



Community Planning Workshop

THE VILLAGE OF

VALLEY STREAM

RUTGERS, THE STATE
UNIVERSITY OF NEW JERSEY

R | **RUTGERS-NEW BRUNSWICK**
Edward J. Bloustein School
of Planning and Public Policy
Alan M. Voorhees Transportation Center

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Table of Contents

ACKNOWLEDGEMENTS.....	2
ABOUT NYMTC.....	3
<i>Moving Forward Overview</i>	3
<i>Community Planning Workshops</i>	4
VILLAGE PROFILE- VALLEY STREAM	5
<i>Background on the Village of Valley Stream</i>	5
<i>Existing Conditions and Trip Patterns</i>	6
PROBLEM STATEMENT:.....	8
<i>Current Safety Conditions: Data Review</i>	8
<i>Goals for Proposed Improvements</i>	9
<i>Key Locations and Areas of Interest</i>	10
COMMUNITY PLANNING WORKSHOP	13
<i>Promotion and Outreach</i>	13
The Village of Valley Stream: Pathways to Downtown.....	14
Community Survey	14
<i>Workshop Format and Agenda</i>	15
<i>Summary of Public Feedback – Survey and Workshop Participation</i>	16
Community Survey Results	16
Community Planning Workshop Feedback.....	17
RECOMMENDATIONS AND NEXT STEPS	19
<i>Project Priorities and Recommendations</i>	19
<i>Funding Opportunities</i>	34
APPENDICES	36
<i>Appendix A: Jamboard Documentation and Results</i>	36
<i>Appendix B: Pedestrian and Bicycle Funding Opportunities: US Department of Transportation Transit, Safety, and Highway Funds</i>	38

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ABOUT NYMTC

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

Moving Forward Overview

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

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

Community Planning Workshops

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

VILLAGE PROFILE- VALLEY STREAM

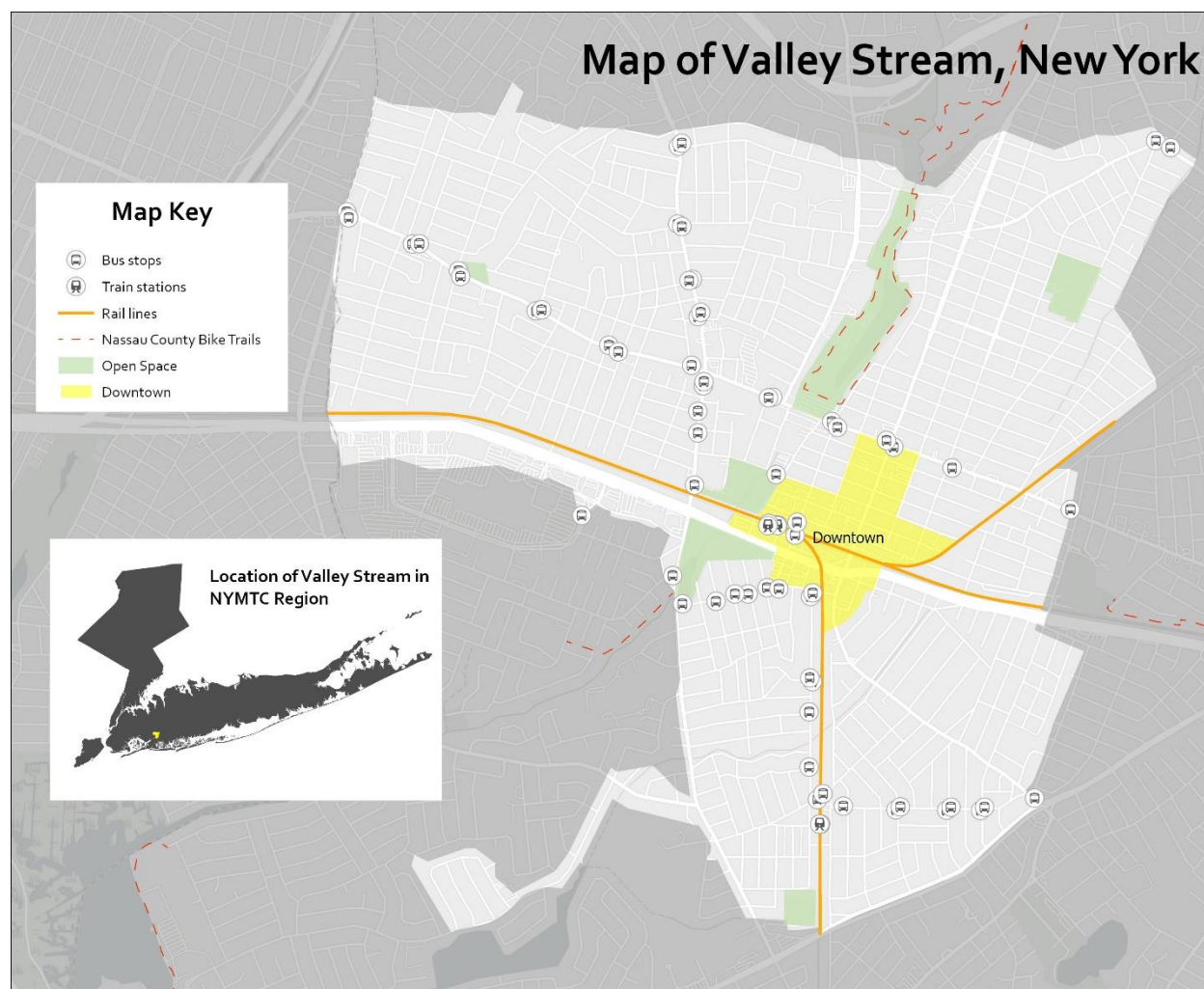


Figure 1. Map of Village of Valley Stream, data by Open Data NY, map by VTC.

For this workshop, NYMTC and Rutgers-POET worked with the Village of Valley Stream, one of the Town of Hempstead's 22 incorporated villages.ⁱ The Town of Hempstead in Nassau County is home to 793,409 people and is one of the three towns that make up Nassau County, New York.

Background on the Village of Valley Stream

Sharing its western border with the borough of Queens, Valley Stream is a thriving suburban haven near New York City.ⁱⁱ Valley Stream is currently in the top 1% of most populated municipalities in New Yorkⁱⁱⁱ, with a culturally diverse population of 40,634 (2020 US Census) covering 3.48 square miles. Its population density of 11,676 people per square mile is on par with cities like Yonkers and Mineola, New York.^{iv} The Village's character is shaped by its single-

and two-family neighborhoods, open spaces, and a large Downtown area. Its Downtown area is mostly comprised of one-and two-story commercial buildings, “mom and pop” shops, small office buildings with parking lots, and single and multi-family homes. The Village is one of the most culturally and economically diverse communities on Long Island.

Existing Conditions and Trip Patterns

The Village of Valley Stream Transportation Network

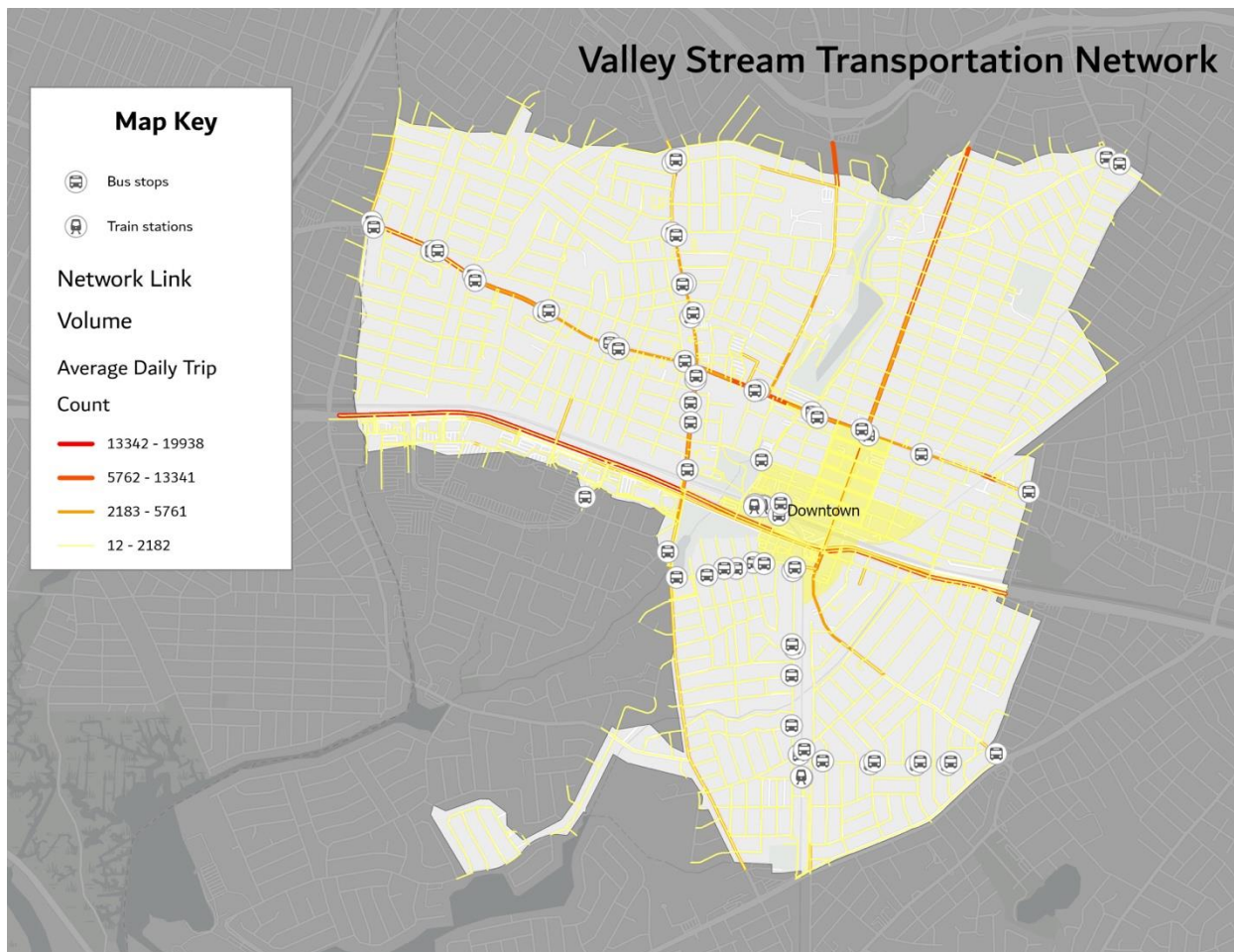


Figure 2. Map of Valley Stream Network Volume based on average trips in 2023, data by Replica HQ, map by VTC.

Valley Stream has significant transit and roadway access, averaging about 131,000 trips daily, serving the needs of around 72,000 trip-takers.^v On an average weekday, about 4,880 (3.73%) trips are taken via public transit. The Village hosts three Long Island Rail Road (LIRR) stations: Valley Stream, Westwood, and Gibson. The Valley Stream Station operates as a junction for LIRR's Far Rockaway Branch, Long Beach Branch, and West Hempstead Branch. Valley Stream station's 14-minute peak train frequencies and 22-minute off-peak train frequencies to New York City speak to its accessibility and geographic advantage as the gateway to Long Island.^{vi}

The primary mode of mobility in Valley Stream is driving, making up 76% of trips in the village; other modes of travel include public transit, biking, and walking. Valley Stream's mobility is heavily influenced by four major roads and highways that play crucial roles in the village's transportation network. Sunrise Highway (NY-27), within the village, spans about 2 miles and accommodates an average of 84,859 trips per mile daily, serving as a prominent east-west route connecting Long Island to Brooklyn, NYC.^{vii} Peninsula Boulevard (County Road 2) spans about 1.5 miles within the village and acts as a crucial linkage between the Town of Hempstead and Cedarhurst, providing essential connectivity in southwestern Nassau County. Merrick Road (County Road 27) traverses Queens, Nassau, and Suffolk counties; 4.5 miles of it crosses Valley Stream. Additionally, neighboring corridors like Southern State Parkway, which sits a mile north of Valley Stream in the North Valley Stream Hamlet, also act as pivotal linkages between Nassau and Suffolk counties. These roadways collectively contribute to local and regional travel, serving commuters, connecting communities, and enhancing Long Island's transportation infrastructure.

Valley Stream is home to six parks and open spaces that cater to recreational activities and community gatherings, including Edward W. Cahill Memorial Park, Village Green Park, Barrett Park, Firemen's Memorial Field, Arthur J. Hendrickson Park, and Arlington Park. Valley Stream State Park also sits at the northern border of the village in North Valley Stream and can be accessed via Arthur J. Hendrickson Park. These parks comprise 4% of Valley Stream's land, totaling 92 acres, and provide park access within a 10-minute walk for 86% of the village's population.^{viii} The Village only has one formally recognized bike path within Arthur J. Hendrickson Park but has many shared used paths within Valley Stream's parks and open spaces. Biking only makes up 0.5% (699) of daily trips.

PROBLEM STATEMENT:

Current Safety Conditions: Data Review

Crash data from the New York State Department of Transportation (NYSDOT) for the Village of Valley Stream show that there were about 2,800 motor vehicle crashes in Valley Stream between 2019 and 2022. Most crashes are clustered along four main roads: Sunrise Highway, Merrick Road, Rockaway Ave, and Central Ave. The intersections of these four roads form a metaphorical square of hotspots in central Valley Stream that intersect the commercial downtown area: the Valley Stream train station, Arthur J. Hendrickson Park, Edward W. Cahill Memorial Park, and Village Green Park. This has created barriers to safe access to Village amenities.

A common theme among these four hotspot intersections is how inhospitable they are to any road user who is not in a car or on a motorcycle. For instance, Sunrise Highway has 11 lanes at the intersection with Central Ave, which has six lanes. While there is a pedestrian refuge island on the median and clear crosswalk markings, this is still a long and dangerous crossing, even for the most able-bodied people (Figure 3). Similarly, the intersection of Sunrise Highway and Rockaway Ave poses a long and risky crossing time for non-vehicle commuters as it is a convergence of 13 lanes. In contrast, the hotspot where Merrick Road and Rockaway Ave intersect is characterized by narrower roads with unclear crosswalk markings, which is true for most of the streets near and within the central business district (Figure 9).

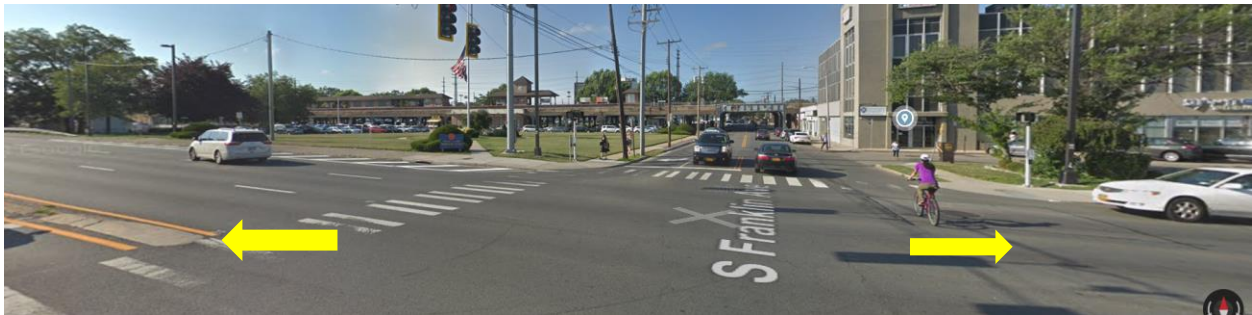


Figure 3. Streetview of South Franklin Ave and Sunrise Highway displaying the obscure pedestrian median and lack of crosswalk markings at this intersection on the way to the train station traveling north. Source: Google.

Goals for Proposed Improvements

The Village identified the need for connectivity improvements between parks and the downtown area to improve the safety and economic vitality of Valley Stream. The connectivity improvements proposed by the Village include implementing traffic calming and safety measures through streetscaping, such as investing in bike infrastructure and improving sidewalks and crossings. The goals of these improvements are to:

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

Improved network connectivity in the Village has the potential to increase foot traffic and accessibility among key village amenities like parks, transit, and its diverse central business district, boosting the economic vitality of the village. To achieve this, the Village of Valley Stream has centered its planned improvement projects to support walkability and pedestrian safety improvements, such as commissioning public art and placemaking enhancements, implementing a business assistance fund, and creating public spaces. There are also ongoing projects like that of Edward Cahill Memorial Park that address the gaps in the bike and pedestrian street network between open spaces and the downtown area. The park will include new shared-use paths that connect to a signalized intersection at Hicks St.



Figure 4. Site Plan for Improvements in Edward Cahill Memorial Park. Source: The Incorporated Village of Valley Stream 2021 TAP CMAQ

Key Locations and Areas of Interest

The general areas of interest the Village seeks to pursue future improvements are in the downtown area/commercial district and between parks. For this community planning workshop, Valley Stream pinpointed three critical locations of focus as follows:

The Village of Valley Stream's Areas of Focus

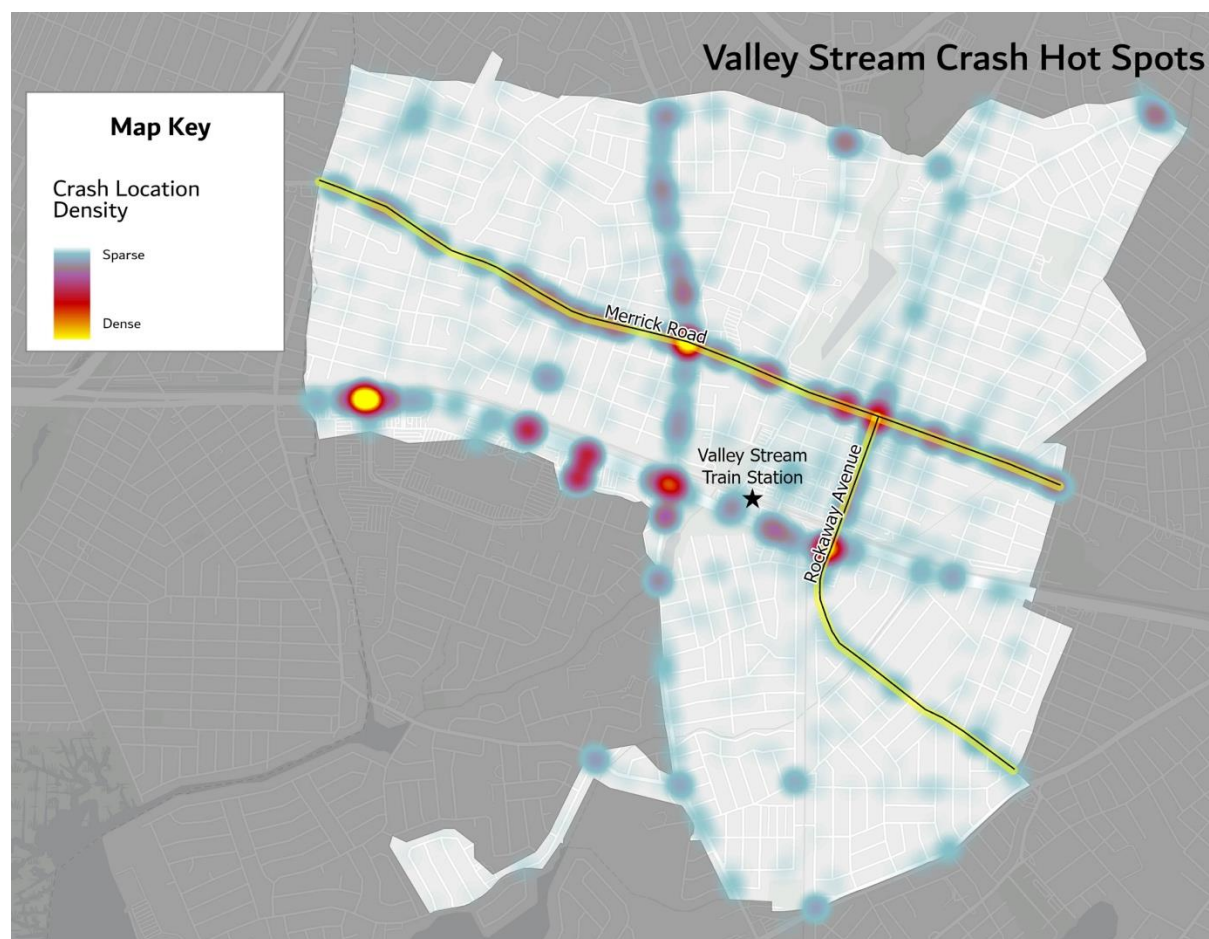


Figure 5. Valley Streams Areas of Focus for Transportation Improvements, data by NYMTC, map by VTC.

Valley Stream LIRR Station:

The Village of Valley Stream expressed interest in focusing on the Valley Stream Long Island Rail Road station near the village's commercial area. There is an average of 5,000 transit commuters on a typical day in Valley Stream, and the Valley Stream station is one of the busiest train stations in the village, accounting for about 2,000 riders as of 2014^{ix}. Sidewalk conditions leading to and surrounding the train station are fair; however, there is no existing bike infrastructure for cycling commuters. The surrounding parking lots, the commercial district, and its proximity to Sunrise Highway make this an area of high vehicle traffic that compromises the safety of non-vehicle commuters. Improved facilities and investments to encourage active

modes of transportation are needed to increase walkability, thereby increasing connectivity to the downtown area and nearby communities.



Figure 6. Valley Stream Long Island Rail Road Station. Source: LIHerald.com



Figure 7. Streetview of Valley Stream platform from Hicks Street on the southeast corner of Village Green Park. Source: Google.

Rockaway Ave:

Rockaway Ave is the main commercial artery of the downtown business district in Valley Stream. It runs north-south from Merrick Road to Sunrise Highway for about half a mile. North of Merrick Road and outside of the commercial district, Rockaway Ave becomes Rockaway Parkway, which runs for another 1.9 miles within Valley Stream. Rockaway Ave is one of the busiest roads in Valley Stream for both drivers and pedestrians. The Village has expressed concerns for the pedestrian safety of children walking to nearby schools and people walking to Arthur J. Hendrickson Park due to high vehicle speeds from drivers either entering or exiting the

village highways and parkways. Parking on both sides of the two-lane road contributes to its narrow nature, which also makes it unsuitable for cyclists. Some of the intersections along its 2.8-mile stretch, like that in East Mineola Ave, lack clear crosswalk markings.



Figure 8. Streetview of the Rockaway Ave commercial area at Valley Stream Blvd in 2021. Source: Google.

Merrick Road:

Merrick Road or County Road 27 bisects Valley Stream from east to west for about a mile. It is one of the major bus routes in Valley Stream, with 19 bus stops on alternating sides. Like Rockaway Ave, Merrick Road is a commercial road that poses bike and pedestrian safety concerns for the Village. However, Merrick Road is wider and holds less commercial density than Rockaway Ave. The road transitions from four to five lanes depending on the location along its stretch and varies in parking availability. As you get away from the downtown area, Merrick Road lacks general road markings and signage at many of its intersections and is characterized by poor sidewalk conditions, which disrupt its walkability.



Figure 9. Streetview of Merrick Road at Montgomery Street showing lack of crosswalk markings and signage at this intersection. Source: Google.



Figure 10. Poor sidewalk conditions on 417 Merrick Road causing hazardous conditions for sidewalk users. Source: Google.

COMMUNITY PLANNING WORKSHOP

The Village of Valley Stream: Pathways to Downtown

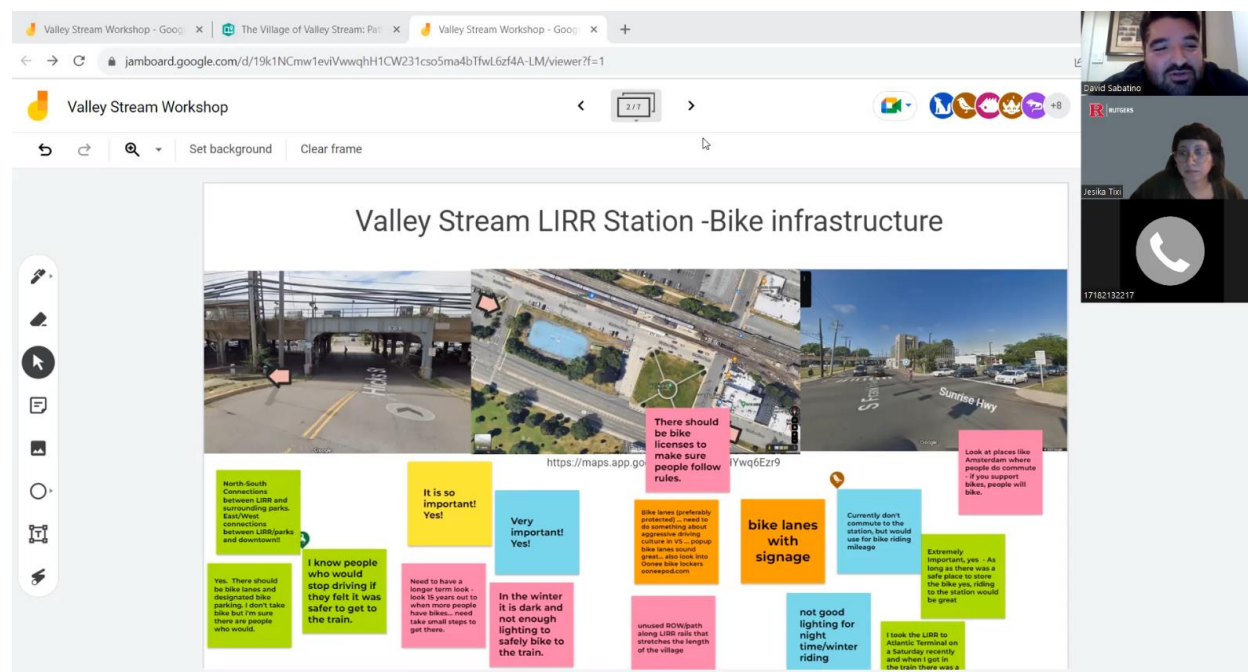


Figure 11. David Sabatino answering questions during the Community Workshop on Zoom, November 9, 2023.

The Village of Valley Stream’s Community Planning Workshop was the fourth in the series of Community Workshop Projects. It was the first in the series to include two distinct components: a StoryMap and community survey, followed by a live virtual workshop. The StoryMap and community survey were launched as a precursor to the Community Planning Workshop to collect initial feedback from the public that could help shape the conversation during the workshop. The following sections summarize the feedback gathered in public engagement activities that took place between September 2023 and December 2023.

Promotion and Outreach

Leading up to the workshop, Rutgers-POET and NYMTC worked with the Village of Valley Stream to develop an outreach strategy plan. Rutgers-POET worked with the Village on product messaging, promotional collateral, and dissemination strategies through social media pages. The Village provided a local contact list and guidance through material development. Through desktop research, POET found additional businesses, institutions, local non-profits, and Facebook groups in the village’s area to connect with via phone and email. Promotional collateral and mass emails were translated and shared in Spanish as well. Outreach for the StoryMap and community survey began in **October 2023**, a month before the workshop.

The Village of Valley Stream: Pathways to Downtown

ArcGIS StoryMaps™ is an Esri product that serves as a versatile tool that combines maps, visuals, and narratives in web map form to tell a story. As a storytelling platform, it can display project objectives, progress, and impact through multimedia elements. Rutgers-POET published **The Village of Valley Stream: Pathways to Downtown StoryMap in September 2023**. The StoryMap was meant to prime Valley Stream residents by providing context, engaging visuals, and background information, enhancing their understanding of project goals before taking the community survey or attending the workshop. Rutgers-POET conducted desktop research and analysis using Replica HQ traffic data and open data sources such as Open Data NY to produce the maps and visuals found on the web map. In addition, the StoryMap includes comprehensive project information, updates, and timelines in one centralized location and will continue to be updated as the project progresses, essentially serving as a project website.

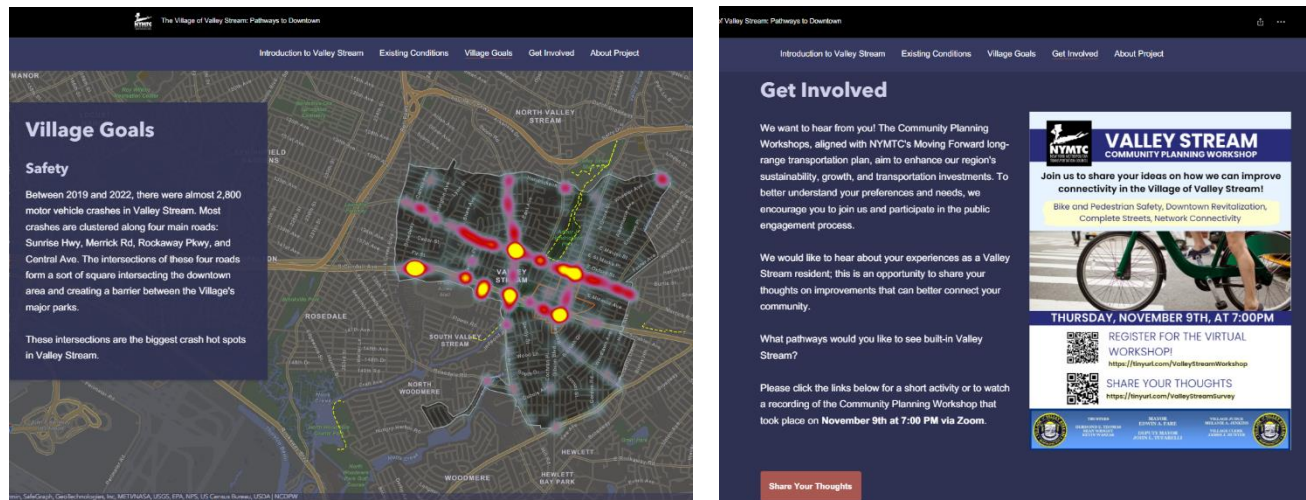


Figure 12. Screenshots of *The Village of Valley Stream: Pathways to Downtown Story Map* produced by POET-VTC.

Community Survey

As a companion to the StoryMap, the project team developed a mapping survey using ArcGIS Survey 123 to collect resident data and feedback. The survey had optional demographic questions and four questions regarding areas of concern and opportunities for connectivity improvements within Valley Stream. Residents had the option to either map or write out their answers. There were 28 individual survey submissions to the community survey. Participants varied in age groups; the majority were between 30 and 64 years of age, and participants 29 years and younger were underrepresented. There was also an overrepresentation of male participants who took the survey (61%) compared to the general Valley Stream population (47%). Additionally, White populations were overrepresented among survey takers (54% compared to 26% in the general population), while Hispanic and Latino populations were fairly represented (29% compared to 23%). There were no Native American or Pacific Islander survey takers, reflecting the same proportions as the general population. However, Black (7%

compared to 25%) and Asian (4% compared to 17%) populations were underrepresented in the survey. Additionally, only 4% of survey takers identified as disabled. The survey was open from

October 12, 2023, to November 30, 2023. Survey questions included the following:

- *Please write out [or pin on the map] where you think connections should be built in Valley Stream.*
- *What are places within Valley Stream that you visit frequently (at least once a week) that you would like to have better access to?*
- *Please tell us about [or pin on the map] areas in Valley Stream where you have felt unsafe while traveling as a pedestrian or cyclist and briefly explain why.*
- *Please tell us about sites in Valley Stream [or pin on the map] where the sidewalk or bike lane network is missing, broken, or inaccessible.*

Workshop Format and Agenda

Following the distribution of the StoryMap and the community survey, the Village of Valley Stream, NYMTC, and VTC-POET convened for a virtual Community Planning Workshop on November 9, 2023, at 7 pm. The primary purpose of the meeting was to collect feedback from Valley Stream residents on improvements that could enhance street connectivity and guide growth to the downtown area. POET facilitated an open discussion via a Google Jamboard™ activity to collect feedback from residents. Community members also gave verbal feedback on potential improvements and solutions presented throughout the meeting via Zoom chat messages. The session was recorded and subsequently posted online on the project StoryMap, **The Village of Valley Stream: Pathways to Downtown**, for community members who could not attend the meeting but were interested in submitting comments. There were 33 participants in total, including six facilitators or speakers (POET, NYMTC, and municipal staff).

Table 1. Valley Stream Community Workshop Agenda

Valley Stream Community Planning Workshop Agenda– November 9, 2023	
7:00-7:05 PM	Welcome and Review Agenda • David Sabatino, Deputy Village Treasurer, Village of Valley Stream • Jes Tixi, Research Project Coordinator, POET
7:05-7:10 PM	Vision Long Island • Vision Long Island NYMTC Introduction and Community Workshop Program • David Drita, Program Management & Integration, New York Metropolitan Transportation Council (NYMTC)
7:10-7:20 PM	Background and Context – Valley Stream • David Sabatino, Deputy Village Treasurer, Village of Valley Stream
7:20-7:40 PM	Solutions to Consider- Safety, Mobility, & Economic Development • Jes Tixi, Research Project Coordinator, POET
7:40 – 8:20 PM	Sites of Focus - Jamboard Activity
8:20 - 8:25 PM	Next Steps and Closing Remarks • David Sabatino, Deputy Village Treasurer, Village of Valley Stream

Figure 13. Agenda and program breakdown for speakers facilitating the Community Workshop. Source: POET.

Summary of Public Feedback – Survey and Workshop Participation

The following section summarizes participant feedback throughout the public engagement process, including both the community mapping survey and discussions from the live community workshop.

Community Survey Results

Walking, driving, and cycling were identified as the most common modes of travel around Valley Stream, with driving being the most common. Most survey responses generally highlighted three locations of concern and opportunity. The key takeaways from the mapping and open-ended portions of the survey were as follows:

General Comments

Respondents noted that many streets throughout the Village are dangerous for pedestrians, including Rockaway Parkway, Rockaway Avenue, Central Avenue, Merrick Road, and Sunrise Highway. Participants would like to see additional safe walking and bike paths, as well as additional crosswalks in areas with high foot traffic and in places where there are traffic lights but no crosswalks. There is also a need for improved wayfinding to help pedestrians and cyclists navigate the town. Additional areas/topics of note include:

- **Bike lanes:** Some specific areas for bike lanes were noted as Rockaway Avenue from Peninsula Boulevard to Merrick Road and Roosevelt Avenue from Rockaway Avenue to Mill Road. One respondent noted that bike lanes might be a “waste of time” because not many people bike in town. However, another noted that bike lanes could encourage more residents to bike, reducing vehicles on the road.
- **Park Connectivity:** Respondents also suggested that bike paths should be added between parks. For example, a path on Merrick Road and Hicks Street could connect Hendrickson Park to Village Green Park.
- **Sunrise Highway Safety:** Respondents voiced many concerns about crossing Sunrise Highway at various points and streets. One participant noted that crossing Sunrise Highway requires pedestrians to try to “beat the countdown timer” and that standing in the “middle island feels dangerous due to high car speeds.” Some noted suggestions and potential interventions for safety included adding a pedestrian bridge over Sunrise Highway, adding a protected bike path, and reducing the speed limit to 25 mph.
- **LIRR Station area:** Respondents noted that the area around the train station is poorly lit. They also would like to see added bike paths towards the station for improved access. One respondent noted that there is an unused right-of-way, known as “the pipeline,” that runs east and west on either side of the LIRR tracks, which could be a “tremendous opportunity” to connect areas of the village to the train station.

Community Planning Workshop Feedback

The Jamboard activity during the workshop provided a platform to gather public input for potential improvements in the three key areas selected by Valley Stream officials and informed by the public survey: the Valley Stream LIRR Train Station, Merrick Road, and Rockaway Ave. The site-specific discussions are summarized below:

- **Board 1- LIRR Station:** Workshop participants indicated that they would be more likely to bike if the Village had infrastructure that protected cyclists from aggressive automobile drivers and secure storage space for bikes. They also suggested that better wayfinding signage could be helpful, as well as protected bike lanes that separate cars from cyclists and pedestrians. During the winter months, participants noted that there was insufficient lighting and that improved lighting could also increase rider safety. In terms of connectivity, participants mentioned that a North-South and East-West connection that linked the train station to surrounding parks and downtown could also increase bike usage.

Major themes: cycling, connectivity, safety, design

- **Board 2- Rockaway Ave / Parkway:** Residents are concerned for the safety of children, pedestrians, and cyclists on Rockaway Avenue as many drivers are prone to speeding. In particular, they noted that the intersection at Central Avenue and Sunrise Highway needs traffic calming, and the town needs to improve overall enforcement of speed limits. Many residents requested that crosswalks be added to increase user accessibility along the road. Other residents said they do not feel comfortable biking on this road because it is too narrow, so expanding it or adding a protected bike lane could accommodate cyclists. They also request maintenance on the road to clearly mark existing bike lanes and pedestrian walkways. One participant suggested street closure/open streets on Rockaway Avenue for community events.

Major themes: pedestrians, safety, maintenance, enforcement, design

- **Board 3- Merrick Road:** Participants indicated that this road is heavily trafficked with lots of speeding cars. They pointed out the congestion caused by bus stops and suggested improving bus rider amenities, such as installing rain roofs. To improve conditions for pedestrians and cyclists, residents would like dedicated bike lanes on this road, more road striping and markings to guide commuters, improved sidewalks, bike storage, and safe pathways connecting parks from north to south. Some participants also suggested limiting the number of left turns off Merrick Road and implementing more midblock crossings to reduce the distance pedestrians have to walk to cross safely.

Major themes: cycling, safety, maintenance, design

- **Board 4- General streetscaping and amenities:** Residents are eager for improvements to make Valley Stream a safer, more walkable, and bikeable place to live. They request bike storage in all core facilities, as well as bike lanes that connect green spaces, downtown areas, LIRR and on Valley Stream Blvd. Improved lighting has been repeatedly

suggested to improve safety conditions and increase accessibility. To make the area more pedestrian-friendly, they also would like to see traffic calming at major intersections accompanied by crosswalks. For beautification, they suggest regularly scheduled maintenance, improvements to existing sidewalks, multifunctional public art installations, and the dispersal of native plantings between trees on sidewalks.

Major themes: design, maintenance, cycling

Table 2 below provides a tally of the comments by theme for each site. However, some comments encompass more than one theme. Additionally, the identified themes are not exhaustive of all possible themes discussed; they are merely reference points for classification.

Table 2. Major Themes Identified in Public Workshop

Themes	LIRR Station - Bike infrastructure	Rockaway Ave / Parkway	Merrick Road	General	Theme Totals
Accessibility and safety	1	3	3	-	7
Bike Infrastructure	5	3	2	4	14
Connectivity	2	-	4	-	6
Design	1	-	9	5	23
Implementation and Strategies	6	2	-	1	9
Pedestrian mobility	-	5	3	6	14
Traffic calming	-	4	-	1	5
Resident behavior	4	2	-	-	6
Comments per board	22	19	21	22	
Total comments	84				

Figure 14. A table providing counts for the comments received by residents in the Jamboard activity, categorized by location and themes—source: POET.

RECOMMENDATIONS AND NEXT STEPS

Project Priorities and Recommendations

The Village's initial concerns were mainly tied to improving connectivity to the downtown area and between open spaces in Valley Stream. However, through meetings with Village officials, this project expanded to include suggestions for increasing safety for all road users at high-volume roads and intersections, expanding bike infrastructure into downtown Valley Stream, and improving bike and pedestrian infrastructure to propel a vibrant central business district.

Public feedback from the workshop helped narrow down areas of concern and introduced new locations of focus for improvements that Village officials were aware of but did not initially highlight as sites of focus for this project. While Valley Stream is in a car-centric region, there is a strongly expressed community need for opportunities to promote and encourage biking in the village. Based on discussions at the workshop, both the public and decision-makers are open to the proposed recommendations that include policy and project-specific solutions for areas of concern identified by Valley Stream and public feedback.

Considering public input, impact, and project feasibility, the Village of Valley Stream should seek funding for the realization of the following improvements to improve its street network connectivity:

- Draft an active transportation plan
- Improve key intersections and roadways to increase traffic safety
- Invest in bike and pedestrian infrastructure
- Pilot temporary demonstration projects to gauge public interest

These initiatives will improve the safety of all roadway users and produce other positive outcomes, such as improving public health, economic vitality, transportation equity, and green infrastructure.

Draft an active transportation plan.

Valley Stream leadership and community members have demonstrated long-standing support and the need for active transportation improvements to guide the growth of their commercial district. There have been several county reports, initiatives, and plans to support this vision; however, there is a lack of cohesiveness among these proposals with similar goals, including planning approaches like complete streets, transit-oriented development, and shared-path networks. Given the strong support for transit infrastructure improvements for all users, the village would benefit from an all-inclusive active transportation plan to seek federal funding for transportation projects. Rather than being an addendum or chapter to a master plan, a stand-

alone active transportation plan will lend itself to a more in-depth analysis and concept designs that can expedite the procurement process once funding is secured.

Previous Valley Stream Reports:

- *Nassau County Infill Redevelopment Feasibility Study*: In 2014, Valley Stream was one of the three pilot communities selected for The Nassau County Infill Redevelopment Feasibility Study (NCIRFS) advanced by the New York- Connecticut Sustainable Communities Initiative (Sustainable NYCT). The NCIRFS identified Valley Stream as a village with characteristics that support success in implementing transit-supported development, such as strong community desire, developer interest, public sector readiness, the leadership in place, and its apt physical suitability.
- *Village of Valley Stream Round VI DRI Application*: In 2019, Valley Stream applied for the Downtown Revitalization Initiative award funded by New York State; in their application, they identified their desire to implement a Storefront Improvement Program, Complete Streets principles, and Transit-Oriented Development measures.
- *MTA First- and Last-Mile Access Mobility Study & Toolkit Development*: In November 2022, Valley Stream was selected as a pilot community for MTA's First-and Last-Mile program; the analysis focused on a study area surrounding the Valley Stream train station. The report indicated a high probability of success for a bike/micro-mobility pilot. It concluded that improving station accessibility through a focus on bike/micro-mobility within the Village of Valley Stream could encourage riders to use alternative modes other than single-use automobiles to access the station.

The following case examples showcase successful active transportation plans from which Valley Stream could draw inspiration. The plans incorporate community visions, prioritize safety and sustainability, and establish a robust framework for guiding the future growth of their respective municipalities through data-driven policy and design.

- *The City of Norfolk Multimodal Transportation Master Plan 2022*: Norfolk aims to revamp its transportation system, originally designed for cars, to better suit commuter needs. The focus is on pedestrians, cyclists, scooter riders, and transit users, with improvements for auto and freight movement. The plan envisions a balanced multimodal system, providing specific design examples and recommendations for all travel modes; the plan also includes a Multimodal System Plan and a Bicycle and Pedestrian Master Plan.

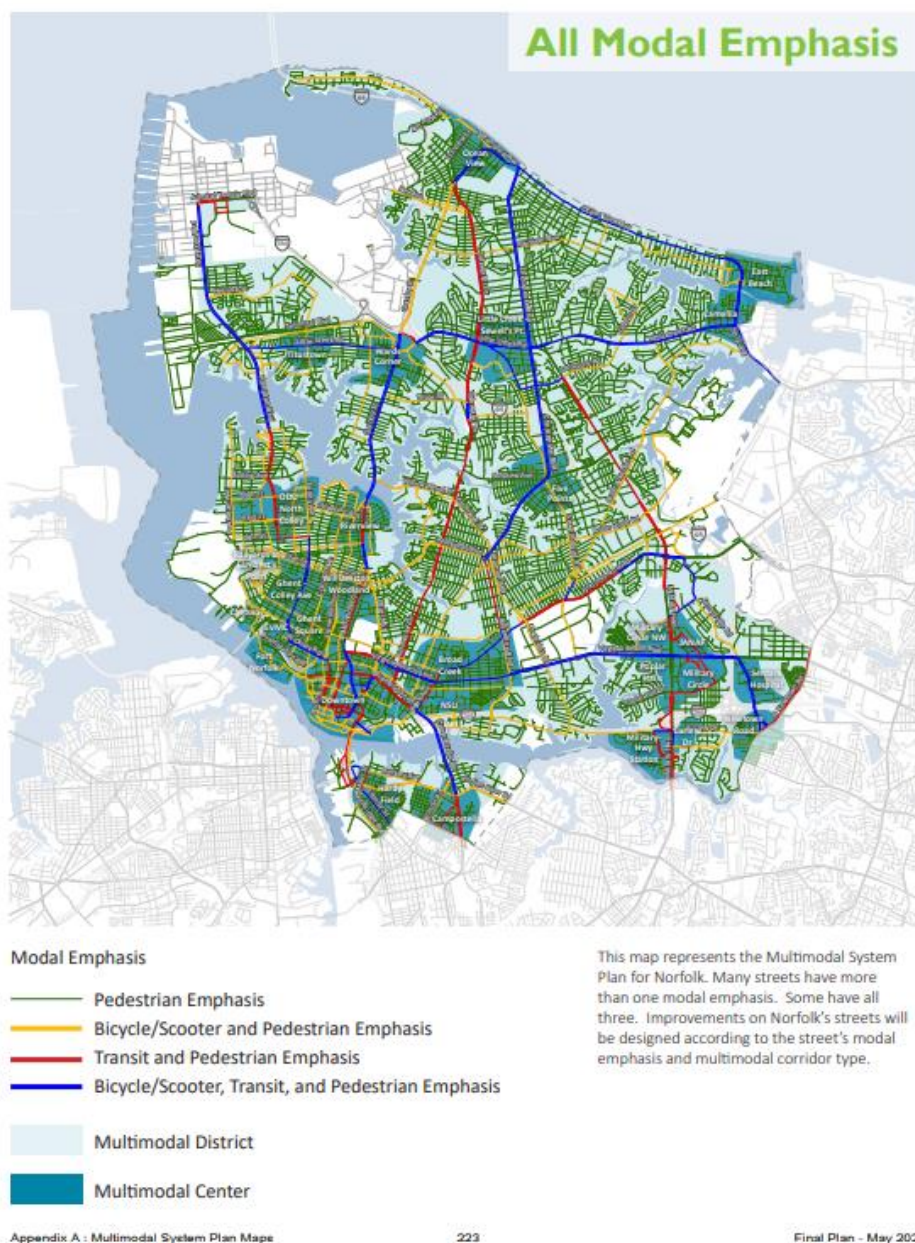


Figure 15. The City of Norfolk's All Modal Emphasis Map. Source: The City of Norfolk Multimodal Transportation Master Plan 2022.

- [The City of Kingston Bicycle and Pedestrian Master Plan 2023](#): Kingston, a small city in the Hudson Valley, drew on public engagement and safety data to identify priority corridors for active transportation improvement. They used a variety of metrics to construct Bicycle and Pedestrian Level of Service (BLOS and PLOS) for these corridors. They also used time-lapse cameras to precisely measure bicycle and pedestrian movements through problem intersections identified in public engagement. Through an alternatives analysis, the Plan identifies costs and benefits to various stakeholders and informs granular recommendations for specific intersections and corridors.

Improve key intersections and roadways to increase traffic safety.

There are opportunities to enhance intersections throughout Valley Stream to prioritize the safety of bicyclists and pedestrians, foster more inviting corridors, and promote alternative modes of transportation beyond cars. Presently, the Village's design at many intersections caters exclusively to cars, inherently disregarding the needs of other road users. Through public engagement, residents expressed traffic safety concerns with the following roadways:

- Sunrise Highway- New York State Route 27
- Rockaway Ave- Commercial Business District
- Merrick Road – County Road 27

Recommendation: Improve non-motorized traveler safety in Sunrise Highway Intersections

Crash Hotspot Intersections in Sunrise Highway

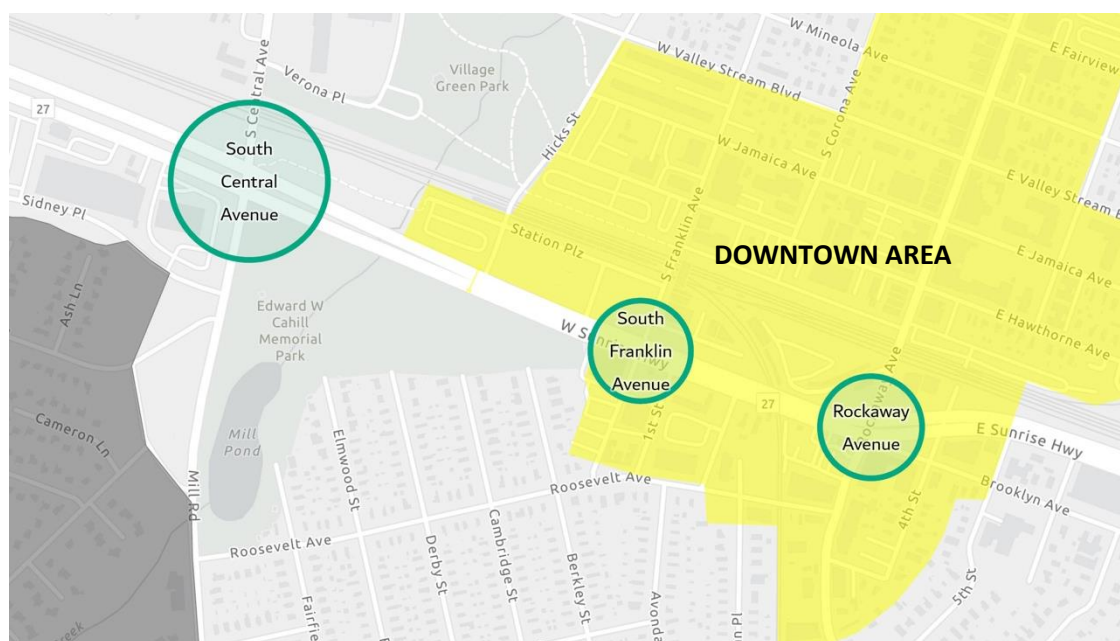


Figure 16. Map of crash sites in Sunrise Highway, Valley Stream 2023 crash data by NYMTC, map by VTC.

1. **Sunrise Highway and South Central Ave:** This intersection is a hotspot for crashes, with a 15-lane convergence. The crossing island is wider at this intersection than at other intersections. This intersection is a key link for pedestrians and cyclists to travel between Edward W. Cahill Memorial Park and Village Green Park to access other amenities like the Valley Stream Train Station, Village Hall, and the library.
2. **Sunrise Highway and South Franklin Ave:** This intersection lacks crosswalk markings on its eastern and southern front, and non-motorized travelers must cross eight lanes where vehicles travel at 40mph. The pedestrian median at the western side of the

intersection is less than two feet in width. This intersection is popular for commuters traveling via the Valley Stream train station (Figure 3).

3. *Sunrise Highway and Rockaway Ave*: This intersection, which converges 13 lanes with Brooklyn Ave combined, poses a long and risky crossing time for non-vehicle commuters. The crossing island is far too narrow to feel safe even for able-bodied pedestrians. However, it is a key link for pedestrians to access the Valley Stream commercial district on Rockaway Ave (Figure 17).

Low-impact options like increasing crossing times and implementing leading pedestrian intervals at Sunrise Highway intersections can increase safety and reduce traffic speeds. Additionally, enhancements like improving the visibility and width of the existing crossing islands, which serve as a refuge on the high-traffic Sunrise highway, can help improve bike and pedestrian safety. The visibility of the crossing islands could be improved by raising or widening the islands and adding elements like lighting, signage, bollards, plantings, or public art. The Federal Highway Administration recommends that islands be a minimum of 4ft wide but preferably 8ft for pedestrian comfort in suburban and urban multilane roadways.²

Widening crossing islands would require more space, which can be achieved through road reconfiguration or a Road Diet, a suite of low-cost streetscape improvements consisting primarily of restriping the existing roadways and reducing the number of lanes and width of the road. In addition to improving bicycle and pedestrian safety, road diets have proven safety benefits for motorists as well, through reduced speeding.³ A reduction of 3 12-ft lanes to 11 ft could provide 3 extra feet of space for pedestrian islands without any fewer lanes, while remaining in compliance with NYSDOT design criteria.⁴

Other measures to increase pedestrian refuge island access and reduce vehicle speeds can include implementing curb extensions on streets that intersect with Sunrise Highway, like Brooklyn Ave. Alternatively, the Village can consider improving the Brooklyn Ave and Rockaway Ave pedestrian island. The triangular island between Brooklyn Ave and Sunrise Highway can be expanded to take up the space already reserved by its painted gore, and extended to the crosswalk on Rockaway Ave; not only would this reduce crossing times for pedestrians and cyclists by providing them an additional island while crossing Sunrise Highway, but it can also introduce the opportunity for open space activation. The Village should assess the feasibility of improving this island and coordinate with the proper jurisdictional entities. Additional measures to consider for proper implementation can include road reconfiguration, plaza design, parking, and accessibility.

¹ Traffic signal timing that gives pedestrians a 3-7 second start before vehicles are given a green light indication. (FHWA)

² <https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>

³ <https://www.planning.org/planning/2024/feb/the-path-to-safety-how-road-diets-can-save-lives/>, <https://narrowlanes.americanhealth.jhu.edu/report/JHU-2023-Narrowing-Travel-Lanes-Report.pdf>

⁴ Pg 51: https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm/hdm-repository/chapt_02.pdf

Sunrise Highway and Rockaway Ave Intersection



Figure 17. Aerial view renderings of Sunrise Highway and Rockaway Avenue intersection with pedestrian improvements by VTC POET.

Potential Brooklyn Ave Plaza



Figure 18. Streetview renderings of a potential plaza at Sunrise Highway, Rockaway Avenue, and Brooklyn Ave intersection by VTC POET.

Recommendation: Implement traffic calming along Rockaway Ave

Due to its narrow and busy nature, there are varying traffic calming countermeasures that can be implemented to improve safety at Rockaway Avenue. Some minimally invasive solutions include improving road markings in intersections such as Fairview, Mineola, Jamaica, and Hawthorne Ave that lack crosswalk markings. Additionally, the roadway will benefit from improved high visibility signage such as pedestrian crosswalk signs, advanced pedestrian crossing signs, speed limits, and school zone signage to remind drivers to yield to pedestrians. Alternative, elaborate enhancements can include implementing parking restrictions or redesigning Rockaway to eliminate parking to one side of the road. The additional space can be repurposed to implement additional traffic safety countermeasures like shared bus lanes or curb extensions to increase the available space for street furniture, lighting, and street trees.

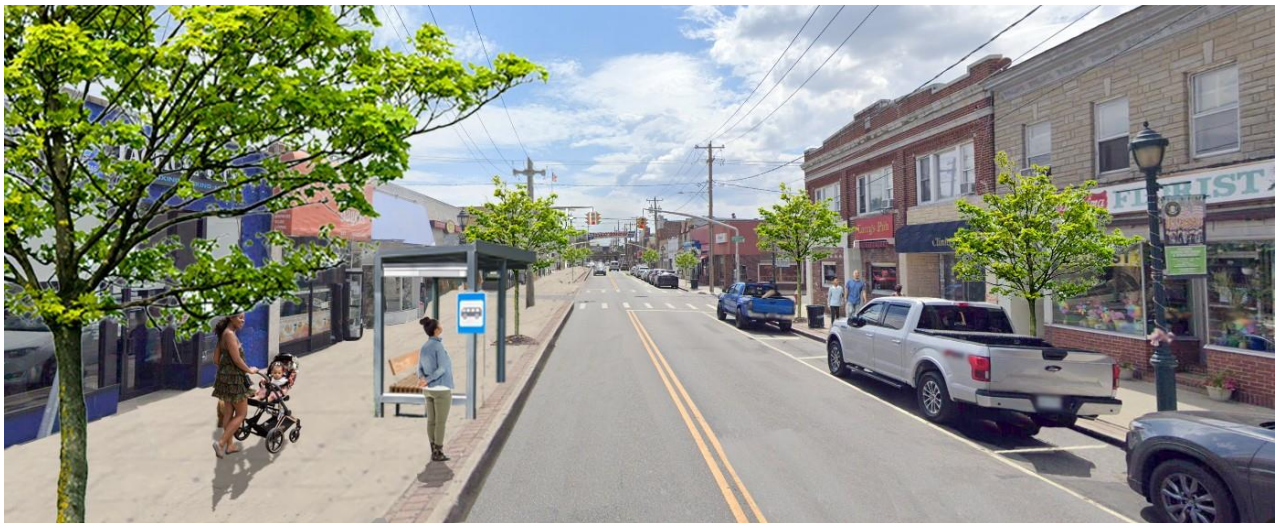


Figure 19. Streetview renderings of Rockaway Ave in downtown Valley Stream’s commercial show how to improve bike and pedestrian infrastructure via shared bike lanes, restricted parking, and street furniture by VTC POET

Recommendation: Improve walkability on Merrick Road

Merrick Road, with its wide layout, long blocks, and numerous bus stops, experiences heavy traffic, averaging 24,000 daily trips at speeds of 30 mph. A detailed corridor study is recommended to identify pedestrian safety and speed management measures, focusing on high-ADT areas with frequent crashes. Studies such as these use best practices in determining methods for shifting modal demand and smoothing road operations by reducing free-flow speed while maintaining appropriate levels of service. Additionally, a corridor study would employ techniques that engage drivers and pedestrians in identifying holistic improvements that follow a Complete Streets model.

To improve walkability, Valley Stream can start by addressing low-impact measures such as enhancing pavement markings and adding crosswalks and signage at intersections like Corona Ave, Franklin Ave, Payan Ave, Hicks St., and Ballard Ave. These intersections currently connect pedestrians to Arthur J. Hendrickson Park, the downtown area, and several bus stops. However, not all of them are equipped to handle pedestrian traffic and lack proper crosswalk markings, creating a safety hazard. Valley Stream can use signage 20 to 50 feet in advance of marked crosswalks to indicate for drivers to stop or yield to pedestrians and can utilize in-street signage in crosswalks. Priority should be given to Ballard, Franklin, and Corona Ave, which are the closest bus stops, to ensure pedestrians can safely access public transit. Additional priority should be given to crosswalk improvements at the intersection of Hicks Street and Merrick Road, as this node is a major connector between the network of Valley Stream parks. Other elements like bollards and speed feedback signs along Merrick Road can change motorist behavior; speed feedback signs have been shown to reduce driver speeds by five mph.

Merrick Road parallels Sunrise Highway and is a major corridor connecting the Village to Jamaica. Improving public transit options and infrastructure is also an essential component of reducing vehicle dependability, which in turn reduces cars on the road and enhances safety. Implementing these measures will create a safer, more pedestrian-friendly environment along Merrick Road.



Figure 20. Existing streetview vs proposed improvements of Merrick Road and Corona Avenue intersection. Source: VTC-POET.

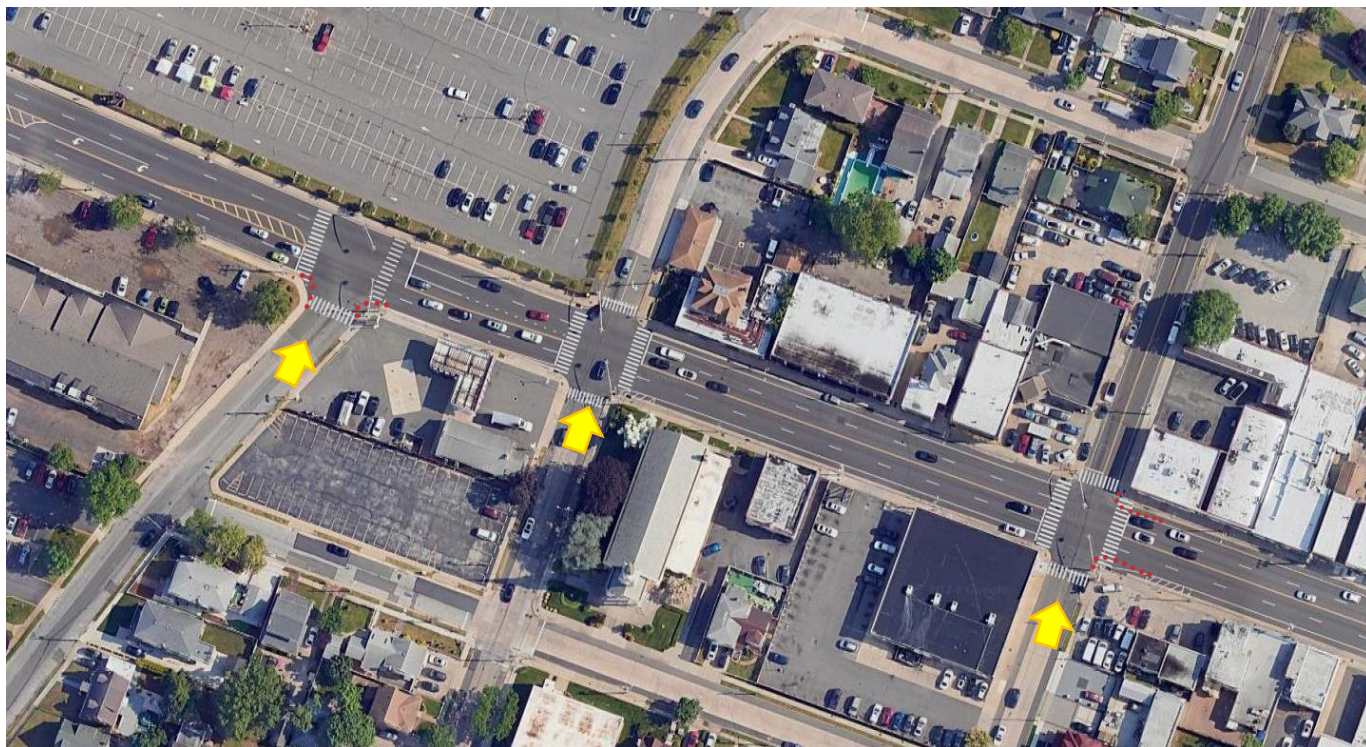


Figure 21. Eagle eye view rendering of Merrick Road with proposed crosswalk improvements at Hicks St., Franklin Ave, and Corona Ave. Source: VTC-POET.

Invest in bike and pedestrian infrastructure.

Beyond some of the bike and pedestrian infrastructure improvements recommended above, Valley Stream should look at the following street design amenities to increase safety and encourage active transportation.

Recommendation: Install Bike lanes

Table 3. Recommended Streets for Bike Lane Development in Valley Stream

Location	Traffic Volume (per average weekday)	Characteristics
Rockaway Ave (Merrick Road and ↔ Sunrise Highway)	2,000-20,000 trips	High volume, low speed, commercial parking on both sides
Merrick Road (Central Ave ↔ S. Grove Street)	2,000-26,000 trips	High volume, low-medium speeds, commercial, some parking
Central Ave (Merrick Road ↔ Sunrise Highway)	2,000-20,000 trips	High volume, low-medium speeds, mixed-use, some parking
Hicks Street (Merrick Road ↔ Sunrise Highway)	1 –5,000trips	Low volume, low-speed local street, residential, some parking

Figure 22. Recommended streets for bike lane development based on community need, data by Replica HQ and NYSDOT Traffic Data Viewer for 2022.

Residents and cyclists expressed the need for bike lanes throughout the Village and identified several streets as preferred corridors for bike lane installations. Bike lanes serve as crucial connectors that can be integrated into the existing transportation system in Valley Stream; they can reduce traffic congestion, encourage active transportation, and increase accessibility to local businesses. Village officials are required to work with Nassau County on county roads to ensure proper street markings and visible signage are included in any bike lane planning. Given the varying traffic volume, widths, parking, elevation, and driveway activity throughout Valley Stream roads, officials should explore and assess various types of bike lane interventions for key streets of concern. Additional research and planning to inform the selection process is recommended since careful coordination between community needs and feasibility is necessary. Based on the community workshop and survey results, the project team recommends the roads in Table 3 be prioritized for bikeway development.

**Preferred Bikeway Type for Urban, Urban Core,
Suburban and Rural Town Contexts**

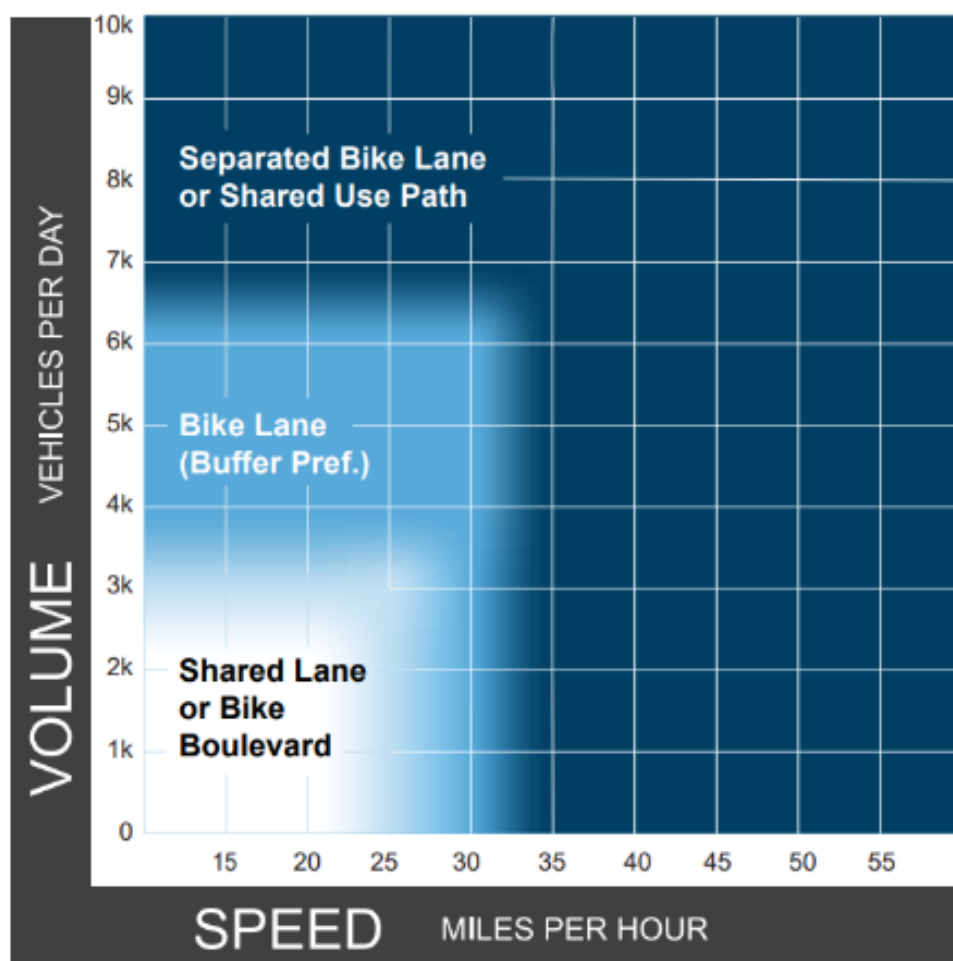


Figure 23. Graph of Preferred bikeway type based on volume and speed. *Note that these are generalized preferences based on speed limit restrictions and are not inclusive of other physical characteristics that need to be considered for implementation such as road width and active driveways. Source: U.S. FHWA Bikeway Selection Guide.

Bike Lane Types and Rider Safety Scale



Figure 24. Graphic displaying different types of bike lanes and stress levels. Source: [City of Chicago Department of Transportation](#).

Design for bicycle infrastructure should focus on reducing conflict between cyclists and other road users, increasing visibility and right-of-way. Additional considerations to bikeway selection include:

- Bike boulevards or shared lanes are ideal for quiet residential and require signage and other traffic-calming methods to be successful
- Bike lanes require a 4ft minimum from the curb, though 6 feet or wider is preferred to maximize rider comfort
- Marked bike lane buffers are highly encouraged for safety; 3 ft buffers are required for protected bike lanes
- Protected bike lanes are not optimal around many driveways or in active areas with loading zones and bus stops
- Two-way bicycle paths require a minimum of 8ft and work best on roads with minimal intersection

Recommendation: Install Bike Parking

Many residents expressed the need for designated bike parking throughout the village. Bike parking can range from installing bike racks to secure bike storage facilities, and proper bike parking could encourage cycling as a secure and sustainable mode of transportation. The village would benefit from installing bike racks near high pedestrian traffic areas like transit stations, office buildings, government buildings, schools, and parks, especially if the village chooses to pursue implementing bike lanes. Bike racks can be installed on sidewalks or roadways as bicycle

corrals wherever feasible where sidewalk space is limited. Key locations of focus should be the Valley Stream train station, along bus routes like Merrick and Rockaway Ave, and throughout Village Green and Arthur J. Hendrickson Park.

Recommendation: Improve Pedestrian-Grade Lighting

Adequate lighting is essential to improving network connectivity; it can enhance an environment and increase resident comfort and safety. Many village residents expressed discomfort with the lack of lighting in high-traffic areas like the Valley Stream train station, especially for commuters cycling to and from the station. Currently, the residential area north of the train station has some roadway lighting. However, roadway lighting is often geared towards the needs of motorists and not necessarily to the safety of pedestrians and cyclists. Pedestrian-grade lighting can help illuminate dark areas like parks and residential areas that are not as visible as busier commercial areas. The village should enhance lighting conditions on network connectors to the train station, such as Hicks Street along Village Green Park and South Franklin Ave. Installing pedestrian-grade lighting can significantly improve safety for pedestrians and cyclists who frequently use this route to travel to the downtown area and Arthur J. Hendrickson Park.



Figure 25. Streetview rendering of street improvements Hicks Street by Village Green Park by VTC POET.

Recommendation: Sidewalk Improvements

Leveled and compliant sidewalks are crucial for ensuring the safety and accessibility of pedestrians of all ages and abilities. Several residents expressed their concerns with uneven and obstructed sidewalks along Merrick Road, which create trip hazards and accidents, especially for pedestrians with mobility devices that rely on clear, leveled surfaces to mobilize independently. Sidewalks are required to adhere to ADA (Americans with Disabilities Act) guidelines, which include curb ramps at pedestrian crossings, a clear walking path without obstructions, and sidewalks with a minimum width of 5 feet- though wider sidewalks are

encouraged. Valley Stream is encouraged to make sidewalk improvements along Merrick Road between Central Ave and Rockaway Ave. Sidewalk improvements coupled with improved lighting and signage can improve safety and enhance the overall pedestrian experience in the downtown area.

Pilot temporary demonstration projects to gauge public interest

Recommendation: Education and Placemaking

Implementing pilot temporary demonstration projects is a strategic, low-cost approach to gauge public interest, garner support, and activate the downtown areas. By temporarily transforming a space, such as introducing pop-up bike lanes, art installations, or “Open Streets,” municipalities can observe community reactions and preferences. This hands-on approach to placemaking allows residents and businesses to experience proposed changes firsthand, fostering a sense of ownership and involvement. Successful demonstration projects can generate excitement, build a consensus for more permanent transformations, and mobilize community support for revitalizing the downtown area. Valley Stream would benefit from temporary affordable projects, such as pop-up bike lanes, temporary curb extensions, Ciclovía events, bike rodeos, and traffic safety educational campaigns. Ultimately, these pilot initiatives are tools for testing innovative ideas, raising awareness, understanding community needs, and cultivating a vibrant and engaged urban environment.



Figure 26. Street Plans Helped Youth Leaders Design & Build Curb Extensions in Bridgeport, CT. Source: Street-plans.com



Figure 27. Pop-up bike lane, Montclair, NJ, 2017. Source: NJTOD.org

Recommendation: Micro-mobility Pilot

As highlighted on the MTA First- and Last-Mile Access Mobility Study & Toolkit Development report, Valley Stream stands as a promising candidate for the successful implementation of a micro-mobility pilot program. It is strongly recommended that Valley Stream actively explores the introduction of bike/scooter share initiatives in conjunction with the suggested traffic safety measures and enhancements for bike and pedestrian infrastructure outlined in this report. Neglecting to address current network challenges before initiating a micro-mobility pilot poses a potential risk to the program's success. Highly active commuter and recreational areas such as train stations and parks should be a priority for these micro-mobility pilots. Further stakeholder engagement, public awareness, and updating of local ordinances to support these transitions are encouraged before issuing a request for a proposal for a bike/scooter share operator. Pilots should be carefully monitored and evaluated before expanding throughout the village.

Funding Opportunities

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

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

To apply for TAP, the local government will have to demonstrate the following in their application:

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

The criteria by which the state measures and ranks projects are structured and application completeness is critical for project selection. While the FFY 2023 TAP solicitation has recently concluded, it is recommended that Valley Stream monitor the NYSDOT website for the next solicitation. Besides TAP, the village can seek federal aid from various formulas and discretionary federal fund sources. The Federal Highway Administration put together a comprehensive listing of federal aid programs for improving pedestrian and bicycle facilities, included in Appendix D. The listing identifies criteria, timing, and eligibility that project sponsors must consider when applying for funding. They have also compiled an upcoming schedule with [Key Notices of Funding Opportunities](#) and their deadlines. Lastly, they have organized a [checklist](#) to help local communities prepare themselves for soliciting funds through the federal process, which Valley Stream should use when developing their project.

ⁱ Census Reporter

ⁱⁱ Wikipedia

ⁱⁱⁱ https://www.newyork-demographics.com/cities_by_population

^{iv} Policy Mapper

^v Replica

^{vi} FMLM Report

^{vii} Replica

^{viii} <https://www.tpl.org/city/valley-stream-new-york>

^{ix} NCIRFS Report

APPENDICES

Appendix A: Jamboard Documentation and Results

Valley Stream LIRR Station -Bike infrastructure





<https://maps.app.goo.gl/dWMaXRNpHYwq6Ezr9>

User Behavior		Connectivity		Design		Implementation & Strategies			
Biking Yes, There should be bike lanes and designated bike parking. I don't take bike but I'm sure there are people who would.	Currently don't commute to the station, but would use for bike riding mileage	I took the LIRR to Atlantic Terminal on a Saturday recently and when I got in the train there was a guy with a motorized bike who got off in Brooklyn.	I know people who would stop driving if they felt it was safer to get to the train.	North-South Connections between LIRR and surrounding parks. East-West connections between LIRR/parks and downtown!!	lighting can also contribute to conflicts between pedestrians and cyclists	not good lighting for night time/winter riding	There should be bike licenses to make sure people follow rules.	Look at places like Amsterdam where people do commute - if you support bikes, people will bike.	It is so important! Yes!
Bike lanes (preferably protected) ... need to do something about aggressive driving culture in VS ... popup bike lanes sound great... also look into Oneee bike lockers oneepod.com	isolated, protected bike lanes. Maintain separation between cars, bikes, and pedestrians	unused ROW/path along LIRR rails that stretches the length of the village	Extremely important, yes - As long as there was a safe place to store the bike yes, riding to the station would be great	make streets safer with signage and streetcapping and connectivity - connect across communities - it will be safer for everyone	In the winter it is dark and not enough lighting to safely bike to the train.	need more infrastructure, not just for commuting, but recreation and exercise as well	need to enforce "all" vehicles who don't follow traffic signals	Need to have a longer term look - look 15 years out to when more people have bikes... need take small steps to get there.	Very important! Yes!
Would love to be able to bike safely - Rockaway avenue is dangerous for cyclist	bike lanes with signage								

Pedestrian mobility

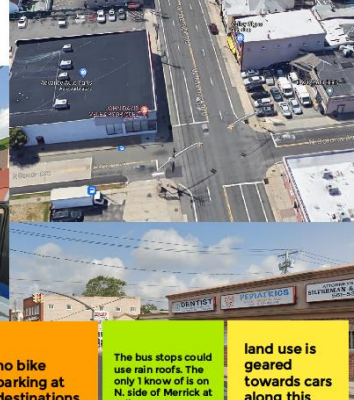
Rockaway Ave / Parkway




<https://maps.app.goo.gl/Tx2RWxwix3UEA>

Traffic Calming		Implementation and User Behavior		Biking		Concerns for Children				
I don't feel comfortable crossing here especially since right on red from Rockaway is allowed and people drive fast along Sunrise.	congestion on rockaway and roosevelt makes crossing difficult	crosswalks!!	median pedestrian refuge for extra long crossing	Traffic calming is an ongoing discussion between Village and Nassau County	Rockaway Ave north of Merrick Road becomes a speedway to the Southern State Parkway	enforcement is vital for Rockaway Ave	Crossing rockaway avenue at the lights is safe	I wouldn't ride a bike down Rockaway Ave ever. It is way too narrow.	Maybe there should be re-striping and painting to highlight crosswalks where school kids, shoppers, etc. frequently cross.	Kids are going to walk and bike because they can't drive
Making the road narrower would be more effective than a speed bump, in my opinion. Also designated crosswalks	The intersection at Central and the SSP needs traffic calming, re-striping/painting to mark pedestrian/bike areas	Need traffic calming on rockaway north of merrick	Making streets safe for everyone fosters a sense of community	thursday night thrills - shut down rockaway ave for events	Maybe bike traffic should be routed along a side street parallel to Rockaway, because it's so narrow and heavily used by cars on the street and pedestrians on the side walks	It's not very conformable to bike across Sunrise and Rockaway; I avoid it and go up Horton which is not much better	Rockaway Avenue is wider than it should be. Kids cross - they don't go all the way to the light. A median divide or rumble strip would be helpful			

Merrick Road



Safety

I don't walk to Hendrickson because I'm nervous to cross at Fletcher at Merrick Rd.	speeding	I'm a driver not biker, but I am concerned about bikers on Merrick. I am worried about them even as a driver. I think that there need to be designated bike lanes.
Lots of speeding on Merrick Road but there's more room there to create safe bike lanes.		pedestrian was killed because a car turning right did not see him

Pedestrian mobility

dedicated signal time for pedestrian at key intersections
countdown signals for pedestrian crossing

Connectivity

Will need pathways from Southern to Northern Parks, so that crossing Sunrise and Merrick needs to be safer.	used to be a culture of riding bicycles around these roads. need to provide safe routes to green spaces so people can use them
going to any parks have to cross sunrise and Merrick. need to improve bicycle and pedestrian connectivity to parks	Need safe pathways through the community that are not main roads

Bike

no bike parking at destinations
Storage No places to leave your bike even if you wanted to bike
No striping in some locations

Bus

The bus stops could use rain roofs. The only 1 know of is on N. side of Merrick at Arlington Ave.
Stops The bus stops on Merrick slow traffic down and cause cars to want to zip around them.
Too many left turns

Design

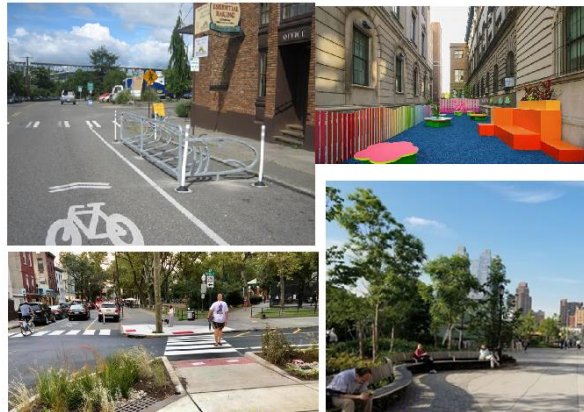
land use is geared towards cars along this corridor
uneven sidewalks along Merrick especially towards Rockaway makes it hard to walk.
frequent mid block crossings because traffic lights are far away.

Bike lanes and accessibility

As part of encouraging increased biking, plentiful additional bike racks in all core facilities (shopping areas, parks, downtown) of the Village would be critic	Possibility of (preferably protected) bike lane on Valley Stream Boulevard, which roughly parallels Merrick Road through much of Valley Stream, and has less traffic
We need designated bike lanes to/from/between parks, downtown areas on Central and Rockaway, & LIRR	Connecting green spaces via accessible bike measures

General Streetscaping and amenities

What would you like to see and where?



Lighting

need more lights	
I noticed better lighting was installed in Hendrickson park	
Re lighting: Flagstaff, AZ has an apparently successful program to accommodate safety -and- the astronomical observatory there	
too many blocks without lighting, dangerous for bikes, pedestrians, drivers go too fast, gets worse in winter	Lighting, signage, and pedestrian islands with greenery.

Beautification and maintenance

need to plan for maintenance of improvements	sculptures/public art that can be climbed on and played with for kids (and adults)	Native plantings on sidewalks near trees,	highlighted crosswalk, crossing light, traffic calming for the intersection on Central where the SSP exit entrance and bridge are
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Design

We need traffic calming or more of it at major intersections on Central, Rockaway, Sunrise and Merrick.	We need to address traffic safety at intersections that don't meet @ Rt. angles, it
We need rain roofs for bus passengers. There's only 1 know of at Merrick and Arlington Ave.	No merging arrow sign when two lane converges to one. For instance, Just south of Franklin Ave and Wheeler Ave.

Pedestrian mobility

	A cross walk and pedestrian crossing light at Park Dr merging to South state east at the intersection of Franklin Ave and Park Dr, just north of the LJJ Hospital
Better pedestrian crossings within the King Kullen parking lot	there is no sidewalk along the Blakeman Drive
A railing on sidewalk along the bridge over Southern state pkwy.	Leveling sidewalks near Laundry Palace on Merrick and other places

Appendix B: Pedestrian and Bicycle Funding Opportunities: US Department of Transportation Transit, Safety, and Highway Funds (See next page)

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

	Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																												
	Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																												
	OST Programs							Federal Transit				NHTSA		Federal Highway Administration															
Activity or Project Type	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$			\$	\$	\$	\$				\$	\$	\$	
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				\$	TA					\$	\$				\$						\$	\$	\$		\$		\$	\$	
Barrier removal for ADA compliance	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$				\$	\$	\$	\$	\$	\$		\$	\$	\$	
Bicycle plans			~\$	\$				\$		\$	\$				\$					\$	\$	\$		\$	\$		\$	\$	\$
Bicycle helmets (project or training related)												\$									\$	SSRTS		\$				\$	
Bicycle helmets (safety promotion)																					\$	SSRTS		\$				\$	
Bicycle lanes on road	~\$	~\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	\$		\$			\$	\$	\$
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	\$	\$		~\$	\$	\$	\$		~\$				\$	\$			\$		\$	\$	\$	\$		\$	\$	\$	
Bike racks on transit	~\$		\$	~\$			~\$	\$	\$		~\$				\$	\$					\$	\$					\$	\$	
Bicycle repair station (air pump, simple tools)	~\$		\$	~\$		~\$	~\$	\$	\$						\$						\$	\$					\$	\$	
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$		\$	\$					\$	\$	
Bicycle storage or service centers (example: at transit hubs)	~\$		\$	~\$		~\$	\$	\$	\$						\$	\$					\$	\$					\$	\$	
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Bus shelters and benches	\$	\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$	\$	\$	\$				\$	\$	\$	
Coordinator positions (State or local) (limits on CMAQ and STBG)				\$							\$					\$					\$	SSRTS		\$				\$	
Community Capacity Building (develop organizational skills/processes)				\$	TA					\$	\$														\$			\$	
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$						\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Curb ramps	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Counting equipment		\$	\$	\$			~\$	\$	\$									\$		\$		\$	\$	\$	\$		\$	\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$			~\$	\$	\$	\$	\$				\$			\$		\$		\$	\$	\$	\$		\$	\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	~\$			\$	\$	\$	~\$	~\$				\$				\$	\$	\$	\$	\$	\$			\$	\$	
Historic preservation (pedestrian and bicycle and transit facilities)	~\$		~\$	~\$		~\$	~\$	\$	\$		~\$				\$						\$	\$				\$	\$	\$	
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	~\$	~\$		~\$	~\$	\$	\$	~\$	~\$				\$				~\$	\$	\$	\$					\$	\$	
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Maps (for pedestrians and/or bicyclists)				\$				\$	\$	\$	~\$				\$	\$					\$	\$		\$	\$	\$		\$	
Micromobility projects (including scooter share)	\$		\$	~\$		~\$	~\$				~\$				\$	\$					\$	\$					\$	\$	
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$		~\$	~\$							\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Pedestrian plans	\$	~\$	~\$	\$				\$		\$	\$				\$					\$	\$	\$		\$	\$		\$	\$	\$
Rail at-grade crossings	\$	\$	\$	~\$		\$	\$	\$	\$						\$			\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Recreational trails	\$		\$	~\$			~\$													\$	\$	\$	\$			\$	\$	\$	
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	~\$		~\$	~\$			\$	~\$			~\$	~\$	~\$			\$	\$	\$	\$	\$	\$		\$	\$	\$	
Road Diets (pedestrian and bicycle portions)	\$	\$	\$	\$		~\$	\$								\$	\$	\$		\$	\$	\$	\$		\$			\$	\$	\$

	Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																												
	OST Programs							Federal Transit				NHTSA		Federal Highway Administration															
Activity or Project Type	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF
Road Safety Assessment for pedestrians and bicyclists			\$	\$	TA		~\$				~\$						\$	\$			\$	\$			\$		\$	\$	\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws				\$							~\$	\$	\$				\$				\$SRTS	\$SRTS		\$	\$			\$	
Safety education positions				\$							~\$	\$									\$SRTS	\$SRTS		\$				\$	
Safety enforcement (including police patrols)				\$								\$	\$				\$				\$SRTS	\$SRTS		\$				\$	
Safety program technical assessment (for peds/bicyclists)			\$	~\$	TA						~\$	\$					\$				\$SRTS	\$SRTS		\$	\$		\$	\$	
Separated bicycle lanes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Shared use paths / transportation trails	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Sidewalks (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Signing for pedestrian or bicycle routes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$	\$
Spot improvement programs (for pedestrian and bicycle facilities)	\$	\$		\$		~\$	~\$	\$			~\$				\$		\$	\$	\$		\$	\$	\$	\$			\$	\$	\$
Stormwater impacts related to pedestrian and bicycle project impacts	\$	\$	\$	~\$		~\$	~\$	\$	\$								\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Traffic calming	\$	\$	\$	\$		~\$	~\$	\$							\$		\$		\$	\$	\$	\$		\$			\$	\$	\$
Trail bridges	\$	\$	\$	~\$		~\$	\$								\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Trail construction and maintenance equipment				~\$		~\$	~\$								\$						\$	\$	\$				~\$	~\$	~\$
Trail/highway crossings and intersections	\$	\$	\$	\$		~\$	~\$							\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Trailside/trailhead facilities (restrooms, water, not general park amenities)	~\$					~\$	~\$								~\$						\$	\$	\$			\$	\$	\$	
Training				\$	TA						~\$	\$				\$	\$				\$	\$	\$	\$	\$			\$	
Training for law enforcement on ped/bicyclist safety laws				~\$								\$	\$			~\$	\$				\$SRTS	\$SRTS		\$				\$	
Tunnels / underpasses for pedestrians and/or bicyclists	\$	\$	\$	\$		\$	\$	\$	\$						\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Vulnerable Road User Safety Assessment			\$	\$	TA												\$				\$	\$		\$	\$			\$	\$

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973

[RAISE](#): Rebuilding American Infrastructure with Sustainability and Equity

[INFRA](#): Infrastructure for Rebuilding America Discretionary Grant Program

[RCP](#): Reconnecting Communities Pilot Program

[SS4A](#): Safe Streets and Roads for All

[Thrive](#): Thriving Communities Initiative (TA: Technical Assistance)

[RRIF](#): Railroad Rehabilitation and Improvement Financing (loans)

[TIFIA](#): Transportation Infrastructure Finance and Innovation Act (loans)

[FTA](#): Federal Transit Administration Capital Funds

[ATI](#): Associated Transit Improvement (1% set-aside of FTA)

[TOD](#): Transit-Oriented Development

[AoPP](#): Areas of Persistent Poverty Program

NHTSA [402](#): National Highway Traffic Safety Administration State and Community Highway Safety Grant Program

NHTSA [405](#): National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)

[BFP](#): Bridge Formula Program; [BIP](#): Bridge Investment Program; [BRR](#): Bridge Replacement and Rehabilitation Program

[CRP](#): Carbon Reduction Program

[CMAQ](#): Congestion Mitigation and Air Quality Improvement Program

[HSIP](#): Highway Safety Improvement Program

[RHCP](#): Railway-Highway Crossings (Section 130) Program

[NHPP](#): National Highway Performance Program

[PROTECT](#): Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation

[STBG](#): Surface Transportation Block Grant Program

[TA](#): Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)

[RTP](#): Recreational Trails Program

[SRTS](#): Safe Routes to School Program (and related activities)

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

[NSBP](#): National Scenic Byways Program

[FLTTP](#): Federal Lands and Tribal Transportation Programs: [Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Tribal Transportation Program](#), [Federal Lands Planning Program](#) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) program.

[TTP](#): Tribal Transportation Program

[TTPSF](#): Tribal Transportation Program Safety Fund

Cross-cutting notes

This table indicates potential eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. In these instances, the Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance)
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and the [TA Set-Aside](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TA Set-Aside](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- FHWA’s [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#).
- FHWA Links to [Technical Assistance and Local Support](#).

Program-specific notes

Federal-aid and other DOT funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

- [RAISE](#) (Infrastructure Investment and Jobs Act (Pub. L. 117-58) (IIJA), also known as the Bipartisan Infrastructure Law (BIL), § 21202): Funds capital and planning grants.
- [INFRA](#) (IIJA § 11110): For projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)): See [RCP Program Notice of Funding Opportunity](#) for full details. Planning grants and Capital Construction Grants must relate to a transportation facility that creates a barrier to community connectivity.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.
- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.
- [FTA](#) / [ATI](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#), [Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
 - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
 - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services in areas experiencing long-term economic distress, not for capital purchases.
- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024; however, for FY 2023 grants, FAST Act eligible uses remain in place.
- [BFP](#), (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.

- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain non-infrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133) and [TA Set-Aside](#) (23 U.S.C. 133(h)): Activities marked "\$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)). There is broad eligibility for projects under 23 U.S.C. 206, 208, and 217.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be close to a designated scenic byway.
- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTTP) program.
 - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- [TTPSF](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to [federally recognized Indian tribes](#) through a competitive, discretionary program to plan and implement transportation safety projects.