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
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
Established two overall goals (cont’d):

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

Available at www.fhwa.dot.gov/environment/bicycle_pedestrian
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*.
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.

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<th>Activity or Project Type</th>
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<td>Bicycle helmets (project or training related)</td>
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<td>Bicycle share (capital and equipment; not operations)</td>
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<td>Bicycle storage or service centers at transit hubs</td>
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<td>Bridges / overcrossings for pedestrians and/or bicyclians</td>
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<td>Bus shelters and benches</td>
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<td>Data collection and monitoring for pedestrians and/or bicyclists</td>
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<td>Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project</td>
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Goal 4: Trips
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.

[Diagram showing network with icons for capacity building, research, and policy]
Investing in Innovation and Capacity Building to Increase Bicycle and Pedestrian Activity

Push Innovation
- Fill gaps in knowledge and practice
- Research new topics and emerging issues
- Encourage experimentation and flexibility
- Facilitate Transportation Pooled Fund Study

Build Capacity
- Update and promote planning, design, and safety resources
- Reach out to partners about policies, funding eligibility, and common misconceptions
- Convene peer exchanges and on-site assessments
- Launch Center for Pedestrian and Bicycle Transportation

Get Results
- Networks: Achieve safe, comfortable, connected networks
- Equity: Promote equity throughout planning, design, funding, and implementation
- Safety: Improve safety for people walking and bicycling
- Trips: Get more people walking and bicycling
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