



Department of
Transportation

Active Transportation Strategic Plan (ATSP)



Active Transportation **Strategic Plan**

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Consultant Team:



Broader Context of New York's Strategic Direction



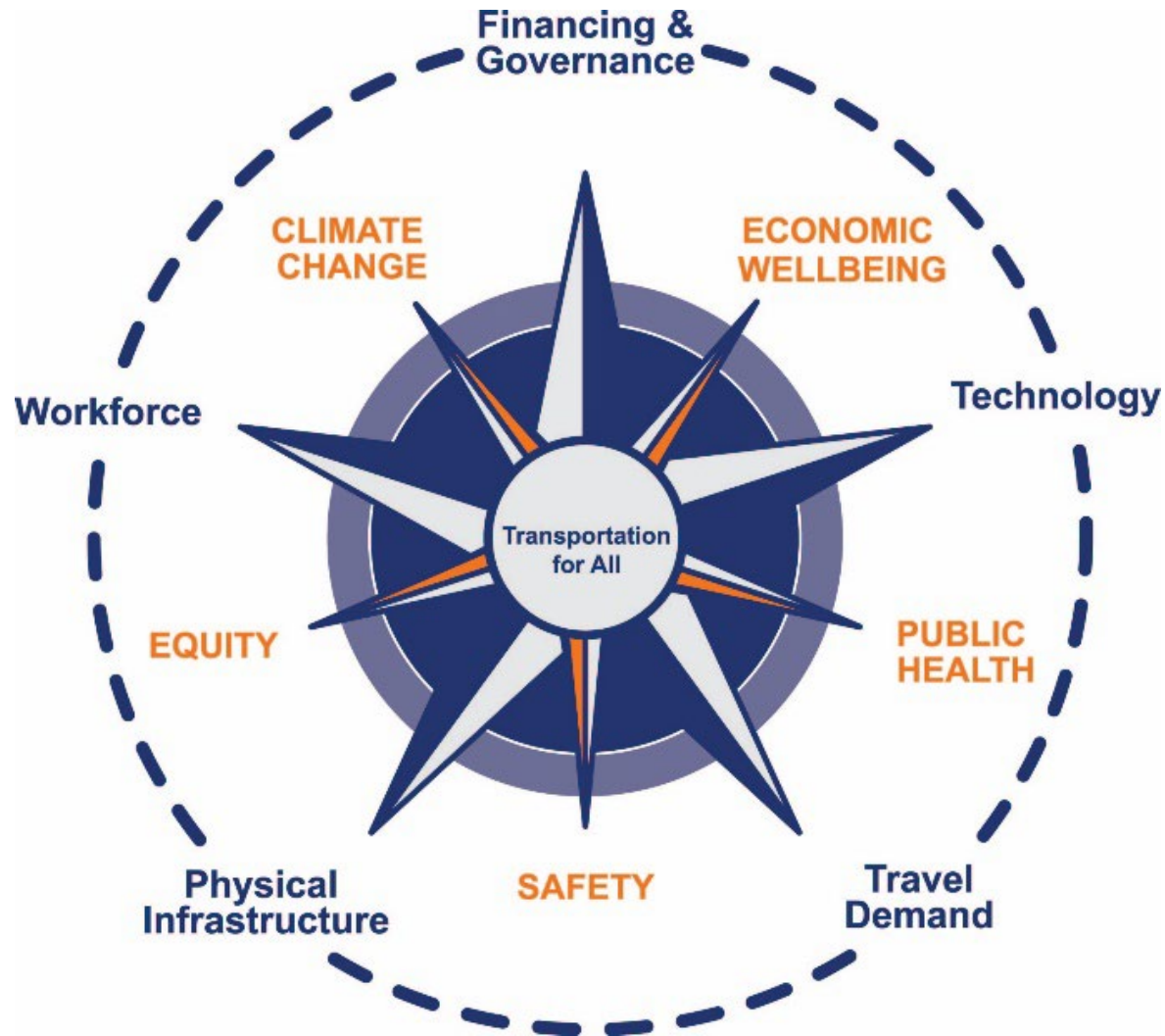
CLCPA Framework: "...how New York will **reduce greenhouse gas emissions** and achieve net-zero emissions, increase **renewable energy use**, and ensure **all communities equitably benefit** in the clean energy transition."

CLCPA Scoping Plan Key Transportation Sector Strategy: Expand the availability of low-carbon **Active Transportation alternatives**.



NYSDOT Mission: "It is the mission of NYSDOT to provide a **safe, reliable, equitable, and resilient** transportation system that connects **communities**, enhances **quality of life**, protects the **environment**, and supports the **economic well-being** of New York State."

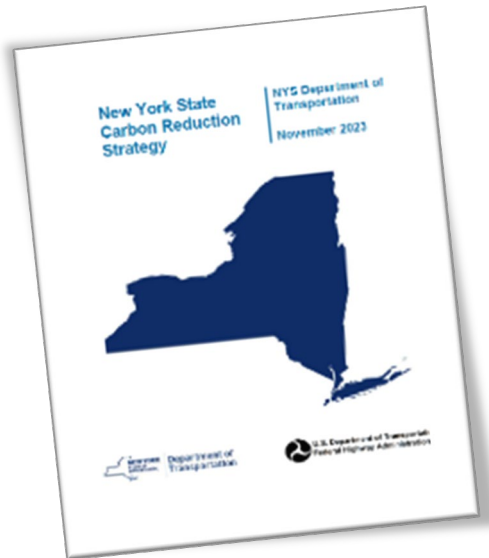
NYSDOT – Planning Forward with People at the Center



Broader Context of New York's Strategic Direction



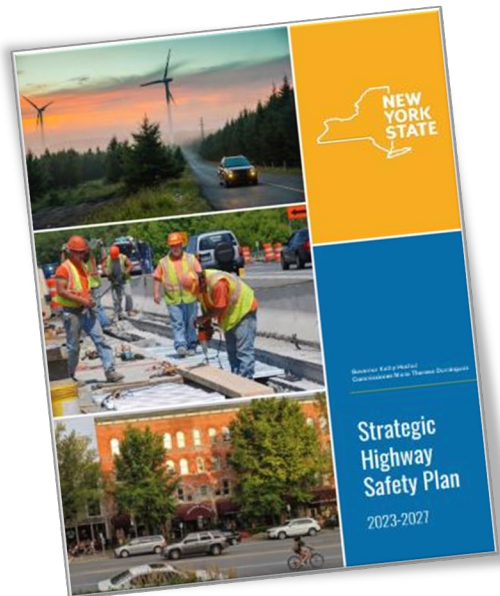
NYS Transportation Vision (draft): “Transportation strengthens the **health and safety of all users**, and enhances the **economic vibrancy, livability, and sustainability of communities** throughout New York State.”



NYS DOT Carbon Reduction Strategy (2023): includes approaches which strive to reduce VMT by supporting projects that **encourage and enable bicycling, walking, and transit connections** to increase access to employment, community amenities, and services.

Broader Context of New York's Strategic Direction

NYS Complete Streets Act (2011): Consider the **needs of all users** of our roadways including pedestrians, bicyclists, public transportation, riders, motorists, and citizens of all ages and abilities.



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**.



Urban: Niagara St./NY 266, Buffalo



Rural: NY 209, Hurley

FHWA Policy and Programs

Safe System Approach

- Adopted within the National Roadway Safety Strategy

Grant Programs (Bipartisan Infrastructure Law (BIL))

- Safe Streets for All (SS4A)
- Active Transportation Infrastructure Investment Program (ATIIP)
 - *Networks*: connect **between destinations** within a community or metropolitan region
 - *Spines*: connect **between communities**, metropolitan regions, or States
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Complete Streets

- Advocates to “make Complete Streets the default approach”
- Considers Complete Streets as a safety strategy, a connectivity strategy, an equity strategy and a climate strategy.
- Moving to a Complete Streets Design Model: A Report to Congress (FHWA, March 2022)



Source: Federal Highway Safety Administration

What is Active Transportation?



Niagara St./NY 266, Buffalo

WHAT?

- 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?

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

Active Transportation Program – An Opportunity

WHY IS IT IMPORTANT?

- Opportunity to address challenges for pedestrians and bicyclists along the roadway network



NY 7, Latham



NY 423, Stillwater

Active Transportation Program – An Opportunity

WHY IS IT IMPORTANT?

- Opportunity to address challenges for pedestrians and bicyclists along the roadway network
- Improve safety for vulnerable road users (including roadway workers)

Pedestrians represent ~25% of all fatal crashes in New York in 2022, 8% higher than the national average (NYS Comptroller Report)

Potential Reduction in Pedestrian Crashes

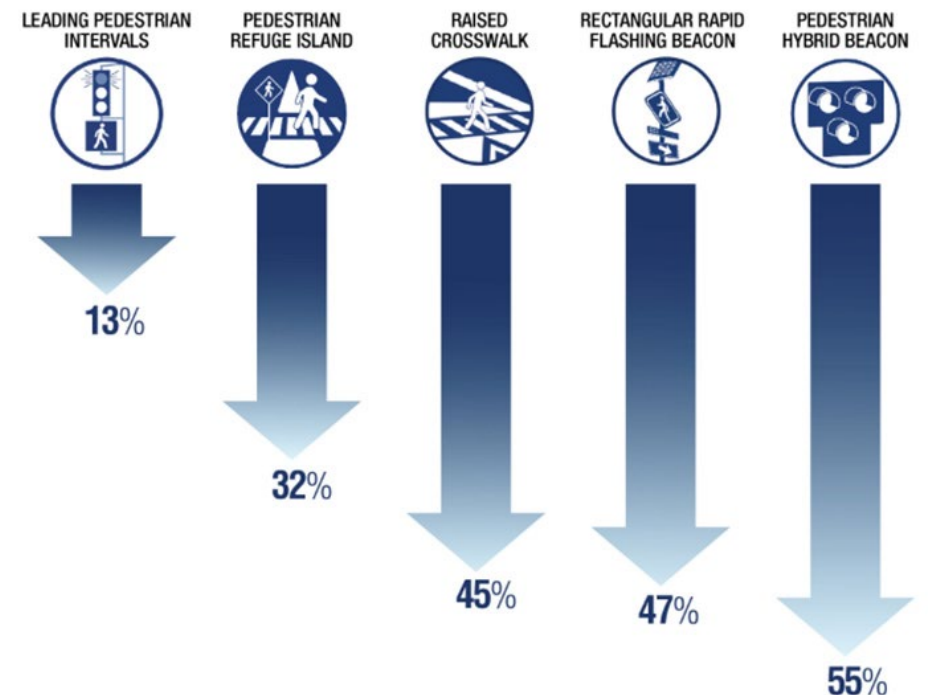


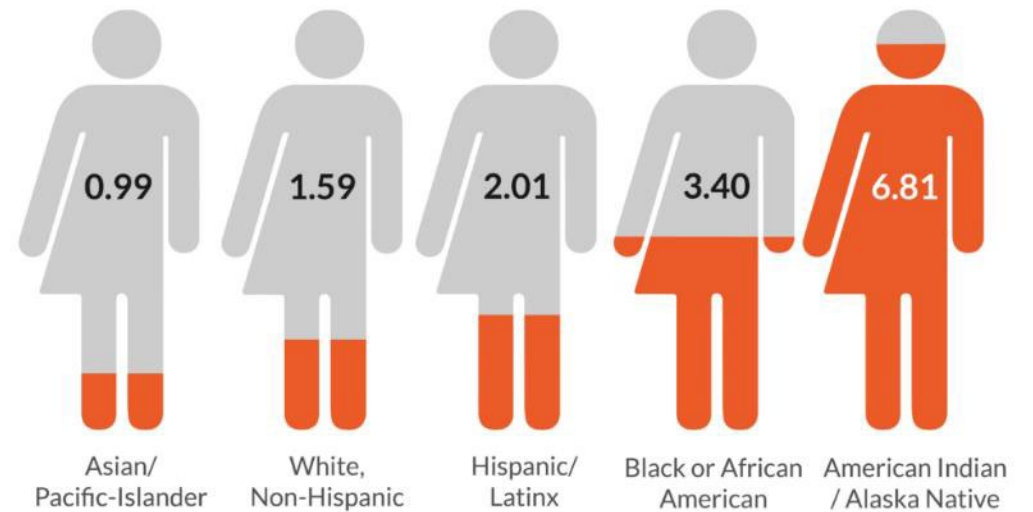
Photo Credit: FHWA

Active Transportation Program – An Opportunity

WHY IS IT IMPORTANT?

- Opportunity to address challenges for pedestrians and bicyclists along the roadway network
- Improve safety for vulnerable road users (including roadway workers)
- Create an equitable transportation system for all New Yorkers
- Address climate change
- Encourage sustainable development

Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



Source: National Highway Traffic Safety Administration. (2024). Fatality Analysis Reporting System.



Photo Credit:
<https://smartgrowthamerica.org/dangerous-by-design/>

Active Transportation Facility Types



Empire State Trail

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.



Saratoga Springs

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.



Buffalo

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.



Syracuse

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.



Buffalo

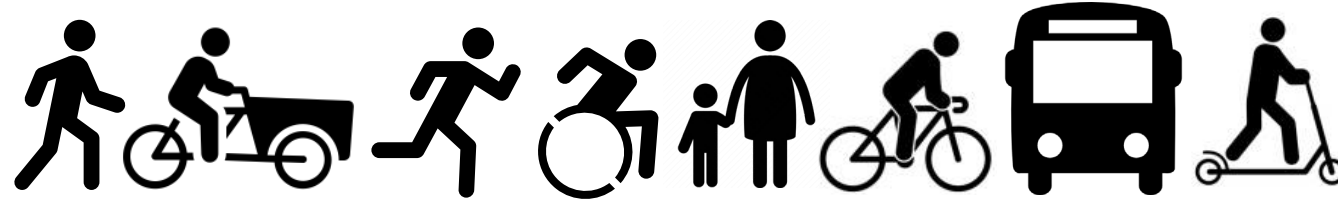
Bike Lane—a portion of a roadway designated for exclusive use by bicyclists using pavement markings and signs. Bike lanes are typically striped on both sides of a roadway and can either lie adjacent to the travel lane or separated from traffic by a striped buffer. They can be used on major roads to provide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



Buffalo

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.

Active Transportation Strategic Plan Development



DATA DRIVEN

COLLABORATIVE

INNOVATIVE

Review of Internal
Policies and
Guidance Documents

Internal (NYSDOT)
and External
Engagement with AT
Partners

Active Transportation
Assessments: Safety,
Connectivity,
Demand and Stress
Analysis

Review of Other
Statewide Active
Transportation Plans

NYSDOT Active Transportation Strategic Plan

For NYSDOT owned facilities the plan aims to:

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



**Please visit the
project website**



<https://nysdotwalkbikeplan.com/>

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