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**National Complete  
Streets Coalition**

## **Complete Streets Policy Development Lawrence-Douglas County Health Department**

**June 20th, 2017**

### **Participant Resources**



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Streets Coalition**

## **Complete Streets Policy Development** **Lawrence-Douglas County Health Department**

June 20<sup>th</sup>, 2017

*Presenters: Emiko Atherton, Director, National Complete Street Coalition, Smart Growth America  
Jon Kaplan, P.E. Principal, Community Transportation Solutions*

Complete Streets Workshop, Carnegie Building, 200 West 9<sup>th</sup> Street, Lawrence, KS

- |          |  |
|----------|--|
| 8:30 am  | Registration   |
| 9:00 am  | Introduction and Welcome — <i>Charlie Bryan</i>  |
| 9:15 am  | Complete Streets, Complete Communities – What are Complete Streets?  |
| 9:45 am  | What is the Return on Investment for Complete Streets? <ul style="list-style-type: none"><li>• Closer look at health disparities and equity</li></ul>  |
| 10:15 am | What Does a Model Complete Streets Policy Look Like?   |
| 10:45 am | Break  |
| 11:00 am | Best Practices for Implementation <ul style="list-style-type: none"><li>• Process-level changes for implementation – <i>Emiko Atherton</i></li><li>• Project-level changes needed for implementation – <i>Jon Kaplan</i></li></ul>   |
| 12:00 pm | Lunch ( <i>provided</i> )  |
| 12:30 pm | Review of Lawrence's Complete Streets Policy - <i>Group Discussion</i> <ul style="list-style-type: none"><li>• Who is in charge of implementing the policy?</li><li>• How is it working?</li><li>• How is it being implemented?</li><li>• What are the barriers to implementation?</li></ul> |
| 1:30 pm  | Considerations for Lawrence <ul style="list-style-type: none"><li>• Reviewing current policies, such as the Safe Routes policy</li><li>• Incorporating a better focus on all users</li><li>• Other considerations</li></ul>  |
| 2:00 pm  | Updating Lawrence's Complete Streets Policy – Identifying Room for Improvement<br>- <i>Group Work</i>  |
| 3:15 pm  | Next Steps   |
| 3:45 pm  | Adjourn  |



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[www.smartgrowthamerica.org/completestreets](http://www.smartgrowthamerica.org/completestreets)

## Elements of an Ideal Complete Streets Policy

Regardless of a policy's form, the National Complete Streets Coalition has identified ten elements of a comprehensive Complete Streets policy, as discussed below. For further discussion of each element, see our Local Policy Workbook: <https://smartgrowthamerica.org/resources/complete-streets-local-policy-workbook/>

An ideal Complete Streets Policy:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, emergency vehicles, and automobiles.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is understood by all agencies to cover all roads.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

## Vision

A strong vision can inspire a community to follow through on its Complete Streets policy. Just as no two policies are alike, visions are not one-size-fits-all either. In the small town of Decatur, GA, the Community Transportation Plan defines their vision as promoting health through physical activity and active transportation. In the City of Chicago, the Department of Transportation focuses on creating streets safe for travel by even the most vulnerable - children, older adults, and those with disabilities.

## All Users

A true Complete Streets policy must apply to everyone traveling along the road. A sidewalk without curb ramps is useless to someone using a wheelchair. A street with an awkwardly placed public transportation stop without safe crossings is dangerous for riders. A fast-moving road with no safe space for cyclists will discourage those who depend on bicycles for transportation. A road with heavy freight traffic must be planned with those vehicles in mind. Older adults and children face particular challenges as they are more likely to be seriously injured or killed along a roadway. Automobiles are an important part of a complete street as well, as any change made to better



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accommodate other modes will have an effect on personal vehicles. In some cases, like the installation of curb bulb-outs, these changes can improve traffic flow and the driving experience.

## All Projects

For many years, multi-modal streets have been treated as 'special projects' requiring extra planning, funding, and effort. The Complete Streets approach is different. Its intent is to view all transportation improvements as opportunities to create safer, more accessible streets for all users, including people on foot, riding bicycles, driving automobiles, or riding public transportation. Under this approach, even small projects can be an opportunity to make meaningful improvements. In repaving projects, for example, an edge stripe can be shifted to create more room for cyclists. In routine work on traffic lights, the timing can be changed to better accommodate pedestrians walking at a slower speed. A strong Complete Streets policy will integrate Complete Streets planning into all types of projects, including new construction, reconstruction, rehabilitation, repair, maintenance, and operations.

## Exceptions

Making a policy work in the real world requires developing a process to handle exceptions to providing for all modes in each project. The Federal Highway Administration's guidance on accommodating bicycle and pedestrian travel named three exceptions that have become commonly used in Complete Streets policies: 1) accommodation is not necessary on corridors where non-motorized use is prohibited, such as interstate freeways; 2) cost of accommodation is excessively disproportionate to the need or probable use; 3) a documented absence of current and future need. In addition to defining exceptions, there must be a clear process for granting them, where a senior-level department head must approve them. Any exceptions should be kept on record and available to the public.

## Network

Complete Streets policies should result in the creation of a complete transportation network for all modes of travel. A network approach helps to balance the needs of all users. Instead of trying to make each street perfect for every traveler, communities can create an interwoven array of streets that emphasize different modes and provide quality accessibility for everyone. This can mean creating neighborhood greenways on lower-traffic routes to slow traffic and increase safety for people on foot or bicycle; dedicating travel lanes to bus-only travel; or pedestrianizing segments of routes that are already overflowing with people on foot. It is important to provide basic safe access for all users regardless of design strategy and networks should not require some users to take long detours.

## All Agencies and All Roads

Creating Complete Streets networks is difficult because many agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Typical Complete Streets policies cover only one jurisdiction's roadways, which can cause network problems: a bike lane on one side of a bridge disappears on the other because the road is no longer controlled by the agency that built the lane. Another common issue to resolve is inclusion of Complete Streets elements in sub-division regulations, which govern how private developers build their new streets.



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## Design Criteria

Communities adopting a Complete Streets policy should review their design policies and guidelines to ensure their ability to accommodate all modes of travel, while still providing flexibility to allow designers to tailor the project to unique circumstances. Some communities will opt to re-write their design manual. Others will refer to existing design guides, such as those issued by AASHTO, ITE or NACTO; state design standards; and the Americans with Disabilities Act Accessibility Guidelines.

## Context-sensitive

An effective Complete Streets policy must be sensitive to the community context. Being clear about this in the initial policy statement can allay fears that the policy will require inappropriately wide roads in quiet neighborhoods or miles of never-used sidewalks in rural areas. A strong statement about context can help align transportation and land use planning goals, creating more livable neighborhoods.

## Performance Measures

The traditional performance measure for transportation planning has been vehicular Level of Service (LOS) – a measure of automobile congestion. Complete Streets planning requires taking a broader look at how the system is serving all users. Communities with Complete Streets policies can measure success through a number of ways: the miles of on-street bicycle routes created; new linear feet of pedestrian accommodation; changes in the number of people using public transportation, bicycling, or walking (mode shift); number of new street trees; and/or the creation or adoption of a new multi-modal Level of Service standard that better measures the quality of travel experience. The fifth edition of Highway Capacity Manual, includes this new way of measuring LOS. Cities such as San Francisco and Charlotte have already begun to develop their own.

## Implementation

Specific implementation steps can help build momentum for taking a Complete Streets policy from paper into practice. There are five key steps for successful implementation:

1. Create a plan for implementation activities;
2. Restructure policies, processes, and procedures to accommodate all users on every project;
3. Develop new design policies and guides;
4. Offer workshops and other training opportunities to transportation professionals, community leaders, and the public; and,
5. Institute better ways to measure performance and collect data on how well the streets are serving all users.



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## Complete Streets Web Resources

Below are some of the many resources available to guide a Complete Streets initiative in your community. All of the resources listed here are free to download and free to use.

### Fundamentals

Communities just getting started with Complete Streets will find these materials most useful. They present a comprehensive overview of the benefits and basics of the Complete Streets planning and design approach. The resources listed in this section can be found at

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-development/>.

**Introduction to Complete Streets.** A comprehensive PowerPoint presentation on why we need Complete Streets, available to download for use and adaptation in your community.

**Presentation and Fact Sheets: Benefits of Complete Streets.** A free PowerPoint provides an overview of the research-backed benefits of safe, multi-modal street planning and design. The Coalition's series of research-based fact sheets exploring the many benefits of Complete Streets for various groups of users and outcomes are available at [https://smartgrowthamerica.org/resources?resource\\_type=fact-sheet&authors=&category\\_name=complete-streets&s=](https://smartgrowthamerica.org/resources?resource_type=fact-sheet&authors=&category_name=complete-streets&s=). Topics include: *Health; Safety; Economic Revitalization; Children; People with Disabilities; Older Adults; Public Transportation; Climate Change; Gas Prices; Lower Transportation Costs; Livable Communities; Equity.*

**Other Resources.** A variety of Complete Streets handouts, downloadable presentations, articles and reports, can be found at [https://smartgrowthamerica.org/resources?resource\\_type=&authors=&audience=&project\\_type=&category\\_name=complete-streets&s=](https://smartgrowthamerica.org/resources?resource_type=&authors=&audience=&project_type=&category_name=complete-streets&s=).

### Changing Policy

After a community has agreed to the concept of Complete Streets, the next step is to develop a formal policy. The Coalition provides many resources to illuminate best practices, share actual policy documents from across the country, and help communities develop the best, most appropriate policies for their needs.

**Complete Streets Local Policy Workbook.** A comprehensive workbook for communities to follow when writing their own Complete Streets policies. For use by city and county agencies, the guide is based in national existing policy and best practices and encourages a thoughtful, inclusive process for developing locally appropriate policy language. See <https://smartgrowthamerica.org/resources/complete-streets-local-policy-workbook/>.

**State Legislation.** AARP and the National Complete Streets Coalition developed a toolkit to use in a state-level Complete Streets effort. Complete Streets in the States: A Guide to Legislative Action includes model legislation and a discussion of the various elements of an ideal law, a roadmap for legislative action, and analysis of existing state Complete Streets laws.

<https://smartgrowthamerica.org/resources/complete-streets-in-the-states-a-guide-to-legislative-action/>.

**Presentation: Complete Streets: Changing Policy.** Use this PowerPoint presentation and its comprehensive presenter's notes to lead a discussion of Complete Streets policy development in your town. The presentation covers the reasons to adopt a policy and details on the ten elements of a Complete Streets policy. <https://smartgrowthamerica.org/resources/complete-streets-policy-development-101/>.

**Complete Streets Policy Atlas and Annual Policy Analysis.** The Coalition compiles information on all policies adopted to date in our Policy Atlas, <https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-development/policy-atlas/>. The Atlas includes an interactive map of all regional and local policies, and downloadable lists of known Complete Streets policies, across all jurisdictions and at the state level. The Coalition also reviews all the policies adopted each year and assesses how well they fulfill the ten elements of an ideal Complete Streets policy. The annual report highlights exemplary policy language and provides leaders at all levels of government with ideas for how to create strong Complete Streets policies. <https://smartgrowthamerica.org/tag/best-complete-streets-policies/>.

### Implementation

Once a Complete Streets policy is in place, the day-to-day decisions a transportation agency and community leaders make in funding, planning, design, maintenance, and operations should be aligned to the goals of that adopted policy document. The Coalition helps communities implement their policies by collecting and sharing best practices and examples.

**Five Steps to Implementation.** The Coalition has identified five types of activities needed to reorient a transportation agency's work to fully and consistently consider the safety of all users: Planning for Implementation; Changing Procedure and Process; Reviewing and Updating Design Guidance; Offering Training and Educational Opportunities; and Measuring Performance. The process is summarized in our guide "Taking Action on Complete Streets," <https://smartgrowthamerica.org/resources/taking-action-on-complete-streets-implementing-processes-for-safe-multimodal-streets/>. Resources, activities, and best practices from communities across the country are at <https://smartgrowthamerica.org/program/national-complete-streets-coalition/complete-streets-implementation/>.

**Answering the Costs Question.** A handbook and slide presentation that helps transportation professionals, advocates, and decision-makers make the case that implementing Complete Streets won't break the bank: [https://smartgrowthamerica.org/resources?resource\\_type=&authors=&category\\_name=complete-streets&s=cost](https://smartgrowthamerica.org/resources?resource_type=&authors=&category_name=complete-streets&s=cost).

**Implementation Resources.** The Coalition's series of research-based fact sheets on specific elements of Complete Streets implementation is available at <https://smartgrowthamerica.org/tag/complete-streets-policy-implementation-resources/>. Topics include: *Costs of Complete Streets*; *Change Travel Patterns*; *Ease Traffic Woes*; *Complete and Green Streets*; *Networks of Complete Streets*; *Rural Areas and Small Towns*.

### Blogs and Newsletters

For ongoing news and links to useful resources from across the web, read the National Complete Streets Coalition blog (<https://smartgrowthamerica.org/category/complete-streets/>) and sign up for the Coalition's monthly e-newsletter. The newsletter includes updates on federal, state, and local complete streets policies, other news from the campaign and across the country, and a summary of resources that you can use. Current and past issues and a sign-up form are available at <https://smartgrowthamerica.org/tag/complete-streets-news/>.

**Pedestrian and Bicycle Funding Opportunities**  
**U.S. Department of Transportation Transit, Highway, and Safety Funds**  
Revised August 12, 2016

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

Key: S = Funds may be used for this activity (restrictions may apply). S* = See program-specific notes for restrictions. ~S = Eligible, but not competitive unless part of a larger project.															
Activity or Project Type	Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds														
	TIGER	TIEIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	ELTP
Access enhancements to public transportation (includes benches, bus pads)	\$	\$	\$	\$	\$		\$	\$	\$						\$
ADA/504 Self Evaluation / Transition Plan								\$	\$	\$		\$			\$
Bicycle plans			\$					\$	\$		\$	\$			\$
Bicycle helmets (project or training related)								\$	\$SRTS		\$		\$*		
Bicycle helmets (safety promotion)								\$	\$SRTS		\$				
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Bicycle parking	~\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Bike racks on transit	\$	\$	\$	\$	\$			\$	\$						\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$	\$		\$	\$	\$						\$
Bicycle storage or service centers at transit hubs	~\$	~\$	\$	\$	\$			\$	\$						\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus shelters and benches	\$	\$	\$	\$	\$		\$	\$	\$						\$
Coordinator positions (State or local)					\$ 1 per State			\$	\$SRTS		\$				
Crosswalks (new or retrofit)	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb cuts and ramps	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Counting equipment			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data collection and monitoring for pedestrians and/or bicyclists			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	\$	\$	\$				\$	\$						\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for pedestrians and/or bicyclists)			\$	\$	\$			\$	\$		\$	\$*			
Paved shoulders for pedestrian and/or bicyclist use	\$	\$			\$*	\$	\$	\$	\$		\$				\$



<b>Key:</b> \$ = Funds may be used for this activity (restrictions may apply). \$* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project.															
<b>Pedestrian and Bicycle Funding Opportunities</b>															
<b>U.S. Department of Transportation Transit, Highway, and Safety Funds</b>															
<b>Activity or Project Type</b>	<b>TIGER</b>	<b>TEEA</b>	<b>FTA</b>	<b>ATI</b>	<b>CMAQ</b>	<b>HSIP</b>	<b>NHPP</b>	<b>STBG</b>	<b>TA</b>	<b>RTP</b>	<b>SRTS</b>	<b>PLAN</b>	<b>NHTSA 402</b>	<b>NHTSA 405</b>	<b>ELTTP</b>
Pedestrian plans			\$					\$	\$		\$	\$			\$
Recreational trails	~\$	~\$						\$	\$	\$					\$
Road Diets (pedestrian and bicycle portions)	\$	\$				\$	\$	\$	\$						\$
Road Safety Assessment for pedestrians and bicyclists						\$		\$	\$			\$			\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety								\$SRTS	\$SRTS		\$	\$*	\$*	\$*	
Safety education positions								\$SRTS	\$SRTS		\$		\$*		
Safety enforcement (including police patrols)								\$SRTS	\$SRTS		\$		\$*	\$*	
Safety program technical assessment (for peds/bicyclists)								\$SRTS	\$SRTS		\$	\$*	\$		
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Shared use paths / transportation trails	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signs / signals / signal improvements	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Signed pedestrian or bicycle routes	\$	\$	\$	\$	\$		\$	\$	\$		\$				\$
Spot improvement programs	\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Stormwater impacts related to pedestrian and bicycle projects	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Traffic calming	\$	\$	\$			\$	\$	\$	\$		\$				\$
Trail bridges	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trail construction and maintenance equipment								\$RTP	\$RTP	\$					
Trail/highway intersections	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see guidance)	~\$*	~\$*						\$*	\$*	\$*					\$
Training					\$	\$		\$	\$	\$	\$	\$*	\$*		
Training for law enforcement on ped/bicyclist safety laws								\$SRTS	\$SRTS		\$			\$*	
Tunnels / undercrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$

#### Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973  
TIGER: Transportation Investment Generating Economic Recovery Discretionary Grant program  
TEEA: Transportation Infrastructure Finance and Innovation Act (loans)  
FTA: Federal Transit Administration Capital Funds  
ATI: Associated Transit Improvement (1% set-aside of FTA)  
CMAQ: Congestion Mitigation and Air Quality Improvement Program  
HSIP: Highway Safety Improvement Program  
NHPP: National Highway Performance Program  
STBG: Surface Transportation Block Grant Program

TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)

RTP: Recreational Trails Program

SRTS: Safe Routes to School Program / Activities

PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds

NHTSA 402: State and Community Highway Safety Grant Program

NHTSA 405: National Priority Safety Programs (Nonmotorized safety)

ELTTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

#### Program-specific notes

Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. For example:

- TIGER: Subject to annual appropriations.
- TIFIA: Program offers assistance only in the form of secured loans, loan guarantees, or standby lines of credit, but can be combined with other grant sources, subject to total Federal assistance limitations.
- FTA/ATI: Project funded with FTA transit funds must provide access to transit. See Bikes and Transit and the FTA Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law.
  - Bicycle infrastructure plans and projects funded with FTA funds must be within a 3 mile radius of a transit stop or station, or if further than 3 miles, must be within the distance that people could be expected to safely and conveniently bike to use the particular stop or station.
  - Pedestrian infrastructure plans and projects funded with FTA funds must be within a ½ mile radius of a transit stop or station, or if further than ½ mile, must be within the distance that people could be expected to safely and conveniently walk to use the particular stop or station.
  - FTA funds cannot be used to purchase bicycles for bike share systems.
  - FTA encourages grantees to use FHWA funds as a primary source for public right-of-way projects.
- CMAQ projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at [www.fhwa.dot.gov/environment/air\\_quality/cmaq/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/) for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.
- HSIP projects must be consistent with a State's Strategic Highway Safety Plan and either (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem.
- NHPP projects must benefit National Highway System (NHS) corridors.
- STBG and TA Set-Aside: Activities marked "\$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 8<sup>th</sup> grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)).
- RTP must benefit recreational trails, but for any recreational trail use. RTP projects are eligible under TA and STBG, but States may require a transportation purpose.
- SRTS: FY 2012 was the last year for SRTS funds, but SRTS funds are available until expended.
- Planning 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.
- Federal Lands and Tribal Transportation Programs (FLTP) projects must provide access to or within Federal or tribal lands:
  - Federal Lands Access Program (FLAP): Open to State and local entities for projects that provide access to or within Federal or tribal lands.
  - Federal Lands Transportation Program: For Federal agencies for projects that provide access within Federal lands.
  - Tribal Transportation Program: available for federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- NHTSA 402 project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>
- NHTSA 405 funds are subject to State eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>

#### **Cross-cutting notes**

- FHWA Bicycle and Pedestrian Guidance: [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/)
- **Applicability of 23 U.S.C. 217(i) for Bicycle Projects:** 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, sections 133(b)(6) and 133(h) list "recreational trails projects" as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and section 217(i) continues to apply to bicycle facilities using other Federal-aid Highway Program funds (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.
- There may be occasional DOT or agency incentive grants for specific research or technical assistance purposes.
- Aspects of many DOT initiatives may be eligible as individual projects. For example, activities above may benefit Ladders of Opportunity; safe, comfortable, interconnected networks; environmental justice; equity; etc.