

Bicycle and Pedestrian Accommodation, the Federal Perspective

54th Annual
Transportation Conference
February 23, 2011

ISTEA - 1991

- 1991: ISTEA (Intermodal Surface Transportation Efficiency Act)
 - Phrases “due consideration” and “presumptive accommodation” appeared in authorization bill
 - Created “Transportation Enhancements” funding program
 - Required state DOTs to identify a state pedestrian and bicycle coordinator whose responsibilities include:
 - "promoting and facilitating the increased use of nonmotorized modes of transportation, including developing facilities for the use of pedestrians and bicyclists and public education, promotional, and safety programs for using such facilities."



23 United States Code

- 23 USC 217:
 - “Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and the States”
- Implementation of ISTEA requirements for transportation planning in Code of Federal Regulations (23 CFR 450 & 23 CFR 652)



FHWA Guidance

- Several Guidance Memorandums Issued:
 - “Bicycling and pedestrian facilities shall be incorporated into all urbanized area transportation projects unless exceptional circumstances exist”.
 - Exceptional circumstances [verbatim]:
 - Bicyclists and pedestrians are prohibited by law from using the roadway
 - The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use
 - Where sparsity of population or other factors indicate an absence of existing and future need.

FHWA Guidance

- The cost...excessively disproportionate...
 - “Exceeding 20% of the cost of the larger transportation project.”
 - “This twenty percent figure should be used in an advisory rather than an absolute sense.”

Recent developments in Federal policy

- 2010: USDOT Policy Statement (03/11/2010):

The DOT policy is to **incorporate safe and convenient walking and bicycling facilities into transportation projects**. Every transportation agency, including [US]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.

Recent developments in Federal policy

- 2010: USDOT Policy Statement (03/11/2010):
- This policy statement is supported with other information that can be found on http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm
- From this web page → “Recommended actions”:
 - Considering walking and bicycling as equals...
 - Ensuring that there are choices for people of all ages and abilities, especially children
 - Going beyond minimum design standards
 - Accommodations on new and rehabilitated bridge projects
 - Collecting data on walking and biking trips
 - Setting mode targets for walking and biking and tracking them over time
 - Improving nonmotorized facilities during maintenance projects

Funding for pedestrian and bicycle facilities

- USDOT policy statement implies funding improvements with construction and maintenance projects
- However, many other federal funding categories exist (for which ped/bike is the primary motivation for the project)



Eligibility Issues

- Bicycle projects must serve transportation purpose
- Non-construction activities are eligible
- Project on local roads eligible



Bicycle facility types

- Shared-use with regular lane width
 - No specific accommodations
- Shared-use with wide curbside lane (mainly urban settings)
- Bike lane (mainly urban settings)
 - Dedicated road space with dividing paint stripe
- Paved shoulder (predominantly rural settings)
- Separate path
 - Dedicated path or trail
 - Significant separation
 - Typically shared-use (with pedestrians)



Incidental projects

- Providing paved shoulders on new and reconstructed roads
- Restriping roads to create a wider outside lane or striped bike lanes
- Building sidewalks, trails, marking crosswalks or on-street bike lanes as a part of new highways
- Requiring new transit vehicles to have bicycle racks/hooks already installed

Project Documentation

- In metropolitan planning areas, the State, public transportation operator(s) and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds were obligated in the preceding program year.

Questions or Comments?

Dave Harris

FHWA – Alabama Division

Planning and Realty Manager

334-274-6345

Dave.harris@dot.gov