



TRANSPORTATION SAFETY AND DOWNTOWN REVITALIZATION IN THE VILLAGE OF LYNBROOK

AUGUST 2026



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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 at the Voorhees Transportation Center at Rutgers University (Rutgers-POET) 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 The Village of Lynbrook.

ABOUT MOVING FORWARD

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.

ABOUT COMMUNITY PLANNING WORKSHOPS

The Community Planning Workshops Program provides technical assistance to municipalities 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 are 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 can cover various issues, including expanding non-motorized transportation, transit-oriented development, parking management, safety audits, reduced traffic congestion, and improved access to public transit.

Grounded in Community.
Focused on the Future.



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COMMUNITY PROFILE: THE STUDY AREA

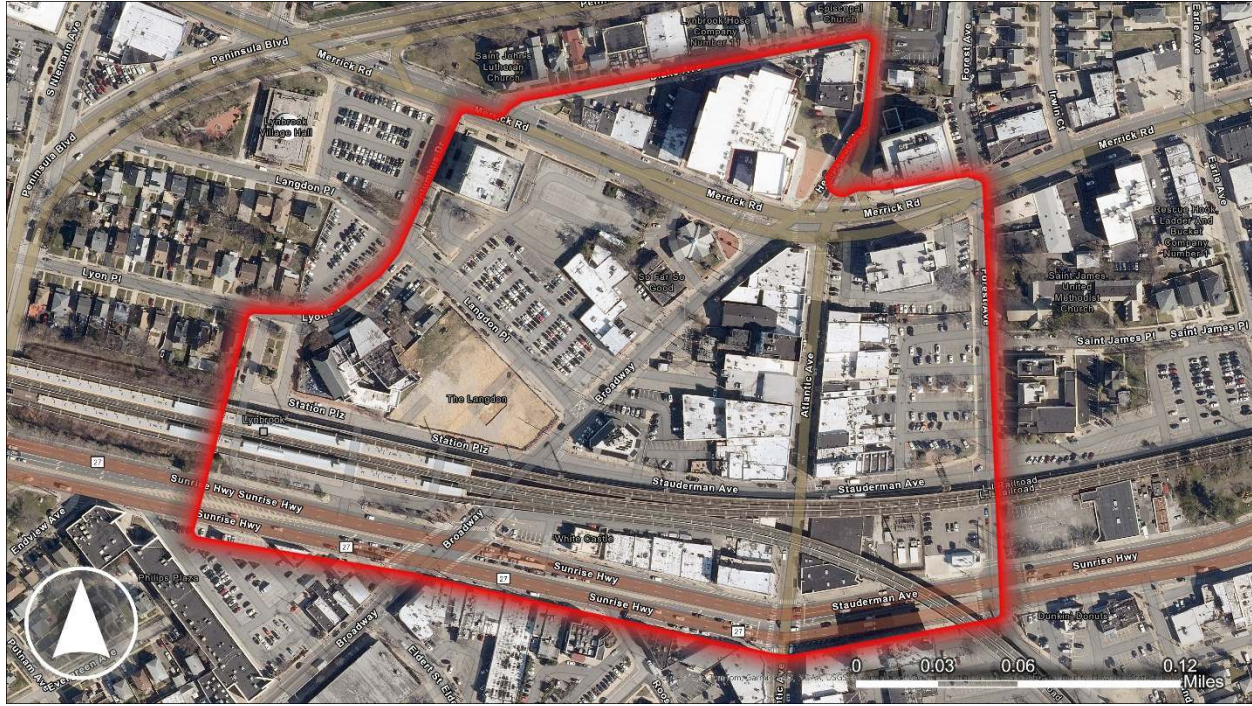


Figure 1: The study area is identified within the Commercial/Downtown area of the Village of Lynbrook, NY.

Lynbrook is a village in Nassau County, NY, approximately 15 miles east of Manhattan and 1 mile north of Hewlett Bay. This small (2-square-mile) Village was incorporated in 1911, following a rich history as a farming and fishing community. The village's downtown area is along Atlantic Avenue, between Sunrise Highway and Merrick Road, and offers a variety of services and goods (American Community Survey, 2024; accessed on 7/8/2025).

DEMOGRAPHIC AND GEOGRAPHIC CONTEXT OF THE STUDY AREA

The Village of Lynbrook is home to people of all ages, genders, races, and national origins. As of 2020, the total population is 20,438, according to the U.S. Census Bureau. Between 2010 and 2020, Lynbrook had an annual population growth rate of approximately 0.51%. The average household size is 2.71. In 2023, the median household income was approximately \$138,866 (ACS, 2024).

Residential zoning makes up most of Lynbrook's area. Commercial zones are primarily located along Merrick Road, Sunrise Highway, and Atlantic Avenue. Industrial and light manufacturing zones can be found in the following areas:

1. Along Merrick Road between Vincent Avenue and Ocean Avenue
2. Along Horton and Prospect Avenue between Hendrickson Avenue and Merrick Road
3. Broadway and Starks Place

In 2015, the Village of Lynbrook adopted an "Arts and Cultural Overlay District" to attract more cultural uses in the village's downtown. This overlay is highlighted in Figure 3.

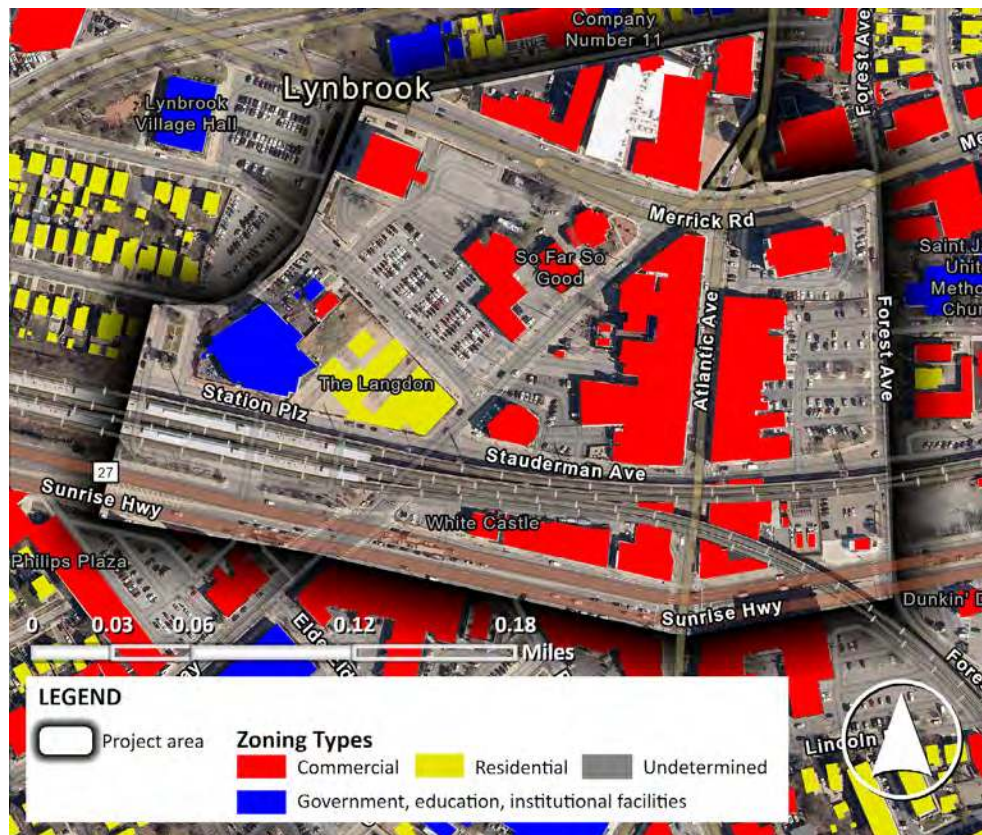


Figure 2: Zoning in Downtown Lynbrook.

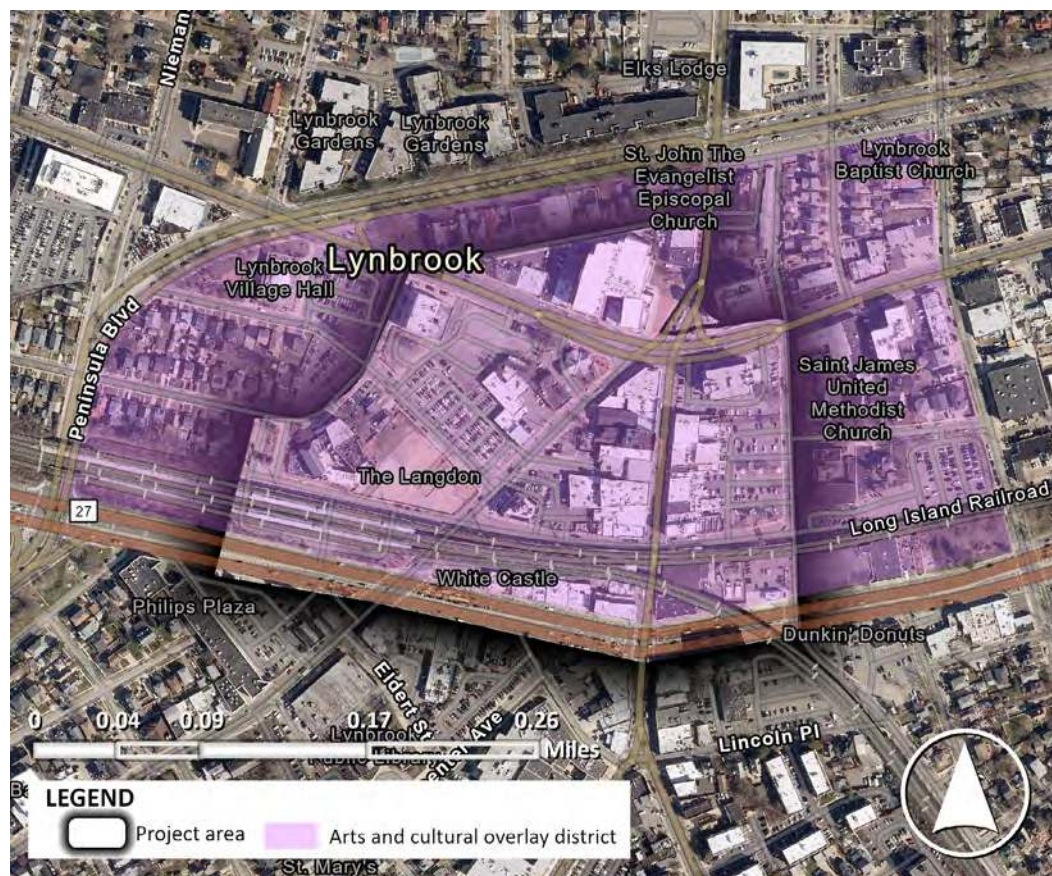


Figure 3: Arts and Cultural Overlay District.

Potential Environmental Justice Areas (PEJAs)

Two Potential Environmental Justice Areas (PEJAs) are found within Lynbrook. None are within the downtown study area. PEJAs include census block groups where at least 52% of the population in an urban area reported themselves to be members of minority groups, or at least 26% of the population in a rural area reported themselves to be members of minority groups, or at least 23% of the population in an urban or rural area had household incomes below the federal poverty level. The two PEJAs in Lynbrook are located in the northeastern corner of the municipality and are considered urban areas, with approximately 58% of the population reported as members of minority groups.

EXISTING CONDITIONS AND TRIP PATTERNS

Residents, visitors, and employees alike find different ways to get around the Village of Lynbrook. Lynbrook benefits from connections to the Long Island Railroad (LIRR) and Nassau Inter-County Express (NICE). It has several distinct activity hubs, such as the Langdon, the Regal Theater on Merrick Road, and its downtown area with shops, restaurants, and galleries. Approximately 53% of Lynbrook residents use personal cars to get to work, while 15% use public transportation (ReplicaHQ, Replica Places, Spring 2025). Nassau Inter-County Express Bus n1, n25, n31, n31X, n32, n4, and n4X service Lynbrook. There are 36 bus stops throughout Lynbrook, connecting residents to nearby municipalities such as Hewlett, Valley Stream, North Lynbrook, and Rockville Center. Within the project focus area, there are six bus stops. Other means of transportation for Lynbrook residents include carpooling, walking, cycling, and taxis.

The Village benefits from the Lynbrook Long Island Rail Road Station with service to the Long Beach, Babylon, and Montauk branches.

Current Safety Conditions: Data Review

Between December 2021 and December 2024, there was a total of 502 crashes throughout Lynbrook. Within the project focus area, there were 71 crashes primarily along Sunrise Highway (NYS-DOT Clear Crash Data Viewer, data retrieved on July 31, 2025). Of those 71 crashes, 63 appear to have occurred in or near an intersection.

Of the 502 total crashes in Lynbrook, five were fatal, three of which were in study area. Of those fatal crashes, one was in the intersection of Atlantic Avenue and Sunrise Highway, one was near the same intersection, and one was in the intersection of Broadway and Sunrise Highway.

Additionally, 23 serious injury crashes occurred, with two in study area; those crashes were in the intersection of Sunrise Highway and Broadway, and the intersection of Merrick Road and Atlantic Avenue.

Of the remaining crashes in Lynbrook, there were 52 possible injury crashes, of which eight were in the study area, and 422 injury crashes, of which 58 were in the study area.

PROBLEM STATEMENT AND CURRENT CONDITIONS

While the project team considered Lynbrook as a whole, the primary focus was the village's downtown and the area surrounding the Lynbrook Station. The planning study and community workshop address the following objectives:

- Improve pedestrian conditions and safety.
- Improve connectivity across community assets, the downtown area, and residential zones.
- Enhance community identity and aesthetics.
- Bring economic activity to the downtown.
- Create opportunities for community activity and engagement.

Improve pedestrian conditions and safety.

In the area around the Lynbrook Train Station, stakeholders identified several key intersections and locations that could be potentially dangerous for pedestrians, particularly along Sunrise Highway, the intersections with Broadway and Atlantic Avenue. Through public engagement and conversations with village officials, the project team identified the Regal Cinema, Five Corners intersection, Atlantic Avenue, and Sunrise Highway as areas of concern for pedestrian safety. Some of the concerns reported include speeding, double parking, traffic congestion, long crossing distances, and inadequate clearance time for pedestrian signals. Given that walking is one of the primary ways residents and visitors get around the village, the project team provides several pedestrian safety and traffic-calming measures that can be applied throughout the village in addition to site-specific recommendations.

Improve connectivity across community assets, the downtown area, and residential zones.

Based on feedback from the community survey, connectivity among community assets, downtown, and residential zones was identified as a concern for Lynbrook residents. A lack of parking was a recurring theme found in the community survey. However, there are several municipal parking lots in the downtown area. Connecting parking with key downtown locations through improved wayfinding can enhance the experience for residents and visitors and make available parking seem more accessible. Lynbrook already has some connectivity assets, such as the Pedestrian Walkthrough at 30 Atlantic Avenue, which connects the municipal lot to downtown. Extending the walkthrough to connect to the Lynbrook Train Station and incorporating wayfinding techniques can further enhance the downtown experience for residents and visitors.

Bring economic activity to the downtown.

Atlantic Avenue and Sunrise Highway, the heart of Lynbrook's downtown, are home to a variety of shops, restaurants, and professional offices. However, there are a handful of vacancies found in these downtown corridors that are a growing concern among Lynbrook's business community. Through some creative strategizing, these vacancies can still be an opportunity to attract new businesses and revitalize Lynbrook's downtown.

Enhance community identity and aesthetics.

Conversations with village officials and community outreach revealed that several residents would like to see revitalization improvements that enhance community identity and aesthetics. Within Lynbrook's downtown, several sites provide access to green and open space. However, during conversations with village officials and outreach with residents, it was noted that several of these sites

are underutilized and may need enhancement to foster community identity. A parcel on Broadway, currently owned by PSEG Long Island, is an example of an underutilized location with opportunities to enhance the village's aesthetics. Collaborative partnerships between the village and private partners will be necessary to implement improvements at this site. Other sites mentioned by village officials and residents that may need aesthetic improvements include the Lynbrook Station and the train trellises on Broadway and Atlantic Ave. Public art is also an opportunity that can not only enhance community identity but also spark activity and engagement among village residents.

Create opportunities for community activity and engagement.

In addition to enhancing community identity and aesthetics, community activations and programs were identified as an area for growth to invite more residents and visitors to downtown. Atlantic Avenue and the Regal Lynbrook Cinema Plaza present opportunities for the village to host events that bring in residents and visitors to the downtown. Public art is one strategy that can be applied at several sites in the village, including the pedestrian walkway. It can be an opportunity to invite families to participate in collaborative art activities.

PLANNING PROCESS AND PUBLIC ENGAGEMENT

PLAN REVIEW

The project team completed a literature review of the Village Master Plan, news articles, reports, proposals, feasibility studies, and other planning documents to inform the team about Lynbrook's history, development, and revitalization goals. Plans reviewed in the literature review include:

- Lynbrook Downtown Parking Study (2007)
- Downtown Revitalization Plan (2009)
- Downtown Revitalization Initiative Application (2019 & 2021)
- Greis Park Master Plan (2019)

Several common goals are found across previous efforts to revitalize Lynbrook's downtown, including:

1. Foster community identity and pride by preserving and enhancing the Village's infrastructure (DRI 2021 application and site visit).
2. Improve connectivity across community assets, like municipal parking, downtown area, Lynbrook Train Station, and residential zones (Site visit).
3. Create additional opportunities for residents to access green spaces (DRI 2021 and site visit).
4. Improve pedestrian conditions and safety.
5. Transit-oriented development, a strategy that supports and encourages transit use and "live, work, play" communities in areas half a mile from a transit stop, can be used to increase access to transportation options. The Village of Lynbrook has already been doing some work that prioritizes TOD, for example, the Langdon.

Recurring challenges that are highlighted in Lynbrook's previous planning efforts include:

1. Underused properties in the downtown area
2. Lack of access to parking
3. Lack of cohesion in neighborhood aesthetics
4. Pedestrian safety

Once the sites were identified, the project team began developing public-facing materials and activities to engage the community and better understand their needs and challenges related to connectivity and long-term development. These efforts included a project website, a community survey, a tabling event, and a workshop.

PROMOTION AND OUTREACH

The outreach component to Lynbrook began in September 2025. This outreach provided the project team with a different perspective on the community's needs and interests. Also, the material was developed in Spanish to support participation by LEP populations in the area. The Village of Lynbrook helped promote the community survey through key stakeholders and community groups. Through desktop research, the project team identified additional local businesses, institutions, nonprofits, and Facebook groups to build a contact list and further engage with the community via email. Spanish language assistance was provided throughout the outreach process.

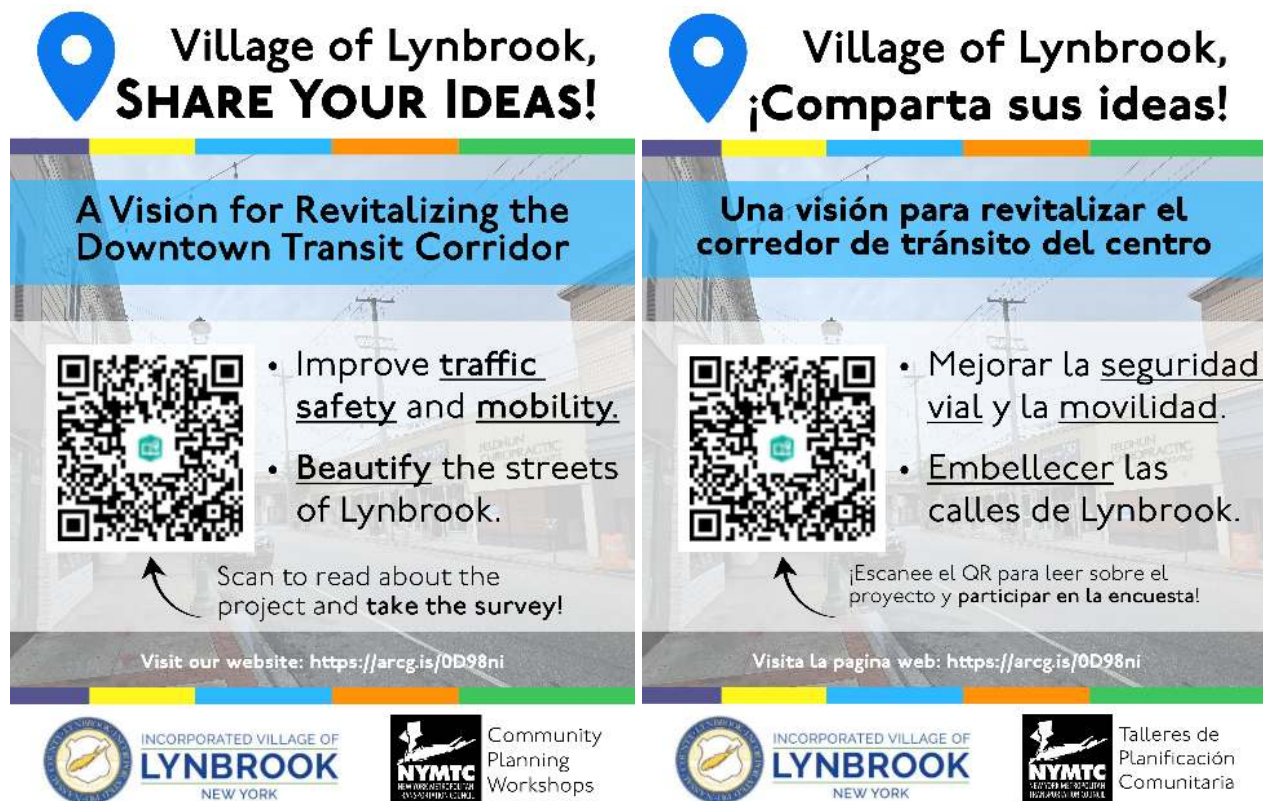


Figure 4: Flyers given to the community and non-community members in English and Spanish

About the Village of Lynbrook Story Map

In September 2025, the project team published the two StoryMap versions: “Heart of Lynbrook: Extended Project Website” StoryMap and “Heart of Lynbrook: Downtown Virtual Tour”, which is also available in Spanish as “El Corazón de Lynbrook: Recorrido virtual del centro.” ArcGIS Story Maps, an

Esri product, includes maps, visuals, and interactive narratives with information about the village. The StoryMap served as the project's website, providing residents and community members of the village with background and context on the project and its focus areas before the community survey launch and the public virtual workshop. In addition to project goals and timelines, the StoryMap includes information on the community demographic profile, community assets, existing transportation and land use, and opportunities to get involved.

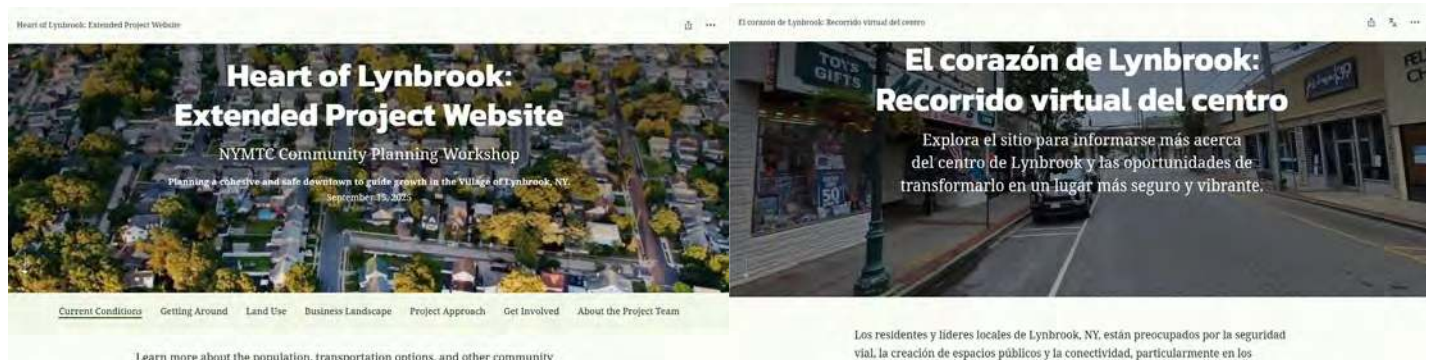


Figure 5: Screenshots of Heart of Lynbrook: Extended Project Website StoryMap made by POET-VTC, in English and Spanish.

Community Survey

Based on the initial understanding of the project and community concerns, and on background research on the village, the project team developed and launched a digital community survey through Qualtrics XM in mid-September 2025. The survey was available on the project website and shared with key stakeholders, municipal staff, and the village population using a contact list compiled earlier in the project. The survey remained open for approximately a month and a half and closed on October 29, 2025, receiving a total of 401 responses, including 310 completed surveys, all in English. The Lynbrook community survey focused on potential traffic safety, mobility, and place-based improvements to activate the area between the Lynbrook Train Station and Downtown. The survey aimed to gather input from residents, visitors, and business owners on their experiences with traffic safety and the Village's place-based improvements. The survey included three main sections addressing place-making improvements at Broadway Substation, the Pedestrian Walkthrough, Regal Theatre Plaza, and their surroundings.

Tabling Activity

The tabling activity was conducted in September 2025. The project team participated in the village's Oktoberfest to engage residents and visitors from the area in informal discussions on pedestrian safety, mobility, and downtown revitalization. Participants were also asked to share their opinions on the events or businesses they would like the village to host or bring in. Participants were invited to place post-it notes on the boards in response to six prompts:

1. Are there any streets/intersections that you feel unsafe crossing as a pedestrian?
2. What are some street beautification strategies that you would like to see?
3. Where would you like to see additional bike paths/trails?
4. What events would you like to see in Lynbrook?
5. What amenities do you enjoy having at parks?

6. What kind of businesses would you like to see more of in Lynbrook?

The discussions ranged from young to older participants and covered different themes to address the community's needs. Some of the themes mentioned included hosting more food or seasonal events, contributing to placemaking strategies, and adding more green spaces and recreational spaces. In contrast, others said they would like to see more retail and entertainment options. These conversations were held mainly in English, with only four participants participating in Spanish. The team also provided printed project flyers to keep them engaged and to invite them to the CPWP.

Community Survey Results

As previously mentioned, the Lynbrook community survey focused on potential traffic safety, mobility, and place-based improvements to activate the area between the Lynbrook Train Station and Downtown. Lynbrook has a total population of 20,438 residents, indicating that the survey had a response rate of approximately 2% of the population (U.S. Census Bureau, 2020). Participants were asked how they get around the village, what would encourage them to travel to downtown more often, and to rank the different project sites of potential improvements the team had suggested.

The community survey results helped shape the preliminary recommendations that were presented during the virtual CPWP on April 10th. This activity provided an additional opportunity to gather valuable public input on preliminary recommendations for traffic safety, mobility, and place-based improvements to activate the area between the Lynbrook Train Station and Downtown. The key takeaways from the survey and tabling events were as follows:

General Comments

- Survey respondents most often use their car or walk when traveling around the Village.
- Train and bus made up only 6% of survey responses.
- Many participants do a wide range of activities in the Village, including shopping and dining, running errands, cultural and social recreation, and outdoor recreation.
- About 6% of respondents indicated that they have children who attend school in Lynbrook or participate in activities catered towards families with children, such as visiting playgrounds or participating in extracurricular clubs at the Greis Recreation Center.
- Respondents would be encouraged to travel downtown more often if more cultural and social events were planned downtown. Some suggestions submitted by respondents included activities targeting children, outdoor events with seating, and a farmers' market. Amenities mentioned as motivators for visiting Atlantic Ave included additional benches and mini libraries.
- Lack of parking was mentioned as a deterrent for visiting downtown Lynbrook, particularly near the Lynbrook Train Station and the Regal Movie Theater.
- Long wait times at crosswalks to walk across Sunrise Highway.
- For the Lynbrook Train Station, safety, lighting, and cleanliness were some of the most frequently mentioned concerns by survey respondents.
- On the pedestrian walk through found on Atlantic Ave, one respondent shared that a crosswalk outside the tunnel can permit visitors to reach the other side of the street safely. This is a relevant suggestion to consider, given the expected construction of a walk-through extension on the western side of Atlantic Ave.
- Traffic congestion and pedestrian safety repeatedly came up as concerns for Sunrise Highway.

Ranking of placemaking improvements in the Substation, Pedestrian walk-thru, and the Regal Theatre:

- Public programming and enhanced green/open spaces were the top two placemaking improve-

ments ranked by respondents.

- In terms of public programming, many respondents mentioned live music and open markets as the number one placemaking improvement they would like to see in the Village, as well as family and kid-friendly activities, were among some of the programming requested.
- One respondent had suggested more promotion of the activities and events the Village hosts, explaining that they do a wide range of events, but promoting them would encourage people to attend.
- Approximately 33% of survey respondents ranked more greenery, trees, and open spaces as the top placemaking improvement they would like to see in Lynbrook.
- Among respondents who were interested in seeing more art in the Village, several noted that they would like to see art made by local artists and possibly even made by kids in the Lynbrook School District.
- Respondents would mention specific sites to implement art installations or art in general, these include the Regal cinema, the pedestrian walkway near the cinema, and the Broadway Parcel.
- Several respondents expressed concerns about safety and maintenance for the area surrounding the Lynbrook Train Station.

Ranking mobility and safety improvements in Sunrise Highway, Saperstein Plaza, and Langdon Place:

- High-visibility crosswalks and traffic calming measures were the highest-ranked traffic safety improvements that survey respondents would like to see in Sunrise Highway, Saperstein Plaza, and Langdon Place.
- Traffic safety improvements and traffic calming measures were also among the highest-ranked options from respondents. Mainly in the downtown area of the Village.
- Pedestrian safety and crosswalks were a common theme found, some specifying major changes needed to be made by Merrick Road and its five corners, expressing that visitors who are not familiar with the road make it dangerous for pedestrians to cross.
- Some traffic improvements respondents would like to see in the Five Corners intersection by Merrick Road include left-turning signals, crossing guards during high traffic times, and additional lights with better visibility for cars.
- Other sites that respondents indicated they would like to see traffic safety improvements include the Regal Theatre and Lynbrook High School. The main issues were speeding, double parking, and congestion.

Ranking revitalization improvements:

- Business improvements and vacant or underused space activation were the highest-ranked revitalization improvements that Village of Lynbrook residents would like to see downtown.
- Other respondents indicated they would like to see improvements in vacant or underused space activation.
- The desire for more stores, restaurants, and activation of vacant spaces was a common theme found throughout survey responses.
- Several respondents highlighted the underpass area under the train tracks on Atlantic Ave and how the combination of vacant spaces and lack of maintenance makes the area undesirable for both visitors and new businesses.
- Business facades along Sunrise Highway, between Atlantic and Broadway, were also mentioned as potential improvements.
- Potential improvements for the Lynbrook Station shared by respondents include improved

lighting, new paint, and frequent cleaning.

- Some potential businesses that residents would like to see in downtown Lynbrook include art studios, grocery stores, outdoor dining, and bookstores.

COMMUNITY PLANNING WORKSHOP

The Community Planning Workshop took place on January 15, 2026, at 6:00 PM via Zoom. Because the overwhelming majority of engagement (all survey responses and most tabling discussions) took place in English, the Community Planning Workshop was conducted in English as well. However, Spanish-speaking staff were available to assist if needed. The workshop offered community members the opportunity to learn about and provide feedback on the project team's ideas for the village's revitalization, which was organized into two primary categories: pedestrian safety and downtown revitalization. To enhance safety, the project team proposed infrastructure improvements, including high-visibility crosswalks, traffic-calming measures, and reduced crossing distances through curb extensions. A significant focus was placed on the Five Corners intersection, where two conceptual solutions were explored: a pedestrian scramble (an all-pedestrian signal phase) and a roundabout designed to rectify irregular geometry and improve traffic flow. Downtown revitalization strategies included the "Open Streets" concept for seasonal closures of Atlantic Avenue to vehicular traffic, the creation of new pocket parks at underutilized parcels, and a comprehensive wayfinding plan to improve navigation to municipal parking and local landmarks.

Despite the low attendance, public feedback provided helpful insights into the proposed recommendations, which were generally well received; however, the feedback obtained is non-representative. Participants expressed strong support for the roundabout at the Five Corners intersection, noting its potential to eliminate dangerous turning patterns and improve safety for students walking to school. However, community members were skeptical of the pedestrian scramble due to the intersection's large, irregular scale. The "Open Streets" proposal for Atlantic Avenue was met with significant enthusiasm, with residents advocating for its immediate implementation to foster outdoor activity. Regarding the proposed pocket parks, community members suggested incorporating nautical or school-themed elements, large shade trees, and creative screening such as murals or landscaping to mask the existing utility substation. Additionally, the public emphasized the need for wayfinding signage specifically for the Lynbrook Library, which is currently considered "tucked away" from the main commercial corridor. These insights will inform the final vision plan to ensure it aligns with the community's desire for a safer, more vibrant downtown.

The Village of Lynbrook: A Vision for Revitalizing the Downtown Transit Corridor

The Village of Lynbrook: Una visión para revitalizar el Corredor Vial del Centro



INCORPORATED VILLAGE OF
LYNBROOK
NEW YORK



Are there any streets/intersections that you feel unsafe crossing as a pedestrian?

¿Hay alguna calle o intersección que le parezca inseguro cruzar como peatón?



What are some street beautification strategies that you would like to see?

¿Qué estrategias de embellecimiento urbano le gustaría ver en Lynbrook?



Where would you like to see additional bike paths/trails?

¿En dónde le gustaría ver más carriles o senderos para bicicletas?

Figure 6: Tabling boards presented during the Oktoberfest in English and Spanish.

The Village of Lynbrook: A Vision for Revitalizing the Downtown Transit Corridor

The Village of Lynbrook: Una visión para revitalizar el Corredor Vial del Centro



INCORPORATED VILLAGE OF
LYNBROOK
NEW YORK



What events would you like to see in Lynbrook?

¿Qué tipo de eventos le gustaría ver en Lynbrook?



What amenities do you enjoy having at parks?

¿Qué servicios le gustaría que tuviera en los parques?



What kind of businesses would you like to see more of in Lynbrook?

¿Qué tipo de negocio le gustaría ver más en Lynbrook?

Figure 7: Tabling boards presented during the Oktoberfest in English and Spanish.

STAKEHOLDER ENGAGEMENT

NYMTC and Rutgers-POET worked with local, county, and state officials, incorporating public feedback and insights, to identify potential strategies for Downtown Lynbrook. These recommended improvements would enhance the pedestrian experience, improve mobility for all roadway users, and revitalize the downtown through strategic placemaking initiatives.

Notably, the Project Team met with NYSDOT officials to discuss the project goals and review ideas for infrastructure improvements at the intersection of Sunrise Highway, a State-owned road, and Atlantic Avenue. The recommendations for this intersection were based on public feedback and current planning best practices for pedestrian and traffic safety, and generally in line with NYSDOT practices on many of their roads. However, given Sunrise Highway's role as the main thoroughfare for many Long Island communities, opportunities for improvement along the highway are limited. Any major improvements would need to be included in an NYSDOT corridor study, particularly for intersections near train stations. Additionally, the road geometry presents challenges due to the irregular angle of the two segments of Sunrise Highway at the intersection with Atlantic Avenue. As discussed with NYSDOT, the items that the Village has control over for this area include:

1. Pedestrian-scale lighting
2. Planters on the sidewalk
3. High visibility materials for crosswalk
4. Potential pavement markings leading into the intersection

Any of these treatments must not encroach on the roadway and would likely need to be closer to the buildings than the edge of the sidewalk.

TRANSPORTATION RECOMMENDATIONS

Recommended improvements for the Village's transportation network primarily focus on solutions that can be applied throughout the Village to improve road safety for all users, with particular emphasis on pedestrian safety. Additionally, several key locations have specific recommendations tailored to their unique issues, including the pedestrian tunnel on Atlantic Avenue, the intersection of Atlantic Avenue and Sunrise Highway, and the Five Corners intersection of Merrick Road, Broadway, Atlantic Avenue, and Hempstead Avenue. The recommendations presented in this report are conceptual and intended to illustrate potential strategies and improvements. Before implementation, individual recommendations would require further engineering analysis, feasibility assessment, design development, and review by the appropriate agencies and stakeholders to determine their suitability, cost, and operational impacts.

GENERAL BEST PRACTICES FOR CONSIDERATION

The recommended improvements in this section are generally recognized as best practices in Transportation Planning and Placemaking strategies. The transportation strategies are recognized by the Federal Highway Administration as Proven Safety Countermeasures, which are defined as “countermeasures and strategies effective in reducing roadway fatalities and serious injuries,” and “transportation agencies are strongly encouraged to consider [their] widespread implementation... to achieve safety goals” (FHWA, n.d.).

Pedestrian-scale Lighting

Different lighting types play a critical role in improving nighttime pedestrian visibility and driver detection at crosswalks. Properly designed roadway and pedestrian-scale lighting enhance contrast, allowing drivers to identify pedestrians earlier and more reliably. Crosswalk lighting systems vary in configuration, such as forward-throw luminaires, intersection-scale lighting, and dedicated pedestrian-scale fixtures, and each affects detection distance, glare, and uniformity of illumination. Studies evaluating multiple lighting designs demonstrate that both the lighting type and light level directly influence nighttime visual performance at intersections and midblock crossings. Forward-oriented luminaires, recommended by FHWA guidance, help avoid silhouette effects by illuminating pedestrians from the driver's direction of travel. Additionally, selection of luminaire type, color temperature, and mounting height affects visibility, energy efficiency, and glare control—factors agencies should weigh when designing lighting to support pedestrian safety.

Crosswalk Visibility Enhancements

Crosswalk visibility enhancements focus on several elements to increase driver awareness of pedestrians approaching a crosswalk. High-visibility crosswalk markings, such as ladder, continental, or bar-pair patterns, and high-visibility thermoplastic materials should be evaluated for their ability to increase detection distance and reinforce driver expectations of yielding. Adequate crosswalk lighting, including ground-mounted reflectors, is another critical component, as properly positioned, high-contrast luminaires significantly improve nighttime pedestrian visibility and reduce silhouette effects. Supplemental signing and advance pavement markings, including “Yield Here to Pedestrians” or “Stop Here for Pedestrians” signs and associated yield/stop bars, should also be assessed to indicate appropriate driver stopping locations and strengthen compliance. Together, these elements provide a layered approach that enhances driver awareness, supports predictable pedestrian behavior, and improves overall safety at crossing locations.

(Pedestrian) Signal Timing

Pedestrian signal timing can play a crucial role in pedestrian safety in an area, but might also be one reason deterring pedestrian activity in certain intersections. Generally, pedestrian signal cycle lengths are synced with the signal time for cars traveling in the same direction, with the time length for pedestrians usually calculated using three feet per second (3ft/s). This metric can be compounded by the length of the crossing, particularly at intersections between high-volume roads and smaller local roads. Some potential solutions to improve pedestrian safety surrounding signal timing are:

- **Longer WALK cycles:** While adjusting the signal cycle times may sound simple, traffic engineers would need to conduct a study and adjust all the signal times to account for changes in any single cycle.
- **Leading Pedestrian Interval (LPI):** An effective tool that provides pedestrians with a dedicated “head start” of typically 3–7 seconds before adjacent vehicular traffic receives a green indication. This early walk phase increases pedestrian visibility within the crosswalk and reduces conflicts with turning vehicles by allowing pedestrians to establish their presence in the roadway before vehicles move.
- **Exclusive Pedestrian Phases:** Going one step further than simply lengthening the walk phase, this is a signal-timing strategy in which all vehicular movements are temporarily stopped to provide pedestrians with full use of the intersection for crossing in any permitted direction. Exclusive pedestrian phases are typically applied at intersections with high pedestrian demand, complex turning patterns, or documented safety concerns, and they serve as a targeted measure to enhance pedestrian visibility and reduce vehicle–pedestrian conflicts.
- **Adequate (or adjusted) Clearance Time:** Clearance time is built into existing signal timing, and is usually a two-second period where all lights are red to allow vehicles to finish driving through the intersection before a new green light.

Bump Outs

A bump-out, also referred to as a curb extension, is a geometric roadway treatment that extends the curb line into the parking lane or roadway edge to shorten pedestrian crossing distances and reduce the effective curb-to-curb width. By narrowing the perceived roadway and reducing turning radii, bump-outs help lower vehicle speeds, improve pedestrian visibility, and enhance sightlines between drivers and pedestrians at crossing points. This treatment is commonly implemented at intersections, midblock crossings, and locations with documented pedestrian safety issues as part of comprehensive traffic-calming and multimodal-access improvements.

PARKING STUDY

Currently, on-street parking is provided on several streets in the downtown area during regular business hours and most of the day. Still, parking is prohibited on all streets within the Village between 3 and 5 AM. Overnight parking is allowed in municipal lots (Parking Fields). Additionally, all residences are required to have at least a one-car garage for single-family units or a two-car garage for two-family units. In contrast, apartment units must provide parking for at least 2.5 vehicles per unit. The only real limitations on which vehicles can park in specific locations apply to trucks, commercial vehicles, and equipment for hire (including cabs and buses), none of which may park anywhere for more than two hours unless actively working there. More detailed information on parking requirements can be found in the municipal ordinance.

While there is a perceived lack of parking in Downtown Lynbrook, the municipal code dedicates substantial room for off-street parking in private and commercial areas, including within the downtown

core. The perceived parking shortage could be addressed in several ways, such as a robust wayfinding plan or better advertising of available parking lots and locations (see the Placemaking section below).

In addition to specific pedestrian safety improvements, the Village should consider conducting a parking demand study for Downtown Lynbrook, NY, to provide a data-driven understanding of current and future parking needs in this area. By evaluating existing utilization patterns, turnover rates, peak demand periods, and the impacts of proposed roadway reconfigurations, the study would help determine whether perceived shortages stem from actual capacity constraints or from issues related to management, wayfinding, or the distribution of space. The results would equip the Village with clear guidance on strategies such as reconfiguring parking supply, improving signage, enhancing shared parking opportunities, or refining enforcement and time limit policies. Ultimately, a comprehensive parking demand study would support informed decision-making that balances economic vitality, pedestrian-friendly design, and efficient use of downtown space.

SITE-SPECIFIC RECOMMENDATIONS/GATEWAY TREATMENTS

The major safety improvement focus areas in Lynbrook are the Sunrise Highway-Atlantic Avenue intersection and the Five Corners intersection. These two intersections form the termini of the strip of Atlantic Avenue, for which this report also provides placemaking recommendations. Therefore, in total, these proposed recommendations can be thought of as creating a gateway or defining the entry points into the heart of Downtown Lynbrook.

Gateway treatments can be an effective tool for improving traffic safety for all road users by providing a visual and geometric transition that signals to drivers they are entering a lower-speed, pedestrian-oriented environment along a busy roadway. By narrowing the perceived roadway width, adding vertical elements such as signage or landscaping, and incorporating curb extensions or median islands, gateway treatments encourage motorists to reduce speeds and proceed with greater caution.

Such improvements might include transforming the existing median divider into a green median lined with bushes or trees, and adding trees along the sidewalk edge nearest the roadway. Adding signage indicating that drivers are entering Lynbrook or providing directions to local destinations could encourage drivers to be alert to pedestrian activity.

Intersection of Sunrise Highway and Atlantic Avenue

Sunrise Highway is a major State highway with high speeds and heavy traffic at this intersection. As a result, the crossing conditions for pedestrians are far from ideal, primarily due to the very long crossing of approximately 90 feet, which could pose a challenge depending on the given user's mobility, or when a pedestrian begins crossing.

The CPW Project Team held a meeting with NYSDOT staff to discuss the intersections and review initial recommendations for this one. While the feedback from NYSDOT was positive and they appreciated the Project Team's ideas for the intersection, any improvements requiring a physical

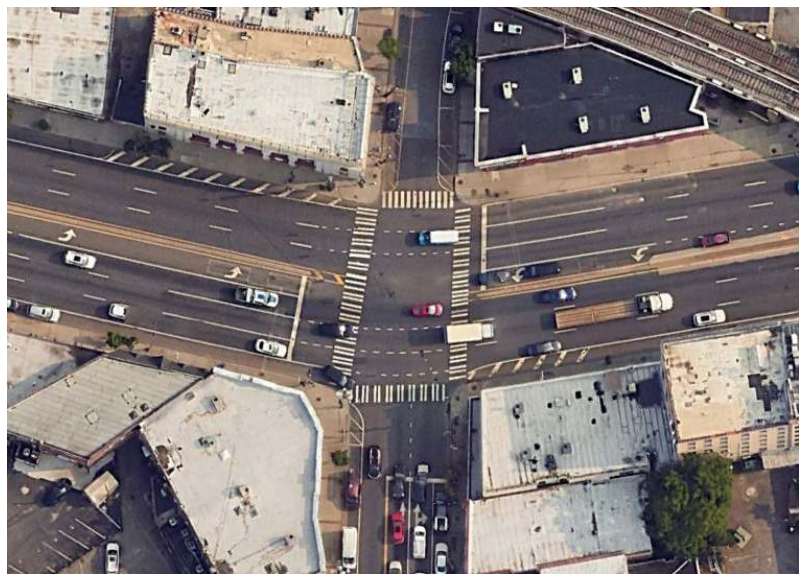


Figure 8 The intersection of Sunrise Highway and Atlantic Avenue in Lynbrook, NY. Source: Google.

modification of the roadway at this intersection would have to be part of a larger corridor-level study of Sunrise Highway. This is because the uniformity and continuity of the road geometry should be maintained to avoid confusing drivers.

Pedestrian-Scale Lighting

The Village should explore installing pedestrian-scale lighting at every corner to illuminate the curb where pedestrians may be waiting to cross. Additionally, placing pedestrian-scale lighting at the pedestrian refuge islands could further improve pedestrian safety by illuminating the curb, which can help drivers see pedestrians more easily, and by providing visual cues to turning drivers to avoid cutting corners too closely.

Shade Trees in Planters

Shade trees along Sunrise Highway will soften the visual landscape and reduce traffic noise, creating a more pleasant experience for residents and visitors. Importantly, street trees have a natural traffic calming effect: the narrowed visual field and sense of enclosure created by a tree canopy encourage drivers to slow down, improving safety for pedestrians, cyclists, and turning vehicles.

Street trees can be installed in planters and sited to support long-term survivability, pedestrian safety, and streetscape performance. Species selection should prioritize salt-tolerant, drought-resistant, and urban-hardy species with appropriate mature canopy spread relative to right-of-way constraints and overhead utilities. Trees should be placed appropriately to maintain ADA-compliant widths and to coordinate with curb ramps, utilities, sight triangles at intersections, and maintenance access.

Potential planters installed along Sunrise Highway should be placed far enough from the roadway edge so that the canopy does not encroach on the travel lane. To avoid misplacement or other issues, the Village should consider placing planters or other streetscape amenities closer to building facades than the road.

Crosswalk Visibility Enhancements

While the crosswalk pattern is already high-visibility, the Village can experiment with different materials to improve visibility and durability. However, if the Village so chooses, it would be responsible for main-

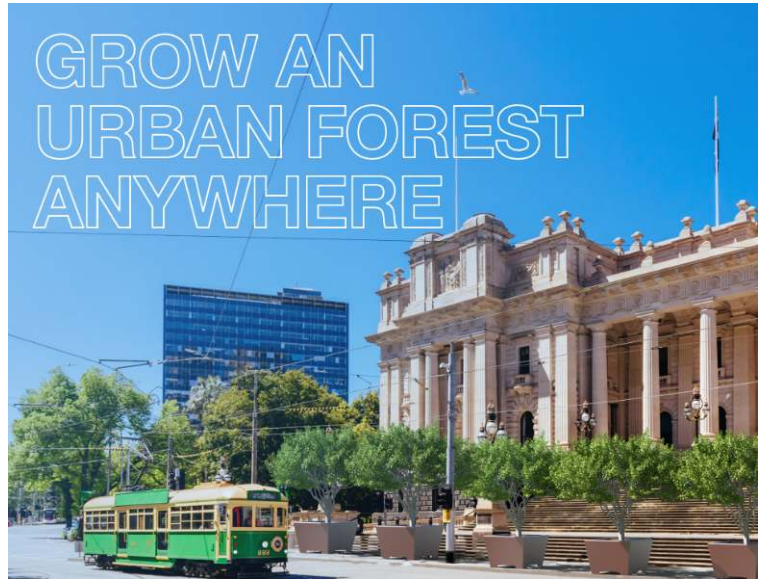


Figure 9: Example of street trees in planters along an urban corridor—source: CityGreen.

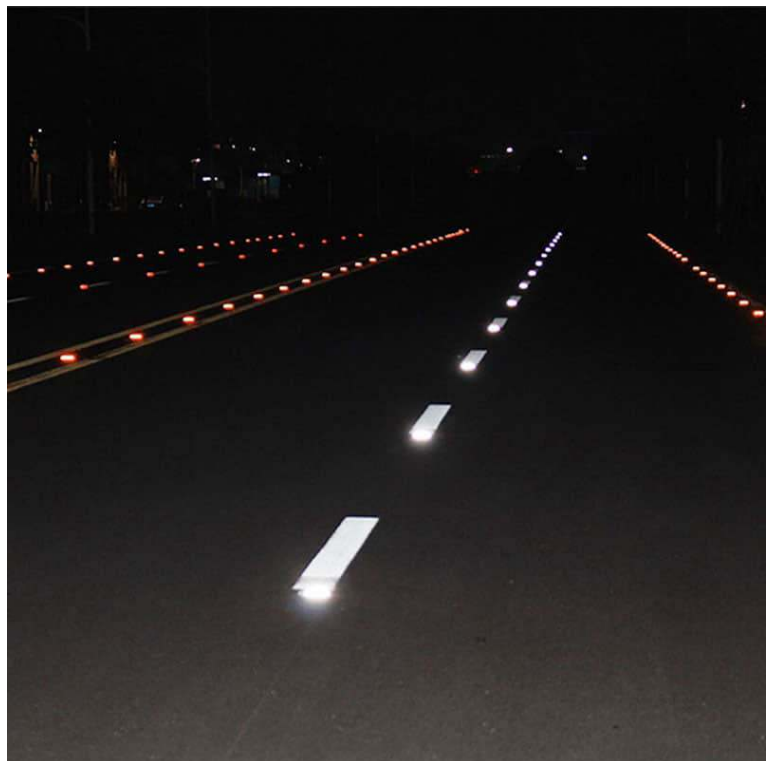


Figure 10: Commercial Reflective Pavement Markers Raised Road Night Safety Reflectors. Source: Stars Plastic.

taining any such improvements. Currently, the intersection already has lane extension markings to help drivers stay in the proper lanes. The Village should consider restriping the lane extension markings with reflective paint or replacing the paint with pavement-embedded reflectors, as shown in Figure 10.

Other options include reflective paint for restriping, which usually contains glass beads or other materials that increase the visibility of pavement markings at night. Finally, the Village can explore replacing all pavement markings and crosswalks with thermoplastics instead of paint. While more expensive than traditional paint upfront, thermoplastics generally require less maintenance and have lower long-term costs than traditional striping.

Atlantic Avenue

Atlantic Avenue stands at the center of Lynbrook's downtown, serving as the heart of the downtown commercial corridor and one of its most recognizable gathering places in the village. It is lined with rows of connected shops, restaurants, and local businesses stretching from Merrick Road at the north down to the Lynbrook Train Station trestle at Stauderman Avenue, creating a continuous, walkable corridor that anchors the community's retail activity.

At 30 Atlantic Avenue, the Pedestrian Walkthrough connects the municipal lot to downtown, making it easier for residents and visitors alike to access the Shops by car. There are further opportunities to extend the walkthrough to connect to the Lynbrook Train Station and further activate the space. Incorporating murals, wayfinding, and other beautification methods into the Pedestrian Walkthrough can enhance its usage and celebrate local identity. This walkthrough also enhances pedestrian safety by connecting two pedestrian tunnels with a safe crossing. Atlantic Avenue is a county-owned road, so any improvements would need to be undertaken in coordination with the county.

Midblock Crossing

With the expansion of the Pedestrian Walkthrough tunnel across Atlantic Avenue, the Village should provide safe crossing and connectivity between the two tunnels. The ideal solution would be a midblock crosswalk, which provides the most direct and convenient route for pedestrian traffic. Given the existing traffic patterns along Atlantic Avenue, a midblock crosswalk should be strengthened with other improvements. Depending on the short- and long-term goals of the municipality and the County, as well as maintenance considerations, the best options to enhance safety are a High-Intensity Activated Crosswalk (HAWK) Beacon (also known as a Pedestrian Hybrid Beacon) or a Rapid Rectangular Flashing Beacon (RRFB).

Additionally, the midblock crosswalk could be raised by installing a speed hump along its length (as shown in Figure 11). This would force drivers to slow down when approaching the crossing and improve visibility by



Figure 11: Rendering of a raised midblock crossing on Atlantic Avenue.

adding a vertical element to the crossing and additional pavement markings. Furthermore, raised crosswalks are ideal for wheelchair users and other people with mobility disabilities, as they are level with the sidewalks.

This midblock crossing could be placed at the exit of the current pedestrian tunnel. Additional traffic safety features could enhance this crossing, including installing a raised crosswalk and adding a flashing pedestrian beacon.

Flashing Pedestrian Beacon

A flashing pedestrian beacon is an active warning device installed at midblock or unsignalized crossings to alert drivers to the presence of pedestrians. When activated—typically by push button or passive detection—the beacon emits a high-visibility flashing pattern that enhances driver awareness and encourages yielding behavior at the crosswalk. Flashing pedestrian beacons are used in locations with significant pedestrian activity, limited sight distance, or documented compliance issues, and serve as a targeted safety enhancement within a multimodal corridor or access management strategy.

A flashing pedestrian beacon could be installed with or without a raised crosswalk at the proposed midblock crossing. By pairing the two treatments, the traffic-calming effects would be multiplied by forcing drivers to slow down with the raised pavement and by providing a strong visual cue that warns drivers far in advance of the approaching crossing. Depending on the Village's preferences, two types of beacons could be implemented here:

5. Rectangular Rapid Flashing Beacons (RRFBs): A pair of rectangular, high-intensity LED indications that flash in a rapid, alternating pattern designed to increase pedestrian conspicuity dramatically. RRFBs are among the most effective treatments for improving yields at uncontrolled, marked crosswalks.
6. Pedestrian Hybrid Beacons (PHBs or HAWK signals): While not a “flashing beacon” in the traditional sense, the PHB includes a flashing “wigwag” yellow phase as part of its signal sequence before displaying a red indication to stop traffic. It functions more like a traffic signal and is used at higher speeds or in multilane locations.

Permanent Closure of Atlantic Avenue and Broadway as a Two-Way Street

One of the placemaking recommendations involves temporarily or seasonally closing Atlantic Avenue between Merrick Road and Sunrise Highway. Currently a one-way street, this stretch of Atlantic Avenue is well-positioned to enhance its status as the main commercial core downtown, thanks to numerous storefronts, quaint, pedestrian-scale lighting, and other pedestrian amenities. The pedestrian tunnel, which connects it to a municipal parking lot, should help quell storeowners' concerns about the negative impact of reduced vehicle traffic.

Closing Atlantic Avenue could also improve road safety at the Five Corners intersection by simplifying movement through the intersection by eliminating entry onto one of the five roads that meet there. Additionally, to compensate for the closure of Atlantic Avenue, the Village could extend Broadway to a two-way street beyond Langdon Place, where it currently narrows into a one-way.

Before implementing any temporary or seasonal closure, however, the Village should conduct a comprehensive traffic study to assess potential impacts on traffic flow. The study should assess whether the proposed street closure and corresponding roadway modifications can be accommodated without creating unacceptable operational or safety issues elsewhere in the transportation network.

Five Corners Intersection

The Five Corners intersection is a prominent and defining transportation node within the Village of Lynbrook's downtown area. Located just north of Sunrise Highway (NY 27), the intersection is a key

gateway into the village and a focal point for both local circulation and regional travel. Its configuration reflects the historic evolution of the downtown street network, where multiple roadways converge at irregular angles rather than a single, coordinated intersection. The intersection and its associated roadway infrastructure fall under the jurisdiction of Nassau County, which is responsible for the planning, design, operation, and maintenance of the facility. As a result, any future modifications or improvements at this location would require coordination between Nassau County and the Village of Lynbrook.

The Five Corners intersection is formed by the convergence of Broadway, Atlantic Avenue, Hempstead Avenue, and Merrick Road, creating a five-legged, skewed intersection with nonorthogonal approaches. The resulting geometry includes wide pavement areas, short curb turn radii on some legs, and inconsistent alignment between opposing approaches. These characteristics contribute to complex vehicular movements, multiple points of conflict, and limited intuitive wayfinding, particularly for drivers unfamiliar with the area.

The intersection functions as a transition between regional arterials and local village streets, accommodating through traffic, turning movements, and access to downtown destinations. Several approaches have limited storage lengths for turning vehicles, increasing the potential for queuing and spillback onto adjacent roadways, including Sunrise Highway during peak periods.

The Five Corners intersection in Lynbrook is known for being congested, confusing, and dangerous, with traffic approaching from multiple directions and a mix of one-way and two-way streets that contribute to driver uncertainty. The unusual layout means that corners do not line up cleanly, creating

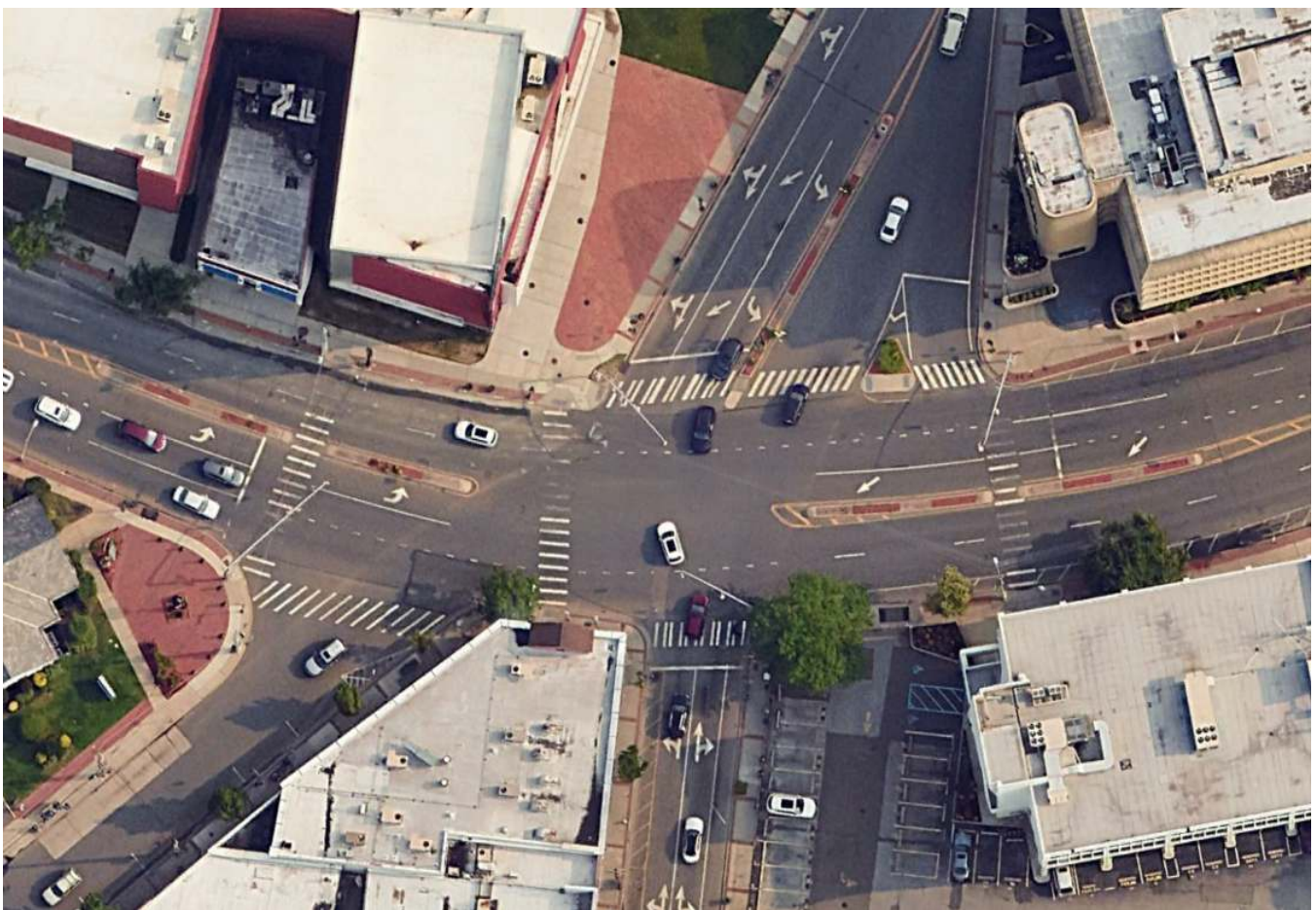


Figure 12: Aerial photograph of the Five Corners intersection in Lynbrook, NY; Merrick Road, Hempstead Avenue, Broadway, and Atlantic Avenue.

awkward sightlines and unpredictable vehicle movements. Given its status as a major thoroughfare, the area is heavily trafficked, compounded by its proximity to the Lynbrook Train Station and nearby businesses, resulting in steady vehicle volume throughout the day. Safety was mentioned as a significant concern in the community survey. “It causes ridiculous traffic and unsafe conditions as people stop in the middle of the street,” said one respondent, while other respondents reported excessive speeding, double parking, and congestion.

There are several marked pedestrian crosswalks, some of which are protected by pedestrian refuge islands. Most of the crosswalks are exceptionally long and could present confusion and conflicts between drivers and pedestrians who may not be familiar with the layout and turn movements. All these factors can feel uncomfortable for pedestrians and cyclists at any time of day, but could be markedly worse during peak hours, at night, or when visibility is low.

Given the complexity of this intersection, Nassau County has commissioned an engineering study to reconfigure and redesign it to improve overall traffic flow and pedestrian safety. A rendering of these improvements is shown in Figure 13 below. Collectively, these improvements would address the primary pedestrian safety challenges at the Five Corners intersection by reducing exposure, slowing vehicle speeds, clarifying right-of-way, and improving accessibility. These streetscape changes will help to transform the intersection into a safer, more welcoming downtown gateway.

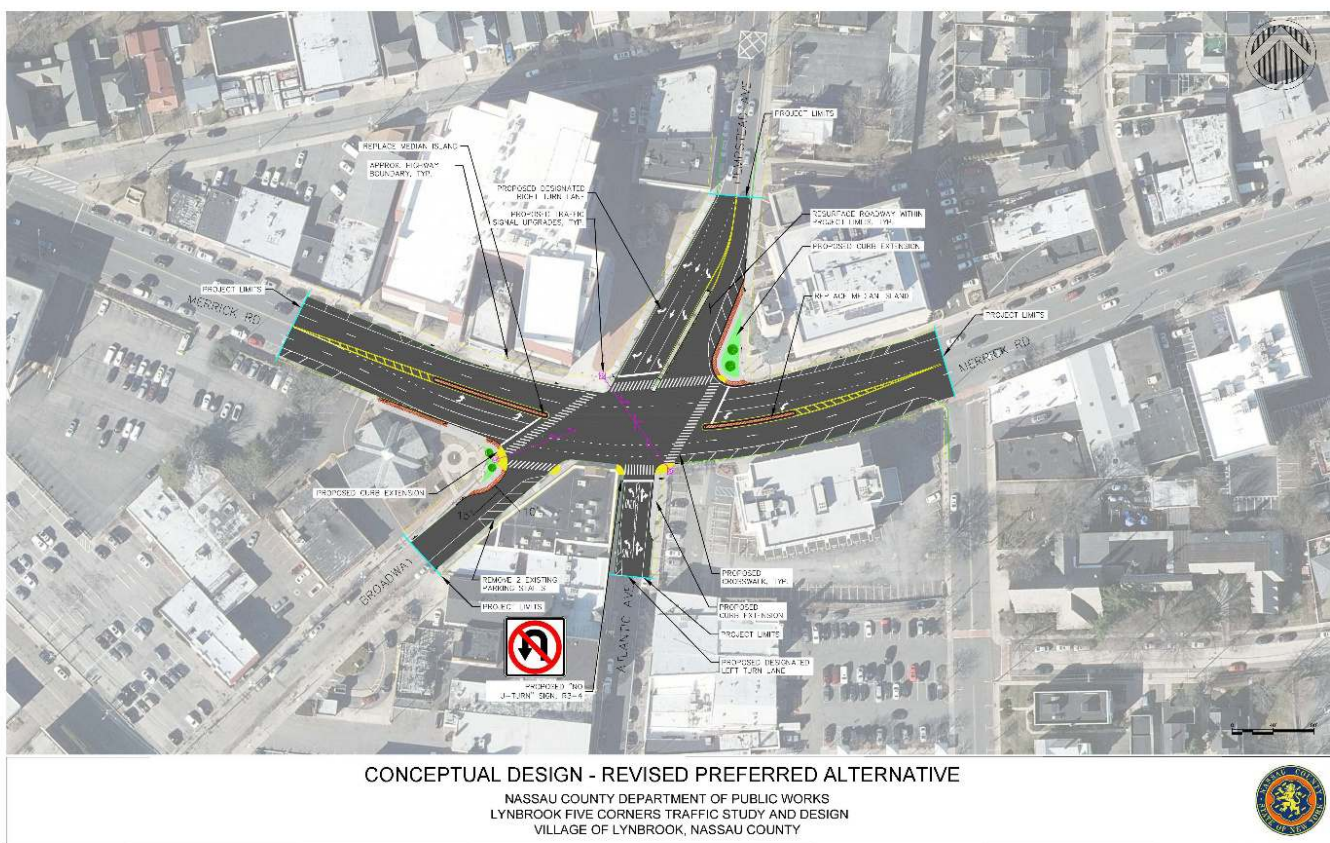


Figure 13: Nassau County redesign of Five Corners Intersection showing several improvements.

Medians

The median on the eastern side of Merrick Road has been reduced to allow room for the crosswalk. A bulb-out was added to the northeast corner of Hempstead Avenue and Merrick Road. A second bulb-out was added to the southwest corner of Merrick Road and Broadway. These bulb-outs shorten the

distance pedestrians must cross and encourage drivers to reduce their turning speed.

Crosswalks and bulb-outs

This design reduces the number of crosswalks and restripes them with high-visibility patterns at each location. Additionally, there are new curb bulb-outs at the northeast and southwest corners, with ADA pads at every crosswalk.

New Turn movements

The turn movements on Atlantic and Hempstead Avenues have been slightly altered to minimize potential conflicts between vehicles merging into the same lane. The most prominent change is the protected left turn on Atlantic Avenue, which was previously a left-and-straight movement. Now, only vehicles in the right lane can go straight to Hempstead Avenue, where they merge with right-turning vehicles from Merrick Road. Previously, this merge was between up to three vehicles down to one lane.

Daylighting

There are new pavement markings on Atlantic Avenue approaching the crosswalk to implement daylighting and discourage illegal parking within 30 feet of the crosswalk. There is on-street parking along Atlantic Avenue, but maintaining clear sightlines at the crosswalk is an important safety concern. The Village can also explore physical hardening of daylighting efforts through curb extensions or cheaper, flexible options such as planters or plastic bollards to prevent drivers from stopping illegally.

Longer-term option: Roundabout

A longer-term solution for this intersection could be the complete redesign of the Five Corners intersection into a modern roundabout. These modern roundabouts could offer substantial operational and safety benefits when applied at intersections where high-traffic roads converge, particularly at those with irregular geometry. By replacing multiple conflict points and unpredictable turning patterns with a single, yield-controlled circulating flow, a roundabout can reduce the number and severity of crashes, addressing one of the key challenges associated with multileg irregular intersections. Their geometric flexibility also allows the design to accommodate unusual approach alignments, making them well-suited for intersections with more than four legs, such as the Five Corners intersection in Lynbrook. Operationally, a roundabout improves traffic flow by minimizing stopping and reducing queueing compared to signalized control, which is especially valuable where multiple high-volume approaches meet.

Collectively, these benefits make roundabouts a highly effective solution for improving safety, multi-modal accommodation, and operational performance at busy, irregularly shaped intersections. Given the conceptual nature of this proposed roundabout, further engineering studies would determine the feasibility of implementing one and whether it would be beneficial under the existing conditions.

PLACEMAKING RECOMMENDATIONS

Placemaking is a collaborative strategy that brings planners and communities together to create multi-benefit public spaces. When public spaces, such as squares and parks, are planned collaboratively, they can provide health benefits, social connections, and economic development opportunities. Public spaces can be a space for passive recreation and exercise, making it easier for communities to build healthy habits.

As a result of the quality-of-life benefits that public spaces provide, communities with great public spaces can attract talent and entrepreneurship and encourage local businesses. A community without

vibrant public spaces will have a difficult time attracting and retaining talented, hard workers or being attractive to businesses. Additionally, public spaces can strengthen local economies through events such as farmers' markets, craft fairs, food festivals, and more. Public spaces can be ideal spaces for activities that bring people together and build community pride.

- Create opportunities for community activity and engagement.
- Bring economic activity to the downtown
- Enhance community identity and aesthetics.

INCREASE COMMUNITY OUTDOOR SPACE

Lynbrook is a densely developed downtown. Survey respondents and community workshop participants indicated that they would like to see additional outdoor spaces available for sitting, relaxing, and enjoying fresh air. These spaces could come in the form of pocket parks, plazas, parklets, or other outdoor seating areas. There are specific locations in Downtown Lynbrook that are particularly well-suited to offer this type of passive recreational opportunity for visitors. They include:

1. The PSEG Parcel on Broadway
2. Atlantic Avenue downtown core
3. A village parklet program

The PSEG Parcel on Broadway

The Village has been in discussions with PSEG about taking over this property to create a community space. This small parcel of land owned by PSEG on Broadway is a prime location to repurpose as a pocket park for passive outdoor recreation. The block is home to apartments and restaurants and is a short walk from the movie theater.

Survey respondents and workshop participants indicated that they would like to see outdoor seating with shade trees and perhaps some kid-friendly activation. In addition, this location would benefit from beautification, such as installing additional fencing or public art, to obscure the substation.

The renderings below illustrate potential ways to revitalize the space by curating recreational spaces, greenways, and communal seating areas. To reduce the urban heat island effect caused by the abundance of asphalt and the lack of shade on the parcel, the existing pavement should be replaced with more permeable materials (e.g., Permeable Interlocking Concrete Pavement) that can more easily absorb and filter stormwater. Additionally, small trees and planting beds can be placed along the edges of the site to provide more shade and a sense of enclosure for those interacting with the space. Due to the existing power lines, avoid planting trees or shrubs that exceed 20ft in height. To sustain a healthy ecosystem, consider adding plants with shallow roots that require full sun (6-8 hours of sunlight) and thrive in well-drained soil. Taking the substation's proximity into account, a wall composed of perforated mesh or other flexible materials can help reduce its visibility from within the parcel. In the center of the site, a shade structure could be added to provide constant shade and space for hosting small-scale community events. Lastly, a playground can be incorporated into the parcel to encourage active recreation for children while also appealing to a broader range of community members.

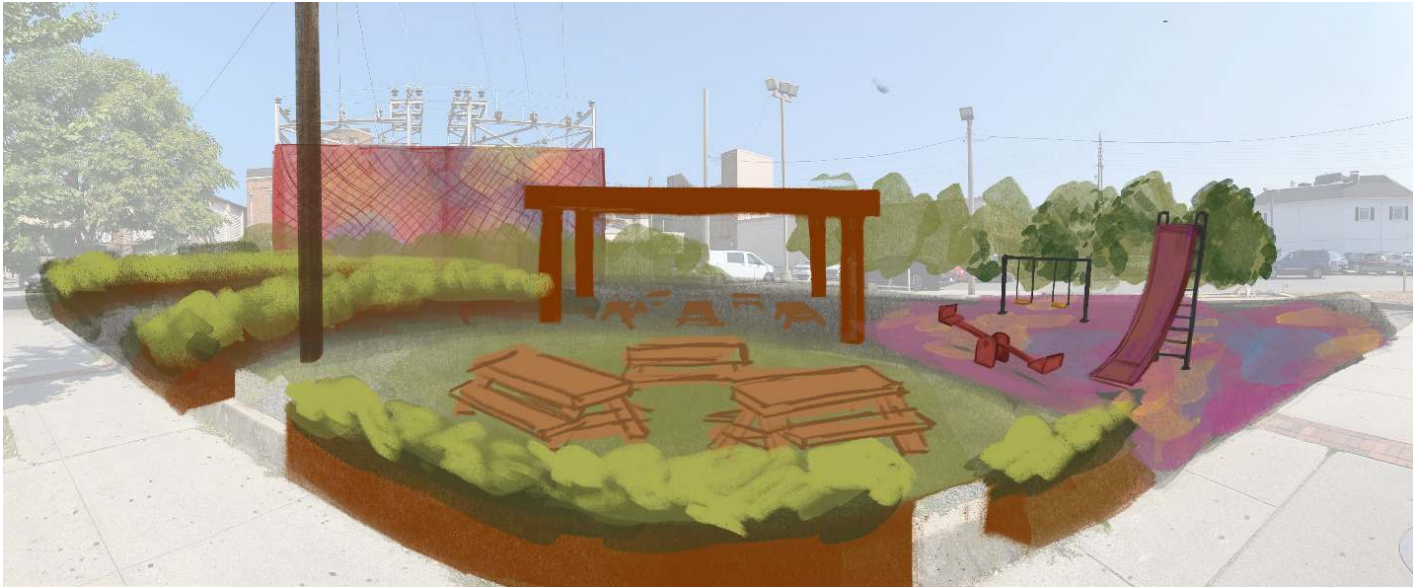


Figure 15: Street view rendering of a proposed parklet.



Figure 16: Aerial view rendering of a proposed parklet.

Implement Open Streets on Atlantic Avenue

Atlantic Avenue between Merrick Road and Sunrise Highway is a major commercial district in Downtown Lynbrook. The street is lined with shops and restaurants and is considered the “core” of the downtown. Community survey respondents and workshop participants viewed this concept positively, suggesting that closing off Atlantic Ave would make it more pedestrian-friendly. One respondent stated, “Closing off Atlantic Avenue on the weekends allows more folks to enjoy walking around the block and could allow for outdoor seating and live music to be played and enjoyed.” The Village should consider closing this section of Atlantic Avenue to vehicular traffic to encourage additional

foot traffic, either seasonally or permanently, as part of a strategy called “Open Streets.” Because Atlantic Avenue is a Nassau County-owned roadway, any changes to traffic patterns, street closures, or roadway operations would require coordination with and approval from Nassau County. Successful implementation would therefore depend on collaboration between the Village of Lynbrook, Nassau County, local businesses, and other stakeholders to evaluate feasibility, operational impacts, and potential benefits.

According to a 2024 study, “open streets” in New York City had lower vacancy rates than car-filled streets. These pedestrian-first streets had a positive economic impact, with a clear correlation between open streets programs and thriving local businesses. Open Streets can be implemented seasonally or at regular intervals (such as a certain number of weekends per month or per year). If temporary closures are successful, the Village can consider moving towards a permanent closure of this block.

Open Streets along Atlantic Avenue would provide increased outdoor space for outdoor dining, community events, fairs, and seasonal concerts.



Figure 17: Street view rendering of Atlantic Avenue as an Open Street.

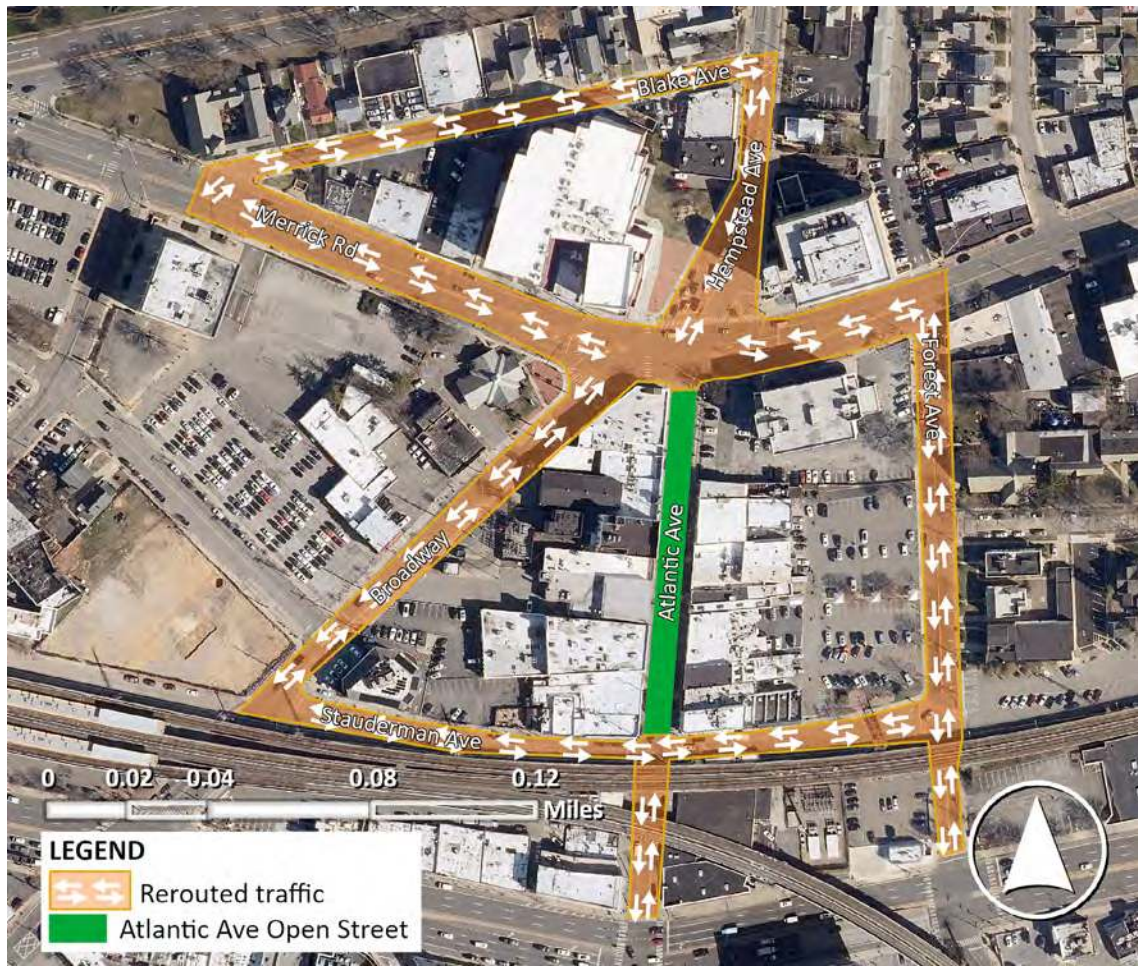


Figure 18: Potential route to reroute traffic if Atlantic Avenue is closed to vehicles.

One concern often raised about Open Streets is traffic flow. In the area of Atlantic Avenue, traffic could easily be rerouted to avoid the closed blocks with minimal inconvenience to drivers. See Figure 18.

Implement a Parklet Program

A parklet is a small, publicly accessible seating area created by converting one or more curbside parking spaces into a pedestrian space for sitting, eating, relaxing, or other passive recreation. Unlike outdoor dining spaces restricted to a restaurant's private use, a parklet is typically open to the public without being connected to a particular retail establishment. However, they can be designed to support local businesses. These "sidewalk extensions" can enhance streetscapes and often feature amenities like benches, tables, planters, and even games or other interactive elements.

A parklet program could be a viable alternative to Open Streets on Atlantic Avenue if closing the road proves to be too logistically challenging. As an alternative, the Village could repurpose several parking spaces along this central corridor to create a more pedestrian-friendly streetscape. This would invite shoppers and visitors to linger in the area and perhaps even encourage restaurants and retail establishments to extend their business hours, especially during warmer months. The North Jersey Transportation Planning Authority published a Guidebook to Parklet Planning, available for download on its website. This guide provides step-by-step instructions for municipalities wishing to implement a formal parklet program.



Figure 19: Rendering of a parklet on Atlantic Avenue.

Better Utilize and Enhance Existing Outdoor Space

The outdoor spaces around the project area should also be enhanced for public use by adding amenities that will attract people to mingle, relax, and enjoy the fresh air. Some of these amenities could be permanent fixtures, such as tables and benches, while others could be temporary or seasonal, seasonal or used for specific events.

- **Movable Seating:** In addition to permanently affixing seating at the locations described above, the Village should consider acquiring varied and movable seating options, which can be configured for a variety of purposes and events. The Village should consider investing in a portable outdoor stage and movable outdoor seating that can be positioned for a variety of types of events and performances. This type of seating might be particularly useful at the Five Corners Plaza.
- **Child-friendly equipment:** Community members expressed an interest in a more child-friendly play environment. The renovated PSEG parcel on Broadway presents an opportunity to provide some small play equipment for children. However, a large-scale playground may not be feasible given the park's size. Smaller, more contained equipment may be an excellent and still engaging alternative. Some examples include:
 - Balance beams
 - Wooden stepping blocks
 - Pull-up bars/ monkey bars
 - Outdoor musical instruments

- **Publicly Accessible Yard Games:** In addition to fixed play equipment, Small, publicly accessible yard games can engage young kids (and adults) at these small pocket parks. Some games can withstand all weather and be kept outside. Some can be brought to locations for a specific event or just on seasonal weekends. However, many will require maintenance and shelter.
- **“Little Free Library” Installations:** Small collections of publicly accessible books, often called Little Free Libraries, can act as a resource for visitors and residents alike. The miniature neighborhood libraries, where visitors can take and leave a book, have become popular across the country in recent years. They are a nice amenity at outdoor locations, especially those designed to be inviting for sitting and relaxing. The website Little Free Libraries offers resources on how to build, start, and maintain a library.
- **A community information kiosk:** A centralized location with information about upcoming events and activities can further support activation efforts. A well-defined and consistent location for event postings, local news, and information can keep residents informed and may increase participation. Kiosks are even available in digital format, allowing information to be updated in real time from a remote location.

Activate spaces with activities.

Activation is a key component of successful placemaking within a community. Not only do we need great spaces that are comfortable and accessible for patrons and visitors, but we also need events and activities that draw those crowds, help drive downtown economics, and enhance a community's sense of vibrancy. The Village should consider additional community events to make better use of these spaces. Below are some suggestions for small-scale activation that would complement Lynbrook's placemaking initiatives.

- **Mini artist markets with local vendors.** These outdoor events gather local artists and craftspeople to showcase and sell their handmade goods in a park setting. It can also help to foster community identity by providing a platform for local art and artists that reflect the city's unique cultural heritage and artistic spirit. Mini artist markets are smaller in scale and would be a good fit for some of the smaller green spaces around the Village, including the renovated parcel on Broadway.
- **Larger street festivals or fairs with tents and vendors.** The closure of Atlantic Avenue would provide the Village with a significant amount of additional space to use for events. Currently, Atlantic Avenue is occasionally closed for larger events and street fairs, but with seasonal open streets in place, these could become more frequent. Some communities use seasonal open streets to program a series of weekly events, such as concerts, artist showcases, cultural festivals, or seasonal markets. Scheduling these types of events at regular intervals during a specific season can attract regular visitors who will come to expect and plan around them.
- **Concerts.** Mini concerts or local band performances can take place in small parks or at open-street events. These concerts could highlight cultural or religious holidays or festivals, or celebrate local events in partnership with community organizations or local schools.

Implement Public Art

Survey respondents strongly favored additional public art installations around the Village of Lynbrook. Not only does public art enhance aesthetics, but it is also a key driver of economic revitaliza-

tion by drawing visitors to downtown and encouraging people to linger and slow down. In addition, public art can be a great source of pride for the community, especially when it features local artists, and a powerful way to share a community's cultural and historical aspects. Public art can take many forms, including:

- **Art Installations.** Additional statues or sculptures can also be a part of a cohesive design for Downtown Lynbrook. Local artists can be called on to design installations for specific locations around the village. These can include permanent statues, murals, storyboards, and outdoor exhibitions. Art installations can also be a wonderful way to communicate local culture and community pride, or highlight the natural environment or history of Lynbrook.
- **Beautify Electrical boxes and other empty surfaces:** Electrical boxes are a necessary installation. However, the current condition of the boxes detracts from the overall aesthetic. Public art can address this by beautifying cold-looking surfaces with paintings or wrapping them with a design. The same can be true for utility poles, bollards, or even outdated public phones or phone booths.
- **Functional Art:** Functional art is a great way to enhance aesthetics while providing practical amenities for a downtown or streetscape. Functional art refers to art that serves a purpose beyond just beautification, such as a decorative bench, bike rack, or set of tables and chairs. Functional art is often used in pocket parks or parklets to create a unique and inviting experience for visitors.
- **Collaborative Art:** Survey respondents made it clear that they wanted to see more activities and greater engagement with kids in the downtown area. Collaborative public art projects are a great way to engage with kids. Collaborative art can include projects that involve kids in the design and installation of a public art project, such as a mural or a mosaic with tiles painted/designed by kids (sometimes through a partnership with a local school). Collaborative art can also include works that encourage real-time participation, such as public musical instruments or other interactive outdoor exhibits that engage visitors directly with art while they are in downtown. These types of installations are a great way to encourage longer visits to the downtown area and increase overall foot traffic. **See Appendix X for some recommendations for these types of installations.**



Figure 20 An example of functional art - street bollards painted by local artists.

SITE SPECIFIC RECOMMENDATIONS

The Village of Lynbrook already has some parcels of land that could be enhanced to increase utilization and support placemaking efforts. Many of these spaces include greenery and have ample room for tables, chairs, and other amenities. The Village could work with community partners and local businesses to provide additional offerings to shoppers and visitors at the following locations:

Ross Plaza

Ross Plaza is a small parcel near the Lynbrook Train Station and downtown, located at Lyon Place. Currently, this small plaza hosts a veterans' memorial, so it is not a candidate for any major improvements. But it could be further enhanced with some small passive placemaking improvements, such as benches or small tables. Given the size of this parcel of land and its proximity to the roadway, it is not recommended for active use. Still, small amenities, such as a "Little Free Library" and additional seating options, could enhance the use of these locations by visitors and community members.



Figure 21: Current conditions of Ross Park in Lynbrook.



Figure 22: Rendering of Ross Park in Lynbrook with outdoor seating and a Little Free Library.

Ryder Park

The parcel of land commonly referred to as “Ryder Park” is located off of Sauderman Avenue at the corner of Forest Avenue. This parcel is behind the train tracks/stanchions and is located within the southeast corner of the parking lot that connects one leg of the Pedestrian Walkway to Atlantic Avenue. The Village should also consider incorporating additional placemaking elements at this location. Though this parcel is small, it is set back from the roadway and, given its proximity to Atlantic Avenue, is an excellent candidate for outdoor seating and a public art installation, such as an interactive sculpture which can be engaging for kids and families, or a community information kiosk (with listings of local events, for example). This small park can also be used for small-scale pop-up events, such as artist mini markets, outdoor “story time” for kids, or seasonal holiday displays.



Figure 23: Current conditions of Ryder Park in Lynbrook.



Figure 24: Rednering of Ryder Park with seating, outdoor sculpture, and an information kiosk

Five Corners Plaza in front of Regal Lynbrook

Located at the Five Corners Intersection on Merrick Road near Atlantic Avenue, Five Corners Plaza is a Village of Lynbrook-owned parcel immediately adjacent to the Regal Lynbrook movie theater, one of the most popular in the area. The Village does occasionally use this parcel for municipal events, such as the holiday tree and menorah lighting in December. Still, the space could be used more frequently as an outdoor area for shoppers and visitors. This small parcel of land could enhance

placemaking efforts by providing additional outdoor seating and shade. It is also large enough (and centrally located enough) to be more frequently activated by the Village through community events, markets, and other outdoor activities. Given its proximity to the movie theater, it is particularly well-positioned for entertainment-themed events such as outdoor movie nights, concerts, and other performances.

This plaza has a well-manicured landscape with ample vegetation. However, there is no public seating available. Given the recommended use of this space for larger community events, flexible, modular seating would be a good choice. This would allow the space to be used casually when no event is planned, and for the furniture to be moved aside or repositioned to accommodate a larger event.



Figure 25: Example of flexible, modular outdoor seating. Photo credit: World Landscape Architect, <https://worldlandscapearchitect.com/movable-street-furniture-for-pop-up-park/?v=0b3b97fa6688>.

Atlantic Avenue Pedestrian Tunnel

Downtown Lynbrook will be expanding the pedestrian tunnel that currently connects Atlantic Avenue to the municipal parking lot, crossing over Atlantic Avenue and exiting onto Broadway near the PSEG parcel (and proposed pocket park). This set of pedestrian tunnels provides a wonderful opportunity for community-based public art. The Village should consider additional placemaking enhancements at this location. For example, the tunnels could be redecorated to include murals by local artists or students. Decorative lighting or music could also be added to enhance the pedestrian experience for visitors. Functional art in this tunnel could also include wayfinding signage or information on key locations to visit in Lynbrook (historic or culturally significant), in addition to the information kiosk already planned for installation in the tunnel. Appendix X has several examples of pedestrian tunnel art installations. Figure 26 is an example from Elizabeth, NJ, highlighting significant cultural aspects of the city.



Figure 26: Pedestrian Tunnel with Murals in Elizabeth, NJ.

Saperstein Plaza/Lynbrook Train Station Stanchions and Trestles

The large number of Long Island Railroad stanchions and trestles near Saperstein Plaza creates a visual “eyesore” for Downtown Lynbrook. Currently, these stanchions and trestles suffer from peeling paint and rusting, evident in many areas. The Metropolitan Transportation Authority (MTA) has indicated it will be abating and repainting several trestles in the Village, including over Broadway, Peninsula Boulevard and Sunrise Highway. In coordination and if acceptable to the MTA, the Village should consider other opportunities to use these structures for public art to enhance the experience of pedestrians in the downtown area, many of whom have to walk or park beneath them. For example, the stanchion, pictured in Figure 27, could be enhanced with artistic wrappings or mural paint, decorative lighting, or other community art installations, as depicted in Figures 28 and 29. The trestles could provide opportunities for additional Gateway art, welcoming visitors to Downtown Lynbrook. Currently, these stanchions and trestles are used for advertising and are managed by a contractor under an agreement with the MTA. As transportation infrastructure associated with MTA facilities, any modifications to the structures, changes in their use, or proposals to incorporate public art would require careful coordination and approval from the MTA and its advertising contractor. Considerations may include structural, operational, maintenance, safety, and contractual requirements, as well as potential impacts on existing advertising agreements. As a result, any public art initiative involving the stanchions or trestles should be developed in close partnership with the MTA early in the planning process to ensure feasibility and compliance with applicable agency policies and regulations.



Figure 27: Current conditions of Stanchions at Lynbrook Train Station.



Figure 28: Rendering of Stanchions at Lynbrook Train Station enhanced with public art.



Figure 29: An additional view of the Stanchions at the Lynbrook Train Station; current conditions (left) and renderings of public art (right).

PLACEMAKING CONNECTIONS

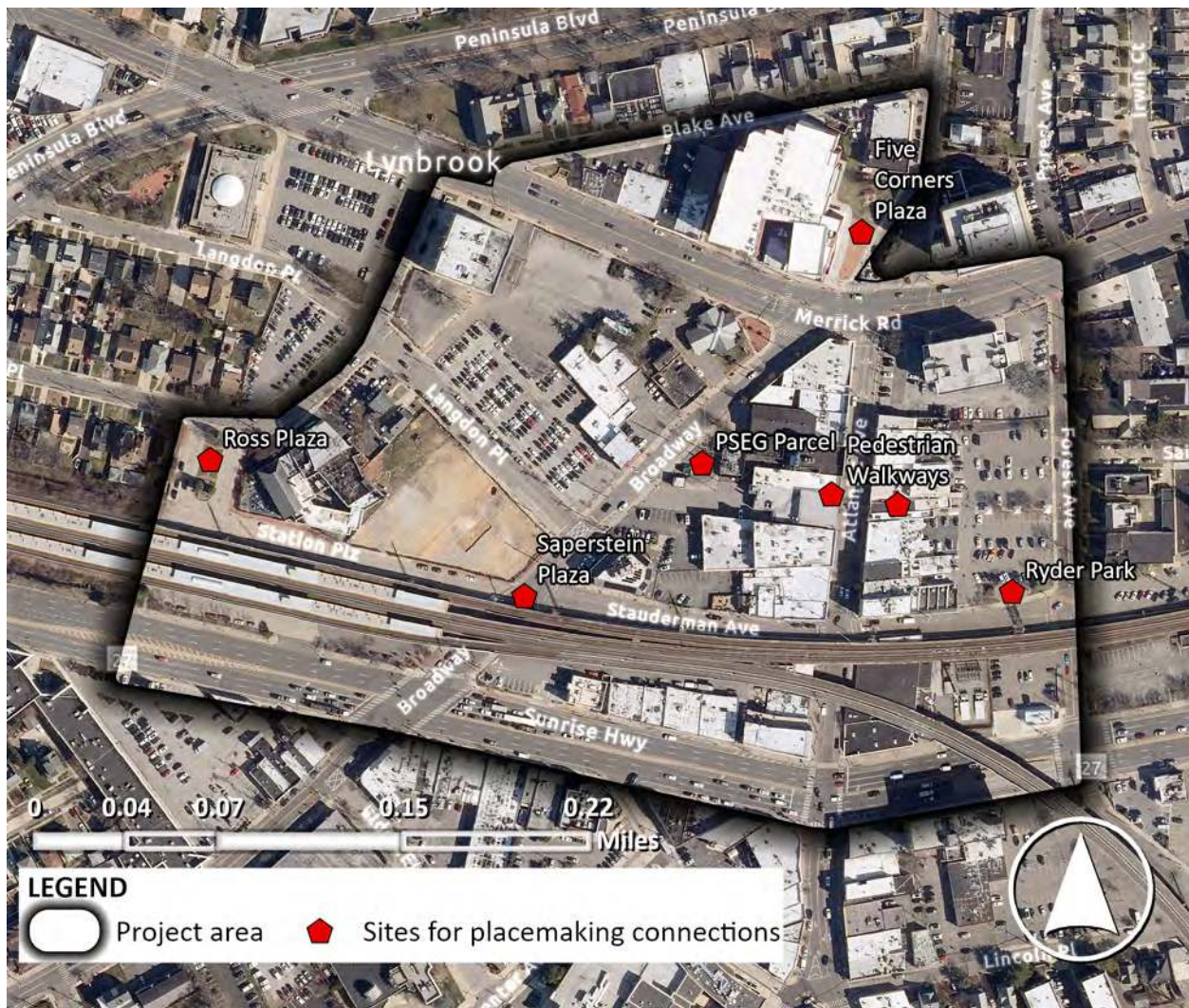


Figure 30: Map of key placemaking locations in the project area.

Table I: Summary of Placemaking Recommendations for Village of Lynbrook

Location	Placemaking Components	Activation suggestions
PSEG Parcel on Broadway	Seating (tables, chairs, benches), Children's play area, art/cultural installation.	Passive and active recreation
Ross Plaza	Additional seating and shade; Informational kiosk; Public art installation	Ideal for mini artist markets or small-scale events requiring foot traffic.
Ryder Park	Additional seating; Little Free Public Library	Passive recreation only
Five Corners Plaza	Modular, movable seating that can be configured as needed. Gazebo or other shaded area.	Mid-sized events that can be destinations; entertainment-themed; Concert-entertainment-themed; concerts or performances.

Atlantic Avenue	Seasonal street closure with outdoor dining and parklets; Sectioned off area for outdoor games/activities for kids.	Large-scale community events; Street fairs; Larger concerts; Food truck festivals, etc.
Lynbrook Pedestrian Tunnel	Public art installations, such as wall murals and lighting installations, could include music/sound.	Art could include Wayfinding information to direct visitors to destinations.
Stanchions and trestles at Saperstein Plaza	Public art installation; Mural art and lighting.	Pedestrian thoroughfare; Parking lot could be closed off for outdoor events or exhibitions.

DOWNTOWN WAYFINDING PLAN

Communities, from small towns to major downtown districts, have employed wayfinding systems to enhance their image, facilitate navigation, and reinforce notable locations. A community wayfinding system consists of several layers of signage that make an area legible to users through gateway signs, informational kiosks, maps, directional signs, and location signs. Communities can employ wayfinding to improve circulation and foster placemaking.

Wayfinding signage includes a variety of types. Gateway and area identification signs welcome visitors to the city or district. Motorist-oriented signs direct motorists to activities, districts, destinations, and parking. Pedestrian and bicyclist signage directs pedestrians and bicyclists to activities, districts, destinations, and transit facilities. Information kiosks provide descriptions of the area, pinpoint users' current location, and display maps showing district boundaries and key destinations.

In Lynbrook, wayfinding can be particularly useful in guiding visitors to parking lots and from them to downtown destinations. Based on the survey results (and subsequent discussion during the community workshop), there is a perception among visitors downtown that parking is inadequate. However, there are ample lots around the downtown area (see Figure 31), many of which are a short walk to popular destinations. Parking may be perceived as inadequate, not because it doesn't exist, but because visitors may see the lot's location as farther from retail or other key locations than it actually is. A Downtown Wayfinding Plan can identify key locations for signage to help direct visitors to available parking and their ultimate destinations without confusion or stress. As part of developing a wayfinding plan, the Village should undertake an asset inventory of key locations to ensure that the plan is inclusive and comprehensive.

An important component of any Downtown Wayfinding Plan is cohesive visuals and branding elements for signage. The Village should engage with a firm or designer to create eye-catching visuals that both direct visitors and enhance the downtown's aesthetics and "sense of place." Signage can reflect the community's character and culture, as well as the downtown's historical aspects. Below are some key aspects of creating a visual identity for the Village:

- **Develop Branding Collateral:** Develop logos, headers, slogans, etc., for the Downtown Lynbrook District, with designs based on local themes. These designs can be used across physical promotional materials and digital platforms.
- **Downtown Lynbrook Promotional Banners:** Design promotional banners reflecting local themes and attach to streetlight poles using existing brackets; provide opportunities for business-sponsored banners.
- **Gateway Signage:** Construct "Downtown Lynbrook" gateway sign at Atlantic Avenue intersections

- **Information Kiosks:** Construct information kiosks with a wayfinding map, information about the Downtown Lynbrook, and local business/institution promotions.



Figure 31: Locations of municipal parking lots in the project area.

ADDRESS RETAIL VACANCIES DOWNTOWN

The heart of a vibrant downtown always lies in the small businesses and retail establishments. Downtown Lynbrook has a dense walkable streetscape, and Atlantic Avenue has the kind of charm that can easily attract new businesses to fill existing vacancies. Some of the retail areas around the Lynbrook Train Station, particularly along Sunrise Highway, are currently experiencing high retail vacancies and may be more difficult to fill given the challenging pedestrian environment and the high-speed roadway. Many of the strategies described above will help to create a more welcoming environment for businesses and shoppers/patrons. However, there are additional strategies that the Village, along with the Lynbrook Chamber of Commerce and other business partners, can pursue to increase downtown visibility, attract new businesses, and support economic development.

Use a Vacant Storefront Window for Temporary Art

Vacant storefronts do not need to be an eyesore in a downtown. Many communities have imple-

mented programs that place art in the windows of vacant downtown buildings; often, it is created by local artists or community members. These displays can change on a seasonal or quarterly basis to keep the visuals fresh and interesting. There are examples of these programs being successfully implemented throughout the country, especially in the economic downturn resulting from the 2020 pandemic. One such program in San Francisco is no longer in effect due to the rebound in retail demand, but they have posted an “Arts in Storefront” Toolkit to help guide other communities.

Encourage Pop-Up Shops and Other Temporary Uses

Pop-up shops allow businesses to temporarily occupy a vacant retail space for a limited amount of time to help establish a customer base. These can be done seasonally, such as during the holiday season, or on a routine, temporary basis as needed to fill vacancies. Pop-up shops offer unique customer experiences that can draw shoppers to downtown areas. They also help fill vacancies and showcase a retail space’s potential without needing a tenant to make a long-term commitment. Often, property owners will accept less than market value for temporary rent to draw attention to the retail space, especially since pop-up tenants require very little equipment, infrastructure, or maintenance. Lynbrook should consider organizing a Pop-up Retail program in partnership with the Chamber of Commerce to serve the needs of both property owners and business owners looking to “test out” the market in that neighborhood.

Hire a Retail Consultant

The Village of Lynbrook could benefit from hiring a retail consultant to help revitalize the Atlantic Avenue corridor of the downtown area. Retail consultants for municipalities and downtowns focus on economic development by recruiting, retaining, and strengthening local retail businesses, conducting market analyses, and creating vibrant commercial districts. They can create strategies to identify gaps in the retail experience and recruit businesses to fill vacancies. They can also provide direct assistance to local businesses in promoting and advancing their individual retail goals.

Hire a Municipal Business Liaison

Another option for the Village of Lynbrook is to hire a municipal business liaison. A Business Liaison is a municipal employee who serves as a bridge between local government and the business community, facilitating communication, streamlining permitting processes, and supporting economic development. They advocate for local business interests, promote resources for growth, and address concerns regarding regulations, infrastructure, or zoning. A municipal business liaison could work collaboratively with an external retail consultant to help develop and execute strategies for the downtown area.

Establish a Business Improvement District

The Atlantic Avenue Corridor is an excellent candidate for establishing a Business Improvement District to support ongoing economic development. A Business Improvement District (BID) is a defined area, generally located within a commercial or mixed-use corridor, that is authorized under New York State General Municipal Law and established through a local legislative process, including adoption of a district plan. BIDs are funded by a special assessment levied on the properties within the district. BIDs are managed by a not-for-profit organization, commonly known as a District Management Association (DMA), formed specifically to administer the district and its resources. The BID enables property owners and businesses to collectively support activities such as marketing and promotion, special events, public space maintenance, sanitation, security, and other improvements and services

that supplement those provided by the municipality. BIDs typically provide services that supplement municipal functions, including:

- Streetscape maintenance and sanitation (e.g., litter removal, landscaping)
- Public safety and security (e.g., ambassadors, lighting improvements)
- Marketing, branding, and district promotion
- Special events and community programming
- Business support and merchant outreach
- Public space management and beautification

NEXT STEPS

FORMAL STUDIES

While numerous recommended improvements are enumerated in this report, municipal officials should seek assistance to conduct an official engineering or other feasibility study if they are considering any improvements. This report offers suggestions appropriate to the scope and scale of the existing conditions and the desired outcomes of improving pedestrian safety, particularly for students, however, any infrastructure improvements must meet State standards, which would likely require engineering and traffic studies.

OUTREACH, ENGAGEMENT, AND EDUCATION

Depending on the intensity and scale of any improvements to be undertaken, Village officials should conduct outreach and educational efforts to shape the final product and to determine whether such improvements are appropriate in a given location and/or at a given time. Meaningful outreach efforts can help reach compromises on specific projects, whether in design or final design, or they can help determine an appropriate phasing of projects to slowly incorporate new elements over time and make drastic changes more palatable.

IMPLEMENTATION

Furthermore, public demonstrations and pilot projects can be effective tools for letting the community “test drive” certain changes and provide meaningful feedback before deciding whether to move forward with full-scale implementation.

Tactical Urbanism

Tactical urbanism is an approach to city-building that involves short-term, low-cost, and temporary interventions in the urban environment to inspire long-term change. Often described as “urban prototyping” or “planning-by-doing,” these small-scale projects allow municipalities and citizens to test new ideas and improve public spaces quickly and inexpensively. The core idea is to experiment in real life – using paint, planters, furniture, and creativity – and gather feedback before making permanent investments.

Tactical urbanism is guided by several fundamental principles that distinguish it from traditional top-down urban planning. The concept was popularized around 2010 by planner Mike Lydon and the Street Plans Collaborative, who defined five hallmark characteristics of tactical urbanism:

- **Iterative and Phased Approach:** Changes are implemented in deliberate phases. Small inter-

ventions serve as first steps toward larger transformations, allowing municipalities to adjust and build on success over time. For example, a temporary bike lane or plaza can be the initial phase before a permanent reconstruction.

- **Local Solutions for Local Challenges:** Projects address specific community needs at the neighborhood scale. Rather than a one-size-fits-all approach, tactical urbanism empowers residents to shape solutions to safety, mobility, or public space issues on their own blocks.
- **Short-Term Commitment, Long-Term Vision:** Interventions are meant to be temporary – lasting days, weeks, or months – but they are conceived with an eye toward longer-term change. A pilot project is essentially a proof of concept for what could become permanent if it succeeds.
- **Low-Risk, High-Potential Rewards:** Because these projects use inexpensive materials (paint, planters, cones, pallets, etc.), the financial risk is minimal. This lowers the barrier to trying bold ideas. If an idea fails or needs tweaking, it's easy to remove or revise; if it succeeds, the rewards in safety, vibrancy, or economic activity can be significant.
- **Building Social Capital and Partnerships:** Tactical projects often rely on community involvement and cross-sector collaboration, which helps strengthen relationships. By engaging residents, local businesses, nonprofits, and Village agencies in hands-on change, they build trust and capacity for greater efforts. Communities feel a sense of ownership of the improvements, and public-private partnerships often emerge to support and maintain the projects.

An example of a tactical urbanism demonstration in Lynbrook would be to repaint the striping of no parking zones within 20-feet of the crosswalk on Atlantic Avenue and Merrick Road and reinforcing the no parking zone by adding planters, pallets, or traffic cones within the striping to implement a temporary low-cost demonstration of hardened daylighting.

Temporary Demonstration and Pilot Projects

Urban pilot projects are small-scale, temporary initiatives implemented by municipalities to test new ideas, policies, or designs in real-world conditions before committing to full-scale programs. They function as experiments within the urban environment – for example, converting a street to a pedestrian plaza for a few months, or piloting a green infrastructure feature in one neighborhood – to evaluate feasibility, impact, and public response. By operating within a limited scope and duration, pilot projects allow municipalities to innovate carefully, gathering data and lessons that inform broader urban planning decisions. In essence, they bridge the gap between planning and implementation: a “trial run” that exposes any issues and refines solutions before village-wide rollout. The following sections detail the purpose of urban pilot projects, their benefits and challenges, best practices for executing them, and examples of successful pilots that have helped municipalities address various urban challenges.

In city planning, pilot projects serve as practical testbeds to validate new approaches. Rather than launching a large-scale, untested initiative, Village officials can implement a pilot to observe real-world outcomes and verify that the concept works as intended. The primary purposes include:

- **Risk Mitigation:** Pilots are designed to identify potential problems or unintended consequences early. By testing on a small scale, the Village can spot design flaws or community concerns before they become costly mistakes in a full project. This helps manage risks and adjust plans with minimal fallout.
- **Feasibility Assessment:** A pilot helps determine if an idea is technically and operationally feasible in the local context. Local officials can evaluate whether necessary infrastructure, technology, or behaviors function as expected under real conditions.
- **Data Collection for Decisions:** Pilot projects generate valuable data on outcomes, costs, usage

patterns, and community feedback. This evidence base supports data-driven decision-making, allowing officials to decide whether to scale up, modify, or halt the initiative based on empirical results.

- **Demonstration and Learning:** Pilots create a live demonstration of a proposal, which can illustrate benefits to the public and politicians. They function as a learning process for all stakeholders – Village staff, residents, and partners – building knowledge and capacity for future projects. For example, a pilot can show how a new bike lane configuration might improve safety, helping skeptics see the potential.
- **Adaptive Policy Development:** By trying new policies or designs at a small scale, the Village can refine regulations and implementation strategies. The pilot's outcomes might prompt changes in policy or design standards before codifying them village-wide. This ensures that on-the-ground lessons inform broader plans (e.g., a master plan or new ordinance).
- **Building Support:** A well-executed pilot can build public and political support if it visibly improves conditions. Conversely, if the idea is unpopular or ineffective, the Village can revert easily. In this way, pilots serve as a consensus-building tool, showing stakeholders what works (or doesn't) and earning trust through tangible results.

The proposed midblock crosswalk on Atlantic Avenue could be an excellent candidate for a pilot project in partnership with the county. The Village would need approval from Nassau County to install a low-cost speed bump like those found in most parking lots and to add a zebra or continental-style crosswalk on Atlantic Avenue near the covered walkway. The crosswalk could be painted on the road, or the Village could use pavement marking tape as an even more cost-effective and temporary example that would allow experimenting with different crosswalk patterns.

Such a pilot project would be undertaken with a publicized education campaign to inform the public that the project is temporary and the Village would like their input and thoughts on the crosswalk's effectiveness or lack thereof, or if there are other locations that residents believe it would work better.

Alternatively, the Village can implement a seasonal closure of Atlantic Avenue to transform it into a pedestrian plaza during holidays or for specific weekends.

FUNDING OPPORTUNITIES

This section presents funding opportunities identified by Rutgers-POET that the Village of Lynbrook and other stakeholders could use to implement corridor improvements.

TRANSPORTATION ALTERNATIVE PROGRAM

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.

- 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 its application:

- Projects must have an eligible Sponsor.
- Sponsors must provide a minimum of 20% 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 the completeness of applications is critical for project selection. Local officials should monitor the NYSDOT website for the next solicitation.

OTHER OPPORTUNITIES

In addition to TAP, municipal officials can seek federal aid from various formula and discretionary funding sources. The Federal Highway Administration (FHWA) compiled a comprehensive listing of federal aid programs for improving pedestrian and bicycle facilities, which is included in Appendix XX. The listing identifies the 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 to solicit funds through the federal process, which Lynbrook should use when developing its project.

APPENDIX A: COMMUNITY SURVEY SUMMARY MEMO

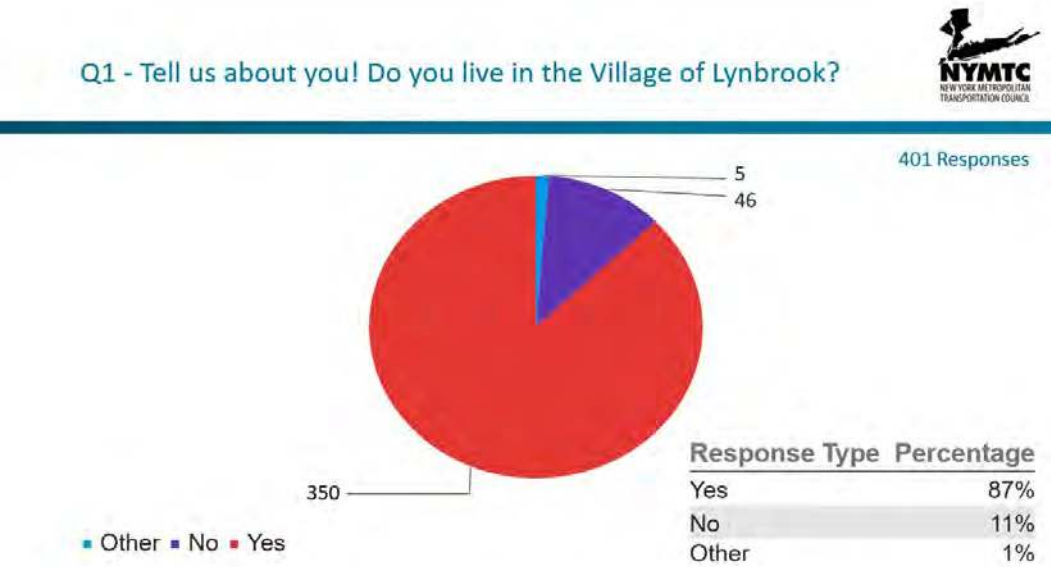
Subject: Summary of Village of Lynbrook Community Survey and Synthesis with Project Sites

Purpose: This memo summarizes the survey distributed by POET to the Village of Lynbrook for the NYMTC CPWP. Survey responses are also connected to the sites of focus selected by Village leadership in collaboration with POET. The objective is to provide an overview of resident priorities and needs as they relate to transportation planning and assist POET in developing workshop programming.

Introduction

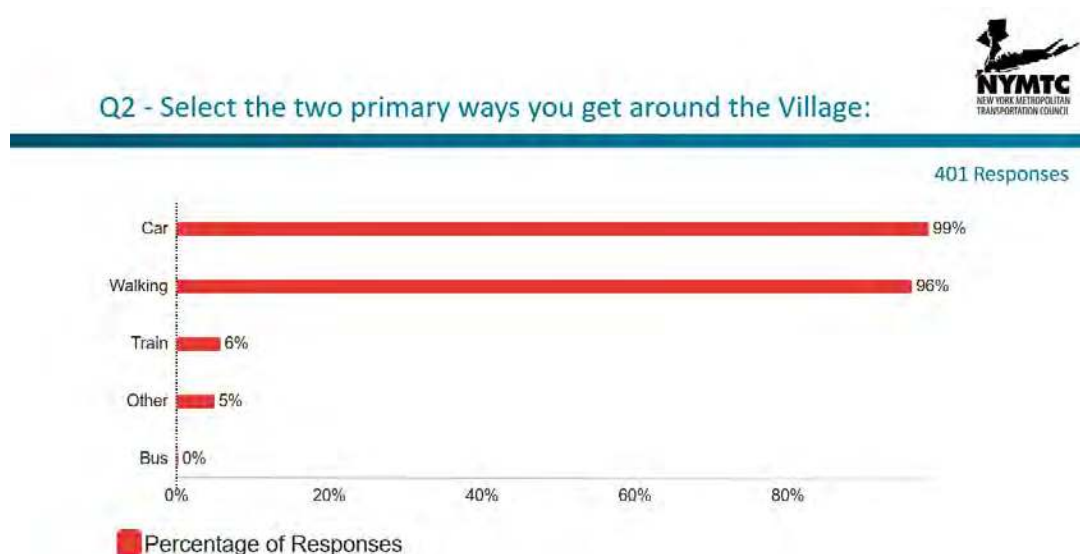
The Lynbrook community survey focused on potential traffic safety, mobility, and place-based improvements to activate the area between the Lynbrook Train Station and Downtown. POET released the survey in mid-September 2025 and closed it on October 29. The survey received 401 responses, of which 310 were fully completed. Lynbrook has a total population of 20,438 residents, indicating that the survey had a response rate of approximately 2% of the population (U.S. Census Bureau, 2020).

Q1: Tell us about you! Do you live in the Village of Lynbrook?



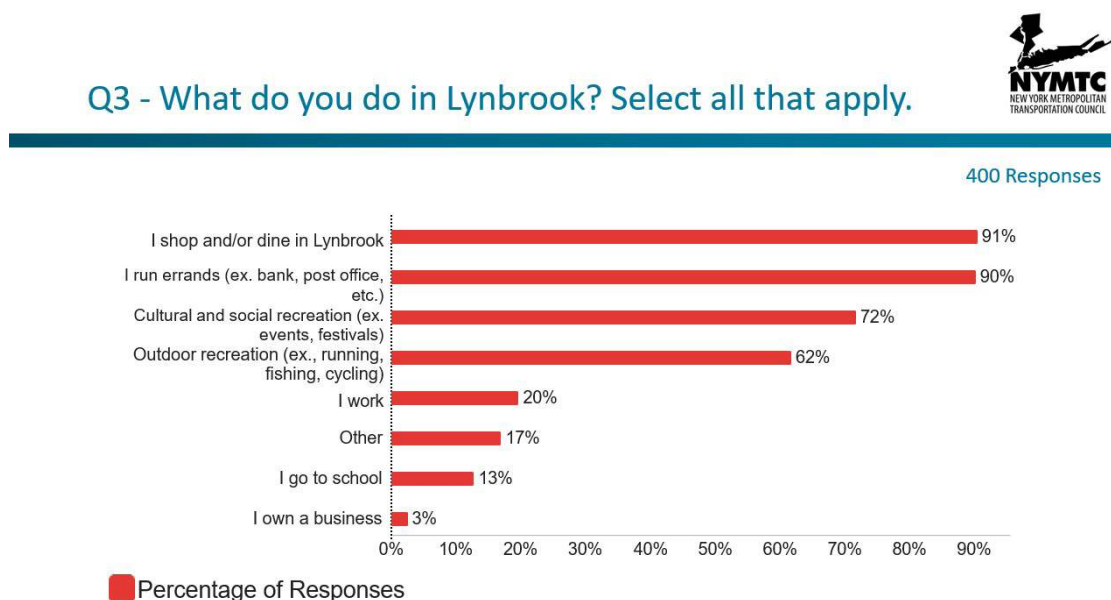
Survey respondents were primarily residents of Lynbrook, accounting for approximately 87%. Respondents who selected 'Other' either lived in East Rockaway or within the Lynbrook school district, which includes other municipalities like Hewlett, Hewlett Harbor, and Valley Stream.

Q2: Select the two primary ways you get around the Village.



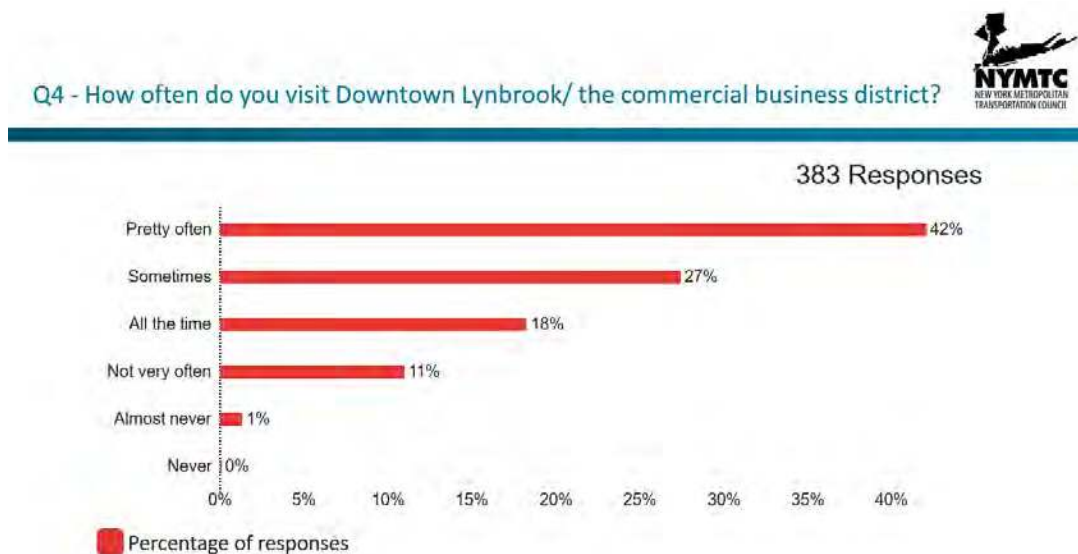
Survey respondents most often use their car or walk when traveling around the Village. 396 survey respondents use their cars to travel around the village, while 384 indicate that walking is one of the primary ways they get around the Village. Trains and buses made up only 6% of survey responses. Of the 15 survey respondents who selected 'Other' and wrote in a response, they indicated that biking is a primary mode of travel for them.

Q3: What do you do in Lynbrook? Select all that apply.



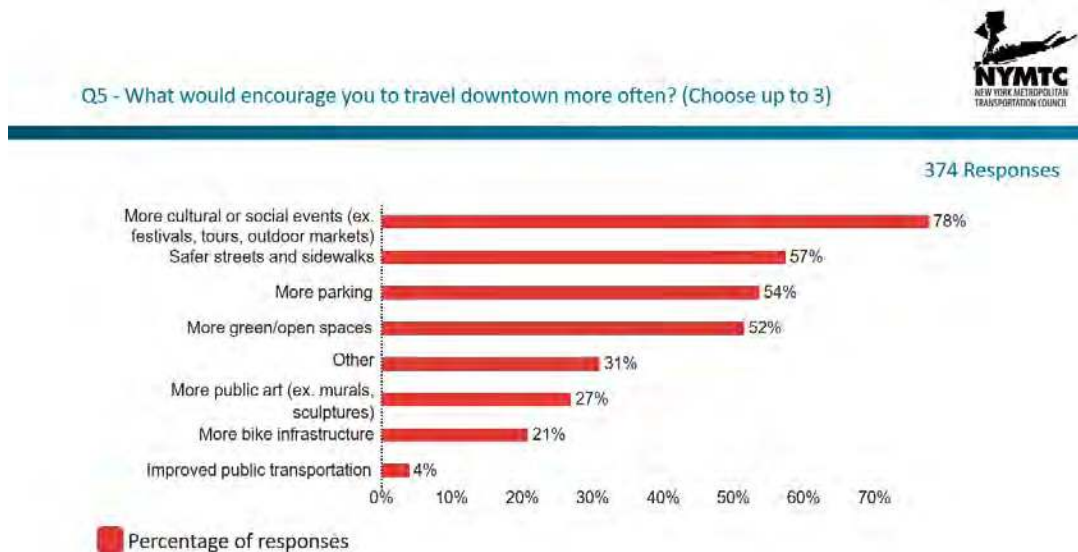
Activities that were selected by the majority of respondents included shopping and dining, running errands, cultural and social recreation, and outdoor recreation. Only a small percentage of respondents, approximately 17%, selected 'Other' and further expanded on the activities that they participate in. About 6% of respondents indicated that they have children who attend school in Lynbrook or participate in activities catered to families with children, such as visiting playgrounds or joining extra-curricular clubs at the Greis Recreation Center.

Q4: How often do you visit Downtown Lynbrook/ the commercial business district?



42% of survey respondents reported visiting Lynbrook's commercial business district fairly often. When analyzing results by whether respondents live in Lynbrook, 40% of those who do not live in Lynbrook reported visiting Lynbrook pretty often, a rate similar to that of respondents who do live in Lynbrook.

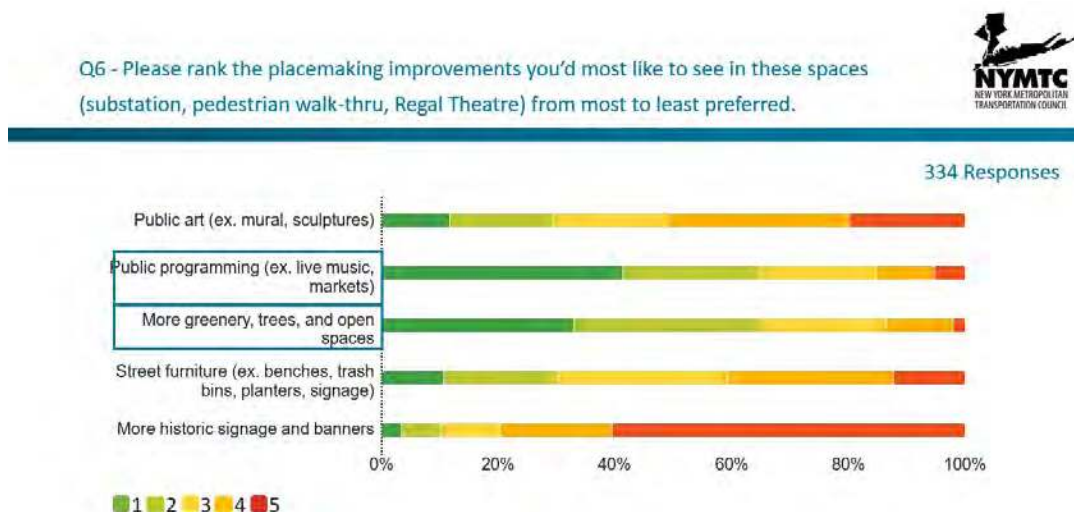
Q5: What would encourage you to travel downtown more often? (Choose up to 3)



Survey respondents would be encouraged to travel downtown more often if more cultural and social events were planned downtown. Some suggestions submitted by respondents included activities targeting children, outdoor events with seating, and farmers' markets. Amenities mentioned as motivators for visiting Atlantic Ave included additional benches and mini libraries.

Respondents also shared some of the issues that have been preventing them from visiting downtown Lynbrook more often. Lack of parking was mentioned as a deterrent for visiting downtown Lynbrook, particularly near the train station and the Regal Movie Theater. One respondent wrote that parking near the Regal Theater "causes endless traffic and unsafe conditions with people double parking or just stopping in the middle of the road." Other respondents also commented on the long wait times at crosswalks to walk across Sunrise Highway.

Q6: Please review the example sites below (Broadway Substation, Pedestrian Walkthrough, and Regal Theatre Plaza) and rank the placemaking improvements you would most like to see at these sites or in your community.



Public programming and enhanced green/open spaces were the top two placemaking improvements ranked by respondents. Approximately 40% of survey respondents ranked public programming, such as live music and open markets, as the number one placemaking improvement they would like to see in Lynbrook. Family and kid-friendly activities were among some of the programming requested, with one respondent commenting, “Lynbrook has a ton of families, and if they had more outdoor festivals or engagements and promoted them, people would come. They have to make it kid-friendly and enticing for kids and adults.”

Approximately 33% of survey respondents ranked more greenery, trees, and open spaces as the top placemaking improvement they would like to see in Lynbrook. When describing the open spaces they would like to see in Lynbrook, one respondent wrote, “I would love public gathering spaces, like a small plaza with coffee shops / outdoor seating with trees.” Similarly, another respondent wrote, “A fountain or water way of. sorts, artfully and creatively with benches and tables where the old HSBC drive-through was.”

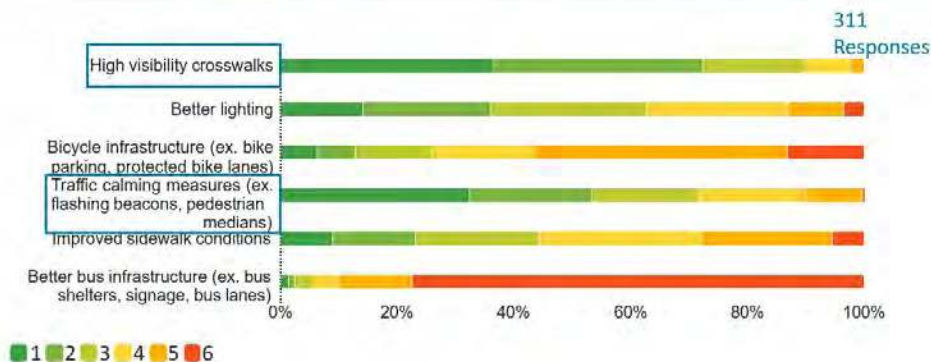
Q6.5: Please explain your answers. Are there any other placemaking improvements you would like to see that are not mentioned? What kind of art would you like to see?

Among respondents interested in seeing more art in the Village, several noted that they would like to see art by local artists and possibly even by kids in the Lynbrook School District. Referring to the sites of focus, one respondent shared, “Art may be the best avenue here, as two of those three spaces (the pedestrian walkway and regal cinema area) are very small. I would say benches and sitting areas would be most beneficial in front of the Regal Cinema, but least beneficial in the pedestrian walkway (open space vs enclosed space visibility concerns).” The Broadway Parcel is another site that respondents mentioned as a potential location for art installations.

Several respondents expressed concerns about safety and maintenance for the area surrounding the Lynbrook Train Station. One respondent wrote, “There also needs to be more security at the train station. I don’t feel safe when I use it by myself.” Other respondents also recalled recent criminal activity near the train station and said it discouraged them from frequenting the area. More generally, respondents expressed a desire to improve this section of Broadway between Merrick Road and Sunrise Highway.

Q7: Please review the example sites below (Sunrise Highway, Saperstein Plaza, and Langdon Place) and rank the traffic safety improvements you would most like to see at these sites or in your community.

Q7 - Please rank the mobility and safety improvements you'd most like to see in Sunrise Highway, Saperstein Plaza, or Langdon Place.



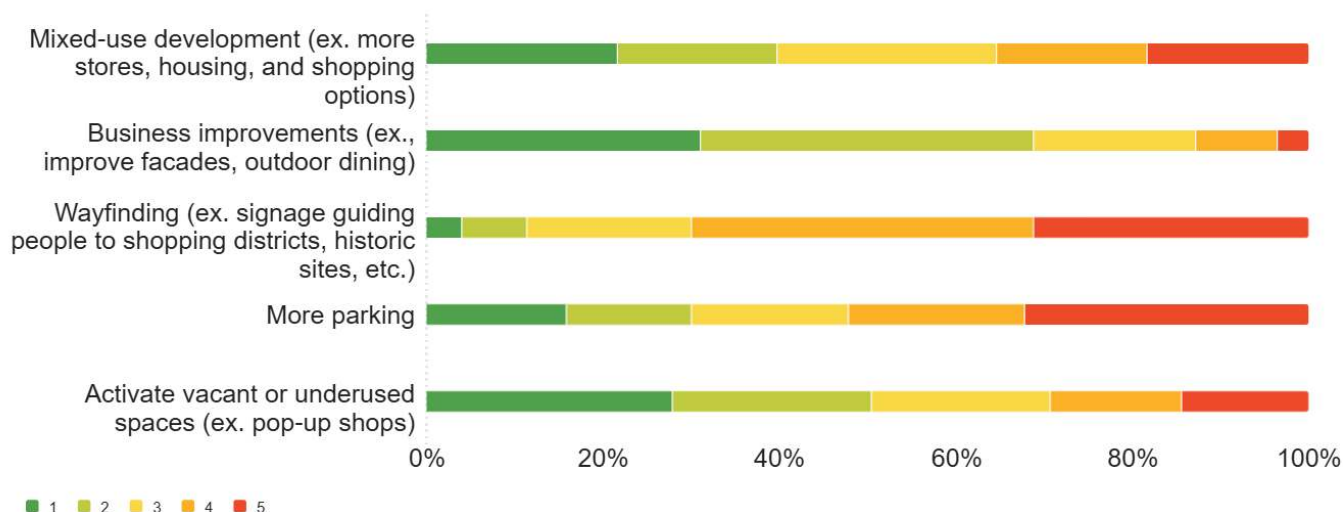
High-visibility crosswalks and traffic-calming measures were the highest-ranked traffic safety improvements that survey respondents would like to see on Sunrise Highway, Saperstein Plaza, and Langdon Place. 37% of survey respondents ranked high-visibility crosswalks as the top traffic-safety improvement they would like to see in Lynbrook. 32% of respondents ranked traffic-calming measures as the top traffic-safety improvement they would like to see in Lynbrook.

Q7.5: Please explain your answers. Are there any other mobility and safety improvements you would like to see that are not mentioned?

126 survey respondents submitted additional comments elaborating on the traffic safety improvements they would like to see in downtown Lynbrook. Pedestrian safety and crosswalks were common themes throughout the comments. For example, one respondent shared, “Major changes need to be made by Merrick Road and the five corners. People who are not familiar with the area can easily get turned around, and it’s very dangerous for pedestrians like me.” Some traffic safety improvements that respondents would like to see at the Five Corners include left-turn signals, crossing guards during high-traffic times, and additional lights with better visibility for cars in the intersection. Other sites that respondents indicated they would like to see traffic safety improvements include the Regal Theatre and Lynbrook High School. Some of the traffic safety issues highlighted at these sites include speeding, double parking, and congestion caused by cars stopping to drop people off. When discussing the traffic safety issues near Regal Theatre, one respondent states, “it causes ridiculous traffic and unsafe conditions as people stop in the middle of the street.” Double parking was also an issue that respondents found along Atlantic Avenue in the downtown area.

Q8: Please rank the revitalization improvements you'd most like to see in these spaces, from most to least preferred.

310 Responses



Business improvements and vacant/underused space activation were the highest-ranked revitalization improvements that Village of Lynbrook residents would like to see in downtown Lynbrook. 31% of survey respondents ranked business improvements as the top revitalization improvement they would like to see in downtown Lynbrook. 28% of respondents ranked the activation of vacant/underused space as the top revitalization improvement they would like to see in downtown Lynbrook.

Q9: Please explain your answers. Are there any other revitalization improvements you would like to see that are not mentioned?

109 survey respondents submitted additional comments elaborating on the revitalization improvements they would like to see in downtown Lynbrook. The desire for more stores, restaurants, and the activation of vacant spaces was a common theme throughout survey responses. Several respondents highlighted the underpass area beneath the train tracks on Atlantic Ave. They noted that the combination of vacant spaces and lack of maintenance makes the area undesirable for both visitors and new businesses. Other respondents suggested improving facades of local businesses, with one respondent stating, “The exterior of businesses needs to look in excellent condition. Currently, some storefronts do not entice shoppers to visit the local area. Seasonal pop-up stores have the potential of drawing people from surrounding areas to visit and potentially spend.” Business facades along Sunrise Highway, between Atlantic and Broadway, were also mentioned as a location for potential improvements

At the Lynbrook Train Station, residents would like to see additional renovations that can beautify the station and make it more inviting for visitors. One respondent shared, “It could be reinvented as a place to be instead of just picked up or dropped off. Using underutilized spaces in unique ways can foster the economic growth and unique appeal of Lynbrook.” Potential improvements for the Lynbrook Station, as shared by respondents, include better lighting, new paint, and more frequent cleaning.

Improved variety of shopping and dining options on Atlantic Ave was a frequent response among survey takers. One respondent shared, “Better food options, shops (like Malverne or RVC), experiences for kids. You mentioned over 100 businesses, but many aren’t something I would frequent regularly.” Some potential businesses that residents would like to see in downtown Lynbrook include art studios, grocery stores, outdoor dining, and bookstores.

Q10: Please share any additional comments or concerns.

In this final question, several points brought up in other parts of the survey were reiterated. 114 respondents shared additional comments. Of those comments, 25% focused on traffic and intersection issues. One site brought up repeatedly throughout the survey is the Five Corners intersection. On the intersection of Merrick and Broadway, one respondent shared, “Left turn lanes/arrows at many intersections are sorely needed. This is the worst traffic issue I’ve run across in the village. Cars often have to move into an awkward location in the middle of an intersection, waiting for a break to turn.”

At Lynbrook Train Station, safety, lighting, and cleanliness were among the most frequently mentioned concerns by survey respondents. Under the train tracks, on Atlantic Ave, respondents highlighted the empty storefronts in the area and how it can sometimes feel unsafe. Some respondents suggested closing off Atlantic Ave to make it more pedestrian-friendly, with one respondent stating, “Closing off Atlantic Avenue on the weekends allows more folks to enjoy walking around the block and could allow for outdoor seating and live music to be played and enjoyed.”

On the pedestrian walk along Atlantic Ave, one respondent shared that a crosswalk outside the tunnel can allow visitors to reach the other side of the street safely. This is a relevant suggestion to consider, given the expected construction of a walk-through extension on the western side of Atlantic Ave.

Traffic congestion and pedestrian safety repeatedly came up as concerns for Sunrise Highway. One respondent shared, “The left turn arrow is so short that only 2-3 cars can get through, creating a backup. All of this is also unsafe for pedestrians crossing in these areas.”

APPENDIX B: COMMUNITY ART CASE STUDIES

Case Study 1: New York City, NY – Groundswell Community Murals



Groundswell is an NYC-based organization that brings together youth, artists, and community organizations to create compelling murals that reflect the history, identity, and values of each community. The group formed in 1996 and has since created over 500 murals throughout the five boroughs.

Process: The organization facilitates collaboration among a team of youth artists, community organizations, and resident artists around a shared vision for social change. The team of youth artists then conducts intensive research on the mural's topic. The team utilizes a variety of strategies to gather ideas, including design jams, speaker presentations, and community engagement sessions, to incorporate feedback from neighborhood residents. Teams ensure that the final design speaks for the community where the mural will be located.

Once a final design is created, the resident artist guides the youth through the fabrication process and teaches them hands-on mural-making skills. The final mural pieces imbue a neighborhood with a sense of identity, ground a place in its history, and touch upon themes of community resilience, youth empowerment, and coming together on a shared vision for the future.

Timeline: about 2 months – 1 year, dependent on scope and scale

Examples:

- [One Crown Heights](#) – Recognizes and celebrates the diversity, history, and future of Crown Heights. It highlights key historical events in the area and commonalities across differences.
- [Be the Change](#) – Encourages elders to mentor youth and become agents of positive change in their communities. Takes inspiration from 2 existing murals in the neighborhood.
- [Bridges](#) – From extensive community engagement conversations, the team identified four common threads of technology, respect, recreational activities, and comfort zones. The planning process and the mural emphasize connectivity between generations.

Lynbrook Applications: Lynbrook could benefit from murals that depict the community's shared culture, values, and history. Additionally, the collaborative process can strengthen and empower residents of all generations to work together toward a shared vision for where they call home. Murals can be implemented in a variety of settings – on blank buildings, playground walls, under overpasses, and on walkways.

The following areas have the potential for hosting collaborative murals:

- Pedestrian walkways
- Saperstein Plaza
- Five Corners Plaza

Case Study 2: Brick Projects



A Brick Project creates social painting activities that gather communities together to personalize their neighborhood. Workshop days welcome the community to paint a brick with their personal touch. Together, all of the bricks display the unique identities and personalities of everyone in the community. It is a low-cost, low-commitment activity that includes all members of a place in the beautification process.

Process: Any surface lined with bricks is eligible for a Brick Project. Once an area of interest is identified, outreach is conducted to the local community to participate in a brick-painting workshop day. Anyone is welcome to paint a brick. Each brick can follow a central theme or reflect the painter's interests or personality.

Timeline: Varies. Multiple workshop days may be necessary depending on the scope, level of involvement, and the size of the area of interest.

Examples:

- [Newtown, Bristol Brick Project](#) – Two workshop days were planned to paint the side of a blank brick wall.
- [Macclesfield Brick Project](#) – Over 7,000 bricks in an underpass were painted in the course of 42 painting sessions over 2 years.
- [Portland, Maine Brick Project](#) – Two artists take a more involved role in the brick project process. The project collaborated with local artists to handmade each brick. Each brick is dated and begins with the words “On this spot...” for residents to fill in with their own personal stories. Bricks and stories were collected throughout a span of 2 years. A website also showcases recordings of residents telling their brick stories.

Lynbrook Applications: Lynbrook has multiple areas of interest that could benefit from a Brick Project. Each project can be personalized to whatever vision the town or its residents have for each space. Each area can tell the personal and/or historical story of Lynbrook or showcase the personalities of its residents.

The following areas have the potential for a Brick Project:

- Ryder Park – brick pathway
- Five Corners Plaza – brick pathway, brick wall

Case Study 3: Washington, D.C. – Fourth Street Underpass



An underpass in the Southwest D.C. neighborhood gets transformed into a public community art gallery. Artists reimagine the underpass with murals that depict themes of community resilience and important figures who grew up in the neighborhood.

The project is significant for successfully transforming an unwelcoming underpass that has historical-

ly cut off the Southwest neighborhood from the rest of D.C. The artists and collection of murals were selected by the community with the community's values and identity in mind. The next phase of the project involves adding lighting to illuminate the space at night, improving safety, and allowing visitors to appreciate the art even on their evening walks.

Lynbrook Applications: The stanchions along the Long Island Railroad Underpass could be transformed into canvases for artists to reflect Lynbrook's unique character.

Case Study 4: North Beach, Miami – Rue Vendome Plaza



Residents came together on “Paint the Pavement!” Day to transform a small block into a plaza. The area hosts many community events and welcomes residents to sit and relax when not in use. The community plaza paintings were temporary as the city works to recreate the area into a permanent plaza. Nevertheless, it is an opportunity to involve the community in the shared vision and to welcome current and future users as a space to form connections.

Potential Events:

- Food festivals
- Art fairs
- Yoga classes
- Small, outdoor concerts
- Community mural projects
- Outdoor movie nights

Lynbrook Applications: The PSEG Parcel can be reimaged as a space for community members to gather, hold community events, and participate in beautifying the former parking lot.

Case Study 5: Leesburg, Virginia – Kindness Rocks Project



The Kindness Rocks Project is a collaborative effort to instill positivity and foster connection in the Leesburg neighborhood. Many elements of the space spark creativity, radiate positivity, and provide a welcoming space for frequent visitations. Visitors are welcome to pick up a painted rock with positive messages scrawled on it or to leave their own for someone else to find. A tree is adorned with wishes. Many elements of this garden create a refuge for all and welcome people to contribute to its message of positivity.

Process: The garden is owned by Margie Hunter, who started the project to counteract the hateful messages she was seeing around her neighborhood. While many of the key elements are led by Hunter, community members have contributed their artistic talents and efforts to maintain the space's magic.

Elements:

- **Painted Rock Garden** – Visitors are welcome to take or contribute a painted rock to the pile with words of positivity. [Kindness Rocks Projects](#) are gaining traction everywhere. Workshops can be incorporated into community events where residents can stop by a table to paint their own kindness rocks and contribute to the garden. This activity is incredibly popular amongst kids and families.
- **Yarn-bomb Wishing Tree** – [Yarn-bombing](#) is a form of tactical urbanism that provides a low-cost, temporary solution to beautifying a space. It presents an opportunity for local textile clubs to contribute their craft to beautifying a public space. In the case of the Kindness Rocks Project, crocheted yarn wraps around the trunk and branches of a large wishing tree. Visitors can also write their wishes on a small sign and hang it on the tree. Paper and string are made available.

- Little Free Library – A small mailbox-sized pantry provides a space to share books and encourage reading for all ages. Visitors can either leave or take books for free. [Little Free Libraries](#) are not limited to books. Some installations double as food pantries or “little free art gallery” where others can contribute their micro-art pieces.
- Santa’s Mailbox (Seasonal) – During the Christmas season, a magic mailbox collects letters from children to Santa. Response letters from Santa are then mailed back to the children. This seasonal display also welcomes residents to participate as “Santa’s elves” in responding to some of these letters.

Lynbrook Applications: Ryder Park, Saperstein Plaza, and Five Corners Plaza can all benefit from elements found in the Kindness Rocks Project.

Case Study 6: Middlesex Greenway Art Cycle



Project Overview: In 2022, the Metuchen Arts Council commissioned artists to create a walkable outdoor gallery along the Middlesex Greenway, displaying art made from recycled road signs. Thirteen artists were tasked with repurposing the signs into unique art pieces around the theme “nature

as a healer.” The outdoor art gallery invites Greenway visitors to reflect on its themes as they embark on their own journey to reconnect with nature.

Process: Grant funding for the project was provided by the Middlesex County Board of County Commissioners through a grant award from the Middlesex County Cultural and Arts Trust Fund. The Metuchen Arts Council led the project.

Lynbrook Application:

- Use an outdoor art gallery to connect the various plazas and parks. Public art installations can adhere to the same general theme or concept. GPS coordinates and an interactive map for visitors to check off their findings could introduce an immersive element and transform a gallery into a scavenger hunt.
- The process can be made collaborative by inviting the community to vote on the theme or contribute their own thoughts and reflections on nature. Artists can take these reflections and incorporate them into their final works. Partner with local artists to repurpose materials for art installations.

Case Study 7: Common Ground - St. Petersburg Arts Alliance



Project Overview: Founded in 2012, the Arts Alliance evolved from a shared desire among city and community leaders to make a serious investment in their local arts organizations, artists, and creative businesses. The alliance has developed four main art projects: an Artwalk, SHINE Mural Festival, Arts Guide, and Performing Arts Events.

Art Programs:

- **Artwalk:** Multiple art districts in the area come together as one arts destination, with many venues hosting the opening night of their latest exhibit and also featuring local artist shops.
- **SHINE Mural Festival:** illuminates the power of art in public spaces by revitalizing areas reflect-

ing St. Petersburg's creative and vibrant spirit. It has created nearly 200 murals throughout its downtown and surrounding arts districts since 2015.

- [Arts Guide](#): They produced the Studio, Gallery, Museum & Performing Arts Guide to help residents and visitors find local art and creative businesses throughout St. Petersburg's seven arts districts.
- [Performing Arts Events](#): Including the local theatre, concerts for up-and-coming bands, poetry readings, and dance performances by local companies.

Lynbrook Application:

- Consider developing a town-wide alliance of galleries, studios, cultural organizations, and creative businesses in the future.
- Organize monthly or quarterly art walks and coordinate gallery openings on the same evening.
- Create self-guided public art tours highlighting the public art, streetscape ideas, and businesses.

APPENDIX C: USDOT PEDESTRIAN AND BICYCLING FUNDING OPPORTUNITIES

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

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf -- Updated October 17, 2025

This table indicates likely 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 may integrate the safety, accessibility, and efficiency of walking and bicycling into surface transportation projects.

Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.

Activity or Project Type	Federal Highway Administration														Federal Lands			Loan	OST Grant				OST Loan		FTA			NHTSA	
	ATIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	FLTP	TTTP	TPSE	SIBs	INFRA	BUILD	SS4A	RTA	RRIF	TIFA	FTA	AoP	TOD	402	405
Access enhancements to public transportation (benches, bus pads, lighting, shade)	\$		\$	\$				\$	\$	\$	\$			\$	\$	\$		\$	\$	\$	~\$	\$	~\$	~\$	\$				
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan development and updates	\$		\$						\$	\$	\$		\$		\$	\$				\$					\$		~\$		
ADA compliance retrofits; removal of accessibility barriers	\$	\$	\$					\$	\$	\$	\$	\$		\$	\$	\$		\$	\$	\$	~\$	\$	~\$	~\$	\$				
Battery exchange kiosk; charging station for electric bicycles and scooters	\$		\$	\$					\$	\$	\$	\$			\$	\$		\$					~\$	~\$					
Bicycle plans	\$							\$	\$	\$		\$	\$		\$	\$	\$			\$					\$	\$	~\$		
Bicycle helmets (project or training related)	~\$				\$				\$	SSRTS		\$				\$													\$
Bicycle helmets (safety promotion)	~\$				\$				\$	SSRTS		\$				\$													
Bicycle lanes on road	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	~\$	~\$	\$	~\$	~\$	~\$	\$				
Bicycle parking (see Bicycle Parking Solutions)	\$		\$	\$			\$	\$	\$	\$	\$	\$		\$	\$	\$		\$	~\$	~\$	~\$	~\$	~\$	\$	\$				
Bicycle racks on transit	\$		\$	\$					\$	\$					\$	\$		\$		~\$	~\$	~\$	~\$	~\$	\$				
Bicycle repair station (air pump, simple tools, electric outlets)	\$		\$						\$	\$					\$	\$		~\$		~\$	~\$	~\$	~\$	~\$	\$				
Bicycle share (capital and equipment including charging stations and outlets; not operations)	\$		\$	\$			\$		\$	\$					\$	\$		\$	~\$	~\$	~\$	~\$	~\$	~\$	\$				
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations	\$		\$	\$					\$	\$					\$	\$		\$		~\$	~\$	~\$	~\$	\$	\$				
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$				
Bus stop enhancements (ADA compliance, benches, lighting, shelters, shade)	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$	\$	~\$	~\$	\$				
Coordinator positions: State/local (CMAQ/STBG limited)				\$					\$	SSRTS		\$				\$					~\$								
Community Capacity Building (develop organizational skills and processes)	~\$												\$			\$				~\$					~\$	~\$			
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$				
Curb ramps	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$				
Counting equipment	\$				\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$		\$		~\$			~\$	\$				
Data collection and monitoring for pedestrians and/or bicyclists	\$		\$		\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$	~\$	\$	\$	\$	\$		~\$	\$	~\$	~\$		
Demonstration projects (temporary pedestrian and bicycle projects, sometimes referred to as quick-build projects)	\$				\$	\$			\$	\$	\$	\$			\$	\$	\$	\$		\$									
Emergency and evacuation routes for pedestrians and/or bicyclists	\$		\$				\$	\$	\$	\$	\$	\$			\$	\$		\$	\$	~\$	~\$	\$		\$	\$	~\$	~\$		
Encouragement and education activities related to safe access for bicyclists and pedestrians	~\$		~\$	\$	\$				\$	SSRTS	\$	\$	\$			\$				~\$									
Equipment: specialized equipment for maintaining pedestrian and bicycle facilities (sweepers, miniplows).	~\$		~\$	~\$					\$	\$	\$				\$	\$	\$	\$		~\$									
Historic preservation (pedestrian, bicycle, transit facilities)	~\$		\$						\$	\$				\$	\$	\$		\$		~\$	~\$	~\$	~\$	~\$	\$				
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water); usually part of larger project	\$		\$				~\$	\$	\$	\$					\$	\$		\$	~\$	~\$	~\$	~\$	~\$	~\$	\$				
Lighting (pedestrian/bicyclist scale with pedestrian/bicyclist project)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$				
Maps (for pedestrians and/or bicyclists) (see Idea Book)	\$		\$	\$					\$	\$	\$	\$	\$		\$	\$				\$					\$				
Micromobility projects, including scootershare (capital and equipment, including vehicles, charging stations/outlets; not operations)	\$		\$	\$					\$	\$					\$	\$		\$		\$	~\$	\$	~\$	~\$					
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$		~\$	\$	\$	\$	~\$	~\$	~\$				
Pedestrian plans	\$		\$					\$	\$	\$		\$	\$		\$	\$	\$		~\$	\$	\$				\$	\$	\$		
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety	~\$				\$				\$	SSRTS		\$				\$					\$							\$	\$
Public involvement to inform decisionmaking	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	

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https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf -- Updated October 17, 2025

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Access enhancements to public transportation (benches, bus pads, lighting, shade)	\$			\$				\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$	\$	~\$	~\$	\$					
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan development and updates	\$			\$						\$	\$	\$		\$		\$	\$					\$				\$	~\$				
ADA compliance retrofits; removal of accessibility barriers	\$	\$						\$	\$	\$	\$	\$	\$		\$	\$	\$		\$	\$	\$	~\$	\$	~\$	~\$	\$					
Battery exchange kiosk; charging station for electric bicycles and scooters	\$			\$						\$	\$	\$	\$			\$	\$	\$	\$					~\$	~\$						
Bicycle plans	\$			\$					\$	\$	\$		\$	\$		\$	\$	\$					\$			\$	\$	~\$			
Bicycle helmets (project or training related)	~\$				\$					\$	SSRTS		\$				\$													\$	
Bicycle helmets (safety promotion)	~\$				\$					\$	SSRTS		\$				\$														
Bicycle lanes on road	\$			\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	~\$	~\$	\$	~\$	~\$	~\$	\$					
Bicycle parking (see Bicycle Parking Solutions)	\$			\$	\$	\$			\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	\$	\$					
Bicycle racks on transit	\$			\$						\$	\$					\$	\$					~\$	~\$	~\$	~\$	\$					
Bicycle repair station (air pump, simple tools, electric outlets)	\$			\$							\$	\$				\$	\$		~\$		~\$	~\$	~\$	~\$	~\$	\$					
Bicycle share (capital and equipment including charging stations and outlets; not operations)	\$			\$				\$			\$	\$				\$	\$		\$	~\$	~\$	~\$	~\$	~\$	~\$	\$					
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations	\$			\$							\$	\$				\$	\$		\$		~\$	~\$	~\$	~\$	\$	\$					
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$					
Bus stop enhancements (ADA compliance, benches, lighting, shelters, shade)	\$			\$				\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$	\$	~\$	~\$	\$					
Coordinator positions: State/local (CMAQ/STBG limited)				\$							\$	SSRTS	\$				\$						~\$								
Community Capacity Building (develop organizational skills and processes)	~\$													\$			\$						~\$				~\$	~\$			
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$			\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$					
Curb ramps	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$					
Counting equipment	\$					\$	\$	\$			\$	\$	\$	\$	\$		\$	\$	\$		\$		~\$	~\$	~\$	\$					
Data collection and monitoring for pedestrians and/or bicyclists	\$			\$		\$	\$	\$			\$	\$	\$	\$	\$		\$	\$	\$	~\$	\$	\$	\$	\$		~\$	\$	~\$	~\$		
Demonstration projects (temporary pedestrian and bicycle projects, sometimes referred to as quick-build projects)	\$				\$	\$					\$	\$	\$	\$		\$	\$	\$	\$			\$									
Emergency and evacuation routes for pedestrians and/or bicyclists	\$			\$				\$	\$	\$	\$	\$	\$			\$	\$		\$	\$	~\$	~\$	\$		\$	\$	~\$	~\$			
Encouragement and education activities related to safe access for bicyclists and pedestrians	~\$			~\$	\$	\$					\$	SSRTS	\$	\$	\$			\$				~\$									
Equipment: specialized equipment for maintaining pedestrian and bicycle facilities (sweepers, miniplovers).	~\$			~\$	~\$						\$	\$	\$			\$	\$	\$	\$			~\$									
Historic preservation (pedestrian, bicycle, transit facilities)	~\$			\$							\$	\$			\$	\$	\$		\$		~\$	~\$	~\$	~\$	~\$	~\$	\$				
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water); usually part of larger project	\$			\$				~\$	\$		\$	\$				\$	\$		\$	~\$	~\$	~\$	~\$	~\$	~\$	\$					
Lighting (pedestrian/bicyclist scale with pedestrian/bicyclist project)	\$			\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$					
Maps (for pedestrians and/or bicyclists) (see Idea Book)	\$			\$							\$	\$	\$		\$		\$					\$				\$					
Micromobility projects, including scootershare (capital and equipment, including vehicles, charging stations/outlets; not operations)	\$			\$							\$	\$				\$	\$		\$			~\$	\$	~\$	~\$						
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	~\$	\$	\$	\$	~\$	~\$	~\$					
Pedestrian plans	\$			\$					\$	\$	\$		\$	\$		\$	\$	\$		~\$	\$	\$				\$	\$	\$			
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety	~\$				\$					\$	SSRTS		\$				\$					\$								\$	\$
Public involvement to inform decisionmaking	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$

Activity or Project Type	Federal Highway Administration														Federal Lands			Loan	OST Grant				OST Loan		FTA			NHTSA			
	ATI	PI	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	FLT	TTP	TTPS	SIBs	INFRA	BUILD	SS4A	RTA	RRIF	TIFIA	FTA	AoP	TOD	402	405	
Rail at-grade crossings	\$			\$		\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	~\$	\$	\$	\$	\$					
Recreational trails	\$								\$	\$	\$	\$	\$			\$	\$	\$		\$		\$	~\$	\$	~\$						
Resilience improvements to pedestrian/bicycle facilities to protect or enhance use.	\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	note			\$	\$	\$		\$	\$	~\$	\$	~\$	~\$						
Resurfacing, restoration, and rehabilitation for pedestrian and bicycle facilities, including preventive maintenance and bridge retrofits	\$	~\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$		\$	\$	~\$	\$			~\$					
Road Diets (pedestrian and bicycle portions)	\$			\$	\$	\$		\$	\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	~\$	\$	~\$					
Road Safety Assessment for pedestrians and bicyclists	\$					\$	\$				\$					\$	\$	\$	\$			\$		~\$		~\$		~\$			
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	~\$					\$					\$	SSRTS		\$				\$				\$					~\$	~\$		\$	\$
Safety education positions						\$					SSRTS	SSRTS		\$				\$				\$									\$
Safety enforcement (including police patrols)						\$						SSRTS	SSRTS		\$			\$				\$									\$
Safety program technical assessment (for peds/bicyclists)	~\$					\$					SSRTS	SSRTS		\$	\$			\$				\$									\$
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$					
Shared use paths, transportation trails, rail-trails, rails-with-trails	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$					
Sidewalks (new, rehabilitation, or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$						
Signs, signals, signal improvements (including accessible pedestrian signals). See Cross-cutting notes.	\$			\$	\$	\$	\$	\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	~\$	\$	\$	~\$	~\$	\$					
Signing for pedestrian or bicycle routes	\$			\$	\$	\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	~\$	\$	\$	~\$	~\$	\$					
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use or correct problems)	\$			\$	~\$	\$	\$	\$			\$	\$	\$				\$	\$	\$	\$	~\$	\$	\$	~\$	~\$	\$					
Stormwater mitigation related to pedestrian and bicycle project impacts	\$					\$	\$	\$	\$	\$	\$	\$	note			\$	\$	\$	\$	\$	\$	~\$	\$	~\$	~\$	\$	note	note			
Technical Assistance (see Cross-cutting notes)	~\$				~\$	\$					\$	\$	\$	note				\$				~\$									
Traffic calming	\$			\$		\$			\$	\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$					
Trail bridges	\$			\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	~\$	\$	~\$	\$						
Trail construction and maintenance equipment; specialized equipment for trail safety education and trail assessments	\$			~\$							\$	\$	\$			~\$	~\$	~\$				~\$		~\$	~\$						
Trail/highway crossings and intersections	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$						
Trailside and trailhead facilities (restrooms, water, electric charging, but not general park amenities)	\$			~\$							\$	\$	\$			\$	\$	\$			~\$		~\$	~\$							
Training related to program goals	~\$				\$	\$					\$	\$	\$	\$				\$				\$					~\$	~\$	\$		
Training for law enforcement on pedestrian and bicyclist safety laws	~\$				~\$	\$					SSRTS	SSRTS		\$				\$				\$				~\$	~\$	\$	\$		
Tunnels / underpasses for pedestrians and/or bicyclists	\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
Vulnerable Road User Safety Assessment (23 U.S.C. 148(l))	\$					\$					\$	\$					\$	\$	\$								~\$	~\$			

Abbreviations (alphabetical order)

ADA/504 : Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973	INFRA : Infrastructure for Rebuilding America Discretionary Grant Program
AoPP : Areas of Persistent Poverty Program	NHPP : National Highway Performance Program
ATHIP : Active Transportation Infrastructure Investment Program [web link under development]	NHTSA 402 : National Highway Traffic Safety Administration State and Community Highway Safety Grant Program
BRI : Bridge Programs, including: BFP : Bridge Formula Program; BIP : Bridge Investment Program; BRR : Bridge Replacement and Rehabilitation Program	NHTSA 405(g) : National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)
BUILD : Better Utilizing Investments to Leverage Development	NSBP : National Scenic Byways Program
CMAQ : Congestion Mitigation and Air Quality Improvement Program	PLAN : Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)
CRP : Carbon Reduction Program	PROTECT : Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
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	RHCP : Railway-Highway Crossings (Section 130) Program
FTA : Federal Transit Administration Capital Funds	RRIF : Railroad Rehabilitation and Improvement Financing (loans)
HSIP : Highway Safety Improvement Program	RTA : Rural and Tribal Assistance Pilot Program
IIJA : Infrastructure Investment and Jobs Act (Pub. L. 117-58)	RTP : Recreational Trails Program
	SIBs : State Infrastructure Banks
	SRTS : Safe Routes to School Program (and related activities)
	SS4A : Safe Streets and Roads for All

STBG: Surface Transportation Block Grant Program TAP: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements) TIIFA: Transportation Infrastructure Finance and Innovation Act (loans)	TOD: Transit-Oriented Development TTP: Tribal Transportation Program TTPSE: Tribal Transportation Program Safety Fund
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Cross-cutting notes

This table indicates likely 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 can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors may consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, and efficiency of walking and bicycling into surface transportation projects. 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), [Publications, Pedestrian and Bicyclist Safety](#), and Bicycle transportation and pedestrian walkways statute at [23 U.S.C. 217](#).
- 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 [TAP](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TAP](#) 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.
- Demonstration projects may include temporary installations to determine if a longer-term project is feasible.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Bicycle Lanes](#), [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Lighting](#), [Medians and Pedestrian Refuge Islands](#), [Pedestrian Hybrid Beacons](#), [Rectangular Rapid Flashing Beacons](#), and [Walkways](#).
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to [Technical Assistance and Local Support](#).
- 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.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, efficient, and comfortable multimodal networks.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.
- [Grants+](#) is a toolkit to find support for infrastructure projects. It streamlines access to a wide range of funding and financing options. It describes local match, funding sources, innovative finance, and accelerated delivery.

Non-Federal Matching: Most Federal transportation financial assistance programs require a non-Federal match, which means a portion of the project cost will not be reimbursed or paid with Federal funds (unless otherwise authorized by Federal statute). This amount, typically stated as a percentage of the total project cost, is referred to as the non-Federal share. The non-Federal share requirement may be provided as cash in the form of direct contributions from State budgets, financial contributions from municipal or county governments, or funding from private sector partners or stakeholders; or third party in-kind, in the form of non-cash contributions such as donated services, property, or equipment. A few programs have provisions to allow the use of other Federal funds to satisfy the non-Federal share. Resources exist to support applicants in identifying matching funds. The DOT Navigator includes a [guide to understanding non-Federal match requirements](#). FHWA released a [memorandum on non-Federal matching requirements in 2019](#). The Coordinating Council on Access and Mobility (CCAM) has a [Federal Fund Braiding Guide](#) to provide information on matching funds.

Program-specific notes: DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

FHWA Programs

- [ATIP](#) (IIJA § 11529): Subject to appropriations. Projects costing at least \$15,000,000 to develop or complete active transportation networks and spines, or at least \$100,000 to plan or design for active transportation networks and spines.
- [BRI: 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; project 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](#) 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 noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects. See also [Proven Safety Countermeasures](#).
- [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): Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217 (23 U.S.C. 133(b)(7)). Activities marked “SSRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).
- [TAP](#) (23 U.S.C. 133(h)): Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked “SSRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Also eligible under STBG.
- [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. Transportation planning associated with activities would be eligible, SPR and PL funds are not available for project implementation or construction.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

FHWA Federal Lands Programs

- [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.
- [TTPSE](#) (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.

FHWA Loan Program

- [SIBs](#) (23 U.S.C. 610): Loans for any highway, transit, or other transportation projects, including rail, aviation, and intermodal facilities, eligible for financing or aid under any Federal act or program. SIBs can make loans or provide other forms of credit assistance to public or private entities for eligible projects using funds from their highway, transit, or rail accounts. They can also make loans for rural infrastructure projects using funds from the rural projects fund. Loans or credit assistance can be subordinated to other debt financing. The maximum amount of assistance varies. Loans or credit from the highway, transit, or rail accounts can cover up to 100 percent of the project costs. Loans from the rural projects fund can cover up to 80 percent of the project costs.
- The IIJA allows [SIBs](#) to borrow from [TIFIA](#) at a reduced interest rate to capitalize a Rural Projects Fund to lend to sponsors of rural infrastructure projects.

OST Grant Programs

- [INFRA](#) (IIJA § 11110): Funds 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.
- [BUILD](#) (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and access.
- [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)).
- [RTA](#): (IIJA § 21205): Provides funding for planning and design phase activities for rural and tribal infrastructure projects.

OST Loan Programs

- [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 Programs

- [FTA](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [FTA Program Guidance](#), [Flex Funding for Transit Access](#), and the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#).
 - Formula fund programs (49 U.S.C. 5303, 49 U.S.C. 5305, 49 U.S.C. 5307, 49 U.S.C. 5309, 49 U.S.C. 5339, 49 U.S.C. 5310, and 49 U.S.C. 5311) such as the Urbanized Area Formula Grants and the Non-Urbanized Area Formula Grants may support bicycle improvements as Transit Enhancements, including bicycle and pedestrian access, historic preservation of transportation facilities, bus shelters, landscaping and scenic beautification, and public art, etc.
 - 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 AoPP](#) Provides funds to entities that are eligible recipients or subrecipients under 49 U.S.C. 5307, 49 U.S.C. 5310, or 49 U.S.C. 5311 that are located in, and will assist Areas of Persistent Poverty or Historically Disadvantaged Communities ((Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)). AoPP funds multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress. Only funds planning and related activities; capital project funding and purchases are not eligible. Funding last authorized in 2021; however, there is potential for additional future funding.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing. Only funds planning activities: capital project funding and purchases are not eligible.

NHTSA Programs

- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State's Annual Grant Application. See: <https://www.nhtsa.gov/highway-safety-grants-program/highway-safety-plans-annual-reports-grant-applications>.
- NHTSA 402 (23 U.S.C. 402) Public Participation and Engagement (Involvement) to inform the State Highway Safety Office's decision-making must be paid from Section 402 Planning & Administration Funds
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State's Annual Grant Application. The IIJA expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. [See 23 U.S.C. 1300.26](#). For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project.