



Building Connectivity and Increasing Safety through Complete Streets

Village of Portville, NY



**VILLAGE OF
PORTVILLE**

This workshop was funded by
Creating Healthy School and Communities (CHSC)
and Erie 1 Board of Cooperative Educational Services (BOCES)



Acknowledgments

Daniel Parr
Kate O'Stricker
Syd Evans
Dan Hinz
Cindy Hinz
Anthony Evans
Tammy Attwell
Barb Fairbanks
Rick Fie
Rebecca Johnston
Matt Milne
Rita Fischer
Robert Fischer

Draft





Table of Contents

What is Complete Streets Policy	4
Making the Case for Complete Streets	5
Case Study : Hamburg, NY	6
Case Study : Olean, NY	8
Complete Street Workshop Overview	9
Community Vision	10
Walk Audit Observation and Recommendations	11
S Main Street (417) and Barrett Street	12
S Main Street and Colwell Street	14
Temple Street	16
Proposed Design Treatments	28
Action Plan	32
Appendices	33

Draft

What is a Complete Streets Policy?

Summary

Complete Streets are streets for everyone. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

A Complete Streets policy formalizes a community's intent to plan, design, and maintain streets so they are safe for all users of all ages and abilities. These policies will direct transportation planners and engineers to consistently design and construct the right-of-way to accommodate all anticipated users, including pedestrians, bicyclists, public transportation users, motorists, and freight vehicles.



Source: National Complete Streets Coalition, Smart Growth America

Complete Streets policies can help states, metro areas, counties, cities, and towns transform how they make decisions about their streets. But a strong policy is just the first step in a much longer process to shape practices for street design. Changing those practices is a key step in making a Complete Streets approach the default approach. Those practices determine the projects that get built and how, which are the building blocks of creating a complete network to serve everyone and connect more people to destinations safely and efficiently.¹

¹ Smart Growth America. What Are Complete Streets? Sourced at: <https://smartgrowthamerica.org/what-are-complete-streets/>



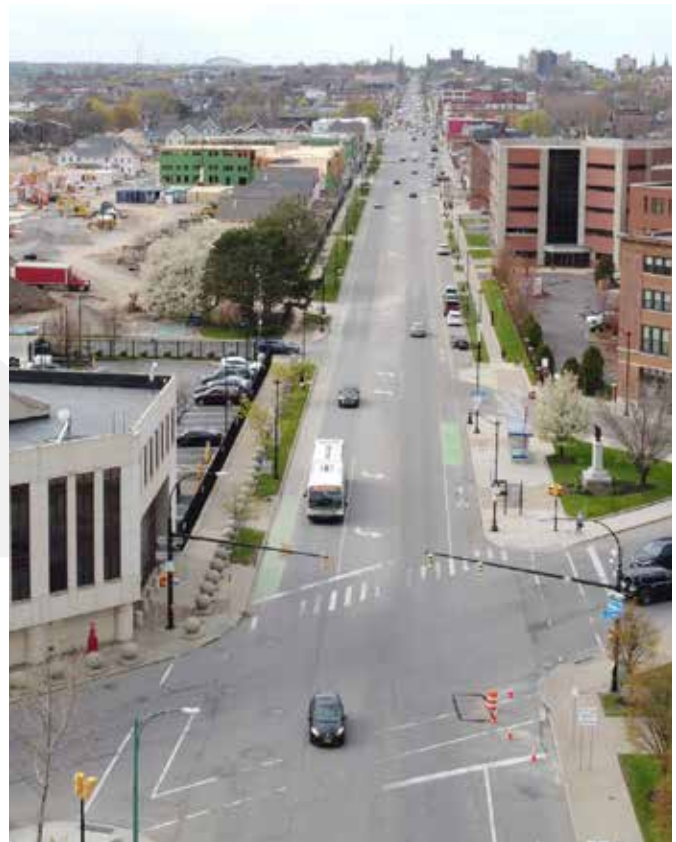
Making the Case for Complete Streets

Walking and bicycling have both been frequently overlooked as village, town, city, state, and federal governments focus their effort and funds on building infrastructure heavy transportation systems for motorized means. Yet there are a growing percentage of people that want to change the common notion of transportation and mobility. They want livable communities where they can commute to work, socialize and recreate by foot and bicycle.

Recent socio-economic and cultural trends highlight the desire for walkable and bikeable communities. The 15-Year Report on Walking and Biking determined that, as of 2009, 12 percent of all trips are now made by bicycle or foot, a 25 percent increase from 2001, even though there are often not adequate facilities for safe walking or bicycling. Bicyclists and pedestrians make up 14 percent of traffic fatalities, although federal funding for biking and walking projects is approximately 2 percent of the federal transportation budget.

While national initiatives, such as Complete Streets and Safe Routes to School, are examples of programs that support pedestrian facility development, problems persist. In 2019, there were 6,205 pedestrians, 846 bicyclists, and 287 other non-motorists (e.g. persons riding micro mobility devices) killed in crashes with motor vehicles in the United States. Together these road users account for a growing share of total US traffic fatalities: in 2010, pedestrians, bicyclists, and other non-motorists represented 15.5 percent of total traffic fatalities, and in 2019 they accounted for 20.3 percent of fatalities.

Non-motorist fatalities increased by 43.6 percent in the ten-year period between 2010 and 2019. During that same time period, total traffic fatalities increased by 9.4 percent. At a national level, the majority of pedestrian fatalities (73.3 percent) and bicyclist fatalities (62.0 percent) occur at non-intersections.²



² National Highway Traffic Safety Administration. (2021, September 02). Fatality Analysis Reporting System (FARS): 2005-2018 Final File and 2019 Annual Report File (ARF). Version 4.0. Retrieved October 19, 2021, from <https://cdan.dot.gov/query>.

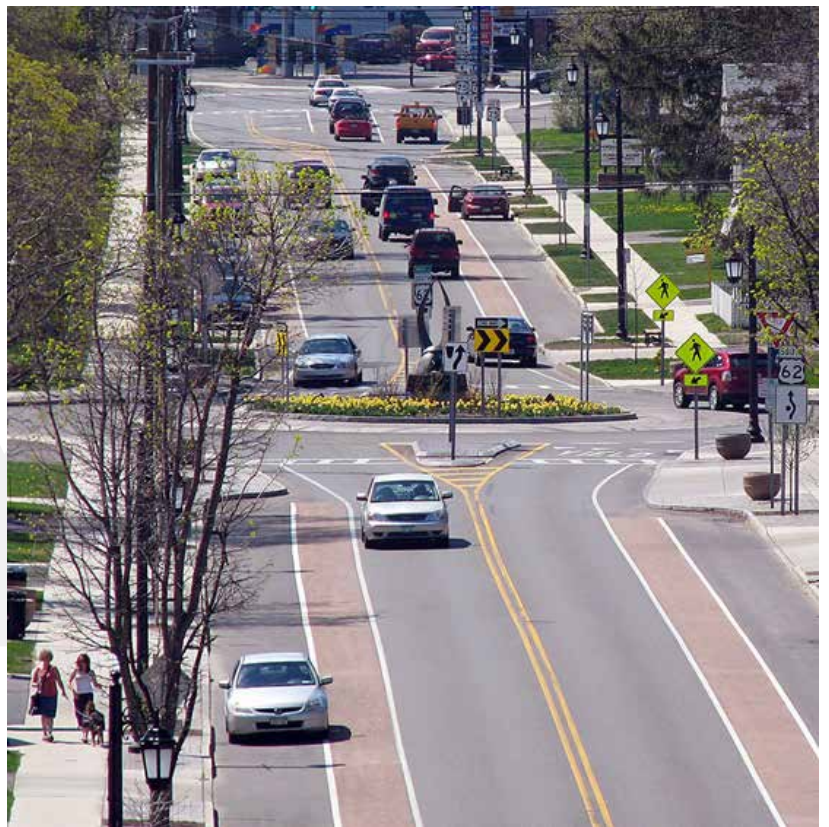


Case Study: Hamburg, NY

Starting in 2002, the Village of Hamburg, NY utilized a Complete Streets approach to restore value and vitality to their village's traditional Main Street. This approach has had many benefits that have transformed their streets into vibrant, people-friendly places where property values have surged and population returned.

The New York State Department of Transportation was planning a \$13 million complete reconstruction of the village's commercial thoroughfare, a roughly two-mile segment of Route 62 (Main Street) and Buffalo Street. Residents formed the "Imagine Hamburg" committee and worked with the state to establish a walkable, bikeable corridor. The village started an education campaign, including several design workshops where village residents could raise concerns, make suggestions, communicate their values and collaborate with planners on a vision and design. This effort alleviated the initial skepticism and allowed all parties to overcome suspicion and build a strong consensus on how to proceed.

Construction began in 2005 and was finished by 2009. Four roundabouts replaced traditional intersections and the corridor went on a "road diet" which removed excess travel lanes allowing for the addition of enhanced bicycle and pedestrian amenities. Since completion - shoppers, strollers, joggers and cyclists have returned while congestion has eased. For the first two years following completion, car accidents on the new road dropped by 66% and injuries by 60%.³ This has led to the resurgence of private investment and property values.³



Source: NYSDOT

³ Better! Cities & Towns, The Inspiring Story of Hamburg, NY. Sourced at: <http://bettercities.net/news-opinion/blogs/robert-steuteville/20401/inspiring-story-hamburg-ny>



Case Study: Hamburg, NY

Village leaders understood that it was not enough to redesign their streets, private development had to be supported and enhanced. The village created building design guidelines that were incorporated into the local zoning code to strengthen their desire to encourage the traditional development that represented the historic character of the community. These design guidelines included zero-setback rules to ensure buildings are pedestrian oriented and are built up to the sidewalk with good first floor fenestration and signage standards. They also included upper floor residential by requiring two-to-three story buildings to increase the number of people living along their main street. The guidelines created an environment of predictability and synergistic development, maximizing the return on public roadway investments, which were essential to attracting private investment.

Since 2005, business owners have spent a total of \$7 million on 33 building projects. The number of building permits rose from 15 in 2005 to 96 in 2010 and property values along Route 62 more than doubled over the same period. In 2012, the village's Main Street was placed on the National Register of Historic Places, which brought tax incentives that may lead to still more development.⁴



Source:GObike

⁴ New York Times. Widen Main Street? Community had other ideas, and thrived. August, 2013. Sourced at: http://www.nytimes.com/2013/08/17/nyregion/widen-main-st-community-had-other-ideas-and-thrived.html?pagewanted=1&_r=0



Case Study: Olean, NY

The City of Olean recently reconstructed North Union Street, one of the city's commercial corridors. Prior to construction vehicular crash rates along North Union Street was found to be 4.6 times greater than the statewide average for similar corridors within New York State (195 crashes between 2008 and 2013), demonstrating a need to rethink the design of the roadway.⁵

In 2013, following a community visioning and planning process, the City of Olean applied for and was awarded a \$6.5-million-dollar Federal Highway Administration TIGER Grant to complete the North Union Street project. An important piece of this application was a Benefit Cost Analysis demonstrating the value of the project's more than \$11 million dollars in benefits versus its \$8-million-dollar cost. Benefits included: travel time savings, reduced vehicle emissions, improved safety, increases in property values, and greater efficiency in utility usage. Not included in the quantitative benefit analysis were the less tangible, but assumed benefits in public health, business growth, and improved attractiveness to residents.⁶

An additional benefit of performing this analysis was the community's discovery that changes in city spending could go a long way toward paying for the improvements they desired. For example, the City of Olean implemented traffic circles freeing up city funds that previously paid utility costs for traffic signals, to be used for an improved landscaping and maintenance.



Source: City of Olean

⁵ Walkable Olean North Union Street Complete Street Transformation TIGER Grant Application. Prepared by the City of Olean, New York. (June, 2013). Sourced at: http://www.walkableolean.com/Tools/BroadCaster/Upload/Project25/Docs/NUS_App_WEB_smallest.pdf.

⁶ "Appendix A." Walkable Olean North Union Street Complete Street Transformation TIGER Grant Application. Prepared by the City of Olean, New York. (June, 2013). Sourced at: http://www.walkableolean.com/Tools/BroadCaster/Upload/Project25/Docs/NUS_BCA_.pdf.



Complete Streets Workshop Overview

GObike hosted a Complete Streets workshop in the Village of Portville at the Library on Saturday April 6, 2024. Justin Booth, Executive Director of GObike, facilitated the discussion. The agenda contained several main elements; an introduction and visioning exercise, a presentation on the key elements of Complete Streets for Portville, a walking tour of Portville, and a group exercise to identify actions to address the current challenges inhibiting the community's ability to walk and bicycle safely.

This workshop went through defining what Complete Streets are, how Complete Streets can apply to the Village of Portville, and what benefits they can provide for the community. Each element of the workshop was designed to assist the participants in developing a community that supports all modes of travel safely. The presentation educated participants on why Complete Streets are important, creative engineering strategies to implement them and policy ideas for long-term sustainability. Provided was an overview on each along with a menu of options that may be considered in developing Complete Streets.



Source: GObike



Vision

At the start of the workshop, we asked community leaders what their vision was for making the streets in their neighborhood safer. The following is a summary of those statements:

- Maintain sidewalks and connect gaps in the existing network to provide safe access to destinations for people of all ages and abilities.
- Establish a connected bicycle network throughout the village and to neighboring municipalities.
- Slow vehicle speeds and make the community safe for people walking, especially young children.
- Promote beautification efforts to enhance community public space and improve quality of life for residents.

Draft





Walk Audit Observations and Recommendations

During the walk audit through Portville, participants identified specific issues within their community that impact people's ability to safely walk or bicycle.



Source: GObike

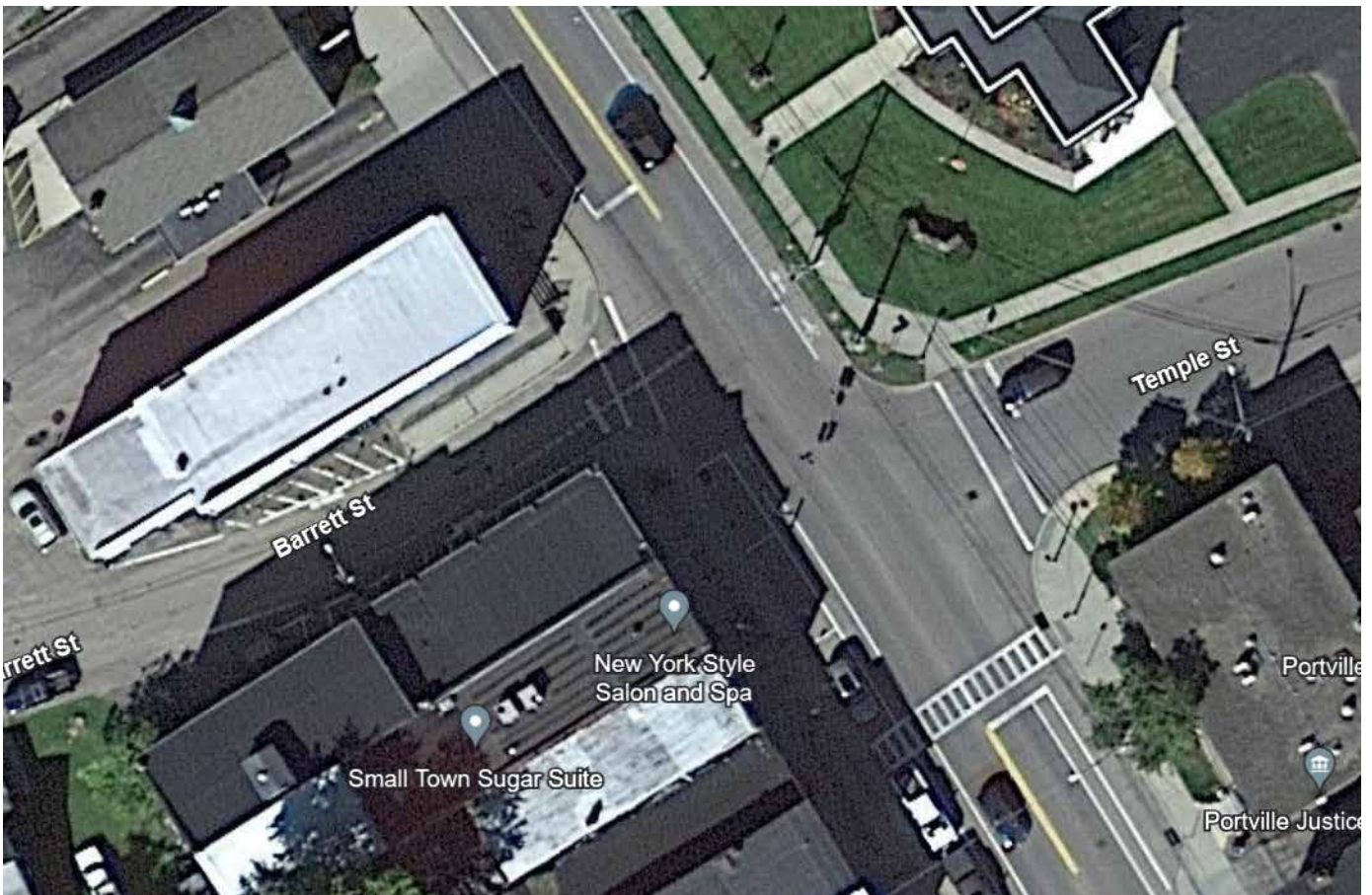


Walk Audit Observations and Recommendations

S Main Street (417) and Barrett Street

- Concerns over handicap access at intersection and to existing businesses
 - ◇ Recommendations include:
 - ◆ Turn Barrett Street to a one-way street to reduce pedestrian crossing distances
 - ◆ Create a one-way route heading west.
 - ◆ Use extra space for outdoor seating or other public amenities
 - ◆ Add a bump out at the intersection along with another crosswalk over 417
 - ◆ Add a bump out at the existing crosswalk
 - ◆ Consider removing parking long 417 between Barrett and the existing crosswalk at the post office and create more pedestrian space/ seating for existing businesses

Existing condition

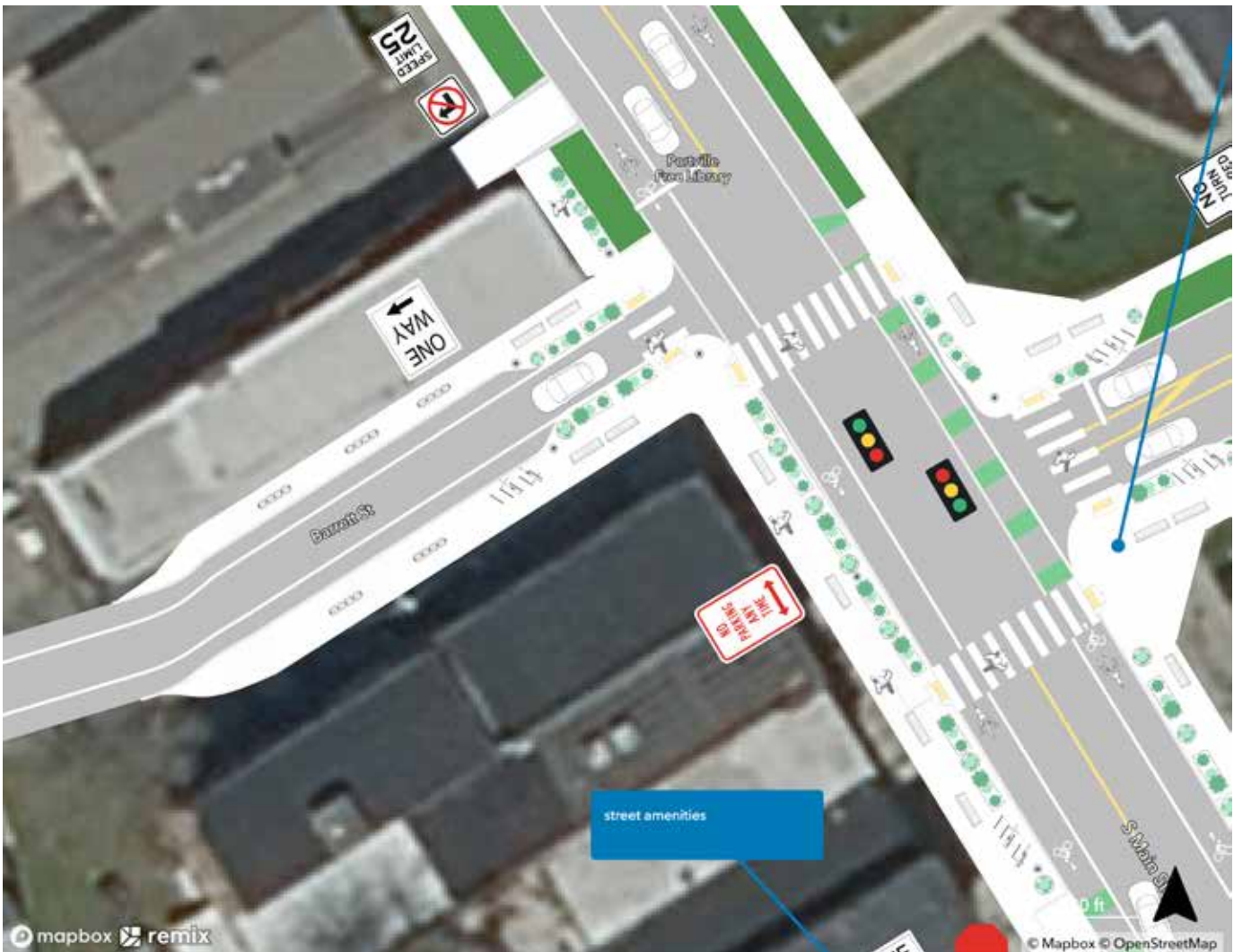


Source: Google street view

Walk Audit Observations and Recommendations



Recommendation



Source: GObike



Walk Audit Observations and Recommendations

S Main Street (417) and Colwell Street

- Colwell St. connects with Barrett Street, creating a loop connecting back to Main Street.
 - ◇ Recommendations include:
 - ◆ Turn Colwell Street to a one-way street to reduce pedestrian crossing distances
 - » Create a one-way route heading east.
 - ◆ Use extra space for outdoor seating or other public amenities
 - ◆ Add a bump out at the intersection along with another crosswalk over 417
 - ◆ Add a bump out at the existing crosswalk.

Existing Condition

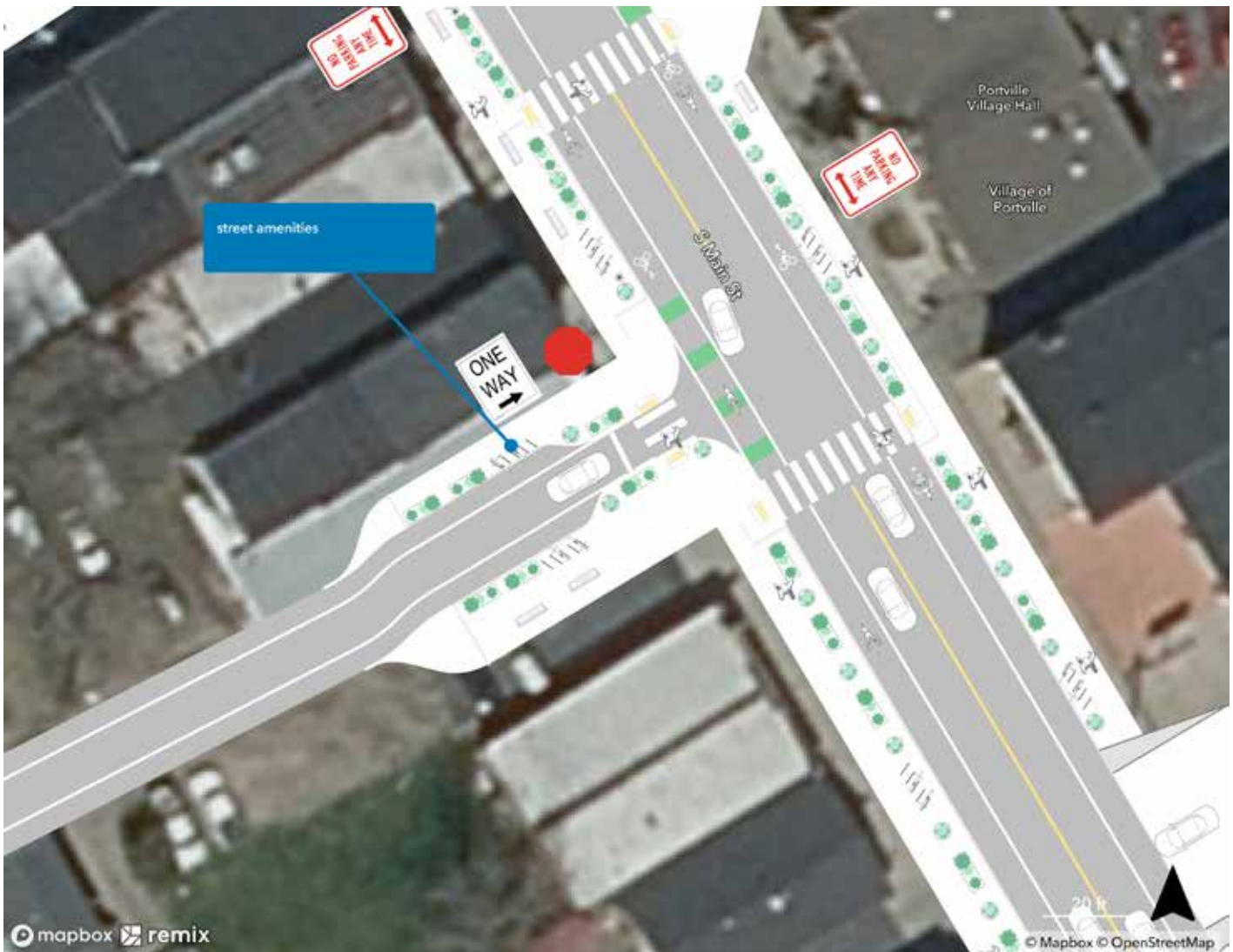


Source: Google street view

Walk Audit Observations and Recommendations



Recommendation



Source: GObike

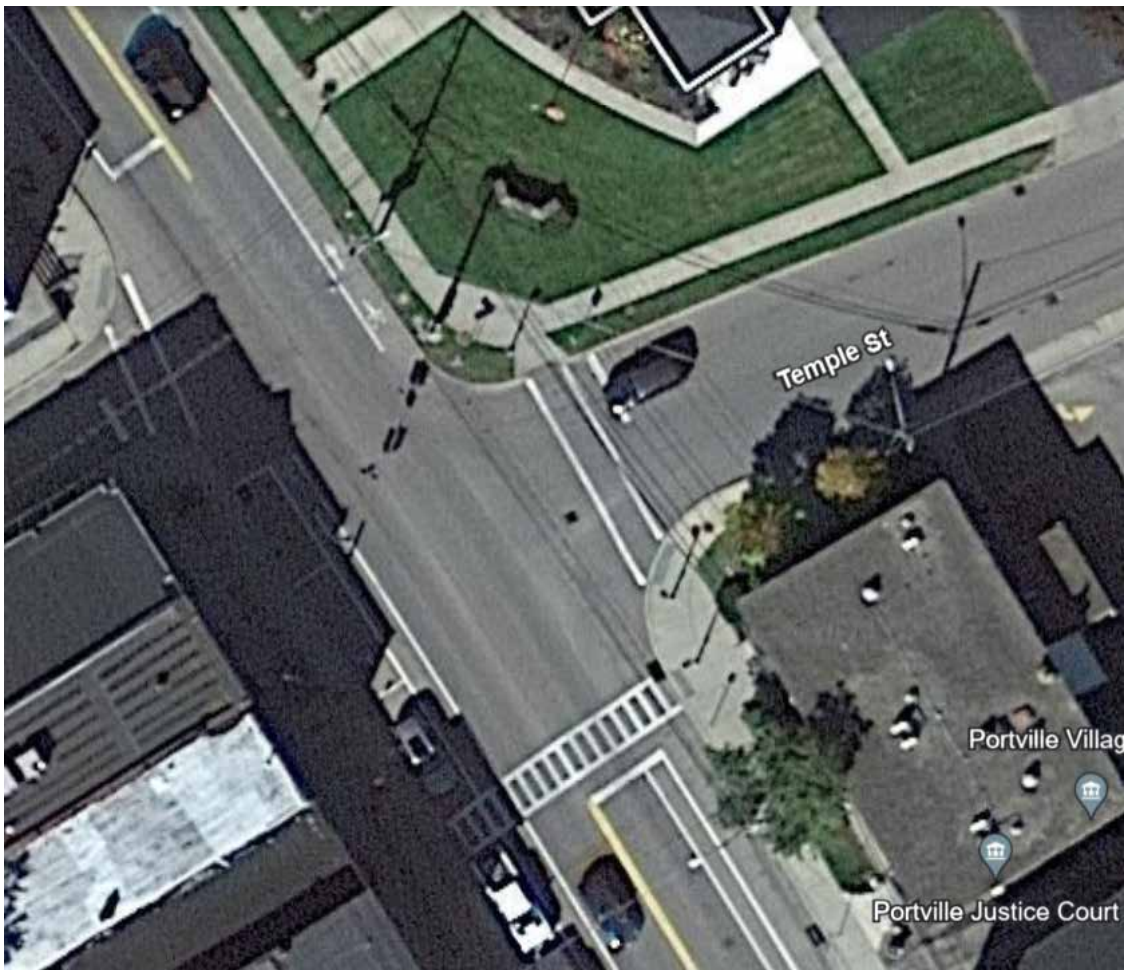


Walk Audit Observations and Recommendations

Temple Street

- Wide street entryway from Main Street to Temple Street
 - ◇ Recommendations include:
 - ◆ Introduce bump outs on Temple street at the existing crosswalk.
 - ◆ Add double yellow lane marking.
 - ◆ Reduce the travel lane to 10ft.
 - ◆ Extend the buffer space to reduce the travel lane.
- Good sidewalks exist along both sides of the street at 417
 - ◇ Recommendations include:
 - ◆ Add a buffer zone at the post office parking lot to separate vehicles from pedestrians.

Existing Condition

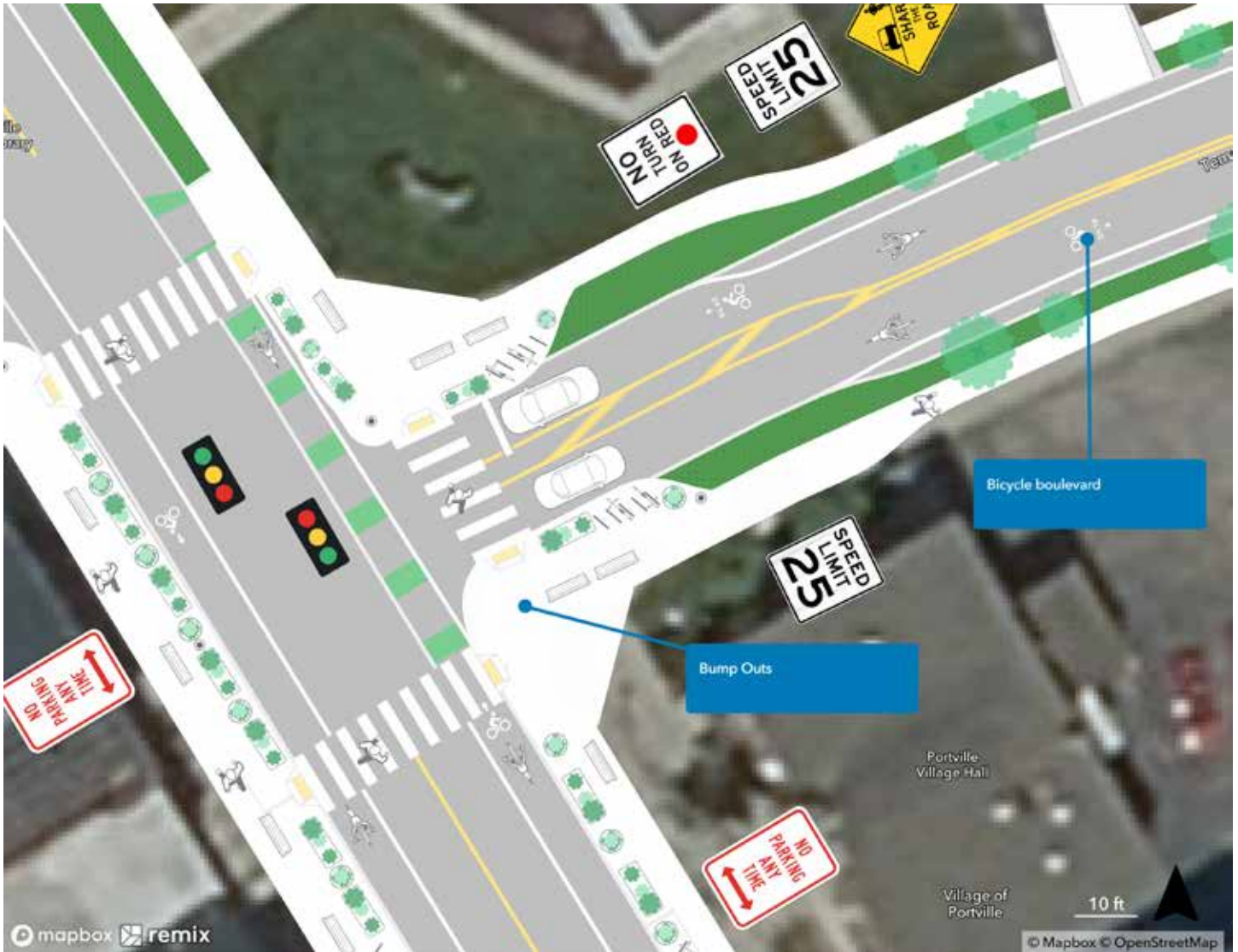


Source: Google street view



Walk Audit Observations and Recommendations

Recommendation



Source: GObike

Walk Audit Observations and Recommendations

- Vehicles were observed speeding along Temple Street
 - ◇ Recommendations include:
 - ◆ Add a double yellow line to demarcate each travel lane establishing two 10ft travel lanes
 - ◆ Consider adding chicanes
 - ◆ Consider adding speed humps
 - ◆ Consider adding a raised crosswalk.

Existing Condition



Source: Google street view



Walk Audit Observations and Recommendations



Source: Google street view



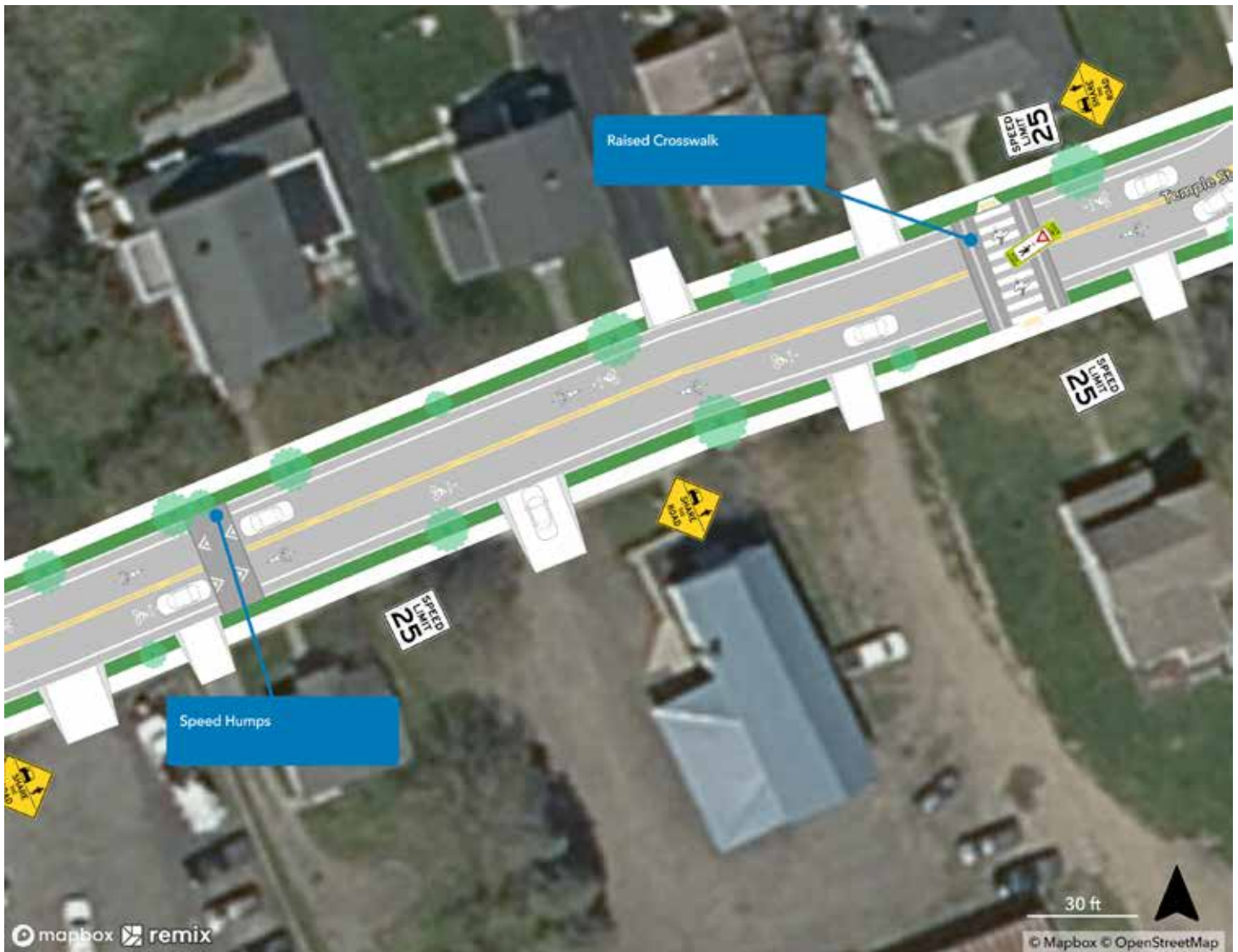
Walk Audit Observations and Recommendations

Recommendation



Source: GObike

Walk Audit Observations and Recommendations



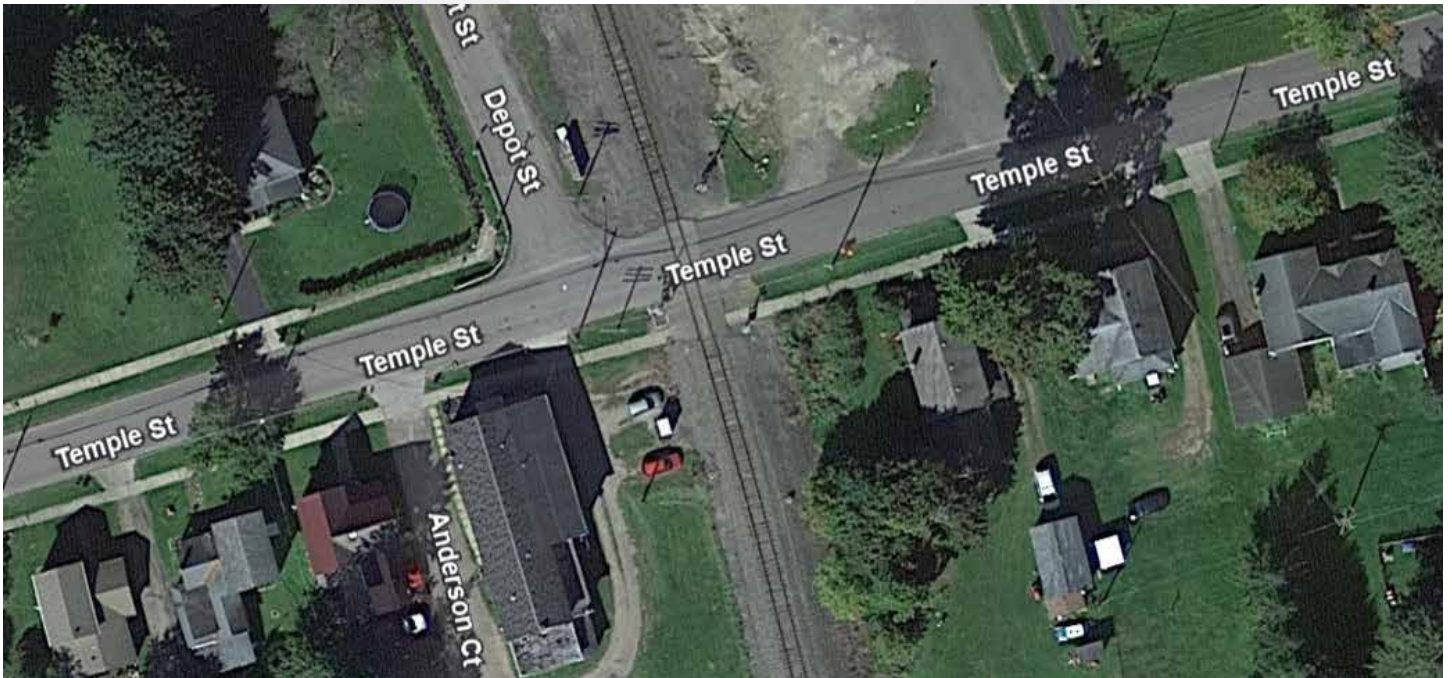
Source: GObike



Walk Audit Observations and Recommendations

- Sidewalk is steep at Railroad crossing along Temple Street
 - ◇ Recommendations include:
 - ◆ The steep sidewalk does not align with requirements from the American with Disabilities Act (ADA), write a letter to the railroad asking them to address this ADA violation
- Sidewalk on north side of Temple Street ends at Depot Street
 - ◇ Recommendations include:
 - ◆ Add crossing to connect sidewalk network
 - ◆ Consider creating a raised crosswalk

Existing Condition



Source: Google street view



Walk Audit Observations and Recommendations

Recommendation



Source: GObike



Walk Audit Observations and Recommendations

- Sidewalk on south side of Temple Street ends at the bridge crossing Cole Creek leaving a gap in the sidewalk network to a major destination - Lyman Baker Creekside Memorial Park
 - ◇ Recommendations include:
 - ◆ Long term - add sidewalk or separated sidepath
 - ◆ Short term - add edge lines or implement a quick build separated sidepath to connect existing sidewalks to the park and connect to existing sidewalks along Brooklyn Street.
 - ◆ Add rubberform to create a physical protection from vehicle traffic

Existing Condition





Walk Audit Observations and Recommendations



Source: Google Street View



Walk Audit Observations and Recommendations

Recommendation





Walk Audit Observations and Recommendations



Source: GObike

Proposed Design Treatments

Bump-outs

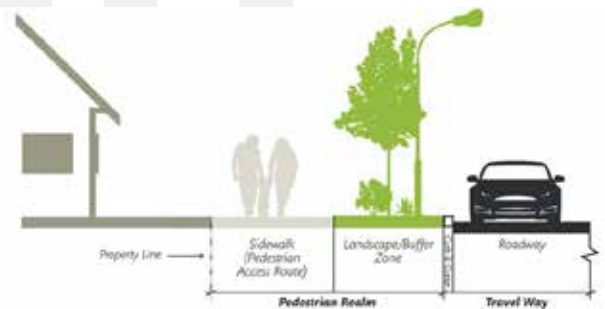
Bump-outs increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians. The bump-outs not only have the ability to immediately impact speed through intersections but also possess placemaking components, such as custom paint coloring and planters.



Source: GObike

Buffer zone

The area set back from the curb, known as the furnishing zone, offers room for signage, utilities, storm water catchment, landscaping, street furnishings, and driveway aprons. This designated space serves multiple functions. The landscape/buffer zone acts as a separation between the sidewalk and vehicular traffic, contributing to a more pleasant pedestrian environment. This design not only guarantees a suitable pedestrian access route but also provides sufficient room beyond the sidewalk for placing street infrastructure. Moreover, the buffer zone accommodates the essential space for installing ADA/PROWAG accessible ramps at intersections.



Source: The City of Albuquerque-Bernalillo County Comprehensive Plan



Proposed Design Treatments

Asphalt Art

Incorporating asphalt art initiatives into intersection redesign projects is an effective and relatively low-cost strategy to activate and enhance intersections. This approach helps cities, towns, and villages alike to use art and community engagement to improve street safety and to revitalize public space.



Source: Bloomberg Asphalt Art Initiative Program

High-visibility crosswalks

High-visibility crosswalks employ patterns (such as bar pairs, continental, and ladder designs) that enhance visibility for both drivers and pedestrians from a greater distance compared to traditional transverse line crosswalks. It is recommended to consider these high-visibility crosswalks at all midblock pedestrian crossings and uncontrolled intersections. To achieve optimal reflectivity, agencies are advised to use materials like inlay or thermoplastic tape instead of paint or brick for crosswalk markings. Additionally, the inclusion of in-street signs, such as 'STOP Here for Pedestrians' or 'YIELD Here to Pedestrians,' can further enhance pedestrian safety.



Source: [FHWA](#)



Proposed Design Treatments

Sidepath

A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small town community character.



Source: [Rural Design Guide](#)

Chicane

Chicanes are designed features implemented in roadways to enhance traffic safety and control vehicle speed. These features consist of a series of alternating curves or bends strategically placed along a roadway. The primary purpose of chicanes is to slow down vehicular traffic, particularly in areas with a focus on pedestrian safety, residential zones, or school areas. By introducing a zigzag pattern or a sequence of turns, chicanes compel drivers to navigate through a more intricate path, naturally prompting a reduction in speed. This traffic calming measure aims to create a safer environment for pedestrians and cyclists, discouraging speeding and promoting a more secure and walkable urban setting.



Source: [NACTO](#)



Proposed Design Treatments

Speed Hump

Speed humps are parabolic vertical traffic calming devices intended to slow traffic speeds on low volume, low speed roads. Speed humps are 3-4 inches high and 12-14 feet wide, with a ramp length of 3-6 feet, depending on target speed. Speed humps reduce speeds to 15-20 mph and are often referred to as "bumps" on signage and by the general public.



Source: [NACTO](#)

Raised Crosswalk

Raised crosswalks are ramped speed tables spanning the entire width of the roadway, often placed at midblock crossing locations. The crosswalk is demarcated with paint and/or special paving materials. These crosswalks act as traffic-calming measures that allow the pedestrian to cross at grade with the sidewalk.



Source: [FHWA](#)



Action Plan

Based upon feedback generated from the workshop participants, the following recommended actions were identified to begin the process of implementing complete streets in the Village of Portville:

Immediate:

- Write to the NYS Department of Transportation to identify the maintenance schedule for Route 417 (S Main Street) to identify potential short-term improvements at the intersection of Temple.
- Write to the railroad company to make them aware of the ADA compliance issue with the crossing along Temple.
- Write letter to NYS Department of Environmental Conservation, Region 9 Director on the opportunity to add trails to the dyke and levee system.

Short term:

- Implement a quick build demonstration project along Temple Street to fill the gap in the existing sidewalk network in collaboration with GObike.
- Add bicycle parking at businesses, parks and other local destinations in collaboration with GObike.

Mid term:

- Include complete streets policy language in an update to the village's comprehensive plan. (include Model language in appendix)
 - ◇ Inclusion of complete streets language in the comprehensive plan and the passage of a complete streets policy are important when engaging the NYS Department of Transportation to address community concerns to improve walkability and bicycle safety.
- Form a village complete streets committee.
 - ◇ By identifying and engaging local businesses, schools, planning board, etc., you can begin to build support for adoption of complete street policy and projects ensuring the community is supporting the long-term vision. Adopt a local complete streets ordinance. (include Model language in appendix)

Long term:

- Develop a sidewalk inventory and matrix to plan for current maintenance needs and long term connectivity in the community's sidewalk network.



Appendices

- Model complete Streets Policy
- Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

Draft



Model Complete Streets Policy

Draft Model Ordinance

The National Complete Streets Coalition promotes a comprehensive policy that addresses ten main elements for communities to adopt. These elements include an identified vision, specific direction and commitment, interpret clearly the community's desire, and establish flexibility in planning and implementation to ensure real results through good process. Provided is a description of each section and sample language for consideration.

A strong **vision** can inspire a community to follow through on its policy. Every community has its own set of challenges and desires, which has encouraged them to develop Complete Streets as an effective policy to combat them. At its core, complete streets identifies that all users upon the roadways should be safely accommodated into the planning, design, construction and operation of the transportation system.

- *Whereas; Establish (your community) as a safe and accessible community by improving bicycle and pedestrian friendliness through consistent public realm design standards to a revitalized mixed-use downtown district.*

Clarity in the **intent** of the policy makes it easy for those who are tasked with its implementation and follow through. All involved understands this new goal and can determine what changes in the current process need to occur.

- *Whereas; The (your community) shall plan for, design, construct, operate and maintain appropriate facilities for all transportation users in all new construction, retrofit and reconstruction projects.*

Complete Street policies come with an understanding that **all users and modes** shall be accommodated upon the roadway. This recognizes that our streets are for more than moving vehicles through them. Streets should also be places for those who travel by foot and bicycle for they too are deserving of safe facilities to travel upon.

- *Whereas; streets that integrate multiple transportation choices for pedestrians, bicyclists, and transit, with special consideration for children, the elderly and people with disabilities, contribute to the public life of a community, sustainable economic development and efficient movement of people and goods.*



The complete street policy should apply to all street **projects and phases**. Whether it is new construction, reconstruction, maintenance or operations all transportation improvements should be viewed as an opportunity to create safer, more accessible streets for all users.

- *Whereas; the (your community) shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain all streets to provide a comprehensive and integrated network of facilities for all users of all abilities.*

There are some **exceptions** that should be in place to ensure the policy is not too onerous. However, a process to handle exceptions is needed and should not weaken the overall policy. The Federal Highway Administrations guidance on accommodating bicycle and pedestrian travel identifies when accommodations may not be necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls; the cost of accommodation is excessively disproportioned to the need or probable use; there is a documented absence of current or future need.

- *Whereas; Any exception to applying this Complete Streets Policy to a specific roadway project must be approved by (the Village Trustees) with documentation of the reason for the exception. Exceptions may be made when the project involves a roadway on which non-motorized use is prohibited by law. In this case, an effort shall be made to accommodate pedestrians and bicyclists elsewhere.*

Streets must be organized in an integrated **network**. Residents have many potential destinations in their daily travel. A complete street provides an interconnected network that meets this demand.

- *Whereas; This policy will create a comprehensive, integrated, connected transportation network for (your community) that balances access, mobility, health and safety needs for all residents. Planning, funding, designing, constructing, managing and maintaining a complete multi-modal network, ensures this.*

Implementing a complete street network can become difficult with multiple agencies having **jurisdiction** over the planning, design and construction of different roads. Within your community, the state and county may also have jurisdiction over some of the roadways. Additionally, new developments may be built in town and new roadways established by private developers.



- *Whereas; It is the intent of this policy to foster partnerships with the state, county, school district, citizens, businesses, interest groups and neighborhoods to implement complete streets.*

Communities should **design** their streets using the best and latest design standards available.

- *Whereas; The (your community) shall adapt, develop and adopt departmental policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets; AASHTO Guide for Planning, Designing, and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide; U.S. Access Board Public Right-of-Way Accessibility Guidelines; Highway Capacity Manual and Highway Safety Manual.*

All communities are different and it is important that each maintain their character and sense of place when designing complete streets. A **Context sensitive** approach does this by adapting roads to fit the character of the surrounding neighborhood.

- *Whereas; the implementation of this policy shall reflect the context and character of the surrounding built and natural environments while enhancing the appearance of such. In doing so, the (your community) shall consider methods of providing development flexibility within safe design parameters such as context-sensitive design solutions and shall attempt to employ all solutions consistent with and sensitive to the context of the project.*

Performance Measures help communities measure their success. The evaluation of complete streets projects can help identify this success by determining improvements in safety, economic development and changes in mode share. These can include the total number of bike lanes added, increase in building permits issued to the increase in activity levels of residents because they are now walking or biking more often.



- *Whereas; Complete Streets should be continuously evaluated for success and opportunities for improvement sought. This policy encourages the regular evaluation and reporting of implementing complete streets through the following performance measures:*
 - *Increase in the share of bicycles, pedestrians and transit users;*
 - *Crash data;*
 - *Use of new projects by mode;*
 - *Compliments and complaints;*
 - *Linear feet of pedestrian accommodations built;*
 - *Number of ADA accommodations built;*
 - *Miles of bike lanes/trails built or striped;*
 - *Number of transit accessibility accommodations built;*
 - *Number of street trees planted;*
 - *Number of building permits issued along new complete street;*
 - *Number of exemptions from this policy.*

Once a policy is passed, the work is not done. There are a number of steps that a community can take to ensure the **implementation** of complete streets. There are five key steps to follow in order to be successful, these include:

1. Restructure or revise related procedures, plans, regulations and other processes to accommodate all users.
 2. Develop new design policies and guides or revise existing ones to reflect current best practices in transportation design.
 3. Ensure that staff responsible for implementing the policy, as well as community leaders and the general public has opportunities to attend workshops or other training opportunities so that everyone understands how to implement the policy effectively.
 4. Identify ways to evaluate and measure the performance of your new complete streets by collecting data and sharing with the general public how well the streets are serving them.
- *Whereas; The (your community) shall implement the following steps to ensure successful implementation of complete streets:*
 - *Advisory Board: the (your community) will establish an interdepartmental advisory board to oversee the implementation of this policy. The committee will included members of the village (board members, planning board, school board, highway department), county (planning department and highway department), the NYS Department of Transportation, the police department as well as representatives from bicycling, pedestrian, disabled, youth and elderly communities or any other organizations as deemed relevant.*



This committee will meet quarterly and provide a written report to the (your community's elected officials) evaluating progress and advising on implementation.

- *Inventory: The (your community) will maintain a comprehensive inventory of the pedestrian and bicycle infrastructure and will prioritize projects to eliminate gaps in the sidewalk and bikeway networks.*
- *Capital Improvement and Maintenance Project Prioritization: The (your community) will reevaluate capital improvement and maintenance project prioritization annually to encourage implementation of pedestrian and bicycle improvements.*
- *Revisions to Existing Plans and Policies: The (your community) will incorporate complete street principles into the comprehensive plan, zoning code and other plans and manual, rules, regulations and programs.*
- *Other Plans: The (your community) will prepare, implement and maintain a Bicycle and Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Street Tree and Landscape Plan.*
- *Storm Water Management: The (your community) will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.*
- *Staff Training: The (your community) will train all pertinent staff on the content of the complete streets principles and best practices for implementing the policy.*
- *Coordination: The (your community) will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.*
- *Street Manual: The (your community) will create and adopt a Complete Streets Design Manual to support implementation of this policy.*
- *Funding: The (your community) will actively seek sources of appropriate funding to implement complete streets.*

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																													
Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
	OST Programs							Federal Transit					NHTSA		Federal Highway Administration														
Activity or Project Type	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	ELTTP	TTP	TTPSF
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$			\$	\$	\$	\$				\$	\$	\$	
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				\$	TA					\$	\$				\$						\$	\$	\$		\$		\$	\$	
Barrier removal for ADA compliance	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$				\$	\$	\$	\$	\$	\$		\$	\$	\$	
Bicycle plans			~\$	\$				\$		\$	\$				\$					\$	\$	\$		\$	\$		\$	\$	\$
Bicycle helmets (project or training related)												\$									\$	\$SRTS		\$				\$	
Bicycle helmets (safety promotion)																					\$	\$SRTS		\$				\$	
Bicycle lanes on road	~\$	~\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	\$		\$			\$	\$	\$
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	\$	\$		~\$	\$	\$	\$		~\$				\$	\$			\$		\$	\$	\$	\$		\$	\$	\$	
Bike racks on transit	~\$		\$	~\$			~\$	\$	\$		~\$				\$	\$					\$	\$					\$	\$	
Bicycle repair station (air pump, simple tools)	~\$		\$	~\$		~\$	~\$	\$	\$						\$						\$	\$					\$	\$	
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$		\$	\$					\$	\$	
Bicycle storage or service centers (example: at transit hubs)	~\$		\$	~\$		~\$	\$	\$	\$						\$	\$					\$	\$					\$	\$	
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Bus shelters and benches	\$	\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$	\$	\$	\$				\$	\$	\$	
Coordinator positions (State or local) (limits on CMAQ and STBG)				\$							\$					\$					\$	\$SRTS		\$					\$
Community Capacity Building (develop organizational skills/processes)				\$	TA					\$	\$														\$			\$	
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$						\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Curb ramps	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Counting equipment		\$	\$	\$			~\$	\$	\$								\$		\$		\$	\$	\$	\$	\$		\$	\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$			~\$	\$	\$	\$	\$				\$		\$		\$		\$	\$	\$	\$	\$		\$	\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	~\$			\$	\$	\$	~\$	~\$				\$				\$	\$	\$	\$	\$	\$			\$	\$	
Historic preservation (pedestrian and bicycle and transit facilities)	~\$		~\$	~\$		~\$	~\$	\$	\$		~\$				\$						\$	\$				\$	\$	\$	
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	~\$	~\$		~\$	~\$	\$	\$	~\$	~\$				\$				~\$	\$	\$	\$					\$	\$	
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Maps (for pedestrians and/or bicyclists)				\$				\$	\$	\$	~\$				\$	\$					\$	\$		\$	\$		\$	\$	
Micromobility projects (including scooter share)	\$		\$	~\$		~\$	~\$				~\$				\$	\$					\$	\$					\$	\$	
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$		~\$	~\$							\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Pedestrian plans	\$	~\$	~\$	\$				\$		\$	\$				\$					\$	\$	\$		\$	\$		\$	\$	\$
Rail at-grade crossings	\$	\$	\$	~\$		\$	\$	\$	\$						\$		\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Recreational trails	\$		\$	~\$			~\$													\$	\$	\$	\$			\$	\$	\$	
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	~\$		~\$	~\$			\$	~\$			~\$	~\$	~\$			\$	\$	\$	\$	\$	\$		\$	\$	\$	
Road Diets (pedestrian and bicycle portions)	\$	\$	\$	\$		~\$	\$								\$	\$	\$		\$	\$	\$	\$					\$	\$	\$

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																													
Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
Activity or Project Type	OST Programs							Federal Transit				NHTSA		Federal Highway Administration															
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PROTECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF
Road Safety Assessment for pedestrians and bicyclists			\$	\$	TA		~\$				~\$					\$	\$				\$	\$			\$		\$	\$	\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws				\$							~\$	\$	\$				\$				\$SRTS	\$SRTS		\$	\$			\$	
Safety education positions				\$							~\$	\$									\$SRTS	\$SRTS		\$				\$	
Safety enforcement (including police patrols)				\$								\$	\$				\$				\$SRTS	\$SRTS		\$				\$	
Safety program technical assessment (for peds/bicyclists)			\$	~\$	TA						~\$	\$				\$					\$SRTS	\$SRTS		\$	\$		\$	\$	
Separated bicycle lanes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Shared use paths / transportation trails	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Sidewalks (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Signing for pedestrian or bicycle routes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$			\$	\$	\$	\$		\$		\$	\$	\$	\$
Spot improvement programs (for pedestrian and bicycle facilities)	\$	\$		\$		~\$	~\$	\$			~\$			\$		\$	\$		\$	\$	\$	\$		\$			\$	\$	\$
Stormwater impacts related to pedestrian and bicycle project impacts	\$	\$	\$	~\$		~\$	~\$	\$	\$							\$	\$		\$	\$	\$	\$		\$			\$	\$	\$
Traffic calming	\$	\$	\$	\$		~\$	~\$	\$						\$		\$			\$	\$	\$	\$		\$			\$	\$	\$
Trail bridges	\$	\$	\$	~\$		~\$	\$							\$	~\$	\$	\$		\$	\$	\$	\$		\$			\$	\$	\$
Trail construction and maintenance equipment				~\$		~\$	~\$							\$							\$	\$	\$				~\$	~\$	~\$
Trail/highway crossings and intersections	\$	\$	\$	\$		~\$	~\$							\$	\$	~\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$
Trailside/trailhead facilities (restrooms, water, not general park amenities)	~\$					~\$	~\$							~\$							\$	\$	\$			\$	\$	\$	
Training				\$	TA						~\$	\$			\$	\$					\$	\$	\$	\$	\$			\$	
Training for law enforcement on ped/bicyclist safety laws				~\$								\$	\$		~\$	\$					\$SRTS	\$SRTS		\$				\$	
Tunnels / underpasses for pedestrians and/or bicyclists	\$	\$	\$	\$		\$	\$	\$	\$					\$	\$	\$	\$		\$	\$	\$	\$		\$			\$	\$	\$
Vulnerable Road User Safety Assessment			\$	\$	TA																\$	\$		\$			\$	\$	\$

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
RAISE: Rebuilding American Infrastructure with Sustainability and Equity
INFRA: Infrastructure for Rebuilding America Discretionary Grant Program
RCP: Reconnecting Communities Pilot Program
SS4A: Safe Streets and Roads for All
Thrive: Thriving Communities Initiative (TA: Technical Assistance)
RRIF: Railroad Rehabilitation and Improvement Financing (loans)
TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement (1% set-aside of FTA)
TOD: Transit-Oriented Development
AoPP: Areas of Persistent Poverty Program
NHTSA **402**: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program
NHTSA **405**: National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)
BFP: Bridge Formula Program; **BIP**: Bridge Investment Program; **BRR**: Bridge Replacement and Rehabilitation Program
CRP: Carbon Reduction Program

CMAQ: Congestion Mitigation and Air Quality Improvement Program
HSIP: Highway Safety Improvement Program
RHCP: Railway-Highway Crossings (Section 130) Program
NHPP: National Highway Performance Program
PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
STBG: Surface Transportation Block Grant Program
TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)
RTP: Recreational Trails Program
SRTS: Safe Routes to School Program (and related activities)
PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds
NSBP: National Scenic Byways Program
FLTTP: Federal Lands and Tribal Transportation Programs: [Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Tribal Transportation Program](#), [Federal Lands Planning Program](#) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) program.
TTP: Tribal Transportation Program
TTPSF: Tribal Transportation Program Safety Fund

Cross-cutting notes

This table indicates potential eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. In these instances, the Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance)
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and the [TA Set-Aside](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TA Set-Aside](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- FHWA’s [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#).
- FHWA Links to [Technical Assistance and Local Support](#).

Program-specific notes

Federal-aid and other DOT funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

- [RAISE](#) (Infrastructure Investment and Jobs Act (Pub. L. 117-58) (IIJA), also known as the Bipartisan Infrastructure Law (BIL), § 21202): Funds capital and planning grants.
- [INFRA](#) (IIJA § 11110): For projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)): See [RCP Program Notice of Funding Opportunity](#) for full details. Planning grants and Capital Construction Grants must relate to a transportation facility that creates a barrier to community connectivity.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.
- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.
- [FTA / ATI](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#), [Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
 - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
 - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services in areas experiencing long-term economic distress, not for capital purchases.
- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024; however, for FY 2023 grants, FAST Act eligible uses remain in place.
- [BFP](#), (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.

- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain non-infrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133) and [TA Set-Aside](#) (23 U.S.C. 133(h)): Activities marked "\$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)). There is broad eligibility for projects under 23 U.S.C. 206, 208, and 217.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be close to a designated scenic byway.
- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTTP) program.
 - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- [TTPSF](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to [federally recognized Indian tribes](#) through a competitive, discretionary program to plan and implement transportation safety projects.

Other Ways to Work with Us

GObike promotes active mobility options, trails and greenways, and complete streets in Western New York. We connect and empower communities through advocacy, education, planning, and engagement.

Additional information regarding our programs and services can be found online at gobikebuffalo.org.



GObike