

# APBP and League Leaders Survey

195 Respondents

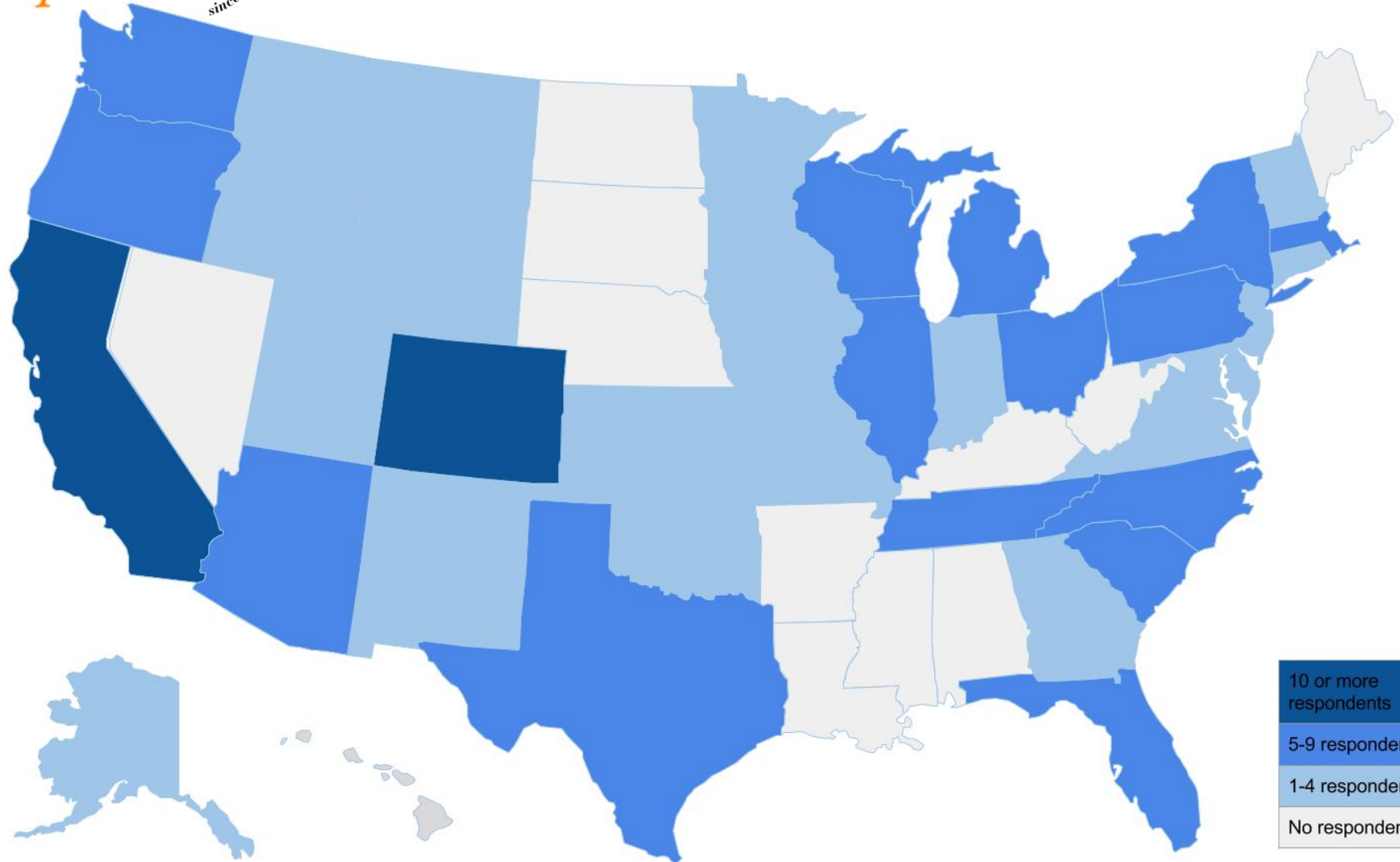
Ran July 19<sup>th</sup>- August 20<sup>th</sup>

2x on APBP website, 2x in their e-news

2x to Executive and Policy Directors in League list, 2 x  
my Friday list



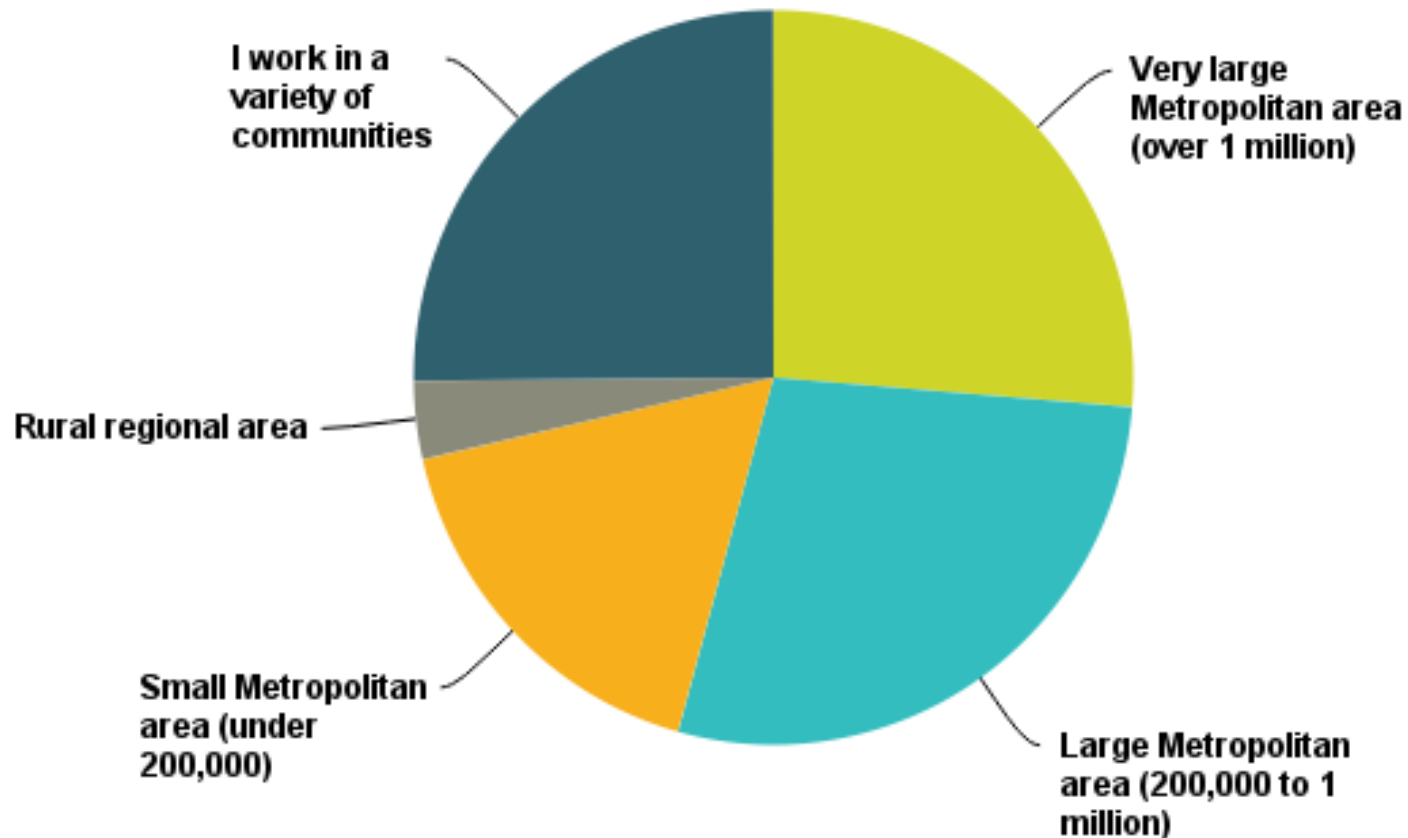
# In which state do you work?





## Q2 If you work on biking and walking issues at the metropolitan or community level, what size area best describes where you work? (if not applicable, skip this question.)

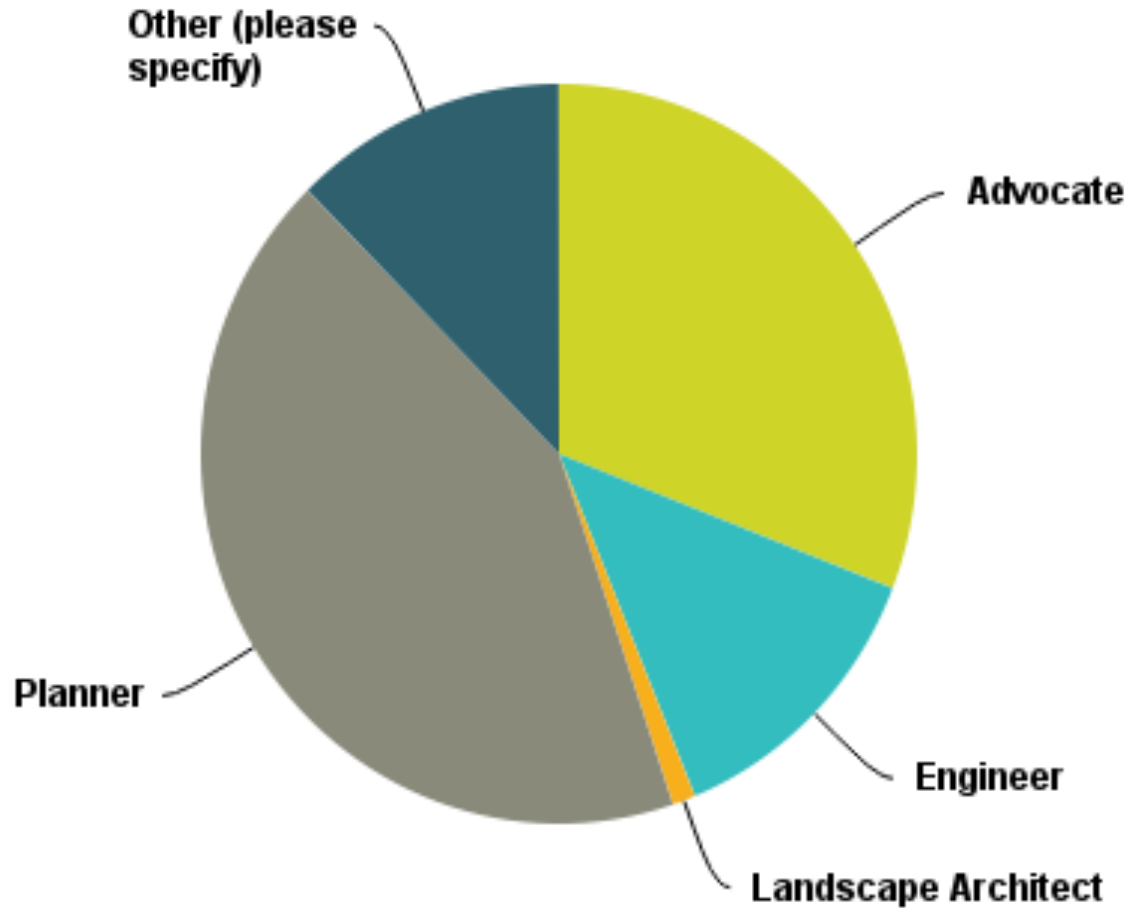
Answered: 175 Skipped: 20





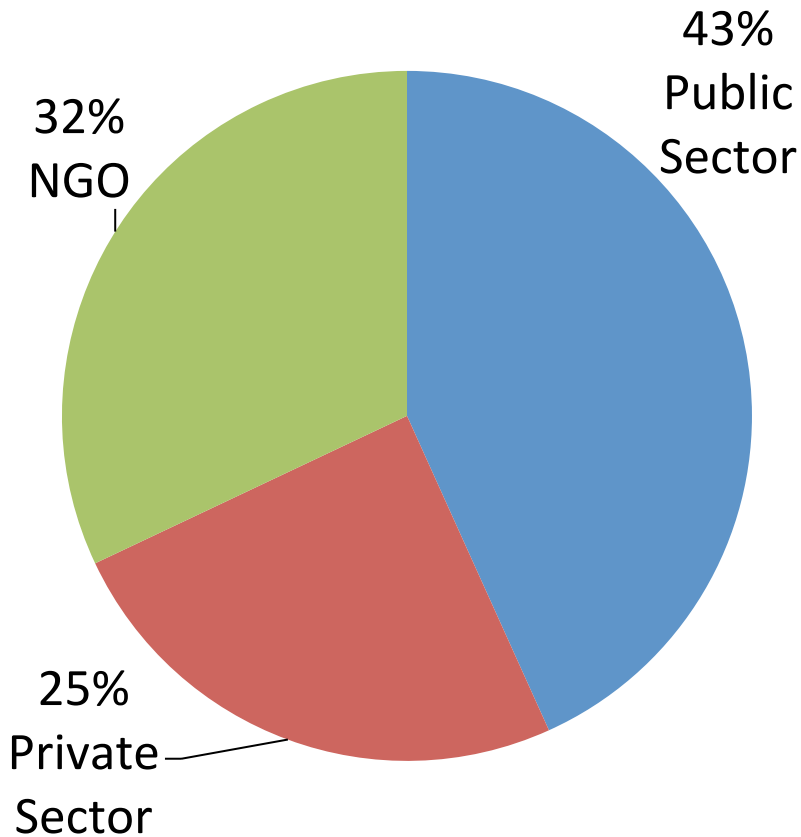
### Q3 Which of the following best describes your current occupation?

Answered: 194 Skipped: 1

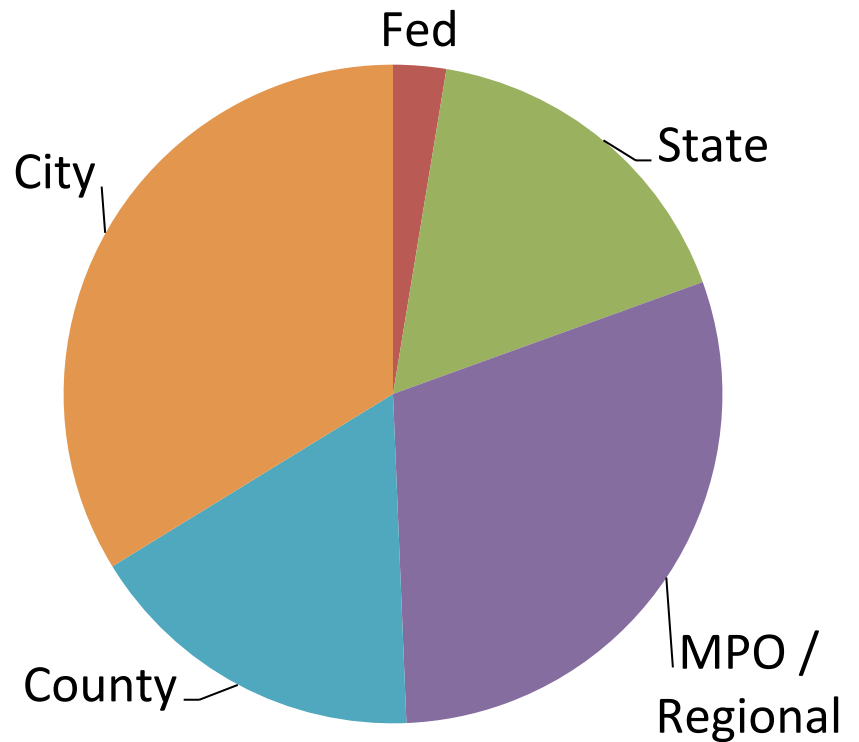




# What type of Employer do you work for?



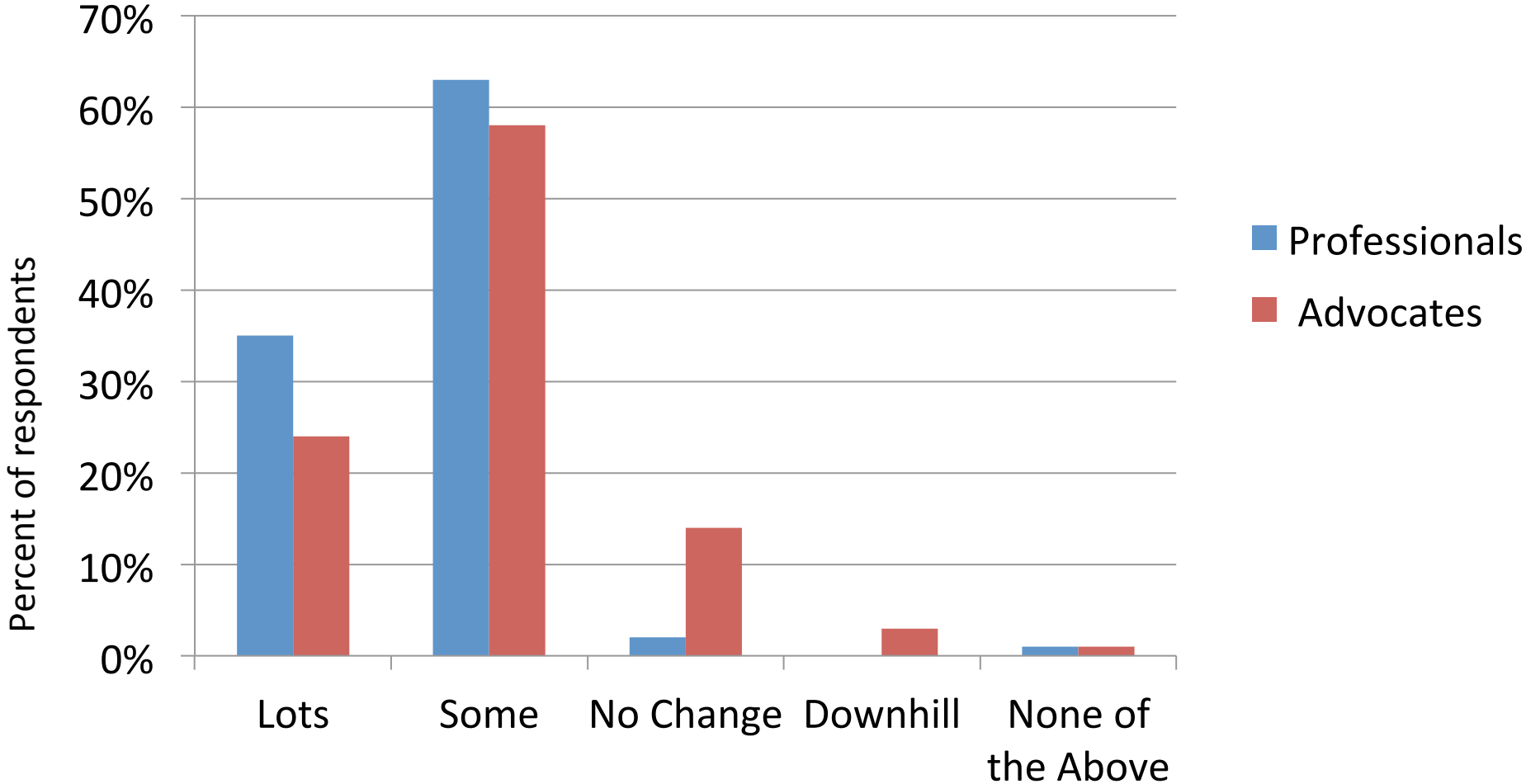
For Public Sector Employees,  
level of Government



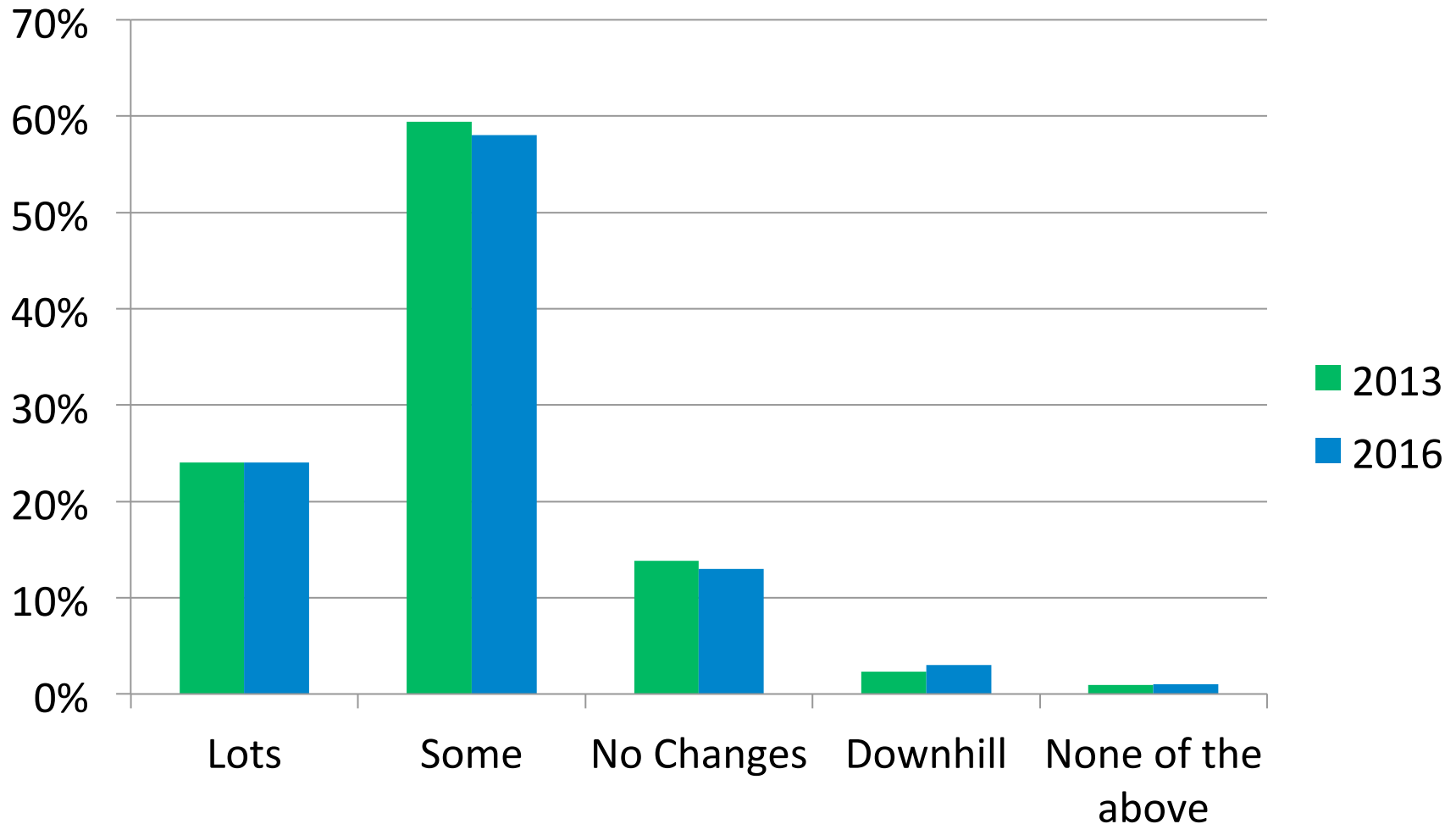
# What's happening on the ground

Comparing Professionals' and Advocates'  
answers

# In the past 3 years, how much progress have you seen in your community in terms of street and trail improvements for biking and walking?

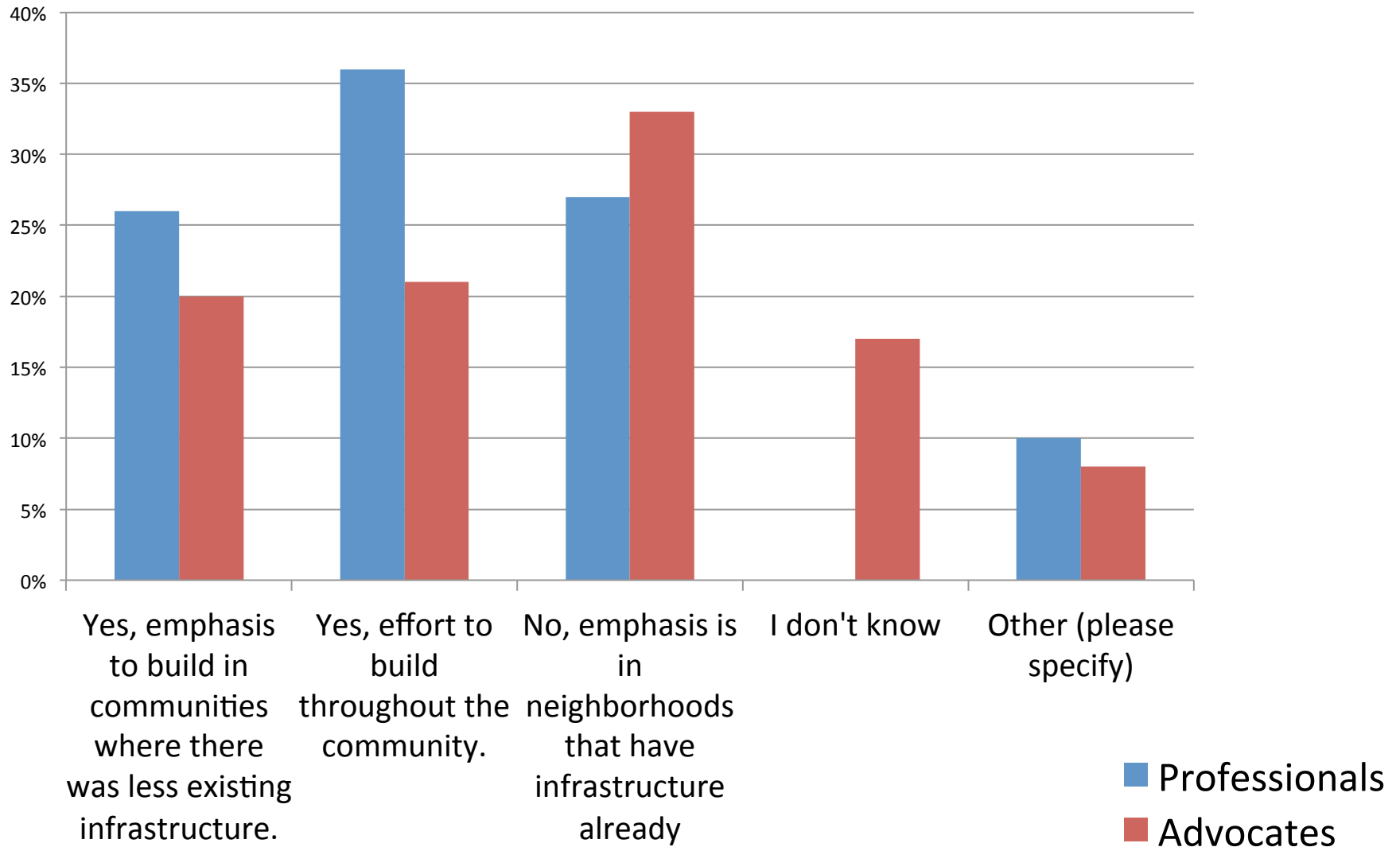


# Advocates over Time: Progress in new Infrastructure in your community





# Have those improvements been spread equitably across neighborhoods in your jurisdiction?



# Comments

## Professionals

- Varies based on municipality
- Opportunistic
- Connected networks vs. reaching all communities

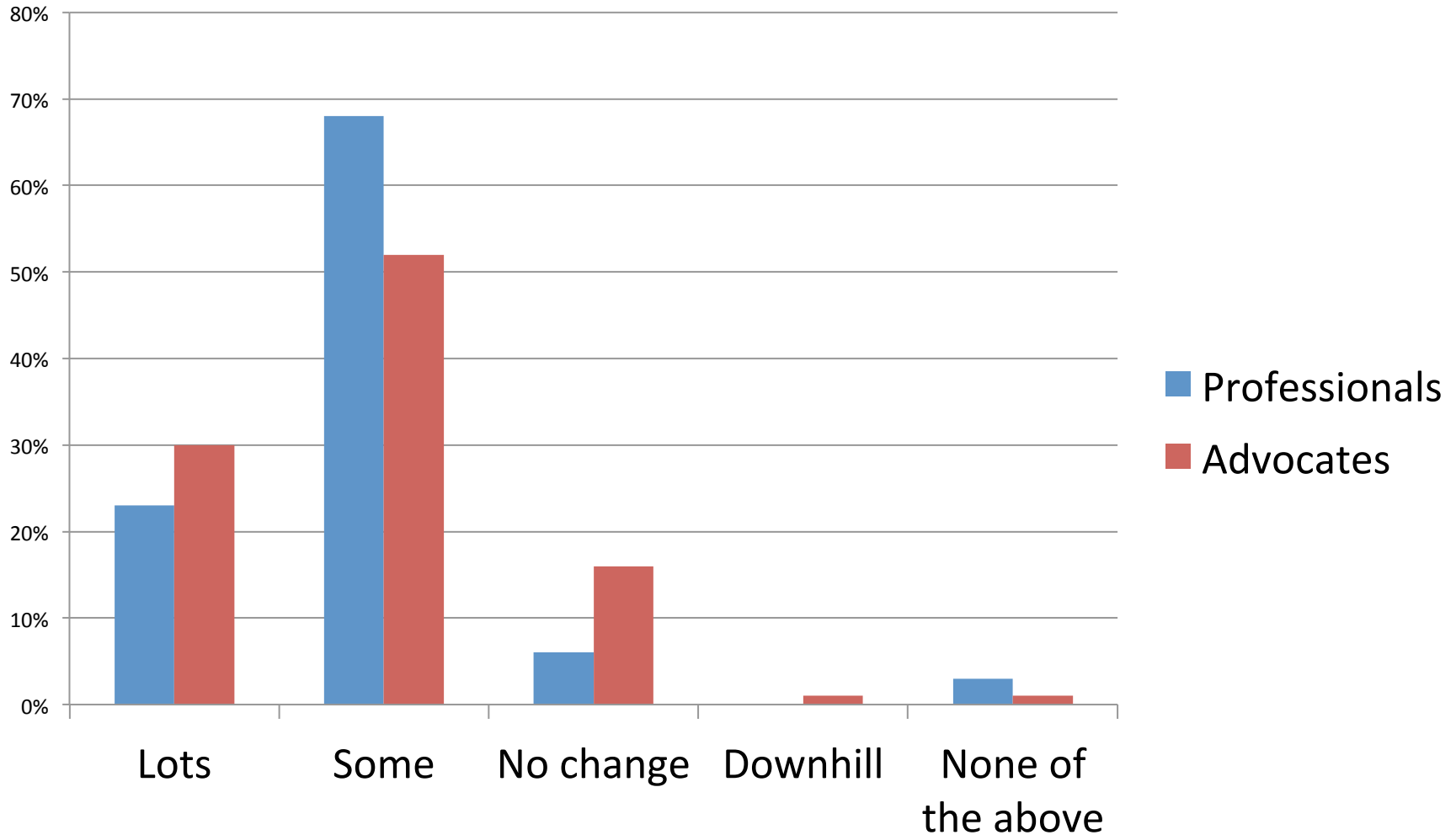
*Initially, the focus was on neighborhoods with some biking and walking infrastructure, but the City has shifted its focus to more equitably distribute on-street bicycle facilities.*

# Advocates' Comments

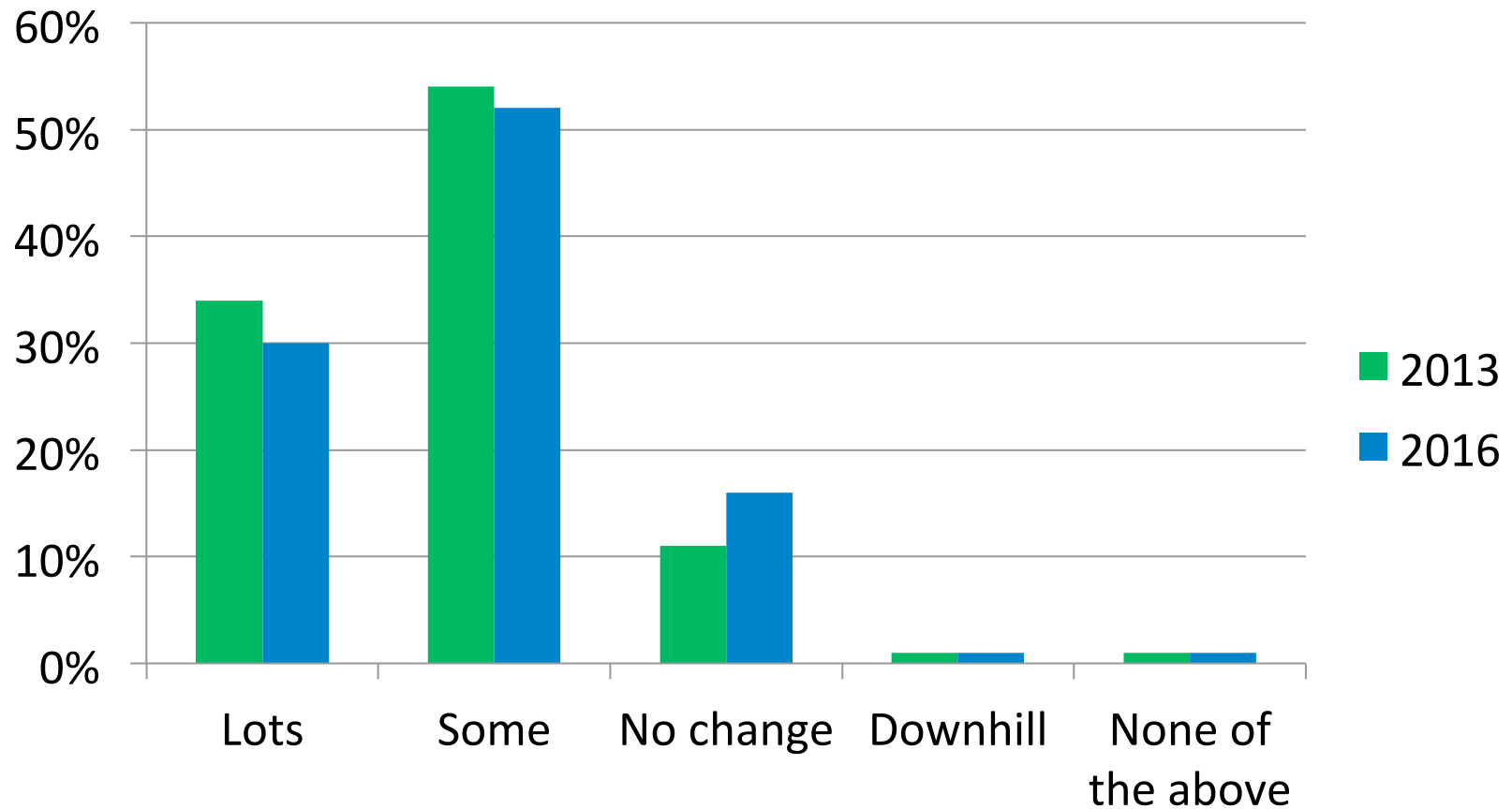
- Poorly worded question.. What does equity mean?
- Poorer areas neglected, wealthy/ middle class neighborhoods favored

*Improvements "follow the money." In other words, improvements coincide with programs and budgets not necessarily driven by equitability.*

# Over the last three years, how much progress have you seen in your jurisdiction in terms of people walking and biking?



# Advocates over time: Changes in people walking and biking



# If you've seen an increase in people biking and walking, how is it spread across jurisdictions, and across demographics? Please explain.

- Lack of data, anecdotal
- Depends on where, and who, you ask-
  - More women vs. more MAMLS,
  - More people of color vs. more white people
  - More low-income vs. more upper / middle class

*Although people of color have used bicycles as a mode of transportation for a long time, I do see a new emphasis of getting feedback in underserved communities.*

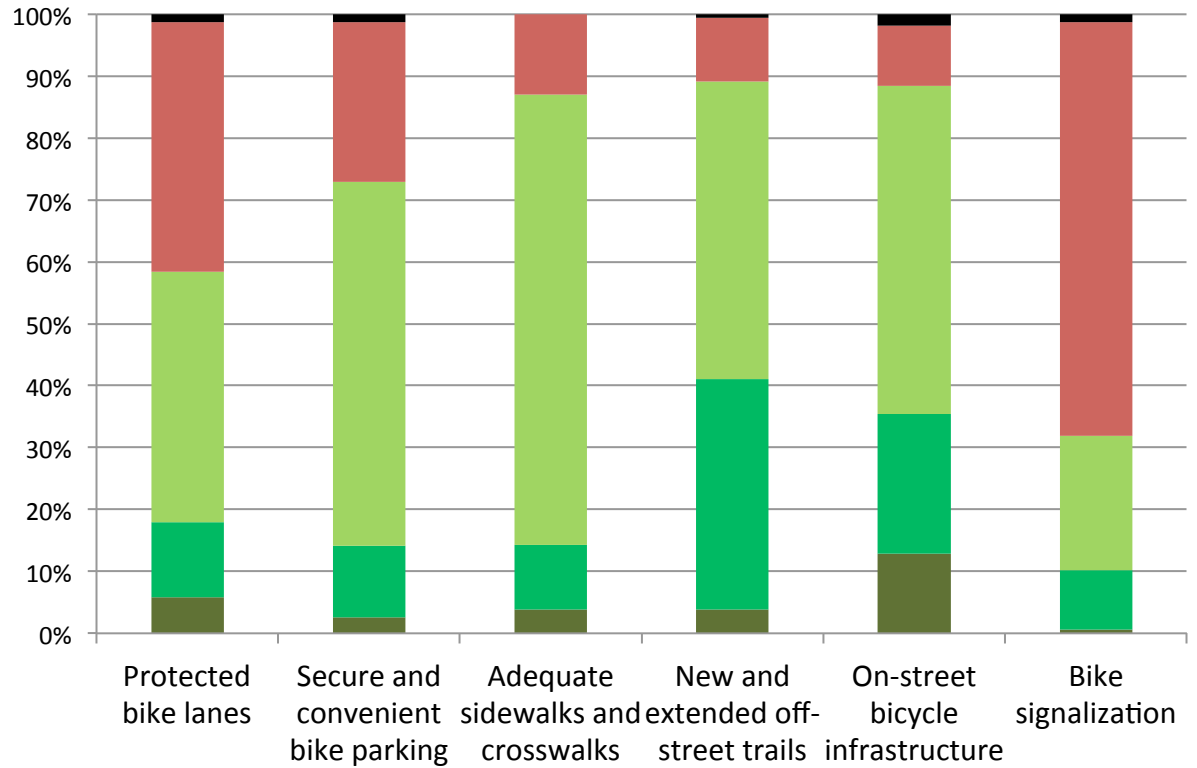
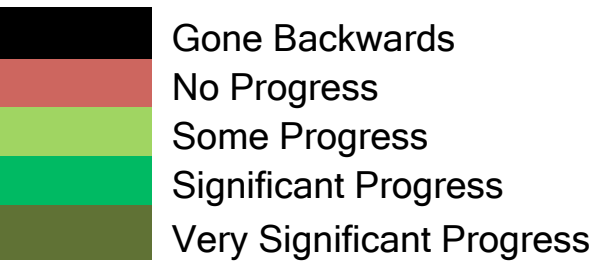
*Locally there are visible gains in the number and diversity of pedestrians and bicyclists. Local efforts have been directed at addressing underserved populations with some success.*

*We have seen a lot of bike/ped improvements ... This is the result of having a planner-advocate within the city, who cares about bicyclist safety.*

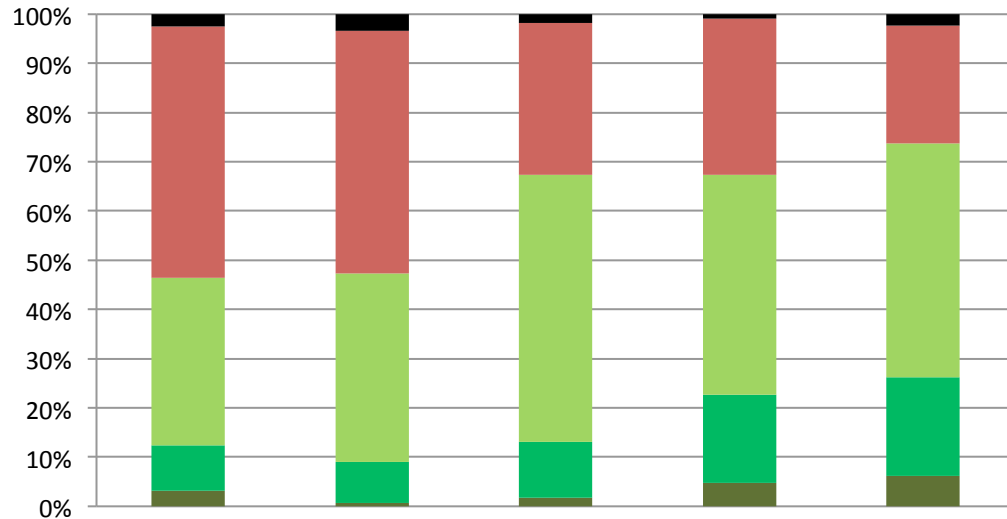
# Changes to specific infrastructure

Comparing Professionals' and Advocates'  
answers

# Professionals

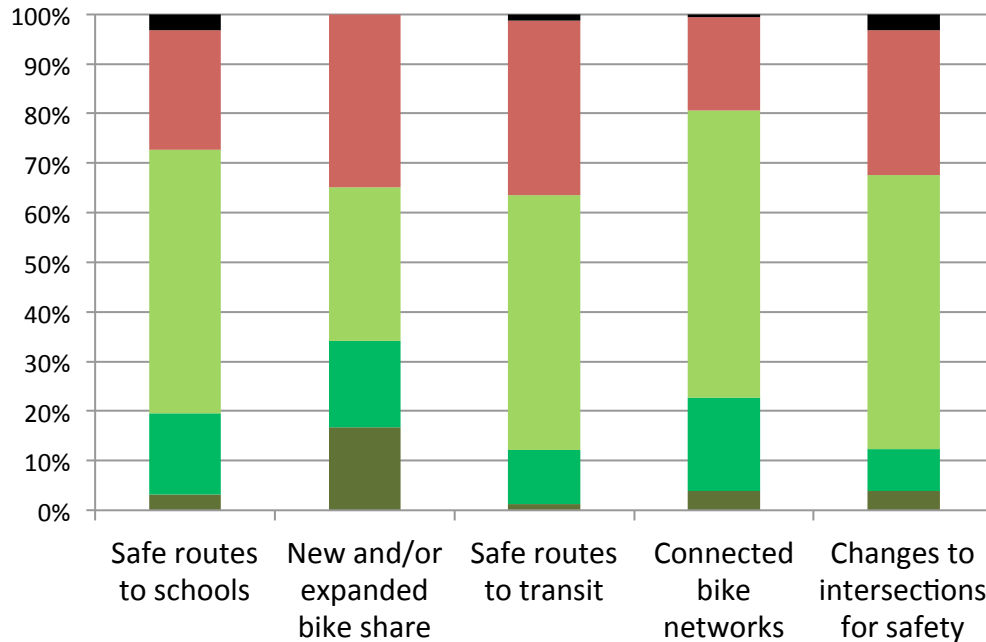
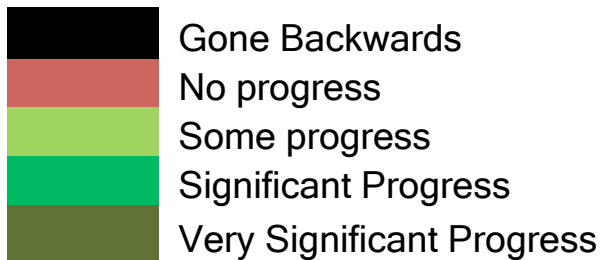


# Advocates

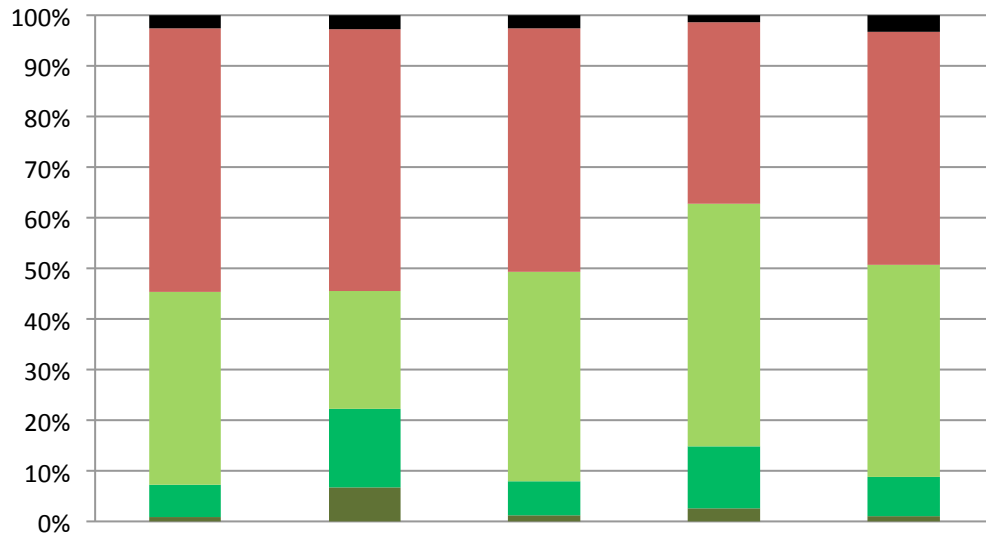




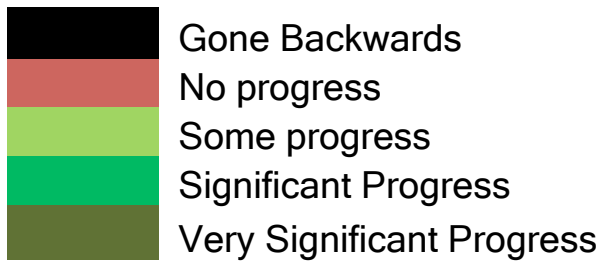
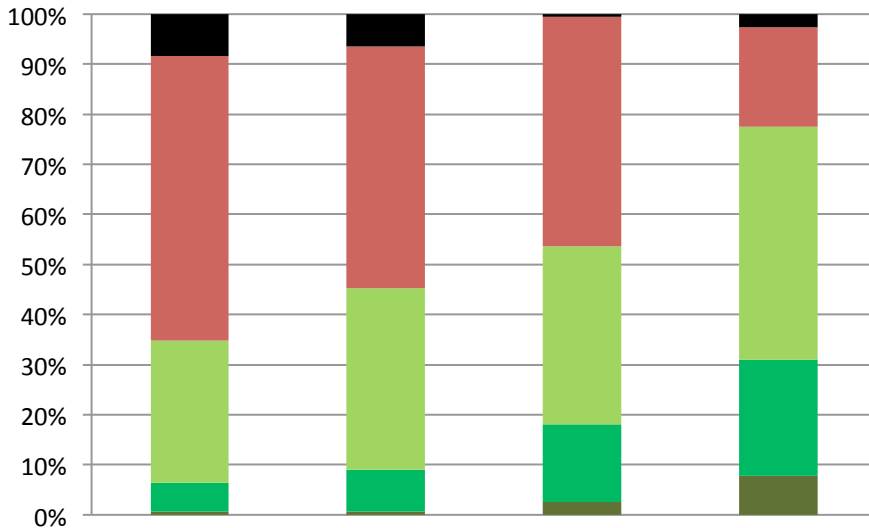
# Professionals



# Advocates

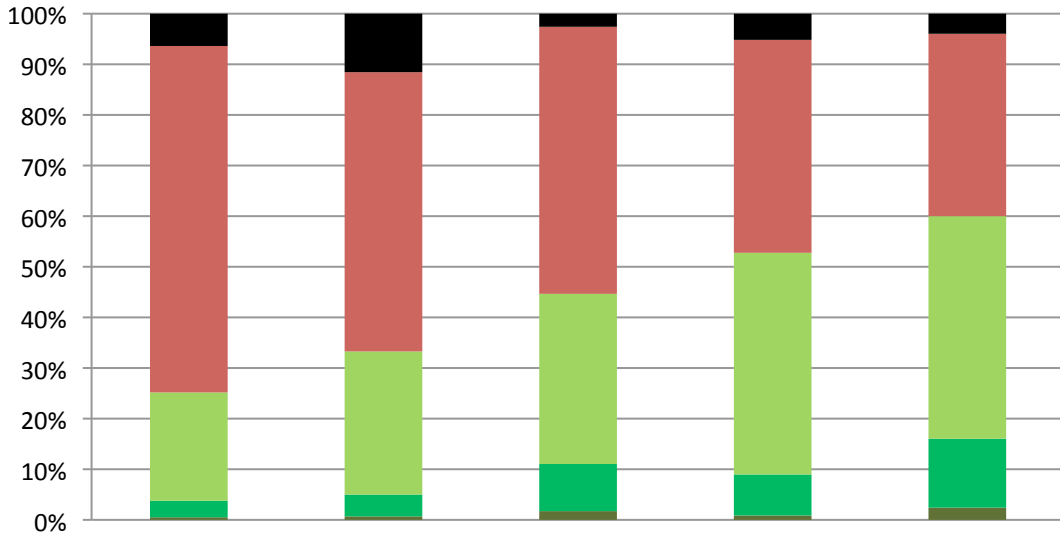


# Professionals



Lower Traffic Speed      Stop Distracted driving      Promote Tourism      Complete Streets      Public input in planning

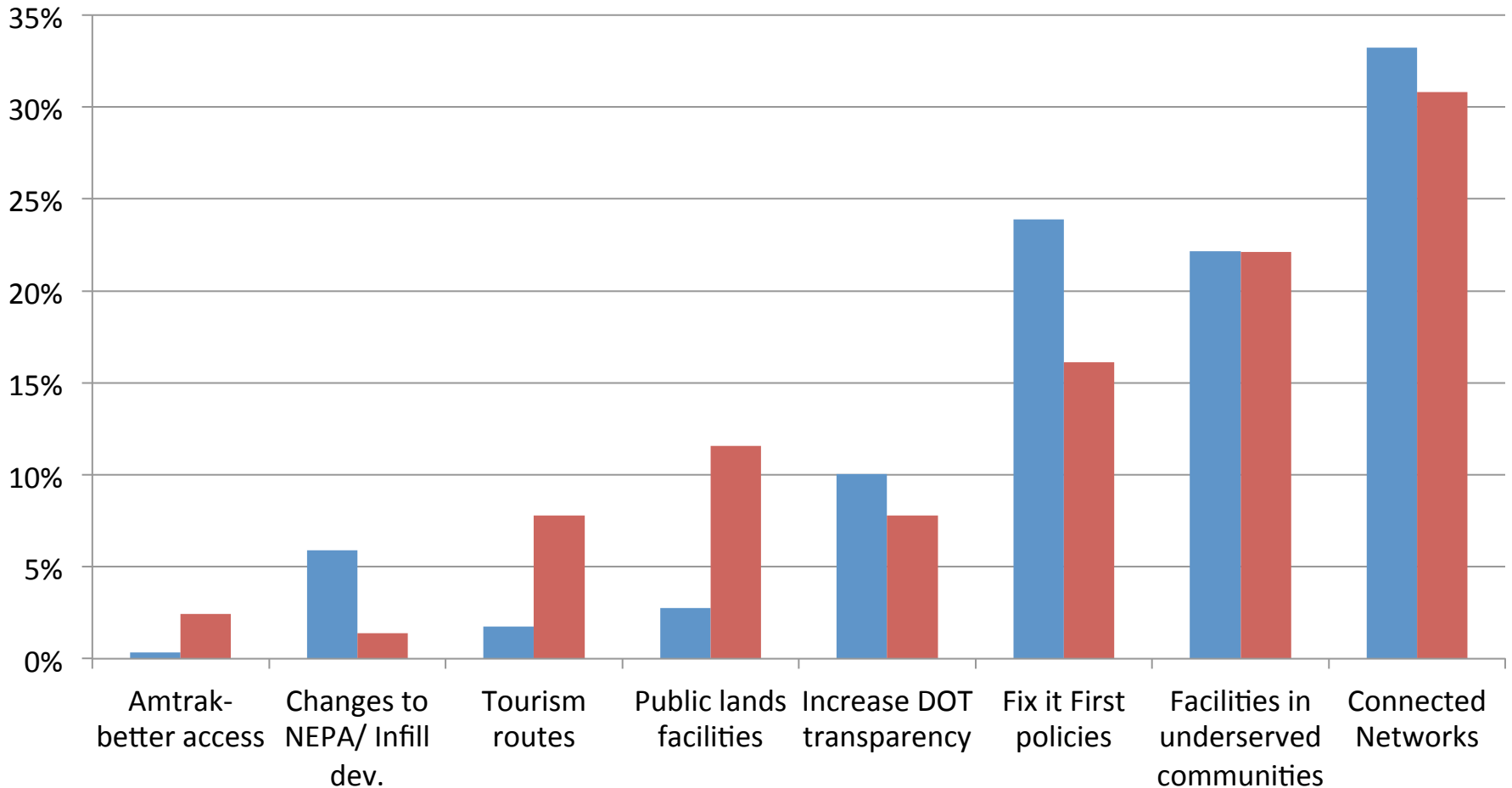
# Advocates



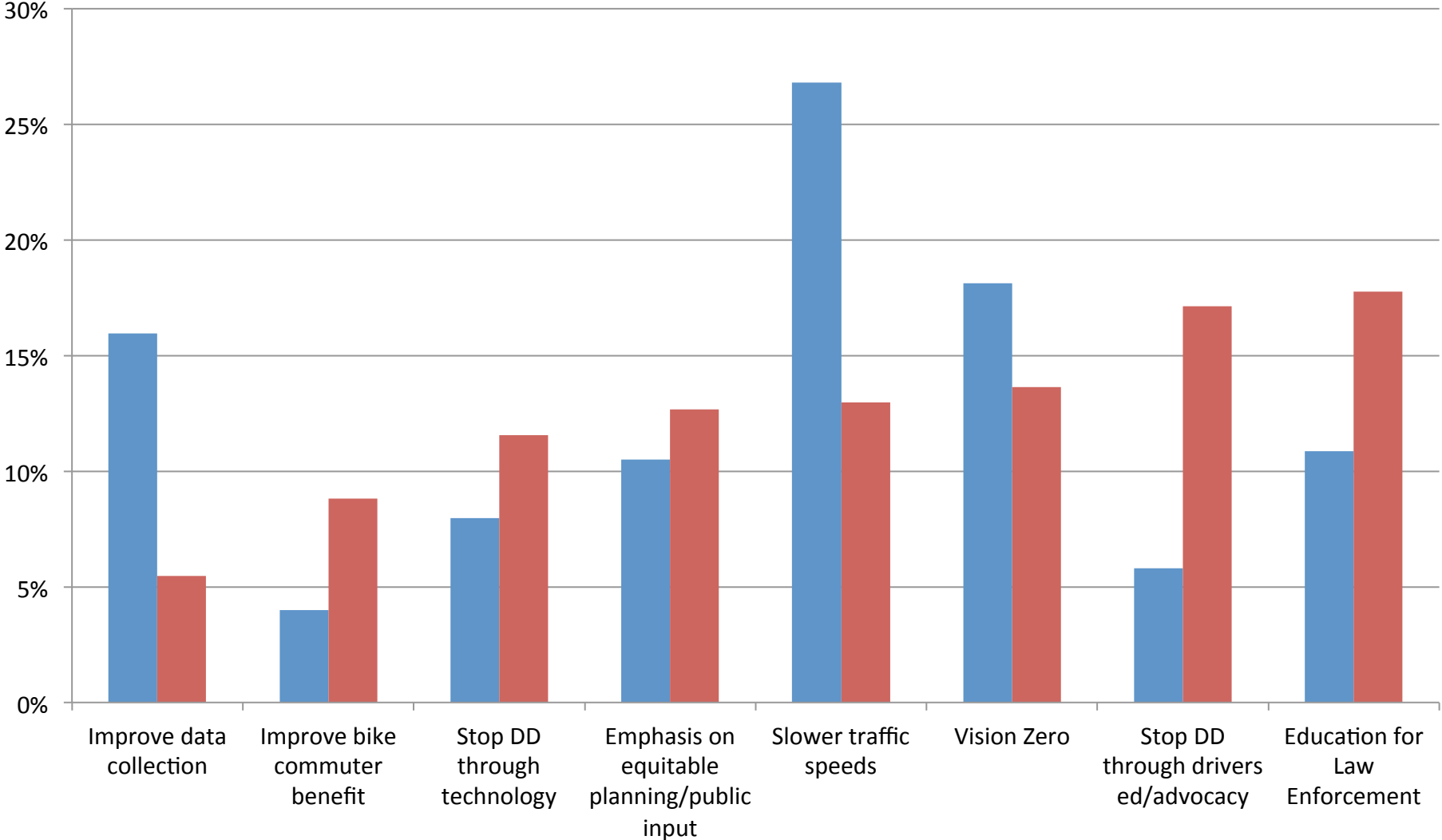
# Policy Priorities

Comparing Professionals' and Advocates'  
answers

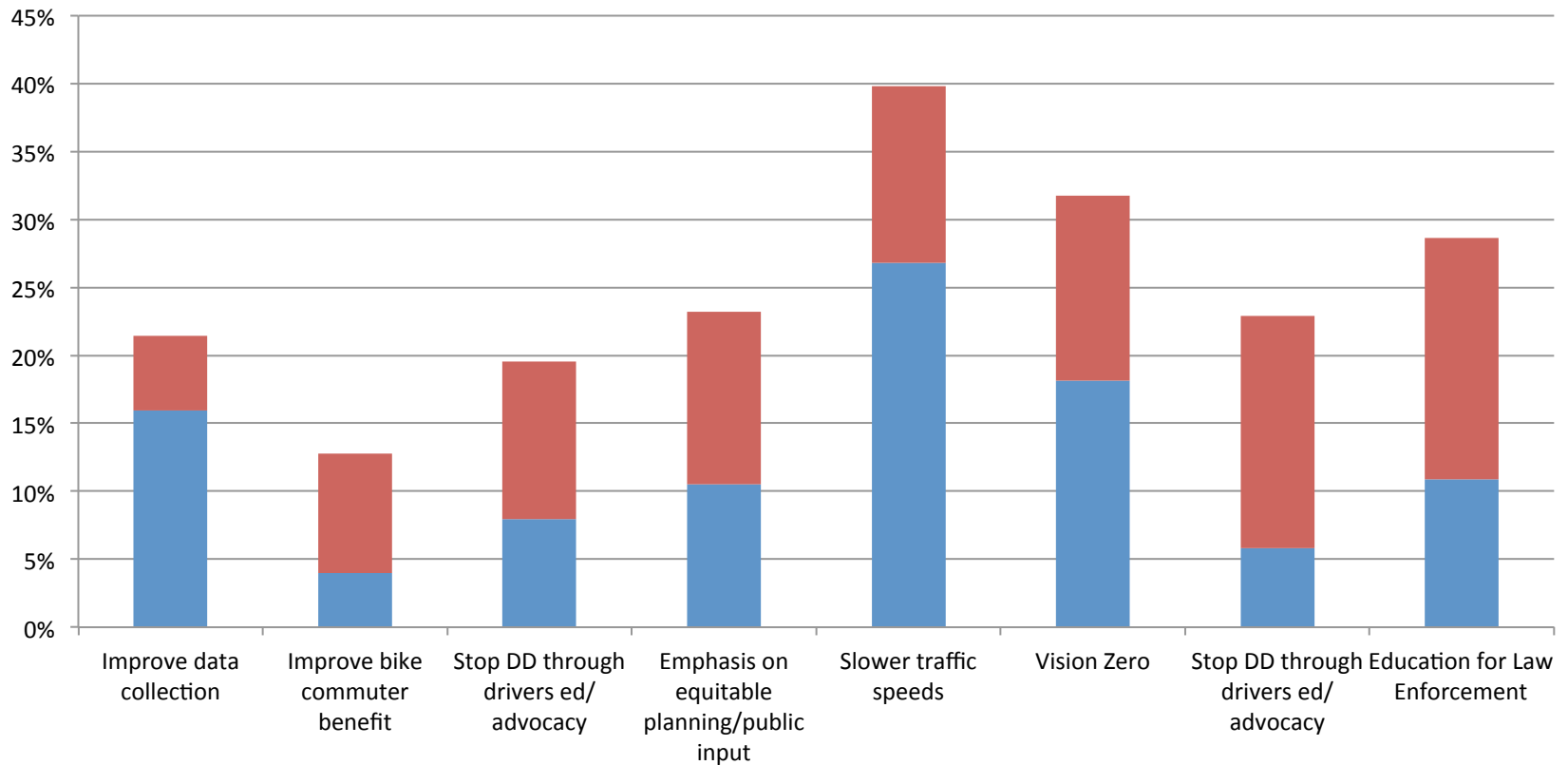
# Top TWO infrastructure policy ideas most important for federal transportation policy to encourage.



# Pick TWO non-infrastructure most important for federal transportation policy to encourage.



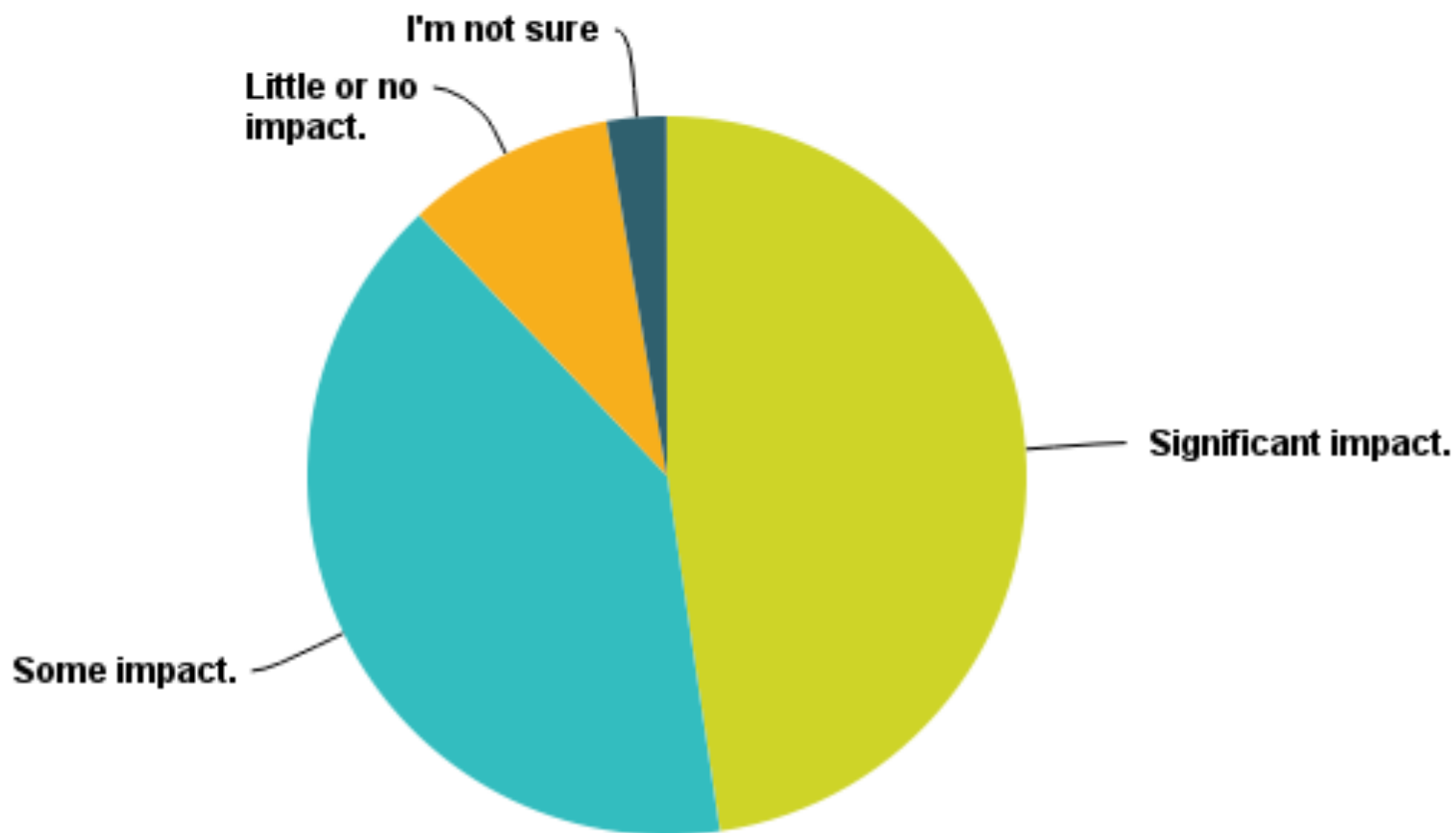
# Pick TWO non-infrastructure most important for federal transportation policy to encourage.



# Professionals on Federal funding

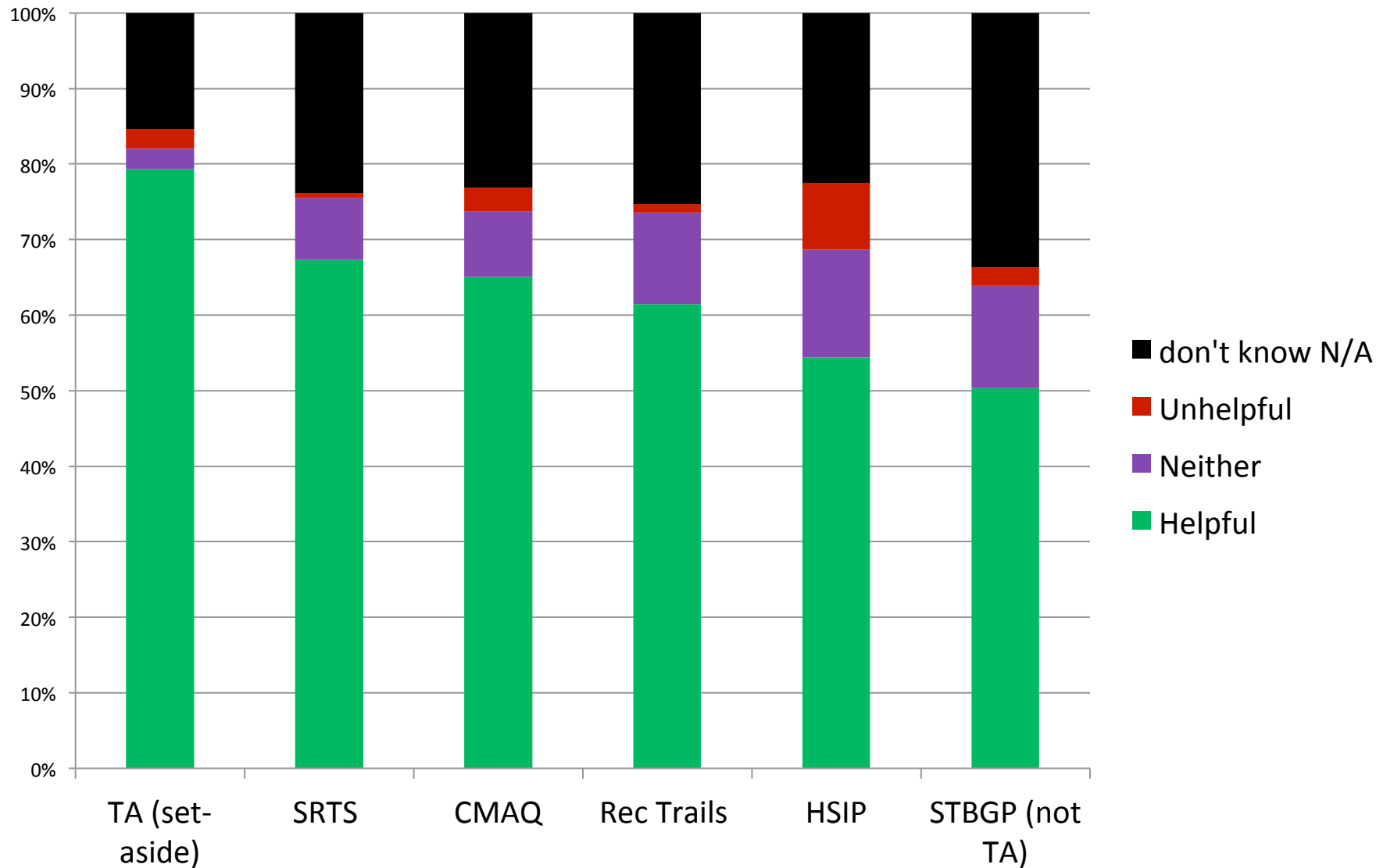
## Q12 Do federal transportation funds have an impact on biking and walking in your community?

Answered: 149 Skipped: 46





# How helpful have these federal programs been to progress in the state in which you work most.

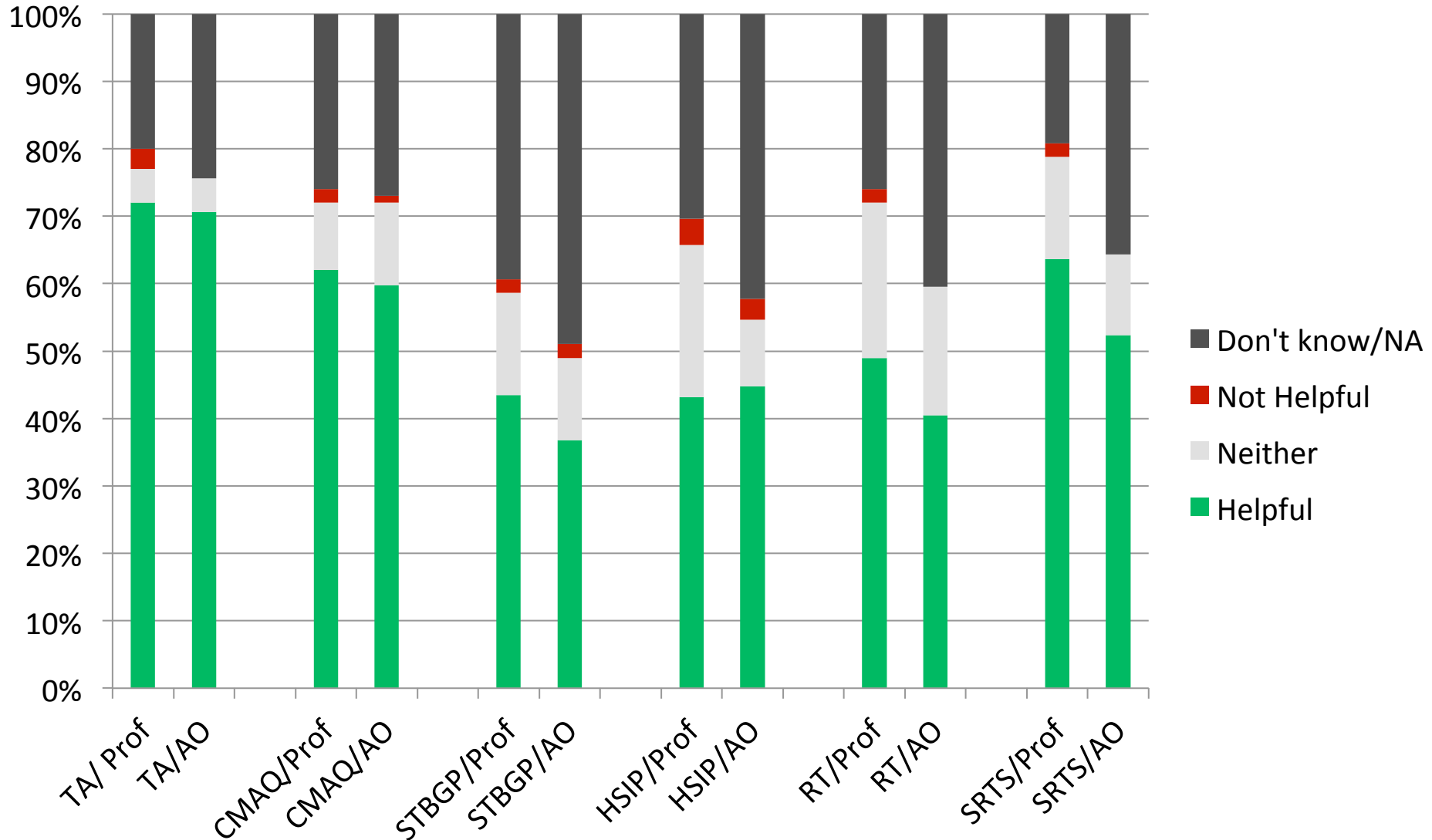


FY 2010-2014 Total		
Bike/Ped Obligations	Total Program Obligations	Percent Bike/Ped

\$ 3,858,180,380	\$ 204,689,837,155	2%
\$ 1,208,566,284	\$ 2,290,031,105	53%
\$ 177,506,189	\$ 306,600,646	58%
\$ 507,528,425	\$ 6,208,311,013	8%
\$ 475,448,309	\$ 49,350,793,337	1%
\$ 297,728,617	\$ 604,112,772	49%
\$ 101,813,025	\$ 338,834,966	30%
\$ 42,046,141	\$ 8,458,430,307	0%

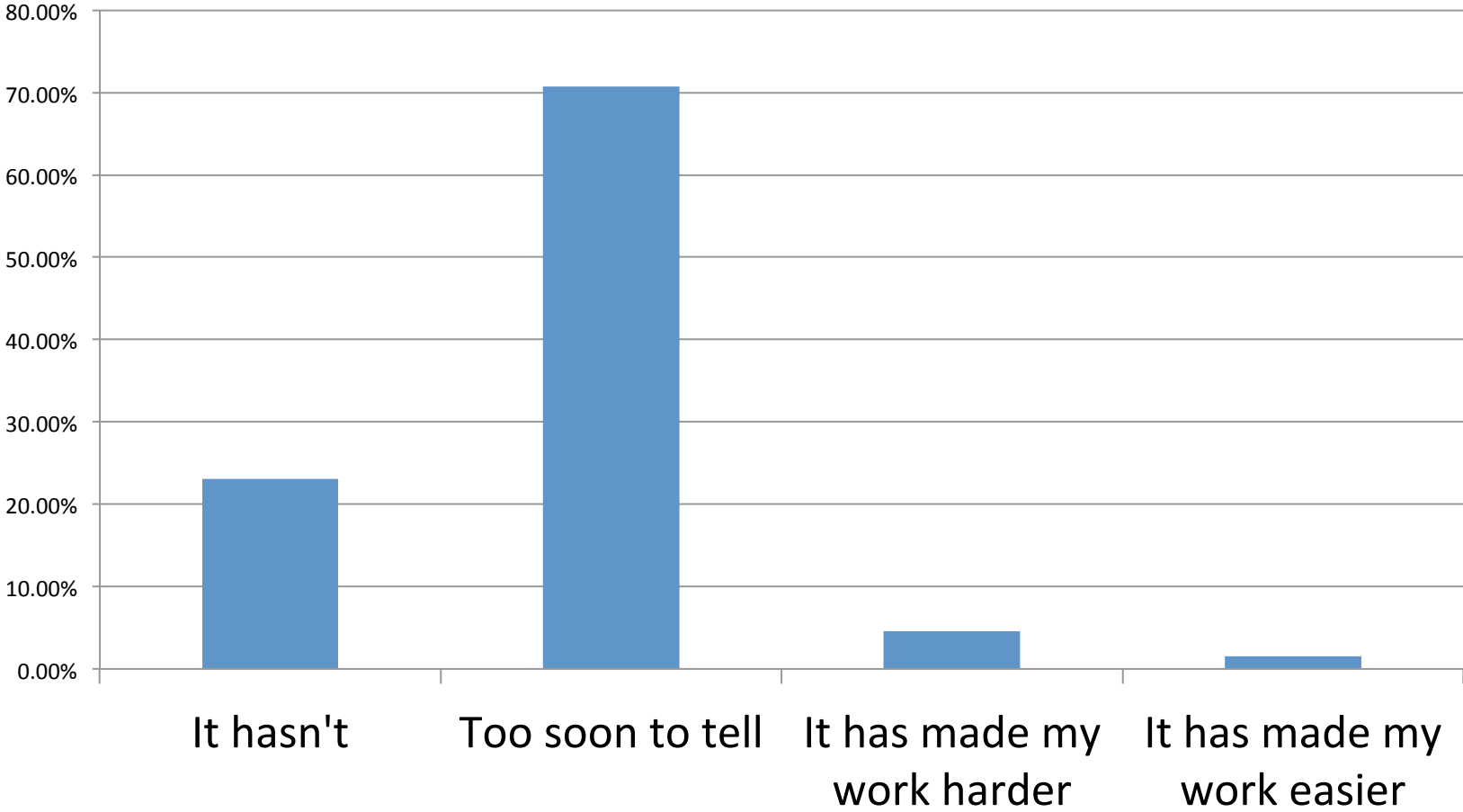
STP TE/(now TAP)
TAP
CMAQ
STBGP /STP Non-TE
SRTS
Rec Trails Program
HSIP

# Federal funding Programs

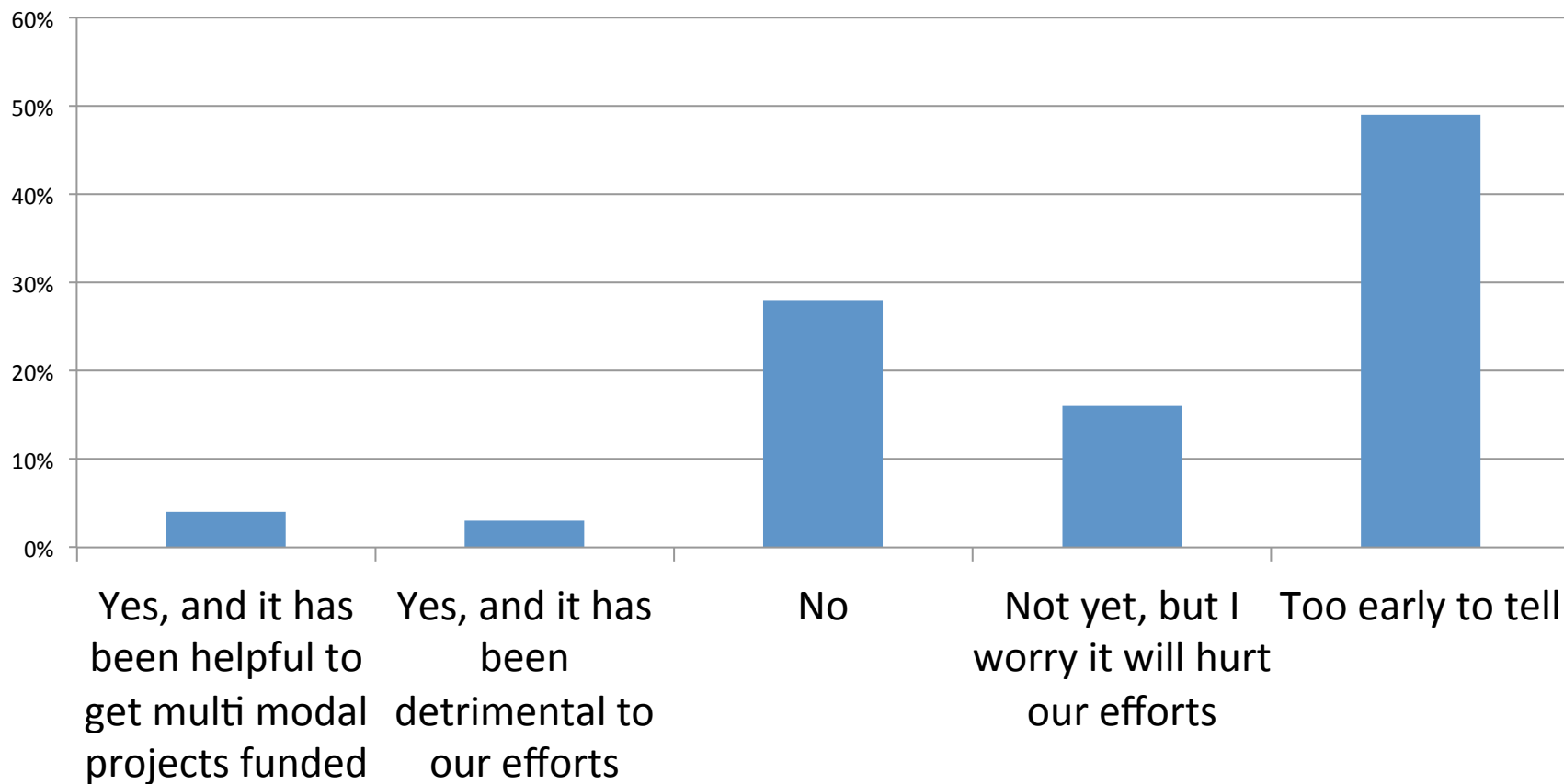


- Transportation Alternatives

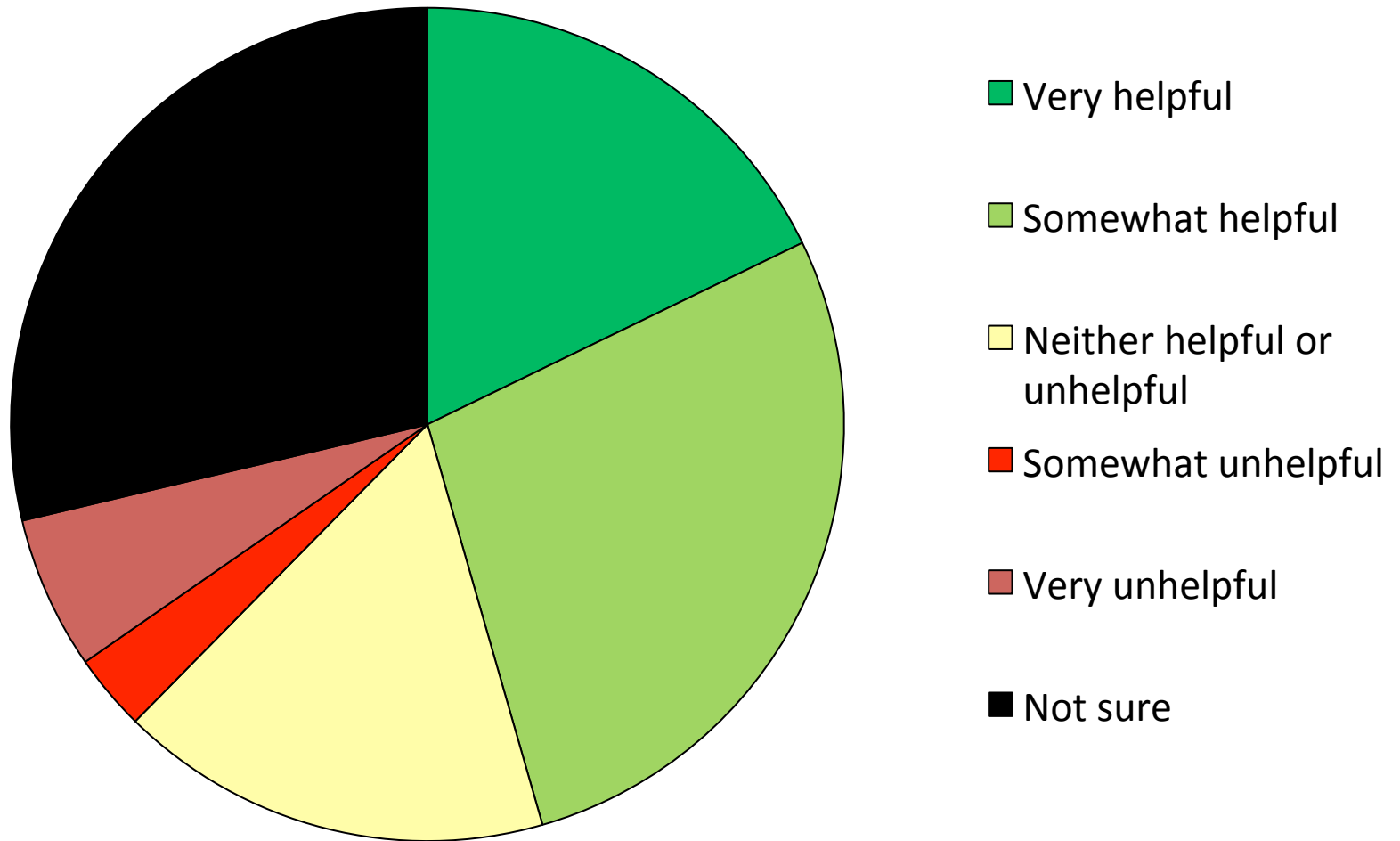
# The FAST Act changed the TA program to a set-aside. How has this effected your work?



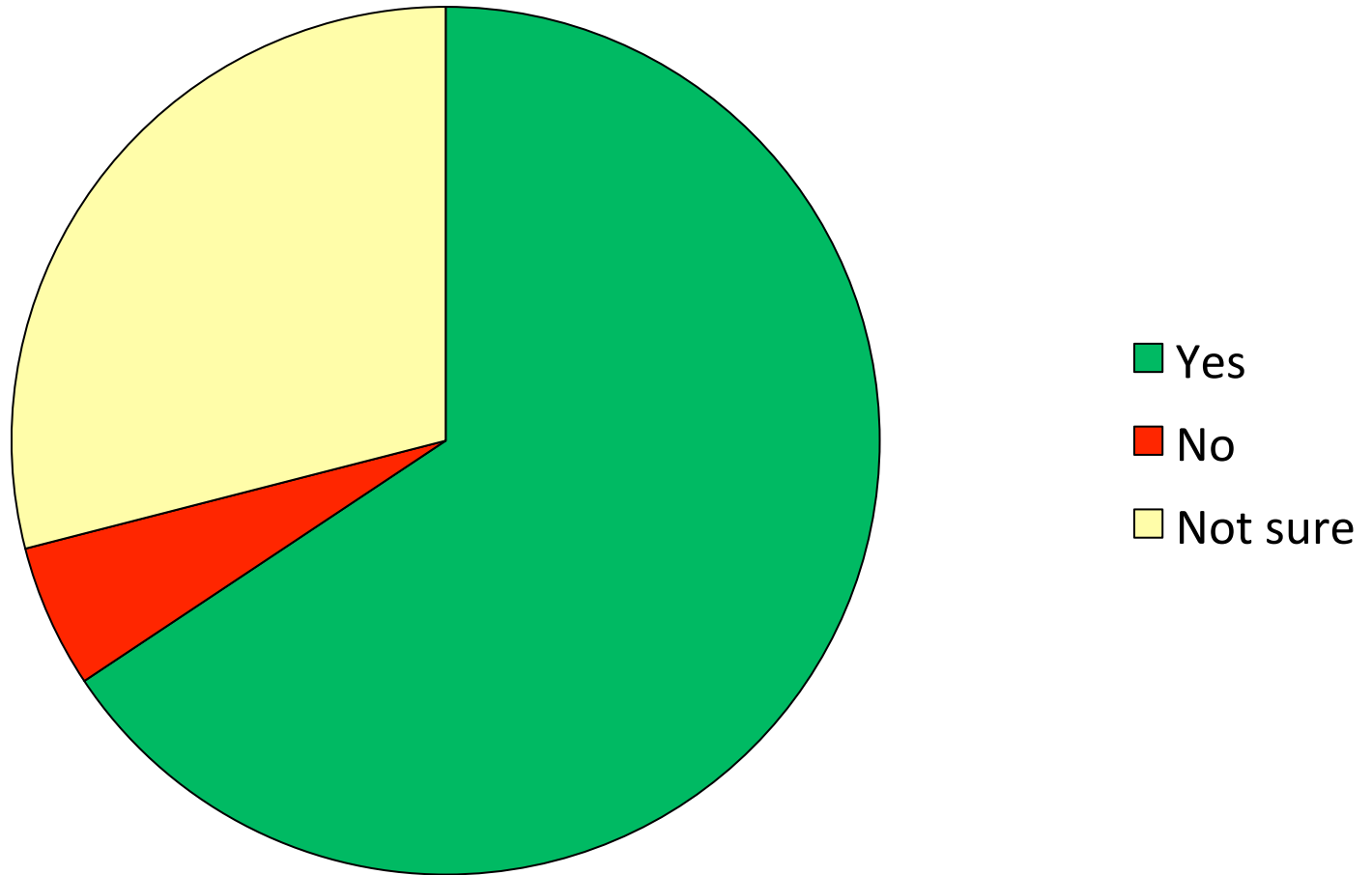
# The FAST Act allows large MPOs to flex half of their TA funding to other Surface Transportation Block Grant projects. Has this happened in your jurisdiction?



# Has Local Control in TAP been helpful or unhelpful



# Should the League, and partners advocate for more local control policies in other funding programs (such as HSIP) in the future?





# Local Control

## Yes

- *Local control empowers local advocacy groups.*
- *(MPO) if we have control then we know what's happening. Otherwise we won't know.*
- *Cities and localities are often more enthusiastic about building pedestrian and bicycle infrastructure than State DOT's..*

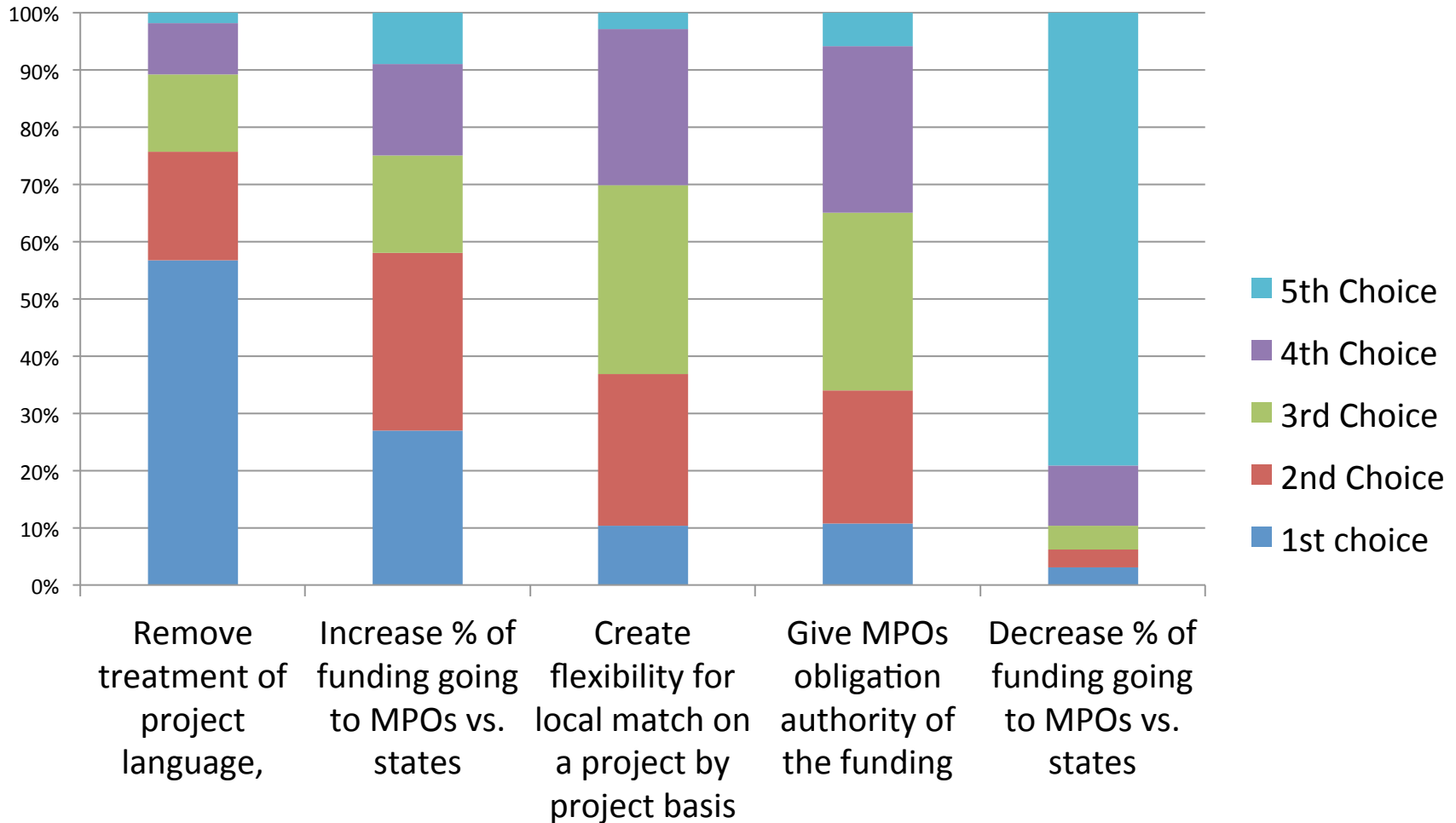
## Not Sure

- *I like the theory but if a MPO has a leader that is not bike/ped friendly, it is disastrous.*
- *Because in the end, our MPOs seem to defer to what the DOT wants.*

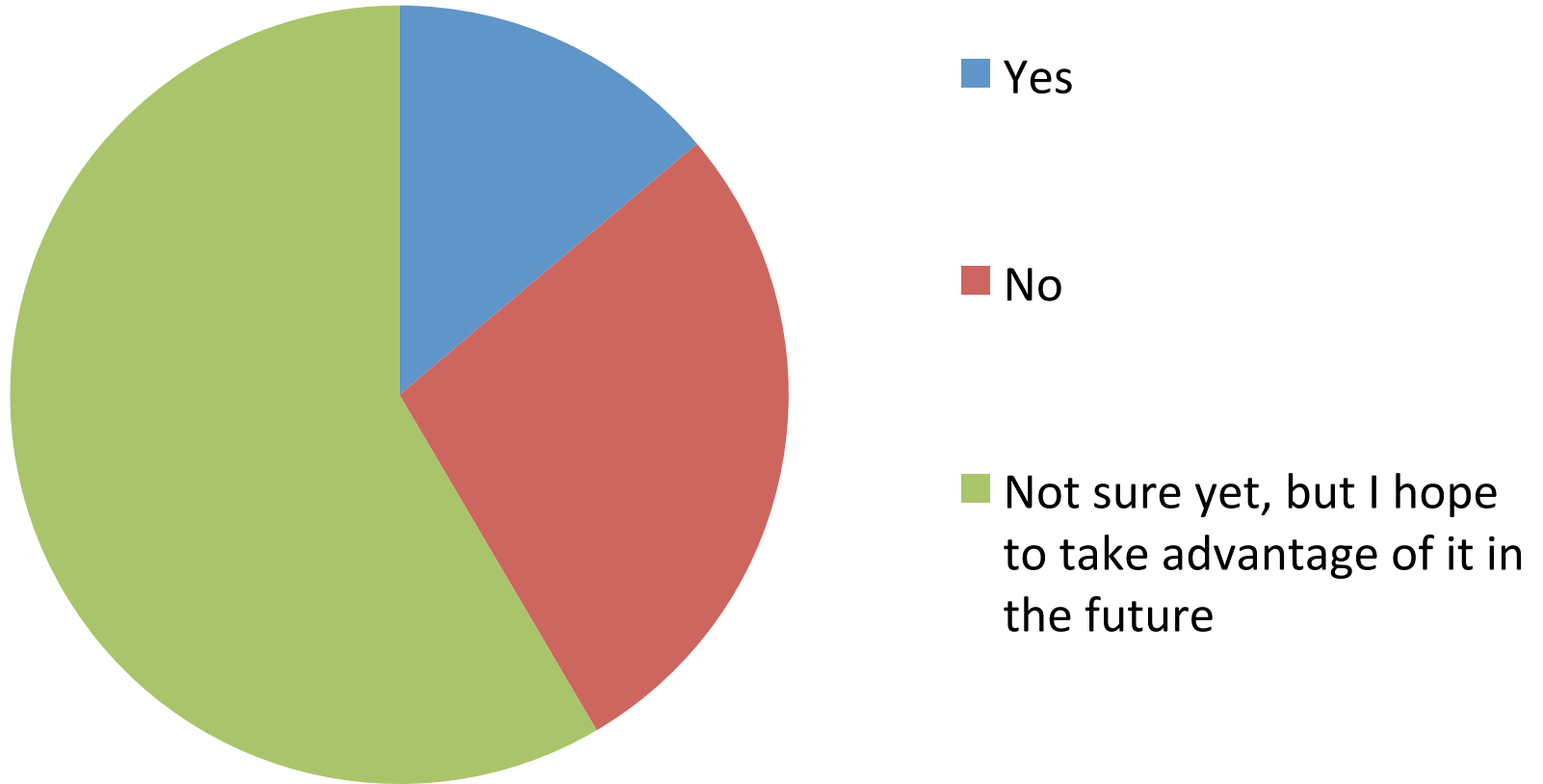
## No

- *"Cardin-Cochran" (i.e. "local control") advocacy is fundamentally a strategy to disempower/maneuver around state DOTs...**More importantly, however, it distracts from (and perhaps even makes more difficult) a focus on state DOT reform.***

# Which of these policy changes to transportation alternatives should we prioritize? Please rank



**The FAST Act requires states to consider all modes when constructing or reconstructing National Highway System (NHS) roads. Has this had an impact in your jurisdiction? If so how?**



# NHS Complete Streets

- *Engineers are paying attention to needs for all modes, at least more than they use to.*
- *In our state "consider all modes" means "do we have room for anything else after 12 ft lanes and parking on both sides? nope? okay! duly considered.*
- *" Sometimes; only when Bike & Pedestrian advocates go to project scoping, planning, & design meetings to remind planners, engineers, designers, etc. of their obligation to consider all modes of transportation. & follow up their oral comments with written/email comments as well as monitoring that the comments were implemented.*

# Best Idea for Federal Policy

## Most Common

- Dedicated funding and accountability

*We must press for transportation projects to not simply consider the impacts on walking/biking/transit, but integrate them as goals and measures that must be achieved.*

*I'm very concerned about the impact that autonomous vehicles could have on travel patterns and land use...*

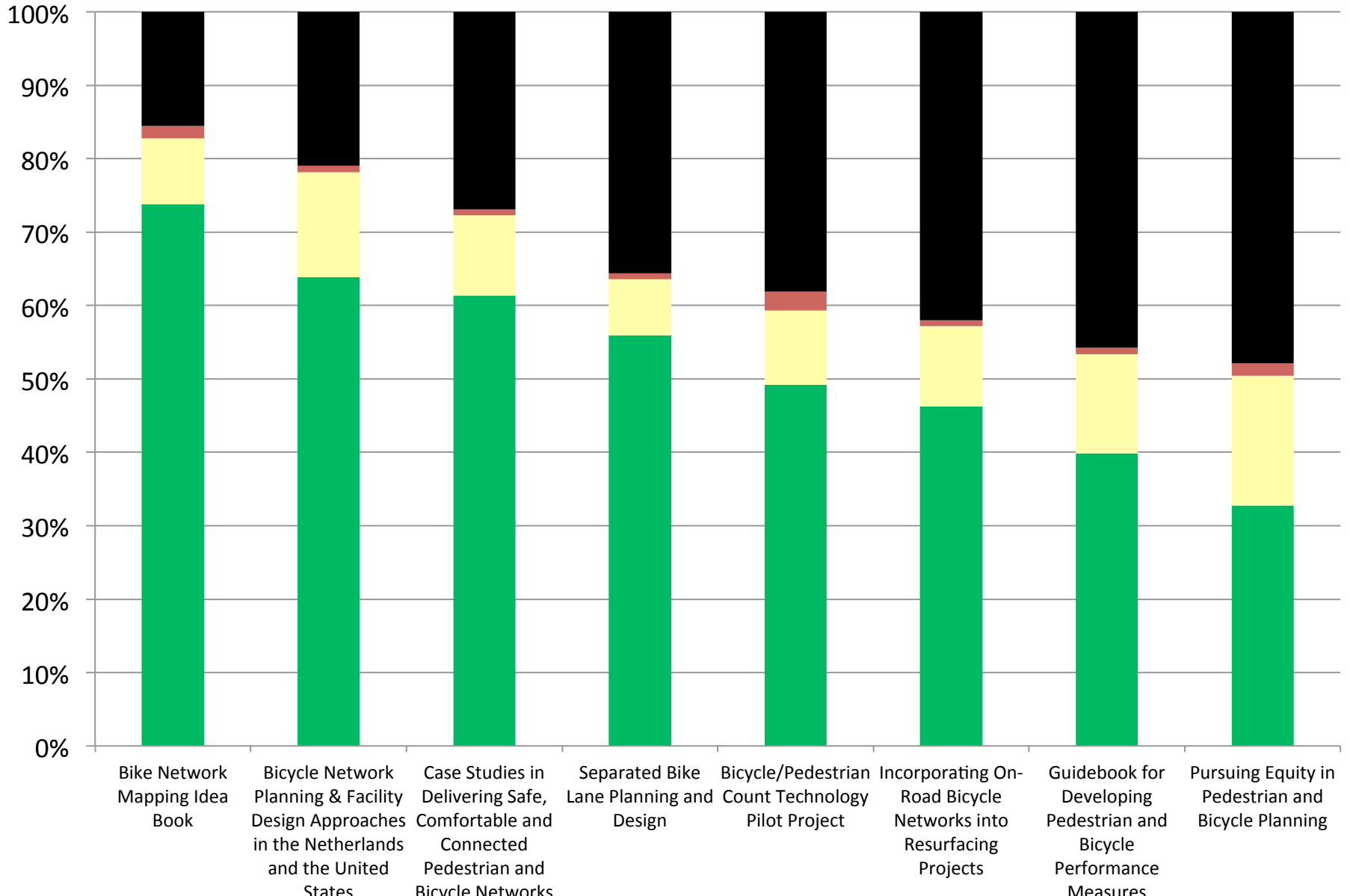
*Mandate that jurisdiction MUST acquire a minimum (say 35%) of population feedback in the "Public Comment" periods for Transportation Plans*

*Provide funding for non-infrastructure work. The built environment is not the only, or largest, barrier to facilitating biking and walking*

*REQUIRE PROOF of thought to modes other than the automobile.*

# Research and data

# FHWA REPORTS



# What research is needed

■ Critical   ■ Important   ■ Not important   ■ Not sure





# Research Comments

- *These asks are a bit too specific IMO. We do need better data on how to overcome barriers to cycling. It's understood infrastructure, but there is more to the story (perceived safety, spatial constraints, access to showers & parking, etc...).*
- *More data on comfort level ...*
- *The automated/connected question is not because it's "not important", just that it won't be broadly relevant probably for years to come.*
- *A consistent program of bicycle & pedestrian data collection over several years in urban, suburban, & rural areas needs to be fully funded not marginally funded. The USA is a data driven society and only such a consistent program will provide the necessary information for new protected bike lanes, enforcement procedures, etc.*

# The end

- For more information, please contact

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