



## PE6 Action: Infrastructure for Biking and Walking

2 — 12 Points

### A. Why is this action important?

Biking and walking are low-cost and low-carbon transportation options that help reduce greenhouse gas (GHG) emissions, increase equity, improve public health, and enhance the sustainability of communities. Biking and walking are often referred to as “active transportation”, meaning that people are using mostly self-propelled, human-powered modes of transportation, rather than cars or other types of motorized vehicles. Local governments can take a leadership role in increasing active transportation in their communities through planning initiatives and through installing infrastructure like sidewalks, paths, bike lanes, and way-finding signage.

### B. How to implement this action

Local governments have a range of strategies they can implement to improve the infrastructure for biking and walking in their communities. This Climate Smart Communities (CSC) action focuses on the following four strategies:

- Expand and improve bike and walking paths, bike lanes, and sidewalks
- Improve bike parking
- Improve bike and pedestrian signage
- Develop a bike share program\*

(\*For purposes of the CSC program, a bike share program means the use of bicycles or scooters with multiple self-service stations enabling point-to-point transportation for short-distance trips, typically fewer than 3 miles. To be eligible for points under this CSC action, the applicant must be engaged in the funding, managing, administering, and/or permitting of the program.)

Often local governments begin this process by developing a bicycle and pedestrian master plan or other similar plan (see [PE6 Action: Planning for Bicycling and Walking](#)). This can be a standalone plan or incorporated into another planning document, such as a comprehensive plan. Either way, this helps local governments to define their priorities and identify strategies most appropriate for their communities.

Once strategies are selected, utilize best design practices found in NY Department of Transportation’s Highway Design Manual, or another similar resource, for [bike](#) or [pedestrian](#) facilities to design and construct improved bike and walking paths, bike lanes, bike parking, and/or sidewalks.

Local governments are encouraged to contact the [New York State Department of State Division of Local Government Services](#) for training, technical assistance, and legal guidance on strategies that support active transportation and the [New York State Department of Transportation](#) (DOT) for guidance regarding transportation projects.

### C. Timeframe, project costs, and resource needs

The timeframe and costs associated with these strategies depends on the strategy selected and the degree to which it is implemented in the community. Local governments may wish to partner with organizations or groups with complementary missions, which may help with creating signage or sponsoring a bike share program, for example. [Department of Environmental Conservation CSC grants](#) and [DOT Transportation Alternatives Program \(TAP\)](#) grants are available to fund bike and pedestrian facilities.

#### D. Which local governments implement this action? Which departments within the local government are most likely to have responsibility for this?

This action is applicable to all local governments, although some of the strategies are more relevant to more densely populated communities. The planning and public works departments are most likely to have responsibility for the tasks associated with this action; in some communities, this may fall under the department of transportation. In some cases, however, a county or regional council may undertake these efforts with input from local government representatives. Local government staff are also encouraged to work with any relevant community committees, such as conservation advisory councils or biking advocacy groups.

#### E. How to obtain points for this action

Local governments can earn points for this action by implementing the strategies listed below within the last 15 years.

	POSSIBLE POINTS
Expand and improve bike/walking paths, bike lanes, and sidewalks	3
Improve bike parking	2
Improve bike and pedestrian signage	2
Develop a bike share program	5

#### F. What to submit

Indicate which types of infrastructure have been implemented. Provide photographs, websites, press releases, project plans for installed infrastructure, or other materials that demonstrate implementation of at least one of the four strategies listed above.

All strategies must have been implemented within the last 15 years.

All CSC action documentation is available for public viewing after an action is approved. Action submittals should not include any information or documents that are not intended to be viewed by the public.

#### G. Links to additional resources or best practices

- [NYS Department of Environmental Conservation CSC Grants](#)
- [NYS DOT Highway Design Manual](#)
  - [Pedestrian Facilities](#)
  - [Bike Facilities](#)
- [Bike NY Design Guidance: Design Guidance for Bicycle Facilities](#)
- [DOT Transportation Alternatives Program](#)
- [NYS DOT Design Resources](#)
- [Victoria Transport Policy Institute, Transportation Demand Management Encyclopedia, Strategies to Make \*\*Cycling\*\* Convenient, Safe and Pleasant](#)
- [Victoria Transport Policy Institute, Transportation Demand Management Encyclopedia, Strategies to Make \*\*Walking\*\* Convenient, Safe and Pleasant](#)
- [Poughkeepsie-Dutchess County Transportation Council Bicycle and Pedestrian Plan](#)
- [Pedestrian & Bicycle Information Center, Resources](#)
- [Pedestrian & Bicycle Information Center, Bike Sharing in the United States: State of the Practice and Guide to Implementation, September 2012](#)
- [AASHTO Guide for the Development of Bike Facilities](#)

## **H. Recertification requirements**

The recertification requirements are the same as the initial certification requirements.