

HEALTHY KANSAS COMMUNITIES ASSESSMENT AND PLANNING TOOL



WWW.PEDBIKEIMAGES.ORG / DAN BURDEN

**Kansas Department of
Health & Environment**

2006

Table of Contents

WHY HEALTHY COMMUNITIES – MAKING THE CASE	2
HEALTHY COMMUNITY ASSESSMENT AND PLANNING TOOL	5
SECTION 1: POLICIES AND PLANNING FOR WALKING/BIKING AND OTHER FORMS OF NON-MOTORIZED TRANSPORTATION	5
Taking Responsibility and Planning	5
General Policies	7
Land Use Policies	8
Sidewalks	9
Promoting Physical Activity	11
SECTION 2. PEDESTRIAN AND BICYCLE SAFETY AND FACILITIES	12
Routes and Facilities	12
Tobacco Control	13
Recycling	14
Policies and Education for Safety	14
Injury Prevention	15
SECTION 3. COMMUNITY RESOURCES FOR PHYSICAL ACTIVITY	16
SECTION 4. WORKSITES	18
SECTION 5. SCHOOLS	19
SECTION 6. PUBLIC TRANSPORTATION	23
SECTION 7. NEXT STEPS	24

**This tool has been adapted from the Michigan Promoting Active Communities Award:
Community Self-Assessment Inventory**

WHY HEALTHY COMMUNITIES – MAKING THE CASE

Kansas today is very different than the Kansas in which our parents and grandparents grew up. The design of our modern communities and our strong reliance on the automobile have led to a decline in the typical Kansan's physical activity level. One of our contemporary challenges is to attempt to reverse the effects of this historical trend. Striving to ensure that Kansas communities are designed and built in a manner that promotes a healthy living environment and an active lifestyle is beneficial for today's Kansan. With the high costs of health care, a community that supports a healthy citizenry will be of service to our entire state.

Healthy Communities Assessment

For those Kansas cities and counties anticipating growth or new development, an important first step is to assess whether the community's policies, programs, regulations, and development practices promote a healthy living environment. The attached assessment is intended to help with this first step. At the end of this assessment, communities will be encouraged to think about simple and common sense approaches to community design which would provide citizens accessible and convenient opportunities to become more physically active, within a healthy environment. Hopefully, a few reasonable, economically feasible changes will be identified to provide increased opportunities for a healthier community.

By completing this assessment, community planners and leaders will be better able to identify the strengths and assets already present within the community, as well as those areas where improvement is needed. This assessment may also be used as a tool to bring together community leaders and planners in a collaborative effort to improve not only the physical health of the community, but communication and interaction as well.

Physical Health Benefits

Research indicates that communities which create and maintain places for citizens to be active will enjoy a significant increase in the number of citizens who exercise three or more times a week. In addition, those citizens who live in a walkable neighborhood (neighborhoods with sidewalks on both sides of the street, within walking distance to shopping and work, and with safe and accessible intersections) engage in 70 more minutes of moderate to vigorous physical activity per week than those citizens who live in less walkable neighborhoods (www.activelivingresearch.org).

The primary reasons citizens do not choose to walk or bicycle to a destination, according to a 2002 national survey, are because they are either too busy or because the route is not conducive for travel without an automobile. By modifying the design of a community, the opportunities to be active will increase. Busy citizens will have readily available opportunities for exercise, with safe walking paths and sidewalks linked to destinations once accessible only by automobile.

The research conducted by Active Living Research, a Robert Wood Johnson funded project has shown that walkable communities can result in:

- More trips on foot when the street network is a grid design.
- A 25% increase in the percentage of people who exercise at least three times a week when places to be active are created or improved.
- A 35% lower risk of obesity for people who live in neighborhoods with a mix of shops and businesses within easy walking distance.
- More children walking to school where there are sidewalks.

The Health and Environment Connection

By increasing opportunities for activity, walkable communities may also reduce our modern reliance upon automobiles. Because almost 32 percent of all U.S. carbon emissions are

generated in association with transportation (U.S. Department of Energy), a reduction in miles driven will typically improve air quality. Furthermore, poor air quality in a community has been associated with increased incidence of asthma in adults and children.

Local policies, regulations, and development practices which limit the impact of growth and development upon natural vegetation and water quality will also help ensure a healthier community. The simple and reasonable principles of “low impact development” (LID) can be utilized by planners as an integral part of the design of their community. LID practices increase the amount of undisturbed land available for walking and biking paths, parks, common areas, and other active living spaces. LID principles focus upon conserving natural vegetation, maintaining buffer strips of vegetation along water bodies, using natural drainage ways (other than concrete channels), and minimizing impervious ground cover (ground which has been covered over by pavement and buildings). All of these practices can improve the attractiveness and environmental quality of the community, while also providing increased accessibility for walkers and bikers.

Instructions for the Completion of the Healthy Communities Assessment

The following assessment has been prepared by the Kansas Department of Health and Environment to assist Kansas leaders and planners in their efforts to build healthy communities for Kansans. Communities can use this tool as a part of their local planning and design activities. It can also be used at any point in the planning process. The tool will not be scored or returned to the Kansas Department of Health and Environment, but will allow the communities to identify community strengths and areas of opportunity to increase physical activity in the community. Not all questions are applicable to all communities, but may provide additional insight to future planning options in the community. For further information about this assessment or about the Healthy Communities process, contact the Office of Health Promotion at 785-296-3742.

Please answer the questions that pertain to your community. Not all questions are applicable to all communities, but may provide additional insight to future planning options. The tool will not be scored or returned to the Kansas Department of Health and Environment, but will allow the communities to identify community strengths and areas of opportunity to increase physical activity as the community plans for the future.

HEALTHY COMMUNITIES ASSESSMENT AND PLANNING TOOL

SECTION 1. POLICIES AND PLANNING FOR WALKING/BIKING AND OTHER FORMS OF NON-MOTORIZED TRANSPORTATION

When completing this section you are encouraged to recruit the following people and/or organizations listed below to be of assistance in obtaining the necessary information.

- Zoning Codes and Ordinances
- Local Bicycle and Pedestrian Coordinator or local Traffic Coordinator
- Community Budget
- Planning/Development Coordinator
- Local Bicycle/Walking/Hiking Clubs

Taking Responsibility and Planning

- 1.1 The governing body (e.g., city council, township board, etc.) has formed a citizens' advisory group to increase and improve the opportunities for walking and biking in the community.

No Yes

If yes, who is the chairman of that group?

Name _____ Title _____
Address _____
Phone _____ Email _____

- 1.2 The community's governing body has assigned a staff person to be specifically responsible for pedestrian and bicycle transportation.

No Yes

If yes, who is the chairman of that group?

Name _____ Title _____
Address _____
Phone _____ Email _____

1.3 The governing body has adopted an official plan for improving non-motorized transportation, including a timetable and a budget.

No Yes

If so, the plan is being followed. This means some elements of the plan have been implemented or there are contracts in place for implementing elements.

No Yes

1.4 The community's operating budget includes tax dollars for non-motorized transportation facilities and activities.

No Yes Total allocation: \$ _____

1.5 The community has shown a commitment to creating opportunities for physical activity by passing bonds, levying taxes, or getting grants to finance trails, recreation facilities, and/or sports complexes.

No Yes

1.6 Transportation planning and funding address the following important safety concerns for bicyclists and pedestrians:

No Yes

Making all walking or biking surfaces level, with sewer grates and utility access covers even with the surface.

--	--

Making sewer grates bicycle/wheelchair friendly. This means the metal surfaces are roughened to prevent skidding, and that bike/wheelchair wheels cannot get caught in the grates.

--	--

Installing at busy intersections signal actuators that pedestrians and bicyclists can control, to stop traffic and allow safe crossing.

--	--

Creating well-marked crosswalks at high traffic intersections.

--	--

Performing regular maintenance on street shoulders, transition areas between streets and bridge decks, areas around grates, and surface between streets and gutters.

--	--

1.7 The community works to reduce traffic congestion by actively facilitating ride sharing or car-pooling for frequently used commuter routes (e.g., constructing and maintaining commuter lots, creating ride share bulletin boards or ride share web pages).

No Yes

1.8 Traffic regulations requiring cars to yield to pedestrians at crosswalks are vigorously enforced.

Never Rarely Usually Always

General Policies

1.9 Policies exist to include designated bike lanes, where feasible, when roads and streets are built or repaired?

No Yes

When roads are built or repaired, how often are designated bike lanes included?

Rarely/Never Sometimes Always

1.10 Policies exist that promote reduced use of motorized transportation as a means to protect or improve the community's air quality.

No Yes

1.11 All municipally owned buildings are required to have bike racks or bike storage facilities available.

No Some All

1.12 Municipal playgrounds meet safety standards set by the U.S. Consumer Product Safety Commission and playground equipment meets safety specifications set by the American Society of Testing and Materials.

No Some All

There is an accessible path of travel to and through play areas for wheelchair access?

No Yes

Land Use Policies

- 1.13 The community's master plan includes provisions to protect or create linkages between greenways, open spaces and outdoor recreation areas.

No Yes

- 1.14 The community's master plan identifies valued natural resources including natural areas, woodlands, water bodies, wetlands, steep slopes, abandoned rail and utility corridors, and river/stream/lake/pond access points.

No Yes

- 1.15 The community's master plan encourages open space or conservation design development. This type of development conserves natural areas, provides community recreational space, promotes watershed protection, and minimizes the amount of total impervious area (pavement and buildings).

No Yes

- 1.16 Stormwater management policies exist that promote the use of low impact development (LID) strategies. LID is the use of natural drainageways, open channels, bioretention ponds, wetlands, low impervious coverage, and other stormwater management practices that reduce the impact of development on water quality. LID has the added benefit of providing open space and other natural features that can be used for trails and recreational purposes.

No Yes

- 1.17 The community works cooperatively and effectively with subdivision applicants and developers to ensure walkability and the protection of recreational space in growth areas.

No Yes

If yes, briefly describe how this is being accomplished.

- 1.18 The community works cooperatively and effectively with adjacent communities and governmental jurisdictions to ensure the provision of sidewalk, trails and recreational space in developing areas.

No Yes

If yes, briefly describe how this is being accomplished.

1.19 Developers of new residential subdivisions are required to contribute to a parks fund that is used by local government to acquire parkland in the area.

No Yes

1.20 Mixed land use is permitted allowing retail establishments and community services to be placed within walking distance of residential areas.

No Yes

1.21 Cluster zoning is permitted allowing buildings and infrastructure to be located on a concentrated area of the site in exchange for open space and natural areas elsewhere on the site. Developers are encouraged to design higher density communities as long as a portion of the community area is preserved as open space.

No Yes

1.22 Buffers and/or buildings are required to be setback along riparian areas in order to provide natural areas to protect water quality. Riparian areas are lands that border streams, rivers and lakes.

No Yes

1.23 Regulations limit the amount of impervious coverage (pavement, buildings, etc.) along riparian areas. Preserving ground cover provides a natural filter strip and increases ground water recharge. Limiting impervious coverage has the added benefit of providing open space and other natural features that can be used for trails and recreational benefits.

No Yes

1.24 The number of driveways that open onto streets and roads is limited or restricted when residential or commercial development occurs.

No Yes

Sidewalks

1.25 New residential areas are required to have sidewalks.

No Some All

If so, at what point during construction, of the subdivision are they installed?

Before Construction	During Construction	After Construction of a Single Home	After Construction of entire Subdivision
---------------------	---------------------	-------------------------------------	--

1.26 New commercial areas are required to have sidewalks, to ensure walkability through out the entire community.

No Some All

If so, at what point during construction of the commercial area are they installed?

Before Construction	During Construction	After Construction of a Single Building	After Construction of entire Area
------------------------	------------------------	--	--------------------------------------

1.27 Sidewalks are required on both sides of the street.

No Residential Only Commercial Only Both

1.28 All new sidewalks are required to be at least 5 feet wide, to allow safe walking in two directions.

No Yes

1.29 The community does an effective job of maintaining and removing snow from pedestrian and bike routes.

No Yes

1.30 Public ordinance require businesses to clear snow from adjacent sidewalks.

No Yes

The ordinance is enforced.

No Somewhat Fully

1.31 In cases of inclement weather there are free services available to assist elderly and persons with disabilities with snow and ice removal.

No Yes

1.32 Financial responsibility for residential sidewalk maintenance has been assumed by, the community government rather than by individual homeowners.

Snow/ ice removal:	No	Somewhat	Yes
-----------------------	----	----------	-----

Cracks/repairs:	No	Somewhat	Yes
-----------------	----	----------	-----

1.33 Sidewalk furniture such as newspaper vending machines, advertising signs, flags, etc., is required to be out of the path of walkers or wheelchair users.

No Somewhat Yes

Promoting Physical Activity

1.34 There are groups in the community working together to encourage physical activity and create opportunities for activity in the community (e.g., public health agencies, recreation agencies, the local American Heart Association affiliate, bicycle clubs, etc.).

No Yes

1.35 Use of stairways is encouraged in public buildings where stairways are present. This means the stairways are easy to find, they are clean and appealing and signs promote stair use for exercise.

No Yes

1.36 The community's governing body provides wellness and other physical activity opportunities for its employees (e.g., workout facilities, nutritional talks, safety updates, etc.).

No Yes

1.37 An inventory of physical activity facilities and/or opportunities has been compiled for the community and is available to the public.

No Yes

1.38 The community sponsors events that promote physical activity, such as public walks, biking events, corporate challenges, etc.

No Yes

SECTION 2. PEDESTRIAN AND BICYCLE SAFETY AND FACILITIES

When completing this section you are encouraged to recruit the following people and/or organizations listed below to be of assistance in obtaining the necessary information.

- Local Bicycle and Pedestrian Coordinator or local Traffic Coordinator
 - Local Bicycle/Walking/Hiking Clubs
 - Local Transportation Offices
-

Routes and Facilities

- 2.1 There is a comprehensive system of routes connecting residential areas with shopping, dining, and entertainment areas.

For walkers and wheelchair users (The system could include sidewalks and shared user paths.)	No	Partial	Yes
For bicyclists (The system could include paved shoulders without rumble strips, wide right lanes, striped bike lanes, roads with signs that identify them as bike routes, bike paths or shared user paths.)	No	Partial	Yes

- 2.2 Major transportation routes in the community are continuous with no impassible barriers.

For walkers and wheelchair users	No	Some	Most	All Routes
For bicyclists	No	Some	Most	All Routes

- 2.3 Abandoned railroad beds or utility corridors (where present) have been or are being converted to walking/bicycling trails.

No Yes Not applicable (no abandoned RR bed or utility corridors in the community)

- 2.4 Multi-use recreational trails are available.

No Yes

- 2.5 Crosswalks on roads with four or more lanes have medians (with curb cuts) that provide resting space for pedestrians with limited mobility (older persons, wheelchair users, children, etc.).

Never Sometimes Always Community has no 4-lane roads

2.6 Sidewalks have curb cuts (for wheel chairs, strollers, carts and people with limitations in mobility) at all intersections.

Never Rarely Usually Always

2.7 During road and sidewalk repair, physical accommodations and signs are used to keep pedestrians and people with disabilities safe.

Never Sometimes Always

2.8 Benches are placed at regular intervals along walking routes to allow people with physical limitations to rest.

No A few Most

2.9 Walking and biking routes are lighted to enhance safety.

No A few Most

2.10 Walking and biking routes are patrolled for safety by law enforcement officers or trained volunteers.

No A few Most

2.11 Shopping malls and strip malls have safe approaches for pedestrians and cyclists.

No A few Most

2.12 Bike racks or bike storage lockers are available in business districts.

No A few Most

If so, the bike racks are designed in a way that enables users to secure both the frame and the rear wheel.

No A few Most

Tobacco Control

2.13 Green spaces, walking trails, and parks are protected with a tobacco free policy.

No Some All

2.14 Policies exist to provide/include consistent signage clearly stating the tobacco use policies on public grounds and commercial zones.

No Yes

2.15 The community sponsors community wide activities in tobacco free environments?

No Yes

Recycling

2.16 Please check all that apply in the table below when answering the following question:

Does your community offer?	Newspaper	Aluminum	Plastic	Glass	If yes, is it free?
Curbside recycling					
Drop off points for recyclable material					
Recycling receptacles are found on walking trails, shopping centers, & other places of interest					

Policies and Education for Safety

2.17 The community offers educational programs to encourage bicyclists and skaters to wear safety helmets and follow safe biking and skating practices (e.g. bicycle rodeo, media campaign, etc.)

No Yes

2.18 Safety helmet use is required in publicly operated recreation facilities such as trails in city parks.

No Yes

2.19 The community offers educational programs for motorists on sharing the road legally and safely with bicyclists.

No Yes

Injury Prevention

2.20 The community tracks the number of motor vehicle crashes in the community involving pedestrians and bicyclists.

No Yes

2.21 There is a mechanism in place to evaluate the causes of pedestrian and bicyclist injuries and recommend needed safety improvements.

No Yes

2.22 In neighborhoods where speeding automobiles have consistently presented a risk to pedestrians and bikers, "traffic calming" measures have been introduced to slow down the traffic (e.g., speed bumps, trees planted close to the shoulder, trees or flowers planted in medians, converting auto lanes to bike lanes, roundabouts, etc.).

No In 1-2 areas In 3-4 areas In 5 or more areas

2.23 Crosswalks in school areas and other major pedestrian routes are well marked on the pavement (e.g., with zebra stripes and stop bars) and are supported by clear signage and lighting.

Never Rarely Usually Always

2.24 Intersections and curves have "adequate sight distance", so that drivers and bike riders can see all other road users in time to avoid potential crashes.

Never Rarely Usually Always

2.25 Pedestrian crosswalks are equipped with visual/sound signals for people with visual impairments.

Never Rarely Usually Always

2.26 Community has and enforces leash laws to protect pedestrians and bicyclists.

No Yes

SECTION 3. COMMUNITY RESOURCES FOR PHYSICAL ACTIVITY

When completing this section you are encouraged to recruit the following people and/or organizations listed below to be of assistance in obtaining the necessary information.

- | | |
|--|--------------------------------------|
| <input type="radio"/> Local Parks and Recreation | <input type="radio"/> Administrators |
| <input type="radio"/> Current Local Budget | <input type="radio"/> School Boards |
| <input type="radio"/> YMCA/YWCA | <input type="radio"/> Principals |
| <input type="radio"/> Local Family Health Care Providers | <input type="radio"/> Teachers |
| <input type="radio"/> Non-Profit Centers for Elderly | <input type="radio"/> PTO |
| <input type="radio"/> Local School Districts | |
-

3.1 Shopping malls or other in-door community facilities (i.e. schools, recreation center track, university indoor tracks) are open for community walkers.

No Yes

3.2 Walking incentive programs are available to residents (excluding employer-offered programs mentioned in Section 4)

No Yes

3.3 All senior citizen centers and nutrition sites offer exercise programs on an ongoing basis.

No Yes Not applicable (no senior centers or nutrition sites in community)

3.4 Financial commitment to community recreation: Tax dollars are allocated for parks and recreation facilities and activities in the community's current operating budget.

No Yes

Amount allocated per person in community

< \$3/person	\$3.01-\$50/person	\$51-\$100	\$100/person
--------------	--------------------	------------	--------------

3.5 What percentage of children in the community have available to them safe, supervised recreation facilities in the after-school and weekend hours?

< 10%	10-50%	51-99%	100%
-------	--------	--------	------

3.6 Sports leagues are available for adults.

None	Available to a few	Most who want to can participate
------	--------------------	----------------------------------

3.7 Sports leagues are available for youth (over and above school athletic programs).

None Available to a few Most who want to can participate

If youth sport leagues are available, is financial assistance available so children from low-income families can play?

No Yes

Check which of the following exercise and recreation facilities are open to the public.

	No	Yes, Open part of the year	Yes, Open year round	The facility is a tobacco free environment
Community ice skating arena				
Roller skating/In-line skating facility				
Swimming pool				
Weight-training facility				
Tennis courts				
Soccer fields				
Baseball/Softball fields				
Basketball courts				
Golf courses				
Volleyball facilities				
Handball/Squash/Racquetball facilities				
Skateboarding area				

For the exercise and recreation facilities in your community that are open to the public (see above), how many make provisions for low-income families to gain access?

None Some Most All Community has none of the above facilities and/or none are open to the public.

3.9 Media work for physical activity in the community: The number of press releases to promote physical activity distributed by any unit of local government or wellness/health organization in the past six months. This can include announcements inviting use of local facilities.

None 1-2 3-5 6 or more

The number of special interest stories about physical activity in the local media the past six months. (By local media, we mean radio, print, television including cable TV.)

None 1-2 3-5 6 or more

SECTION 4. WORKSITES

When completing this section you are encouraged to recruit the following people and/or organizations listed below to be of assistance in obtaining the necessary information.

- Local Chamber of Commerce
- Internet Sites
- Largest four employers in the community
- Human Resource Departments
- Managers/Owners

The following questions apply to the four employers in the community with the largest work forces. Please list these four employers:

- 4.1 If there are fewer than four employers in the community, mark NA (No company) next to each blank employer in the column below.

Size of Company

	N/A (No company)	Small (< 25 employees)	Medium (25-100 employees)	Large (100- 500 employees)	Very Large (> 500 employees)
Company #1					
Company #2					
Company #3					
Company #4					

- 4.2 Please check which of these major employers promote physical activity in the following ways:

	#1	#2	#3	#4
Provides showers				
Provides safe area to walk or exercise				
Offers flexible work/break times to allow physical activity				
Offers exercise classes				
Offers a walking club				
Provides bike racks				
Offers incentives for walking or biking to work				
Provides an on-site exercise room or facility, or pays a substantial part of membership fee to exercise clubs (YMCA's, fitness clubs, etc.)				
Provides health information to employees (via bulletin boards, newsletters, intranet messages or sites, etc.)				
Has a wellness coordinator or wellness committee to plan opportunities and events				
Gives incentives/rewards for employees who demonstrate a certain level of physical activity (such as reduced health insurance co-pays, extra vacation time, prizes, etc.)				
Provides cessation (quitting tobacco products) counseling or other forms of support and incentives (e.g., health insurance breaks, onsite counseling, referral to community services, NRT (nicotine replacement therapy reimbursement).				
Provides tobacco free workplace policy				

SECTION 5. SCHOOLS

When completing this section you are encouraged to recruit the following people and/or organizations listed below to be of assistance in obtaining the necessary information.

- Local School Districts
 - Administration
 - School Boards
 - Principals
 - Teachers
 - PTO
-

Fill this section out for the school that children in your community attend.

5.1 Schools have surveyed the extent to which children can walk or bike safely to school.

No schools Some schools All schools

5.2 Did elementary schools participate in Walk to School Day last fall, or have they made a commitment to do so this coming fall?

No schools Some schools All schools

5.3 What percentage of school children who live within one mile of schools could safely walk to school?

10% or less 11-50% 51-75% 76-100%

5.4 What percentage of school children who live within two miles of schools could safely bike to school?

10% or less 11-50% 51-75% 76-100%

5.5 If some children who live within walking or biking distance cannot safely walk or bike to school, steps are being taken to correct hazards.

No schools Some schools All schools Not applicable

5.6 Where it is safe, schools are actively promoting walking or biking to school.

No schools Some schools All schools Not applicable

5.7 Community Education: Does the Community Education program or the community's parks and recreation department offer classes and programs that provide opportunities for physical activity?

For adults No Yes
 For children No Yes

5.8 Are school children allowed to ride bikes to school?

Elementary School Yes No Reason: _____

Middle School Yes No Reason: _____

High School Yes No Reason: _____

5.9 Physical Education Curriculum: What percentage of physical education teachers are using the Kansas curriculum.

	None	50% or less	51-99%	100%
K-5 th Grade (Physical Essentials)				
6 th – 8 th Grade (Physical Focus)				
High School (Physical Dimensions)				

5.10 Has the largest school district in your area been recognized as meeting the national standards for exemplary physical education? If so, level of recognition.

No Level 1-4 Level 5-6 Level 7-8

5.11 On average, over the past school year, how many days per week were children receiving physical education?

Elementary School 0 days 1-2 days 3-4 days 5 days

Middle School 0 days 1-2 days 3-4 days 5 days

5.12 In high school, what percentage of children take more than the one required semester of physical education?

less than 10% 10 - 30% 31-50% 51-100%

5.13 Are all high school students required to take physical education, even if they are in marching band or on athletic teams?

No Yes

5.14 Is health education, including physical activity being taught in most grades?

Elementary School	No	Yes
Middle School	No	Yes
High School	No	Yes

5.15 Do elementary schools typically have recess each school day? (Answer for all the elementary schools that children in your community attend.)

None Some All

5.16 Did third grade classes participate in Kansas Kids Fitness Day?

No Some classes All classes

5.17 Percentage of schools offering physical activity opportunities for students in addition to physical education classes:

	None	50% or less	51-99%	100%
Walking club				
Supervised use of weight-training facilities				
After-school programs that provide opportunity for physical activity				
Intramural sports				
Exercise opportunities for students with disabilities				

If intramural sports are offered, does every child who wants to play have access to the programs?

No Yes

5.18 Children can participate in school athletic programs without paying any fees. (Fees are a barrier to participation.)

No No, but scholarships are available Yes

5.19 Sports fields, swimming pools, and recreation areas under control of the school district are open to the public outside of regular school hours (i.e. before and after school, on weekends, and during summer and other vacations)

None 50% or less 51-99% 100%

If so, costs to the school district for this availability are shared by other groups (ie., recreation department, community police program, regional fitness council).

No Yes

5.20 Schools offer aggressive worksite wellness programs for teachers and administrators, thereby improving the role models available to students for physical activity.

None 50% or less 51-99% 100%

5.21 Schools provide a 24/7 tobacco free school buildings and grounds written policy for students, staff, and visitors.

Elementary Middle School High School

Tobacco free school ground policies are reinforced with appropriate signage

No Yes

SECTION 6. PUBLIC TRANSPORTATION

When completing this section you are encouraged to recruit the following people and/or organizations listed below to be of assistance in obtaining the necessary information.

- Community Transit Authority
 - Community Hall
 - City
 - Town
 - County
 - County Seat
-

Having a system of public transportation promotes physical activity in two ways: (1) Public transit can reduce some of the traffic congestion that makes walking and biking hazardous. (2) People who use public transit generally walk some distance between their transit stops and their destinations.

- 6.1 The community has a system of public transportation. For a small town, this could consist of a "Dial-A-Ride"-type program.

No Yes

If yes:

The public transportation system serves enough areas often enough to make it a realistic option for regular commuting for a significant number of residents.

No Not quite Yes

Park-and-drive lots are available so that bicyclists and auto drivers can conveniently park vehicles while using public transportation or car pooling.

No Not quite Yes

The system is accessible by wheelchair users and individuals with limited walking ability.

No Not quite Yes

SECTION 7. NEXT STEPS

The information provided in this section is the next step toward planning for a healthy active community.

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

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

1. _____

2. _____

3. _____

7.2 Next Steps

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 easier for people to be more active.

1. _____

2. _____

3. _____

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 easier for people to be more active.

1. _____

2. _____

3. _____

7.3 Date the tool was initiated _____

Date the tool was completed _____

Dates revisited:

People who conducted the assessment.

Name	Title	Address	Phone	Email

7.4 What suggestions do you have for improving this self-assessment questionnaire?

Contact:

Paula Marmet, Director
Office of Health Promotion
1000 SW Jackson, Suite 230
Topeka, Kansas 66612-1274
(785) 296-8126, FAX (785) 296-8059