



America Walks Federal Advocacy Approach

America Walks will hire a DC Campaign Director to serve a number of roles on both the national and local fronts. As America Walks increases resources, we will divide the federal work from that on state and local levels.

Shorter Term

At the federal level, America Walks will position itself as:

- Leading in educating and advocating at the federal agency level to improve federal practices and funding decisions on walkability issues;
- Building capacity for walking on the hill, by lobbying and support efforts to increase and maintain funding and policies for walkability; and
- Organizing a coalition, continuing to build a network of organizations that support improved walking policy.

At the state and local levels America Walks will work on developing one to three key elements of our State and Local Walking Action Plan.

Longer Term

At the federal level, America Walks will develop initiatives that would require congressional action and/or agency programs. At the state and local level we will launch campaigns that support local action.

Platform Summary

America Walks will lead in the following areas:

Core Policy 1: Improve Pedestrian Safety

Core Policy 2: Develop Performance Measures and Improve Data Collection and Measurement of Walking/walkability

Core Policy 3: Incorporate Health-Related Outcomes in Transportation and Built Environment Policy, Planning, and Funding programs

America Walks will be a strong team player in defending our programs:

Core Principle 1: Protect Dedicated Funding for Walking Infrastructure and Programs

America Walks will be a strong team player in the following policy advances:

- A National “Fix It First” Policy
- Complete Streets

America Walks will develop long-term policy advances and lead on those initiatives.

Preamble - We will insert a letter or one-page overview. This will include key points from this document and longer-term goals:

Making America A Great Place to Walk –

This platform outlines the first steps for America Walks to push in order to make America a Great Place to Walk! We are in the process of building a national walking movement that will enable us to build capacity and resources that are require to push for larger more institutional change.

- Introduce walkability as a key idea for American communities
- Concentrated investments to complete connected networks of walking and active transportation routes for commerce, transportation, recreation, etc. We need to advance a program that proactively completes these.
- Rethink transportation safety. Safety is not how to make the cars drive faster with fewer crashes, rather making communities truly safe for families to walk and utilize our public rights of way.
- Counts what matters – reform the process of counting and understanding walking.

We intend to review this document annually.

Core Policy 1: Improve Pedestrian Safety

Walking comprises 11% of transportation trips, 12% of roadway fatalities and yet receives less than one percent of transportation safety funding. People of all ages, abilities, races, income, and education levels are killed and injured while engaged in the simple act of walking. And many cities and towns that have employed strong pedestrian safety measures have reduced their total traffic crashes, injuries, and fatalities. For everyone’s sake, federal transportation legislation, health organizations and both federal and state DOTs must seriously address pedestrian safety.

Strategy: Prioritize and implement cost effective strategic safety projects to improved safety for all transportation users, especially the most vulnerable populations and roadway users.

| TACTICS | |
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| <p>Tactic: America Walks will encourage USDOT and federal agencies to conduct a national campaign emphasizing the need to protect vulnerable road users such as children, the elderly, and low-income populations by reducing automobile speeds in high-crash corridors and special zones such as business districts, transit routes, and near schools and parks.</p> <p>Action Items:</p> <ol style="list-style-type: none"> 1. USDOT will provide new resources to increase traffic speed enforcement. 2. USDOT will create a speed study to evaluate the effectiveness and practicality of automated enforcement, especially red light cameras and speed enforcement. 3. FHWA will codify the safety of people, rather than throughput and safety of automobile users in federal traffic design policy. <ul style="list-style-type: none"> • USDOT will publish a report on the safety records of communities that employ total traffic safety programs. • USDOT will create a federal inventory or report of successful speed reduction policies in different states and local communities and use this to push a federal agenda for speed reduction. • USDOT will revise engineering standards that drive design, and thus operating speeds, high. The 85th percentile measurement that defines design speed will be revised to create a tool helps create a “desired speed”. | <p>Association of Pedestrian and Bicycle Professionals http://www.sfbg.com/2010/05/11/democratizing-streets FHWA Study Tour for Speed Management and Enforcement Technology See “Study on Netherlands” http://safety.fhwa.dot.gov/speedmgmt/ref_mats/fhwas09028/resources/FHWA%20Study%20Tour%20for%20Speed%20M.pdf FHWA http://safety.fhwa.dot.gov/rsa/</p> |
| <p>Tactic: Revise HSIP Criteria so that state DOTs must plan for and expend funds for safety projects on all levels of roadways – from state to local roadways – with crash problems. Maintain the requirement to develop strategic highway plans; add that plans must directly address safety across all modes of travel, and develop accountability through metrics requiring the reduction of crashes involving the most vulnerable roadway users, including pedestrians, and especially senior, children, and low-income populations.</p> <ul style="list-style-type: none"> • Addressing all travel modes increases transportation options. Reducing reliance on one mode cuts both congestion and roadway maintenance. • Nationally 12% of roadway fatalities are stricken pedestrians; less than 1% of safety funding is spent to improve pedestrian safety. | <p>SAFETEA-LU Section 1401 http://safety.fhwa.dot.gov/safetealu/fact_sheets/docs/ftsht1401.pdf HSIP Sec. 1401 SAFETEA – LU; Title 23 USC Section 148.</p> |

Core Policy 2: Develop Performance Measures and Improve Data Collection and Measurement of Walking

Federal funding should be closely tied to performance measurements on accomplishing key national policy goals. Projects that increase walking cost-effectively meet transportation goals such as reducing VMT, improving safety to all transportation users, increasing transportation access and affordability for all people. Walking is a critical strategy to increasing physical activity and curbing run-away health costs. And walking projects excel as economic development in that they create more jobs per million dollars spent than roadway expansion and they improve the business environment in the most bustling business districts and main streets.

Performance measures must also be accompanied by clear understanding of the inputs. Robust investments must be made to accurately collect and analyze data on walking trends, routes, and issues; Traffic models must forecast pedestrian travel to measure positive potential outcomes of projects.

Strategy: Federal state, and local agencies will implement performance measures and set benchmarks for walking and active transportation. Data collection methods will be reviewed and improved to accurately count modes of travel and reflect safety metrics.

| TACTICS | |
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| <p>Tactic: Establish specific performance goals and benchmarks based on standardized measures of active transportation, with funding awarded accordingly. Award funding based on the anticipated positive impact on active transportation levels and related benefits, such as system connectivity and completeness, improved safety, reduced congestion, enhanced air quality and benefits for the economy and health.</p> <p><i>Action Items:</i></p> <ol style="list-style-type: none"> 1. Ensure equal attention for the non-automotive travel modes in both performance measurement, inclusion in modeling and implementing safety measures. <ol style="list-style-type: none"> a. Inventory data issues and address the most problematic areas. Identify lower hanging fruit, such as including walking in counted transit trips. Continue to refine, implement and improve new tools such as the Pedestrian Level of Service b. Develop methodologies to measure impacts of projects on walking metrics. c. Revise transportation models to count walking, such as an activity based model. Revise assumptions to include higher priced oil and flat to declining auto usage. 2. State regulations must require transportation plans to incorporate a process for analyzing health impacts, including physical activity, for all new construction and redevelopment projects. 3. State regulations must require all transportation plans to ensure equal access for all people of all ages, abilities, and ethnicities. <ol style="list-style-type: none"> a. Analysis will include level of connectivity and completeness of the walking routes. | <p>National Physical Activity Plan Strategies http://www.physicalactivityplan.org/theplan.php</p> <p>New York City Pedestrian Safety Study and Action Plan http://www.nyc.gov/html/dot/downloads/pdf/nyc_ped_safety_study_action_plan.pdf</p> <p>Phoenix Pedestrian Safety Action Plan http://safety.fhwa.dot.gov/ped_bike/ped_focus/expedaction/phoenix/phoenix.pdf</p> |
| <p>Tactic: Federal funding for state and local transportation programs and plans requires including criteria for walking and pedestrian connectivity and safety. These criteria would include data on the completion of walking system, walking trips, modeled walking trip forecasts, walkability factors, pedestrian injuries, etc</p> | |

Core Policy 3: Incorporate Health-Related Outcomes in Transportation and Built Environment Policy, Planning, and Funding programs

Transportation and the built environment have direct impacts on the health of Americans. America Walks will work to integrate health outcomes in transportation policies and programs, as well as collaborate with health agencies to address the built environment. America Walks will help bridge a conversation between transportation and health officials and associated agencies. America Walks will focus on health disparities, and work explicitly on improving the built environment for low income, minority, and age diverse populations. We will drive health policy planning down into all community and transportation planning conducted by states, metropolitan and rural planning organizations, cities, and towns.

Strategy: Agencies will incorporate health-related outcomes in their existing interagency programs and coordinate and work together in ensuring that health outcomes are heavily weighted at all levels of the transportation planning process. Federal transportation policy will add health as a major planning criterion; this policy will be adopted by state and local planning entities.

| TACTICS | |
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| <p>Tactic: Federal agencies will integrate health planning in transportation projects, including setting financial incentives for state DOTs and local agencies to incorporate health planning when developing new projects.</p> <p><i>Action Items:</i></p> <ol style="list-style-type: none"> 1. America Walks will learn the touch points within HHS as well as DoD, VA, and OPM, including the Office of Disease Prevention and Health Promotion and Healthy People 2020. Other agencies such as HUD will be included. 2. Require interagency community planning and development grants to add a strong focus on the health impacts of projects. <ol style="list-style-type: none"> a. Set interagency standards and provide financial incentives for integrating land-use planning with health planning, with a strong focus on walkable, bikeable, and transit reliable cities. b. Fund communities to evaluate planning techniques and projects that integrate community health into other program areas. c. Provide technical assistance for planning professionals and planning boards and commissions to ensure widespread implementation of proven approaches. d. Provide a focus on healthy planning approaches for low-income and high-need communities. 3. Require that public health criteria to be integrated into state and regional transportation planning and decision-making. <ol style="list-style-type: none"> a. Support development of healthy, safe and sustainable communities through use of health impact assessments (HIAs) of proposed transportation plans, projects and policies, the distribution of those effects across race, income, ethnicity, | <p>Transportation and Smart Growth Provisions in the Kerry-Lieberman American Power Act May 13, 2010 http://switchboard.nrdc.org/blogs/ddoniger/the_american_power_act_first_r.html</p> <p>APHA http://www.apha.org/NR/rdonlyres/A7EF9051-6182-4229-A961-68CADAC54E3F/0/APHA_TransportationPublicHealth_Final.pdf</p> <p>NAS https://download.nap.edu/catalog.php?record_id=13229</p> <p>White House Task Force on Childhood Obesity http://www.letsmove.gov/sites/letsmove.gov/files/TaskForce_on_Childhood_Obesity_May2010_FullReport.pdf</p> |

and geography, and the provision of recommendations to maximize health benefits and minimize harms.

- b. Support funding and training for public health and transportation officials so they are able to conduct an assessment of, and provide recommendations relating to, the health effects of a transportation project or projects, a long-range transportation plan, a transportation improvement program, a redevelopment plan, or transportation scenario planning, at the planning level. Such assessment shall incorporate community input and public engagement at all stages and shall also include an analysis of the distribution of health effects across race, income, ethnicity, and geography.

TEAMWORK

Core Principle 1: Protect Dedicated Funding for Walking Infrastructure and Programs

Existing dedicated federal funding and programs for walking such as Transportation Enhancements (TE) and Safe Routes to School have built thousands of mobility projects in towns and cities across the nation. Existing programs like TE and Safe Routes to School have advanced walking and pedestrian safety leveling communities nationwide. Traditionally, however, when given more discretionary power over funding, states will only spend a very small percentage of funding towards enhancing active transportation and walking infrastructure.

STRATEGY: America Walks supports the following key federal programs, and encourages increasing dedicated funding exclusively for walking and active transportation at the national level.

| <i>Key Existing Federal Programs and Legislation</i> | |
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| <p>Transportation Enhancements: TE is the largest funding program for walking projects and programs. Ten percent of a State's Surface Transportation Program (STP) apportionment must be set-aside for TE activities. In order to receive this TE funding, the programs must meet one of the 12 eligibility criteria, 3 of which relate specifically to bicycle and pedestrian transportation:</p> <ol style="list-style-type: none"> 1. Provide facilities for bicyclists and pedestrians 2. Provide safety and educational activities for pedestrians and bicyclists 3. Preserve abandoned railroad corridors (including conversion and use for pedestrian or bicycle trails). | <p>Title 23 Section 133. Surface Transportation Program http://www.fhwa.dot.gov/environment/te/legislation.htm</p> <p>TE Eligibility requirements http://www.fhwa.dot.gov/environment/TE/teas.htm</p> |
| <p>Safe Routes to School: This program funds infrastructure and programs to increasing safely walking and bicycling to schools serving children grades k – 8. Extending the program to grades 9-12 could help provide alternatives for students to taking up driving early (but are doing in fewer numbers than the past).</p> | <p>Safe Routes to School National Partnership</p> <p>Bicycle and Pedestrian Provisions in (SAFETEA-LU)--Section 1404. Safe Routes to School Program http://www.fhwa.dot.gov/environment/bikeped/legtealu.htm</p> |
| <p>Recreational Trail Program: The program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.</p> | <p>Title 23 USC Section 104: Apportionment</p> <p>Title 23 USC Section 206: RTP http://www.fhwa.dot.gov/environment/rectrails/legislation.htm</p> |
| <p>Maintain the requirement of bicycle/pedestrian coordinator, planning, PBIC, etc.: “Each State receiving an apportionment under sections 104(b)(2) and 104(b)(3) of this title shall use such amount of the apportionment as may be necessary to fund in the State department of transportation a position of bicycle and pedestrian coordinator for promoting and facilitating the increased use of non-motorized modes of transportation, including developing facilities for the use of pedestrians and bicyclists and public education, promotional, and safety programs for using such facilities.” This is necessary in order to coordinate and organize bicycle and pedestrian promotion and access.</p> | <p>Title 23 USC. Section 217: Bicycle Transportation and Pedestrian Walkways http://www.fhwa.dot.gov/environment/bikeped/sec217.htm</p> |

Policy Advances: Complete the Streets, Fix it First, and Pedestrian Networks

| Tactics | |
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| <p><u>A National “Fix It First” Policy</u>: This would reduce roadway expansion, but would need to be written to permit completion of networks, e.g., lack of sidewalks. If coupled with a Complete Streets bill, such a policy would require reconstruction projects to finish uncompleted networks, such as access to transit stations or ADA compliance, and subsequently, advance the completion of walking infrastructure.</p> | <p>USPIRG Transit Pledge and Principles https://www.uspirg.org/issues/transportation/more-and-better-transit/transportation-principles-signers/21st-century-transportation-for-america</p> <p>Transportation for America</p> |
| <p><u>Complete Streets</u>: Ensure that all roadway funds spent meet a “Complete Streets” standard of performance, for both new and redeveloped facilities and maintenance projects. All transportation expenditures must further the long-term goal of a complete and interconnected system of pedestrian, bike, and transit facilities across the country that includes not just roadways and transit lines, but sidewalks, greenways, trails, and multi-use pathways to encourage more routine active transportation by Americans.</p> | <p>National Complete Streets Coalition; H.R. 1780: http://www.govtrack.us/congress/billtext.xpd?bill=h112-1780</p> <p>White House Task Force on Childhood Obesity</p> <p>APHA Title 23 USC 133</p> |

Possible Future America Walks Policy Initiative

Tactic: Develop a program that provides concentrated investments in walking and active transportation networks to make rapid progress in improving walkability.

1. Work with partner organizations that have concepts in development, such as RTC, AARP, SRTSNP, and others.

Tactic: Develop a new Small Town Revitalization cross-agency program that focuses on main-street revitalization; integrating transportation investments with storefront improvement and housing grants and encourages walking access from nearby neighborhoods.

1. Provide planning and organizing grants with technical support and training opportunities
2. Create a follow-up implementation module that funds construction and development

Tactic: Enhance transit accessibility criterion:

1. Transit funding focuses on the construction of new fixed rail lines as well as the operation and maintenance of bus and other transit services. Improving accessibility to transit is eligible for federal funding but is not an important part of the scoring criteria for transit projects. America Walks advocates for a stronger focus on the first and last mile to transit as part of all transit programs.

- Determine the most strategic transit programs (see following list)

The New Freedom Formula Grant Program http://www.fta.dot.gov/funding/grants/grants_financing_3549.html
Urbanized Area Formula Program -5307; http://www.fta.dot.gov/funding/grants/grants_financing_3561.html)
Fixed Guideway Modernization (5309 (b)(2)) http://www.fta.dot.gov/funding/grants/grants_financing_3558.html
Formula Grants for Other than Urbanized Areas (5311) http://www.fta.dot.gov/funding/grants/grants_financing_3555.html
New Starts/Small Starts Discretionary Grant Program: http://www.fta.dot.gov/funding/grants/grants_financing_3559.html
Bus and Bus Facilities Discretionary Grant Program: http://www.fta.dot.gov/funding/grants/grants_financing_3557.html
Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Program <http://www.fta.dot.gov/tigger>
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Transportation for Elderly Persons and Persons with Disabilities http://www.fta.dot.gov/funding/grants/grants_financing_3556.html
Job Access and Reverse Commute Program (JARC): http://www.fta.dot.gov/funding/grants/grants_financing_3550.html