



Federal Highway Administration Guidance Bicycle and Pedestrian Planning, Program, and Project Development (May 19, 2023)

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/

Webinar: July 13, 2023





Presenters

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Disclaimer

Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the States or the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.





Poll Question: Who is here today?

- **Poll question. Which entities do you represent?**
 - Local government (county, city, town, township, village, etc.)
 - Metropolitan or regional agency
 - State agency
 - Federal agency
 - Consultant
 - Nonprofit organization
 - University (public or private)
 - Elementary, middle, or high school
 - Health care
 - Other



Source: ©Adobe.Stock





Guidance Purpose

Major Topics

- Information and guidance for bicycle, pedestrian, shared micromobility.
- Bipartisan Infrastructure Law (BIL) changes
- Complete Streets and Networks
- Legislation and Regulations
- Project Development
- Preliminary Engineering and Design
- Funding
- Planning and Design Resources





Use BIL Resources to Build a Better America

- Prioritize Safety
- Complete Streets
- Transit Flex
- Transferability
- Americans with Disabilities Act (ADA)
- Equity
- Climate Change and Sustainability
- Labor and Workforce

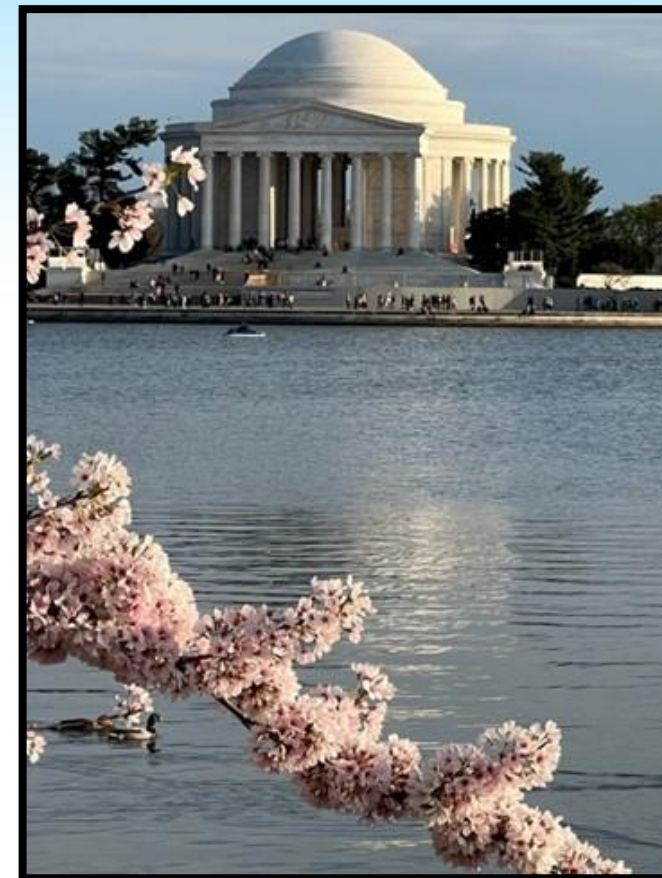


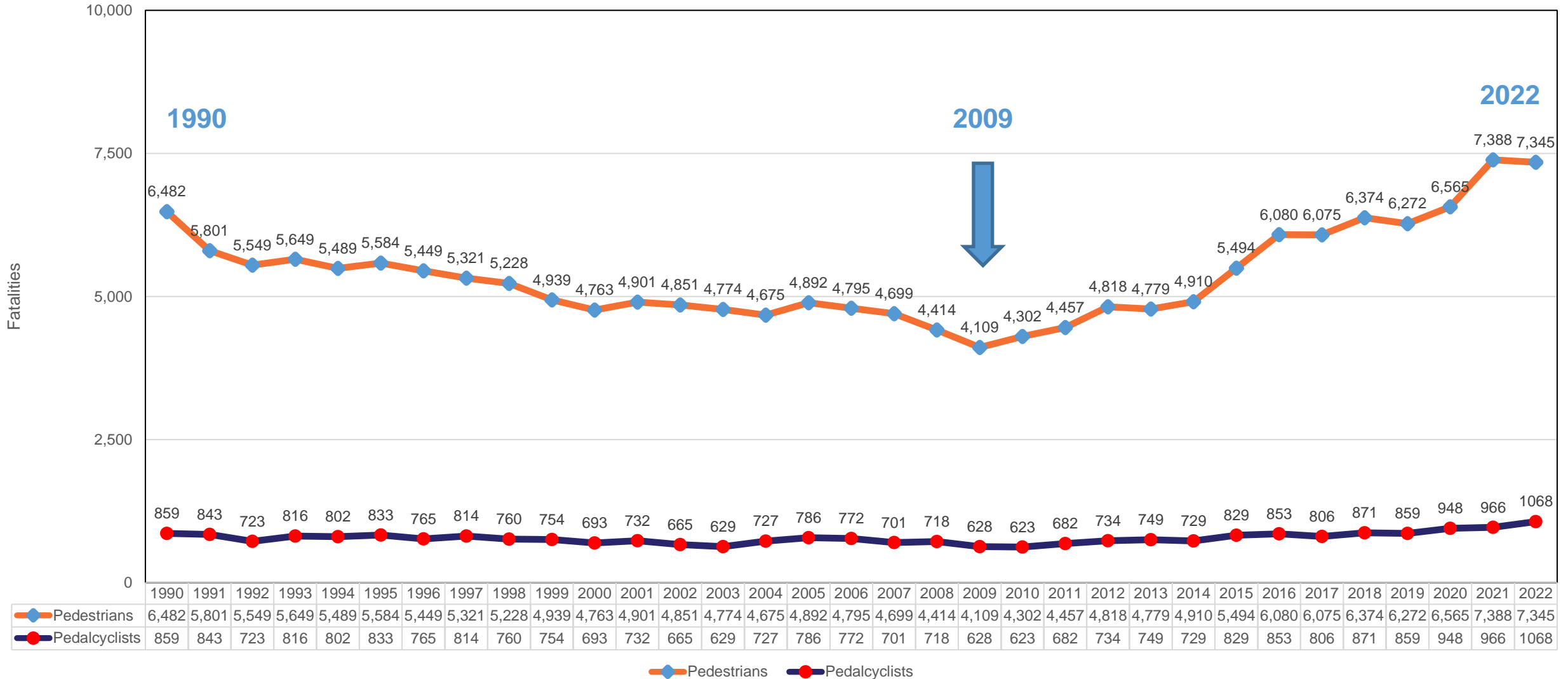
Photo: Jefferson Memorial, Washington, DC
Source: Bernadette Dupont





Prioritizing Safety

Pedestrian and Pedalcyclist Fatalities: 1990-2022





Complete Streets / Complete Networks

- “A complete street is safe, and feels safe, for everyone using the street.”
 -
- **Complete Streets create a *safe, connected, and equitable* transportation network for travelers of all ages and abilities, particularly those from underserved communities facing historic disinvestment.**



Webpage: <https://highways.dot.gov/complete-streets>



Transit Flex and Transferability

- Transit Flex encouraged
- Transferability to other programs: consider priorities
- Transfers to other Federal agencies to administer eligible projects **is allowed.**



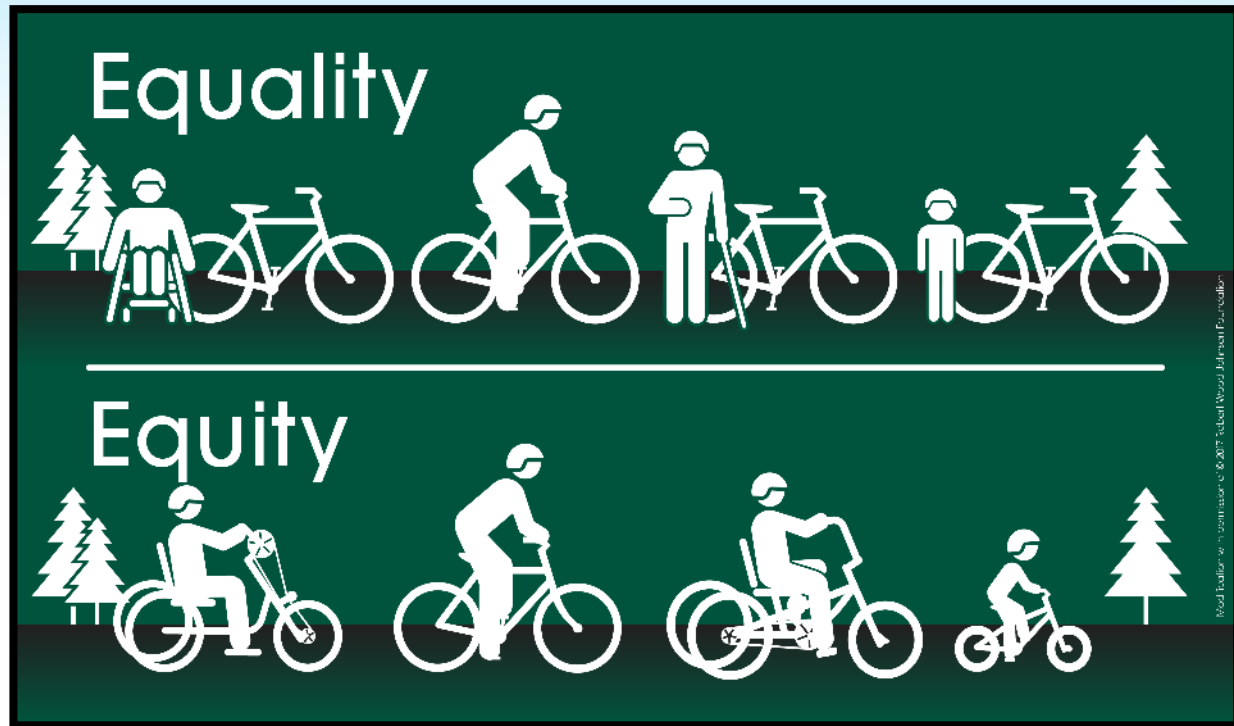
Source: FHWA





FHWA Policy: ADA and Equity

- Americans with Disabilities Act (ADA)
- Equity
- Climate Change and Sustainability
- Labor and Workforce



Source: FHWA, modification with permission of ©2017 Robert Wood Johnson Foundation





Due Consideration: A Conversation

- Safe, accessible, comfortable, equitable, and interconnected networks
- Three Aspects of Due Consideration of the needs of pedestrians, bicyclists, and other modes of transportation:
 - **Facility Need:** Elizabeth Hilton
 - **Network Connectivity:** Darren Buck
 - **Safety:** Barbara McCann



Source: FHWA





Facility Need

- “Where bicycle and pedestrian use is permitted, the determination not to include provisions for bicyclists and pedestrians in transportation projects should be rare. Such facilities are particularly critical on roadways where adjacent land use suggests that trips could be served by various modes, and where those facilities will help achieve complete travel networks for various types of road users.”





Network Connectivity

- “It is important for all users to have safe, accessible, equitable, and convenient access to destinations such as airports, ports, ferry services, transit stations and stops, and other intermodal facilities as well as access to jobs, education, health care, and other essential services. Transportation professionals are encouraged to plan, design, construct, and maintain transportation facilities to support complete networks, especially on urban and suburban nonfreeway arterials with posted speed limits less than 50 miles per hour (mph), or to rural arterials that serve as main streets in smaller communities.”





Due Consideration: Safety

Safety

- “For people traveling outside of automobiles, continuous facilities appropriate to their nonautomotive mode are essential to ensuring safety for their entire trip.”
- “A Complete Streets Design Model prioritizes safety, comfort, and connectivity for all users of the roadway, including but not limited to pedestrians, bicyclists, motorists, and transit riders, of all ages and abilities. In general, this design model includes careful consideration of measures to set and design for appropriate speeds; separation of various users in time and space; improvement of connectivity and access for pedestrians, bicyclists, and transit riders, including for people with disabilities; and implementation of safety countermeasures.”





Due Consideration: Conversation

- Safe, accessible, comfortable, equitable, and interconnected networks
- Three Aspects of Due Consideration of the needs of pedestrians, bicyclists, and other modes of transportation:
 - Facility Need: Elizabeth Hilton
 - Network Connectivity: Darren Buck
 - Safety: Barbara McCann



Source: FHWA





Statutory and Regulatory Requirements: Planning

Planning: 23 U.S.C. 134, 135, and 217

- Due Consideration
- Integrated Management
- Safety and Security Planning
- Integrated System
- Intermodal System
- Interested Parties
- Grouping Projects
- Tracking Bicycle and Pedestrian Investment





Statutory and Regulatory Requirements: Complete Streets and Safety

Complete Streets

- Increasing Safe and Accessible Transportation Options
 - 2.5% of SPR and PL funds: BIL § 11206
 - Waiver of Non-Federal Share (FTA and FHWA)
- Road User Defined
- Safety Performance
 - VRU Safety Assessment
 - VRU Special Rule





Project Development: Environmental Review

- General
- Accelerated Project Delivery
- NEPA
 - Environmental Review Toolkit
- Section 4(f)
 - Trails, paths, bikeways, and sidewalks
 - Transportation enhancement activities, transportation alternatives projects and mitigation activities
- Transportation Conformity

Other considerations

- Automated and Connected vehicles
- Integrate with local land use planning
- Integrate with recreation infrastructure
- Nondiscrimination





Preliminary Engineering and Design

- Right-of-Way:
 - Reasonable as part of highway projects
- Severance not permitted
- Major route: not defined, but see Due Consideration
- Railway-highway crossings
- Designs on National Highway System
- All Federal-aid projects
- Bridges
- Integration into larger projects





Maintenance and Operations

- Obligation to Maintain: 23 U.S.C. 116
- Maintenance of Accessible Features: 28 CFR 35.133
- Trail maintenance is eligible
- Operations
- Accessibility



Trail relocated from closed culvert, Fairfax VA
Source: Christopher Douwes, FHWA





Youth Service and Conservation Corps

- **MAP-21 Section 1524, Youth Corps, is still in effect.**
- DOT encourages States to have contracts and cooperative agreements with qualified Youth Service and Conservation Corps.
- Corps provide workforce development for transportation and recreation.
- Eligible projects: trails, pedestrian and bicycle, safe routes to school, byways, or transportation alternatives.
- **Agencies can sole source contracts and agreements to qualified Corps.**
- The Corps Network: [Trails and Transportation](#) webpage.





Funding Provisions

Pedestrian and Bicycle Funding Opportunities:

- Broad eligibility for DOT and FHWA funds
- Accessibility: Plan, construction, maintenance
 - Includes new and retrofit
- **Coordinator positions**
- Bridges, Tunnels, Culverts
- Emergency Relief
- Federal Lands
- Ferry Boats
- Lighting (see Proven Safety Countermeasures)



Blue Piggy Bank with change in it
Source: Bernadette Dupont





Formula Funding Programs

Pedestrian and Bicycle Funding Opportunities:

- Congestion Mitigation and Air Quality Improvement Program
- Surface Transportation Block Grant Program
- Transportation Alternatives Set-Aside
- Highway Safety Improvement Program
- Vulnerable Road Users
- Carbon Reduction Program
- Transfers among programs



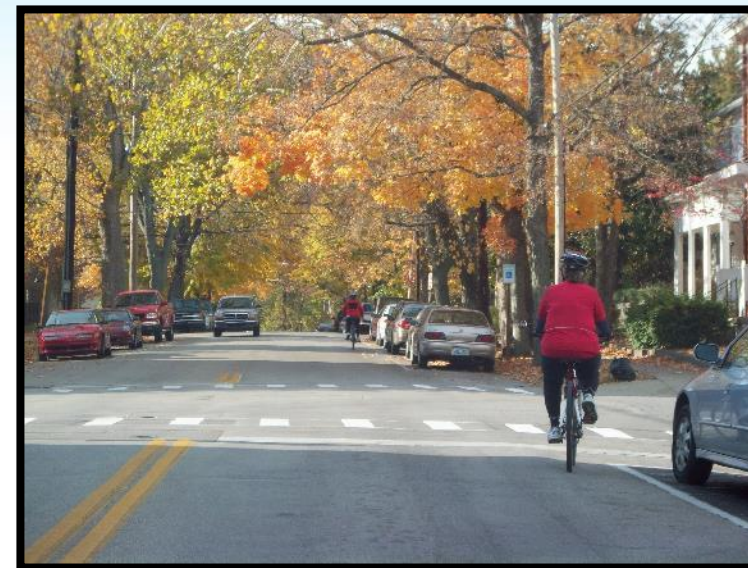
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Discretionary Funding Programs

- Active Transportation Infrastructure Investment Program
- National Scenic Byways Program
- Reconnecting Communities Pilot Program
- Neighborhood Access and Equity Grant Program
- Safe Streets and Roads for All
- PROTECT Discretionary
- SMART



Wapping Street, Frankfort, KY
Source: Bernadette Dupont

- DOT Navigator: <https://www.transportation.gov/dot-navigator>





Other Funding Considerations

- Location
- Motorized Vehicle Use
 - RTP definition of motorized use includes e-bikes and e-scooters
- Nonconstruction activities: Education (BIL expanded)
- Planning
- Railroad crossings
- Realty Guidance: Do not require special use permits.
- Recreational trails
- Research
- Safe Routes to School
- Safety Improvements: Proven Safety Countermeasures





Transportation Purpose

- Transit Projects
- Transportation Purpose for bicycle projects
 - STBG, TA Set-Aside, and RTP can fund recreational facilities



Source: ©Adobe.Stock





Federal Share

- General: Same as funding program
- Flexibility:
 - Transportation Alternatives Set-Aside
 - Flexibility provisions not as flexible as anticipated.
 - Recreational trails using formula apportioned funds
- Did you know? In-kind match has been allowed since 1998!





Shared Micromobility

- What is Shared Micromobility?
 - Fleets of bicycles, e-bikes, e-scooters
 - Available to the public for shared use
- Eligible under CMAQ, STBG, TA Set-Aside
- FHWA funds can purchase bikes (not FTA)
- Restrictions on RTP-funded trails



Cyclists dock their bikes at a BCycle Station in San Antonio, TX.

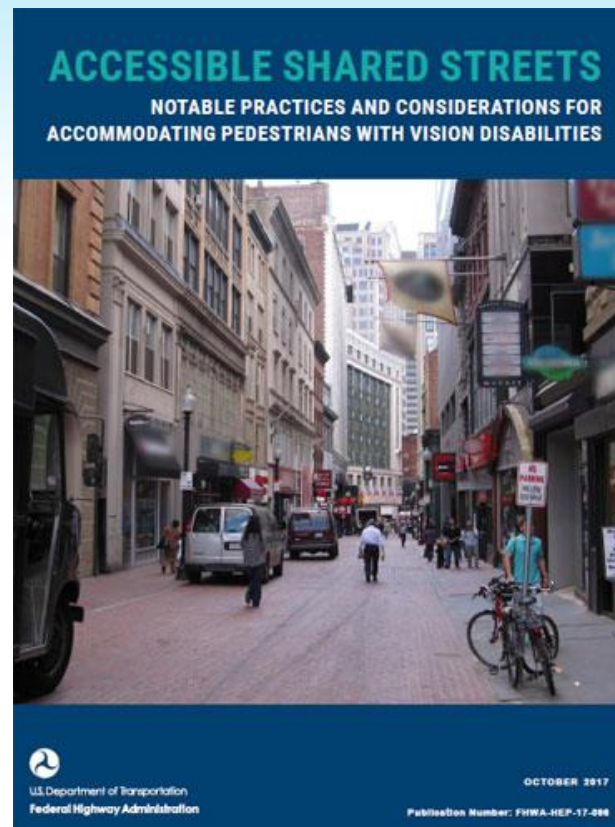
Source: www.pedbikeinfo.org / Julia Diana





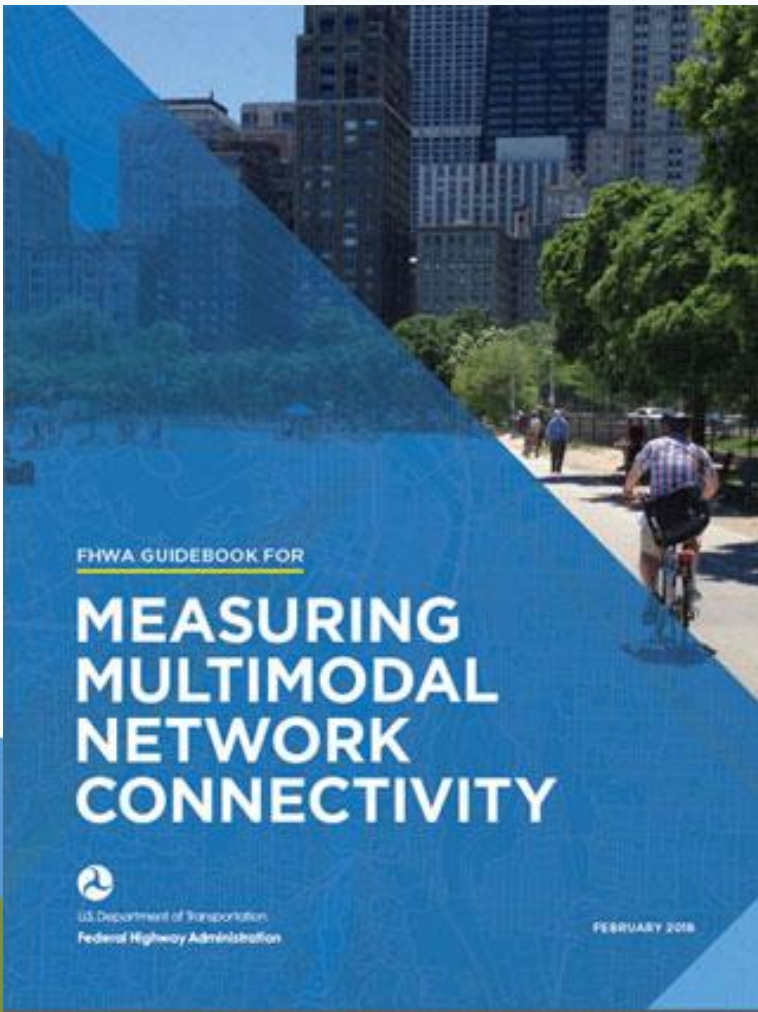
Design Resources

- General
- Websites
- Standards, Guidance, Information
- Design Resources
- Planning Resources





Complete Networks for All



BIKEWAY SELECTION GUIDE



Source: FHWA



Design Resources: Ongoing Research

- Recently completed pedestrian and bicycle research
- Ongoing research
- Strategic Agenda
- Other planned research



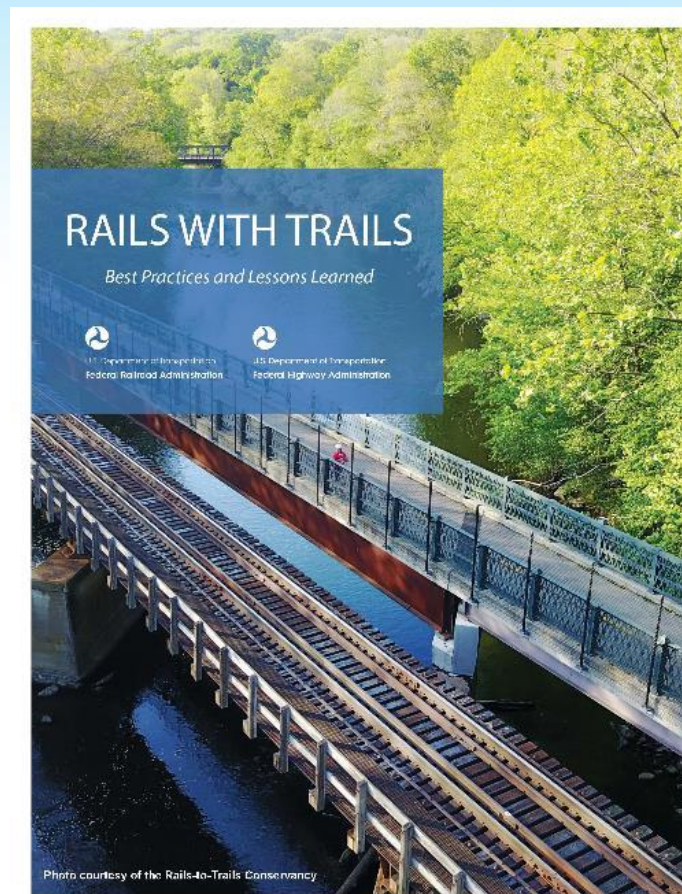
Source: USDOT





Trail Resources

- RTP Publications Page
- Many Forest Service documents
 - Rails-with-Trails: Best Practices and Lessons Learned
 - Trails and Resilience: Review of the Role of Trails in Climate Resilience and Emergency Response
 - The Future of E-Bikes on Public Lands Research Study
 - E-Bikes Literature Review and Case Studies
- Ongoing research on guidebooks for trail resilience and RWT Design.





Questions from Participants

Do you have any questions? If so, please join with the smart owls for answers.





Questions and Answers

Selected questions and comments received before the webinar.

- See the [Design Resources](#) section for details on Planning and Design resources.
- See [DOT Navigator](#) and <https://www.transportation.gov/grants>.



Photo: David H Johnson



Technical Assistance

All People – All Abilities



- **Technical Assistance Resources:**

www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/tech_assistance_resources.pdf

- **Bicycle and Pedestrian Program:**

www.fhwa.dot.gov/environment/bicycle_pedestrian/

- **Pedestrian and Bicyclist Safety:**

<https://highways.dot.gov/safety/pedestrian-bicyclist>