

FEDERAL POLICY SURVEY RESULTS



Caron Whitaker
VP, Government Relations
League of American Bicyclists
Caron@bikeleague.org



SURVEYS

Two Surveys

- League Voter Voice subscribers (action alert list)
- APBP members/ League Advocacy leaders

Why?

- League prepping to write policy platform for new Congress, post-FAST Act
- Want to incorporate their experiences/ concerns
- Want to understand their motivations/language



TABLE OF CONTENTS

League Member/Advocate Survey results- Slides 4-18

- Demographics
- Open ended questions

APBP/ League leaders survey demographics - Slides 19-23

Comparing data between Advocates and Professionals- Slides 25-39

- Changes in your community 25-32
- Changes to specific infrastructure types 33-36
- Policy Priorities 37-39

Professionals answers on Federal policy programs- Slides 40-58

- Federal Funding programs- 40-44
- Changes in FAST/ Transportation Alternatives 45-54
- Research and Data- 55-58

Next Steps- 59

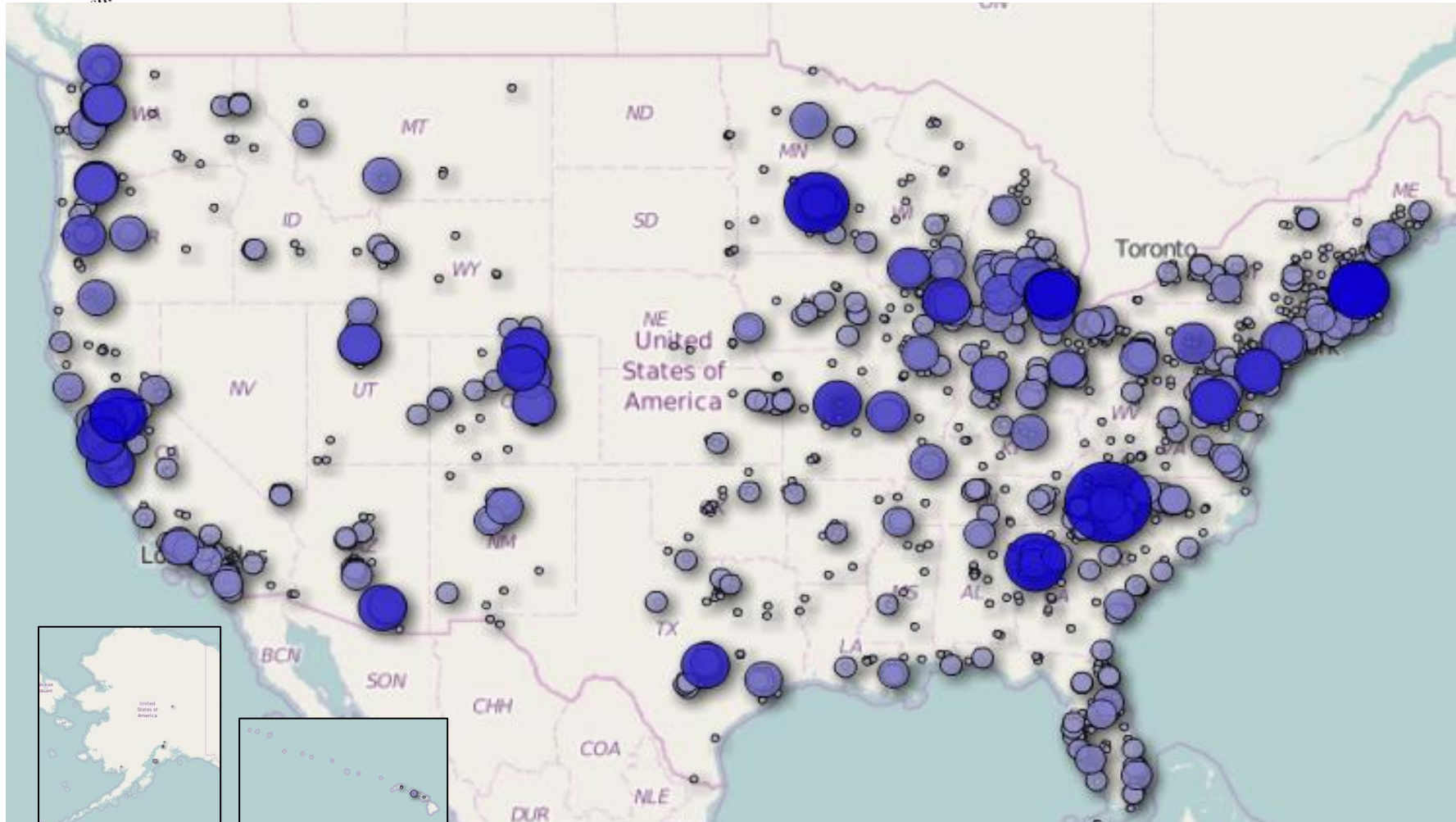


League Member/ Advocate Survey

4131 Respondents
Ran July 19th- August 12th
1X on Action Alert system
1X Bike Equity Network

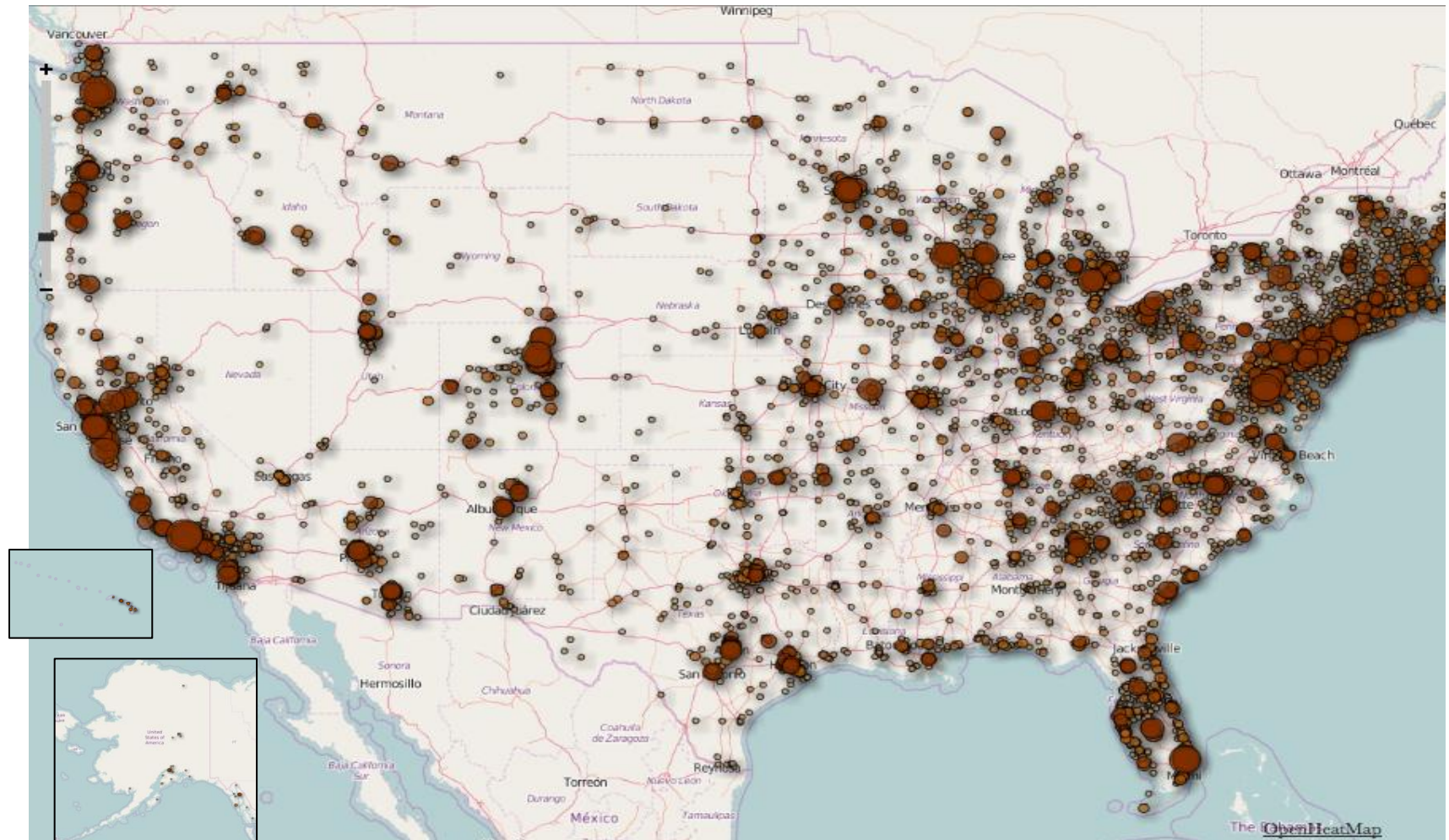


SURVEY TAKERS BY ZIP CODE





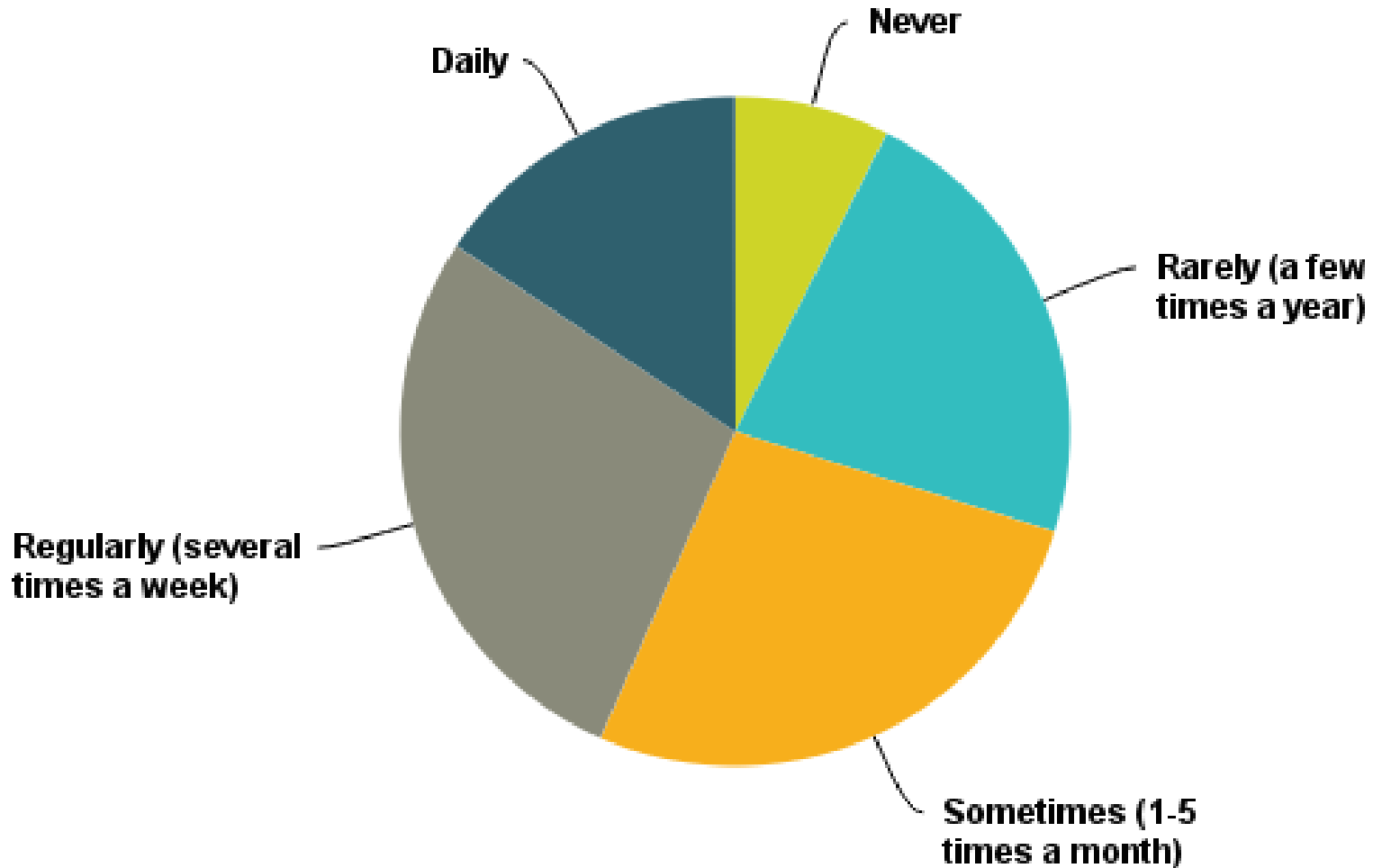
LEAGUE MEMBERS BY ZIP CODE



The survey respondents seem to be a reasonable sample of the League membership

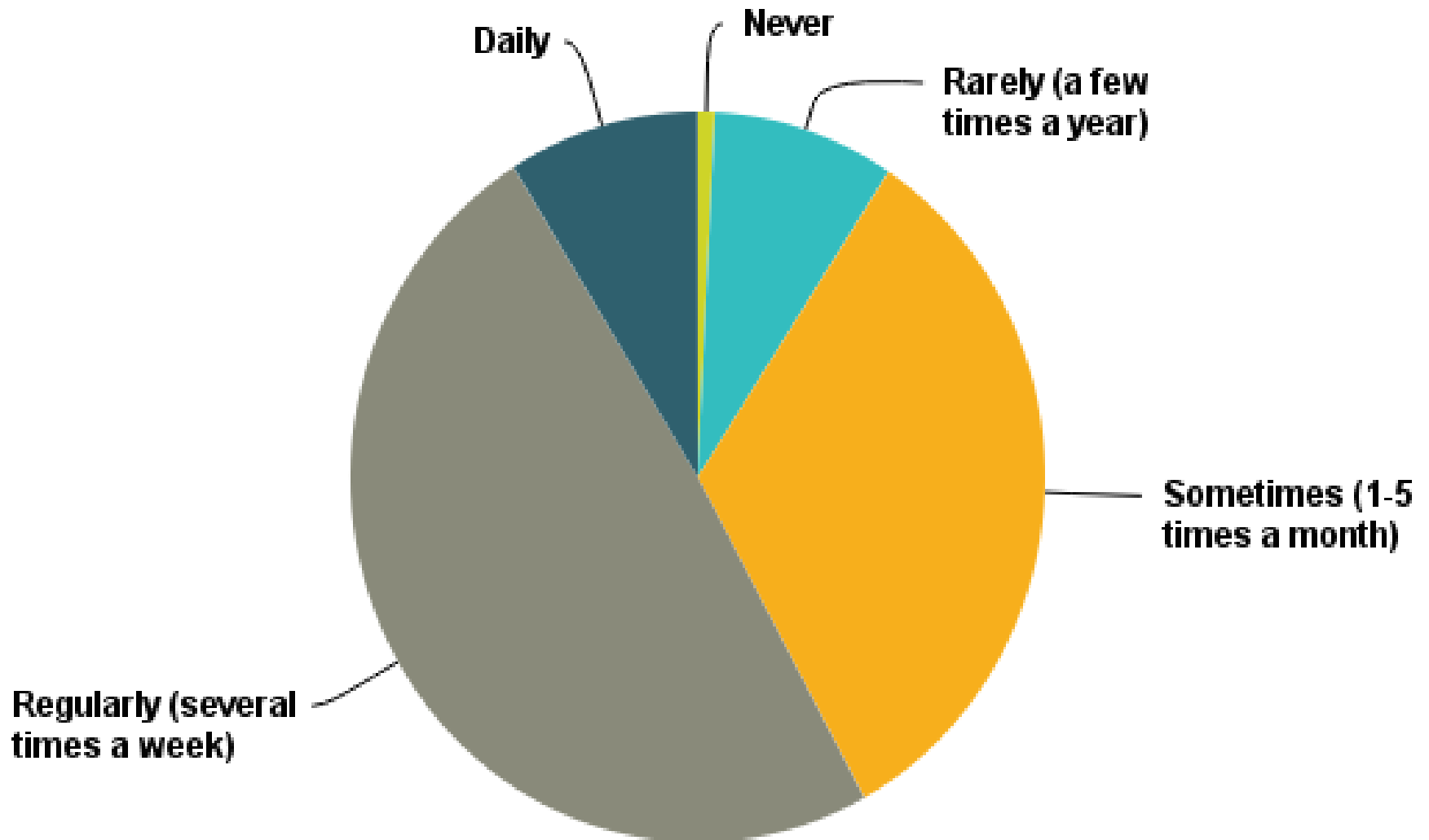


HOW OFTEN DO YOU BIKE FOR TRANSPORTATION?



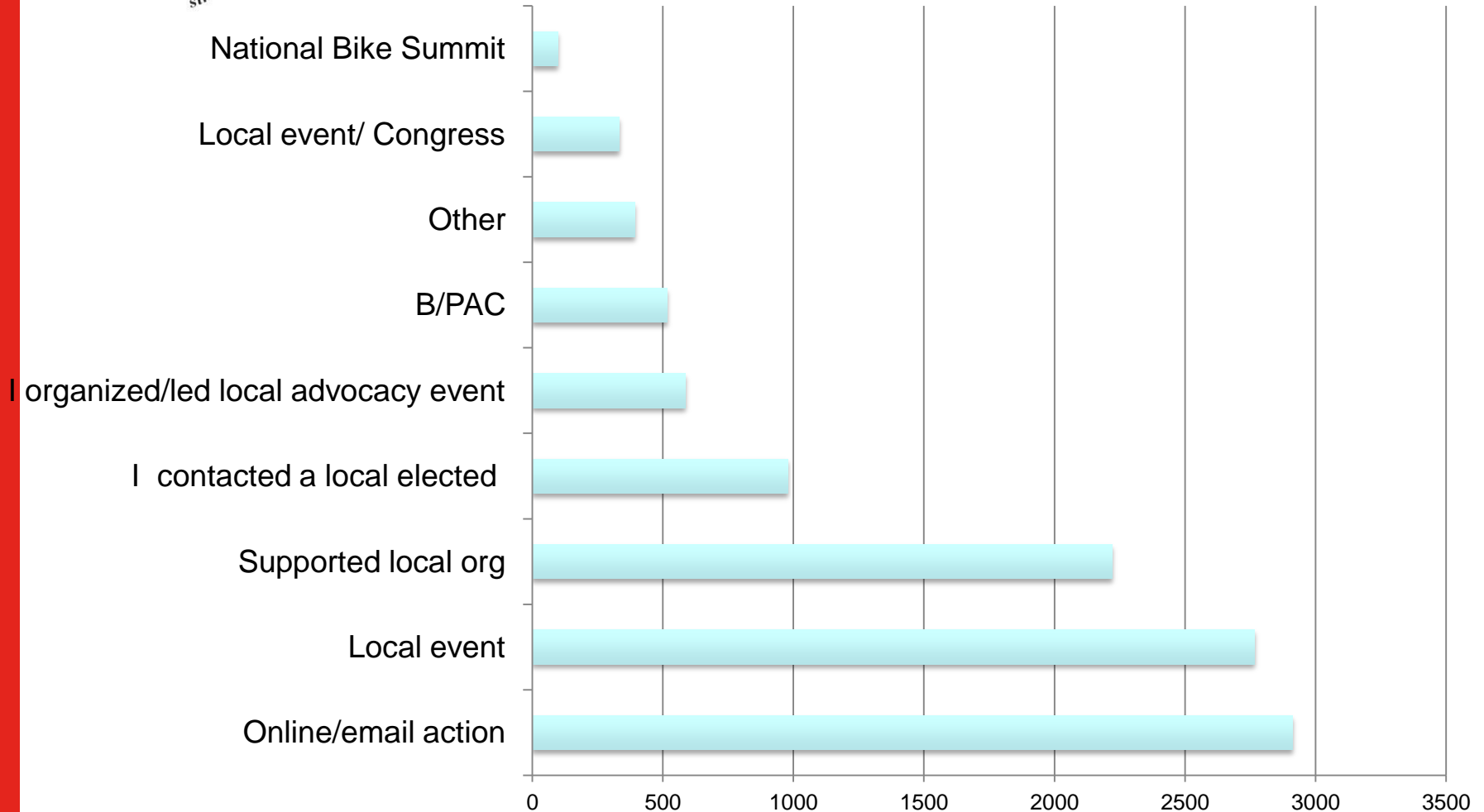


HOW OFTEN DO YOU BIKE FOR RECREATION?



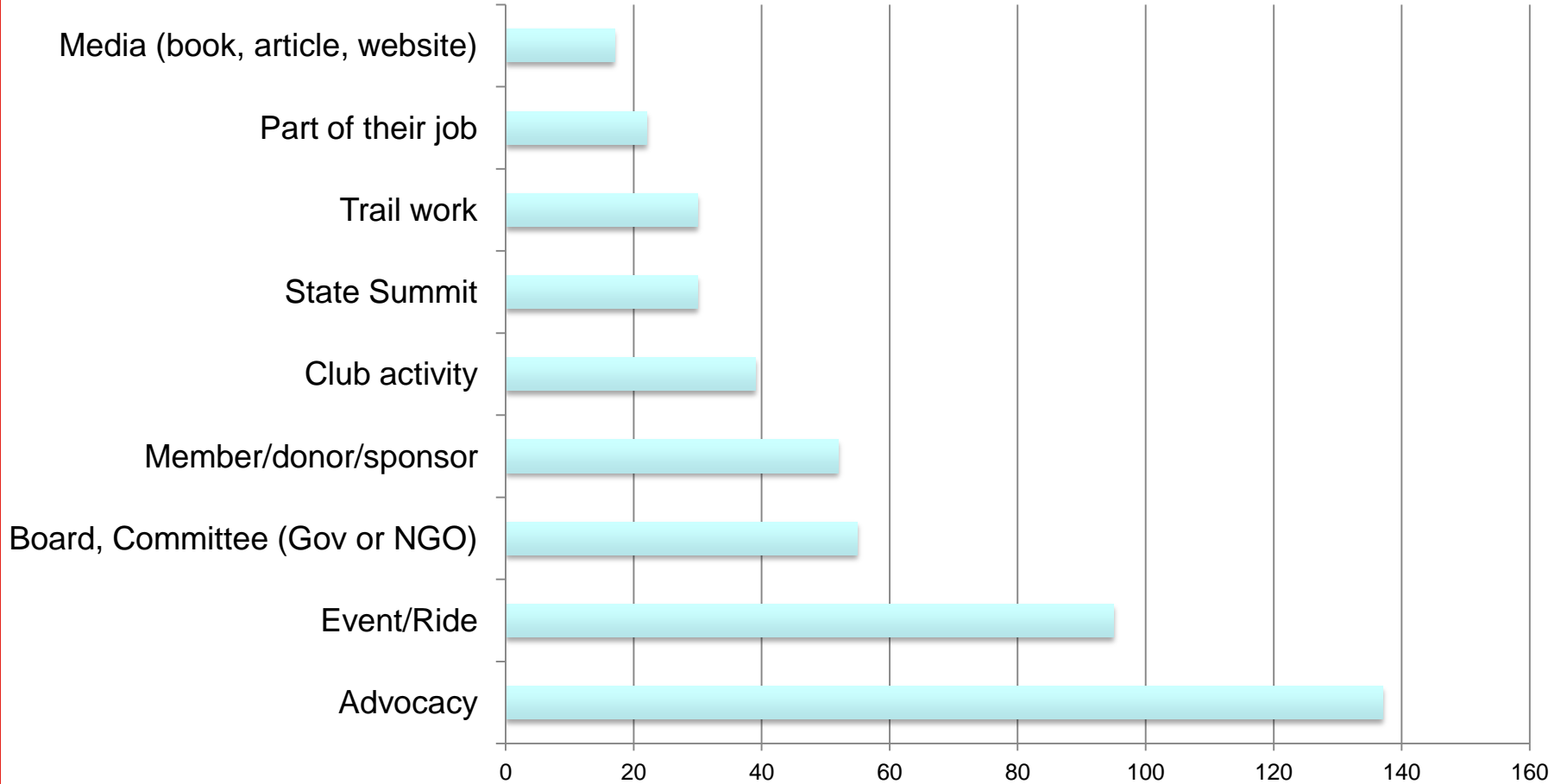


ADVOCACY ACTIVITIES THIS PAST YEAR





OTHER ACTIVITIES





OTHER ADVOCACY

How you ride

- *Obey traffic laws to improve the image of cyclists*
- *I rode my bike consistently with having rights equal to other drivers*
- *Vacation by bike*

Share biking

- *Helped two friends to commute*
- *Build a Bike events*
- *I helped my workplace become a BFB*
- *Support local bicycle friendly businesses*



OTHER ADVOCACY ACTIVITIES

Traditional policy advocacy (High Level)

- *I led a bike to work ride with the Mayor and our corporate cycling team*
- *I attended national forest resource planning sessions to advocate for Mountain Biking*
- *Collaborated with city transportation department on grant application*

I would do more if I knew where to start



TOP RESPONSES / LESSONS LEARNED

Respondents

- **Highlight need for connected infrastructure**
- **believe education will change behavior**
 - Get drivers/ elected officials/planners/police, etc. on a bike
- **See connections (particularly transit)**
 - Also health, climate, equity
- **Passionate about ending Distracted Driving**



THE LEAGUE AS BIG TENT

Members/ Advocates represent:

- Rural and urban
- Recreation and transportation
- Education and policy advocacy
- Infrastructure and vehicular cycling

Some concern that certain interests may need more attention

Biking and walking aren't just for liberal fancy pants in big metropolitan areas!



BEST IDEA FOR FEDERAL POLICY

1. Infrastructure- connected networks
2. Complete Streets/ design/ require infrastructure
3. Funding
4. Incentives (to bike/against free parking/ BFB)
5. Accountability and public input in planning/implementation



CONNECTED NETWORKS TOP ASK FOR INFRASTRUCTURE

“I feel trapped by major roads. Infrastructure is good within sections of my community, but major 4 lane roads box me in and make using my bike for anything beyond minor commutes.”

‘ I used to bike more... distracted driving scares me’

“I have reluctantly come to supporting a network of bike lanes segregated from traffic by barriers.”



THE ARGUMENTS AGAINST PROTECTED BIKE LANES

There is very high support for Protected bike lanes – but also some controversy around them.

“Encourage cities to build a complete basic bicycle network (bike lanes) before investing heavily in expensive segregated facilities in a few areas. This is the only equitable approach.”

“Focus attention and effort on road shoulder improvements and maintenance for all instead of protected bike lanes for a few.”

“Don't rely on so-called "protected bike lanes" to encourage more butts on bikes. *And NEVER call them "protected bike lanes".*



BEST IDEAS FOR POLICY (BUT NOT DIRECTLY FEDERAL)

Enforcement of distracted driving

Need to improve prosecution for deaths. "I was distracted" = homicide. If I'm not looking where I'm firing a gun, I don't get away with it, why is that ok with a multi-ton machine?

Education for drivers, Law Enforcement...

The roads must be seen as public spaces and not as well defined vehicular corridors

And cyclists

The fact that many bicyclists do not follow basic safety, courtesy and traffic practices does not help our case when we ask for infrastructure that is safer for bicyclists



THANKS

I would like to be involved in any way I am able.

Appreciate all of your efforts to encourage the use of bicycles within our transportation system. It is perhaps the single best hope for a sustainable and healthy future.

This survey may have re-awakened my interest. Might rejoin the league . The point is to become aware of, and associate with, those who believe change can be effected

Mahalo for sending out this survey! I am happy to be a member of the League of American Bicyclists



APBP and League Leaders Survey

195 Respondents

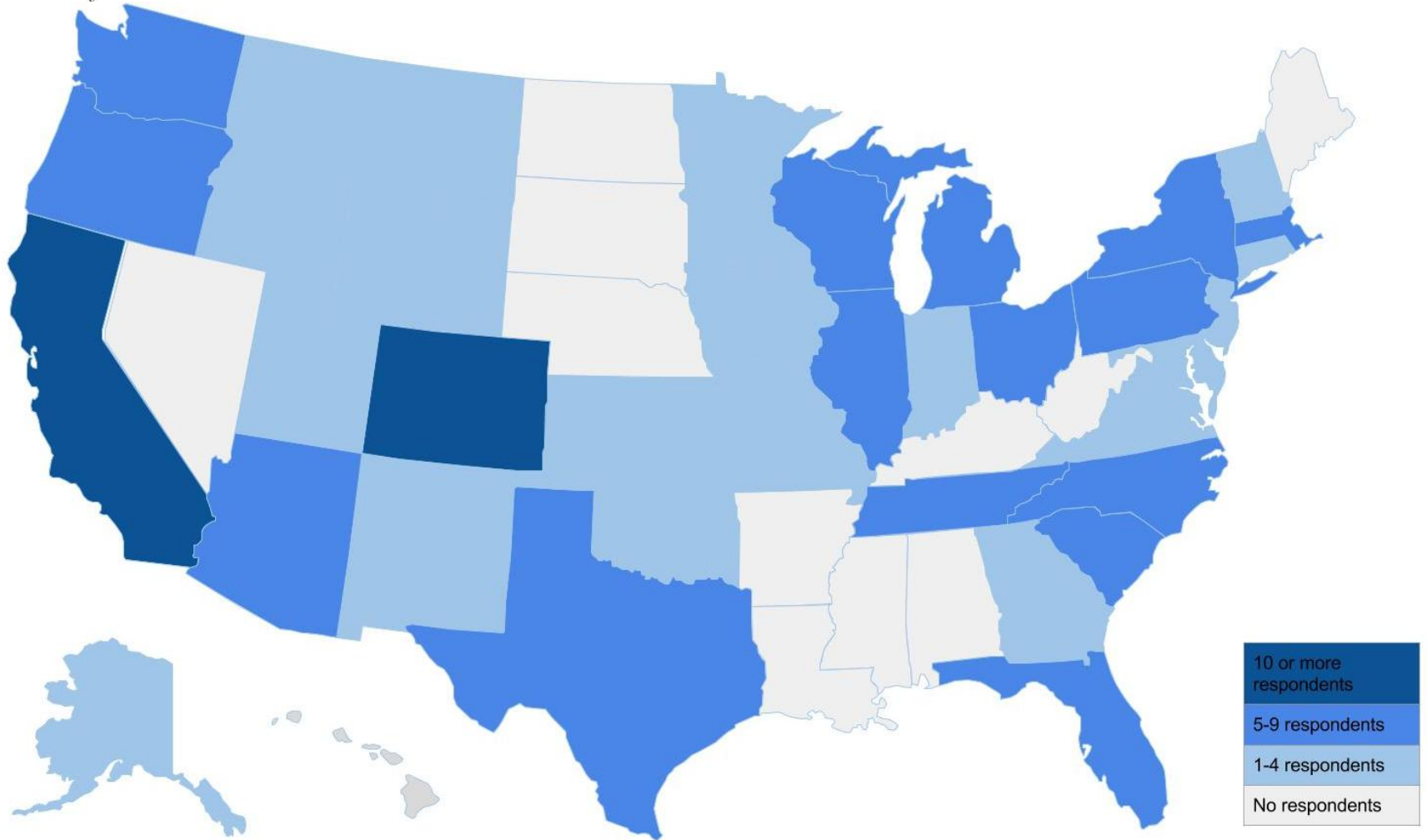
Ran July 19th- August 20th

2x in APBP e-news

2x to Executive and Policy Directors

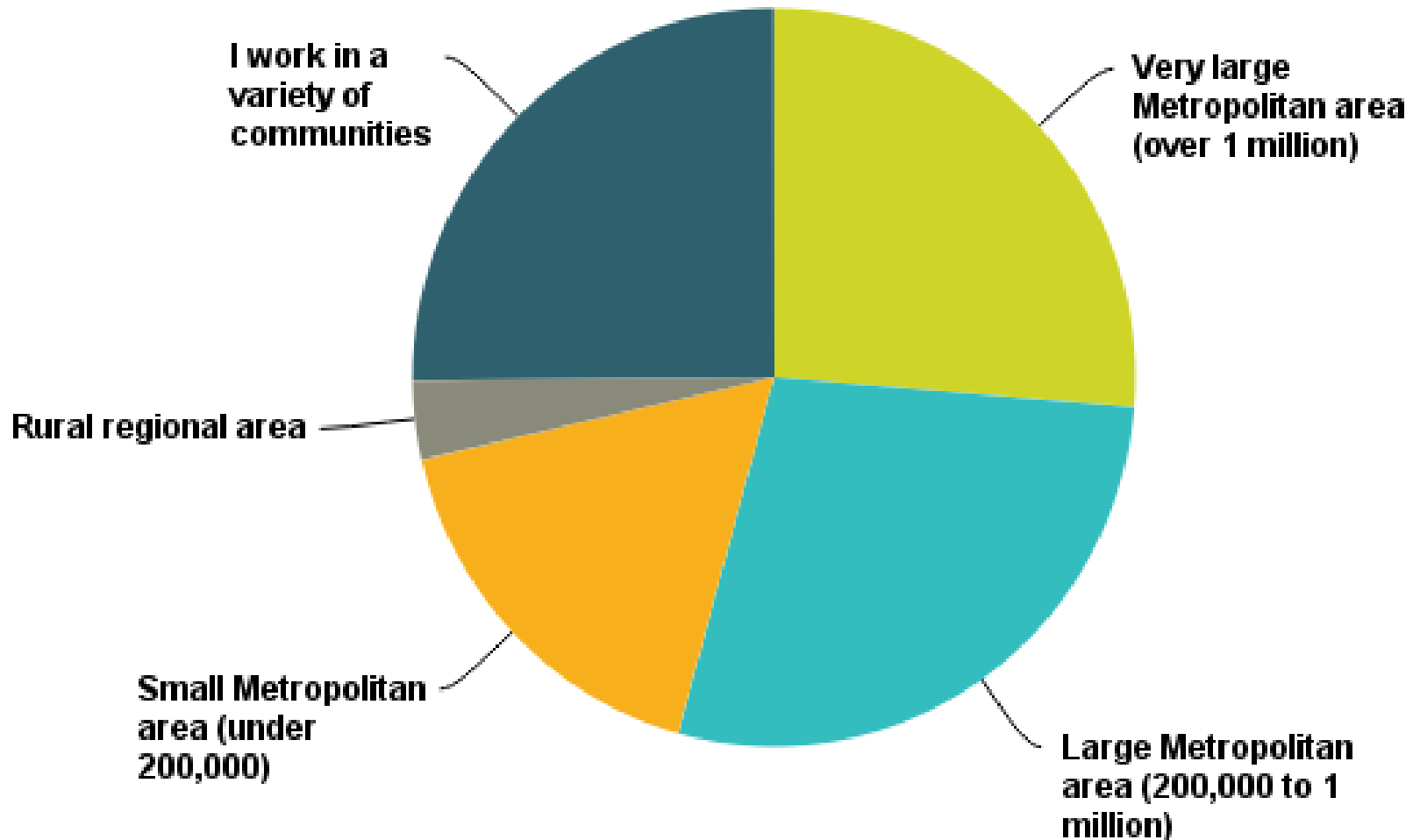


IN WHICH STATE DO YOU WORK?



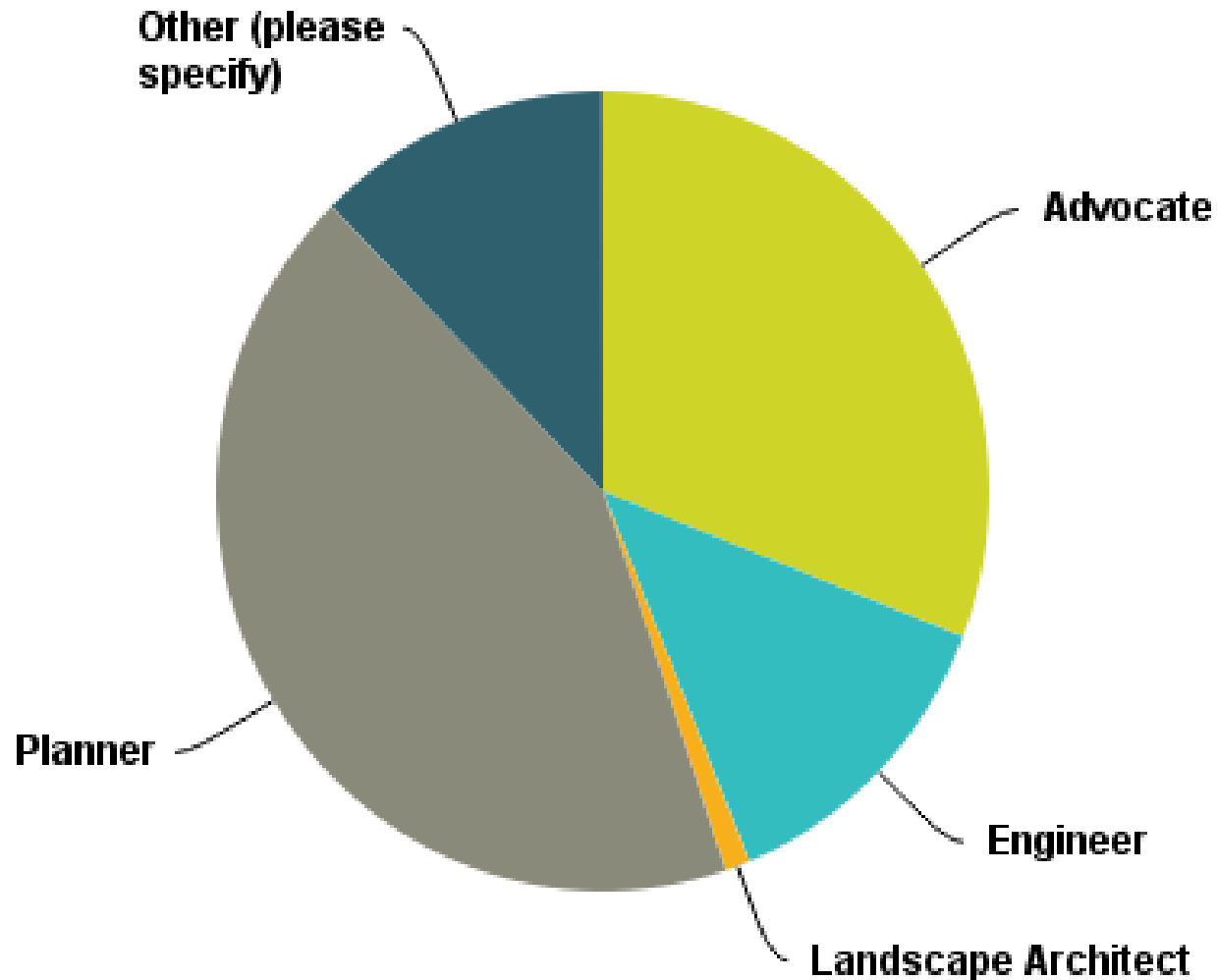


IF YOU WORK AT THE METRO/ COMMUNITY LEVEL, WHAT SIZE IS YOUR COMMUNITY?



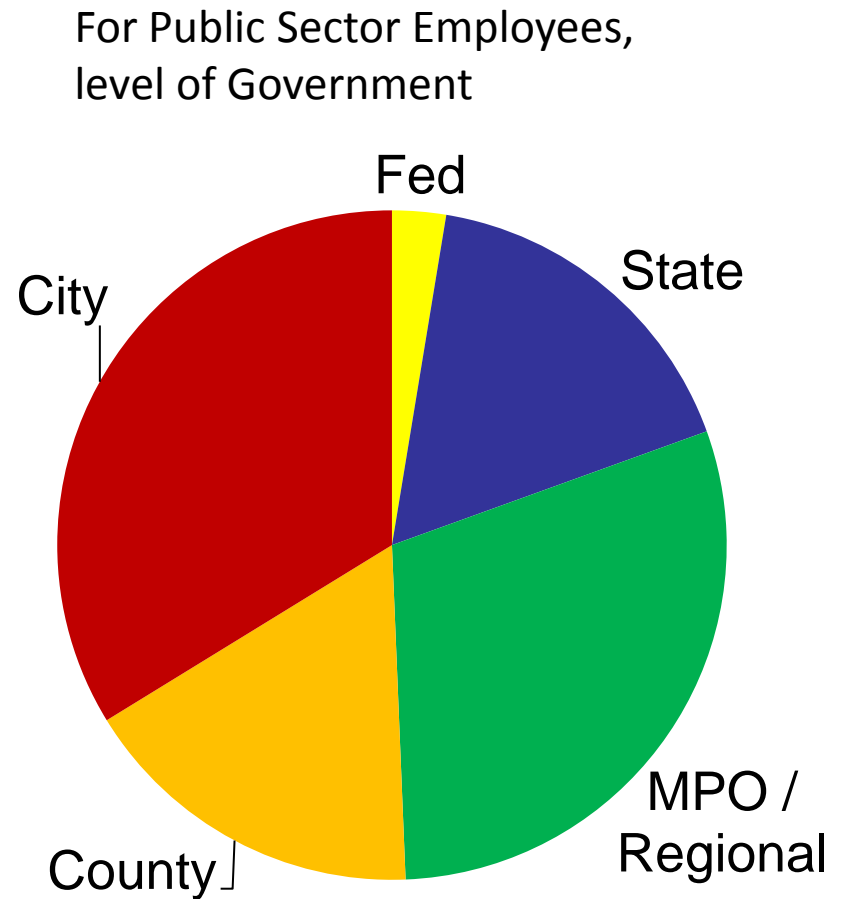
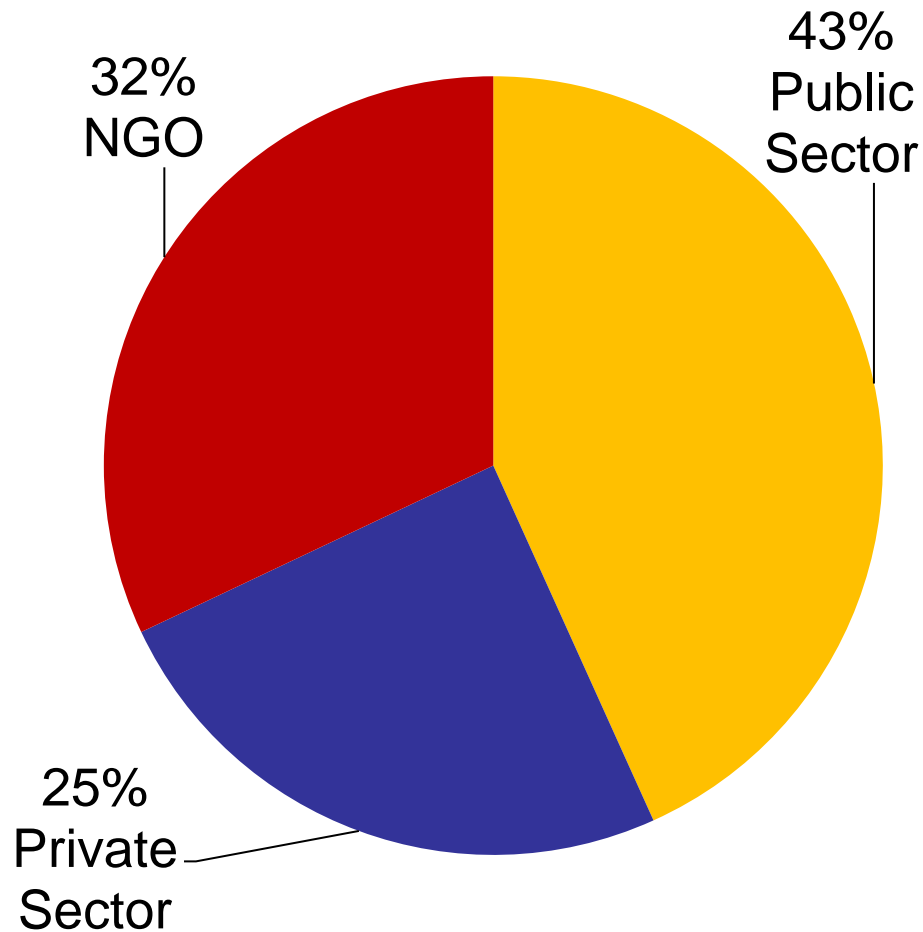


WHAT IS YOUR OCCUPATION?





WHAT TYPE OF EMPLOYER DO YOU WORK FOR?





COMPARING PROFESSIONAL AND ADVOCATES

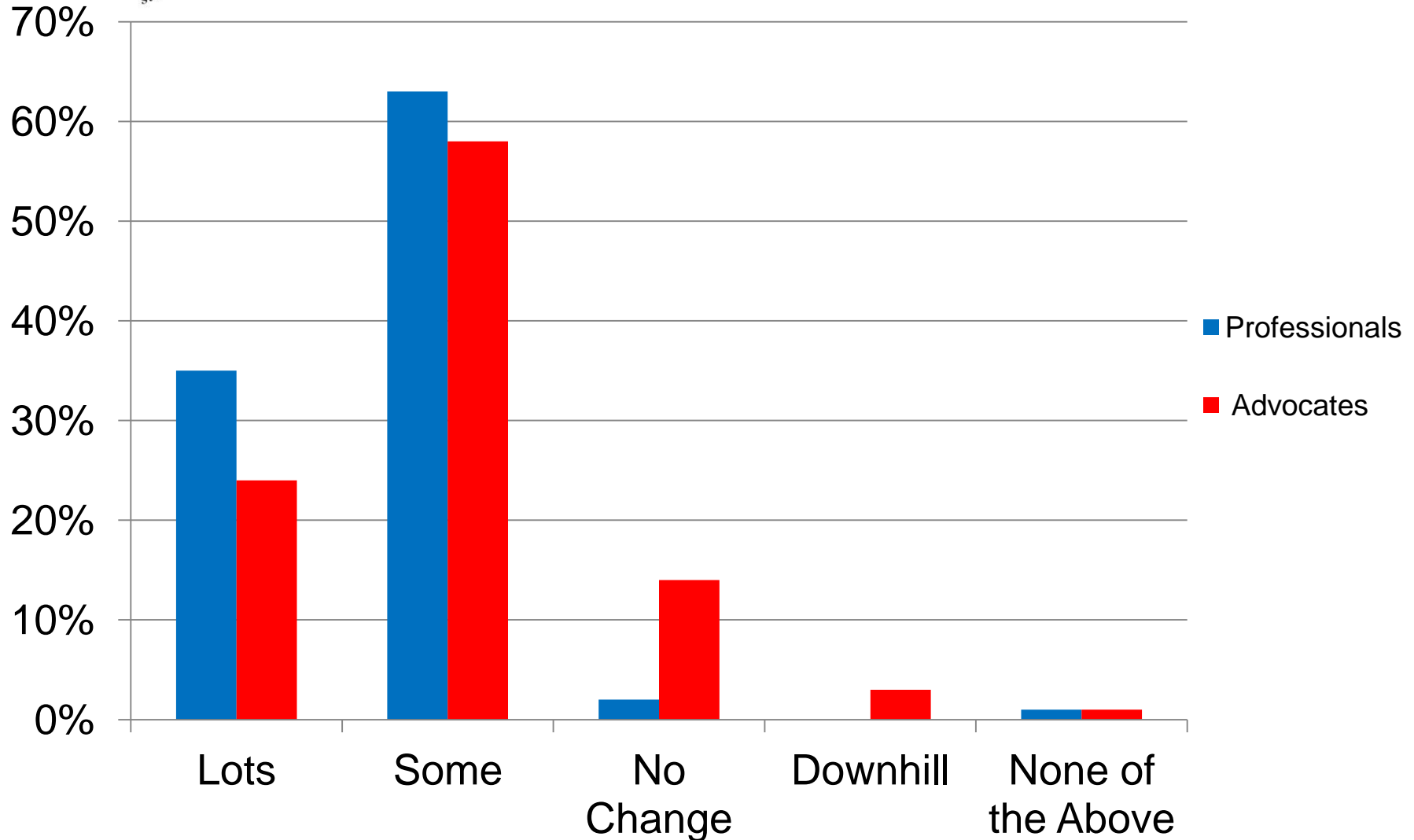
What's happening in your community?

Key

- League Members/ Advocates in Red (both in charts and quotes) referred to as “Advocates”
- APBP/League Leaders in Blue (both in charts and quotes) referred to as “Professionals”

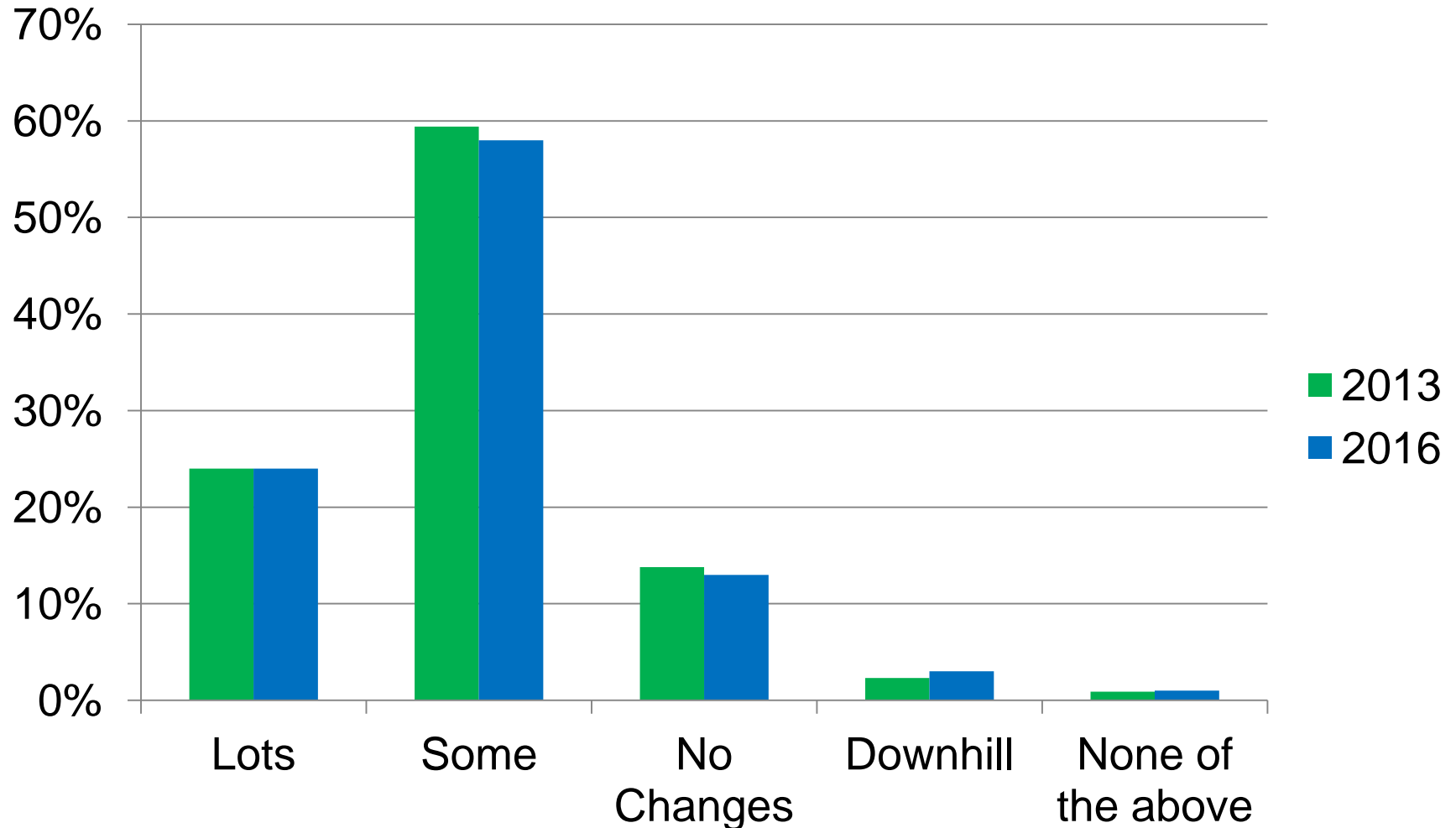


IN THE PAST 3 YEARS, HOW MUCH PROGRESS HAVE YOU SEEN IN YOUR COMMUNITY IN TERMS OF STREET AND TRAIL IMPROVEMENTS?



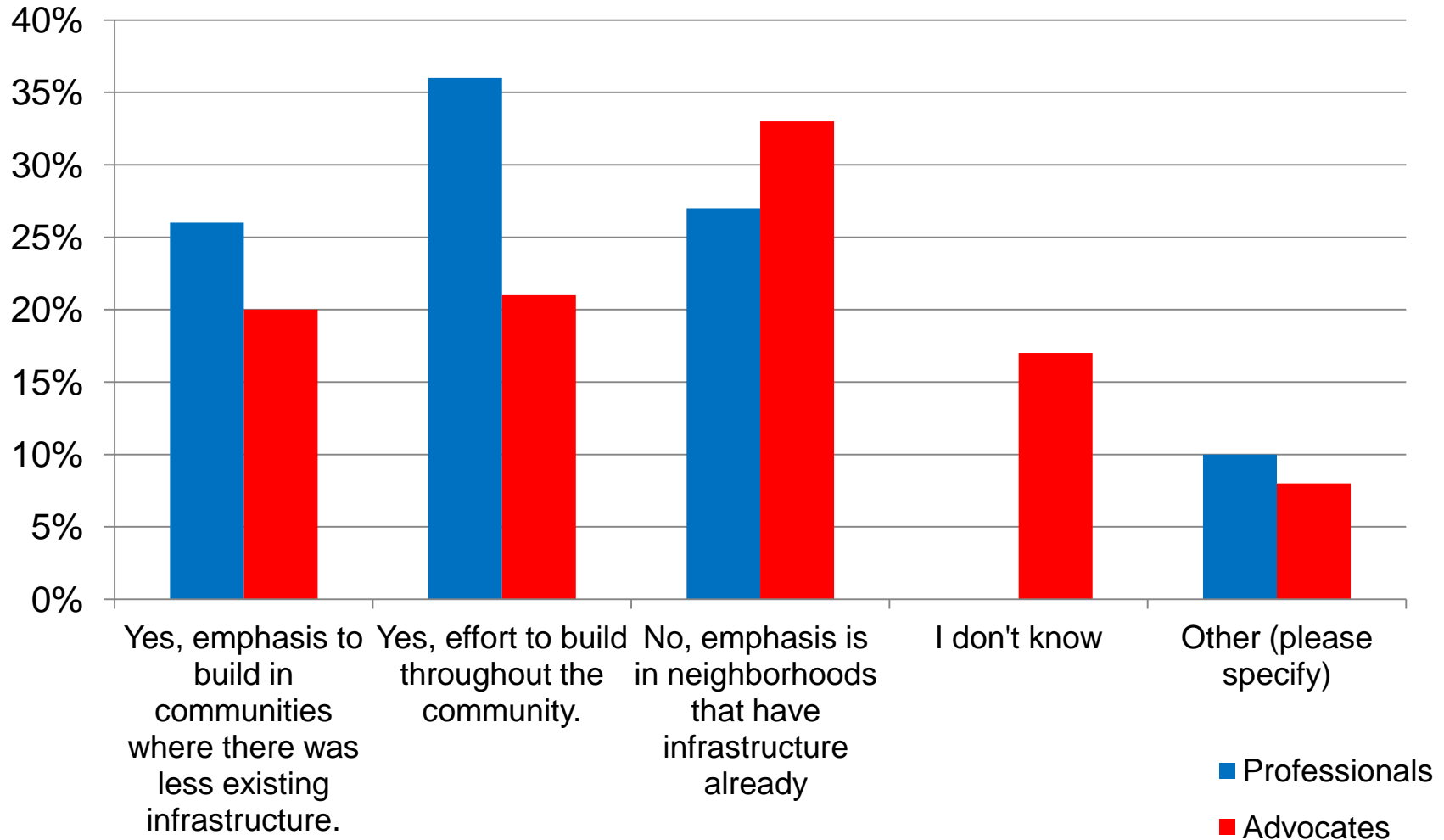


ADVOCATES OVER TIME: PROGRESS IN INFRASTRUCTURE IN YOUR COMMUNITY





HAVE THOSE IMPROVEMENTS BEEN SPREAD EQUITABLY ACROSS NEIGHBORHOODS ?





PROFESSIONALS COMMENTS

- Varies based on municipality
- Opportunistic
- Connected networks vs. reaching all communities
 - » How to do both at the same time?

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.



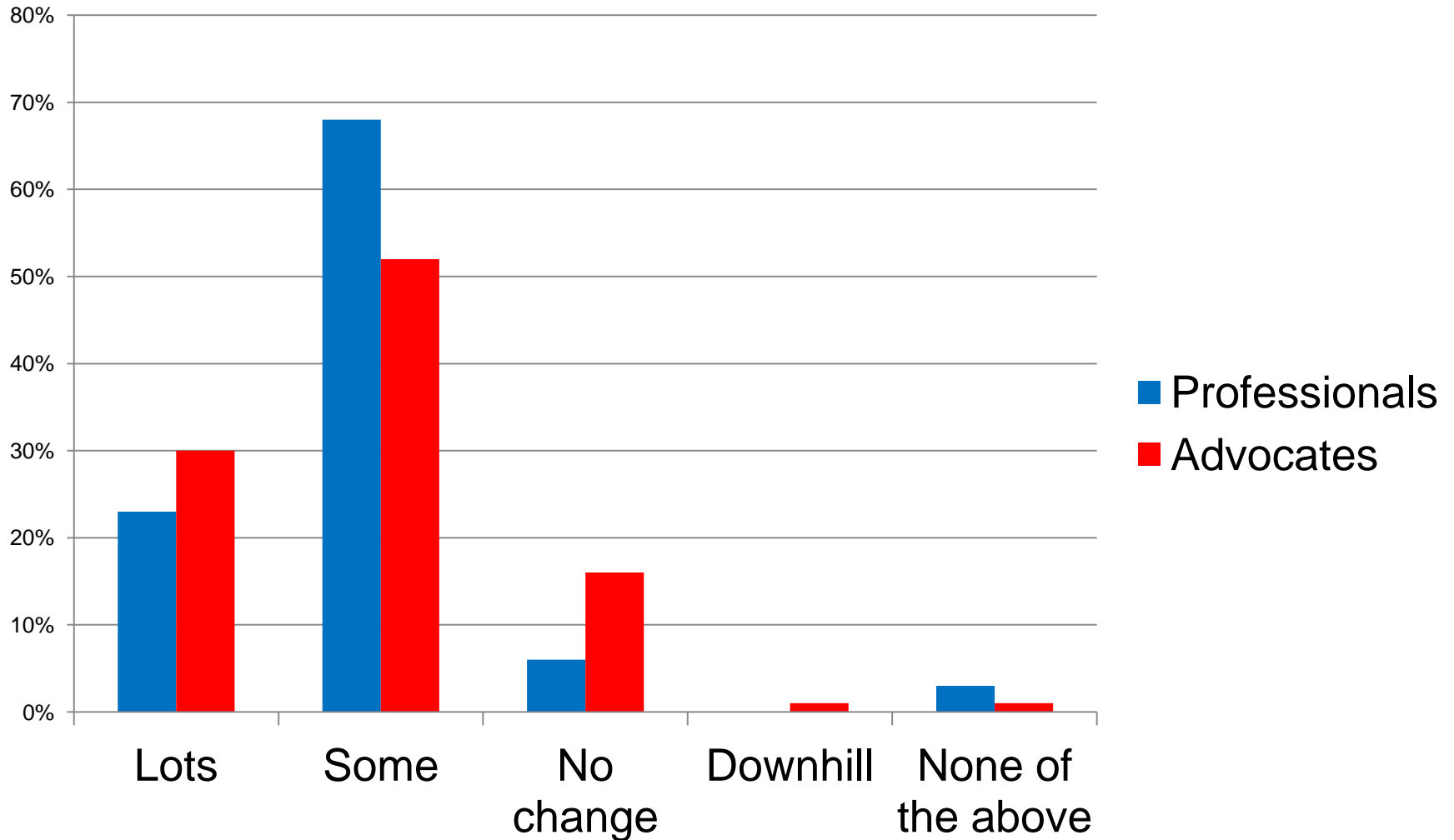
ADVOCATES' COMMENTS

- Poorly worded question.. What does equity mean?
 - Urban vs. rural/ suburbs
 - Trail vs. on-road
 - Road biking vs. mountain biking
- Clear majority- 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.

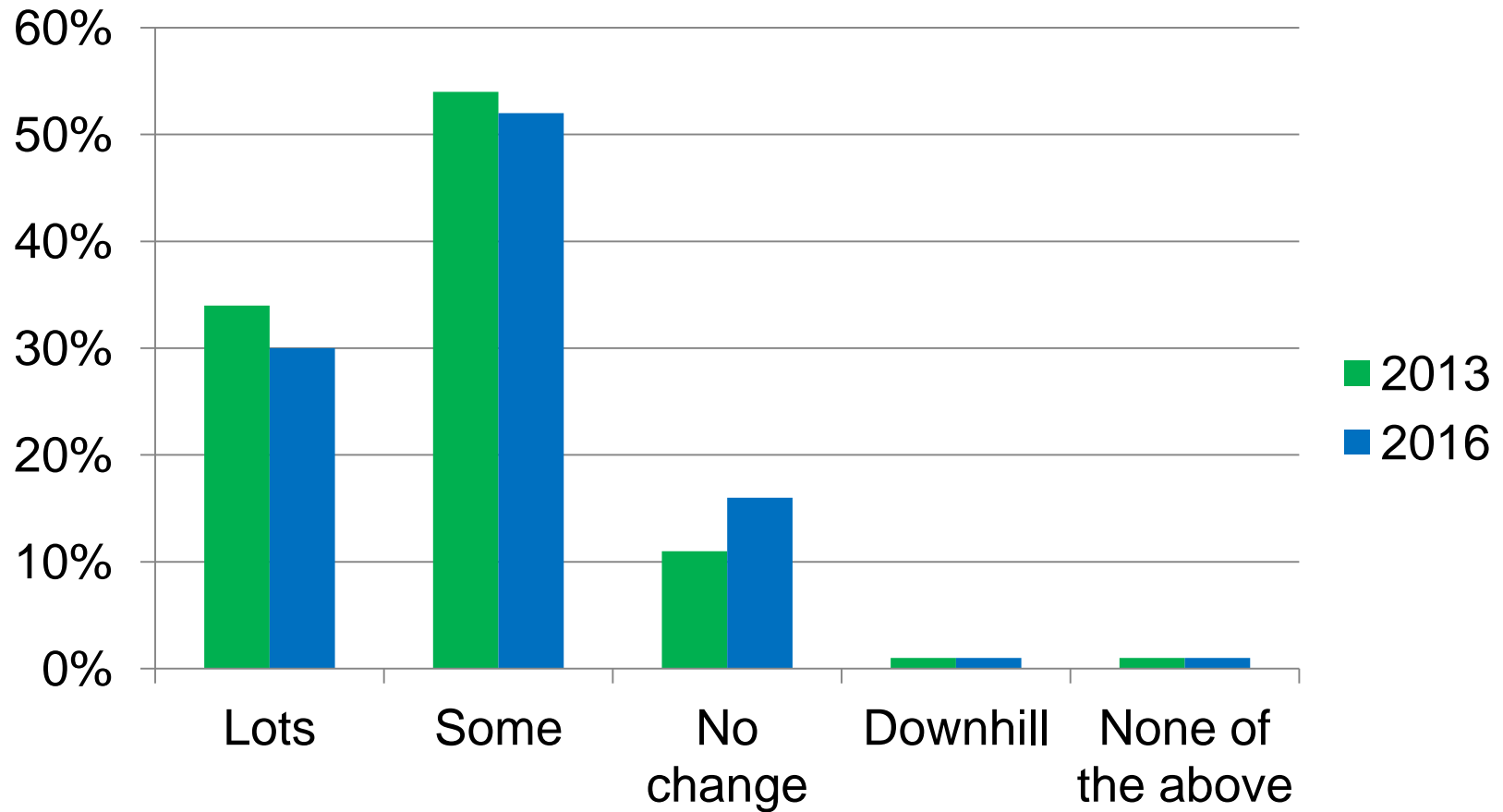


OVER THE LAST THREE YEARS, HOW MUCH PROGRESS HAVE YOU SEEN IN YOUR AREA IN TERMS OF PEOPLE WALKING AND BIKING?





ADVOCATES OVER TIME: CHANGES IN PEOPLE WALKING AND BIKING





IF YOU'VE SEEN AN INCREASE IN PEOPLE BIKING/ WALKING, HOW IS IT SPREAD ACROSS DEMOGRAPHICS? PLEASE EXPLAIN.

- Lack of data, anecdotal
- Depends on where, and who, you ask-
 - More women vs. more men,
 - More people of color vs. more white people
 - More low -income vs. more upper / middle class
- Acknowledgement that advocacy for equity has increased

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.

This is the result of having a planner-advocate within the city, who cares about bicyclist safety.



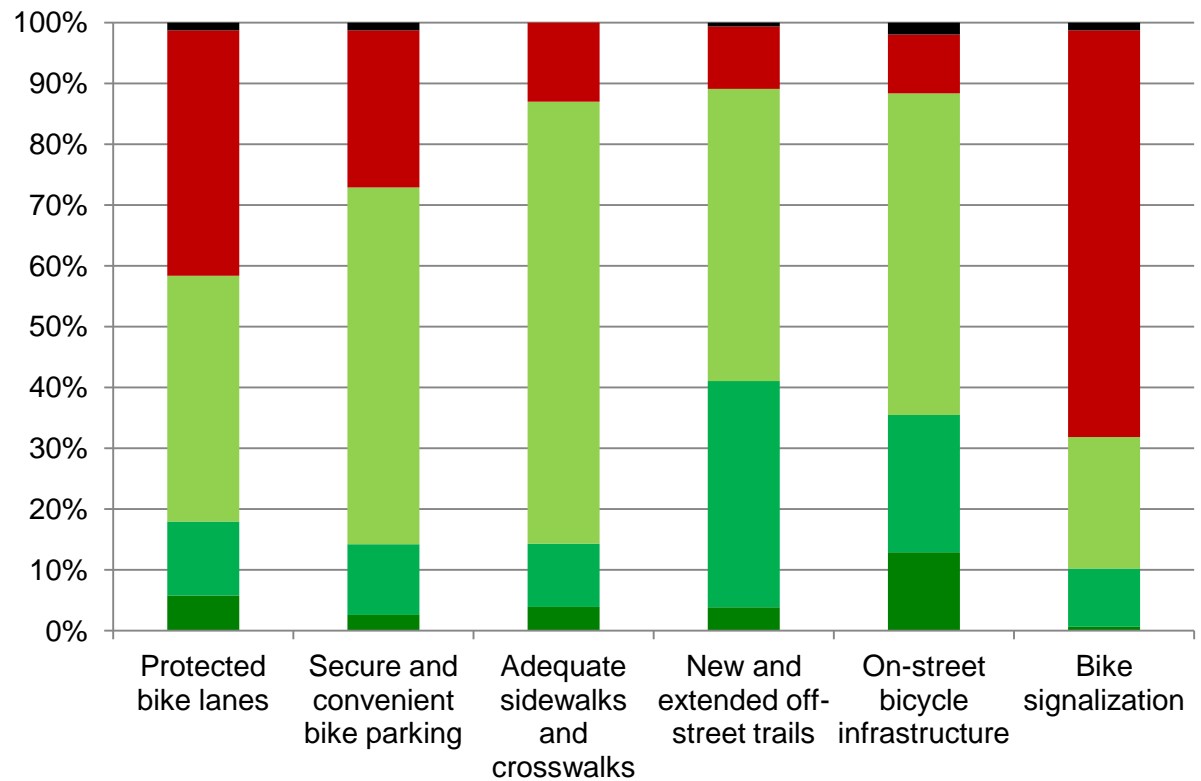
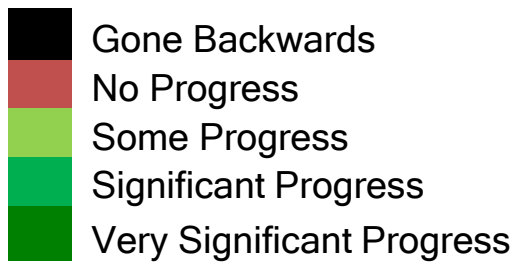
CHANGES TO SPECIFIC INFRASTRUCTURE

Key

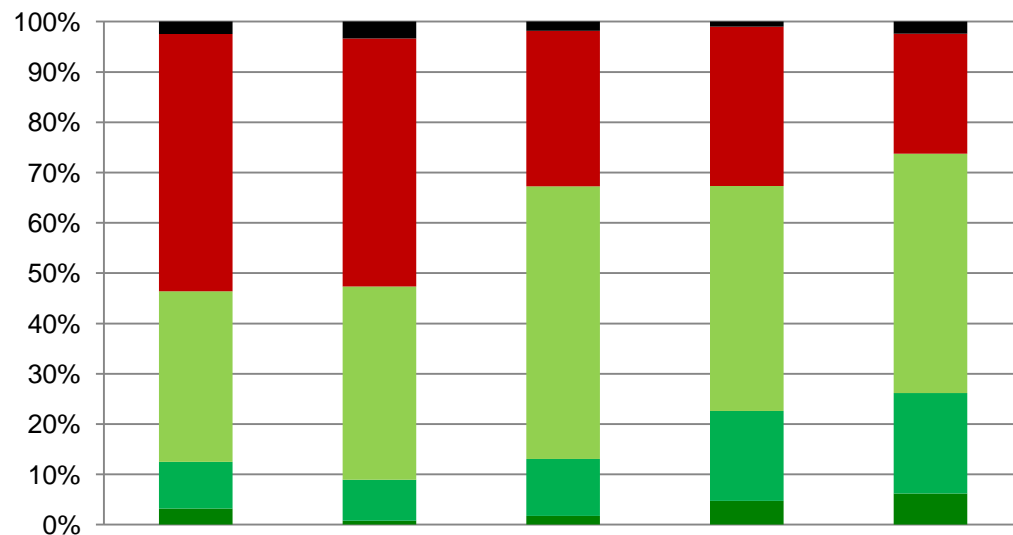
- League Members/ Advocates in Red (both in charts and quotes) referred to as “Advocates”
- APBP/League Leaders in Blue (both in charts and quotes) referred to as “Professionals”



Professionals

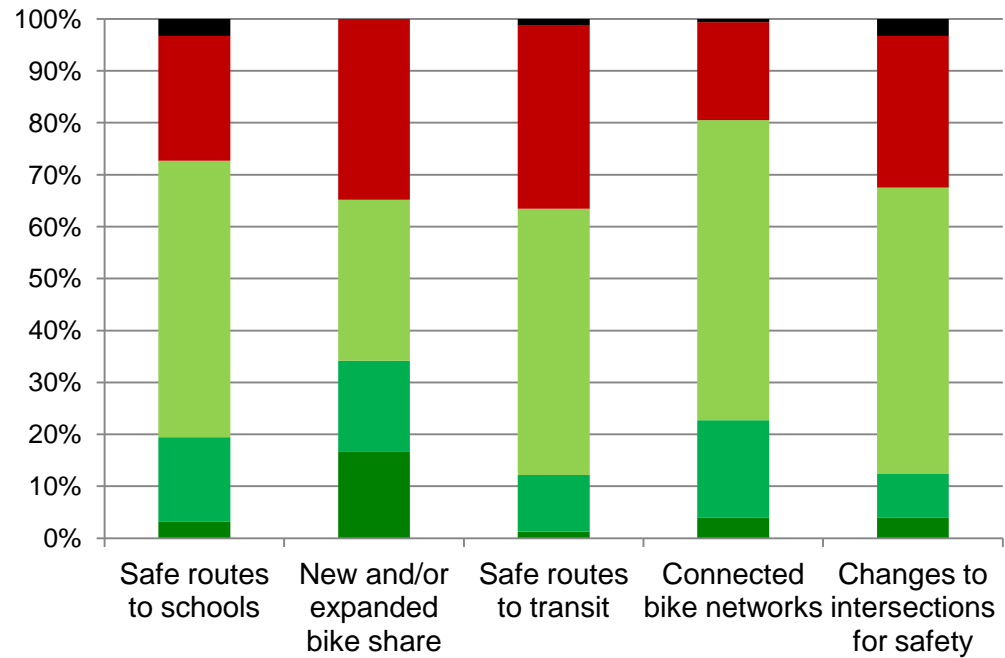
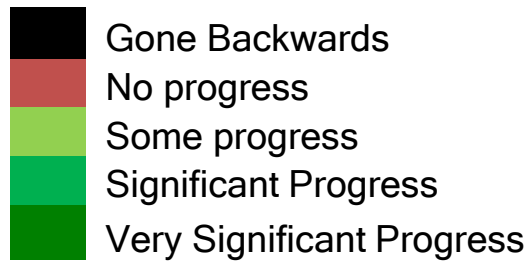


Advocates

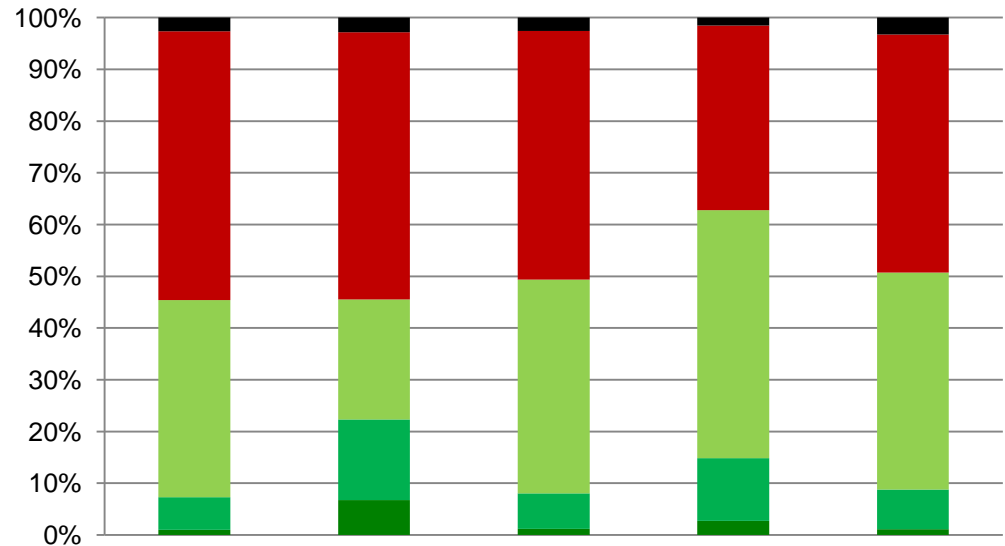




Professionals

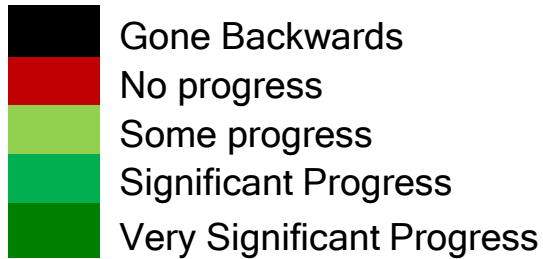
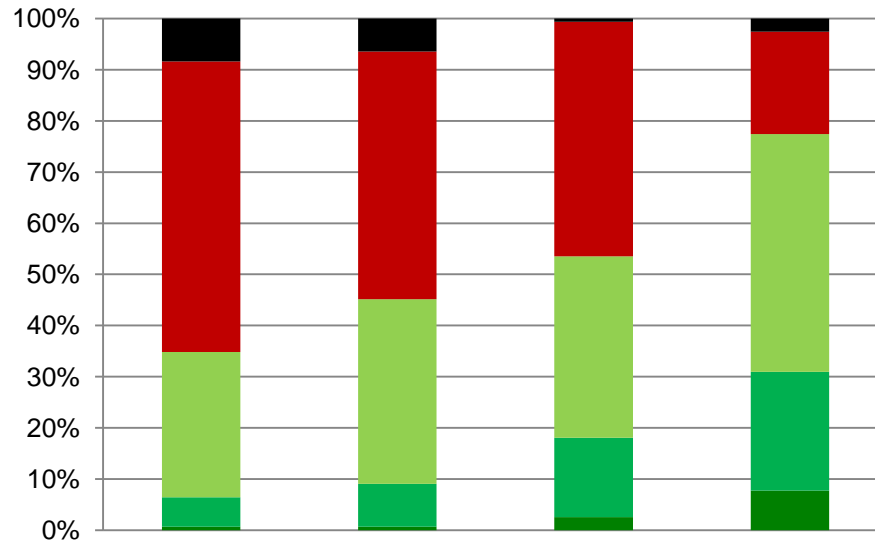


Advocates

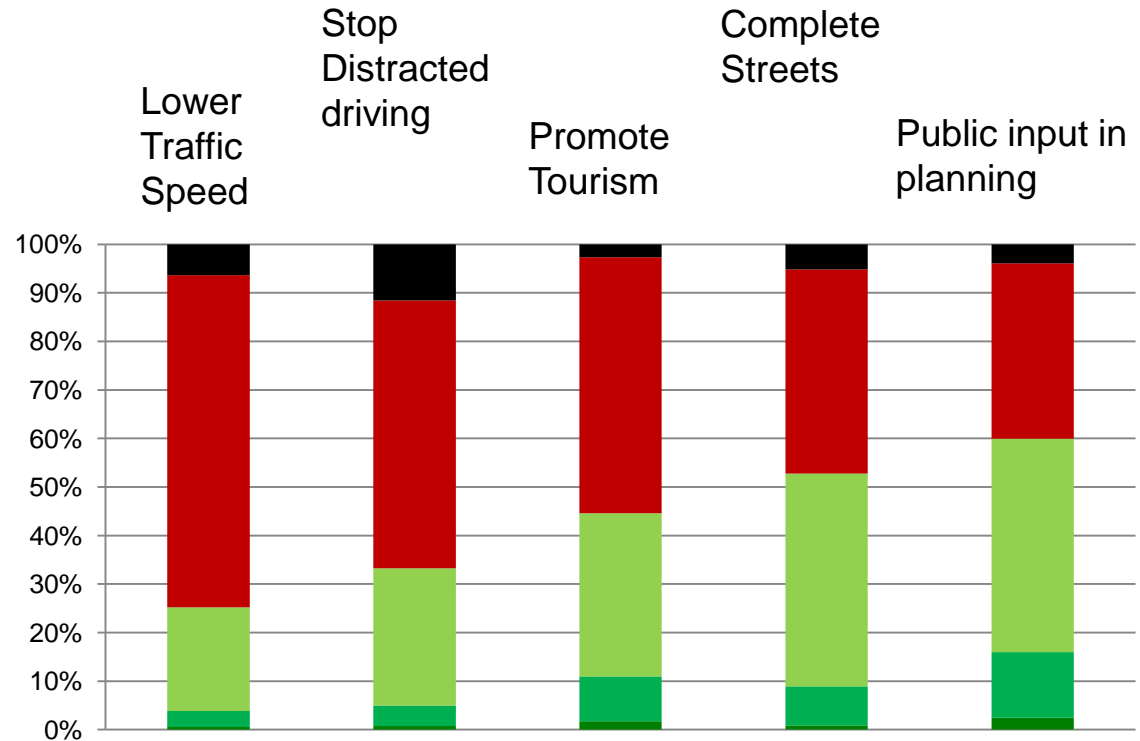




Professionals



Advocates





COMPARING ADVOCATES AND PROFESSIONALS

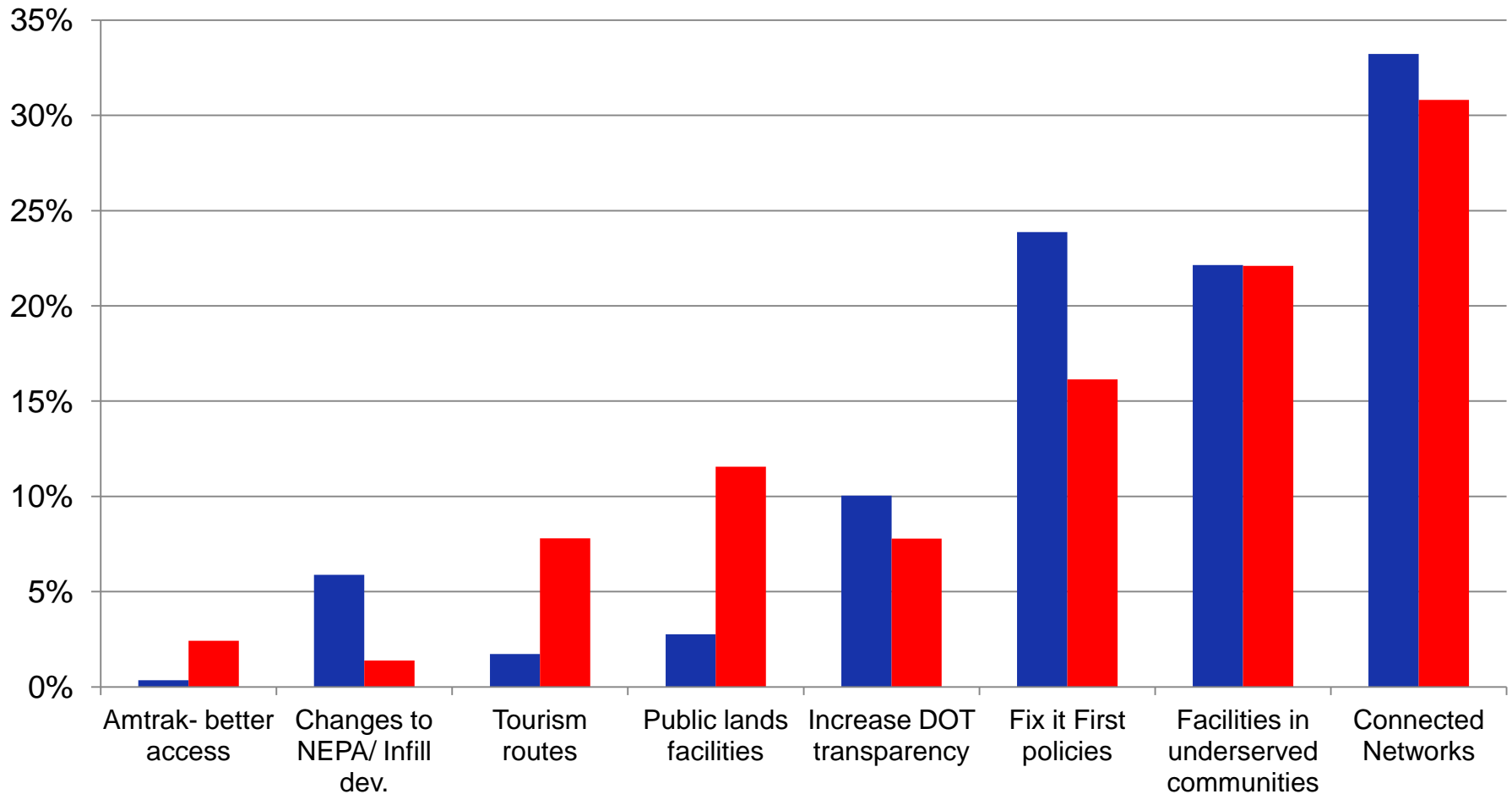
Policy Priorities

Key

- League Members/ Advocates in Red (both in charts and quotes) referred to as “Advocates”
- APBP/League Leaders in Blue (both in charts and quotes) referred to as “Professionals”

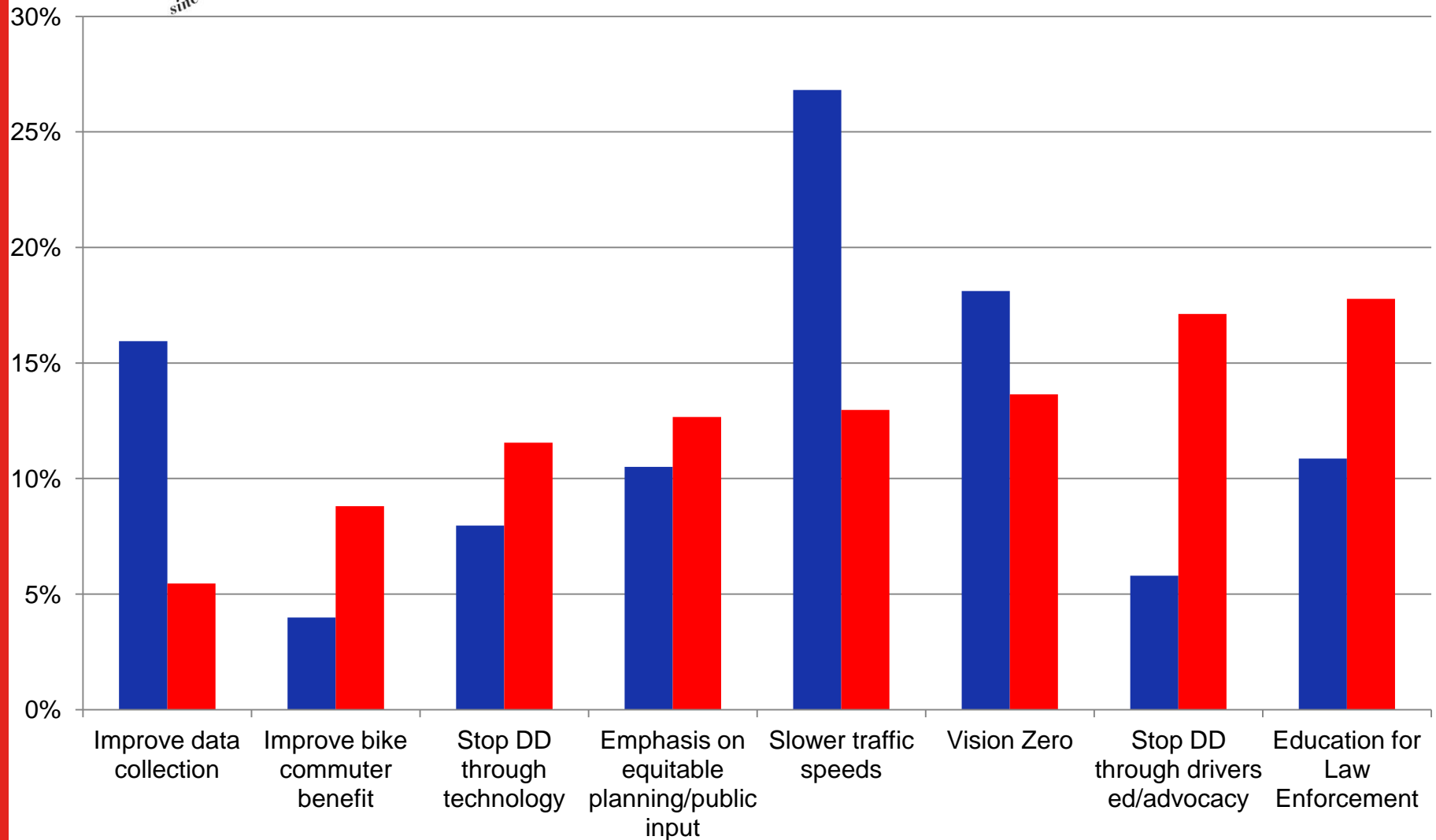


TOP TWO INFRASTRUCTURE POLICY IDEAS MOST IMPORTANT TO ENCOURAGE.





PICK TWO NON-INFRASTRUCTURE MOST IMPORTANT TO ENCOURAGE.



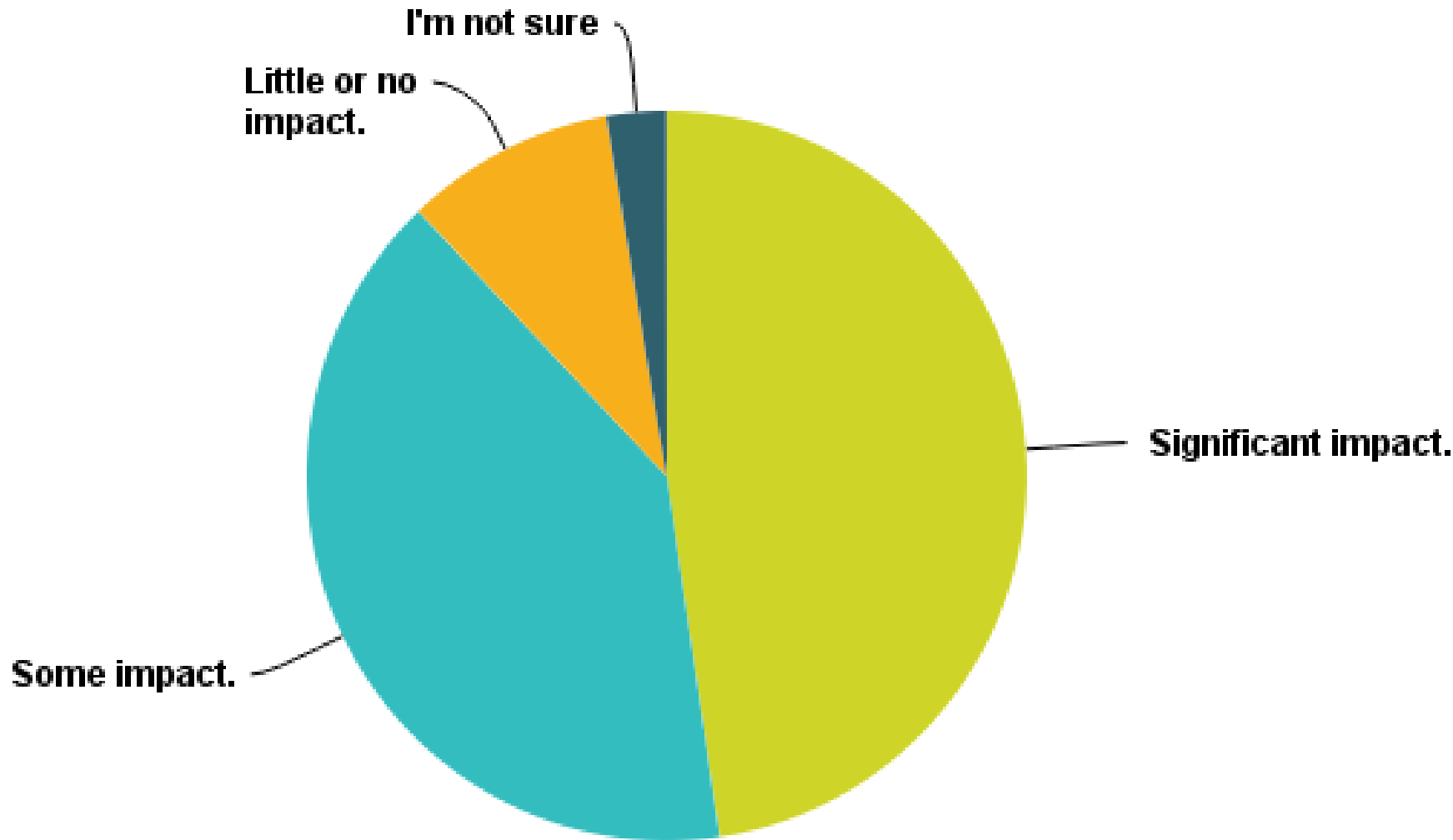


PROFESSIONALS ON FEDERAL FUNDING

These questions only went to the APBP/ League leaders survey

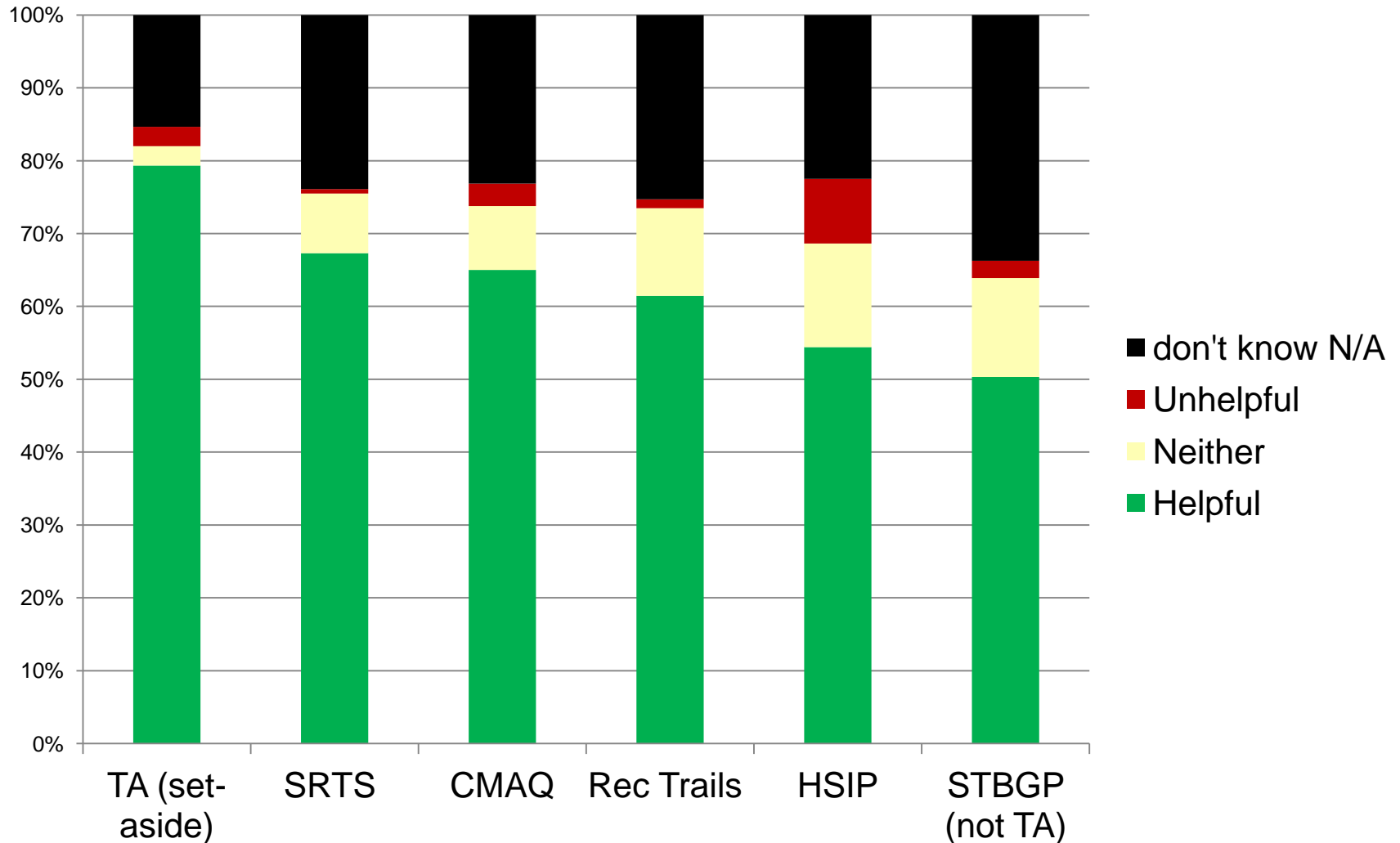


DO FEDERAL TRANSPORTATION FUNDS HAVE AN IMPACT ON BIKING AND WALKING IN YOUR COMMUNITY?





HOW HELPFUL HAVE THESE FUNDS BEEN TO BIKE/PED PROGRESS IN YOUR STATE?





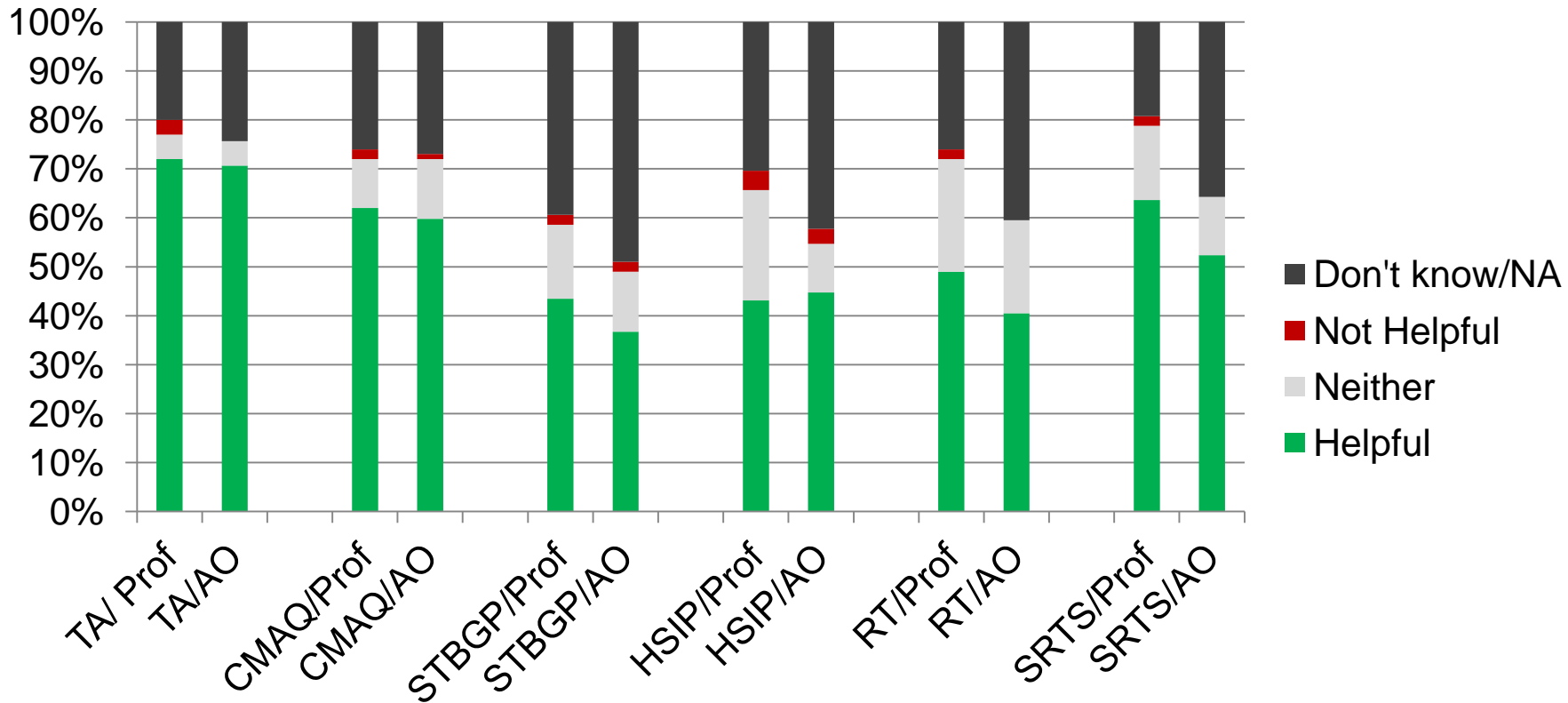
STP TE/(now TAP)
TAP
CMAQ
STBGP /STP Non-TE
SRTS
Rec Trails Program
HSIP

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%

Analysis- interesting that HSIP was seen as more helpful than STBGP when funding levels show the opposite.



FEDERAL FUNDING PROGRAMS



This slide divides up APBP/League leaders survey based on those who identified as Advocates (AO) vs. planners, engineers, architects, etc.

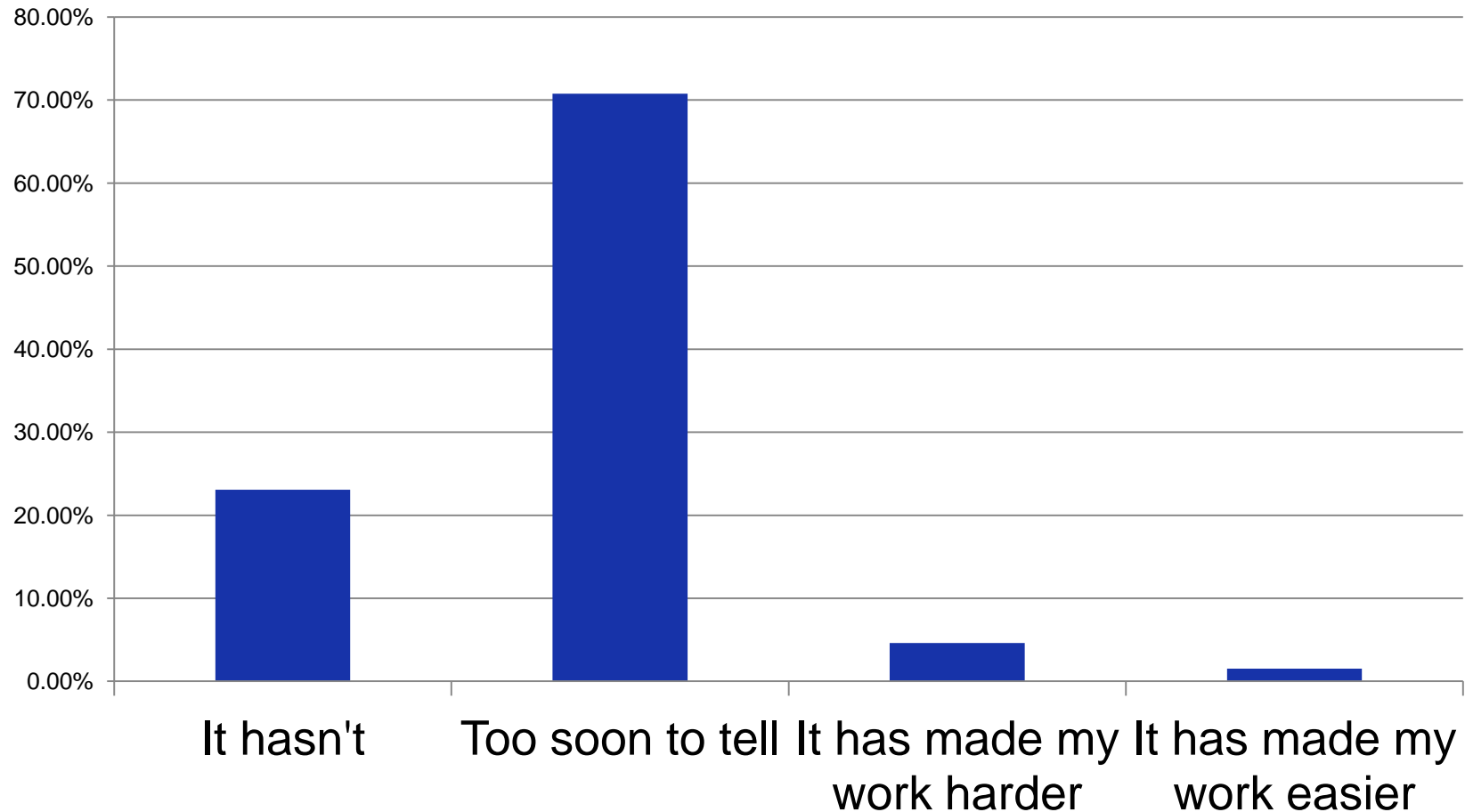


TRANSPORTATION ALTERNATIVES/ CHANGES IN THE FAST ACT

These questions only went to the APBP/ League leaders survey

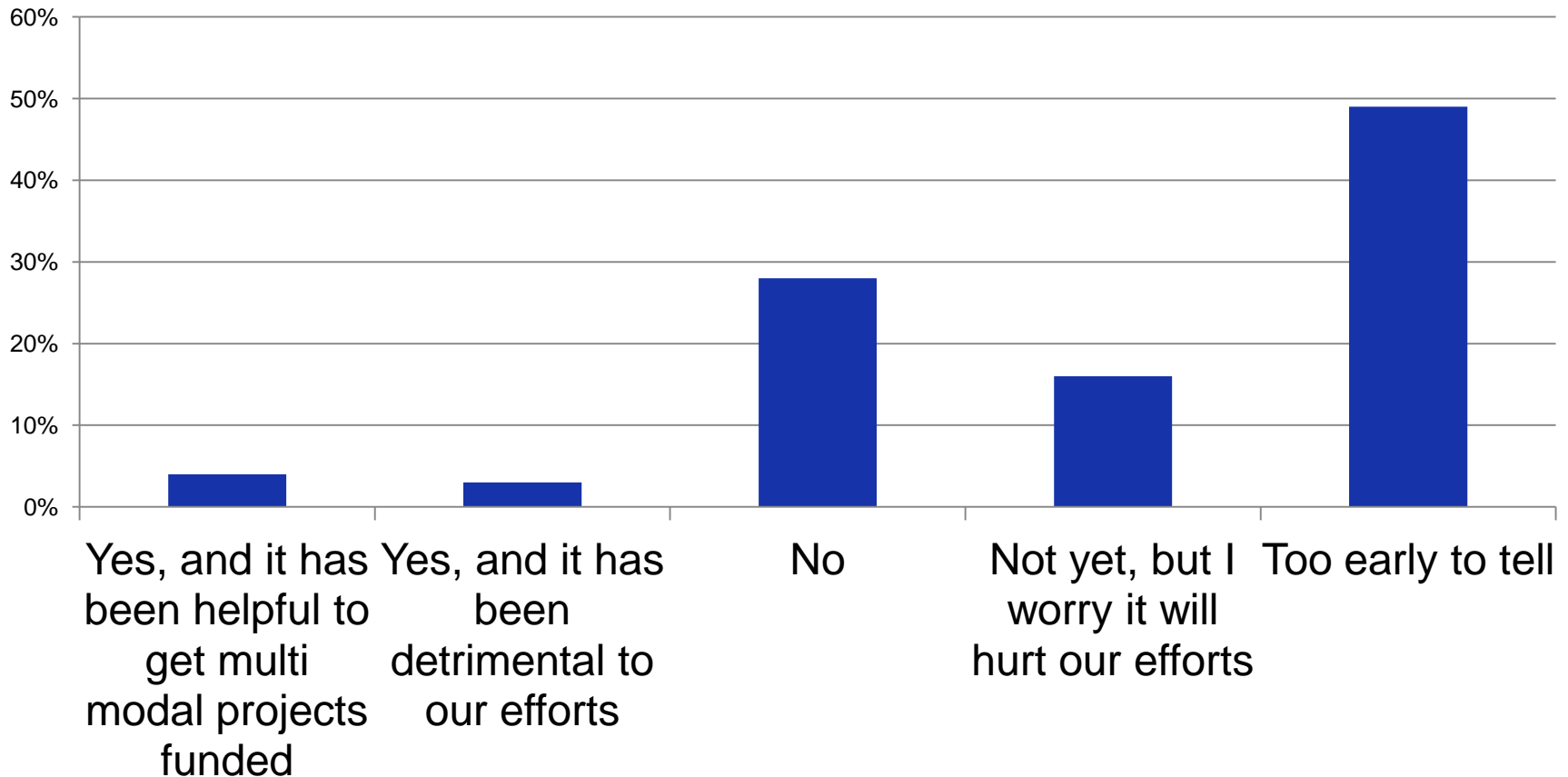


THE FAST ACT CHANGED THE TA PROGRAM TO A SET-ASIDE. HOW HAS THIS EFFECTED YOUR WORK?



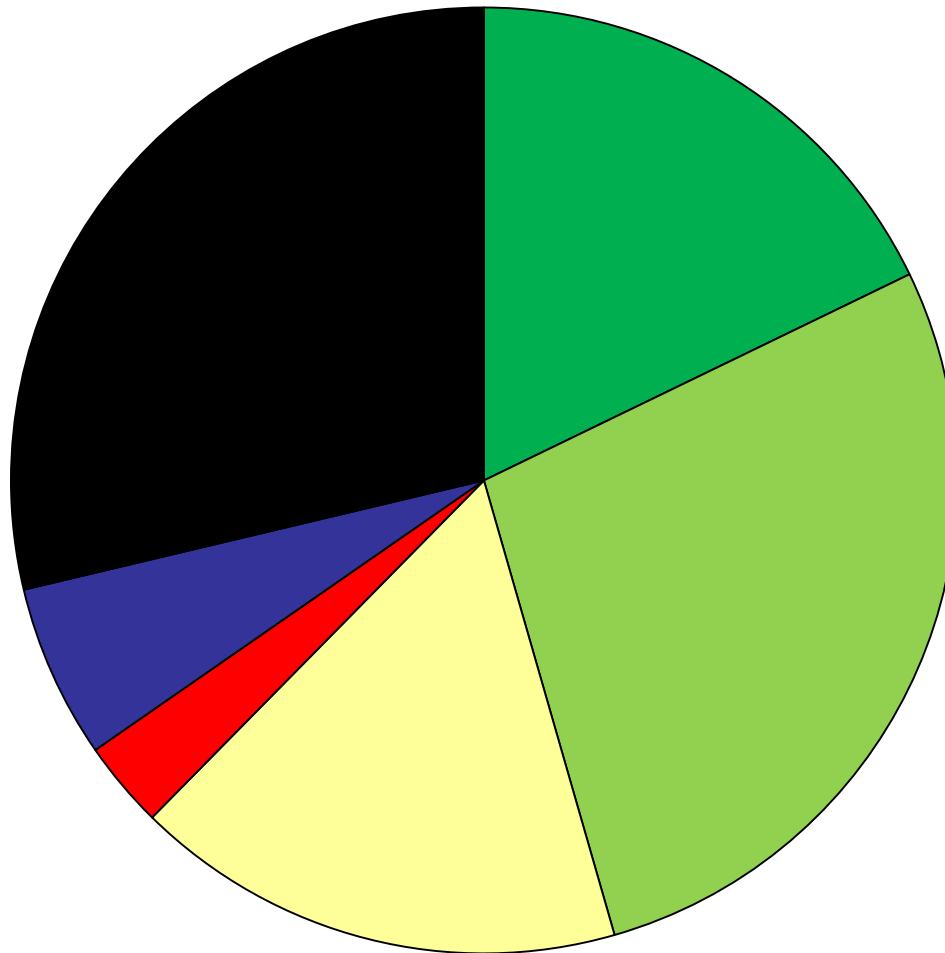


THE FAST ACT ALLOWS LARGE MPOS TO FLEX HALF OF THEIR TA FUNDING TO OTHER SURFACE TRANSPORTATION BLOCK GRANT PROJECTS. HAS THIS HAPPENED IN YOUR JURISDICTION?





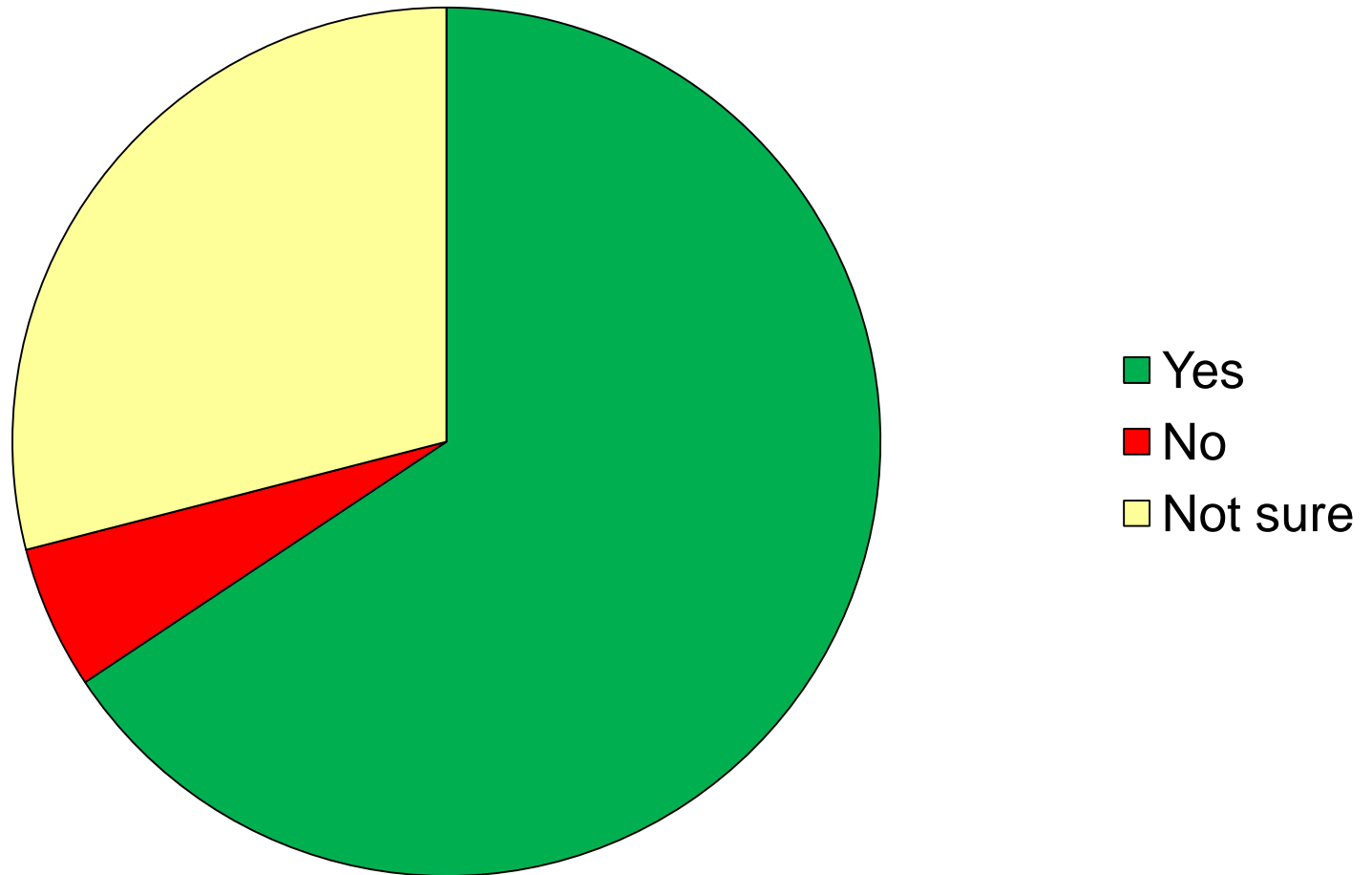
HAS LOCAL CONTROL IN TAP BEEN HELPFUL OR UNHELPFUL?



- Very helpful
- Somewhat helpful
- Neither helpful or unhelpful
- Somewhat unhelpful
- Very unhelpful
- Not sure



SHOULD THE LEAGUE, AND PARTNERS ADVOCATE FOR MORE LOCAL CONTROL POLICIES IN OTHER FUNDING PROGRAMS IN THE FUTURE?





LOCAL CONTROL -COMMENTS

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

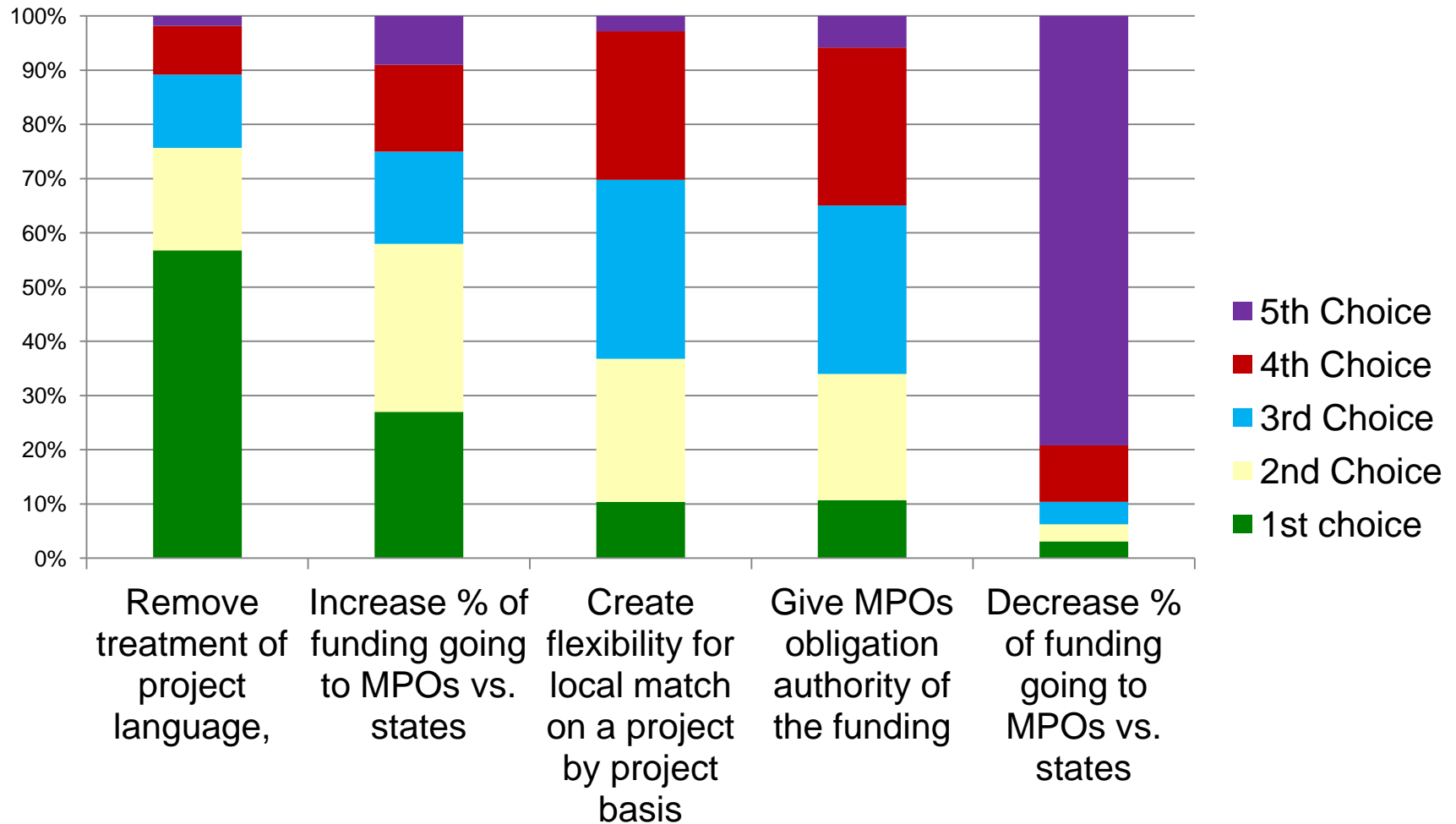
- *I like the theory but if a MPO has a leader that is not bike/ped friendly, it is disastrous.*
- *Because in the end, our MPOs seem to defer to what the DOT wants.*

No

- *Local control distracts from (and perhaps even makes more difficult) a focus on state DOT reform.*

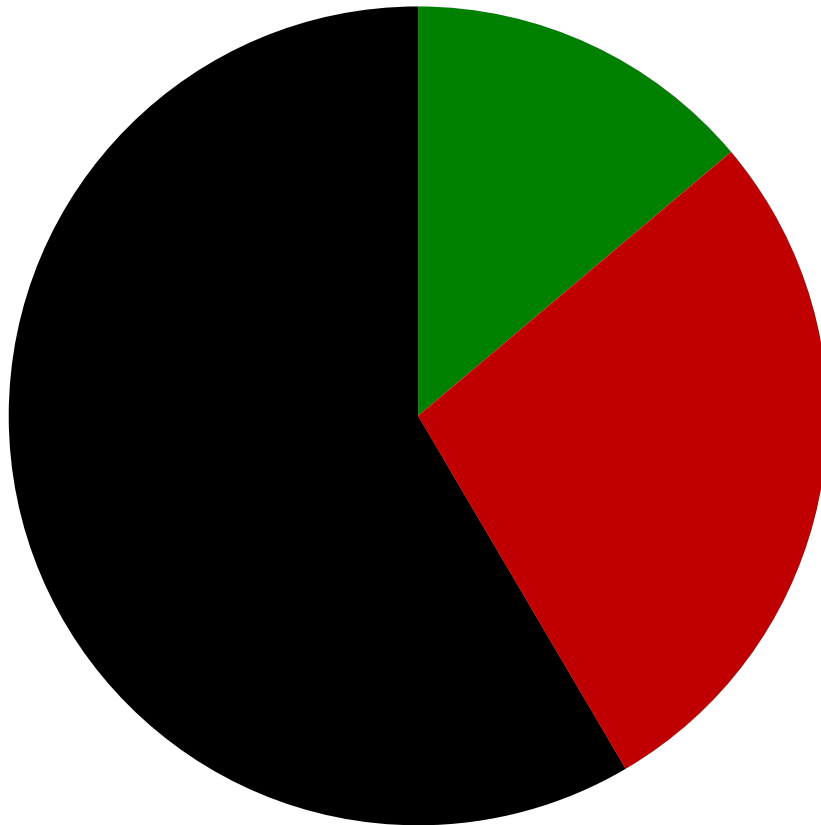


WHICH OF THESE POLICY CHANGES TO TRANSPORTATION ALTERNATIVES SHOULD WE PRIORITIZE? PLEASE RANK





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?**



■ Yes

■ No

■ Not sure yet, but I hope
to take advantage of it
in the future



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 ranked highest
- *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.*



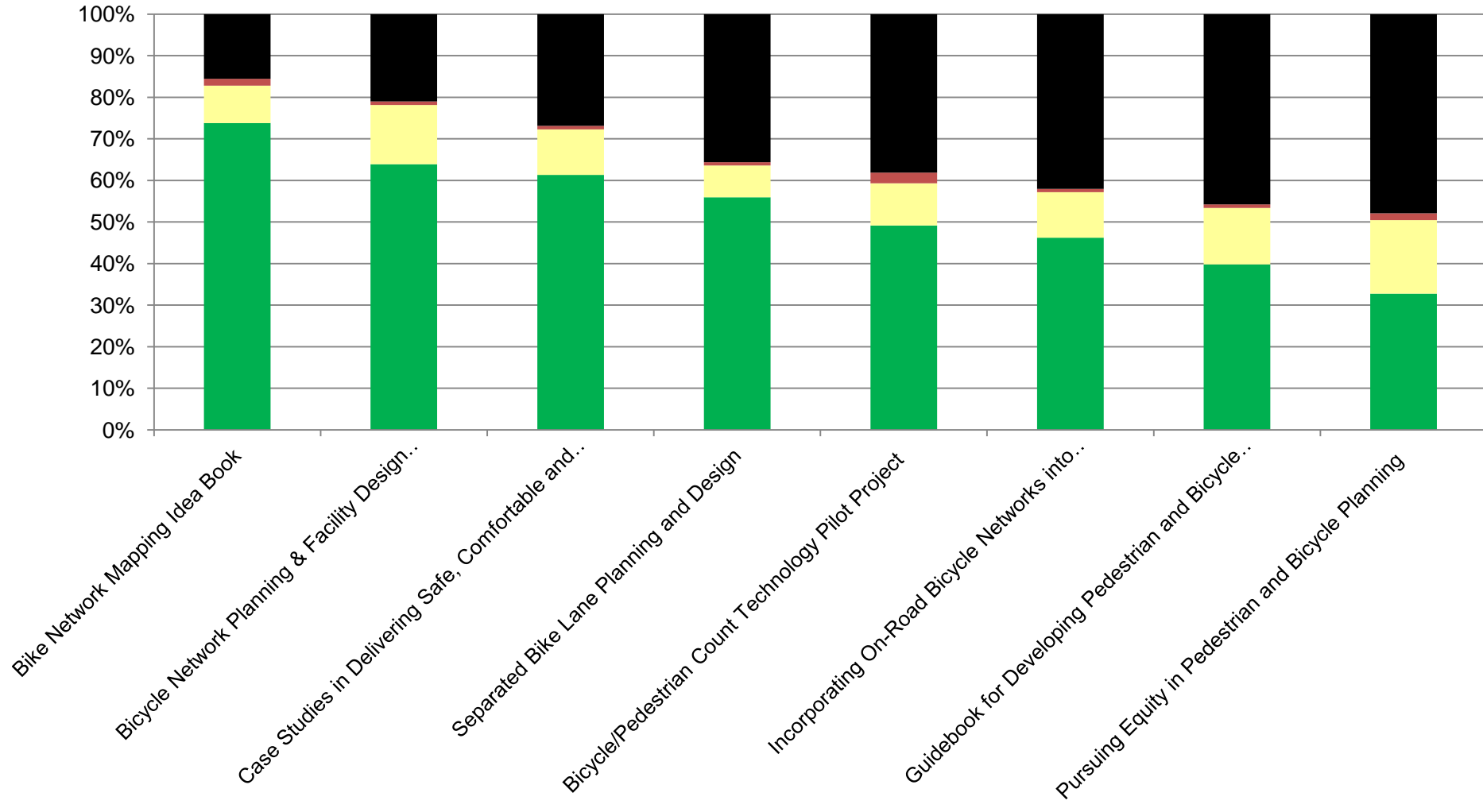
RESEARCH AND DATA

These questions were on the APBP/ League Leaders survey



FHWA REPORTS

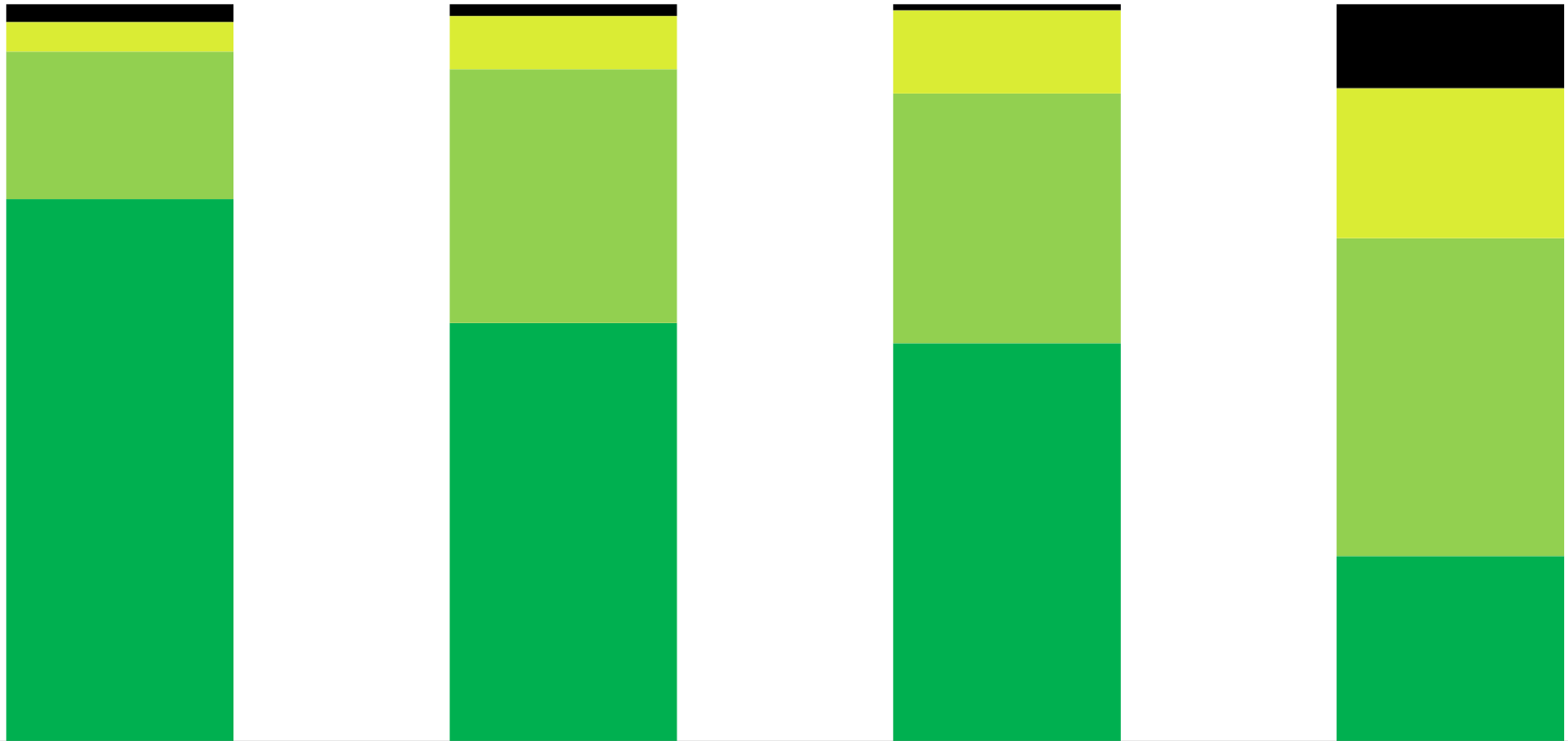
Helpful Neither helpful or unhelpful Unhelpful I am unaware of the report





WHAT RESEARCH IS NEEDED

■ Critical ■ Important ■ Not important ■ Not sure



Better, and more frequent, use data (such as, NHTS)

Better demographic data

Better traffic enforcement data, with particular attention to racial disparities in enforcement

Data on interactions with automated/connected cars



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.



IN CLOSING

How The League will use this data moving forward

- Prepping for the next Administration / Congress
- Reach out to Transition teams
- Revisit after election/ new Congress
- Discuss with DC allies and Congressional Champs.
- Use results for Summit asks