



PE6 Action: Planning & Infrastructure for Bicycling & Walking

2 – 15
Points

A. Why is this action important?

Biking and walking are low cost, carbon-free transportation options that help to 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 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 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 five strategies:

- Develop a bicycle and pedestrian master plan (or similar plan)
- 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 non-motorized bicycles 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. 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.

To achieve GHG reduction goals, such plans should have a strong focus on strategies for reducing vehicle trips to common destinations, such as to work, school, and shopping centers. To bring down GHG emissions, it is critical to invest in plans and infrastructure that connect common destinations within populations centers, as opposed to investing in walking or biking trails that are purely for recreational purposes (e.g., a loop trail around a lake that is not connected to a downtown area).

As part of this focus on using active transportation for meeting daily needs, plans should include strategies that make it more convenient to bike and walk within the community and that reduce any risks associated with biking and walking.

As part of the planning process, local governments should consider gathering data to better understand resident travel behavior, such as journey-to-work data to measure commute mode share. Local governments should look at existing factors such as the ratio of sidewalk and bikeway lanes to traffic miles, street intersection density, annual rates of pedestrian and cyclist injuries and fatalities, and any existing programs and policies such as [Vision Zero](#) initiatives, traffic calming policies, and related design guidelines.

To be eligible for points for this CSC action, the bicycle/pedestrian master plan (or similar plan) must have been completed

within 10 years from the application date. In addition, local governments are not required to incorporate the bicycle/pedestrian master plans or other policies into their zoning or comprehensive plan; however, they are encouraged to do so to reduce the risk of legal challenges.

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 developing a bicycle and pedestrian plan, and creating signage or sponsoring a bike share program, for example.

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:

	POSSIBLE POINTS
Develop a bicycle/pedestrian master plan (or similar plan) applicable to the entire jurisdiction (within last 10 years)	3
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

Submit documentation demonstrating which strategies have been implemented. Provide plans, reports, photographs, program details, websites, or other materials that demonstrate implementation of at least one of the five the strategies listed above. The bicycle/pedestrian master plan (or similar plan) must have been completed within 10 years from the application date and cover the entire community.

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

- [DOT Transportation Alternatives Program](#)
- [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](#)

H. Recertification requirements

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