



Department of
Transportation

NYSDOT Active Transportation Implementation Strategies Public Forums

Albany / Rochester / Long Island / Virtual
September 2026



Active Transportation **Strategic Plan**

Consultant Team:



Agenda

- ***Introductions – NYSDOT and VHB Team***
- ***Strategic and Planning Context***
- ***Active Transportation Strategic Plan (ATSP)***
 - *Plan Development Process*
 - *Data-driven*
 - *Innovative*
 - *Collaborative*
- ***Active Transportation Implementation Strategies & Actions***
- ***Wrap Up: Next steps and how to stay engaged***



Active Transportation

What is Active Transportation?

- Human-powered modes of transportation such as walking, bicycling, and operating a wheelchair
- “Micromobility” - Small-scale electric vehicles such as e-bikes and e-scooters

How is Active Transportation accommodated?

- Safe, efficient and equitable sidewalks, road crossings, bike lanes, shared lanes, shared use path, access to transit.



Active Transportation Infrastructure



Road Crossings—a designated area where people walking and rolling can safely cross a roadway. To show where and when it is safe to cross, design options include roadway markings, crosswalks, curb extensions (aka “bumpouts”) to shorten crossings, and visual indicators such as signs, flashing beacons, or traffic signals.



Sidewalks—a path for people walking and rolling alongside a road or street, typically consisting of asphalt, concrete, or pavers. They are usually separated from the roadway by a curb, grassy strip or and/or tree-lined esplanade. Sidewalks may also include bus stops, lighting, utilities, and street furniture, and in downtowns may include outdoor dining, seating, or benches.



Shared Use Path/Sidepath—placed outside of a roadway surface and is physically separated from motorized vehicular traffic by a buffer or barrier. The path can be either within the roadway right-of-way or on an independent alignment. These are used by pedestrians, runners, micromobility users, skaters, wheelchairs users, and bicyclists.



Separated Bike Lanes (SBL)—similar to standard bike lanes, SBLs include a buffer with a visual or physical barrier between moving cars and bicyclists. Barrier options include flex posts, a row of parked cars, or a narrow landscaped median (as shown). SBLs can be located on each side of the street or as a bi-directional facility.



Bike Lane—a portion of a roadway designated for exclusive use by bicyclists using pavement markings and signs. Bike lanes are typically striped on both sides of a roadway and can either lie adjacent to the travel lane or separated from traffic by a striped buffer. They can be used on major roads to provide direct access to the same destinations that motorists seek.

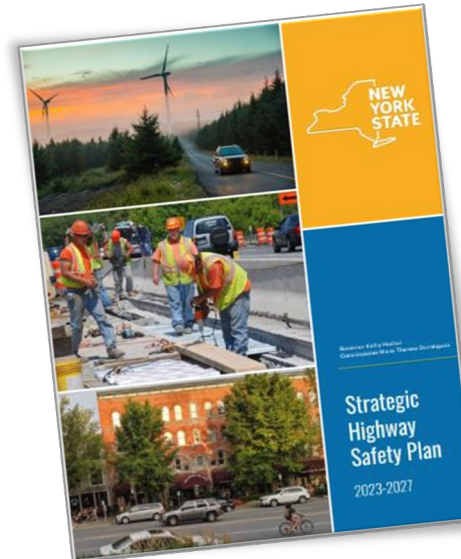


Shared Lanes—best used on minor local neighborhood streets with relatively low traffic volumes and speeds (<30 mph), where bicycles and micromobility users can share the road without special provisions.

Broader Context of New York's Strategic Direction



NYS Transportation Vision: *Transportation strengthens the **health and safety of all users**, and enhances the **economic vibrancy, livability, and sustainability of communities** throughout New York State.*

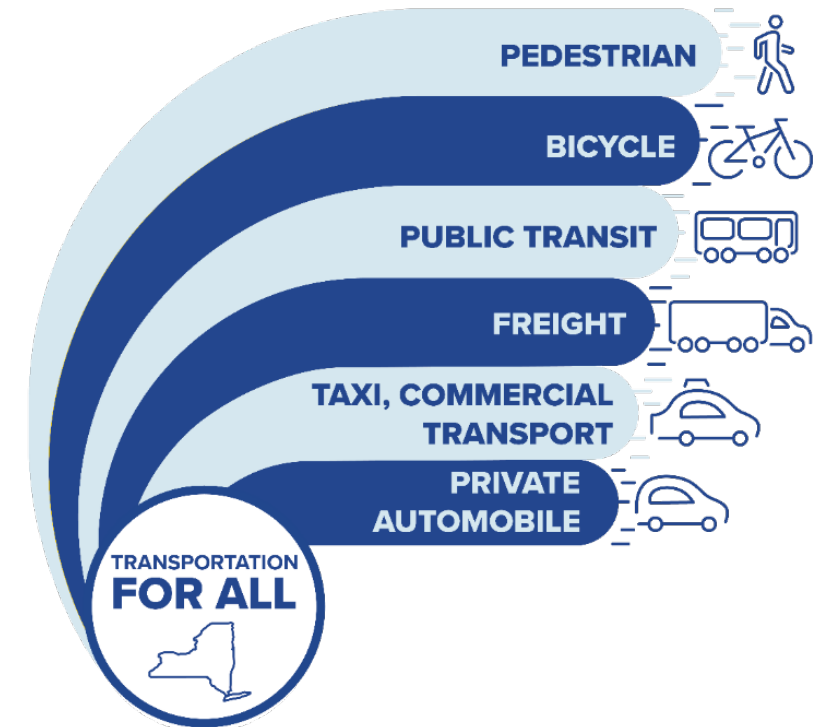


New York Strategic Highway Safety Plan (SHSP) (2023): *sets collective vision to move Toward Zero Deaths (TZD). Committed to utilizing the FHWA's **Safe Systems Approach**. Conducted Vulnerable Road Users Safety Assessment.*

Active Transportation Strategic Plan Purpose

The purpose of the Active Transportation Strategic Plan (ATSP) is to:

- Demonstrate how a **community-centered approach** can contribute to better meeting the future transportation needs for all New Yorkers.
- Provide a **roadmap** for the state to integrate active transportation into a safe multimodal network.
- **Support partnerships to prioritize connections** throughout the transportation network.
- **Balance the needs** of all travelers, including pedestrians, bicyclists, public transit users, and individual and commercial motor vehicle drivers.



Active Transportation Strategic Plan – What It Is

For NYSDOT-owned facilities, the plan aims to:

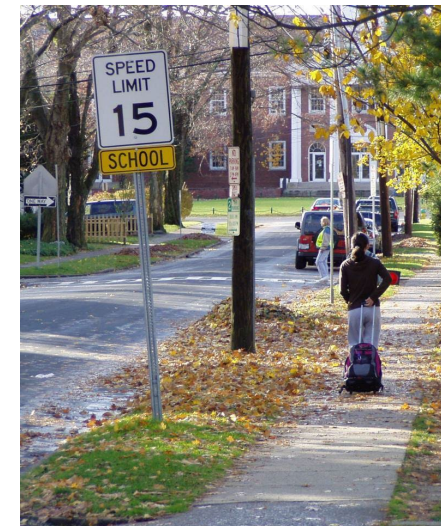
- Develop a **unified vision** for integrating active transportation.
- Establish **goals, objectives, and strategies** for active transportation.
- Provide **policy guidance** on managing programs that impact active transportation facilities.
- Provide **recommendations** for planning, design, construction, and maintenance procedures that will ensure the appropriate level of safe active transportation infrastructure is considered, built, and maintained.



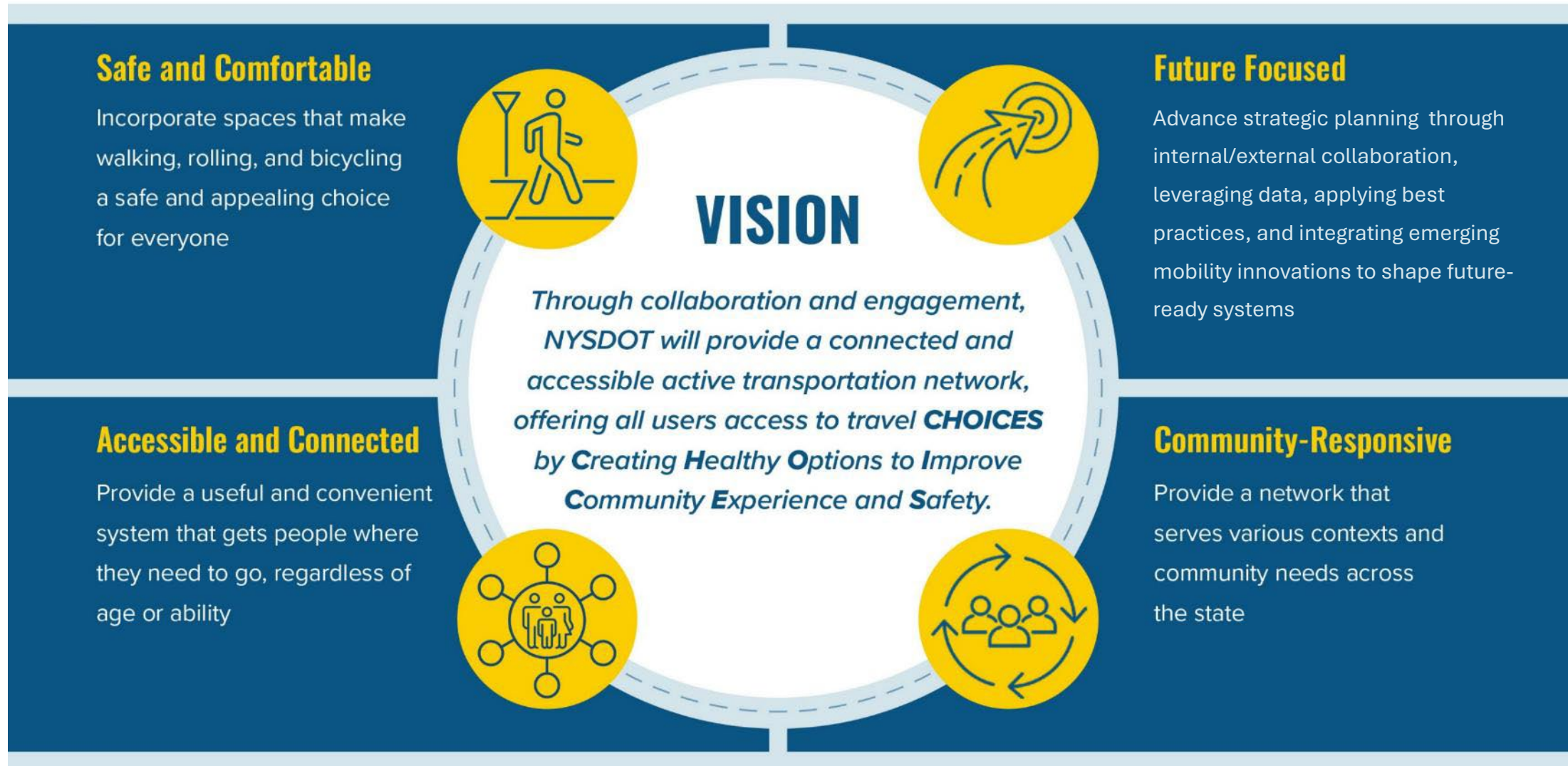
Active Transportation Strategic Plan – What It Is NOT

The Active Transportation Strategic Plan:

- Is not a federally- and state-required plan.
- Does not apply to the transportation system that is not owned by NYSDOT (though it can provide framework for local agencies).
- Does not identify specific projects for future funding.
- Does not provide asset-specific funding for active transportation.
 - New York's transportation infrastructure is vast and aging; there remains great competition for limited funding
 - Need to prioritize and strategically focus investments and seek cost-effective solutions
 - National priorities affect federal funding levels and eligibility



Active Transportation Strategic Plan Vision and Goals



Active Transportation Strategic Plan Development Process



DATA DRIVEN

INNOVATIVE

COLLABORATIVE

Overarching guiding principles for the development of actions:

- Promote accountability, transparency, and collaboration (internal and external)
- Employ a data-driven process in decision-making
- Advance towards a state-of-the-art Active Transportation Community of Practice, recognizing current best practices, and future trends and needs

Review of internal policies and guidance documents

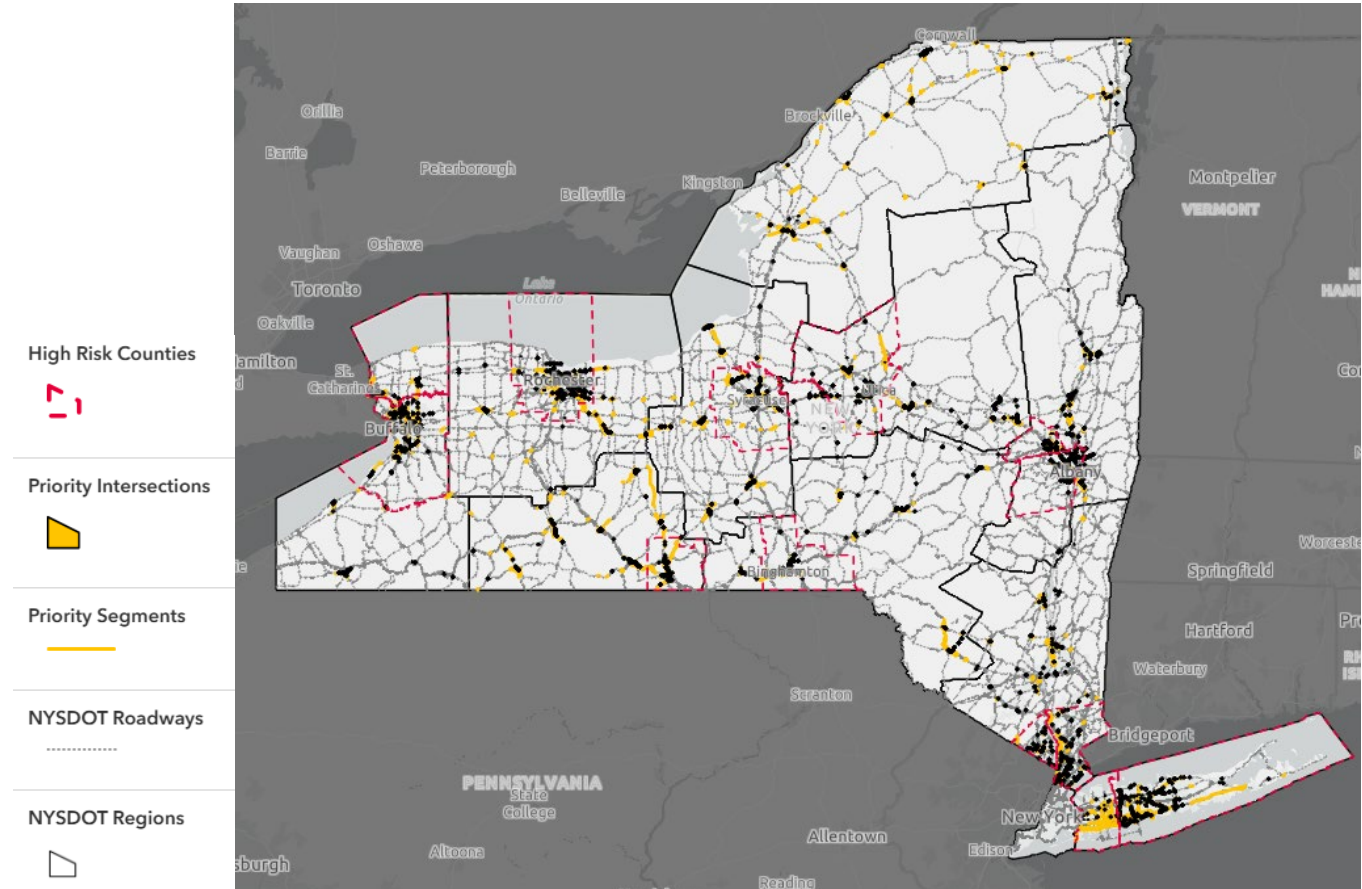
Internal (NYSDOT program areas and regions) and external engagement with transportation partners

Active Transportation assessments: safety, connectivity, demand and stress analysis

Review of other statewide Active Transportation plans and programs

Safety Analysis

- Systemic Safety Analysis
- Risk Factors - physical roadway features and traffic characteristics associated with severe ped-bike crashes
- Intersections and Segments – highest risk for severe ped/bike crashes – 540 miles and roughly 1800 intersections



Trip Generation Potential Analysis

- Identify where people are most likely to walk or bike
- Score not based on roadway characteristics but on the surrounding area:
 - population/job density
 - destinations
 - socio-economic info
 - land use mix
- 526,000 hex's scored for:
 - ½ mile walking distance
 - 3 mile biking distance

Walking (1/2 Mile) Trip Potential (of Area Surrounding Roadway) (Left)

High Trip Potential - 1/2 Mile

Moderate Trip Potential - 1/2 Mile

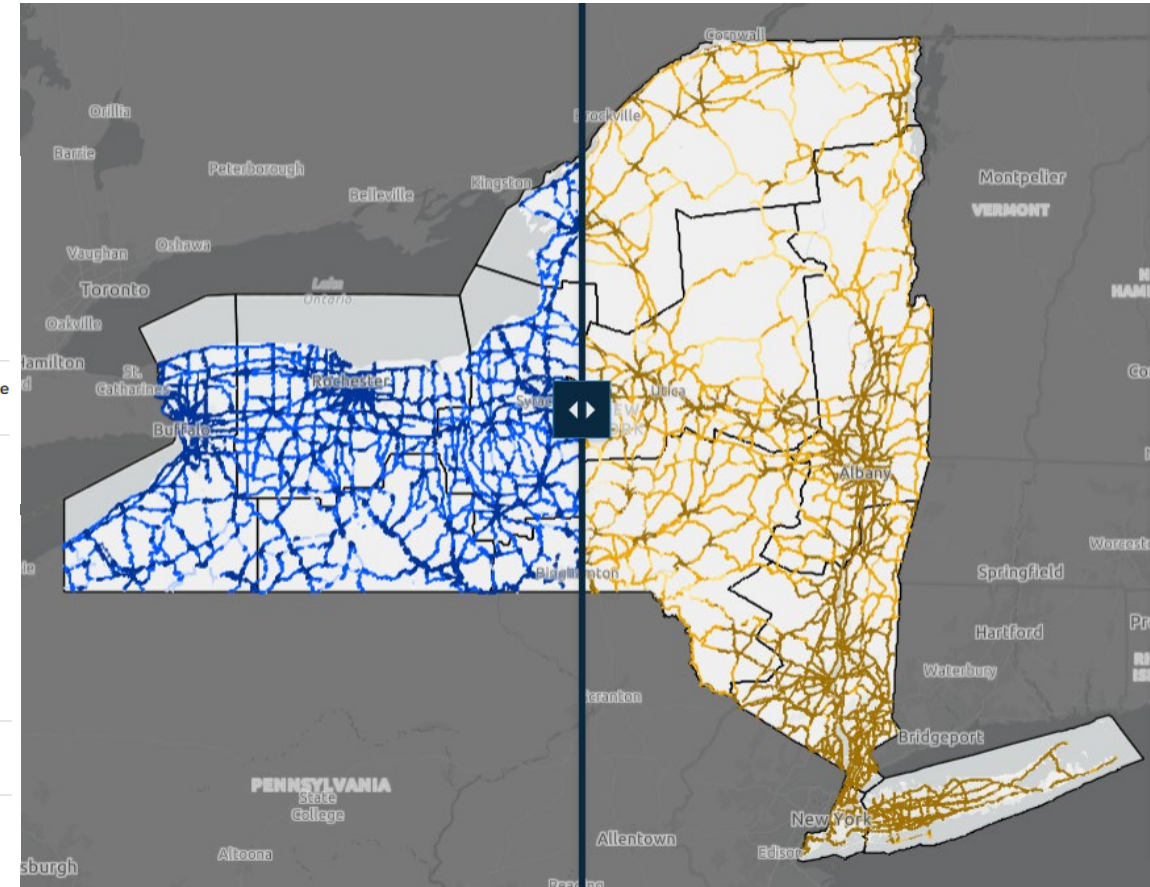
Low Trip Potential - 1/2 Mile

Biking (3 Mile) Trip Potential (of Area Surrounding Roadway) (Right)

High Trip Potential - 3 Mile

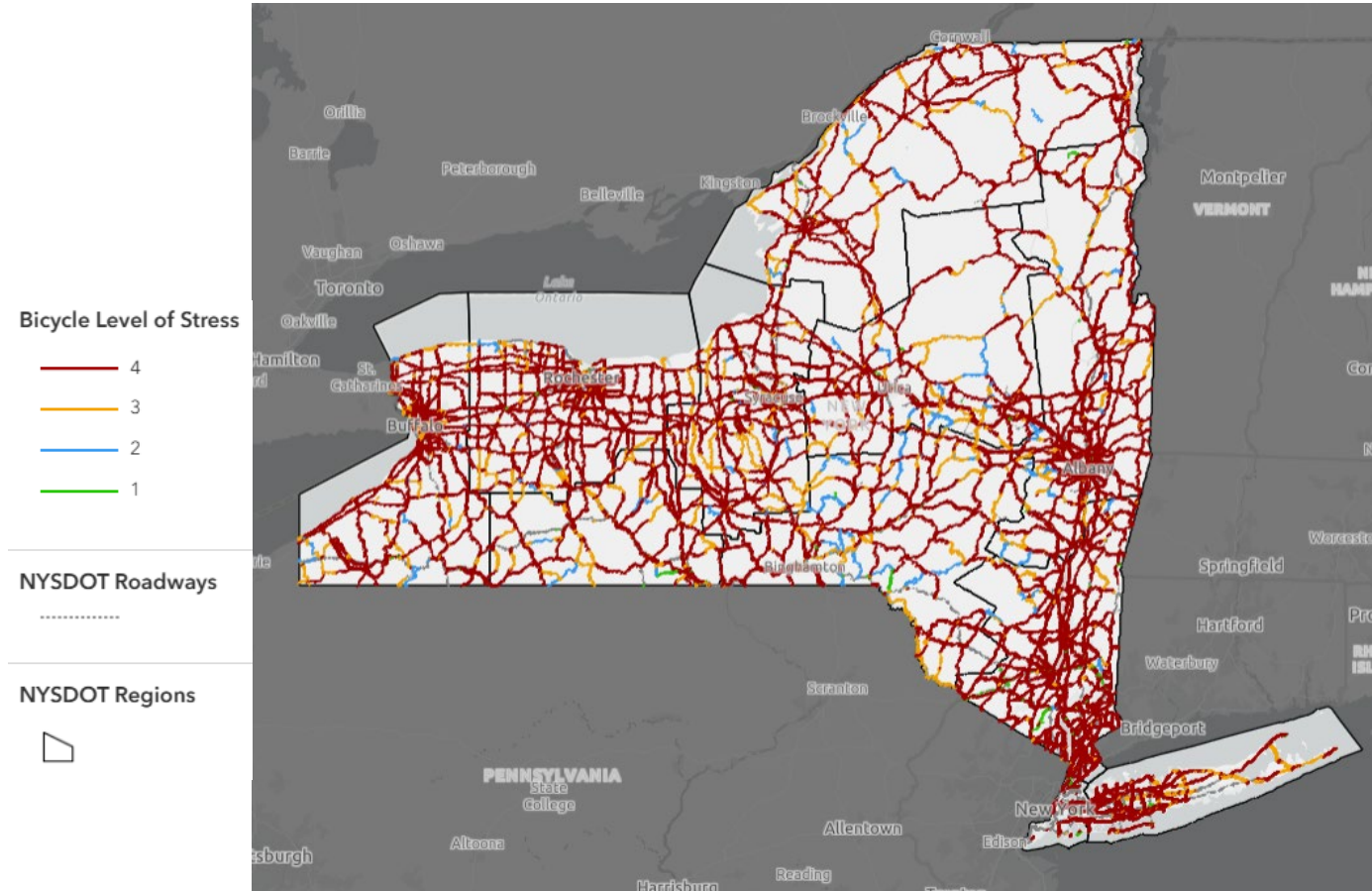
Moderate Trip Potential - 3 Mile

Low Trip Potential - 3 Mile



Bicycle Level of Traffic Stress (BLTS) Analysis

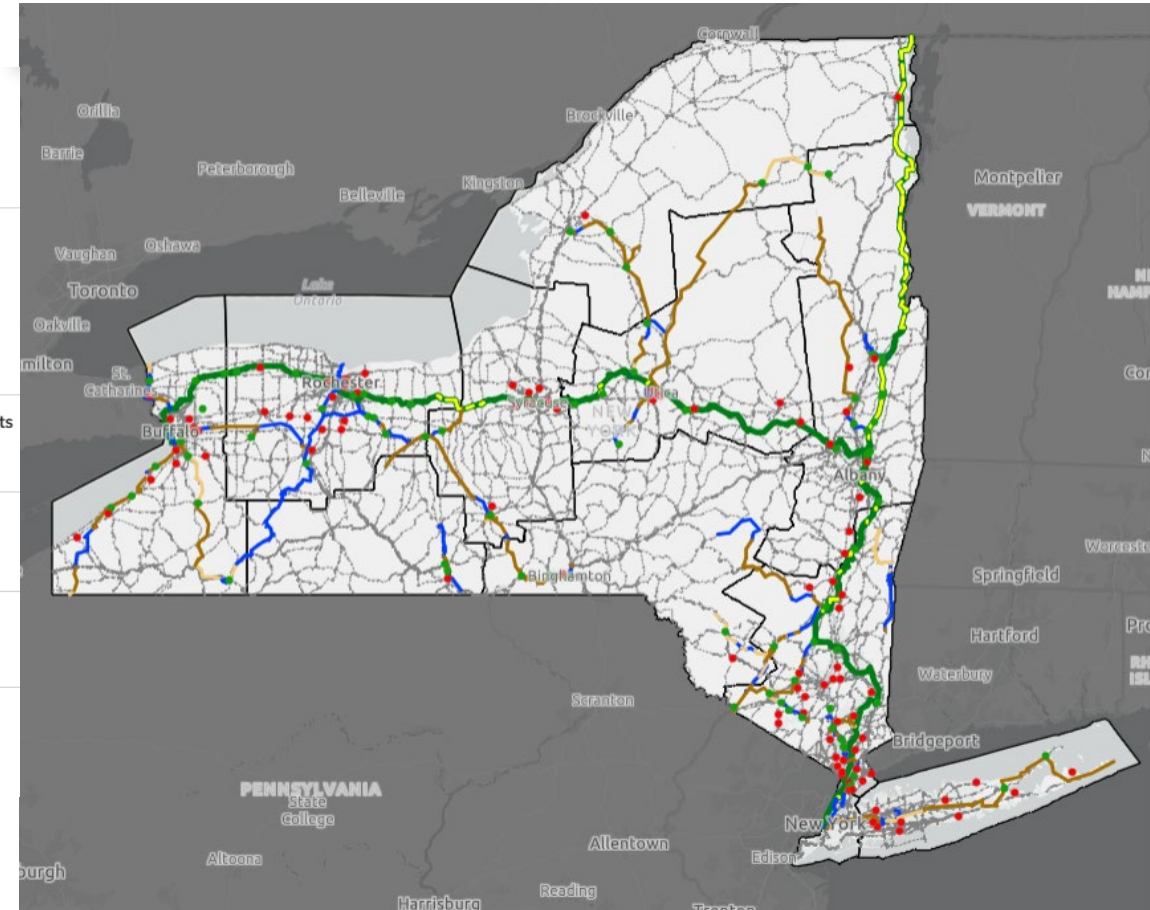
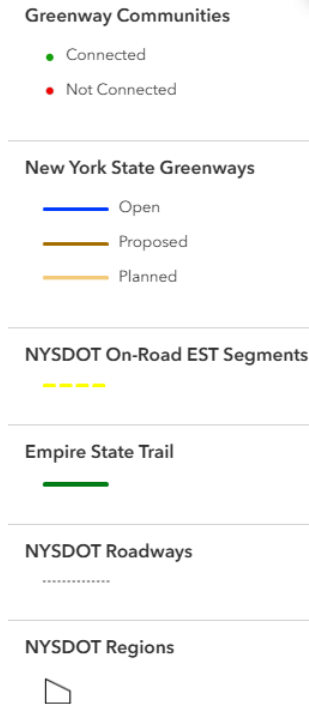
- Comfort and convenience are key factors for determining whether individuals choose to ride a bike, whether for everyday needs or recreation
- BLTS factor in roadway and traffic characteristics
 - # of traffic lanes
 - volume and speed of traffic
 - parking presence
 - bike infrastructure type
- Lower Bicycle Level of Traffic Stress (BLTS) = more people feel comfortable bicycling on street



Note: there is no single methodology that is used industry-wide for pedestrian level of traffic stress (PLTS); PLTS is not included at this time.

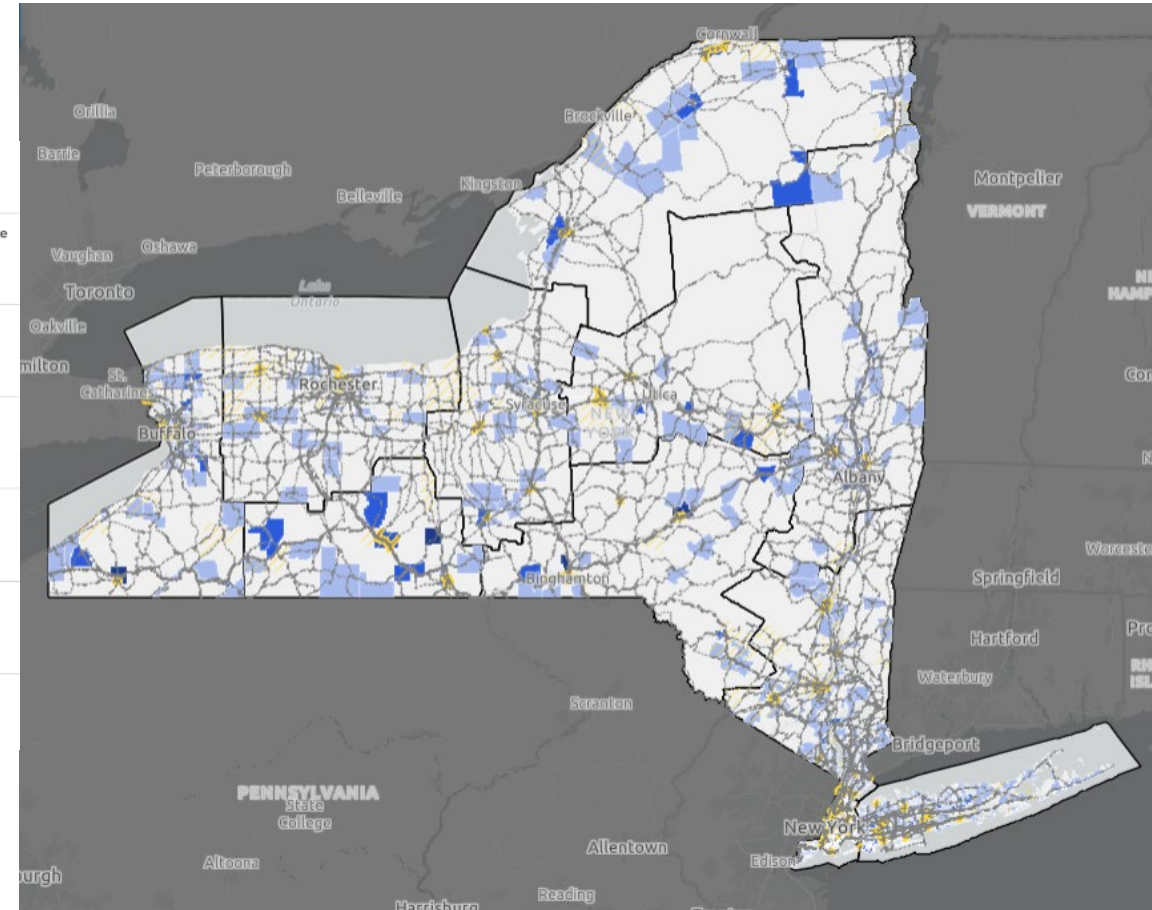
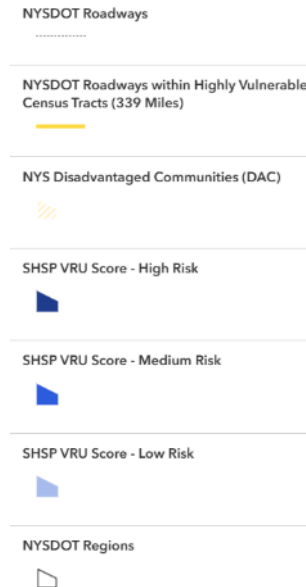
Connectivity Analysis

- Identify gaps and opportunities in the existing NYSDOT roadway network to enhance connections to:
 - Empire State Trail
 - state bike route system
 - regionally significant greenways
- 52 greenway communities that would benefit from active transportation connections along state roadways



Vulnerable Community Analysis

- Opportunity to address historic gaps and provide new connectivity and convenience for vulnerable communities and road users
- Two data sets:
 - NYS Climate Justice Working Group Disadvantaged Communities (DAC)
 - Vulnerable Road User Scores - NYS Strategic Highway Safety Plan



Active Transportation Assessment Tool (AT2)

INNOVATIVE



- safety (systemic crash hotspot) analysis
- trip generation potential analysis
- bicycle level of stress analysis
- connectivity analysis
- vulnerable community analysis



- statewide high-resolution 360° roadway imagery
- remote sensing technology (LiDAR) derived 3D depth surface
- asset data extracted from the LiDAR



- pedestrian infrastructure gaps
- bicycle infrastructure gaps
- intersection infrastructure needs

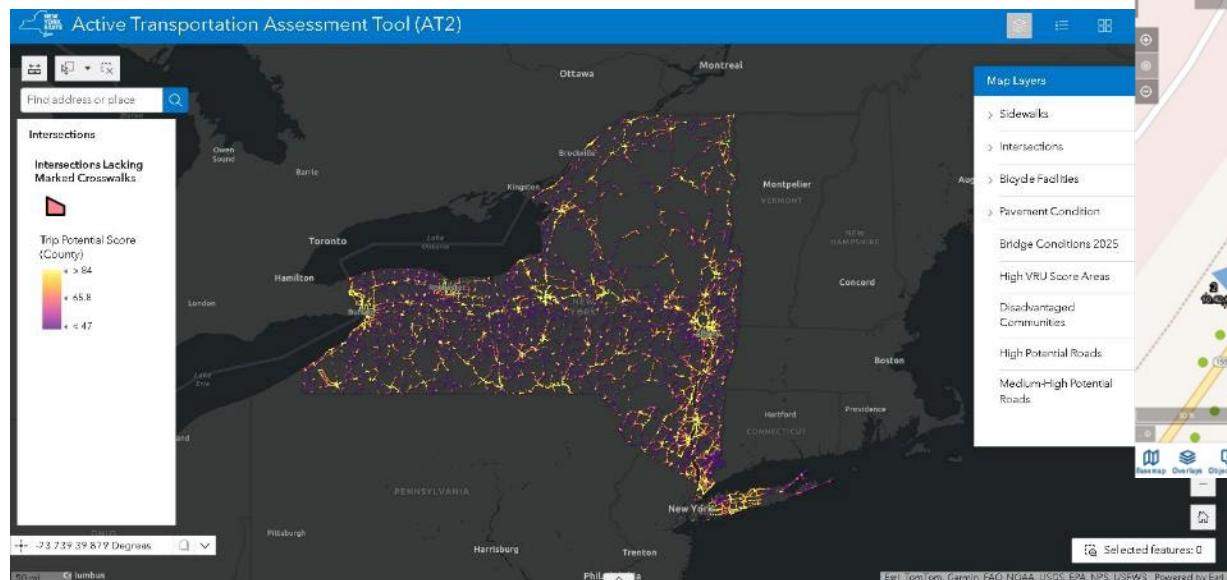
AT2 is an internal-only tool intended to help NYSDOT staff identify existing conditions, prioritize needs, select and scope projects.

Active Transportation Assessment Tool (AT2)

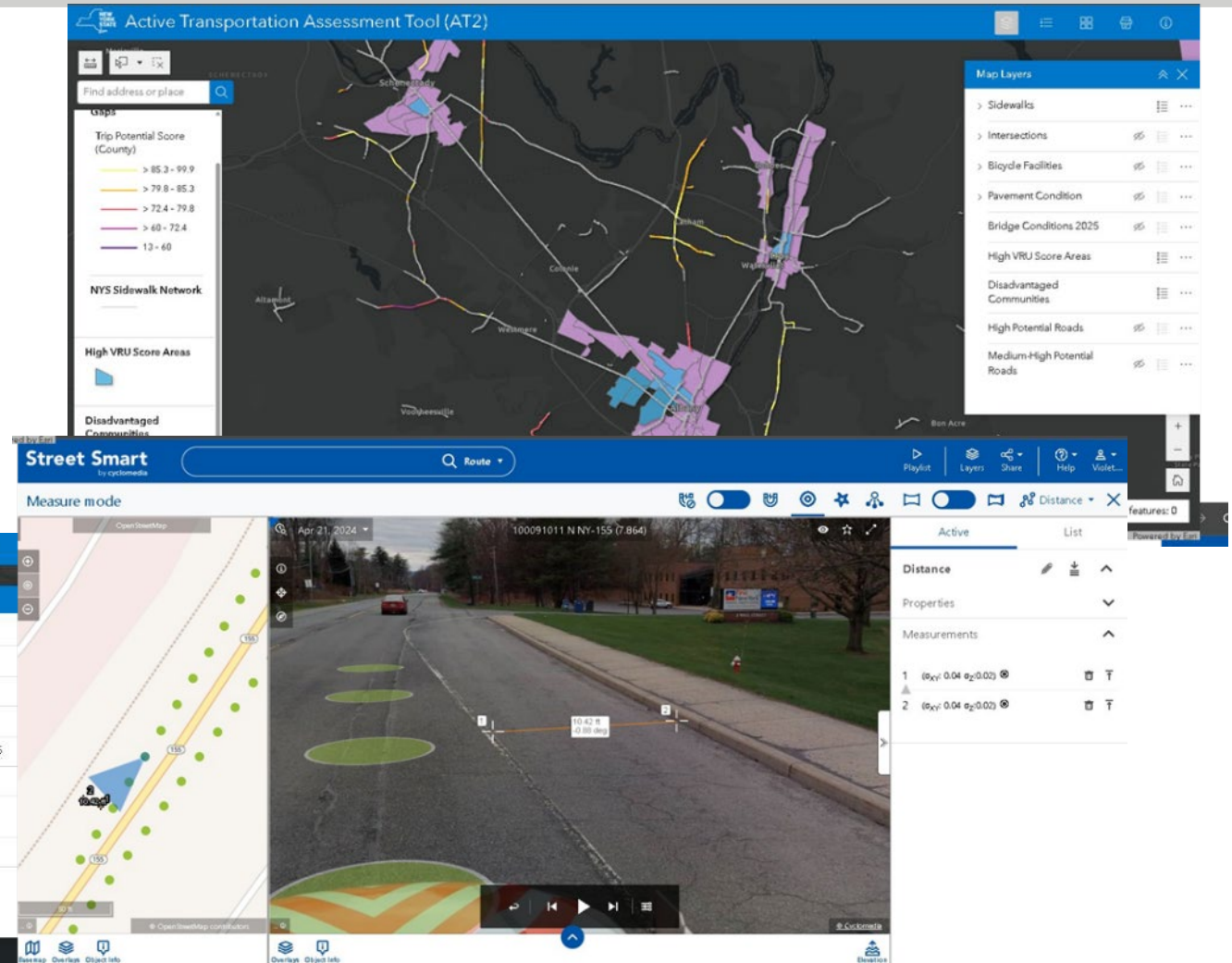
INNOVATIVE

Data in AT2 Viewer

- Ped/Bike Trip Potential
- Level of Traffic Stress (LTS)
- Vulnerable Road User (VRU) areas
- Ped/Bike Crash Hot Spots (via CLEAR data)
- Marked Crosswalks
- Transit Stops



Statewide Intersections View



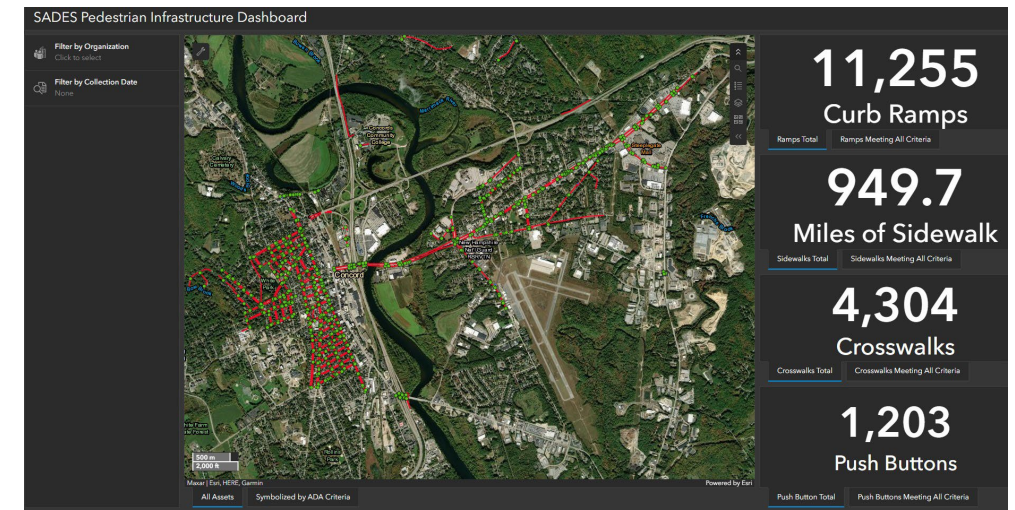
Linked within AT² - Street Smart LIDAR Imagery

Best Practice Review and Success Stories

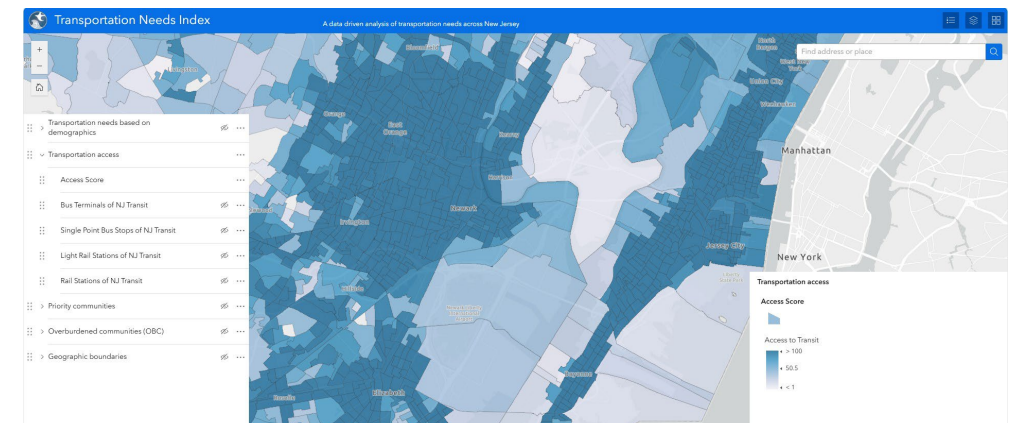
INNOVATIVE

16 case-studies covering best practices / successful programs

- ✓ State-wide complete streets/multi-modal policy
- ✓ Data-driven prioritization frameworks
- ✓ Active Transportation asset data collection and management
- ✓ Active Transportation count data collection and management
- ✓ Innovative approaches including data-bikes, near-miss reporting, and LIDAR data collection



NHDOT Statewide Asset Data Exchange System (SADES)



NJDOT Transportation Needs Index (TNI)

Cross-discipline program areas in NYSDOT are working together to:

- Refine active transportation/multi-mobility policy
- Develop more robust multi-modal project checklist
- Revise Project Development Manual (PDM) and Highway Design Manual (HDM) (including Design Guide section)
- Implement NYSDOT's Active Transportation Assessment Tool (AT2) to help guide prioritization and decision making for active transportation investments



Listened and Learned

The planning team conducted various forms of outreach and engagement over a 2+ year period, including:

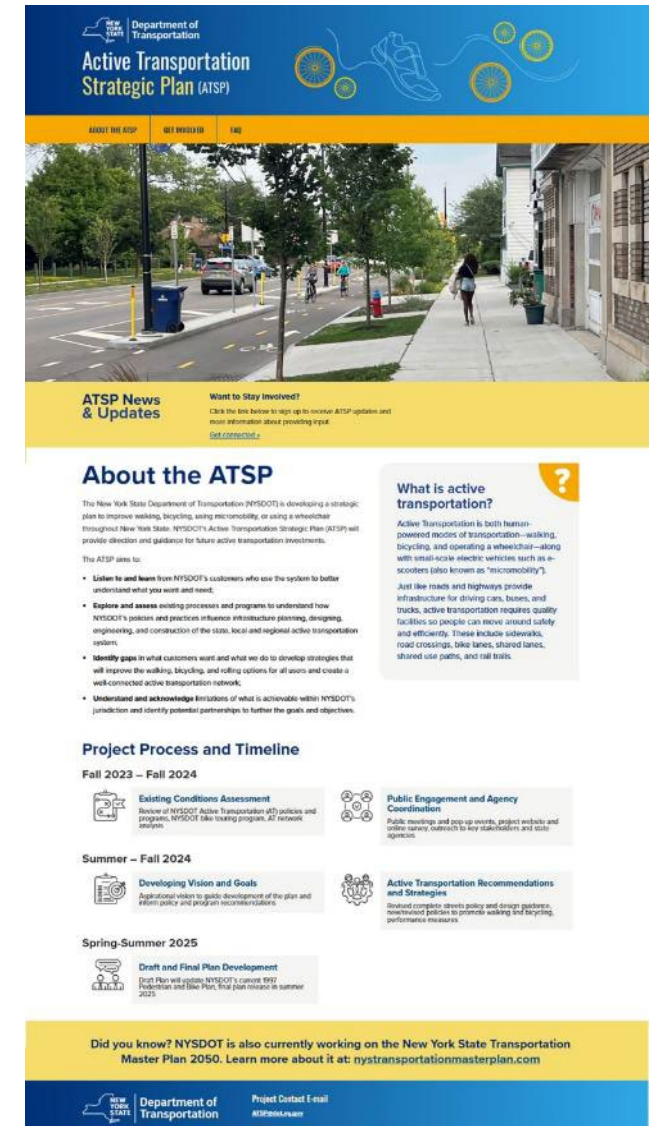
Project Web Site: www.NYSDOTWalkBikePlan.com

Active Transportation Survey: Made available from summer 2023 through the end of 2024. NYSDOT received nearly 600 responses.

Pop-up Events: Held seven in-person events in five different regions throughout the state. Valuable feedback was received from nearly 500 attendees.

Stakeholder Meetings: Collected input from regional transit agencies, Metropolitan Planning Organizations (MPOs), active transportation advocates, Native Nations, and social service organizations via conference panels and meetings.

COLLABORATIVE



Listened and Learned

COLLABORATIVE

2024 Innovation Symposiums – held three virtual innovation symposiums with stakeholder groups to get feedback on important issues, collaboration, and innovative approaches

2024 Public Input Forums – hosted two virtual public input sessions with roughly 100 participants

2025 Interviews with Other State DOTs (CA, MA, MN, NJ, WA) - learned of their strategies, challenges, and opportunities for advancing their respective Active Transportation programs

2024/2025 NYSDOT Peer Exchanges – held annual workshops with 50-70 NYSDOT staff representing planning, design (highway and bridge), landscape architecture, bike/ped coordination, traffic & safety, construction, maintenance



NYSDOT 2024 Peer Exchange Workshop



NYSDOT 2025 Peer Exchange Workshop 21

What We Heard Informs Our Strategies

COLLABORATIVE

Improve internal organization to better integrate active transportation champions throughout NYSDOT

Improve coordination among program areas, regions and local partners; engage early and often

Expand partnerships to align with community initiatives

Integrate active transportation considerations and “Safe Transportation for All” mindset throughout the planning and project development process

Raise awareness and educate communities, partners and travelers on active transportation programs and promote pedestrian and bicyclist safety

Ensure equitable access to active transportation choices for all users

Expand use of data and leverage data in decision making

Update NYSDOT guidance and manuals to include active transportation and provide technical assistance to transportation partners and stakeholders

Apply funding to active transportation improvements

What We Plan to Do – 4 Overarching Implementation Strategies

DATA DRIVEN

INNOVATIVE

COLLABORATIVE

Strategy 1: Enhance and Leverage Partnerships (internal & external)

Strategy 2: Engage with Communities and the Public

Strategy 3: Establish Data-driven Approaches

Strategy 4: Update and Implement Policies and Guidance

Why Your Voice Matters

Stakeholder and community voices have:

- ✓ Shaped NYSDOT's Active Transportation **vision and goals**
- ✓ Offered **best practice examples** for data-driven, innovative and collaborative approaches
- ✓ Influenced **implementation strategies and actions**

Now is the opportunity to identify:

- future **partnerships**
- **community engagement** successes
- collaborative **data collection/data sharing**
- implementation **rollout strategies**



"Real change, enduring change, happens one step at a time."
~ Ruth Bader Ginsburg



Strategy 1: Enhance and Leverage Partnerships (*Internal & External*)

Progressing this strategy allows for:

- Advancing Active Transportation asset management
- Aligning statewide policies and priorities with local needs
- Building awareness of best practices and innovations
- Integrating multimodal considerations across planning, design, operations, and maintenance

ACTIONS



Enhance internal NYSDOT coordination and cross-department collaboration



Develop and administer both internal and external education and training on active transportation planning and design best practices



Work with external partners to develop and coordinate safety education material related to active transportation facilities and usage



Define a set of core roles and responsibilities for State and Regional Bicycle and Pedestrian Coordinators



Complete /
Significant Progress



Initiated /
In-Progress



Future Actions

Strategy 1 Interactive Polling: Multiple Choice

Which partnerships with NYSDOT do you think will be most essential to successfully integrate active transportation in your communities? (select top 3)

- Local governments and transportation agencies
- Other state agencies, such as Health, Aging, Education, Dept. of State,
- Law enforcement and public safety agencies
- Community organizations and advocacy groups
- Businesses and employers
- Residents and community members

Strategy 2: Engage with Communities and the Public

Progressing this strategy allows for:

- Advancing a coordinated community outreach and public engagement approach
- Integrating community/public engagement into project delivery
- Increasing public awareness of active transportation benefits and safe use
- Encouraging behavior change towards safe and sustainable mobility habits

ACTIONS



Develop and implement a public education and community outreach campaign on Active Transportation safety, proper use, and benefits; employ new and innovative methods



Elevate engagement to support stronger collaboration



Integrate community engagement input to inform Active Transportation planning, design, and implementation



Provide technical assistance and support to promote Active Transportation integration and implementation



Complete /
Significant Progress



Initiated /
In-Progress



Future Actions

Strategy 2 Interactive Polling: Multiple choice question

What would "success" look like for you within the next 2–3 years? (select top 3)

- More opportunities to provide input on walking and biking projects
- Demonstrated community feedback influencing transportation decisions
- Easier access to information about projects and programs
- More NYSDOT engagement with people and communities that are typically underrepresented
- Ongoing opportunities to stay involved beyond individual projects

Strategy 3: Establish Data-driven Approaches

Progressing this strategy allows for:

- Data-driven identification of needs and prioritization
- Effective performance tracking
- Optimized resource allocation to advance a connected, high-performing network
- Enhanced trip planning and integration of active transportation modes

ACTIONS



Initiate an active transportation assets data collection program



Conduct multi-criteria active transportation needs assessment: safety, connectivity, stress-level, trip-generation potential



Develop a data-supported decision tool for active transportation project prioritization



Enhance trip planning tools and information on active transportation choices



Enhance prioritization process in capital planning to support active transportation network development



Enhance active transportation usage/count data collection and management



Complete /
Significant Progress



Initiated /
In-Progress



Future Actions

Strategy 3 Interactive Polling: Multiple choice question

How do you feel NYSDOT could facilitate enhanced data collection/data sharing across the entire active transportation network?

- Make it easier for agencies & partners to consistently collect and share information on active transportation infrastructure and usage
- Develop centralized shared database for active transportation asset and count information
- Integrate active transportation data into statewide multimodal trip planning applications

Strategy 4: Update and Implement Policies and Guidance

Progressing this strategy allows for:

- Adapting to changing mobility trends and active transportation needs
- Integrating best practices into planning, design, operation, and maintenance of active transportation infrastructure
- Improving safety and comfort for pedestrians and cyclists

ACTIONS



Develop an active transportation/multi-modal policy; update multi-modal checklist



Develop facility selection design guidelines for active transportation



Update Highway Design Manual to better integrate pedestrian and bicycle facility design



Update Project Development Manual and report templates



Update Local Projects Manual



Integrate micro-mobility and e-mobility in guidance and policy updates



Complete /
Significant Progress



Initiated /
In-Progress



Future Actions

Strategy 4 Interactive Polling: Multiple choice question

What type of outreach do you feel would be most helpful to support implementation/roll out of new guidance, policies, tools, checklists, etc.? (select top 3)

- In-person workshops or training sessions
- Project-specific guidance and technical assistance
- Online training and information portal
- Community presentations and public education
- Fact sheets and other quick-reference materials

***Wrap Up:
Next steps and how
to stay engaged***



Active Transportation **Strategic Plan**

Wrap-up and Next Steps

- Key takeaways from today
- Next steps in the Active Transportation Strategic Plan process
 - Incorporate input from this final round of public forums
 - Finalize NYSDOT Active Transportation Strategic Plan
 - Coordinate and complete revised versions of design manuals and other documents
 - Encourage all of you to stay involved



**Please visit the
project website**



<https://nysdotwalkbikeplan.com/>

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Active Transportation Strategic Plan



**Department of
Transportation**