Transportation Capital Project Complete Streets Checklist

This checklist is designed to assist local jurisdiction staff in identifying and assessing a range of Complete Streets-related needs and opportunities throughout the capital project development process. This checklist is also intended to serve as documentation of Complete Streets-related elements and decisions, including exceptions from the adopted Complete Streets policy. This checklist is designed to be completed over three separate phases: the planning/scoping phase; the schematic design phase; and the final design phase.

In the beginning of the planning/scoping phase, jurisdiction staff will compile information about the project area and its existing conditions (questions 1 through 16). Questions 17-18 will document applicable plans, policies, and design guidance. Questions 19-24 should be completed at the conclusion of the planning phase, prior to entering into design, to document any issues, concerns, or ideas raised in conversations with stakeholders during the planning process.

In the schematic design phase, jurisdiction staff summarize the proposed design approach and elements in questions 25-27. The following questions, 28-37, relate to the proposed schematic design and should be completed at the end of the schematic design phase, prior to the project entering into final design.

In the final design phase, questions 38-45 should be answered at the completion of the final design, and provide an opportunity to document any changes from the schematic design as well as maintenance and construction considerations.

Following the completion of the checklist, agency staff should identify any items requiring follow-up discussion or further review regarding potential project changes or enhancements noted in the checklist. For Complete Streets exceptions identified through the checklist, staff should work with department leadership to ensure the exceptions and justifications are sufficiently documented and communicated to other departments and to community stakeholders.

Transportation Capital Project Complete Streets Checklist

Project Name_____ Project Description/Project Type:

Project Extents: From_____ To _____

Project Manager_____

Start date_____ Anticipated construction date_____

Planning/Scoping Phase

Date completed _____

Land Use Context

1. How is the surrounding land use context characterized? Please refer to the typology map (Figure 1) included in the Complete Streets Design Guidelines.

   ☐ urban ☐ suburban ☐ rural and open space
   ☐ industrial

2. What are the adjacent land uses (check all that apply)?

   ☐ office/retail/mixed use ☐ parks / open space ☐industrial
   ☐ residential ☐ civic / institutional
   ☐ other_____

3. What are the major trip generators in the corridor, if any? (existing and future)

   a) Schools ☐yes ☐no
   b) Major employers ☐yes ☐no
   c) Civic/community destinations ☐yes ☐no
   d) Medium to high-density residential ☐yes ☐no
   e) Senior centers/healthcare facilities ☐yes ☐no
   f) Daily needs (grocery, retail, etc) ☐yes ☐no
   g) Other_____

Modal Priority

4. Based on the modal priority maps (available at: http://gis.fehrandpeers.com/AlamedaCTC/Typology/), list the modal priorities on the street *(Note: omit for local streets)*:

Primary Study Corridor	Auto	☐ First	☐Second	☐Other
	Bicycle	☐ First	☐Second	☐Other
	Pedestrian	☐ First	☐Second	☐Other
	Transit	☐ First	☐Second	☐Other
	Trucks	☐ First	☐Second	☐Other
Intersecting Street (if applicable)	Auto	☐ First	☐Second	☐Other
	Bicycle	☐ First	☐Second	☐Other
	Pedestrian	☐ First	☐Second	☐Other
	Transit	☐ First	☐Second	☐Other
	Trucks	☐ First	☐Second	☐Other

5. Complete Streets Exceptions: Check if any of these modes do not need to be served (if any modes are checked, include explanatory note)

   ☐ auto ☐ bicycle ☐ pedestrian ☐ transit ☐ trucks

   Note: _____

   _____

   _____

Existing Facilities and Usage

6. Functional classification (arterial, collector, local):

   _____

7. Traffic signals (number and type)_____

8. On-street parking utilization (if known)

   ☐ <25% ☐ 25% to 50% ☐ 50% to 80% ☐ >80%
   ☐ not known

9. User volumes

Motor Vehicle (AADT)	Heavy Vehicle %	Pedestrian Volumes	Bicycle Volumes	Buses / hour (during peak hour)

10. Posted speed limit: _____ 85th percentile speed (*if known*):_____

11. Truck route designation, if any _____

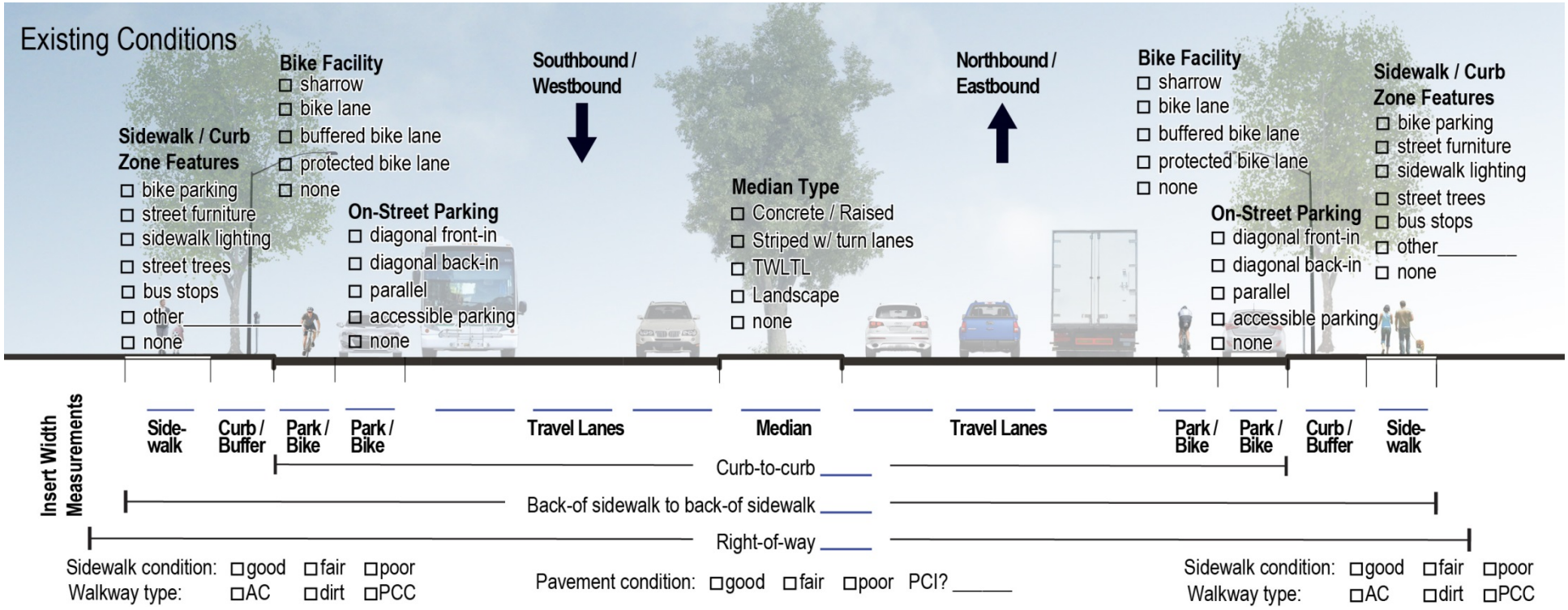
12. Loading zones: ☐yes ☐ no number_____

13. Are there any "unmovable encroachments" (e.g. buildings, masonry walls, etc.) in the public right-of-way? If yes, describe.

    ☐yes ☐ no

14. Is there a future width line (Alameda County)? If yes, specify the width.

    ☐yes ☐ no width_____



Existing Challenges

15. Safety/collision data for past five years from Statewide Integrated Traffic Records System (SWITRS) database (20_____ to 20_____)

Total crashes	Fatalities	Severe Injuries	Collisions involving bicycles	Collisions involving pedestrians

a. Are any collision types over-represented?_____

b. Are there collisions of types that may be correctable by infrastructure countermeasures?

☐ unsafe speeds ☐ left turn broadside ☐ failure to yield
☐ door zone collisions ☐ right hook collisions
☐ other_____

16. Are any of the following existing challenges present in the project area?

a. Pedestrian

Striping/Crossings
- ☐ Low yielding compliance at midblock crossing locations
- ☐ Low yielding compliance at right turn on red locations
- ☐ Poorly marked or low visibility crosswalks
- ☐ Major trip generator or bus stop not served by crosswalk
- ☐ Wide crossing distances (e.g. greater than _____ feet)
- ☐ Intersection legs without crosswalks
- ☐ Infrequent crossing opportunities (e.g. more than ¼ mile)
- ☐ Uncontrolled crossings of high speed or high volume roadways

Signals
- ☐ Insufficient pedestrian crossing time
- ☐ Signal cycle lengths resulting in long crossing delay for pedestrians (e.g. cycle length of ____ sec)
- ☐ Missing push buttons
- ☐ Missing countdown signals

Sidewalk Construction
- ☐ Missing curb ramps
- ☐ Insufficiently sized median refuges or medians that do not extend to crosswalk
- ☐ Obstructions or "pinch points" in sidewalk clear width
- ☐ Missing sidewalks or sidewalk gaps
- ☐ Utility boxes, signage, or street furniture obstructing the natural walking path
- ☐ Lack of pedestrian-scale lighting or insufficient illumination of pedestrian realm

☐ Other _____

b. Bicycle

Striping/Crossings
- ☐ Left turns where bicyclists cross multiple lanes or merge into high speed traffic
- ☐ Unmarked door zone
- ☐ Missing bike lane striping, pavement marking, or signage
- ☐ Bike lanes on the curb side of right turn pockets
- ☐ Bike lanes between through lane and right turn pockets for greater than 200 feet
- ☐ Uncontrolled crossings of high speed or high volume roadways

Signals
- ☐ Insufficient crossing time
- ☐ Missing or unmarked bicycle detection

Roadside
- ☐ No/insufficient bicycle parking
- ☐ Storm drains or gutter pans in bicycle lane that are not bicycle compatible

☐ Other _____

c. Transit

Operational
- ☐ Unnecessary pull-outs
- ☐ Buses experience delays pulling into traffic from stops
- ☐ Frequent bus/bike weaving
- ☐ Intersections that take multiple cycles for bus to clear
- ☐ Insufficiently wide curb lanes

Stop Location
- ☐ Bus stops not adequate in length to accommodate buses on route during peak hour
- ☐ Low ridership or redundant stops that could be consolidated
- ☐ Nearside stops that could be moved to farside

Stop Design
- ☐ Stops without benches or shelters
- ☐ Insufficient space for door landing at stops
- ☐ Higher ridership stops lacking amenities

- ☐ Other _____

d. Truck/Commercial Vehicle/Large Vehicle/Curb Management

- ☐ Frequent double parking activity
- ☐ Off-tracking into opposing travel lane
- ☐ Off-tracking onto curb
- ☐ Insufficient lane widths
- ☐ Missing or damaged route signage

- ☐ Other _____

e. General

- ☐ Slip lanes not justified by design vehicles or traffic volumes
- ☐ Driving at unsafe speeds
- ☐ Wide turning radii not justified by frequent buses or other large vehicles
- ☐ Wide travel lanes not justified by frequent transit or other large vehicles
- ☐ Vehicle volume significantly less than capacity
- ☐ Obstructed sight lines (parked cars, utility boxes, trees, vertical curves)
- ☐ Skewed intersections that can be “teed up”

- ☐ Other _____

Notes:

Plans, Policies, Guidelines, and Standards

17. Have any **ongoing or existing plans** identified needs in the study area?

Plan	Needs identified in Plan *(e.g. crossings, turn lanes)*			
	Ped	Bike	Transit	Vehicular
Ashland and Cherryland Business Districts Specific Plan				
Bicycle and Pedestrian Plan for Unincorporated Areas				
Castro Valley General Plan				
East County Area Plan				
San Lorenzo Village Center Specific Plan				
Eden Area General Plan				
BART Station Area Access Plan(s), if applicable				
AC Transit Plan ACT				
Fairview Specific Plan				
South Livermore Valley Specific Plan				
Madison Avenue Specific Plan				
Castro Valley Central Business District Specific Plan				
Little Valley Specific Plan				

18. Relevant **policies, design standards and guidelines**

- *Complete Streets Design Guidelines*
- *Complete Streets Policy Resolution*
- *Engineering Design Guidelines for Unincorporated Alameda County*
- *Public Works Design Guidelines*
- *Alameda County Neighborhood Traffic Calming Program*
- *Residential Design Standards and Guidelines for the Unincorporated Communities of West Alameda County*

Have all applicable design standards for bicycle/pedestrian facilities been followed? ☐yes ☐ no ☐ partially, explain: _____

_____

External Agency/Stakeholder Coordination

(To be completed at conclusion of planning/scoping phase)

19. List agencies requiring coordination:

Agency	Has coordination occurred? Note any issues that are outstanding.
	☐ yes ☐ no
	☐ yes ☐ no
	☐ yes ☐ no
	☐ yes ☐ no
	☐ yes ☐ no

Internal Department Coordination

(To be completed at conclusion of planning/scoping phase)

20. Note internal departments requiring coordination:

Department	Has coordination occurred? Note any priorities or concerns. If coordination has not occurred, note whether it is planned.
Community Development	☐ yes ☐ no
Traffic Engineering	☐ yes ☐ no
Road Design	☐ yes ☐ no
Maintenance	☐ yes ☐ no
Right-of-Way Services	☐ yes ☐ no
Other?	

Community Stakeholder Review

(To be completed at conclusion of planning/scoping phase)

21. Have relevant advisory committees been informed of the project?

☐ yes ☐ no if yes, list_____

_____

_____

_____

22. Have community stakeholders been engaged?

☐ yes ☐ no

23. Have adjacent property owners been engaged?

☐ yes ☐ no

24. Have there been public meetings? (N/A for smaller projects)

☐ yes, if so, how many?_____ ☐ no

☐ meeting(s) are upcoming on _____ dates

Comment themes:

_____

_____

_____

_____

_____

_____

_____

_____

_____

Schematic Design Phase

Date Completed _____

Modal Priorities

25. Do the recommended facilities for the priority modes create conflicts or tradeoffs between modes? (if yes, describe) ☐yes ☐no

_____

_____

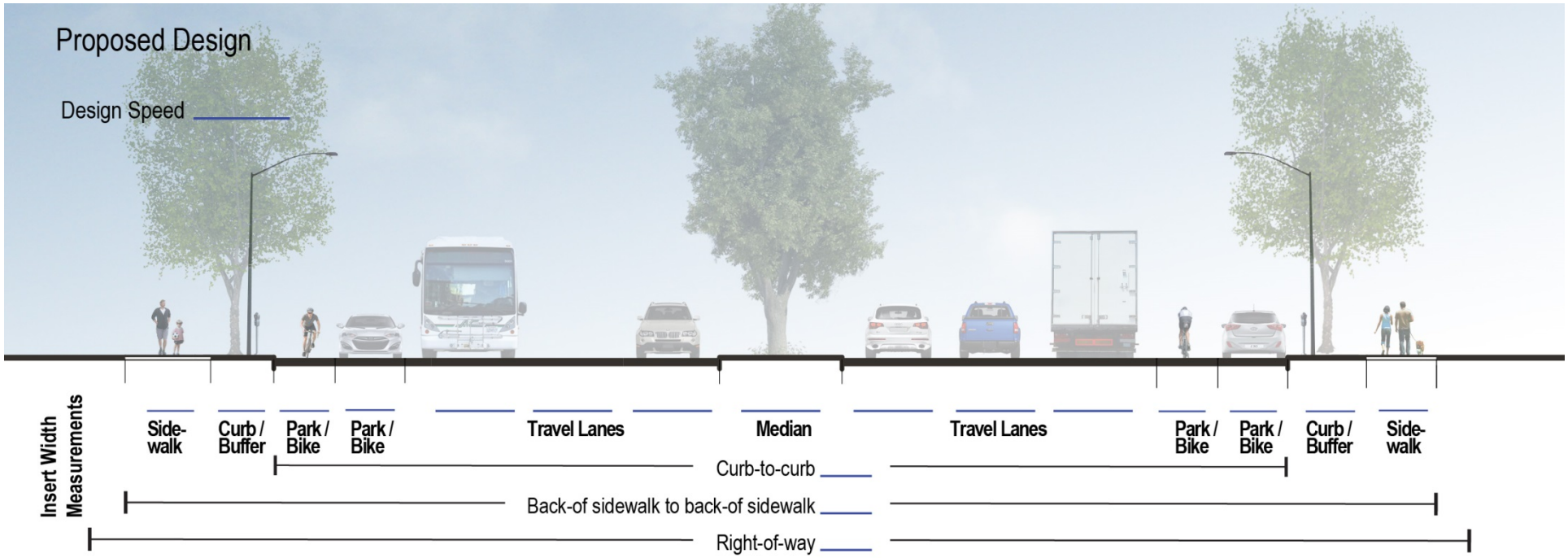
_____

26. Did you omit the preferred design for a higher priority mode in place of a lower priority mode?
☐ yes (if yes, which_____) ☐ no
If yes, explain:

Proposed Design

27. What complete streets elements are proposed in the design?
    a. Sidewalk zone ☐ *Zone not impacted by project*
    - ☐ Additional marked pedestrian crossings
    - ☐ Additional treatments to enhance existing crossings
    - ☐ Targeted widening around obstructions to maintain minimum ADA clear path
    - ☐ Relocation of fixed objects to maintain minimum ADA clear path
    - ☐ Widened sidewalk for enhanced pedestrian realm

    b. Curb zone ☐ *Zone not impacted by project*
    - ☐ Bicycle parking
    - ☐ Street trees
    - ☐ Pedestrian scale lighting
    - ☐ Bus shelter/other transit stop amenities



c. Parking zone ☐ *Zone not impacted by project*

- ☐ Bike corrals
- ☐ Bus loading islands
- ☐ Bus bulbs
- ☐ Bus stop relocation/consolidation
- ☐ Bus stop lengthening
- ☐ Concrete bus loading pads
- ☐ "Daylighting" – removal of parking at intersections for improved sight distance of pedestrians
- ☐ Loading zones
- ☐ Short-term or pick-up/drop-off parking
- ☐ Curb parking (provides pedestrian buffer)
- ☐ Back-in angle parking
- ☐ Marking of parking tees/door zone for bicyclist safety

d. Bicycle zone ☐ *Zone not impacted by project*

- ☐ New Class II bike lanes
- ☐ Widened Class II bike lanes
- ☐ Bike lane buffers
- ☐ Class IV bike lanes
- ☐ Shared lane markings
- ☐ Paint to mark conflict/weaving zones
- ☐ Bicycle wayfinding
- ☐ Contraflow bike lanes

e. Vehicle zone ☐ *Zone not impacted by project*

- ☐ Narrowed travel lanes to reduce traffic speeds
- ☐ Widened travel lanes to accommodate buses or trucks
- ☐ Vertical traffic calming elements (speed bumps, speed humps/tables)
- ☐ Horizontal traffic calming elements (chicanes, edge islands, traffic circles)
- ☐ Signal coordination at slower signal progression speed
- ☐ Textured pavement for traffic calming
- ☐ Dedicated transit lanes
- ☐ Class III bike routes
- ☐ Diverters/volume management on Class III bike routes

f. Median zone ☐ *Zone not impacted by project*

- ☐ Pedestrian refuge island
- ☐ Trees or landscaping
- ☐ Left turn pockets

g. Intersections and crossings ☐ *Zone not impacted by project*

Signal Timing/Phasing	☐ Pedestrian leading interval
	☐ Bicycle leading interval
	☐ Pedestrian scramble phase
	☐ Signal retiming to improve bike/ped crossing times
	☐ Separate bicycle signal phase
	☐ Transit signal priority
	☐ Restriction of right turn on red
	☐ Restriction of permitted left turns
Signal Hardware	☐ Pedestrian countdown signals
	☐ Pedestrian push buttons
	☐ Audible pedestrian signals
	☐ New bicycle detection
	☐ RRFB or pedestrian hybrid beacon
Striping / Paint	☐ Bicycle box
	☐ Bicycle two-stage left turn box
	☐ Bike lanes marked through intersection
	☐ Bike lanes to the left of right-turn pockets
	☐ Advanced yield lines or stop bars
	☐ Recessed stop bar for large vehicle turning radii
	☐ High visibility crosswalk
Curb ramps /realignment	☐ New or realigned midblock crossings
	☐ ADA curb ramps – one crosswalk approach
	☐ ADA curb ramps – two crosswalk approaches
	☐ Curb extensions/bulb outs
	☐ Mountable curbs to accommodate trucks
	☐ Bus queue jump
	☐ Realigned or rechannelized intersection
	☐ Closure of slip lanes

External Agency/Stakeholder Coordination

(To be completed at conclusion of planning/scoping phase)

28. Have outstanding issues from planning phase been discussed further?

Agency	Has further discussion/coordination occurred? Note ongoing issues or resolutions to earlier issues:
	☐ yes ☐ no
	☐ yes ☐ no
	☐ yes ☐ no
	☐ yes ☐ no
	☐ yes ☐ no

Internal Department Coordination

(To be completed at conclusion of planning/scoping phase)

29. Have the concerns from the planning phase been discussed further?

Department	Has further discussion/coordination occurred? Note any priorities, resolutions to earlier issues, or outstanding concerns.
Community Development	☐ yes ☐ no
Traffic Engineering	☐ yes ☐ no
Road Design	☐ yes ☐ no
Maintenance	☐ yes ☐ no
Right-of-Way Services	☐ yes ☐ no
Other?	

Community Stakeholder Review

(To be completed at conclusion of planning/scoping phase)

30. Have relevant advisory committees been updated? ☐yes ☐no
31. Further discussion with community stakeholders? ☐yes ☐ no
32. Further discussion with adjacent property owners? ☐yes ☐ no
33. Have there been additional public meetings? ☐yes ☐ no
    (N/A for smaller projects) ☐upcoming
34. Have there been comment themes differing from those in the planning phase? ☐yes ☐ no

Additional comment themes:

Design Tradeoffs

(To be completed at conclusion of planning/scoping phase)

35. Were any design options considered/evaluated and not recommended?

36. If the project does not incorporate separate bicycle and pedestrian facilities, list the reasons why:

    ☐ Cost
    ☐ Right-of-way
    ☐ Not the first or second modal priority
    ☐ Other

37. How does the proposed schematic design impact conditions for each mode? If negative or positive, note the impact. *(Note: both negative and positive impacts could be found for one mode. Leave blank if mode not present.)*

Mode	Impacts	Describe the Impact
Auto	☐ positive ☐ neutral ☐ negative	*(e.g. intersection delay; reduced on-street parking supply)*
Bicycle	☐ positive ☐ neutral ☐ negative	*(e.g. increase in vehicle speeds, narrowing of bike lanes)*
Pedestrian	☐ positive ☐ neutral ☐ negative	*(e.g. increase in roadway width; removal of sidewalk space; increased signal cycle lengths)*
Transit	☐ positive ☐ neutral ☐ negative	*(e.g. intersection delay; removal of stop amenities)*
Trucks	☐ positive ☐ neutral ☐ negative	*(e.g. intersection delay; reduction or removal of loading zones; reduce maneuverability)*
Other mode (*if applicable*)?	☐ positive ☐ neutral ☐ negative	

Final Design

Date Completed: _____

Modal Priorities

38. Are there potential conflicts between modes that were not addressed in the schematic design phase, and that still need to be addressed? (if yes, describe) ☐ yes ☐ no

Proposed Design

39. Are there any changes from the schematic design? Note changes below, and summarize the impacts on each mode, if applicable:

    Changes:

Mode	Are there impacts from the design changes (differing from schematic design)? If so, describe:	
Auto	☐ yes ☐ no	
Bicycle	☐ yes ☐ no	
Pedestrian	☐ yes ☐ no	
Transit	☐ yes ☐ no	
Trucks	☐ yes ☐ no	

Stakeholder/Departmental Coordination

40. Have outstanding concerns been discussed further or resolved? Note how issues have been resolved and/or any issues still outstanding.

Agency/Dept. raising issue	Note ongoing issues or resolutions to earlier issues:

41. How have community comments been addressed in final design?

42. Are any major comment themes not addressed? If yes, note.
    ☐yes ☐ no

Maintenance and Construction Phase Considerations

43. How will access be maintained during construction for all modes (check one box per mode)?

Agency	Auto	Bicycle	Pedestrian	Transit	Trucks
Detour for duration of project	☐	☐	☐	☐	☐
Time-of-day closures only (e.g. nighttime)	☐	☐	☐	☐	☐
Short-term closures (e.g. 24 hour) with detour route	☐	☐	☐	☐	☐
Access maintained with reduced facilities*	☐	☐	☐	☐	☐
Full access maintained (work does not impact mode)	☐	☐	☐	☐	☐
Other (note):	☐	☐	☐	☐	☐

*"Access maintained with reduced facilities" could mean some travel lanes closed for vehicles; could mean bicycle lane is closed, with signage for bicycles to share travel lane; could mean that sidewalk is closed with pedestrian space provided on shoulder; could mean that some transit stops are closed; etc.)

44. Which agency/department is responsible for ongoing maintenance?
    a. Street sweeping and cleaning _____
    b. Restriping and repaving _____
    c. Street furniture (lighting, benches, etc.) _____
    d. Landscaping_____
    e. Waste receptacle and recycling pick-up_____
    f. Other_____

45. Is maintenance of the facility included in regular annual budgets? (if no, how will maintenance occur?)

☐ yes ☐ no

MTC Complete Streets Checklist Correspondence

This checklist is designed to gather some of the same information as is requested in the MTC Complete Streets checklist. The following table shows which questions correspond to the MTC checklist. In some cases, the questions are not the same, but will help provide some information.

MTC Complete Streets Checklist Question #	Alameda County Complete Streets Checklist Section or Question #
1A	Page 2, Existing Facilities
1B	Not addressed
1C	16A and 16B
1D	16A and 16B
2	3
3	15
4a	17
4b	Not addressed
5a	18
5b	18
6	41
7	27
8a	Not addressed
8b	36
9	43
10	44 and 45

Additional Project Notes

Potential project modifications:

Complete Streets exceptions (refer to questions 5, 26 and 38):

Development Review Complete Streets Checklist

This checklist is designed to assist the applicant and jurisdiction staff identify and assess a range of Complete Streets-related needs in the vicinity of each development. These needs, if addressed, would better serve the multimodal transportation needs of those coming and going from the site and the surrounding area. The checklist is to be completed during the pre-application phase, but can be used as a reference throughout the development and design of the project. Following completion of the checklist, staff will identify and document project modifications for further evaluation and discussion.

Project Name_____
Project Location _____
Project Manager_____
Anticipated construction date_____

Project Description / Project Type:

Pre-Application Phase

Project Description

1. What are the proposed land uses (check all that apply)?

   ☐ residential ☐ commercial /mixed use ☐ industrial
   ☐ civic/institutional
   ☐ other _____

2. What are the major trip generators near the project site, if any? (existing and future)

   a) Schools ☐yes ☐no
   b) Major employers ☐yes ☐no
   c) Civic/community destinations ☐yes ☐no
   d) Medium to high-density residential ☐yes ☐no
   e) Senior centers/healthcare facilities ☐yes ☐no
   f) Daily needs (grocery, retail, etc.) ☐yes ☐no
   g) Other _____

3. Is the project site located on the path to/from nearby trip generators?
   ☐yes ☐no
   Explain: _____

4. Based on the modal priority maps (available at http://gis.fehrandpeers.com/AlamedaCTC/Typology/), list the modal priorities on adjacent streets (check all that apply):

Adjacent Street 1 Name:_____

Auto	☐ First	☐Second	☐Other
Bicycle	☐ First	☐Second	☐Other
Pedestrian	☐ First	☐Second	☐Other
Transit	☐ First	☐Second	☐Other
Trucks	☐ First	☐Second	☐Other

Adjacent Street 2 Name:_____

Auto	☐ First	☐Second	☐Other
Bicycle	☐ First	☐Second	☐Other
Pedestrian	☐ First	☐Second	☐Other
Transit	☐ First	☐Second	☐Other
Trucks	☐ First	☐Second	☐Other

Adjacent Street 3 Name:_____

Auto	☐ First	☐Second	☐Other
Bicycle	☐ First	☐Second	☐Other
Pedestrian	☐ First	☐Second	☐Other
Transit	☐ First	☐Second	☐Other
Trucks	☐ First	☐Second	☐Other

Work with Transportation and Engineering Staff to fill out questions 5-8.

5. Within the past five years, have there been any fatal or severe injury collisions within ¼ mile of the site? ☐yes ☐no

   *If yes, explain*_____

6. Within the past five years, have there been any collisions within ¼ mile of the site involving pedestrians or bicyclists? ☐yes ☐no

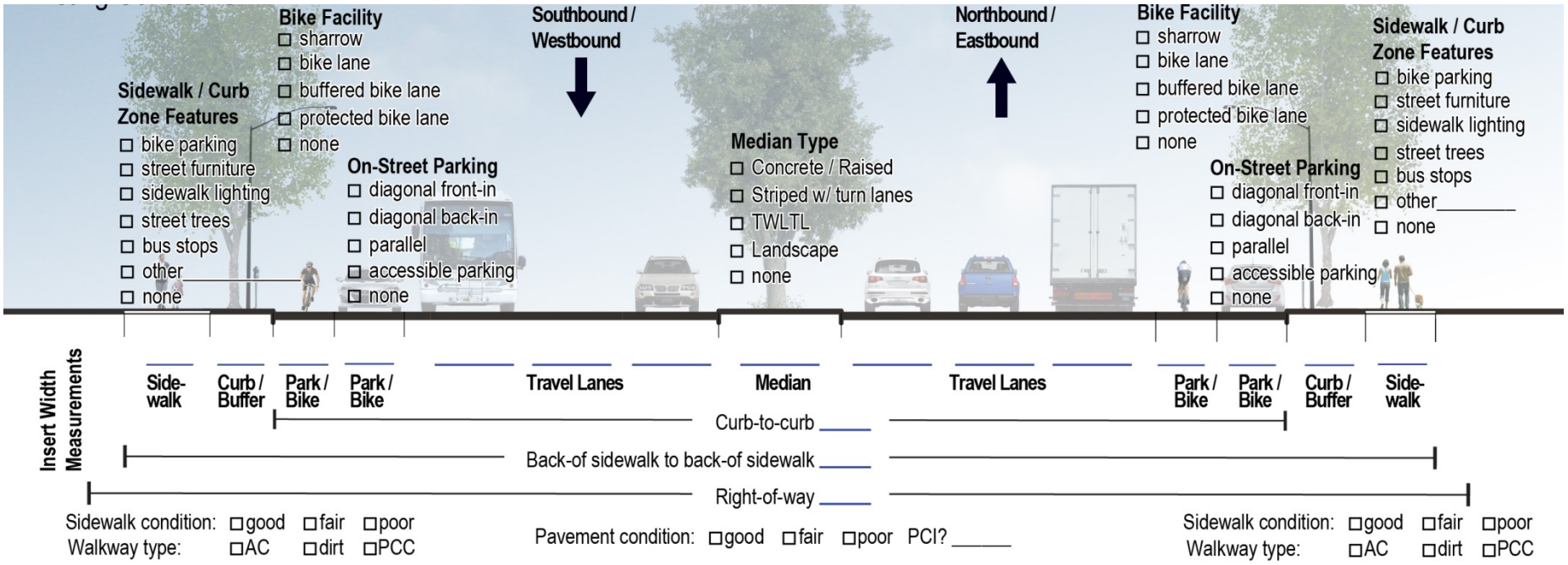
   *If yes, explain*_____

7. Have you observed other opportunities to improve safety performance? (based on field observation) ☐yes ☐no If yes, note:

Existing Physical Conditions

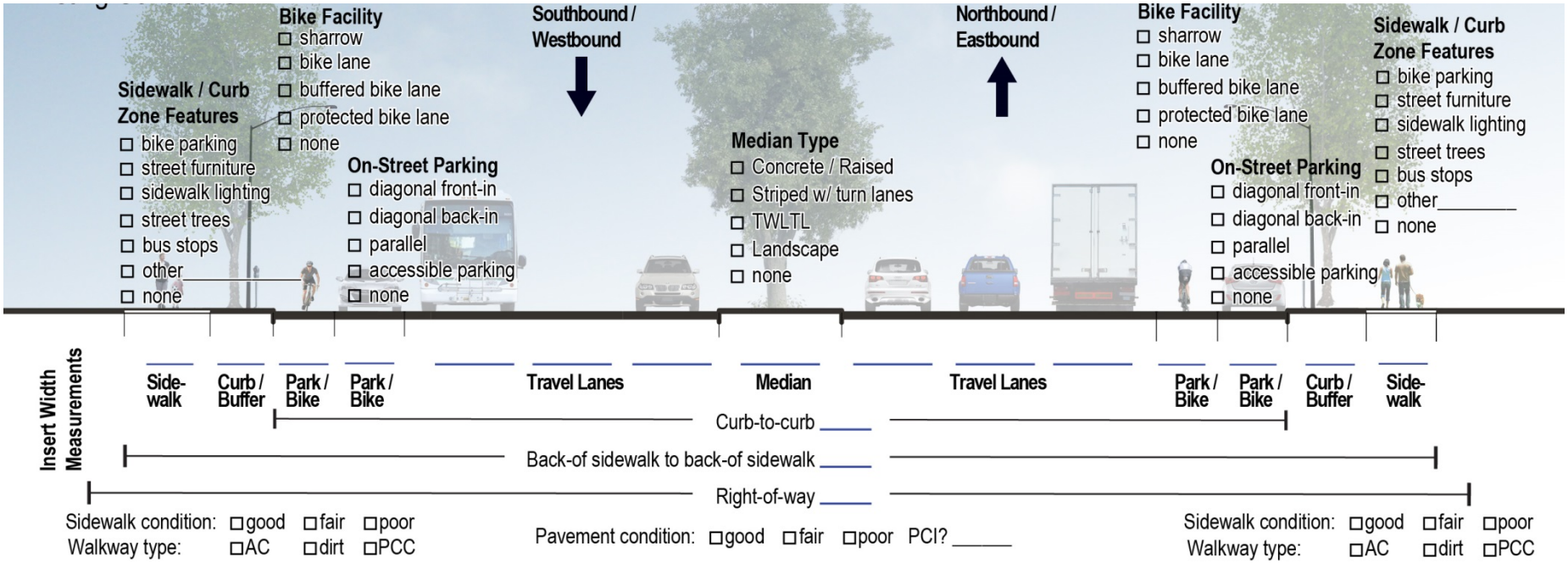
8. What are the existing right-of-way elements adjacent to the project site? Use cross section graphic for each street adjacent to the site.

Adjacent Street 1: Street name _____

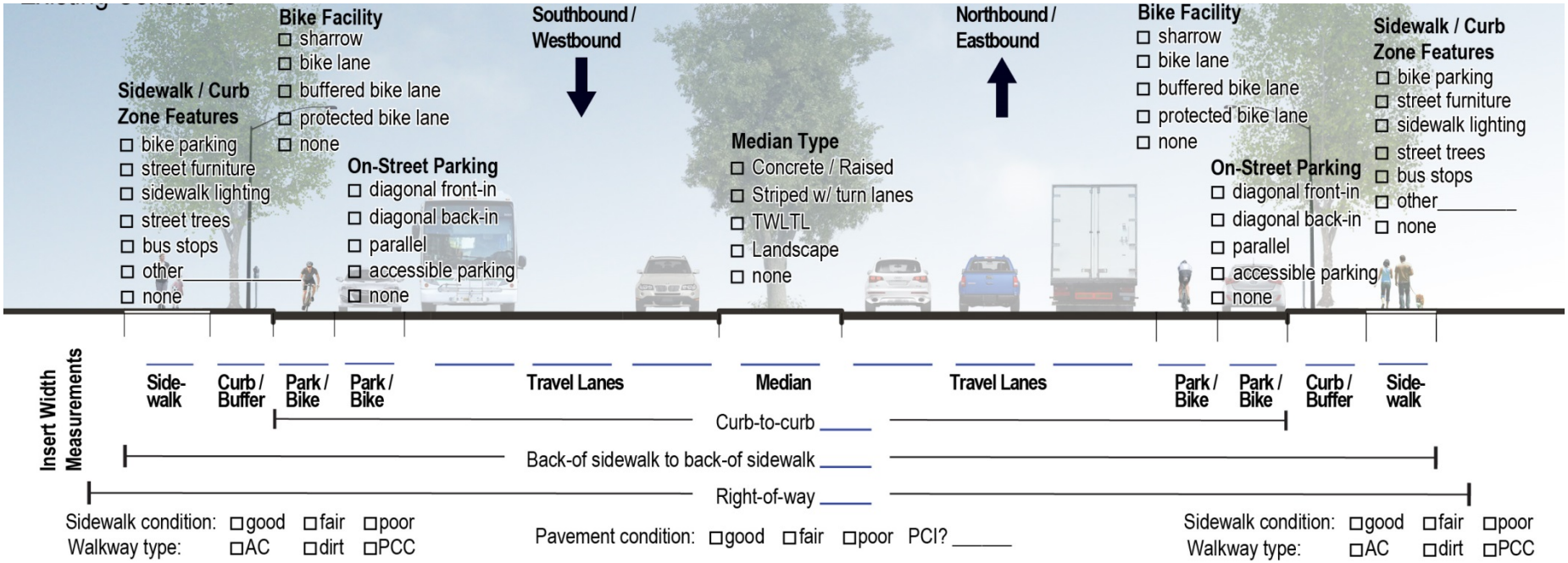


TWLTL = two-way left turn lane | AC = asphalt concrete | PCC = poured cement concrete | PCI = pavement condition index

Adjacent Street 2: Street name _____



Adjacent Street 3: Street name _____



Plans, Policies, Guidelines, and Standards

9. What are **relevant ongoing or existing plans**?

Plan	Identified Needs (yes or no)				
	Ped	Bike	Transit	Vehicular	Other
Ashland and Cherryland Business Districts Specific Plan	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no
Bicycle and Pedestrian Plan for Unincorporated Areas	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no
Castro Valley General Plan	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no
East County Area Plan	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no
San Lorenzo Village Center Specific Plan	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no
Eden Area General Plan	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no
BART Station Area Access Plan(s), if applicable	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no
AC Transit Plan ACT	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no
Fairview Specific Plan	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no
South Livermore Valley Specific Plan	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no
Madison Avenue Specific Plan	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no
Castro Valley Central Business District Specific Plan	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no
Little Valley Specific Plan	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no	☐ yes ☐ no

List any transportation improvement needs identified in the plan documents listed above:

Transportation Evaluation

10. Indicate whether the following elements have been evaluated for existing conditions at the site and surrounding area and list the result for each mode:

Pedestrian

Internal site circulation and pedestrian routes	☐ yes	☐ no
Site access and street frontage	☐ yes	☐ no
Signage and wayfinding	☐ yes	☐ no
Intersections and street crossings	☐ yes	☐ no
Access to/from surrounding area	☐ yes	☐ no
Lighting	☐ yes	☐ no
ADA facilities	☐ yes	☐ no
Other_____	☐ yes	☐ no

List any pedestrian deficiencies identified:

Bicycle

Parking supply and ease of use	☐ yes	☐ no
Site access	☐ yes	☐ no
Signage and wayfinding	☐ yes	☐ no
Intersections	☐ yes	☐ no
Access to/from surrounding area	☐ yes	☐ no
Other_____	☐ yes	☐ no

List any bicycle deficiencies identified:

Auto

On-street parking	☐ yes	☐ no
Off-street parking	☐ yes	☐ no
Disabled parking	☐ yes	☐ no
Green infrastructure	☐ yes	☐ no
Driveway placement and ped/bike conflict points	☐ yes	☐ no
Other_____	☐ yes	☐ no

List any auto deficiencies identified:

Transit

Bus stop placement	☐ yes	☐ no
Waiting area amenities and stop design parameters	☐ yes	☐ no
Other_____	☐ yes	☐ no

List any transit deficiencies identified:

Trucks and Heavy Vehicles

Curbside loading areas	☐ yes	☐ no
On-site loading areas	☐ yes	☐ no
Turning radii	☐ yes	☐ no
Emergency vehicle access	☐ yes	☐ no
Other_____	☐ yes	☐ no

List any truck/heavy vehicle deficiencies identified:

11. How does the proposed **<u>site design</u>** impact conditions for each mode? If negative or positive, note the impact. (Note: both negative and positive impacts could be found for one mode.)

Mode	Impacts	
Auto	☐ positive ☐ neutral ☐ negative	*(e.g. intersection delay; reduced on-street parking supply)*
Bicycle	☐ positive ☐ neutral ☐ negative	*(e.g. increase in vehicle speeds; narrowing of bike lanes)*
Pedestrian	☐ positive ☐ neutral ☐ negative	*(e.g. increase in roadway width; removal of sidewalk space; increased signal cycle lengths)*
Transit	☐ positive ☐ neutral ☐ negative	*(e.g. intersection delay; removal of stop amenities)*
Trucks	☐ positive ☐ neutral ☐ negative	*(e.g. intersection delay; reduction or removal of loading zones; reduce maneuverability)*
Other mode?	☐ positive ☐ neutral ☐ negative	

External Agency/Stakeholder Coordination

12. List agencies requiring coordination:

Agency	Has coordination occurred? Note any issues that are outstanding.
	☐ yes ☐ no
	☐ yes ☐ no
	☐ yes ☐ no

Maintenance and Construction Phase Considerations

13. How will access for all modes be maintained during construction (check one box per mode)?

Agency	Auto	Bicycle	Pedestrian	Transit	Trucks
Detour for duration of project	☐	☐	☐	☐	☐
Time-of-day closures only (e.g. nighttime)	☐	☐	☐	☐	☐
Short-term closures (e.g. 24 hour) with detour route	☐	☐	☐	☐	☐
Access maintained with reduced facilities*	☐	☐	☐	☐	☐
Full access maintained (work does not impact mode)	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

*"Access maintained with reduced facilities" could mean some travel lanes closed for vehicles; could mean bicycle lane is closed, with signage for bicycles to share travel lane; could mean that sidewalk is closed with pedestrian space provided on shoulder; could mean that some transit stops are closed; etc.)

14. Will any transportation facilities or street elements be privately maintained? ☐ yes ☐ no If yes, explain:

15. Will Complete Streets design be applied on privately maintained facilities? ☐ yes ☐ no