

## **Appendix A16**

### Complete Streets Checklist

<b>PIN:</b>	<input type="text" value="5512.52"/>	<b>Project Location:</b>	<input type="text" value="Buffalo New York"/>
<b>Context:</b>	<input checked="" type="radio"/> <b>Urban / Village</b> <input type="radio"/> <b>Suburban</b> <input type="radio"/> <b>Rural</b>		
<b>Project Title:</b>	<input type="text" value="Kensington Expressway (Humboldt Parkway, and the reconstruction portions of City Streets in the corridor)"/>		
<b>STEP 1- APPLICABILITY OF CHECKLIST</b>			
<b>1.1</b>	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? <i>If no, continue to question 1.2. If yes, <u>stop here</u>.</i>		<input type="radio"/> <b>Yes</b> <input checked="" type="radio"/> <b>No</b>
<b>1.2</b>	a. Is this project a 1R* Maintenance project? <i>If no, continue to question 1.3. If yes, go to part b of this question.</i>		<input type="radio"/> <b>Yes</b> <input checked="" type="radio"/> <b>No</b>
<b>1.2</b>	b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? <ul style="list-style-type: none"> <li>• Sidewalk curb ramps and crosswalks</li> <li>• Shoulder condition and width</li> <li>• Pavement markings</li> <li>• Signing</li> </ul> <i>Document opportunities or deficiencies in the IPP and <u>stop here</u>.</i> <p><small>* Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.</small></p>		<input type="radio"/> <b>Yes</b> <input type="radio"/> <b>No</b>
<b>1.3</b>	Is this project a Cyclical Pavement Marking project? <i>If no, continue to question 1.4. If yes, review <a href="#">EI 13-021</a>* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:</i> <ul style="list-style-type: none"> <li>• Travel lane width</li> <li>• Shoulder width</li> <li>• Markings for pedestrians and bicyclists</li> </ul> <i>Document opportunities or deficiencies in the IPP and <u>stop here</u>.</i> <p><small>* EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".</small></p>		<input type="radio"/> <b>Yes</b> <input checked="" type="radio"/> <b>No</b>
<b>1.4</b>	Is this a Maintenance project (as described in the "Definitions" section of this checklist) and different from 1.2 and 1.3 projects? <i>If no, continue to Step 2. If yes, the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and <u>stop here</u>.</i>  <input type="text"/>		<input type="radio"/> <b>Yes</b> <input checked="" type="radio"/> <b>No</b>
<b>STEP 1</b> prepared by:		<input type="text" value="Eric Fischlein, PE"/>	Date: <input type="text" value="8/16/2023"/>
<b>STEP 2 - IPP LEVEL QUESTIONS (At Initiation)</b>			<b>Comment / Action</b>

2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? <i>Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.</i>	<input checked="" type="radio"/> Yes <input type="radio"/> No	The project team is coordinating with the City of Buffalo and accounting for the City's Master Bike Plan. The City's Complete Streets Policy is being adhered to for streets being reconstructed with the project (not within the 1R areas)
2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	<input checked="" type="radio"/> Yes <input type="radio"/> No	There are; existing sidewalks along all City streets in the corridor, bicycle lanes along Humboldt Parkway, NFTA stops throughout
2.3	a. Is the highway part of an existing or planned State, regional or local bicycle route? <i>If no, proceed to question 2.4. If yes, go to part b of this question.</i> b. Do the existing bicycle accommodations meet the minimum standard guidelines of <a href="#">HDM Chapter 17</a> or the AASHTO "Guide for the Development of Bicycle Facilities"? * <i>Contact Regional Bicycle/Pedestrian Coordinator</i> <small>* Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.</small>	<input checked="" type="radio"/> Yes <input type="radio"/> No  <input checked="" type="radio"/> Yes <input type="radio"/> No	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? <i>Contact Regional Traffic and Safety</i>	<input checked="" type="radio"/> Yes <input type="radio"/> No	There are several East Side festivals in the project area.
2.6	Are there existing or proposed generators within the project area ( <i>refer to the "Guidance" section</i> ) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? <i>Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.</i>	<input checked="" type="radio"/> Yes <input type="radio"/> No	The newly created green-space atop the tunnel, along with new east-west connections across NY 33 will likely generate both pedestrian and bicycle traffic.
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? <i>If yes, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.</i>	<input type="radio"/> Yes <input checked="" type="radio"/> No	

<b>2.8</b>	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
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<b>STEP 2</b> prepared by:	<input type="text" value="Eric Fischlein, PE"/>	Date:	<input type="text" value="8/16/2023"/>
Bicycle/Pedestrian Coordinator has been provided an opportunity to comment:		<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.</b>			

<b>STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)</b>			Comment / Action
<b>3.1</b>	Is there an identified need for bicycle/pedestrian/transit or "way finding" signs that could be incorporated into the project?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.2</b>	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.3</b>	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per <a href="#">HDM Chapter 18</a> ?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Proposed facilities will address these features and bring them to ADA standards
<b>3.4</b>	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? Refer to <a href="#">EI 13-021</a> .	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.5</b>	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.6</b>	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.7</b>	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	<input type="radio"/> Yes <input checked="" type="radio"/> No	The lighting along all City Streets will be designed to City of Buffalo light level standards
<b>3.8</b>	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	<input type="radio"/> Yes <input checked="" type="radio"/> No	

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? <i>Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)</i>	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) <i>Consult with Traffic and Safety and transit operator, as appropriate</i>	<input type="radio"/> Yes <input checked="" type="radio"/> No	we are coordinating with NFTA as they have indicated possible changes to the bus stop/shelter locations which will address where we can within the project limits
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.12	Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design?	<input checked="" type="radio"/> Yes <input type="radio"/> No	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	<input checked="" type="radio"/> Yes <input type="radio"/> No	
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	<input checked="" type="radio"/> Yes <input type="radio"/> No	These will be investigated during final design
<b>STEP 3</b> prepared by: <input type="text" value="Eric Fischlein, PE"/> Date: <input type="text" value="8-16-2023"/>			
<p>Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:</p> <p>The Kensington Project has a 1R component which covers about 10 miles of adjacent (to the main project corridor) City Streets. A separate complete streets form has been submitted for the 1R area components of the project.</p>			

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<b>Project Title:</b>	<input type="text" value="Kensington Expressway (City Streets 1R areas of the project)"/>		
<b>STEP 1- APPLICABILITY OF CHECKLIST</b>			
<b>1.1</b>	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? <i>If no, continue to question 1.2. If yes, <u>stop here.</u></i>		<input type="radio"/> <b>Yes</b> <input checked="" type="radio"/> <b>No</b>
<b>1.2</b>	a. Is this project a 1R* Maintenance project? <i>If no, continue to question 1.3. If yes, go to part b of this question.</i>		<input checked="" type="radio"/> <b>Yes</b> <input type="radio"/> <b>No</b>
<b>1.2</b>	b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? <ul style="list-style-type: none"> <li>• Sidewalk curb ramps and crosswalks</li> <li>• Shoulder condition and width</li> <li>• Pavement markings</li> <li>• Signing</li> </ul> <i>Document opportunities or deficiencies in the IPP and <u>stop here.</u></i> <p><small>* Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.</small></p>		<input checked="" type="radio"/> <b>Yes</b> <input type="radio"/> <b>No</b>
<b>1.3</b>	Is this project a Cyclical Pavement Marking project? <i>If no, continue to question 1.4. If yes, review <a href="#">EI 13-021</a>* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:</i> <ul style="list-style-type: none"> <li>• Travel lane width</li> <li>• Shoulder width</li> <li>• Markings for pedestrians and bicyclists</li> </ul> <i>Document opportunities or deficiencies in the IPP and <u>stop here.</u></i> <p><small>* EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".</small></p>		<input type="radio"/> <b>Yes</b> <input checked="" type="radio"/> <b>No</b>
<b>1.4</b>	Is this a Maintenance project (as described in the "Definitions" section of this checklist) and different from 1.2 and 1.3 projects? <i>If no, continue to Step 2. If yes, the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and <u>stop here.</u></i>  <input type="text"/>		<input type="radio"/> <b>Yes</b> <input checked="" type="radio"/> <b>No</b>
<b>STEP 1</b> prepared by:		<input type="text" value="Eric Fischlein, PE"/>	Date: <input type="text" value="8/16/2023"/>
<b>STEP 2 - IPP LEVEL QUESTIONS (At Initiation)</b>			<b>Comment / Action</b>

2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? <i>Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.</i>	<input checked="" type="radio"/> Yes <input type="radio"/> No	The project team is coordinating with the City of Buffalo to identify any signing and/or striping improvements that would improve pedestrian and bicycle safety
2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	<input checked="" type="radio"/> Yes <input type="radio"/> No	
2.3	<p>a. Is the highway part of an existing or planned State, regional or local bicycle route? <i>If no, proceed to question 2.4. If yes, go to part b of this question.</i></p> <p>b. Do the existing bicycle accommodations meet the minimum standard guidelines of <a href="#">HDM Chapter 17</a> or the AASHTO "Guide for the Development of Bicycle Facilities"? * <i>Contact Regional Bicycle/Pedestrian Coordinator</i></p> <p><small>* Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.</small></p>	<p><input checked="" type="radio"/> Yes <input type="radio"/> No</p> <p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? <i>Contact Regional Traffic and Safety</i>	<input type="radio"/> Yes <input type="radio"/> No	There are several East Side festivals in the project area.
2.6	Are there existing or proposed generators within the project area ( <i>refer to the "Guidance" section</i> ) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? <i>Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.</i>	<input checked="" type="radio"/> Yes <input type="radio"/> No	The newly created green-space atop the tunnel, along with new east-west connections across NY 33 will likely generate both pedestrian and bicycle traffic.
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? <i>If yes, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.</i>	<input type="radio"/> Yes <input checked="" type="radio"/> No	

<b>2.8</b>	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
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<b>STEP 2</b> prepared by:	Eric Fischlein, PE	Date:	8/16/2023
Bicycle/Pedestrian Coordinator has been provided an opportunity to comment:		<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.</b>			

<b>STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)</b>			Comment / Action
<b>3.1</b>	Is there an identified need for bicycle/pedestrian/transit or "way finding" signs that could be incorporated into the project?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.2</b>	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.3</b>	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per <a href="#">HDM Chapter 18</a> ?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Proposed facilities will address these features and bring them to ADA standards
<b>3.4</b>	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? Refer to <a href="#">EI 13-021</a> .	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.5</b>	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.6</b>	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.7</b>	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	<input type="radio"/> Yes <input checked="" type="radio"/> No	The lighting along all City Streets will be designed to City of Buffalo light level standards
<b>3.8</b>	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	<input type="radio"/> Yes <input checked="" type="radio"/> No	



3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? <i>Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)</i>	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) <i>Consult with Traffic and Safety and transit operator, as appropriate</i>	<input type="radio"/> Yes <input checked="" type="radio"/> No	we are coordinating with NFTA as they have indicated possible changes to the bus stop/shelter locations which will address where we can within the project limits
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.12	Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design?	<input checked="" type="radio"/> Yes <input type="radio"/> No	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	<input type="radio"/> Yes <input checked="" type="radio"/> No	green infrastructure will not be considered in the 1R areas.
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	<input checked="" type="radio"/> Yes <input type="radio"/> No	These will be investigated during final design
<b>STEP 3</b> prepared by: <input type="text" value="Eric Fischlein, PE"/> Date: <input type="text" value="8-16-2023"/>			
<p>Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:</p> <p>This form was filled out for the 1R component of this project which covers about 10 miles of adjacent (to the main project corridor) City Streets. A separate complete streets form has been submitted for the primary project (reconstruction) areas.</p>			