



Activity #1: Bicycle and Pedestrian Facilities



The federal Transportation Alternatives (TA) program funds 10 different types of transportation-related activities. Through activity 1, known in law as Provision of facilities for bicycles and pedestrians, communities develop projects that make non-motorized transport safe, convenient, and appealing. These projects encourage healthful physical activity, keep air clean by decreasing reliance on fossil fuels, and enrich local economies with recreational assets. Since the Transportation Enhancements (TE) program began in 1992, approximately 45 percent of available TE/TA funds have been programmed for pedestrian and bicycle facility projects.

Eligible Projects

Working within Federal Highway Administration (FHWA) guidelines, each state Department of Transportation (DOT) and Transportation Management Areas (TMA) determines the eligibility of TA projects for funding. Examples of projects that may be considered eligible include:

- ⇒ New or reconstructed sidewalks, walkways, or curb ramps;
- ⇒ Bike lane striping;
- ⇒ Wide paved shoulders;
- ⇒ Bike parking and bus racks;
- ⇒ New or reconstructed off-road trails;
- ⇒ Bike and pedestrian bridges and underpasses.

Visit http://www.fhwa.dot.gov/environment/bicycle_pedestrian/ for further information about eligible projects.

Examples of Successful Projects



Ninth Avenue Cycle Track New York City, New York.

A major reconstruction project on Ninth Avenue in New York City, New York used \$2 million in Transportation Enhancement funding to build separated bicycle lanes and to enhance the surrounding streetscape. The project funded the reconstruction of 9th avenue and included the installation of new sidewalks, narrowing of the roadbed, landscaping, and pedestrian refuges. The main change was the addition of a physically-separated bicycle path which is one of the first urban on-street parking and signal-protected bicycle facilities in the US. The project won the 2008 Best Program Award from the Institute of Transportation Engineers Transportation Planning Council.



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St. George Streetscape, Delaware.

The St. Georges Revitalization Committee sought to use TE funding to help revitalize the village of North St. George. In 2011, an award of \$352,000 was matched with \$84,000 in local funds to help address safety concerns, create an identity for the downtown, and construct sidewalks was granted. The project replaced cracked and deteriorated concrete sidewalks with brick pavers, ADA accessible ramps, and new curbs. In addition, new thermoplastic crosswalks which look like brick were added around Main Street. Future plans will connect the project area with the C&D Canal path.



M-Path Extension Bicycle and Pedestrian Trail Miami, Florida.

The construction of a bicycle and pedestrian path connecting the Dadeland South and Dadeland North metro stops in Miami, FL began in January of 2011. The project included the construction of a trail, a bicycle and pedestrian bridge over the entrance ramp to SR 878 along SR 5, lighting, signage, and fencing at the two metro stations. In addition to this, new signs and traffic signals were installed at the intersections with pedestrian ramps, intersections were repaved and restriped, and additional landscaping and paving was done. The project cost around \$4.5 million and was completed in December 2011.

Federal Guidance

Projects that use TA funds must qualify as one or more of the 10 designated activities and be related to surface transportation in order to meet basic federal eligibility requirements. Bicycle and pedestrian facilities that serve a purely recreational function do not meet the criteria of relating to surface transportation.

Visit <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm> for a full copy of the FHWA TA Guidance.

Project Funding

Most states require TA project sponsors to provide at least 20 percent of project costs, also referred to as matching funds. In many states, the value of donated property, materials and services, the labor of state and local government employees, and the costs of preliminary engineering may count towards the matching requirement. Federal, non-DOT funds can often be used as matching funds. Check with your state TA manager (<http://trade.railstotrails.org/stateprofile>) whether these innovative financing options are available in your state. Additional funds for this activity may come from local and state governments, foundations, nonprofit organizations, businesses, or other federal sources. Visit http://trade.railstotrails.org/funding_sources for more suggestions on potential funding sources.