



TOWN OF MOUNT PLEASANT COMMUNITY PLANNING WORKSHOP



RUTGERS

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of Planning and Public Policy

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INTRODUCTION

The New York Metropolitan Transportation Council (NYMTC) is the Metropolitan Planning Organization (MPO) for New York City, Long Island, and the Lower Hudson Valley region. NYMTC's planning area includes 2,440 square miles and a 2020 population of 13.17 million, approximately 65% of New York State's population and 4% of the nation's population. As an MPO, NYMTC provides a collaborative planning forum to address transportation-related issues, develop regional plans, and make decisions using federal transportation funds for its jurisdiction. As a follow-up to their recent long-range regional transportation plan, *Moving Forward*, NYMTC has partnered with The Public Outreach and Engagement Team (Rutgers-POET) at The Alan M. Voorhees Transportation Center (VTC) at Rutgers University to plan and execute Community Planning Workshops in municipalities throughout the NYMTC region. These workshops will serve as informative catalysts and aid in advising future infrastructure projects in the participating municipalities. This report will outline the Community Planning Workshop results and recommendations for one of the towns in this series, The Town of Mount Pleasant.

MOVING FORWARD OVERVIEW

Moving Forward is the long-range regional transportation plan for fiscal years 2022-2050 for the NYMTC planning area; it is one of the four planning products NYMTC is federally required to produce as part of the metropolitan transportation planning process to secure federal funding for the region. The Plan currently fulfills federal planning requirements and maintains NYMTC's eligibility for federal funding for transportation planning and improvement projects. *Moving Forward* is a blueprint to help support sustainable growth and guide transportation investment in the region; it includes forecasts for future conditions and needs and potential transportation improvements and outlines a shared strategic vision for transportation and development within the NYMTC planning area. *Moving Forward* has outlined six *Coordinated Development Emphasis Areas* (CDEAs) as a targeting mechanism to guide the planning process in communities seeking transportation planning assistance from NYMTC.

1. **Encourage development in centers and downtowns to reinforce walkable, aesthetically pleasing, and transit-accessible environments.**
2. **Include local transportation issues in comprehensive/master planning and community visioning processes.**
3. **Make walking safer and more convenient through safety and streetscape improvements.**
4. **Support downtown development/redevelopment.**
5. **Encourage walkability, Complete Streets, and remote parking in targeted centers.**
6. **Complete and distribute the MTA First Mile/Last Mile Station Access Toolkit.**

COMMUNITY PLANNING WORKSHOPS

NYMTC and Rutgers-POET are conducting virtual or hybrid (in-person and virtual) workshops in line with the Moving Forward regional transportation plan. The workshops will target suburban municipalities and New York City community boards in the NYMTC planning area. Workshop topics and locations will be established through NYMTC's member agencies using the Coordinated Development Emphasis Areas (CDEAs) identified in NYMTC's Regional Transportation Plan and the congested roadway corridors and bottleneck locations in NYMTC's 2021 Congestion Management Process (CMP) Status Report as targeting mechanisms. Workshop topics could include expanding non-motorized transportation, transit-oriented development, parking management, safety audits, reduced traffic congestion, and improved access to public transit. These workshops are intended to provide planning assistance to local municipalities and community boards. They will facilitate discussions, enabling participants to develop, evaluate, and implement improvements consistent with the topic chosen.

TOWN PROFILE- MOUNT PLEASANT

Map of Mount Pleasant, New York

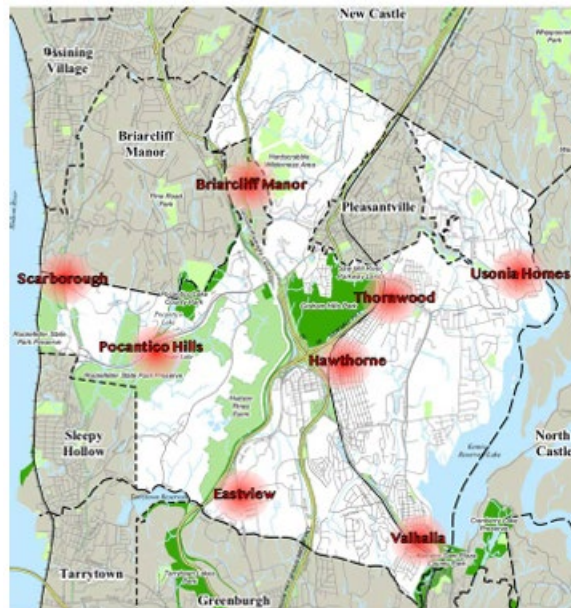


Figure 1. Source: Mount Pleasant Comprehensive Plan October 31, 2022

The Town of Mount Pleasant, in Westchester County, is home to 45,000 people and contains four hamlets and three villages. For this workshop, the Town of Mount Pleasant focused on the Hamlet of Hawthorne.

BACKGROUND ON THE HAMLET OF HAWTHORNE IN MOUNT PLEASANT

Hawthorne is a community of roughly 5,000 people consisting of mostly mid-income single-family homes with a small commercial area along Elwood Ave near an MTA station. In addition to access from the train, at least two major freeways pass through the Hamlet, providing additional access to and from the area. Hawthorne is approximately 30 miles north of NYC.

FIELD OBSERVATIONS AND TRIP PATTERNS

The Taconic State Parkway divides Hamlet in half from North to South, merging with Sprain Brook Parkway in the middle of the divide. The Saw Mill River Parkway, which moves from southwest to northeast, borders the Hamlet on its northern boundary. Both parkways have limited access and transport high traffic volumes to various parts of New York, as well as the main roads used to pass through Mount Pleasant. Estimates find that over 104,539 vehicles use the Taconic State Parkway daily, and 11,866 vehicles travel on the Saw Mill River Parkway daily¹.

Elwood Avenue is the local road used to access downtown, Hawthorne. This two-lane roadway is frequently congested, particularly during morning and evening commutes, as this road provides access to the train station. The Hawthorne train station is centrally located in the Northern portion of the Hamlet and offers service into New York via the Harlem line. Hawthorne is serviced by the Bee-Line Bus System Route 15 which moves North and South between Peekskill and White Plains, NY. Traveling north from the train station, Elwood Avenue merges with Commerce Street at a precarious angle. Elwood Avenue traffic must stop at the intersection and allow for a break in traffic from Commerce Street before proceeding. During a site visit, the NYMTC/ Rutgers-POET project team observed congestion, traffic backup, and a lack of pedestrian presence.

¹ Comprehensive Plan (Oct. 31st 2022)

PROBLEM STATEMENT: Elwood Ave Corridor and Train Station

Heat Map of Crashes in the Hamlet of Hawthorne 2023

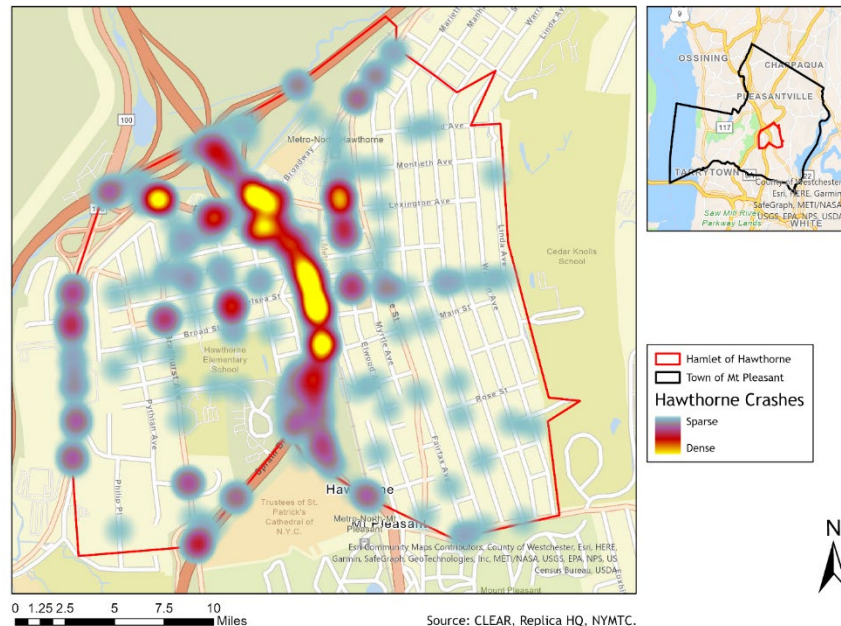


Figure 2. Heat map of recent collisions and crashes in the Hamlet of Hawthorne. Source: Hamlet of Hawthorne crash data, map by Voorhees Transportation Center.

CURRENT SAFETY CONDITIONS: DATA REVIEW

Crash data from the New York State Department of Transportation (NYSDOT) for Mt Pleasant in 2023 shows that the majority of crashes in Mt Pleasant occur on Sprain Brook/Taconic State Parkway, Saw Mill River Rd, Broadway, and Elwood Ave. Most crashes on Elwood Ave are grouped at the intersection with Broadway, a major hotspot in the Hamlet, and a minor hotspot occurs at the intersection of Fort Washington Ave and Commerce St.

The intersection of Elwood Ave and Commerce St is another crash hotspot highlighted by the data. The Hamlet of Hawthorne was already aware of this troublesome location and had made plans to realign the intersection before the workshop took place; this design was well-received by the attendees of the virtual session.

GOALS FOR PROPOSED IMPROVEMENTS

The Town identified the need for pedestrian safety and connectivity improvements in the Hamlet of Hawthorne. The connectivity improvements proposed by the Town include improving sidewalks and crossings, redesigning intersections, and streetscaping. The goals of these improvements are to:

- Increase community safety and pedestrian experience.
- Improve accessibility of town amenities for all residents
- Increase local economic or business activity due to improved connectivity.

KEY LOCATIONS AND AREAS OF INTEREST

Elwood Avenue Corridor

The Town of Mount Pleasant expressed interest in focusing on the Elwood Ave corridor near the hamlet's commercial area. Sidewalk conditions along the busy corridor are either poor or non-existent. Large gaps in the network break up several sections of the walkway. Improved facilities are needed to increase walkability, thereby increasing connectivity along the corridor and between the downtown and nearby communities.



Figure 3. Downtown Hawthorne's sidewalk network is incomplete and in need of improvements. Source: Town of Mt. Pleasant

Hawthorne Train Station and Parking Lot

The Hawthorne Train Station provides transportation into and out of New York City via the Harlem train line. Residents in Mount Pleasant often drive to the station and park in the lot adjacent to the station. Unfortunately, this lot is limited and insufficient for the hamlet's needs. To address this challenge, the Town of Mount Pleasant has plans to build a parking lot across the street from the train. The Town shared these plans during the workshop to get feedback and suggestions.



Figure 4. Current commuter parking at the Mount Pleasant train station. Source: POET project team

Elwood Avenue and Commerce Street Intersection

The intersection between Commerce and Elwood Ave was another focus for the workshop, as this intersection poses a collision risk. Currently, drivers traveling northwest on Elwood Avenue must stop at a 45-degree angle before turning right onto Commerce Street South or take a left to continue to Commerce Street North. Traffic on Commerce St. traveling northbound proceed without stopping. During a site visit, the NYMTC/Rutgers-POET project team noticed drivers were not following proper traffic rules. Additionally, the team noted that the intersection does not have crosswalks for pedestrian use.



Figure 5. Traffic on Elwood Ave traveling northeast must stop at an angle and wait to merge into Commerce Street traffic.

Broadway and Elwood Avenue Intersection

The Broadway and Elwood Avenue intersection is along the Elwood Avenue corridor and connects the downtown with 9A, the Saw Mill River Parkway, and the Taconic State Parkway. As Broadway approaches Elwood Ave, it is split by a small triangular park. The lanes on either side of the park are wide and curved, encouraging speeding in both directions. While crosswalks are painted on both sides, the distance from one sidewalk to the other is too far and can encourage collisions. The Town of Mount Pleasant used the workshop to discuss with residents the possibility of implementing a traffic calming technique, like a roundabout, in this location.



Figure 6. The lengthy pedestrian walkway along the intersection of Elwood Avenue and Broadway exposes pedestrians to collisions without protection. Source: Rutgers- POET

WORKSHOP

Hamlet of Hawthorne- Mount Pleasant Community

The Mount Pleasant Community Planning Workshop was the second in a series of workshops for the NYMTC Community Planning Workshop Program. The following sections detail the events leading up to the workshop and the meeting outcomes on May 1st, 2023.

PROMOTION AND OUTREACH

Rutgers-POET and NYMTC worked with the Town of Mount Pleasant to develop an outreach plan. The outreach plan outlined promotional, collateral, and dissemination strategies through the Town of Mount Pleasant's Facebook pages. Additionally, the plan outlined the deliverables to be produced by Rutgers-POET, such as social media graphics, flyers, and a contact list. Through desktop research, Rutgers-POET found businesses, institutions, local non-profits, and Facebook groups in the Mount Pleasant area to invite to the Community Planning Workshop via phone and email, emphasizing community groups and organizations within and around the Hamlet of Hawthorne. Rutgers-POET also posted flyers in local businesses, organizations, and areas surrounding the Hawthorne train station.

FORMAT AND AGENDA

The Town of Mount Pleasant, NYMTC, and Rutgers-POET hosted two simultaneous community planning workshops on May 1st, 2023, at 5 p.m. -- one workshop in person and the other on Zoom.

The primary purpose of both meetings was to collect feedback from Mount Pleasant residents on walkability and pedestrian safety improvements within the Hamlet of Hawthorne. After providing a brief presentation about NYMTC and pedestrian safety, Rutgers-POET facilitated a Google Jamboard activity to collect feedback from residents. Jacob Thompson from Rutgers-POET served as a subject-matter expert for the workshop on Zoom, and Miriam Salerno from Rutgers-POET served as a subject-matter expert for the in-person workshop.

Community members also gave verbal feedback on potential sidewalk improvements and solutions presented throughout the meeting via discussion and chat messages. In-person attendance included 19 registrants and 45 participants. The virtual meeting attendance included 35 registrants and 16 participants.

The meeting agenda for the in-person workshop was as follows:

Mt Pleasant Community Planning Workshop – May 1, 2023

Pre-meeting Set up		
6:30 PM	Project Team and facilitators join Zoom meeting to test audio and video	15 min
6:50 PM	Opening image will be launched on the screen. Begin monitoring the waiting room for attendees	10 min
Plenary Session		
7:00-7:05 PM	Welcome and Review Agenda <i>Rep from Mount Pleasant – David Smyth</i>	5 min
7:05-7:10 PM	NYMTC Background and Moving Forward <i>David Drita, NYMTC</i>	5 min
7:10-7:15 PM	Community Workshop Purpose Mount Pleasant Context <i>Miriam Salerno, Rutgers University</i>	5 min
7:15-7:50 PM	Streetscape and Pedestrian Safety Presentation <i>Jacob Thompson/Miriam/David Smyth</i> Overview of proposed parking improvements – present renderings	35 min

	• Overview of pedestrian/connectivity concerns and proposed improvements • Overview of goals for improved economic development in the area	
7:50-8:00 PM	Overview of Breakouts and Transition	10 min
Breakout Sessions		
8:00 – 8:45 PM	Breakout discussion <i>Number of breakout room facilitators determined by RSVP (potential to run one room in Spanish)</i> • Use Jamboard or other visual facilitator tools to brainstorm recommendations and amenities near the train station. • Collect suggestions from community members – as specific and detailed as possible. • Potential to run breakout for business/commercial property owners.	45 min
8:45-9:00 PM	Return to plenary • Report back highlights – <i>all facilitators</i> • Next Steps and Closing Remarks – <i>David Drits</i>	Up to 15 – can open for additional questions if there is time.

PUBLIC PARTICIPATION ACTIVITIES

Google Jamboards

The Jamboard activity gathered public input for potential improvements in seven key locations previously identified by the Town, as well as the general streetscape improvements considered for the hamlet. During the Jamboard activity, facilitators collected verbal and written input via Zoom chat and through participants posting directly onto Google Jamboards. (See Appendix A)

For this activity, the project team categorized each comment into a theme. However, some comments could fall into more than one theme. Additionally, the identified themes are not exhaustive of all possible themes discussed; they are merely reference points for classification. For this report, the responses recorded from the in-person workshop have been combined with the responses from the online workshop. The site-specific discussions led to the following findings:

Board #1: Elwood and Commerce Street Improvements

Public Commentary- The following are the summarized points of feedback for this site:

Requests:

- Place a traffic light or an all-way stop sign on Commerce (though some argue this may not be enough for controlling speed). A yield sign might also decrease traffic incidents.
- The street design plans may alter the available pedestrian lighting, as the lighting is currently located on the telephone poles. Adding pedestrian lighting may be necessary if the town removes telephone poles.
- One individual requested a road solution that would allow them to make a left-hand turn into the Hawthorne train station.
- The train station parking lot should be one way in and one way out for safety.

Concerns:

- Residents were concerned about the placement of telephone poles at Commerce and Elwood. The town assured residents that the telephone pole locations would be appropriately placed to provide ample walking room.
- There were other concerns about the width of pedestrian crossings. The representative from the town explained that they will make sure that there is sufficient room for crossings.
- One individual expressed concern about how streetscape improvements might impact the town's ability to handle snow removal.
- Vehicles speeding through this area were mentioned several times as a concern.
- There was some concern about turning left from Commerce Street (North eastbound) onto Commerce Street (Southbound) as the turn appeared awkward and challenging. The town representative explained that the rendering shows a sharper turn than what will be there in reality and assured participants that the improvements will make for an easier turn.
- Residents were concerned that without a specific left turn lane at this intersection or a light with a designated turn arrow, traffic may back up if a driver is waiting to turn left onto Elwood from Commerce (Southbound).
- Residents do not feel that the turns into and out of the train station parking lot are safe. There is terrible visibility when trying to turn left out of the lot.

Questions/follow-up:

- An individual pointed out that turning right onto Broadway from Commerce is also dangerous. The town representative responded that the intersection would be next to the location to tackle safety improvements.
- There were adamant requests to get more information about the traffic study and analysis of the traffic flow that was conducted during the pandemic. Residents were concerned about how the analysis might be different after the pandemic.

Board #2: Parking Improvements and Ideas for Green Space at the Train Station

Public Commentary - The following are the summarized points of feedback for this site:

Requests:

- Individuals asked for sidewalks, bulb-outs, and flashing pedestrian beacons to increase awareness of pedestrians.
- Residents liked adding green space at the proposed new municipal parking lot, across from the Hawthorne train station. However, some residents expressed that they did not want it to be 24-hour access.
- Make sure that the green space is accessible to all users.
- Residents would like seating and covered dining at this location; There could also be a parklet on the green space with farmer's markets, benches, and events (One mentioned a gazebo, but the space may be too small)
- One resident suggested "Food Truck Friday" to activate this green space.
- Residents would like a better connection between the proposed parking lot and downtown Hawthorne, including a connected network of sidewalks.
- The town needs more enforcement and should ticket commuters who park where they aren't supposed to.
- Restaurants and retailers also need to ensure ample parking for their customers.
- Residents expressed that these improvements could increase the attractiveness and the downtown feel.
- There are several areas in the downtown where parking spots are too close to driveways and intersections; these spots should be removed for safety.

Concerns:

- There needs to be better security around the train station.
- The traffic flow out of this parking lot to turn left (south) on Elwood would be challenging with the current vehicle count. The resident suggested reversing the traffic flow in the parking lot.
 - Possibly swap the parking area and the recreational space to avoid this issue.
- Traffic needs to slow down in this area to enjoy the green space safely.
- One resident was concerned that the additional parking would impact the quiet and peacefulness of the downtown.

Board #3: Broadway and Elwood Roundabout

Public Commentary - The following are the summarized points of feedback for this site:

Requests:

- Consider a clock or other decorative feature in the middle of the roundabout to slow down traffic and to signify to drivers that this is a downtown- not just a through fare.

- One resident asked if there could be safety barriers for pedestrians at the roundabout; Decorative walls may be one option.
- Elwood sometimes operates as a detour; The town should consider alternative route signs to other roads to avoid too much traffic on Elwood.
- This location should be connected to Broadway (where other improvements are located, like Broadway Field). How can the town create a better connection?
- The roundabout needs to benefit traffic, stores, and pedestrians.
- Maybe a community memorial could go in the green space.

Concerns:

- Currently, the right turn from Broadway onto Commerce is challenging as there is poor visibility, and it is dangerous.
- There is quite a bit of truck traffic to supermarkets in the area. Residents were concerned that the design would not be safe for trucks. The town responded that it would be.
- Currently, the 2-hour parking limit is not sufficiently enforced.
- More concern was voiced about removing parking and how it may impact some stores.
- Visibility is really bad at intersections, and it is tough to see oncoming traffic. One participant suggested redesigning corners to improve visibility.
- Overall, the town needs to slow traffic to make walking safer.
- If you remove parking, the deli and surrounding stores may lose business.
- This roundabout design would take away the biggest parking lot.

Questions/ Follow-Ups:

- Are we extending out to Chelsea?
 - Streetscaping will stop near this portion- but the town offered to look at improving that intersection as well.

Board #4: What pedestrian improvements are needed to attract people to downtown? And where?

Discussion Questions- The following questions guided the discussion:

Thinking of this in conjunction with the other projects, like the traffic calming and slowing down of traffic in general, what are some things that everyone would like to see that would get you to come and walk around?

Public Commentary - The following are the summarized points of feedback for this question:

Requests:

- More shopping options
- Greenery, like trees and flowers

- Improvements to sidewalks and pedestrian safety:
 - Sidewalks by the firehouse
 - It is essential to have a sidewalk going up the hill, as the visibility is pretty bad.
 - Need to focus on walking to the train- make it easy for people living close to town to walk there.
 - Enforce traffic safety. People don't stop at crosswalks.
 - Reduce speed so people can feel comfortable walking without sidewalks.
 - Raised crosswalks could be a big help.
 - Remove brush and overhang because it is hard to see people.
 - Better lighting will help pedestrians be more visible.
- The speed limit through this "downtown" should be reduced to 20 or 15 mph, and there should be speed bumps. Cars drive too fast.
- Better signage throughout the area; There should be signage at the most dangerous spots to warn pedestrians. Especially walking along the guardrail by the train station where the road curves.
- Make it undesirable to use Sherman Avenue as a cut-through.

Concerns:

- Residents are concerned that sidewalks are not going to be wide enough.
- Vacant buildings are a concern.
- It would be nice to have sidewalks in front of all the homes but maintaining them becomes the homeowner's responsibility.
- Walking to the train station is not safe. There aren't sidewalks, and there are multiple points where you must cross the street. There are also blind corners.
- The lack of a continuous sidewalk near the train station area is very hazardous for pedestrians. People walk in these dangerous conditions all the time.
- If you are going from Elwood to Frankfurt, you must walk on the grass.

Questions/ Follow-Ups:

- Can the grant be used for beautification purposes- Façade renovation part of the grant?
 - More just improvements to the streets
 - There is funding for refurbishing the houses.
- All of Commerce Street could benefit from improvements.

Board #5:

Discussion Questions- The following questions guided the discussion:

- What kinds of retail are needed?
- What would you like to see?
- What is missing?
- What would be your desire to use the downtown?

Public Commentary - The following are the summarized points of feedback for this site:

Requests:

- Coffee shops, restaurants, ice cream shop
- Façade upgrades to existing retail stores
- Produce, potentially a farmer's market.
- We need to change people's mindset that Hawthorne is a walking village.
- Maybe create 15-minute drop-off/pick-up parking?
- Would like small shops, like ice cream stores, and places to jump off the train and pick up a few things.

Concerns:

- There was concern for people who would like to shop downtown but would have to park in the lot and then cross the street (this was seen as an inconvenience relative to street parking.) Some suggested having a parking facility behind the stores would be better.
- There is concern about speed, especially heavy trucks.
- There is minimal parking in the area by the framing store.
- Commuters don't even realize the businesses are there.
- The town should find ways to reduce the speed and reduce cut-throughs.

Questions/ Comments:

- Residents might not want to have an increase in activity; leave the parking spaces for commuters.
- It is essential to get the Chamber of Commerce involved.

Board #6:

Discussion Questions- The following questions guided the discussion:

- What activities/ events would you like to see to encourage you to visit downtown?

Public Commentary - The following are the summarized points of feedback for this site:

Requests:

- Participants felt that events would encourage people to walk to the area:
 - Outdoor movie viewings
 - Holiday festivities
 - Concerts, arts
 - Farmer's market
 - Food trucks
 - Youth performances
 - Street events- special market, craft market, artist market, street fair, other festivals
 - Luncheonette, stage, art gallery, performing arts studio, yoga studio, exercise places, gift shops.

- Look at other towns in the area and see what they have.
- stores, festivals, events, anything that would bring people to the area so that they know it is a destination spot.
- Some participants suggested that the town needs to “clean it up” to attract businesses.
- The town should move the telephone poles by the train. Perhaps request underground service with new development.
- People who live in that area love how quiet it is after 6 pm but also want more things to do; this is a tradeoff.

Board #7: Overall Hawthorne Map

Discussion Questions- The following questions guided the discussion:

- What are some good spots to close streets and have events?

Public Commentary - The following are the summarized points of feedback for this question:

- Mount Pleasant Day is very popular. The town closes roads at Chelsea, Elwood, and Broadway.
- More events and road closures would function as a deterrent to cut-through traffic.
- Elwood Avenue has worked out well because you can create a bypass.
- The parking lot by the train station could be used for markets and events when people are not commuting (such as on the weekends).
- The chamber has been active in working with businesses to sponsor events.
 - The recreational department should get involved with the Chamber of Commerce to plan events and collaboration- holiday strolls, trick or treat, etc.

SUMMARY OF RESULTS

Workshop participants were generally positive and enthusiastic about the Town's proposed infrastructure improvements and the solutions presented by the project team. The three major themes discussed across all sites included maintenance, design, and location. Many of the concerns echoed the need for intervention to current site conditions, making it difficult and unsafe for residents to get around. Residents agreed that calming traffic measures and improved streetscaping, amenities, street furniture, and lighting could help improve town walkability and experience.

Questions about jurisdiction, feasibility, implementation, and resident behavior (pedestrians, cyclists, and motorists) were presented by residents and noted by the town stakeholders, who will take steps to consider these concerns and feedback to their plans.

Major Themes Identified in Jamboard Discussions

Themes	Number of comments							Theme totals
	Board #1	Board #2	Board #3	Board #4	Board #5	Board #6	Board #7	
Maintenance	1		2	2				5
Design	4	1	4	1		1		11
Infrastructure/ Amenities	3	5	4	3	7	6	1	29
Driver behavior	1	2	1	1	2		2	9
Resident volume	1							1
Safety/ Security	3	3	4	3	1			14
Revitalization		2	1	3	2	4	1	13
Access/Connectivity		3	1	4				8
Implementation					1		1	2
Comments per board	13	16	17	17	13	11	5	92

Source: Adapted from Jamboard Data.

RECOMMENDATIONS AND NEXT STEPS

PROJECT PRIORITIES AND RECOMMENDATIONS

Through meetings with town officials and preliminary site visits, Rutgers-POET established goals for downtown Hawthorne: to increase the efficiency and safety of all modes of traffic on Elwood Avenue, to increase and diversify available parking, and to support revitalization along Elwood Avenue.

Thanks to the public feedback from the workshop, the top concerns about the downtown and the proposed solutions were pedestrian safety, a lack of cohesive and attractive downtown aesthetics, and parking availability. The Town of Mt. Pleasant seeks to address these issues and foster a safe, inclusive, and beautiful downtown area that works for the residents. The following recommendations incorporate the Town's proposed solutions and the public's feedback.

Considering public input, impact, and project feasibility, the Hamlet of Hawthorne should seek funding for the realization of the following improvements to enhance Downtown Hawthorne by improving accessibility for all users and encouraging economic growth:

1. Improve key Elwood Ave intersections
2. Build a Complete Streets Plan
3. Expand the pedestrian network.
4. Move towards a vibrant downtown.
5. Creatively address parking needs

Improve Key Elwood Ave Intersections

Improve Elwood Ave and Broadway Intersection

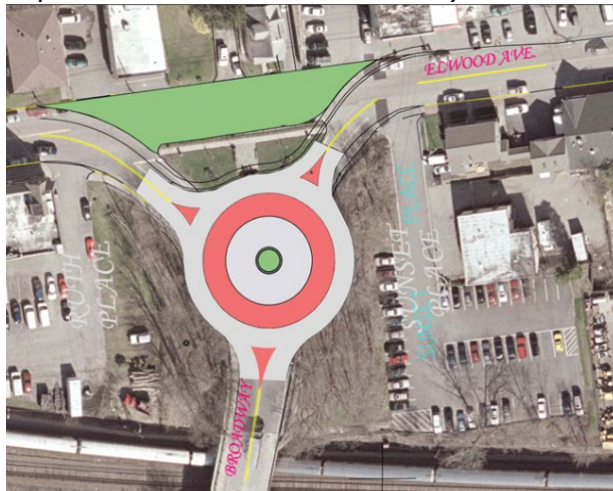


Figure 7. Original conceptual roundabout by the Town of Mt. Pleasant (left) and workshop influenced proposal (right)

The intersection of Broadway and Elwood Avenue connects downtown Hawthorne with several highways: 9A, the Saw Mill River Parkway, and the Taconic State Parkway. All four lanes are wide and curved, encouraging speeding from cars exiting the high-speed parkways. While crosswalks are painted across both lanes of Broadway, the distance from one sidewalk to the other is lengthy and increases the likelihood of pedestrian collisions. The danger of this intersection may prevent pedestrians from using this path and has great potential for automobile crashes. Therefore, traffic calming measures and improved pedestrian crossings would enhance the safety of all transportation modes. During the workshop, the Town of Mount Pleasant recommended a roundabout in this location to reduce traffic backup and shorten pedestrian crossing distance. However, several residents were hesitant about this solution and were concerned about losing the currently available parking in this location. Upon reflection, residents expressed concern over the economic consequences of removing parking. If Mount Pleasant wants to move forward with this project, a sufficient parking plan should accompany it.



Figure 8. Elwood and Broadway potential location of curb extension and additional pedestrian refuge islands. This would be an alternative solution to the proposed roundabout.

The Town may also choose an alternative solution to help improve the safety of this intersection. These options include:

- Lowering the speed limit to 25 mph
- If the intersections meet the necessary warrants, the town may consider adding a stop light
- Adding two pedestrian refuge islands
- Extending the curb of the turns to decrease the turning radii.
- Narrowing both lanes of Broadway to reduce the turning radii and, therefore, traffic speed.

Improve Elwood and Commerce Street

Commerce Street intersects Elwood at a 30-degree angle, which makes it challenging for cars to turn left onto Elwood Avenue. The angle also makes it difficult to turn right onto Commerce Street from Elwood Ave. The Town of Mount Pleasant presented a redesign of this intersection that realigns Commerce Street to intersect Elwood Ave at a right angle. The design will allow easier left and right turns from Commerce Street onto Elwood. Aside from a few questions answered by Town personnel, workshop participants were receptive to the new design. Participants did suggest some additional amenities that would be helpful at this intersection, including:

- Pedestrian scale lighting to illuminate the sidewalk and increase the visibility of pedestrians.
- A designated crossing with distinct striping and pedestrian crossing signs for drivers
- A streetlight that operates during rush hour to ensure drivers will be able to make a left onto Elwood Ave from Commerce St.

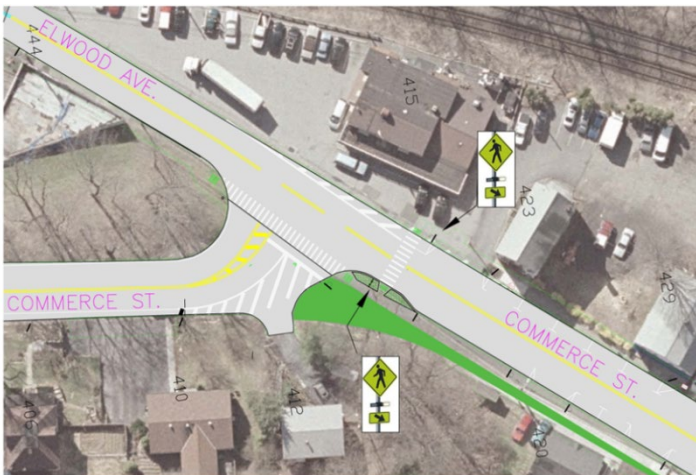


Figure 9. Town Engineering drawings of the proposed Commerce St and Elwood Ave. redesign (left). The Intersection after implementation of the proposed design, November 2023 (right). Fort Washington and Elwood Ave. would also benefit from an alteration like this.

Improve Elwood and Fort Washington Ave Intersection

Like the previously discussed intersection of Commerce Street and Elwood Ave, Fort Washington Ave also intersects Elwood Avenue at a 30-degree angle. In addition to the challenging turning angle for drivers, the lack of a pedestrian crossing makes the intersection dangerous for pedestrians. The Town could also redesign this intersection, similar to the proposed ideas for Elwood and Commerce Street. While constructing this new intersection, the Town should add pedestrian amenities like a crosswalk and a continuing sidewalk network on

the Northbound side of Elwood Ave. If this is not possible, the Town should consider adding a mandatory pedestrian cross sign to signal to pedestrians that the sidewalk network is over.

Draft a Complete Streets Plan

In 2012, New York State's Complete Streets Act was signed into law, requiring transportation projects to "consider people of all ages and abilities and all appropriate forms of transportation." As such, the Town of Mount Pleasant should consider undertaking a municipal Complete Streets Plan as a tool to guide growth and road improvements.

Complete Streets are very context-dependent, meaning that a "complete street" in a downtown like the Hamlet of Hawthorne would look different than a "complete street" in a rural farming community, even within the same state. A town-specific Complete Streets Plan would lay out all the requirements for any new improvements in the public right-of-way based upon goals explicitly stated by this Town, and they would reflect the existing conditions and this community's ideal future growth. By formalizing these goals, the approval process for projects that align with the Town's goals can require less time to review and obtain approval.

Furthermore, specific projects that encourage a mix of transportation options will have a wider array of funding sources available to them or might have the chance to experiment with projects not allowed under traditional roadway projects.

Expand the pedestrian network.

A common theme throughout the community workshop and site visits was the incomplete and unsafe pedestrian network in and around downtown Hawthorne. While sidewalks are available on some sides of Elwood Ave, the network ends unexpectedly and forces pedestrians to walk alongside a busy roadway with little to no safety. An incomplete sidewalk network has the unfortunate consequence of reducing pedestrian activity and increasing reliance on cars for transportation. As downtown Hawthorne is concerned with parking availability, improving this incomplete pedestrian network is worthwhile. Downtown Hawthorne should expand its sidewalk network to allow pedestrians to walk on both sides of Elwood Ave and to cross from one side to another safely. To do this, the Town should:

- Invest in well-structured, wide, and ADA-accessible sidewalks and curb cuts. According to ADA regulations, sidewalks should be at least 5 feet wide and include curb cuts at each intersection.
- Ensure each roadway crossing has a pedestrian walkway that can be used to cross safely. The recent installation of a crosswalk from the Hawthorne train station to the new municipal parking lot is an excellent example to follow.

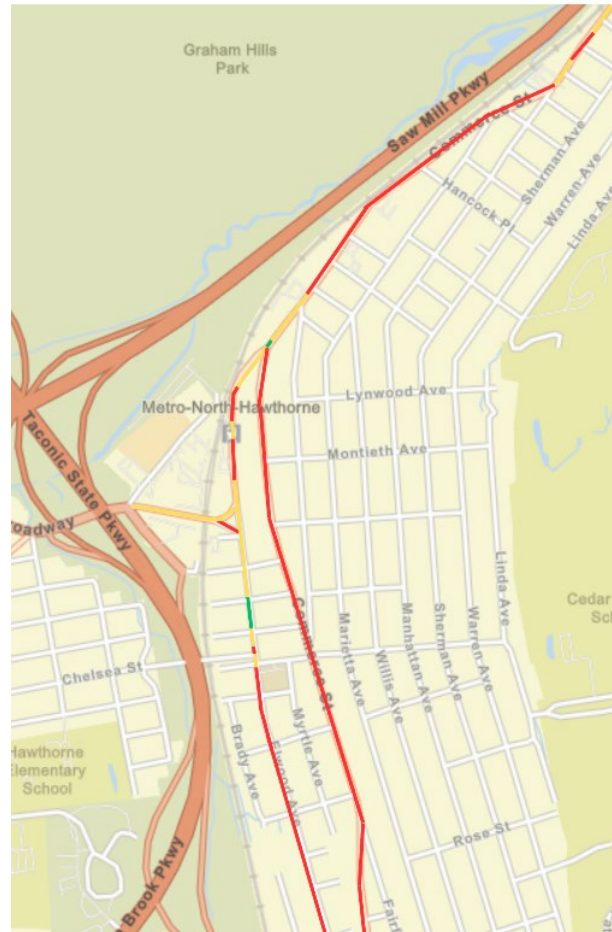


Figure 10. Map illustration of the current sidewalk network in and around downtown. Green sections illustrate sidewalks on both sides, yellow: sidewalks on one side, red, no sidewalks.

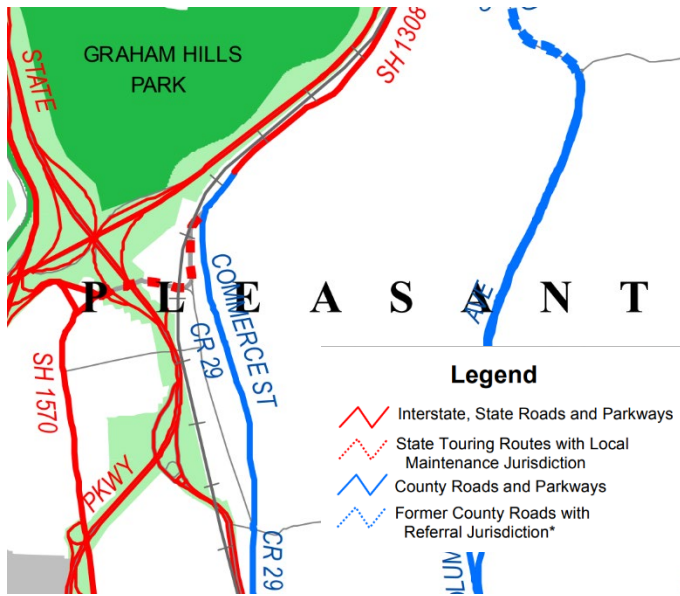


Figure 11. A section of the Westchester County and State Roads and Parks Map with corresponding legend.

Building a safe and accessible sidewalk network will be challenging in downtown Hawthorne, as available space is limited. Some sections of the current sidewalk network are too narrow for ADA standards and are obstructed by telephone poles. To allow for greater space for sidewalks, the Town can narrow driving lanes or utilize more of the public right of way. This also brings challenges, as the entities responsible for roadways differ- even along the same road. Figure 11 shows a fragment of the Westchester County and State Roads and Parks Map, which illustrates the ownership of county and state roads. As

shown, Elwood Avenue has three different jurisdictions responsible for it. The Town owns the section south of Broadway, the section between Broadway and Commerce Street is owned by the state but maintained by the local government, and Westchester County owns a section North of Commerce Street. Therefore, expanding the sidewalk network will require cooperation with New York State and Westchester County.

Move towards a more vibrant downtown

Workshop participants and business owners expressed interest in making downtown Hawthorne an attractive and welcoming location. One strategy to improve aesthetics and economic activity is to enhance the walkability of the downtown. A consistent, accessible, and attractive sidewalk can encourage visitors downtown to visit, shop, and use services. This is especially true if the sidewalk network connects to the Hawthorne train station.

In combination with an improved sidewalk, Hawthorne should consider investing in streetscape improvements like pedestrian scale lighting, benches, and flower adornments. These additions serve a functional need for older individuals seeking a resting spot or for people navigating the space at night while also serving an aesthetic need. Murals, plants, and local town colors could also contribute to aesthetic cohesion and a sense of downtown identity.



Figure 12. The proposed improvements to the downtown Hawthorne Streetscape were received positively by workshop participants, except for fear of losing parking.

A new, well-structured, long-lasting sidewalk network is needed in downtown Hawthorne. The current breaks in sidewalk access deter people from strolling downtown and reduce the aesthetic charm that Hawthorne brings. It is recommended that the town invest in accessible and extensive sidewalk networks. The creation and upkeep of a sidewalk network will be well worth the economic activity that results from increased walkability in a downtown area. Creating a safer and more distinct walking path may encourage visitors into the town, increase economic activity, and establish the area as a tourist location. With consistent economic growth, businesses within the Hawthorne area will be better able to keep up with competitive markets and improve their storefront aesthetically.

The addition of green space is another strategy to encourage downtown revitalization. The concept of green spaces was received positively during the community workshop, and several participants shared their ideas for how they would like to use these green spaces:

- Outdoor movie viewings
- Holiday festivities
- Concerts, arts
- Farmer's market
- Food trucks
- Youth performances
- Street events- special market, craft market, artist market, street fair, other festivals

The Town should incorporate accessibility features into these spaces and events. As the Town moves forward with establishing green spaces, it should consider safety in its designs. Several participants during the workshop explained that green spaces might be underutilized if they are located too close to fast traffic or noise. If the Town of Mount Pleasant moves forward with the presented location along Elwood Ave, they could increase feelings of safety by separating the green space from the busy roadway and its noises.

Creatively address parking needs

A common concern expressed by workshop participants is the lack of available parking spots. Several participants pointed out that employees of certain stores park in spaces intended for customers, and others explained that commuters often use downtown parking. To both workshop participants and town officials, the current parking conditions do not provide sufficient capacity for train commuters and Hawthorne visitors. The extent to which the current infrastructure falls short is unknown. A comprehensive parking study can provide more insight into the parking challenges Hawthorne faces. The following parking recommendations have been crafted with the general understanding that more parking options are necessary.

The narrow layout of downtown Hawthorne makes addressing this lack of parking particularly challenging. Currently, parallel parking is permitted along Elwood Avenue from E Cross Street to the MTA Hawthorne train station, where parking on the southbound side disappears. Street Parking on the northbound side of Elwood Ave resumes after Elwood merges into Commerce Street. Inconsistent street parking is a direct result of varying widths along the roadway.

The varying width along Elwood requires varied street designs (i.e., sidewalks' dimensions and parking infrastructure's presence). Several sections along Elwood Avenue are wide enough to accommodate two 8-foot sidewalks, 8-foot parallel parking spots on both sides of the street, and two 12-foot-wide lanes. However, other sections of the avenue are too narrow to allow for parking on either side of the street. Figures 13 and 14 below illustrate five parking scenarios on Elwood Avenue's varied sections. These scenarios include a variety of dimensions and amenities, using the NY Department of Transportation's recommended road dimensions and the US Access Board ADA recommendations and requirements.

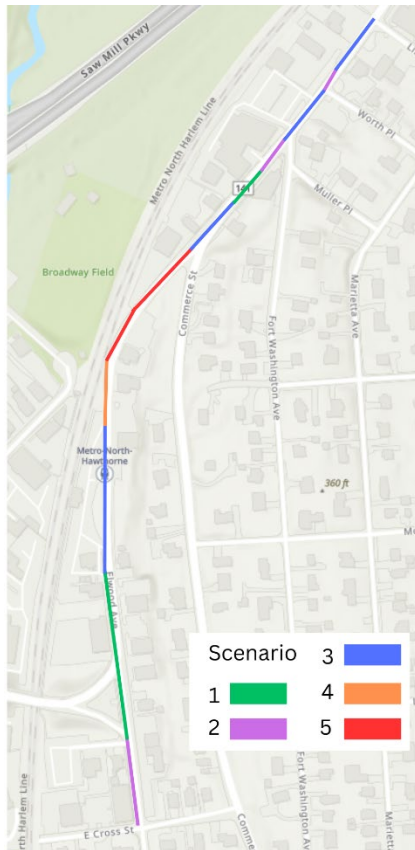


Figure 13. Map of potential sidewalk and parking infrastructure along Elwood Ave.

Figure 14. A chart describing the potential sidewalk and parking infrastructure throughout downtown Hawthorne.

Parking Scenario	Description	Sidewalk & buffer	Lane Width	Parking width	Total width requirement
1	Parking on both sides; sidewalk on both sides	8 ft	12 ft	8 ft	56 ft
2	Parking on one side; sidewalk on both sides	8 ft	12 ft	8 ft	48 ft
3	No Parking; sidewalks on both sides	8 ft	12 ft	n/a	40 ft
4	Narrowed Lanes; sidewalks on both sides	8 ft	10 ft	n/a	36 ft
5	Narrowed Lanes and sidewalks	6 ft	10 ft	n/a	32 ft

Recommended Parking Infrastructure:

Figures 13 and 14 illustrate the types of sidewalk and parking infrastructure improvements possible for different sections of Elwood Avenue. Estimates were used to calculate the potential available space and should be re-evaluated by a traffic engineer and using official parcel data.

Recommended widths were modeled after NY DOT and ADA recommendations, but all exceed requirements. The 8-foot measurement for the sidewalk includes a landscaped buffer. Sections of the road are color coded with the best possible scenario the width can accommodate. Each section can accommodate the scenarios above it numerically.

As reflected during the workshop, residents of Hawthorne would like to retain parking while also having a more walkable downtown. As exemplified in scenario 1, this goal requires a width of 56 feet to provide ample parking, an accessible sidewalk, and a wide roadway. Scenarios 2-5 illustrate alternative options for when the road is too narrow to achieve scenario 1. To be

consistent with Mount Pleasant’s goal to encourage growth and safety in the downtown area for all road users, the scenarios prioritize sidewalks over street parking.

In addition to on-street parking, off-street parking is also available in downtown Hawthorne: a parking lot for employees located off Ruth Place, an owned parking lot in front of the Hawthorne train station, and a new municipal lot currently under construction across the street from the station. There are also several off-street parking lots privately owned and restricted for customers of those businesses. As constructing additional parking near the downtown would be challenging, expensive, and less efficient, Mt. Pleasant should consider the following actions to improve the state of parking in downtown Hawthorne:

Redesign Parking

Several off-street parking lots are poorly designed, lack safety considerations, and do not use space efficiently. For example, the small parking lot in front of Hawthorne Pizzeria is perpendicular to Elwood Ave and is not separated by a median or sidewalk. The Town could redesign the parking spots to be at an angle of 60 degrees, increasing the ease at which cars can pull out and proceed onto Elwood Ave. The 60-degree parking angle requires a minimum turnaround compared to any other angle (NY DOT). Parking lot striping for this lot may also increase the amount of available parking. Currently, the lot has no designated spots, and cars often park up to 6 feet from the nearest car. If the minimum parking spot width of 8’-6” is used for this lot, 17 parking spots can be delineated (estimating that the current available space is a combined 153 feet). Additionally, a sidewalk or walkway could be added in front of

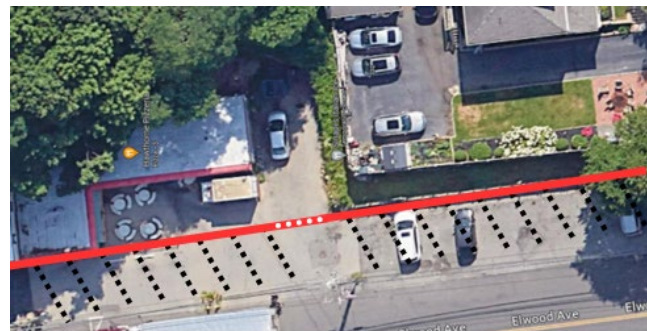


Figure 15. Conceptual redesign of parking available outside of Hawthorne Pizzeria. See highlighted sections for a safer pedestrian crosswalk and sidewalk, as well as diagonal parking.



Figure 16. Potential one-way flow of employee parking lot off of Ruth Place

the parking to encourage pedestrians to walk in front of cars rather than risk collisions when walking behind exiting cars. The proposed location of the sidewalk may require the town to acquire an easement from the property owner.

The employee parking lot off Ruth Place would also benefit from redesigning its facilities. One potential solution is to make the parking lot a one-way, allowing for an additional row of parking spots to be added. This would require access to the parcel directly north of the lot and the driveway of the building north of that. Parking engineers should be called upon to design a parking lot that would increase the available parking.

When redesigning and developing parking lots in and around Hawthorne’s downtown, the Town should consider the opportunities for additional infrastructure, such as electric vehicle

charging stations and bike parking. As the use of Electric Vehicles continues to increase, the necessary charging infrastructure will be in demand, and providing this service will become increasingly important in the growth of the EV market. Additionally, bike infrastructure like bike parking can ensure that cyclists have adequate parking when navigating through the Hamlet, whether they are residents or visitors.

Incorporate Accessibility

Handicapped parking should be an addition to all parking lot improvements. Mt. Pleasant should refer to the US Access Board for specifications regarding accessible parking spots and their locations.

Institute ‘Performance Pricing for Parking’

Performance pricing is the act of establishing varying parking costs throughout an area with the intention of influencing parking behavior. While the logistics of this method vary, towns often charge a higher hourly rate for street parking than an off-street parking lot. Metered street parking will encourage long-term visitors and train commuters to pay a more reasonable fee at the long-term paid parking location and will free up more on-street temporary parking. The precise method of performance pricing can be decided through coordination with other parking facilities, including the Hawthorne train station parking lot. In the case of the new parking facility across from the Hawthorne train, costs for parking should remain low compared to street parking and may even decrease in cost as more time is spent in the lot. This cheaper parking option may discourage commuters from using street parking which will then free up those spots for visitors and business customers. With more commuters parking in the municipal lot and the current train station lot, there may be a shortage of long-

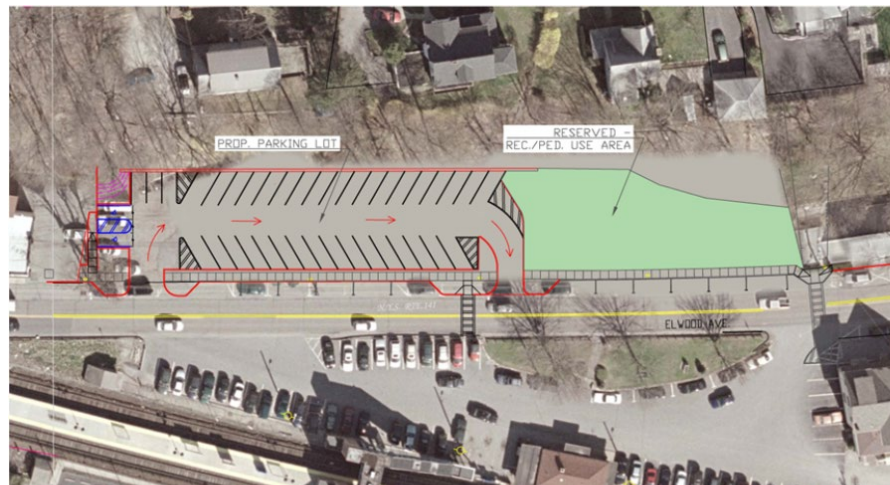


Figure 17. Proposed municipal parking facility located across from the Hawthorne train station. Parking is intended for town visitors, commuters, and train users.

term parking for downtown visitors. Long term visitors are essential for the economic strength of the downtown and should be encouraged. To supply more long-term parking for visitors, the town of Mount Pleasant may reserve spots within the new municipal parking lot and require local business to validate parking tickets to utilize the spaces. For short term parking, Mt. Pleasant should install parking meters for all parking spaces along Elwood Avenue. These parking meters can charge minimal amounts for visitors staying for a short period of time (or include 15 minutes of free parking). Still, they should be time-limited or become progressively more expensive as time goes on.

The revenue generated from the metered and municipal parking lots can be utilized for the revitalization strategies previously recommended. This will allow businesses to afford façade improvements and the addition of streetscape amenities that will improve the downtown aesthetic overall. While this process could be conducted at a town level, downtown businesses should consider creating a committee, advising group, or a business investment district that can more readily access the funds for area improvements.

FUNDING OPPORTUNITIES

The most common federally funded improvement program used by local municipalities to correct and beautify a corridor traveled on by pedestrians and bicyclists is the Transportation Alternatives Program (TAP). TAP provides funding for programs and projects that include:

- on/off-road pedestrian and bicycle facilities
- infrastructure projects for improving non-driver access to public transportation and enhanced mobility.
- community improvement activities and environmental mitigation
- recreational trail program projects
- safe routes to school projects
- projects for planning, designing, or constructing boulevards and,
- other roadways primarily in the right-of-way of former Interstate System routes or other divided highways.

To apply for TAP, the Town will have to submit an application that follows, very carefully, the program requirements. The following are essential requirements that the Town will need to meet to apply for the program:

- Projects must have an eligible Sponsor.
- Sponsors must provide a minimum of 20 percent local match and first-instance project costs.
- Projects must fit into one of the selected program eligibility categories and meet the specific program requirements detailed in NYSDOT's Application Process ([Appendix B](#)).
- Project costs must meet the Minimum/Maximum Award criteria.
- Completed Applications must be submitted through Grants Gateway by the deadline.
- Sponsors must attend the Informational Workshop.
- The project must relate to surface transportation and cannot be exclusively recreational.

The criteria by which the state will measure and rank projects are very structured, and the Town's application will need to gain as many points as possible to compete against other projects in the state.

TAP PROJECT EVALUATION CRITERIA

Category	Evaluation Criteria	Available Points
Project Benefits	• Project benefits and proposed solutions • Innovation and creativity • Improves safety	20
Project Alignment	• Alignment with the TAP program and other surface transportation plans, projects, and systems	20
Essential Project Management Elements	• Schedule • Budget • Right-of-Way assurance • Match Assurance and ability to deliver the project	60
Total Points:		100
Sponsor Submitted Application for Pre-review Bonus Points:		5
NYS Professional Engineer Project Review:		Bonus 5

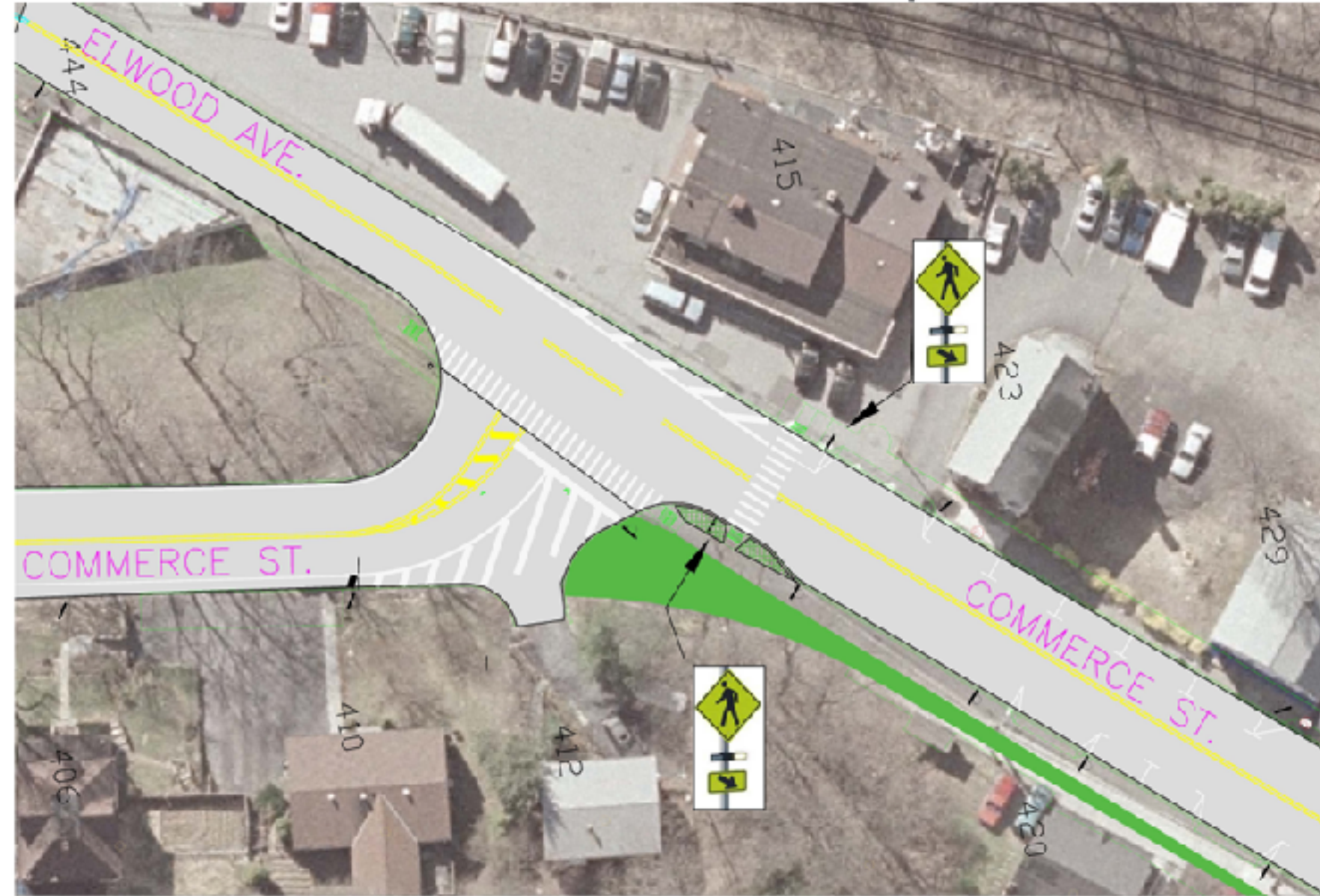
NYSDOT is holding a TAP solicitation, with the application deadline on January 9, 2024. If the Town wishes to apply, it should visit the [NYSDOT TAP and CMAQ page](#).

Besides TAP, the Town can seek federal aid from various formula and discretionary federal fund sources. The Federal Highway Administration put together a comprehensive listing of federal aid programs for improving pedestrian and bicycle facilities, included in Appendix B. The listing identifies criteria, timing, and eligibility project sponsors must consider when applying for funding. They have also compiled an upcoming schedule with [Key Notices of Funding Opportunities](#) and their deadlines. Lastly, they have organized a [checklist](#) to help local communities prepare themselves for soliciting funds through the federal process, which Mount Pleasant should use when developing their project.

APPENDICES

APPENDIX A: JAMBOARD DOCUMENTATION AND RESULTS

Elwood and Commerce Street improvements



Maybe a traffic light at this intersection

Would like to make a left hand turn into the station

also have a stop on commerce

The town is going to change the grade so it will be safer

Get copy of the traffic study and share it

Perhaps a yield sign here. To give the major thoroughfare a right of way without a deterrent could cause traffic incidents

Speed will be a problem

With streetscape improvement need space for snow removal

In-person Jamboard responses

Parking Improvements and ideas for green space

**Parklet on
the green
space**

**connect the
parking lot to
downtown
hawthorne**

**Connect
sidewalks
from cross
street to four
corners**

**75 feet
deep to
about 200
feet long**

**train station
needs better
security**

**Could have a
farmers
market on the
green space**

**Might be
too small
for a
gazebo**

**Need space to
park to
promote retail
and
restaurants**

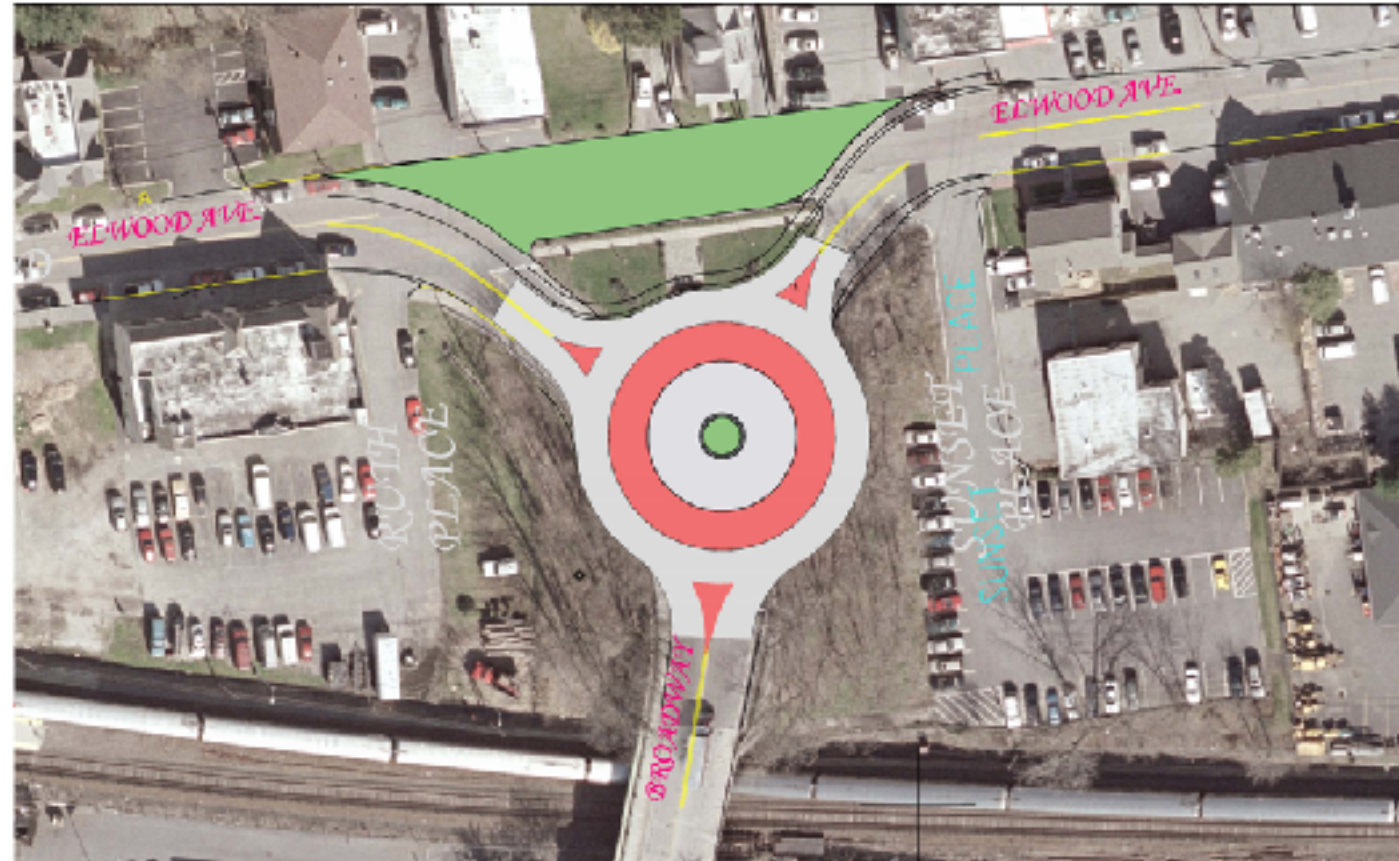


**Need to ticket
commuters
who park
where they
aren't
supposed to**

**make sure
there is a
enough
enforcement**

**Use the green space
for the community.
It is great that is it
opposite the train
station - great to
promote events and
tie the community
together. A more
main street feel**

Broadway and Elwood Roundabout



needs to
benefit traffic,
the stores,
and the
pedestrians

2 hour
parking is
not
enforced

Don't
remove
parking

blub out is in
the
conceptual
drawings

Need to slow
traffic to make
it safer to walk

Maybe a
community
memorial

This would
take away the
biggest
parking lot

cutting the
corners to
improve
visibility

Take away
parking and
deli and stores
will lose
business



visibility is really
bad at the
intersection in the
current condition. It
is hard to see
oncoming traffic.

This design
loses parking -
especially for
the deli

What pedestrian improvements are needed to attract people to the downtown?

And where?



It would be nice to have side walks in front of all the homes but it becomes the responsibility of the homeowner

make it undesirable to use sherman ave as a cut through



all of commerce street

Sidewalks by the firehouse

get rid of brush and overhang because it is hard to see people; Better lighting to help see pedestrians.

You cannot walk to the train station without crossing the street three times and you aren't even on the side walk and there are blind corners

Very important to have side walk going up the hill because visibility is bad.



Enforce traffic safety. People don't stop at cross walks

Need to focus on walking to the train. Make it easy for people who live close to town to walk to town.



Going from Elwood to Frankfurt - have to walk on the grass

Reduce speed so people can feel comfortable walking without sidewalks

Raised crosswalks could be a big help

What kinds of retail is needed? What would you like to see? What is missing? What would increase your desire to use the downtown?



Residents might not want to have an increase in activity; Leave the parking spaces for commuters

Would like small shops - like ice cream store and small shops; Just places to jump off the train and pick up a few things

Commuters don't even realize the businesses are there

CUstomers aren't going to walk from the lot across the train station to the shops. Need closer parking

We need to change peoples mind set that hawthorne is a "walking village"

Very limited parking in the area by the framing store

Maybe 15 minute drop off/pick up parking

What kinds of activities/events would you want to see to encourage you to come downtown?

events would encourage people to walk to the area

Need to clean it up to attract businesses



luncheonette, stage, art gallery, performing arts studio, yoga studio, exercise places, gift shops. The D shop

move the telephone poles by the train

Street events - special market, craft market, artist market, street fair. Other festivals

Can request underground service with new development

Look at other towns in the area and see what they have - stores, festivals, events

Bring people to the area so that they know it is a destination spot.

Remove the

Elwood
avenue has
worked out
well because
you can create
a bypass

parking lot by
the train
station on the
weekend

chamber has
been active in
working with
business to
sponsor
events.

Recreation
department should
get involved with
the chamber of
commerce to plan
events and
collaboration -
holiday strolls, trick
or treat, etc

cohesiveness
on the
aesthetics to
make it look
nicer



Jambord Practice: What is your favorite ice cream flavor?

Coffee

Chocolate

Pistachio

Vanilla

**Chocolate
Chip Mint**

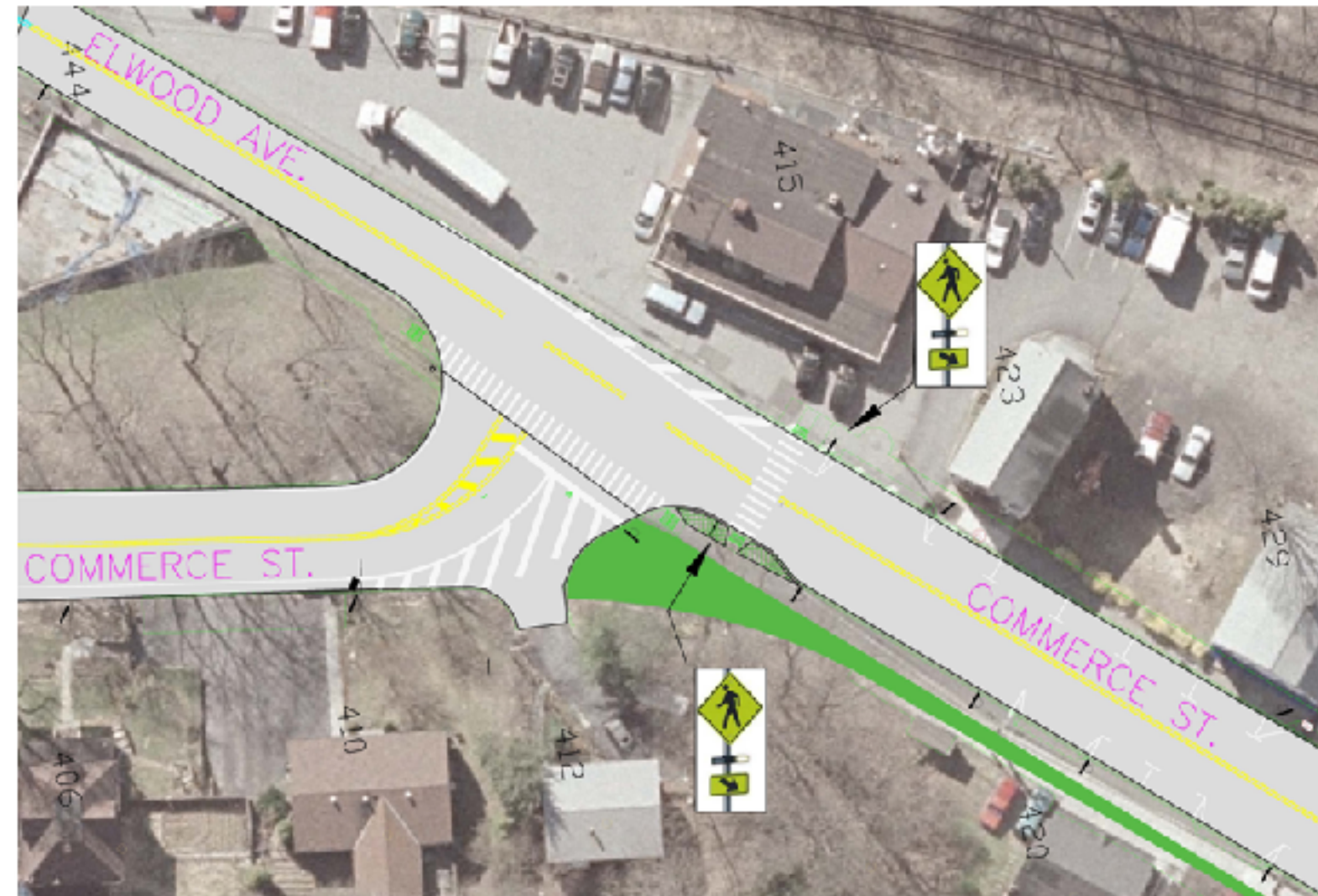


Virtual Jamboard responses

Elwood and Commerce Street improvements

Is there a traffic light proposed or just a stop sign?

Traffic Light for left turning southbound traffic on Commerce



Telephone poles are being moved from the intersection

No left turn lane for south-bound traffic on Commerce onto Elwood. Traffic back ups

Possible left turn lane; may not be possible, but will revisit.

Sidewalks

All way stop sign

Speed control; is a stop sign enough?

Parking Improvements and ideas for green space

seating
and
covered
dining

Need to slow
down traffic
for enjoyment

Possibly swap
the parking
area and
recreation to
avoid turning
issues

Concerns as a
thoroughfare

Ensure
accessibility
for strollers,
wheelchairs
etc.

Do sidewalk
dimensions
allow for
strollers,
wheelchairs?

Reverse
Traffic
Flow?

Flashing
pedestrian
beacons.

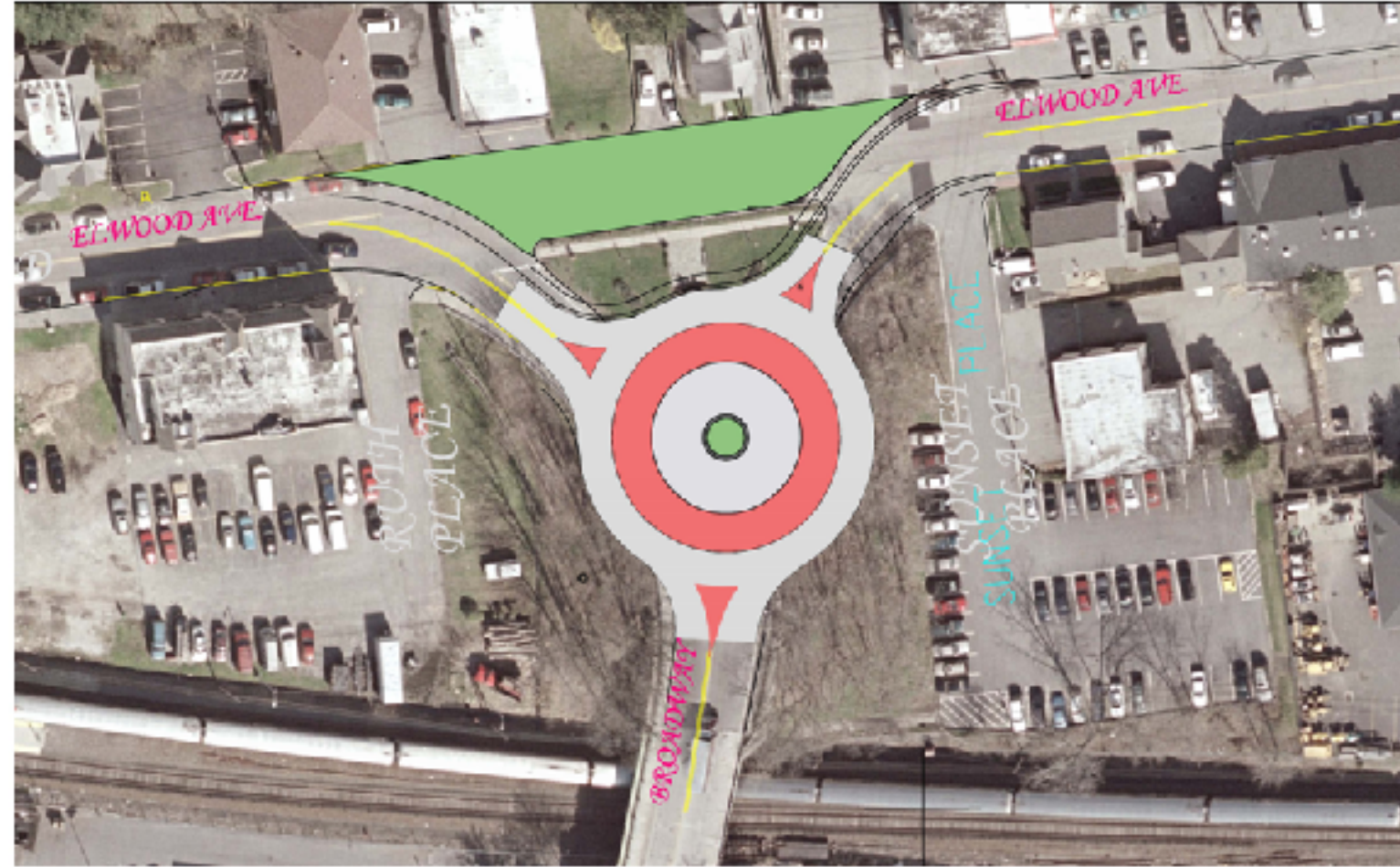
Food Truck
Friday in the
green space to
bring people.

All for the
green space-
but not 24
hour access

Current green
space
underused



Broadway and Elwood Roundabout



decorative wall as protective barrier

Holiday events- tree lighting etc.

Consider "Alternate Route" signs to other roads, instead of cutting through Hawthorne

Gateway entry - clock or other decorative feature in the middle of roundabout to slow down traffic

safety barriers for pedestrians between the green space

Currently - right turns from Broadway onto Commerce very poor visibility, dangerous

No sidewalks, signs, etc. Fast speeds, unsafe (towards Chelsea)

No sidewalks connecting up Broadway

Extending anything out to Chelsea and Elwood?

Will elevation of roundabout be an issue for traffic heading into town?

Semi truck traffic to supermarkets - does this design accomodate them?

will sidewalks on Elwood be extended up towards commerce?



What pedestrian improvements are needed to attract people to the downtown?

And where?

Proposed sidewalks are of the minimum requirements (Parking would still be on either side)



Elwood Avenue Streetscape Project (Existing Conditions & Proposed Project)

**Shopping,
Trees and
Flowers**

**Facade
renovation
part of the
grant?**

Signs

**Property
owners should
provide
attractive
space for
businesses.**

**Vacant
buildings
are a
concern**

**Sidewalk width -
they won't be wide
enough by keeping
parking on both
sides**

What kinds of retail is needed? What would you like to see? What is missing? What would increase your desire to use the downtown?

Produce and potentially a farmer's market

Coffee Shop, Restaurants, Ice Cream Shop

Facade upgrades to existing retail stores- There are already multiple nail salons, hair salons and pizza store etc.

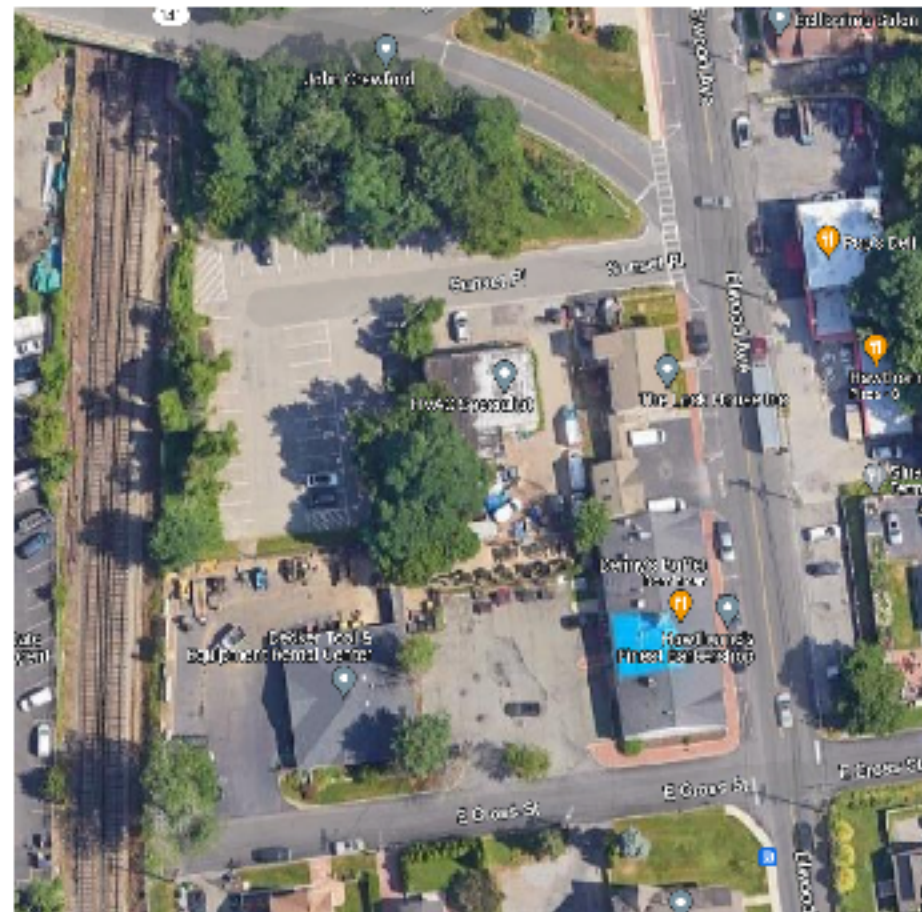
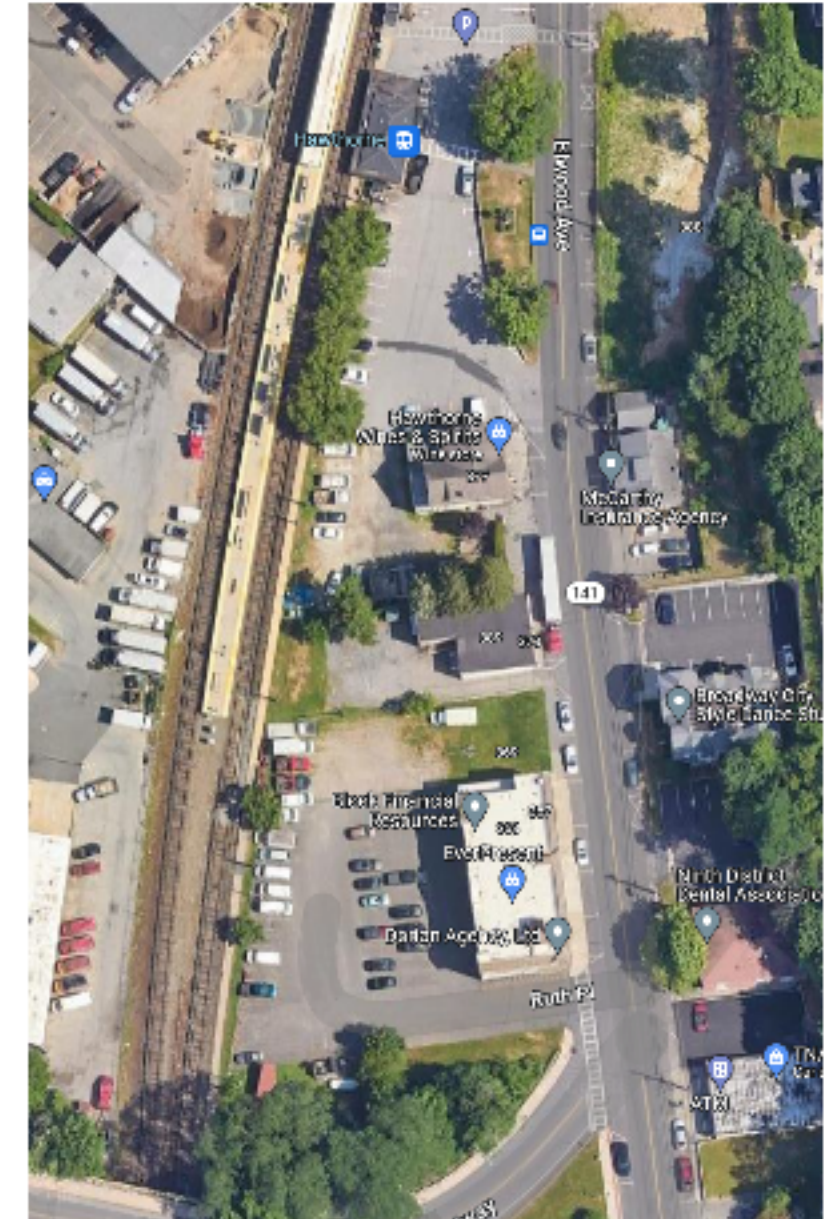
Store on Elwood - customers park in new parking facility, then have to cross the road several times. Parking behind stores would improve desirability



Find ways to reduce the speed and reduce cut-through

Speed, especially heavy trucks

Chamber of Commerce involvement



What kinds of activities/events would you want to see to encourage you to come downtown?

**Food
Trucks**

**Outdoor
yoga/exercise
events**

**Gym/fitness
center**

**Holiday
festivities**

**Music
performances
and Farmers
Markets**

**Youth
performances**

**Outdoor
movie
viewings**

**Concerts,
arts**



Where are some good spots to close streets and have events?

More events/road closures would act as a deterrent to cut through traffic

This would be a huge project, but any benefit to getting traffic down Broadway and over the tracks here, essentially eliminating the 141/Broadway/Elwood



Mt Pleasant Day - road shut at Chelsea, Elwood, and Broadway (other side of railroad)

Master Plan change to allow more mixed use on the other side of tracks

***APPENDIX B: PEDESTRIAN AND BICYCLE FUNDING OPPORTUNITIES: US
DEPARTMENT OF
TRANSPORTATION TRANSIT, SAFETY, AND HIGHWAY FUNDS***

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	FLTTP	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.																												
	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	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.