

Name of Tool	Web Site Link	Type	Life of a Project Phases	Quality of Life Components	Description	Tool Applicability	Level of Effort Required to Complete
1. Project-Based Tools for the Environmental Studies, Construction, Operations and Maintenance Phases							
Community Context Audit (PennDOT)	http://www.contextsensitivesolutions.org/content/reading/pennDOT_community_audit/resources/community_context_audit.pdf/	Audit Tool to be completed by practitioners	Environmental Studies, Construction, Operations, Maintenance	Economic, Public Health, Socio-Cultural, Land Use, Mobility, and Financial Considerations	The audit form is intended to be a guide for practitioners to identify various community characteristics that make each transportation project location unique to its residents, its businesses and the public in general. Findings from the audit will help to define the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development.	Findings from the audit will help to define the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development. It may also reveal features of critical importance to a community that may have been previously unidentified.	The level of effort necessary to complete the audit is moderate to high. A field assessment is required as well as the review of municipal documents.
Community Effects Considerations (Adapted from Florida DOT)	http://itre.ncsu.edu/CTE/Education/CSS-2006/Ses8ResourceCommunityEffects.pdf	Audit Tool to be completed by practitioners	Environmental Studies, Construction, Operations, Maintenance	Economic, Socio-Cultural, Land Use, Mobility	The audit form asks the practitioner to answer a series of questions to ensure that all angles of potential community impacts from the project have been addressed. The tool presents a series of questions under seven headings; for each question, suggested data sources and key analyses are listed to assist the practitioner in answering the question. Suggested data sources and analysis are very detailed, providing ideas and instructions for practitioners.	Because the audit is very data-intensive and analytical, the results can be very useful to a transportation agency trying to estimate impacts from a transportation project. The tool focuses on larger-scale social impacts that are more relevant to major transportation projects. Potential social effects that could derail a project later in the process could be identified early in the process and steps taken to avoid or minimize these impacts.	The level of effort necessary to complete the audit is high. Field assessments and substantial data collection and analysis are required.
Smart Growth Tools/PlaceMatters	http://www.smartgrowthtools.org/	Practitioners, including professional planners, public agencies, and concerned citizens	Planning, Environmental Studies, Construction, Operations, Maintenance	Economic, Public Health, Socio-Cultural, Land Use, Environment, Mobility, and Financial Considerations	A dynamic database website that is a resource for communities to identify tools and processes for better community design and decision making. Several of the tools listed in this database come from an EPA report on Projected Land-Use Change. A Planning Process Map shows what tools support different stages of a typical decision making process (comprehensive planning focused) or view the database directly using the browse, list all, and search features. Tool providers are invited to add new tools to the database and can edit them at any time. Users are encouraged to provide feedback on their experiences using the tools.	The site includes tools for context sensitive solutions development primarily in planning.	The level of effort required to utilize different tools available through the website and network varies a great deal. Some are quite sophisticated.
Blue and Green Highways Maintenance Corridor Evaluation Form	https://www.nysdot.gov/divisions/operating/oom/transportation-maintenance/green-blue-highways	Practitioner focused in its initial application at New York State DOT	Maintenance	Community and Natural Resources	Maintenance Region/Residency selects a highway segment, based on environmental and cultural features and/or operational needs. Maintenance Region/Residency staff then use the tool/form to systematically evaluate environmental enhancements that the DOT might be able to effect in the corridor.	Staff conduct a windshield survey of each segment, prepare a stewardship plan and then carry out the plan. Main Office/Region/Residency staff evaluate accomplishments regularly. Use of the tool encourages a stewardship/operations/maintenance synergy. When staff or managers address an issue that may appear on first view to have conflicts among operational, safety and environmental concerns, Green and Blue Highways offers a process and resources to help develop a solution that minimizes the conflict and leads to an outcome that better balances these concerns.	Low effort to complete. The form can be completed in a windshield survey of 1-2 hours or less.
State Wildlife Action Plans	http://www.wildlifeactionplans.org/about/index.html	Conservation priorities identified by each state	Planning, Environmental Studies, Construction, Operations, Maintenance	Natural Environment focused	In order to receive funds through the Wildlife Conservation and Restoration Program and the State Wildlife Grants Program, Congress charged each state and territory with developing a wildlife action plan. These proactive plans, known technically as "comprehensive wildlife conservation strategies," assess the health of each state's wildlife and habitats, identify the problems they face, and outline the actions that are needed to conserve them over the long term. State wildlife action plans are the essential base plan to consult for natural resource considerations in each state. Additional local, NGO plans can be consulted as well.	Wildlife or natural resource plans should be consulted to identify conservation priority areas to avoid or minimize impacts, or where mitigation or conservation investments might be best focused.	The level of effort to consult the plans is not high; however, only 30 or so of the 50 states have mapped conservation priorities, as of 2010. Many plans are currently being updated for climate change considerations though and will have more mapped data soon.

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Ecosystem Based Tools Network	http://www.ebmtools.org/	Tools to facilitate stakeholder involvement around natural resources	Planning, Environmental Studies, Construction, Operations, Maintenance	Natural Environment focused	Ecosystem-Based Management (EBM) is an innovative management approach to address these challenges. It considers the whole ecosystem, including humans and the environment, rather than managing one issue or resource in isolation. EBM tools are software or other highly documented methods that can help implement EBM by: providing models of ecosystems or key ecosystem processes, generating scenarios illustrating the consequences of different management decisions on natural resources and the economy, and facilitating stakeholder involvement in planning processes.	Practitioners and stakeholders can consult: 1) Different types of EBM tools, 2) Questions projects should answer as they think about tool use, and 3) Best practices for using tools.	The level of effort required to utilize different tools available through the website and network varies a great deal. Some are quite sophisticated.
Thinking Beyond the Pavement Checklist (Maryland SHA)	http://itre.ncsu.edu/CTE/Education/CSS-2006/Ses18ResourceCSSCchecklist.pdf	Checklist to be completed by practitioners	Environmental Studies, Construction, Operations, Maintenance	Natural Environment, Public Health, Socio-cultural, Land Use, and Mobility	The checklist is a tool to be used by practitioners to assess the physical setting - both natural and man made - in which proposed improvements would occur. The checklist can be used as part of the Context Sensitive Solutions (CSS) approach.	The use of the CSS checklist and overall approach during the early stages of project development through operation and maintenance is essential to the decision-making process. Ensuring the early and often consideration of communities in the decision-making process not only lends a hand in helping the practitioner and agency overall design projects that fit more harmoniously into communities but can also help streamline a project as it moves through the pipeline saving the agency time and money in refining the various project components.	The level of effort necessary to complete the checklist is moderate. A multidisciplinary team comprised of experts from each subject area should take part in its completion. The checklist should be reviewed and updated as a project moves through the decision-making process to identify new impacts or eliminate those impacts that no longer exist with the selected project design.
Maintenance Customer Service Surveys	http://www.dot.ca.gov/hq/maint/external_survey/2005_survey/index.htm	Survey to be completed by the general public	Maintenance	Roadway environment, mobility	Caltrans and many other DOTs consult with the public to identify priorities within the constraints of the organization and available resources, and to develop a culture of continuous improvement and innovation. Every year the aging infrastructure requires increased maintenance. At the same time, work windows for Maintenance crews decrease, more stringent environmental requirements are developed, and congestion increases, placing additional demands on the highway maintenance budget. To be more efficient and innovative, Maintenance continuously monitors and evaluates its performance through the Levels of Service (LOS) Bridge and Pavement management systems, and Customer Survey Results.	Caltrans' Maintenance Division conducted this Internet-based survey of California residents during December 2004 and January 2005. The survey was designed to assess satisfaction with and priorities for highway maintenance work and activities.	The level of effort is low to collect this information, on-line, but the survey is not designed to yield very locally-specific information
Roadway Audit Tool, Analytic and Checklist Versions (St. Louis University School of Public Health)	http://www.activelivingresearch.org/files/audit_tool_analytic.pdf http://www.activelivingresearch.org/files/audit_tool_checklist.pdf	Analytic Audit Tool to be completed by practitioners or municipal officials. The Checklist Audit Version to be completed by residents.	Environmental Studies, Construction, Operations, Maintenance	Natural Environment, Public Health, Socio-cultural, Land Use, and Mobility	The audit forms were designed to better understand the relationship between street-scale environments and rates of physical activity.	The Land Use component can act as a retail analysis identifying leakage and surplus in the area, which can be prohibitive when trying to create a mixed-use environment welcoming of pedestrian movements. Findings coupled with the assessment of roadway conditions can be used to build partnerships to design projects that are sensitive to areas of local importance, support mixed-use development and encourage pedestrian movements. The audit can also be used to help in project prioritization.	The level of effort necessary to complete the audit tools is small to moderate. The analytic version would take longer to complete than the checklist version. No additional data is necessary to complete the exercise.
2. Community-Based Tools for Policy, Planning and Programming Phases							
Walkability Checklist and A Resident's Guide for Creating Safe and Walkable Communities (Partnership for a Walkable America and the Federal Highway Administration)	http://www.walkableamerica.org/checklist-walkability.pdf http://safety.fhwa.dot.gov/ped_bike/ped_cmnty_ped_walkguide/residents_guide.pdf	Checklist to be completed by community residents.	Policy, Planning, Programming	Land use, Safety, and Mobility	This one-page checklist is designed for community members to determine if their neighborhood is a friendly place to walk. The guidebook can be referenced by participants to learn about roadway conditions, traffic problems that adversely affect pedestrian movements, and ways to help address these problems to make the environment more supportive of pedestrian activity.	The checklist can be used by area residents to assess the walkability of their community and identify improvements to be made in the short- and long-term. Findings can be shared with a transportation agency or with municipal officials to advocate for improvements.	The completion of the checklist is estimated to take approximately 1 hour. Participants are asked to review the checklist prior to the site visit. Additional time would be needed should the participant decide to advocate for improvements.
MetroQuest	www.Metroquest.com	Interactive tool for communities to explore tradeoffs in their local area, in real-time	Planning	Economic, Community Vitality, Public Health, Socio-Cultural, Land Use, Environment, Greenhouse Gases, Mobility, and Financial Considerations	MetroQuest helps communicate complex planning concepts easily to a wide range of people, generates public awareness of tradeoffs among priorities and preferences, helps develop an understanding of policy decisions and consequences, and helps create broad-based consensus for your community's future vision.	The tool has three applications. In its primary incarnation, local information is loaded and explored in a workshop setting with a facilitator. Other versions have been developed to operate in briefer periods, at kiosks and on the web, often with thousands of participants per day.	Requires substantial investment

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Active Community Environments (ACEs) Community Assessment (Eat Smart, Move More NC)	http://www.eatsmartmo.com/ACEs/ACEs.html	Assessment tool for Public Health Practitioners, Community Groups, Advocates, and Grassroots Organizations	Policy, Planning, Programming	Public Health, Land Use, and Mobility	This is an assessment tool designed to help the user identify ways that can help encourage and support bicycle movements. There are five short questionnaires and a rating system that can be used as a benchmark for community progress.	The assessment can help identify areas in need of improvement to support pedestrian movements, safety education, and physical activity levels. Findings can be used to design pedestrian and bicycle linkages that are accessible to area residents.	The level of effort necessary to complete the assessment is small. Some information would need to be collected from municipal departments and a site visit would be necessary.
Active Neighborhood Checklist (St. Louis University School of Public Health)	http://prc.slu.edu/Documents/Active_Neighborhood_Checklist.pdf	Checklist to be completed by community residents.	Policy, Planning, Programming	Land Use	The checklist is designed to assess street-level features of a neighborhood thought to be related to physical activity. It can be used to produce descriptive statistics about an area, to raise awareness about the environment in supporting or discouraging pedestrian activity, and/or mobilize the community to advocate for enhancements or improvements.	The checklist can be used as an exercise early in project development to better understand what community residents are experiencing under existing conditions. It can be used as a jumping off platform to build trust between a community and a transportation agency to design a project that fits the environment.	The level of effort to use the checklist is small. Participants should be given a brief tutorial prior to the site visit, write down additional thoughts and take photographs while on the site visit.
Making Your Community Walkable and Bikeable: A Guidebook for Change (UNC School of Public Health)	http://www.eatsmartmo.com/ACEs/Texts/070317_wabsa_guidebook.pdf	Guidebook and Audit Forms to be completed by residents	Policy, Planning, Programming	Public Health, Financial Considerations, and Mobility	The guidebook is a step-by-step navigation tool to be used by local groups and citizens to effectively contribute to the planning process and build partnerships with transportation practitioners to enhance the local road network to be more supportive of pedestrian movements.	The “soup to nuts” approach clearly outlined in the guidebook informs residents about land use features that generally prohibit pedestrian movements and how the tool can inform new policy initiatives that lead to roadway enhancements that support pedestrian activity.	The level of effort necessary to complete the all of the steps set forth in the guidance manual is high. The success of this effort would be largely dictated by strong and continuous local leadership over an extended period of time. The audit forms and other materials found in the appendices could be used as a single exercise and could be completed in a few hours.
Irvine Minnesota Inventory (Kristen Day, Ph.D., Marlon Boarnet, Ph.D., Mariela Alfonso, MURP, and Ann Forsyth, Ph.D.)	https://webfiles.uci.edu/kday/public/Irvine_MN_Inventory.pdf https://webfiles.uci.edu/kday/public/index.html	Audit form to be completed by practitioners and public health advocates.	Policy, Planning, Programming	Natural Environment, Public Health, Socio-Cultural, Land Use, and Mobility	The audit tool is designed largely for practitioners and public health officials to collect data on features of the physical environment that are potentially linked to physical activity.	This tool can be used by a transportation agency to develop a detailed profile of a neighborhood or community which can be used in the early stages of decision-making to identify potential impacts and can assist in the design of public involvement activities and mitigation measures if necessary.	The level of effort necessary to complete this audit is high. It is designed to be used by trained observers who must take an approximately 8-hour training program prior to field visits under the supervision of a team leader, preferably with advanced research training. The team leader would train the team, test the reliability of observations, and oversee data collection and analysis. The field visit would take a team of two observers approximately 3-4 to complete. A detailed map of each setting that includes footpaths and trails, etc. is necessary.
Systematic Pedestrian and Cycling Environmental Scan (SPACES) Audit Instrument (The University of Western Australia)	http://www.cpah.health.usyd.edu.au/pdfs/2007_SPACES_Audit_Instrument.pdf http://www.cpah.health.usyd.edu.au/pdfs/2007_SPACES_Observers_Manual.pdf	Audit form to be completed by practitioners.	Policy, Planning, Programming	Land Use, Public Health, and Mobility	This tool is to be used as an observational tool for practitioners to assess the physical environment in a neighborhood and its suitability to support pedestrian movements.	The audit form can be used to identify streetscape and roadway improvements necessary to create an environment that supports and encourages pedestrian movements. The presence and/or absence of certain features can help identify and prioritize improvements. The land use element helps identify if there is an appropriate mix of uses to attract pedestrian movements.	The level of effort necessary to complete this exercise is high, the extent of which would depend on the size of the area being surveyed. It is anticipated that each segment would take an hour or two to observe. Desktop exercises associated with the audit would also be timely.
Measuring Urban Design Qualities: An Illustrated Field Manual (Active Living Research Program, Robert Wood Johnson Foundation)	http://www.activelivingresearch.org/node/10637 http://www.niehs.nih.gov/news/events/pastmtg/2005/esoav/docs/ewing-ppt.pdf	Manual and Scoring Sheet for Residents	Policy, Planning, Programming	Land Use	Provides an introduction to several key urban design qualities and guidance on how to objectively measure qualities of a typical street. Includes a scoring sheet for measuring urban design qualities.	The manual and scoring sheet can be used during a visioning exercise to get residents to think about the urban design qualities present in their community. Findings can help facilitate conversation between and among parties of desired improvements.	The level of effort necessary to review the manual and complete the scoring sheet is small. A field visit would be required. Findings can be used to facilitate discussion and visioning exercises.
Walking Suitability Assessment Form (James Emery, Eat Smart, Move More NC)	http://www.activelivingresearch.org/alr/files/AJHP_7_Emery.pdf	Assessment tool to be completed by residents or practitioners	Policy, Planning, Programming	Mobility, Public Health	The assessment form is a short one-page tool that can be used by area residents to evaluate a road segment under 2 miles in length and its ability to support pedestrian movements. A detailed discussion of how to use this resource is found in the appendices of Making Your Community Walkable and Bikeable: A Guidebook for Change. http://www.eatsmartmovemorenc.com/ACEs/Texts/070317_wabsa_guidebook.pdf	This tool would be used by residents to identify general roadway conditions and areas in need of improvement. Findings should be incorporated into project design to enhance overall roadway function and support pedestrian movements.	The level of effort required to complete the assessment is small, traffic counts being the most time consuming portion of the exercise. A site visit would be necessary to identify roadway features and those areas in need of improvement.
Bicycle Suitability Assessment Form (James Emery, Eat Smart, Move More NC)	http://www.eatsmartmo.com/NCWalksToSchool/NCWalksToSchool.html	Assessment tool to be completed by residents or practitioners	Policy, Planning, Programming	Mobility, Land Use, Public Health	This is a one-page audit form to be used by area residents to assess the condition of a corridor and its suitability to support bicycle movements. The audit form is divided into three short sections: general road factors; pavement factors; and location factors. A detailed discussion of how to use this resource is found in the appendices of Making Your Community Walkable and Bikeable: A Guidebook for Change. http://www.eatsmartmovemorenc.com/ACEs/Texts/070317_wabsa_guidebook.pdf	The tool can be used by area residents to understand land use features that generally prohibit bicycle movements. The use of this tool can help in the formation of new policy initiatives and lead to enhancement of roadway conditions to support bicycle movements. Incorporation of findings from this exercise would help ensure that the community's vision for the area is enhanced by roadway improvement.	The level of effort necessary to use this tool is small. Area residents would need to obtain certain information from municipal officials and then conduct a site visit.

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West Peterborough Road Audit (NHDOT, Peterborough Transportation Management)	http://www.berger-nc.com/cssresources/CommunityContext/WestPeterboroughRoadAudit_NHDOT_PPS.pdf	Audit Tool to be completed by transportation practitioners or area residents.	Policy, Planning, Programming	Land Use and Mobility	This audit tool can be used to evaluate how well streets and adjacent land uses are performing as Places, and identify opportunities for future enhancements.	The audit tool can be used to assess an area and prioritize improvements. Findings can be used to prepare Problem and Vision Statements and draft recommendations and can be used by a transportation agency to better understand the environment in which they are working.	A short site visit is necessary to complete the audit form. The assessment can be conducted either in a group or individually. Findings should be summarized and incorporated into a vision statement. No preliminary research or data collection is necessary to complete this effort.
Place Game - Planning through Transportation (Project for Public Spaces)	http://www.berger-nc.com/cssresources/CommunityContext/PlaceGame_PPS.pdf	Audit to be completed by residents	Policy, Planning, Programming	Land Use, Socio-Cultural, Economic, Public Health, Mobility, and Natural Environment	Project for Public Spaces (www.pps.org) designed The Place Game to evaluate how well streets and adjacent land uses are performing as places, and to identify opportunities to enhance them in the future.	This is a relatively easy, participatory tool designed to reveal a community's vision for a place. Findings can be incorporated into project design to ensure that proposed roadway improvements are sensitive to areas of importance to the community and include desired enhancements where feasible.	The level of effort necessary to complete this exercise is small to moderate depending on the amount of quantitative data collected to support qualitative findings. The site visit and defining of the Problem Statement without quantitative data collection would take a few hours. Much of the quantitative data collection would be provided by those facilitating the exercise.
Social Capital Community Benchmark Survey (Saguaro Seminar: Civic Engagement in America Project, John F. Kennedy School of Government at Harvard University)	http://www.hks.harvard.edu/saguaro/pdfs/socialcapitalshortform.pdf http://www.cfsv.org/communitiesurvey/docs/survey_instrument.pdf	Survey to be administered to community residents.	Policy, Planning, Programming	Socio-Cultural	The survey was designed to be used by state or federal government agencies interested in surveying constituents on social capital, smaller communities that may not have the time, budget, or staff to use the long-form survey, and communities and non-profits that may already be conducting surveys and want the short-form to act as supplemental information on social capital. The survey is designed to be used "pre" and "post" project to determine if social capital has changed.	A transportation agency or local group or organization – either together or separately – could use this tool as part of a visioning exercise to better understand how people feel about the environment in which they live and how a proposed project may affect the community. This tool could be used during the early stages of decision-making to design a project that does not adversely affect the existing social capital in a community. It can also be used to determine where trust-building among parties may need to be undertaken for the success of the project. A transportation agency can work with other parties and the public to design a project that is not also functional but supports activity that may lead to increased community cohesion and social capital.	The level of effort necessary to complete this varies and is in part dependent on sample size. The short-form survey could be used as is but it should also be reviewed and augmented as necessary to ensure that all of the questions are appropriate for participants. This tool can be used as a phone survey or in a group environment where people fill out their own survey. Time requirements decrease significantly when administered to a group rather than individual. The survey could be administered by the sponsor agency or contracted out to a data and market research company, significantly changing the level of effort required to complete this task. A variety of queries can be run once the information is in the database. The level of effort needed to run queries and prepare accompanying documentation will depend on agency interests. If used as part of a visioning exercise at a public meeting or other outreach activity, the level of effort would be small.
Smart Growth Checklist, A Checklist for Municipal Land Use Planning and Management (NYDOT)	https://www.nysdot.gov/programs/smart-planning/repository/SGC_heck_Municipal_PRINT.pdf	Checklist to be completed by practitioners	Policy, Planning, Programming	Land Use and Transportation	This easy-to-use tool is a guide that can be used by communities when making decisions about future land use and development patterns. It is designed to assess how well planning and land use decisions in a community follow the principles of Smart Growth.	Findings from this exercise can be used to guide public investment and private development in accordance with Smart Growth principles and/or revise the land use and transportation elements of a comprehensive plan. Municipal officials can work with the community to ensure that new development is welcome and introduces land uses to the area that are necessary to support Smart Growth. Additionally, municipal officials and residents can work with transportation agencies to ensure that roadway improvements and/or public transportation options help achieve this objective.	The level of effort necessary to accurately complete the checklist is moderate. The person's familiarity with municipal objectives and policies will dictate the time necessary to complete the exercise. A review of municipal documents will be required.
Smart Growth Checklist, A Checklist for Proposed Development in Your Community (NYDOT)	https://www.nysdot.gov/programs/smart-planning/repository/SGC_heck_Development_Print.pdf	Checklist to be completed by municipal planners, local groups or organizations, stakeholders, and residents.	Policy, Planning, Programming	Land Use and Socio-Cultural	This easy-to-use tool is a guide that can be used by communities to determine how a proposed project would contribute to the overall well-being of a community.	Findings can be used to advocate for changes in a development proposal to fit more harmoniously into a community, the adoption of Smart Growth principles by the municipality (if not already implemented), and/or recommend changes to municipal plans to support and/or prohibit certain types of development in Smart Growth areas. Developers and municipal officials can work with transportation agencies to ensure that roadway improvements and/or public transportation options help achieve Smart Growth principles.	The level of effort necessary to accurately complete the checklist is small to moderate. It requires familiarity with municipal objectives, the proposed development, and community characteristics. It is both a desktop and in-field exercise. It is anticipated that it would take a few hours to complete the checklist.
Assessing Your Community's Aging-Readiness: A checklist of key features of an aging-friendly community (Partners for Livable Communities and the National Association of Are Agencies on Aging)	http://www.icma.org/upoad/library/2007-05/%7B2B390E33-5C27-4949-944E-05B2046D7D88%7D.pdf	Checklist and Guidance Manual	Policy, Planning, Programming	Socio-Cultural and Land Use	The checklist is part of a guidebook to arm local leaders with the knowledge and tools necessary to build collaborative partnerships for creating livable communities for people of all ages.	Findings from the checklist could be used to implement new policy initiatives or changes in the delivery of services to the elderly if deficiencies are found. Municipal officials could work with transportation agencies to adjust the services they are providing to ensure safe and reliable transport, if necessary. Transportation agencies can work with municipal officials and other parties to create mixed-use communities that are welcoming and attractive to elderly populations.	The level of effort necessary to complete this checklist is small to moderate. Supporting documents from municipal departments would need to be reviewed. Findings can be submitted to municipal officials and/or presented at a town meeting.

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3. Toolkits and Resource Sets							
PolicyMap, Geographic Information Systems Mapping Services and Software (The Reinvestment Fund)	http://www.policymap.com	Online Resource and Subscription Services for Transportation Agencies, Government Agencies, and Local Groups and Organizations	Any project phase	Economic, Public Health, Natural Environment, Socio-Cultural, and Land Use	An online tool with the capacity to map and report information on up to 4,000 indicators related to demographics, real estate, crime rates, health, schools, housing affordability, employment, energy, and public investments.	Extensive data available through the use of this tool can present a detailed community profile. It can be used to mapped proposed investments, relate them to other investments, demonstrate how neighborhoods have changed where the agency has made past investments, and show where future investments would make the most sense.	The level of effort to use this resource is moderate to high. The subscriber needs to prepare an Excel file containing certain information. Depending on the data request, dbf files used for GIS would be suitable decreasing the level of effort.
SHRP On-Line Tools: Transportation for Communities	http://www.transportationforcommunities.com/	Online Reference	Any project phase	Governance, Built Environment & Mobility, Natural Environment & Resources, Economy, Social & Cultural	An online resource containing a central database of information on the transportation decision-making process (including key players, decision points, connections between processes, a process diagnostic tool, and an extensive library of case studies). Links to several other resources developed through the SHRP program, including resources on economic development, transportation visioning, greenhouse gases, and performance measurement.	The tool provides in-depth information on the transportation decision-making process, which can be helpful to both practitioners and citizens.	The tool is designed to provide both basic and in-depth information, depending on the interests of the user.
The Conservation Registry	http://www.conservationregistry.org/	Database	Any project phase	Natural resources, existing conservation areas	The Conservation Registry is an online, centralized database that records, tracks and maps on-the-ground conservation projects. The purpose of the Registry is to help users understand the context, distribution, and effectiveness of collective efforts to protect and restore ecosystems.	The Registry can help agencies see where to avoid impacts to or extend other conservation projects. It can also act as a project management tool for those agencies and organizations. It 1) Helps organizations and landowners understand the context in which they are working, 2) Helps people determine the degree to which actions are taking place within identified priority areas, 3) Determines if projects are effectively conserving habitat for at-risk species, 4) Aids policy-makers and investors in understanding where public and private money is being spent, 5) Helps conservationists find partners, funding, and advice, 6) Helps everyone learn from the successes and challenges experienced by others doing similar projects, 7) Demonstrates that it is possible and useful to integrate information across jurisdictions and ownerships, 8) Tracks the implementation of state wildlife action plans across the country.	The level of effort to use this resource is moderate.
Economic Development and Redevelopment: A toolkit for building healthy, vibrant communities (Lisa M. Feldstein, Rick Jacobus, and Hannah Burton Laurison)	http://www.phlpnet.org/healthy-planning/products/econ_dev_redev_toolkit	Toolkit	Any project phase	Public Health, Socio-Cultural, Land Use, and Financial Considerations	The toolkit is designed to inform nutrition and public health advocates on ways to improve food access in low-income neighborhoods. It is also a good reference for transportation and economic development practitioners working to rebuild communities. It provides an overview of techniques and tools that can be used for effectively engaging communities in land use and redevelopment activities.	This toolkit provides an overview of techniques and tools that can be used for effectively engaging communities in land use decisions during (re)development activities.	The level of effort to use this resource in full is high. It would require multi-agency coordination, (re)development alternatives, development of a plan, and investment sponsors. The siting of healthy food options in a location that would be both feasible from an economic and physical standpoint and accessible to community residents would require a significant amount of public outreach and economic analysis.
A Community Approach to Address Health Disparities: THRIVE Toolkit for Health & Resilience in Vulnerable Environments (The Prevention Institute)	http://www.omhrc.gov/assets/pdf/checked/THRIVE_FinalProjectReport_093004.pdf	Toolkit	Policy, Planning, Programming	Economic, Public Health, Socio-Cultural, Land Use, and Mobility	The toolkit was developed as a community resilience assessment tool to help communities enhance their environment in ways that improve public health and reduce disparities experienced by racial and ethnic minorities.	The toolkit is a learning, strategic, or needs assessment tool that can be used by transportation practitioners conducting a community impact assessment to help in the identification of racial and ethnic communities, existing disparities, and opportunities to reduce or eliminate these disparities. It identifies techniques for engaging stakeholders and preparing and implementing policies and/or plans that can reduce or eliminate disparities.	The level of effort necessary to achieve the objectives in the toolkit is high and would require multi-agency coordination and extensive research. Certain elements of the toolkit could be extracted and used as independent initiatives. The level of effort to successfully complete these initiatives would depend on their extent.
Public Health Workbook to Define, Locate and Reach Special, Vulnerable and At-Risk Populations in an Emergency (Center for Disease Control and Prevention)	http://www.bt.cdc.gov/workbook/pdf/ph_workbook_draft.pdf	Workbook	Any project phase	Public Health and Socio-Cultural	The workbook outlines a systematic process that can support municipal, state, and tribal planners and public health officials as they design and implement new strategies to reach all populations - including traditionally underserved and hard to reach populations - in day-to-day communication and during crisis or emergency situations.	The workbook can be used by practitioners and public health agencies to ensure that all populations are reached and informed in the event of an emergency. The sponsor agency can work with transportation agencies to ensure that evacuation routes are well defined and translated into the languages of limited and non-English speaking populations in their community. They can also identify transportation services to evacuate physically and mentally handicapped and elderly populations.	The level of effort necessary to complete each of the steps outlined in the workbook is substantial. The process would likely culminate in an emergency preparedness plan. To complete this effort in full it could take a few months to a year.

Name of Tool	Web Site Link	Type	Life of a Project Phases	Quality of Life Components	Description	Tool Applicability	Level of Effort Required to Complete
Community Tool Box (Work Group for Community Health and Development, University of Kansas)	http://ctb.ku.edu/en/tablecontents/index.htm	Tool Box	Policy, Planning, Programming	The questions and approaches outlined in Chapter 17 are not specific to any one or group of Context Components. The questions and approach taken would require that the facilitator alter the questions to fit the needs of the task at hand. At that time, the Context Component would be identified.	The Community Tool Box provides practical, step-by-step guidance in community building skills that can be used in a variety of settings to understand community characteristics and create exercises that increase community cohesion. Section 17 is of particular interest to facilitate in the visioning process.	This tool could be used by transportation practitioners or other parties facilitating a community visioning process. The easy-to-use tools and checklists can be altered as needed to be context-specific and can be used to ensure that the visioning process identifies the true issues at hand and captures the voice of affected parties.	The level of effort to use part or all of these tools is small. The tools would primarily be used during group visioning sessions and would not require homework on the part of the participant. Facilitators may need to alter the questions to be suitable for the discussion.
What's Behind Resident Quality of Life Perceptions (International City/County Management Association)	http://icma.org/main/news.asp?nsid=4275&hsid=3	Online Resource and Subscription Services for Transportation Agencies, Government Agencies, and Local Groups and Organizations	Any project phase	Economic, Socio-Cultural, Land Use, Mobility, Public Health, Natural Environment, and Financial Considerations	This is an online resource that hosts a wealth of information about quality of life considerations, performance measures, and survey instruments. It identifies current initiatives and has a subscription survey service that could be used by a transportation agency or government agencies looking to better understand the environment in which they are working.	Materials available on the website can be referenced to understand the challenges when dealing with specific quality of life considerations and how they contribute to the overall experience enjoyed by residents, ways to effectively reach populations to assess the importance of a consideration(s), and checklists that can be augmented to suit the environment in which visioning activities are taking place. The best practices component of each quality of life consideration can assist in the development of outreach activities and visioning exercises appropriate for the context. The paid survey feature can be used early in project development to assess how a community values certain quality of life consideration(s), which can be used in the design of visioning activities and later incorporated into project design. Sample surveys can be downloaded for free and altered to appropriately fit the environment in which the visioning process will occur.	The level of effort necessary to use this resource can vary significantly. Since it serves as a repository of information, the user could simply use the resources as a reference, conduct an effective practices review, or extract relevant materials such as checklists to be used during a visioning exercise. If purchased, the NCS prepares reports using customized survey findings.