Planning and Programming Checklist

Project_____
SR_____ Segment_____ Offset_____
Team Members_____
_____ Date_____

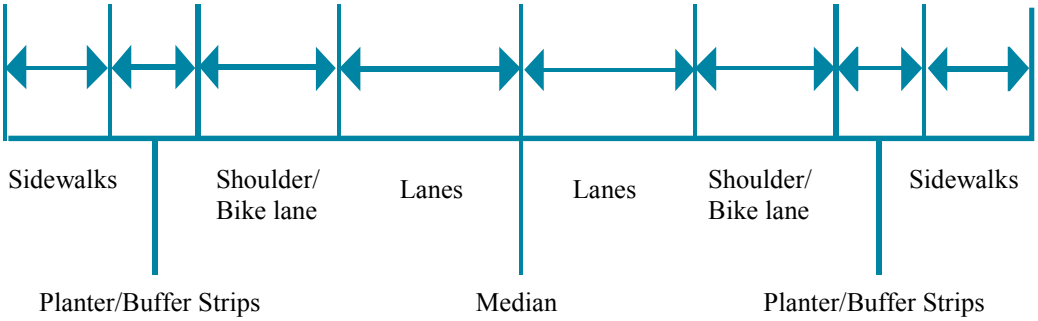
Item	Considerations	Check	Comments
1. Consistency with Bicycle/Pedestrian Planning Documents	Is the transportation facility included in or related to bicycle and pedestrian facilities identified in a master plan? • MPO/LDD bike/ped plan. • Local planning documents. • BicyclePA Routes. • Statewide Bicycle and Pedestrian Master Plan.		
	Will the transportation facility provide continuity and linkages with existing or proposed bicycle/pedestrian facilities?		
	Is the transportation facility included in or related to a regional/local recreational plan? • Rails-to-Trails. • Greenways. • Local, State, National Parks.		
2. Existing and Future Usage	Do bicycle/pedestrian groups regularly use the transportation facility? • Bike clubs. • Bicycle commuters. • Hiking, walking, or running clubs. • Skateboarding or rollerblading groups. • Bicycle touring groups. • General tourism/sightseeing.		
	Does the existing transportation facility provide the only convenient transportation connection/linkage between land uses in the local area or region?		
	Could the transportation facility have favorable or unfavorable impacts upon the bike tourism/economy of an area/ region? Consider: • Local businesses • Chamber of Commerce • Tourism Promotion Agencies.		
	Are there physical or perceived impediments to bicycle or pedestrian use of the transportation facility?		
	Is there a higher than normal incidence of bicycle/pedestrian crashes in the area?		
3. Safety	Is the transportation facility in a high-density land use area that has pedestrian/ bike/motor vehicle traffic?		

3. Safety (continued)	Is there a high amount of crossing activity at intersections? • Midblock • Night crossing activity • Adequate lighting.		
	Would the transportation facility (and all users) benefit from widened or improved shoulders or improved markings (shoulders, crosswalks)?		
4. Community and Land Use	Is the transportation facility in a city, town, or village?		
	Is the transportation facility within/near a community or neighborhood?		
	Is the transportation facility the "main street" in a community or town?		
	Could bicycle or pedestrian usage impact economic development?		
	Are sidewalks needed in the area? • Presence of worn paths along the facility. • Adjacent land uses generate pedestrian traffic. • Possible linkages/continuity with other pedestrian facilities.		
	Is the transportation facility a link between complimentary land uses? • Residential and commercial. • Residential and business.		
	Is the transportation facility in close proximity to hospitals, elderly care facilities, or the residences or businesses of persons with disabilities?		
	Is the transportation facility within or near educational buildings?		
	Is the transportation facility in close proximity to transit stops or multi-modal centers (including airports, rail stations, intercity bus terminals, and water ports)?		
5. Transit	Is the transportation facility on a transit route?		
	Is the transportation facility near park-and-ride lots?		
	Are there existing or proposed bicycle racks, shelters or parking available? Are there bike racks on buses?		
6.Traffic Calming	Is the community considering traffic calming as a possible solution to speeding and cut-through traffic?		

Scoping Checklist

Project_____
SR_____ Segment_____ Offset_____
Team Members_____
_____ Date_____

Right-of-Way Needs Diagram



Element	Number Required	Width Required	Total Width
Sidewalks			
Buffer Strips			
Shoulders			
Lanes			
Median			
Total Right-of-Way Required			

Pedestrian Facilities

Item	Considerations	Check	Comments
1. Sidewalks	Appropriate width: • 1.5 m – 2.1 m (5'-7') for residential, commercial, and industrial. • 2.5 m (8') minimum for high use areas/CBD. • 2.1 m (7') width for bridges. • 0.6 m (2') shy distance for vertical barriers. • 1.2 m – 2.1 m barrier separating traffic from pedestrians on bridges.		

Sidewalks (cont'd)	Applicability of planter or buffer strips.		
	Connectivity with other pedestrian facilities.		
	Proximity to transit bike/ped generators: • Transit stops. • Schools. • Park & rides. • Nursing homes. • Offices. • Business environments. • Athletic fields. • Recreation facilities.		
	Observe pedestrian patterns for special needs such as: • Midblock crossings. • Islands and refuges. • Night crossing activity.		
	ADA needs and concerns.		
2. Signalized Intersections	Crosswalks provided and marked.		
	Intersection bike/ped crash history reviewed.		
	Is there a dedicated pedestrian phase, if so how long?		
	Crossing distance is minimized.		
	Ped heads and ped pushbuttons provided.		
	ADA needs and concerns.	Retirement homes	
		Schools	
		Medical facilities	
3. Traffic Calming	Is the community considering traffic calming as a means to curb speeding and cut-through traffic?		

Bicycle Facilities

Item	Considerations	Check	Comments
1. Bikelanes/Paved Shoulders	Appropriate width of bike lane: • 1.5m (5') adjacent to curb • 1.8m (6') standard.		
	Connectivity with other facilities. • Bike lanes • Shared use trails • Trail heads/parking areas.		
	Maximize width of shoulders and provide appropriate markings as per *AASHTO Green Book*.		
	3 m (10') vertical clearance from fixed obstructions (excluding road signs).		
	Angle and smoothness of railroad crossings. Avoid angles of incidence of <70 degrees or re-design.		
	Bridge accesses provided/pinch points avoided.		
	Parking parallel or angled.		
2. Signalized intersections	Inventory existing bicycle facilities.		
	Intersection bike/ped crash history reviewed.		
	Crossing distance is minimized.		
	Considerations for bikes making turns.		
	Bike detection.		
	Elevated push buttons.		
3. Traffic Calming	Is the community considering traffic calming as a means to curb speeding and cut-through traffic?		

Final Design Checklist

Project_____
SR_____ Segment_____ Offset_____
Team Members_____
_____ Date_____

Pedestrian Facilities

Item	Considerations	Check	Comments
1. Sidewalks and Signalized Intersections	Crosswalks are at least 3 m (10') wide.		
	Crosswalks are prominently marked using at least 6" line.		
	Pedestrian signals are provided.		
	Pushbuttons are provided and accessible.		
	Minimize crossing distance.		
	Maximize pedestrian visibility at crossings.		
	Coordination of turn phases with walk/don't walk signs.		
	Proper lighting type and placement.		
2. ADA Requirements	Pushbuttons accessible.		
	Pushbuttons height 1.0m – 1.1m (3.5'-4.0').		
	Large pushbuttons used.		
	1.5m (5') recommended passage (sidewalks).		
	5% maximum grade recommended (sidewalks).		
	2% cross-slope maximum.		
	Textured curb cuts.		
	2 curb cuts per corner at intersections.		
	Curb cuts flush with street surface 0.6cm (1/4" tolerance).		
	Running slope of new curb cuts 1 in 12 max.		
	Longer signal cycles.		
	Audible crossing signals.		
	Level landings on perpendicular curb ramps.		
	Proper head/shoulder clearance for visually impaired.		
	Coordinate utilities with ADA requirements.		
	Proper lighting.		
	Analyze landscaping growth potential for future obstructions.		
	Any conflicts with minimal distance that should be included in the project.		
	Coordinate and minimize signage conflicts.		

3. Traffic Calming	Consider traffic calming as a means to improve pedestrian and general traffic safety.		

Bicycle Facilities

Item	Considerations	Check	Comments
1. Bikelanes/Bikeways	Bicycle safe grates, RC-34, Sheet 3 of 9.		
	Manhole covers flush with roadway surface.		
	Inlets flush with roadway surface.		
	Rumble strips type and placement.		
	Driveway aprons.		
	Conflicts eliminated with: • Turns at intersections. • Through movements. • Bicycle and pedestrian conflicts. • Parked cars, angled vs. parallel. • Driveway aprons.		
2. Signage	3m (10') vertical clearance from signs and structures.		
	"Share the Road Signs."		
	"Wrong Way Signs."		
	Lane stenciling.		
	Bike lane designation signs.		
	No parking signs.		
	Bike lane striped.		
	Transition from bike lane to bikeway.		
	Consistent width on roadways, bridges, and intersections.		
	Overlap bike lane/shoulder stripe over pavement joints.		
	Meet or exceed AASHTO criteria.		
3. Traffic calming	Consider traffic calming as a means to improve pedestrian and general traffic safety.		