



**THRIVING  
COMMUNITIES**  
PROGRAM



## Bicycle and Pedestrian Resource Sheet

US DOT promotes safe, comfortable, and convenient walking and bicycling for people of all ages and abilities through funding, policy guidance, program management, and resource development. Each State has a State Bicycle and Pedestrian Coordinator, and each FHWA Division office has an FHWA Bicycle and Pedestrian Coordinator point of contact.

### Technical Resources

- [Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts \(FHWA\)](#)
- [Bicycle and Pedestrian Funding, Design, and Environmental Review: Addressing Common Misconceptions \(FHWA\)](#)
- [Bicycle and Transit Fact Sheet \(FTA\)](#)
- [Bikeway Selection Guide \(FHWA\)](#)
- [Federal Highway Administration's \(FHWA\) Bicycle and Pedestrian Program](#)
- [Memorandum: Bicycle and Pedestrian Facility Design Flexibility \(FHWA\)](#)
- [Separated Bike Lanes on Higher Speed Roadways](#) (presentation relating to safety)
- [Small Town and Rural Multimodal Networks \(FHWA\)](#)
- [Technical Assistance Resources Guide for Bicycle and Pedestrian Projects \(FHWA\)](#)
- More technical assistance and grant resources can be found on the [DOT Navigator](#)

### Formula and Discretionary Grant Funding

Most federal transportation funding flows through formula grants. Formula grant programs allocate funding to recipients based on formulas set by Congress. DOT distributes these funds to States, Federally recognized Tribal recipients, and transit agencies. The funds may be further allocated to localities at State, Tribal, or agency discretion.

Some of the most used formula programs to fund bicycle and pedestrian projects include the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Surface

Transportation Block Grant Program (STBG), the Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements) and Recreational Trails Program.

- [Pedestrian and Bicycle Funding Opportunities](#) (to be lightly updated in August 2023)
  - This is a table indicating potential eligibility for pedestrian and bicycle projects under USDOT surface transportation funding programs.
- [DOT Discretionary Grants Dashboard](#) (filter by transportation type for bike/ped)

Whether pursuing formula or discretionary grant funds, communities should work with their state DOTs, metropolitan planning organizations, and transit agencies who play an important role in the planning and programming of these funds. For any project to be funded by DOT, it must be included in the Statewide Transportation Improvement Program (STIP) or the metropolitan planning organizations' Transportation Improvement Program (TIP). For more information see: [Transportation Planning Capacity Building](#)

## Data Tools

- [Bicycle/Pedestrian Count Technology Pilot Project](#)
- [Pedestrian and Bicycle Crash Analysis Tool \(PBCAT\)](#)
- [Active Communities Tool \(ACT\)](#)
- [USDOT Equitable Transportation Community \(ETC\) Explorer](#)

## Other Resources

- [Active Transportation Funding and Finance Toolkit](#)
- [Bicycle and Pedestrian Planning, Program, and Project Development Guidance](#), May 2023 (FHWA)
- [FHWA Resource Center](#)
- [Guidebook for Measuring Multimodal Network Connectivity \(FHWA\)](#)
- [Local Technical Assistance Program \(LTAP\)](#): provides training, technical assistance, and technology transfer services to help local and rural road agencies manage and maintain their roadway systems and each state has its own LTAP Center
- [Manual on Pedestrian and Bicycle Connections to Transit \(FTA\)](#)
- [Strategies for Accelerating Multimodal Project Delivery \(FHWA\)](#)