



PEDESTRIAN SAFETY IN THE VILLAGE OF GREAT NECK

SEPTEMBER 2026



ACKNOWLEDGMENTS

This report was prepared by The Placemaking, Outreach and Engagement Team at the Voorhees Transportation Center at Rutgers University (Rutgers-POET) through the Community Planning Workshops Program. Funding for the program is provided by the New York Metropolitan Transportation Council (NYMTC). The NYMTC and Rutgers-POET project team was comprised of:

Rutgers-POET

Miriam Salerno, Managing Director, Placemaking, Outreach and Engagement Team (POET)
Jacob Thompson, Research Project Coordinator
Fatima Oliva, Research Project Coordinator
Cate Heady, Research Project Coordinator
Kenia Gonzalez, Research Project Coordinator
Vivek Dzousa, Research Project Coordinator

NYMTC

David Drits, Project Manager for the Community Planning Workshop Program
Amaury Medina, Transportation Analyst
Kathy Lander, Transportation Analyst

The team would like to thank the people of the Village of Great Neck who participated in creating this plan and provided invaluable feedback. Thank you for your contributions!

This report has been prepared as part of the New York Metropolitan Transportation Council (NYMTC) Community Planning Workshop Program, federally funded via the Unified Planning Work Program (UPWP) by the Federal Transit Administration of the U.S. Department of Transportation. The document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. NYMTC is solely responsible for its contents.

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 long-range regional transportation plan, Moving Forward, NYMTC has partnered with The Placemaking, 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.



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.**



TABLE OF CONTENTS

COMMUNITY PROFILE: THE STUDY AREA.....	6
GEOGRAPHIC CONTEXT OF THE PROJECT AREA	6
Traffic Data Review	7
CRASH DATA REVIEW	7
PROBLEM STATEMENT AND CURRENT CONDITIONS.....	8
PLANNING PROCESS AND PUBLIC ENGAGEMENT	10
STORYMAP: PEDESTRIAN SAFETY ON MIDDLE NECK ROAD	10
COMMUNITY QUESTIONNAIRE AND CANVASSING.....	10
COMMUNITY PLANNING WORKSHOP	11
WORKSHOP STRUCTURE	11
WORKSHOP TAKEAWAYS	12
RECOMMENDATIONS FOR PROJECT AREA.....	12
RECOMMENDATIONS THAT SPAN THE ENTIRE PROJECT AREA.....	12
Extend existing medians to create a pedestrian refuge island.	13
Install curb extensions	14
Signal timing modifications	14
Replace the Rectangular Rapid Flashing Beacon (RRFB) with a Pedestrian Hybrid Beacon (PHB).	15
Enhanced crossing visibility treatments.....	15
Install detectable warning surfaces at the leading edge of each crosswalk.....	16
Install pedestrian-scale lighting	17
Improve Daylighting and Lane Markings at Intersections.....	17
INTERSECTION SPECIFIC RECOMMENDATIONS	18
Intersection 1: Middle Neck Road and Baker Hill Road.....	18
Intersection 2: Middle Neck Road and Everfresh Supermarket Entrance	21
Intersection 3: Middle Neck Road and Beach Road.....	25
Intersection 4: Village Green Midblock Crosswalk	28
Intersection 5: Middle Neck Road and County Road 01/Arrandale Avenue and Hicks Lane	31
Driver Compliance and Pedestrian Behavior Change Awareness	33
NEXT STEPS.....	34
FORMAL STUDIES.....	34
CONDUCT ADDITIONAL PUBLIC ENGAGEMENT	34
TEMPORARY DEMONSTRATION AND PILOT PROJECTS	35



CONSIDERATIONS FOR IMPLEMENTATION.....	35
IMPLEMENTATION TIMEFRAME FOR THE CORRIDOR.....	37
Near-Term Actions: 0–12 Months.....	37
Medium-Term Actions: 1–3 Years	37
Long-Term Actions: 3–5+ Years	38
PERFORMANCE MEASURES	38
FUNDING OPPORTUNITIES	38
TRANSPORTATION ALTERNATIVES PROGRAM.....	38
OTHER OPPORTUNITIES	39
APPENDICES.....	40
APPENDIX 1: COMMUNITY QUESTIONNAIRE	40
APPENDIX 2: CASE STUDIES ON DRIVER BEHAVIOR INITIATIVES	44
APPENDIX 3: FEDERAL HIGHWAY ADMINISTRATION FUNDING MATRIX.....	47



COMMUNITY PROFILE: THE STUDY AREA

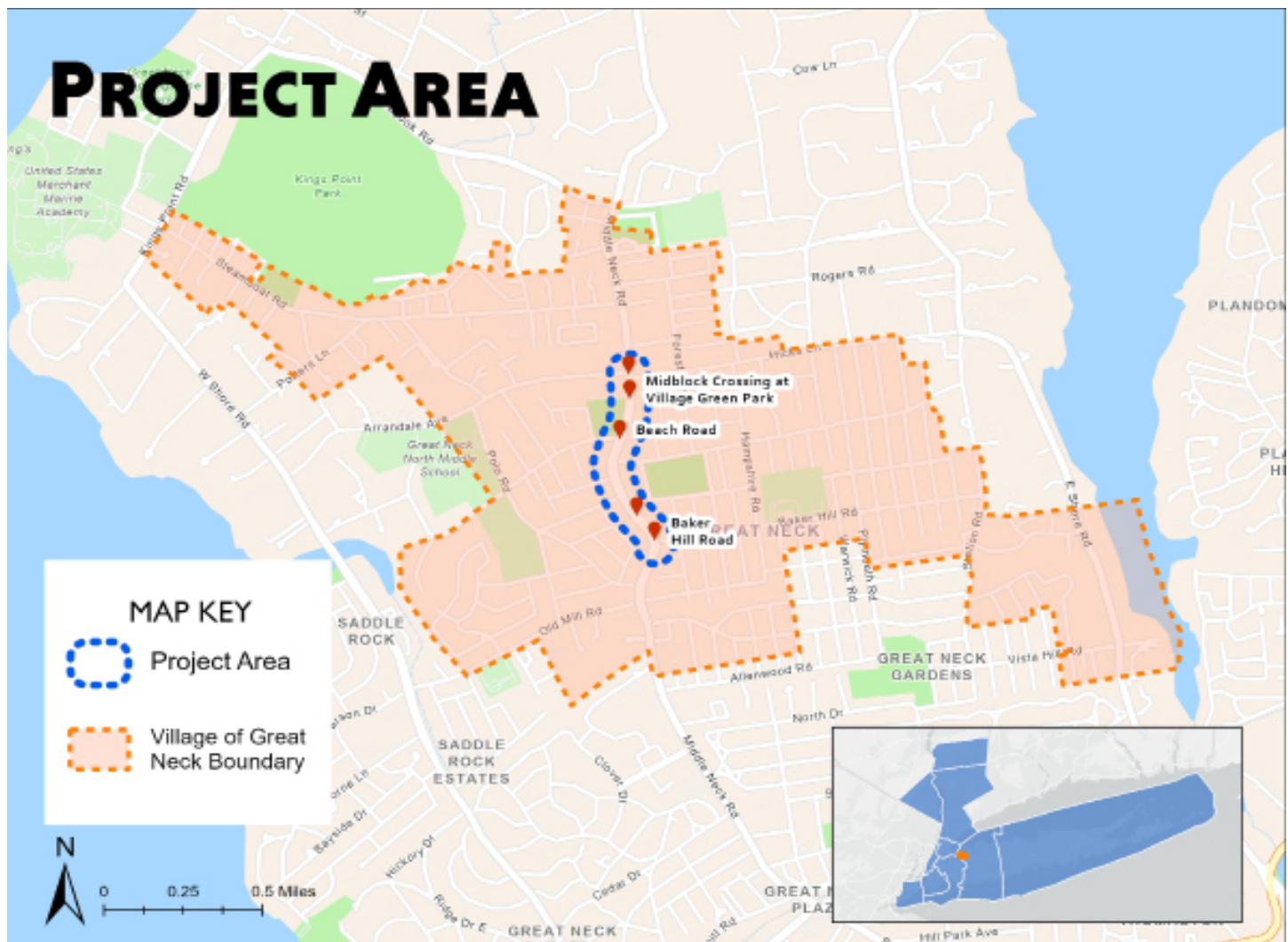


Figure 1: The study area in the Village of Great Neck, NY contains five intersections. Map created by VTC. Source: NYSDOT, 2025.

GEOGRAPHIC CONTEXT OF THE PROJECT AREA

Great Neck is a village in Nassau County, New York, incorporated into the Town of North Hempstead in 1922. It is situated on the north shore of Nassau County, bordered by Kings Point to the north, Kensington to the south, Saddle Rock to the southwest, and Plandome to the west. The village covers approximately 1.3 square miles and sits at an altitude of 108 feet. According to the 2020 U.S. Census, Great Neck Village has a population of 11,007, while the broader Great Neck peninsula encompasses nine villages and hamlets with a combined population of about 40,000 (U.S. Census Bureau, 2020). The area is well-connected via the Long Island Rail Road's Port Washington Branch and the Nassau Inter-County Express bus system, with the Great Neck Train Station serving as a key transit hub.

Historically, the Great Neck peninsula developed as an affluent residential enclave, benefiting from proximity to New York City and the Long Island Rail Road's Port Washington Branch. This rail connection spurred early 20th-century suburbanization, attracting commuters and shaping the village's layout around transit access and residential neighborhoods. Over time, the area evolved into a high-value housing market with strong community institutions and limited industrial presence.

Great Neck Village is primarily a residential community characterized by high-density housing (popu-

lation density of 8,418 people per square mile) and a strong rate of owner-occupied housing (70.8%). The village features a mix of single-family homes, schools, and local businesses, with most commercial activity concentrated along Middle Neck Road, which also serves as the main public transit corridor.

Traffic Data Review

The project team used traffic data from Replica HQ and cross-referenced it with the New York State Department of Transportation's (NYSDOT) traffic counts to analyze traffic patterns. Replica provides a wide range of transportation, mobility, demographic, land-use, and roadway data, synthesized into a privacy-preserving representation of real-world travel patterns. NYSDOT's traffic counts rely on counts collected by stations set up along specific roadways and are used as a reference point to ensure the validity of the Replica data.

Figure 2 shows the trip volume on Middle Neck Road, which reaches up to 11,300 individual daily trips in each direction (Replica HQ, Replica Places, Fall 2025). NYSDOT's traffic count station recorded 13,830 trips on a section of Middle Neck Road within the Study Area (NYSDOT, Traffic Data Viewer, n.d.). Baker Hill Road has about 1,000 trips toward Middle Neck Road and about 950 traveling from Middle Neck Road; Beach Road has 1,490 traveling towards and 740 away from Middle Neck Road; and Arrandale Avenue has 1,350 towards and 960 away from Middle Neck Road.

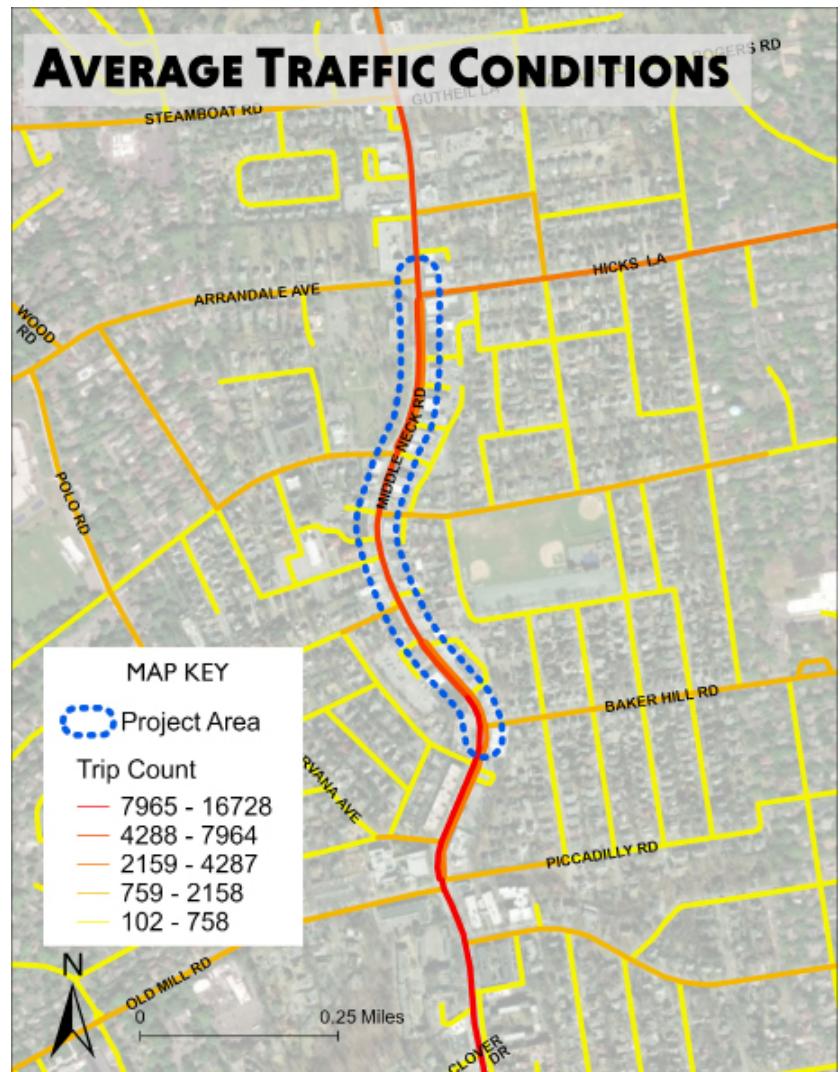


Figure 2: Average traffic conditions in the Village of Great Neck, NY. Map created by VTC. Source: NYSDOT, 2025.

CRASH DATA REVIEW

The project team analyzed crashes within the study area to identify locations of concern and prioritize improvements. Between December 31, 2021, and December 31, 2024, there have been 174 reported crashes on Middle Neck Road within the study area. Of the crashes:

- 31 (18 percent) crashes occurred within or leading into the intersections with Arrandale Avenue and Hicks Lane.
- 16 (nine percent) crashes within or near the intersection with Beach Road.
- Eight (five percent) crashes near the intersection with the parking lot entrance.
- 27 (sixteen percent) crashes within or into the intersection with Baker Hill Road.

These recurring crash locations may warrant additional field investigation to evaluate roadway geometry, traffic operations, access management, sight distance, turning movements, pedestrian activity,

and other contributing factors.

In total, 146 crashes (84 percent) were classified as property-damage-only crashes, while 28 crashes (16 percent) involved an injury. The injury crashes were predominantly classified as “B - Injury” crashes (25 crashes, 89 percent of all injury crashes), with one possible injury (C-level) crash and two crashes with an unknown injury severity classification.

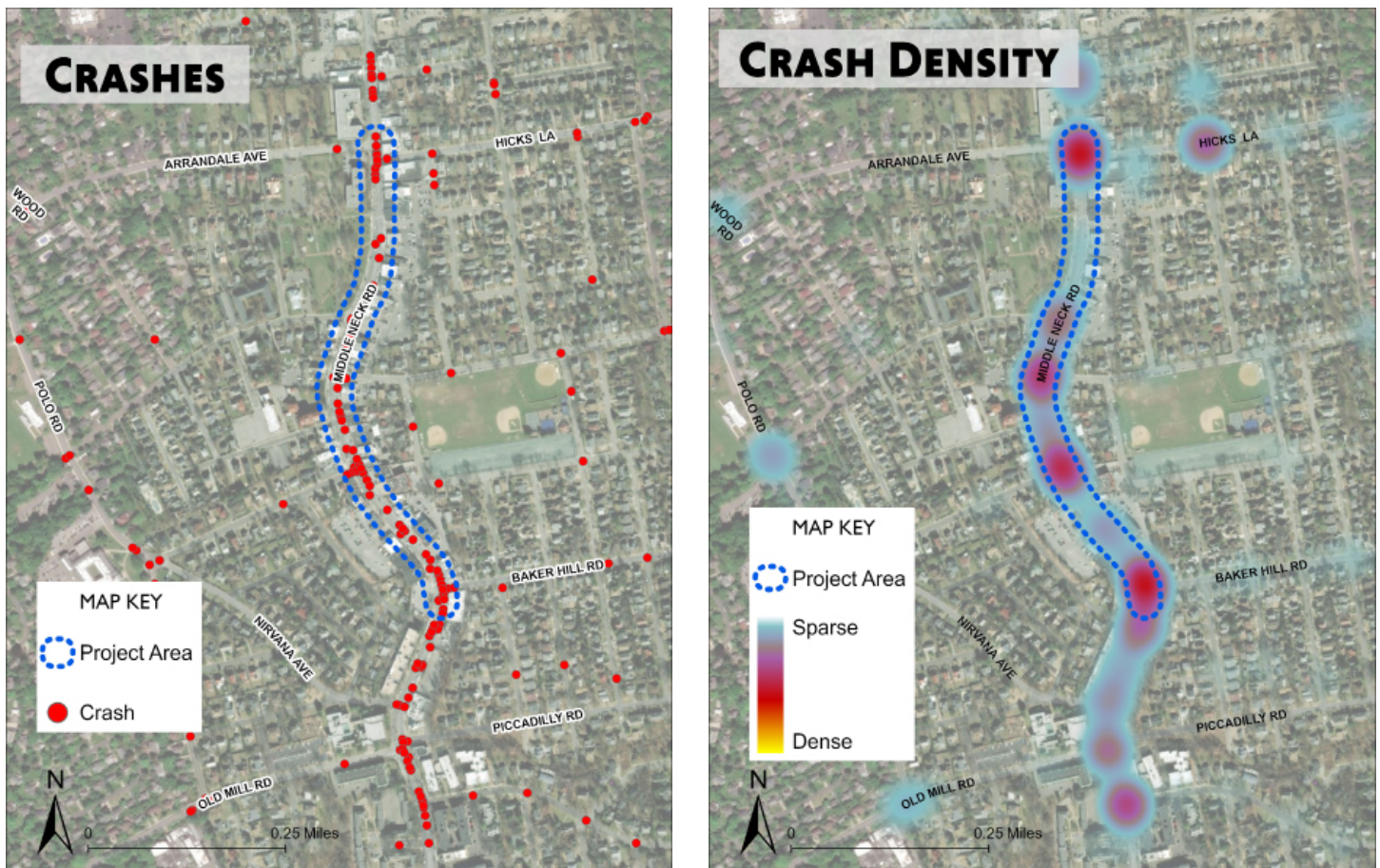


Figure 3: Crashes in the Village of Great Neck, NY from 12/31/2021-12/31/2024. Map created by VTC. Source: CLEAR Crash Data Viewer.

PROBLEM STATEMENT AND CURRENT CONDITIONS

The Village of Great Neck has been actively improving travel safety along Middle Neck Road through traffic-calming measures, including green medians, enhanced lighting, and improved traffic signals. The green median was installed in 2023 for traffic calming in response to residents' and officials' concerns over unsafe crossing conditions, specifically of drivers not yielding to pedestrians at marked crosswalks. However, pedestrian safety concerns persist.

Some of the key concerns for the project area reported from Village officials and public engagement include:

- High volume of drivers, up to 11,000 in each direction every day.
- Drivers failing to yield to pedestrians crossing at marked crosswalks. Pavement markings and road signs warning of an upcoming pedestrian crossing are placed too close to the crosswalk, leaving drivers too little time to see the sign, process the information, and react before reaching the yield sign at the crosswalk.
- Limited visibility for drivers and pedestrians, largely due to parked cars (including those in legally marked parking spots).
- Lack of pedestrian scale lighting; street lighting is not optimal for illuminating the crosswalk. The

roadway lighting is primarily integrated into the green median, allowing both sides to be illuminated from a single pole. However, there is no pedestrian-scale lighting on the sidewalks or at the curb cut leading to the crosswalk, making it hard for drivers to see people waiting to cross at night or in inclement weather.

- Some confusing intersection geometries with unclear lane and turn movements.

The project team considered five intersections as cases within the project area (see Figure 4). The selected intersections demonstrate how corridor-wide recommendations can be implemented as appropriate along Middle Neck Road. Those intersections, from south to north, are:

1. Middle Neck Road and Baker Hill Road
2. Middle Neck Road and the Everfresh Supermarket entrance
3. Middle Neck Road and Beach Road
4. Village Green Park midblock crossing
5. Middle Neck Road and County Road 01/Arrandale Avenue and Hicks Lane



Figure 4: Selected intersections in the Village of Great Neck, NY. Map created by VTC. Source: NYSDOT, 2025.

PLANNING PROCESS AND PUBLIC ENGAGEMENT

STORYMAP: PEDESTRIAN SAFETY ON MIDDLE NECK ROAD

POET created a StoryMap to share information about the Community Planning Workshop Program (CPWP) with the public. The StoryMap included the project background, existing conditions (including maps of traffic volume and crash hot spots), and a virtual walking tour of the five intersections in the project area. The StoryMap also contained a link to the community questionnaire and a graphic advertising the in-person workshop. The walking tour included text and images to describe the challenges to pedestrian safety at each intersection.



Figure 5: The landing page for the StoryMap.

COMMUNITY QUESTIONNAIRE AND CANVASSING

POET created a community questionnaire to understand public perceptions of safety at the project area's five intersections. The goal of the questionnaire was to identify the top challenges and needs at these intersections and use community input to shape the final recommendations. The full questionnaire can be found in Appendix 1.

The online questionnaire was available online between December 2025 and February 2026. The project team worked collaboratively with the municipality to distribute information about the questionnaire to residents via email and social media. In addition, the POET team conducted targeted outreach to community and religious groups via email and follow-up phone calls to encourage them to share the project website and online questionnaire. POET also conducted in-person canvassing along Middle Neck Road to collect direct oral feedback from residents, business owners, and employees. However, overall participation was minimal, and POET collected only 6 online responses and received verbal feedback from an additional 13 participants during canvassing.

As the responses to the questionnaire and canvassing constitute only a small sample of the overall population of Great Neck, the findings listed below are not statistically significant. These responses

merely present anecdotal findings that helped to inform the overall assessment of the project area. The findings listed below have been organized into two key themes: pedestrian safety and driver behavior.

Theme 1: Pedestrian Safety

- At all five of the key intersections of the project area, it is difficult for pedestrians to cross the street using marked crosswalks.
- Existing flashing beacons do not have the intended effect of reminding drivers to yield to pedestrians, and the medians are not wide enough for pedestrians to safely wait.
- Participants are concerned about drivers constantly speeding and failing to respect crosswalk signs along Middle Neck Road.
- Participants suggested improving pedestrian signage and signaling to help them cross safely.
- One person suggested adding a crosswalk between the Village's office and the 7-Eleven convenience store near Steamboat Road.

Theme 2: Driver Behavior

- Speeding was the most mentioned driver behavior that caused concern.
- Participants mentioned that drivers do not stop at crosswalks, even if the beacon lights are flashing, and that drivers block crosswalks with their vehicles, forcing pedestrians into more potentially dangerous locations on the road.
- Participants also mentioned that drivers double-park, which limits driver and pedestrian visibility and contributes to traffic congestion.

As stated, community feedback was limited due to a small number of participants for both the questionnaire and community canvassing, but the limited feedback provided insights into specific concerns in the community. While the feedback indicated that there is interest in infrastructure to promote pedestrian safety, such as crosswalks, many of those who participated identified driver behavior, specifically drivers who fail to comply with speeding and stopping laws, as the cause for unsafe conditions.

COMMUNITY PLANNING WORKSHOP

WORKSHOP STRUCTURE

Great Neck's Community Planning Workshop event was held on April 27, 2026. The agenda included a presentation and a breakout activity. The presentation included an introduction to NYMTC and CPWP, a review of project scope, a summary of public engagement results, and an overview of pedestrian safety recommendations. The breakout activity included a journey mapping exercise.

For the journey mapping activity, POET created a series of boards representing the five target intersections in the project area. Each intersection had two boards: one with existing conditions and a second with renderings of pedestrian safety recommendations. The boards were placed around the room to create a "walk" up or down Middle Neck Road. Workshop participants could provide feedback on existing conditions and the recommendations. Approximately 25 individuals participated.

WORKSHOP TAKEAWAYS

- Workshop participants expressed concerns about speeding and driver behavior, echoing the responses from the community questionnaire and canvassing effort.
- There were generally positive reactions to the recommendations, but there were some site-specific concerns, such as where to include curb extensions.
- Workshop participants are interested in the next steps of the process, including adapting and implementing recommendations and applying recommendations to other locations outside of the project area.



Figure 6: Community Planning Workshop attendees in Great Neck, NY, learn about the project.

RECOMMENDATIONS FOR PROJECT AREA

NYMTC and Rutgers-POET worked with local, county, and state officials, as well as the limited public feedback, to identify potential strategies for improving the corridor. The proposed improvements along Middle Neck Road and adjacent intersections are informed by concerns identified by participants and Village officials, including high vehicle speeds, unsafe pedestrian crossings, limited visibility, and operational inefficiencies at key intersections, as well as established best practices in traffic calming, complete streets design, and signal optimization. **The recommendations are divided into two categories: improvements that could span the entire project area and intersection-specific improvements.** In addition, the report includes recommendations to promote behavioral improvements for all road users through public awareness and education campaigns.

Consistent with NYMTC's *Moving Forward 2055* framework, the recommendations prioritize safety, multimodal accessibility, and context-sensitive design interventions that enhance both mobility and placemaking within the Village's commercial core. Collectively, these recommendations reflect a comprehensive, corridor-level approach to improving safety, accessibility, and operational performance along Middle Neck Road. By integrating signal optimization, geometric design improvements, and context-sensitive traffic calming measures, the Village of Great Neck can advance toward a safer, more equitable, and multimodal transportation system consistent with NYMTC's long-range planning vision.

RECOMMENDATIONS THAT SPAN THE ENTIRE PROJECT AREA

Informed by information and feedback from the Village's local officials and public participants, along with a technical analysis of the corridor, the following recommendations can be applied **throughout the Middle Neck Road corridor**. Although the project scope focused on five key intersections, Village officials also tasked the project team with identifying potential improvements that could be replicated beyond the project area and might even be suitable for locations along Middle Neck Road beyond the Village jurisdiction.

The recommendations presented in this report are conceptual planning-level strategies intended to address documented pedestrian safety concerns along Middle Neck Road. While each recommendation is grounded in established transportation planning and safety practices, future implementation

will require additional engineering evaluation, operational analysis, stakeholder coordination, and consideration of site-specific constraints. Some treatments may affect parking availability, turning movements, maintenance requirements, or roadway operations, and those impacts should be evaluated during subsequent design phases. The recommendations should therefore be viewed as illustrative concepts intended to inform future decision-making rather than final engineering designs.

Extend existing medians to create a pedestrian refuge island.

Implementing pedestrian refuge islands along Middle Neck Road would allow pedestrians to cross one direction of traffic at a time, which is especially beneficial for older pedestrians, children, and people with limited mobility. The Federal Highway Administration (FHWA) identifies medians and pedestrian refuge islands as Proven Safety Countermeasures for urban and suburban roadways. It recognizes pedestrian refuge islands as particularly helpful where crossing distance, traffic volume, or crossing complexity creates exposure for pedestrians (Federal Highway Administration, n.d.). By simplifying crossing decisions and reducing exposure to moving traffic, refuge islands can significantly improve comfort and accessibility for users of all ages and abilities. While refuge islands can reduce pedestrian exposure and simplify crossing movements, their installation may require modifications to existing medians, lane configurations, or roadway maintenance operations.



Figure 7: An example of a pedestrian refuge island and curb extensions, both of which are Proven Safety Countermeasures by the Federal Highway Administration. Source: <https://highways.dot.gov/safety/proven-safety-countermeasures>

Install curb extensions

FHWA guidance identifies curb extensions as an effective strategy for improving pedestrian safety and increasing driver awareness at crossing locations. Curb extensions reduce curb radii and tighten turning movements, encouraging lower vehicle turning speeds while shortening crossing distances. Implementing these treatments along Middle Neck Road would improve pedestrian visibility by positioning pedestrians closer to the travel lane and reducing the distance over which conflicts may occur by narrowing the pedestrian crossing and shortening the time pedestrians spend in the crosswalk. By bringing pedestrians closer to the roadway edge before crossing, curb extensions improve sightlines between pedestrians and motorists while reinforcing lower vehicle speeds. These treatments can also help visually narrow the roadway, encouraging drivers to operate more cautiously as they approach the crossing. Curb extensions may improve pedestrian visibility and shorten crossing distances, but could affect curbside parking supply, loading activity, snow removal operations, and turning movements for larger vehicles.



Figure 8: An illustration of a curb extension. Source: FHWA.

Signal timing modifications

Middle Neck Road would benefit from longer WALK intervals, adequate pedestrian clearance times, and Leading Pedestrian Intervals (LPIs), which provide pedestrians with additional time to establish their presence within the crosswalk before turning vehicles receive a green indication. FHWA notes that LPIs improve pedestrian visibility and reduce conflicts between pedestrians and turning vehicles, particularly at signalized intersections with substantial turning activity.



Figure 9 (Above): An example of a Rapid Rectangular Flashing Beacon. Source: Federal Highway Administration.

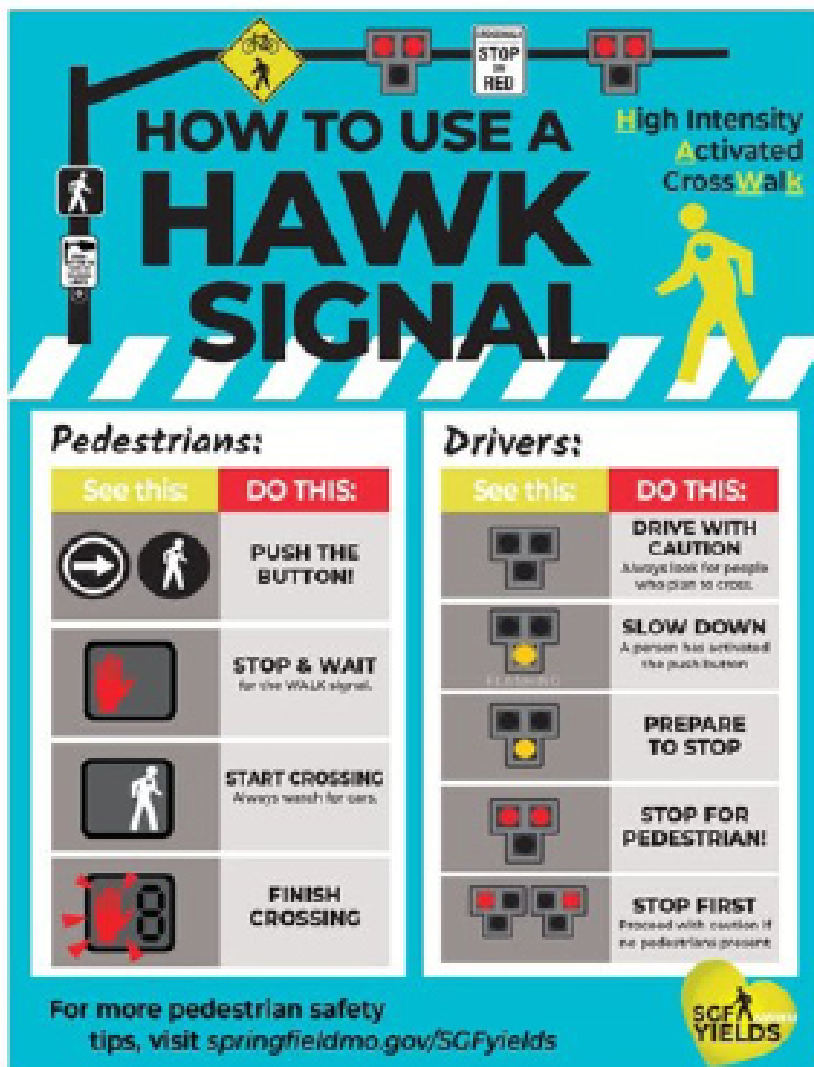


Figure 10 (Right): Educational brochure on HAWK signals. Source: Missouri Department of Transportation.

Replace the Rectangular Rapid Flashing Beacon (RRFB) with a Pedestrian Hybrid Beacon (PHB).

RRFBs, shown in Figure 9, are pedestrian-activated traffic control devices that flash yellow warning lights to drivers when pedestrians are entering the crosswalk. There are currently two

crosswalks within the study area equipped with RRFBs: the midblock crosswalk at the Village Green and the midblock crosswalk on Lower Middle Neck Road, near the supermarket. While RRFBs have been shown to increase driver yielding, their effectiveness in the study area has been lower than expected (Federal Highway Administration, n.d.). A Pedestrian Hybrid Beacon (PHB) could prove more effective in Great Neck. PHBs provide a higher level of traffic control at locations with elevated pedestrian volumes or more challenging roadway conditions. Upon activation by a pedestrian, the signal displays a sequence of flashing and solid yellow indications followed by a solid red indication, requiring motorists to stop and allow pedestrians to cross. After the crossing phase, the beacon transitions to alternating flashing red signals, allowing drivers to proceed once the crosswalk is clear. PHBs are commonly installed on higher-volume or higher-speed roadways, particularly where pedestrian demand is significant and crossing distances are long. By creating a controlled crossing opportunity and improving driver compliance, PHBs can substantially enhance pedestrian safety while minimizing unnecessary delays to vehicular traffic. While PHBs could improve driver yielding compliance and pedestrian safety, they may introduce additional vehicle delay during pedestrian crossing phases.

Enhanced crossing visibility treatments

High-visibility pavement markings, reflective elements, colored pavement, and supplemental signage increase driver awareness of pedestrian activity and reinforce the presence of crosswalks (Federal Highway Administration, n.d.). Improved visual conspicuity can help drivers identify pedestrians earlier, resulting in greater compliance with yielding and more predictable interactions between pedes-

trians and vehicles. Instead of traditional restriping, the Village should consider painting crosswalks with contrasting colors. They should use larger, more visible patterns (such as continental, zebra, or ladder striping) or replace painted crosswalks with thermoplastic tape, which is highly reflective and more durable than paint. They can be more cost-effective in the long run.

In addition, some locations might benefit from a raised crosswalk. A raised crosswalk helps to alert drivers to the transition between the main road and the high-conflict pedestrian zone. It encourages them to slow down, ensuring driver compliance and reducing overall pedestrian-vehicle conflict. A raised crosswalk is also flush with the sidewalk, eliminating the need to step down onto the road when crossing. Raised crosswalks can improve yielding behavior and reduce vehicle speeds, but may require drainage modifications and should be evaluated for emergency response and maintenance considerations.



Figure 11: Some examples of crosswalk visibility enhancements include signs, pavement markings, and clear lines of sight—source: Federal Highway Administration.

Install detectable warning surfaces at the leading edge of each crosswalk.

When upgrading the crosswalks and considering any improvements, the Village should repair existing ADA-compliant detectable warning surfaces and install new ones at every curb cut for each crossing movement. This means avoid placing a single surface for two directions, since when placed diagonally, it could cause blind or visually impaired people to walk directly into the middle of the intersection rather than onto the crosswalk.



Figure 12: Examples of 'Tactile Walking Surface Indicators' or ADA warning pads—source: Seattle Department of Transportation.

Install pedestrian-scale lighting

During the site visit, the project team observed a potential scarcity of pedestrian-scale lighting, which could present safety issues. Most urban roads have lights designed to illuminate the entire roadway between the sidewalks, increasing visibility for drivers. However, these lights typically don't illuminate the sidewalks, making it difficult to see pedestrians at night. Furthermore, it is hard for drivers' eyes to adjust to the difference in lighting between the road and the sidewalk, which can present conflicts at intersections. Pedestrian scale lighting can improve safety and encourage more people to walk by:

- Increasing sense of safety by reducing dark or shadowy areas.
- Helping pedestrians orient themselves by highlighting landmarks, street signs, and entryways.
- Improving visibility of pedestrians at crossings and intersections.
- Improving streetscape aesthetics by selecting a design that improves the character of the street.

Since the lack of pedestrian-scale lighting is only a field observation, the Village should undertake a lighting audit to determine any potential gaps in the network.

Improve Daylighting and Lane Markings at Intersections

Daylighting is a traffic safety measure that improves visibility at intersections and crosswalks by restricting parking or removing visual obstructions. By creating a clear line of sight between pedestrians and approaching motorists, daylighting reduces the likelihood of conflicts and enhances driver reaction time.

In addition, enhanced lane markings and channelization would improve the predictability of vehicle movements and provide clearer guidance for both motorists and pedestrians. Improved pavement markings can help reduce confusion within the intersection, reinforce appropriate travel paths, and support safer turning behavior.

INTERSECTION SPECIFIC RECOMMENDATIONS

The following intersections illustrate how the recommendations may be implemented in practice. This section includes renderings that exemplify the application of recommendations; these renderings are illustrative suggestions, and formal engineering studies should be completed.

Intersection 1: Middle Neck Road and Baker Hill Road

Existing Conditions

This segment sits at the intersection of Baker Hill Road and is part of the commercial corridor of Great Neck. Buildings along this segment include mixed-use establishments such as local restaurants, kosher shops, and a CVS pharmacy. It is also served by the N25 and N58 bus routes of the Nassau Inter-County Express (NICE), connecting the neighborhood to the LIRR station in the South and neighboring communities.

Middle Neck Road at Baker Hill Road is a three-legged intersection shown in Figure 13. The north- and south-bound legs of Middle Neck Road consist of two bidirectional travel lanes separated by medians in the center, shoulders on each side for on-street parking, and one crosswalk in the northbound approach. These travel lanes are a shared through/left-turn lane into the CVS pharmacy parking lot, and a shared through/right-turn lane on the northbound approach; on the southbound approach, they provide a shared left-turn/through lane and a shared through/right-turn lane into the parking lot. Baker Hill Road provides a single shared left-turn/through/right-turn lane on the west-bound approach.

Despite recent improvements such as the green median, new traffic lights, and a marked crosswalk, concerns over pedestrian crossing persist. The road geometry lacks adequate pedestrian-vehicle sep-



Figure 13: Aerial photo showing the existing conditions at the intersection of Middle Neck Road and Baker Hill Road. Photos taken by the project team during the site visit. Aerial imagery: NYS GIS Clearinghouse, n.d.

aration at crossings, likely due to the high volume of traffic entering and exiting the pharmacy parking lot and to obstructed sightlines from parked vehicles along the shoulder. This forces pedestrians to take indirect routes or make unprotected crossings, increasing the likelihood of traffic crashes.

Proposed Improvements

Based on the existing conditions along this intersection, two design alternatives are proposed as illustrated in Figures 14 and 15, respectively.

Figure 14 prioritizes walkability and pedestrian access to CVS Pharmacy and other amenities using minor and major physical treatments. **Curb extensions** extend the sidewalk at all corners to reduce crossing distances for pedestrians and limit blind spots caused by unauthorized parking near the crosswalks. This would force drivers to make tighter, slower turns eastbound towards Baker Hill Road and into the CVS parking lot. **Extending the green medians**, installing a **refuge island** on the northbound approach, and adding a **new marked crosswalk** with a refuge island on the southbound approach would allow pedestrians to cross one direction of traffic at a time. **Detectable warning surface pads** alert visually impaired pedestrians to transitions between the sidewalk and the street, and the **raised, textured pavement** at the CVS parking entrance would provide both visual and physical cues to the transition between vehicular and pedestrian areas.

Further, **pavement markings with turn arrows** will guide drivers on the permitted uses for each travel lane. In this case, the right lane is for through traffic and right turns (at Middle Neck Road on the northbound approach and at the CVS parking lot on the southbound approach), and the **left lane is restricted** to through traffic only. This could reduce high-conflict crossing maneuvers, improve safety, and overall traffic flow. **Install fixed vertical bollards** with reflective delineators around curb extensions to prevent unauthorized parking.

MIDDLE NECK ROAD AND BAKER ROAD: ALTERNATIVE 1

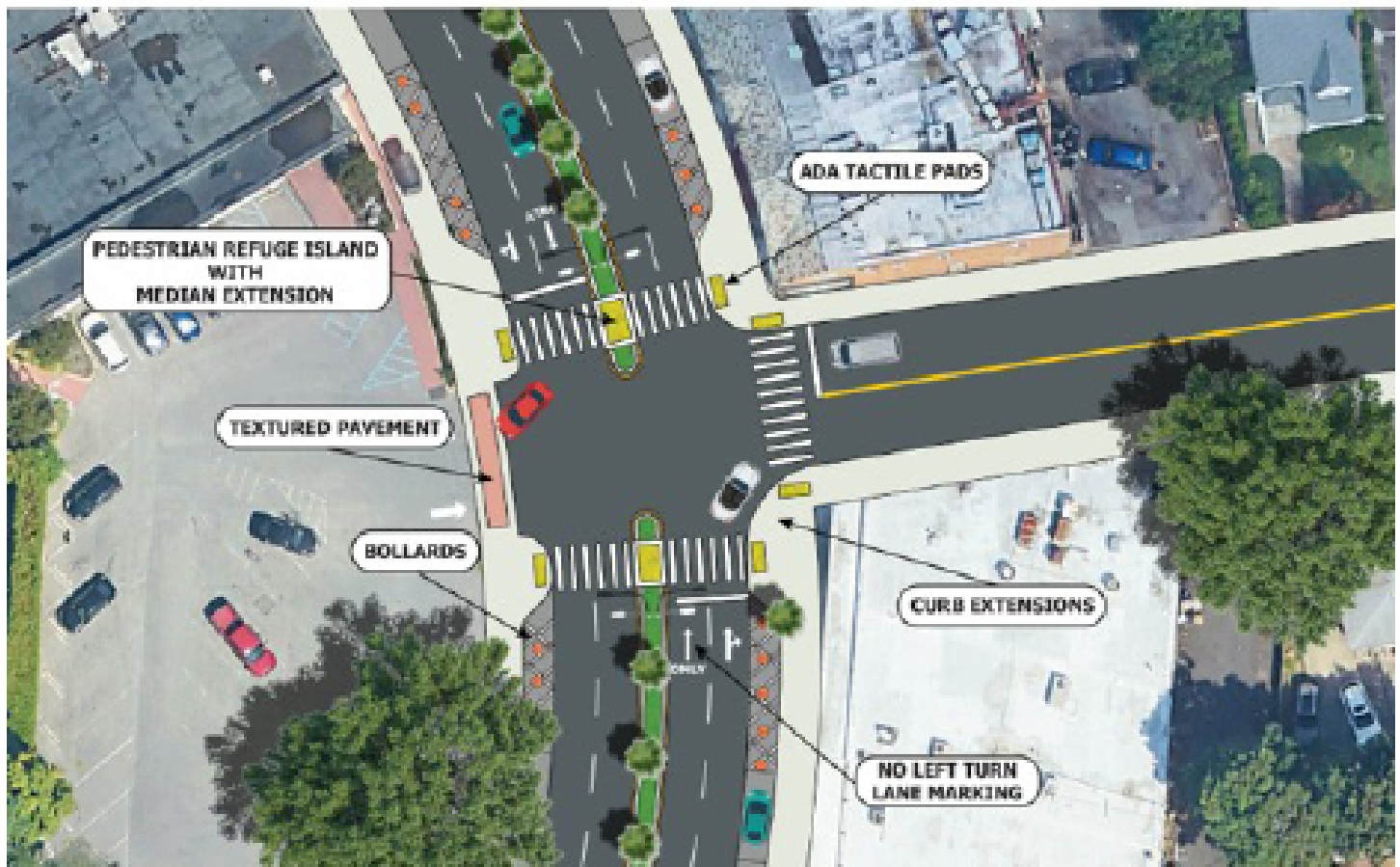


Figure 14: Alternative 1 recommendations for Middle Neck Road at Baker Hill Road.



Figure 15: Alternative 2 recommendation for the intersection of Middle Neck Road and Baker Hill Road.

Figure 15 proposes a change at the CVS Pharmacy to prioritize public transit access and safety through **"Bus Only" Pavement Marking**. This design retains the existing sidewalk width at the northern corner of CVS. It replaces the shoulder with yellow cross markings for bus entry/exit, along with fixed vertical bollards after the "Bus Only" markings. Reserving a portion of the shoulder exclusively for buses could help prevent unauthorized shoulder parking, reduce bus delays caused by congestion, and improve traffic flow through the intersection. However, this concept would require further evaluation and collaboration between NICE, Nassau County, and the Village of Great Neck.

Applicable Corridor-Wide Recommendations

✓	Extend the existing median to create a pedestrian refuge island.
✓	Install curb extensions
✓	Signal timing modifications
	Installation of RRFB signals
✓	Enhanced crossing visibility treatments
	Install detectable warning surfaces at the leading edge of each crosswalk.
	Install pedestrian-scale lighting
✓	Enhanced lane markings and channelization

Intersection 2: Middle Neck Road and Everfresh Supermarket Entrance

Existing Conditions

As shown in Figure 16, this crossing serves an important connectivity function within the corridor by providing access to retail services, transit stops, and surrounding destinations. Some concerns at this intersection include:

- Traffic is only controlled by yield signs. Crossing can be difficult for pedestrians because there is no red light that forces drivers to stop and allows pedestrians to cross.
- The obscured visibility caused by parked cars is often from legally marked parking spaces, but they have not been given any daylighting treatments. However, the issue of illegally parked vehicles has been a noted concern, as the Village relies on the Nassau County Police Department for local law enforcement.
- The current crossing distance is relatively long, requiring pedestrians to traverse multiple travel lanes with limited opportunity for refuge if they are unable to complete the crossing in a single gap in traffic. The absence of a protected pedestrian refuge area may increase pedestrian exposure to vehicle conflicts and make crossings more challenging for older adults, children, and individuals with mobility impairments.

These conditions may contribute to lower driver yielding rates, inconsistent pedestrian behavior, and increased potential for pedestrian-vehicle conflicts.



Figure 16: Aerial photo showing the existing conditions at the intersection of Middle Neck Road and the supermarket entrance. Photos taken by the project team during the site visit. Aerial imagery: NYS GIS Clearinghouse, n.d.

Proposed Improvements

Figure 17 depicts improvements to this intersection that enhance pedestrian safety and are tailored to midblock conditions. The **median is extended** to create a protected pedestrian refuge island. **Curb extensions** are installed to narrow the effective crossing width, with a **Rapid Rectangular Flashing Beacon (RRFB)** in place, along with reflective treatments, colored pavement, detectable warning surfaces, and supplemental roadway markings to improve navigation for all road users. In addition, installing **fixed vertical bollards** with reflective delineators around the existing curb ramp in front of the Everfresh supermarket, as well as on the shoulder striping to prevent unauthorized parking, will 'daylight' the intersection by restricting cars from parking too close to the crossing point. This separation would also improve pedestrian visibility for through traffic and while turning into the parking lot.

Together, these treatments are intended to shorten pedestrian crossing distances, improve driver awareness, increase yielding behavior, and provide greater protection for pedestrians crossing at this important midblock location. However, an engineering study may be required to evaluate the appropriate crossing treatment in accordance with the existing criteria.

Figure 18 depicts the same improvements but replaces the standard crosswalk with a raised one. A **raised crosswalk** can further enhance safety by introducing a vertical deflection, supporting lower operating speeds, and improving driver awareness. This will alert drivers to the transition between the main road and the high-conflict pedestrian zone and compel them to slow down, ensuring driver compliance and reducing overall pedestrian-vehicle conflict. A raised crosswalk is also flush with the sidewalk, eliminating the need to step down onto the road when crossing.

Figure 19 depicts the intersection with an additional crosswalk on the northern side, providing an additional crossing opportunity for pedestrians. It is best practice to provide marked crosswalks at every corner unless pedestrians are prohibited from a certain section of the roadway. Unless they are physically impeded from crossing, many pedestrians are unlikely to comply with three-stage crossings (NACTO, n.d.). This design also replaces some bollards with curb extensions to widen the sidewalk in front of the supermarket, enhancing the pedestrian experience and providing space for high-traffic areas, while further hardening the daylighting efforts to prevent illegal parking near the crosswalks. In addition, extending the green median on the northbound approach and adding a second high-visibility crosswalk with a refuge island and detectable warning surfaces will shorten the crossing distance and provide an additional crossing opportunity for pedestrians, enhancing overall safety at this intersection.

Applicable Corridor-Wide Recommendations

✓	Extend the existing median to create a pedestrian refuge island.
✓	Install curb extensions
✓	Signal timing modifications
✓	Installation of RRFB signals
✓	Enhanced crossing visibility treatments
✓	Install detectable warning surfaces at the leading edge of each crosswalk.
✓	Install pedestrian-scale lighting
✓	Enhanced lane markings and channelization

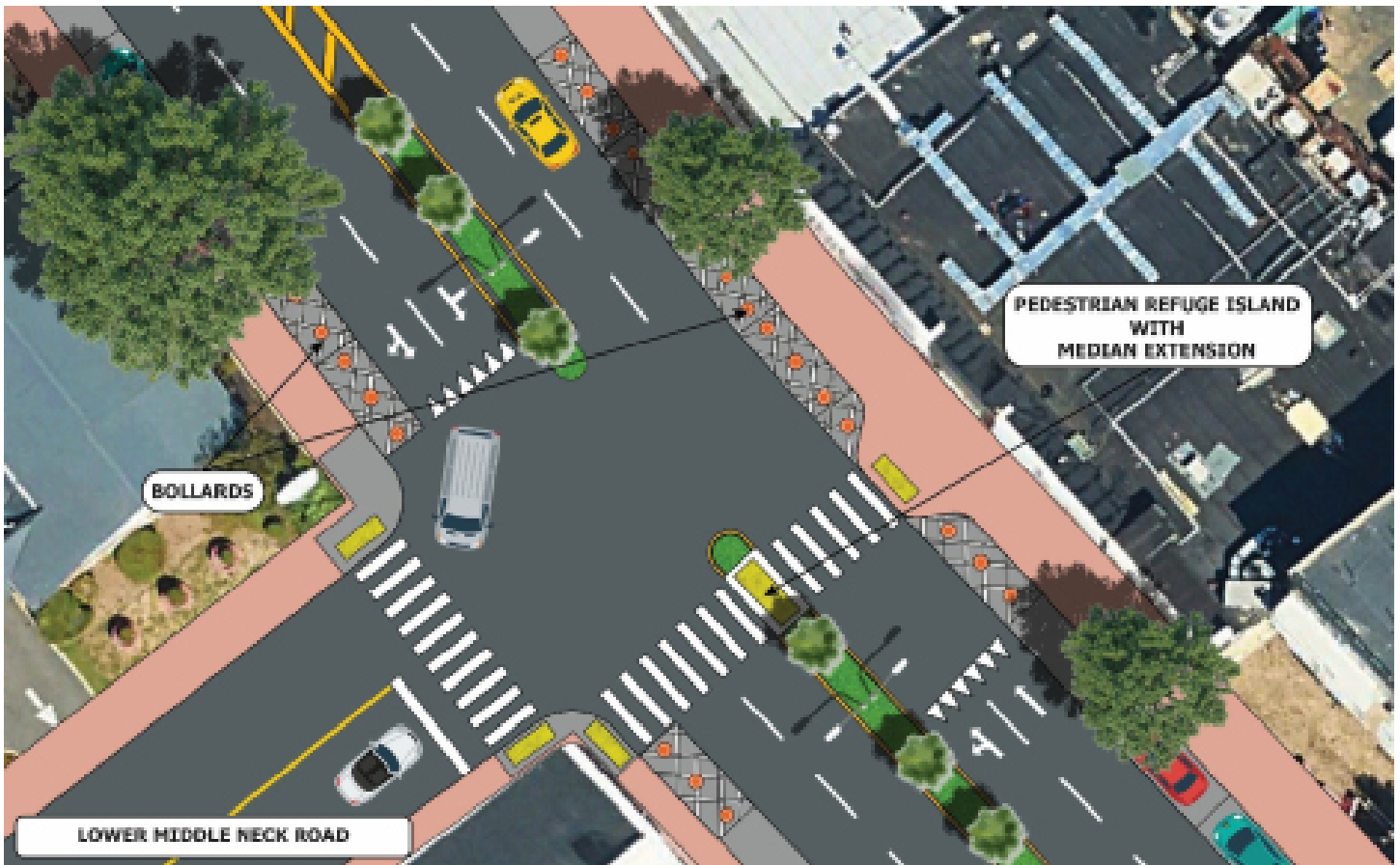


Figure 17: Alternative recommendation for the intersection of Middle Neck Road and the supermarket entrance showing potential refuge island, new ADA warning surfaces, and bollards to implement daylighting at the midblock crosswalk.

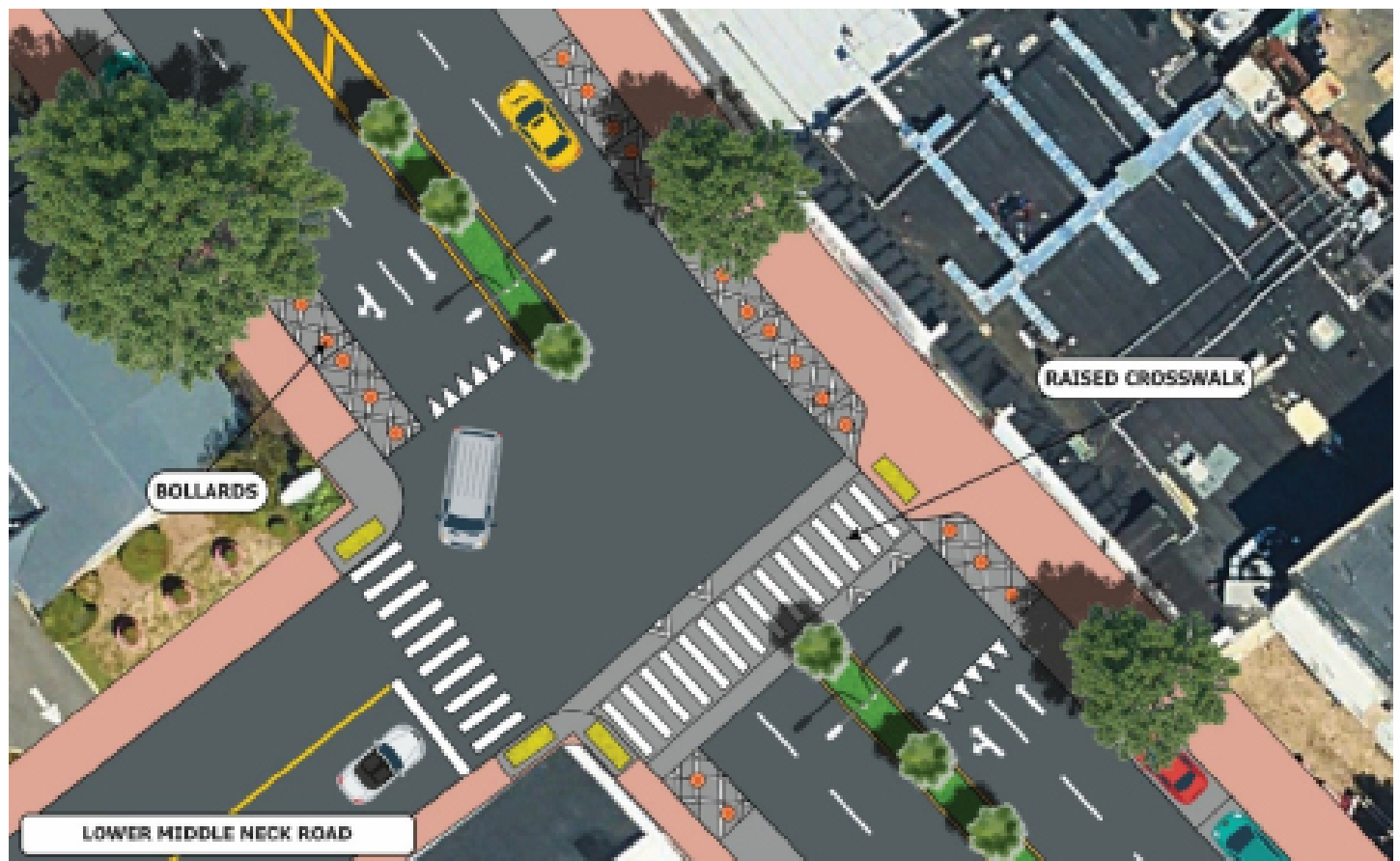


Figure 18: Alternative two recommendations for the intersection of Middle Neck Road and the supermarket entrance, showing a raised crosswalk at the existing location.

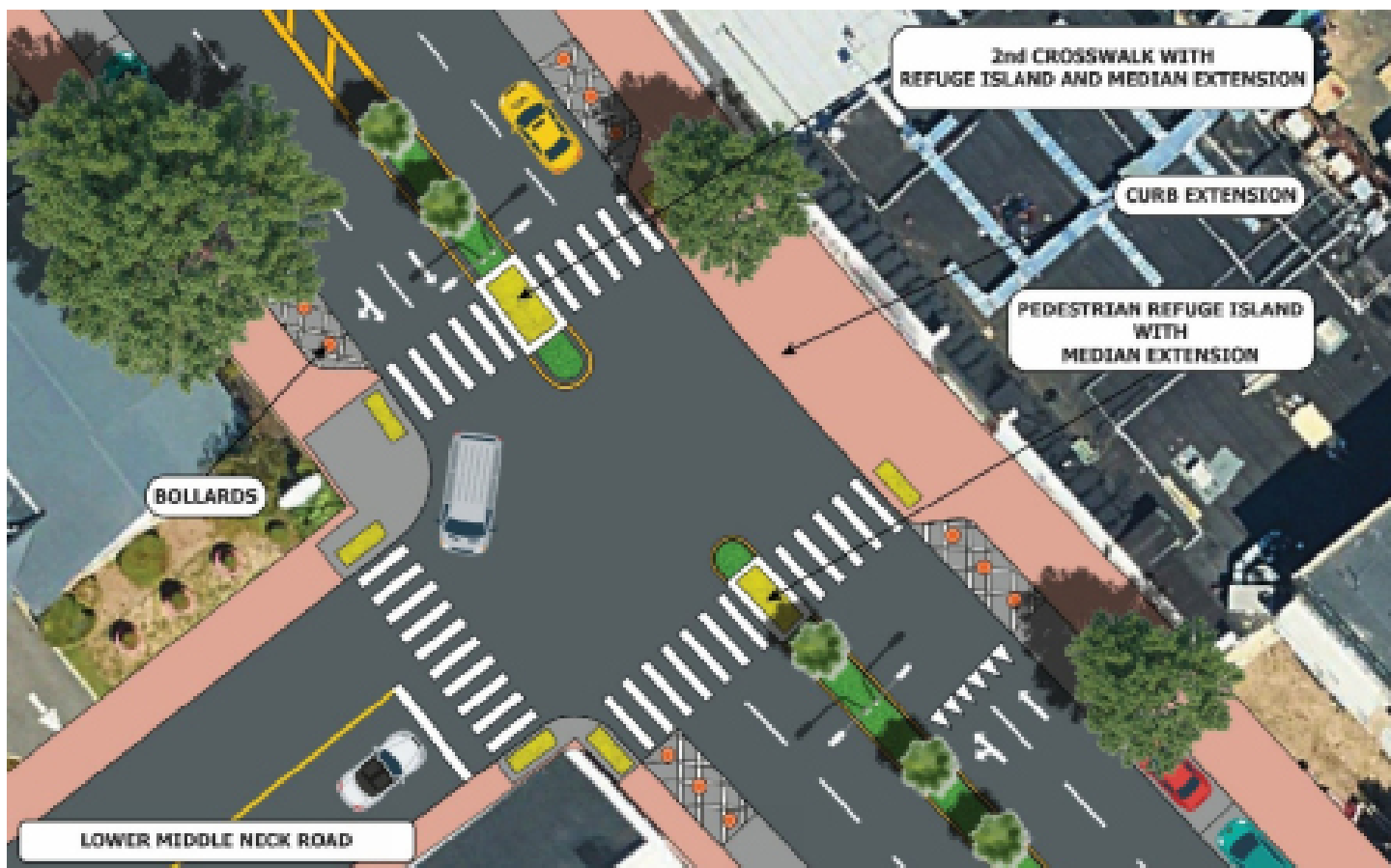


Figure 19: Alternative 3 recommendations for the intersection of Middle Neck Road and the supermarket entrance.

Intersection 3: Middle Neck Road and Beach Road

Existing Conditions

As shown in Figure 20, the existing conditions and the intersection's geometry at Middle Neck Road and Beach Road are a cause for concern for pedestrian safety for several reasons, including:

- The wide curb radii and limited pedestrian refuge opportunities contribute to pedestrian exposure and vehicle-pedestrian conflict potential.
- The intersection's geometry encourages faster turning speeds and provides limited physical separation between pedestrians and motor vehicles.
- A large tree on the corner of the intersection blocks crucial sight lines, posing a risk for pedestrians crossing and drivers turning.

In addition, while this location is treated as a three-way intersection controlled by a traffic light for each direction, existing pavement markings and lane delineation may not provide sufficient guidance for motorists, particularly given the entrance and exit to a parking lot directly across from Beach Road. Vehicle movement in and out of the parking lot can create conflicts and confusion about the right-of-way. Pavement markings prompt drivers on Beach Road to turn left or right onto Middle Neck Road, but nothing prevents them from going straight into the parking lot, which could cause confusion if drivers in both lanes decide to go straight. Another potential conflict could occur if a vehicle from Beach Road enters the parking lot directly, and pedestrians may be unaware of incoming vehicles because there are no pedestrian signals indicating they are at a crosswalk.



Figure 20: Aerial and street view photos showing the existing conditions at the intersection of Middle Neck Road and Beach Road. Photos taken by the project team during the site visit. Aerial imagery: NYS GIS Clearinghouse, n.d.

Proposed Improvements

Figure 21 shows potential improvements to this intersection to enhance overall pedestrian safety. As demonstrated in the renderings:

The **median can be extended to create a protected pedestrian refuge island**, allowing pedestrians to cross one direction of traffic at a time. The extended median also creates a physical barrier that forces drivers to slow down, take tighter turns, and avoid cutting corners, potentially endangering pedestrians.



Figure 21: Recommendations for the intersection of Middle Neck Road and Beach Road showing refuge islands, bollards for daylighting, and the tree in the bottom left corner has been removed to improve driver and pedestrian visibility.

Both Figures 21 and 22 include **curb extensions to reduce curb radii** and tighten turning movements, encouraging lower vehicle turning speeds. Curb extensions also **shorten crossing distances** for pedestrians, making it easier to cross, and act as daylighting to prevent drivers from parking illegally near crosswalks, thus maintaining safe sight distances for drivers and pedestrians.

Proposed improvements also include **enhanced lane markings and high-visibility crosswalk treatments**, which would improve the predictability of vehicle movements and provide clearer guidance for both motorists and pedestrians. The Village or County should **remove the existing tree** at the southwest corner of the intersection to improve sightlines for turning drivers and pedestrians entering the crosswalk.

Finally, **install fixed vertical bollards with reflective delineators** before curb extensions on Middle Neck Road to harden daylighting efforts in the intersection. By restricting parking near the intersection, reflective bollards will create a physical barrier, separating pedestrians from vehicular traffic. They will also remove blind spots, improve driver visibility, and significantly lower the risk of pedes-

trian-vehicle collisions. In addition, install fixed vertical bollards with reflective delineators at the parking lot entrance. The bollards, **along with textured pavement**, will create a physical separation between pedestrians and vehicles entering/exiting the parking lot and regulate turning movements from the lot into Middle Neck Road.

Figure 22 depicts an optional enhancement that would **replace the bollards with a full curb extension** for the entire length of the intersection. Implementing a long-term, more permanent curb extension rather than flex posts could help reinforce the allowed movements at this intersection while also providing additional room for pedestrians. This will provide additional walking space for pedestrians. In addition, install grooved or colored “islands” in front of the entry/exit lanes to physically signal the transition between vehicular and pedestrian areas and to alert drivers to slow down when entering/exiting the parking lot.



Figure 22: Recommendations for the intersection of Middle Neck Road and Beach Road, showing all the improvements from Figure 21, but a curb extension has replaced the bollards.

Applicable Corridor-Wide Recommendations

✓	Extend the existing median to create a pedestrian refuge island.
✓	Install curb extensions
✓	Signal timing modifications
	Installation of RRFB signals
✓	Enhanced crossing visibility treatments
	Install detectable warning surfaces at the leading edge of each crosswalk.
	Install pedestrian-scale lighting
✓	Enhanced lane markings and channelization

Intersection 4: Village Green Midblock Crosswalk

Existing Conditions

As shown in Figure 23, the Village Green Park midblock crossing is an important access route to important civic and recreational amenities, including Village Green Park, pharmacies, and retail services along Middle Neck Road. The segment between Arrandale Avenue and Beach Road poses several safety risks for pedestrians. The current design has a wide crossing distance and imposes visibility constraints due to curbside parking. In addition, the crosswalk lacks a refuge space, which can increase the risk of crashes, particularly for vulnerable groups such as children and older adults, who may need additional time to cross.

The impetus for improving safety at this crossing is bolstered by the presence of a senior living complex near the crosswalk and the fact that a park can attract road users of all types, ages, and abilities. Village officials informed the project team that there was a fatality near this crossing several years ago, indicating a need for improved pedestrian conspicuity, additional driver-yield support, and stronger physical traffic-calming cues.

Proposed Improvements

The renderings in Figures 24 and 25 illustrate potential reconfigurations and improvements to this midblock crossing to enhance pedestrian safety. FHWA's pedestrian safety guidance identifies raised crosswalks, crosswalk visibility enhancements, pedestrian refuge islands, and pedestrian hybrid beacons as key countermeasures for uncontrolled or midblock crossings. These images show how **moving the crosswalk to the southern edge** of the intersection could improve safety by eliminat-



Figure 23: Aerial and street view photos showing the existing conditions at the Midblock Crossing at the Village Green Park. Photos taken by the project team during the site visit. Aerial imagery: NYS GIS Clearinghouse, n.d.

ing left-turn conflicts with pedestrians. This could also help limit congestion caused by southbound left-turning vehicles in two ways: first, when a pedestrian is crossing, northbound vehicles will be forced to stop; second, it eliminates the existing condition in which southbound left-turning vehicles must yield to both oncoming traffic and crossing pedestrians. In addition, a PHB is installed at the new crosswalk. When activated by a pedestrian, drivers will receive multiple cues to stop via a dedicated red-light signal sequence. This is a cost-effective way to ensure driver compliance, prioritize pedestrian safety, and maintain traffic flow in the absence of traditional traffic lights.

The Village should also **install bollards or flexible delineator posts** to preserve sightlines and prevent encroachment by parked vehicles near the crossing. This will ensure clear sight lines while crossing and reduce the risk of pedestrian-vehicle collisions. Additionally, **extending the curb line** into the shoulder lanes on both sides of the new crosswalk will narrow the roadway at the crossing to reduce blind spots caused by on-street parking, make crossings more apparent, and enhance visibility of pedestrians to drivers.

Installing bright yellow detectable warning surfaces at curb ramps, including the refuge island, can alert visually impaired pedestrians to transitions between the sidewalk and the street. To help clarify right-of-way movements, the Village should **install grooved or colored material on the sidewalk** that spans the parking lot entrance. The grooved (rumble or tactile treatments) or island-like effect will visually and physically signal the transition between vehicular and pedestrian areas and alert drivers to slow down while entering/exiting the parking lot.

VILLAGE GREEN PARK: ALTERNATIVE 1

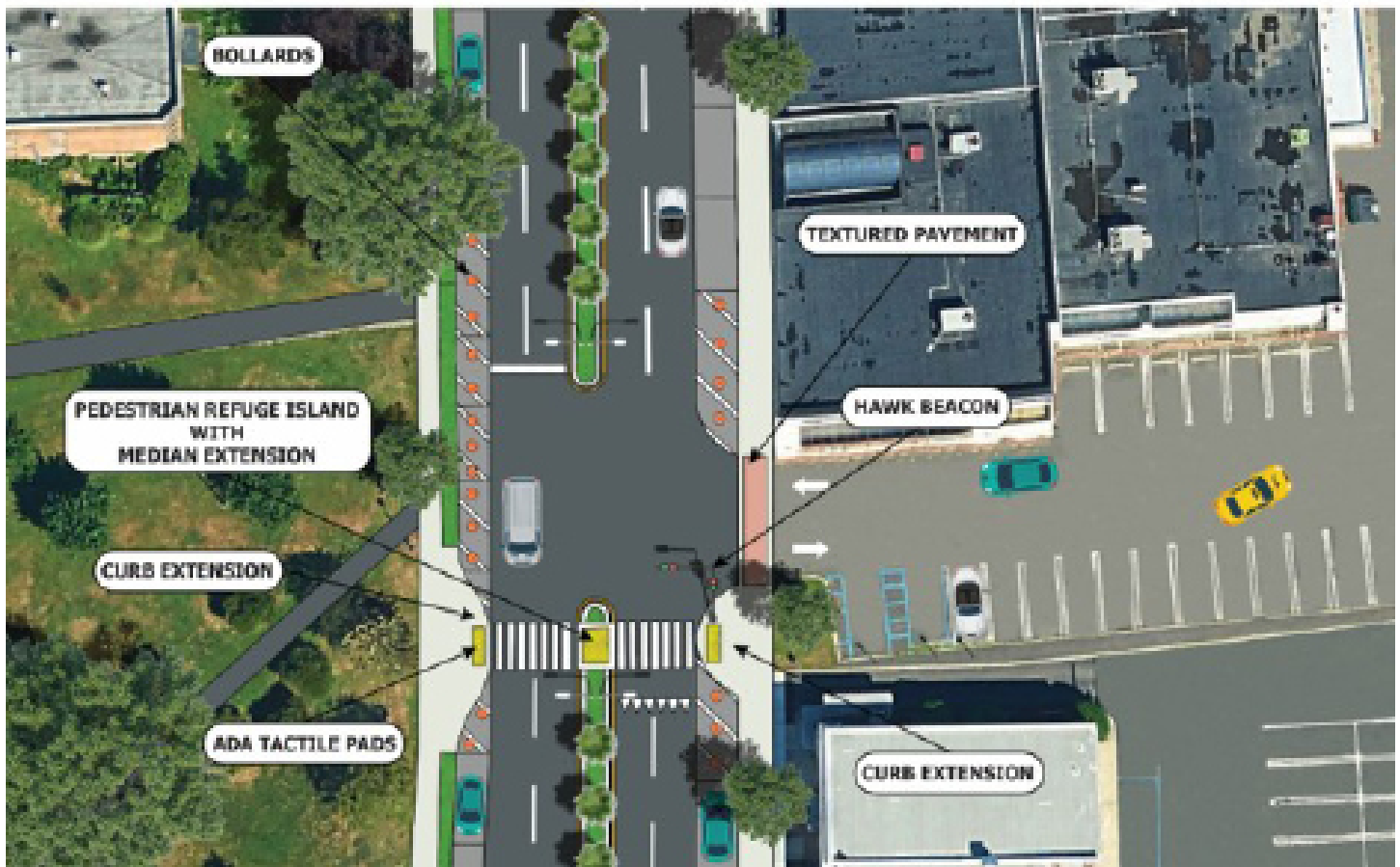


Figure 24: Recommended improvements for the Midblock Crossing at the Village Green Park, showing the crosswalk moved to the lower edge of the intersection.

Figure 25 shows how installing a **raised crosswalk at the southern edge** can further enhance safety by introducing a vertical deflection that supports lower operating speeds and improved driver awareness. In addition, safety at the intersection could be further enhanced by implementing the following corridor-wide recommendations:

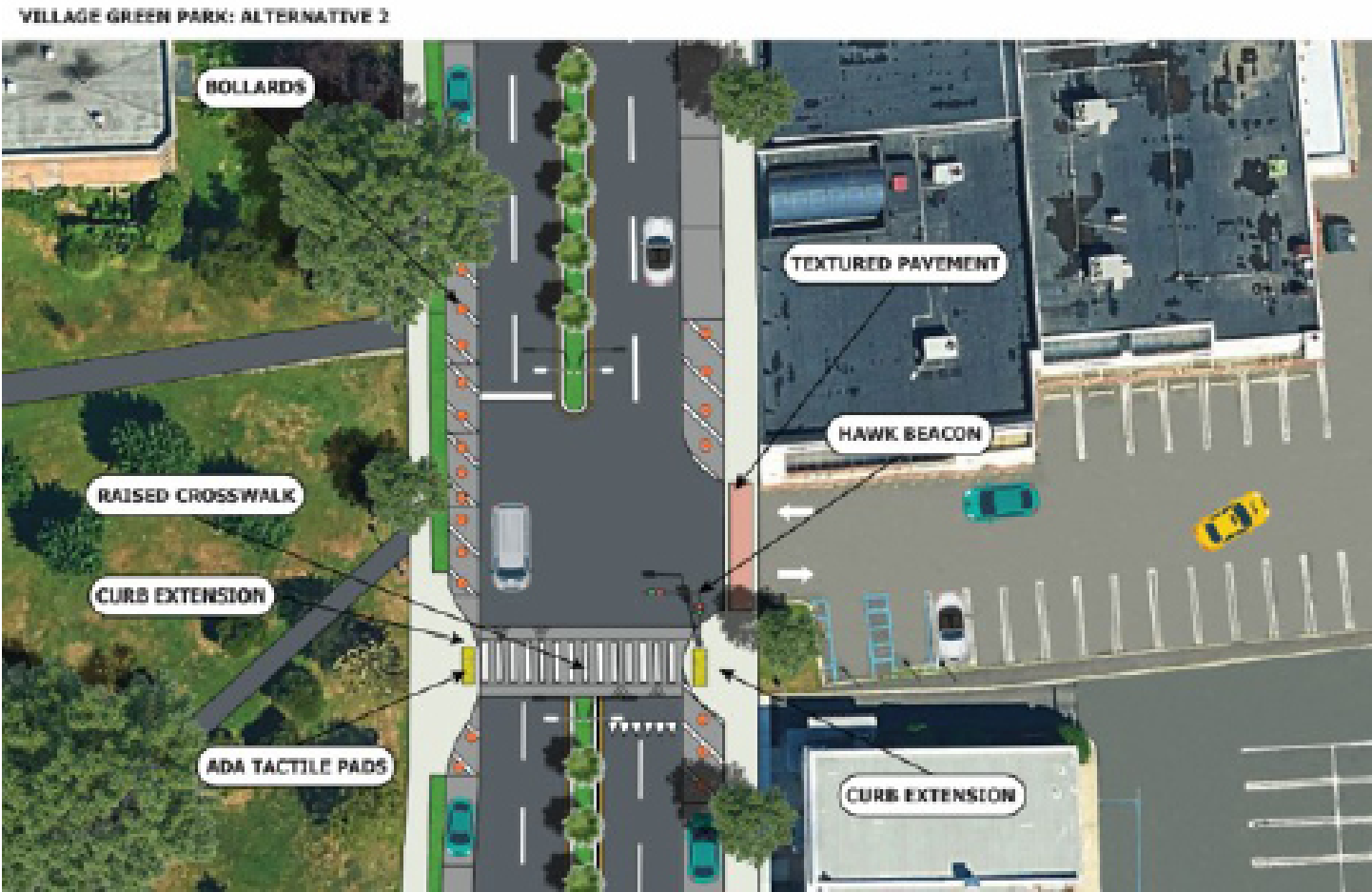


Figure 25: Recommended improvements for the Midblock Crossing at the Village Green Park, where the midblock crosswalk has been replaced with a raised crosswalk.

Applicable Corridor-Wide Recommendations

✓	Extend the existing median to create a pedestrian refuge island.
✓	Install curb extensions
✓	Signal timing modifications
✓	Installation of RRFB signals
✓	Enhanced crossing visibility treatments
	Install detectable warning surfaces at the leading edge of each crosswalk.
	Install pedestrian-scale lighting
	Enhanced lane markings and channelization

Intersection 5: Middle Neck Road and County Road 01/Arrandale Avenue and Hicks Lane

Existing Conditions

As seen in **Figure 26**, the irregular geometry at this intersection is particularly challenging for both drivers and pedestrians, as it creates unusual and ambiguous turning movements for drivers, posing safety hazards. Drivers are required to perform complex merging maneuvers within the intersection, leading to confusion, queue spillback, and potential gridlock conditions during peak periods. Examples include the following:

- For drivers traveling from Arrandale Avenue to Hicks Lane, what should be a straight through the intersection becomes an S, forcing drivers to turn or veer right, then left onto Hicks Lane.
- For drivers turning left off Middle Neck Road (in either direction), visibility becomes an issue as cars line up side-by-side in the middle of the intersection waiting for a gap in traffic to make their desired turn.
- While the traffic signal cycle is very long for vehicles traveling on Middle Neck Road, it is still common for vehicles to be in the middle of the intersection waiting to turn; during the site visit, vehicles were observed waiting for up to 10 seconds after the light had changed.
- The difficulties posed by its irregular shape are compounded by the amount of traffic traveling on Hicks Lane to bypass Middle Neck Road during rush hour traffic, as more vehicles attempt to make that turn.



Figure 26: Aerial and street view photos showing existing conditions at Middle Neck Road, Arrandale Avenue, and Hicks Lane. Photos taken by the project team during the site visit. Aerial imagery: NYS GIS Clearinghouse, n.d.

Proposed Improvements

The complexity of this intersection will require an in-depth engineering analysis that is beyond the scope of this planning study. The Village should work with Nassau County to conduct a study to identify feasible options for reconfiguring this intersection's geometry to improve safety and the alignment of vehicle approaches. One long-term consideration could be installing a modern roundabout configuration if enough space is available. Roundabouts have been shown to significantly reduce severe crash types by eliminating left-turn and head-on conflicts while improving traffic flow continuity. If a roundabout or major intersection reconstruction is advanced, the Village should coordinate with Nassau County, emergency service providers, adjacent property owners, utility providers, and the public during concept development, preliminary engineering, and final design.

Beyond geometric reconfiguration, the Village and the County should explore signal timing adjustments to provide additional time for left turns and pedestrian crossing. One such modification could be to **evaluate alternative signal phasing, including protected/leading left turns**. Finally, improved striping/pavement markings would also improve clarity for road users, as would crosswalk visibility improvements, detectable warning surfaces, and improved pedestrian-scale lighting.

Applicable Corridor-Wide Recommendations

	Extend the existing median to create a pedestrian refuge island.
	Install curb extensions
✓	Signal timing modifications
	Installation of RRFB signals
✓	Enhanced crossing visibility treatments
	Install detectable warning surfaces at the leading edge of each crosswalk.
✓	Install pedestrian-scale lighting
✓	Enhanced lane markings and channelization

Driver Compliance and Pedestrian Behavior Change Awareness

A pressing concern expressed by Village officials was that drivers routinely speed along Middle Neck Road, and traditional traffic enforcement has proven ineffective. Along with several other villages in the area, Great Neck does not have its own police force. Instead, it relies on the Nassau County Police Department (NCPD) to patrol and enforce traffic safety laws, among other duties. Given concerns raised during public engagement regarding speeding throughout the corridor, the Village should supplement speed enforcement with speed-awareness initiatives. Rather than relying solely on enforcement, these efforts help remind drivers of their actual speed while increasing public awareness of the problem. Appendix 2 contains 10 case studies of successful initiatives for the Village to consider.

Improve speed-limit and speed-feedback signage throughout the corridor.

The Village of Great Neck or Nassau County should post **additional speed limit signs** within the study area; ideal locations include at the intersection of Arrandale Avenue and Hicks Lane onto Middle Neck Road (the intersection of two county routes), and either near the intersection of Baker Hill Road or somewhere near the schools. For example, between 234 Middle Neck Road and 920 Middle Neck Road, which is a stretch of 1.3 miles, there are no speed limit signs. This is significant because any drivers turning onto Middle Neck Road within the study area may be unaware of the posted speed limit. Based on standards within the New York State Traffic Sign Handbook, the distance between posted speed limit signs on a 30 MPH road should be 3,000 feet, and this segment of Middle Neck Road exceeds the recommended spacing.

In addition, **speed limit feedback signs** are electronic signs that display a driver's speed if they are traveling five MPH over the speed limit. The Village can place additional speed feedback signs along the corridor in strategic locations where speeding is more prevalent, such as near schools and mid-block crosswalks at the shopping center and the Village Green Park.¹

The County and the Village could also consider undertaking a future corridor-wide speed-management study to implement a uniform speed limit along a two-and-a-half-mile stretch of Middle Neck Road from Northern Boulevard to Redbrook Road. This could benefit all road users and might help with long-term behavior change regarding speeding within the corridor.

Launch a public awareness campaign for all road users.

The Village of Great Neck should pursue a behavior-change program focused on improving driver yielding, reducing speeding, and encouraging predictable pedestrian crossing behavior. Public engagement activities conducted through this project consistently identified driver behavior as a primary cause of unsafe conditions, particularly speeding, failure to stop for pedestrians at marked crosswalks, double parking, and blocking intersections. Research and evaluation of pedestrian safety campaigns have found that combining public education with high-visibility enforcement can produce greater behavior change than education or enforcement alone. Street Smart NJ, which pairs paid media and outreach with targeted enforcement activities, reports reductions in pedestrian jaywalking, crossing against signals, and motorist failures to yield to pedestrians.

The Village could create a local roadway safety campaign modeled after NJTPA's Street Smart NJ program. Educational materials could focus on the legal requirement to stop for pedestrians in marked crosswalks, the dangers of speeding, and safe driver behavior near schools, parks, transit stops, and commercial destinations. Many drivers enter Middle Neck Road from side streets and parking lots without recognizing they are entering a pedestrian-oriented environment.

¹ Currently, there is a speed feedback sign at the corner of Breuer Avenue, but its placement makes it hard to see because it is hidden behind a utility pole.

Safety messaging throughout the corridor could include:

- “Yield to Pedestrians” signs
- “Slow Down” banners
- Lawn signs near schools and parks
- Window decals for participating businesses
- Seasonal safety campaigns tied to back-to-school periods and winter darkness

Consistent visual reminders reinforce expectations for appropriate driver behavior and help establish a stronger culture of pedestrian safety. Street Smart NJ provides ready-made multilingual outreach materials, including posters, lawn signs, banners, outdoor signage, and tip cards that can be adapted for local use, even in New York State. These materials are available at <https://beststreetsmartnj.njtpa.org/campaign-materials/>.

In addition, many pedestrian trips originate from businesses, pharmacies, religious institutions, parks, and community destinations along Middle Neck Road. The Village should invite local organizations to become safety partners by displaying campaign posters or sharing safety information through newsletters. This approach expands the reach of safety messages beyond municipal channels.

NEXT STEPS

FORMAL STUDIES

While numerous recommended improvements are identified in this report, municipal officials should seek assistance in conducting official engineering or other feasibility studies. This report offers suggestions appropriate to the scope and scale of the existing conditions and the desired outcomes for improving pedestrian safety. Any infrastructure improvements shall meet the standards required by the State, including engineering and traffic standards, to understand the full impact of these proposed changes and identify potential trade-offs. In addition, several recommendations in this report, including curb extensions, daylighting treatments, pedestrian refuge islands, and crosswalk enhancements, may affect the location, quantity, or operation of on-street parking and loading areas. As a result, the Village should conduct a comprehensive parking study to help determine whether parking can be reconfigured while maintaining reasonable access for residents, businesses, and visitors.

CONDUCT ADDITIONAL PUBLIC ENGAGEMENT

Additional public feedback can benefit future efforts to address pedestrian safety concerns on Middle Neck Road. While public outreach and engagement are key elements of the Community Planning Workshop program, the project team faced difficulties reaching community members for various reasons, including the project’s timing, language barriers, and limited ability to connect with community organizations. Additional community-led public engagement could help inform whether the proposed improvements are appropriate. In addition, meaningful outreach efforts can help reach compromises on some of these specific projects, whether in design or final design, and they can help determine an appropriate phasing of projects to slowly incorporate new elements over time and make drastic changes more palatable.

An impactful way to engage the public in the Village of Great Neck is to incorporate community participation in temporary demonstration projects and pilot projects. As detailed in the following sec-

tion, these projects offer officials an opportunity to test potential solutions and gather real-time data and feedback.

TEMPORARY DEMONSTRATION AND PILOT PROJECTS

Temporary demonstration and pilot projects are small-scale initiatives implemented by municipalities to test new ideas, policies, or designs under real-world conditions before committing to full-scale programs. For example, converting a street to a pedestrian plaza for a few months or piloting a green infrastructure feature in one neighborhood can help evaluate feasibility, impact, and public response. By operating within a limited scope and duration, these projects allow municipalities to gather data, such as traffic speeds and pedestrian volumes, and feedback that informs broader urban planning decisions.

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. Principles of tactical urbanism include speed, flexibility, and community-centered design. A temporary demonstration or pilot project can be guided by tactical urbanism by incorporating community participation at all stages and using flexible materials, such as paint, cones, tape, planters, and furniture. A near-term demonstration project could use temporary curb extensions, flexible delineators, temporary pavement markings, and parking restrictions to test the design before capital construction. This approach would allow the Village to evaluate driver yielding, pedestrian compliance, queue impacts, snow clearance needs, and curbside management issues. A permanent capital project should then incorporate ADA-compliant curb ramps, detectable warning surfaces, high-visibility crosswalk markings, drainage review, lighting assessment, and durable refuge island materials.

Many of the project team's recommendations can be tested through temporary demonstration projects. Some examples include:

- Temporary curb extensions at the five intersections
- High-visibility markings or compliant aesthetic treatments to enhance visibility
- Driver compliance pilot program

Public participation in temporary demonstrations and pilot projects can be facilitated through collaboration with stakeholders, including community organizations and groups, local business owners and workers, residents, and others. Projects should include communication materials that explain why the project is being tested and how the strategies can improve safety in the community; projects should also include tools for collecting public feedback.

CONSIDERATIONS FOR IMPLEMENTATION

The successful implementation of pedestrian crossing improvements requires a comprehensive approach that integrates site evaluation, engineering design, regulatory coordination, and ongoing maintenance. The following framework outlines the key considerations and actions for each of the five intersections discussed in this report. This process, outlined below for each intersection, is intended to support informed decision-making and advance community goals related to safety, accessibility, and multimodal connectivity.

Intersection I: Middle Neck Road and Baker Hill Road

- Prepare detailed intersection design plans that incorporate ADA-compliant curb ramps, detectable warning surfaces, and accessible pedestrian routes.

- Conduct turning-movement and driveway operations analyses to ensure proposed curb extensions and crossing improvements are compatible with existing vehicle circulation patterns.
- Coordinate with adjacent property owners and business operators regarding driveway modifications, construction staging, and access management considerations.
- Evaluate opportunities to implement raised crossings in conjunction with roadway resurfacing, sidewalk reconstruction, or other planned capital improvements.
- Sequence construction activities to minimize disruptions to local businesses, vehicular access, and pedestrian circulation.
- Monitor pedestrian activity, driver yielding behavior, and operational performance following implementation to identify any needed refinements.
- Incorporate the improvements into broader corridor-wide pedestrian safety and accessibility initiatives to ensure consistency with nearby intersections and crossing locations.

Intersection 2: Middle Neck Road and Everfresh Supermarket Entrance

- Conduct pedestrian volume counts, crossing behavior observations, and conflict analyses to better understand existing crossing patterns and operational needs.
- Implement interim improvements, such as high-visibility crosswalk striping, advance warning signage, and reflective treatments, to increase pedestrian visibility while long-term improvements are evaluated.
- Evaluate the feasibility of RRFBs and HAWK signals based on pedestrian demand, roadway characteristics, vehicle volumes, and applicable traffic-control warrants.
- Assess the feasibility of median extensions and curb modifications within the existing roadway right-of-way and corridor operations.
- Coordinate implementation with future roadway resurfacing, maintenance activities, and corridor-wide pedestrian safety initiatives.
- Incorporate the crossing into broader corridor pedestrian network planning efforts to ensure consistency with adjacent intersections, transit stops, and pedestrian destinations.

Intersection 3: Middle Neck Road and Beach Road

- Conduct turning movement counts and intersection conflict analysis to refine geometric improvements
- Evaluate the feasibility of extending the median within the existing right-of-way and roadway operations
- Coordinate proposed improvements with planned resurfacing, maintenance, or capital projects
- Pilot curb extensions and median modifications using temporary materials to assess operational impacts
- Incorporate signal timing upgrades into corridor-wide signal optimization efforts

Intersection 4: Village Green Park Midblock Crosswalk

- Conduct a detailed field evaluation of crossing volumes, pedestrian desire lines, vehicle speeds, sight distance, curbside activity, parking utilization, and proximity to adjacent signalized intersections.
- Coordinate with Nassau County to confirm roadway jurisdiction, signal ownership, maintenance responsibilities, and the applicability of MUTCD warrants and guidance for a pedestrian hybrid beacon.
- Implement a near-term demonstration project using temporary curb extensions, flexible delineators, temporary pavement markings, and parking restrictions to test the proposed design.
- Evaluate driver yielding behavior, pedestrian compliance, queue impacts, snow clearance requirements, and curbside management issues during the demonstration phase.
- Develop a permanent capital project incorporating ADA-compliant curb ramps, detectable warning surfaces, high-visibility crosswalk markings, drainage improvements, lighting enhancements, and durable refuge island materials.

Intersection 5: Middle Neck Road and County Road 01/Arrandale Avenue and Hicks Lane

- Conduct a feasibility study, including right-of-way, traffic volumes, and design vehicle accommodation
- Develop conceptual alternatives comparing roundabout and signalized improvements
- Coordinate with Nassau County for jurisdictional approval
- Engage community stakeholders to address operational and aesthetic considerations
- Identify potential funding sources (federal safety programs, TIP inclusion)

IMPLEMENTATION TIMEFRAME FOR THE CORRIDOR

The recommended improvements should be advanced through a phased implementation framework that balances near-term safety benefits with longer-term capital design needs.

Near-Term Actions: 0–12 Months

The Village should prioritize low-cost, high-impact safety treatments, including high-visibility crosswalks, daylighting, flexible delineators, temporary curb extensions, refreshed lane markings, advance warning signs, and, where feasible, adjustments to pedestrian signal timing. These actions would respond quickly to community concerns while generating field data to support permanent design decisions. FHWA encourages widespread use of Proven Safety Countermeasures to accelerate progress toward local, state, and national safety goals.

Medium-Term Actions: 1–3 Years

Medium-term work should include detailed engineering for curb extensions, median refuge islands, raised crossings, pedestrian hybrid beacons, signal upgrades, ADA curb-ramp reconstruction, lighting upgrades, and access-management improvements. Treatments should be prioritized based on pedestrian demand, crash history, speed data, proximity to schools and senior destinations, and community support. This approach is consistent with NYMTC's performance-based regional planning framework

and its emphasis on safety, access, efficiency, and sustainable investment.

Long-Term Actions: 3–5+ Years

If a roundabout or major intersection reconstruction is advanced, the Village should coordinate with Nassau County, emergency service providers, adjacent property owners, utility providers, and the public during concept development, preliminary engineering, and final design. Roundabout design should ensure pedestrian accessibility, appropriate vehicle deflection, low entry speeds, truck accommodation, and clear signing and marking. FHWA identifies roundabouts as effective for reducing speeds, minimizing conflict points, and improving safety and operations under a wide range of traffic conditions.

PERFORMANCE MEASURES

To evaluate the effectiveness of the recommendations, the Village should establish a corridor monitoring program using the following measures:

- Vehicle operating speeds before and after installation.
- Driver yielding rates at crosswalks.
- Pedestrian crossing delay and crossing compliance.
- Number and severity of crashes, with emphasis on pedestrian and bicycle crashes.
- Vehicle queue lengths and intersection blocking.
- Parking and double-parking activity near crossings.
- ADA accessibility compliance at curb ramps and crossings.
- Public feedback after installation.
- Maintenance performance, including snow removal, drainage, delineator replacement, and pavement marking durability.

These measures would support transparent, data-driven implementation and align the local community vision plan with NYMTC's long-range emphasis on safety, system performance, access, and multimodal mobility.

FUNDING OPPORTUNITIES

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

TRANSPORTATION ALTERNATIVES 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 the New York Statewide Financial System (SFS) 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 3. 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 Great Neck should use when developing its project.

APPENDICES

APPENDIX I: COMMUNITY QUESTIONNAIRE

Middle Neck Road Survey

Project Locations

Arrandale Avenue and Hicks Lane



Please share any experiences at Arrandale Avenue and Hicks Lane or any additional information you'd like the project team to know.

Midblock Crossing at Village Green Park



Please share any experiences at the Midblock Crossing at Village Green Park or any additional information you'd like the project team to know.

Beach Road



Please share any experiences at Beach Road or any additional information you'd like the project team to know.

Lower Middle Neck Midblock Crosswalk



Please share any experiences at the Lower Middle Neck Midblock Crosswalk or any additional information you'd like the project team to know.



Please share any experiences at Baker Hill Road or any additional information you'd like the project team to know

Other travel questions

Are there other intersections or locations along Middle Neck Road in the study area that you find to be dangerous or unsafe? Describe in the box below.

Optional Demographic Questions

How do you typically get around Middle Neck Road? Select all that apply.

☐ Walking

☐ Using a mobility aid such as a scooter or walker

☐ Biking

☐ Using a scooter

☐ Bus

☐ Driving

☐ Taxi or ride share

☐ Paratransit

☐ Other

Disability

Do you identify as a person with a disability? This could include ambulatory or vision difficulties, for example. If yes, please specify.

☐ No

☐ Yes

Gender

What is your gender?

☐ Female

☐ Male

☐ Non-binary

☐ Prefer not to disclose

☐ Other

Ethnicity

Are you of Hispanic, Latino, or Spanish origin?

☐ Yes

☐ No

Race

Which of the following racial categories describe you? Select all that apply.

☐ American Indian or Alaska Native

☐ Asian

☐ Black or African American

☐ Native Hawaiian or Other Pacific Islander

☐ White

☐ Some other race

☐ Prefer not to say

Age

What is your age range?

☐ Under 18

☐ 18-24

☐ 25-34

☐ 35-44

☐ 45-54

☐ 55-64

☐ 65 or older

☐ Prefer not to say

APPENDIX 2: CASE STUDIES ON DRIVER BEHAVIOR INITIATIVES

New York City school-zone speed cameras

What was done: NYC expanded automated speed enforcement in school zones, eventually operating cameras 24/7 after state authorization.

Reported results: NYC DOT reported a 94% reduction in speeding at camera locations, 14% fewer injuries and fatalities at 2022 camera locations compared with non-camera locations, and evidence that 74% of cited vehicles received only one or two violations per year, indicating behavior change after initial citation.

Applicability to Great Neck: This is the strongest New York example, but a village such as Great Neck would likely need state enabling legislation or county/state authorization; it is not something a village can simply implement unilaterally.

Source: <https://www.nyc.gov/html/dot/downloads/pdf/speed-camera-report.pdf>

Albany and Syracuse school-zone camera authorizations, NY

What was done: In 2023, New York State authorized Albany and Syracuse to implement school-zone speed camera programs, along with other automated enforcement authorizations for Syracuse and Westchester County.

Reported results: Albany's program was framed around school-zone safety, with a 20-mph school-zone limit, a 25-mph city speed limit, and a 30-day warning period before full enforcement.

Applicability to Great Neck: This is a useful legislative model for a village or Nassau County request: limited school-zone authorization, a warning period, a clear public-safety purpose, and state legislation.

Source: <https://www.albanyny.gov/2355/Safer-Streets>

Nassau County school-zone speed cameras, a cautionary NY example

What was done: Nassau County implemented school-zone speed cameras in 2014 but repealed the program after controversy over rollout, signage, timing, summer-school enforcement, and public perception that it was revenue-driven.

Reported results: The program reportedly generated more than \$30 million and issued hundreds of thousands of tickets, but Nassau forgave more than \$2.4 million in fines tied to problematic August tickets, and the county legislature repealed the program unanimously.

Applicability to Great Neck: Extremely relevant as a local cautionary case. If Great Neck or Nassau County revisits cameras, the program design must avoid becoming and being perceived as a profit-driven strategy through conspicuous signage, warning periods, school-calendar clarity, data-based siting, appeal procedures, and safety-dedicated revenue use.

Source: <https://www.nylawnet.com/nassau-county-speed-zone-cameras/>

Connecticut municipal automated enforcement, including small towns

What was done: Connecticut's 2023 roadway safety law allows municipalities to submit plans to CTDOT for red-light and speed cameras after a public process and safety justification.

Reported results: Approved municipalities include very small communities such as Washington, CT, with about 3,400 residents, and Marlborough, CT, with about 6,400 residents; Middletown officials described cameras as a "force multiplier" that changed driving culture on Route 66.

Applicability to Great Neck: Highly applicable in scale. Connecticut demonstrates that small munic-

ipalities can operate automated enforcement programs if state law provides a clear approval framework, public process, and safety-based siting criteria.

Source: <https://ctnewsjunkie.com/2025/07/14/4-ct-towns-approved-for-automated-traffic-cameras-5-applications-still-pending/>

Montgomery County, Maryland “Safe Speed” automated enforcement

What was done: Montgomery County uses fixed, portable, and mobile speed cameras in school zones and on residential streets, with county police administration and corridor-based deployment.

Reported results: IIHS found that, about 7.5 years after implementation, cameras were associated with a 10% reduction in mean speeds, a 62% reduction in the likelihood of vehicles traveling more than 10 mph over the limit, and a 39% reduction in the likelihood of incapacitating or fatal injury crashes when including the corridor approach.

Applicability to Great Neck: Highly applicable because it is a **county-police-administered model** that operates on residential and school-zone streets, similar to a village that relies on county police rather than its own police department.

Source: <https://www.iihs.org/media/bfb25e65-6fae-40eb-a8a6-56f112b321d7/w-BgWA/Topics/Research%20summaries/IIHS-HLDI%20Safety%20Solution%E2%80%9494speed%20safety%20cameras.pdf>

Oro Valley, Arizona, high-visibility enforcement

What was done: The Oro Valley Police Department created a “HiVE” program that publicly announced enforcement dates and times, used media and social media, and paired traffic stops with educational messaging.

Reported results: FHWA reports a 27% crash reduction at two urban intersections, with 142 deployments and 4,005 stops over three years; only about one in five stopped drivers received a moving-violation citation, reinforcing the educational framing.

Applicability to Great Neck: Very useful where a village relies on county police. The village can handle public communications, data, community engagement, and reporting, while county police handle enforcement.

Source: <https://highways.dot.gov/safety/pedestrian-bicyclist/noteworthy-practice-booklet-speed-management/case-study-4-noteworthy>

Piscataway, NJ “Promotes Safe Streets”

What was done: Piscataway combines high-visibility speed enforcement, radar signs, education, community roundtables, resident lawn signs, and data from radar signs to schedule enforcement when speeding is most prevalent.

Reported results: The initiative is funded through the New Jersey Division of Highway Traffic Safety and explicitly targets residential roadway crashes attributed to unsafe speed.

Applicability to Great Neck: Strong tri-state operational model, especially for a local government that wants a program identity, resident engagement, and data-led county enforcement without immediately pursuing automated cameras.

Source: https://piscatawaynj.org/departments/police_department/safe_streets.php

Dynamic speed feedback signs

What was done: Agencies deploy radar speed display signs and portable changeable message signs

that show drivers their speeds and may imply that speeds are being monitored or enforcement is nearby.

Reported results: NHTSA reports that these signs can reduce speeds while in use, with stronger value from permanent installations and school-zone applications; however, speeds can rebound downstream or after portable devices are removed.

Applicability to Great Neck: Good low-cost village tool, especially if used as part of a rotating enforcement-and-education program. It should not be treated as a stand-alone cure.

Source: <https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/other-strategies-0>

London 20 mph speed limit program

What was done: London boroughs and Transport for London (TfL) expanded 20 mph speed limits as part of the city's Vision Zero strategy.

Reported results: TfL's long-term analysis of more than 150 schemes found a 34% reduction in killed or seriously injured persons, a 40% reduction in fatalities, and a 75% reduction in children killed after 20 mph implementation.

Applicability to Great Neck: Great Neck already has 25 mph corridors in the example, but London's experience reinforces that lower urban operating speeds require communication, enforcement, and sustained policy commitment, not just posted signs.

Source: <https://tfl.gov.uk/corporate/protecting-our-network/road-safety/safe-speeds>

United Kingdom average-speed cameras

What was done: UK agencies use average-speed enforcement over road segments rather than relying only on single-point enforcement.

Reported results: RAC Foundation research found average-speed cameras reduced fatal and serious collisions by 36% and personal injury collisions by 16%; a broader College of Policing review found that speed cameras reduced average speed, speeding, collisions, injury collisions, and severe/fatal collisions.

Applicability to Great Neck: Best suited for longer corridors where drivers may slow only near a visible enforcement point and then speed up again downstream. Implementation in New York would likely require enabling legislation.

Source: <https://www.autohit.co.uk/uk-speed-cameras-and-average-speed-systems-complete-guide-2025/>

APPENDIX 3: FEDERAL HIGHWAY ADMINISTRATION FUNDING MATRIX

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				
	AT	IP	BRI	CRP	CMAQ	HSP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	ELTTP	TTP	TTPSF	SIBs	INFRA	BUILD	SS4A	RTA	RRIF	TIFA	FTA	AoPP	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	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$

Activity or Project Type	Federal Highway Administration														Federal Lands			Loan	OST Grant				OST Loan		FTA			NHTSA	
	ATHP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	ELTTP	ITP	TTPSF	SIBs	INFRA	BUILD	SS4A	RTA	RRIF	TIFIA	FTA	AoPP	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
ATHP : 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
ELTTP : 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)
TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)

TOD: Transit-Oriented Development
TTP: Tribal Transportation Program
TTPSF: Tribal Transportation Program Safety Fund

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

- **ELTTP** (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](#) (NSFLTP) 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

- **RRIE** (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.