

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

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?

3. Safety

- Would the transportation facility (and all users) benefit from widened or improved shoulders or improved markings (shoulders, crosswalks)?

4. Community and Land Use

- 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 in close proximity to hospitals, elderly care facilities, or the residences or businesses of persons with disabilities?

5. Transit

- Is the transportation facility on a transit route?

6. Traffic Calming

- Is the community considering traffic calming as a possible solution to speeding and cut-through traffic?

The checklist is important because it acts as a data-gathering piece, pulling together all of the necessary information early in the planning process so that proper funding can be applied to ensure the inclusion of bicycle and pedestrian facilities. According to Ben DeVore, a civil engineer and PennDOT bike/ped coordinator, mandatory use of the checklist has had a positive impact on provision of accommodation. Most accommodation needs are now identified early in the process, and design solutions can be engineered in from the start. The checklist also enables PennDOT to include local communities and transportation users; relationships are established through having one-on-one conversations with these stakeholders to determine their needs. However, DeVore's experience has shown him that the effectiveness of the checklist to a large extent depends on who uses it. Project managers are officially responsible for completing checklists, but DeVore completes the checklists for all projects in his district to ensure that adequate attention is paid to this step.

Other challenges to successful implementation remain. Patrick Roberts, a former PennDOT planner who now works as principal transportation planner for the City of Pittsburgh, asserts that local planners must work with PennDOT to ensure that accommodation needs are met on projects in their communities. While PennDOT's jurisdiction in urban areas is minor—Roberts estimates that PennDOT is involved with about 5 percent of the roads within Pittsburgh—the roads it does work on are vital for connectivity throughout the city.

Cost is always an issue, according to DeVore. ADA accommodation is absolutely required, so sometimes a project must be scaled back to incorporate all the required improvements. When multimodal needs are considered very early in the process, the costs are incorporated into PennDOT's project budget from the beginning and are not as much of an obstacle. If bike/ped improvements are added to an active project, however, the local municipality may be asked to come up with the additional funds, and that can be a problem.

Sidewalks can be another sticking point. In Pennsylvania, responsibility for sidewalk maintenance has been delegated to municipalities, so while PennDOT will build sidewalks if they are incorporated into the project design early in the process, the municipality must still sign a maintenance agreement. Local politics can play a role as well. In more rural areas where the car is king, politicians don't see a need for complete streets and are often against reducing lane capacity to accommodate other modes of transportation.

Through its Smart Transportation policy, the driving force of which is consideration of all modes, PennDOT is moving toward a complete streets perspective. The bicycle and pedestrian checklist is an important tool to make sure that accommodation issues are considered very early in the process, so that these facilities can be planned and designed into a project from the start.

For more information on PennDOT's Smart Transportation initiative, see www.smart-transportation.com. The Smart Transportation Guidebook can be downloaded at www.smart-transportation.com/guidebook.html. The Bicycle and Pedestrian Checklist, Appendix J in PennDOT's Design Manual 1A, can be found at ftp.dot.state.pa.us/public/Bureaus/design/PUB10A/Appendix/Append-J.pdf.