



TIGER II Capital Grant Recipients with a Bicycle or Pedestrian Component



22 of the 42 capital grant recipients mentioned bicycle or pedestrian facilities.

(Source: <http://www.dot.gov/docs/tiger2grantinfo.pdf>)

Bold = Primarily Bike/Ped
<i>Italics = Mentions bike/ped benefits, but does not use funding to build any bike/ped infrastructure.</i>
Shaded = Rural Project

	City	State	Project Name	Total Cost	TIGER Funding	Description
1	New Haven	CT	New Haven Downtown Crossing	\$31,700,000	\$16,000,000	The New Haven Downtown Crossing project will convert Connecticut State Route 34 from a limited access highway to urban boulevards from Union Avenue to College Street. Currently, Route 34 acts as a barrier that cuts the Yale-New Haven Hospital complex and the city's Union Station off from the rest of downtown New Haven. The Downtown Crossing project will convert North and South Frontage Roads to urban boulevards with road, streetscape, bicycle and pedestrian enhancements; reconfigure local street connections; and reconstruct the College Street Bridge at grade level. All elements of the project are designed to citywide complete street standards. The project is also expected to generate economic development at the project site.
2	Northwest Arkansas	AR	Razorback Regional Greenway	\$38,497,618	\$15,000,000	The Razorback Regional Greenway is a 36-mile bike and pedestrian network traversing the towns of Bentonville, Rogers, Lowell, Springdale, Johnson, and Fayetteville in Northwest Arkansas. Philanthropic funds have already paid for 14.2 miles of Greenway. Money from TIGER II funds and additional philanthropic sources will complete additional portions of the network. Currently only three percent of residents in the area walk, bike or use transit. According to projections, completion of the Greenway could triple the number of non-automobile trips by providing access to major employers like Wal-Mart HQ, Tyson Foods HQ, JB Hunt HQ, and the University of Arkansas. All five city mayors and many area companies back the Greenway project as a valuable example of bicycle and pedestrian friendly infrastructure.

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3	Bridgeport	CT	Steel Point Roadway Improvements	\$44,720,000	\$11,159,493	The Steel Point roadway improvements project will reconstruct and modernize 4.6 lane-miles of urban minor arterial roadways and 0.75 miles of pedestrian/bicycle pathways in the city of Bridgeport, Connecticut. Modeled on the 'complete streets' concept, improvements will include roadway reconstruction, the addition of bikeways and enhanced landscaping, as well as better pedestrian connections to the surrounding neighborhoods, Bridgeport's downtown intermodal transportation center, and the public waterfront. This will improve pedestrian and bicycle access from neighborhoods to the east across the Pequonnock River and Yellow Mill Channel to Bridgeport's downtown business district and existing intermodal transportation center.
4	East Bay	CA	East Bay Pedestrian and Bicycle Network	\$43,300,000	\$10,200,000	The East Bay Pedestrian and Bicycle Network will close several critical gaps in the nearly 200-mile bicycle and pedestrian trail system serving the 2.5 million residents of Contra Costa and Alameda counties in California. The project will separate bicycle and pedestrian traffic from automobile traffic, and connect to transit facilities. TIGER II funds will alleviate congested roads and highways by providing access to alternative commuting options, including local and commuter buses and the Bay Area Rapid Transit system.
5	Peoria	IL	Warehouse District Complete Streets	\$37,400,000	\$10,000,000	The project will include the design and construction of a Complete Street network in Peoria's Downtown Warehouse District, which was once a thriving commercial activity center. The money will help the City of Peoria pursue plans to revitalize the area through mixed-used development, combining housing with shopping and work destinations. The project will improve the local road system to encourage walking trips through sidewalk and streetscape improvements in support of mixed-use development on the 185-acre site. Planning and construction will improve road design, relocate utilities, and enhance the streetscape and sidewalks.

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6	Hailey	ID	Woodside Boulevard Complete Streets Initiative	\$4,410,000	\$3,500,000	The Woodside Boulevard Complete Street Initiative will rebuild a 35-year-old, 2.44 mile collector street, and add sidewalks, bike lanes, bus shelters, bike parking, a landscape buffer zone, and install a roundabout at a congested and unsafe intersection. A signal light will also be added at a second congested and unsafe intersection. The project will also add transit pull-out lanes and bus shelters to 17 of the 18 existing transit stops on Woodside Boulevard.
7	Fort Valley	GA	State University Drive Complete Streets Project	\$1,740,000	\$1,491,490	This project will construct streetscape improvements and widen approximately one quarter mile of State University Drive in the vicinity of Fort Valley State University, in Fort Valley, Georgia. Currently, only a portion of State University Drive has a 2-lane, center turn lane configuration with sidewalks. This project will widen a portion of this roadway, creating a 2-lane, center turn lane configuration to match the other section of the roadway. The project will provide a system of sidewalks and crosswalks between downtown Fort Valley and FVSU. For the portion of State University Drive that has an existing sidewalk and 3-lane roadway, the project will add median landscaping to create a safer and more walkable environment for the university's growing student population and the residents of Fort Valley.
8	Fort Worth	TX	Tower 55	\$91,200,000	\$34,000,000	Tower 55, a major rail and traffic bottleneck, is a rail intersection in downtown Fort Worth, TX, where Union Pacific and Burlington Northern Santa Fe railroad lines cross. The project will improve the flow of train traffic through this intersection by adding an additional north-south track and by installing new signals and a new interlocking system. By preventing trains from accidentally traveling on the same track, the project will help reduce accidents. It will also include improvements to bridges and underpasses; to city streets and intersections to enable grade-crossing closures; construction of neighborhood underpasses for pedestrian and bicycle use; and increased bridge-height clearances enhancing emergency vehicle access.

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9	Seattle	WA	South Park Bridge Replacement	\$130,700,000	\$34,000,000	The South Park Bridge project will replace the 81-year-old regionally-significant South Park Bridge with a new drawbridge spanning the Duwamish Waterway south of Seattle in the Pacific Northwest's largest manufacturing and industrial area. The bridge was closed on June 30, 2010 after receiving a sufficiency rating of four out of 100 and being declared unsafe. The new bridge design includes four eleven-foot lanes, two five-foot bicycle lanes, and two six-foot sidewalks. These wider lanes will significantly improve safety and operation of the bridge.
10	Portsmouth, NH & Kittery, ME	NH, ME	Memorial Bridge Replacement	\$100,000,000	\$20,000,000	This joint Maine-New Hampshire project will replace a crucial, but deteriorating, highway bridge that currently has a bridge sufficiency rating of 6 out of 100. Safety concerns resulted in both states' restricting bridge traffic to no more than three tons, thereby causing all truck traffic to detour. The TIGER II grant provided by the U.S. Department of Transportation will enable this bridge to resume normal operations and allow material transport between the Portsmouth Naval Shipyard and the regional transportation network. The bridge also functions as an important crossing over the Piscataqua River for freight, passenger vehicles, and a significant number of pedestrians and bicyclists. This project will increase the connectivity of truck and auto traffic and over 1,000 bicyclist and pedestrians every day.
11	Philadelphia	PA	Dilworth Plaza/Concourse Improvements	\$55,000,000	\$15,000,000	The Dilworth Plaza and concourse improvements project will transform the existing deteriorated public plaza adjacent to Philadelphia's City Hall into a prominent gateway for regional public transportation. The project will improve the connections between Southeastern Pennsylvania Transportation Authority (SEPTA) regional rail, New Jersey's Port Authority Transit Corporation (PATCO) high speed rail, Amtrak and the SEPTA subway system, in addition to trolley services and dozens of bus routes. Construction will incorporate better access to the transit hub located beneath City Hall. The project will also create more green space, incorporate features facilitating compliance with the Americans with Disabilities Act (ADA), and enjoys substantial support from the surrounding offices and hotels. This will Improve ADA compliance and pedestrian access to SEPTA Broad Street, Market-Langford, and trolley lines.

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12	Ann Arbor	MI	Ann Arbor Bridges	\$23,000,000	\$13,900,000	The Ann Arbor Bridges project will replace two bridges on an important east-west arterial road in Ann Arbor, connecting residential and commercial areas in the west with the University of Michigan, the city's largest high school, and St. Joseph Hospital in the east. The project will replace the current bridges which have been reduced from four lanes to two lanes of traffic for safety reasons, and will reach the end of their useful life in five years. The bridge replacement will achieve a state of good repair on the bridges, relieve congestion, and create greater connectivity. Completes a multimodal transportation network by adding bike lanes, widening sidewalks, and creating ADA-compliant facilities to provide motorized and nonmotorized travel options.
13	Cleveland	OH	University - Cedar Rapids Transit Station Improvements	\$31,907,783	\$10,500,000	The project will reconstruct the University-Cedar Rapid Transit Station (RTS), including road, bridge, bicycle, and pedestrian access to the station. The University-Cedar RTS and Bus Terminal has high ridership and is the busiest east-side bus terminal in Cleveland. The project will relocate the bus terminal and address safety concerns due to the complex traffic patterns around the station, reconstruct the station itself, provide better lighting and more visibility, and increase bicycle and pedestrian pathways to facilitate easier multimodal connections. Relocating the terminal will eliminate crossings for university students and reduce crossings for high school students by over 50%, improving pedestrian connection and safety.
14	Moline	IL	Moline Multimodal Station	\$21,800,000	\$10,000,000	This project will convert the historic O'Rourke building on the downtown Moline riverfront into the Moline Multimodal Station. The new station will serve as a transportation hub reconnecting the Quad Cities with Chicago, and ultimately to Iowa City, Iowa, and Omaha, Nebraska. The rail station will establish connections to local buses, taxis, and bicycle and pedestrian infrastructure.

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15	Des Moines	IA	Des Moines Multi-modal Hub	\$12,500,000	\$10,000,000	The project will construct the second phase of the Des Moines Multi-Modal Hub. The facility in downtown Des Moines functions as a central location for public transportation services, including local, express, and intercity bus services, future passenger rail, and taxi services. The Hub will provide new amenities to customers while enhancing pedestrian safety, site security, passenger comfort, and overall accessibility to transportation. TIGER funding will enable Des Moines to complete construction of the LEED-certified facility that the city envisions spurring revitalization of Walnut Street as part of a downtown business district. This will connect the regional trail system and nearby employment centers, encouraging riders to walk or bike the final leg of their commute.
16	New York City	NY	Fordham Transit Plaza	\$19,501,019	\$10,000,000	The Fordham Transit Plaza is a key intermodal facility serving 41,000 daily bus users and providing connections to 11,000 daily regional (Metro North) rail users. Pedestrian volumes are also significant, exceeding 80,000 in a single 12 hour period. The project will entirely reconstruct the facility, including improvements to safety, pedestrian and vehicular flow, and a heavily used public space. The Fordham Transit Plaza project will fully reconstruct the street-level plaza and replace the existing plaza structures; reconfigure the circulation of buses through the plaza to create a more usable, contiguous public space; build a bus-only transit mall to maximize transit efficiency; and make design and safety improvements to the surrounding streets to alleviate traffic congestion and increase pedestrian safety. The installation of median refuge islands and other improvements are expected to reduce crashes involving pedestrians by 56 percent.
17	Staples	MN	Staples North/South Corridor	\$9,850,000	\$7,650,000	The Staples North/South Corridor project will construct a new crossing over the Burlington Northern Santa Fe (BNSF) Railroad and U.S. Highway 10 in Staples, Minnesota. The project will eliminate a pair of grade crossings that receive an average of 52 trains per day, dramatically improving congestion and automobile/rail conflicts. The bridge and roadway will also incorporate a 10-foot pedestrian/bicycle trail to enhance connectivity in the region.

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18	Waterloo	IN	Waterloo Station Improvements	\$1,820,100	\$1,820,100	The project will construct a full length platform with canopy, lighting, innovative signage, ADA-accessible ramps and walkways, and additional parking at the recently renovated historic Waterloo station building. The station is the third busiest Amtrak passenger rail station in the state of Indiana, serving the Capital Limited line between Chicago and Washington, DC, and the Lake Shore Limited line between Chicago and New York City. The full-length platform will minimize freight traffic delays for the Norfolk Southern trains that share the line and improve Amtrak efficiency by eliminating the need to stop twice at this location to load and unload passengers due to the short platform. The project will also feature an innovative Passenger Information Display System and a real-time audio and visual information system that is ADA-compliant.
19	Moscow	ID	Moscow Intermodal Transit Center	\$2,815,666	\$1,500,000	The Moscow Intermodal project will construct a 6,800 square foot transit facility featuring exterior covered structures with a 5,500 square foot passenger loading zone and secure parking for buses and bicycles. The new facility provides 34 vehicle and 10 bus stalls to link services provided by Moscow Valley Transit, the University of Idaho's Vandal Shuttle and intercity bus service from Northwest Trailways and Wheatland Express. The facility will also provide access for taxis, vanpools and carpools, and will expand pedestrian and bicyclist accessibility and feature a trailhead link to the 1.5 mile Paradise Path connecting the University and downtown Moscow.

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20	Atlanta	GA	Atlanta Streetcar	\$72,158,000	\$47,667,777	<p><i>The Atlanta Streetcar project, a product of the relationship between the city of Atlanta, the Atlanta business community and the Metropolitan Atlanta Rapid Transit Authority (MARTA), will provide new and enhanced transit options in the city's core. The project, which connects to the existing MARTA light-rail system at Peachtree Center, will be 2.7 miles of track and four streetcars that operate between 12 stations. The streetcars will travel counter clockwise along a loop that converges at Woodruff Park. From Woodruff Park at the center of the loop, streetcars will operate eastbound via Park Place, Edgewood Avenue, and Jackson Street to the Martin Luther King Jr. Historic Site, then continue westbound via Auburn Avenue, Peachtree Street, Ellis Street, Carnegie Way and Andrew Young International Boulevard to Centennial Olympic Park Drive, then continue eastbound via Luckie Street to Woodruff Park. This will connect directly with MARTA heavy rail, 22 regional express bus routes, 10 local bus routes, and seven city bicycle routes. Located within an economically distressed area, the project will help spur new pedestrian-oriented development, support mixed-use projects, and reinforce existing land use and zoning plans.</i></p>
21	Salt Lake City	UT	Sugar House Streetcar	\$55,550,000	\$26,000,000	<p><i>The Sugar House Streetcar project will include a two-mile, modern streetcar line between an urban arterial route, 2100 South, and Interstate 80. The project will connect a thriving regional commercial center and redevelopment area to the highly successful regional TRAX light rail system. The streetcar line will include seven stops approximately 0.3 miles apart, and the cars will run every 15 minutes during peak hours and every 30 minutes during off-peak hours. When the project opens in 2013, daily ridership is estimated to be approximately 3,000, and is projected to rise to 4,000 by 2030. It will support the development of a regional trail system within the corridor as the planned regional Parley's trail will be co-located in the right-of-way. This link will further strengthen the existing light rail and bus network, add pedestrian and bicycle connections, and provide an increasingly competitive alternative to automobile trips in the area.</i></p>

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22	Orlando	FL	Parramore Bus Rapid Transit	\$106,122,377	10,000,000	<i>The Parramore Bus Rapid Transit (BRT) project will add a 1.9 mile BRT route to the existing 2.5 mile LYNX/ LYMMO BRT system west of Interstate 4. The extension will connect residents of Parramore, Orlando's lowest income neighborhood, to the LYNX Central Station – a major hub for transit with a planned 2013 opening. The project takes advantage of a series of recent underpass improvements within Parramore to eliminate the long standing east- west divide in the city caused by Interstate 4. The project will link the Parramore neighborhood to commuter rail, bike and pedestrian facilities.</i>