THE UNIVERSITY OF VERMONT TRANSPORTATION RESEARCH CENTER

Barrett Foundation

Taking a Hard Look:

Do active travel projects get a fair evaluation in long-range regional transportation planning in the United States?

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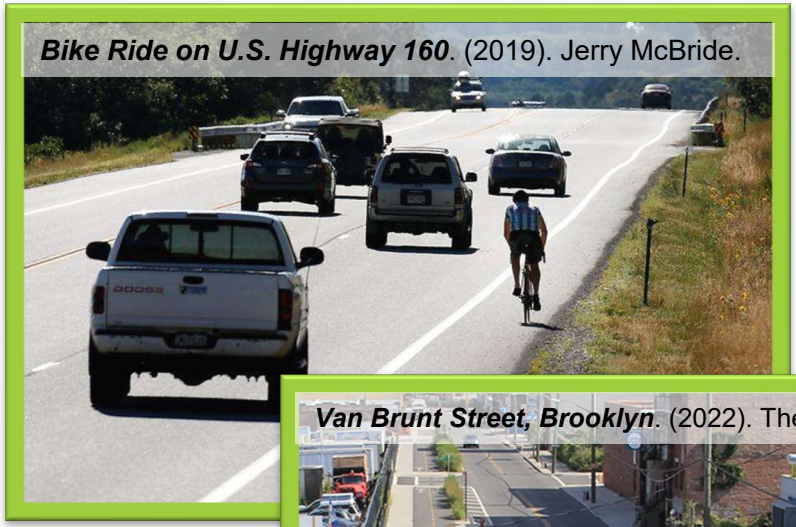
Active Travel and Modeling

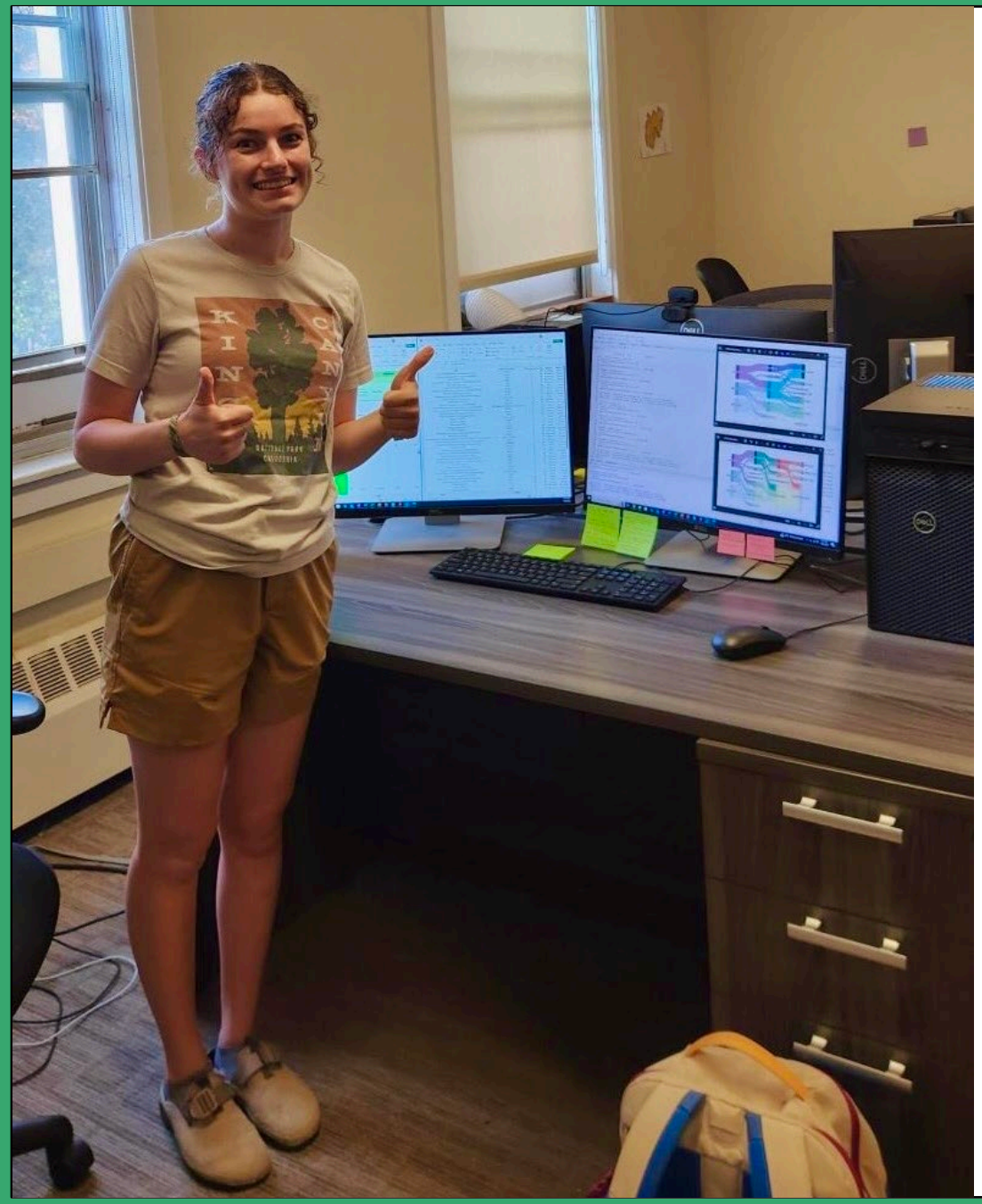
- Models initially developed for congestion management
  - Active travel options are an afterthought
- This leaves us with some questions:
  - Is active travel considered as robustly as vehicular travel?
  - Are these models focusing on the right reasons people do or don't choose to use active travel?
  - Can these models create accurate estimates for active travel projects?



Bike Ride on U.S. Highway 160. (2019). Jerry McBride.

Van Brunt Street, Brooklyn. (2022). The City of New York.

If you <u>can't fully represent</u> active transportation impacts, you <u>can't fully show</u> potential GHG reduction effects

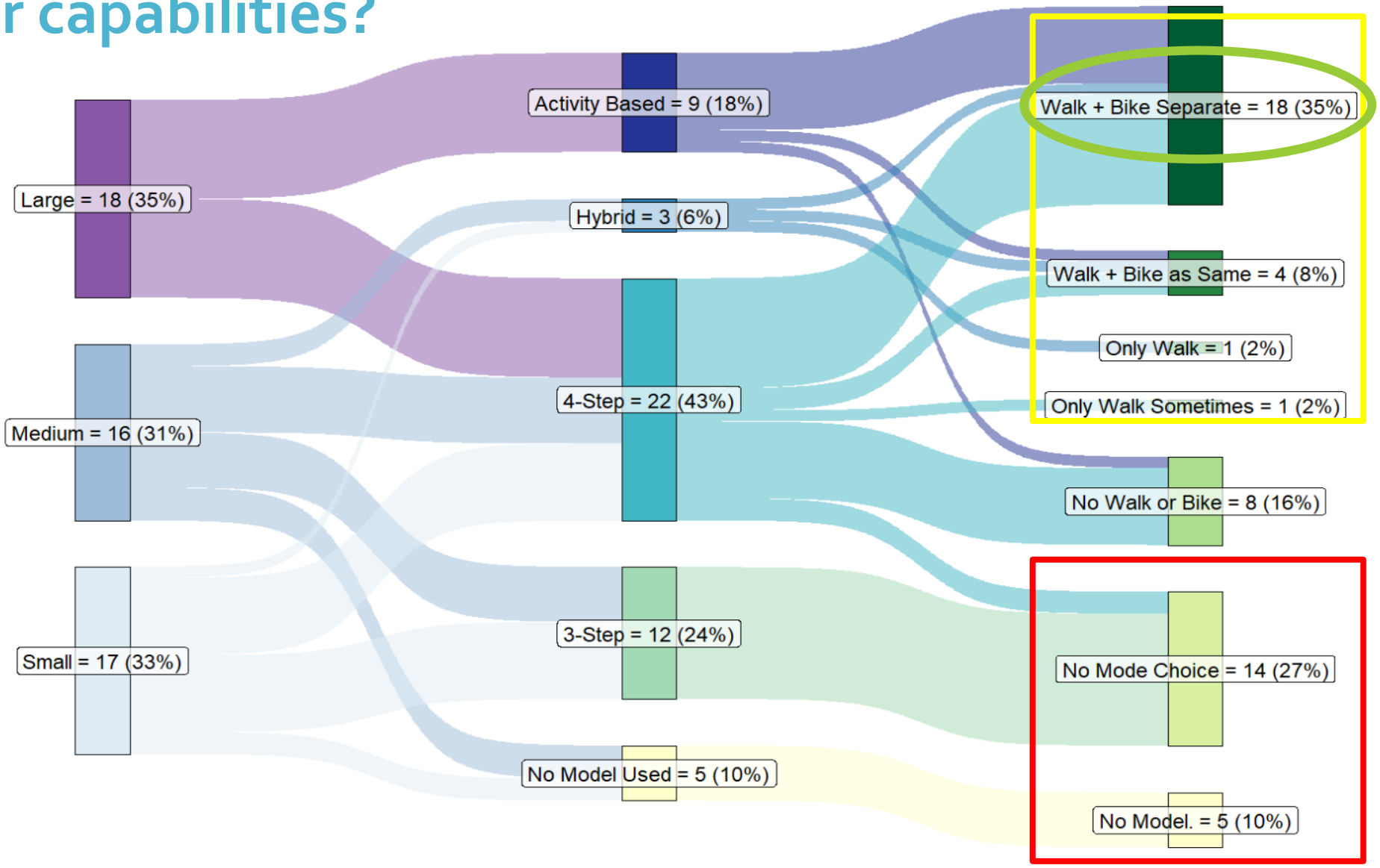


Methodology

1. Review **Long-Range Regional Transportation Plans (LRTPs)** and **TDM** documentation for 60 MPOs
   - Model type
   - Active travel presence and factors in model
   - Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions metrics
2. Compare with active travel infrastructure presence
3. Analyze best practices and highlight faults

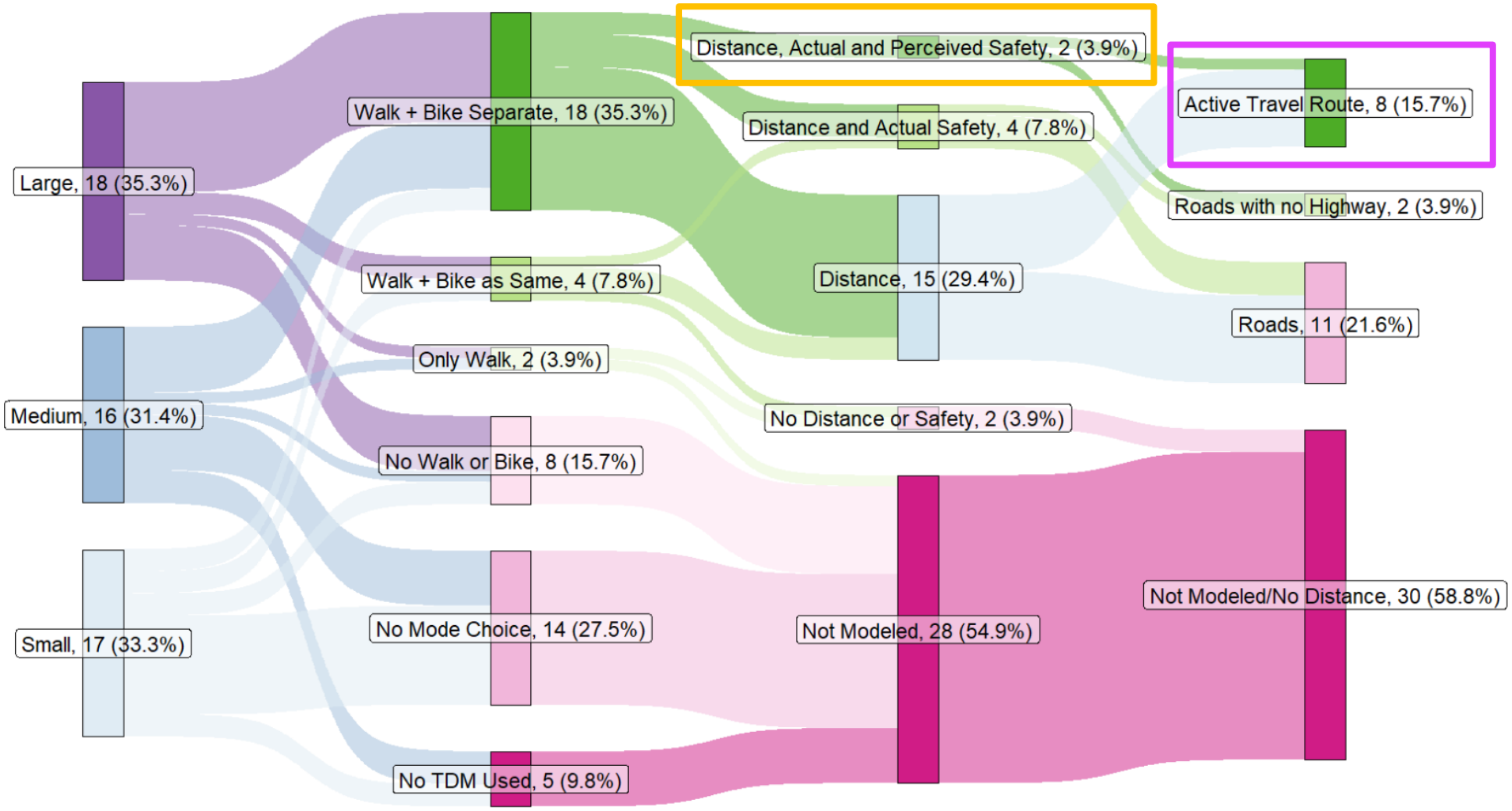
What forecasting methods are used? What are their capabilities?

- **37%** of MPOs don't use a model or don't model different modes
- **47%** of MPOs model active travel modes
- **35%** of MPOs consider walking and biking as separate modes.



What forecasting methods are used? What are their capabilities?

- **4%** consider all three "key factors"
- **15.7%** calculate distance using active travel infrastructure
- **Only 1 model** that
  1. separates walk/bike modes
  2. Considers distance on active travel routes
  3. Considers actual safety
  4. Considers perceived safety



THANK YOU

Questions?

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