Bicycle and Pedestrian Transportation Advisory Committee (BPTAC)

Complete Streets Advisory Committee (CSAC)

Pedestrian, Transit and Bicycle Transportation Advisory Committee (PTBTAC)

Pedestrian, Transit and Bicycle Advisory Committee (PTBAC)
USDOT/FHWA deliberately prefers the word “pedestrian” first and “bicycle” second in their sequence of the words “pedestrian” and bicycle” in their related documents.

Pursuing Equity in Pedestrian and Bicycle Planning

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For:
U.S. Department of Transportation
Federal Highway Administration
Few people actually bicycle for transportation. **85 percent of Americans did not make even a single bicycle trip for transportation in the last year.**
Bicycling has an image problem from a significant segment of the motoring public - and an image problem even from some pedestrians.
The controversy of bicyclists “not paying their fair share” is a distraction to the extension of safe access to the public way for all non-motorized users.

Drivers Cover Just 51 Percent of U.S. Road Spending

By Angie Schmitt | Jan 23, 2013

There’s a persistent misconception in American culture that transit is a big drain on public coffers while roads conveniently and totally pay for themselves through the magic of gas taxes. And that used to be true — at least for interstate highways, a fraction of the total road network.

But that was many, many failed attempts to raise the gas tax ago. A new report from the Tax Foundation shows 50.7 percent of America’s road spending comes from gas taxes, tolls, and other fees levied on drivers. The other 49.3 percent? Well, that comes from general tax dollars, just like education and health care. The way we spend on roads has nothing to do with the free market, or even how much people use roads.
50 transit bus passengers traveling at 30 KPH each require about 2 square meters

Pedestrian requires about 3 square meters

Cyclist requires about 10 square meters

Automobile at 30 KPH about 30 square meters

Automobile at 100 KPH about 300 square meters

In addition to their road space requirements, bicycles require space to park
Indianapolis areas devoted to the parking of automobiles, much of which is “free,” subsidized or bundled.

(Of course, automobiles require much more space to park and this is not accounted for either)
Durham Main Street
(Note limited practical capacity of bikes on bus. The train station cannot practically handle bicycles at all.)
Wheelchair users are, by definition, pedestrians, and they make unambiguously effective allies for advocates of all non-motorized access to the public way.
Walking is the most basic means of human transport.

Virtually everyone walks and needs access to the public way as a pedestrian regardless of the primary mode that they use.

**Laconia Court Street Multi-Modal Success Story**

Demonstrates the public’s willingness to appropriate bicycle shoulder space in order to increase motorized travel space (added center turn lane). The public is generally less inclined to appropriate the existing sidewalk space.