

APPENDIX B - ACTIVE ENVIRONMENT ASSESSMENT CHECKLIST

Factors most often cited and the strategies to implement them are listed below:

A – Provide Walkable And Bikeable Neighborhoods

1. Complete Streets
2. Connect Roadways
3. Master Plans
4. School Location

B – Create And Maintain a Master Land-Use Development Plan

1. Smart Growth
2. Transit Oriented Development
3. Mixed Use Neighborhoods
4. Integrate with Bike & Pedestrian Plan

C – Provide Community Resources for Physical Activity: Accessible Parks, Recreation Facilities, and Open Spaces

1. Locate Parks and Facilities to Serve all Populations
2. Offer Park & Recreation programming
3. Allow Public Access to Multi-Use Facilities

D – Provide a Variety of Public Transit Options

1. Invest in Public Transit
2. Ensure the Ability to Walk & Bike to School

E – Provide a Safe and Pleasant Environment

1. Park and Neighborhood Design
2. Vehicle Speed and Police Enforcement
3. Neighborhood Association
4. Construction and Maintenance

F – Develop Coordinated Partnerships

1. Advocacy
2. Communications
3. Neighborhood Involvement

A - Provide Walkable and Bikeable Neighborhoods

Walkable and bikeable communities are key in building activity into the daily routine of people in the community. As lack of time continues to be a major factor in people's lives, the more you can incorporate physical activity into their lifestyle, the more likely people are to meet the daily-recommended activity levels.

A - Provide Walkable and Bikeable Neighborhoods	Points	Potential Priority
<p>1. Complete Streets</p> <p>A 1.1 Do you have a “complete streets” policy to provide for the safe and convenient travel of all users of the roadway, including pedestrians, bicyclists, public transit users, motorists, children, seniors, and people with disabilities.</p> <p><i>Complete streets is a regulatory strategy to ensure that all roads provide routine accommodation for all users, including bicyclists, transit users, and pedestrians of all ages and abilities, by including or enhancing pedestrian and bicycle infrastructure during routine road maintenance and repair, new construction, and redesign.</i> Comprehensive complete streets solutions include traffic-calming measures, such as:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Having sidewalks or widening existing sidewalks (5' wide and set back from the road) <input type="checkbox"/> Bike lanes <input type="checkbox"/> Raised medians <input type="checkbox"/> Narrowing roadways <input type="checkbox"/> Safe crosswalks (i.e. refuge medians, marked crosswalks, bulb outs, etc.) <input type="checkbox"/> Placing bus stops in a safe and convenient environment <input type="checkbox"/> Accommodations for disabled travelers <p>No (0 pts), Yes (2 pt)</p>	0 or 2	<input type="checkbox"/>
<p>Are local or neighborhood walking or biking maps available?</p> <p>A 1.2 Walking maps</p> <p>A 1.3 Biking maps</p> <p>No (0 pts), Some neighborhoods (1 pt), Most neighborhoods (2 pts), Community-wide (3 pts)</p>	<p>0 1 2 3</p> <p>0 1 2 3</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p>2. Connect Roadways</p> <p>A 2.1 Are multi-use recreational trails available?</p> <p>No (0 pts), Yes (1 pt)</p>	0 or 1	<input type="checkbox"/>
<p>A 2.2 Have abandoned railroad beds or utility corridors (where present) been converted to walking/bicycling trails or are they being considered for conversion to walking/bicycling trails?</p> <p>No (0 pts), Considered for conversion (1 pt), Have been converted (2 pts)</p>	0 1 2	<input type="checkbox"/>
<p>A 2.3 Is there a comprehensive system of routes connecting residential areas with shopping, dining, parks, entertainment areas and other “destinations”?</p>		

For walkers and wheelchair users (sidewalks or greenways) No (0 pts), Partial system (1 pt), Yes, full system (2 pts)	0 1 2	<input type="checkbox"/>
A 2.4 For bicyclists (bike lanes, wide outside lanes, wide shoulders or greenways) No (0 pts), Partial system (1 pt), Yes, full system (2 pts)	0 1 2	<input type="checkbox"/>
3. <u>Master Plans</u> A 3.1 Has the governing body adopted an official plan for improving non-motorized transportation, including a timetable and a budget or a multimodal transportation plan? No (0 pts), Yes (1 pt)	0 or 1	<input type="checkbox"/>
A 3.2 If so, is the plan being followed? Have some elements of the plan been implemented or are there contracts in place for implementation? 4. No (0 pts), Somewhat (1 pt), Mostly (2 pts), Yes, fully (3 pts)	0 1 2 3	<input type="checkbox"/>
5. <u>School Location</u> A 4.1 Have schools conducted studies to determine if children can walk or bike safely to school? No schools (0 pts), Some schools (1 pt), All schools (2 pts)	0 1 2	<input type="checkbox"/>
A 4.2 Are Elementary schools encouraging students to walk or bike to school? No schools (0 pts), Some schools (1 pt), All schools (2 pts)	0 1 2	<input type="checkbox"/>
A 4.3 Are Middle schools encouraging students to walk or bike to school? No schools (0 pts), Some schools (1 pt), All schools (2 pts)	0 1 2	<input type="checkbox"/>
A 4.4 Are High schools encouraging students to walk or bike to school? No schools (0 pts), Some schools (1 pt), All schools (2 pts)	0 1 2	<input type="checkbox"/>
Total Points Section A: Walkable and bikeable neighborhoods (27 pts possible)		

B – Create And Maintain a Master Land-Use Development Plan

Land-use decisions have the potential to impact on public health. A concept known as “Smart Growth” encourages community planning that will also enhance support for active living. Smart Growth controls urban sprawl, focuses on greater population density, and mixed use neighborhoods where residents are close to shopping, parks and commercial developments.

B – Create And Maintain a Master Land-Use Development Plan	Points	Potential Priority
1. <u>Smart Growth</u> B 1.1 Is there a “smart growth” policy in place? No (0 pts), Yes (2 pts)	0 or 2	<input type="checkbox"/>
B 1.2 Do zoning regulations encourage compact community design with a higher population density and a tighter mixture of activities. No (0 pts), Yes (2 pts)	0 or 2	<input type="checkbox"/>
2. <u>Transit Oriented Development</u> B 2.1 When roads are built or repaired, are designated bicycle facilities (bike lanes, wide outside lanes, or wide shoulders) included where possible? No (0 pts), Somewhat (1 pt), Yes (2 pts)	0 1 2	<input type="checkbox"/>
B 2.2 Is there a program to improve pedestrian access to transit? No (0 pts), Yes (2 pt)	0 or 2	<input type="checkbox"/>
B 2.3 Are public buildings required to have bike racks or bike storage facilities? No (0 pts), Some (1 pt), All (2 pts)	0 1 2	<input type="checkbox"/>
B 2.4 Are new residential areas required to have sidewalks? No (0 pts), Yes (1 pt) If yes, indicate the type of sidewalk requirement: One side only (1 pt), Both sides of the street (2 pts)	0 or 1 NA 1 2	<input type="checkbox"/> <input type="checkbox"/>
3. <u>Mixed Use Neighborhoods</u> B 3.1 Do zoning regulations encourage mixed land use, with placement of retail establishments and community services within walking distance of residential areas? No (0 pts), Yes, but within designated areas only (1 pt), Yes, within the entire planning jurisdiction (2 pts)	0 1 2	<input type="checkbox"/>
4. <u>Integrate with Pedestrian and Bicycle Plan</u> B 4.1 Is there a plan in place for increasing opportunities for physical activity in the community such as a Bicycle & Pedestrian Plan, a Greenway Plan, a Parks & Recreation Plan, an Open Space Plan, etc.? No (0 pts), Bicycle plan (1 pt), Pedestrian plan (1 pt), Greenway plan (1 pt) Other—please specify. (1 point each): _____	0 1 2 + ____	<input type="checkbox"/>
Total Points Section B: Master Planning (19 pts possible)		

C – Provide Community Resources for Physical Activity: Accessible Parks, Recreation Facilities, and Open Spaces

Parks, playgrounds, and open spaces provide opportunities for physical activity. However, the presence of facilities is not enough to make sure they are being used for the greatest benefit of all. Factors such as location, accessibility, programming, connectivity, safety and aesthetics all play in a role in the use of public facilities.

C – Provide Community Resources for Physical Activity: Accessible Parks, Recreation Facilities, and Open Spaces				Points	Potential Priority
1. Locate Parks and Facilities to Serve all Populations					
C 1.1 Has an inventory of physical activity facilities and/or opportunities been compiled for the community and is it available to the public? No (0 pts), Yes (1 pt), Specify by whom _____				0 or 1	<input type="checkbox"/>
C 1.2 Of the exercise and recreation facilities available in your community, how many are accessible by walking, cycling, or rolling (wheelchair, scooter, etc.)? No (0 pts), Some (1 pt), All (2 pts)				0 1 2	<input type="checkbox"/>
C 1.3 Of the exercise and recreation facilities available in your community, how many have bike racks or bike storage lockers? No (0 pts), Some (1 pt), All (2 pts)				0 1 2	<input type="checkbox"/>
C 1.4 Do new subdivisions or housing developments require inclusion of recreational and/or open space? No (0 pts), Yes (1 pt)				0 or 1	<input type="checkbox"/>
C 1.5 Is there public transit (bus or other mass transit) to parks and recreation facilities? No (0 pts), Some (1 pt), All (2 pts)				0 1 2	<input type="checkbox"/>
C 1.6 Is park space evenly distributed through all neighborhoods, or are some areas underserved? Wide disparity in distribution (0 pts), Somewhat evenly distributed (1 pt), Evenly distributed (2 pts)				0 1 2	<input type="checkbox"/>
C 1.7 In the community's current operating budget, are tax dollars allocated for parks and recreation facilities and activities, demonstrating a commitment to community recreation? No (0 pts), Yes (2 pts) Amount allocated per person in community (Total allocation, including staff, facilities, and programs: \$ _____ / _____ Population of community <\$3/person (0 pts) \$3-\$50/person (1 pt), \$51-\$100 (2 pts), >\$100/person (3 pts)				0 or 2 0 1 2 3	<input type="checkbox"/> <input type="checkbox"/>
C 1.8 Which of the following exercise and recreation facilities are available to the public?					
	No (0 pts)	one (1 pt)	> one (2 pts)		
Public Swimming Pool					
Indoor gymnasium				0 1 2	<input type="checkbox"/>
Weight training/Aerobic Facility				0 1 2	<input type="checkbox"/>
Local YMCA/YWCA				0 1 2	<input type="checkbox"/>

	Trails/Greenways				0 1 2	<input type="checkbox"/>
	Skateboard park				0 1 2	<input type="checkbox"/>
	Roller skating/In-line skating rink				0 1 2	<input type="checkbox"/>
	Community ice-skating rink				0 1 2	<input type="checkbox"/>
	Other (please list):				0 1 2	<input type="checkbox"/>
2. Offer Park & Recreation Programming						
Does the Community Education program or the community's Parks and Recreation Department offer classes and programs that provide opportunities for physical activity for:						
C 2.1 School age children? No (0 pts), Yes (1 pt)					0 or 1	<input type="checkbox"/>
C 2.2 Adults? No (0 pts), Yes (1 pt)					0 or 1	<input type="checkbox"/>
C 2.3 Senior Citizens? No (0 pts), Yes (1 pt)					0 or 1	<input type="checkbox"/>
C 2.4 Are sports leagues available for children (over and above school athletic programs)? No (0 pts), Available for a fee (1 pt), Available regardless of ability to pay (2 pts)					0 1 2	<input type="checkbox"/>
C 2.5 Are Sports leagues available for adults? No (0 pts), Available for a fee (1 pt), Available regardless of ability to pay (2 pts)					0 1 2	<input type="checkbox"/>
C 2.6 Do senior citizen centers offer exercise programs on an ongoing basis? No or NA (0 pts), Yes (1 pt)					0 or 1	<input type="checkbox"/>
C 2.7 Does the community sponsor public walks, biking events, or other events that promote physical activity? No (0 pts) One a year (1 pt) Two a year (2 pts) Three or more a year (3 pts)					0 1 2 3	<input type="checkbox"/>
C 2.8 Has the community done "bikeability" and "walkability" audits for any community neighborhoods. No (0 pts), A few (1 pt), Many (2 pts)					0 1 2	<input type="checkbox"/>
3. Allow Public Access to Multi Use Facilities						
C 3.1 Are outdoor school physical activity facilities (track, tennis courts, basketball courts, etc.) accessible to the public after school and during weekend hours? No (0 pts), Some (1 pt), Most (2 pts), All (3 pts)					0 1 2 3	<input type="checkbox"/>
C 3.2 Are indoor school physical activity facilities (gymnasium, pool, basketball courts, etc.) accessible to the public after school and during weekend hours? No (0 pts), Some (1 pt), Most (2 pts), All (3 pts)					0 1 2 3	<input type="checkbox"/>
C 3.3 Do shopping malls and strip malls have safe approaches for pedestrians and cyclists? No (0 pts), Some (1 pt), Most or all (2 pts)					0 1 2	<input type="checkbox"/>
C 3.4 Are shopping malls or other indoor community facilities open for community walkers? No or NA (0 pts), Sometimes (1 pt), Most or all of the time (2 pts)					0 1 2	<input type="checkbox"/>
Total Points Section C: Parks and Recreation Facilities (54 pts possible)						

D – Provide a Variety of Public Transit Options

Public transit can increase physical activity levels in various ways. Walking and biking to the transit stop and decreasing car traffic allowing for more room for travel by bicycle are among the advantages to providing public transit options.

D – Provide a Variety of Public Transit Options	Points	Potential Priority
1. Invest in Public Transit D 1.1 Has the community mapped transit routes and their proximity to recreational facilities? No or NA (0 pts), Yes (2 pt)	0 or 1	<input type="checkbox"/>
D 1.2 Has the community’s governing body (e.g. city council, town board, etc.) assigned a staff person to be responsible for pedestrian and bicycle transportation? No or NA (0 pts), Yes (2 pt) If yes, list the name _____	0 or 1	<input type="checkbox"/>
D 1.3 Does the community’s operating budget include funding for non-motorized transportation facilities and activities? (This would include money for any improvements that would make walking and biking easier and safer.) No (0 pts), Yes (2 pt) Amount allocated per person in community (Total allocation, including staff, facilities, and programs: \$ _____ / _____ Population of community) <\$0/person (0 pts) \$0.01-\$3/person (1 pt), \$3-\$6 (2 pts), >\$6/person (3 pts)	0 or 2 0 1 2 3	<input type="checkbox"/> <input type="checkbox"/>
D 1.4 In the past 2 years has the community shown a commitment to creating opportunities for physical activity by passing bonds, levying taxes, or obtaining grants to finance trails, recreation facilities, sports complexes, sidewalks, bikeways, and/or greenways? No (0 pts), Yes (2 pt)	0 or 2	<input type="checkbox"/>
D 1.5 Does the community work to reduce traffic congestion by actively facilitating ride sharing or car pooling for frequently used commuter routes (e.g., constructing commuter lots, creating ride share bulletin boards or ride share web pages)? No (0 pts), Somewhat (1 pt), Yes (2 pts)	0 1 2	<input type="checkbox"/>
D 1.6 In designing the public transportation system, was the presence of sidewalks and safe walking connections a consideration in choosing transit stops? No or NA (0 pts), Yes (2 pt)	0 or 2	<input type="checkbox"/>
D 1.7 Does the community have a system of public transportation? (For a small town, this could consist of a “Dial-A-Ride”-type program or a medical transportation system.) No or NA (0 pts), Yes (2 pt)	0 or 2	<input type="checkbox"/>
If yes to D 1.7: D 1.8 Is the public transportation system a realistic option for regular commuting in that it is both frequent enough and serves many destinations? No (0 pts), Somewhat (1 pt), Yes (2 pts)	0 1 2	<input type="checkbox"/>

<p>D 1.9 Are park-and-ride lots available so that bicyclists and auto drivers can conveniently park vehicles while using public transportation or carpooling? No or NA (0 pts), Yes (1 pt)</p>	<p>0 or 1</p>	<p><input type="checkbox"/></p>
<p>D 1.10 Is the system accessible by wheelchair users and individuals with limited walking ability? No or NA (0 pts), Yes (1 pt)</p>	<p>0 or 1</p>	<p><input type="checkbox"/></p>
<p>D 1.11 Are public transportation vehicles (buses, trains) capable of carrying bicycles? No (0 pts), Some (1 pt), Most (2 pts), All (3 pts)</p>	<p>0 1 2 3</p>	<p><input type="checkbox"/></p>
<p>2. <u>Ensure the Ability to Walk & Bike to Destinations</u> D 2.1 If children who live within walking or biking distance cannot safely walk or bike to school, are steps are being taken to correct hazards? No (0 pts), Some steps (1 pt), Significant steps or Already Safe (2 pts)</p>	<p>0 1 2</p>	<p><input type="checkbox"/></p>
<p>D 2.2 Are bike racks or bike storage lockers available in school business or commercial districts? No (0 pts), Some (1 pt), Most or all (2 pts)</p>	<p>0 1 2</p>	<p><input type="checkbox"/></p>
<p>D 2.3 If so, are the bike racks designed in a way that enables users to secure both the frame and the rear wheel? No (0 pts), 10-50% of the racks (1 pt), Most or all (2 pts)</p>	<p>0 1 2</p>	<p><input type="checkbox"/></p>
<p>D 2.4 Is there a program to improve pedestrian access to transit? No (0 pts), Yes (2 pt)</p>	<p>0 or 2</p>	<p><input type="checkbox"/></p>
<p>Total Points Section D: Public Transit (30 pts possible)</p>		

E – Provide a Safe and Pleasant Environment

Although there is not as much evidence on the effect safety and aesthetics have on physical activity levels, it has been shown to be a factor. Steps to make the walking and biking environment safer and more attractive will have an impact on activity levels. Listed below are some strategies for this influencing factor.

E – Provide a Safe and Pleasant Environment				Points	Potential Priority
1. <u>Park and Neighborhood Design</u>					
E 1.1 Are the following aesthetic components in place at park and recreation facilities?					
	No (0 pts)	Some Sites (1 pt)	Most Sites (2 pts)		
Bike racks				0 1 2	<input type="checkbox"/>
Lights				0 1 2	<input type="checkbox"/>
Safe Playgrounds				0 1 2	<input type="checkbox"/>
Benches at regular intervals along trails				0 1 2	<input type="checkbox"/>
E 1.2 Do sidewalks have up to date, ADA compliant, curb cuts (for wheel chairs and people with limitations in mobility) at all intersections?				0 1 2	<input type="checkbox"/>
No or a few (0 pts), Some (1 pt), Have a plan to retrofit (+1 pt), Most or all (2 pts)					
E 1.3 Do municipal playgrounds meet safety standards set by the U.S. Consumer Product Safety Commission and does playground equipment meet safety specifications set by the American Society of Testing and Materials?				0 1 2	<input type="checkbox"/>
No (0 pts), Somewhat (1 pt), All (2 pts)					
2. <u>Vehicle Speed and Police Enforcement</u>					
E 2.1 In the past 2 years, has the community tracked the number of motor vehicle crashes in the community involving pedestrians and bicyclists?				0 or 1	<input type="checkbox"/>
No (0 pts), Yes (1 pt)					
E 2.2 Is there a mechanism in place to evaluate the causes of pedestrian and bicyclist injuries and are recommendations made for needed safety improvements?				0 or 1	<input type="checkbox"/>
No (0 pts), Yes (1 pt)					
E 2.3 Does a multidisciplinary pedestrian safety task force exist (members may include representatives from Public Safety, Public Health, Engineering, Design, Advocacy) to study, design, enforce and educate about safe pedestrian crossings?				0 or 1	<input type="checkbox"/>
No (0 pts), Yes (1 pt)					
E 2.4 In neighborhoods where speeding automobiles have consistently presented a risk to pedestrians and cyclists, have “traffic calming” measures been introduced to slow down the traffic (e.g., speed humps, trees planted close to the shoulder, trees or flowers planted in medians, converting auto lanes to bike lanes, roundabouts, etc.)?				0 1 2 3	<input type="checkbox"/>

No (0 pts), 1-2 measures (1 pt), 3-4 measures (2 pts), 5 or more measures (3 pts)					
E 2.5 Are crosswalks in school areas and other major pedestrian routes well-marked on the pavement (i.e., with zebra stripes and stop bars) and are they supported by clear signage and lighting? No (0 pts), Some (1 pt), Most (2 pts), All (3 pts)				0 1 2 3	<input type="checkbox"/>
E 2.6 Are intersections 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 pts), Some (1 pt), Most (2 pts), All (3 pts)				0 1 2 3	<input type="checkbox"/>
E 2.7 Are traffic regulations requiring cars to yield to pedestrians at crosswalks vigorously enforced? Never (0 pts), Rarely (1 pt), Usually (2 pts), Always (3 pts)				0 1 2 3	<input type="checkbox"/>
E 2.8 Does the community offer educational programs to encourage bicyclists and skaters to wear safety helmets and follow safe biking and skating practices? No (0 pts), Yes, occasionally (1 pt), Yes, offered at least annually (2 pts)				0 1 2	<input type="checkbox"/>
E 2.9 Does the community offer educational programs for motorists on sharing the road legally and safely with bicyclists? No (0 pts), Yes, occasionally (1 pt), Yes, offered at least annually (2 pts)				0 1 2	<input type="checkbox"/>
3. <u>Neighborhood Association</u> E 3.1 Are there active neighborhood associations involved with ACEs? No (0 pts), Some neighborhoods (1 pt), Most neighborhoods (2 pts), Community-wide (3 pts)				0 1 2 3	<input type="checkbox"/>
4. <u>Construction & Maintenance</u> Has responsibility for sidewalk maintenance been assumed by the community government for public areas and required by individual businesses and homeowners for their properties? E 4.1 Snow and debris removal No (0 pts), Yes (1 pt) E 4.2 Cracks/repairs No (0 pts), Yes (1 pt) E 4.3 Does the local government do an effective job of removing debris, snow or ice from pedestrian and bike routes? No (0 pts), Yes (1 pt)				0 or 1 0 or 1 0 or 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
E 4.4 Has municipal transportation planning, funding, and/or implementation addressed the following important safety concerns for bicyclists and pedestrians?					
	No (0 pts)	Some Sites (1 pt)	Most Sites (2 pts)		
Pedestrian push buttons at intersections				0 1 2	<input type="checkbox"/>
Designated crosswalks				0 1 2	<input type="checkbox"/>
Designated bikeways				0 1 2	<input type="checkbox"/>
Sewer grates at grade and placed so that bicycle tires hit perpendicularly				0 1 2	<input type="checkbox"/>
Maintenance: street shoulders, transition					

areas between streets and bridge decks, around grates, between streets and gutters are clear and free of debris.					0 1 2	<input type="checkbox"/>
Sidewalk spot improvement program					0 1 2	<input type="checkbox"/>
Total Points Section E: Safe and Pleasant Environment (49 pts possible)						

F – Develop Coordinated Partnerships

If you want to change policies and the environment you need partners who can advocate for that change. Partnering spreads the workload and ensures greater buy-in as you work toward changing the environment to increase physical activity.

F – Develop Coordinated Partnerships	Points	Potential Priority
1. <u>Advocacy</u> F 1.1 Has the local governing body created (or do they recognize) a citizens’ advisory group dedicated to increasing and improving the opportunities for walking and biking in the community? No (0 pts), Yes (2 pt)	0 or 2	<input type="checkbox"/>
F 1.2 Are groups in the community working together to encourage physical activity and create opportunities for activity (i.e., public health agencies, recreation agencies, the local American Heart Association affiliate, bicycle clubs, etc.)? No (0 pts), Yes (2 pt)	0 or 2	<input type="checkbox"/>
F 1.3 Is an ACEs advocate (who may or may not be a public health practitioner) on a municipal board or committees dealing with land use and transportation decisions? No (0 pts), Yes (2 pt)	0 or 2	<input type="checkbox"/>
2. <u>Communications</u> F 2.1 How many press releases were there in the past six months to promote physical activity? None (0 pts), 1-2 (1 pt), 3-5 (2 pts), 6 or more (3 pts)	0 1 2 3	<input type="checkbox"/>
F 2.2 How many special interest stories were there in the past six months about physical activity promoted by any unit of local government or health coalition/organization? None (0 pts), 1-2 stories (1 pt), 3-5 stories (2 pts), 6 or more stories (3 pts)	0 1 2 3	<input type="checkbox"/>
3. <u>Neighborhood Involvement</u> F 3.1 Have any of the neighborhood organizations done area walkability or bikeability assessments? No (0 pts), Some (1 pt), Most or all (2 pts)	0 1 2	<input type="checkbox"/>
Total Points Section F: Coordinated Partnerships (14 pts possible)		
ASSESSMENT TOTALS		
A – Provide Walkable and Bikeable Neighborhoods - 13	Max (27)	Points
B – Create and Maintain a Master Land-use Development Plan - 8	(18)	
C – Provide Community Resources for Physical Activity: Parks, Facilities, & Open Spaces – 20	(54)	
D – Provide a Variety of Public Transit Options - 15	(30)	
E – Provide a Safe and Pleasant Environment – 17	(49)	
F – Develop Coordinated Partnerships – 6	(14)	
79 Questions.	Total Points: (192)	