



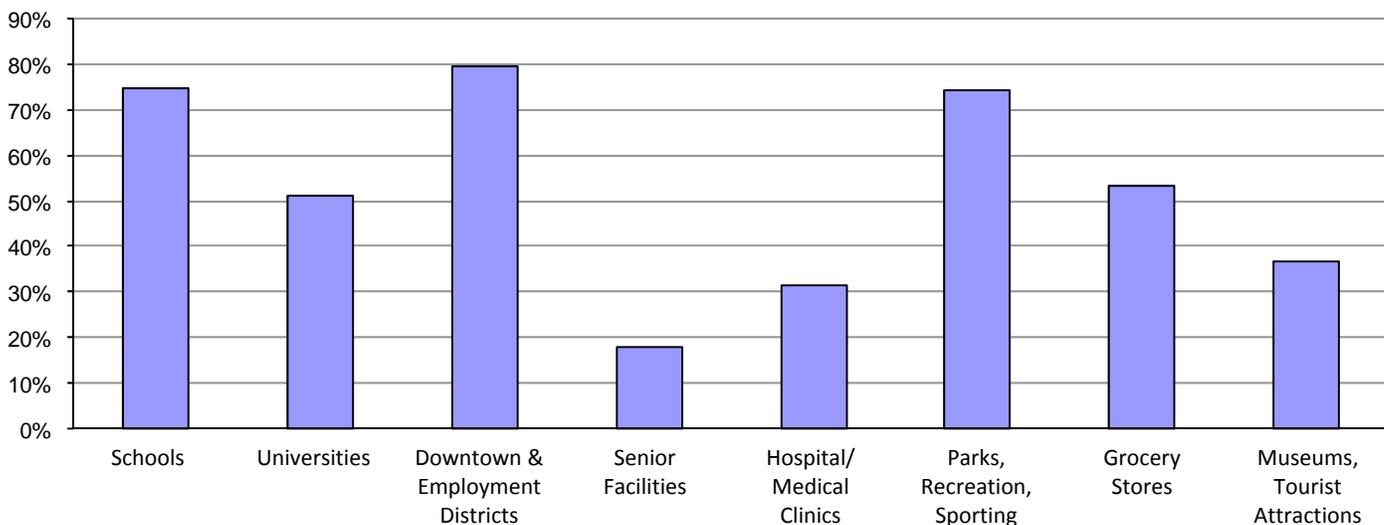
## Connections to Activity Centers: Nonmotorized Transportation Pilot Program

One goal of the Nonmotorized Transportation Pilot Program (NTPP) and its pilot communities is to develop a network of infrastructure facilities for walking and biking that connect directly with transit stations and community activity centers, including education, work, and recreation sites, and other important destinations. These connections are a vital component of a complete transportation system, enhance community livability and accessibility, and promote walking and bicycling as a viable option for recreation as well as to serve every day needs.

In selecting projects funded through the program, the NTPP communities carefully consider opportunities to improve access to high priority destinations.

The chart below shows the percentage of program funds spent on projects that include at least one connection to one of a variety of destinations. In many cases, the same project connects to multiple destinations.

Percent of Program Funds\* Spent on Connections to Activity Centers



\* funds programmed as of December 2010, across all four communities

In some cases, these projects fill gaps between existing bicycle and pedestrian facilities; in other cases, they have constructed new facilities or installed bicycle racks at key destinations. Example projects include:

- All of the communities have installed bicycle racks at multiple locations, including transit stations, schools, commercial establishments, community facilities, and employment centers.
- The Douglass Pedestrian Overpass in Columbia, Missouri which provides a safe route from a low-income residential area to the downtown area, across a busy four-lane roadway without a controlled intersection.
- Sheboygan County, Wisconsin has funded sidewalk construction between residential neighborhoods and schools, providing safe facilities for students to walk to school and other community resources.



## **The Nonmotorized Transportation Pilot Program**

*Columbia, MO – Marin County, CA – Minneapolis, MN – Sheboygan County, WI  
Preliminary Observations and Experiences*

- Marin County, California has funded several pedestrian gap closure projects, including in the City of San Rafael where sidewalks and other pedestrian amenities will be constructed to connect two neighborhood shopping centers, a regional mall, three schools, several office buildings and the surrounding residential community.
- The NE Suburban Campus Connector in the Twin Cities connects three communities to University of Minnesota campuses in Minneapolis and St. Paul. The project creates bicycle and pedestrian facilities for both commuter and recreational pedestrians and bicyclists, including access to local businesses, dining, and retail.

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Program website: <http://www.fhwa.dot.gov/environment/bikeped/nntp.htm>

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Section 1807 of the Safe, Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users established the Nonmotorized Transportation Pilot Program (NTPP) in August 2005. Over the span of four years (2007-2010), the legislation authorizes \$25 million for each of the NTPP's four pilot communities to construct and invest in nonmotorized transportation infrastructure and programs. The purpose of the NTPP is "to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities."

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