

Bicycles and Pedestrians

Reference Links

- Bicycle and Pedestrian Funding, Design, and Environmental Review: Addressing Common Misconceptions, FHWA(Direct to: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/misconceptions.cfm)
- Bicycle and Pedestrian Program, FHWA(Direct to: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/index.cfm)
- Bicycle and Pedestrian Program Guidance, FHWA(Direct to: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/)
- Case Studies in Delivering Safe, Comfortable and Connected Pedestrian and Bicycle Networks, FHWA(Direct to: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/network_report/page00.cfm)
- Pedestrian and Bicycle Planning Process, FHWA(Direct to: https://www.fhwa.dot.gov/planning/processes/pedestrian_bicycle/)
- Pedestrian and Bicycle Safety, FHWA(Direct to: http://safety.fhwa.dot.gov/ped_bike/)
- Pedestrian and Bicycle Information Center (Direct to: <http://www.pedbikeinfo.org/index.cfm>)
- United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations(Direct to: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm)

Safe, comfortable, and connected pedestrian and bicycle networks allow people of all ages and abilities to safely and conveniently get where they want to go. Connected networks of walking and bicycling infrastructure contribute to safe, accessible, and livable communities; promote physical activity and health; enhance access to opportunity and essential services; and reduce motor vehicle emissions. Legislation and regulations require the consideration of bicycle and pedestrian policies and projects in transportation plans and project development. State DOTs and MPOs are responsible for the development and integrated management and operation of transportation systems and facilities including accessible pedestrian walkways and bicycle transportation facilities. As such, planning for walking and bicycling should be a part of the transportation planning and Federal-aid project development processes.

Bicycle transportation facilities and pedestrian walkways must be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, the U.S. Department of Transportation (U.S.DOT) encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased accessibility to jobs and community services with the use by bicyclists and pedestrians of all ages and abilities, and use universal design characteristics when appropriate. Transportation programs and facilities should support accessibility and mobility that accommodates people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive by providing viable nonmotorized transportation options.

This PlanWorks Decision Guide is intended to help Metropolitan Planning Organizations, State Departments of Transportations, and other partners fully integrate pedestrian and bicycle planning and design into the formal transportation planning process. It provides detailed information on how multimodal transportation can be incorporated into specific steps in the planning process.

Long Range Transportation Planning

- LRP-1 - Approve Scope of LRTP Process
Invitation of bicycle and pedestrian partners to participate in long range transportation planning process. Information provided about known bicycle and pedestrian strengths and weaknesses in the community and scope of pedestrian and bicycle activities to be undertaken clarified.
- LRP-2 - Approve Vision and Goals
Information provided about bicycles and pedestrians and the goals of bicyclists, pedestrians, and people who have disabilities in the region.
- LRP-3 - Approve Evaluation Criteria, Methods and Measures
Incorporation of bicycle and pedestrian evaluation criteria into long-range planning, and identification of criteria relating to the bicycle and pedestrian perspective.
- LRP-4 - Approve Transportation Deficiencies
Gather feedback on transportation system deficiencies specific to bicycle and pedestrian stakeholders.
- LRP-5 - Approve Financial Assumptions
Identify Federal, State, local, or private revenue sources that could be available to support bicycle and pedestrian improvements and estimate the costs of those improvements.
- LRP-6 - Approve Strategies
Information provided about specific bicycle and pedestrian strategies that will be undertaken in order to meet goals and objectives.
- LRP-7 - Approve Plan Scenarios
Evaluation of potential scenarios to determine which are preferred or prioritized from a bicycle and pedestrian perspective.
- LRP-8 - Adopt Preferred Plan Scenario
Include the effectiveness of bicycle and pedestrian strategies to meet transportation deficiencies in the selection of a preferred scenario.

- LRP-9 - Make Conformity Determination by MPO
This Key Decision is not associated with application.
- LRP-10 - Adopt LRTP by MPO
Gather input on the LRTP from bicycle and pedestrian stakeholders.
- LRP-11 - Make Conformity Determination
This Key Decision is not associated with application.

Programming

- PRO-1 - Approve Revenue Sources
Identify public or private revenue sources that could be available to support bicycle and pedestrian improvements. Make budget requests, as applicable
- PRO-2 - Approve Project Cost and Revenue Allocation Approach
Ensure that the methodology used to identify project costs and allocate revenue includes equitable treatment of bicycle and pedestrian programs and improvements and their maintenance and operations lifecycle costs.
- PRO-3 - Approve Project List from Adopted Plan
Ensure projects that include bicycle and pedestrian strategies are identified, along with associated costs and revenue sources to implement.
- PRO-4 - Approve Project Prioritization
Identify outcomes and other evaluation criteria (e.g., performance measures) to compare and rank projects and their impacts on bicycle and pedestrian infrastructure. Include criteria that reflect the benefits of bicycle and pedestrian improvements and that incorporate equity considerations.
- PRO-5 - Reach Consensus on Draft TIP
Engage bicycle and pedestrian partners and stakeholders for recommendations and input to decision makers.
- PRO-6 - Adopt TIP by MPO
This Key Decision is not associated with application.
- PRO-7 - Approve TIP by Governor and Incorporate into Draft STIP
This Key Decision is not associated with application.
- PRO-8 - Reach Consensus on Draft STIP
For non-MPO areas, engage bicycle and pedestrian partners and stakeholders for recommendations and input to decision makers.
- PRO-9 - Approve STIP with respect to Fiscal Constraint
This Key Decision is not associated with application.

Corridor Planning

- COR-1 - Approve Scope of Corridor Planning Process
Invitation of bicycle and pedestrian partners to participate in corridor planning. Information provided about known bicycle and pedestrian networks and features.
- COR-2 - Approve Problem Statements and Opportunities
Identify the bicycle and pedestrian performance characteristics for the corridor and any related problems and opportunities.
- COR-3 - Approve Goals for the Corridor
Information provided on bicycle and pedestrian goals could inform the corridor planning process.
- COR-4 - Reach Consensus on Scope of Environmental Analysis
Information provided on bicycle and pedestrian data available/needed to implement the agreed-to scope of environmental review.
- COR-5 - Approve Evaluation Criteria, Methods and Measures
Data provided from bicycle and pedestrian sources to support the development of evaluation criteria, methodology, and performance measures.
- COR-6 - Approve Range of Solution Sets
Information provided on bicycle and pedestrian connectivity, accessibility, equity, and safety to inform approval of solution sets.
- COR-7 - Adopt Preferred Solution Set
Select a preferred solution set using input from a robust analysis of impacts of the potential solutions on bicycles and pedestrians within the corridor.
- COR-8 - Approve Implementation Criteria for Prioritizing Projects
Identify and include bicycle and pedestrian metrics to compare and rank projects.
- COR-9 - Adopt Priorities for Implementation
Ensure bicycle and pedestrian network connectivity, accessibility, equity, and safety are embedded as part of ongoing project prioritization and project selection process.

Environmental Review/NEPA Merged with Permitting

- ENV-1 - Reach Consensus on Scope of Environmental Review
Invitation of bicycle and pedestrian partners to participate in environmental review. Information provided about known bicycle and pedestrian networks and features.

- ENV-2 - Approve Notice of Intent
Develop brief descriptions that are broad enough to accommodate bicycle and pedestrian components and possible alternatives for the NEPA Notice of Intent (NOI).
- ENV-3 - Approve Purpose and Need/Reach Consensus on Project Purpose
Clearly articulate if and how bicycles and pedestrians are a part of the project purpose and need.
- ENV-4 - Reach Consensus on Study Area
Consider potential bicycle and pedestrian alternatives and the needs of bicycle and pedestrian partners and stakeholders in the identification of the initial study area.
- ENV-5 - Approve Evaluation Criteria, Methods and Measures
Identify evaluation criteria that adequately measure the potential impacts and benefits of bicycle and pedestrian improvements as well as related performance measures.
- ENV-6 - Approve Full Range of Alternatives
Identify project alternatives that will support the inclusion of bicycle and pedestrian improvements consistent with the adopted purpose and need.
- ENV-7 - Approve Alternatives to be Carried Forward
Carry forward alternatives that address bicycle and pedestrian network connectivity, accessibility, equity, and safety.
- ENV-8 - Approve Draft EIS with Conceptual Mitigation
Explain how alternatives address bicycle and pedestrian network connectivity, accessibility, equity, and safety in the Draft EIS.
- ENV-9 - Approve Resource Agency Public Notice
This Key Decision is not associated with application.
- ENV-10 - Approve Preferred Alternative / LEDPA
Ensure the preferred alternative is consistent with bicycle and pedestrian assumptions and incorporated in the long range transportation plan, the description of purpose and need, and input from bicycle and pedestrian partners.
- ENV-11 - Approve Final Jurisdictional Determination
This Key Decision is not associated with application.
- ENV-12 - Reach Consensus on Avoidance and Minimization for the LEDPA
This Key Decision is not associated with application.
- ENV-13 - Approve Final EIS and Record of Decision
This Key Decision is not associated with application.
- ENV-14 - Render Permit Decision and Approve Avoidance and Minimization
This Key Decision is not associated with application.