



Nunda Active Transportation Plan

Livingston County New York State
Performance Improvement Project 2024
April 18, 2025



Project Overview:

The New York State Department of Health (NYSDOH) facilitates a statewide performance-based incentive program among local health departments (LHDs), which allows the NYS Commissioner of Health to establish statewide standards for delivery of core public health services. LHDs may receive additional funding for meeting or exceeding performance standards.

In Year 12 of the Performance Improvement Program (PIP), NYSDOH focused on chronic disease prevention, with emphasis on promoting physical activity. LHDs were encouraged to develop cross-sector teams and utilize the Centers for Disease Control and Prevention (CDC) *Active Communities Tool* (ACT) to assess community design and develop an action plan in at least one priority community in the county.

Background:

Chronic diseases such as cardiovascular disease, cancer, diabetes, and arthritis are among the leading causes of death and disability. These diseases account for approximately 60% of all deaths in the state and affect the quality of life for millions of New Yorkers, causing serious limitations in daily living for about one in ten residents. Chronic diseases are also among the most preventable. Risk factors for the development of cardiovascular disease, some cancers, diabetes, arthritis, and asthma include physical inactivity, unhealthy eating, obesity, and tobacco use. Although the public is generally aware of the benefit of improving health-related behaviors, work, school, or community environments often make it difficult to adopt or maintain healthy lifestyles.

Regular physical activity has significant benefits across the lifespan, including stronger muscles and bones, better weight control, improved mental health, lowered risk of chronic disease, and increased life expectancy. The 2018 Physical Activity Guidelines for Americans recommend adults of all ages and abilities engage in moderate-intensity physical activity for at least 150 minutes per week or vigorous-intensity physical activity for 75 minutes per week.

Approximately one-half of adults in NYS do not meet this recommendation. They recommend that children ages 3 through 5 years be active throughout the day and children and adolescents ages 6 through 17 need to be active for 60 minutes every day.

Active transportation, such as walking or biking to get from one place to another, provides opportunities for people to be physically active as part of their daily lives. This is easier to do when everyday destinations are connected by activity-friendly routes. Communities can increase opportunities for active transportation by combining improvements to transportation systems (e.g., pedestrian or bicycling paths) with land use and community design components (e.g., access to community or neighborhood destinations such as stores and parks).

Process:

NYSDOH requirements for the PIP were as follows:

- Measure 1: Participation in a NYSDOH-led training on the Active Communities Tool
- Measure 2: Submission of at least two completed ACT measures

- Measure 3: Participation in a NYSDOH-led training on developing an action plan using the information from the completed ACT modules
- Measure 4: Submission of an ACT action plan

Methodology:

The first meeting for the PIP was held on January 1, 2024 with Livingston County Department of Health (LCDOH) staff, including the Community Health Director and Public Health Specialists from Health Education and Emergency Preparedness. Modules 2 and 3 were selected and divided up among staff to pre-fill the needed information before gathering a larger group of stakeholders (Appendix 1).

On February 7, 2024, the committee reconvened and included a representative from Be Well in Nunda. Module 2 and 3 revisions were reviewed and revised by the group (Appendix 2).

By March 18, 2024, the first training on the Active Communities Tool had been completed by LCDOH staff (Appendix 3). Guidelines for developing a project team included:

- Should comprise three or more relevant sectors (i.e., public works, transportation, planning, people with lived experience, economic, development, housing authority, parks and recreation, etc.)
- At least one of the sectors on the project team should include an organization or individual representing interests of population groups who will be impacted by changes to the built environment.
- Additionally, the representative(s) from the sector(s) promoting health equity should have lived experience and reflect the demographics of the community in which the recipient is seeking to change the physical activity environment.

Action Plan Requirements were as follows:

- At least:
 - Three goals, including:
 - Two goals related to the modules that were completed for activity friendly routes and everyday destinations.
 - One goal related to community concerns. Should include policies and strategies beyond community design as necessary to strengthen the community's voice, build positive power, address threats to community safety and stability, improve health equity, and other concerns.
 - Each goal should have a timeframe for completion.
 - Each goal should include at least one action step (i.e., action(s) necessary for achievement).
 - Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal.
 - Action Steps should name the responsible agency or individual and include an estimated timeline (i.e., state who will complete the action by when).

- At least one action step for each goal should relate to actions to identify the funding source, if applicable, beyond public health that will be used to implement this policy or plan.

Possible goals were brainstormed and a list of potential Nunda partners to coordinate with was drafted:

- Mayor of Nunda
- Board of Supervisors
- Be Well Nunda
- ARC mobility manager
- Dalton Elementary Principal
- Planning
- Economic Development
- RTS
- CCE
- Nunda/Dalton Traffic

On May 20, 2025, LCDOH convened a larger committee meeting with the following organizations in attendance:

- Livingston County Department of Health
- Cornell Cooperative Extension
- Nunda Town Supervisor
- Livingston County Planning Department

Other partners who participated at various instances of the project include:

- *Be Well in Nunda*
- Livingston County Transportation Department
- Livingston County Economic Development
- Keshequa Central School District
- Livingston County Office for the Aging
- Rochester Transit System
- Livingston County Chamber of Commerce
- Genesee Valley Health Partnership

Three final goals were set, and activities, action steps, responsible partners, measurement evaluation, and timeframes were established for each (Appendix 4).

On July 23, 2024, the project team met to clarify timelines on deliverables and conducted asset mapping of Nunda resources (Appendix 5). The finalized action plan was submitted on July 30, 2024 (Appendix 6).

Although the PIP requirements for NYS had been fulfilled, the strong group of stakeholders assembled by LCDOH continued to work toward the goals identified on the work plan. On August 5, 2024, the PIP was presented to the grassroots community initiative, *Be Well in Nunda*, to collect community feedback about improvements and conduct asset mapping with a group of community members (Appendix 7). Additionally, a community survey was conducted among Nunda residents throughout August of 2024 to collect data on most needed improvements and educational topics (Appendix 8).

On September 18, 2024, LCDOH attended a meeting facilitated by the Livingston County Planning Department with the Nunda Board of Supervisors representative, Nunda Mayor, and the leader of *Be Well in Nunda* to identify specific areas in Nunda needing improvements such as sidewalks, crossing areas, and other improvements. Data collected during the focus group with *Be Well in Nunda* was utilized to inform these decisions. Nunda officials scheduled a convening of the Board to determine how much in matching funds could be offered. Staff time has been and will continue to be invested by Livingston County in-kind. An application for an Active Transportation Plan was drafted by the Livingston County Planning Department and submitted for consideration on October 10, 2024 (Appendix 9). The application was approved and LCDOH received notification in early 2025 (Appendix 10).

In January 2025, the Genesee Valley Health Partnership applied for the America Walks Community Change Grant on behalf of *Be Well in Nunda*, in order to fund activities specified on the PIP workplan, however funds were not awarded.

Outcomes:

As of April 2025, a consultant has not yet been located to complete the Active Transportation Plan, which will outline improvements to the Nunda community to facilitate safe and healthy ways to navigate. Once completed, the Active Transportation Plan will be used to justify physical improvements, legislative changes, and/or funding for future projects.

Appendix 1

NYSDOH PIP – 1/3/24

- Discussion:
 - Meeting with planning to complete modules
 - Submit modules by March 1st
 - Bicycle infrastructure - bike racks at schools
 - Bus improvements:
 - Accessibility improvements/updates
 - Bus ports
 - Bike racks
 - Rerouting
 - Involve planning dept.
- Module 2: Infrastructure to Accommodate Pedestrians and Bicyclists
 - Focus on Nunda
 - Areas with bike racks: library, grocery stores, town hall
 - Trail Towns – bike racks purchased through that? (in Nunda?)
 - Mount Morris pedestrian flags at crosswalks
 - Dividing sections:
 - Module A – June
 - Module B – Lisa
 - Module C – Andrea
- Module 3:
 - Margaret completing



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>



Contents

Acknowledgements.....	4
Introduction	5
MODULE 1:	6
Street Design and Connectivity.....	6
Plans.....	8
Policies	9
Resources.....	11
MODULE 2:	12
Infrastructure to Accommodate Pedestrians and Bicyclists	12
Module 2-Section A: Infrastructure to Accommodate Pedestrians and Bicyclists.....	13
Plans and Policies	13
Policies	16
Environment.....	18
Resources.....	20
Module 2-Section B: Infrastructure to Accommodate Pedestrians.....	21
Plans.....	22
Policies	23
Environment.....	24
Resources.....	26
Module 2-Section C: Infrastructure to Accommodate Bicyclists	28
Plans.....	29
Policies	30
Environment.....	35
Resources.....	39

MODULE 3:	41
Public Transportation	41
Plans.....	44
Policies.....	45
Environment.....	48
Resources.....	51
MODULE 4:	53
Land Use Planning	53
Plans.....	56
Policies.....	58
Environment.....	61
Resources.....	62
MODULE 5:	64
Parks and Recreational Facilities	64
Plans.....	67
Policies.....	68
Environment.....	70
MODULE 6:	75
Schools	75
Plans.....	77
Policies.....	79
Environment.....	80
Resources.....	81
Notes	83

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Note: Links to non-federal government organizations found in this document are provided solely as a service to the reader. These links do not constitute an endorsement of these organizations or their programs by CDC or the Federal Government, and none should be inferred. CDC is not responsible for the content of the individual organization sites listed in this document.

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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.

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 includes 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



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.

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.



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?				



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 assesses 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 <i>ciclovias</i> .
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

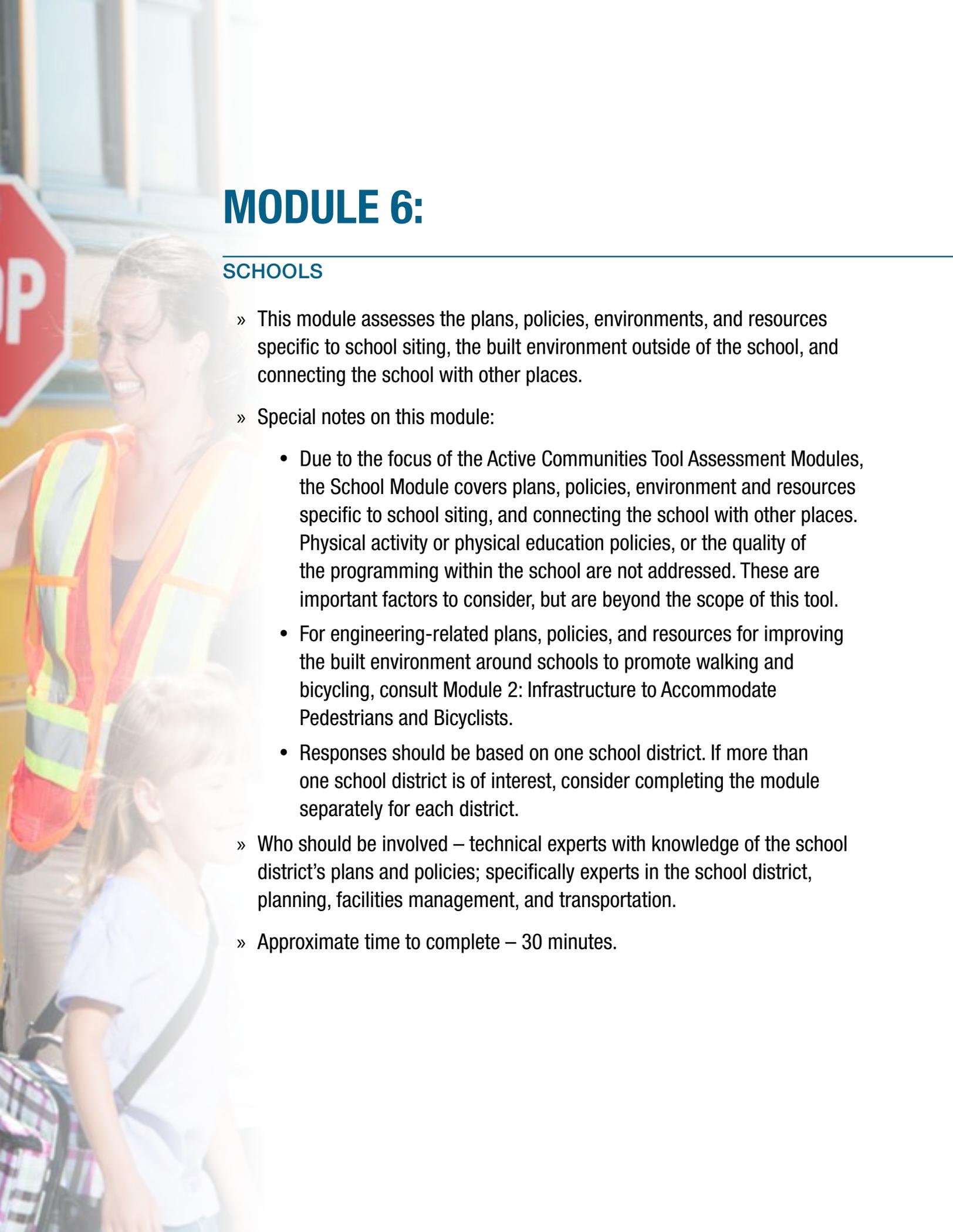
Not applicable → End of Module 5

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.

A woman wearing a high-visibility orange and yellow safety vest is smiling and talking to a young girl. They are walking past a red octagonal stop sign with a white 'P' on it. The background is slightly blurred, showing a building and a clear sky.

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

RESOURCES

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.



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

Appendix 2

NYSDOH PIP with Nunda – 2/7/24

- PIP – Performance Improvement Project
 - Nunda (town) is a high need community (determined by CDC)
 - Groveland, Leceister, Mount Morris, N. Dansville, Ossian, Portage, Sparta, W. Sparta, Springwater
- Goal: Improving and creating activity-friendly routes
- CDC Active Community Tools Assessment Modules
 - Help from Planning to complete
 - Module 2: Infrastructure to Accommodate Pedestrians and Bicyclists
 - Part A:
 - Sign system in progress with county for village
 - Signage, crosswalks, locations for bikes
 - Due to 2 main highways (408, 436 are state) all has to be approved by state, can be pricey
 - No traffic device at those four corners previously, had to advocate a lot to make happen
 - Traffic lights established – Louise Wadsworth
 - Trails – GV Greenway
 - Signage added along Greenway trails last year for hikers
 - Spur – Greenway path?
 - School Mill Street crossing – changes to make stop signs more visible
 - Went through state – many steps
 - Tentative approval of light at this location
 - No deaths/serious accidents, many close calls, people may not feel safe there
 - Crossing guards- school cannot hire (this is illegal, must be hired by town, village, etc.)
 - State approved volunteer crosswalk guards – volunteers did not meet the background checks, only 1 qualified
 - Doris Marsh – possible volunteer?
 - Vermont Street to grocery store – no sidewalk/bridge
 - Heavy use by walkers/bikers
 - High risk area for both town and village
 - Multiple attempts to get funding
 - Crosswalk could be installed to Greenway trail for safer route
 - Goal of becoming a “walking community” – people could walk anywhere in the village
 - No Vision Zero, but there are resolutions addressing traffic safety and improvements

- Looking into Complete Streets – all policy/resolutions could be included in a plan
 - Adding sidewalk by field – partially completed, to be finished 2024
 - No policy needed to add sidewalks/infrastructure
- Dalton hamlet (typically left out) – need sidewalks, elementary schools in this area
 - Not incorporated
- Shared-use Paths (walkers, bikes, snowmobiles, mowers, etc.):
 - Greenway – connects to massive area
 - Spur – culver collapsing
 - Greenway looking for funding to repair
- Nunda is a tree city – plant at least 100 trees per year, removing where they are a nuisance, etc.
 - No enforcement authority on trees, but recommendations are given
- Shared Road Clean Up:
 - Supposed to be done in spring
 - New rope put in last year
 - Greenway maintenance
- Counting users on shared paths – LC Tourism?
- No federal funding – at least not directly, all agency specific distributed through county
- Ride to Batavia and back would probably cost \$150-180
 - Part B:
 - Planning does not do focus groups or equity assessment when planning
 - Need 3 more crosswalks at least- have to go through state
 - Road and sidewalk lighting is a large need within Nunda village
 - Module 3: Public Transportation
 - Part A:
 - Planning Dept. – survey regarding Here2There
 - Provided by ?
 - 2021 Plan on regional mobility from planning dept. (3.10)
 - Livingston County Mobility Management Strategy Survey
 - Follow up Geneseo Council updated Transportation Plan
 - 3.12 to Megan
 - 3.15 to RTS
- Margaret to send CDC modules to Jack

LIVINGSTON COUNTY DEPARTMENT OF HEALTH

NYSDOH PIP Meeting Minutes

Date: Monday, March 18th, 2024; 9:00a.m., Room 301

PRESENT: Margaret Betette, Director of Community Health; **June Webster**, Public Health Specialist; **Bridgette Guild**, Public Health Specialist; **Lisa Kenney**, Public Health Specialist; **Andrea Mott**, Public Health Specialist

Email Address to use to share resources and information: mbetette@co.livingston.ny.us

TOPIC	FINDINGS/DISCUSSION	ACTION/FOLLOW-UP
NYSDOH PIP Part 2 03/04/24	<ul style="list-style-type: none"> ➤ Andrea did the second training. We have completed the modules. Next step is to complete the action plans, due July 31st. 	
Action Plan Project Team	<ul style="list-style-type: none"> ➤ Team should include: <ul style="list-style-type: none"> ○ 3+ relevant sectors (public works, transportation, planning, people with lived experience, economic development, housing authority, parks and recreation) <ul style="list-style-type: none"> ▪ We didn't include anyone in housing authority – not sure it's necessary due to the modules we're addressing ○ One sector will need to address a population group that will be impacted by the changes. We included this by having the Nunda representatives: Jack, Patty, Board of Supervisors representative ○ Representatives should have lived experience and reflect demographics of the community <ul style="list-style-type: none"> ▪ We have this as the community is not very diverse 	<p><i>Will meet internally, discuss/prepare rough draft of what to propose to Nunda members. Will also include any of their ideas for action plans</i></p>
Action Plan Goals/Steps	<ul style="list-style-type: none"> ➤ At least 3 goals: <ul style="list-style-type: none"> ○ 2 need to relate to the modules completed ○ 1 needs to relate to community concerns ○ All need to have a timeframe for completion, at least 1 action step <ul style="list-style-type: none"> ▪ Can use a complete streets concept plan map, “Active people, healthy new York” logo (Lima was interested in complete streets but unsure of whether they passed it-thinking no one passed it due to lack of funding) ➤ Barb Stern, traffic safety grant, may be a good contact, she may not have funding ➤ Review of the PDF received after Training 1 including: 	

	<ul style="list-style-type: none"> ○ Everything that was presented at original training, the timeline, the goals based on addressing active people, healthy new York, examples, built environment approaches, community prevention task force, combining pedestrian and bicycle transportation or land use and environmental design, active friendly routes and everyday destinations. (Sounds like Nunda already has committees that address some of these gaps) ➤ June suggested a bike fixing station 	
Possible Goal Ideas:	<ul style="list-style-type: none"> ➤ Have a stronger coalition/group that works in Nunda, working closer with RTS. June thinks they may have a group already. ➤ Education from Cornell at the school for bike and pedestrian safety ➤ Policy and Procedure education ➤ Emphasis on RTS safety, promoting awareness on what's available in the community. ➤ Pedestrian flags for crossing busy intersections ➤ Trails / Spur on greenway path ➤ School Mill Street crossing could use stop signs more visible (have spoken with the state before) ➤ Volunteer crossing guard ➤ Vermont Street to grocery store needs a sidewalk/bridge/crosswalk ➤ Dalton is included in town of Nunda ➤ Counting users on shared path ➤ Need sidewalks for elementary schools in the area 	
Everyone we want involved:	<ul style="list-style-type: none"> ➤ Mayor of Nunda ➤ Board of Supervisors ➤ Patty Piper – Be Well Nunda ➤ Sean Ryan – ARC mobility manager ➤ Dalton Elementary Principal ➤ Megan – Planning ➤ Economic Development ➤ Karen Gatton – RTS ➤ Barb Stern – CCE ➤ Nunda/Dalton Traffic 	<p><i>Will include in the email to everyone: Please don't hesitate to include anyone else you think may be helpful</i></p> <p><i>Margaret to send Dalton School Rep contact and list of new people to Andrea</i></p> <p><i>Lisa to create word doc list of possible funding sources</i></p>
Next Meeting	TBD – Sometime in April	

*Respectfully Submitted,
Bridgette Guild
Public Health Specialist, Health Education/Early Intervention*



LIVINGSTON COUNTY DEPARTMENT OF HEALTH

NYSDOH PIP Meeting Minutes

Date: Monday, May 20th, 2024; 10:00a.m., Room 301 and via Zoom

PRESENT: Andrea Mott, Public Health Specialist; **Lisa Kenney**, Public Health Specialist; **Bridgette Guild**, Public Health Specialist; **Margaret Betette**, Director of Community Health; **Barbara Sturm**, Traffic Safety; **Merilee Walker**, Nunda Town Supervisor; **Megan Crowe**, Planning Department; **Ted Griswold**, Planning Department

Email Address to use to share resources and information: mbetette@co.livingston.ny.us

TOPIC	FINDINGS/DISCUSSION	ACTION/FOLLOW-UP
<p>Discussion on Project Work Plan with Goals and Action Steps</p>	<ul style="list-style-type: none"> ➤ We have decided on 3 final goals: <ul style="list-style-type: none"> ○ Goal #1: Add or improve supportive bike structures (bike racks, bike fixing stations, etc.) in Nunda. <ul style="list-style-type: none"> ▪ Activities: <ul style="list-style-type: none"> • Determine resources available (Funding for materials, design, labor, etc) Lisa shared a list of great funding and grant opportunities at the last meeting. • Based on available resources, determine improvement locations ▪ Action Steps: <ul style="list-style-type: none"> • Engaging relevant stakeholders (Livingston County Central Services, Keshequa School District, RTS, Planning Department, etc.) • Conduct asset mapping of available resources • Matrix locations by need and feasibility to establish priority. ▪ Responsible Partner: <ul style="list-style-type: none"> • Livingston County Department of Health ▪ Measurement/Evaluation: <ul style="list-style-type: none"> • Number of stakeholders engaged • Number of meetings held • 1 completed asset map • Number of improvements made 	

	<ul style="list-style-type: none"> ○ Goal #2: Offer education on traffic safety specific to the Nunda community. <ul style="list-style-type: none"> ▪ Activities: <ul style="list-style-type: none"> ● Conduct at least 2 educational sessions in the Nunda community ● Implement one evidence based program (example: Walk 2 Connect, Safe Routes to School) ▪ Action Steps: <ul style="list-style-type: none"> ● Involve relevant community partners (Keshequa CSD, Cornell Cooperative Extension, etc.) ● Establish curriculum based on community needs ● Gathering community feedback on high risk areas ● Determining available funding and weigh program applicability to specific community needs ▪ Responsible Partner: <ul style="list-style-type: none"> ● Livingston County Department of Health ● Cornell Cooperative Extension ● Be Well in Nunda ▪ Measurement and Evaluation: <ul style="list-style-type: none"> ● Number of stakeholders engaged ● Number of meetings held ● 1 Educational curriculum ● Number of educational sessions held ● Number of community members who participate ● Number of community members who give feedback ● Number of programs implemented ○ Goal #3: Create an active transportation plan for Nunda. <ul style="list-style-type: none"> ▪ Time Frame: June 2024-March 2025 ▪ Measurement and Evaluation: 1 Active transportation plan. 	
<p>Discussion on Next Steps</p>	<ul style="list-style-type: none"> ➤ Provide the above listed goals and action steps to the State by the end of July to review, provide us feedback, and give any updates they may have. ➤ Do we have an idea on the timeline? <ul style="list-style-type: none"> ○ Margaret will look into this as the performance incentive timeline didn't specifically state in the training originally. Andrea shared that the timeline is up to us. ○ For goal #3, the application is usually released in the fall time and then would get started in the Spring and it's a full year ➤ For Goal #3, the responsible partner section should list: 	<p><i>Add logos for:</i></p> <ul style="list-style-type: none"> ● <i>Village of Nunda</i> ● <i>Be Well Nunda</i> ● <i>Cornell Cooperative Extension</i>

	<ul style="list-style-type: none"> ○ Livingston County Department of Health ○ Village of Nunda ○ Town of Nunda ○ Be Well in Nunda ○ RTS ○ Livingston County Planning Department ○ Livingston County Highways Traffic Safety Committee ○ Highway Superintendent ○ Department of Transportation ○ Genesee Transportation Council ○ Whoever owns the land where bike racks and other re will be going <ul style="list-style-type: none"> ➤ We will need to gather input from community supports; we could look into Be Well in Nunda for support on this possibly through a survey ➤ Look at the Village of Nunda’s comprehensive plan to ensure they’re linked ➤ We will need a description of the benefits of using transportation resources (walking, bicycling) in the community ➤ We can utilize the Be Well in Nunda trails information for the existing and proposed walkway networks ➤ Look into volunteer groups in the area to see if it’s possible to incorporate help from eagle scouts, rotary, etc. 	<p><i>Megan to share some plans that have already been completed as well as what a normal process looks like</i></p> <p><i>Barb will share resources with the group for the benefits of using transportation resources</i></p>
<p>Next Meeting</p>	<p>Will update and send to the group for final review and approval before submitting to the state.</p>	

*Respectfully Submitted,
Bridgette Guild
Public Health Specialist, Health Education/Early Intervention*





Appendix 5



LIVINGSTON COUNTY DEPARTMENT OF HEALTH NYSDOH PIP Meeting

Tuesday, 7/23/2024; 2:00 p.m., Rm 201

PRESENT: Andrea Mott, LCDOH; Lauren Morris, LC Planning; Patty Piper, Be Well in Nunda; Ted Griswold, LC Planning; Bridgette Guild, LCDOH; Margaret Betette, LCDOH; Barbara Sturm, CCE;
ZOOM: Sean Ryan, LC Transportation; Louise Wadsworth, LC Economic Development;

TOPIC	FINDINGS/DISCUSSION	ACTION/FOLLOW-UP
Welcome and Introductions		
Work plan	<p>Patty Piper – question about timeline for Goal #3 – Consultant group selection for Nunda set for July/August, Andrea explained that with our timeline set to submit Active Transportation Plan in September, the PIP group would serve as the consultant group for the first iteration. More feedback will be collected over email if possible.</p> <p>Patty Piper – question about timeline for educational sessions under Goal #2</p> <ul style="list-style-type: none">Expanded timeline into Fall 2024Goal remains to coincide with Back to School efforts, but extra time built in to build community awareness of sessions <p>Margaret and Andrea are working on. Have to submit by 7/31/2024.</p>	<p><i>Andrea: double check received docs. on transportation plan reqs.</i></p>
Asset Map	<p>Want to create a comprehensive map of what Nunda has.</p> <p><u>Institutions</u> Village and town board Churches (6+) within town Trinity Church Keshequa School with Nunda and Dalton locations Nunda Library Nunda Fire Dept. Historical Society (NHS)</p>	

Tri County Family Medicine
Livingston County
Nunda Police
Liv. Co. Sheriff/School Resource Officer
Dalton Post Office
Nunda Post Office
Nunda Ambulance
American Legion
Greater Nunda Action Partnership

Physical Space

Nunda and Dalton school community gardens
Kiwanis Park and picnic pavilion
Kiwanis Snack Shack
Kiwanis soccer field, baseball field, basketball court
Rymer Athletic Complex (baseball and soccer fields, and track)
Fire Hall
Government Center
408 Intersection Location
American Legion
School gymnasiums
Auditoriums
Farms
New sidewalks from 436 to Keating Lane (Rt. 2 to Athletic Complex)
Cemetery
GV Greenway
RV park (in development)
Erie Canal Greenway Branch Trail (new benches, kiosks, bike rack)
Public water and sewer in village
Nunda Village Park and gazebo
Kiwanis Park, Village Park, Nunda, and Dalton School playgrounds
Pickleball court
Senior, handicapped apts. (Hillside and Woodside)

Local Economy

Once Again Nut Butter
Seating Inc
Nunda Lumber
Valley Shop

	<p>Shop n' Save Modern Homes Kishawa Creamery Nunda Pharmacy Anchors Coffee Gleixner's Goodies Don's Hots Mel's Pizza Doughboys All About U - Hair Salon Car Wash 7/11 Woodland Hills M&T Bank Laundromat Redemption Center Crystal Learns Daycare NAPA Douglas Garage Nunda Farm Market Gelser's Farm Market (Dalton) Quicklee's (Dalton) Bugman's Milk Bugman and Sons Plan B Transportation Nunda Physical Therapy Nunda Mustard Mesmerize Baldwin's Insrunce (B&B Business Servies) GV Exteriors Tattoo Parlor Dolar General The Colective Thompkins Insurance Nunda Vet Local farms Woodland Hills Golf Course Americana Day Christmas in Nunda</p>	
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Car wash
Funeral home
Chelsea Renee - Photographer
Nuda Fun Day
Curry Masonry

Associations

Be Well in Nunda
Rotary
Kiwanis
PTSA
Nunda Masons
Nunda Ambulance Corps
Nunda Fire Department
Oakwood Cemetery Association
Nunda Historical Society
Boy Scouts

Individuals

Mark Mullikian - Code Enforcement
Quinn - Village Code Enforcement
Patty Piper
Mayor - Jack Morgan
Town Spv. - Merilee Walker
Dr. Wilcox - Chiropractor
Local lawyer - name?
Church pastors
Joan Schumaker (Historical Society, Cemetery Association, etc.)
Tom Cook (His. Soc.)
Martha Blair (BWIN)
Jenny Flint (BWIN)
Rhonda and Josh Sullivan (Christmas in Nunda, Americana Days)
Colleen Therrien - CCE
Todd Isaman - KCS, BWIN, etc. phy. ed and school wellness
Lesley Powers - KCS Superintendent
Joy Costello - Boy Scouts
Alex Pierce (Zoning Board, GNAP)
Joe Wood (GNAP Pres. Plan B Trans. owner)
Dana Russel - Nunda Lumber

	Chad Bugman - RV Park and Woodland Hills Connie Russel - Valley Shop	
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Respectfully Submitted, Sue Ladley, Principal Typist, Community Health

Appendix 6

Activity-Friendly Routes: Improving Infrastructure for Pedestrians, Bicyclists, and Public Transport

ACTION PLAN

Livingston County Department of Health (2024-2025)

Overview: The Livingston County Department of Health (DOH) strives to promote access to health care and improve health outcomes in the 17 municipalities housed in Livingston County. Of these, Nunda, NY was selected as the target community for the 2024 New York State Department of Health (NYSDOH) Performance Improvement Project (PIP).

Nunda

Project Team Sectors: Cornell Cooperative Extension, Keshequa CSD, Livingston County (Public Health, Planning, Central Services, Office for the Aging Economic Development), Rochester Transit System, Be Well in Nunda, Chamber of Commerce, Genesee Valley Health Partnership, Community Members

Background: Nunda is determined to be a high-need community by the CDC and PIP project guidelines. The Department of Health and the community of Nunda have a history of collaboration via the *Be Well in Nunda* community group. Additionally, Nunda is a unique cross-section of demographics in Livingston County. After meeting with Nunda stakeholders to discuss the project, several areas emerged as potential improvements to the Nunda community, including signage installation and improvements, crossing guards, sidewalk improvements, bike racks and other supportive infrastructure improvements.

Goal 1: Add or improve supportive bike structures (Bike racks, bike fixing stations, etc.) in Nunda

- **Activity 1: Determine resources available (Funding for materials, design, labor, etc.)**
 - **Action Step 1** - Identify partners, landowners, volunteer groups (Rotary, Kiwanis), etc.
 - **Action Step 2** - Engage relevant stakeholders (Liv. Co. Central Services, Planning, Keshequa CSD, RTS, etc.)
 - **Responsible Partner:** *Livingston County Department of Health*
 - **Timetable:** *January-September 2024*
 - **Measurement/Evaluation Metrics:**
 - *# of stakeholders engaged*
 - *# of meetings held*
 - **Action Step 3** - Conduct asset mapping of available resources
 - **Responsible Partner:** *Livingston County Department of Health*
 - **Timetable:** *July/August 2024*
 - **Measurement/Evaluation Metrics:** *1 completed asset map*

- **Activity 2: Based on available resources, determine improvement location(s)**
 - **Action Step 1:** Matrix locations by need and feasibility to establish priority
 - **Responsible Partner:** *Livingston County Department of Health*
 - **Timetable:** *Spring/Summer 2025*
 - **Measurement/Evaluation Metrics:** *# of improvements made*

Goal 2: Offer education on traffic safety specific to the Nunda community

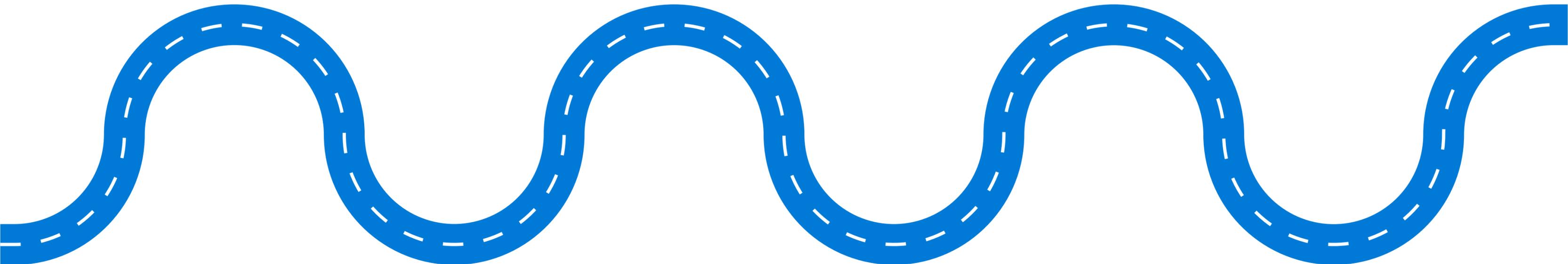
- **Activity 1: Conduct at least 2 educational sessions in the Nunda community**
 - **Action Step 1:** Involve relevant community partners (Keshequa CSD, Cornell Cooperative Extension, Nunda Police Dept. KCS PTSA etc.)
 - **Responsible Partner:** *Livingston County Department of Health*
 - **Timetable:** *Fall 2024*
 - **Measurement/Evaluation Metrics:**
 - *# of stakeholders engaged*
 - *# of meetings held*
 - **Action Step 2:** Establish curriculum based on community needs
 - **Responsible Partner:** *Cornell Cooperative Extension*
 - **Timetable:** *Fall 2024*
 - **Measurement/Evaluation Metrics:**
 - *1 educational curriculum*
 - *# of educational sessions held*
 - *# of community members who participate*
 - **Action Step 3:** Gather community feedback on high-risk areas
 - **Responsible Partner:** *LCDOH and Be Well in Nunda*
 - **Timetable:** *Fall 2024*
 - **Measurement/Evaluation Metrics:** *# of community members who give feedback*
- **Activity 2: Implement one (1) evidence-based program (ex. Walk to Connect, Safe Routes to School)**
 - **Action Step 1:** Determine available funding and weigh program applicability to specific community needs
 - **Responsible Partner:** *Cornell Cooperative Extension*
 - **Timetable:** *Fall 2024*
 - **Measurement/Evaluation Metrics:** *# of programs implemented*

Goal 3: Create an Active Transportation Plan for Nunda

- **Activity 1: Consultant selection for Nunda group**
 - **Action Step 1:** Engage relevant stakeholders for initial meeting (T/V Nunda, Be Well Nunda, LCDOH, Planning Department, Office of the Aging, Economic Development, LC Chamber of Commerce, Cornell CE, Genesee Valley Conservancy, NYSDOT, NYS Office of Parks, Recreation & Historic Preservation, Keshequa School District, Nunda Police Dept., KCS PTSA)
 - **Responsible Partner:** *Livingston County Department of Health*
 - **Timetable:** *July/August 2024*
 - **Measurement/Evaluation Metrics:**

- *Meeting minutes from consultant group*
 - *Sign in from consultant group meeting*
- **Activity 2: Inventory of existing and planned conditions**
 - **Action Step 1:** Meet with consultant group for asset mapping
 - **Responsible Partner:** *Livingston County Department of Health*
 - **Timetable:** *July/August 2024*
 - **Measurement/Evaluation Metrics:** *1 asset map*
- **Activity 3: Needs Assessment**
 - **Action Step 1:** Complete 1 Needs Assessment for the Nunda community
 - **Responsible Partner:** *Be Well in Nunda*
 - **Timetable:** *August/September 2024*
 - **Measurement/Evaluation Metrics:** *1 Needs Assessment*
- **Activity 4: Hold two (2) public meetings**
 - **Action Step 1:** Gather community feedback and suggestions
 - **Responsible Partner:** *Livingston County Department of Health*
 - **Timetable:** *August/September 2024*
 - **Measurement/Evaluation Metrics:** *Meeting minutes from 2 public forums*
- **Activity 5: Alternatives and Recommendations**
 - **Action Step 1:** Modify plan as needed and draft report
 - **Responsible Partner:** *Livingston County Department of Health*
 - **Timetable:** *September 2024*
 - **Measurement/Evaluation Metrics:** *1 Active Transportation Plan*

NYSDOH PIP Updates & Transportation Survey

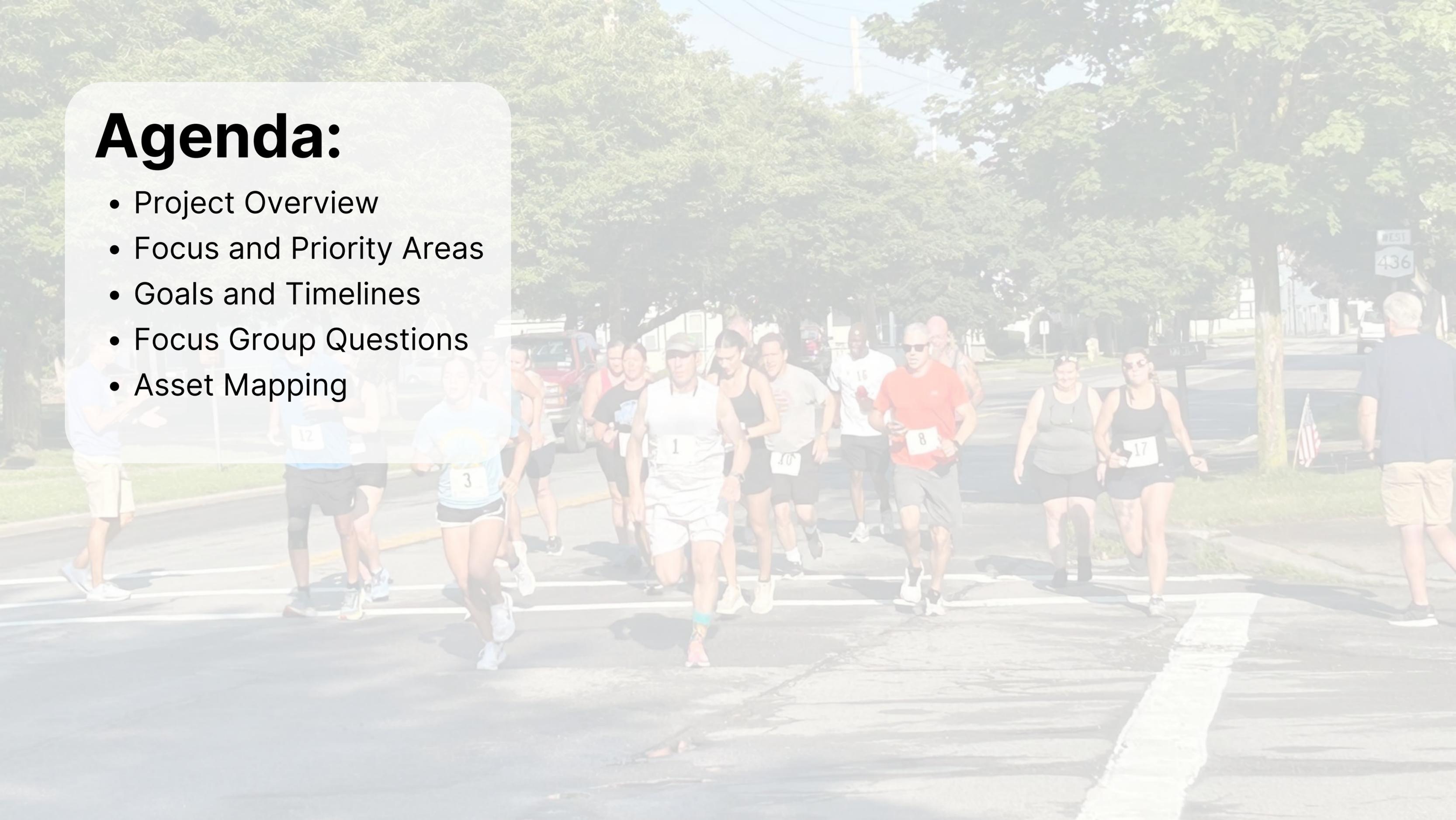


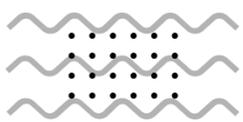
Presented To: Be Well in Nunda
Presented By: Andrea Mott and Bridgette Guild
Presented On: August 5th, 2024



Agenda:

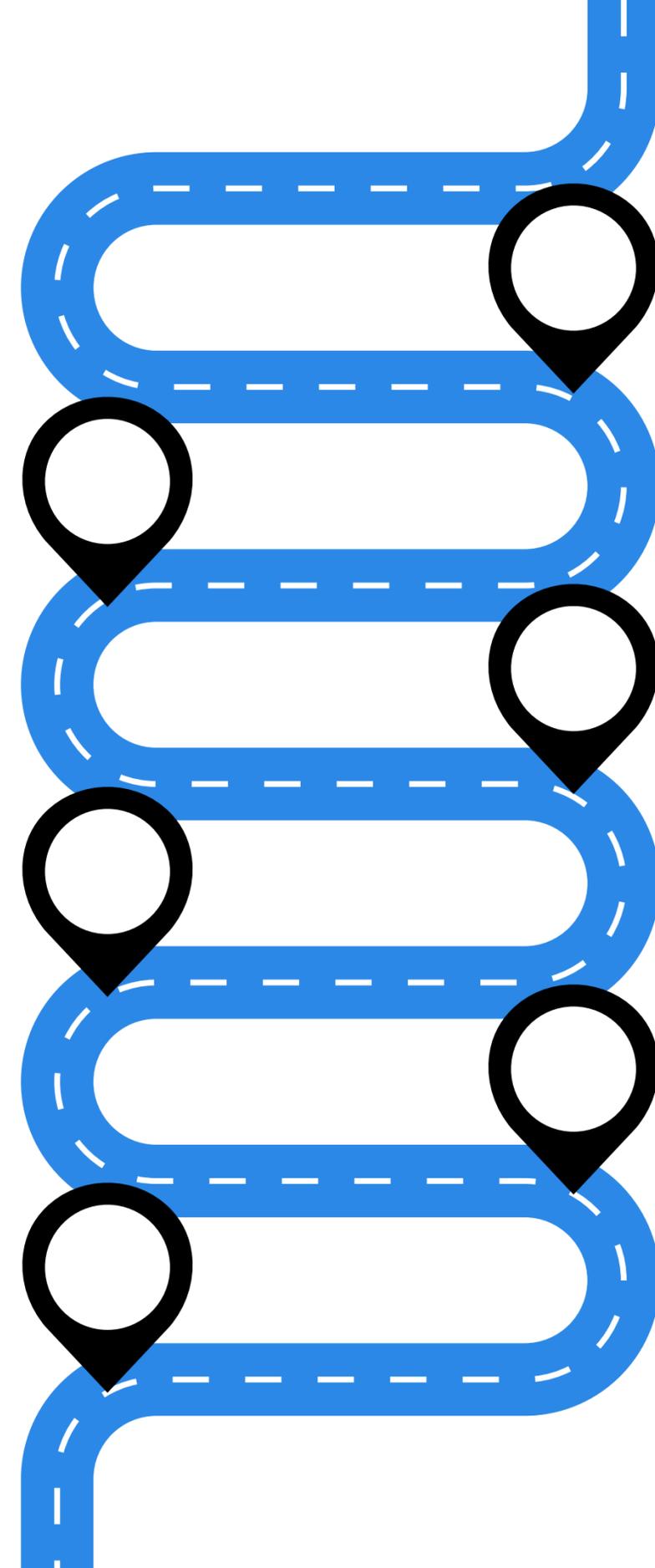
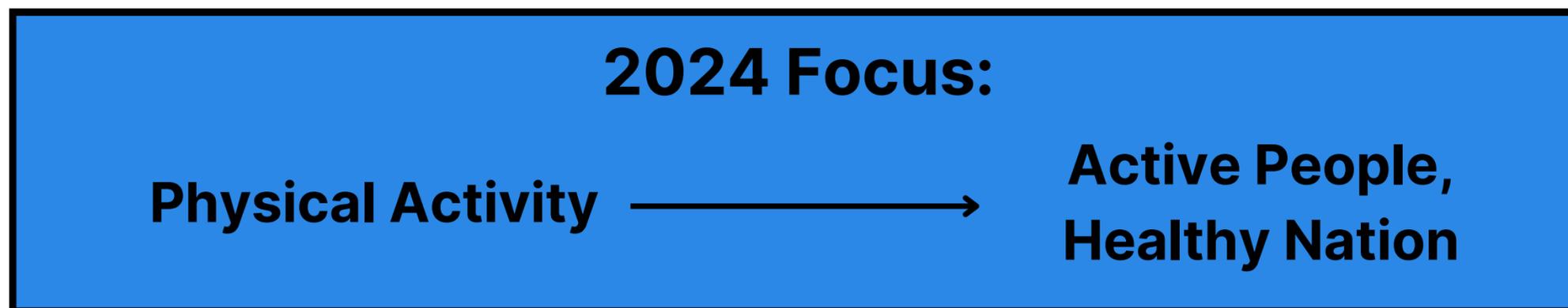
- Project Overview
- Focus and Priority Areas
- Goals and Timelines
- Focus Group Questions
- Asset Mapping





Project Overview

- The NYSDOH offers a performance-based incentive program (PIP) to establish statewide standards for delivery of core public health services and to provide additional funding to Local Health Departments (LHDs) who participate
- Goal: improve the health and well-being of all New Yorkers and promote health equity across populations who experience disparities



Focus Area

- Active People, Healthy Nation is a national initiative led by CDC
 - Goal: to help 27 million Americans become more physically active by 2027
- How?
 - Collaborating with partners and community members
 - Creating and improving activity-friendly routes to everyday destinations
 - More safe and accessible pedestrian, bicycle, or public transportation networks for all ages and disabilities!

Everyday destinations can include:



Home



School



Parks

Healthcare



Food/Retail



Priority Area

- Nunda is listed as a priority area
 - Determined using Area Deprivation Index to matrix:
 - Education
 - Employment
 - Housing Quality
 - Poverty
- Our focus areas:
 - Infrastructure to Accommodate Pedestrians and Bicyclists
 - Public Transportation



Module 2

Infrastructure to Accommodate Pedestrians and Bicyclists

Module A: Infrastructure to Accommodate Pedestrians and Bicyclists

Module B: Infrastructure to Accommodate Pedestrians

Module C: Infrastructure to Accommodate Bicyclists



Module 3

Public Transportation

Goals

01

Add or improve supportive bike structures in Nunda

02

Offer education on traffic safety specific to the Nunda community

03

Create an Active Transportation Plan for Nunda



Goal #1

Add or improve supportive bike structures (Bike racks, bike fixing stations, etc.) in Nunda

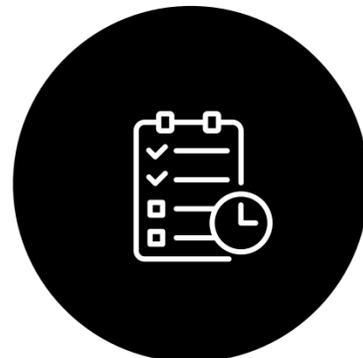
Activities

1. Map Nunda's resources
2. Determine improvement locations



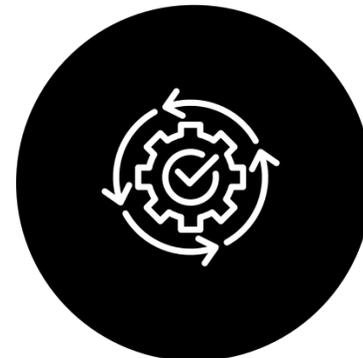
Action Steps

1. Identify partners
2. Engage stakeholders
3. Conduct asset mapping
4. Matrix locations



Timeframe

1. Began 1/2024
2. Tentative end of spring/summer 2025



Responsible Partners

- Liv. Co. DOH



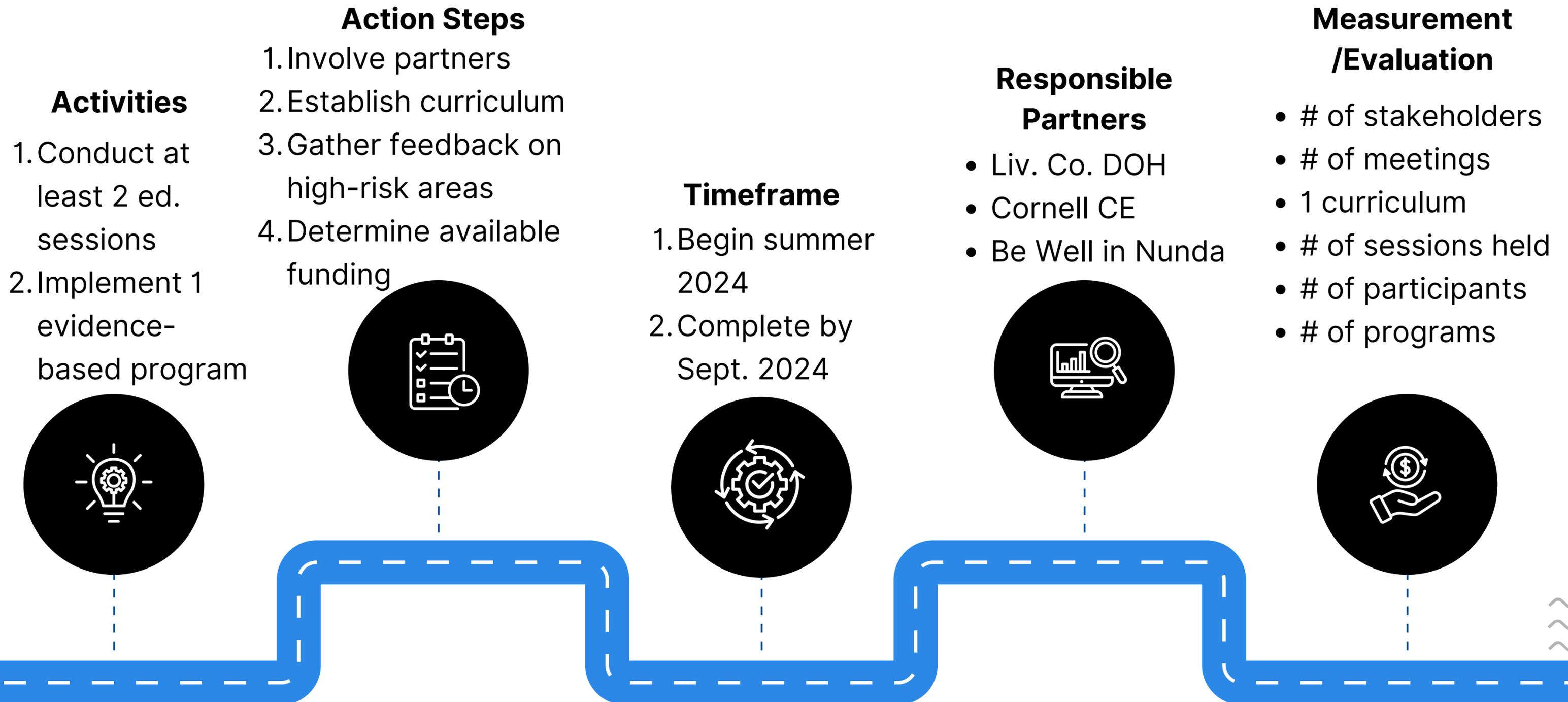
Measurement /Evaluation

- # of stakeholders engaged
- # of meetings held
- 1 asset map
- # of improvements made



Goal #2

Offer education on traffic safety specific to the Nunda community.

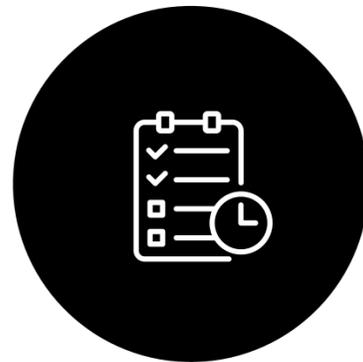


Goal #3

Create an Active Transportation Plan for Nunda

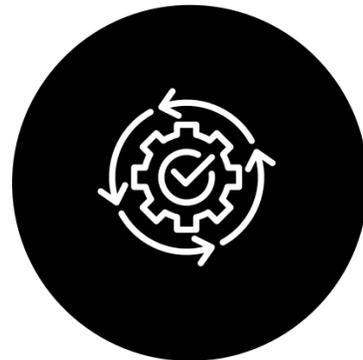
Action Steps

1. Engage stakeholders
2. Asset mapping
3. Complete Needs Assessment
4. Gather community ideas



Timeframe

1. Begin August 2024
2. Complete by Sept. 2024



Responsible Partners

- Liv. Co. DOH
- Be Well in Nunda



Measurement /Evaluation

- Meeting minutes
- Sign in
- 1 Asset Map
- 1 Needs Assessment
- 1 Plan



Activities

1. Consultant selection
2. Inventory of conditions
3. Needs Assessment
4. 2 public meetings



Focus Group Questions

Most needed sidewalk location?

- Mill Street to Keshequa School
- State Street
- Vermont Street to Shop n' Save
- Other

Most needed crossing improvement?

- Crossing flags at intersection crosswalks
- Additional stop signs at Mill Street/School crossing
- Crossing Guard at School crossing

Most needed educational topic?

- Benefits of Walking and Biking
- Pedestrian Safety
- Safe Driving in Residential Areas
- Understanding how to use Local Bus Transportation (LATS)
- Alternative transportation options for non-drivers/non-vehicle owners
- E-Bike Safety
- Basic Bike Safety

Asset Mapping - Institutions

Examples:

- Schools
- Libraries
- Local businesses
- Non-profits

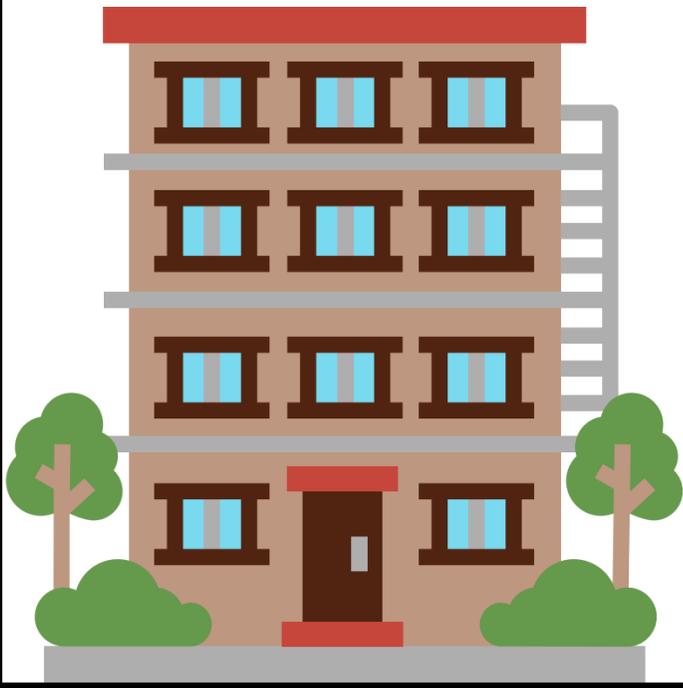


What Does Nunda Have?

Asset Mapping - Physical Space

Examples:

- Vacant land
- Housing
- Parks



What Does Nunda Have?

Asset Mapping - Individuals

Examples:

- **People with:**
 - **Skills**
 - **Knowledge**
 - **Experience**



What Does Nunda Have?



Asset Mapping - Local Economy

Examples:

- **Farmer's markets**
- **Food pantries and PUPs**
- **Employers**



What Does Nunda Have?



Asset Mapping - Associations

Examples:

- PTSA's
- Social clubs
- Faith groups

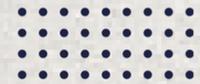
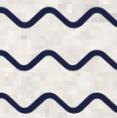


Be Well
In Livingston

Nunda

What Does Nunda Have?

Other Feedback?



Community Assets - Nunda 2024

Institutions

Local Economy

Physical Space

Individuals

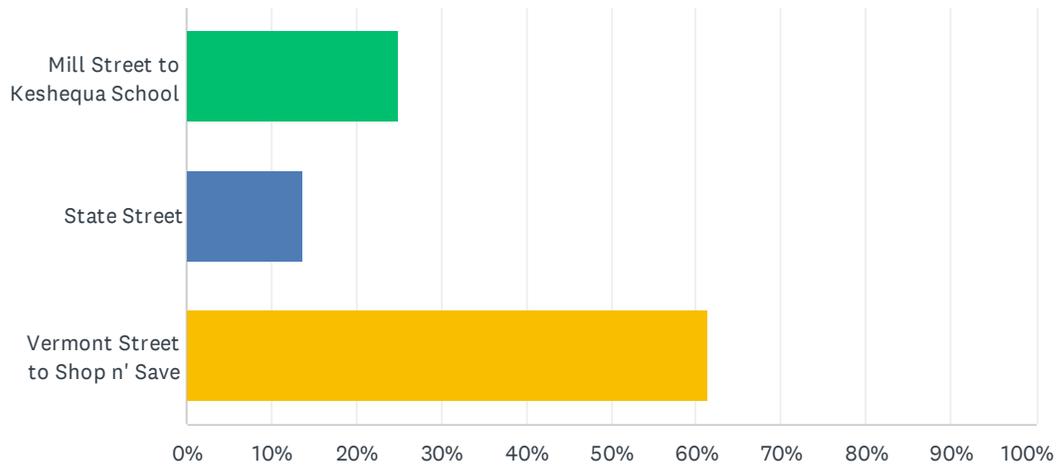
Associations

Appendix 8

Transportation Concerns in Nunda

Q1 Sidewalks:

Answered: 44 Skipped: 4

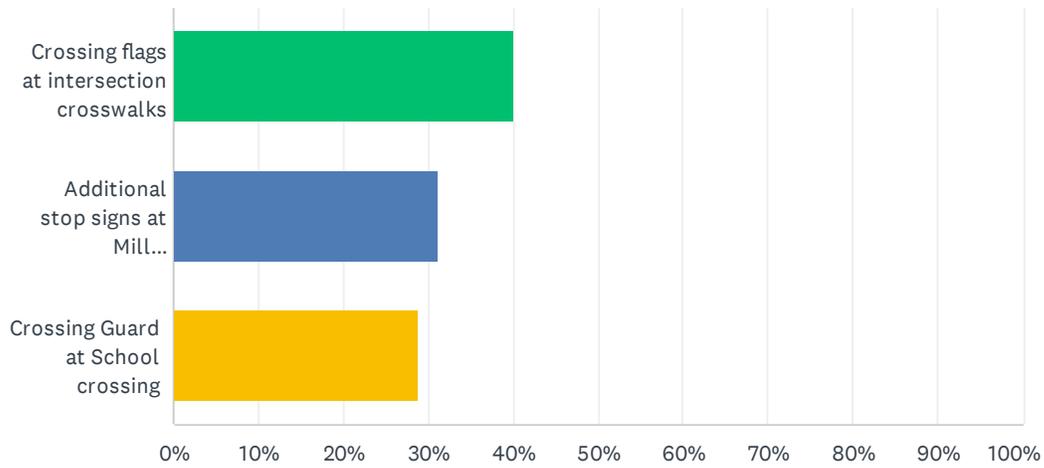


ANSWER CHOICES	RESPONSES
Mill Street to Keshequa School	25.00% 11
State Street	13.64% 6
Vermont Street to Shop n' Save	61.36% 27
TOTAL	44

#	OTHER (PLEASE SPECIFY)	DATE
1	I assume this means the Keshequa School track and playing field for students.	9/5/2024 10:19 AM
2	Creek Road! From the trailer park to Mill Street please.	8/23/2024 2:36 PM
3	Sidewalks from school to sports fields so kids can walk to practice safely without having to walk in roadways or through unsafe housing complexes	8/19/2024 12:35 PM
4	N.State at Post Office, Nut Butter, Valley Shop	8/9/2024 10:49 AM
5	North Walnut street to Athletic Fields	8/9/2024 4:43 AM
6	Creek road to Baily Many people walk and bike through in the road	8/8/2024 7:00 PM
7	Apply new pavement as promised on the main road in town - 408 and 436 (like Dansville got last year). Instead Nunda got a temporary patch job which looks like and drives like going into hell.	8/8/2024 1:42 PM
8	Response from resident who could not open survey: The one piece of feedback I have is it would be nice if there was a crosswalk from Nunda Lumber to Once Again for their customers, our employees and those crossing to use the post office and for kids cutting across to get to Keshequa.	8/8/2024 11:55 AM
9	siewalks on both sides of Seward St from Gibbs to West	8/8/2024 11:38 AM
10	Keshequa Central School on Mill Street to Keshequa school athletic fields on Fuller Rd.	8/8/2024 10:47 AM
11	Vermont Street is also in great need.	8/7/2024 5:25 PM
12	most of the village- most are in some sort of disrepair	8/7/2024 3:59 PM

Q2 Crossing:

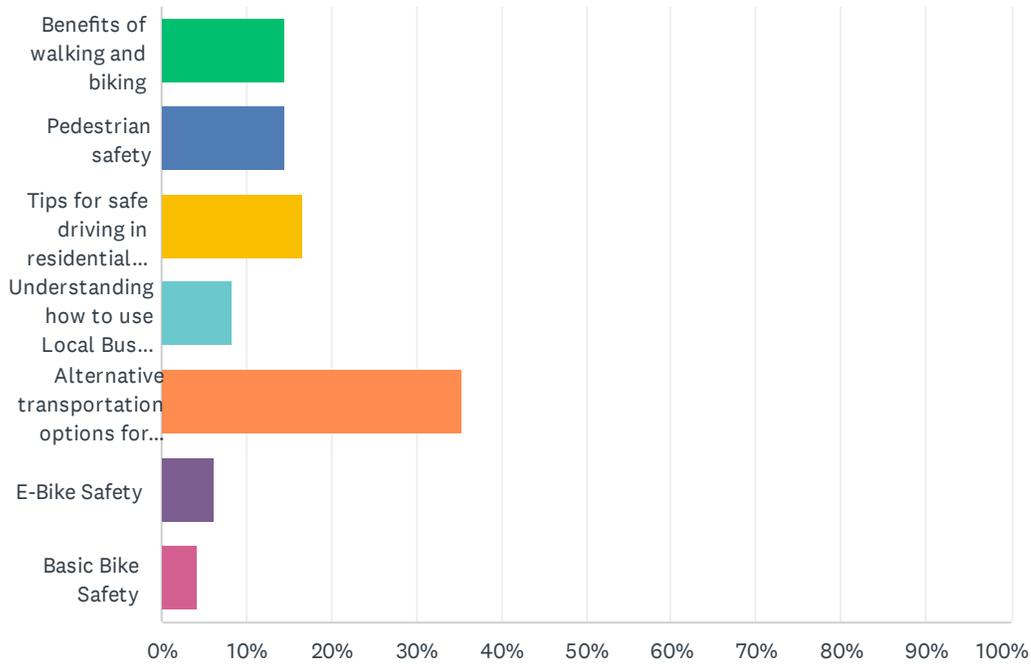
Answered: 45 Skipped: 3



ANSWER CHOICES	RESPONSES	
Crossing flags at intersection crosswalks	40.00%	18
Additional stop signs at Mill Street/School crossing	31.11%	14
Crossing Guard at School crossing	28.89%	13
TOTAL		45

Q3 Which of the following would you rate as the most needed educational topic in the Nunda community?

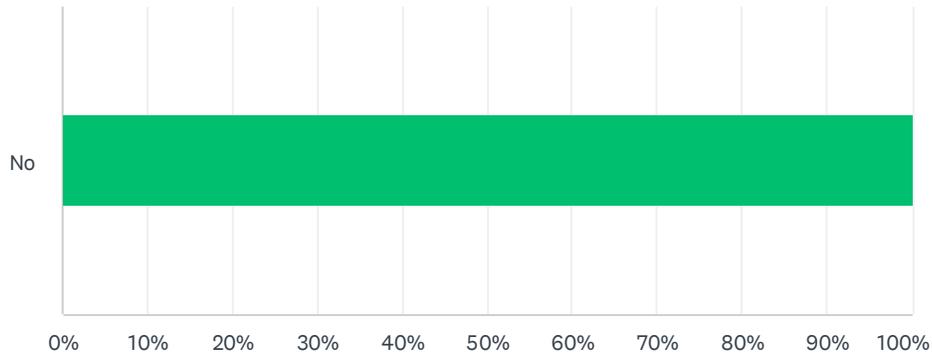
Answered: 48 Skipped: 0



ANSWER CHOICES	RESPONSES	
Benefits of walking and biking	14.58%	7
Pedestrian safety	14.58%	7
Tips for safe driving in residential areas	16.67%	8
Understanding how to use Local Bus Transportation (LATS)	8.33%	4
Alternative transportation options for non-drivers / non-vehicle owners	35.42%	17
E-Bike Safety	6.25%	3
Basic Bike Safety	4.17%	2
TOTAL		48

Q4 If more community feedback is needed to make improvements to Nunda, are you interested in being contacted?

Answered: 21 Skipped: 27



ANSWER CHOICES	RESPONSES	
No	100.00%	21
TOTAL		21

#	YES. IF YES, PLEASE PROVIDE NAME AND EMAIL:	DATE
1	Joan Schumaker. Jschumaker38@gmail.com	9/5/2024 10:21 AM
2	Vicki Amidon - amidon@geneseo.edu	8/23/2024 2:37 PM
3	Imgreen45784@gmail.com	8/19/2024 4:50 PM
4	Sarah Forrester sforrester@co.livingston.ny.us	8/13/2024 10:03 AM
5	Chris Thiel Firecreek07@yahoo.com	8/11/2024 4:38 PM
6	Sandy Bahrenburg ... bahrenburg14517@gmail.com	8/9/2024 4:45 AM
7	Serena Blackburn serenablackburn24@gmail.com	8/8/2024 7:23 PM
8	Dave Wood ddwood10@gmail.com	8/8/2024 1:43 PM
9	Patty Piper: ppiper2007@gmail.com	8/8/2024 11:56 AM
10	Jack Morgan Mayor@VillageOfNunda.org	8/8/2024 11:06 AM
11	Joan Schumaker. jachumaker38@gmail.com	8/8/2024 10:50 AM
12	Colleen.therrien19@gmail.com Colleen Therrien	8/8/2024 8:56 AM
13	Eringibson38@gmail.com	8/8/2024 8:49 AM
14	Martha Blair Blair5421@gmail.com	8/8/2024 8:08 AM
15	Coleen Hopkins hopkinsc@geneseo.edu	8/7/2024 7:58 PM
16	hsfisher14@gmail.com	8/7/2024 5:26 PM
17	Imgreen45784@gmail.com	8/7/2024 4:21 PM
18	Randy Morris rmor@frontiernet.net	8/7/2024 4:13 PM
19	Joe Wood jwood.planb@yahoo.com	8/7/2024 4:02 PM

Appendix 9

2025-2026 UPWP Application Form

Genesee Transportation Council

Please limit responses to the spaces provided.
If a question is not applicable to your project, use N/A.

General Information

Project Name	Nunda Active Transportation Plan		
Applicant/Lead Agency	Livingston County		
Other Involved Agencies	Town and Village of Nunda, Be Well Nunda, GTC, NYSDOH, DEC, NYSDOT, Keshequa School District		
Contact Person and Title	Ted Griswold, Planner		
Address	6 Court Street Room 305, Geneseo		
Phone	585-243-7550	E-Mail	tgriswold@co.livingston.ny.us
Will consultant services be procured/required for this project? Yes or No.			Yes
Project Priority – If submitting more than one project proposal, designate the priority of each proposal relative to the other(s) (highest priority = 1)			N/A
Project Start Date	April 1, 2025	Project End Date	March 31, 2026

1. Provide a concise summary statement that describes the project and the primary objective(s). 5 points
<p>The project will establish a baseline for data-driven recommendations for pedestrian and other multi-modal transit improvements in the Village of Nunda, the Hamlet of Dalton, and adjacent areas in the Town of Nunda. Project objectives include: 1) Enhancing safe opportunities for walking, biking, and taking transit, in ways that connect people to the destinations they need to reach: schools, employment, shopping, dining, trails and parks, and other community destinations; 2) Ensuring that all neighborhoods in the Village and adjacent residential and commercial development in the Town have options for walking, biking, and transit. 3) Reducing climate-changing emissions; 4) Improving pedestrian and bicycle traffic safety for all users, and; 5) Setting up Nunda multi-modal and pedestrian transportation projects to be competitive for grants and regional funding opportunities.</p>

2025-2026 UPWP Application Form

2. Describe the demographics and location of the study area. Note any distinctive features (e.g., low-income area, high accident location, freight corridor, etc.). Identify any populations of concern (e.g., environmental justice populations, people with disabilities, elderly, schools, etc.). 5 points

The Town and Village of Nunda have populations of 2688 and 1169, respectively. Both the Town and the Village have populations of residents over 65 and residents living in poverty at a higher rate than the broader Livingston County. The Village of Nunda sees 27% of its population living with some kind of disability, twice the Livingston County rate of 13.5%. Both the Town and the Village have higher percentages of people who walk to than surrounding communities, with 9.5% in the Town and 14% in the Village. Intersection of Routes 408 & 436 in the Village, both are freight corridors and see high rates of local and regional traffic, with issues related to visibility, speed, pavement degradation and congestion through the Village. Keshequa High School is east of the intersection, and locals note the area as dangerous due to tensions between regional and local traffic, and pedestrians trying to cross Route 436 from the residential neighborhoods. Other area include non-motorized routes to the athletic fields and grocery store.

3. Describe (a) the issues and trends that give rise to the need for this project; (b) efforts to date to address them; and (c) why it is important to advance the project at this time. 15 points

a) Project need was identified through the Be Well Nunda program in association with the Performance Improvement Plan activities undertaken by the Livingston County Department of Health during the Spring of 2024. It was noted by both organizations that there is ongoing need for non-motorized transit in the Town and Village of Nunda; however, securing funding has been difficult due to the lack of formal data study of noted problem areas.

b) Efforts to develop a sustainable transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles continues to be a priority for the Village, Town and partner agencies. A recent community survey was conducted to identify areas of concern among the Village residents, which identified Vermont Street and State Street (Route 408) and Mill Street (Route 436) as area of concern. The Village Board and Department of Public Works collaborate to identify and improve problem areas for pedestrian transit, but efforts have been inhibited by lack of available funding for improvements and repairs.

c) The partner agencies are very motivated and recognize the importance of working together to create a sustainable multi-modal transportation network. Recent progress in implementation clearly indicate a successful collaborative exists to advance the proposed project objectives.

2025-2026 UPWP Application Form

4. Describe how the project will enhance transportation system resiliency, sustainability, connectivity, access, and/or mobility. 10 points

The Nunda Active Transportation Plan will be grounding for further projects to improve pedestrian and bicycle access throughout the Village of Nunda and the Hamlet of Dalton. The complete plan will allow thoughtful, deliberate and data-driven pursuit of funding to: strategically and comprehensively address identified problem areas; improve resiliency, sustainability, connectivity, access and mobility among community destinations; and logically expand existing system to include adjacent communities and destinations in the Town.

5. Does the project focus on an existing transportation safety concern? If yes, please provide supporting data. 15 points

Through community outreach and other informal community engagement strategies, the Town and Village of Nunda have identified several existing perceived pedestrian safety concerns in the following areas of priority: 1) Visibility and pavement quality near the Route 408/436 Intersection (State St & Mill St, respectively), which is a commercial nexus that sees a great deal of foot traffic that may conflict with through-traffic on the state highway; 2) Crossing of Mill Street between Keshequa High School and the residential neighborhood, which sees high pedestrian and bicycle traffic conflicting with state highway traffic before and after school hours; 3) Lack of pedestrian sidewalks on Vermont Street (Rt 408 in the Town) between the Village and the grocery store, leaving pedestrians to walk or bicycle on the shoulders of Route 408; 4) State Street Crossing north and south of the intersection, which restricts easy access between the Village's two main residential districts and Nunda Kiwanis Park; 5) Insufficient sidewalks on South Walnut Street between Mill St and the Keshequa Athletics Fields, where students frequently travel after school hours for extracurricular activities; 6) Lack of sidewalks on Church Street between Keshequa Elementary and Dalton United Methodist Church (Hamlet of Dalton), which leaves students and church event attendees to walk in the road; 7) Degrading sidewalks throughout the Village, which inhibits ease of travel for disabled residents, especially in inclement weather.

2025-2026 UPWP Application Form

6. Provide a step-by-step outline of the primary tasks necessary to conduct the project, including specific outreach (e.g., public meetings, advisory groups, surveys, etc.) that will be used to reach the general public, targeted stakeholders, community organizations, underrepresented groups, and affected businesses. 10 points

(1) Project Management: The County Planning Department will be the Project Manager. A Project Steering Committee will be established. (2) Consultant Selection Process: A Request for Proposals will be issued to hire a consultant to perform the necessary scope of work. (3) Perform Work Tasks: a) Work with the Steering Committee to validate and prioritize the relevant recommendations assembled by Be Well in Nunda and the Performance Improvement Plan activities with new updated information; c) Public participation plan developed. d) Prepare concept level cost estimates for alternatives/preferred ped/bike infrastructure improvements; e) Develop recommended strategy for implementation, including a suggested local structure for advancing recommendations and continual monitoring and progress. 4) The Planning Department will report progress at Steering Committee meetings and provide regular updates to the Village Board, Town Board, and GTC.

7. Discuss the connection between this project and the GTC Long Range Transportation Plan (LRTP) 2045. Identify one or more specific LRTP recommendations that this project will advance, and briefly explain how the project will support the recommendations. Please refer to the Call for Project Partnerships for a complete listing of GTC LRTP 2045 Recommendations. 10 points

This project will directly address several LRTP recommendations, including (but not limited to: HS-1 Design for all users, HS-3 Sidewalk Network Expansion, HS-8 Health-focused Planning Framework, HS-10 Pedestrian Intersection Assessment, HS-14 Safe Routes to Community Destinations, MM-13 Preventative Maintenance, MM-18 Corrective Maintenance, and ED-10 Rural Mobility Option Expansion. This project will support these recommendations by identifying strategies for implementing community improvement and transportation projects, and laying the groundwork in anticipation of seeking future funding opportunities in service of these projects.

2025-2026 UPWP Application Form

8. Describe how the project links to other relevant plans, studies, or initiatives, such as a comprehensive plan, zoning, UPWP-funded study, capital improvement program, intermunicipal agreements, etc. 10 points

The project is linked to the following relevant plans: the Rochester-Genesee Regional Transportation Authority's Regional Village Local Service study (2023); the Genesee Valley Greenway Action Plan (2021); the Livingston County Performance Improvement Plan in collaboration with the Livingston County Department of Health and the Be Well in Nunda Initiative (current); the Town & Village Joint Zoning Update (2023-2024); the GTC Regional and Local Trails Initiative; and the Greater Nunda Action Partnership.

9. List the project's anticipated accomplishments and final deliverables (guidelines, ordinances, recommendations, etc.). Explain how the completed project and its recommendations and deliverables will be implemented or carried forward to the next stage. 10 points

The final deliverable will be a Final Report and Executive Summary on findings and recommendations, which will serve as a guiding document for supporting and funding projects, initiatives and services that promote collaboration and partnerships for improved pedestrian and bicycle connectivity and which enhance community sustainability in Nunda. Additional products may be produced through the public participation process and public meeting materials.

It is anticipated that the project will provide a clear direction and include a phased approach for the community partners to readily take action and implement recommendations. A Steering Committee comprised of representatives from multiple agencies, has already come together to organize and work collaboratively on this project. We anticipate one project outcome will be a recommended on-going local mechanism or structure for implementing the recommendations. In addition, we anticipate that the final product will be used to educate the municipal capital improvement planning process.

2025-2026 UPWP Application Form

10. Identify the level of support from elected officials, municipal decision makers, and community groups. If this project includes pilot studies, please identify the communities that have expressed interest in participating and provide corresponding letters of support. If the primary transportation facility that is the subject of this project's main objectives is owned or operated by another entity, please indicate the level of support from the primary transportation facility owner and/or operator. 10 points

The Village of Nunda, Town of Nunda, and Livingston County have a successful history of working together on community development and transportation projects. The decision to apply for UPWP funds for an Active Transportation Plan was made in collaboration between elected officials, the Be Well in Nunda committee, and the Livingston County Planning and Health departments during NYS Performance Improvement Plan activities, during which a need for a base document to seek funding was identified. The Village Board and DPW have identified areas of degrading sidewalks with potential impacts on pedestrian mobility and worked to effect repairs on a limited budget. The Village Mayor and Town Supervisor have both committed to a local cash match to UPWP funds for the Active Transportation Plan consultant activities and the Livingston County Planning Department will match with in-kind service hours. Livingston County Planning has coordinated with NYSDOT during the application process, and will continue to coordinate throughout this study.

Project Budget

Total project cost (15a) must equal the total proposed funding (15b+15c+15d).

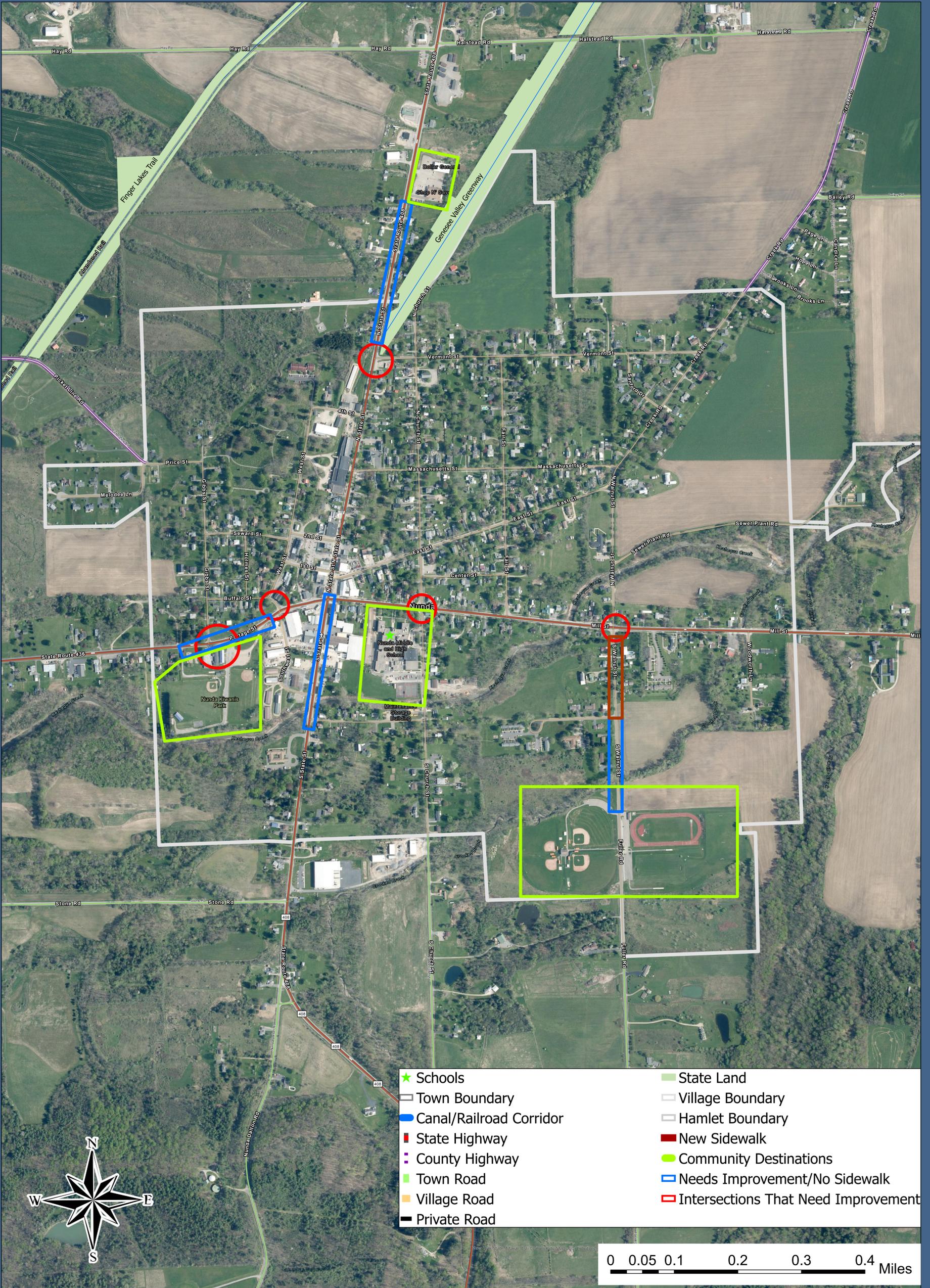
15a. Total Project Cost	\$70,000
15b. Total UPWP Funds Requested	\$60,000
15c. Total Local Cash Match	\$5,000
Source of Cash:	Town and Village of Nunda
15d. Total Value of In-Kind Services Committed (over and above any local cash contribution)	\$5,000
Source of In-Kind:	Livingston County Planning Department work hours

Project Checklist

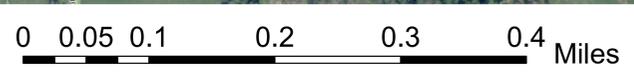
Did you include a map of the Study Area?	Yes
If your project involves a New York State Department of Transportation (NYSDOT) owned or operated facility you must reach out to the NYSDOT Region-4 Office of Planning and Programming (contact: Lora.Leon@dot.ny.gov). Please attach your written correspondence with NYSDOT-Region 4 regarding your UPWP application.	Yes
Did you attach any visual documentation (e.g., photos, infographics, maps, etc.) to give the reviewers context? (optional)	Yes

Village of Nunda 2025-2026 UPWP Application

Nunda Active Transportation Plan

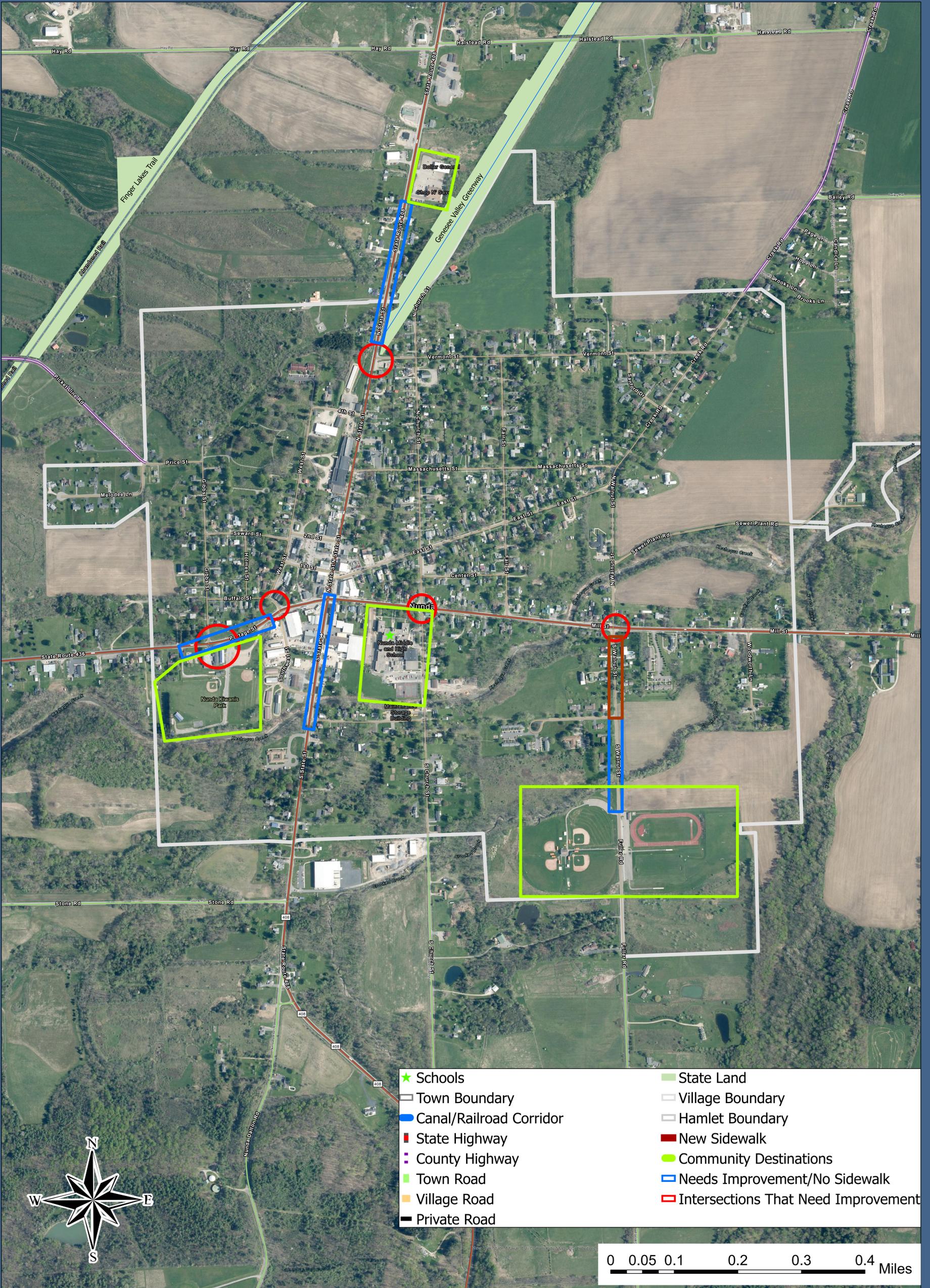


- ★ Schools
- ▭ Town Boundary
- ▭ Canal/Railroad Corridor
- ▭ State Highway
- ▭ County Highway
- ▭ Town Road
- ▭ Village Road
- ▭ Private Road
- ▭ State Land
- ▭ Village Boundary
- ▭ Hamlet Boundary
- ▭ New Sidewalk
- ▭ Community Destinations
- ▭ Needs Improvement/No Sidewalk
- ▭ Intersections That Need Improvement

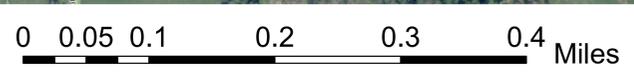


Village of Nunda 2025-2026 UPWP Application

Nunda Active Transportation Plan



- ★ Schools
- ▭ Town Boundary
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- ▭ State Highway
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- ▭ State Land
- ▭ Village Boundary
- ▭ Hamlet Boundary
- ▭ New Sidewalk
- ▭ Community Destinations
- ▭ Needs Improvement/No Sidewalk
- ▭ Intersections That Need Improvement





FW: UPWP Application, Town & Village of Nunda Active Transportation Plan
 Leon, Lora L (DOT) to Jody Binnix (jbinnix@gtcmpo.org) 10/10/2024 02:36 PM
 Cc "TGriswold@co.livingston.ny.us", "Kleinberg, Joel A (DOT)"

1 Attachment



2025-26 NUNDA ATP Application.pdf

Hi Jody,

NYSDOT confirms receipt of and has reviewed a draft UPWP submission provided by Livingston County.

By way of this e-mail, I confirm that the submission has been coordinated with NYSDOT as required. Barring any significant changes between the draft provided to NYSDOT and the final submission to GTC, I affirm the sponsor can write "Yes" in the checklist box regarding coordination with NYSDOT Region-4 Planning. As a necessary disclaimer provided to all sponsors proposing studies on or impacting NYSDOT-owned facilities, affirmation of coordination does not indicate NYSDOT support, preference, or an indication of relative prioritization to fund the study.

Thank you,

LORA LEON

Transportation Analyst, Region 4

Department of Transportation

1530 Jefferson Road Rochester, NY 14623
 (585) 272-3402 | Lora.Leon@dot.ny.gov
dot.ny.gov

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Here is the updated UPWP Nunda ATP Application, as promised.

Thanks again for all your help!

Ted Griswold
 Planner
 Livingston County Planning Department

From: "Leon, Lora L (DOT)" <Lora.Leon@dot.ny.gov>
 To: "TGriswold@co.livingston.ny.us" <TGriswold@co.livingston.ny.us>
 Date: 10/09/2024 08:38 AM
 Subject: RE: UPWP Application, Town & Village of Nunda Active Transportation Plan

Hi Ted,

Do you have a draft of the UPWP application NYSDOT could review? If possible that is better, that way we get a better understanding of the study, the cost, etc.

Thank you for reaching out.

Best,

LORA LEON

Transportation Analyst, Region 4

Department of Transportation

1530 Jefferson Road Rochester, NY 14623
(585) 272-3402 | Lora.Leon@dot.ny.gov
dot.ny.gov

From: TGriswold@co.livingston.ny.us <TGriswold@co.livingston.ny.us>

Sent: Wednesday, October 9, 2024 8:29 AM

To: Leon, Lora L (DOT) <Lora.Leon@dot.ny.gov>

Subject: UPWP Application, Town & Village of Nunda Active Transportation Plan

You don't often get email from tgriswold@co.livingston.ny.us. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Good morning,

I am reaching out on behalf the Town and Village of Nunda UPWP 25-26 application for an Active Transportation Plan.

The project area is located primarily in and round the Village of Nunda, and involves Routes 408 and 436.

The project will focus primarily on improving pedestrian access and circulation throughout the Village and the

Hamlet of Dalton, with the intent on expanding sidewalk networks along both Route 408 and Route 436. Please see maps attached to illustrate project areas.

Is there anything else you need for your procedure, as the NYSDOT UPWP Contact?

Thanks very much for your help,

Ted Griswold
Planner
Livingston County Planning Department

This message may contain confidential information for the use of the addressee(s) above and may contain legally privileged information. If you are not the addressee, or the person responsible for delivering it to the addressee, you are hereby notified that reading, disseminating, distributing, or copying this message is strictly prohibited. If you have received this message by mistake, immediately notify us by replying to the message and delete the original message immediately thereafter. Thank you.

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2025-26 UPWP Active Transportation Plan Application: Supplementary Photos

1. Grocery Store Pedestrian Approach



Above Left: N State Street (Rt 408), looking south from grocery store
Above Right: N State Street (Rt 408), looking north from grocery store

2. N State Street, Above the Village



Above Left: N State Street (Rt 408), looking South
Above Right: N State Street (Rt 408), looking North

3. N State Street, in the Village



Above Left: End of the Village Sidewalk on N State Street
Above Right: Village Sidewalk on N State Street

4. Routes 408/436 Intersection



Above: Route 408/436 Intersection

5. Fuller-S Walnut & Athletic Fields



Above: S Walnut Street, Athletic Fields approach

Hamlet of Dalton, Church Street



Above Left: Church Street, looking west from Dalton United Methodist
Above Right: Approach to Keshequa Elementary School



VILLAGE OF NUNDA

P.O. Box 537
4 Massachusetts St.
Nunda, NY 14517
Office: (585) 468-2215
FAX: (585) 468-2230
www.VillageOfNunda.org

Jack Morgan, Mayor **Kimberly Wester, Village /Clerk/Treasurer** **Ryan J. Dale, Chief of Police**
Darren Snyder, Deputy Mayor **James Mann, Trustee** **William Davis, Trustee** **Patricia Piper, Trustee**
Troy Bennett, Superintendent DPW/Chief Water Operator **Markus Hugi, Chief Sewer Operator** **Quinn Golden Code Enforcement**

October 11, 2024

Peter Ingalsbe
City Place
50 West Main Street, Suite 5131
Rochester, NY 14614-1227

Dear Mr. Ingalsbe:

I am pleased to write a letter of support for the Town and Village of Nunda's application for the 2025 UPWP Grant Application for improving pedestrian and other multi-modal transportation safety in the Village and the Hamlet of Dalton.

The Village is a nexus for the Town with Keshequa Central School near its center. It is normal to see a high amount of foot traffic throughout the Village between the residents, the different businesses, and the students from school. Unfortunately, the sidewalk system is aging and includes many components that do not comply with today's ADA standards. This limits access for some citizens and can be a safety hazard during inclement weather. The current pedestrian network is incomplete, and multi-modal circulation between community destinations are challenging. There are also several areas along Routes 408 and 436 that have challenging engineering issues that will require professional review and study on how to remedy: above and beyond the normal sidewalk work that the Village is able to handle.

The Village is committed to creating and maintaining safe multi-modal transport for residents of and visitors to our area. One-half of the mayor's salary is devoted annually to sidewalk construction and maintenance. A member of our board recently donated approximately \$6,000 for safe sidewalk access for our students to school athletic fields. We have a Nunda Trail Town action plan and work cooperatively with the Town of Nunda and LGV/Genesee Valley Trail Towns in maintaining and improving the Genesee Valley Greenway in our area. We have a rotational maintenance schedule for our village roads, malls and parking lots, but the two main roads through our village are under the jurisdiction of NYSDOT. They are very much in need of repair.

This Active Transportation plan will be an important and crucial first step to improve multi-modal transportation opportunities and overall health throughout the Town and Village of Nunda.

Sincerely,

Jack Morgan
Jack Morgan

Mayor, Village of Nunda
PO Box 537
4 Massachusetts St.
Nunda, NY 14517
Home Phone: 585-468-2675
Cell: 585-314-5834
mayor@villageofnunda.org
Village Government Office: 585-468-2215 (Kim Wester, Clerk/Treasurer)
FAX: 585-468-2230



VILLAGE OF NUNDA

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Jack Morgan, Mayor **Kimberly Wester, Village /Clerk/Treasurer** **Ryan J. Dale, Chief of Police**
Darren Snyder, Deputy Mayor **James Mann, Trustee** **William Davis, Trustee** **Patricia Piper, Trustee**
Troy Bennett, Superintendent DPW/Chief Water Operator **Markus Hugi, Chief Sewer Operator** **Quinn Golden, Code Enforcement**

October 11, 2024

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Rochester, NY 14614-1227

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This Active Transportation plan will be an important and crucial first step to improve multi-modal transportation opportunities and overall health throughout the Town and Village of Nunda.

Sincerely,

Troy Bennett
Superintendent
Village of Nunda DPW

LIVINGSTON COUNTY
DEPARTMENT OF HEALTH

2 Murray Hill Drive
Mt. Morris, New York 14510-1691



Jennifer Rodriguez, M.S., M.S.W.
Public Health Director

Phone (585) 243-7270
Fax (585) 243-7287
dept-of-health@co.livingston.ny.us
www.livingstoncounty.us/doh.htm

Administration & Fiscal: (585) 243-7270/(585) 335-1716 Fax: (585) 243-7287
Dog Control: (585) 243-6740/(585) 335-1720 Fax: (585) 243-6751
Environmental Health: (585) 243-7280/(585) 335-1717 Fax: (585) 243-6793
Patient Services: (585) 243-7290/(585) 335-1719 Fax: (585) 243-6795
Preventive Services: (585) 243-7299/(585) 335-1718 Fax: (585) 243-6794
Mental Health: (585) 243-7250 Fax: (585) 243-7264

"Commitment to Leading the Community for a Healthier and Safer Tomorrow"

October 11, 2024

Peter Ingalsbe
City Place
50 West Main Street, Suite 5131
Rochester, NY 14614-1227

Dear Mr. Ingalsbe:

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This Active Transportation plan will be an important and crucial first step to improve multi-modal transportation opportunities and overall health throughout the Town and Village of Nunda.

Sincerely,

Bridgette Anderson
Public Health Specialist
585-243-7279, banderson@co.livingston.ny.us
Livingston County Department of Health
2 Murray Hill Drive, Mt. Morris, NY 14510

October 11, 2024

Peter Ingalsbe
City Place
50 West Main Street, Suite 5131
Rochester, NY 14614-1227

Dear Mr. Ingalsbe:

On behalf of Be Well in Nunda, I am pleased to write a letter of support for the Town and Village of Nunda's application for the 2025 UPWP Grant Application for improving pedestrian and other multi-modal transportation safety in the Village and the Hamlet of Dalton.

Be Well in Nunda is a community-based health and wellness program for the Greater Nunda area that was founded in 2019. Our goal is to help improve the nutritional health, fitness health and emotional health of the residents in our community. We host walks, 5K's, educational events, nutrition classes, community gardens, and more to help our residents have opportunities to improve their personal health and wellness. We have long been focused on supporting and creating "walkable communities" related to safe access, fitness opportunities, and education needs of residents.

The Village is a nexus for the Town with Keshequa Central School near its center. It is normal to see a high amount of foot traffic throughout the Village between the residents, the different businesses, and the students from school. Unfortunately, the sidewalk system is aging and includes many components that do not comply with today's ADA standards. This limits access for some citizens and can be a safety hazard during inclement weather. The current pedestrian network is incomplete, and multi-modal circulation between community destinations are challenging. There are also several areas along Routes 408 and 436 that have challenging engineering issues that will require professional review and study on how to remedy: above and beyond the normal sidewalk work that the Village is able to handle.

Be Well in Nunda is in full support of this Active Transportation plan that will be an important and crucial first step to improve multi-modal transportation opportunities and overall health throughout the Town and Village of Nunda.

Sincerely,
Patricia Piper, Organizer
Be Well in Nunda

Town of Nunda

Merilee Walker, Supervisor
Tamara McCallum, Town Clerk
Tim Cassidy, Highway Superintendent
Mark Mullikin, Code and Zoning Officer
Telephone: (585) 468-5177

"A Nice Place To Live"
4 Massachusetts Street
P.O. Box 699
Nunda, N.Y. 14517-0699
www.town.nunda.ny.us

Michael Hillier, Councilperson
Randall Morris, Councilperson
Martha Blair, Councilperson
James Forrester, Councilperson
Fax: (585) 468-5548

October 11, 2024

Peter Ingalsbe
City Place
50 West Main Street, Suite 5131
Rochester, NY 14614-1227

Dear Mr. Ingalsbe:

I am pleased to write a letter of support for the Town and Village of Nunda's application for the 2025 UPWP Grant Application for improving pedestrian and other multi-modal transportation safety in the Village and the Hamlet of Dalton.

The Village is a nexus for the Town with Keshequa Central School near its center. It is normal to see a high amount of foot traffic throughout the Village between the residents, the different businesses, and the students from school. Unfortunately, the sidewalk system is aging and includes many components that do not comply with today's ADA standards. This limits access for some citizens and can be a safety hazard during inclement weather. The current pedestrian network is incomplete, and multi-modal circulation between community destinations are challenging. There are also several areas along Routes 408 and 436 that have challenging engineering issues that will require professional review and study on how to remedy: above and beyond the normal sidewalk work that the Village is able to handle.

The Hamlet of Dalton also has severe sidewalk issues. Most of the sidewalks are broken and crumbling; some are missing altogether. The Keshequa Central School students in Pre-K through Fourth grades attend the Elementary School located in Dalton. Many of these young students walk to school and most are forced to walk in the streets.

This Active Transportation plan will be an important and crucial first step to improve multi-modal transportation opportunities and overall health throughout the Town and Village of Nunda.

Sincerely,



Merilee Walker
Supervisor
Town of Nunda

Appendix 10

Fw: Nunda Active Transportation Plan

Megan Crowe to Andrea Mott

01/14/2025 10:50 AM

History:

This message has been replied to and forwarded.

Hi Andrea,

Seeing your other email made me remember to send this one to you all. Thanks for including us on your projects and this is a testament to the power of partnership! Looking forward to working with you more on this.

Megan

----- Forwarded by Megan Crowe/Livingston County on 01/14/2025 10:49 AM -----

From: Megan Crowe/Livingston County
To: "Mayor Morgan" <mayor@villageofnunda.org>, Supervisor <supervisor@town.nunda.ny.us>
Cc: Travis Clark/Livingston County@Livingston County, "Lori Maher" <lmaher@gtcmpo.org>, "Jody Binnix" <JBinnix@gtcmpo.org>
Date: 01/14/2025 10:22 AM
Subject: Nunda Active Transportation Plan

Good Morning,

It seems we've all been contacted by the Livingston County News with interest to write about the funding for the Nunda Active Transportation Plan. Below is a brief summary of the project details and attached is the application. Please note that we received more federal funding than requested.

The project will establish a baseline for data-driven recommendations for pedestrian and other multi-modal transit improvements in the Village of Nunda, the Hamlet of Dalton, and adjacent areas in the Town of Nunda. Project objectives include: 1) Enhancing safe opportunities for walking, biking, and taking transit, in ways that connect people to the destinations they need to reach: schools, employment, shopping, dining, trails and parks, and other community destinations; 2) Ensuring that all neighborhoods in the Village and adjacent residential and commercial development in the Town have options for walking, biking, and transit. 3) Reducing climate-changing emissions; 4) Improving pedestrian and bicycle traffic safety for all users, and; 5) Setting up Nunda multi-modal and pedestrian transportation projects to be competitive for grants and regional funding opportunities.

Federal Funding Requested: \$60,000
Federal Funding Awarded: \$85,000
Local Cash Match (Town/ Village): \$5,000
In-Kind Time: \$5,000 County staff time

Information on the process and a link to the UPWP project list can be found below:

The GTC Planning Committee will be approving the Draft *FY 2025-2026 UPWP*

and the Draft *FY 2025-2026 UPWP* Project List for a 30-day public review at its regularly scheduled meeting on January 9, 2025. Meeting materials for the January Planning Committee can be found at <https://www.gtcmpo.org/January2025PCMeeting>, including the Draft *FY 2025-2026 UPWP* and Draft *FY 2025-2026 UPWP* Project List. The public review period will extend from January 13, 2025 through February 12, 2025. If you would like to provide a public comment on the *FY 2025-2026 UPWP* process, please visit <https://www.publicinput.com/GTCUPWP>. Please note, that the public review materials will be posted on the public input site once the GTC Planning Committee approves the UPWP materials for public review.

A final recommendation will be made by the GTC Planning Committee on February 13, 2025. This recommendation will be considered by the GTC Board on February 27, 2025. Once the UPWP is finalized, GTC staff will be available to provide feedback to any unsuccessful applicants upon request.

Let me know if you all have any questions, I am excited to get to work on this project with you in the Spring!

Megan

Megan Crowe, AICP, CFM
Planning Director
Livingston County Planning Department
6 Court Street - Room 305
Geneseo, NY 14454
Desk Phone: (585) 243-7565
Cell Phone: (585) 301-5091



2025-26 NUNDA ATP Application Document.pdf

This message may contain confidential information for the use of the addressee(s) above and may contain legally privileged information. If you are not the addressee, or the person responsible for delivering it to the addressee, you are hereby notified that reading, disseminating, distributing, or copying this message is strictly prohibited. If you have received this message by mistake, immediately notify us by replying to the message and delete the original message immediately thereafter. Thank you.