

## IOWA CTG SPECTRUM OF READINESS

Community Design to facilitate routine physical activity, especially active transportation: walking, biking, and transit use.

Define the community you are assessing (neighborhood/city/town, county, region, etc.).\_\_\_\_\_

### **CONSIDER THE FOLLOWING AS YOU ASSESS YOUR COMMUNITY:**

1. Keep in mind that “transit” refers not just to fixed route public bus service, such as found in larger cities and university towns, but also includes dial-a-ride and similar services, as well as school buses. All are forms of transit that tend to lead to increased physical activity among users.

2. When referring to “designs and policies” to support active transportation, consider specifically whether any of the following are in place:



Zoning, land use, and development policies to encourage mixed-use (zoned for both commercial and residential), and support neighborhood schools, parks, and shopping in proximity.



A comprehensive and connected network supporting walking, bicycling, and transit such as sidewalks, bike lanes, multi-use trails, and transit stops and lanes.



Site designs that encourage active transportation, such as buildings at the sidewalk (with parking behind buildings or on street), and benches, trees, water fountains, and bicycle parking.



Safe and accessible designs for pedestrians and cyclists of all ages, incomes, abilities and disabilities, such as curb ramps and traffic calming measures to reduce neighborhood vehicle speeds.

3. “Complete Streets” refer to an approach and policy that assures consideration of all four user groups (pedestrians, bicyclists, transit, and motor vehicles) during every roadway project, whether new construction or routine paving and maintenance.

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# 1.

*Little understanding of the issues and opportunities.*

The majority of our community members and leaders do not understand the connection between economic, environmental, and public health, and the value of making community design changes to facilitate walking, bicycling and transit use.

- ❑ **Community Involvement:** Very limited understanding of how the concept of community design and Complete Streets policy impacts active transportation, physical activity and health. No public activism in this area.
- ❑ **Built Environment:** Not familiar with this term as related to physical activity and health.
- ❑ **Plan:** Long-term planning for community design to facilitate walking, bicycling and transit use is not recognized as a need in our community.

# 2.

*We respond to occasional requests or complaints, but are reactive versus proactive.*

Some of our community members and leaders understand and support the connection between economic, environmental, and public health, and the value of making community design changes to facilitate walking, bicycling and transit use.

- ❑ **Community Involvement:** Community residents and leaders are starting to discuss making environmental and policy decisions that improve active transportation; very occasional public activism.
- ❑ **Built Environment:** A few changes are being made to the built environment to support active transportation, but only sporadically, as requested by community members and leaders.
- ❑ **Plan:** Long-term planning for community design to facilitate active transportation is recognized by some as a need in our community, but no plan exists, nor is a planning effort underway.

# 3.

*We want to make changes but operate from grant to grant to grant...*

Many of our community members and leaders understand and support the connection between economic, environmental, and public health, and the value of making community design & policy changes to facilitate walking, bicycling and transit use.

- ❑ **Community Involvement:** Community residents and leaders are collaborating across sectors (e.g. health, planning, public works) and are exploring policies and funding opportunities to make built environment changes and policies that support active transportation; a formal or informal group of community members meet to advance this process.
- ❑ **Built Environment:** Improvements are being made, but simply when and where possible, and focused on short-term goals, not as part of a systematic, long-term plan.
- ❑ **Plan:** We are creating or have in place a comprehensive plan, but it has not been revised to specifically enhance pedestrian, bicycle, and transit facilities, appeal, and safety.

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### 4.

*We have hit our stride and new partners are being merged into the planning process.*

Most community members and leaders understand and are actively supporting the connection between economic, environmental, and public health, and are actively engaged in pursuing design & policy changes to facilitate walking, bicycling and transit use.

- ❑ **Community Involvement:** There is ongoing, active engagement of a multi-sector group of advocates, professionals, and leaders, including public health representation, focused on environmental and policy decisions that improve active transportation.
- ❑ **Built Environment:** We are implementing several community design changes based on a long term plan, and working on policies to make these designs the norm.
- ❑ **Plan:** Our community is developing or has in place a plan to enhance active transportation (walking, bicycling, transit use), either as part of the comprehensive plan, or a unique active transportation or similar plan(s) (e.g. bicycle and pedestrian plans). Complete Streets policy, ordinance, or resolution could be more comprehensive by incorporating all 10 components recommended by Smart Growth America.

### 5.

*There is a bright light shining as "healthy design" is systematic in our community.*

Community members and leaders understand and are actively supporting the connection between economic, environmental, and public health; are actively engaged in pursuing design & policy changes to facilitate walking, bicycling and transit use; and have a comprehensive, continually updated and enforced plan focused on enhancing active transportation, and pedestrian and bicycle safety.

- ❑ **Community Involvement:** Community members and leaders agree that maintaining active transportation is a priority. There is ongoing, active engagement of a multi-sector committee, including public health representation, focused on the built environment and policies supporting active transportation.
- ❑ **Built Environment:** Our community and leaders have institutionalized a "health in all policies" approach before decisions on the built environment are made. Professional staff are trained and experienced in healthy community design principles.
- ❑ **Plan:** Our community has passed a Complete Streets policy, resolution or ordinance that includes the ten components of a comprehensive Complete Streets Policy from Smart Growth America, or the equivalent. A plan is in place to evaluate previous year's community design changes and assess future improvements; the plan is revised accordingly.