



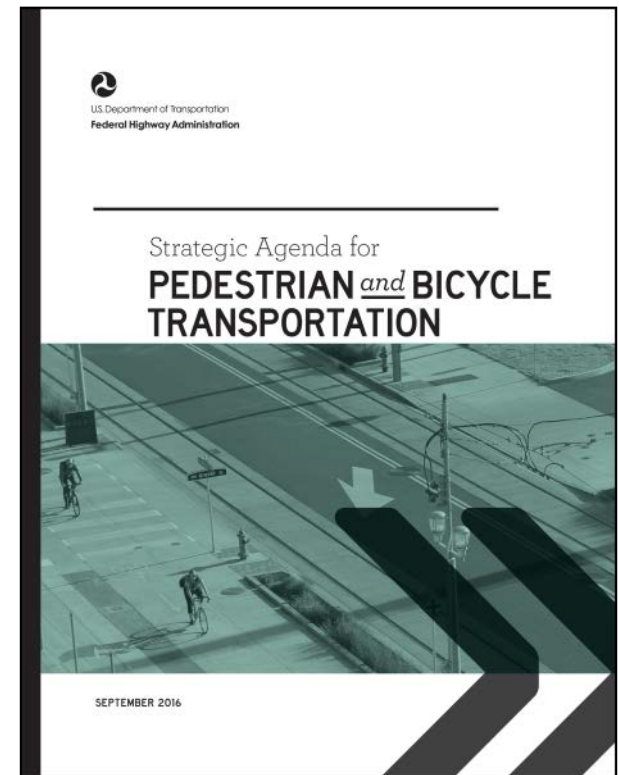
FHWA's Strategic Agenda for Pedestrian and Bicycle Transportation

Purdue Road School

March 8, 2017

Strategic Agenda for Pedestrian and Bicycle Transportation

- Provides a framework for organizing FHWA's existing and planned pedestrian and bicycle activities
- Emphasizes collaboration and partnerships
- Assumes a 3-5 year time horizon
- Builds on the [policy statement on bicycle and pedestrian accommodations](#)
- Demonstrates FHWA's ongoing national leadership on multimodal transportation and represents the agency's commitment to institutionalize and mainstream these issues moving forward



Strategic Agenda for Pedestrian and Bicycle Transportation

2010 Policy Statement on Bicycle and Pedestrian Accommodation

The DOT **policy is to incorporate** safe and convenient walking and bicycling facilities into transportation projects. **Every transportation agency, including DOT, has the responsibility to improve conditions** and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are **encouraged to go beyond minimum standards** to provide safe and convenient facilities for these modes.

Strategic Agenda for Pedestrian and Bicycle Transportation

- Developed with input from broad range of technical experts, transportation agency staff, and stakeholders from across the nation
- Articulates goals and supporting actions to promote safe, accessible, comfortable, and connected bicycle and pedestrian networks
- Ensures the safety of nonmotorized travelers
- Advances Ladders of Opportunity and Community Connections, equitable access for everyone to jobs, schools, and essential services, and
- Expands transportation options and choices for all

Historical Context - Progress Over the Years

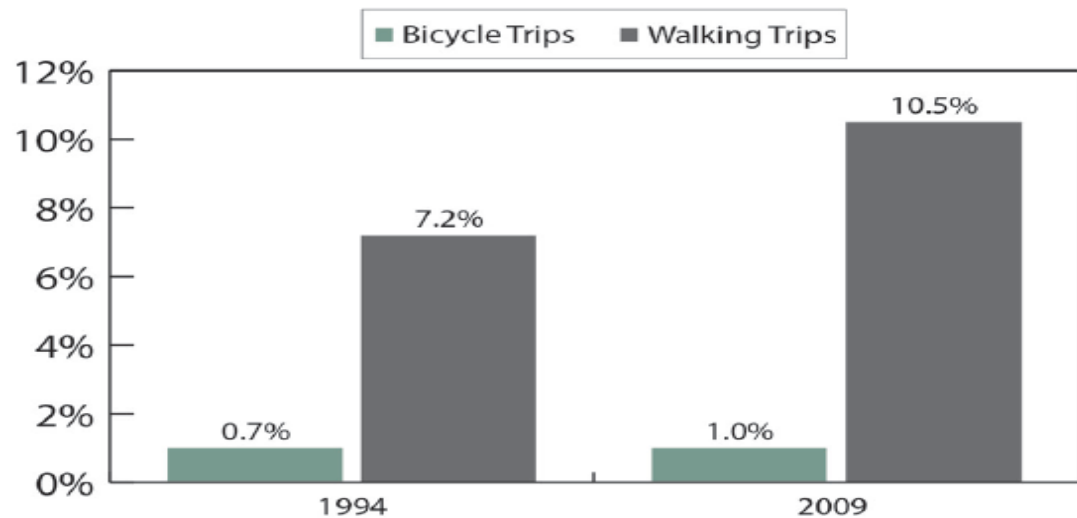
- Began in 1990's with the Intermodal Surface Transportation and Efficiency Act
- Propelled FHWA into current era of leadership in advancing multimodal networks
- The 1994 National Bicycle and Walking Study was first comprehensive look at state of nonmotorized transportation in US

1994 National Bicycling and Walking Study

Established two overall goals:

- Double the percentage of total trips made by bicycling and walking in the US from 7.9 percent to 15.8 percent

FIGURE 3: PEDESTRIAN AND BICYCLE TRAVEL TRENDS, PERCENTAGE OF ALL TRIPS, 1994 AND 2009



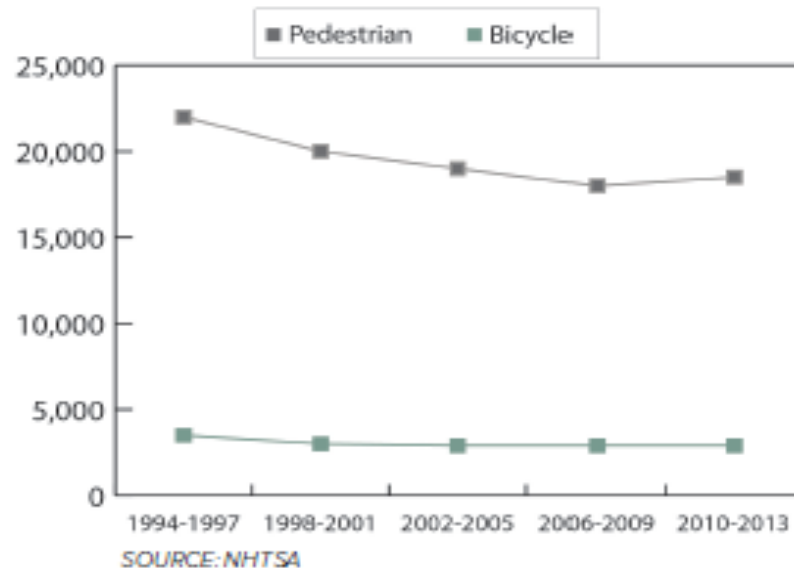
SOURCE: NATIONAL HOUSEHOLD TRAVEL SURVEY

1994 National Bicycling and Walking Study

Established two overall goals (cont'd):

- Simultaneously reduce by 10% the number of bicyclists and pedestrians killed or injured in traffic crashes

FIGURE 6: PEDESTRIAN AND BICYCLE FATALITIES,
FOUR-YEAR TOTALS, 1994-2013



Progress Made

- Over the past 20 years, progress has been made in nonmotorized travel activity, safety and network development
- Our current USDOT 2014-2018 Strategic Plan places top priority on improving bicycle and pedestrian safety and creating Ladders of Opportunity through transportation programs
- The Strategic Agenda sets **bold new vision** for walking and bicycling

Strategic Agenda Establishes 2 National Goals

- Achieve an 80 percent reduction in pedestrian and bicycle fatalities and serious injuries in 15 years and ZERO pedestrian and bicycle fatalities and serious injuries in the next 20 to 30 years
- Increase the percentage of short trips represented by bicycling and walking to 30 percent by the year 2025. This will indicate a 50 percent increase over the 2009 value of 20 percent. Short trips are defined as trips 5 miles or less for bicyclists and 1 mile or less for pedestrians.

Strategic Agenda for Pedestrian and Bicycle Transportation

The Strategic Agenda is organized around four goals:

(1) Networks

(2) Safety

(3) Equity

(4) Trips

Each goal includes actions relating to (a) Capacity Building, (b) Policy, (c) Data, and (d) Research

Strategic Agenda for Pedestrian and Bicycle Transportation

Networks

Achieve safe, accessible, comfortable, and connected multimodal networks in communities throughout the U.S.

Safety

Improve safety for people walking and bicycling.

Equity

Promote equity throughout the transportation planning, design, funding, implementation, and evaluation process.

Trips

Get more people walking and bicycling.

CAPACITY BUILDING



RESEARCH



POLICY



DATA

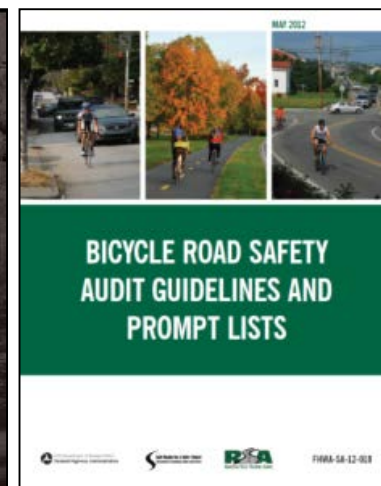
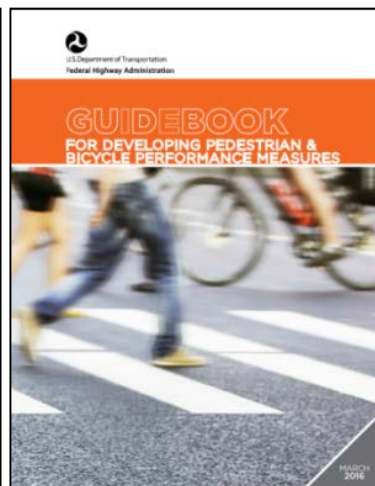
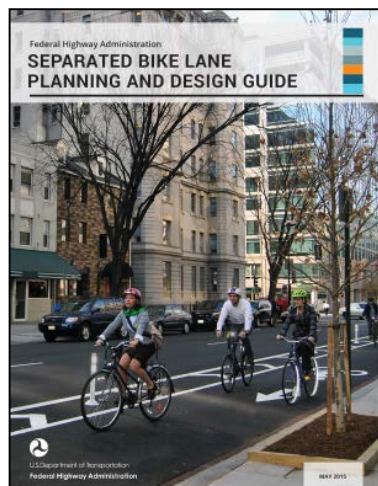
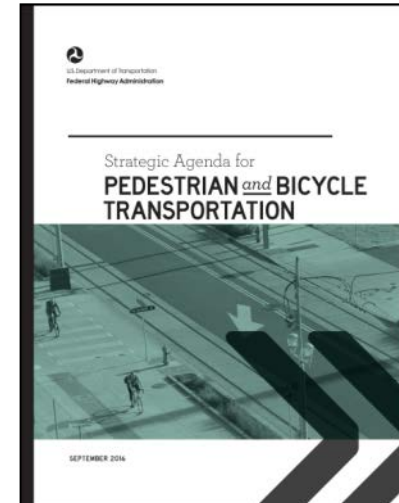
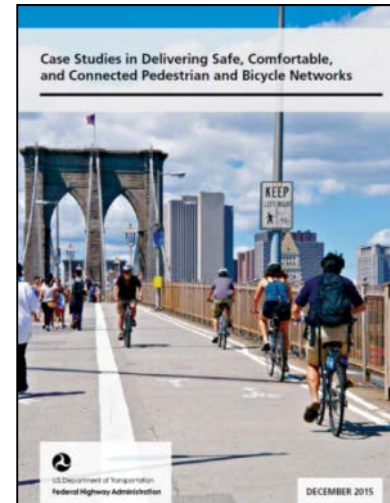
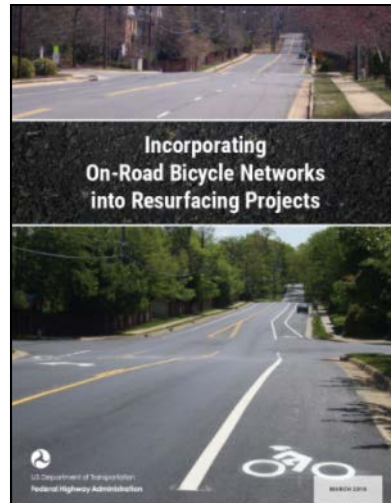
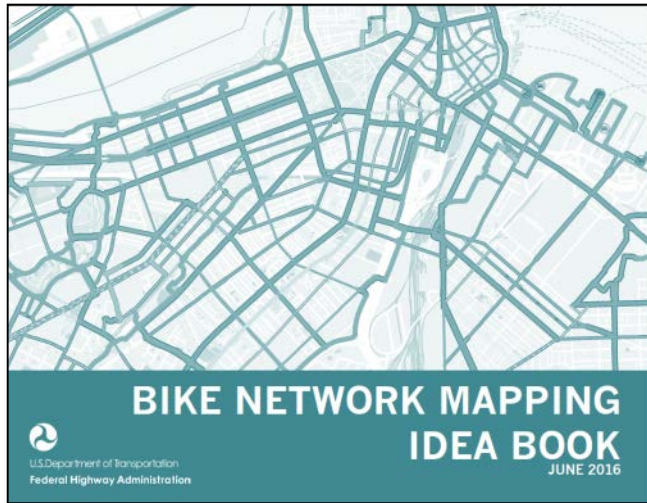


Goal 1: Networks - Focus on building and improving complete multimodal networks

Top Priorities

- Continue to promote design flexibility
- Build capacity around recently developed resources
- Complete a comprehensive update of the Bicycle Facility Design course at the National Highway Institute
- Expand the availability and deployment of data about pedestrian and bicycle network infrastructure
- Promote coordination between FHWA, TRB, AASHTO, and others
- Establish a new Transportation Pooled Fund Study
- Complete research project on measuring network connectivity and tracking change over time
- Develop a curriculum (onboarding process) targeted to Federal, State, MPO, and local pedestrian and bicycle coordinators

Recent FHWA Pedestrian and Bicycle Resources



Goal 2: Safety - Improve **safety** for nonmotorized travelers

Top Priorities

- Implement and conduct outreach on the nonmotorized measures in the safety performance measures final rule
- Complete research project on pedestrian and bicycle exposure to injuries and fatalities
- Continue to operate a National Pedestrian and Bicycle Information Center
- Develop policies and promote strategies to reduce vehicle speeds on multimodal corridors
- Continue to work with NHTSA to promote a 5 Es approach to addressing safety issues
- Promote STEP as part of EDC-4

Goal 3: Equity - Increase **equitable** pedestrians and bicycle access to jobs and essential services

Top Priorities

- Promote USDOT equity-related resources
- Proactively encourage MPOs and State DOTs to address equity as part of the planning process
- Educate agencies on funding sources for pedestrian and bicycle projects that advance equity, connectivity, and Ladders of Opportunity principles
- Develop guides and case studies on incorporating equity metrics into Federal, State, regional, and local pedestrian and bicycle performance measurement programs
- Promote Community Connections as a part of EDC-4
- Identify issues and promote opportunities to advance equity as part of the Every Place Counts Design Challenge

Equality –v- Equity

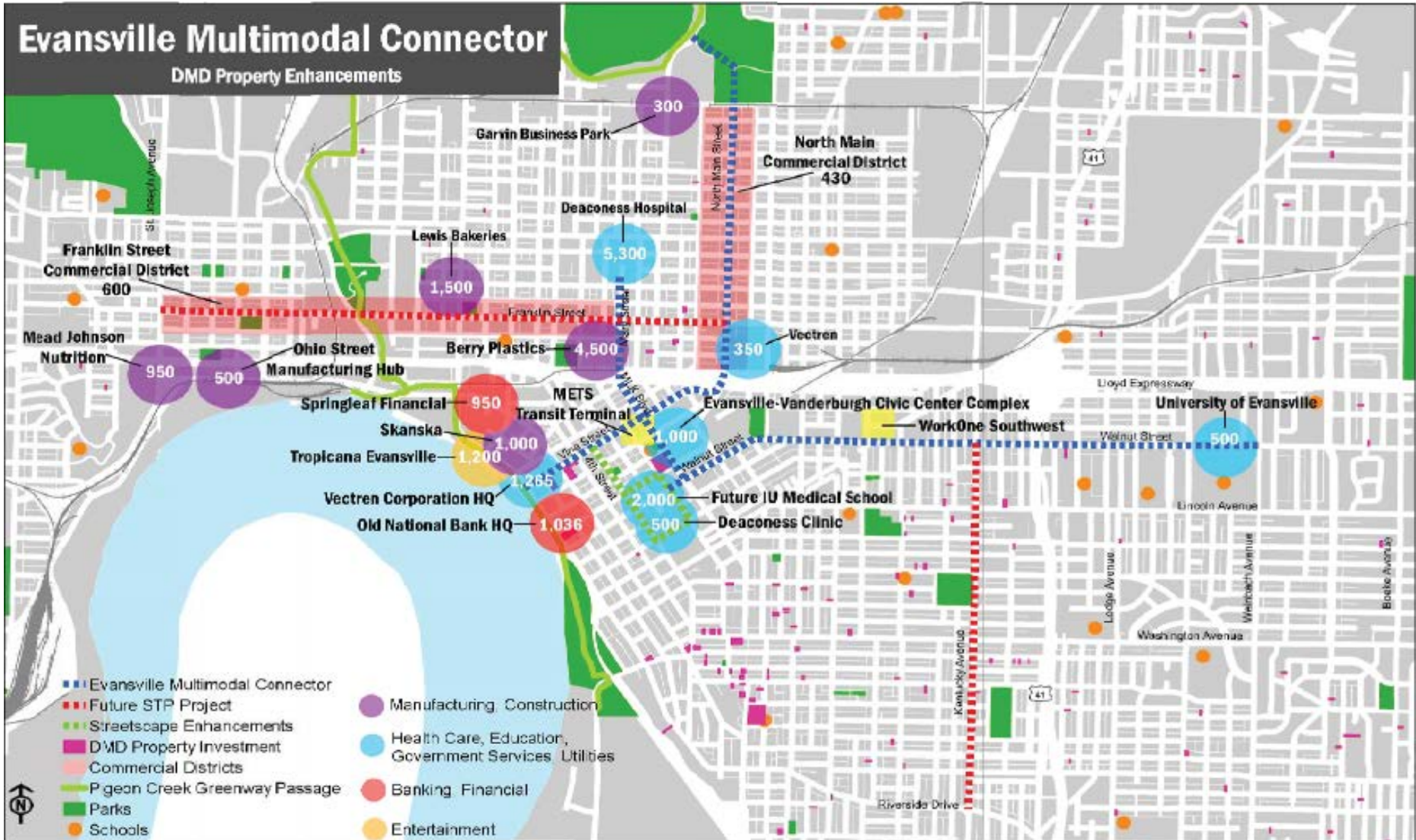
Equality



Equity



Goal 3: Equity



Goal 4: Trips - Encourage more people to use active transportation for **short trips**

Top Priorities

- Establish the Traffic Monitoring and Analysis System (TMAS) as a national repository of pedestrian and bicycle volume data in order to track trends, conduct research, and develop the basis for comprehensive performance measurement of nonmotorized modes
- Continue to educate stakeholders on sources of Federal funds that may be used to support nonmotorized counting programs
- Continue to work with CDC and others to implement the *Surgeon General's Call to Action to Promoting Walking and Walkable Communities*

Pedestrian and Bicycle Funding Opportunities

U.S. Department of Transportation Transit, Highway, and Safety Funds

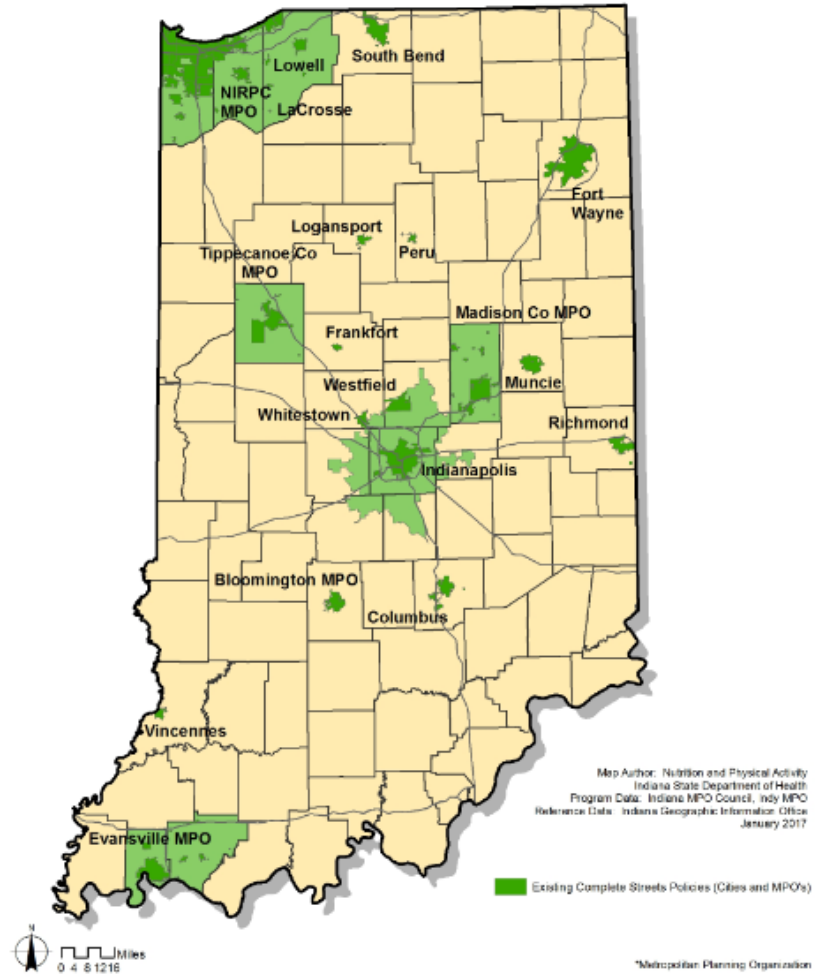
Revised August 12, 2016

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

Key: \$ = Funds may be used for this activity (restrictions may apply). \$* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project.															
Activity or Project Type	Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds														
	TIGER	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTP
Access enhancements to public transportation (includes benches, bus pads)	\$	\$	\$	\$	\$		\$	\$	\$						\$
ADA/504 Self Evaluation / Transition Plan								\$	\$	\$		\$			\$
Bicycle plans			\$					\$	\$		\$	\$			\$
Bicycle helmets (project or training related)								\$	\$SRTS		\$		\$*		
Bicycle helmets (safety promotion)								\$	\$SRTS		\$				
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Bicycle parking	~\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Bike racks on transit	\$	\$	\$	\$	\$			\$	\$						\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$	\$		\$	\$	\$						\$
Bicycle storage or service centers at transit hubs	~\$	~\$	\$	\$	\$			\$	\$						\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus shelters and benches	\$	\$	\$	\$	\$		\$	\$	\$						\$
Coordinator positions (State or local)					\$ 1 per State			\$	\$SRTS		\$				
Crosswalks (new or retrofit)	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb cuts and ramps	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Counting equipment			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data collection and monitoring for pedestrians and/or bicyclists			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	\$	\$	\$				\$	\$						\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for pedestrians and/or bicyclists)			\$	\$	\$			\$	\$		\$	\$*			
Paved shoulders for pedestrian and/or bicyclist use	\$	\$			\$*	\$	\$	\$	\$		\$				\$

Goal 4: Trips

Indiana Complete Streets
Where Policy Change is Happening



Strategic Agenda for Pedestrian and Bicycle Transportation

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Trips

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CAPACITY BUILDING



RESEARCH



POLICY



DATA



Investing in Innovation and Capacity Building to Increase Bicycle and Pedestrian Activity





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