANS

5.10 Does the community have a Park Master Plan focused on the park system?

Yes, and the Plan was adopted 0–<5 years ago

Yes, and the Plan was adopted 5–<10 years ago

Yes, and the Plan was adopted 10 or more years ago

No → skip to #5.13

Not applicable → skip to #5.13

Don't know → skip to #5.13

5.11 In the past year, how often was this Plan consulted when making relevant decisions?

Always

Usually

Sometimes

Rarely

Never

Not applicable

Don't know

5.12 In the past year, were any of the park system goals or priorities specified in this Plan accomplished?

Yes → describe: _____

No

Not applicable

Don't know

The next question refers to health equity and health disparities. Health equity is when everyone has the opportunity to be as healthy as possible. Health disparities are particular types of health differences closely linked with social, economic, and/or environmental disadvantage. Health disparities adversely affect groups of people who have systematically experienced greater obstacles to health and/or a clean environment based on their racial or ethnic group; religion; socioeconomic status; gender; age; mental health; cognitive, sensory, or physical disability; sexual orientation or gender identity; geographic location; or other characteristics historically linked to discrimination or exclusion.

5.13 During the planning process for parks and recreation facilities, does local government or its consultants try to engage individuals experiencing greater obstacles to health or who may be hard to contact?

Yes → describe: _____

No

Not applicable

Don't know

POLICIES

5.14 Does the community have a policy that publicly accessible parks, squares, or plazas be located within a certain distance of all residents?

Yes

No → skip to #5.16

Not applicable → skip to #5.16

Don't know → skip to #5.16

5.15 What is the distance between residents and publicly accessible parks, squares, or plazas according to this policy?

0.25 miles or closer

0.5 miles or closer

0.75 miles or closer

1.0 miles or closer

Other: _____

Not applicable

Don't know

5.16 Park siting

Does the siting of parks:	Yes	Sometimes	No	Not applicable	Don't know
a. Whether residents can access the park easily by walking or bicycling?					
b. Existing or planned shared-use paths, trails, and sidewalks to enhance connectivity to the park?					

5.17 Building of parks, open space, paths, and connectors

Does the community have a policy that requires or suggests the building of parks, opens space, paths and connectors in:	Requires	Suggests	No	Not applicable	Don't know
a. Residential developments?					
b. Commercial developments?					
c. Any redevelopment?					

5.18 The community maintains parks through

a. A scheduled process?

Yes

No

Not applicable

Don't know

b. Routine inspections?

Yes

No

Not applicable

Don't know

c. At citizen's request?

Yes

No

Not applicable

Don't know

d. Other?

Please describe: _____

ENVIRONMENT

The next questions ask about the built environment infrastructure in the community.

5.19 In the last 5 years, has the community permanently closed a park?

Yes → describe: _____

No

Not applicable

Don't know

5.20 How many parks are in the community?

_____ parks

Not applicable – no parks in the community → skip to #5.27

Don't know

5.21 Publicly owned park land

How many acres of public owned park land are owned by the community that are:	# Acres	Not applicable	Don't know
a. Intentionally developed and used as park space?			
b. Undeveloped uses (e.g., no parking, not yet developed for visitors)?			

5.22 Is the usability of park facilities assessed in the community? This could be by governmental employee(s), such as parks and recreation employees, or by community groups. Useable refers to everything necessary for use is present and nothing prevents use (e.g., sidewalks are passable, not locked/fenced, and available for activity).

Yes

No → skip to #5.26

Not applicable → skip to #5.26

Don't know → skip to #5.26

5.23 Usability of park facilities

Does the community's criteria for assessing the usability of park facilities include	Yes	No	Not Applicable	Don't Know
a. Entrances are on all sides of the park?				
b. Park entrances accommodate pedestrians and bicycles?				
c. Sidewalks exist in and around the park?				
d. Sidewalks in and around the park are well maintained?				
e. Park is not locked during daylight hours?				

5.24 Is the assessment used to improve access to park facilities in the community?

Yes

No

Not applicable

Don't know

5.25 What percentage of the parks in your community would you consider useable based on characteristics listed in Question 5.23?

_____%

Not applicable

Don't know

5.26 What percent of dwelling units in the community are located within 0.25 miles of a public park and/or a public recreational facility?

_____%

Not applicable

Don't know

5.27 Does the community close streets to allow residents to use roadways for walking, bicycling, and other physical activities? These events may be referred to as "open streets" or "ciclovias."

Yes, routinely

Yes, occasionally

No

Not applicable

Don't know

5.28 Is there a map of the community's parks and recreational areas available to the public? (Include maps developed for the community; do not include web-based maps such as Google Maps.)

Yes

No, and a map is in development

No, and there is no map in development

Not applicable

Don't know

5.29 In the last year, was the quality of park facilities assessed in the community? Park quality refers to things that make a park comfortable and safe for the community to use including but not limited to restrooms, drinking fountains, lights, trash cans, aesthetic features, etc. This could be by governmental employee(s), such as parks and recreation employees, or by community groups.

Yes

No → skip to #5.31

Not applicable → skip to #5.31

Don't know → skip to #5.31

5.30 Was the assessment used to improve the quality of park facilities in the community?

Yes

No

Not applicable

Don't know

5.31 Does the community collect data on park use (e.g., counting park users)?

Yes → describe: _____

No → skip to #5.30

Not applicable → skip to #5.30

Don't know → skip to #5.30

5.32 Does the community have an ongoing assessment program to count park users?

Yes → describe: _____

No

Not applicable

Don't know

5.33 Does the community use the data collected to improve equity among populations experiencing disparities?

Yes

No

Not applicable

Don't know

RESOURCES

The next questions ask about resources to support plans, policies, and built environments that impact physical activity in and around parks.

5.34 Does the community have a policy that requires parks, open spaces, paths, etc. to be included in new development projects?

Yes

No → skip to #5.37

Not applicable → skip to #5.37

Don't know → skip to #5.37

5.35 Does the community offer developers the opportunity to pay a fee instead to cover expenses for new parks, open spaces, paths, etc. elsewhere in the community as a substitute for creating those spaces in their new projects?

Yes

No → skip to #5.37

Not applicable → skip to #5.37

Don't know → skip to #5.37

5.36 What is the fee structure or rate?

Fee structure: _____

Not applicable

Don't know

5.37 Are there incentives to developers or landowners (e.g., open space design, density bonuses, storm water credits, or lower property tax rates) to conserve non-regulated land?

Yes → describe: _____

No

Not applicable

Don't know

5.38 Funding resources

Does the community have identified funding resources to:	Yes	No	Not applicable	Don't know
a. Maintain and repair existing park and recreation facilities?				
b. Develop new park and recreation facilities?				

The next questions ask about programs or groups in the community that help support, maintain, or promote safety in parks.

5.39 Does the community have an Adopt-A-Parks or similar program that supports resident participation in maintaining parks or promoting safety in parks?

Yes → describe: _____

No → skip to #5.41

Not applicable → skip to #5.41

Don't know → skip to #5.41

5.40 Approximately what proportion of parks in the community has an active resident group that participates in maintaining parks or promoting safety in the park(s)?

_____ %

Not applicable

Don't know

5.41 In the past year, has a local business or non-profit organization partnered with any of the parks in the community to improve the park or increase its use (e.g., maintaining parks, supporting programs or events in parks)?

Yes

No

Not applicable

Don't know

5.42 Does the community have a partnership, coalition, or advisory board tasked with advising on parks and open spaces?

Yes

No → End of Module 5

Not applicable → End of Module 5

Don't know → End of Module 5

5.43 Partnership, coalition or advisory board tasked with advising on parks and open spaces

Does the group:	Yes	No	Not applicable	Don't know
a. Meet at least quarterly?				
b. Have a public health representative?				
c. Have a planning and/or transportation representative?				
d. Include elected officials?				
e. Have paid staff support to coordinate the meetings?				
f. Have a budget?				
g. Conduct assessments of park and recreation facilities in the community (e.g., quality assessment, mapping of facilities)?				
h. Intentionally address equity?				
i. Have representation by residents with greater obstacles to health in the community?				
j. Have a long-term strategic or sustainability plan?				
k. Conduct an evaluation to assess progress toward meeting goals/objectives?				

Reset MODULE 5   CAUTION: This will clear and reset Module 5.

MODULE 6:

SCHOOLS

» This module assesses the plans, policies, environments, and resources specific to school siting, the built environment outside of the school, and connecting the school with other places.

» Special notes on this module:

- Due to the focus of the Active Communities Tool Assessment Modules, the School Module covers plans, policies, environment and resources specific to school siting, and connecting the school with other places. Physical activity or physical education policies, or the quality of the programming within the school are not addressed. These are important factors to consider, but are beyond the scope of this tool.

- For engineering-related plans, policies, and resources for improving the built environment around schools to promote walking and bicycling, consult Module 2: Infrastructure to Accommodate Pedestrians and Bicyclists.

- Responses should be based on one school district. If more than one school district is of interest, consider completing the module separately for each district.

» Who should be involved – technical experts with knowledge of the school district's plans and policies; specifically experts in the school district, planning, facilities management, and transportation.

» Approximate time to complete – 30 minutes.

Community/ Municipality: _____

School District: _____

Term	Definition
Comprehensive plan	The adopted official statement of a governing body of a local government that sets forth (in words, maps, illustrations, and/or tables) goals, policies, and guidelines intended to direct the present and future physical, social, and economic development that occurs within its planning jurisdiction and that includes a unified physical design for the public and private development of land.
Full life cycle cost	An economic method of assessing the total cost of facility ownership. This includes costs related to owning, constructing, operating, maintaining, and disposing of the facility.
Safe Routes to School	Also referred to as active travel to school. The intervention to encourage children and their parents to walk and bicycle safely to/from school must include one or more of the following: engineering, education, encouragement, and enforcement. The intervention may also include one or more of the following: evaluation and equity.
School siting	The process of selecting locations in the community for new schools that takes into account community land use patterns, infrastructure needs, environmental hazards, and other issues.

Please answer these questions based on the community/municipality selected. The responses to the module should be based on one school district.

6.1 Does your state have planning or policy guidance/requirements related school design or siting that affect local or regional products or processes related to schools?

    Yes → describe: _____

    No

    Not applicable

    Don't know

6.2 What school district will these questions address?

    Name of School District: _____

    City: _____

    State: _____

6.3 How many schools are in the school district?

    # elementary schools: _____

    # middle schools: _____

    # high schools: _____

    # other: _____

        Not applicable

        Don't know

6.4 How many students are estimated to be enrolled by the school district in a school year?

_____ number of students

_____ school year that the numbers reflect

Not applicable

Don't know

6.5 Are counts of walkers and bicyclists to/from each school assessed at least once a year when weather is conducive to walking?

Yes, for all schools in the district

Yes, for some schools in the district

No

Not applicable

Don't know

6.6 What percentage of students walk or bike to school?

_____ %

Don't know

PLANS

Plans, when referred to and capitalized in this module, are those that are written and adopted by a local authority (e.g., school district). Plans can stand alone (e.g., Safe Routes to School Plan, Pedestrian Plan, Bicycle Plan) or be part of a Comprehensive Plan (e.g., Master Plan, General Plan). "Plan" is capitalized to indicate that it is a document adopted by a local authority.

6.7 Does the community have a Plan that contains specific provisions to increase opportunities for children to walk and bicycle to/from school?

Yes, and the Plan was adopted 0–<5 years ago

Yes, and the Plan was adopted 5–<10 years ago

Yes, and the Plan was adopted 10 or more years ago

No → skip to #6.10

Not applicable → skip to #6.10

Don't know → skip to #6.10

6.8 In the past year, about how often was this Plan consulted when making relevant decisions?

Always

Usually

Sometimes

Rarely

Never

Not applicable

Don't know

6.9 In the past year, were any of the goals or priorities to increase opportunities for children to walk and bicycle to/from school specified in this Plan accomplished?

Yes → describe: _____

No

Not applicable

Don't know

The next question refers to health equity and health disparities. Health equity is when everyone has the opportunity to be as healthy as possible. Health disparities are particular types of health differences closely linked with social, economic, and/or environmental disadvantage. Health disparities adversely affect groups of people who have systematically experienced greater obstacles to health and/or a clean environment based on their racial or ethnic group; religion; socioeconomic status; gender; age; mental health; cognitive, sensory, or physical disability; sexual orientation or gender identity; geographic location; or other characteristics historically linked to discrimination or exclusion.

6.10 During the planning process to increase opportunities for children to walk and bicycle to/from school, does local government or its consultants try to engage individuals experiencing greater obstacles to health or who may be hard to contact?

Yes → describe: _____

No

Not applicable

Don't know

6.11 Is there routine collaborative school planning to determine appropriate site design for new schools?

Yes, and it is called for in a plan

Yes, but it is not described in a plan

No → Skip to #6.13

Not applicable → Skip to #6.13

Don't know → Skip to #6.13

6.12 What sectors engage in determining the appropriate site and design for new schools? Check all that apply.

School district

Local government

Department of transportation

Planning agency

Other

None

6.13 Is there a process to evaluate transportation and land use needs for existing schools?

Yes

No

Not applicable

Don't know

POLICIES

The **Policies** referred to in the following questions are those written and adopted by a local authority, including the school district. Policies include local ordinances (including zoning regulations, subdivision ordinances, street design guidelines, etc.) which are passed by local governing authorities, such as a city council or board of commissioners.

6.14 Does the school district's Wellness Policy promote active travel (e.g., walking or bicycling) to/from school for students?

Yes → describe: _____

No

Not applicable

Don't know

6.15 Do any schools in the school district prohibit walking or bicycling to/from school?

Yes → describe: _____

No

Not applicable

Don't know

6.16 Does the community have funding dedicated to improving pedestrian and bicycle infrastructure within a specified radius of the community's schools?

Yes, one time funding → describe: _____

Yes, ongoing source of funding → describe: _____

No

Not applicable

Don't know

6.17 School siting criteria

Does the school siting criteria consider:	Requires	Suggests	No	Not applicable	Don't know
a. The value of renovating or expanding existing school buildings that serve as public assets (e.g., landmark buildings)?					
b. Total capital and operation costs associated with renovating, closing, or building a new school?					
c. Reviewing and comparing the full life cycle costs of different school sites?					

Does the school siting criteria consider:	Requires	Suggests	No	Not applicable	Don't know
d. Total transportation costs across the projected lifecycle of the school for the school district, students and families?					
e. Proximity to students attending the school (e.g., portion of the student body living within .5 miles (elementary) to 1.5 miles (high school) of the school)?					
f. Access by walking, biking, and transit (e.g., safe routes to and from school available for students)?					

6.18 Joint or shared use agreement or a memorandum of understanding

Has the local government adopted a joint or shared use agreement or a memorandum of understanding with any school that allows the public to use school recreational facilities (e.g., gymnasiums, athletic fields, playgrounds) during non-school hours:	Yes	No	Not applicable	Don't know
a. For the school district level?				
b. For high schools?				
c. For middle schools?				
d. For elementary schools?				

ENVIRONMENT

The next set of questions ask about the built environment infrastructure in the community.

6.19 In the last year, does the community have projects in progress or completed projects that improve pedestrian and bicycle access to schools?

Yes, completed → describe: _____

Yes, in progress → describe: _____

No

Not applicable

Don't know

6.20 Have any schools used Safe Routes to School or a similar program to assess the safety and security of routes used to walk to school?

Yes → describe: _____

No

Not applicable

Don't know

The following questions ask about resources to support plans, policies, and built environments that impact walking and bicycling to/from school.

6.21 Does the community have funding to support safe walking and bicycling to and from schools?

Yes, one-time funding → describe: _____

Yes, ongoing source of funding → describe: _____

No

Not applicable

Don't know

6.22 Does the community provide support for school crossing guards?

Yes, the community provides funding for paid crossing guards and also supports volunteer crossing guards

Yes, the community provides funding for paid crossing guards only

Yes, the community supports volunteer crossing guards only

No

Not applicable

Don't know

6.23 Does the school district or other community organizations provide encouragements for walking/bicycling to/from school (e.g., fund or support walking school buses, early release for walkers/bicyclists, remote drop-off for car riders)?

Yes → describe: _____

No

Not applicable

Don't know

6.24 Does the school district have a Safe Routes to School coordinator or someone similar to focus on safe walking and bicycling to schools?

Yes, there is a full-time paid coordinator

Yes, there is a part-time paid coordinator

Yes, there is a volunteer coordinator

No

Not applicable

Don't know

6.25 Does the community have a partnership, coalition, or advisory board (e.g., Local School Health Advisory Council, Wellness Committee, Safe Routes to School group) tasked with advising decision-makers (e.g., district school boards) on physical activity around schools, including walking and bicycling to and from school? These groups can be of various types and organizational levels.

Yes → describe: _____

No → End of Module 6

Not applicable → End of Module 6

Don't know → End of Module 6

6.26 Partnership, coalition, or advisory board tasked with advising on physical activity around schools

Does the group:	Yes	No	Not applicable	Don't know
a. Meet at least quarterly?				
b. Have a public health representative?				
c. Have a planning and/or transportation representative?				
d. Have a school district representative?				
e. Have paid staff support to coordinate the meetings?				
f. Have a budget?				
g. Conduct assessments of routes to walk or bicycle to/from school (e.g., quality assessment, mapping of facilities)?				
h. Intentionally address equity?				
i. Have representation by residents most impacted by poor health outcomes in the community?				
j. Have a long-term strategic or sustainability plan?				
k. Include elected officials?				
l. Conduct an evaluation to assess if progress toward meeting goals/objectives?				
m. Include other impacted stakeholders?				

Reset MODULE 6   CAUTION: This will clear and reset MODULE 6.

Reset Form   CAUTION: This will clear and reset the entire form.

Notes