



FINAL REPORT
of the
**Ad-hoc Bicycle and Pedestrian
Committee**

23 January 2023

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Charter

The Ad-hoc Bicycle and Pedestrian Committee was created by a vote of the Select Board at their meeting on January 24, 2022. The Committee was chartered to:

- Create a Town-wide Bicycle and Pedestrian Master Plan which addresses both commuter and recreational walking and biking,
- Develop a short and long-term Bike & Walk Action Plan that prioritizes policies, projects, and programs that can be implemented over the short term (1-5 years) and over the next decade, and to
- File with the Select Board on or before January 24, 2023 a recommendation about how cycling and pedestrian issues should be addressed in the future.

The Ad-hoc Committee had its first meeting on February 10, 2022 and we have continued to meet on a bi-weekly schedule¹.

While all of our members raised their individual concerns and desires, the Committee wanted to ensure that our report reflects the concerns and desires of as large a group of Hudson residents as possible. The Committee used a bicycle and pedestrian community survey originally conducted by the Cape Ann Mass In Motion team as a template for the survey which we created.

The Committee would like to thank Sandra Maiuri from the Hudson School Department and Thalita Campelo from MetroWest Shared Public Health Services for translating the survey into Spanish and Portuguese, respectively.

The Committee also met with Chief DiPersio from the Hudson Police Department, Paul Jahnige from the Department of Conservation and Recreation's (DCR's) Greenways and Trails Division, and with representatives from the Academic and Public Health Corps who provided input on our survey questionnaire.

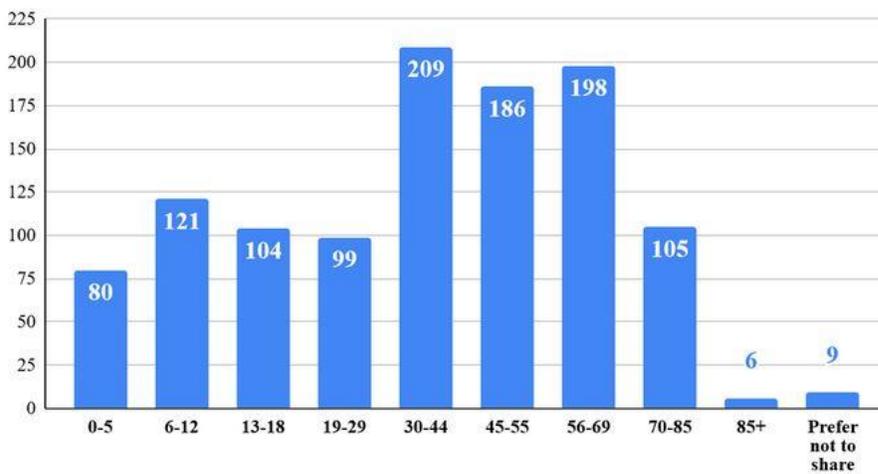
The Committee Chair also made a presentation to the Business Improvement District's Executive Board and he met with the School Department's Finance Director to discuss Safe Routes to School funding opportunities.

¹ <https://www.townofhudson.org/node/51876/minutes/2022>

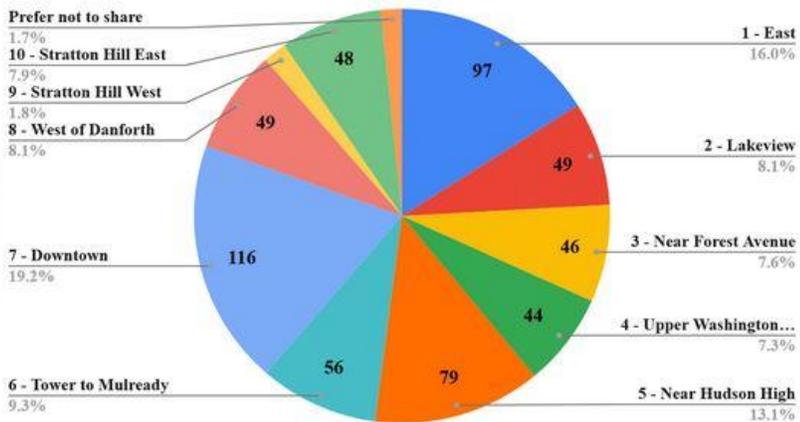
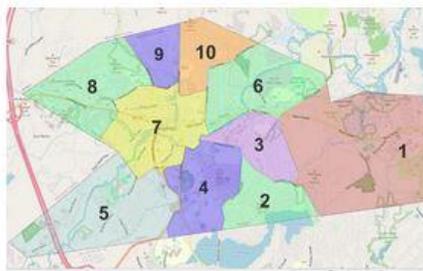
Community Survey

The Committee provided links to the survey on the Town’s website and other social media groups. A description of and link to the survey were sent via the Town’s mailing list and other organizational mailing lists, and posters with links to the survey were posted throughout the community, including kiosks along the Assabet River Rail Trail. As a result of this publicity we had 610 responses to the survey. The responses represented a good cross-section of households in Town.

The ages of people in our household are:



Which area of Hudson do you live in?



The full responses to the questionnaire are available in the appendix. The survey results show that there are many areas in Town that people would like to be able to access by walking or biking and currently find it difficult to do so. A number of impediments to their ability to walk and bike to these destinations were highlighted.

The Committee held a Community Forum over Zoom on November 9, 2022 to present survey results, discuss the improvement areas in detail and get additional community feedback

This report is an expansion of the information we provided during that presentation and it incorporates feedback that we received in the Q&A portion of the presentation.

Connections

The survey included open-ended questions about where residents want to walk and bike in town that they currently cannot do so easily or safely. Frequent responses to where they encounter obstacles to walking were:

- Access to the rail trail
- Downtown businesses and restaurants
- Their own neighborhood and local streets
- Grocery stores and pharmacies
- Schools
- Main Street east of Cox Street
- Parks and playgrounds, and
- Highland Commons.

Frequent responses to where they encounter obstacles to biking were:

- Downtown businesses and restaurants
- Other towns (Maynard, Stow, Marlborough, Berlin, ...)
- Access to the rail trail
- Grocery stores and other businesses on Washington Street
- East Main Street (Sauta fields, Wildlife Refuge, Lake Boon, ...)
- Schools
- Highland Commons, and
- Parks and Centennial Beach.

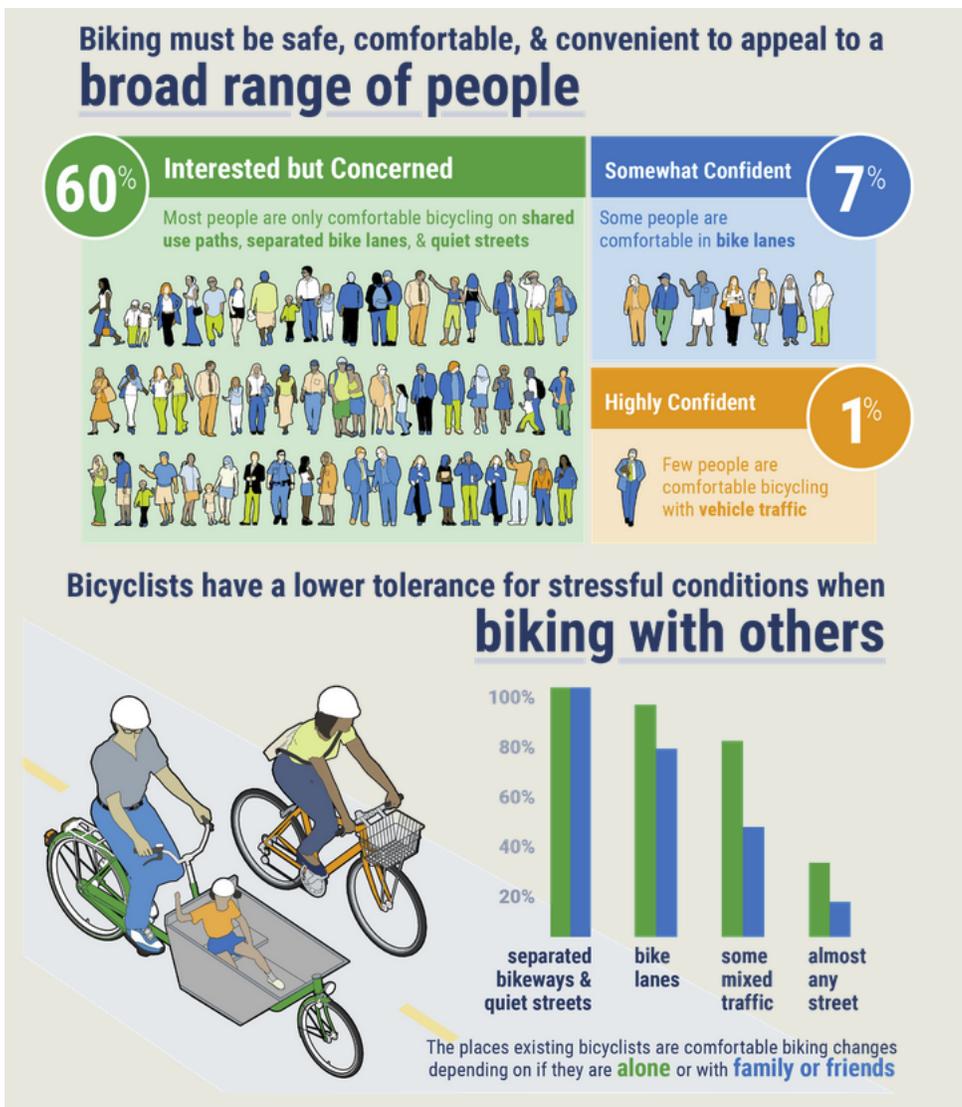
The obstacles most frequently mentioned were issues with sidewalks and safety concerns with interactions with motorized traffic.

This report will provide an overview of how to develop non-motorized access to these priority locations and steps that can be taken to alleviate the issues raised with regard to sidewalks and traffic.

Constructing a Bicycle and Pedestrian Master Plan

Bicycle and Pedestrian Master Plans are generally built as “connected networks of safe, comfortable and convenient routes that can meet the needs of users of all ages and abilities”². For walkers and users of personal mobility devices, these networks should consist of easily-accessible, uninterrupted, well-maintained sidewalks. For bicyclists these networks should consist of separated bike paths as close as possible to residential neighborhoods and priority locations with connections to the separated bike paths along high-comfort streets and other types of bikeways.

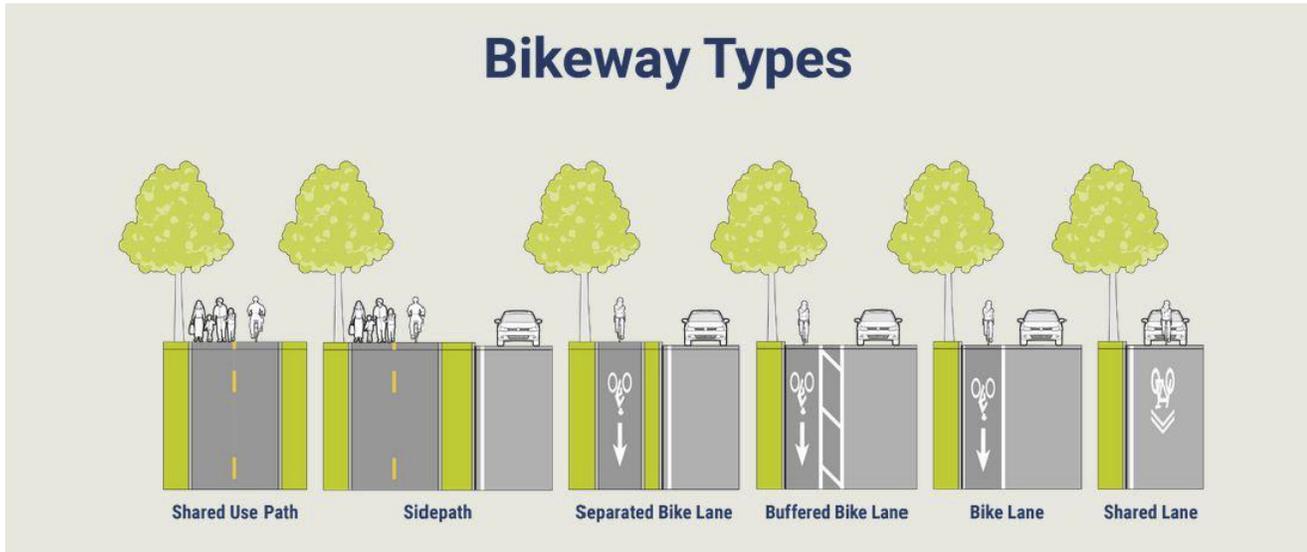
We know from Massachusetts Bicycle Transportation Plan³ surveys that cyclists are reluctant to bike in traffic.



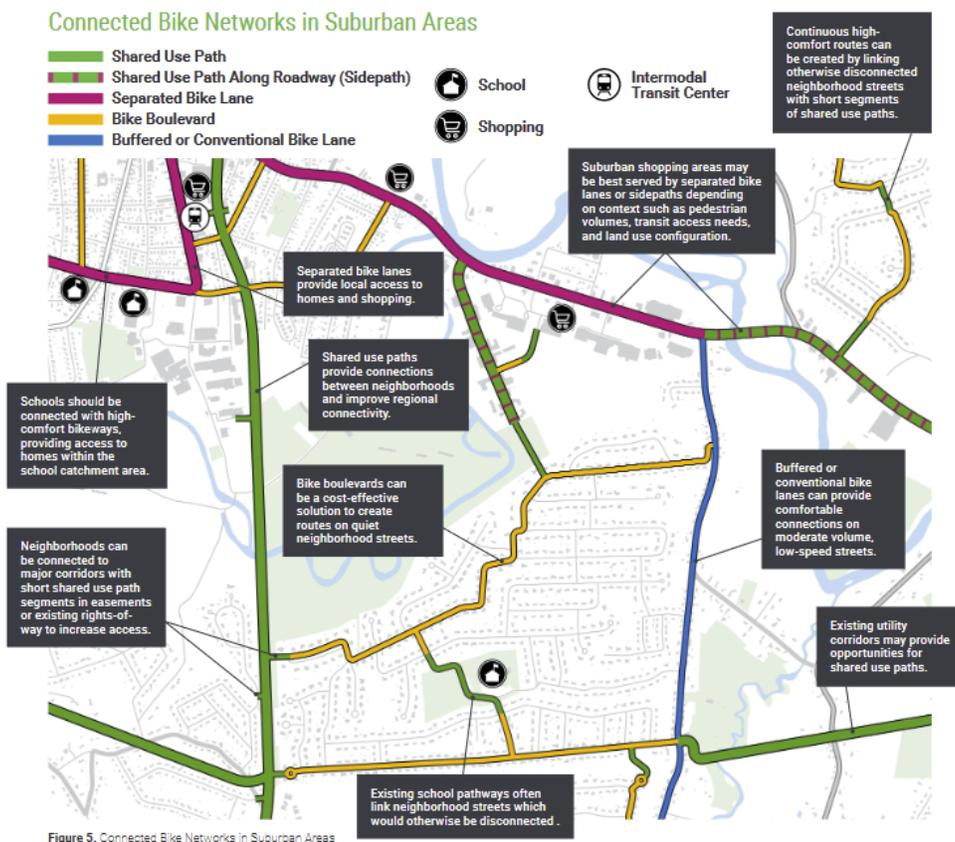
² https://www.mass.gov/files/documents/2019/06/13/2019_Municipal_Resource_Guide_for_Bikeability.pdf

³ <https://www.mass.gov/service-details/bicycle-plan>

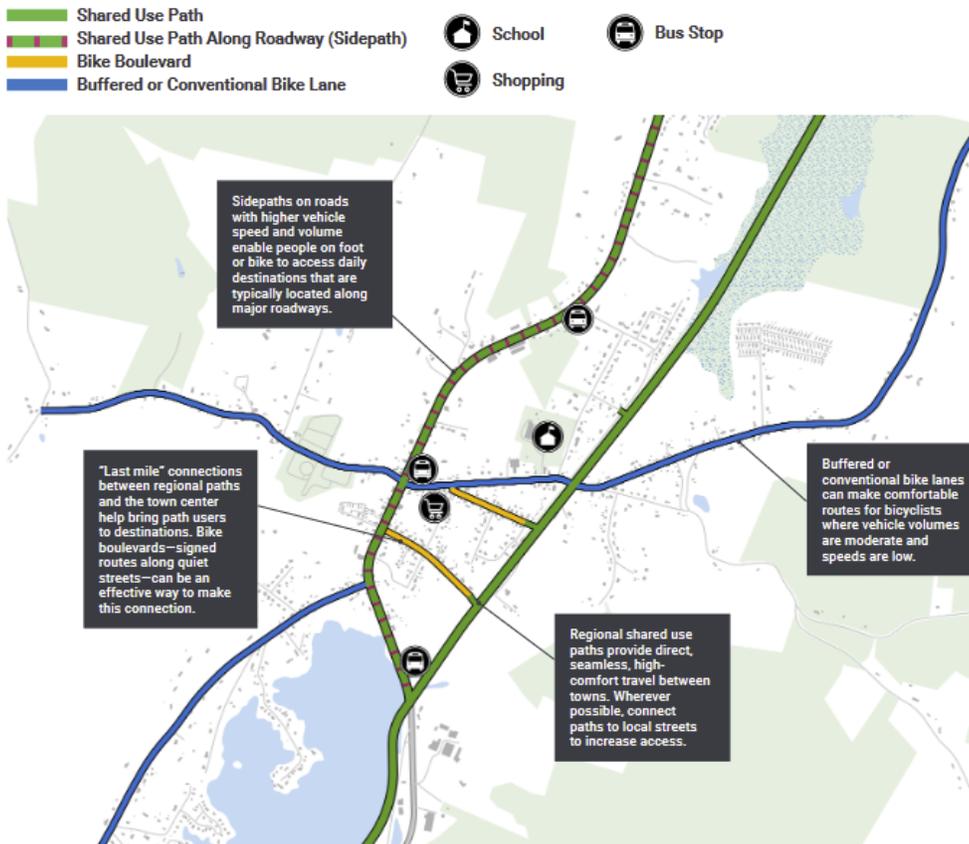
We found local confirmation in our community survey, where respondents indicated that, in order, they would be most likely to bike on shared use paths, followed by separated bike lanes and striped bike lanes on major roads.



The Massachusetts Bicycle Transportation Plan and Pedestrian Transportation Plan documents have many examples of how best to provide networks of safe, comfortable and convenient routes. Two are shown below:

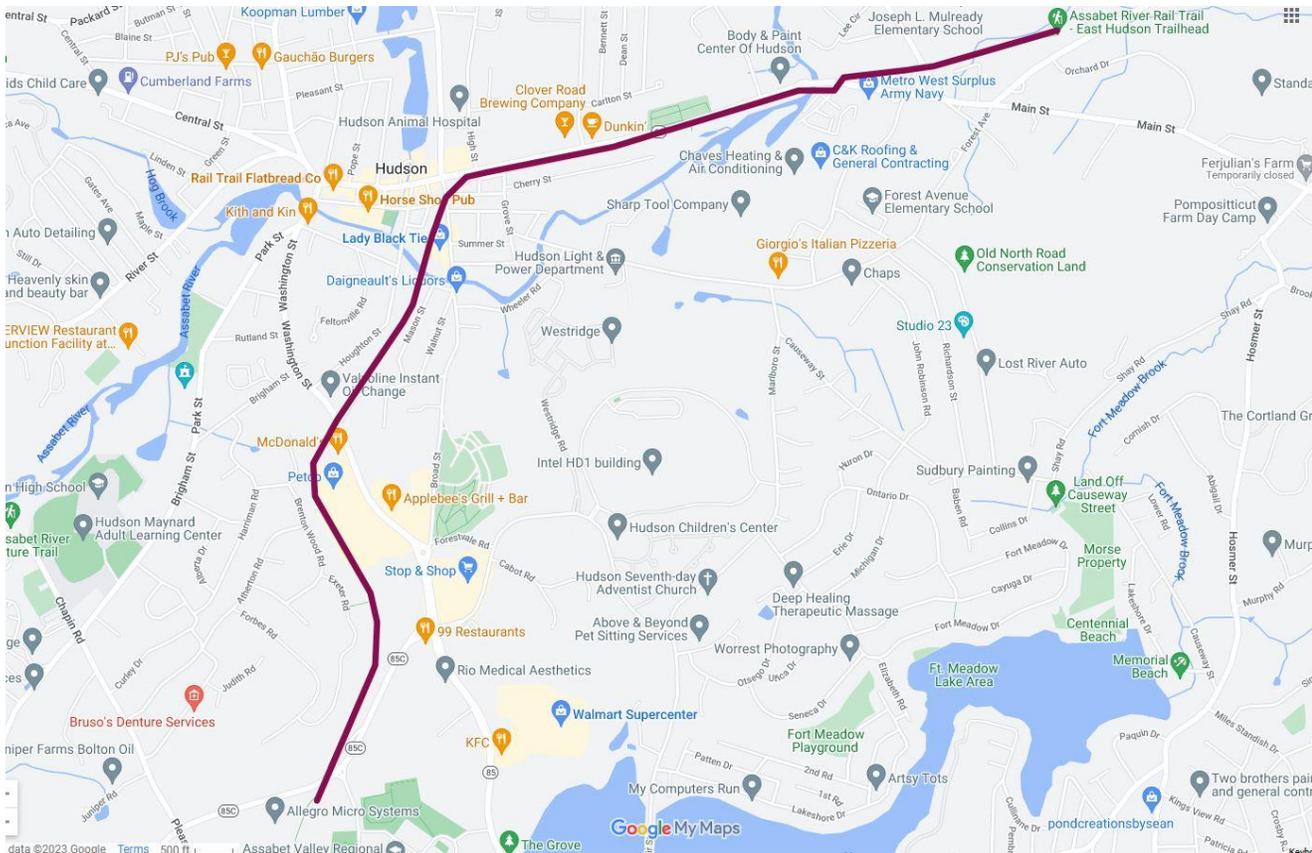


Connected Bike Networks in Rural Areas



This presentation will focus on our existing separated bike path, the Assabet River Rail Trail (ARRT), and the opportunity that the construction of a second separated bike path in Town, the Mass Central Rail Trail (MCRT), will provide toward building a connected network of safe, comfortable and convenient routes. We will also provide recommendations for the issues about sidewalks and interactions with motorized traffic raised by our survey respondents.

Assabet River Rail Trail (ARRT)

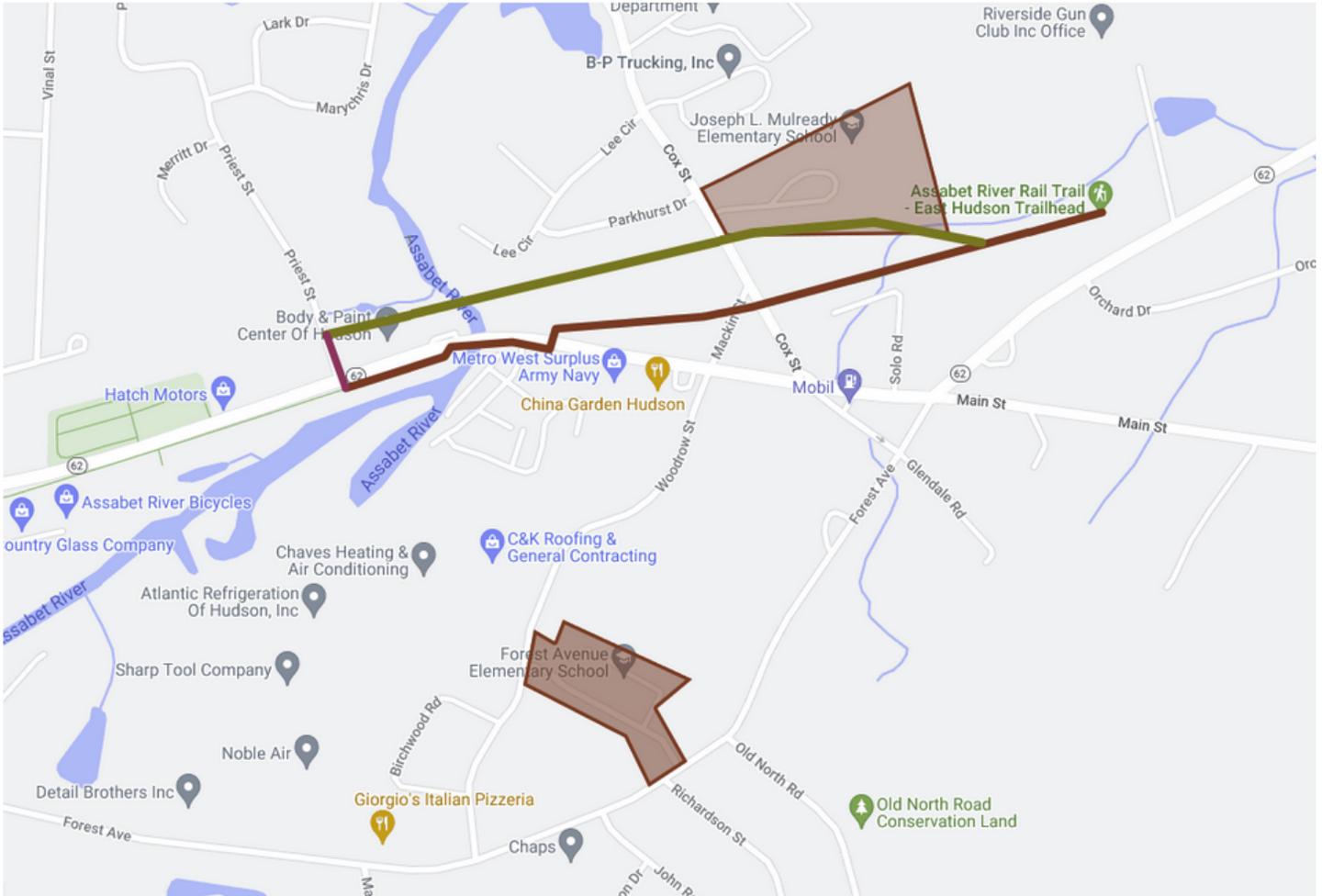


The Assabet River Rail Trail is extremely popular. More than 90% of the people who took our survey use the trail. However, the ARRT is primarily used for recreational and fitness activities rather than providing walking and biking connections to locations in Town. Nearly $\frac{2}{3}$ of the respondents drive to the rail trail on occasion.

The ARRT comes close to the shops, restaurants and public buildings in the downtown area and it crosses Washington Street on the north end of the half-mile stretch of shopping plazas. There are sidewalk connections from the ARRT to downtown Hudson and to the Washington Street shopping area but there are no bicycle connections. The intersections where a cyclist would exit the trail are heavily traveled with both auto and truck traffic, and there are no cycling amenities near the downtown or Washington Street areas except for a few bike racks.

There are currently no way-finding signs along the Assabet River Rail Trail. Users not familiar with the area have no way of knowing what services and amenities are nearby or what the best route would be to get to them.

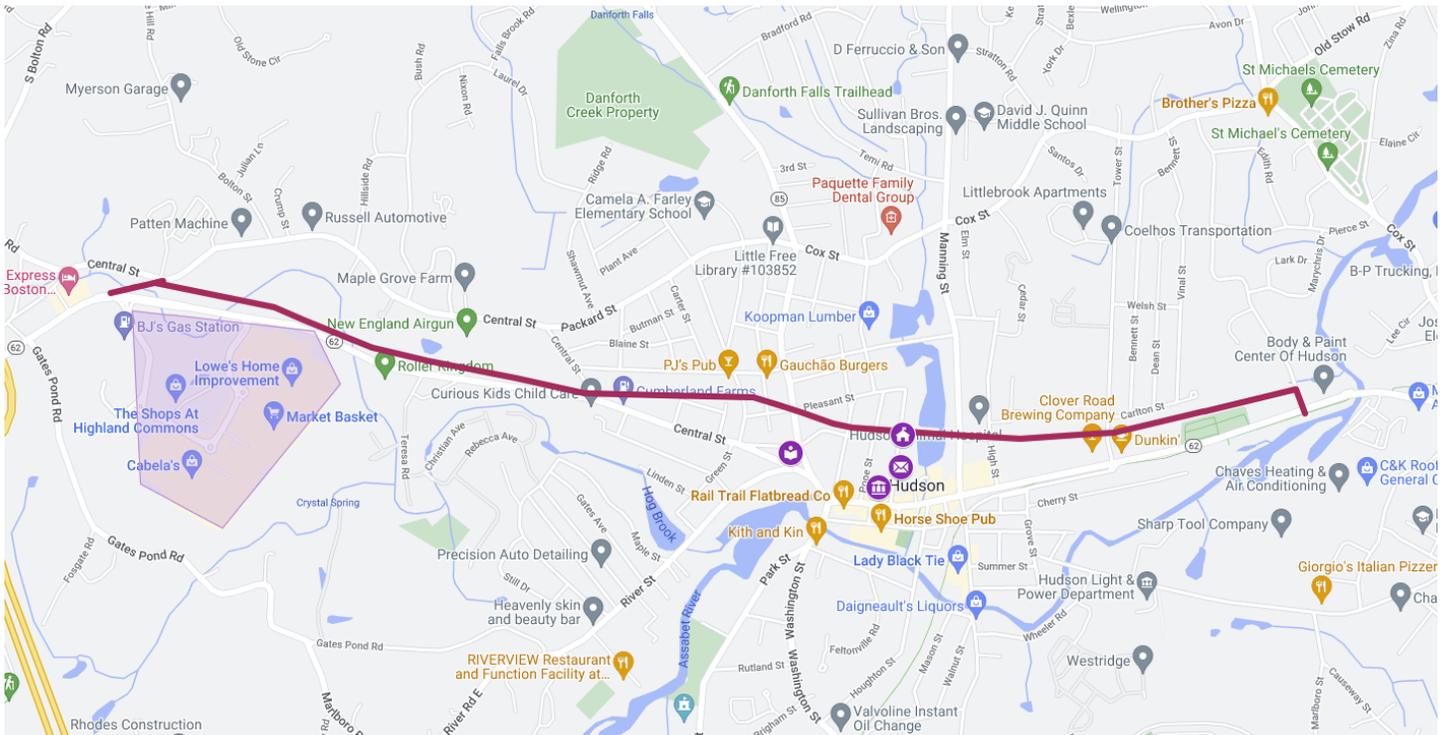
The section of the MCRT between the Wilkins Street trailhead and Priest Street comes close to both the Mulready and Forest Avenue Elementary Schools. Having the two trails intersect on this section is a significant cost-saving measure for the construction of the MCRT. It avoids the development of approximately ¾ mile of trail including a crossing of the Assabet River. This route necessitates a second crossing of Main Street, but avoids a second crossing of Cox Street.



——— Existing (shared) trail
——— MBTA right-of-way

The downtown and west section of the MCRT along the MBTA right-of-way from Priest Street to the town line comes close to many residential neighborhoods and to many of the priority locations identified by our survey respondents: downtown shops and restaurants, public buildings (Town Hall, Senior Center, Library, Post Office) and Highland Commons. While DCR has already obtained a number of permits and done

some initial studies of existing structures on the Waltham to Berlin route^{4 5 6}, this section of the trail has not yet been designed.



Near-term projects:

The Committee has identified two near-term projects related to the Mass Central Rail Trail which will have a significant positive impact on providing connections to where people taking the survey indicated that they want to go:

- Prioritize the design and construction of the downtown and west section of the Mass Central Rail Trail, and
- Identify non-motorized connections from the Mass Central Rail Trail to identified popular destinations and design connections from the trail to those locations (e.g. Sauta Fields, Kane Industrial Park, Town Hall, Library, Schools, Highland Commons).

⁴ <https://www.mass.gov/doc/mcrt-overview-and-guidelines-1114/download>

⁵ <https://www.mass.gov/doc/mepa-certificate/download>

⁶ <https://www.mass.gov/files/documents/2016/08/rp/mass-central-rail-trail-evaluation-of-existing-bridges-rev1.pdf>

To this end, the Committee will be applying for a 2023 Mass Trails Grant⁷ to hire a consulting firm to provide

- a conceptual design of the downtown and west section of the MCRT, and
- an evaluation of existing conditions for providing connections to priority locations along the full 6.5 mile length of the MCRT in Hudson.

A third near-term project will be to connect the ARRT to Cellucci Park, the South Street Skate Park and the newly-developed RiverWalk with a multi-use sidepath. With good way-finding signage and sufficient bicycle parking facilities in Cellucci Park, such an extension of the ARRT will attract out-of-town cyclists into our welcoming downtown parks, shops and restaurants.

This connection can be constructed as a relatively narrow separated bike path like the section of the ARRT next to Vila do Porto Boulevard just before it crosses Broad Street (see photos below); and it should be able to be constructed without removing any parking spaces.

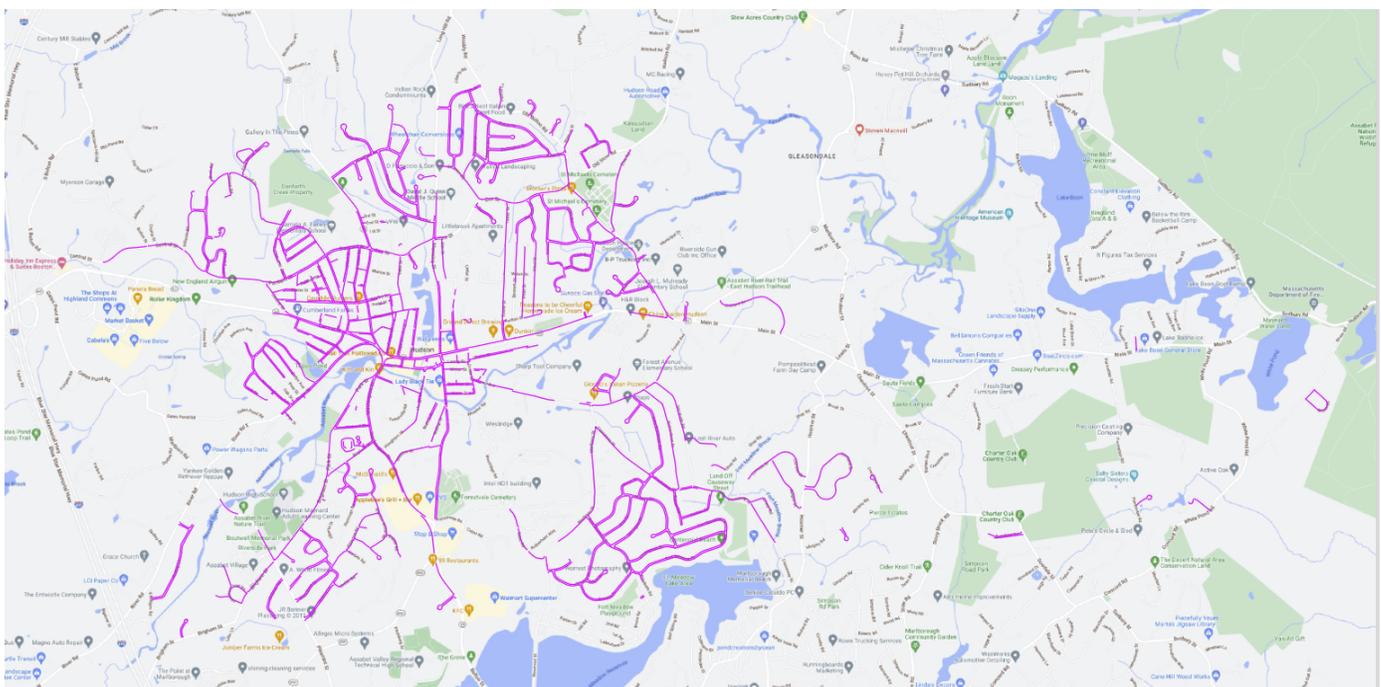


⁷ <https://www.mass.gov/guides/masstrails-grants>

Sidewalks

There were many issues raised about sidewalks by the respondents to our community survey. The fact that their own neighborhood was the third most common response to the question “Where do you want to walk to or use your personal mobility device that you can't currently do so easily/safely?” indicates the level of concern about sidewalks in Hudson.

As you can see on the map of sidewalks in Town (below) there are a number of areas where there are no sidewalks. The lack of sidewalks was frequently mentioned in the survey responses from people who indicated that they lived in those areas.



Issues raised by residents of neighborhoods where there are sidewalks were:

- Many sidewalks are in poor repair
- There is no separation between the street and the sidewalk in many locations, and asphalt curbs make it difficult to see the separation between street and sidewalk at night or in poor weather conditions
- There are block(s)-long gaps in the sidewalks in several locations, and
- There are frequently obstructions making them impassable
 - Permanent - utility poles
 - Temporary - trash cans
 - Snow/Ice

Near-term projects

The Committee has three near-term recommendations with regard to our sidewalks:

1. The Town should conduct a sidewalk survey like the Pavement Management Study⁸ conducted in 2017. Such a study would document the current condition of every sidewalk in Town. Prioritization of sidewalk repairs should take into account not only the current state of a specific sidewalk but also:
 - a. Its nearness to schools (is it on a route where students are expected to walk to school?)
 - b. Improving connectivity (fixing known gaps in sidewalks - Cox Street and Marlboro Street were frequently mentioned in survey responses), and
 - c. ADA Compliance.
2. Ensure that there are sidewalks on both sides of the street on major streets and connector streets. Forest Avenue and Lincoln Street were frequently mentioned in survey responses.
3. Address the frequently raised complaint that many sidewalks and the Assabet River Rail Trail are not plowed after snowstorms.

With regard to plowing the rail trail, we are aware of the limited staffing and equipment in the Department of Public Works. However, given the public interest, and the fact that the Marlborough section of the trail is plowed after snowstorms, we believe that options to keep at least some of the trail plowed after snowstorms should be pursued.

With regard to the many sidewalks in Town not plowed by the Department of Public Works, we propose that the Town pass a by-law requiring that residents must clear the snow and ice from sidewalks crossing their property within some reasonable period of time after the end of a snow/ice storm. Many communities in our area have such a by-law. Such a public statement about the importance of keeping sidewalks cleared can encourage neighborly consideration.

⁸ https://www.townofhudson.org/sites/g/files/vyhlif3281/f/uploads/townwide_pavement_study.pdf

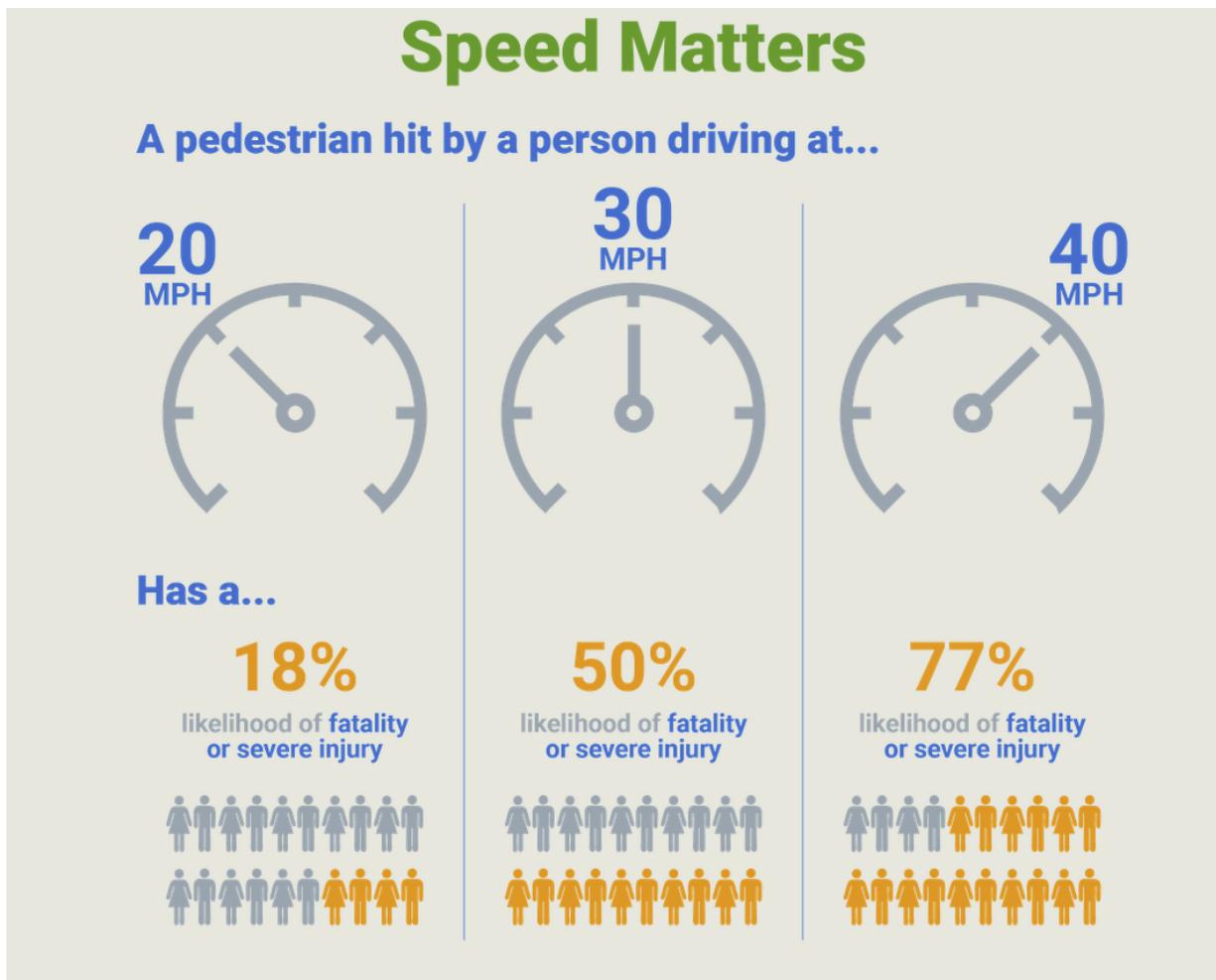
Since the intent is to encourage cooperation we recommend that there be no fine associated with non-compliance; and to accommodate residents who find it difficult or impossible to plow their sidewalk we would ask that the town set up a “Good Samaritan Network” where residents can indicate that they are willing to clear sidewalks after storms for people in their neighborhood who are unable to do so.

Long-term Project

Add sidewalks or separated multi-use paths to areas of Town where there are no sidewalks. Look for connections to the ARRT and MCRT from those neighborhoods.

Traffic

There were many complaints about speeding traffic in our survey results.

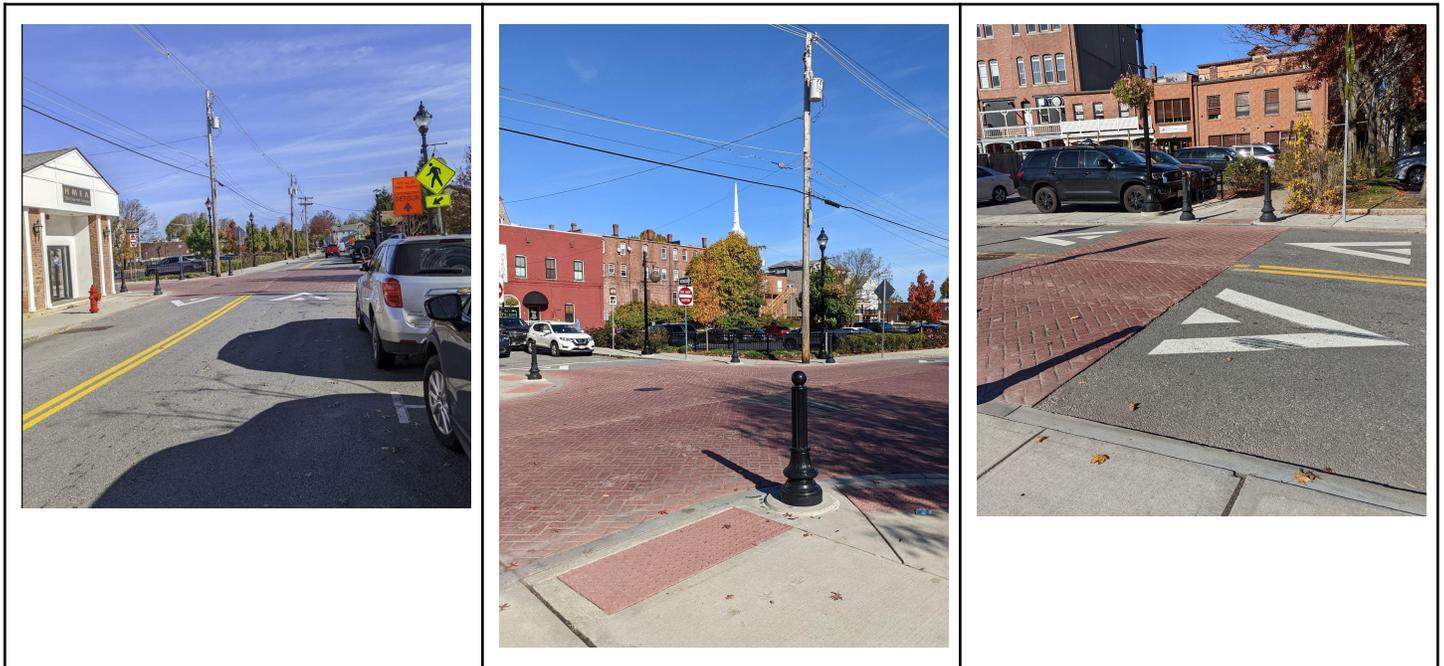


Reducing the speed limit on specific streets is a long and relatively expensive process requiring monitoring of existing speeds at the location being considered for reduced speed. In addition, even lowered speed limits are only as effective as the ability to enforce them. The Committee accepts the maxim that “people will drive at a speed at which they feel comfortable”.

The most effective way to reduce speeds and to make drivers more aware of their surroundings is to implement traffic calming measures. There are many different traffic calming measures, many of which are illustrated here⁹.

There are a number of traffic calming measures which have already been implemented in Hudson:

Speed tables and raised crossings on South Street



⁹ <https://www.ite.org/technical-resources/traffic-calming/>

and lane narrowing on Manning Street



Long-term project:

The Committee has identified an ongoing and long-term project related to providing non-motorized connections from all town neighborhoods to popular destinations. This project incorporates projects related to sidewalks and traffic calming as well.

This project will focus on reviewing planned street repairs in a holistic manner. The Committee, if given enough notice of when the town expects to do street repairs, can work with neighborhood residents and street safety and traffic designers to examine the non-motorized connections from that neighborhood:

- reviewing the status of sidewalks along the street(s) to be repaired,
- recommending traffic calming measures that can be implemented, and
- incorporating the most feasible bikeway for that neighborhood.

The Committee commends the work currently being done by the School Department to incorporate some aspects of the Safe Routes to School program. We encourage the expansion of this program in all five public schools and we recommend the coordination of those aspects of the program which partner with local Police Departments and Public Health programs to teach and model safe walking and biking practices.

12 MASSACHUSETTS years of Safe Routes to School

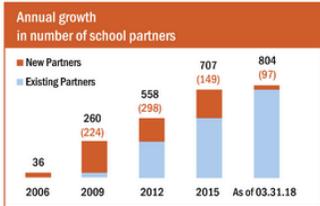
Who we serve

206
communities

804
partner schools

389,000+
students

Working with
55%
of all schools in MA



29 completed infrastructure projects since 2006 for students to walk and bike safely to school.



What we do

171 pedestrian and bike safety training events in the 2017-2018 project year



24 school districts have incorporated pedestrian and bicycle safety into their school curriculum

Create Permanent Bicycle and Pedestrian Committee

The Ad-hoc Committee recommends that the Select Board create an appointed Bicycle and Pedestrian Committee with the following mission statement:

The Bicycle and Pedestrian Committee is tasked with making Hudson a more “walkable” and “bikeable” community. The Committee will work to accomplish this by engaging residents and Town Departments in an on-going dialogue and process to identify needs, propose solutions, and recommend improvements.

The Committee will serve in an advisory capacity to other Town Boards and Departments and will be an advocate for cycling and pedestrian safety and access in Town. The Committee will research these items and the grants which are available to fund them (see the list of available grants in the appendix) and present suitable recommendations to the appropriate Town Department or to the Select Board.

The Committee will research ideas on how to encourage walking and biking by consulting with neighboring towns, attending presentations from local agencies, meeting with the Hudson Public Works Department, and seeking input from Hudson residents. The Committee will work with the Park Commission, the Conservation Commission, and other town departments and boards to develop trails throughout the Town.

The Committee, working with the Department of Public Works, will update the Town’s Complete Streets policy which will be brought to the Select Board for their approval.

The Committee will encourage bicycle education and riding skills development to improve safety for cyclists of all ages. The Committee will recommend that the Safe Routes to School program be expanded in all five public school buildings and that the School Department create a Safe Routes to School Task Force where representatives from all of the schools can coordinate their activities. The Committee will work with that task force to coordinate programs with other Town departments and state agencies.

The Committee will coordinate with neighboring communities to provide inter-town opportunities for active transportation. A member of the Committee will serve as the Town’s representative to the [Nashoba Regional Greenway Coalition](#).

The committee shall file annual reports with the Select Board to update them on the progress of the above-mentioned activities. This report shall be included in the Annual Town Report.

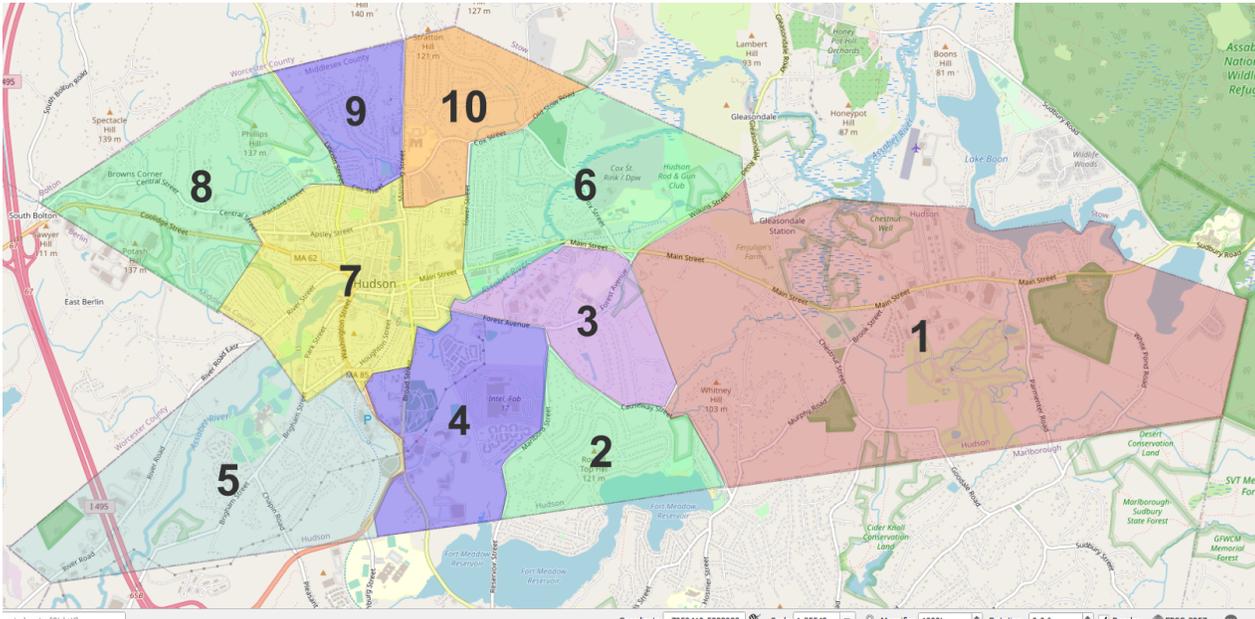
Thanks

The committee would like to thank the many community members and town department representatives who contributed their time and their input to this project.

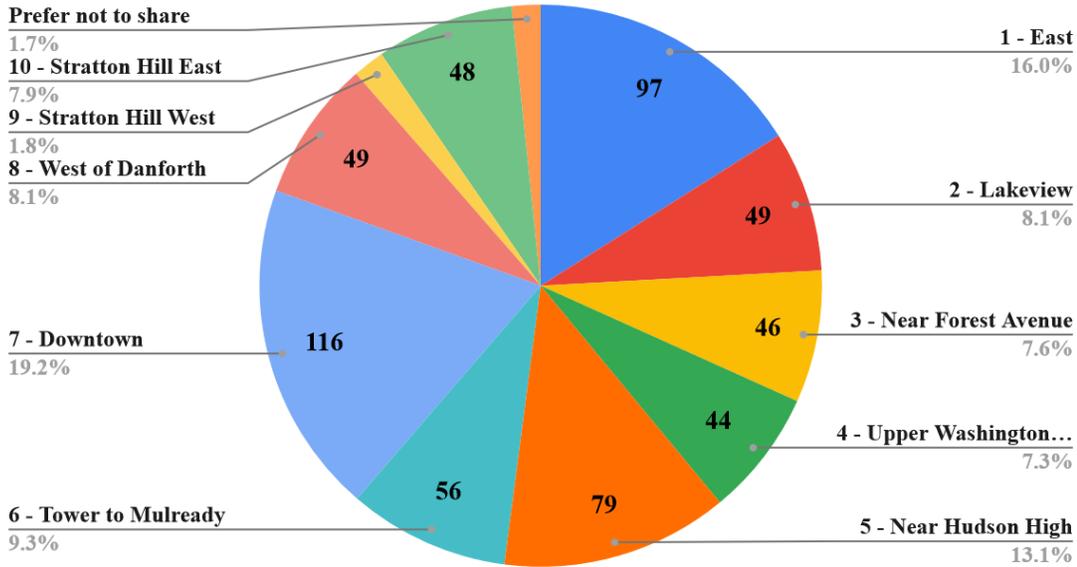
Respectfully submitted:

Richard Braga,
Kali Coughlan, ex-officio
Bonnie Domigan,
Thomas Green,
Pam Helinek, ex-officio
Frank Noyes,
Eric Ryder, ex-officio
Steven Santos, ex-officio
Brian J. Smith,
Joshua Stone

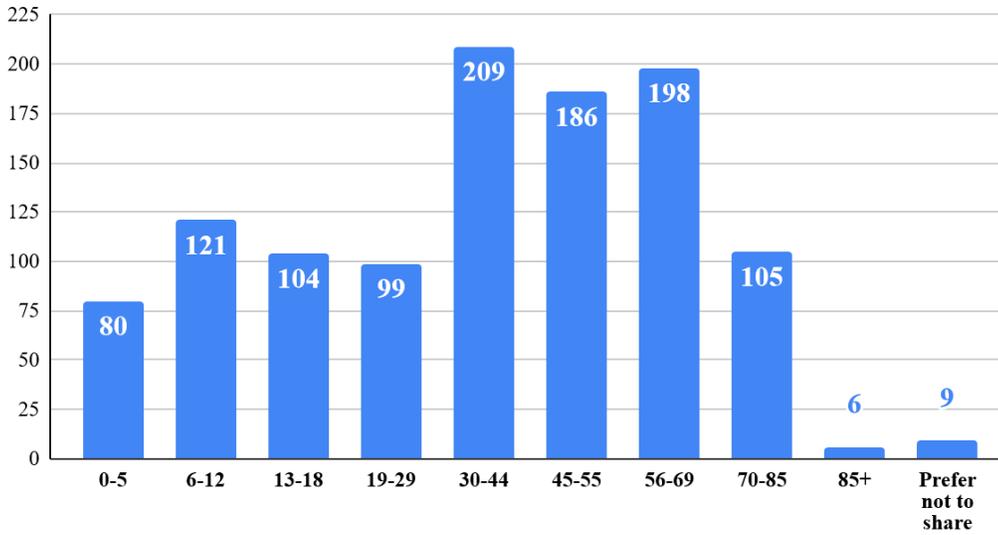
Appendix: Community Survey Results



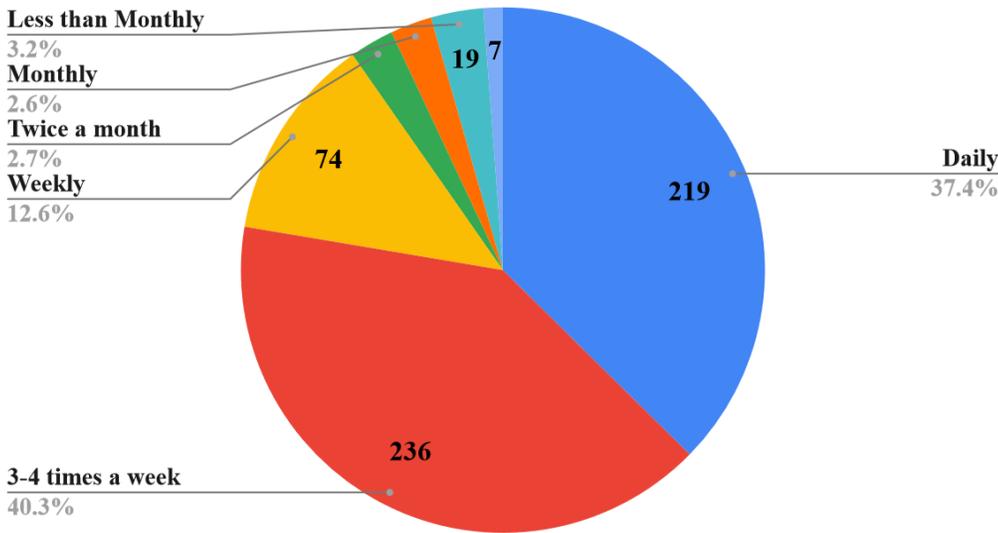
Which area of Hudson do you live in?



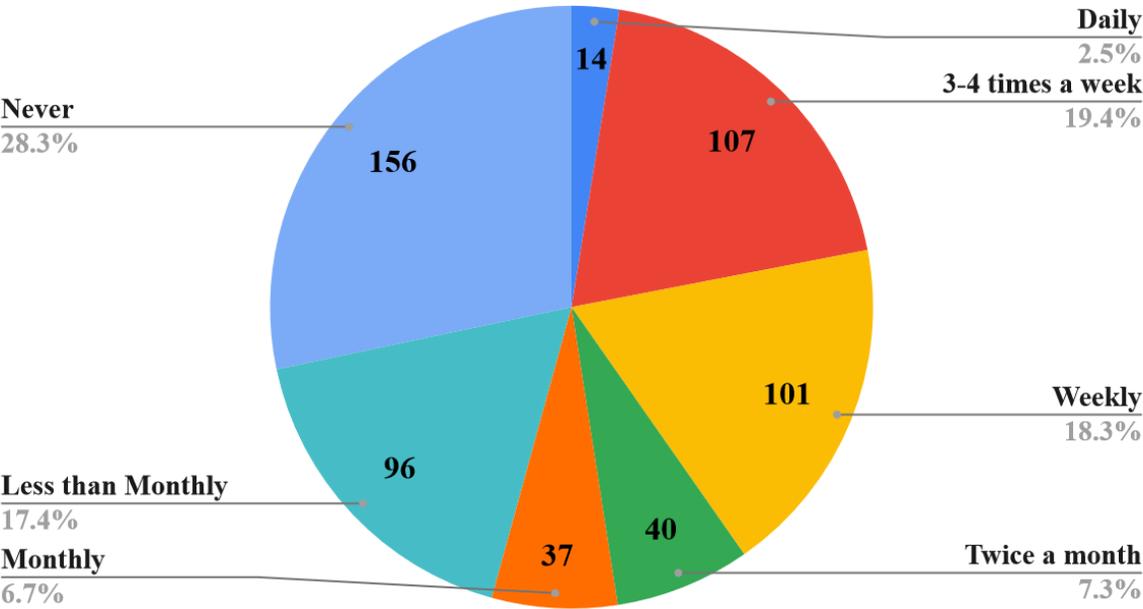
The ages of people in our household are:



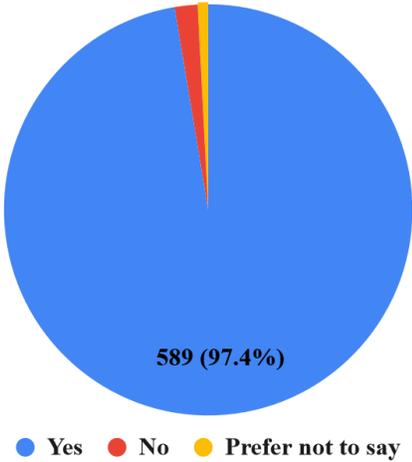
How often do you walk in Hudson?



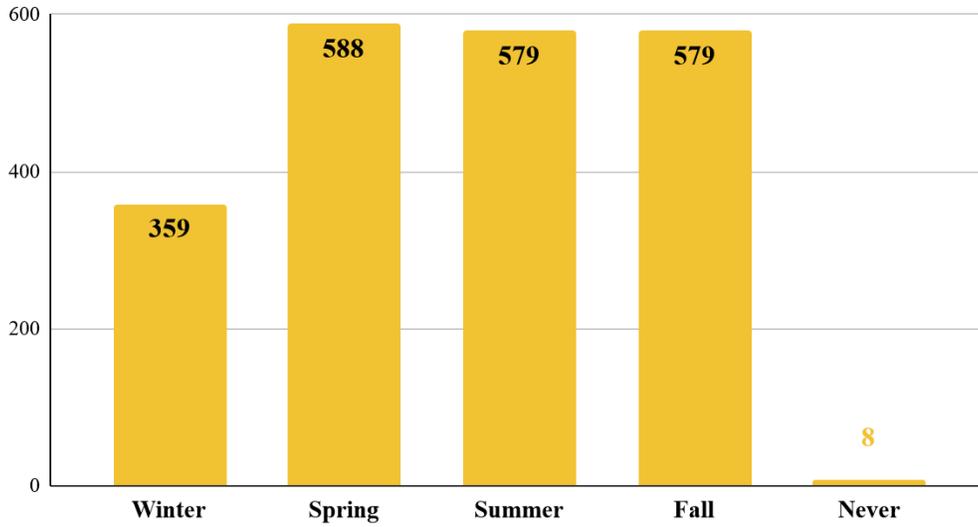
How often do you bike in Hudson?



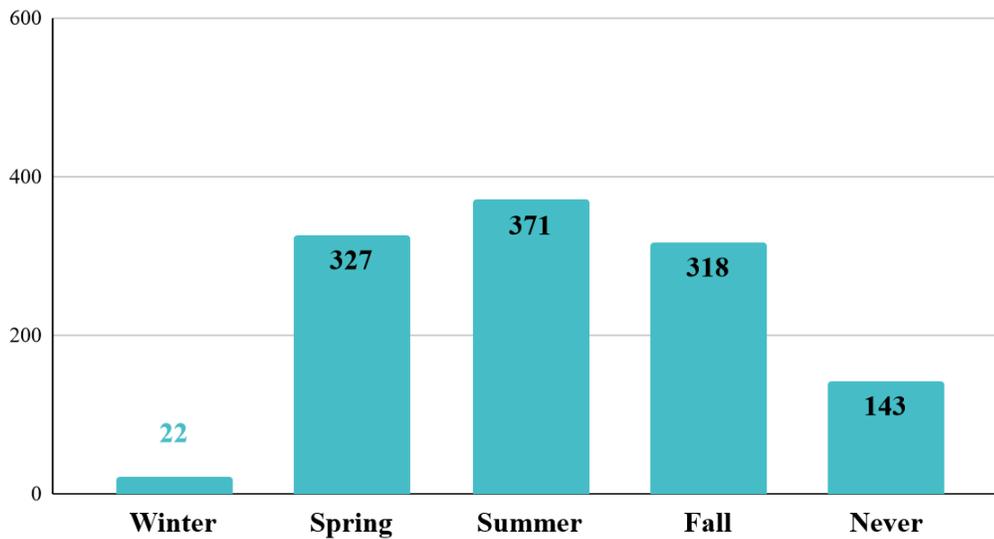
Do you own a car?



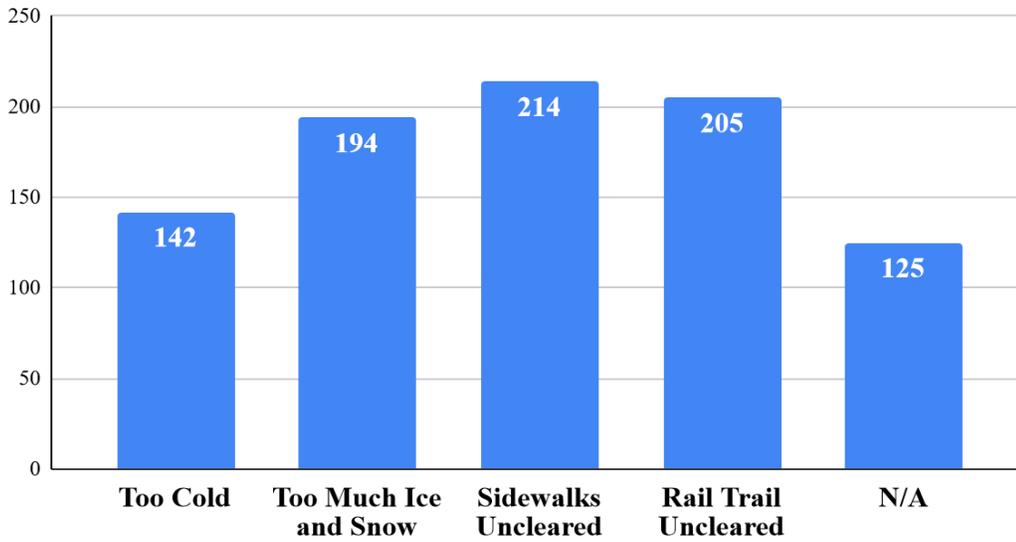
What time of year do you walk in town?



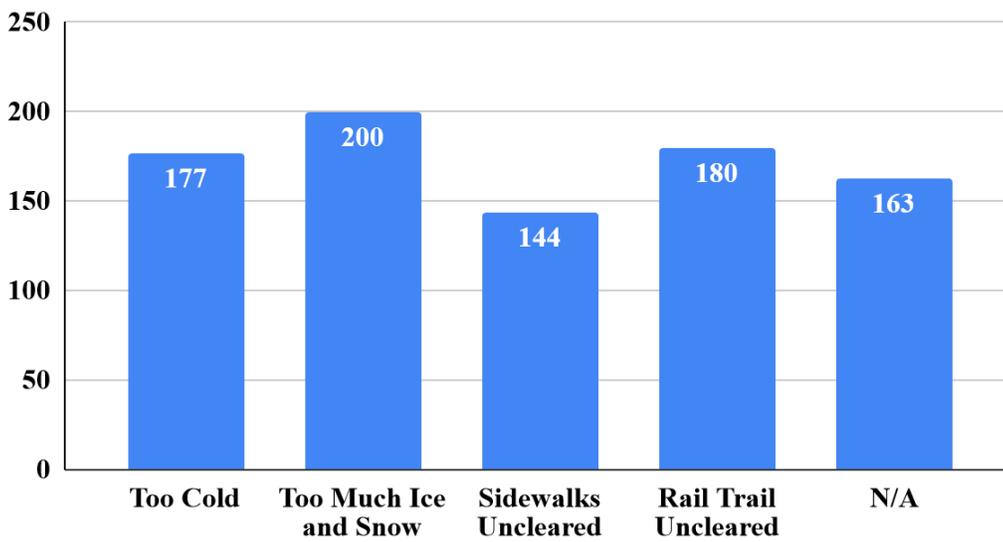
What time of year do you bike in town?



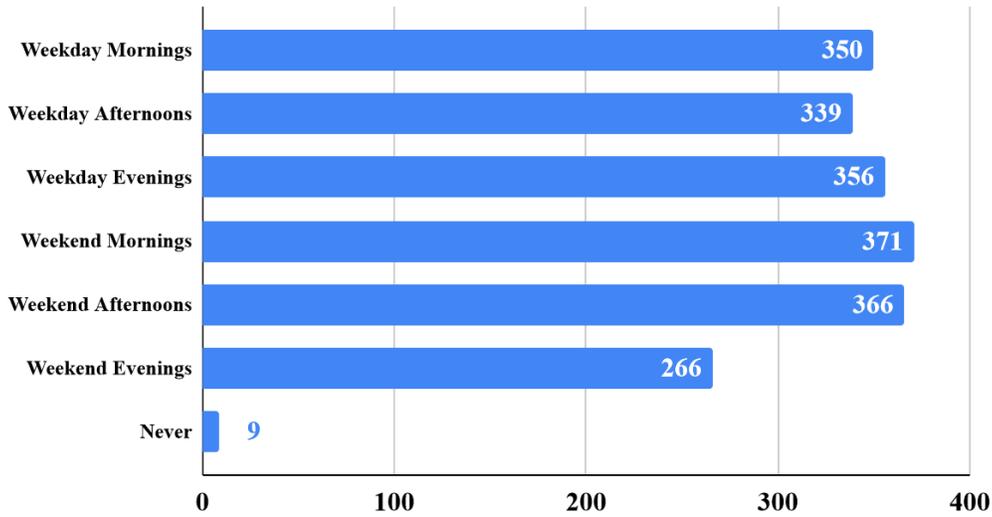
If you do not walk in the winter, why?



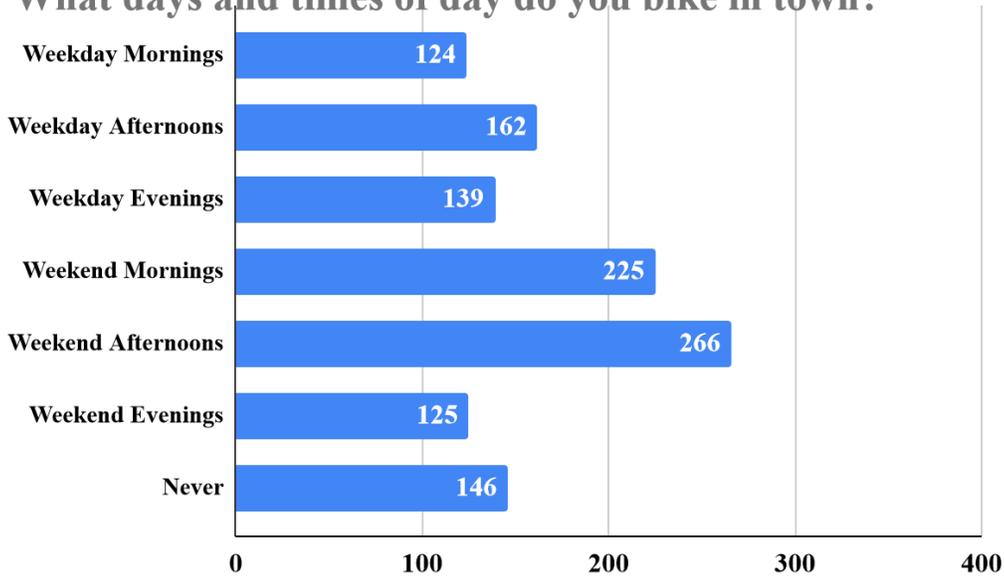
If you do not bike in the winter, why?



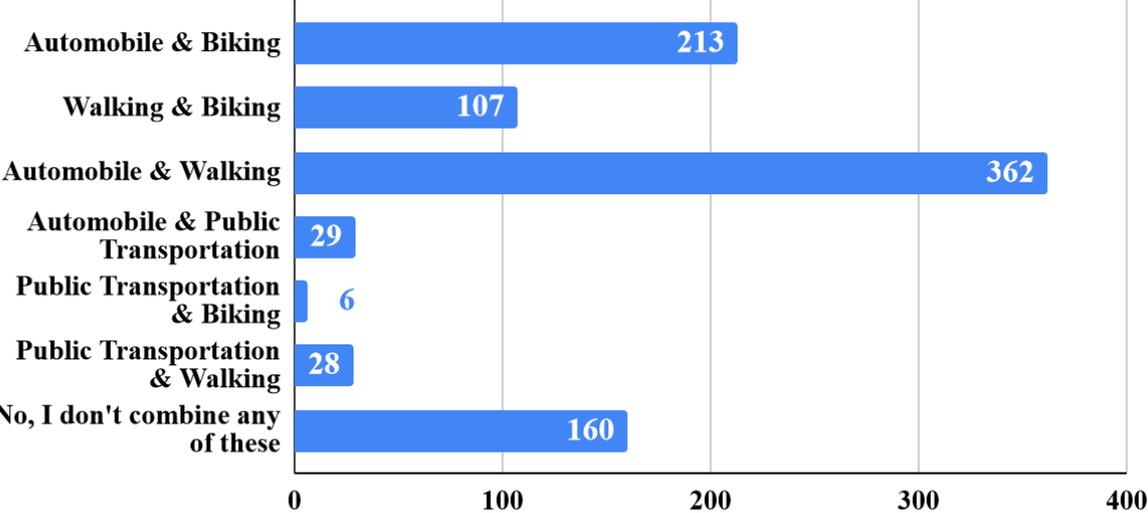
What days and times of day do you walk in town?



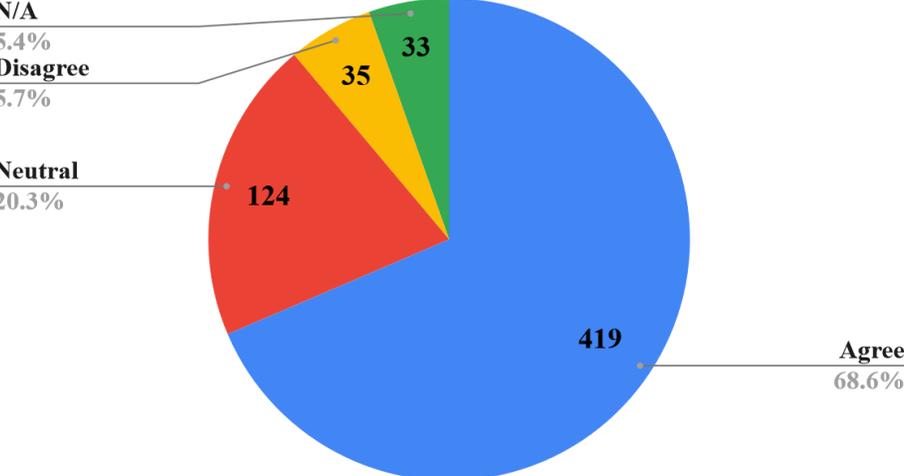
What days and times of day do you bike in town?



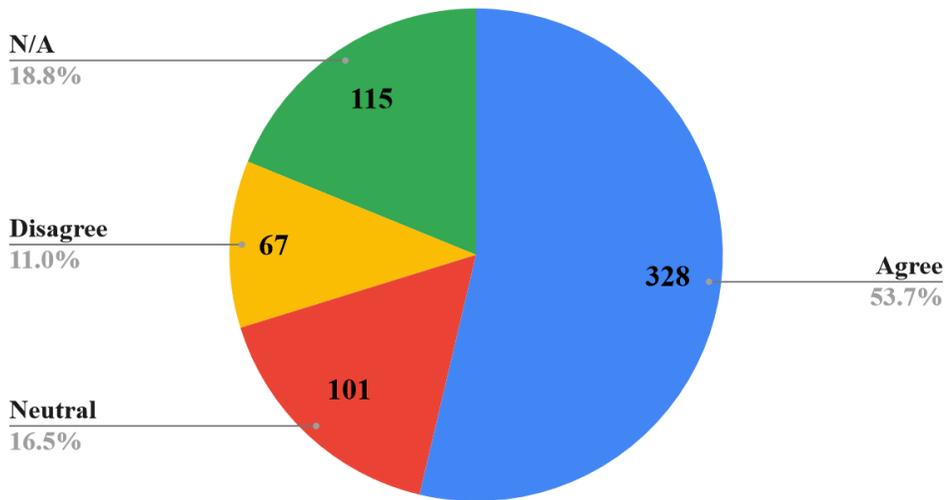
Do you ever combine any of the following modes of transportation into one trip?



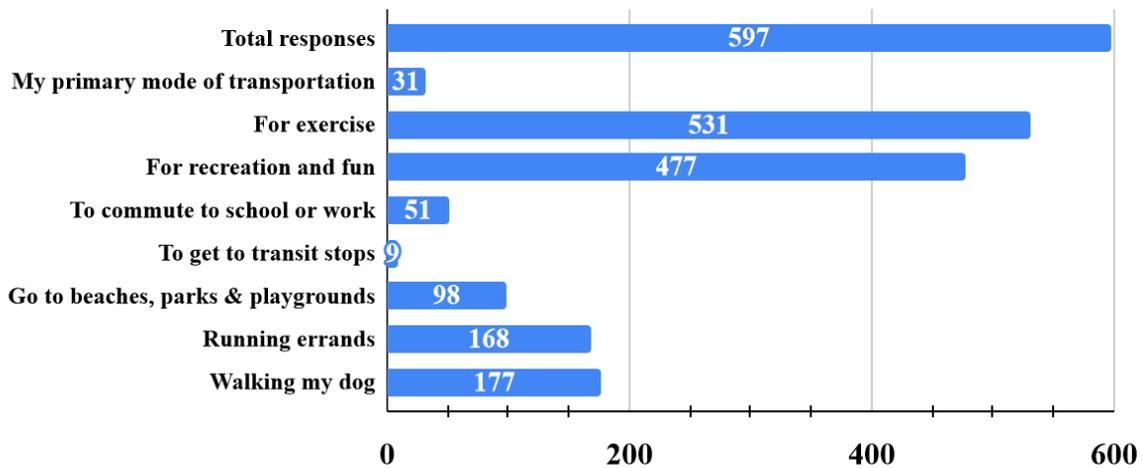
I would like to walk more than I do now.



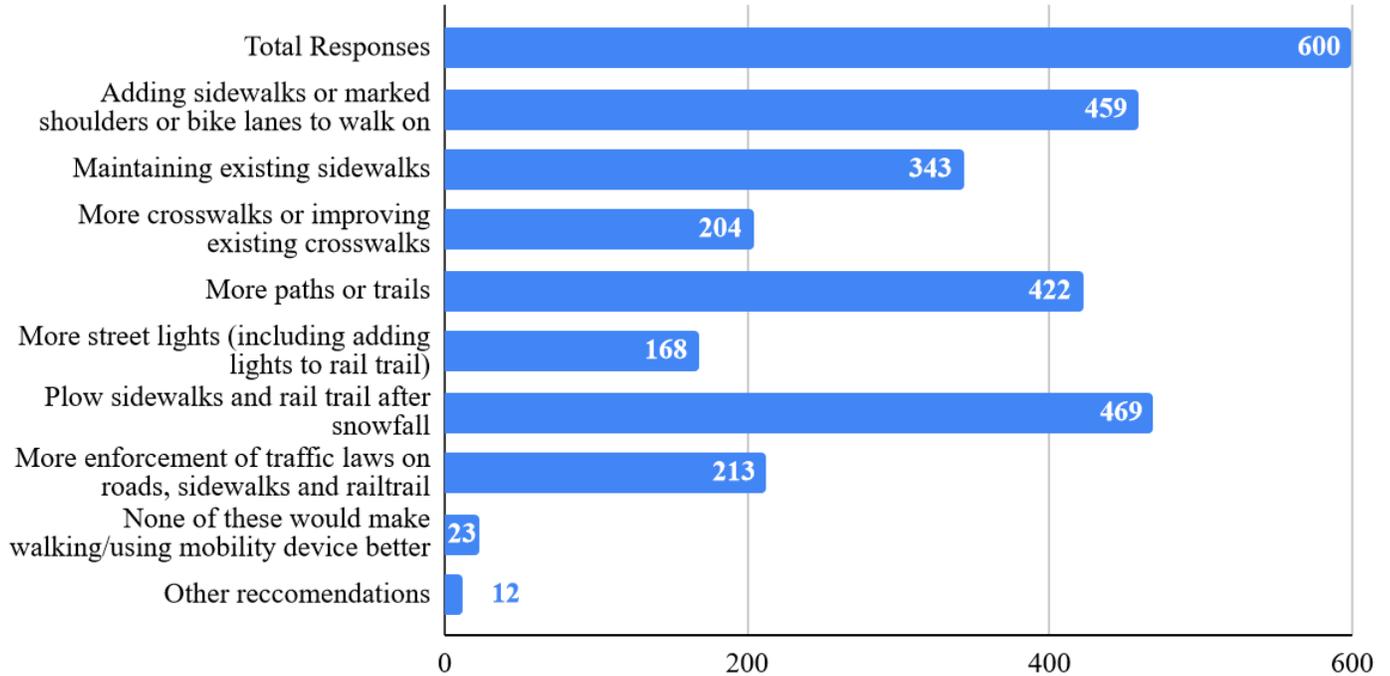
I would like to bike more than I do now.



How do you classify your travel by foot or personal mobility device in Town?



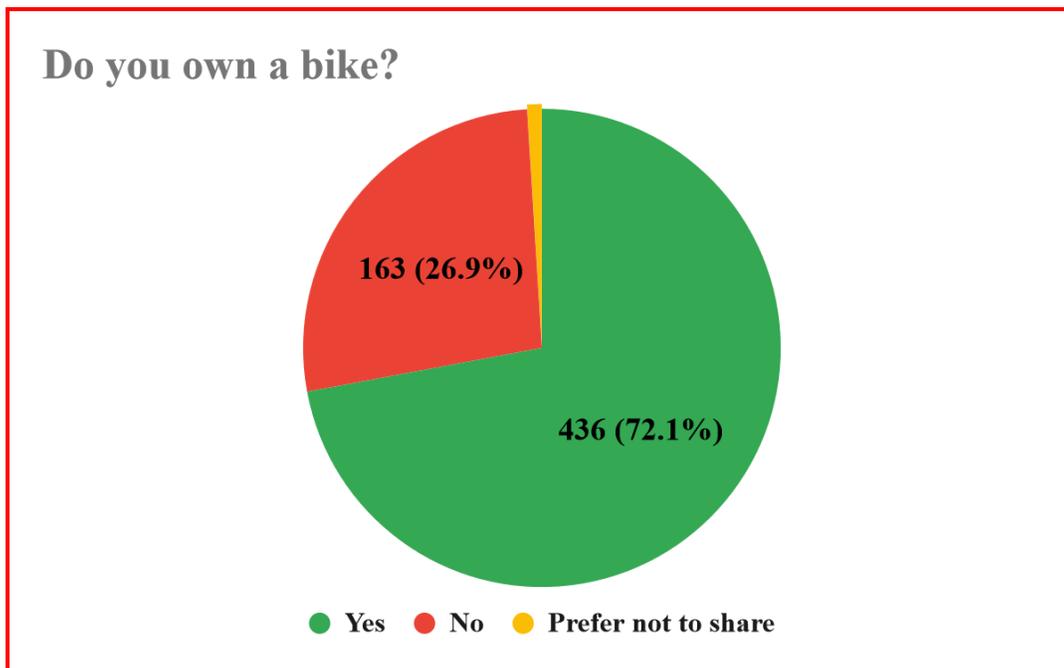
What improvements would encourage you to walk or use your mobility device more often or in different areas of Hudson?



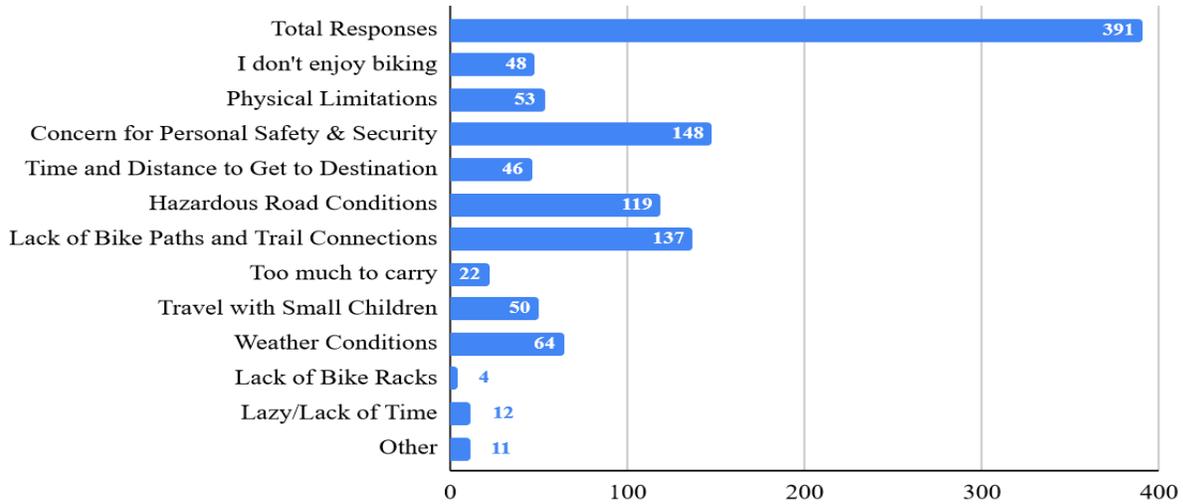
Where do you want to walk to or use your personal mobility device that you can't currently do so easily/safely?

43	Rail Trail / Assabet River Trail / Rail Trail at Mcdonald's / Rail Trail to Sudbury / Maynard (via Stow) rail trail / Rail Trail in Winter (10)
42	Downtown Hudson / downtown businesses / Town for Shopping / restaurant in town / Shopping Areas / Center of Town / Main St Downtown / Downtown in winter (1)
24	Around/near my own house/neighborhood / local streets / My house / My Street / Near my house / Neighborhood / My house / home / Neighborhood / Development / My own street in the winter (1)
24	Grocery store / Stop N Shop / CVS / Grocery stores, especially Market Basket / Grocery stores like Shaw's / Stores / Dunkin' / Local Businesses

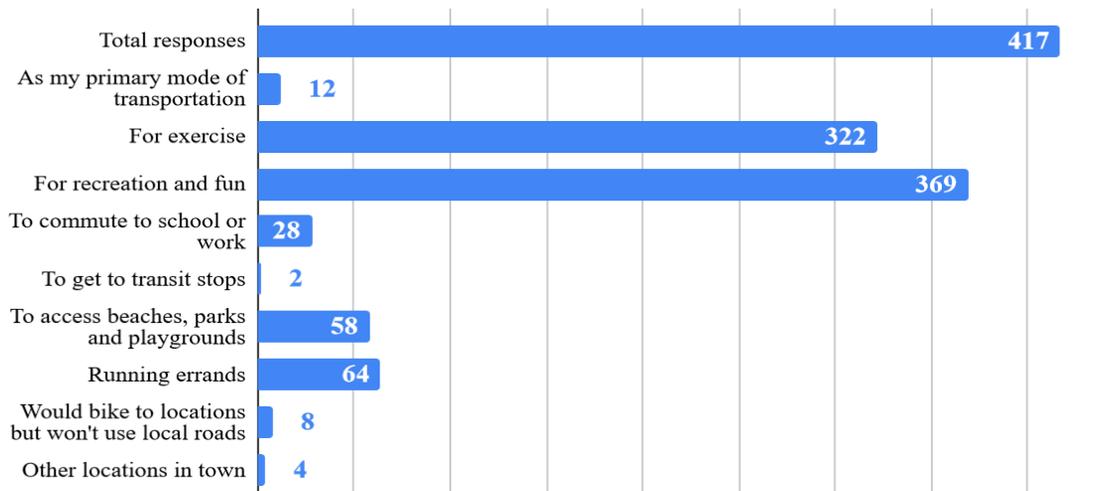
23	Schools (Generic - 6, Forest Ave - 7, High School - 3, Quinn/Middle - 3, Mulready - 2, Assabet - 1, Daycare - 1)
20	Main Street / East Main Street / Lower Main Street / Main Street, from Sudbury line to Sunoco / Main Street at Gospel Hill / Main Street near Woodrow (crossing Main Street) / Extend Sidewalks towards Stow (ie to Ferjulians) / Ferjulians / East Hudson
19	Parks / Playgrounds / Riverside Park / Wood Park / Moulton fields / Sauta Fields
17	Highland Commons / Highland common on 62 after the sidewalk ends / BJs / Need sidewalk from Commons to Central St. / Need walking/bike route that avoids 62 / Market Basket! / Main Street to Highland Commons / Coolidge St
13	River Road / Need Sidewalks down River Road / Sidewalks need attention / River Road to Chapin
12	Woodrow Street
10	Marlboro Street at Reed Road. - no sidewalk connection / Marlboro Street / Marlboro between Fort Meadow and Oneida Place / Marlboro all the way to Lakeshore Dr
10	Forest Ave / Forest near Apple Country Market / Crosswalk at Woodrow / Forest Ave between Light & Power and Grove Street / Bridge on Forest Ave has no sidewalk
10	Hiking paths/trails (Generic - 3, Mass Central Trail - 2, Extend Assabet River Nature Trail to town - 2, Danforth - 2, Old North Trail - 1)
9	Beach / Centennial Beach / The beach (Centennial Park) / To the beach from Cox St area / Marlboro's Memorial Beach
9	To another town (Generic - 6, Stow/Acton/Berlin -1, Stow/Bolton - 1, Berlin/Bolton - 1, Maynard -1, Sudbury/Wayland -1)
8	Cox Street / Cox St (Bennett to Old Bolton) / Cox St - the parts that have no sidewalks are a little treacherous
8	Town is very walkable / I feel pretty safe in our area of town and down town / I can currently access anywhere in town that I want to access on my wheelchair / We have pretty good access from where I live / Everywhere I walk is fine / Most places are safe / I feel I can access all parts of the town easily
7	Brigham Street / Brigham between Pheasant Trail and Freeman circle Donald Lynch Blvd.
5	All over town / Streets & Roads without sidewalks / All 2-lane roads which do not allow a designated pedestrian lane
5	Hosmer / Hosmer (to Marlborough) / Hosmer St (Marlborough) area
5	Old Bolton Road (Needs a sidewalk)
4	Chapin Rd to River Rd / between River/Marlboro and Hudson High) / Parts of Chapin
4	Causeway St / Causeway St after it snows / Causeway St - finish the end with no sidewalks



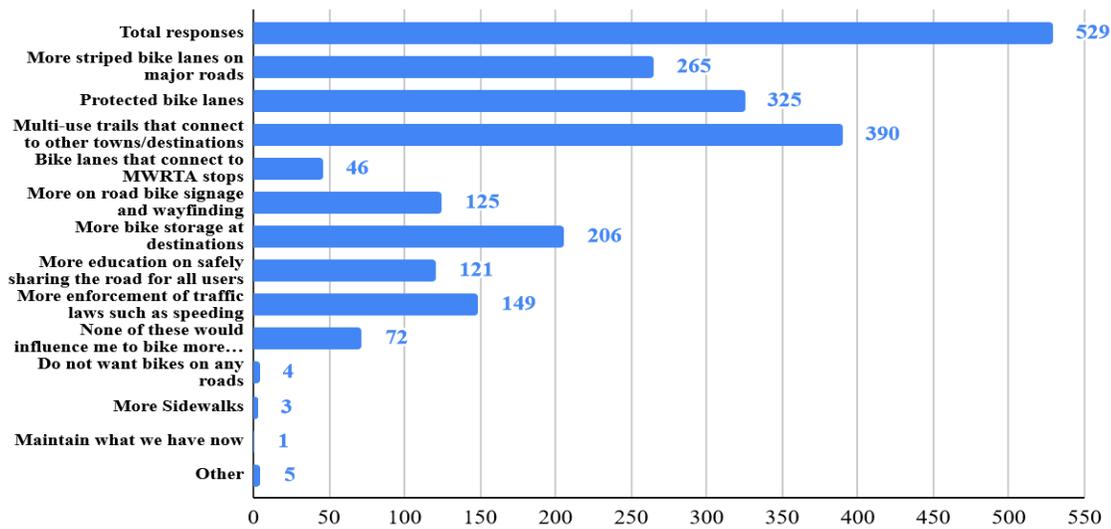
If you do not bike, or only do so occasionally, why not?



How do you classify your bike trips in Town?



What improvements would encourage you to ride a bike more often or in different areas?

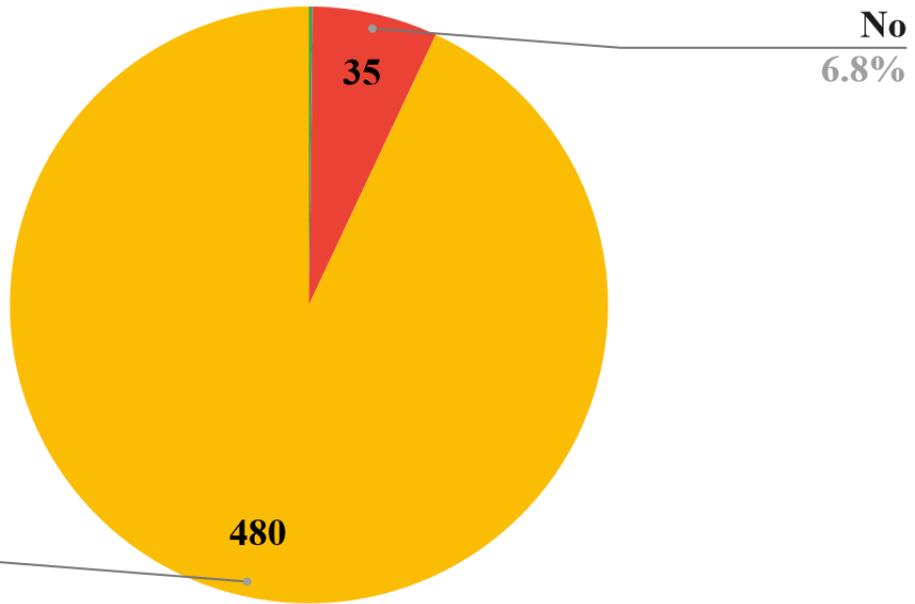


Where do you want to bike to that you can't currently do so easily/safely?

100	Downtown, Main Street, Rotary, Town Center, Library, restaurants, pharmacy
73	Other towns: Maynard (22), Stow (17), Marlborough (17), Berlin (12), Acton (2), Sudbury (1), Bolton (1), neighboring towns
72	Rail trail, Maynard rail trail, Stow rail trail, Marlborough rail trail, Sudbury rail trail, rail trail in winter, bike trail
56	Grocery stores, Washington Street, Shaws, stores, shopping plazas, Walmart
33	East Hudson, East Main Street, Ferjulians, Gospel Hill, Assabet Wildlife Refuge. Lake Boon, Sauta fields, Lower Main Street, Sauta Farm Way
29	Schools: Generic (18), High School (4), Forest Avenue (4), Elementary School (3)
28	Highland Commons shopping center, Market Basket, MA-62, West Hudson, mall, Central Street, Gates Pond
14	Parks
9	Centennial Beach, beach
8	Work
8	Brigham Street, Park Street
7	Nowhere, I can bike everywhere in Town safely
7	Everywhere, all over town, most of Hudson
6	River Street, River Road
5	Cox Street
3	Marlboro Street
3	Chapin Road, Boutwell Memorial Field
3	Lakeview, Cayuga Drive

3	Corner stores, country stores
3	Hosmer Street, Abigail Drive
2	Bruce Freeman Rail Trail
2	Chestnut Street
2	Lincoln Street
2	Old Bolton Road
2	Broad Street

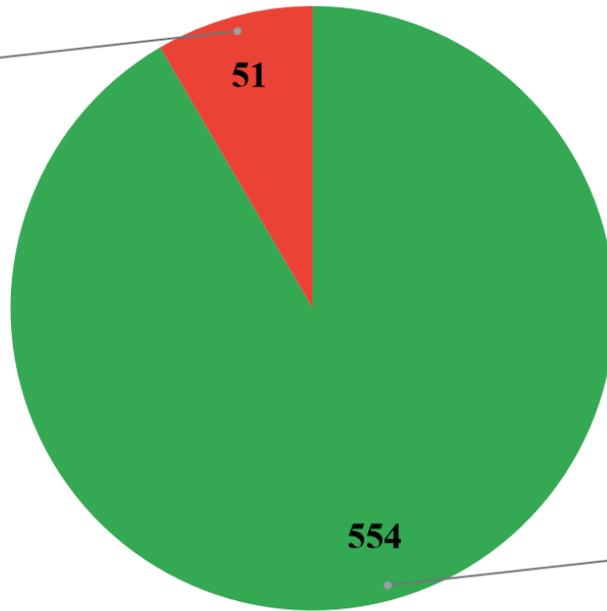
If you use the MetroWest Regional Transit Authority (MWRTA) do you ever use the bike racks on the van?



Do you use the Rail Trail?

No

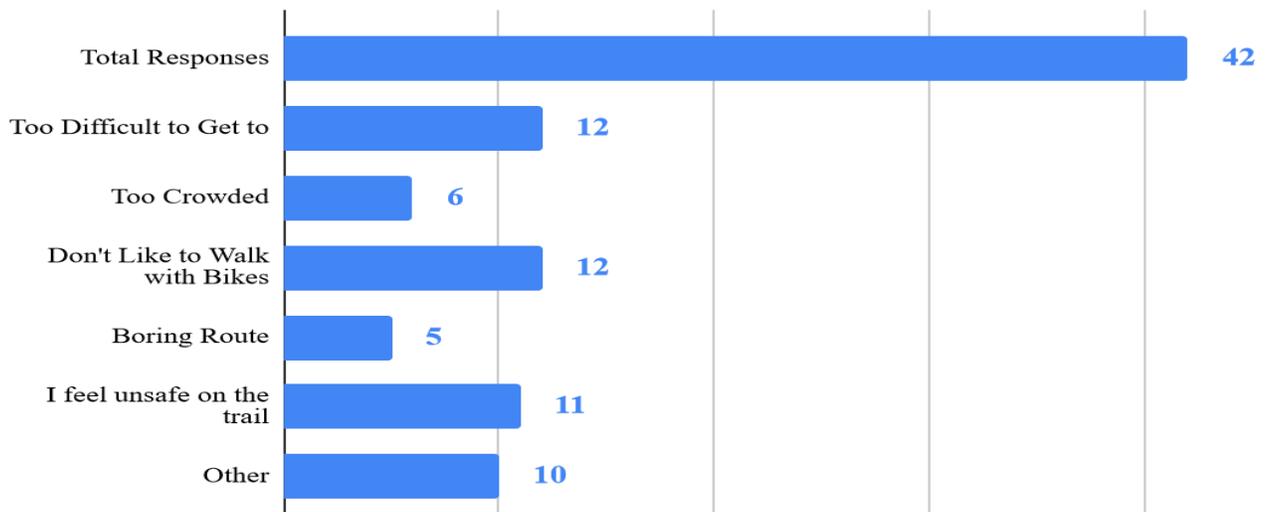
8.4%



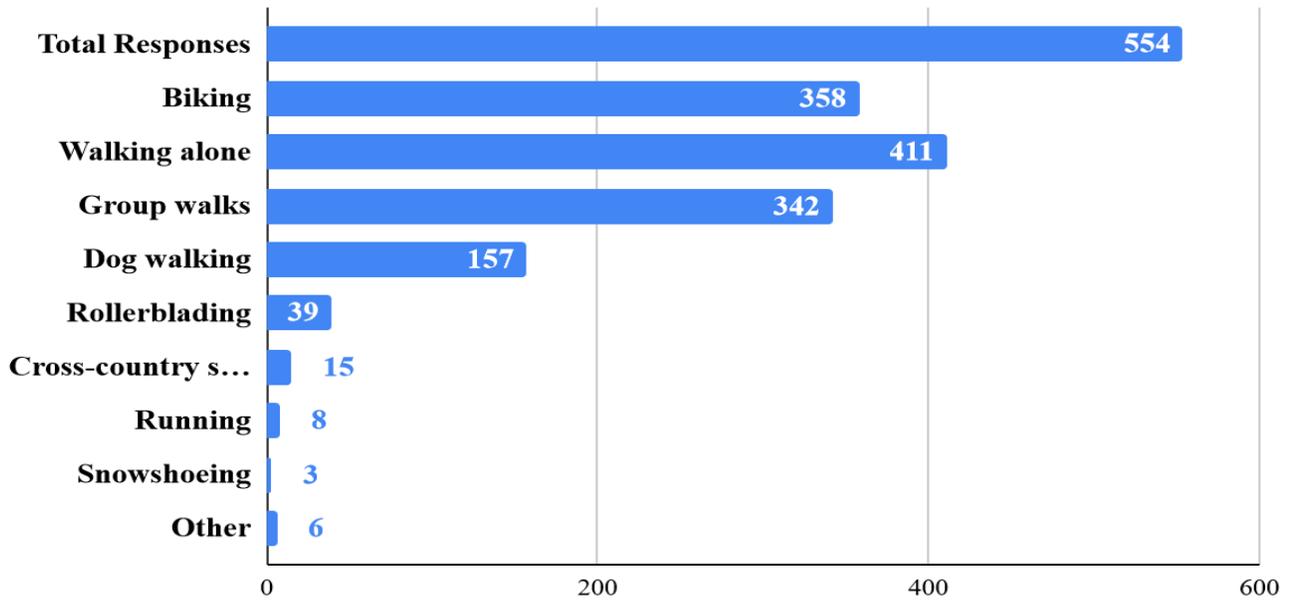
Yes

91.6%

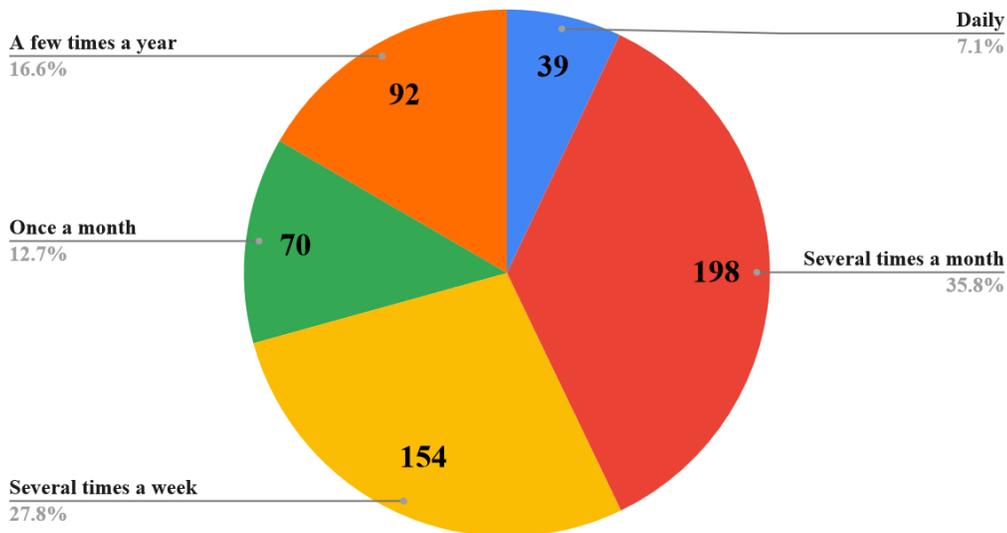
If you don't use the Rail Trail, why not?



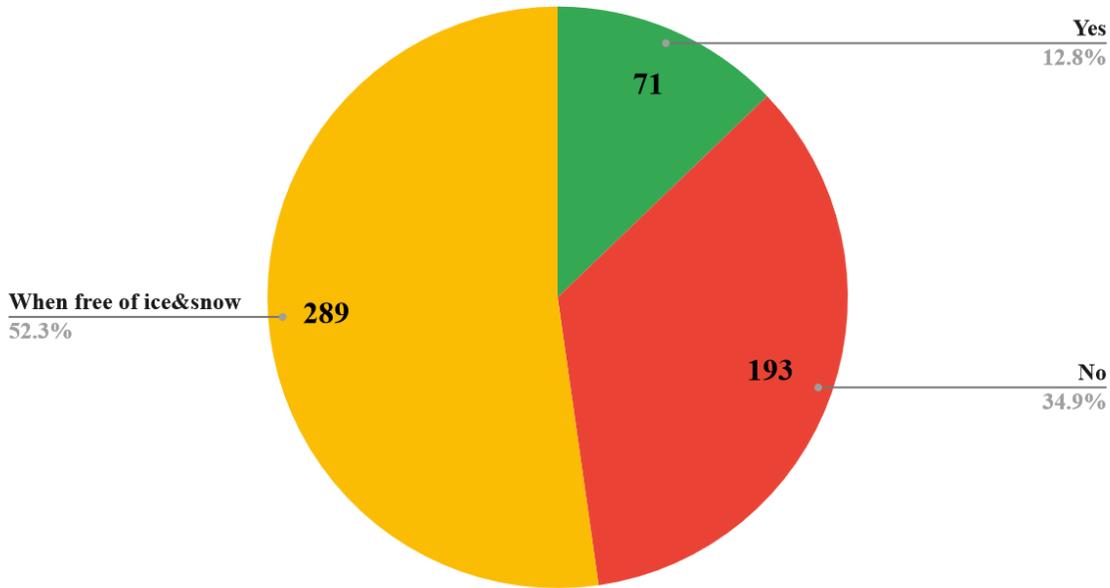
What activities do you pursue on the rail trail?



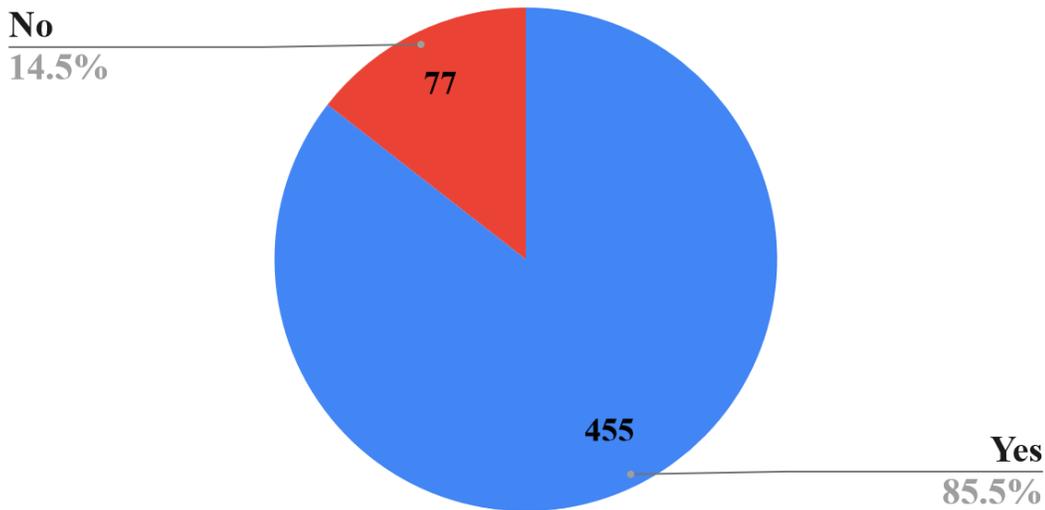
How frequently do you use the rail trail?



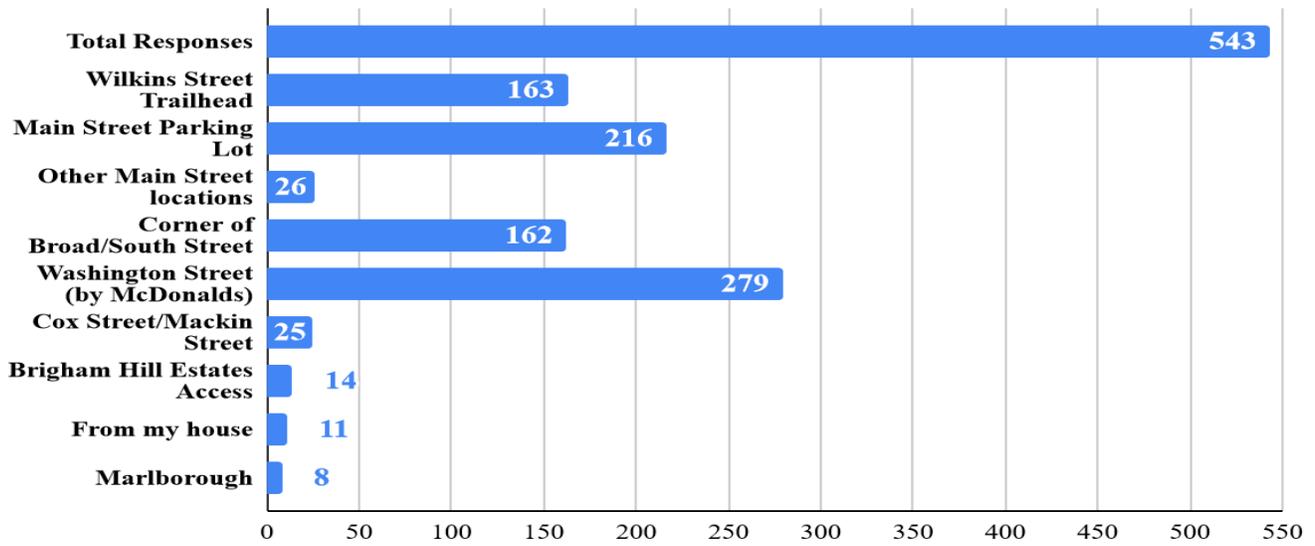
Do you use the Rail Trail in the winter?



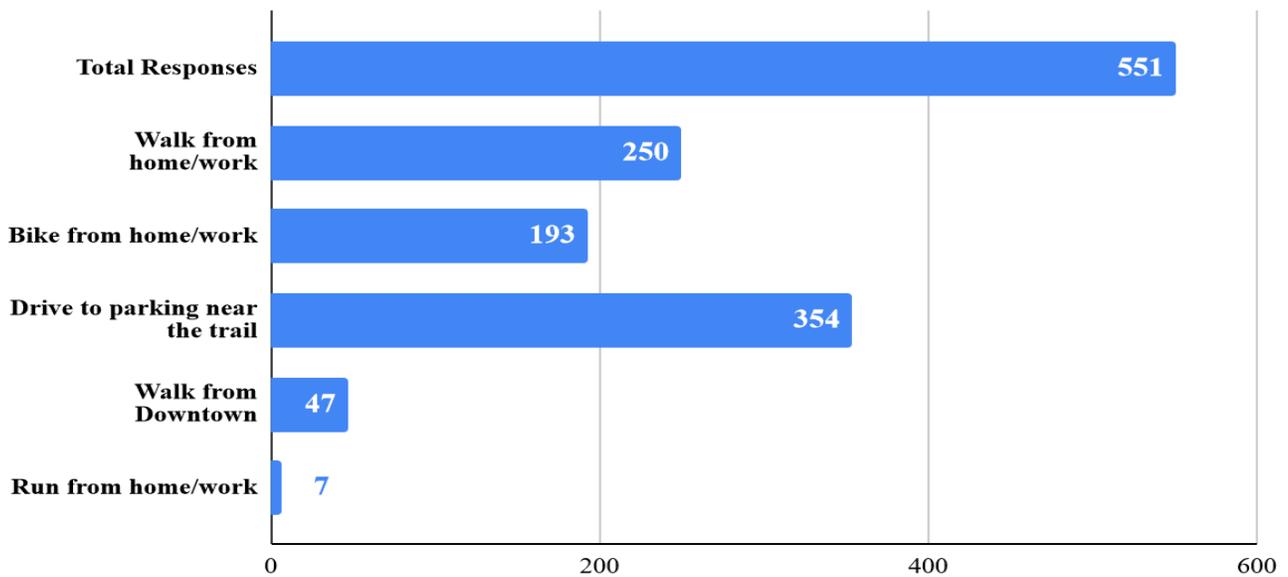
Do you think that the rail trail should be plowed after snow storms?



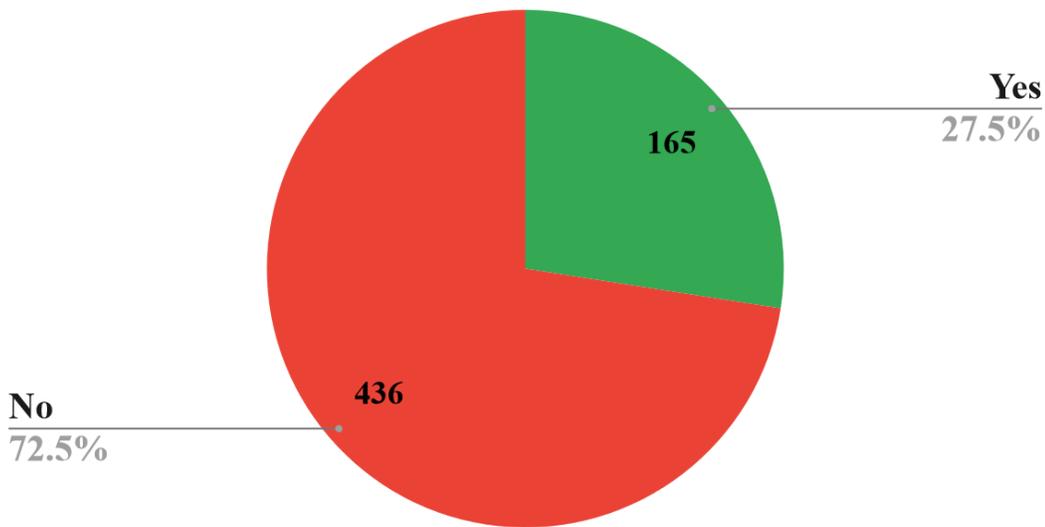
Where do you access the rail trail?



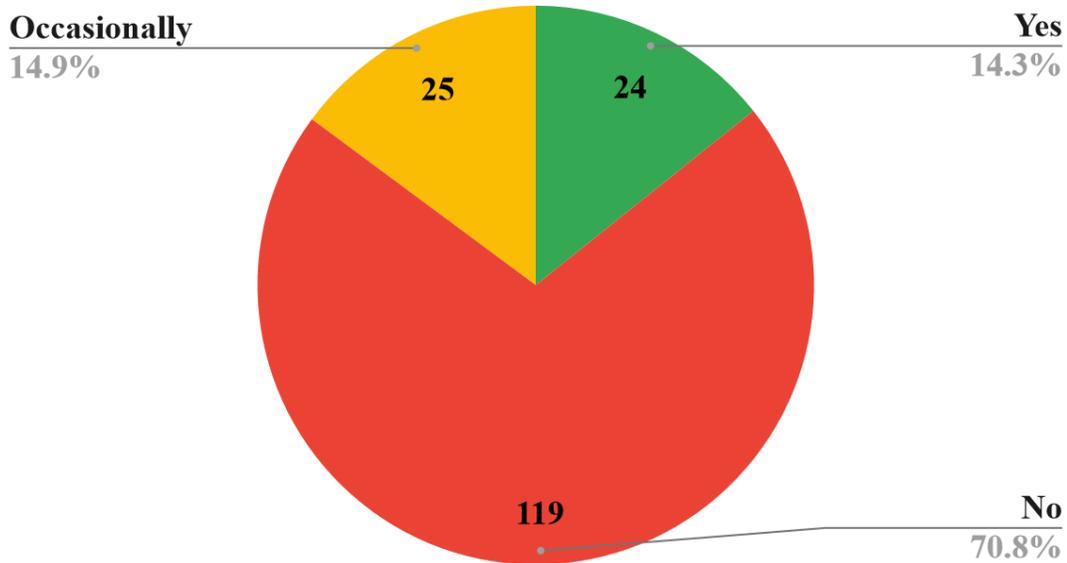
How do you get to the Rail Trail?



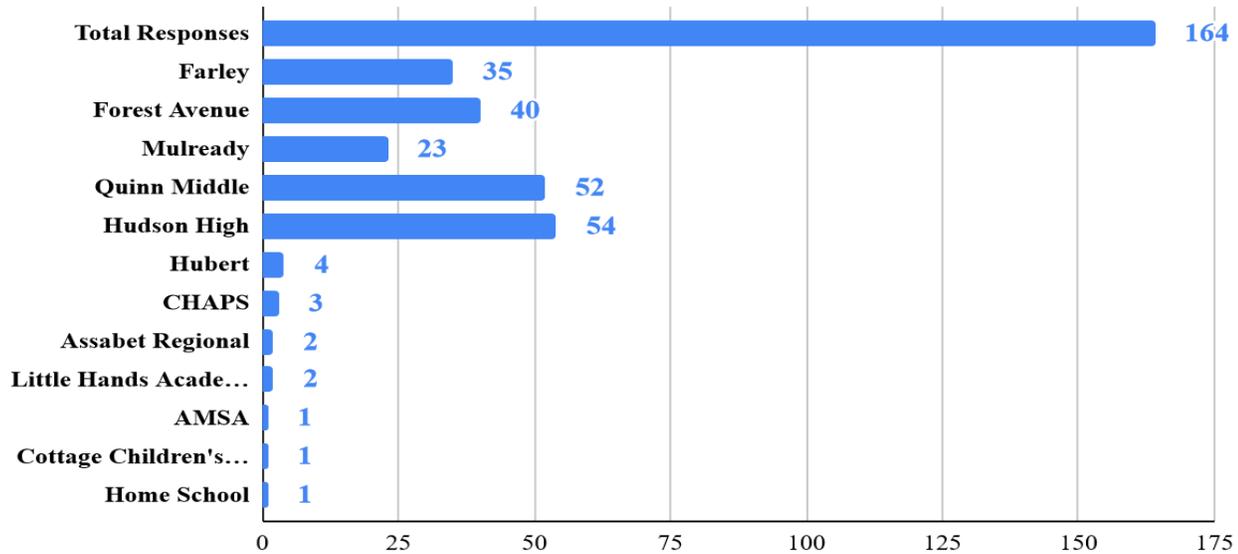
Do you have children in school in Hudson, or are you attending school in Hudson?



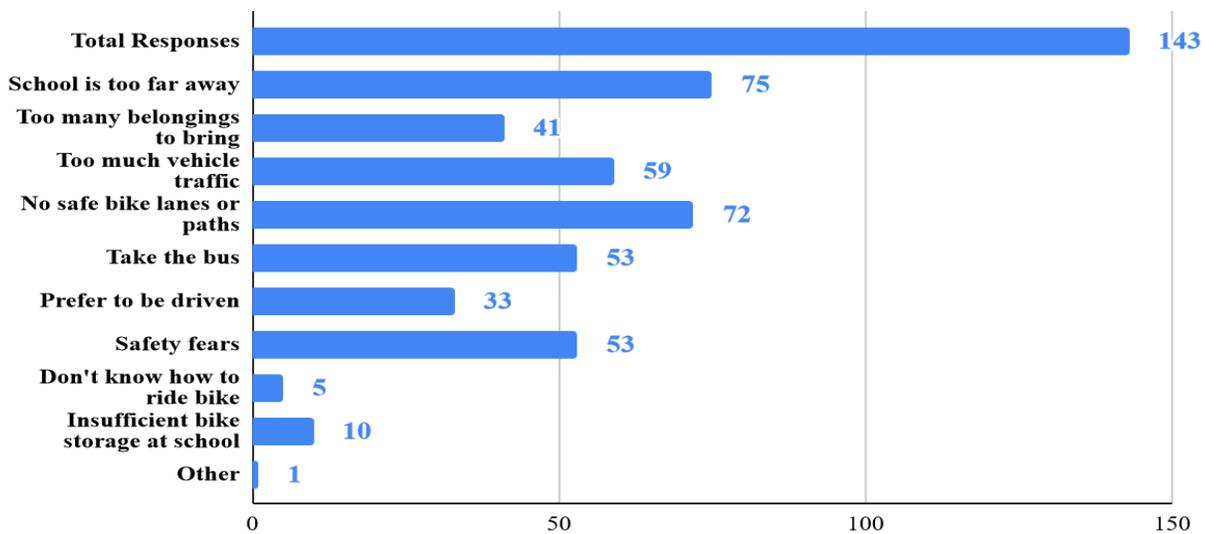
Do you/they walk or bike to school?



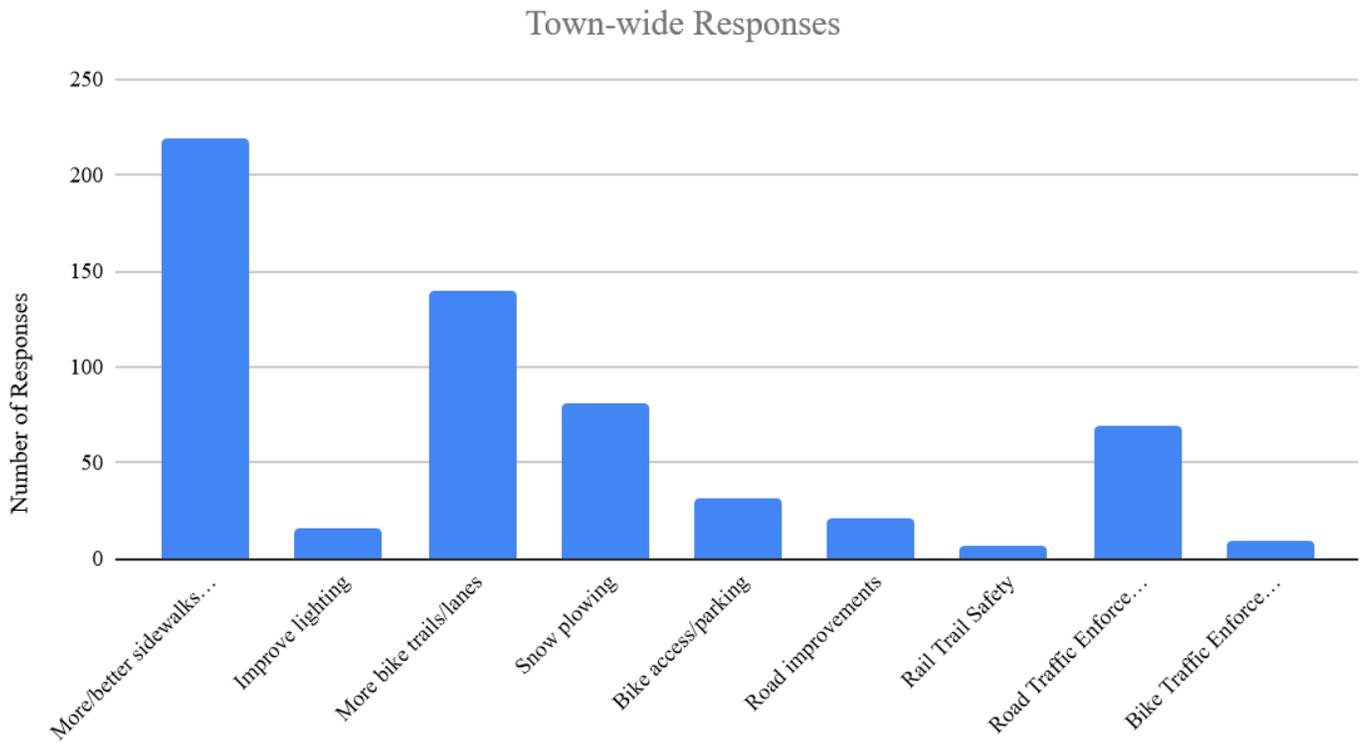
Which school(s) do they attend?



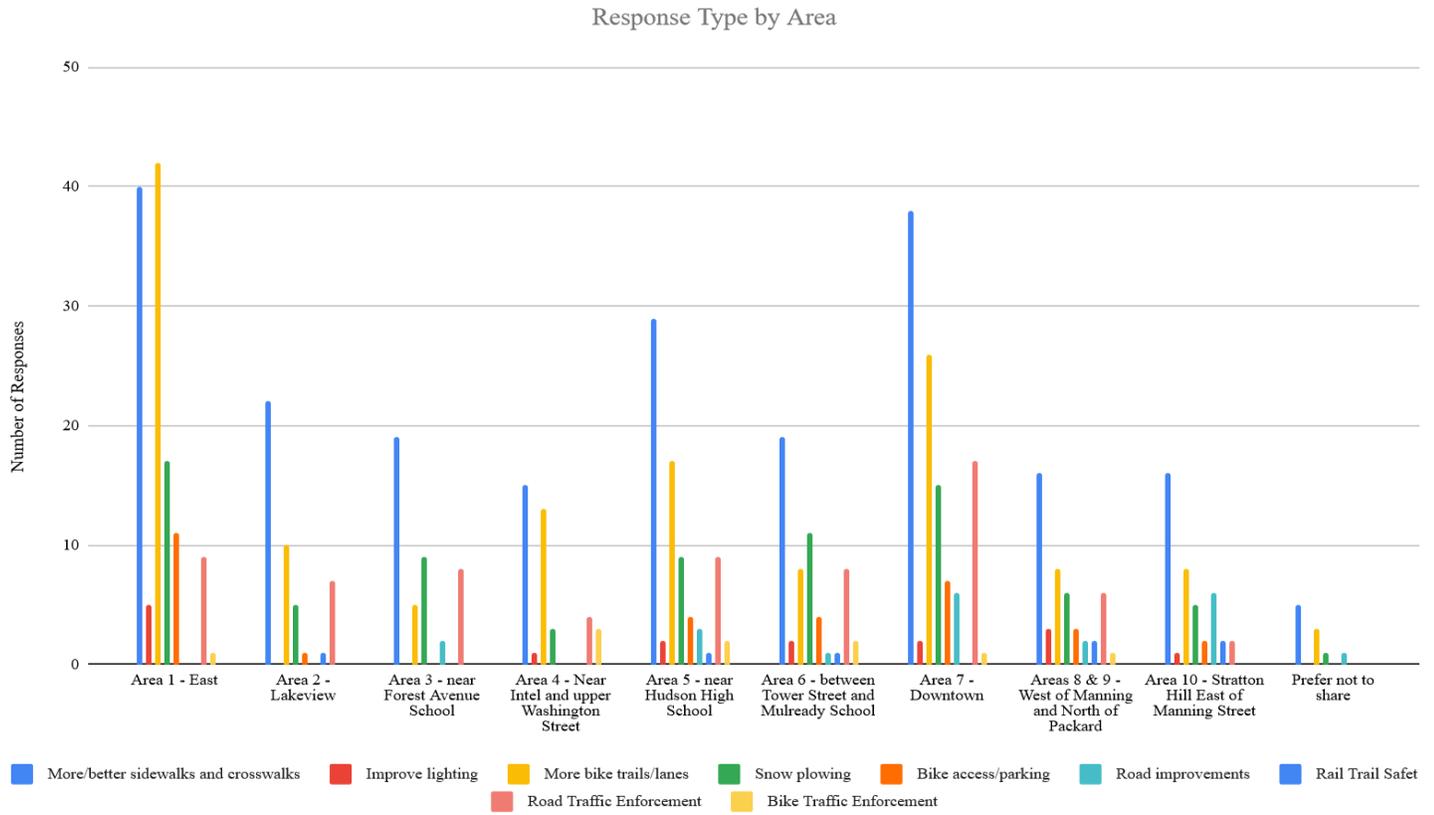
If you/they do not walk or bike to school, why not?



What are the one or two most important things that can be done that will improve walking and biking in town?



What are the one or two most important things that can be done that will improve walking and biking in town?



Appendix: Grant and Funding Opportunities Available for Bicycle and Pedestrian Projects

Massachusetts Funding Programs

- Chapter 90
- MPO TIP (Metropolitan Planning Organization Transportation Improvement Plan)
 - Community Connections
- [Complete Streets Funding Program](#)

Massachusetts Grant Programs

- [Safe Routes to School](#)
- [Mass Trails Grants](#)
- [Bottleneck Reduction Program](#)
- [Shared Streets and Spaces Grants](#)

Federal Grant Programs

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.

Activity or Project Type	Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																											
	OST Programs										Federal Transit		NHTSA		Federal Highway Administration													
	RAISE	INFRA	RCP	SS4A	Thru	RRIF	IIFIA	ETA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTP	TTP
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)												\$									\$		SSRTS	\$				\$
Bicycle helmets (safety promotion)																					\$		SSRTS	\$				\$
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)				\$						\$	\$				\$						\$		SSRTS	\$				\$
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)	\$	\$	\$	\$		~\$	\$							\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$

