



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



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





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 all be completed if you are interested in improving infrastructure to accommodate pedestrians and bicyclists.
 - » Sections A and B should both 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 both 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 <u>one side</u> only	Require <u>both</u> sides	Suggest <u>one side</u> only	Suggest <u>both</u> 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

* Criteria 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 or 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.



US Department of Health and Human Services
Centers for Disease Control and Prevention
National Center for Chronic Disease Prevention and Health Promotion
Division of Nutrition, Physical Activity, & Obesity