



Active Transportation Strategic Plan

The New York State Department of Transportation (NYSDOT) is developing a strategic plan to improve walking, biking, and operating a wheelchair throughout New York State. Called the Active Transportation Strategic Plan (ATSP), the plan will provide direction and guidance for future active transportation investments.

The ATSP aims to accomplish the following:

- Establish goals, strategies, and measurable objectives for active transportation (AT).
- Develop a unified vision for integrating AT into the NYSDOT transportation system.
- Provide policy guidance on managing NYSDOT's programs that impact AT systems.
- Provide recommendations for planning, conceptual designs, and construction and maintenance procedures for NYSDOT to develop and maintain safe AT infrastructure.

For more information, please visit the website [NYSDOTWalkBikePlan.com](https://www.nysdot.gov/WalkBikePlan) or scan the QR code

The ATSP will also engage with state residents, key stakeholders, and strategic partners to help shape the plan. Input and feedback opportunities throughout 2024 will include:

- Community meetings in NYSDOT Regions 1–11.
- “Pop-up” outreach at established events and festivals in urban, suburban, and rural areas.
- Outreach tabling at busy locations throughout New York.
- Meetings with state, regional, and municipal committees.
- Targeted outreach to local/regional transit providers and Native Nations.
- Input sessions with advocacy organizations.



Project Timeline & Milestones

Project Timeline & Milestones	2024												2025								
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
Meetings with strategic partners & technical advisors						*			*			*			*			*			
Public Meetings & Outreach Events																					
Project Website (NYSDOTWalkBikePlan.com)																					
Active Transportation Network Analysis																					
Assess Active Transportation Programs & Policies																					
Development of Vision and Goals																					
Preliminary Recommendations																					
Draft Plan Report Complete																*					
NYSDOT & Public to Review Draft Report																					
Final Report Complete																					*

What is Active Transportation?

Active Transportation is both human-powered modes of transportation—walking, bicycling, and operating a wheelchair—along with small-scale electric vehicles such as e-bikes and e-scooters (also known as “micromobility”).

Active transportation requires quality facilities so people can move around safely and efficiently. Examples of active transportation infrastructure in New York include:



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.



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.



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.



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.



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.



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.