

# VILLAGE OF ANGOLA, NEW YORK

## CLEAN MOBILITY PLAN

SEPTEMBER 2025

Co-Authors: Michael Galligano, Tyler Madell, Alex Maccallini, Viyona Chavan





# Table of Contents

**Executive Summary ..... 5**

**Introduction ..... 6**

    Vision and Mission Statement .....6

    Goals .....6

    Objectives .....6

    Background Information .....6

**Community Engagement ..... 8**

    Events and Participants.....8

    Mobility Focused Needs Assessment and Gap Analysis .....9

**Site Identifications and Operations .....10**

    Mobility Options.....10

    Service Area and Routes .....10

    Operations.....20

**Market Analysis .....21**

    Individuals Served .....21

    Pricing .....22

**Project Partners .....22**

**Technical Feasibility and Recommendations .....23**

    Shared Micromobility.....23

    Electric Carshare .....25

    Electric Microtransit.....26

    Electric Microtransit Costs Estimates .....27

    Sustainability .....29

**Site Implementation .....31**

**Policy and Impact.....33**

    Legal Analysis .....33

    Impacts Assessment.....34

**Conclusion .....35**

**Appendix A .....36**

    Community Engagement Summary .....36

**Appendix B .....41**

    Engineering Site Feasibility Reports .....41



## Abbreviations

AV: Autonomous Vehicle  
CARB: California Air Resources Board  
CLCPA: Climate Leadership and Community Protection Act  
CMAQ: Congestion Mitigation and Air Quality  
DAC: Disadvantaged Communities  
DMV: Department of Motor Vehicles  
EV: Electric Vehicle  
GBNRTC: Greater Buffalo Niagara Regional Transportation Council  
GM: General Manager  
MPO: Metropolitan Planning Organization  
NEC: National Electrical Code  
NFTA: Niagara Frontier Transportation Authority  
NYSDOT: New York State Department of Transportation  
NYSERDA: New York State Energy Research and Development Authority  
RTS: Rural Transit Services  
SaaS: software as a service  
SMI: Shared Mobility Inc.  
TAC: Transportation Advisory Committee  
UL: Underwriters Laboratories

## List of Figures

|                                                                                                                             |    |
|-----------------------------------------------------------------------------------------------------------------------------|----|
| Figure 1: Mobility Hub                                                                                                      | 7  |
| Figure 2: Disadvantaged Communities                                                                                         | 11 |
| Figure 3: Bar graph showing number of Impoverished residents by age                                                         | 12 |
| Figure 4: Bar graph showing number of households by income bracket                                                          | 12 |
| Figure 5: Percentage of commuters by transit                                                                                | 13 |
| Figure 6: Percent of households with no vehicular access                                                                    | 13 |
| Figure 7: Service route and stops in and around Angola.                                                                     | 14 |
| Figure 8: Full service route for the Lakeshore Express.                                                                     | 15 |
| Figure 9: Proposed location for the Angola Electric Mobility Hub                                                            | 16 |
| Figure 10: Local point of interest and travel nodes                                                                         | 16 |
| Figure 11: Regional point of interest and travel nodes                                                                      | 17 |
| Figure 12: Potential Bikeshare hubs                                                                                         | 18 |
| Figure 13: Potential Microtransit route and hubs                                                                            | 19 |
| Figure 15: MioCar                                                                                                           | 26 |
| Figure 18: Proposed Electric Mobility Hub Site Plan                                                                         | 31 |
| Figure 19: Proposed electric microtransit service route                                                                     | 32 |
| Figure 20: Proposed Electric Mobility Hub rendering, corner of North Main Street and Center Streets.                        | 33 |
| Figure 21: Participant-reported travel modes to the Earth Day event                                                         | 37 |
| Figure 22: Map showing regular regional travel destinations                                                                 | 37 |
| Figure 23: Community Map Board highlighting travel destinations within Village of Angola frequently visited by participants | 38 |
| Figure 24: Map showing regular regional travel destinations                                                                 | 38 |
| Figure 25: Community Map Board highlighting regional travel destinations frequently visited by participants.                | 39 |



# List of Tables

|                                                                                          |    |
|------------------------------------------------------------------------------------------|----|
| Table 1 : Mobility needs assessment and gap analysis                                     | 9  |
| Table 2: Service times                                                                   | 14 |
| Table 3: Estimated Micromobility costs                                                   | 24 |
| Table 4: Estimated costs for bikeshare charging infrastructure by re:Charge              | 24 |
| Table 5: Financial estimations for Circuit and Via                                       | 27 |
| Table 6: Costs and specifications of electric vehicles for shared mobility service.      | 28 |
| Table 7: Estimated deployment and operating costs for Level 2 EV charging infrastructure | 28 |
| Table 8: Bikeshare/carshare/electric microtransit greenhouse emissions reductions        | 34 |



## Executive Summary

The Village of Angola, in partnership with Shared Mobility Inc. (SMI), has developed the Angola Clean Mobility Plan to address pressing transportation gaps and advance equitable, zero-emission mobility solutions tailored to the needs of a small, rural community. Supported by the New York State Energy Research and Development Authority (NYSERDA)'s Clean Mobility Program (PON 5739), this plan examines transportation needs/gaps, and explores the various feasibility aspects for implementing new clean mobility services in the Village and surrounding communities.

Like many rural areas, Angola faces significant mobility challenges: limited public transit, high reliance on personal vehicles, and transportation gaps that primarily affect disadvantaged residents. To respond to these needs, the planning team conducted an in-depth mobility needs assessment, robust community engagement process, and technical evaluation of clean mobility programs, including bikeshare, carshare, and electric microtransit. The engagement process involved residents, local officials, and regional partners, revealing widespread community interest in more affordable clean transportation options.

The plan identifies the development of an electric mobility hub at North Main and Center Streets in downtown Angola as a central recommendation. This hub would co-locate mobility services such as seasonal e-bikeshare, EV microtransit, charging infrastructure, and wayfinding improvements. This would enhance the Village of Angola's core as a multimodal gateway that serves both residents and visitors. These transportation improvements are designed not only to reduce greenhouse gas emissions and improve daily mobility but also to reinforce Angola's broader revitalization goals by increasing access to the village center, supporting small businesses, and increasing regional connectivity.

The plan emphasizes strategies that prioritize transportation equity, with a focus on delivering low-cost and reliable alternatives to personal car use for Disadvantaged Communities (DACs). Recommendations are grounded in implementation feasibility, with attention to seasonal service models, cost estimates, and infrastructure needs.

In alignment with the goals of the Climate Leadership and Community Protection Act (CLCPA), the Angola Clean Mobility Plan offers a replicable framework for small municipalities seeking to lead on clean, shared, and accessible transportation. By planning for scalable, community-responsive services, the Village of Angola is taking meaningful steps toward a more inclusive, climate-aligned, and economically vibrant future.



# Introduction

## Vision and Mission Statement

The Village of Angola Clean Mobility Plan envisions a connected, inclusive, and zero-emission transportation ecosystem that addresses rural mobility gaps, improves access to essential services, and strengthens regional connectivity between the Village of Angola, the Town of Evans, and key destinations. The plan centres community priorities especially those of seniors, youth, and disadvantaged populations to identify shared, clean transportation solutions that reduce personal car dependency and align with New York State's climate goals.

Through community informed planning and strategic site identification, this analysis aims to evaluate scalable solutions such as bikeshare, carshare, electric microtransit, and mobility hub improvements. The resulting plan will guide the development of a multimodal electric mobility hub in Angola and lay the groundwork for clean mobility implementation tailored to rural and small-town contexts of upstate New York.

## Goals

- Align the Village of Angola's clean mobility planning with New York State Energy Research and Development Authority (NYSERDA)'s statewide sustainability and equity goals.
- Develop an electric mobility hub that integrates zero-emission and shared-use services for small communities.
- Improve access to public transit, recreation, and services through first/last mile connectivity.
- Expand clean mobility options for residents of Disadvantaged Communities (DACs) including older adults, youth, and other transit-dependent populations.

## Objectives

- Identify and evaluate 1–2 priority clean mobility solutions, such as bikeshare, EV carshare or electric microtransit, for future implementation.
- Ensure robust community engagement through events, information gathering, and focus group discussions, with targeted outreach to community members.
- Plan and evaluate an electric mobility hub on a Village owned parcel near N. Main and Center Streets, including potential connections to Evans Beach and senior housing clusters.
- Develop cost estimates, technical feasibility plans, and policy frameworks for shared electric mobility programs to support the Village of Angola in taking the next steps towards implementation.

## Background Information

### Village of Angola

The Village of Angola is a smaller, rural community in southern Erie County, New York, with a population of 2,266 residents. Located within the Town of Evans and about 22 miles from Buffalo, NY, Angola functions as a local hub for nearby areas, offering essential services, public schools, and a walkable downtown. Its position along major corridor Route 5 and the CSX rail line connects the village to nearby communities and Lake Erie destinations, including Lake Erie Beach, Evangola State Park, and Graycliff Estate.

Angola's downtown core is centered along North Main and Commercial Streets, well integrated with the surrounding neighborhoods. Since 2019, the village has taken consistent steps to improve its physical environment and strengthen its local economy. These efforts include storefront improvements, the reuse of historic buildings, and new public spaces. Together, these and other projects have brought in more than \$49 million in public and private investment.



The Village has already begun taking bold steps toward revitalization. In 2024, Angola was awarded \$4.5 million through New York State's NY Forward program, a major investment designed to help smaller communities reenergize their downtowns and improve quality of life. This funding builds on recent momentum to revitalize Main Street. With its roots tracing back to the 1800s and a legacy shaped by Quaker settlers, Angola retains its identity as a close-knit, walkable community

## Town of Evans

The Town of Evans is located in the southwestern part of Erie County, New York, and spans 47 square miles along 12 miles of Lake Erie shoreline. With a population of about 16,000, it includes a mix of rural, residential, and waterfront neighborhoods, as well as several hamlets such as Derby, Highland-on-the-Lake, and Lake Erie Beach, along with the Village of Angola. Evans is home to several public waterfront destinations, including Evans Town Park, Lake Erie Beach Park, Wendt Beach, Bennett Beach, and Sturgeon Point Marina, which support seasonal recreation and regional access to the lake. Route 5 and Route 20 serve as the primary east-west corridors through the town and form the backbone of its transportation network.

Evans is one of the oldest towns in Erie County, officially established in 1821 following early settlement along 18-Mile Creek and the lakeshore. The town's name honors David Ellicott Evans, an agent of the Holland Land Company known for supporting early settlers and promoting land access in Western New York. While the area was historically agricultural, the arrival of the railroad in the mid-19th century helped shift population and activity toward what is now Angola, reinforcing the town's role as a connector between rural and regional destinations. That role continues today, with the town's development shaped by major transportation corridors like Route 5 and Route 20, which support travel between local neighborhoods and the broader Buffalo region.

## What Is a Mobility Hub?



Figure 1: Mobility Hub

A mobility hub is a strategically designed, multi-modal transport node where various forms of mobility services connect in a single accessible space. It simplifies transfers between different modes of transportation, reduces reliance on personal vehicles and improves first/last mile connectivity through integrated infrastructure. These hubs are typically located near transit stations, high foot fall urban locations and/or in underserved communities which are designed to support daily commute or occasional trips.

While mobility hubs are often associated with dense urban environments, research indicates that shared electric mobility hubs can also provide value in lower-density and car-oriented areas. In smaller communities like the Village of Angola, mobility hubs



may serve as an important entry point to shared and sustainable transportation by offering practical alternatives to car ownership. The success of such hubs depends on careful local adaptation, public awareness, and community buy-in, especially in areas where residents may be less familiar with shared mobility. When implemented with these factors in mind, mobility hubs can increase accessibility, support behavior change, and build a foundation for more inclusive mobility solutions.<sup>1</sup>

A mobility hub may include:

- **Public transit access:** Connections to buses, light rail, metro depending on the local transit network, often mobility hubs are located where several lines intersect
- **Micromobility stations:** Docked bikeshare/scootershare systems for short distance travel, enabling users to complete first/last mile travel.
- **Electric micromobility charging infrastructure:** Charging infrastructure to support charging of micromobility on-site through safe and secure infrastructure. This may include charging for shared devices from a bikeshare/scootershare and/or charging for personally owned devices.
- **Park-and-ride facilities:** Parking areas where individuals can park their private vehicles and transfer to public transport, encouraging individuals to use public transport and reduce congestion.
- **Carshare station:** Designated parking spots for cars that can be rented by the hour at low cost rates, providing a mode for people that do not own a vehicle
- **EV charging infrastructure:** Charging infrastructure to support EV carsharing and for charging personally owned electric vehicles. Publicly accessible EV chargers can support residents, employees, and visitors, especially those living in DACs without access to home-based charging.
- **Ride-hailing pick-up/drop-off zones:** Clearly marked areas for pickup and drop off services for on demand transportation modes like Uber or Lyft, to reduce curbside congestion and improve safety.
- **Pedestrian friendly pathways:** Safe and well lit, accessible walking routes within and around the hub.
- **Digital info kiosks and wayfinding tools:** Real time transit updates, interactive maps, and signage to assist customers in planning trips.
- **Ticket machine / Fare kiosk:** Automated kiosks or smart card systems that allow customers to purchase or recharge transit passes.
- **Retail, restrooms, and waiting areas:** Sheltered waiting areas, public restrooms, retail kiosks and seating to enhance usability and encourage use of shared mobility options.

## Community Engagement

### Events and Participants

Community engagement was a central component of this analysis, helping surface key insights from residents and local stakeholders in the Village of Angola. The engagement process included a tabling event at the Town of Evans Earth Day Event and a stakeholder meeting with the Town of Evans Transportation Advisory Committee. These activities took place from April to June 2025 and helped inform the planning team's understanding of transportation needs, barriers, and opportunities across the village.

At the Earth Day event, over 50 participants engaged in interactive mapping and survey activities. Participants shared key destinations they frequently visit, identified travel challenges, and discussed gaps in current mobility options. Areas along Main Street, Route 5 commercial strip, and Lake Erie shoreline were commonly referenced as part of regular travel patterns. Many participants noted a desire for safer options for walking and biking, especially for short local trips. Feedback emphasized the importance of improving access for seniors, families, and residents who do not drive.

These conversations helped clarify the types of mobility improvements residents would like to see. Participants discussed the need for safer bike routes, connections to key destinations, and services that reduce reliance on personal vehicles. Many participants expressed interest in alternative transportation options that would allow for more independence, especially among

---

1. E. van den Hurk, S. Nijhuis, and G. Correia, "eHUBs—Identifying the Potential Early and Late Adopters of Shared Electric Mobility Hubs," *International Journal of Sustainable Transportation* 17, no. 12 (2022): 1116–32, <https://doi.org/10.1080/15568318.2021.2015493>



disadvantaged older adults and those with limited mobility or transportation access.

During the stakeholder meeting, the Transportation Advisory Committee, which includes municipal officials, planning and engineering professionals, regional transportation agencies, and community representatives affirmed many of the community perspectives and expressed strong support for strategies such as bikeshare, carshare, and a local microtransit service. Lake Street was identified as a potential corridor for improved connectivity between the village center and Lake Erie Beach. Overall, the discussions reflected a shared commitment to practical, inclusive, and locally grounded solutions. A full summary of community engagement findings is included in the appendix.

## Mobility Focused Needs Assessment and Gap Analysis

The Village of Angola currently has limited public transportation and shared mobility services, which restricts travel options for residents, particularly those without personal vehicles. The community's size, land use patterns, and car dependency present unique challenges, but also opportunities to introduce right-sized clean mobility solutions. This section outlines existing services and infrastructure in the village, highlights key access gaps, and identifies opportunities to better support equitable, practical, and sustainable transportation through small-scale mobility hub components.

| SERVICE                           | EXISTING SCOPE                                                                                             | KEY GAPS                                                                                                                                                    | OPPORTUNITIES                                                                                                                                             |
|-----------------------------------|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Public Transit Bus Service</b> | NFTA's Route 76 Bus provides limited trips connecting Angola to Buffalo; primarily serves commuters.       | There is no intra-village/town bus service; minimal coverage and frequency with NFTA Route 76; limited public awareness.                                    | Explore microtransit options; improve visibility with signage or outreach.                                                                                |
| <b>Walking and Biking</b>         | Walkable infrastructure exists in the village downtown; recreational biking is common along the shoreline. | Infrastructure gaps: the Shoreline Trail is not a continuous off-road, safe biking/walking route; limited designated bike parking, bike lane and sidewalks. | Align local improvements with the Town of Evans' Complete Streets initiative; enhance walkability and bike lane access and parking near key destinations. |
| <b>EV Carshare</b>                | No carshare currently available in the Village of Angola.                                                  | Limited transportation options for residents without cars; seniors and youth reliant on others for rides.                                                   | Explore a small-scale EV carshare pilot on village-owned property                                                                                         |
| <b>Bikeshare / Scooter-Share</b>  | No existing bikeshare or scooter-share system;                                                             | Limited biking infrastructure; safety concerns on roads ; limited public familiarity with shared options.                                                   | Pilot small bikeshare with partner organizations; explore seasonal deployment during peak tourism and events.                                             |

Table 1 : Mobility needs assessment and gap analysis



# Site Identifications and Operations

## Mobility Options

Based on the feedback received through the community engagement processes outlined above, this plan assesses several clean mobility options that could be introduced in the Village of Angola. These options aim to expand local access, reduce dependency on personal vehicles, and offer affordable transportation options that may better serve disadvantaged residents. The following is a list of the main mobility initiatives that could be introduced at mobility hubs:

- **Pilot Bikeshare Program**

While Angola does not currently have a bikeshare system, biking remains a familiar mode of travel for residents. Introducing a seasonal bikeshare program could offer an affordable and flexible transportation option for short trips, especially for those without access to a personal vehicle. It may also serve as a tool to draw seasonal visitors from Lake Erie beach areas into the village center, supporting local businesses and community events. This plan includes an analysis of the feasibility for this type of program.

- **Electric Microtransit Service**

In Angola, access to reliable, short-distance transportation can significantly impact daily life. This plan explores the potential for a local microtransit service designed to support residents who may not drive or have regular access to personal vehicles, while also offering seasonal visitors a simple way to connect from Lake Erie beaches to the village center. The concept will be evaluated for feasibility, including potential routing, vehicle type, and operational models suited to a small-community setting.

- **EV Carshare services**

While Angola currently does not have a carshare program, this plan explores the feasibility of introducing a small-scale, community-based EV carshare service. The aim is to assess whether such a model could offer a flexible transportation option for residents without personal vehicles and complement existing infrastructure in key locations within the village.

- **Wayfinding Improvements**

The Niagara Frontier Transportation Authority (NFTA) Route 76 stop in the village center plays an important role in connecting Angola to the broader region. While current service is limited, the bus stop offers an opportunity to enhance visibility and usability through targeted infrastructure upgrades. This plan considers the addition of wayfinding elements such as signage, destination markers, and navigation cues to future mobility hub features to better orient both residents and visitors.

## Service Area and Routes

The Village of Angola and surrounding areas in the Town of Evans face notable transportation challenges, especially for older adults, low-income households, and residents in DACs. This section explores opportunities to improve mobility through community-centered solutions like bikeshare and electric microtransit. The identified service area includes Angola's downtown core and key destinations across the broader Evans region. The following sections assess demographic, income, and commuter characteristics from the 2023 American Communities Survey to highlight areas of need in and around the Village of Angola.



## Population Characteristics

### Disadvantaged Communities

While the Village of Angola is not itself within a geographically defined DAC, the Village is within the Lakeshore Central School District, which encompasses a portion of the Onödowá'ga Tribal Land (Cattaraugus Indian Territory). The district's central high school sits just outside the village border, making Angola a regular destination for school-related travel. Figure 2 shows the relationship between DAC boundaries, the school district, and tribal lands.

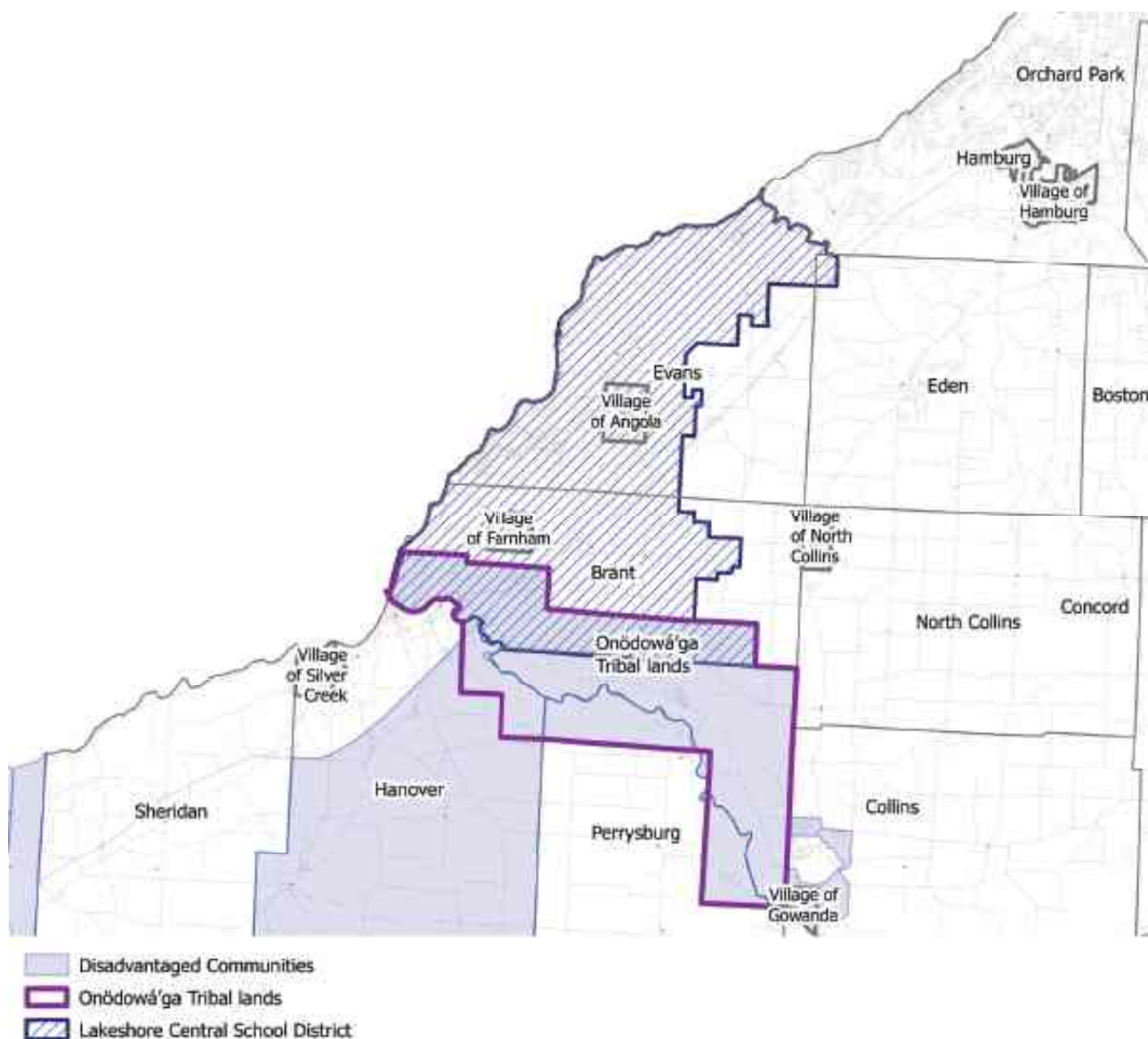


Figure 2: Disadvantaged Communities



## Age and Income

The Village of Angola and surrounding area also have a substantial aging population. 13.68% of the population is aged 65 or older. Of this population, there are also disparities in poverty rates. Figure 3 represents poverty rates across age brackets. The chart highlights wealth disparities across young and aging populations. The two highest rates of poverty are found in young people aged 25 to 34 and people nearing retirement, aged 55 to 64.<sup>2</sup> This represents that there is a significant need to provide transportation solutions as a means of workforce development in Angola. Furthermore, there is also concentrated poverty in people aged 75 and older.

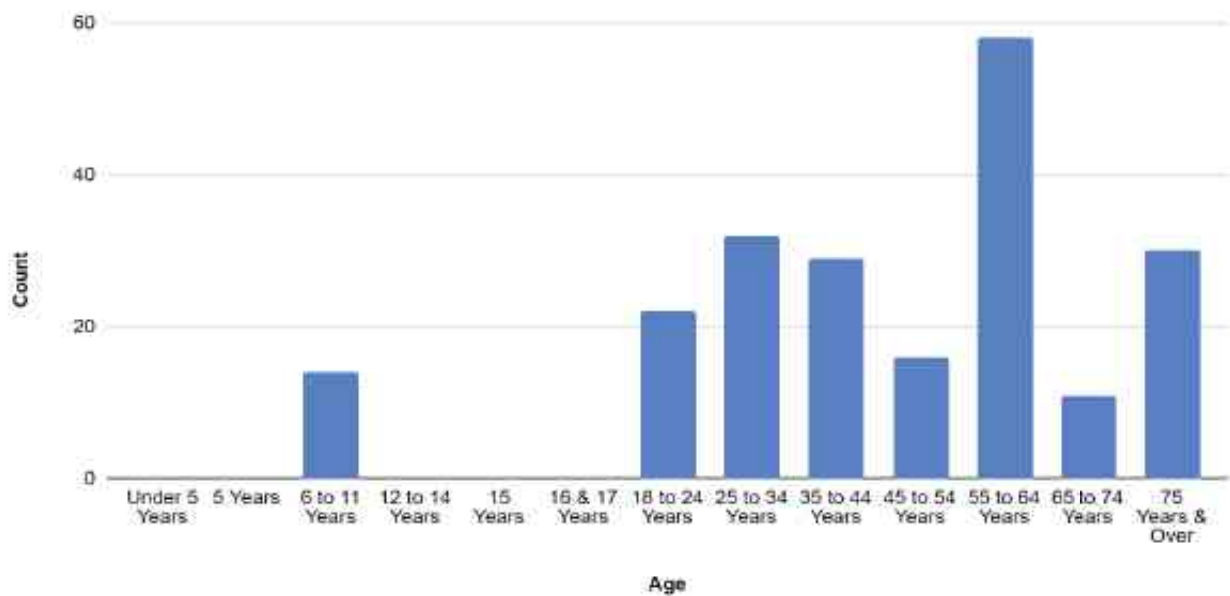


Figure 3: Bar graph showing number of Impoverished residents by age

The median household income of the Village is \$74,167, which is higher than national, county and statewide averages, though there is a substantial portion of the population that is classified as low-income. 340 households (32%) earn less than \$56,393.60 annually, which is 80% of the median income for Erie County. These households are considered low-income and may face financial barriers to personal vehicle ownership. Figure 4 represents the income distribution for households by income bracket.<sup>3</sup>

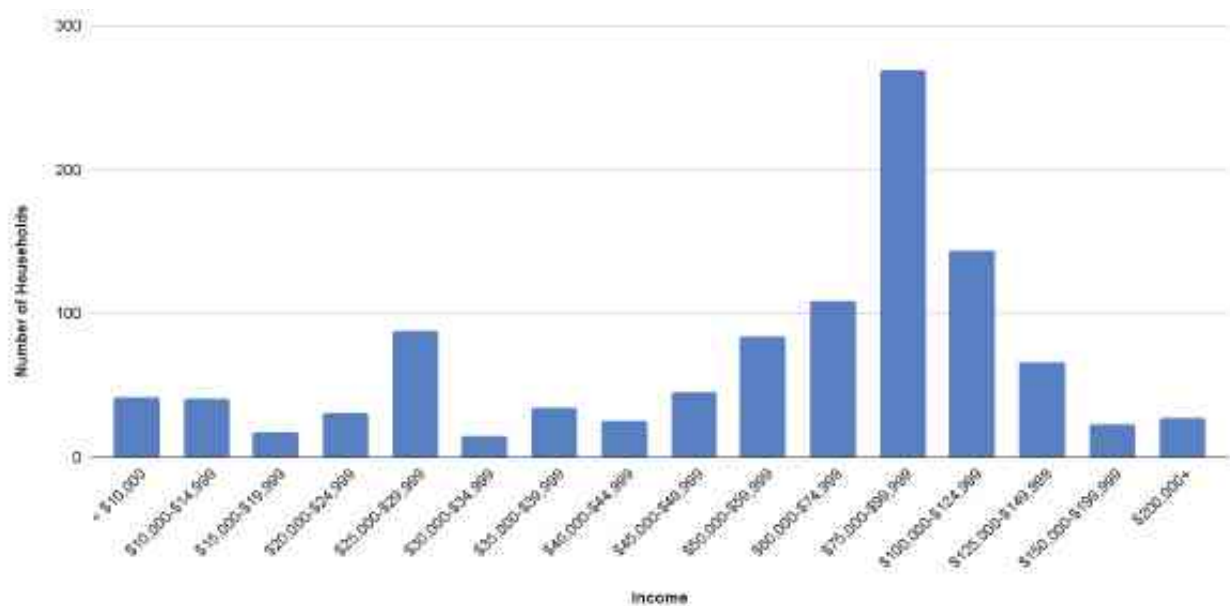


Figure 4: Bar graph showing number of households by income bracket

2. 2023 American Community Survey.

3. 2023 American Community Survey.



## Transportation Characteristics

4.3% of households in Angola do not have access to a personal vehicle, despite only 1.2% of commuters utilizing public transit, suggesting that existing options do not meet local needs for commuting. Furthermore, 50.8% of households have access to 1 or less personal vehicles despite there being 2.47 people per household.<sup>4</sup> This represents a substantial need for mobility solutions for households that have limited or no access to a personal vehicle.

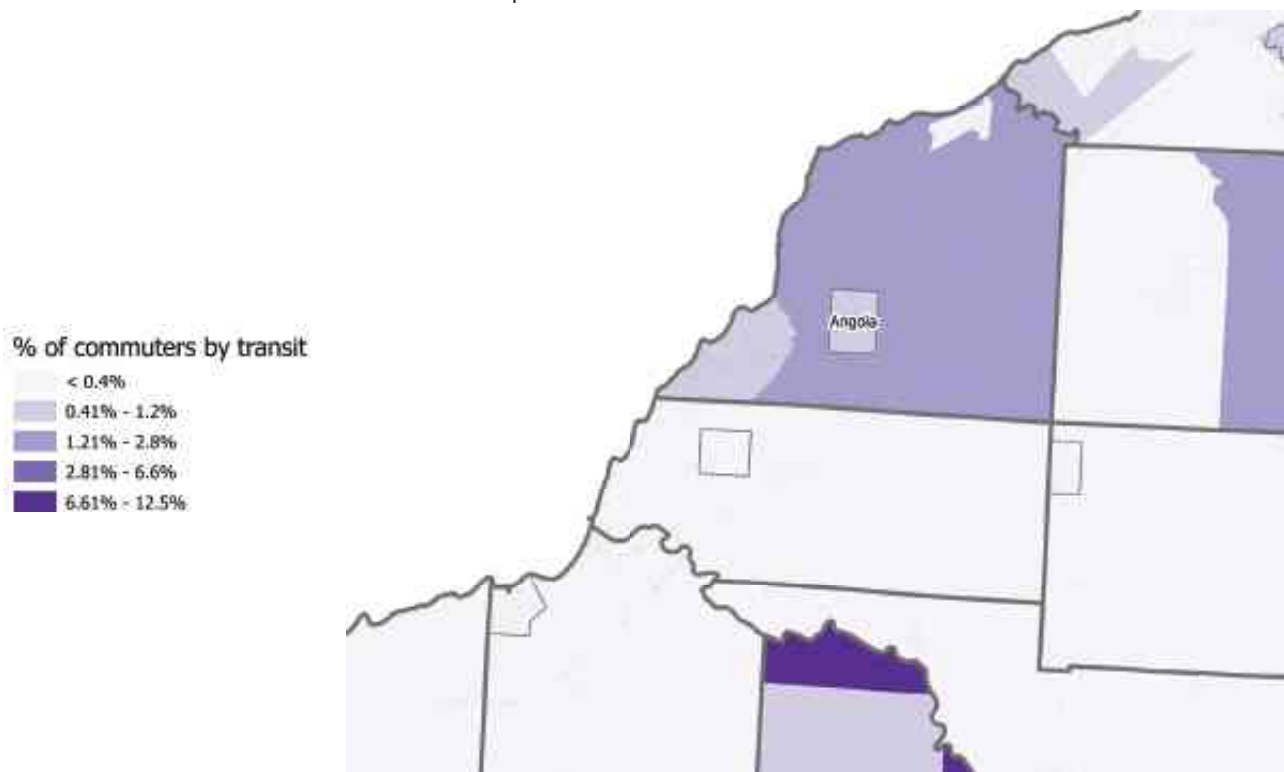


Figure 5: Percentage of commuters by transit

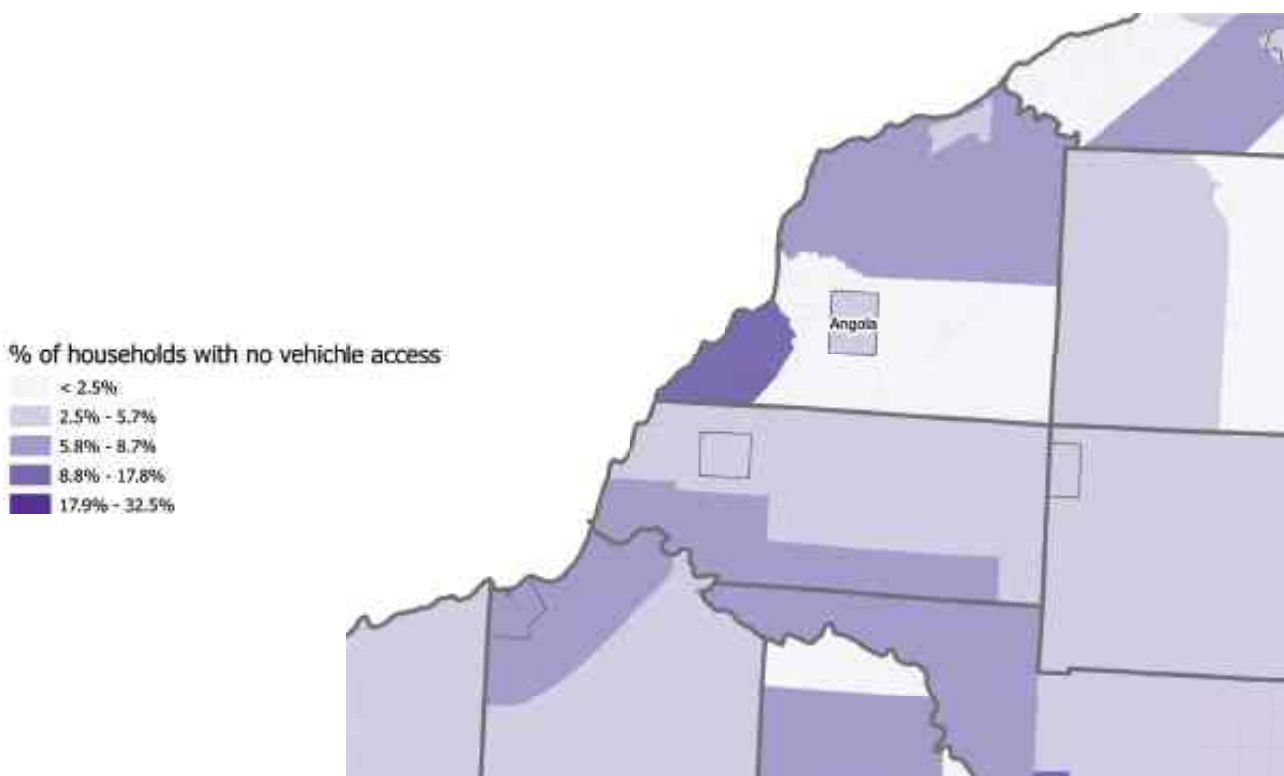


Figure 6: Percent of households with no vehicular access

4. 2023 American Community Survey.



# Public Transit

There are limited mobility services offered in Angola and the surrounding area. The region is served by one fixed-route bus route, the Lakeshore Express Route 76, which is operated by the NFTA. Lakeshore Express has limited service, and serves to transport commuters to and from Buffalo. The route only serves people returning from Buffalo in the evening, meaning people who rely on transit can't get from northern parts of Evans to Angola and from Angola to communities further south during the day. Table 2 highlights the service times for the Lakeshore Express at N. Main St. and Center St. which is the most central stop in the Village. Angola is served by 8 inbound stops and 10 outbound stops. Figure 7 represents the service route and stops in Angola and the surrounding area. Figure 8 represents the full service route for the Lakeshore Express.

| NFTA Bus Route 76 - Lakeshore Express<br>Stop Times - N. Main St and Center St. |         |
|---------------------------------------------------------------------------------|---------|
| Travel to Buffalo<br>(Inbound)                                                  | 6:52 am |
|                                                                                 | 7:29 am |
|                                                                                 | 6:28 pm |
|                                                                                 | 7:05 pm |
| Return from Buffalo<br>(Outbound)                                               | 5:36 pm |
|                                                                                 | 6:11 pm |

Table 2: Service times

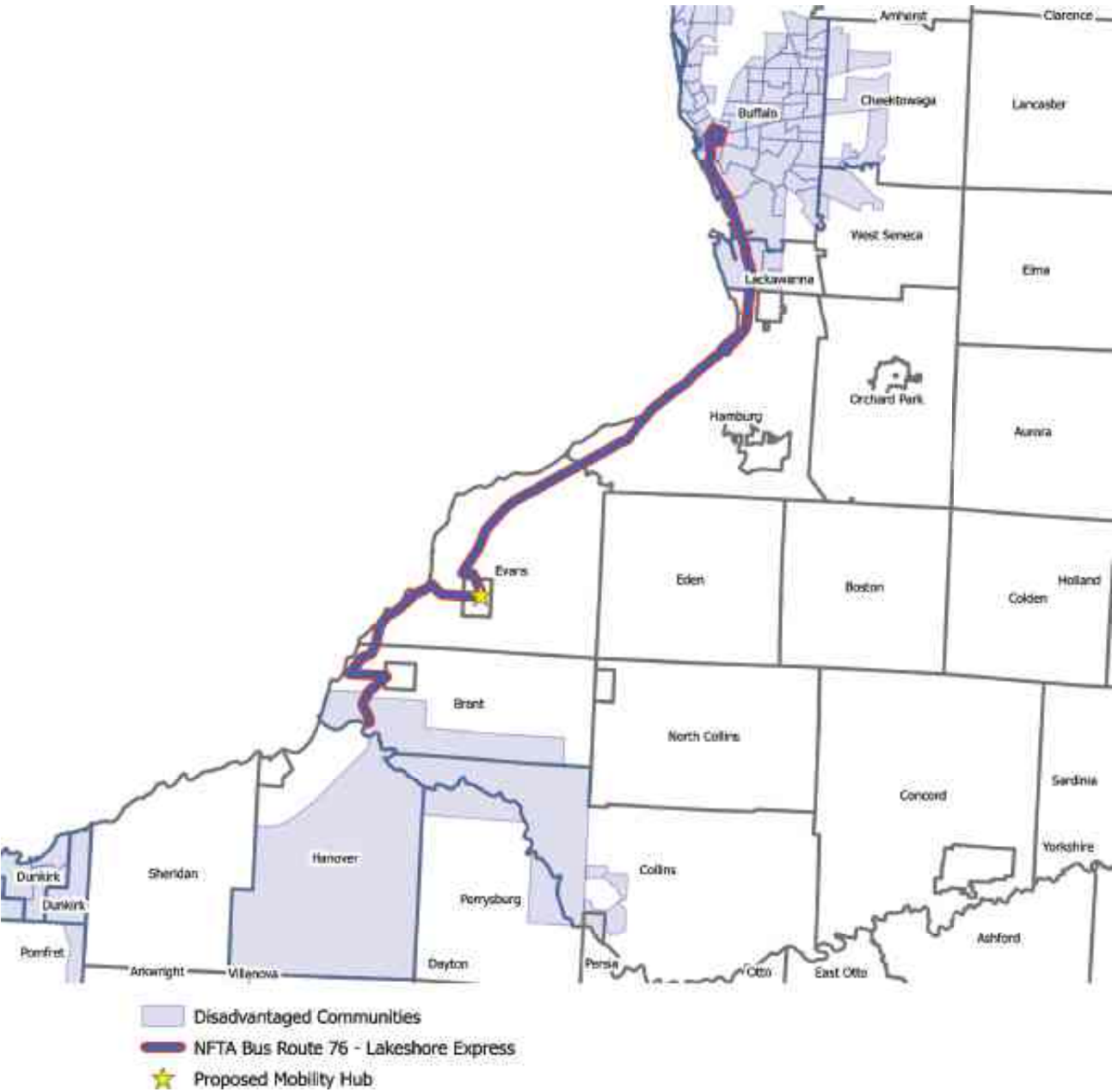


Figure 7: Service route and stops in and around Angola.

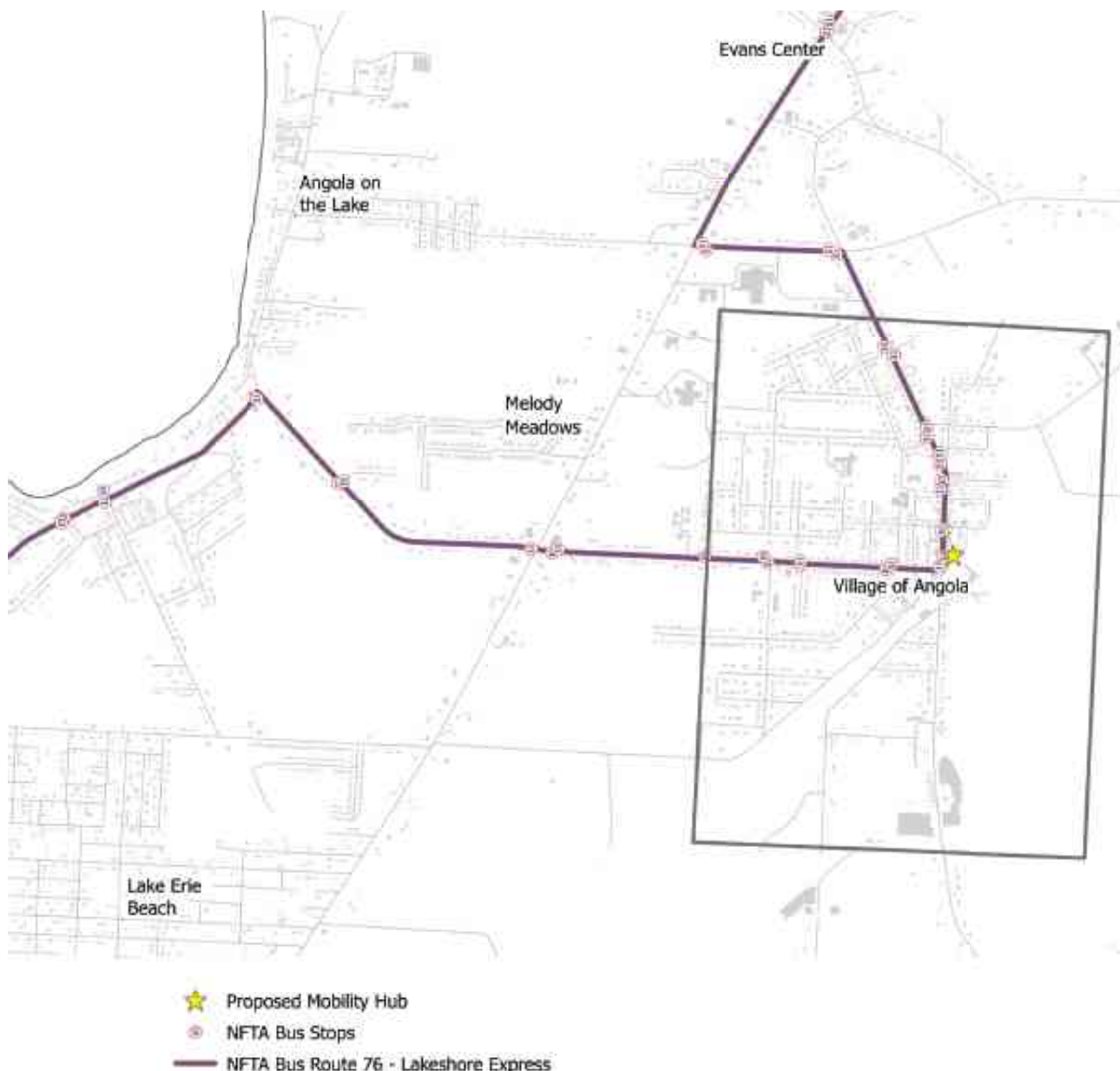


Figure 8: Full service route for the Lakeshore Express.

## Going Places Transportation Program

The Erie County Department of Senior Services operates the Going Places Transportation Program as part of the LiveWell Erie initiative. The service delivers curb-to-curb service for Erie County residents ages 60 and up, though service times vary by town. In Evans, the service time is 8:00am - 3:00pm every day except for Thursdays. Service is offered under a pay-as-you can model, with the recommended payment being \$8 per one way trip. Users must apply for the program online, and hail rides by calling the dispatch in advance to the trip.

Through the community engagement process, residents identified the program as limited, citing long lead times as a barrier for accessing the service. The Erie County Department of Senior Services recommends that rides be booked 7-14 days in advance to ensure a van is available when needed, limiting the flexibility of users to plan trips on short notice.<sup>5</sup>

5. Erie County Department of Senior Services, Going Places Rider Welcome Packet, April 2025, Erie County, New York <https://www3.erie.gov/seniorservices/sites/www3.erie.gov/seniorservices/files/2025-04/going-places-rider-welcome-packet-website.pdf>



# Service Area

The proposed Angola electric mobility hub location was identified in collaboration with the Village, as it is a centrally located municipally owned space adjacent to the Village’s revitalized downtown. This was also revealed in the community engagement process, where participants identified the Library, the Post Office and the variety of businesses adjacent to the study area as high-priority locations.

Through the community engagement process, this study identified points of interest to determine vital nodes in and around the Village of Angola, including points in the Town of Evans. Evans was included because many of the essential services Angola residents access are outside of the village border in Evans, including groceries, banking, and pharmacies. Additionally, the Village’s proximity to the Lake Erie waterfront generates significant regional tourism, presenting an economic development opportunity if mobility solutions are enhanced in both Evans and Angola.



Figure 9: Proposed location for the Angola Electric Mobility Hub

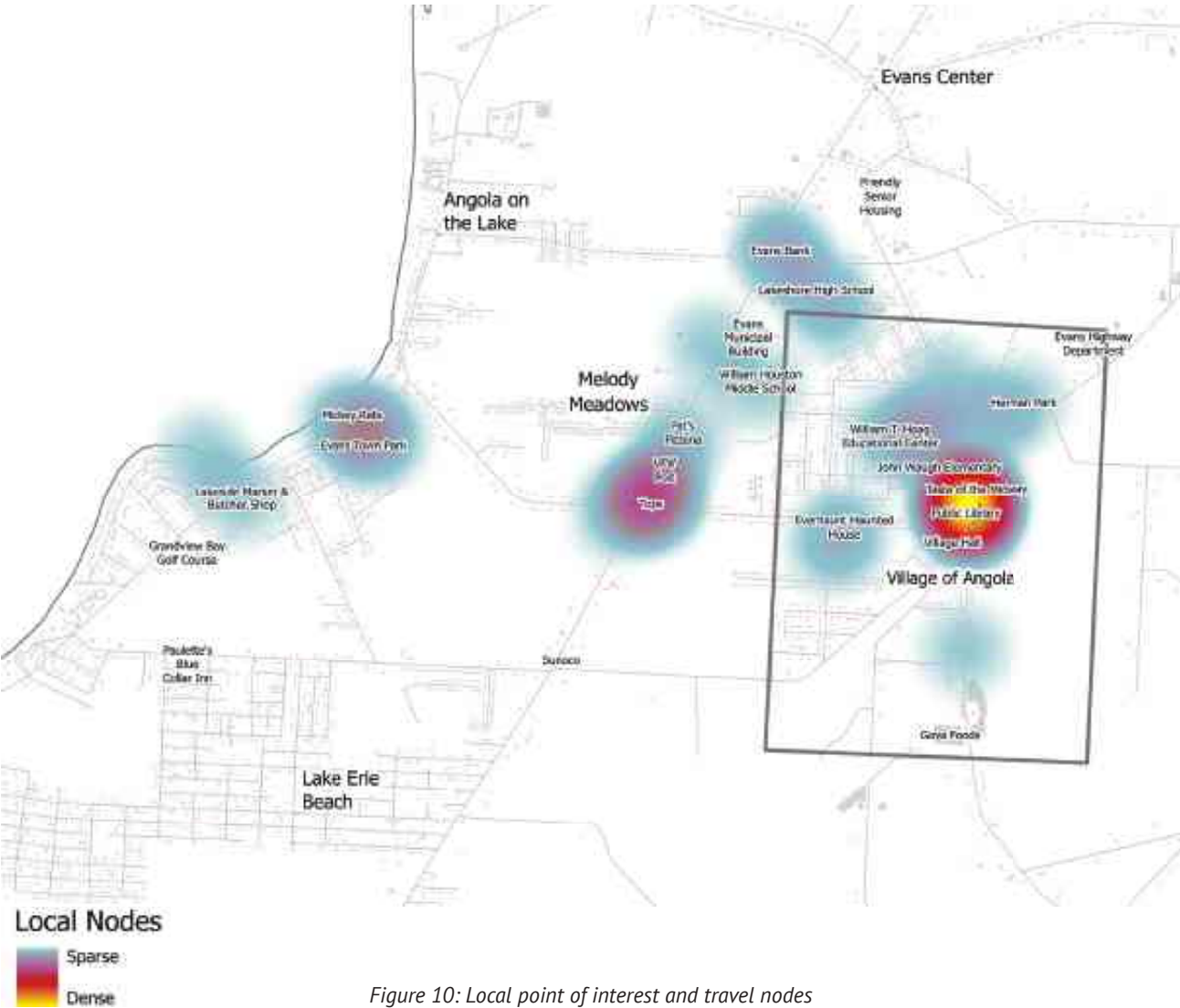


Figure 10: Local point of interest and travel nodes



The community engagement process also identified figure 11 as nodes at the regional scale. This was evaluated to determine regional travel preferences for Angola and Evans residents. Notable nearby points of interest include Sturgeon Point Park, Highland-on-the-Lake, Eden Center and Silver Creek.

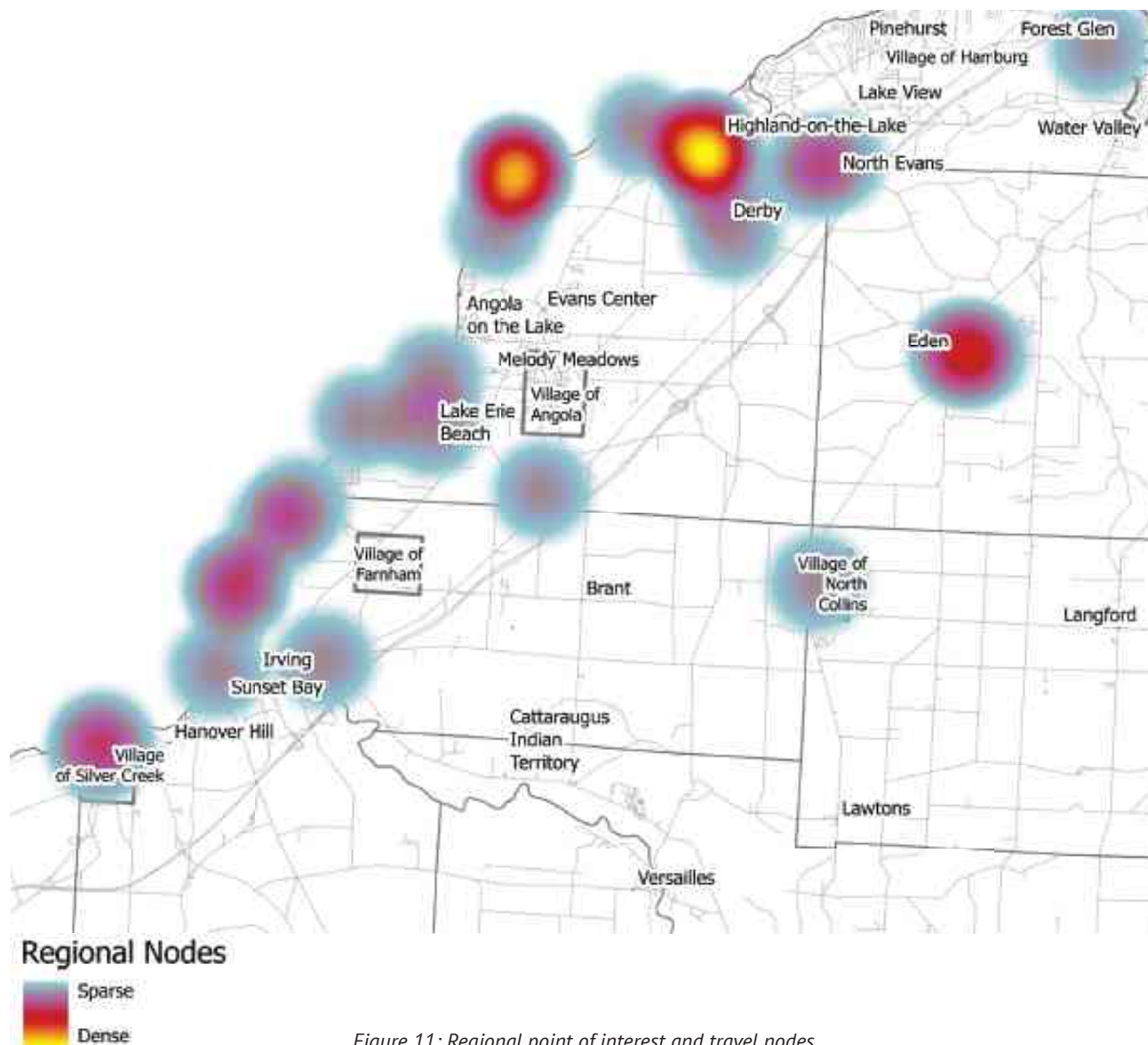


Figure 11: Regional point of interest and travel nodes



# Mobility Service Routes

## Bikeshare

Angola and the surrounding communities may benefit from improvements to bicycle-based transportation, with particular opportunities to connect the village center to Tops Grocery Store, Lake Erie Beach, and the Evans Municipal Complex. A bikeshare system may present opportunities for local users and tourists to access the waterfront, groceries, and the Village of Angola. The Town of Evans is currently undertaking a Transportation Master Plan, with the goal of enhancing bike and pedestrian connections along Erie Road, and between Angola and Lake Erie. Erie Road is designated as New York State Bicycle Route 517. While the road has wide shoulders, the high speeds of car traffic may be unwelcoming to prospective cyclists. Similarly, while the connection routes between Angola and Lake Erie (Beach Rd, Lake St, and Commercial St) have low traffic speed limits, they lack wide shoulders which also may discourage prospective bicycle riders.

Establishing a bikeshare program in Angola and its surrounding area may help encourage bicycle ridership, and thereby increase demand for bike lanes in support of the Evans Transportation Master Plan. Based on community feedback and analysis of central destinations in and around Angola, this plan looks into the feasibility of a bikeshare system that consists of 5 bikeshare stations located at key destinations. These stations could house 28 rentable bikes, with 35 bikes in the whole system to account for repairs and other operational considerations.

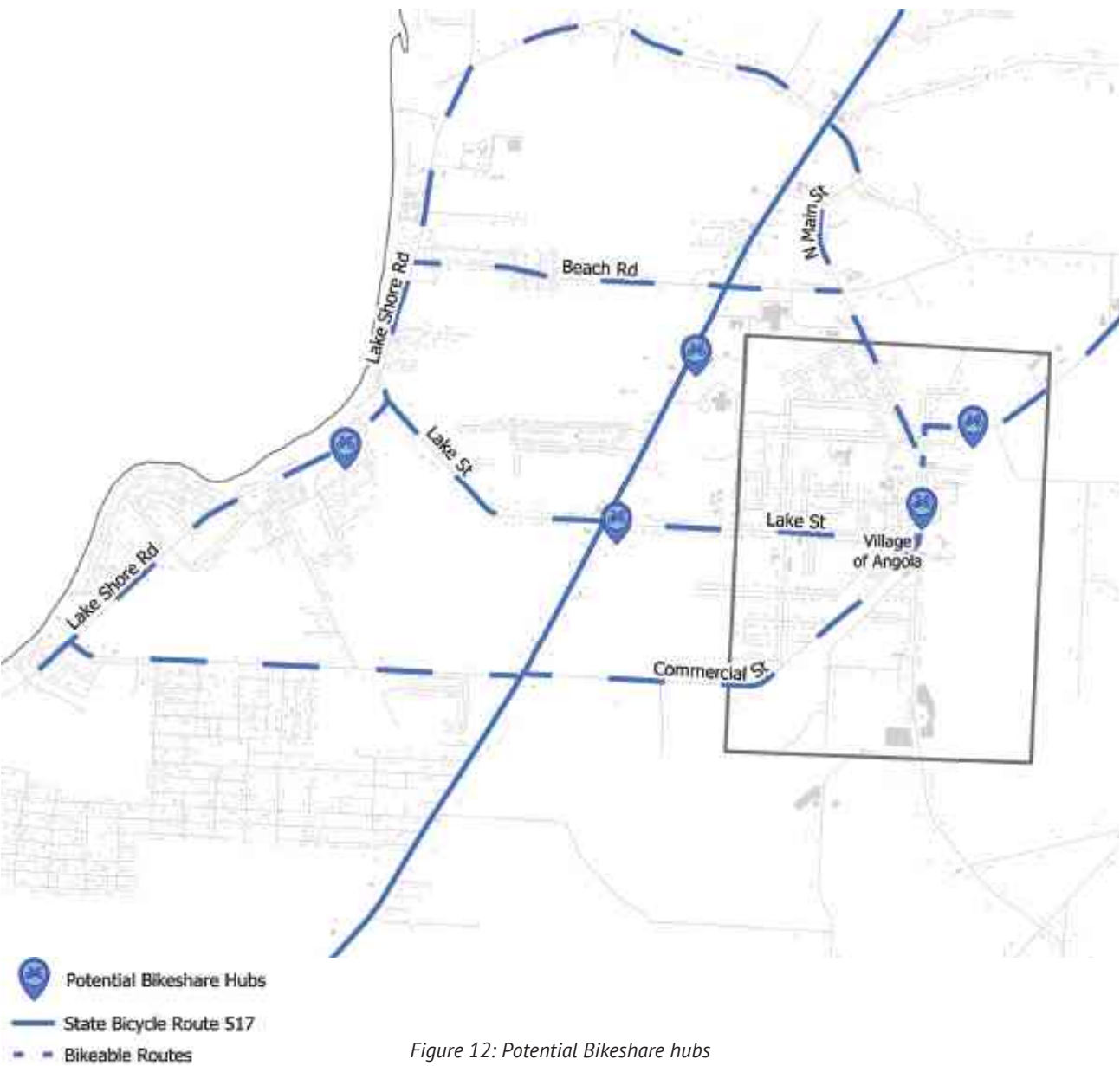


Figure 12: Potential Bikeshare hubs



## Electric Microtransit Service

In addition to a bikeshare service, an electric microtransit service could supplement current mobility options by providing frequent fixed route service to transport people around Angola and nearby communities for residents and visitors. An electric microtransit service also presents an opportunity to serve people with mobility limitations who may not be able to access bikeshare or public transportation, and may be unable to afford rideshare/taxi services. Locations of the microtransit route serve both tourist points of interest, essential services, and serve areas with higher-concentrations of elderly residents.

The proposed route is 6 miles, and would serve 7 stops. The route would start at the proposed Angola electric mobility hub, before heading west on Lake St, making stops at the Tops, and Evans Town Park before returning towards Angola. The route heads north on Erie Rd stopping again at Tops, and also stopping at Evans Town Hall and NBT bank before returning back towards Angola. The route stops at Friendly Senior Housing before finishing its route at the proposed Angola electric mobility hub.

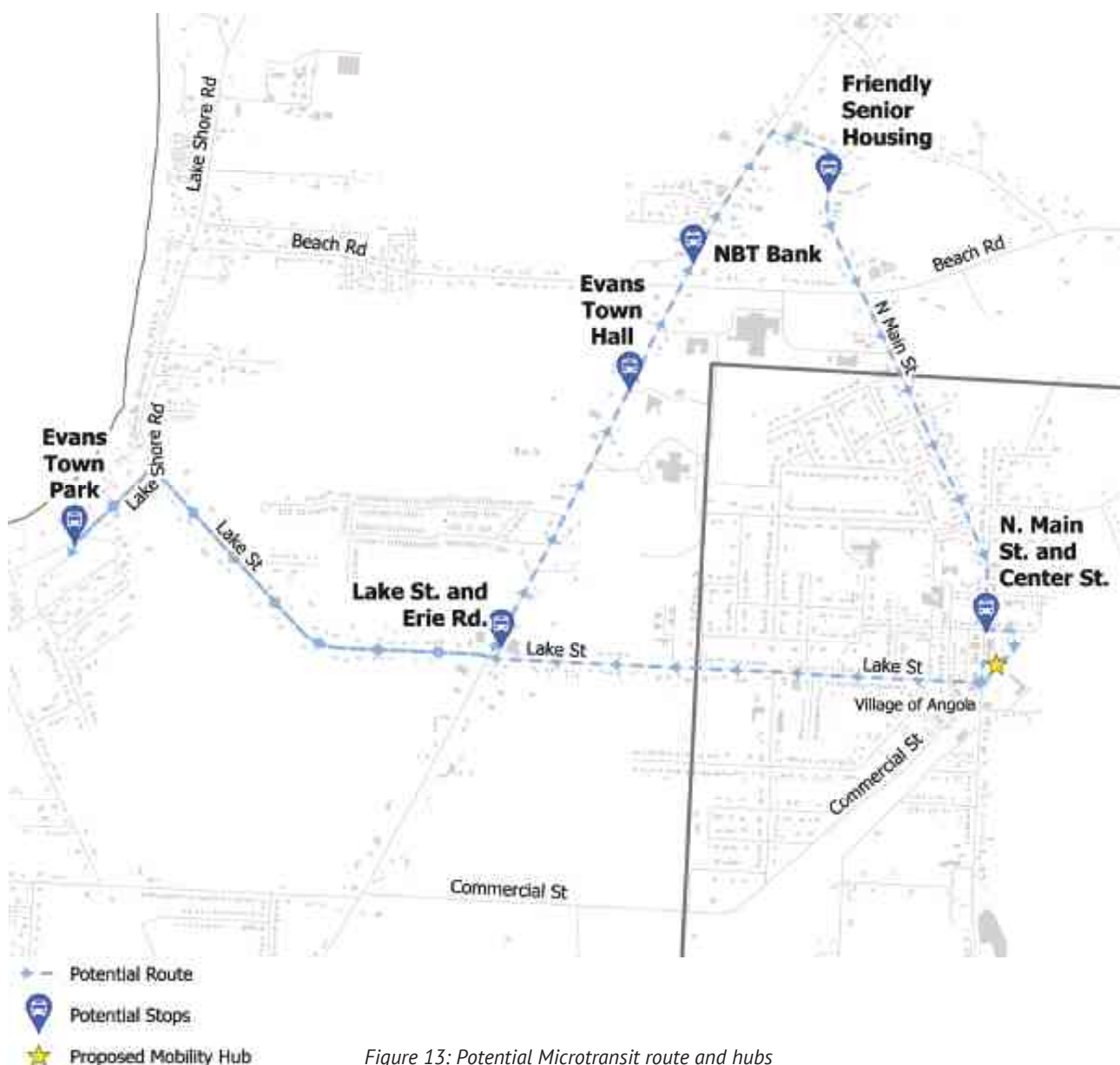


Figure 13: Potential Microtransit route and hubs



## Operations

### E-Bikeshare

The nature of e-bikeshare is on-demand, 24-7 operations. Users typically use an app to start and end trips, which is not restricted by time of day. If there is a bike at the user's starting hub, they can take it at any time and return it to the end hub at any time, though they are typically charged a per-minute rate of use. Bikeshare services that offer e-bikes, generally provide communities with an affordable way to use e-bikes. E-bikes are bicycles that provide a small boost to riders and can make bicycling more accessible to older adults and helps make bicycling a more accessible mode of transportation.

E-bikeshare is also generally a seasonal service in upstate New York, offered during months where riding conditions are permissible. Other upstate bikeshare seasons span from late March or early April to late November or early December. The bikes are removed from hubs at the end of their season and stored in a secondary location, usually the operational warehouse.

E-bikeshare batteries are charged through 2 primary ways depending on the infrastructure that is available. In many systems, battery charge levels are monitored by operations staff and are manually swapped with fully charged batteries once they reach a pre-determined charge level. This is typically sufficient to maintain a fully operational fleet, though it requires the use of a vehicle to perform the battery swaps.

Several technology providers are refining at-hub charging technology, which utilizes electric infrastructure to charge the batteries at hub while the bikes are not in use. This streamlines operations by limiting the need for staff to manually swap batteries, and also reduces potential downtime for users, ensuring batteries have sufficient charge at all times of day.

### Electric Microtransit

The proposed 6-mile route can efficiently support a fleet of four vehicles, with two vehicles actively providing service while the other two remain charging at the electric mobility hub. This rotation model ensures continuous service throughout the day, with each vehicle operating on alternating intervals. By staggering deployment, the system can achieve headways as low as 8 to 9 minutes between vehicle arrivals, minimizing wait times and improving service reliability for users.

Each vehicle is capable of completing up to 13 full route cycles, or approximately 3.5 hours of active service, before requiring a recharge. With a full re-charge taking approximately 4 hours, vehicles can alternate between charging and deployment with minimal disruption. As a result, system downtime is limited to about 30 minutes for every 4-hour cycle, allowing for a consistent and predictable level of service throughout the operating day.

Operating windows can be flexibly set by project partners based on community needs, anticipated ridership patterns, and seasonal demand. Service can be offered in 4-hour increments to align with vehicle range and recharge intervals. Daily operations may span between 8 and 12 hours, with options to adjust frequency and fleet size based on the time of day or specific use cases (i.e. peak commuter hours vs. mid-day).

The system also allows for potential seasonal variation. For example, expanded hours could be offered during summer months when regional tourism peaks, while a reduced schedule could be implemented during off-peak seasons to conserve resources. This flexibility ensures that the service remains both cost-effective and responsive to real-world conditions.



## Market Analysis

The proposed mobility solutions are designed to serve a wide range of users with diverse transportation needs. This includes local residents, many of whom face barriers to reliable mobility, as well as seasonal visitors drawn to the natural amenities of Lake Erie. By addressing both local and visitor demand, the system can provide social and economic benefits across user types.

## Individuals Served

### Local Users

Angola and its surrounding areas exhibit clear indicators of transportation disadvantage, highlighting the need for improved and accessible mobility options.

Out of 1062 total households in Angola, 340 households earn less than 80% of the area median income, and 212 residents live below the poverty line. These figures reflect a dependence on affordable transportation alternatives.<sup>6</sup>

The senior population is also significant. Within Angola and its surrounding Census Tract (Tract 155.01) there are an estimated 933 residents aged 65 or older.<sup>7</sup> Many of these individuals live in nearby senior-focused communities such as Melody Meadows modular home park and the Friendly Senior Housing complex, located outside the village border. Seniors often face driving limitations, making them especially reliant on safe and affordable shared mobility solutions and public transportation.

Another key population includes the 334 students from the Lakeshore Central School District who reside on Onödowága (Seneca) Tribal Land.<sup>8</sup> This community frequently faces systemic transportation challenges, meaning improved transportation options would provide greater access to Angola and the surrounding area.

Additionally, vehicle access is a clear concern in the area. 71 households lack access to a personal vehicle, and more than 1,026 have access to only one or fewer vehicles. Yet only 36 people currently use public transportation for commuting within Angola and its surrounding Census Tract. This gap suggests that NFTA Route 76 may not adequately serve the area due to limitations in routing and/or frequency.<sup>9</sup>

Together, these indicators point to a substantial unmet need for flexible, affordable transportation solutions that improve mobility for residents across income, age, and community status.

### Tourism

Angola draws approximately 4,000 annual visitors from surrounding lakefront communities, primarily during the warmer months. Currently, non-car access between the waterfront and the Village is limited, making it difficult for tourists to visit downtown Angola's shops, restaurants, and cultural institutions.

Providing improved mobility connections, such as bikeshare or electric microtransit, between the waterfront and downtown can increase visitor spending and support the Village's economic development goals. Angola's ongoing downtown revitalization initiative, including improvements to cultural and civic amenities, would benefit directly from increased foot traffic and visitor engagement.

---

6. 2023 American Community Survey

7. 2023 American Community Survey

8. 2023-2024, Enrollment Data - Evans-Brant (Lakeshore) CSD, New York Department of Education

9. 2023 American Community Survey



## Pricing

Affordability must be a core consideration when designing pricing structures, particularly given the community's low income levels and limited transit options. New mobility options must be priced competitively, ideally less than \$8 per one-way trip, which is the suggested fare for the Going Places curb-to-curb program.

## E-bikeshare

Electric bikeshare services in upstate New York offer a variety of pricing structures and plans to meet the needs of users. Most bikeshares in Upstate New York utilize a pay-as-you-go model as the standard pricing structure, with some offering membership opportunities to reduce costs for frequent users. Some systems incorporate equity-based memberships that offer reduced fares to mitigate financial burden. These models typically charge a fee to unlock a bike between \$1-2 and then a flat per-minute fee ranging from \$0.12 to \$0.40.

## Electric Microtransit

The electric microtransit service can have fares determined by local decision makers. Fares can be utilized to re-capture lost costs, or it can be low-cost to alleviate financial barriers. Regardless, the pricing should be low-cost and more effective than curb-to-curb service such as the Going Places Transportation Program suggested fare of \$8, ideally being at or below the \$2 fare for NFTA service.

## Improvement to Service

Expanding mobility options also has the potential to strengthen the overall transportation ecosystem. By providing first/last mile connections to destinations underserved by existing transit, new services like bikeshare and electric microtransit can complement and enhance existing public transportation options such as NFTA Route 76. In doing so, they may increase public transit ridership by making it a more viable and convenient option for more users. Additionally, greater connectivity can stimulate local economic activity by drawing more residents and visitors into the Village core, supporting downtown businesses and contributing to the success of ongoing revitalization efforts.

## Project Partners

**Town of Evans** is the municipal jurisdiction in which the Village of Angola is located. As a key planning partner, the Town provided local insight, access to public resources, and coordination with broader infrastructure efforts, including its ongoing Complete Streets initiative.

**Transportation Advisory Committee (TAC)** Town of Evans is a local advisory body focused on advancing transportation policy and mobility planning within the Town of Evans. Composed of municipal officials, planning staff, and regional partners, the committee brings together expertise from organizations such as the Greater Buffalo Niagara Regional Transportation Council (GBNRTC), C&S Companies, Erie County, and the New York State Department of Transportation (NYSDOT). The TAC supports initiatives aimed at improving access, safety, and connectivity for all residents across the town's diverse communities.

**Greater Buffalo Niagara Regional Transportation Council (GBNRTC)** serves as the federally designated Metropolitan Planning Organization (MPO) for Erie and Niagara counties. GBNRTC leads long-range transportation planning, data analysis, and regional coordination to support sustainable mobility and infrastructure investment across Western New York.

**Rural Transit Services (RTS)**, is a not-for-profit provider addressing the transportation needs of seniors, low-income individuals, and people with disabilities across communities in Erie County, including the Town of Evans. Supported by trained volunteers, RTS delivers safe, accessible rides focused on community independence and mobility equity.



**Erie County Parks Department** The Erie County Parks Department manages regional parks and trails along the Lake Erie shoreline, including sites near the Village of Angola. Through projects like the Shoreline Trail extension, which will connect Wendt Beach, Bennett Beach, and Evans Town Park, the department is actively expanding active transportation infrastructure. These improvements align with Angola's goals of enhancing mobility, tourism, and access to recreational destinations.

**Lake Shore Central School District**, serving the Village of Angola and Town of Evans, plays a central role in shaping local mobility through its student and family travel patterns. As an early adopter of clean transportation, the district has implemented electric bus charging infrastructure and begun transitioning its fleet to zero-emission vehicles. These efforts position the district as a potential partner in advancing broader clean mobility initiatives within the community.

## Technical Feasibility and Recommendations

### Shared Micromobility

Shared micromobility services in the U.S. have traditionally focused on dense urban centers, where population and trip density generate the sustained ridership needed for long term viability. In suburban or rural contexts, successful micromobility systems are typically anchored by institutions such as colleges or universities that can guarantee usage and provide financial support. Angola is located roughly 40 minutes from Buffalo and lies outside typical deployment zones for shared mobility services. However, there are some regional precedents to be considered.

Reddy Bikeshare currently operates in Buffalo and Niagara Falls. They have been operating since 2016, but currently have no presence in towns smaller than 45,000 people. In 2019, Reddy Bikeshare expanded from Buffalo into Niagara Falls under a Congestion Mitigation and Air Quality (CMAQ) grant of approximately \$500,000, supporting 150 standard bicycles. While Niagara Falls with its higher population and millions of annual tourists offered a good environment for return on investment, the project demonstrates that public funding backed expansion into smaller cities is possible in the region. Reddy Bikeshare is also tied to their sponsorship contract with Independent Health, which has some influence on their expansion into new communities.

Scootershare companies offer an alternative to traditional bikeshare models, but small towns have often struggled to implement these services sustainably. In recent years, Bird Scooters launched pilot programs in the nearby towns of Dunkirk, Fredonia, and North Tonawanda—somewhat comparable in size to the Village of Angola and Town of Evans, experimenting with their “General Manager” (GM) operational model. Under this structure, local individuals or organizations entered into contracts to operate the system independently, while Bird provided branding and backend support. While this approach allowed Bird to limit its own financial liabilities, it placed significant operational responsibility—maintenance, charging, rebalancing, safety, and system oversight on the local GM.



Figure 14: Reddy Bikeshare in the City of Buffalo<sup>10</sup>

All three towns ultimately terminated their scooter share programs, citing major issues such as broken or malfunctioning devices, safety concerns, cluttered sidewalks, and poor responsiveness to local complaints. These failures underscore the lack of reliable turnkey solutions for shared micromobility in small communities. Success in these environments requires not just technology, but commitment and coordination at the local level.

---

10. Reddy Bikeshare, image, accessed September 9, 2025, <https://reddybikeshare.socialbicycles.com/>



There is limited precedent for successful shared micromobility deployment in very small towns; however, existing examples tend to share one or more key factors. Most commonly, these small systems are supported by a nearby university or college, where institutions either require or strongly encourage operators to extend service into the surrounding community and they front the costs as well. Others succeed in areas with heavy year round tourism, which boosts seasonal ridership to sustainable levels, even though populations are small. Additionally, nearly all small market programs operate in regions with a near 12 month riding season or receive significant public investment—both upfront for equipment and ongoing to help operators meet their financial benchmarks. Without one or more of these conditions, long-term viability becomes far more difficult for providers.<sup>11</sup>

## Estimated Micromobility Costs

|               | Total micromobility devices | Operations cost per/year | Scooter/Bike cost | Estimated Revenue | Notes                                                                                             |
|---------------|-----------------------------|--------------------------|-------------------|-------------------|---------------------------------------------------------------------------------------------------|
| Turnkey Model | 100 <sup>12</sup>           | \$125k-\$175K            | \$300K-\$400K     | \$60K-\$100K      | Tariffs may cause increases in prices as majority of micromobility devices are imported from Asia |

Table 3: Estimated Micromobility costs

The above figures are estimated costs associated with operations of micromobility in the broader Southtowns area, extending beyond the borders of Angola and Evans to achieve the necessary scale of service to make such a service more financially viable. Assistance of purchasing out assets may help provide the stepping stone to sustainability, however the revenue generated from use of the system is still projected to be less than the true costs of operations. Additional revenue from sponsorship, or recurring financial contributions from the public can fill the gap. A regional example, CDPHP Cycle! system in the Capital Region of New York, is supported by 4 revenue sources: recurring transit dollars, sponsorship, yearly contributions from municipal partners, and revenue from users. This sort of combined funding model would be required for a shared micromobility service to be sustainable past a potential grant period provided by NYSEDA's Clean Mobility Program.

In addition, electric infrastructure for micromobility may be also considered. Electric charging infrastructure will charge shared bikes when locked in, resulting in a potential decrease in operational costs. Costs for setting up charging infrastructure through re:Charge, a New York state based bikeshare charging infrastructure provider, is summarized in Table 4.

| Company   | Number of Electric Racks | Rack Cost | Installation | Total Electric Racks | Yearly Electric Costs |
|-----------|--------------------------|-----------|--------------|----------------------|-----------------------|
| re:Charge | 100                      | \$290K    | \$25K-50K    | \$315K-370K          | \$2340 <sup>13</sup>  |

Table 4: Estimated costs for bikeshare charging infrastructure by re:Charge

Shared micromobility can bring significant benefits to communities, including increased transportation access, improved public health, and reduced vehicle dependency. However, in smaller municipalities, the success of such programs hinges not only on funding and infrastructure, but also on the willingness of local leadership to actively coordinate, support, and champion the service. That can potentially usher in micromobility operators that would not normally see the market as financially feasible. Based on the analysis in the Mobility Service Routes section, the estimation of 5 stations and 35 assets is what may be feasible for deployment in the focus areas based on use patterns. This may not be enough for a standalone operation (see Bird Scooters and lack of precedence in similar markets) and may require other stakeholders and inclusion of other municipalities in the Southtowns to be economically feasible.

11. Aspen, Colorado (Tourism – Population 7,000), Oxford, Ohio (University – Population 23,000), Key West, Florida (Tourism (rentals) – Population 26,000), and Montevallo, Alabama (University – Population 6,700)

12. Cost break down for smaller amounts is possible however vendors may require a minimum threshold.

13. Annual energy use per rack: 0.6 kWh × 260 days = 156 kWh. Total energy use for 100 racks: 156 kWh × 100 = 15,600 kWh annually Assuming a utility rate of \$0.15 per kWh, the estimated annual electricity cost for operating 100 charging racks would approximately be \$2,340 per year



## General Recommendations

Given the large amount of funding needed to support a shared micromobility program, it will be difficult to establish a full-scale bikeshare program in Angola and Evans given the area's low population density, lack of existing bicycling infrastructure, and lack of shared bicycle programming precedents to point to. To address this, recommendations are divided into three categories:

### Supporting Conditions

- Ongoing financial support from the municipalities and private entities beyond the initial grant period. This could include private sponsorship as well.
- Improvements to bicycle infrastructure that ensure safe, accessible road conditions for riders would increase interest and comfortability of bicycling throughout Evans and Angola.
- Strong municipal leadership and a local champion to guide implementation and stakeholder engagement.
- Other operational support, such as offering low or no maintenance space in public buildings, partnerships with local bike shops, and assistance from local police for stolen assets.

### Near Term Actions:

- Leverage Angola's lakefront tourism and downtown activity to support bicycle-based mobility options. This could include shop-based bike rentals that reinforce local businesses while meeting visitor needs
- Coordinate with regional partners such as GObike to align local trail improvements with larger regional trail systems, reinforcing Angola's role as a connector between the waterfront, Evans' Shoreline Trail, and regional destinations..
- Pursuing small grants/private funding, that can facilitate a limited pilot network for a small period of time. Framing it as a pilot, can allow testing and see if the market is feasible, while also building a bike culture alongside ongoing improvements to bike infrastructure. This is common for non-traditional shared micromobility markets.

### Long-Term Actions:

- Collaborating with neighboring communities to develop a regional bikeshare system once scale and demand make it more feasible.
- Considering electrification of bicycles and supporting infrastructure in alignment with regional mobility goals.
- Identifying dedicated maintenance space and staff capacity if a bikeshare program were to advance in the future.
- Per the Mobility Service Routes section, the Team estimates 5 potential locations supporting 28-35 bikes in Angola and the immediate region. While this is likely below the typical threshold for a new vendor interest, regional partnerships with nearby towns, colleges, and major employers could help scale demand, funding, and attract providers to the region.
- Electrification of bike infrastructure for shared micromobility may be imperative for operations. Support with National Grid, and other entities would be required.

These recommendations connect directly with the strategies outlined in the report's Additional Funding Opportunities section (see pages 29-30), which identifies specific funding streams and programs that can support implementation.

## Electric Carshare

Electric carshare, like micromobility, presents unique challenges in smaller markets. This project's market analysis of carshare in similar markets in the nation yielded only one comparable program Miocar, a nonprofit operating in California's San Joaquin Valley, which serves similarly sized communities. The program has received over 10 million dollars in state funding to sustain and expand its operations over the course of the last 5 years. Their initial launch, funded by a similar source to NYSEDA called the California Air Resources Board (CARB), was in 4 small communities within 40 miles of each other and of similar sizes to Angola.

While Western New York currently lacks an active carshare program, previous efforts such as Zipcar and Buffalo CarShare have laid important groundwork. Encouragingly, the City of Buffalo has secured CMAQ and NYSEDA funding to support the launch of an electrified carshare service, reflecting strong public interest, though progress has been delayed because of infrastructure gaps and the challenge of securing a qualified/interested service provider.



Figure 15: MioCar <sup>14</sup>

## General Recommendation

Without an active regional provider, and lack of overall service providers in carsharing, this analysis does not recommend pursuing a standalone carshare program for the region at this time. Instead, we suggest engaging regional initiatives to explore potential collaboration of funded, not yet deployed electric carshare projects. As with Miocar, if carsharing is a community priority, partnering with other municipalities may be necessary to build a strong user base and submit a competitive proposal that can attract a provider.

## Electric Microtransit

Electric microtransit is an emerging transportation option that offers low cost, flexible services for riders and could provide meaningful mobility access in and around the Village of Angola, Town of Evans, and other nearby communities. Several turnkey providers including May Mobility, Circuit, and Via offer electric microtransit services that operate either as fixed route circulators or on demand shuttles. While these services are more common in larger, high density cities, they may be adapted for rural or suburban areas with the right local commitments and financial backing. Below are details regarding some prominent turnkey providers of microtransit.

**May Mobility** – an autonomous vehicle (AV) technology company specializing in self-driving electric shuttles for public transportation. Headquartered in Ann Arbor, Michigan, May Mobility partners with cities and transit agencies to operate low-speed, fixed route and flexible route autonomous shuttle services. Their focus is on integrating AVs into municipal fleets for safer, more efficient mobility especially in downtowns, campuses, and urban circulators. What sets May apart is its core emphasis on autonomy and human supervised deployment of AVs, making it a pioneer in AV microtransit. May Mobility traditionally has been operating in larger markets, however some small markets, like Grand Rapids, Minnesota, have the service as well.



Figure 16: May Mobility <sup>15</sup>

14. Image courtesy of MioCar ([miocar.org](https://miocar.org)), a nonprofit 100% electric vehicle (EV) car-sharing service operating in Richmond, Stockton, and Tulare/Kern County in California [https://miocar.org/?page\\_id=15270](https://miocar.org/?page_id=15270)

15. May Mobility, "May Mobility Expands Autonomous Driver-Out Vehicle Operations to Second U.S. City," May Mobility, November 20, 2024.



**Via** – a global leader in microtransit and transit technology solutions. Founded in 2012 and based in New York City, Via partners with public agencies to provide dynamic, demand-responsive transportation using vans and shuttles. Its platform powers both fully managed turnkey services and software as a service (SaaS) operations for cities, school districts, and paratransit systems. Unlike May Mobility, Via focuses on optimizing human operated, flexible ride services, often replacing underperforming bus routes in suburban or rural areas. Their model is highly data driven, designed to increase service efficiency and equity. Via currently operates in similar sized municipalities such as Wilson, North Carolina and Kenora, Ontario.

**Circuit** – a microtransit service provider offering low-speed electric shuttle rides in compact service zones, often for free or low-cost thanks to public-private sponsorships. Based in New York and operating across the U.S., Circuit serves beach towns, urban cores, and event districts, often using Polaris GEM electric vehicles and employing local drivers. Its service is app-based but often supplemented by street hailing, with routes that are either fixed or flexible. Circuit differs from both May and Via by focusing on short, hyperlocal trips using small EVs and sponsorship based funding, rather than tech licensing or AV innovation. Circuit has operated in smaller communities such as Stoneham, Massachusetts; Belmont Shore, California; and Avalon, California. Like Angola, both Avalon and Belmont Shore are beach towns with seasonal transportation patterns, making them relevant case studies for microtransit deployment.



Figure 17: Circuit <sup>16</sup>

## Non-Electrified Microtransit Services

**Rural Transit Services** - While turnkey solutions may be viable in some cases, non-profit transportation services in the county are currently provided by Rural Transit Services (RTS). Based on feedback from RTS, there appears to be limited interest in electrifying their fleet to serve the region. This reluctance may stem from concerns about vehicle range particularly in winter months, limited electric vehicle options, and concern over electric vehicle maintenance and cost.

**Going Places Transportation Program** - Additionally, Erie County Department of Senior Services offers curb-to-curb service. The fleet is not currently electrified, and has user limitations due to the reservation system and service capacity in rural and exurban areas. Furthermore, the program serves people ages 60+, limiting the opportunity to capture service for other populations that face transportation barriers.

## Electric Microtransit Costs Estimates

Table 5 represents the financial estimation provided by both providers through precedence.

| Company | # of Cars | Total Monthly Cost (Leased) | Total Monthly Cost (Purchased) | Annual Cost (Leased) 6 Months | Annual Cost (Purchased) 6 Months | Upfront Costs |
|---------|-----------|-----------------------------|--------------------------------|-------------------------------|----------------------------------|---------------|
| Circuit | 3         | \$33K–\$45K                 | \$24K–\$30K                    | \$198K–\$270K                 | \$144K–\$180K                    |               |
| Via     | 3         | -                           | \$24K–\$45K                    | -                             | \$144K–\$270K                    | 20K           |

Table 5: Financial estimations for Circuit and Via

16. Image courtesy of Circuit a 100% electric shuttle service that has provided over 5 million rides across 27 markets in eight states.  
<https://www.ridecircuit.com/circuit-5million>



For potential service in the Village of Angola and Town of Evans, this analysis recommends the direct purchase of electric vehicles for this service. While prices vary, owning the vehicles can significantly reduce ongoing costs for a seasonal service and owning the asset in the long term is a financial benefit. Below are three examples of electric vehicles that could be considered for purchase, though each provider may have specific vehicle preferences depending on the market context.

| Vehicle                       | Price Range (USD)   | Miles per Charge                           | Notes                                                                                                                                |
|-------------------------------|---------------------|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| EV GEM e6                     | \$14,000 – \$18,000 | 30 – 40 miles                              | EV GEM is a low-speed electric vehicle (LSEV) with a top speed of ~25 mph. Ideal for short trips and campus or community use.        |
| Ford Transit Connect Electric | \$45,000 – \$50,000 | 85 – 100 miles                             | Transit Connect EV is a full-speed electric van suitable for commercial use. Higher range and utility but more expensive.            |
| Chrysler Pacifica Hybrid      | \$42,000 – \$50,000 | 32 miles (electric only) + 520 total range | A plug-in hybrid minivan offering short-range electric trips and extended hybrid operation. Widely used in family and fleet contexts |

Table 6: Costs and specifications of electric vehicles for shared mobility service.

In addition, potential NYSERDA funding for electric vehicle charging, overnight parking at the electric mobility hub, and winter storage could further reduce costs for a future operator. Below are estimated deployment costs for Level 2 vehicle charging infrastructure per port at the mobility hub.

| Charger Model                                  | Hardware + Software | Install Estimate | Total               | Annual Electricity          | Annual Software |
|------------------------------------------------|---------------------|------------------|---------------------|-----------------------------|-----------------|
| CPF50 (Dual-Port)<br>Privately Fleets          | \$2,300.00          | \$3,000–\$7,000  | \$5,300 – \$9,300   | \$1000-\$2000 <sup>17</sup> | \$250-350       |
| CT4000 (Dual-Port)<br>Available to the public. | \$8,750.00          | \$3,000–\$7,000  | \$11,750 – \$15,750 | \$1000-\$2000               | \$400-600       |

Table 7: Estimated deployment and operating costs for Level 2 EV charging infrastructure

## General Recommendations

Similar to shared micromobility/bikeshare, it will be difficult to build out an electric microtransit program given the low population density in Angola/Evans. The project team's investigation identified several key factors necessary to attract and sustain electric microtransit in a small market:

- Partner with Erie County/NFTA to explore a seasonal shuttle program similar to the Discover Niagara Shuttle.<sup>18</sup>
- The Accelerate Community Transportation (ACT) Grant Program, launched in 2025 by the Health Foundation for Western and Central New York, provides up to \$15,000 in first-year support along with in-kind technical assistance to establish volunteer-based ride services for older adults, low-income families, and underserved populations. This program is well-suited for Angola to collaborate with Rural Transit Service in expanding a volunteer-based transit option that addresses immediate community mobility needs. Leveraging ACT funding would strengthen local transportation choices while reinforcing Angola's broader strategy of pairing community services with larger infrastructure investments.

17. Estimated a total 5100 kWh, 15000 miles per year, per vehicle at a cost of .15 cent - .25 cents per kWh.

18. Discover Niagara Shuttle, a free seasonal hop-on/hop-off service connecting key destinations in Niagara County. <https://www.niagarafallsstatepark.com/explore-the-region/discover-niagara-shuttle/>



- Outright vehicle purchase – Some operators lower their ongoing service fees when municipalities purchase the vehicles out and lease them to the provider for a nominal cost.
- Electric charging infrastructure and outdoor parking – Reliable power access and designated parking are critical to daily operations of microtransit.
- Winter storage – Secured indoor space, such as a municipal DPW facility, helps prevent deterioration of vehicles and batteries during off-season months.
- Seasonal operations – Offering service only during peak months helps reduce costs and better aligns with local demand.
- Local leadership and visibility – Strong municipal support, paired with community outreach and marketing (especially tied to events or seasonal programming), is essential for building awareness and adoption;
- Upfront investment and sustained grant funding – Securing large scale funding from programs such as NYSEDA or CMAQ can help entice operators by de-risking entry into smaller markets and ensuring capital for the 2-3 years.
- Marketing and Advertising Space - Some Microtransit agencies allow fully wrapped vehicles in order to help pay for the service. This may be a good avenue for sustainable practices.
- Both Via and Circuit may be a viable option for service. AV vehicle services, like May Mobility, may present some legal and policy issues if implemented in New York State.
- Regional coordination – Designing the service across multiple municipalities can improve coverage and share operational costs beyond initial NYSEDA funding.
- Potential Alignment with NFTA – Coordination with NFTA may strengthen planning efforts, management and financial sustainability of the program.

## Sustainability

Financial sustainability for services highlighted in this section will be difficult to achieve, requiring long-term planning and consistent external support. While fares, sponsorships, and municipal investment can offset some costs, they are unlikely to cover full operating expenses in a rural, seasonal market like Angola, especially without a strong financial driver such as tourism or a major institution. NYSEDA's Clean Mobility Program Demonstration funding is likely not the best fit for these communities; while it may provide short-term support for vehicles, infrastructure, and early operations, it is not designed to ensure long-term service viability. In general, transportation programs like these in more rural areas, without a major financial driver of people (like tourism, or an educational institution) and are seasonal, operate very lean or at a loss. Annually the potential gap in funding is filled by public funding, sponsorship or transit. This all depends on the priorities/finances of the municipalities wanting programs.<sup>19</sup> On analysis of each program's potential revenue generation from use and sponsorship (including electric carshare) the gap in funding needed after the NYSEDA grant, is estimated to be 70K per program annually.

## Additional Funding opportunities

### Trail and Infrastructure Funding

- Ralph C. Wilson, Jr. Trails Maintenance Fund was established with a \$10 million endowment to sustain regional trails in WNY. With the Town of Evans advancing the Shoreline Trail, the Village can strengthen its case by positioning downtown Angola as a supportive hub, tying into the regional trail system and leveraging potential complementary funding.
- GObike Regional Trail Connections- GObike Buffalo is advancing the Southern Tier Trail with Cattaraugus County, moving into design and engineering for over 50 miles of new regional trail. At the same time, the Town of Evans is pursuing trail infrastructure through the Shoreline Trail. These efforts create a strong framework for Angola to position itself as a connector between Lake Erie's waterfront, Evans' trail system, and the emerging Southern Tier corridor. By collaborating with GObike, the Village could align its local improvements with broader regional planning, ensuring that downtown Angola becomes a stop within a larger trail and tourism network.
- John R. Oishei Foundation could also be considered, as it has funded GObike Buffalo in the past for neighborhood bike infrastructure improvements such as the Grant Street revitalization project.

---

19. Regionally, Troy, Saratoga Springs, Albany, Schenectady and Hamilton, Ontario provide annual financial support to their transportation programs of bikeshare, carshare, and other types ranging from 30K to 500K.



## EV Charging and Clean Mobility Funding

- Climate Smart Communities The Town of Evans, recognized as a Bronze Climate Smart Community, has secured funding to install Level 2 EV chargers at Town Hall. Since the Village of Angola lies within the Town's jurisdiction, a strong opportunity exists to expand this investment by adding a public-use charger in the Village. Doing so would not only extend the reach of Evans' climate initiatives but also support Angola's broader mobility and sustainability goals. With technical support from the University at Buffalo Regional Institute (UBRI), the regional Climate Smart Communities assistance provider, Evans can continue to advance toward Silver status and unlock additional funding. By pairing these resources with ongoing downtown revitalization, Angola can position itself as a local clean mobility hub.
- NYSERDA's Charge Ready NY 2.0 program provides incentives for installing Level 2 charging stations at workplaces, multi-unit dwellings, and public facilities. All sites are eligible to receive a base incentive, with higher incentives available for sites located within Disadvantaged Communities (DACs). Additional bonuses are offered for workplace or multi-unit dwelling projects that promote EV adoption. For Angola, deployment could focus on Village-owned facilities such as municipal parking areas or community spaces, reducing installation costs and complementing the Town of Evans' existing charging infrastructure. This would strengthen Angola's role in building a local clean mobility network that connects the waterfront and downtown.

## Other Funding Opportunities

- CMAQ / TAP / CRP funding is federally under the Federal Highway Administration (FHWA), part of the U.S.DOT and while the timing and availability of future rounds remain uncertain, past cycles have consistently directed resources toward bikeshare, bicycle infrastructure, and multimodal improvements in Western New York.
  - 2018
    - \$759,226 to NFTA for Go Buffalo Niagara bikeshare, vanpool, and carpool expansion.
    - \$5,000,000 to Rochester Genesee Regional Transportation Authority to expand bikeshare and vanpool services.
    - \$924,000 to Town of Tonawanda for mini-roundabouts, bike lanes, and pedestrian upgrades on Parker Blvd corridor.
  - 2021
    - \$1,781,000 to the Town of Clifton Park to enhance pedestrian and bike facilities along Main Street.
    - \$4,565,356 to the City of Cohoes to construct nearly three miles of sidewalks, bike lanes and other enhancements to facilitate a pedestrian friendly environment including Safe Routes to School.
  - 2023
    - \$2,785,194 to Town of Hamburg for multimodal improvements on South Park Avenue.
    - \$3,392,800 to Village of Lancaster to close gaps in pedestrian and bicycle networks.

These precedents suggest that, if future funding rounds are made available, Angola could position itself well for projects such as bikes for bikeshare, infrastructure, and multimodal enhancements.

- NY Forward- The Village of Angola was awarded \$4.5 million through the NY Forward program to advance downtown revitalization. These funds can support infrastructure projects that improve streetscapes, walkability, and public space, while also complementing mobility-focused initiatives such as trail connections, EV charging, and bicycle amenities. By aligning mobility investments with the NY Forward strategy, Angola can maximize state support for infrastructure-based improvements that reinforce its role as a vibrant regional center.
- Empire State Development's Regional Council Capital Fund provides grants for projects that align with regional economic priorities, including tourism development. For Angola, this creates a clear opportunity to link Lake Erie's waterfront tourism with downtown revitalization efforts. Strategic investments such as enhanced wayfinding, bike rental programs, EV charging, and pedestrian-friendly streetscapes can draw beach visitors into the heart of the Village. By positioning mobility infrastructure as part of a broader tourism strategy, Angola can leverage ESD funding to strengthen its role as both a community hub and a destination for visitors.



## Site Implementation



Figure 18: Proposed Electric Mobility Hub Site Plan

The proposed electric mobility hub is located on North Main Street in the village center, adjacent to the existing NFTA Route 76 stop at the intersection of North Main and Center Streets. This site was selected for its visibility, municipal ownership, and proximity to key destinations along the North Main Street corridor. The plan envisions a flexible, multimodal zone that co-locates several mobility functions within a single footprint.

The hub may include a seasonal bikeshare station to support short-distance trips and offer a low-cost, flexible option for residents and visitors. Charging infrastructure for the electric microtransit service could be located in the adjacent parking lot, enabling reliable connections to key local destinations such as Lake Erie Beach, the Route 5 commercial corridor, Evans Town Hall, NBT Bank, and Friendly Senior Housing. The site could also function as a transfer point for residents without personal vehicles and older adults who no longer drive, improving access to essential services and everyday needs.

By concentrating shared mobility features at this central location, the hub not only enhances transportation equity but also reinforces the village center as a regional activity node. The increased foot traffic and accessibility could draw more visitors into the village center, supporting local businesses and strengthening the economic vitality of the community.

The proposed electric microtransit route will have designated stops at key locations across the village and town, including Lake Street and Erie Road, Evans Town Park, Evans Town Hall, NBT Bank, Friendly Senior Housing, and North Main Street at Center Street. These stops have been identified to connect residents and visitors to essential services, civic facilities, and recreational areas while strengthening linkages to the village center.

To enhance visibility and usability, each stop will incorporate wayfinding signage and simple site markers to identify the service, helping residents and visitors navigate the system more easily. These enhancements will also support the integration of the microtransit service with other shared mobility options, such as bikeshare stations, that may be located at several overlapping sites including North Main Street and Center Street, Evans Town Hall, Evans Town Park, Herman Park, and Lake Street at Erie Road.

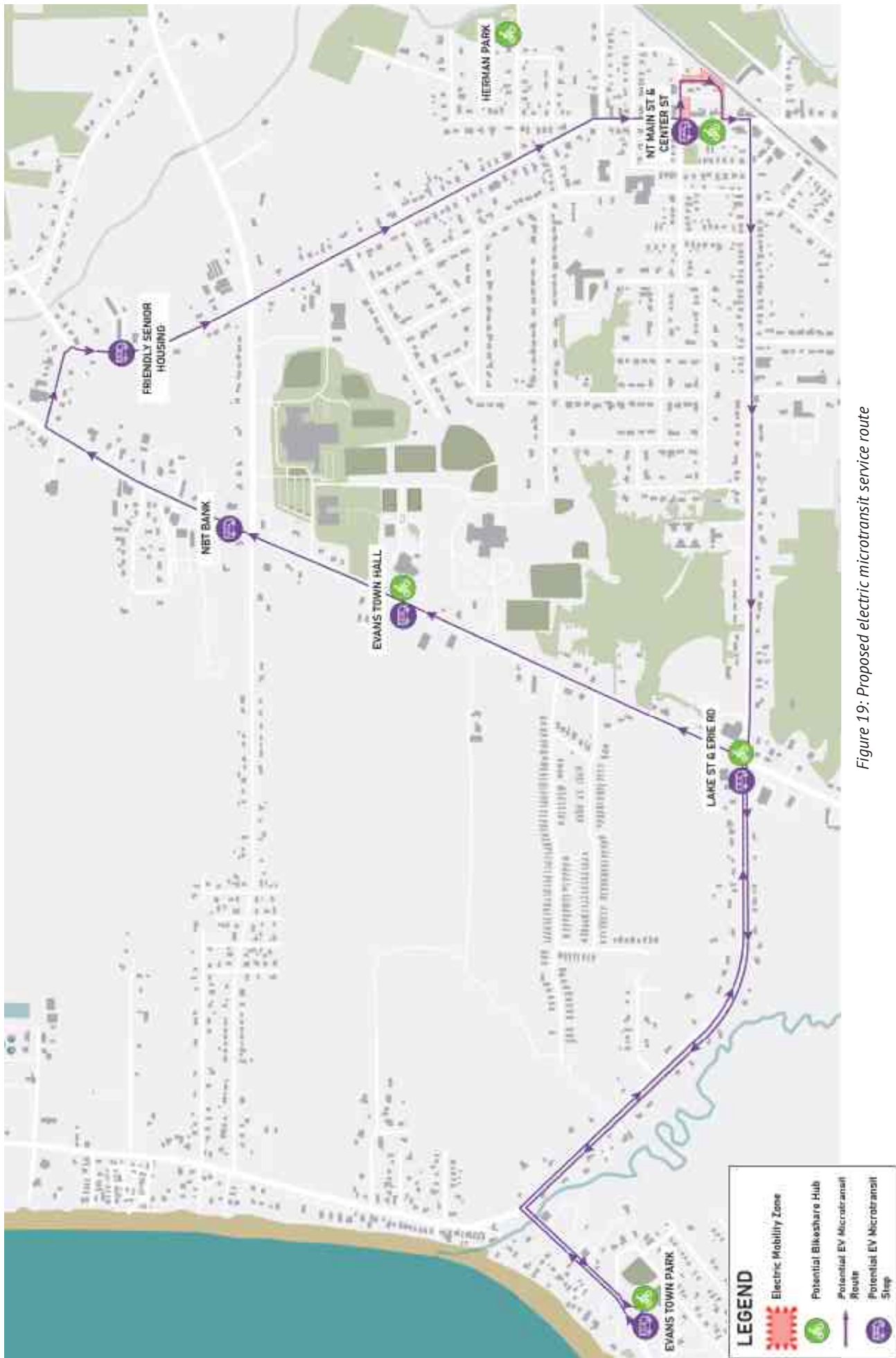


Figure 19: Proposed electric microtransit service route



Figure 20: Proposed Electric Mobility Hub rendering, corner of North Main Street and Center Streets.

## Policy and Impact

### Legal Analysis

The electrical upgrades and installation of electric charging infrastructure at the Village of Angola proposed electric mobility hub will require coordination with National Grid. A licensed electrician who is certified to install Level 2 EV chargers will need to be hired to install the proposed dual port EV charger and new outdoor electric lines for the e-bikeshare charging rack. The EV charger installation must be compliant with the 2017 National Electrical Code (NEC) per New York State regulations.

For the installation of e-bikeshare charging racks at the satellite locations, the bikeshare vendor will need to work with the Town of Evans and property owners to coordinate construction. Since these types of installations are a new emerging technology, the Village of Angola, the Town of Evans, the bikeshare vendor, and other potential partners will have to determine a mutually acceptable construction process.

When it comes to laws governing the use of e-bikes, e-bikes are defined in New York Vehicle & Traffic Law § 102-c as “electric bicycles” with three distinct classes, two of which are legal in upstate NY. These are Class 1 e-bikes which are pedal assist only and go up to 20 miles per hour as well as class 2 e-bikes that are throttle controlled and go up to 20 miles per hour. Furthermore as of 2024 with the passage of Legislation S.154F/A.4938-D, New York State has been a nationwide leader in mandating that all e-bikes sold in the state comply with Underwriter Laboratories (UL) certification or equivalent safety standards.

The electric microtransit service will need to comply with New York State Department of Transportation (NYSDOT) regulations. Under New York State Transportation Law, the service provider may need to obtain “Operating Authority” from NYSDOT in order to operate as a commercial service. The service’s vehicles must be inspected by NYSDOT prior to being registered with the Department of Motor Vehicles (DMV).

When it comes to electric microtransit service providers such as May Mobility that operate autonomous vehicles, this may be difficult under current New York State law. Such technology is only permissible on public roadways in New York State under a



demonstration status. Service providers must apply for a testing permit from the NY DMV and autonomous vehicles can only be operated with a licensed human operator in the driver's seat. Additionally, unless a waiver is granted, autonomous vehicles such as the ones operated by May Mobility would be required to have a State Police escort at all times.

## Impacts Assessment

The Village of Angola Clean Mobility Plan envisions transportation programs that offer numerous positive impacts. These impacts include improved transportation options both from the standpoint of convenience and affordability, particularly for disadvantaged residents. Additionally, these programs will result in positive environmental impacts including significant reductions in projected greenhouse gas emissions. From an economic development perspective, the transportation programs envisioned in this plan could enhance existing revitalization efforts along Angola's Main Street, enhancing ease of access for residents and visitors.

By making it easier and more convenient for people to choose zero-emission mobility for their everyday trips, this project will reduce greenhouse gas emissions from the transportation sector, which is one of New York State's largest sources of climate pollution. This kind of shift is exactly what's needed to help New York meet the ambitious targets laid out in the Climate Leadership and Community Protection Act (CLCPA), including cutting statewide emissions 40% by 2030 and achieving at least an 85% reduction by 2050. Expanding access to clean, shared mobility options not only provides individuals with affordable, practical alternatives to car ownership, it also builds the foundation for the broader systems change required to meet the state's climate goals.

The below section analyzes the projected reductions in greenhouse gas emissions due to the implementation of the clean mobility programs discussed in this plan. For bikeshare, we know that on a per bike basis, each new bike added as part of a bikeshare program will result in 53.14 kilograms of CO2 reduced annually. For carshare, each new vehicle added to a potential carshare system will result in 5,754 kilograms of CO2 reduced annually.

|           | Annual mileage per vehicle | Percent of trips that replace personal automobiles | Actual total of Annual Personal auto miles reduced | Car emissions per mile in grams (EPA) | Grams of CO2 Reduced | Pounds of CO2 Reduced |
|-----------|----------------------------|----------------------------------------------------|----------------------------------------------------|---------------------------------------|----------------------|-----------------------|
| Bikeshare | 431                        | 30%                                                | 129.3                                              | 411                                   | 53142                | 117                   |
| Carshare  | 20000                      | 70%                                                | 14000                                              | 411                                   | 5754000              | 12702                 |

Table 8: Bikeshare/carshare/electric microtransit greenhouse emissions reductions

Table 8 shows the projected reductions in greenhouse gas emissions per bikeshare and carshare vehicle added. The annual mileage per vehicle is based on averages from comparable community bikeshare and carshare programs operating in the Capital Region of New York.. The percent of those trips that are replacing car trips is based on survey data from these programs. The pounds of CO2 reduced per year is then calculated based on the EPA's per mile car emissions figure.

For the proposed electric microtransit service, we estimate that 94,890 kilograms CO2 of tailpipe emissions would be reduced as compared to a gas powered microtransit vehicle operating a similar service. With an anticipated total of up to 85,410 miles per year per operating microtransit vehicle, a 12 hour operating gas powered microtransit vehicle that gets 8 miles per gallon would emit 1,111 grams of CO2 per mile or 94,890 kilograms of CO2 annually. These estimates are based on EPA emissions estimates per mile as it relates to these vehicle classes.

When it comes to economic impact, introduction of the transportation services analyzed in this plan are anticipated to bring a positive economic impact to the Village of Angola, helping to support its continued downtown revitalization efforts. Generally, multiple research studies have noted a positive economic impact of rural transportation programs due to increasing access to jobs, other services, and the economic benefit to businesses that may receive more customers when accessibility via transit is improved.<sup>20</sup> Bikeshare services have also been shown to have a positive economic impact and boost to local business sales,

20. J. Burkhardt, Economic Impact of Rural Transit Services, Transportation Research Record, vol. 1666 (1999): 55–64; Christopher Ferrell, The Benefits of Transit in the United States: A Review and Analysis of Benefit-Cost Studies (2015).



however most analyses in this area are focussed on larger urban areas and there is limited research/precedents for the economic impact of bikeshares in smaller rural communities.<sup>21</sup>

## Conclusion

The Village of Angola Clean Mobility Plan lays out a strategic, community-driven approach to expand affordable, accessible, and sustainable transportation options with a clear focus on serving disadvantaged populations including seniors, youth, low-income households, and nearby Onödowá'ga (Seneca) Tribal communities. The plan responds directly to longstanding mobility barriers by investigating the feasibility of an electric mobility hub in the village center of Angola and clean mobility services such as electric microtransit, e-bikeshare and carshare.

These services are not only designed to reduce dependence on personal vehicles and lower transportation costs for residents, but also to strengthen access to connect Village of Angola residents and visitors with essential destinations such as grocery stores, public services, and community gathering spaces. By centering the needs of residents with limited mobility or financial resources, the plan aims to create a more equitable transportation system that enhances opportunity, independence, and quality of life.

Just as importantly, these mobility improvements are poised to generate positive economic benefits for Angola's revitalizing village center. By improving connections between the Village and key regional destinations like Lake Erie Beach and the Route 5 corridor, the proposed mobility solutions, if implemented, can help support local businesses, cultural institutions, and civic amenities. Increased access for both residents and seasonal visitors will help sustain the Village's recent public investments.

Building financially sustainable clean mobility programs that serve DACs is challenging, and for programs in rural areas there are greater challenges and even fewer precedents of successful, established programs. This plan therefore recommends that the Village of Angola focus first on practical near-term steps, such as shop-based bike rentals, trail connectivity improvements, volunteer-based shuttle models, and EV charging deployment. In the longer term, the Village should seek opportunities to build partnerships with neighboring communities to scale up into regional bikeshare and microtransit programs. Despite the challenges of establishing these programs in rural areas, the Village of Angola, Town of Evans, and other neighboring communities are well positioned to improve clean and affordable transportation options through piloting the programs explored in this plan.

---

21. Ralph Buehler and Andrea Hamre, "Business and Bikeshare User Perceptions of the Economic Benefits of Capital Bikeshare," *Transportation Research Record* 2520, no. 1 (2015): 100–111 <https://doi.org/10.3141/2520-12>



# Appendix A

## Community Engagement Summary

TO: Alexia Heinrich, Program Manager, NYSERDA  
FROM: Tyler Madell, Program Director, Shared Mobility, Inc.  
DATE: 06/11/2025  
RE: Community Engagement Summary, Village of Angola Clean Mobility Planning Project

This memo outlines the key findings and reflections from the community engagement activities conducted to support the Village of Angola Clean Mobility Planning Project, funded under NYSERDA's Clean Mobility Planning initiative. The purpose of these activities was to gather qualitative and quantitative data to better understand travel behaviors, barriers to access, and opportunities to enhance mobility across the Village.

The engagement process included two primary components: tabling event at the Earth day event held by Town of Evans and the stakeholder meeting with the Transportation Advisory Committee convened by the Town of Evans Planning Department. For context, the Village of Angola is located within the Town of Evans.

### 1. Tabling Event

On April 26, 2025, Shared Mobility Inc. (SMI) participated in the Town of Evans Earth Day Celebration with a community engagement table. Our goal was to gather input from residents and visitors on transportation habits, local and regional destinations of interest, and mobility needs across the Village of Angola, Town of Evans, and surrounding areas.

#### 1.1 Engagement Activities

We designed and facilitated three interactive boards to engage participants and collect feedback:

- **Board 1: How Did You Get to the Event?**  
Participants indicated their mode of travel (e.g., car, bike, walk, carpool) to better understand local transportation patterns and barriers to sustainable mobility.
- **Board 2: Where Do You Like to Go in and around Angola?**  
Attendees placed thumb tags on a map to highlight favorite local destinations and frequent activity hubs within the village and surrounding areas.
- **Board 3: Where Do You Travel Regionally?**  
Community members shared broader travel patterns across Western New York, helping to identify key regional destinations and mobility connections beyond the immediate community.

#### 1.2 Participation Highlights

- Number of Participants engaged: 50-60

At the engagement event, participants were asked how they traveled to the venue to help assess local transportation patterns and identify potential barriers to sustainable mobility. The majority of respondents arrived by personal vehicle, with 14 individuals driving alone and 8 arriving via carpool. Only one participant reported walking and another biking, while no one reported using public transit or ride-hailing services. These responses reflect a strong community reliance on personal vehicles and reveal limited use of active or shared modes. Several participants also noted that biking felt unsafe due to the lack of dedicated infrastructure, especially along Route 5 where the event was located.



Figure 21: Participant-reported travel modes to the Earth Day event

Participants frequently identified local destinations clustered around the Village downtown, Route 5, and the Lake Erie shoreline. The Angola Public Library and Azalia's Juicery and Bakery stood out as popular spots in the village center, often noted for their community value. Along Route 5, residents regularly mentioned essential stops including, but not limited to, Tops, Walgreens, Dollar General, VFW Post, and Evans Bank. Destinations near Lake Erie Beach, such as Mickey Rats, the Lakeshore Market and Butcher Shop, and Evans Town Park were also highlighted for recreation and seasonal visits. Additionally, several local schools were frequently pinned William Houston Middle School, Lakeshore High School, and the William T. Hoag Educational Center underscoring the role of educational institutions in everyday travel patterns.

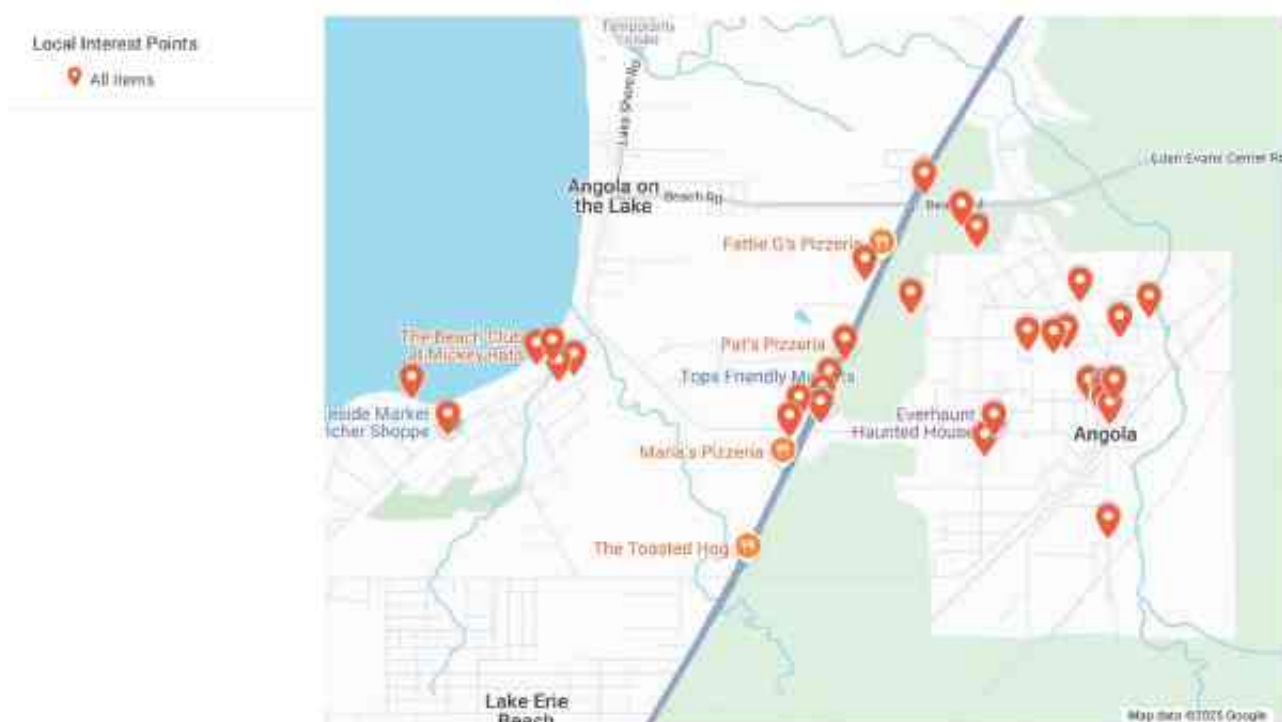


Figure 22: Map showing regular regional travel destinations

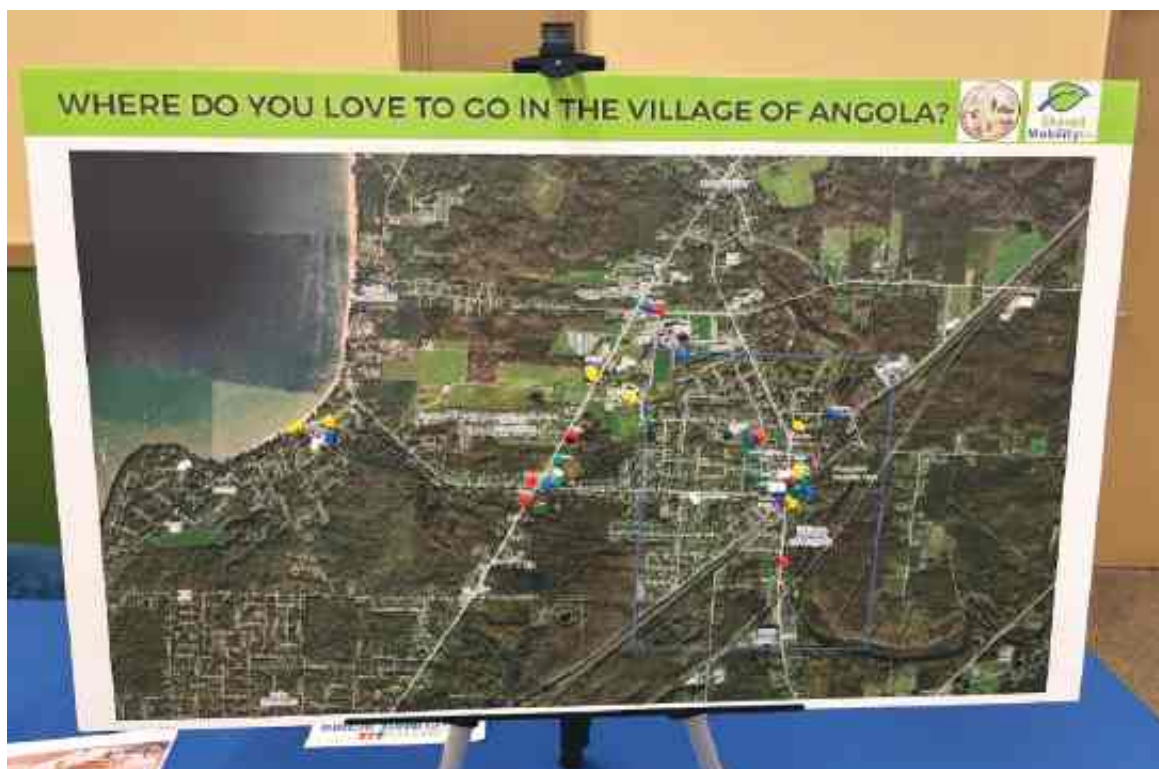


Figure 23: Community Map Board highlighting travel destinations within Village of Angola frequently visited by participants

When asked about regional travel patterns, many participants indicated frequent trips to nearby communities such as Derby, Silver Creek, and Hamburg. These destinations were commonly cited for their broader range of services, shopping options, and essential amenities not currently available within the Village of Angola.



Figure 24: Map showing regular regional travel destinations

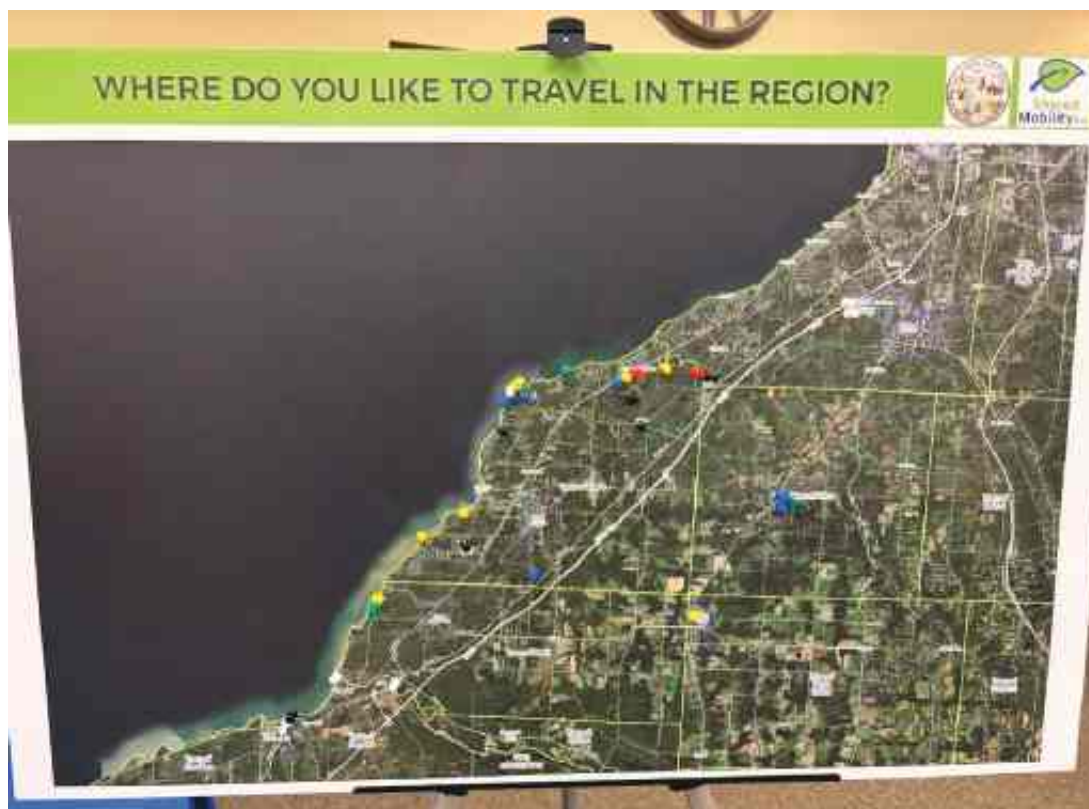


Figure 25: Community Map Board highlighting regional travel destinations frequently visited by participants.

### 1.3 Community Conversations and Reflections

In addition to collecting input through interactive boards, the Earth Day tabling event led to several meaningful conversations that helped contextualize the transportation challenges residents face in Angola. Participants ranged from retired seniors and young families to local library staff, veterans, and public service workers reflecting a broad cross-section of the community, including groups commonly recognized within Disadvantaged Communities (DACs).

Many residents expressed enthusiasm for biking but pointed to Route 5 as a major barrier due to the lack of safe infrastructure. These discussions highlighted a strong desire to bike locally, especially for leisure and family outings.

*“I usually bike with my daughter along the beach because it feels safer. There’s really no safe way to ride on Route 5, even though that’s where everything is – Tops, Walgreens, all our usual stops. So even for short trips, we end up taking the car.”*

The Angola Public Library stood out as one of the most frequently mentioned destinations, often marked on the engagement board by both adults and children. Several community members described it as a vital social and educational hub. Others emphasized the need for mobility options that support everyday errands and visits to the village center. This was especially true for older residents, individuals with disabilities, and those without access to a private vehicle, all key considerations when addressing the mobility needs of DAC populations.

*“I’m a veteran and I don’t drive much anymore. I go to Tops every week, but these days I have to rely on my grandkids or neighbours for a ride. If there was a regular service going back and forth, it’d really help folks like me get where we need to go without always depending on someone”*

These conversations not only deepened the insights gathered through the interactive boards but also surfaced the lived experiences behind the data highlighting a clear opportunity to enhance mobility options that reflect the daily realities of Angola residents. The strong interest in biking, reliance on key community destinations like the public library, and the need for accessible transportation for seniors and non-drivers all point toward solutions rooted in safety, connectivity, and everyday practicality.



## 2. Stakeholder Group Meeting Summary

### 2.1 Transportation Advisory Committee

On May 28th, the Shared Mobility Inc. (SMI) team attended a stakeholder meeting with the Town of Evans' Transportation Advisory Committee to provide updates on the Angola Clean Mobility Planning Project. The meeting brought together key local and regional stakeholders, including Bill Smith (Planning Director, Town of Evans), Jigar Sandhu (Planning and Development Specialist, Town of Evans), Mayor Thomas Whelan (Village of Angola), Nicole Leppard (Treasurer, Village of Angola), Kelsey Wessel (Managing Engineer, C&S Companies), Amy Weymouth (Transportation Program Manager, Greater Buffalo Niagara Regional Transportation Council), Councilwoman Jeanne Macko, Ismail Haris (New York State Department of Transportation), Rory Weilnau (Associate Transportation Engineer, Stantec), and Ed Conboy (Board Member, Town of Evans TAC).

The meeting began with a presentation of findings from our first community engagement event on Earth day at Town of Evans, which highlighted strong interest in improved local mobility options and better connectivity between key destinations like the village center and Lake Erie Beach. In response, the committee offered valuable insights and affirmed alignment with several proposed strategies. There was broad agreement on the potential of a bikeshare system in Angola, particularly as a tool to expand mobility for residents without access to personal vehicles. Committee members noted that such a system could be especially impactful for younger adults and seasonal travellers in the area.

Lake Street was also discussed as a priority corridor for multimodal investment, with the committee expressing interest in strengthening its role as a Complete Street that links the beach to the village center. This was seen as central to the town and village's shared vision of enhancing safe, accessible movement within and beyond Angola. The proposed microtransit service received positive feedback as well, with stakeholders acknowledging its relevance in addressing the area's limited fixed-route transit service.

Finally, the idea of introducing carshare services was explored in the context of regional gaps in vehicle ownership. The committee recognized that a small-scale, shared-use model could fill an important need and complement existing and future mobility infrastructure. Overall, the discussion reflected a shared belief in Angola's potential to serve as a rural mobility model, with the Lake Street corridor emerging as a backbone for equitable and connected transport solutions.

### Conclusion

The community engagement process in Angola underscored a clear desire among residents and local leaders to explore new transportation options that are responsive to both daily needs and long-term growth. Conversations during the Earth Day tabling event provided valuable insight into how people currently move around the village and where they would like to go. Residents emphasized the importance of safe, accessible connections to destinations such as the village center, Lake Erie Beach, and nearby commercial areas along Route 5. The range of feedback highlighted not only the limitations of current mobility infrastructure but also a community that is engaged, observant, and eager to see improvements.

At the stakeholder level, there was strong alignment with community perspectives. The Transportation Advisory Committee expressed clear support for ideas such as a bikeshare system, improved access along Lake Street, and a local microtransit service to address the absence of fixed-route transit. The conversation around carshare also resonated, particularly in the context of young adults and seasonal populations who may lack access to a private vehicle. There was a shared recognition that Angola holds real potential to model rural mobility innovation, using locally grounded solutions that build on community priorities. These insights will directly inform the development of a mobility plan that is practical, inclusive, and tailored to the village's evolving needs.



## Appendix B

### Engineering Site Feasibility Reports



**C&S Companies**  
499 Col. Eileen Collins Blvd.  
Syracuse, NY 13212  
p: (315) 455-2000  
f: (315) 455-9667  
www.cscos.com

#### SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

**PROJECT:** SHARED MOBILITY ELECTRIFICATION FEASIBILITY

**SPECIFIC PROJECT SITE:** 27 N MAIN ST, ANGOLA NY

**C&S PROJECT NO.:** BE4001001

**SITE ADDRESS:** 27 N MAIN ST, ANGOLA NY

**SITE VISIT DATE:** 06/30/2025

**PREPARED BY:** D.W.BARLEY

**SITE CONDITIONS DURING VISIT:** CLEAR, 80° - 90°

1. **Project Intent:** The focus of this analysis is to investigate the feasibility of adding a Level 2 Electric Vehicle (EV) charger at the 27 N Main St location in the Village of Angola, NY.
2. **Executive Summary:** A field visit was conducted on June 30<sup>th</sup> to examine the proposed EV charger location and to locate/identify the existing electrical infrastructure. During the review, it was determined the Village owns a building adjacent to the parking lot with sufficient physical space and available power within the existing electric panel. The parking lot is owned by the Village and used as public parking. It was brought up during discussion with the Village that the proposed location is currently used for snow removal during the winter.
3. **Existing Conditions:** The existing panelboard is located in a Village owned building with available space in order to add circuit breakers.
4. **Recommended Scope of Work:** The intent is to install a Level 2 EV charger at an existing parking lot in the Village of Angola, NY. It has been confirmed that there is an existing panelboard owned by the Village that is available to use for the EV charger. Upgrades required in order to implement the charger would consist of a new 40A/2-Pole circuit breaker, trenching and #8AWG wire in an underground conduit from the existing panelboard to the EV charger site.
5. **Key Issues and Items to Be Resolved:** Pathway for underground conduit and exact location of parking spots would need to be confirmed with the Village.
6. **Appendix:**
  - a. Appendix A – Site Map & Photos
  - b. Appendix B - Construction Cost Estimate



SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE  
Page 2

Appendix A

SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE  
Page 3



Site Map



**SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE**  
**Page 4**



Parking area and Village owned building



## SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

Page 5



Existing electrical panel



SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE  
Page 6

Shared Mobility  
27 North Main St, Angola, NY 14006  
Construction Cost Estimate



Date: 30-Jul-25  
By: D.W.BARLEY  
Rev:

Appendix B

| Description                                                                             | Material Cost | Labor Cost                           | Total Cost       |
|-----------------------------------------------------------------------------------------|---------------|--------------------------------------|------------------|
| <b>Demolition and Removal</b>                                                           |               |                                      |                  |
| Misc. Electrical Demo and Removal                                                       | \$            | 1,500                                | \$ 1,500         |
|                                                                                         |               |                                      | \$ -             |
| Section Total                                                                           | \$ -          | 1,500                                | \$ 1,500         |
| <b>Electrical Installation</b>                                                          |               |                                      |                  |
| EV Charger feeders (conduit and wiring)                                                 | \$ 1,000      | 1,500                                | \$ 2,500         |
| EV Charger 40A-2P breaker                                                               | \$ 150        | 200                                  | \$ 350           |
| Electrical Connections                                                                  | \$ 250        | 1,000                                | \$ 1,250         |
| Trenching and Backfill                                                                  | \$ 3,000      | 1,500                                | \$ 4,500         |
| EV Charger (1 charger)                                                                  | \$ 10,000     | 5,000                                | \$ 15,000        |
| Grounding                                                                               | \$ 1,000      | 2,000                                | \$ 3,000         |
| Section Total                                                                           | \$ 15,400     | 11,200                               | \$ 26,600        |
| <b>Misc.</b>                                                                            |               |                                      |                  |
| General Expenses                                                                        | \$            | 2,500                                | \$ 2,500         |
| Section Total                                                                           | \$ -          | 2,500                                | \$ 2,500         |
| Subtotal                                                                                | \$ 15,400     | 15,200                               | \$ 30,600        |
| Notes:                                                                                  |               | Construction Indirects (8%)          | \$ 2,448         |
| 1. Hazardous material abatement and disposal costs were not included.                   |               | Contractor Markup on Materials (15%) | \$ 2,310         |
| 2. Cost estimates are subject to changed based on final design and equipment selection. |               | Contingency (20%)                    | \$ 6,120         |
|                                                                                         |               | <b>TOTAL</b>                         | <b>\$ 41,478</b> |



**C&S Companies**  
499 Col. Eileen Collins Blvd.  
Syracuse, NY 13212  
p: (315) 455-2000  
f: (315) 455-9667  
www.cscos.com

## SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

**PROJECT:** SHARED MOBILITY ELECTRIFICATION FEASIBILITY

**SPECIFIC PROJECT SITE:** 87 N MAIN ST

**C&S PROJECT NO.:** BE4001001

**SITE ADDRESS:** 87 N MAIN ST, ANGOLA, NY 14006

**SITE VISIT DATE:** 06/30/2025

**PREPARED BY:** D.W.BARLEY

**SITE CONDITIONS DURING VISIT:** CLEAR, 80° - 90°

1. **Project Intent:** The focus of this analysis is to investigate the feasibility of adding charging for e-bikes at the 87 N Main St. location in the Village of Angola, NY.
2. **Executive Summary:** A field visit was conducted on June 30<sup>th</sup> to examine the proposed e-bike charger location and to locate/identify the existing electrical infrastructure. During the review, it was determined the Village owns the property adjacent to the proposed e-bike charger location. The property includes a new electrical panel with sufficient physical space and available power.
3. **Existing Conditions:** The existing panelboard is located on a backboard approximately 100' away from the proposed e-bike charger location and has available space in order to add circuit breakers.
4. **Recommended Scope of Work:** The intent is to install chargers for bikeshare e-bikes at the bus stop at 87 N Main St in Angola, NY. It has been confirmed that there is an existing panelboard owned by the Village that is available to use for the e-bike charger. Upgrades required in order to implement the charger would consist of a new 20A/1-Pole circuit breaker, trenching and #12 AWG in an underground conduit from the existing panelboard to the e-bike charger site.
5. **Key Issues and Items to Be Resolved:** Exact location for charger and underground conduit feeding charger would need to be confirmed with the Village.
6. **Appendix:**
  - a. Appendix A – Site Map & Photos
  - b. Appendix B – Construction Cost Estimate



Appendix A



Site Map



## SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

Page 4



Bus stop



## SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

Page 5



Pickleball Court



## SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

Page 6



Electrical Panel at Court



## SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

Page 7

**Shared Mobility**  
83 North Main St, Angola, NY 14006  
Construction Cost Estimate



Date: 30-Jul-25  
By: D.W.BARLEY  
Rev:

### Appendix B

| Description                                                                             | Material Cost | Labor Cost                           | Total Cost |
|-----------------------------------------------------------------------------------------|---------------|--------------------------------------|------------|
| <b>Demolition and Removal</b>                                                           |               |                                      |            |
| Misc. Electrical Demo and Removal                                                       | \$            | 1,500 \$                             | 1,500      |
| Section Total                                                                           | \$            | 1,500 \$                             | 1,500      |
| <b>Electrical Installation</b>                                                          |               |                                      |            |
| E Bike Charger feeders (conduit and wiring)                                             | \$ 350        | 1,200 \$                             | 1,550      |
| E Bike Charger 20A-P breaker                                                            | \$ 150        | 200 \$                               | 350        |
| Electrical Connections                                                                  | \$ 150        | 1,000 \$                             | 1,150      |
| Trenching and Backfill                                                                  | \$ 2,750      | 1,500 \$                             | 4,250      |
| E Bike Charger (10 bikes)                                                               | \$ 26,000     | 5,000 \$                             | 31,000     |
| Grounding                                                                               | \$ 1,000      | 2,000 \$                             | 3,000      |
| Section Total                                                                           | \$ 30,400     | 10,900 \$                            | 41,300     |
| <b>Misc.</b>                                                                            |               |                                      |            |
| General Expenses                                                                        | \$            | 2,500 \$                             | 2,500      |
| Section Total                                                                           | \$ -          | 2,500 \$                             | 2,500      |
| Subtotal                                                                                | \$ 30,400     | 14,900 \$                            | 45,300     |
| Notes:                                                                                  |               |                                      |            |
| 1. Hazardous material abatement and disposal costs were not included.                   |               | Construction Indirects (8%)          | \$ 3,624   |
| 2. Cost estimates are subject to changed based on final design and equipment selection. |               | Contractor Markup on Materials (15%) | \$ 4,560   |
|                                                                                         |               | Contingency (20%)                    | \$ 9,060   |
|                                                                                         |               | <b>TOTAL</b>                         | \$ 62,544  |



**C&S Companies**  
499 Col. Eileen Collins Blvd.  
Syracuse, NY 13212  
p: (315) 455-2000  
f: (315) 455-9667  
www.cscos.com

## SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

**PROJECT:** SHARED MOBILITY ELECTRIFICATION FEASIBILITY

**SPECIFIC PROJECT SITE:** TOWN OF EVANS HIGHWAY GARAGE

**C&S PROJECT NO.:** BE4001001

**SITE ADDRESS:** 8752 DELAMETER RD, ANGOLA, NY 14006

**SITE VISIT DATE:** 06/30/2025

**PREPARED BY:** D.W.BARLEY

**SITE CONDITIONS DURING VISIT:** CLEAR, 80° - 90°

1. **Project Intent:** The focus of this analysis is to investigate the feasibility of adding charging for a Level 2 Electric Vehicle (EV) charger at the Town of Evans Highway Garage.
2. **Executive Summary:** A field visit was conducted on June 30<sup>th</sup> to examine the proposed EV charger location and to locate/identify the existing electrical infrastructure. During the review, it was determined the Highway Garage's existing electrical infrastructure is capable of supporting an EV charger.
3. **Existing Conditions:** The existing main electrical panel has room to add a new electrical panel. The existing sub-panels are all full without the ability to add additional circuit breakers.
4. **Recommended Scope of Work:** The intent is to install a Level 2 EV charger at the employee parking lot of the Town of Evans Highway Garage. It is expected that a new panelboard will be required to provide adequate space to use for the EV charger with a new 40A/2-Pole circuit breaker, conduit through the garage space and #8 AWG to the charger site.
5. **Key Issues and Items to Be Resolved:** Exact location for charger would need to be confirmed with highway garage owner.
6. **Appendix:**
  - a. Appendix A – Site Map & Photos
  - b. Appendix B – Construction Cost Estimate



## SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

Page 2

### Appendix A

## SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

Page 3



Site Map



## SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

Page 4



Existing electrical panel



## SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

Page 5



View of side parking lot



# SHARED MOBILITY ELECTRIFICATION FEASIBILITY NARRATIVE

Page 6

**Shared Mobility**  
8752 Delameter Rd, Angola, NY 14006  
Construction Cost Estimate



Date: 30-Jul-25  
By: D.W.BARLEY  
Rev:

## Appendix B

| Description                                                                             | Material Cost | Labor Cost                           | Total Cost       |
|-----------------------------------------------------------------------------------------|---------------|--------------------------------------|------------------|
| <b>Demolition and Removal</b>                                                           |               |                                      |                  |
| Misc. Electrical Demolition and Removal                                                 | \$            | 1,500 \$                             | 1,500            |
| Section Total                                                                           | \$            | 1,500 \$                             | 1,500            |
| <b>Electrical Installation</b>                                                          |               |                                      |                  |
| Panelboard (208V/120V)                                                                  | \$            | 1,750 \$                             | 3,750            |
| Panelboard Feeders (conduit and wiring)                                                 | \$            | 1,000 \$                             | 2,000            |
| Panelboard 100A-3P breaker                                                              | \$            | 125 \$                               | 275              |
| EV Charger feeders (conduit and wiring)                                                 | \$            | 1,000 \$                             | 1,750            |
| EV Charger 40A-2P breaker                                                               | \$            | 150 \$                               | 250              |
| Electrical Connections                                                                  | \$            | 750 \$                               | 850              |
| EV Charger (1 charger)                                                                  | \$            | 5,000 \$                             | 15,000           |
| Grounding                                                                               | \$            | 2,000 \$                             | 3,000            |
| Section Total                                                                           | \$            | 11,775 \$                            | 26,875           |
| <b>Misc.</b>                                                                            |               |                                      |                  |
| General Expenses                                                                        | \$            | 2,500 \$                             | 2,500            |
| Section Total                                                                           | \$            | 2,500 \$                             | 2,500            |
| Subtotal                                                                                | \$            | 15,775 \$                            | 30,875           |
| Notes:                                                                                  |               |                                      |                  |
| 1. Hazardous material abatement and disposal costs were not included.                   |               | Construction Indirects (8%)          | \$ 2,470         |
| 2. Cost estimates are subject to changed based on final design and equipment selection. |               | Contractor Markup on Materials (15%) | \$ 2,265         |
|                                                                                         |               | Contingency (20%)                    | \$ 6,175         |
|                                                                                         |               | <b>TOTAL</b>                         | <b>\$ 41,785</b> |

