area would be a recreational trail. Similarly, a linear facility serving only recreational users would be a recreational trail. Any trails funded through the National Recreational Trails Fund Act (NRTFA) are determined to be primarily recreational in nature and are intended to enhance the recreational opportunity and resources of the park or recreation area. The NRTFA planning requirements are met in each State's Statewide Comprehensive Outdoor Recreation Plan (SCORP). Except as noted below, projects funded under the NRTFA are not required to be on statewide or metropolitan plans or TIPs. However, their inclusion is recommended.

It is essential to coordinate the statewide and metropolitan transportation plans with the SCORP document with regards to trail policies and plans. Also, it is essential to coordinate recreational trail projects with the STIPs and TIPs. This coordination will help protect the continuity of existing and proposed trail and greenway corridors.

Bicycle and Pedestrian Considerations in a Transportation Planning Process

The bicycle and pedestrian element of transportation plans should include:

1. Vision and Goal Statements, and Performance Criteria: The vision statements express concisely what the plan is expected to accomplish. For example:

The vision of this program is a nation of travellers with new opportunities to walk or ride a bicycle as part of their everyday life. The vision of this program is the creation of a changed transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options in a way that they are real choices that meet the needs of individuals and society as a whole.

The goals to reach the vision, and the time frame for reaching each goal should be spelled out. They should be clear and objectively measurable. For example, some goals would be:

To double the percentage of trips taken by bicycling and walking for all transportation purposes, and to reduce by 10 percent the number of bicyclist injuries and fatalities by the year 2000.

To increase the number of bicyclists and pedestrians or to increase facility mileage by a certain amount by a given year.

To improve the connections among bicycle, pedestrian, and transit systems. To allow people to bicycle safely,

conveniently, and pleasurably within five miles of their homes, and to make streets and roads "bicycle friendly" and well-designed to accommodate both motorized and nonmotorized modes of transportation.

Network performance criteria also should be developed. Some applicable criteria would be accessibility, directness, continuity, route attractiveness, low numbers of conflicts with other route users, number of bicycle links with transit, cost, ease of implementation, etc.

Specific State and MPO goals and performance criteria should be developed to support locally determined bicycle and pedestrian program implementation efforts.

2. Assessment of Current Conditions and Needs: A baseline of information should be collected on which to base strategies and actions necessary to reach the vision and goal statements. The information collected in this step should determine the extent to which the existing transportation system meets the needs of bicyclists and pedestrians. The Intermodal Management System should provide information on existing and needed bicycle and pedestrian access to major intermodal transportation terminals such as commuter rail stations. Specifically, this assessment could include:

Determination of current levels of use for bicycling and walking transportation trips, and current numbers of injuries and fatalities involving bicyclists and pedestrians.

Evaluation of the existing transportation infrastructure (including on- and off-road facilities) to determine current conditions and capacities and to identify gaps or deficiencies in terms of accommodating potential and existing bicycle and pedestrian travel.

Determination of the capacities and the type and security level of bicycle parking offered at intermodal connections such as transit facilities and destination points.

Identification of desired travel corridors for bicycle and pedestrian trips.

Examination of existing land use and zoning, and the patterns of land use in the community.

Planning, design standards, and agency policies and the extent to which they affect the accessibility of the transportation system for bicyclists and pedestrians, e.g., do they meet policies and design guidance issued by the American Association of State Highway and Transportation Officials (AASHTO) for bicycle and pedestrian facilities?

State and local laws and regulations affecting the vision and goals, e.g., growth management and trip reduction laws, or constitutional restraints on expending highway funds on bicycle and pedestrian facilities.

Availability of bike-on-bus or bike-onrail access; including hours service is available, routes where available, and incentives and barriers to using the service (i.e., training, permit, or additional charges required).

3. Identification of activities required to meet the vision and goals developed above. These activities or strategies could include:

Basis of the need for modifications to the transportation system through surveys, origin destination studies, public input, or other data collection techniques.

Needed modifications to the existing transportation system of on- and offroad facilities to meet the vision and goal statements.

Development and application of criteria to prioritize and to identify specific facility-related improvements.

¹Identification of changes required to planning, design standards, and agency policies.

Specification of education, encouragement, and law enforcement components to support facility development.

Identification of nonconstruction activities such as mapping, parking facilities, etc., that are needed to reach the vision and goals developed above.

Investigation of the effects on bicyclist and pedestrian safety.

The relationship of statewide, MPO, and local plans for bicyclists and pedestrians, i.e., ensuring that such plans are coordinated among the involved jurisdictions.

The consideration, as appropriate, of the 23 statewide transportation planning factors and the 15 metropolitan planning process factors in the development of bicycle and pedestrian projects and programs.

The inclusion of recreational bicycling and walking facilities such as recreational trails is encouraged, but not required. Nevertheless, the coordination of transportation and recreational bicycle and pedestrian facilities and programs is essential.

Provide a mechanism for evaluating the performance of the transportation system containing implemented projects against the performance of the original system.

4. Implementation of the bicycle and pedestrian elements in the statewide and MPO transportation plans and transportation improvement programs:

Inclusion in the Plans: The bicycle and pedestrian elements as a set of policy statements and/or a list of projects will be included in statewide and metropolitan transportation plans