<table>
<thead>
<tr>
<th>PIN</th>
<th>Project Location:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description:</td>
<td></td>
</tr>
<tr>
<td>Segment:</td>
<td>Context: □ Urban/Village, □ Suburban, or □ Rural</td>
</tr>
</tbody>
</table>

**Considerations for Complete Streets** *(Prepared in accordance with HDM 18.5.1. See Notes on p. 2)*  

**Planned Improvements**

1. Does the community’s comprehensive plan or the MPO Long Range and/or Bike/Ped plan call for development of pedestrian or bicycle facilities or transit facilities in or linking to the project area?  
   - YES □  NO □  NA □

2. Is there a planned sidewalk, multi-use path, trail, pedestrian-crossing facility or transit stop in the project area?  
   - YES □  NO □  NA □

3. Are there private development plans that include provisions for pedestrian or bicycle facilities or transit facilities? If so, where?  
   - YES □  NO □  NA □

**Adequacy of Existing Infrastructure**

4. Is bicycle/pedestrian and/or transit signage inadequate or non-compliant?  
   - YES □  NO □  NA □

5. Is there a higher than statewide average incidence of motor vehicle and bicycle or pedestrian related crashes for similar facilities?  
   - YES □  NO □  NA □

6. Are there existing curb ramps, pedestrian signals, or sidewalks that don’t meet ADA standards per HDM 18?  
   - YES □  NO □  NA □

7. Is the roadway on an existing or planned State, regional or local bicycle route with paved shoulders less than 4’ (1.2 m)?  
   - YES □  NO □  NA □

8. If the posted speed limit is 45 mph (70 km/h) or more, is the paved shoulder width less than 4’ (1.2 m)?  
   - YES □  NO □  NA □

9. If the posted speed limit is 45 mph (70 km/h) or more within the Adirondack Park or other State Park, is the paved shoulder width less than 6’ (1.8 m)?  
   - YES □  NO □  NA □

10. Are there opportunities for access management/control to reduce conflicts between vehicles and bike, pedestrian and transit users?  
    - YES □  NO □  NA □

11. Are medians or pedestrian refuge islands needed?  
    - YES □  NO □  NA □

12. Are there opportunities for traffic calming such as curb bulb-outs, raised crosswalks, etc.?  
    - YES □  NO □  NA □

13. Are mid block crossings needed?  
    - YES □  NO □  NA □

14. Are street appurtenances needed (e.g. – bike racks or benches)?  
    - YES □  NO □  NA □

15. Are existing bike/ped connections between bus stops, transit stations, depots/terminals and existing or planned generators inadequate? (consider locations within 0.5 mi (800 m) of the project area)  
    - YES □  NO □  NA □

16. If along a current transit route, are transit facilities (bus stops, shelters, pullouts, Bus Rapid Transit) inadequate or in inappropriate locations? (e.g. – not near crosswalks) Consult with transit operator.  
    - YES □  NO □  NA □

17. If there are parallel routes (e.g., multi-use path), are they inadequate for anticipated bicycle or pedestrian traffic?  
    - YES □  NO □  NA □

18. Are provisions for vehicle parking inadequate (e.g.: is there an insufficient number of stalls) and/or do they conflict with cycling activity (e.g.: insufficient lane width)?  
    - YES □  NO □  NA □

19. Are local deliveries not adequately accommodated within the project area or conflict with bicycle, pedestrian, transit or vehicular traffic?  
    - YES □  NO □  NA □

20. Are there opportunities to include landscaping which may help reduce stormwater runoff and create a more inviting pedestrian environment?  
    - YES □  NO □  NA □
### Need for Infrastructure

<table>
<thead>
<tr>
<th></th>
<th>Question</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>21.</td>
<td>Is there more than occasional pedestrian activity and no pedestrian infrastructure? Evidence of pedestrian activity may include a worn path.</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>22.</td>
<td>Are bike/ped connections needed between bus stops, transit stations, depots/terminals and existing or planned generators? (consider locations within 0.5 mi (800 m) of the project area)</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>23.</td>
<td>Is the roadway in an area where bicycle tourism is considered an important economic development goal by the municipality or region?</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>24.</td>
<td>Is the roadway affected by special events (e.g.: fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users?</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>25.</td>
<td>Are there existing (or approved local development plans for) generators in or within 0.5 mi (800 m) of the project area that promote or have the potential to promote substantial non-motorized traffic in the project limits? Examples include: schools, parks, playgrounds, places of employment, places of worship, public buildings, restaurants, hotels, shopping centers, commercial areas, residential areas or seasonal generators such as ski resorts, campgrounds, and amusement parks.</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>26.</td>
<td>Is the highway an undivided 4 lane section in an urban or suburban setting with narrow shoulders, no center turn lanes, and existing AADT &lt; 12,000 vehicles per day that should be evaluated for a road diet?</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>27.</td>
<td>Is there a benefit to adding bicycle lanes or providing striping at intersections/interchanges to guide bicycles?</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>28.</td>
<td>Has the public expressed the need for Complete Street improvements?</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>29.</td>
<td>Other:</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
</tbody>
</table>

### Notes:

1. This checklist is intended for projects that are beyond maintenance (e.g., 2R, 3R, 4R, new construction, intersection reconstruction, bridge replacement, superstructure replacement, and major bridge rehabilitation). This checklist is to be included with the IPP and the Design Approval Document.
2. For maintenance projects (e.g., 1R projects-- resurfacing and pavement recycling), use the ADA and Road Safety Assessment Checklist in HDM Chapter 7 in place of this checklist.
3. A check of “yes” indicates a potential need to include complete streets features. Continued coordination with the Regional Bicycle and Pedestrian Coordinator is necessary throughout project scoping and design.
4. The term “generator” in this document refers to both bicycle/ pedestrian (where bicyclists/ pedestrians originate) and destinations (to which bicyclists/ pedestrians travel).
5. Answers to the above questions should be checked with the local municipality, transit provider, MPO, etc., as appropriate, to ensure accuracy and evaluate needed items versus desirable items (i.e., prioritize needs).
6. Answers to the above questions may need to be coordinated with NYSDOT Regional program areas (e.g., Traffic and Safety, Landscape Architecture, Maintenance, etc.)
7. This checklist should be revisited due to a project delay or if site conditions or local planning changes during the project development process.

### Recommendations for Design:

Prepared by: Regional Bicycle and Pedestrian Coordinator: __________________________ Date: _____________

Reviewed by: Project Designer: __________________________ Date: _____________

Rev: 09/19/2013