

Washington State

Active Community Environments

Checklist

THE VISION:

Washington communities support physically active lifestyles with land use planning, bicycle and pedestrian education and enforcement, parks and recreation facilities and activities, public transportation, school and worksite planning. Young people can walk or bike to school, or to visit friends. Inexpensive or free opportunities for regular exercise are available to everyone. People of all ages find it easy and safe to incorporate physical activity into their lives by walking, or bicycling, or using transit as part of everyday living.

This checklist is intended as a tool for communities to do a self-assessment of strengths and weaknesses in supporting physically active lifestyles. This survey can be used to identify gaps in community practices and facilities, and to provide ideas for community groups, active living task forces, or other groups to consider. Connection with planning, public works, police, parks and recreation staff, citizens, elected officials, advisory committee members and public health representatives are encouraged as the following questions are answered. Washington State RCWs, WACs, and other items are footnoted to provide more information.

SECTION 1. PLANNING POLICIES, REGULATION, AND FUNDING				Points
Comprehensive Plan:				
1.1 Land use strategies to increase walkability. Does the plan include mixed-use centers where apartments are above stores or offices, OR higher-density development oriented along a transit line or at major transit stations, OR neighborhood-oriented commercial areas within residential areas? RCW ¹	2 points if any strategies	4 points if multiple strategies	6 points if major feature of the plan	
1.2 Policies promote compact residential design. Does the plan provide for residential densities sufficient to support neighborhood businesses and transit service? RCW ² <i>This measure looks at where new growth is going in the plan. Does it expand to undeveloped land, or does it intensify the existing developed area to make more efficient use of land and infrastructure.</i>	Most new growth in undeveloped areas. 0 points	Some growth in infill, some in new areas 1 point	Most new growth mostly filling in existing urban area 2 points	
1.3 Bicycle and pedestrian planning. Does the plan include an inventory of existing bicycle and pedestrian facilities (sidewalks, bike lanes, trails), identify deficiencies in bicycle and pedestrian networks, and include a prioritized list of list of improvements needed to complete the networks? RCW ³	Inventory of facilities 1 point	Plan for either bicycles or peds 2 points	Plan for both bikes & peds 4 points.	

1.4 Transit facilities. Does the plan include an inventory of transit routes and a review of how many activity centers (homes, commercial, employment sites) are within ½ mile of major transit routes? Does the plan consider transit route development plans? RCW ⁴	No Transit in plan 0 points	Transit routes in plan 1 point	Analysis of current & future transit service 2 points	
1.5 Parks and recreation. Does the plan include an inventory of existing parks, trails, recreational facilities, and open space? Does it identify future needs, and include a plan for acquiring/developing these facilities? RCW ⁵	No mention of parks 0 points	Inventory of existing facilities only 1 point	Parks and Rec Plan with inventory, and plan for future 2 points	
1.6 Park and recreation facility access. Is the park system physically inter-connected with a trail, greenway, or pathway system, or sidewalks?	No 0 points	Yes 1 point	Yes, important in plan 2 points	
1.7 Bicycle and pedestrian access to parks. Do parks have multiple entryways, where possible, to increase the number of people who can bicycle and walk to parks?	Generally no 0 points	Some 1 point	Most 2 points	
1.8 Corridors. Are utility corridors, abandoned rail lines, and/or wildlife corridors identified for potential use as trails? RCW ⁶	No corridors exist, no trail opportunities 0 points	Corridors exist but not design- ated as future trails 1 point	Corridors identified for future trails or used already 3 points	
1.9 Siting public facilities. Does the comprehensive plan include a policy that public facilities such as community centers, city hall, libraries, etc. are sited where they are accessible by public transit, and/or grouped with other public uses?	No 0 points	Some- what 1 point	Clear policy 2 points	
<i>Sub-total of 25 possible points in previous section.</i>				

Subdivision and Site Design Review for New Developments:				
1.10 Pedestrian routes. Does development review include a review of pedestrian circulation within the site and access to the street and adjacent developments for 1)subdivisions, ⁷ 2)worksites and 3)commercial areas? RCW ⁸	1 point if required for any area	2 points for two areas	3 points for all three	
1.11 Buildings brought up to street. Do development guidelines require that 1) residential multi-family, 2) commercial and 3) employment buildings be built close to the street, with parking located behind, below or to the side?	No 0 points	Any use 1 point	All uses 3 points	
1.12 Pedestrian friendly building design. Do design guidelines require that buildings have an obvious pedestrian entrance, pedestrian level windows, weather protection, architectural details and pedestrian signage on the street? NOTE ⁹	No 0 points	Either use 2 point	Both uses 4 points	

<p>1.13 Crime Prevention Through Environmental Design (CPTED). Are CPTED principles used in review, such as clear division of public and private space, and passive surveillance of public spaces?</p>	<p>No 0 points</p>	<p>Yes 1 point</p>		
<p>1.14 Residential design to increase “eyes on the street”. Are there residential design guidelines to limit garage-fronts on houses and encourage alley-access or set back garages? Do they encourage front doors facing the street and front porches? Does zoning allow a mix of housing types and lot sizes, clustering of homes, accessory dwelling units (granny flats), residential over commercial uses, or other innovative zoning to increase the number and variety of people home at a given time and increase densities? Are front fence heights limited to increase visibility?</p>	<p>No 0 points</p>	<p>Yes 1 point</p>	<p>Yes, several strategies 2 points</p>	
<p>1.15 Bicycle parking. Is bicycle parking required at 1) employment sites, 2) commercial and public facilities, and 3) multifamily developments? <i>Bike racks should support the frame, and be in a sheltered, well-lit, public area, close to the entrance. Longer term parking, such as for worksites and residential use, might consider lockers, or a locked bicycle storage room.</i></p>	<p>No 0 points</p>	<p>1 point if required for any</p>	<p>2 points if required for all</p>	
<p>1.16 Automobile parking standards. Are parking requirements reduced for centrally located facilities, or is shared or district parking considered? NOTE¹⁰</p>	<p>No 0 points</p>	<p>Yes 1 point</p>		
<p>1.17 Parking lot design. Are parking lots designed to include trees and pedestrian walkways?</p>	<p>No 0 points</p>	<p>Yes 1 point</p>		
<p>1.18 Short blocks. Is the length of blocks limited to encourage an interconnected street network? Are cul-de-sacs discouraged? <i>Blocks are typically 600 feet or less.</i></p>	<p>No 0 points</p>	<p>Yes 1 point</p>		
<p>1.19 Park, recreation or open space dedication. Is land dedication for parks (or a fee in lieu) required in larger developments? If land is dedicated, do regulations specify that it be designed for active recreation – such as walking trails, linear parks? NOTE^{11, 12}</p>	<p>No 0 points</p>	<p>Open Space required 1 point</p>	<p>Walking trails required 2 points</p>	
<p>1.20 Concurrency. If the jurisdiction has a concurrency ordinance, are bicycle and pedestrian facilities included? NOTE¹³</p>	<p>No con- currency ordinance , 0 points</p>	<p>Yes, but relates to autos only. 0 points</p>	<p>Yes, includes autos and bike/peds 2 points</p>	
<p>1.21 Review by other agencies. Are development proposals routed to school districts, transit agencies, local health departments, emergency services, and other physical activity-related stakeholders for comments?</p>	<p>No 0 points</p>	<p>Some other agencies 1 point</p>	<p>Many 2 points</p>	
<p><i>Sub-total of 24 possible points in previous section.</i></p>				

Public Works Standards for Streets and Public Areas:			
1.22 Design standards. Have standards that set out the number (or existence) and width of automobile travel lanes, bike lanes or wide shoulders, parking lanes, buffer strips and sidewalks for each type of street have been adopted? <i>Standards may provide for automobiles, bicyclists and pedestrians in different ways according to type of street – but should provide for all modes.</i>	No 0 points	Auto-oriented standards only. 0 points	Yes, address all modes. 2 points
1.23 Sidewalk buffer. Do street standards include buffer strips between sidewalks and the street to provide more comfort and safety from traffic, a place for street trees, and if needed, a place for snow storage.	No 0 points	Yes 1 point	
1.24 Sidewalks. Do street standards require sidewalks on one or both sides of all new streets to form a continuous network throughout the community?	No 0 points	Yes , one side on all streets 1 point	Yes, two sides of the street 2 points
1.25 ADA Standards. Do street standards comply with Americans with Disabilities Act (ADA) guidelines in design and construction of pedestrian facilities such as curb ramps at street crossings, audible crossing signals, etc. NOTE ¹⁴	No 0 points	Yes 1 point	
1.26 Sidewalk width. Do standards require that sidewalks are a minimum of 5 feet wide, or larger. In downtown zones sidewalk areas can be more than 10 feet wide to allow street furniture, street trees, and an unobstructed route of travel.	No 0 points	Yes, minimum 5 ft 1 point	Wider than 5 ft 2 points
1.27 Lighting. Do standards require pedestrian-scaled lighting (<i>8-12 feet high downward pointing lighting</i>) for urban pedestrian streets, designated pedestrian corridors, plazas and other pedestrian areas?	No 0 points	Yes 1 point	
1.28 Utility standards. Do standards require utility access covers to be even with the street surface and storm sewer grates be designed to avoid trapping bicycle wheels and not be slippery?	No 0 points	Yes to all 1 point	
1.29 High-traffic crossings. Do standards for busy intersections include well-marked or textured crosswalks, pedestrian refuges, curb extensions to shorten the crossing distance and improve visibility, pedestrian and bicyclist signal actuators, signs, or other devices to improve crossings – or a combination of strategies?	No 0 points	Yes, at least one strategy 1 point	Multiple strategies 3 points
1.30 Transit planning. Do standards require new major streets to include pads to place bus stops and shelters for future transit services, pocket parks and/or other transit friendly features?	No 0 points	Yes 1 point	

1.31 Access Management. Do standards limit the number of driveways on arterial streets? <i>This reduces the number of turning movements, which reduces danger to bicyclists and pedestrians.</i>	No 0 points	Yes 1 point		
1.32 Amenities. Do standards for trails, public plazas and other public spaces include benches, garbage cans, and/or other amenities for bicyclists and pedestrians? Do they include water fountains and restrooms?	No 0 points	Yes, benches etc. 1 point	Yes, restrooms and water fountains 2 points	
1.33 Sight distance design. Do standards require that intersections and curves be designed with adequate “sight distance”, so that drivers and bike riders can see all other road users in time to avoid potential crashes?	No 0 points	Yes 1 point		
1.34 Traffic calming. Does the community have a traffic calming program to use devices such as traffic circles, speed humps, and chicanes in a given area, with community input, as a way to slow and manage traffic?	No program 0 points	Yes, a program exists 2 points		
<i>Sub-total of 20 possible points in previous section.</i>				

Funding and Implementation:				
1.35 Citizen participation. Has the governing body (i.e., city, county or tribal council) formed a citizen’s advisory group to increase and improve the opportunities for walking and bicycling?	No 0 points	Yes 1 point		
1.36 Dedicated bike/ped staff. Has the community assigned a staff person to be specifically responsible for pedestrian and bicycle transportation in the planning and/or public works department? (Must be a designated part of their job description)	No 0 points	Yes 1 point		
1.37 Funds for new facilities. Are funds dedicated in the capital facilities plan for adding sidewalks, trail, and bike facilities, and for retrofitting existing sidewalks with curb-cuts, existing roads with new bike-friendly stormwater grates, better bike/ped connections or other improvements? RCW ¹⁵	No 0 points	Yes 1 point		
1.38 Funds for parks. Are funds (such as parks impact fees or portions of property taxes) dedicated in the capital facilities plan for acquiring, developing, and/or improving park facilities?	No 0 points	Yes 1 point		
1.39 Funds for maintenance. Are funds dedicated in the operating budget for maintaining parks, trails, etc.?	No 0 points	Yes 1 point		
1.40 Grants, loans, bonds pursued. Is the community actively pursuing grants to acquire right-of-way, and develop/construct bicycle and pedestrian infrastructure, trails, and park facilities?	No 0 points	Yes 1 point	Multiple 2 points	
1.41 Updating plans. Is there a regular schedule for updating community bicycle and pedestrian plans ?	No 0 points	Yes 1 point		
<i>Sub-total of 8 possible points in previous section.</i>				

SECTION 2. BICYCLE AND PEDESTRIAN SAFETY

Maintenance of Bicycle and Pedestrian Facilities:

2.1 City sweeping/raking/shoveling/trimming. Is there a regular schedule for removing debris and trimming foliage from bicycle and pedestrian routes in public areas? If snow falls, is it removed from sidewalks as well as streets?	No 0 points	Yes 1 point		
2.2 Individual sweeping/raking/shoveling. Are businesses and homeowners required to remove snow (if applicable) and/or debris from adjacent sidewalks and trim trees and bushes so as not to obstruct pedestrians?	No 0 points	Yes 1 point		
2.3 Code Enforcement. Does the jurisdiction have a code enforcement program with fines, etc. to ensure that adjacent homeowners and businesses keep sidewalks passable?	No 0 points	Yes 1 point		
2.4 Sidewalk repair. Does responsibility for repairing sidewalk cracks and damage lie with the local government or with the individual homeowners or businesses? NOTE ¹⁶	Responsible agent not designated 0 points	Adjacent property owner 1 points	Public or association responsible 2 points	
2.5 Detours. During sidewalk and road repair, is a clear and safe alternate route provided to pedestrians and bicyclists? Is this required for all public works and as a condition in contractor agreements?	No 0 points	Yes 1 point		

Enforcement and Education:

2.6 Safety patrol. Are walking and bicycling routes patrolled for safety by law enforcement officers or trained volunteers? <i>May be included in regular police patrols.</i>	No 0 points	Yes 1 point	Regular Schedule 2 points	
2.7 Traffic regulations. Are traffic regulations requiring drivers to yield to pedestrians at crosswalks regularly enforced? RCW ¹⁷	No 0 points	Sometimes 1 point	Normally 2 points	
2.8 Complaints. Do police follow up on bicycle and pedestrian complaints of unsafe driving practices or intimidation by drivers?	No 0 points	Sometimes 1 point	Normally 2 points	
2.9 Bicyclist and pedestrian safety. Do police proactively educate the community about and enforce traffic laws for bicyclists and pedestrians, such as requiring the use of lights for bicyclists and compliance with traffic laws to increase safety?	No 0 points	Sometimes 1 point	Normally 2 points	

§2.10 Accident analysis. Are bicycle and pedestrian injuries and crash locations reviewed on a regular basis? Are recommendations made for improvements, and improvements planned?	No 0 points	Sometim es 1 point	Regular Analysis 2 points	
2.11 Education. Are bicycle and pedestrian safety education opportunities such as signs, classes, and written materials available for both adults and children through the jurisdiction or community-based resources?	No 0 points	Yes 1 point	Regularly Schedule d and updated 2 points	
2.12 Maps. Are regional or neighborhood walking and bicycling maps available in the community?	No 0 points	Yes 1 point	Yes, and updated in last 2 years 2 points	
TOTAL OF 20 POSSIBLE POINTS FOR SECTION 2				

The next section helps assess what kinds of programming and recreational facilities are available, what groups are served, and how these programs and facilities are promoted.

SECTION 3: COMMUNITY RESOURCES FOR PHYSICAL ACTIVITY

3.1 Community groups. Are there groups in the community working together to encourage physical activity and create opportunities for activity in the community? <i>i.e. Public health or recreation agencies, the local American Heart Association affiliate, bicycle clubs, walking groups etc.</i>	No 0 points	Yes 1 point	Multiple Groups 2 points	
3.2 Community events. Does the community sponsor events that promote physical activity, such as public walks, biking events, corporate challenges, etc.?	No 0 points	Once or twice a year 1 point	Three or more a year 2 points	
3.3 Financial commitment to community recreation. Are funds for parks and recreation activities, such as sport coordination, included in the community's current operating budget? What is the total amount allocated in community's current annual operating budget for parks and recreation (<i>for staff, maintenance, and programs</i>): _____	< \$10/pers on 0 points	\$10.01- \$35/ person 1 point	More than \$35 per person 2 points	
What is the population of community? _____ What is the amount per person? _____ Note: Sub-areas may receive differing amounts.				
3.4 Safe recreational facilities for children. Are safe, supervised recreation facilities available to children in the after-school and weekend hours?	Never 0 points	Some locations 1 point	Many locations 2 points	

3.5 Youth activity programs. Are sports leagues and/or recreation activity programs available for youth in the after-school and weekend hours (in addition to school athletic programs)?	Never 0 points	Some locations 1 point	Many locations 2 points	
3.6 Adult activity programs. Are sports leagues and/or recreational activity programs available for adults?	Never 0 points	Some locations 1 point	Many locations 2 points	
3.7 Senior activity programs. Are sports leagues and/or recreational activity programs are available for seniors (age 55 or older)?	Never 0 points	Some locations 1 point	Many locations 2 points	
3.8 Access for low-income individuals. Do recreational facilities and programs that charge for admission make provisions for low income individuals or families to gain access?	None 0 points	Some 1 point	Most 2 points	
3.9 Promotion of opportunities. How many of media promotions for future physical activity opportunities in the community have been published in the past 12 months? <i>Includes announcements inviting use of local facilities and programs, and could be how often web sites are updated, and to what extent this information is linked and coordinated.</i>	None 0 points	1-2 1 point	3 or more 2 points	
3.10 Media stories – past year. How many locally-focused special interest stories about physical activity have been covered in the local media in the past 12 months? <i>By local media, we mean radio, print, and television including cable TV.</i>	None 0 points	1-2 1 point	3 or more 2 points	
TOTAL OF 20 POSSIBLE POINTS FOR SECTION 3				

SECTION 4. EMPLOYMENT SITES

This section helps to assess worksite support of physical activity through active modes of commuting and worksite wellness programs. Work site location makes a huge difference when it is served by public transit, and is within walking distance of amenities. Another tool in Washington State is the Commute Trip Reduction Efficiency Act.¹⁴ This law requires larger employers in areas with traffic congestion to develop programs to reduce drive-alone commuting.

Please list the four largest employers in the community, and specify the size of each employer, based on the number of employees. Employer size definitions appear below. If there are fewer than four employers in the community, mark NA (No company) in the spaces below. The contact person might be the Employee Transportation Coordinator (ETC), a wellness coordinator, or a facility manager.

Four Largest Employers

Size of Organization
(in assessment community)

Employer #1 new <u>Contact</u> :	N/A (no company)	Small (< 300 employees)	Medium (300-999)	Large (1,000 or more)
Employer #2 new <u>Contact</u> :	N/A (no company)	Small (< 300 employees)	Medium (300-999)	Large (1,000 or more)
Employer #3 new <u>Contact</u> :	N/A (no company)	Small (< 300 employees)	Medium (300-999)	Large (1,000 or more)
Employer #4 new <u>Contact</u> :	N/A (no company)	Small (< 300 employees)	Medium (300-999)	Large (1,000 or more)

	Employer #1	Employer #2	Employer #3	Employer #4	Total Points
Please circle which of these major employers promote physical activity in the following ways:					
4.1 Location. Is the worksite located within walking distance (1/4-1/3 mile) of restaurants, parks, shopping, and other amenities?	1 point	1 point	1 point	1 point	
4.2 Transit. Is the work site served by public transit on a regular schedule at least at commute times?	1 point	1 point	1 point	1 point	
4.3 Bike/ped access. Is the work site accessible by a trail or pathway, or are there bike lanes and sidewalks on adjacent streets?	1 point	1 point	1 point	1 point	
4.4 Bike Racks. Does the work site have bike racks for employees and visitors?	1 point	1 point	1 point	1 point	
4.5 Showers. Does the work site have shower facilities and lockers for commuters and after exercise?	1 point	1 point	1 point	1 point	
4.6 Parking. Is vehicle parking limited, and/or not free?	1 point	1 point	1 point	1 point	
4.7 CTR Law. Is the worksite is subject to Washington's Commute Trip Reduction Efficiency Act? RCW ¹⁸	1 point	1 point	1 point	1 point	
4.8 Incentives. Does the employer offer incentives, rewards, or subsidies for walking, bicycling or taking transit to work?	1 point	1 point	1 point	1 point	
4.9 Flex-time. Does the employer offer flexible work/break times to allow physical activity or to facilitate transit use?	1 point	1 point	1 point	1 point	
4.10 Wellness and / or CTR coordinator. Is there a designated employee wellness coordinator or an employee wellness program and/or commute trip reduction program? (<i>onsite promotion, education, campaigns, etc.</i>).	1 point	1 point	1 point	1 point	

4.11 Physical activity space. Are there safe areas to walk or exercise at or near the work site?	1 point	1 point	1 point	1 point	
4.12 Rewards for fitness. Does the employer gives incentives/rewards for employees who demonstrate a certain level of physical activity? <i>(For example, reduced health insurance premiums, extra vacation time, reduced or free health club membership, prizes, etc.)</i>	1 point	1 point	1 point	1 point	
TOTAL OF 48 POSSIBLE POINTS FOR SECTION 4					

SECTION 5. SCHOOLS

This section examines student travel to schools, school policies for physical activity, and access to school facilities for recreational purposes. Please complete this section for the School District(s) or Schools that children in your community attend.

5.1 School siting policy. Does the school district(s) consider walking and biking access for students as new schools are sited? Is there a policy to redevelop existing schools or build new within urban areas instead of on the outskirts?	No 0 points	One of several districts 2 point	All districts 4 points		
5.2 School site design. Are school sites designed to encourage walking and bicycling to school including weather-sheltered bike racks, safe walking routes through school property, carefully designed student drop-off zones?	No 0 points	Some schools 1 point	All schools 2 points		
5.3 Student parking. Do high schools limit the number of students driving to the school, and/or provide preferential carpool parking?	No 0 points	Some high schools 1 point	All high schools 2 points		
5.4 School nutrition and physical activity policy. Is walking and biking to school part of the school or school district's policy?	No 0 points	Some schools 1 point	All schools 2 points	N/A (not yet safe) 1 point	
5.5 Time for play. Does the school allow time for recess and lunch-time sports/play, and does it have age-appropriate playground equipment?	No schools 0 points	Some schools 1 point	All schools 2 points		
5.6 Safe routes assessment. Have schools surveyed the extent to which children can walk or bike safely to school?	No schools 0 points	Some schools 1 point	All schools 2 points		
5.7 Safe walking – within 1 mile. What percentage of students who live within one mile of their school could safely walk to school?	No idea 0 points	Less than 15% 1 point	15 to 60% 2 points	More than 60% 3 points	

5.8 Safe bicycling – within 2 miles. What percentage of students who live within two miles of their school could safely bike to school?	No idea 0 points	Less than 15% 1 point	15 to 60% 2 points	More than 60% 3 points	
5.9 School walk route maps. Have suggested Walk Route Maps been developed for elementary schools in the community and are they distributed to students? WAC ¹⁹	No schools 0 points	Some schools 1 point	All schools 2 points		
5.10 Traffic safety education. Do schools distribute traffic safety educational materials to students on a regular (even once a year) basis?	No schools 0 points	Some schools 1 point	All schools 2 points		
5.11 Addressing safety hazards. If students who live within walking or bicycling distance cannot walk or bike safely to school, are the school district and jurisdiction working to identify hazards and include improvements in capital facility programs? <i>N/A (no children live within 1-2 mi OR it is already safe)</i>	No 0 points	Some schools 1 point	All schools 2 points	N/A 1 point	
5.12 Safe routes to school resources. Have proposals have been submitted for Safe Routes to School grant fun3ing or training from the state or other source?	No 0 points	One 1 point	Multiple 2 points		
5.13 School zone traffic control. Do schools work with police to enforce school zone traffic controls on a regular basis?	No 0 points	Some 1 point	Regularly 2 points		
5.14 Walk to school demonstrations – recent. Where it is safe, in the last 12 months, did elementary schools participate in a walk or bike to school demonstration? <i>N/A (no children live within 1-2 mi OR it is already safe)</i>	No schools 0 points	Some schools 1 point	All schools 2 points	N/A (not yet safe) 1 point	
5.15 Walk to school demonstrations – planned. Where it is safe, in the next 12 months, will elementary schools participate in a walk or bike to school demonstration?	No schools 0 points	Some schools 1 point	All schools 2 points	N/A (not safe) 1 point	
5.16 Promoting walking and cycling to school. Where it is safe, are middle and high schools actively promoting walking or bicycling to school with events, such as walk or bike to school day?	No 0 points	Some schools 1 point	All schools 2 points	N/A (not yet safe) 1 point	
5.17 School Safety Committees. Do parent-teacher groups support and oversee walking and bicycling to school activities? WAC ²⁰	No 0 points	Some schools 1 point	All schools 2 points		
5.18 School Safety Committees. Do parent-teacher groups participate in school-based safety programs such as Neighborhood Watch, Block Watch, Safe Place, etc.)WAC ²¹	No 0 points	Some schools 1 point	All schools 2 points		
5.19 School recreational facilities open to the public. Are school district sports fields, swimming pools, and recreation areas open to the public outside of regular school hours? <i>i.e., before and after school, on weekends,</i>	None 0 points	50% or less	51-99% 2 points	100% 3	

<i>and during summer and other vacations. NOTE²²</i>		1 point		points	
5.20 School recreational facilities open to the public. If so, are costs for this availability shared by other groups such as a recreation department, community police program, or regional fitness council?	No or N/A 0 points	Yes 1 point			
TOTAL OF 44 POSSIBLE POINTS FOR SECTION 5					

SECTION 6. PUBLIC TRANSPORTATION

This section examines the community's public transportation system. Public transportation promotes physical activity in two ways:

- (1) It allows people to make longer trips than walkers or bicyclists can comfortably make, and still not use a personal automobile. People who use public transit get exercise while walking to and from bus stops.
- (2) Transit riders are not driving, and are not contributing to traffic congestion that makes walking and bicycling hazardous.

6.1 Public transportation system. Does the community have a public transit system?	No 0 points	Yes , minimal service 1 points	Yes, Multiple routes 2 points	
If yes: 6.2 Transit – a realistic commuting option. Does the public transportation system serve the majority of residences? Is service at least every 30 minutes in peak hours, and is there reasonably direct service between residences and employment sites? <i>This item could look at per capita ridership or the percentage of residences within ¼ to ½ mile of transit routes.</i>	No 0 points	Some- what 1 point	Yes 2 points	
6.3 Funding. Is there an ongoing dedicated funding source for transit to maintain and/or grow transit service?	No 0 points	Some- what 1 point	Yes 2 points	
6.4 Transit access. Are there sidewalks or other pedestrian paths that provide access from homes, businesses, etc. to transit stops?	No 0 points	Some 1 point	Yes 2 Points	
6.5 Bicycles on transit. Are transit vehicles equipped to carry bicycles?	No 0 points	Some 1 point	Yes 2 Pts	
6.6 Strollers on transit. Do transit companies allow strollers with children in them, in wheelchair spots in the bus?	No 0 points	Some 1 point	Yes 2 Points	
6.7 Bus stops. Are stops accessible and do major bus stops have shelters, seating, garbage cans, bus schedules or other amenities?	No 0 points	Some, on major routes 1 point	Many or most 2 Pts	
6.8 Intermodal connections. Does the public transit system provide good connections with other public transit systems, long	No	Some	Yes 2	

distance coaches, rail, ferry, or other passenger transportation?	0 points	1 point	Points	
6.9 Transit center siting. Are transit centers (where multiple buses stop) convenient to commercial and employment centers?	No 0 points	Some 1 point	Yes 2 Pts	
6.10 Park-and-rides. Does the transit system include park-and-ride lots where bicyclists and auto drivers can conveniently park vehicles while using public transportation?	No 0 points	Some 1 point	Many 2 Pts	
6.11 Transit promotion. Is there multiple sources of information about transit services, such as posters, bus schedules and other promotions in multiple locations around the community?[NEW]	No 0 points	Some 1 point	Yes 2 Pnts	
6.12 Ride sharing/car pools. Is there a vanpool and/or ridesharing program in the area?	No 0 points	Some- what 1 point	Yes 2 Pnts	
TOTAL OF 26 POSSIBLE POINTS FOR SECTION 6				

SECTION 7. SUMMARY AND NEXT STEPS

Section	Total Points
Section 1. Planning Policies, Regulation and Funding	____/77
Section 2. Pedestrian and Bicycle Safety	____/20
Section 3. Community Resources for Physical Activity	____/20
Section 4. Worksites	____/48
Section 5. Schools	____/44
Section 6. Public Transportation	____/24
Total Community Assessment Score	____/233 maximum points

How did your community do? (Your total score may land between two categories, indicating the opportunity for your community to transition to the next level.)

Active Community Rating Scale

	= Total Points
Stage 1: Some commitments have been made to remove barriers to physical activity.	= below 60
Stage 2: Community is off to a good start towards building an active community.	= 61-120
Stage 3: Community makes it easy for people of all ages and abilities to be physically active.	= 121-180
Stage 4: Community is a model active community environment.	= 181-233

7.1 Most Significant Ways Your Community is Making It Easier for People to Be Active

Please list what you believe are the three most important things about your community that makes it easier for people to be active.

1)
2)
3)

7.2 Goals – Near Term

Based on this self-assessment process, please describe what you believe are the three changes that your community could realistically make in the next **one to two years** that would make it even easier for people to be more active.

1)
2)
3)

7.3 Goals – Long Term

Based on this self-assessment process, please describe what you believe are the three changes that your community could realistically make in the next **three to five years** that would make it even easier for people to be more active.

1)
2)
3)

ENDNOTES:

¹ 2005 Amendments to the Growth Management Act (GMA) added that the Land Use Element should consider land use planning approaches that promote physical activity.

² In Clark, King, Kitsap, Pierce, Snohomish and Thurston Counties, if an analysis shows that planned residential densities are not being reached as land develops, then jurisdictions must pursue affordable housing strategies and innovative techniques to promote higher densities within urban growth areas (UGAs) [[RCW 36.70A.215](#)].

³ 2005 Amendments to the GMA require a bicycle and pedestrian component in the transportation element of a comprehensive plan [[RCW 36.70A.070\(6\)\(a\)\(vii\)](#)]. This could identify goals for bicycle and pedestrian transportation, inventory existing pedestrian and bicycle facilities, identify deficiencies, and plan improvements. Improvements could be focused on safe routes to school and/or hazard areas, and should be funded in capital facility or transportation improvement plans.

⁴ [RCW 36.70A.070\(6\)\(a\)\(iii\)\(A\)](#) requires an inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports. [WAC 365-195-325\(2\)\(c\)](#) provides recommendations for meeting inventory requirements.

⁵ A park and recreation element [[RCW 36.70A.070\(8\)](#)] is not required because the state has not provided funding to assist in developing it. However, park, recreation, and open space planning are GMA goals, and it is important to plan for and fund these facilities. A plan should include goals and policies to guide decisions regarding facilities, and estimates of park and recreation demand for at least a ten-year period based on adopted levels of service and population growth [[RCW 36.70A.070\(8\)\(a\)](#)], and an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand [[RCW 36.70A.070\(8\)\(c\)](#)].

⁶ [RCW 36.70A.160](#) requires that a comprehensive plan identify open space corridors within and between urban growth areas, including lands useful for recreation, wildlife habitat, trails, and connection of critical areas. [RCW 36.70A.150](#) requires that the plan identify lands useful for public purposes such as utility corridors, transportation corridors, . . .stormwater management facilities, recreation, schools, and other public uses.

⁷ Goal 3 of the GMA [[RCW 36.70A.020\(3\)](#)] is to encourage compact urban development. Subdivision regulations should support an efficient transportation system and other appropriate infrastructure. Standards to promote transit and pedestrian-friendly developments, such as pedestrian connections and grid-pattern streets should be considered.

⁸ Washington's subdivision statute [[RCW 58.17.110\(2\)\(a\)](#)] requires written findings of adequate streets, sidewalks, alleys, transit stops, and other features that assure safe walking conditions for students before a development is approved.

⁹ [RCW 36.70A.070\(6\)\(a\)\(vi\)](#) requires traffic demand management (TDM) strategies consistent with the comprehensive plan. Examples include 1) new development is oriented towards transit streets, or 2) bicycle and pedestrian connections from developments to street and trail networks.

¹⁰ Centrally located facilities should need less parking as transit, bicycle and pedestrian access should be improved, and the need for a car should be less.

¹¹ If impact fees are authorized by [RCW 82.02.050\(4\)](#), the public facilities for which money is to be collected and spent on should be included in the capital facilities element and funds are to be spent within 6 years.

¹² Washington's subdivision statute [RCW 58.17.110\(2\)\(a\)](#) requires written findings of adequacy of open spaces, parks and recreation, and playgrounds before a subdivision is approved.

¹³ The concurrency requirement may or may not be in a separate ordinance, but should include specific language that prohibits development when level of service standards for transportation facilities cannot be met. [[RCW 36.70A.070\(6\)\(b\)](#), [WAC 365-195-510](#) and [WAC 365-195-835](#)]

¹⁴ Resources for American Disabilities Act (ADA) Accessibility Guidelines can be viewed <http://www.wsdot.wa.gov/Walk/designinfo.htm>

¹⁵ [RCW 36.81.121](#) (for counties) and [RCW 35.77.010](#) (for cities and towns) state that a 6-year transportation program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW 36.70A.070(6) or other applicable changes that promote non-motorized transit.

¹⁶ RCW 35.68, [RCW 35.69](#), and RCW 35.70 allows all cities and towns to assess sidewalk maintenance to the abutting property owner up to 50 percent valuation of the property.

¹⁷ [RCW 46.61.261](#) and 235 require drivers and bicyclists to yield to pedestrians on sidewalks and in crosswalks.

¹⁸ [RCW 70.94.521](#) through 555 affect the state's most traffic congested areas. Employers with more than 100 employees arriving between 6:00 and 9:00 a.m. are required to develop a commuter program designed to achieve reductions in vehicle trips and vehicle miles traveled and offer benefits such as subsidies for transit fares, flexible work schedules and work from home opportunities.

¹⁹ WAC 392-151-025 requires suggested walk route plans to be developed for each elementary school that has students that walk to and from school. Responsibility for these assigned by WAC 392-151-015.

²⁰ [RCW 46.61.385](#) authorizes school districts to set up both student and adult safety patrols. WAC 392-151 provides details on school safety patrols include the make up of safety advisory committees.

²¹ Ibid.

²² [RCW 28A.335.150](#) Boards of directors of school districts are authorized to permit the use of, and to rent school playgrounds, athletic fields, or athletic facilities, by, or to, any person or corporation for any athletic contests or athletic purposes. Permission to use and/or rent said school playgrounds, athletic fields, or athletic facilities shall be for such compensation and under such terms as regulations of the board of directors adopted from time to time so provide. 28A.335.155 In order to facilitate school districts permitting the use of school buildings for use by private nonprofit groups operating youth programs, school districts shall have a limited immunity in accordance with RCW 4.24.660. Nothing in RCW 4.24.660, including a school district's failure to require a private nonprofit group to have liability insurance, broadens the scope of a school district's liability. [1999 c 316 § 2.]

For more information, contact:

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This checklist is part of the Nutrition and Physical Activity Program's Virtual Backpack of tools for communities to increase opportunities for physical activity.
http://www.doh.wa.gov/cfh/NutritionPA/our_communities/active_community_environments/toolkit/default.htm