

Navigating MAP-21 Webinar Series: “Maximizing Eligibility for Biking & Walking”



Questions and Answers

Q: I'm already working with my [state contact](#) on a Transportation Alternatives campaign. How can we incorporate the “maximize eligibility” into what we're already doing?

A: (Darren) Raise this question of eligibility in your meeting or correspondence with your Governor or DOT head. Make sure that they know that we know that the opportunities are there. The eligibility is there, we need to be playing on that field. Oftentimes these funding programs are thought of as highway programs, but biking and walking are critical safety and transportation issues that need to be addressed and resources need to be more fairly distributed. If you have that meeting already, do some research and learn what the funding history is in your state and bring up the inequity. Most states are out of balance for the safety needs for biking and walking. Make your Transportation Alternatives meeting a MAP-21 meeting and discuss all the funding options for biking and walking priorities.

Q: What reason did the Washington DOT give for opposing the use of [HSIP](#) money to fund Safe Routes to School?

A: (Blake) One of the big concerns was the Strategic Highway Safety Plan has traditionally only funded its top 2 (out of 4) priority areas that they divide projects into (e.g. DUI, intersection accidents). Tier 3 includes pedestrian and tier 4 includes bicycling. There is also some institutional inertia within the state about what HSIP is



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used for, and biking and walking are new uses. This can be an educational opportunity.

Q: HSIP is data-driven. Where can I get and how can I collect and use the relevant data?

A: (Caron) The data has to come from state DOTs and the USDOT. Meet with the safety people and make sure that they know that you're aware of these data requirements. Have some of your state legislatures weigh in and ask how the state is getting and recording this data. If your state has a Vulnerable Users law, ask if that's being enforced. If you have any high-profile, recent roadway fatalities, you can use that data as well.

A: (James) With data collection, they look for clusters. Biking and walking tends to not cluster, so we are not reflected in the data-driven approach.

A: (Blake) Washington DOT was interested in whether or not there were serious injuries or deaths located near schools, to justify the use of HSIP to fund Safe Routes to School. We were focusing on bike/ped safety in general that went beyond SRTS but still focused on specific locations. Think outside the box and not only specific projects. You can flex in and out between funding programs.

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