

Design for Health Checklist for Transportation, Pedestrian and Bicycle Plans

Questions for All Sections

	Yes	No	NA	Comment
Is there explicit language connecting the plan element to human health?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Where are there areas where explicit language could be added?				
What other health topics, if any, could be incorporated into this section?				
Is there an implementation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Essential for Health

	Yes	No	NA	Comment	DFH Topic
Is residential and commercial density discussed in this chapter to encourage walking, bicycling and transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Accessibility
Is regular transit service planned for all residential and employment areas (preferably within 1200m of all residential areas).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Accessibility
Does the transportation plan incorporate neighborhood commercial and/or mixed-used development to encourage transportation related walking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Accessibility, Physical Activity
For pedestrian/bicyclist safety, are speed limits set at or below 35 mph (optimally 20 mph) for 70-90% of streets?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Safety, Physical Activity
Are there plans or policies to provide adequate street lighting along all major streets?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Safety
Are complete street, shared street and traffic calming concepts incorporated into the future transportation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Safety
Is the off-street trail system planned to serve all residential areas, preferably within 400-600m of all residential areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Physical Activity
Is there a multimodal transportation plan that connects all residential areas to services (i.e. employment centers, grocery stores, hospitals, etc)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Accessibility

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Good for Health	Yes	No	NA	Comment	DFH Topic
Are there a variety of nearby destinations for residents (e.g., employment, health care, grocery stores, etc.) and can these destinations be reached by a variety of transportation modes (e.g., bicycling, walking, automobile, transit)?					Accessibility
Are there policies/plans aimed at supporting cycling and walking?					Physical Activity
Are there policies/plans that prioritize the transportation needs of underserved populations (e.g., seniors, children, persons with disabilities, low-income residents, etc.)?					Accessibility
Are there plans to create transit oriented developments (TOD) districts (or overlay zones)?					Accessibility
Are the TODs incorporated into a multimodal transportation system?					Accessibility
Does a TOD enable use of Planned Unit Developments to provide the flexibility to provide mixed uses closes to transit station areas and residential areas?					Accessibility
Does the plan use pedestrian overlay zones?					Accessibility
Do the pedestrian overlay zones include polices that encourage walking and bicycling through streetscape amenities, such as benches, trash receptacles, planters, pole lights, kiosks, telephones, newsstands, drinking fountains and bike racks?					Accessibility, Physical Activity
Are there urban design guidelines that relate to sidewalk width and materials, lighting, signage, landscaping, way finding, crosswalks, curb ramps, refuge islands, corner radii, and signals?					Accessibility, Safety
Do pedestrian plans provide protection through parallel parking, bollards and street trees as features?					Safety, Mental Health, Physical Activity
Are there traffic calming measures incorporated into the plan?					Safety
Do they include: altering the terrain vertically (i.e. speed bumps, road texture), altering the terrain horizontally (i.e. traffic circles, roundabouts), and altering the terrain linearly (half-closures, cul-de-sac)?					Safety