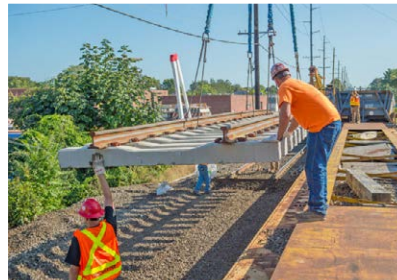
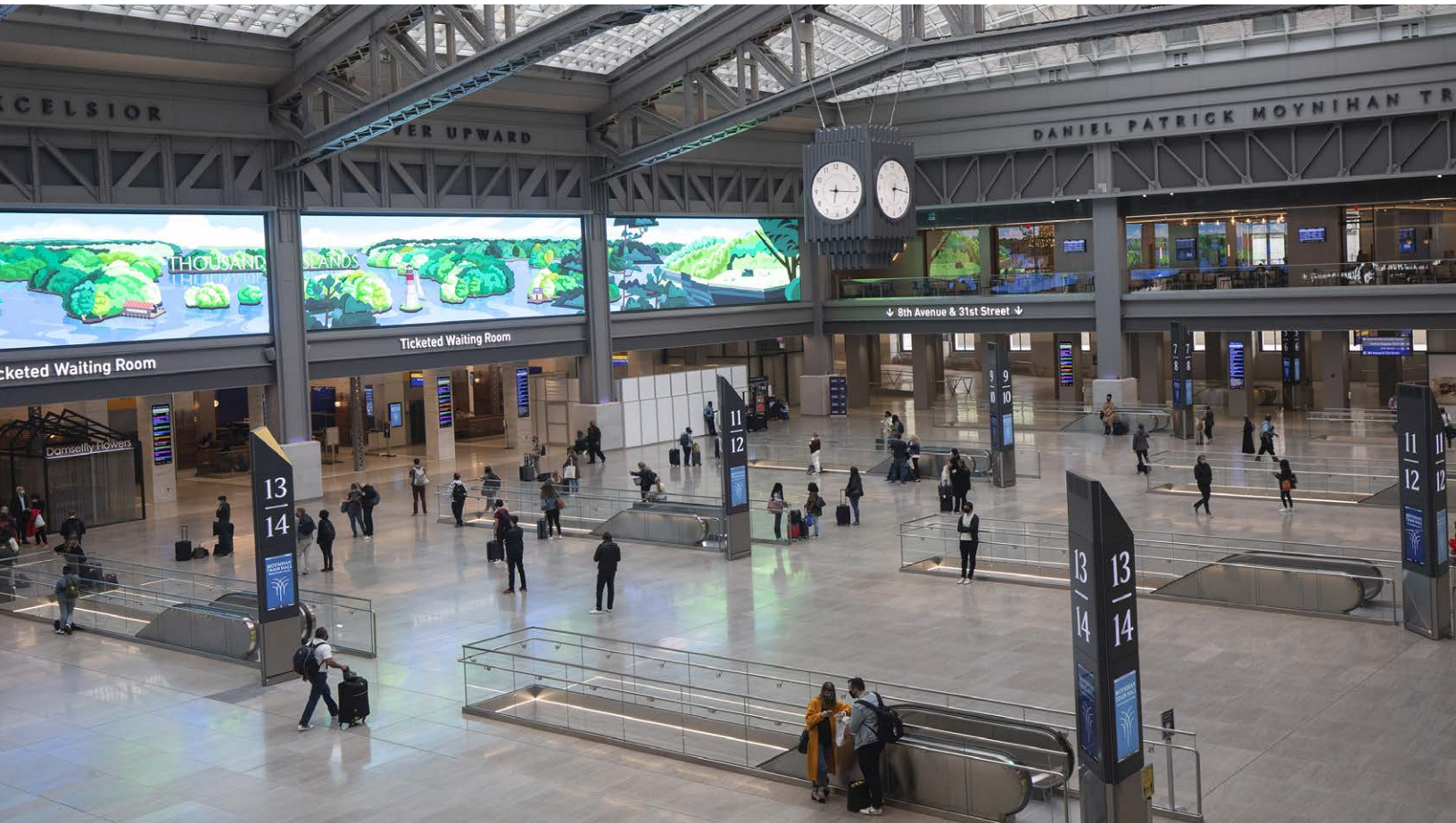




Moving Forward

Your Region, Connected



**New York Metropolitan Transportation Council
Regional Transportation Plan
Adopted on September 9, 2021**

Appendix B | Pedestrian and Bicycle Element

TABLE OF CONTENTS

1.0	Background	B2
1.1	Introduction	B2
1.2	Recent Accomplishments.....	B3
1.3	Current Challenges	B4
2.0	Existing Conditions	B8
2.1	New York City.....	B8
2.2	Port Authority of New York and New Jersey.....	B15
2.3	Nassau County	B16
2.4	Suffolk County	B18
2.5	New York State Department of Transportation, Long Island Region, Region 10	B20
2.6	Putnam County.....	B24
2.7	Rockland County	B26
2.8	Westchester County.....	B27
2.9	New York State Department of Transportation, Lower Hudson Valley, Region 8	B32
2.10	New York State Department of Transportation, New York City, Region 11	B33
3.0	Emerging Trends and Approaches	B34
3.1	Shared Micromobility	B35
3.2	Bicycle Share.....	B35
3.3	Electric Scooters	B36
3.4	Active Warning Beacon Crosswalk Lights.....	B36
4.0	Strategies and Action Items	B38
5.0	Inventory of Existing Bicycle Facilities	B42

TABLE OF TABLES

Table B-1	
New York City Total Greenway Paths*	B43
Table B-2	
New York City Existing On-Street Bicycle Facilities*	B43
Table B-3	
New York City Total On-Street Bicycle Facilities*	B44
Table B-4	
NYSDOT Long Island Region (Region 10) State Bicycle Routes	B44
Table B-5	
Nassau County Existing On-Road Bicycle Facilities	B45
Table B-6	
Nassau County Existing Off-Road Bicycle Facilities	B47
Table B-7	
Suffolk County Existing On-road Bicycle Facilities	B51
Table B-8	
Suffolk County Existing Off-road Bicycle Facilities	B66
Table B-9	
Lower Hudson Valley Region 8 State Bicycle Routes	B68
Table B-10	
Putnam County Existing Bicycle Facilities	B70
Table B-11	
Rockland County Existing Bicycle Facilities	B71
Table B-12	
Westchester County Existing On- and Off-road Bicycle Facilities	B74



1

BACKGROUND

1.1 INTRODUCTION

*The Pedestrian-Bicycle Element establishes five broad objectives that are influenced by and compatible with the overall strategic goals discussed in **Chapter 1 of Moving Forward (the Plan)**.*

These five objectives are:

- A transportation system that ensures the safety and security of people and goods across all uses and modes.
- A transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided.
- A transportation system that efficiently serves today's population and plans for the growing number of residents, workers, and increasing amount of goods.
- A transportation system that minimizes its greenhouse gas emissions and other impacts on the environment, especially the effects of climate change.

A transportation system that is resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions.

This Pedestrian-Bicycle Element outlines several strategies that support these objectives and further enhances the pedestrian and bicycle transportation system. Additionally, this document presents background information such as demographics, travel data, existing facilities, and plans for pedestrians and bicyclists in the New York Metropolitan Transportation Council (NYMTC) planning area. An inventory of existing on-road and off-road bicycle facilities is provided at the end of this appendix.

The background data for the Pedestrian-Bicycle Element was compiled from the “Commuting Characteristics” data from the 2018 American Community Survey (ACS) Five-Year Estimates.

Walking and bicycling are integral parts of life in the NYMTC planning area, providing residents with the means for commuting and traveling for recreational purposes. According to the ACS Five-Year Estimates for 2014–2018, 4.07 percent (245,098) of daily commuters in the planning area either walked or rode a bicycle as a means of travel to work. Most of these trips (3.2 percent of commuting trips [192,644 trips]) were walking trips; bicycle trips represented 0.87 percent (52,454) of all commuting trips in the planning area. Transit commuting typically includes a walking component and sometimes a bicycle component. Transit commuting trips represent 41.6 percent (2,505,651) of the commuting trips in the NYMTC planning area. In addition, ferries provide bicyclists with the ability to travel between boroughs.

1.2 RECENT ACCOMPLISHMENTS

The NYMTC planning area and its towns and cities have made significant strides in advancing bicycle and pedestrian infrastructure, plans, and initiatives since Plan 2045. Collectively, the area has seen the development of more than 70 miles of shared-use paths and greenways, 175 miles of on-street bicycle lanes, many miles of sidewalks and hiking trails, and bike sharing and electric scooter (e-scooter) rentals. Additionally, the planning area is home to more than 500 miles of existing protected on-street bicycle lanes. Highlights since Plan 2045 include New York City's growth in cycling over the past two

decades, reflecting broad efforts to expand the city's bicycle infrastructure. Between 2013 and 2018, the number of people who bicycled to work in New York City grew nearly two times faster than other major cities; there are now more than 510,000 estimated daily bicycle trips—an increase of 35 percent over the last five years.

Since 2014, New York City has increased the miles of bicycle lanes by more than 25 percent from 911 to 1,301, including 104 miles of protected lanes. In 2019, the New York City Department of Transportation (NYC DOT) released a new long-term citywide vision, *Green Wave*, aimed at improving cyclist safety and creating a more convenient and enjoyable riding experience. As part of the plan, NYC DOT has committed to increasing the mileage of protected bicycle lanes it installs annually, from approximately 20 miles to 30 miles.

Westchester County completed the Route 119 Complete Street Design Plan in 2019.¹ This plan was a collaboration between Tarrytown, Elmsford, Greenburgh, and White Plains; it produced a design plan for Route 119 that, if implemented, would provide safe, inviting facilities for people of all ages, abilities, and modes of travel along and across Route 119.

Also, in Westchester County, the City of White Plains installed a protected bicycle lane on Martine Avenue in the downtown, connecting to other on-street bicycle lanes. Additionally, the Croton Point Avenue Traffic, Bicycle, and Pedestrian Improvement Project was recently completed.

In 2020, the Governor Mario M. Cuomo Bridge bicycle and pedestrian path was opened to the public. The Governor Mario M. Cuomo Bridge is a twin-span bridge across the Hudson River between Rockland and Westchester counties. It is located less than 20 miles north of New York City and crosses one of the widest parts of the river, making it the longest bridge in New York State. The path, which is located on the northern side of the westbound span, features six scenic overlooks, interpretive displays, and public art across its length. At 3.6 miles, the bridge path is one of the longest shared-use paths in the United States.²

In Nassau County, the Westbury section of the Motor Parkway Multi-Use Trail was recently opened. This multi-use trail runs from Hofstra University to Eisenhower Park and serves as a recreational connection of almost 11 continuous miles through Nassau County for hikers and bicyclists, directly serving the Nassau Hub.

Suffolk County completed its Suffolk County Hike and Bike Master Plan in March 2020³ to facilitate the development of a safe, integrated, and well-designed network of pedestrian and bicycle facilities throughout the county. The plan details 1,200 miles of linear project recommendations that were identified from a combination of stakeholder involvement and consultant recommendations.

The New York State Department of Transportation (NYSDOT), Long Island Region 10 is expected to open the third and final phase of the Ocean Parkway Coastal Greenway between Tobay Beach and Captree State Park in early 2021. The new shared-use path will provide access to Town of Babylon beaches at West Gilgo Beach, Gilgo Beach, and Cedar Beach, as well as to Captree State Park.

Putnam County initiated a bikeway master plan in 1996 and has implemented nearly all of it. The most recent accomplishment is the Putnam Bikeway, which is 11 miles long and extends from Baldwin Place at the Westchester County border (where it connects to the North County Trailway) to Brewster Village. The Putnam Bikeway will be signed as part of the regional Empire State Trailway (EST). The regional EST continues south from Putnam, through Westchester County (North County Trail and South County Trail), and into Van Cortlandt Park in the Bronx. The regional EST continues north from Putnam through Dutchess County, passing through Hopewell Junction and Poughkeepsie, and across the Hudson River on the “Walkway Over the Hudson,” a former railroad line. The EST will establish a network of almost 100 miles of continuous off-road paved bicycle pathways. The few remaining unfinished sections in Putnam are fully funded with grant agreements and will be completed in 2021. All pathways serve as transportation corridors.

1.3 CURRENT CHALLENGES

Nationally, as investment in and promotion of bicycle and pedestrian facilities has grown over the last decade, so has the pedestrian and bicycle fatality rate. From a low in 2009, pedestrian deaths in the United States have increased more than 65 percent, with increases almost every year. Pedestrian deaths remained consistent in rural areas over the past decade but rose 69 percent in urban areas. Cycling deaths have also risen significantly in urban areas, up 48 percent between 2009 and 2018. Pedestrian and bicyclist deaths composed 14 percent of all traffic fatalities in 2009; this share increased to 20 percent in 2018.⁴

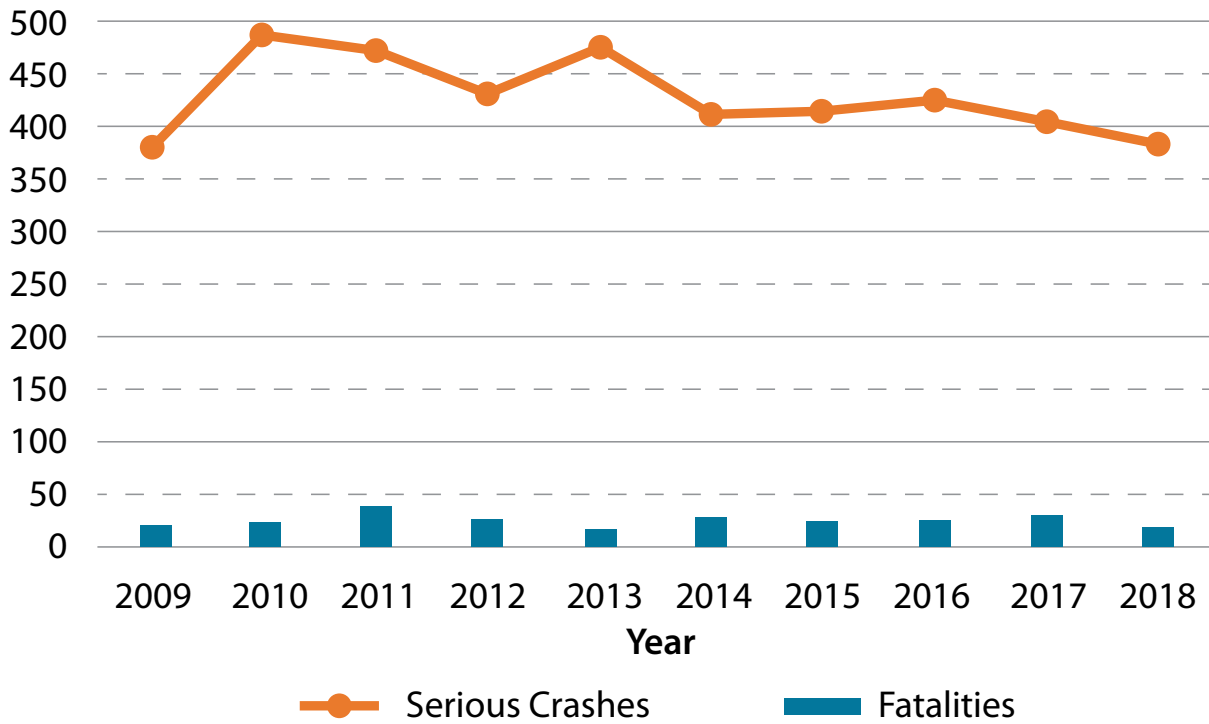
Although the NYMTC planning area has not experienced the same increase in fatalities seen across the country, it still strives to reduce the number of serious injuries or fatalities that occur on its roadways. New York City has led the charge in responding to the problem of traffic deaths with its Vision Zero initiative.⁵ This initiative, now in its seventh year, is a comprehensive program that includes designing streets to encourage safe behaviors and improves facilities for pedestrians and bicyclists. It also incorporates education and enforcement, including the largest automated speed enforcement program in the country.

The need for comprehensive efforts to improve pedestrian and bicycle safety expands beyond New York City to the entire NYMTC planning area. This Pedestrian-Bicycle Element identifies and provides support for improvements to pedestrian and bicycle infrastructure to expand mobility and improve the safety of pedestrians and bicyclists.

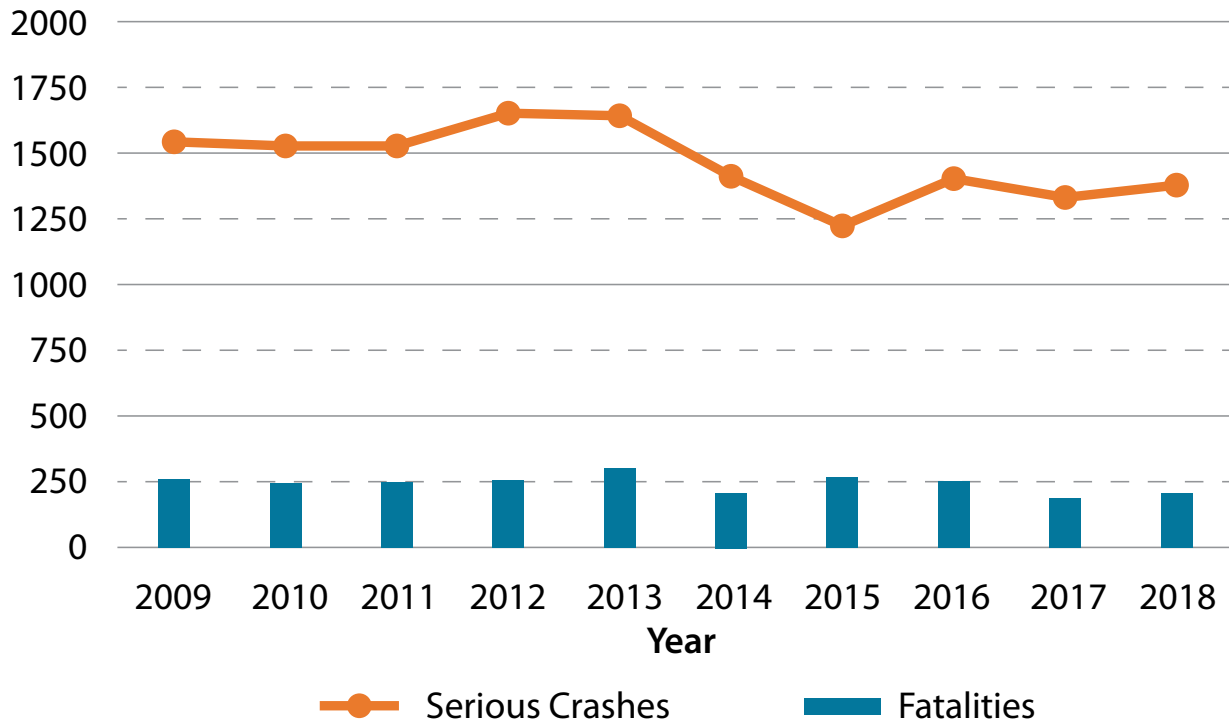
As part of the new Goethals Bridge, the Port Authority of New York and New Jersey (Port Authority) completed and opened a shared-use path to the public in March 2020. Pedestrians and cyclists are now able to cross the bridge on a 10-foot-wide shared-use path with ramp access in both New York and New Jersey. The old bridge did not provide access for pedestrians or cyclists.

In addition, with the completion of the Raise the Roadway program, the Port Authority's Bayonne Bridge now includes a 12-foot mixed-use path with ramp access on both sides of the Kill Van Kull

Bicyclist Crashes in the NYMTC Region (2009–2018)



Pedestrian Crashes in the NYMTC Region (2009–2018)



Source: TSSR: New York State Safety Statistical Repository <https://www.itsmr.org/TSSR/>

straight between Staten Island and Bayonne, New Jersey. Previously, the walkway was narrower and had stairs on the Bayonne end.

1.3.1 ACCESS AND CONNECTIVITY

Pedestrian and bicycle trips are generally short in nature (under a half a mile for pedestrians and under 5 miles for bicyclists) but rely on facilities that are well connected to destinations. Many pedestrian and bicycle trips traverse county, city, town, and/or village lines, which speaks to the need for facilities that are connected across the region even if individual trip lengths are relatively short. Because pedestrian and bicycle facilities are typically regarded as local assets, their planning often occur at the local level, which can result in a network that lacks connections to neighboring communities. The Pedestrian-Bicycle Element speaks to the need for a regional approach by identifying the projects that have been built and are being planned at the local level and providing a vision for connecting those systems at the regional level.

1.3.2 FUNDING

Funding for pedestrian and bicycle facilities comes from a wide array of sources. While many projects are funded at the local level, grant programs for pedestrian and bicycle facilities are administered at the state and regional level. These funding sources vary and include federal funds administered by NYSDOT and other sources such as transit-oriented development grants administered by Nassau County. One of the greatest needs with respect to funding is to ensure that municipalities are aware of potential funding sources and to connect them with those opportunities.

1.3.3 VISION AND GOALS

The vision and goals for accommodating pedestrians and bicyclists in the region are consistent with the overall vision and goals of the Pedestrian-Bicycle Element.

Specifically, the improvement of and expansion of pedestrian and bicycle facilities should accommodate a wide array of users and ensure

the safety and security of those users. Pedestrian facilities such as sidewalks, pathways, and roadway crossings should be designed, constructed, and maintained to accommodate users of all mobility levels whether young, old, or mobility impaired. Likewise, bicyclists have a range of capabilities and mobility needs and facilities across the region. This Pedestrian-Bicycle Element supports the need to accommodate a full range of those users.

Pedestrian and bicycle facilities should be coordinated, operated, and maintained across local boundaries to ensure seamless travel across the region. Sidewalks should connect between communities, bicycle lanes should continue across municipal lines, and pathways and greenways should extend beyond county lines to better connect the region and provide users with alternatives to automobile travel. The operation and maintenance of these facilities at a regional level, as feasible, would help ensure that they provide a consistent user experience.

As the population of the region grows, multimodal transportation options such as walking and bicycling are needed to relieve growth pressures from highway and transit infrastructure and services, help more people be able to access existing transit networks, and reduce the demand for parking at or near rail stations. Pedestrian and bicycle facilities are relatively low cost compared to highway and transit facilities and are efficient with respect to their operation. The novel COVID-19 pandemic has spurred an uptick in walking and bicycling trips for both recreational and commuting purposes. People who may not feel comfortable commuting by transit have been swapping the subway and local buses and trains for walking and bicycling. Recreational walking, hiking, and bicycling have increased, as people feel comfortable being outdoors.

Pedestrian and bicycle trips, when displacing motor vehicle trips, have beneficial environmental impacts that help mitigate climate change. Pedestrian and bicycle mobility is also sustainable with respect to their operation. These facilities require very little maintenance when compared to highway and transit facilities and are less vulnerable to construction-, operational-, or energy-related disruptions.



2

EXISTING CONDITIONS

2.1 NEW YORK CITY

New York City has worked, and continues to work, toward broadening and improving access to its bicycle network by:

- Expanding the network into neighborhoods where bicycle infrastructure is lacking
- Completing gaps in the network to improve connectivity
- Creating strong new connections from neighborhood streets to high-quality on-street and off-street protected paths, especially those in parks and along the waterfront
- Providing safe connections to bridges and major destinations (commercial, tourist, and recreational)

2.1.1 DEMOGRAPHIC TRENDS

New York City grew steadily over the past two decades, with strong growth in all five boroughs. In 2018, New York City had a population of approximately 8.4 million people—an increase of more than 360,000 people since the 2010 ACS estimate. New York City represents 66.6 percent of the NYMTC planning area’s population.

Employment in New York City grew substantially in the last decade, adding approximately 670,000 jobs between 2010 and 2017.

According to the NYC DOT publication, “Cycling in the City,”⁶ 787,000 people in New York City (9 percent of its population regularly ride a bicycle). According to the City’s Community Health Survey⁷, between 2011 and 2016, the number of New Yorkers who rode a bicycle several times a month increased by 30 percent. Additionally, daily cycling grew by 35 percent between 2013 and 2018, corresponding to an average annual growth rate of 6.2 percent. Of New York City’s five boroughs, Staten Island experienced the most growth in bicycle commuting between 2013 and 2018 (90 percent), followed by Manhattan (61 percent), the Bronx (34 percent), and Brooklyn (31 percent). Queens saw a 7 percent decline in bicycle commuting between 2013 and 2018.

Bicycling in New York City is also measured by bicycle traffic on five of the City’s East River bridges connecting Manhattan to Brooklyn and Queens. Between 2008 and 2018, average annual bicycle traffic on the bridges increased by 72 percent, corresponding to a 7.2 percent average annual growth rate.

Screenline counts (counts of traffic crossing a line) are also conducted on an annual basis at multiple avenues and greenways (including in Central Park), along two locations in Manhattan, at 50th Street and at 86th Street. Based on those counts, bicycle traffic increased by 135 percent at 50th Street (between 2008 and 2018) and by 130 percent at 86th Street (between 2007 and 2018).

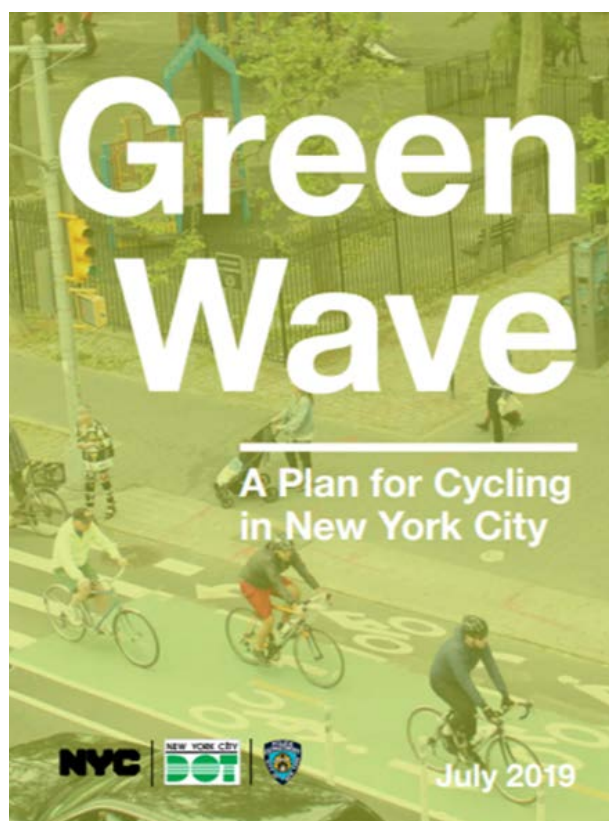
2.1.2 EXISTING PEDESTRIAN AND BICYCLE FACILITIES

PEDESTRIAN FACILITIES

New York City is one of the nation’s great walking cities, with world class streets frequented by millions of tourists every year (in 2018 more than 65 million tourists visited New York City). New York City has more than 12,700 miles of sidewalk and many of the nearly 800 NYC DOT-maintained bridge structures have amenities for pedestrians and bicyclists.

Since 2008, NYC DOT has helped reclaim underutilized street space for public use, creating plazas in neighborhoods across New York City under the City’s Plaza Program.⁸ The program now boasts 79 plazas, with plazas located in every borough. Additional programs such as CityBench have installed more than 2,100 benches citywide, and the NYC DOT Art & Event program⁹ oversees the installation of temporary public artwork on NYC DOT property throughout the five boroughs.

NYC DOT implements programs to make New York City’s streets more accessible. The main goal of these programs and projects is to improve safety for all New Yorkers, including for people with low vision, hearing or cognitive disabilities, or limited mobility. Through its Ped Ramp Program, NYC DOT has initiated a survey of pedestrian ramps located throughout New York City at approximately 185,000 corners, as well as at mid-block crossings and on medians. This program will be used to enhance NYC DOT’s current pedestrian ramp maintenance programs and continue to provide safe and accessible corners that comply with the Americans with Disabilities Act (ADA).



Source: <https://www.nyc.gov/html/dot/downloads/pdf/bike-safety-plan.pdf>

BICYCLE FACILITIES

New York City's 2019 Green Wave Plan is a bicycle facility development and safety plan for all five boroughs of the City.¹⁰ The plan represents a commitment to significantly increase bicycling infrastructure citywide. It is aimed at both improving cyclist safety and creating a more convenient and enjoyable riding experience. Resources that support the Green Wave Plan include the hiring of 80 new employees at NYC DOT to support the development and maintenance of bicycle lane infrastructure over the next five years, along with additional equipment and other resources. As part of the plan, NYC DOT has committed to increasing the mileage of the protected bicycle lanes that it installs annually, from approximately 20 miles to 30 miles.

Specific goals of the Green Wave Plan include:

1. EXPAND THE CITYWIDE PROTECTED BICYCLE LANE NETWORK AND INCREASE CYCLING MODE SHARE

- Build 30 miles of protected bicycle lanes.
- Build 75 miles of bicycle infrastructure in ten bicycle priority districts (seven in Brooklyn and three in Queens) by 2022.
- Encourage an increase in cycling mode share with a target of one of every ten trips in New York City by bicycle by 2050.

2. BETTER DESIGN

- Implement new design standards based on national and international best practices to enhance safety at intersections.
- Continue piloting new designs with rigorous safety analysis.

3. ENFORCEMENT

- Target enforcement on highest risk activities: speeding, failing to yield, blocking bicycle lanes, and oversized trucks/trucks off route.
- Roll out Operation Safe Passage monthly newsletter focusing on dangerous driving behaviors including bicycle lane blocking.
- Explore new and emerging technology for automated enforcement.

4. TARGETED TRUCK INITIATIVES

- Convene a Truck Safety Task Force to leverage partnerships between public and private sector stakeholders.
- Increase enforcement efforts to reduce conflicts between trucks and cyclists.
- Expand the Off-Hour Deliveries Program and residential loading zones to reduce conflicts between trucks and cyclists.

5. LEGISLATION AND POLICY

- Support policy and legislation targeted at driver and cyclist behavior.
- Maintain protected bicycle lanes, including during construction and following resurfacing.
- Develop sound policies to address new mobility modes such as electric bicycles (e-bikes) and e-scooters.

6. EDUCATION AND OUTREACH

- Launch the next phase of the Vision Zero public awareness campaign, a campaign to educated drivers with a focus on cyclist safety, and expand the “Get There” bicycle encouragement/rules of the road campaign.

- Educate all street users about safe truck operation on New York City streets.
- Increase helmet giveaways and encourage helmet use.

NYC DOT and the New York City Department of City Planning collaborate on the CityRacks Map, an interactive map for cyclists to search for outdoor bicycle parking near a given location in New York City. The CityRacks program provides free bicycle parking racks on sidewalks throughout the five boroughs. The map shows the locations of more than 6,000 outdoor racks and includes the street address closest to where the rack is installed, the number of racks, and the size of the racks. NYC DOT has installed more than 28,000 bicycle racks and corrals since 1996 and 18 bicycle parking shelters that feature the New York City Bike Map and other bicycle-related advertisements and campaigns since 2010.



Source: <https://www.nyc.gov/html/dot/downloads/pdf/bike-safety-plan.pdf>

New York City's Vision Zero initiative continues to attract attention nationally and internationally as an example of best practices in traffic safety. NYC DOT has unveiled several safety campaigns over the last few years, including "Get There," a bicycle encouragement and public engagement program in 2019. This program encourages bicycle riding for new users, discusses important bicycle skills, and outlines the laws that pertain to cyclists.

Projects under development in 2020 include the following:

BRONX

- Bronxdale Avenue – East Tremont Avenue to Bronx Park East – Corridor and Intersection Safety Improvements
- Mosholu Avenue Traffic Calming
- Southern Boulevard Traffic Calming and Protected Bike Lanes
- Willis Avenue E 135th to E 147th Street

BROOKLYN

- 4 Avenue Protected Bicycle Lanes
- 91st Street, 92nd Street – Southern Brooklyn Bike Network Expansion
- N 14th Street from Kent Avenue/Franklin Street to Berry Street/Nassau Avenue
- Bay Ridge and Dyker Heights Bicycle Network Expansion
- East New York Safety Improvements and Bicycle Network
- Flatbush Avenue, Grand Army Plaza to Empire Boulevard
- Fort Hamilton Parkway Protected Bike Lane
- Franklin Street, Quay Street – Greenway Connector
- Navy Street, Sands Street to Flushing Avenue
- Remsen Avenue Safety Improvements
- Shore Parkway Greenway Connector

MANHATTAN

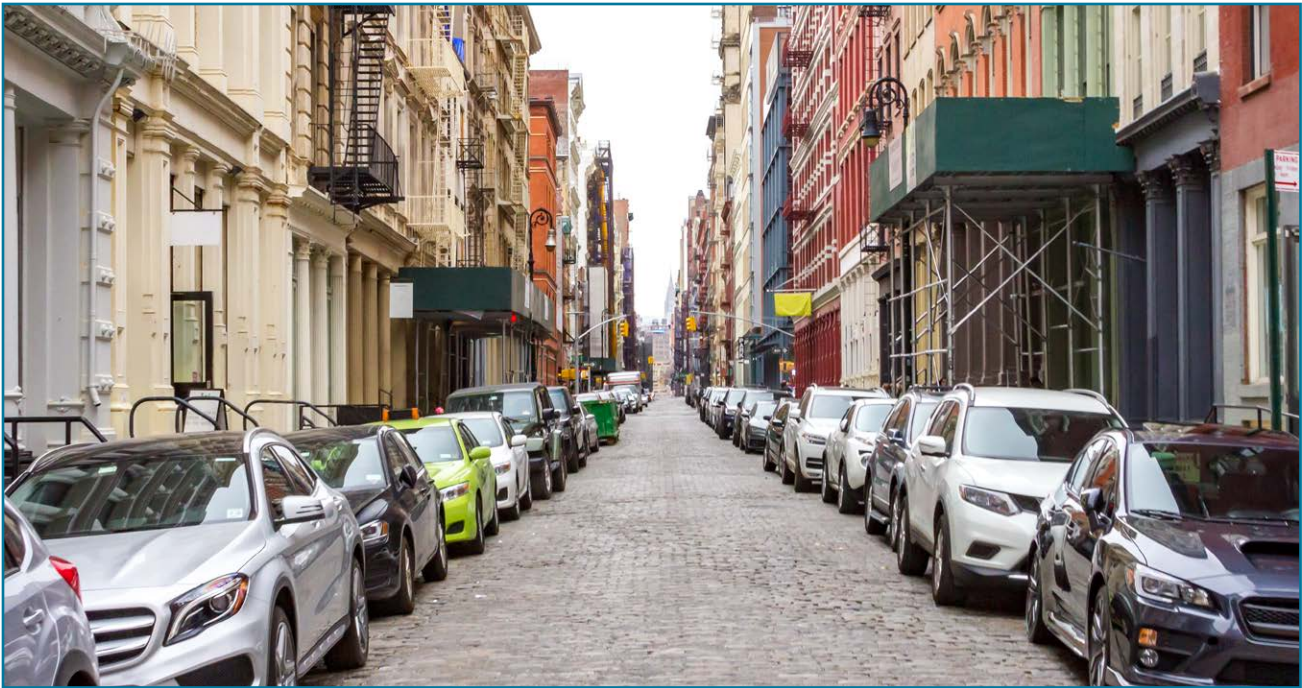
- 3rd, 4th Street, 6th Avenue to Avenue D Traffic Calming with Bicycle Lanes
- 5th Avenue Protected Bicycle Lane
- 6th Avenue – 35th Street to Central Park South Protected Bike Lane
- Amsterdam Avenue – 110th Street to 162nd Street Safety Improvements
- Broadway, Whitehall Street, City Hall to Battery Park Bicycle Connection
- Central Park West, Columbus Circle to Frederick Douglass Circle
- Harlem Bike Network Bike Lanes and Safety Improvements
- Tribeca/World Trade Center Bicycle Network Enhancements

QUEENS

- 84th Street, 165th Street, Howard Beach Greenway Connector
- Astoria Bike Network and Protected Lanes – Public Workshop
- The Big Jump
- Cross Bay Boulevard, Addabbo Bridge to E 6 Road (Jamaica Bay Greenway Connector)
- Cross Bay Bridge Intersection Safety Improvements and Jamaica Bay Greenway Connections
- Flushing, Queens Community Board (CB) 7 Bike Network
- Kosciuszko Bridge Bike Connections

STATEN ISLAND

- Goethals Bridge Connections
- Hylan Boulevard Improvements, Page Avenue to Satterlee Street
- South Beach Greenway Bicycle Connections



2.1.3 NEW YORK CITY DEPARTMENT OF CITY PLANNING PROJECTS

The New York City Department of City Planning has made progress on the following planning studies since the Pedestrian-Bicycle Element of Plan 2045. Highlights from these studies are presented below.

JEROME AVENUE NEIGHBORHOOD STUDY

The Jerome Avenue Neighborhood Study is one of the neighborhood planning studies in the Bronx where comprehensive strategies and recommendations were developed to promote affordable housing, jobs, and training, and coordinated infrastructure investments to support the area's growth and sustainability. Pedestrian enhancements are part of the proposed investments, and some have been implemented either fully or partially. Completed improvements include work at the intersection of the Cross Bronx Expressway and Jerome Avenue with new pedestrian signals, crossings, ramps, and refuges to create a safer and more comfortable walking experience along Jerome Avenue. Design has been completed on a comprehensive streetscape project and pedestrian improvements along Jerome Avenue at three sites: 170th Street, Burnside Avenue, and Tremont Avenue.

BRONX METRO-NORTH STUDY

Four new Metropolitan Transportation Authority (MTA) Metro-North Railroad stations will be located at Hunts Point, Parkchester/Van Nest, Morris Park and Co-op City in the Bronx following the completion of Penn Station Access Plan. Comprehensive planning around these stations is critical to ensuring that the stations are integrated into the fabric of the neighborhoods they will serve. This planning will lead to short- and long-term recommendations and improvements around the proposed stations, including safety and access improvements such as crosswalks, sidewalks, and wayfinding elements.

SOUTHERN BOULEVARD STUDY

This bottom-up, comprehensive planning study hopes to implement priorities from several other plans and input from the community to create a plan for the future. The recommendations from this planning effort include the development of safety improvements for pedestrians under the elevated rail line and enhancements for bicyclists to better connect to the bicycle network.



LONG ISLAND CITY WATERFRONT PLAN

The Long Island City Waterfront Plan provides a set of principles and strategies intended to foster a robust mix of housing, retail, and productive manufacturing uses anchored by a dynamic network of publicly accessible open spaces along the waterfront. The plan offers opportunities to develop protected and safe pedestrian experiences and connect cyclists to the waterfront.

FLUSHING WEST PLANNING NEIGHBORHOOD STUDY

This study aims to examine key land use and zoning issues and take a broader, more comprehensive look at current and future community needs. It also identifies a wide range of investments and strategies for Flushing West growth and vitality. The study was completed in fall 2017.

Priorities identified include:

- Improving pedestrian crossings and safety along major corridors and at critical intersections
- Providing more bicycle connectors and protected bicycle lanes where feasible
- Providing more bicycle racks to encourage cycling

NORTH BROOKLYN INDUSTRY STUDY (UNDERWAY)

This comprehensive study identifies strategies to better align local land use policy in the North Brooklyn Industrial Business Zone study area with the needs of today's businesses while supporting citywide policies for a 21st century, diverse and equitable economy.

Consistent with Vision Zero goals, pedestrian safety in the study area should be improved along main pedestrian corridors and in areas of new pedestrian activity. Other areas to improve pedestrian access and safety should include connections to and around bridges in the study area.

An analysis of the bicycling environment along truck routes in the study area is needed. The analysis should explore innovative approaches to address existing challenges and provide safer connections for cyclists to the existing network where north-south connections are limited.

GOWANUS NEIGHBORHOOD PLANNING STUDY (UNDERWAY)

This study will provide a road map for Gowanus to become a sustainable, model green neighborhood where a unique resource, the Gowanus Canal, can thrive and play an active role in promoting equitable and sustainable growth.

Part of this study will address transportation issues and opportunities that can enhance mobility, circulation, and safety for pedestrians and cyclists, while supporting neighborhood changes in land use and growth. Key strategies include:

- Reducing conflicts at key locations by developing treatments and traffic calming measures that can make the neighborhood more walkable
- Exploring connections across the Canal, which are currently limited to three bridges traversing the waterbody (further examination of additional connectors is needed to facilitate pedestrian or bicycle mobility)
- Finding opportunities to build on the existing bicycle network
- Taking advantage of the waterfront redevelopment along the Gowanus Canal to increase public access that can improve mobility for pedestrians

7 & 8 NEIGHBORHOOD BICYCLE NETWORK STUDIES, NEW YORK CITY DEPARTMENT OF CITY PLANNING PROJECT IN COLLABORATION WITH NYC DOT

The goal of these studies is to explore the feasibility of expanding the bicycle network to provide better accessibility and connections for cyclists to destinations within the neighborhood, to nearby neighborhoods, and across New York City. Two studies are in their beginning stages and are focused on two areas of the City:

- Soundview area located in the southern part of the Bronx in Community District 9
- East Flatbush area located in central Brooklyn in Community District 17

2.2 PORT AUTHORITY OF NEW YORK AND NEW JERSEY

Port Authority projects that are in development or have been implemented to enhance the pedestrian and bicycle network in and around New York City include the Bicycle Master Plan that was updated in 2017.¹¹ The [*Bicycle Master Plan*](#) provides a long-range vision to institutionalize bicycle planning, practices, and policies within the Port Authority to accommodate the growing modal share of bicycling within the New York-New Jersey metropolitan region.

The Port Authority partnered with NYC DOT for interagency planning to address a long-standing, critical gap in the protected bicycle lane on 8th Avenue, where it conflicted with the taxi stand at the Port Authority Bus Terminal. This project also expanded pedestrian space to address the overcrowded sidewalks on Eighth Avenue.



2.2.1 IMPROVEMENTS UNDERWAY

Pedestrian improvements are planned for roadways around the Lincoln Tunnel, expected to be completed in 2021. Improvements are planned for the George Washington Bridge as part of the Restore the George Rehabilitation Program. The Port Authority is making significant investments to build new approach ramps, remove stairs, add viewing platforms, improve the turning geometry at the narrow bridge tower locations, and separate pedestrian and bicycle traffic to improve comfort and safety.¹²

2.3 NASSAU COUNTY

2.3.1 DEMOGRAPHIC TRENDS

The population of Nassau County grew by more than 17,000 people between 2010 and 2018. With a current population of 1,358,343, Nassau County makes up nearly 11 percent of the NYMTC planning area's population.

Jobs throughout Nassau County grew considerably in the past decade, with the county adding approximately 62,400 jobs between 2010 and 2017. Approximately 68 percent of workers in Nassau County drove alone to work, and slightly more than 17 percent took public transportation.

Approximately 4.4 percent of the county's workers work from home, and just over 2 percent walked to work. These numbers have all increased slightly since the 2010 ACS estimates.

2.3.2 COUNTY OR REGIONAL FACILITIES, STUDIES, PROGRAMS, AND INITIATIVES

EXISTING FACILITIES

Nassau County has 11 miles of on-road bicycle routes and 79 miles of shared-use paths. Additionally, the county has nearly 20 miles of significant hiking trails. A compilation of bicycle facilities by ownership is shown at the end of this appendix.

The Westbury section of the Long Island Motor Parkway Multi-Use Trail was completed in May 2020, and there are plans to connect this section of the trail to the Bethpage Bikeway in Bethpage State Park and the Old Bethpage Restoration Village County Park. This linkage would enhance the level of multi-use trail connectivity in eastern Nassau County and link cultural destinations to schools, colleges, parks, residential areas, and commercial centers. The trail will span almost 11 continuous miles through Nassau County, providing a recreational connection for hikers and bicyclists, directly serving the Nassau Hub.



Source: <https://www.nassaucountyny.gov/CivicAlerts.aspx?AID=8276>

STUDIES, PROGRAMS, AND INITIATIVES

Nassau County is improving its pedestrian and bicycle network with projects focused on increasing the use of non-motorized travel modes. The development of exclusive bikeways in Nassau County has primarily been oriented toward recreational use. Complete Streets projects have also been a county focus.

Nassau County is also planning for the launch of a regional bike share program that aims to expand mobility and first-last mile connectivity between various destinations including, but not limited to, transit stops, jobs, schools, health care, restaurants, retail, parks, museums, and cultural facilities.

Nassau County's Department of Public Works is evaluating the feasibility of creating a new, 2-mile-long multi-use path that would be located adjacent to Lido Boulevard in Lido Beach. If constructed, the path would connect the City of Long Beach to Point Lookout.

2.3.3 LOCAL FACILITIES, STUDIES, PROGRAMS, AND INITIATIVES

BALDWIN

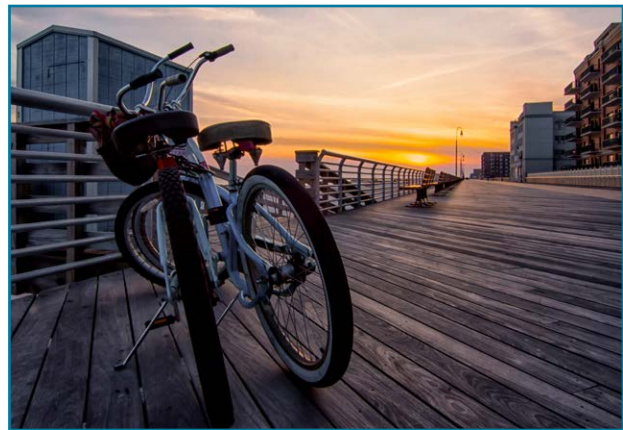
Bidding is currently ongoing for Complete Streets improvements to Grand Avenue in the hamlet of Baldwin, Town of Hempstead. This four-lane roadway connects several neighborhoods with Baldwin's commercial core and intersects with Sunrise Highway and the Long Island Rail Road Baldwin Station.

ATLANTIC BEACH

Design is nearly complete on a multi-use path and series of traffic calming and road diet improvements for Park/Beech Street in Atlantic Beach.

LONG BEACH

The City of Long Beach has high population density (compared to other Long Island communities) and a limited parking supply. These factors encourage residents and visitors to use public transportation and walk and bicycle to travel around Long Beach. Non-motorized initiatives are thus important to Long Beach.



The City of Long Beach received a \$500,000 grant from New York State to help fund streetscape improvements to create a more resilient and connected commercial corridor.¹³ The project will add bicycle lanes on Park Avenue from Long Beach Boulevard and Grand Boulevard. It will also enable Long Beach to address significant safety issues by reducing conflicts between motorists, pedestrians, and cyclists, alleviate parking demand, and generate essential economic activity while encouraging alternative and environmentally friendly modes of transportation and transit-oriented development.

In 2015, the City of Long Beach was also awarded \$1.06 million from the NYSDOT's Transportation Alternatives Program (TAP) to fund Complete Streets projects on Edwards Boulevard.¹⁴ The project is focused on alleviating safety issues between cars, pedestrians, and bicyclists by constructing bicycle lanes; bump outs; and new curbs, sidewalks, and crosswalks. Elements of resiliency and green infrastructure, including tree pits, vegetation, and stormwater storage vaults, are also incorporated to reduce flooding during storm events.

ISLAND PARK

Final design is underway for intersection improvements on Long Beach Road in Island Park. Improvements will include curb bump outs, mid-block crossings, and green stormwater infrastructure in downtown Island Park. These improvements are aimed at enhancing the safety of the roadway for users and are aligned with Nassau County's Complete Streets initiatives.

GREAT NECK

Traffic and pedestrian safety improvements are in the design stages for Middle Neck Road in Great Neck. Improvements will extend from Great Neck Plaza to the Village of Great Neck.

HICKSVILLE

Work is currently underway on the Downtown Hicksville Complete Streets Project.¹⁵ The project aims to improve accessibility and safety for all modes of transportation, including motorists, pedestrians, transit riders, and cyclists. The planning phase of the project, completed in July 2020, included a traffic impact study, Complete Streets design concepts, and outreach and engagement of residents and other stakeholders in Hicksville, the Town of Oyster Bay, and Nassau County. The project will next move to the design and engineering phase.

Nassau County also completed roadway resurfacing in Hicksville on Jerusalem Avenue in 2020. Resurfacing reduced the roadway from its previous two-lane southbound cross section, to its current one lane southbound between West John Street and Herzog Avenue. A goal of this project is to improve pedestrian safety in the vicinity of the MTA Long Island Rail Road Hicksville Station.



Cover of the Downtown Hicksville Complete Streets Project Final Report, September 2020

Nassau County Department of Public Works and a consultant team led by NV5 (Melville, NY) and supported by LKMA and Vision Long Island.

Source: <https://downtownhicksvillenyc.com/>

2.4 SUFFOLK COUNTY

2.4.1 DEMOGRAPHIC TRENDS

Suffolk County experienced a growth of 13,300 residents between 2010 and 2018. With a current population of 1,481,093, Suffolk County makes up nearly 12 percent of the NYMTC planning area's population.

Jobs throughout Suffolk County have grown considerably in the past decade, with the county adding approximately 45,500 jobs between 2010 and 2017. Approximately 80 percent of workers in Suffolk County drove alone to work, and slightly more than 6 percent took public transportation. Approximately 4 percent of the county's workers work from home, and just over 1 percent walked to work (2018 ACS). The number of workers working from home has increased since the 2010 ACS estimates. In addition, the COVID-19 pandemic has also caused a significant increase in the number of employees working from home. This is a trend seen throughout the United States that may subside once the pandemic is over.

2.4.2 COUNTY OR REGIONAL FACILITIES, STUDIES, PROGRAMS, AND INITIATIVES

EXISTING FACILITIES

Suffolk County has 571 miles of hiking and walking trails and 52 miles of shared-use paths.¹⁶ Sidewalks exist in each of the ten towns in Suffolk County and are primarily located in more-densely populated areas close to downtowns and central business districts.

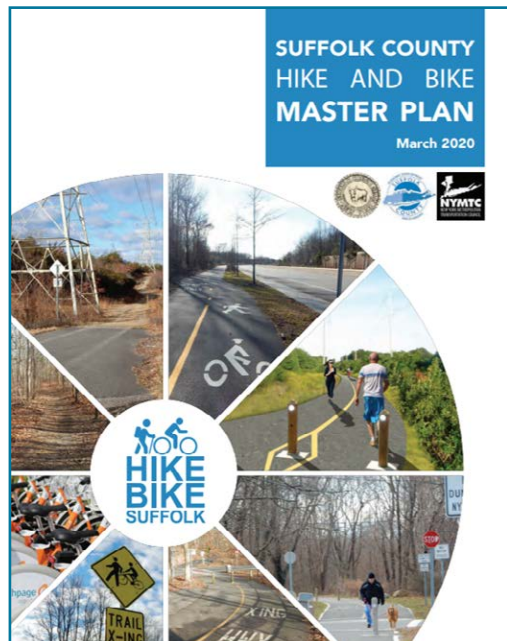
Suffolk County has 355 miles of on-road bicycle routes, including 109 miles of on-road bicycle lanes; it also has 60 miles of mountain bike trails.

North Shore Rail Trail. In 2018, Suffolk County began construction of a 10-mile trail that uses public utility rights-of-way to develop a comfortable, safe bikeway and pedestrian path along the North Shore. The rail trail is expected to open in late 2021. The North Shore Rail Trail supports the goals of the Nicolls Road Bus Rapid Transit planning efforts. Suffolk County is designing an extensive hiking and bicycling network along the Nicolls Road Corridor

to connect Suffolk County's existing green spaces, workplaces, downtowns, and education centers and to serve as an alternate option for commuters wishing to travel by bicycle. The County's Hike/Bike Master Plan will leverage this work, planning for a network of interconnected hiking and bicycling infrastructure that will make it safe, easy, and enjoyable to travel to Suffolk County's many destinations.

PLANNED FACILITIES

Nicolls Road Multimodal Trail - County Route 97 Pedestrian and Bicycle Multi-Use Path. The Nicolls Road Multimodal Trail is a planned 14.1-mile shared-use path that would connect to the Setauket-Port Jefferson Greenway on the northern end and the Davis Park Ferry on the southern end. The trail would consist of 7.8 miles of off-road and 6.3 miles of on-road paths. The project cost is estimated to be approximately \$13.2 million.



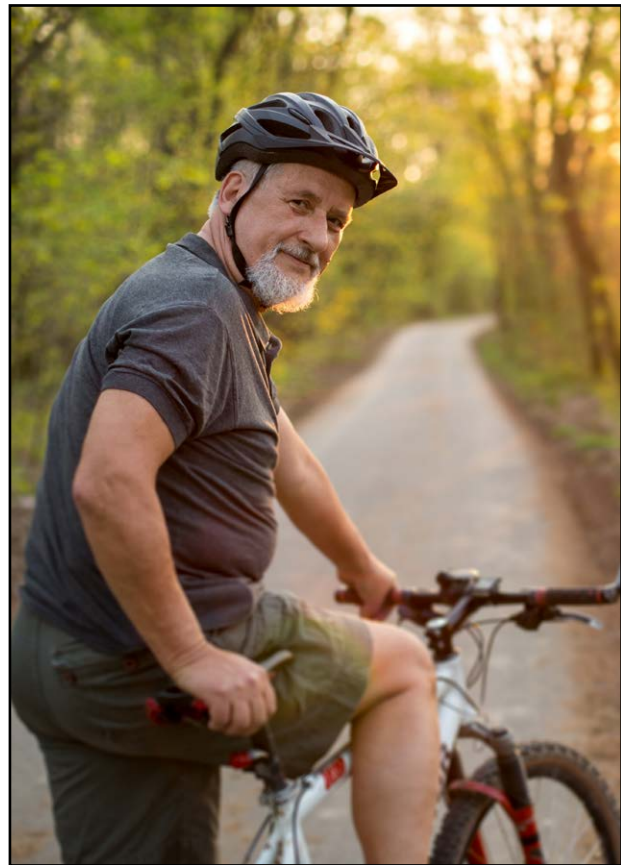
Cover of the Suffolk County Hike and Bike Master Plan, March 2020

Source: https://connectli.org/docs/Suffolk%20County%20Hike%20Bike%20Master%20Plan_FinalReport.optimized.pdf

STUDIES, PROGRAMS, AND INITIATIVES

The Suffolk County Hike and Bike Master Plan.

Completed in March 2020, this plan identifies more than 1,200 miles of proposed hiking and bicycle facilities. The plan's network would connect nearly 85 percent of Suffolk County's population to within a half a mile to a proposed facility. The network would improve quality of life for residents, reduce reliance on automobiles, promote public health, and boost economic activity.



Bethpage Ride. Launched in September 2019, Bethpage Ride is Suffolk County's new bike sharing program.¹⁷ Because of the COVID-19 pandemic, operations ceased in May 2020. Pedal Share relaunched in September 2020, retaining the Bethpage Ride name. One hundred bicycles are currently available at 24 stations throughout the Suffolk County communities of Patchogue, Babylon, Hampton Bays, and Riverhead.

The system is expected to expand to more communities across Suffolk County and is available from April to November.

2.5 NEW YORK STATE DEPARTMENT OF TRANSPORTATION, LONG ISLAND REGION, REGION 10

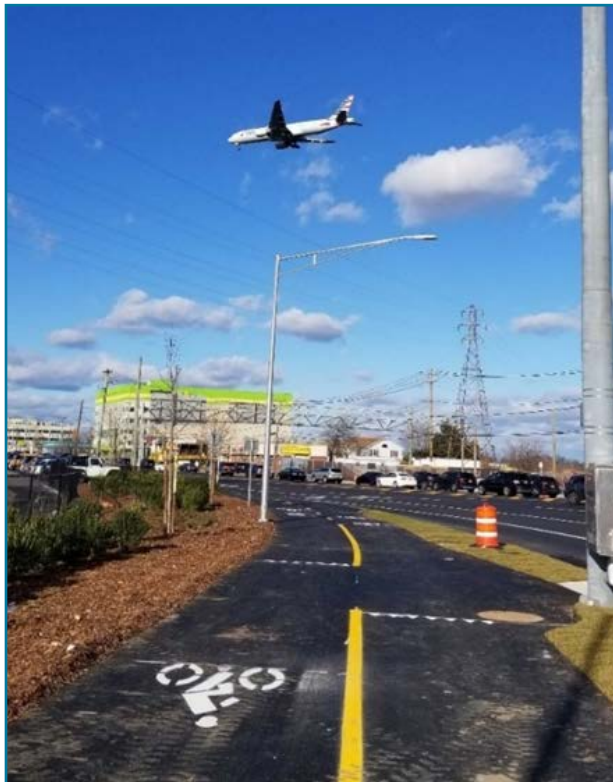
NYSDOT, Long Island Region (Region 10) has 128 miles of on-road bicycle routes and 40 miles of off-road shared-use paths, representing a third of Long Island's nearly 500 miles of bicycling facilities.

During recent years, Region 10 opened the following bicycle facilities.

2.5.1 EXISTING FACILITIES

NASSAU EXPRESSWAY SHARED-USE PATH, INWOOD, NASSAU COUNTY

A shared-use path was constructed along a 0.6-mile section of the Nassau Expressway in Inwood between Rockaway Turnpike and Burnside Avenue as part of an Extreme Weather Hardening project to improve the resiliency of the Nassau Expressway (NY 878), which habitually flooded during heavy rains. The path was completed in December 2019.



Nassau Expressway Shared-Use Path

Source: Lanny Wexler, NYSDOT, Region 10

NY 347 PARKS TO PORTS GREENWAY, HAUPPAUGE TO PORT JEFFERSON STATION, SUFFOLK COUNTY

NYSDOT began reconstructing a 13-mile section of NY 347 in 2010 to improve operations and capacity along the NY 347 corridor that included acquiring a dedicated right-of-way for a pedestrian and bicycle path. Over the past decade, four segments of the NY 347 Greenway have been reconstructed between Townline Road in Hauppauge to Gibbs Pond Road in Nesconset for a total of 3.8 miles.



Green Stop in Nesconset on the NY 347 Parks to Port Greenway

Source: Lanny Wexler, NYS DOT, Region 10

The most recent segment of the NY 347 Greenway, between Terry Road and Gibbs Pond Road, was completed in 2018. This project included improvements to safety, operations, and mobility for vehicles, pedestrians, bicyclists, and transit users. A 1.1-mile-long shared-use path was constructed with highly visible crosswalks, solar-powered transit stops, benches, bicycle racks, and greenway stops with informational kiosks about the history, parks, and natural resources in the area.

The construction of the next 2-mile segment of the NY 347 Greenway between Gibbs Pond Road in Nesconset and Hallock Avenue in Lake Grove is expected to start by mid-2021 as part of an overall reconstruction project to improve operations and capacity along the NY 347 corridor. This new section will provide an important connection to the Smith Haven Mall, a major hub of economic activity for shoppers and employees. When this section is completed, the NY 347 Greenway between Town Line Road in Hauppauge and Hallock Avenue in Lake Grove will be nearly 6 miles long.



Informational Display Adjacent to Bicycle Parking at Tobay Beach

Source: Robb Smith, NYSDOT

The entire NY 347 Parks to Ports Greenway between Hauppauge and Port Jefferson Station is expected to be completed by 2032.

OCEAN PARKWAY COASTAL GREENWAY, NASSAU AND SUFFOLK COUNTIES

The Ocean Parkway Coastal Greenway is a 14-mile shared-use path between Jones Beach State Park and Captree State Park, providing non-motorized access to Long Island's South Shore beaches.

Phases 1 and 2 of the Ocean Parkway Coastal Greenway opened in 2013 and 2014, respectively. Under phases 1 and 2, a 4.3-mile shared-use path was constructed between the southern terminus of the Ellen Farrant Memorial Bikeway at Jones Beach Field #5 to Tobay Beach. This 13-foot-wide, ADA-compatible, paved path includes a cable guiderail that protects path

users from vehicles traveling on Ocean Parkway, enhanced landscaping, educational signs, informational kiosks, and benches.

Bicycle parking is available adjacent to the Jones Beach East Bath House for 100 bicycles and at the Town of Oyster Bay's Tobay Beach for 24 bicycles. Path users have access to Tobay Beach facilities, including the bay and ocean beaches, restaurant, and playground.

Phase 3 of the Ocean Parkway Coastal Greenway was opened in March 2021 and extended the greenway 10 miles east between Tobay Beach and Captree State Park. Phase 3 includes a paved 13-foot ADA-compatible path with an extension of the cable guide rail and new plantings of beach grass, evergreen trees, bayberry plants, and beach plums. Shaded rest stop structures are provided approximately every 3 miles. Four

prefabricated bridges were built to cross over pedestrian walkways leading from bayfront parking to the beach. Interpretive displays were installed along the route. New bicycle parking areas were installed at Gilgo Beach, Cedar Beach Marina, and Captree State Park.



Ocean Parkway Coastal Greenway Approaching the Robert Moses Causeway

Source: Robb Smith, NYSDOT

2.5.2 PLANNED FACILITIES

OFF-ROAD FACILITIES

The following off-road facilities are under consideration to expand the network of shared-use paths on Long Island. Each of these off-road facilities links to existing facilities to build on the growing network of shared-use paths on Long Island. Expansion of these non-motorized facilities is contingent on fiscal conditions, balanced with other regional priorities.

Meadowbrook Parkway Shared-Use Path, Nassau County: The Meadowbrook Parkway Shared-Use Path is a planned 10-miles-long shared-use path along the Meadowbrook Parkway between Eisenhower Park and the Norman J. Levy Park in Merrick with a 4.5-mile extension to Jones Beach State Park. This path would serve as a major route for bicycle commuting from the South Shore to the Nassau Hub, which includes destinations such as Nassau Community College, Nassau Coliseum, Hofstra University, and Eisenhower Park.

Robert Moses Causeway Bikeway, Suffolk

County: The Robert Moses Causeway Bikeway is a 3-mile-long planned bikeway on the Robert Moses Causeway over Great South Bay that would feature spectacular views of the Great South Bay, Fire Island, and the Atlantic Ocean.

The right lane of the three-lane northbound Robert Moses Causeway would be closed to vehicular traffic for the exclusive use of pedestrians and bicyclists.

The bikeway would link to the Ocean Parkway Coastal Greenway with connections to Captree State Park to the east and Cedar Beach, Gilgo Beach, Tobay Beach, and Jones Beach State Park to the west.

Wantagh Parkway Shared-Use Path, Nassau

County: The Wantagh Parkway Shared-Use Path is a planned 9-mile-long shared-use path between Cedar Creek Park in Wantagh and Brush Hollow Road in Westbury. It would link to the Long Island Motor Parkway Trail that provides access to Eisenhower Park and would connect to the 4.5-mile Ellen Farrant Memorial Bikeway at Cedar Creek Park in Wantagh that continues to Jones Beach. The Wantagh Parkway Shared-Use Path would offer expanded opportunities for bicycling to work and recreational destinations such as Jones Beach and the Nassau Hub.

ON-ROAD FACILITIES

Bicycle Route 112, Suffolk County: Bicycle Route 112 is a proposed 17-mile north-south bicycle route that would use state and local roads between Port Jefferson and the Fire Island Ferries in Patchogue. The northern terminus of the Bicycle Route 112 would connect to the existing Bicycle Route 25 that leads bicyclists to the Port Jefferson–Bridgeport ferry. This ferry services allows bicyclists to ride their bicycles aboard one of the three ferries.

2.5.3 INITIATIVES

PEDESTRIAN SAFETY ACTION PLAN

As required by federal surface transportation legislation, every state has developed a Strategic Highway Safety Plan.¹⁸ The safety vision as described in New York's Strategic Highway Safety Plan is "New York's Safety community will continue to work to ensure that its customers those who live, work and travel in New York State – have a safe, efficient, balanced and environmentally sound transportation system, and that safety is appropriately considered in all education, enforcement, engineering, and emergency response activities in New York State to reduce fatal and injury crashes."

Region 10 continues to implement pedestrian safety projects as part of the Pedestrian Safety Action Plan along state highways throughout Nassau and Suffolk counties. Since 2017, work has been completed at:

- 200+ uncontrolled crosswalks
- 350+/- signalized crosswalks

Additional improvements include the following:

- 189 intersections treated with enhanced signing and pavement markings
- 47 intersections treated with rapid flash beacons or 3-color traffic signals
- 78 existing traffic signals on Route 24 Hempstead Turnpike upgraded with audible pedestrian signals
- 5 rectangular rapid flash beacons installed (2 in Massapequa and 3 in Bridgehampton)
- 15 curb ramps retrofitted for ADA compliance

TRANSPORTATION ALTERNATIVES PROGRAM

The NYSDOT, Region 10 office manages the TAP, a federal aid reimbursement program for alternative transportation for municipal sponsors. TAP projects may include pedestrian, bicycle, and non-motorized transportation

improvements; safe routes to school; transit access infrastructure upgrades; scenic trails; streetscape improvements; and projects that contribute to air quality improvements and/or congestion relief.

Two recently completed TAP projects in Region 10 are described below.

Jones Beach Shared-Use Path: The Jones Beach Shared-Use Path is a 2.5-mile shared-use path to the West End of Jones Beach that opened in 2018. NYSDOT, Region 10 partnered with the New York State Office of Parks, Recreation and Historic Preservation to provide both design assistance and construction supervision. The Jones Beach Shared-Use Path connects the ocean front boardwalk with the bay front areas on Jones Beach's Central Mall to the new Jones Beach Energy and Nature Center and picnic areas adjacent to the Coast Guard Station.



Jones Beach Shared-Use Path at the West End of Jones Beach

Source: Lanny Wexler

Long Island Motor Parkway Trail: The second segment of the Long Island Motor Parkway Trail opened in May 2020. The 1.4-mile asphalt path extends the Long Island Motor Parkway Trail around the northern perimeter of Eisenhower Park along Salisbury Park Drive and Old Country Road and connects to the Merrick Avenue Shared-Use Path. The trail provides opportunities for recreation and commuting with connections to Eisenhower Park; Nassau Community College; Hofstra University; the Nassau Coliseum; Museum Row; and office, warehouse, and manufacturing facilities in the Nassau Hub.

2.6 PUTNAM COUNTY

2.6.1 DEMOGRAPHIC TRENDS

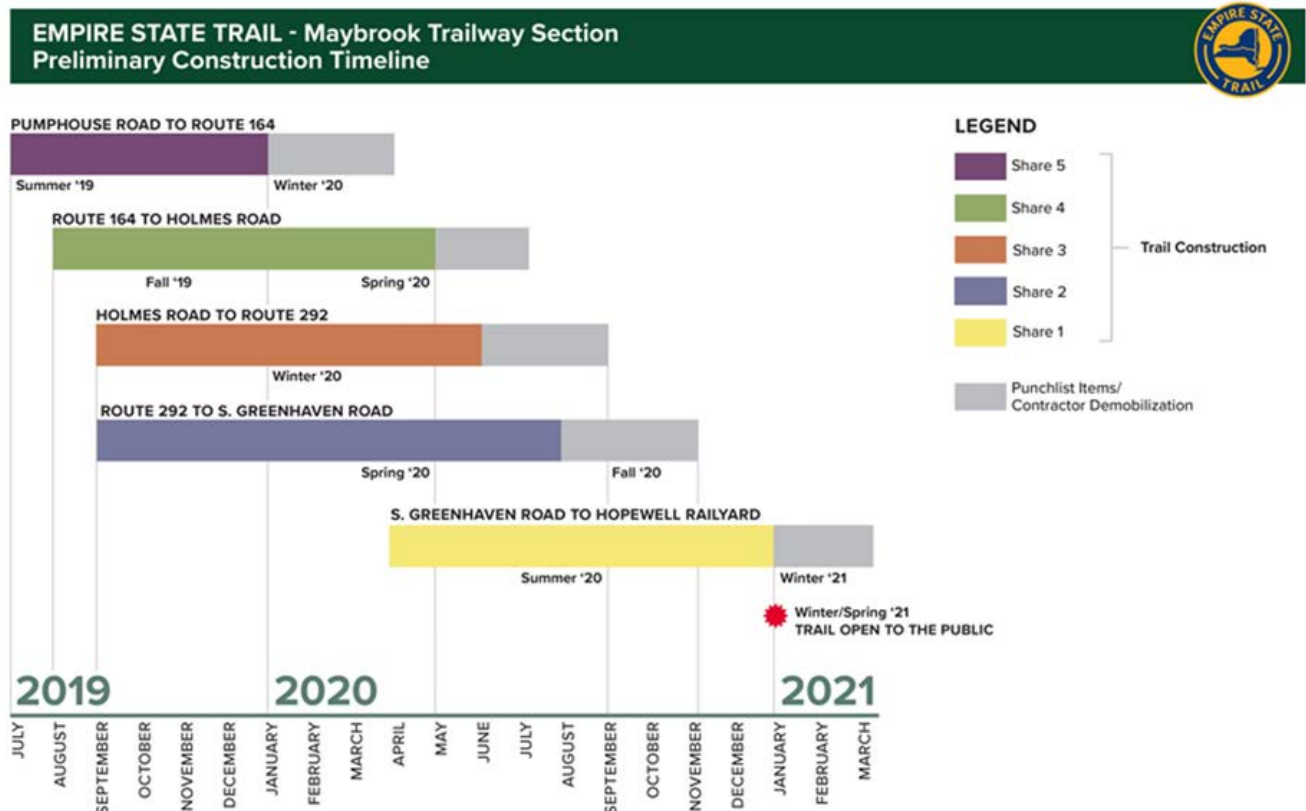
The population of Putnam County has decreased since the last decennial census. In 2018, Putnam County had a population of 98,892—a reduction of more than 800 people since the 2010 ACS estimate. Putnam County is the least populated county in the NYMTC planning area, representing fewer than 1 percent of its population. As a result, the reduction of population in Putnam County does not affect the transportation needs of the planning area as a whole.¹⁹

Employment in Putnam County grew modestly in the last decade, with approximately 1,200 jobs added between 2010 and 2017. Approximately 77 percent of workers in Putnam County drove alone to work, with fewer than 2 percent of workers walking to work and a nominal number cycling to work.²⁰

2.6.2 COUNTY OR REGIONAL FACILITIES, STUDIES, PROGRAMS, AND INITIATIVES

EXISTING FACILITIES

Putnam County completed a bikeway master plan in 1996, and many of the facilities recommended in the plan have been completed. Putnam County has an 11.85-mile-long paved pedestrian and bicycle path known as the Putnam Trailway. This path is located primarily within the right-of-way of the former Putnam Division of the New York Central Railroad. Putnam Trailway begins at the Westchester County border and is an extension of the 22-mile-long North County Trailway. Putnam Trailway connects to Brewster Village and is 10 feet wide and paved with asphalt. It was designed to connect to transit facilities and sidewalks and crosses through the Towns of Baldwin Place, Mahopac, Carmel, Southeast, and Brewster Heights. The Putnam Trailway was substantially completed in 2018 providing 34 miles of continuous pathway. The last mile where the trailway connects to the Maybrook Bikeway is still under construction.



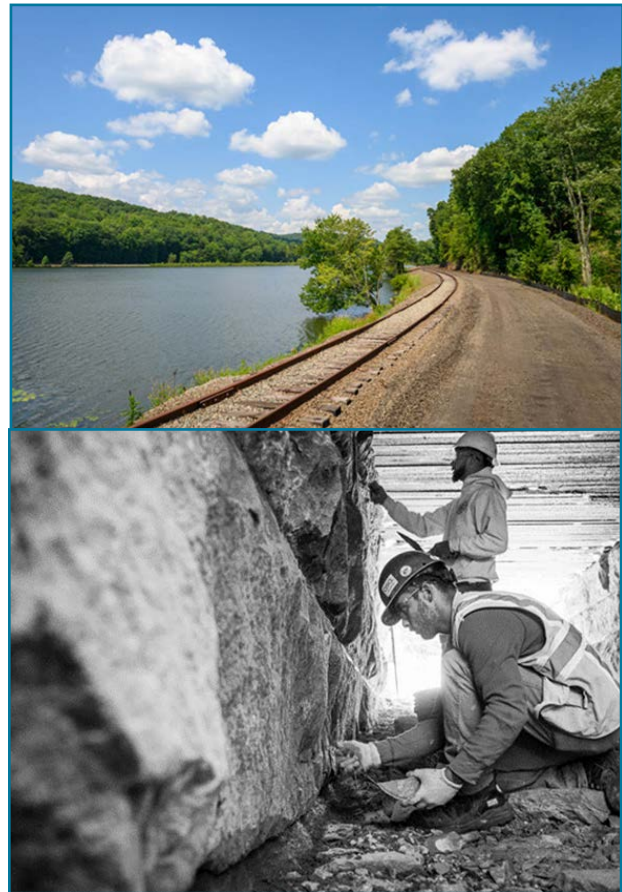
Source: State of New York, Hudson River Valley Greenway, Metro-North Railroad

FACILITIES IN DESIGN OR UNDER CONSTRUCTION

The Maybrook Trailway is currently under construction and will be a nearly 14-mile-long pedestrian and bicycle pathway that will extend from the Dutchess County rail trail in Holmes, New York, to the Danbury, Connecticut, border. It is being constructed on the former Maybrook Line of the Housatonic Railroad that connected New Haven to Maybrook, New York. The final 2.91 miles of the Maybrook Bikeway are currently under construction and were substantially complete by December 31, 2020. The Maybrook Trailway will connect to the Putnam Trailway at North Main Street in Brewster, New York. Currently, Putnam County is preparing to initiate the design of two access ramps to the Maybrook Trailway; one at Route 312 in Southeast and the other at Route 311 in Patterson. The access ramps are currently being designed; construction will begin in spring 2021. A bicycle path deck bridge is also being designed that will travel across the East Branch Croton River in Brewster, completing a missing section of the Maybrook Trailway. Construction on the bridge is expected to begin in spring 2021. The Maybrook Trailway is expected to open to the public in 2021.

PLANNED FACILITIES

The Mahopac Falls Trailway is a planned 1.5-mile paved bicycle/pedestrian trail from Baldwin Place (the terminus of Putnam Trailway) to Myrtle Avenue in Mahopac Falls. Another spur in the trailway would go from Lake Mahopac to Goldens Bridge. Both sections are still in the planning stages and would be constructed along an abandoned railroad line in the Town of Carmel. Funding for the Mahopac Falls Trailway is secured in the Transportation Improvement Program, with design planned for 2021 and construction funded for 2023.



Construction Photos from the Maybrook Trailway Construction

Source: State of New York, Hudson River Valley Greenway, Metro-North Railroad

STUDIES, PROGRAMS, AND INITIATIVES

Much of the Maybrook Bikeway and all the Putnam Trailway would be signed as a part of the regional EST, which continues from Putnam, south through Westchester County (North County Trail and South County Trail), and into New York City within Van Cortlandt Park in the Bronx. The regional EST continues from Putnam, north through Dutchess County, passing through Hopewell Junction and Poughkeepsie, and across the Hudson River on the "Walkway Over the Hudson," a former railroad line, creating almost 100 miles of continuous off-road paved bicycle path corridor. The few remaining unfinished sections in Putnam are fully funded with grant agreements and will be completed sometime in 2021. All sections serve as transportation corridors.

2.6.3 LOCAL FACILITIES, STUDIES, PROGRAMS, AND INITIATIVES

PHILIPSTOWN

The Town of Philipstown adopted a Complete Streets policy in February 2020. In Philipstown, the Sprout Brook Road Bridge over Canopus Creek would be replaced. The bridge replacement would include a wider deck to provide shoulders for pedestrians and bicyclists.

BREWSTER AND TOWN OF SOUTHEAST

Construction improvements are planned at key intersections along Route 6 in the Village of Brewster and Town of Southeast (Main Street and Route 6, Peaceable Hill Road and Route 6, and Hillside Park and Route 6) and would include sidewalks and ADA-accessible ramps.

2.7 ROCKLAND COUNTY

2.7.1 DEMOGRAPHIC TRENDS

The population of Rockland County increased by 13,300 between 2010 and 2018. Rockland County now has a population of 325,695 and represents approximately 2.5 percent of the NYMTC planning area's population.

Jobs throughout Rockland County also increased over the past decade, with approximately 9,000 jobs added between 2010 and 2017. Approximately 74 percent of workers in Rockland

County drove alone to work, and 7 percent took public transportation. Approximately 5 percent of the county's workers work from home, and slightly more than 3 percent walked to work. This mode share has not changed significantly since 2010.

2.7.2 COUNTY OR REGIONAL FACILITIES, STUDIES, PROGRAMS, AND INITIATIVES

EXISTING FACILITIES

Sidewalks are provided in the older villages and in some of the hamlet centers, providing connections from the residential areas to the downtown and bus or train stations. Pedestrian improvements have been made recently to a number of these centers.

FACILITIES IN DESIGN OR UNDER CONSTRUCTION

Sidewalk ramp improvements and sidewalk installations are planned on state highway rights-of-way to assure compliance with the ADA. Work is currently underway at various locations along Route 306, Route 45, Route 304, Route 59, Route 9W, Route 340, and Route 202 in Rockland County. Construction was completed in December 2020.

New York State Bike Route 9 is currently being expanded to connect Dunderberg Mountain and Rockland State Park.



PLANNED FACILITIES

Palisades Interstate Parkway Trailway improvements are planned in three stages to be constructed between 2025 and 2035.

STUDIES, PROGRAMS, AND INITIATIVES

Complete Street Design. The Rockland County Complete Streets Intergovernmental Work Group was created in 2015 to work on Complete Streets initiatives. The Work Group comprises representatives from the Rockland County Executive's Office, several county departments, including Health, Planning, Public Transportation and Highway, and representatives from local municipalities. In 2016, the Work Group implemented the State's See! Be Seen! pedestrian safety and driver awareness education and enforcement campaign. The effort was two-fold, reaching both pedestrians and drivers and sharing information about safe walking and driver awareness.

The Lower Hudson Transit Link.²¹ The Lower Hudson Transit Link was launched in fall 2019. The bus network serves commuters in Rockland and Westchester counties and will include bicycle racks on the front of the buses. Pedestrian infrastructure improvements along Route 59 in Rockland County will also be installed as part of the project, including new and reconstructed sidewalks, curb ramp installations, pedestrian signal equipment, and newly painted and improved crosswalks with better alignments.

TOWN OF CLARKSTOWN

Recently completed projects in Clarkstown include the hamlet center revitalization projects for Congers, Nanuet, Valley Cottage, and New City.

TOWN OF RAMAPO

The Village of Suffern's sidewalk improvement project, and Tappan and Pearl River sidewalk improvement projects were recently completed in the Town of Ramapo.

ROUTE 45 COMPLETE STREETS IMPROVEMENTS

Complete Streets transportation infrastructure improvements are planned to optimize the safety of pedestrians through new continuous sidewalks, ramps, and crosswalks along the Route 45 corridor from Route 59 to West Eckerson Road in the Town of Ramapo, Village of Spring Valley, Rockland County. Traffic signals would be replaced to ensure all intersections are equipped with accessible pedestrian signal equipment, and signal retiming would be investigated to improve vehicular and pedestrian safety. Construction is anticipated to begin in spring 2024.



2.8 WESTCHESTER COUNTY

2.8.1 DEMOGRAPHIC TRENDS

Westchester County experienced an increase in population between 2010 and 2018, adding 17,000 people. The population of Westchester County is now 967,612— 8 percent of the NYMTC planning area's population.

Jobs throughout Westchester County also increased over the past decade, with the county adding approximately 27,000 jobs between 2010 and 2017. Approximately 58 percent of workers in Westchester County drove alone to work, and 23 percent took public transportation. Since the 2010 ACS estimates, fewer Westchester residents are driving alone to work (-6 percent), and more residents are taking public transportation (+2 percent). Approximately 5 percent of the county's workers work from home, and 5 percent walked to work.

2.8.2 COUNTY OR REGIONAL FACILITIES, STUDIES, PROGRAMS, AND INITIATIVES

EXISTING FACILITIES

The existing regional bicycle and pedestrian trailways and pathways in Westchester County consist of off-road paths, road shoulders, and formal bicycle routes along selected roads. Most off-road paths are multi-use, although some are restricted for pedestrians only. Westchester County's bicycling and hiking trail system has been developed along parkways and on former railroad and aqueduct rights-of-way to provide a countywide trail network connecting employment centers, downtowns, schools, and parks.

FACILITIES IN DESIGN OR UNDER CONSTRUCTION

North County Trailway. In 2019, County Executive George Latimer announced an \$8.7 million commitment to improve the 22-mile North County Trailway using funding appropriated by the Board of Legislators from 2019 capital projects. By summer 2020, 95 percent of the construction work had been completed, including various safety enhancements such as complete rehabilitation of the trail's surface, fencing replacements, wayfinding signage, tree pruning, and drainage improvements.

PLANNED FACILITIES

The Millwood – Ossining Go, Bicycle and Pedestrian Connectivity Plan (Mogo Plan). The Mogo Plan was published in 2018 and serves as a starting point to provide direction to future design projects and feasibility evaluations of proposed bicycle routes in the Ossining area. The purpose of the plan is to “establish and develop connectivity through and between the Village of Ossining, the Town of Ossining and the Town of New Castle’s recreation areas, trails, parks, historic places, tourists and business destinations.” The plan has a particular focus on improving east-west connectivity and enabling connections to and amplifying the benefit of existing trailways.²²

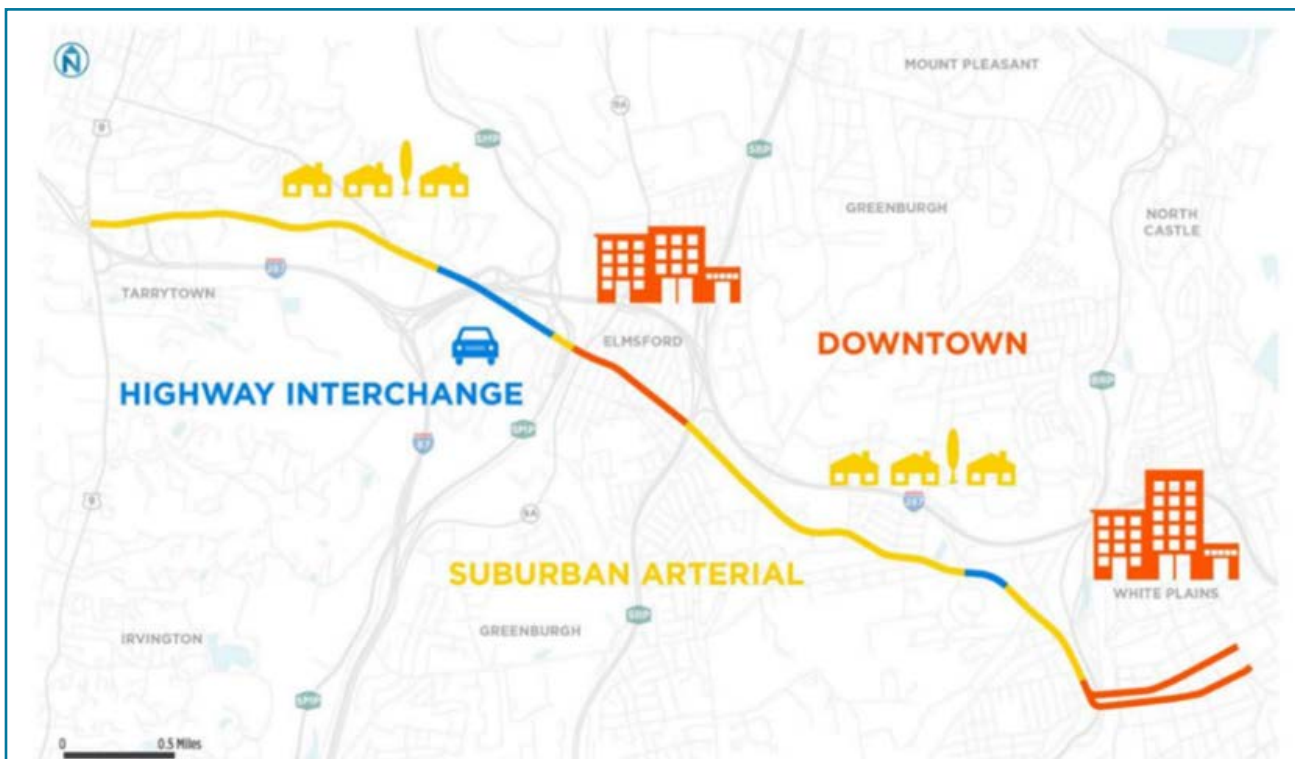


Project Location and Logo for the Millwood-Ossining GO, Bicycle and Pedestrian Connectivity Plan, June 2018

Route 119 Complete Street Design Plan.²³ The Route 119 Complete Street Design Plan was completed in 2019 as a collaborative effort between Tarrytown, Elmsford, Greenburgh, and White Plains, with the Town of Greenburgh acting as the lead entity to coordinate the study. The design plan was funded through the Community Benefits Program of the New NY Bridge Project and produced a design for Route 119 that, if implemented, would provide safe, inviting facilities for people of all ages, abilities, and modes of travel along and across Route 119. Project goals include improving pedestrian safety, creating an integrated pedestrian network, enhancing multimodal access, and developing a continuous bicycle path between White Plains and the Governor Mario M. Cuomo Bridge that would provide access to the new bicycle path on the bridge, the North-South County Trailway, the Bronx River Parkway mixed-use path, and downtown White Plains. In 2020, the Town of Greenburgh and Villages of Tarrytown and Elmsford issued a resolution requesting funding from New York State for the design of a permanent bicycle lane.

Route 9 Active Transportation Conceptual Design Plan.²⁴ Funded through the Community Benefits Program of the New NY Bridge Project, the Route 9 Active Transportation Conceptual Design Plan, completed in 2018, is a collaboration of residents and officials in the Villages of Sleepy Hollow, Tarrytown, Irvington, Dobbs Ferry, and Hastings-on-Hudson. Goals of the plan include providing a protected bicycle lane along Route 9 from the north end of Sleepy Hollow through the south end of Hastings-on-Hudson; improving sidewalks, crosswalks, and intersections in the corridor; and making bus stops more accessible and attractive.

Empire State Trail.²⁵ In 2017, Governor Cuomo announced plans to complete the 750-mile EST, which includes the North-South County Trailway. The trailway was made continuous in 2017, with the completion of the last 0.6-mile stretch in Elmsford.



Study Area of the Route 119 Complete Streets Design Plan for the Villages of Tarrytown and Elmsford, Town of Greenburgh, and City of White Plains, New York. October 2019

STUDIES, PROGRAMS, AND INITIATIVES

Route 133 Feasibility Study.²⁶ The Route 133 Feasibility Study was completed in 2018 in conjunction with New York State. Its purpose was to evaluate the feasibility of bicycle lanes on 3.3 miles of Route 133. The study concluded that current conditions are not safe for cycling and suggested several options to be further evaluated.

Bee-Line Bus Stop Design Guidelines.²⁷ In 2018, Westchester County updated the Bee-Line Bus Stop Design Guidelines. The new guidelines highlight pedestrian accessibility and meeting ADA requirements. Recommendations include connecting bus stops to sidewalks, crosswalks, and curb ramps as well as providing waiting areas to accommodate wheelchair lifts. By spring 2020, all 325 Bee-Line buses serving Westchester County were equipped with new bicycle racks.

Complete Streets Initiatives. The street network in Westchester County varies with most roads under local jurisdiction and others under the jurisdiction of either Westchester County or New York State. For the most part, municipal comprehensive plans support Complete Streets improvements to accommodate all users of the street network, including improving access to downtowns and key destinations through the addition of pedestrian and bicycle infrastructure. Westchester County has been

particularly successful in sponsoring Complete Streets workshops with individual communities identifying specific solutions to improving walking and bicycling opportunities.

2.8.3 LOCAL FACILITIES, STUDIES, PROGRAMS, AND INITIATIVES

MARTINE AVENUE BICYCLE LANE

A dedicated bicycle lane was constructed in White Plains in 2020 and is the first dedicated on-street protected bicycle lane in Westchester County. Improvements associated with the bicycle lane include more visible crosswalks, a “bike corral” parking area near the train station, and White Plains’ first mid-block pedestrian crossing on Main Street near the Galleria Mall. Bicycle waiting areas have also been added at intersections with Court Street and Martin Luther King Boulevard to increase safety for cyclists.

NORTH STATE ROAD SHORT-TERM SIGNING AND STRIPING PLAN

North State Road in Briarcliff Manor was identified as a “commercial corridor” in the Mogo Plan. Complete Street’s improvements were recommended in 2019, including road striping and longer-term infrastructure improvements. Stage one implementation (lane striping and signage) was completed in 2020 with funding from Clean Energy Communities Grant.



Martine Avenue Two-way Bike Lane Concept

Source: Westchester County, Creighton Manning

NEW YORK STATE DEPARTMENT OF TRANSPORTATION'S PEDESTRIAN SAFETY ACTION PLAN GRANT PROGRAM²⁸

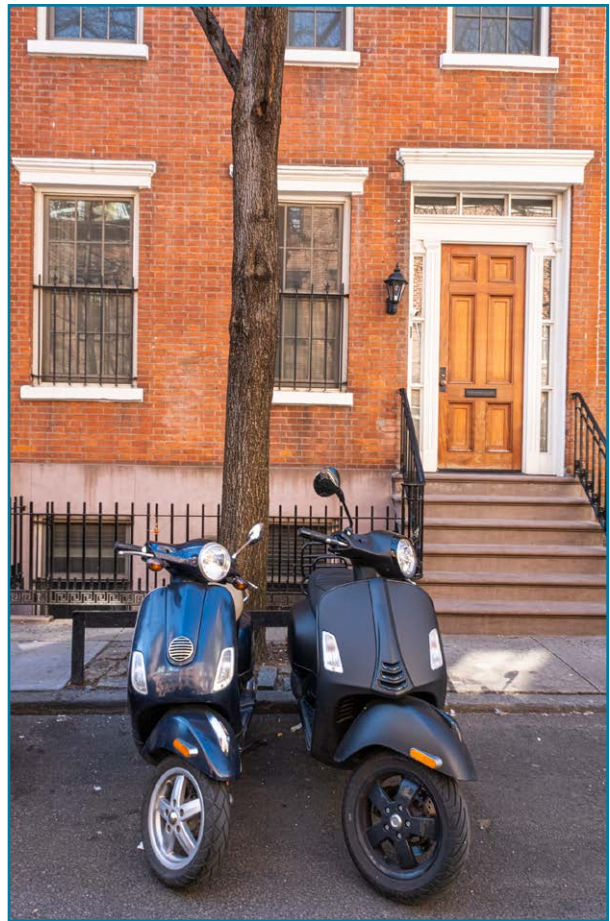
In 2017, the Pedestrian Safety Action Plan Grant Program awarded Port Chester \$596,000. The grant program is a partnership between NYSDOT, the New York State Department of Health, and the New York Governor's Traffic Safety Committee. The project is part of a larger strategy to develop Port Chester's downtown and promote safer multimodal transportation, including walking, bicycling, and public transportation. Funding is being used to design and build pedestrian safety improvements at six intersections that were highlighted in Port Chester's 2017 Downtown Mobility and Parking Management Study.²⁹ The contract has been awarded, and completion is expected in 2021.

BICYCLE AND SCOOTER SHARING

Yonkers. The City of Yonkers contracted with Lime to provide a bike sharing program. The Yonkers program started with 1,000 bicycles; the program ended in 2019 from lack of use.

In August 2020, Yonkers launched New York State's first-ever e-scooter pilot program. The one-year pilot program, a partnership with Bird Scooters, deployed 200 scooters in the downtown-waterfront area and other parts of southwest Yonkers. Up to 500 scooters may be added to meet demand if needed. Riders may only operate on streets with posted speed limits of 30 miles per hour or less. Riders may also use e-scooters in bicycle lanes but must yield to bicycles. The program includes a low-income access program for anyone enrolled in or eligible for a state or federal assistance program.

White Plains. A bike sharing program through Lime started initially with two operators, Ofo and Lime, with 300 bicycles and as many as 300 trips per day. Ofo ceased operations, and Lime assumed its share of bicycles. Major destinations were the White Plains train station, downtown, and hospital. The fee was \$1 per half hour ride using a mobile app. Despite its popularity, Lime ceased operations by the end of 2019 due to lack of use; White Plains is refocusing its efforts on e-scooters.



New Rochelle. New Rochelle launched a bike sharing program in 2016 through P3GM with approximately 100 bicycles and 11 stations. The program ended in 2019, and New Rochelle is looking to relaunch a program with bicycles and e-scooters with VeoRide.

Bike Sundays. Since 1974, Bicycle Sundays have been a yearly occurrence in Westchester County, aimed at promoting healthy lifestyles and the awareness of cycling and environmental preservation. Yearly, more than 60,000 participants take part in the event, which occurs on select Sundays between May and September. Participants cycle, walk, and jog a 13.1-mile loop of the Bronx River Parkway from White Plains to Yonkers. Since 2012, the program has been funded solely by the Westchester Parks Foundation and its partners.³⁰



Painter's Point Overlook



Rockland Landing, South Nyack

2.9 NEW YORK STATE DEPARTMENT OF TRANSPORTATION, LOWER HUDSON VALLEY, REGION 8

Region 8 has established approximately 338 miles of bicycle routes in its jurisdiction, which includes Ulster, Dutchess, Orange, and Columbia counties, as well as NYMTC's three Lower Hudson Valley counties. The region is in the process of signing New York State Bike Route 209, which is approximately 58 miles long and includes a 14-mile section through Sullivan County (Region 9). Bike Route 209 is an extension of a major interstate bicycle route connection in the Region 8. It will link State Bike Route 28 in Ulster County with State Bike Route 17 in Orange County, which connects to Pennsylvania Route Y1.

2.9.1 FACILITIES IN DESIGN OR UNDER CONSTRUCTION

GOVERNOR MARIO M. CUOMO BRIDGE BICYCLE AND PEDESTRIAN PATH³¹

In 2018, the Governor Mario M. Cuomo Bridge was opened to vehicles. In 2020, the much anticipated 12-foot-wide pedestrian and bicycle path spanning the bridge was opened on the northern side of the westbound span. The bridge path is one of the longest shared-use paths in the country, spanning 3.6 miles. In addition to providing a new connection for non-motorized travel, the path has six overlooks with amenities. Each overlook was designed in partnership with the community and celebrates the rich history of the Hudson Valley.

2.9.2 INITIATIVES

REGION 8 PEDESTRIAN SAFETY ACTION PLAN

The project identified and aimed to improve pedestrian safety in urban areas as described in the June 20, 2016, New York State Pedestrian Safety Action Plan. This systemic approach proactively addressed widespread safety issues to minimize crash potential by implementing countermeasures throughout the state highway network at locations that have been shown to be high risk based on crash type (rather than crash frequency). Elements of the plan included installing a basic sign and pavement marking countermeasure treatment package at all uncontrolled marked crosswalks using high-visibility crosswalks; double-posted pedestrian crossing signs with a fluorescent yellow-green background; advance pedestrian crossing signs; retroreflective signposts; and yield line markings. The contract addressed non-signalized intersections in Westchester, Putnam, and Rockland counties. The project was completed in October 2019.³²

COMPLETE STREETS INITIATIVES

Complete Streets improvements, including sidewalk and crosswalk improvements, are planned or in progress in a variety of locations throughout Region 8 (e.g., Route 45 in Ramapo, Smith Road and Congers Road in Clarkson, and River Road in Orangetown).

TRANSIT

Region 8 is installing bicycle racks at park-and-ride locations where there is a significant bicycling community and is working to encourage multimodal connections in the region.

2.10 NEW YORK STATE DEPARTMENT OF TRANSPORTATION, NEW YORK CITY, REGION 11

NYS DOT's Region 11 consists of New York City's five boroughs; Region 11 owns 53 pedestrian bridges citywide that over highways. Region 11 has established policies, procedures, and strategies to ensure that pedestrian and bicycle needs are accommodated at the early stages of project development.





3

EMERGING TRENDS AND APPROACHES

Technology is changing the way that the NYMTC planning area's transportation system functions. Innovative technologies such as bicycle share programs, e-scooters, and flashing beacon crosswalk lights are helping to create a more multimodal region.

What is Shared Micromobility?

Shared Micromobility encompasses all shared-use fleets of small, fully or partially human-powered vehicles such as bikes, e-bikes, and e-scooters.



Station-based bike share
(including e-bikes)



Dockless bike share
(including e-bikes)



Scooter share

Source: *Shared Micromobility in the U.S.* NACTO, <https://nacto.org/shared-micromobility-2018/>

3.1 SHARED MICROMOBILITY

Shared micromobility³³ encompasses all shared-use fleets of small, fully, or partially human-powered vehicles such as bicycles, e-bikes, and e-scooters.

3.2 BICYCLE SHARE

The popularity of bicycle share programs has increased since Plan 2045. Today, more than 100 bicycle share systems are offered across the country, operated by eight major companies, National Association of City Transportation Officials reports. Technology improvements such as Global Positioning System (GPS) tracking allow riders to locate available bicycles and use them at will. Bicycle share systems are often run by private-public partnerships and can be a relatively inexpensive way to get people out of cars. Additionally, they offer users health benefits associated with exercise. These systems can also play an important role in the region's safety, livability, and sustainability efforts by making it easier for people to get around without a personal vehicle.³⁴

Bicycle share programs are available across the NYMTC planning area. Bethpage Ride was launched in Suffolk County in 2019, and New Rochelle is currently working on a bike sharing agreement. Nassau County is planning on providing bicycle rentals at both Cedar Creek Park in Seafood and Eisenhower Park in East Meadow. In spring 2013, New York City launched Citi Bike, a self-service bicycle share program that now provides access to a network of more than 17,000 bicycles distributed at 1,100 stations. To date, the system has exceeded 108 million rides. Additionally, in 2019, NYC DOT and Lyft, the owner-operator of Citi Bike, began a multi-year expansion process that will double the network in geographic area and grow to 40,000 bicycles by 2024. With this expansion, Citi Bike will service all of Manhattan, expand to new neighborhoods in Brooklyn and Queens, and expand to the Bronx for the first time. New Yorkers who live in New York City Housing Authority developments or receive Supplemental Nutrition Assistance Program benefits can also join Citi Bike for only \$5 a month, as part of the Reduced Fare Bike Share Program. In addition, in 2018 and



Bethpage Ride's bike sharing program bicycles.

Source: "Bethpage Backs A New Gear for Suffolk Tourism" *Innovatelli*, Gregory Zeller, July 2019

2019, NYC DOT conducted a pilot program for dockless bicycle share in the Rockaways, Queens; Fordham, the Bronx; and the North Shore, Staten Island with four operators: Lime, JUMP, Pace, and Citi Bike. To further evaluate the transportation utility of dockless bicycle share, NYC DOT will launch a dockless program on Staten Island in spring 2021 with Beryl, a United Kingdom-based bike sharing operator.

3.3 ELECTRIC SCOOTERS

In 2018, e-scooters overtook bicycles as the preferred vehicle for dockless vendors. By the end of 2018, more than 85,000 e-scooters were available for public use in about 100 U.S. cities. Over the course of 2018, most dockless bicycle share companies (including Lime and Spin) retooled their fleets to focus on e-scooters, and new e-scooter-only companies (including Bird) emerged. The City of Yonkers launched a one-year-long e-scooter pilot program in August 2020. Two hundred e-scooters were deployed in the downtown-waterfront area and other parts of southwest Yonkers.³⁵ NYC DOT recently released a Request for Expressions of Interest for an e scooter pilot program, scheduled to launch in 2021.

3.4 ACTIVE WARNING BEACON CROSSWALK LIGHTS

Active warning beacons are user-operated amber flashing lights that supplement warning signs at unsignalized intersections or mid-block crosswalks. Beacons can be activated either manually by a push-button or passively through detection. Rectangular rapid flash beacons, a type of active warning beacon, use an irregular flash pattern like emergency flashers on police vehicles and can be installed on either two-lane or multi-lane roadways. Active warning beacons are used at high-volume pedestrian crossings but may also be considered for priority bicycle route crossings. Active warning beacons are used to alert drivers to yield where bicyclists have the right-of-way crossing a road.³⁶



4

STRATEGIES AND ACTION ITEMS

The Pedestrian-Bicycle Element identifies several goals and objectives directly related to providing a transportation system that accessible, efficient, safe, and sustainable. Objectives specifically related to pedestrian and bicycle travel and specific strategies and actions necessary to support those objectives are identified below.

Pedestrian and Bicycle Projects: Goals, Objectives, Strategies, and Actions



VISION GOAL



OBJECTIVE



STRATEGY OR ACTION



A transportation system that ensures the safety and security of people and goods across all users and modes.



Promote safe streets and intersections.



Identify high crash and fatality locations and work with communities to secure funding for safety improvements at those locations.

Conduct an ongoing education and awareness campaign aimed at improving awareness among drivers about pedestrian and bicycle safety and educating pedestrians and bicyclists about safe travel.

Collect and make available pedestrian and bicycle crash statistics from across the region.

Provide planning assistance to communities to identify safety improvements that could mitigate hazards.

Continue, improve, and increase traffic enforcement of hazardous behaviors such as red-light running, speeding, and drunk or distracted driving.



A transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided.



Improve first- and last-mile access to transit.



Provide financial assistance to bicycle and pedestrian projects located near transit stations and heavily used bus stops.

Ensure that pedestrian facilities located near transit stations and heavily used bus stops are ADA compliant by prioritizing projects that improve accessibility.

Provide adequate and secure bicycle parking at transit stations and heavily used bus stops.



Invest in improving the integration of the multimodal transit network.



Prioritize projects that provide regional pedestrian and bicycle connections.

Pedestrian and Bicycle Projects: Goals, Objectives, Strategies, and Actions



VISION GOAL



OBJECTIVE



STRATEGY OR ACTION



A transportation system that efficiently serves today's population and plans for the growing number of residents, workers, and increasing amount of goods.



Encourage walking and biking, transit-oriented development, Complete Streets, parking and curb management, and other long-term sustainable land use strategies that support passenger and goods movement.



Improve accessibility to the transportation system for users of all abilities.

Prioritize projects that are aimed at improving ADA compliance of pedestrian facilities.



A transportation system that minimizes its greenhouse gas emissions and other impacts on the environment, especially the effects of climate change.



Encourage alternatives to single-occupant vehicle trips.



Support comprehensive improvements to pedestrian and bicycle infrastructure.



A transportation system that is resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions.



Enhance the transportation network's resiliency by increasing travel options and redundancies.

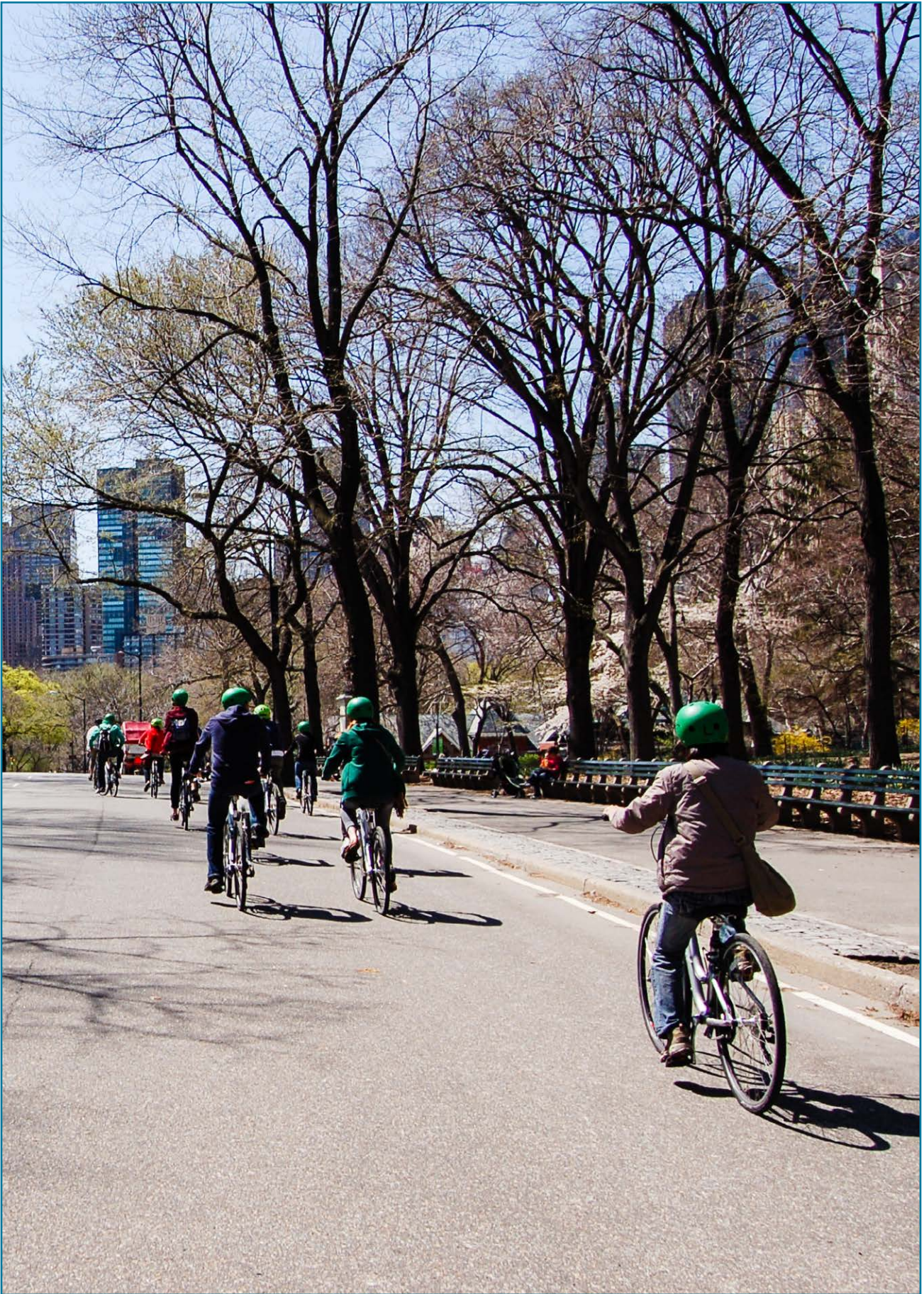


Identify and inventory pedestrian and bicycle facility deficiencies and needs near transit stations and heavily used bus stops.

Improve first- and last-mile access to transit.

Improve the integration of the multimodal transit network.

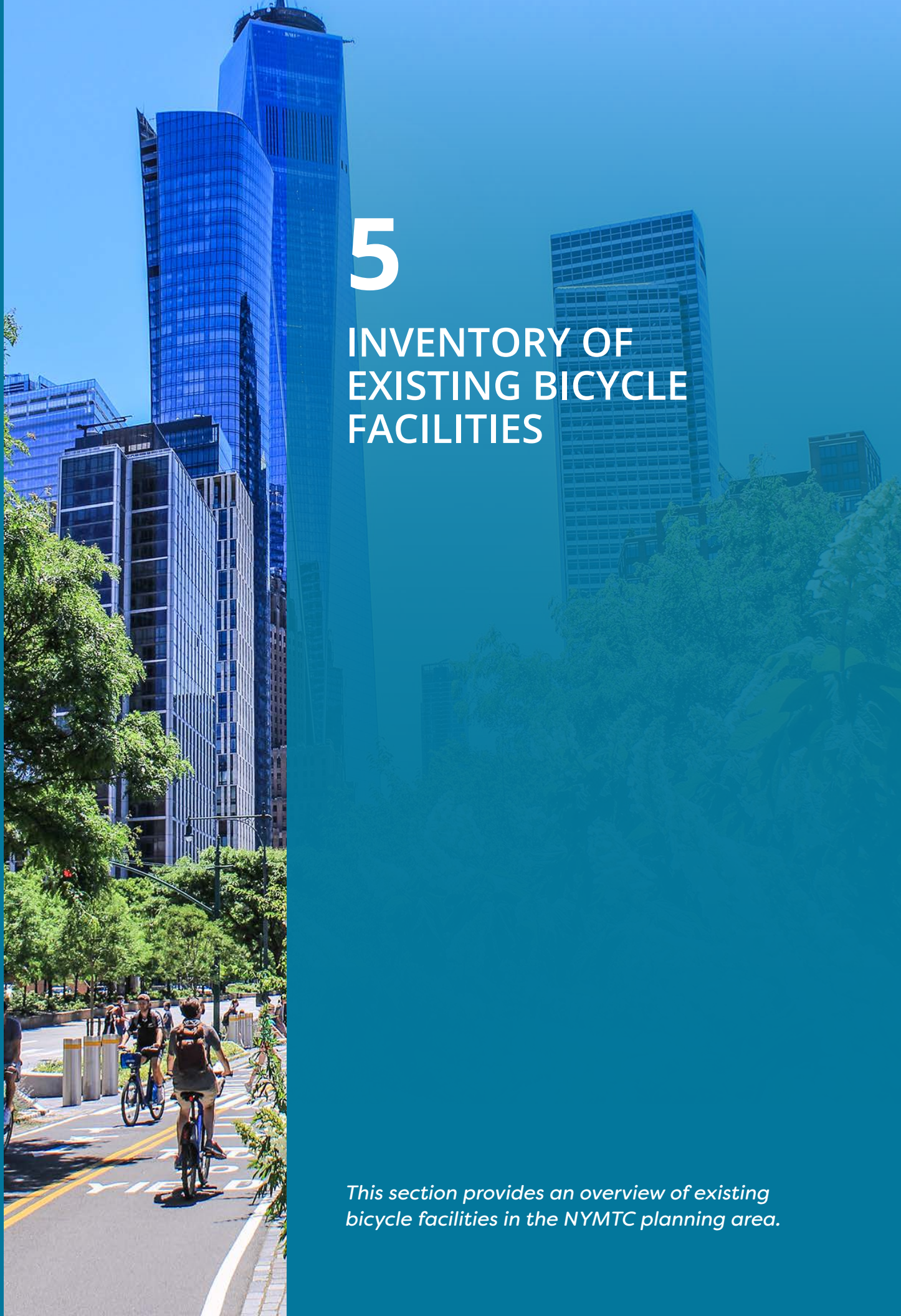
Coordinate with counties and towns to plan pedestrian and bicycle facilities that connect the region.



5

INVENTORY OF EXISTING BICYCLE FACILITIES

This section provides an overview of existing bicycle facilities in the NYMTC planning area.



Bicycle facilities include bicycle routes, bicycle parking, and storage facilities. The design of bicycle routes can consist of protected bicycle lanes, bicycle lanes, shared roadways, or shared-use paths. A protected bicycle lane is located within the street right-of-way but physically separated from moving traffic by parked vehicles, jersey barriers, or wide buffers with delineators. A bicycle lane is a portion of the roadway that has been designated by striping, signing, and pavement markings for the exclusive use of bicyclists. A shared roadway is open to both bicycle and motor vehicle travel—this may be

an existing roadway with wide curb lanes or a road with paved shoulders. Signs that designate shared lane routes are often accompanied by pavement markings. A bicycle or shared-use path is a bikeway that is physically separated from motorized vehicular traffic by an open space or a barrier, frequently within parkland but sometimes within the street right-of-way. Shared-use paths are also used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.³⁷ Existing bicycle facilities in the NYMTC planning area are described below.

Table B-1

New York City Total Greenway Paths*

County	Facility Type	Mileage
Bronx	Off-street bicycle paths	37
Brooklyn	Off-street bicycle paths	41
Manhattan	Off-street bicycle paths	53
Queens	Off-street bicycle paths	42
Staten Island	Off-street bicycle paths	27

* Updated from March 2020 data, NYC OPEN DATA, Transportation, Bicycle Routes

Table B-2

New York City Existing On-Street Bicycle Facilities*

County	Facility Type	Mileage
Bronx	Bicycle lanes	90
Bronx	Protected bicycle lanes	74
Kings	Bicycle lanes	176
Kings	Protected bicycle lanes	110
Manhattan	Bicycle lanes	84
Manhattan	Protected bicycle lanes	161
Queens	Bicycle lanes	123
Queens	Protected bicycle lanes	105
Richmond	Bicycle lanes	31
Richmond	Protected bicycle lanes	50
DEDICATED CYCLING SPACE		1,004

*Mileage is through end of 2019

Table B-3

New York City Total On-Street Bicycle Facilities*

Facility Type	Borough					Total
	Bronx	Brooklyn	Manhattan	Queens	Staten Island	
Protected Bicycle Lane	74	110	161	105	50	500
Conventional Bicycle Lane	90	176	84	123	31	504
Dedicated Cycling Space	164	286	245	228	81	1,004
Shared	28	66	34	61	19	208
Wide Parking Lanes	14	22	10	4	0	50
Signed	2	17	4	14	2	39
Signed/Marked Route	44	105	48	79	21	297
TOTAL ON-STREET FACILITIES	208	391	293	307	102	1,301

Table B-4

NYSDOT Long Island Region (Region 10) State Bicycle Routes

NYSDOT Region 10 State Bike Route Name	Facility Type	From	To	Counties	Mileage (approx.)
24 (Regional Route)	Bike lane	Peconic Avenue, Riverhead	Old Riverhead Road, Hampton Bays	Suffolk	7.00
25 (Regional Route)	Bike lane/ shared roadway	NY 25 and NY 111 Smithtown	Orient Point	Suffolk	67.00
25A (Regional Route)	Bike lane/ shared roadway	Cold Spring Harbor LIRR	NY 25 and NY 25A, Smithtown	Suffolk	18.00
27 (Regional Route)	Shared roadway	NY 27 at Flying Point Road, Southampton	Montauk Point	Suffolk	31.00
114 (Regional Route)	Bike lane/ shared roadway	NY 25 at Third Street, Greenport	NY 27 at Buells Lane, East Hampton	Suffolk	14.75
TOTAL MILEAGE					137.75

Table B-5

Nassau County Existing On-Road Bicycle Facilities

Nassau County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Salisbury Park Drive	Bike lane	Carman Avenue, East Meadow	Old Westbury Road, East Meadow	Nassau County	0.50
Woodbury Road (Bethpage Bikeway)	Bike lane	Sunnyside Boulevard	Piquets Lane	Nassau County	0.60
Carman Mills Road Bike Lane	Bike lane	Merrick Road	Old Sunrise Highway	NYSDOT	0.60
Hempstead Turnpike	Bike route	Vogel Way	NY 110	NYSDOT	0.50
Old Sunrise Highway	Bike route	Carman Mills Road	County Line Road	NYSDOT	0.40
Grand Boulevard	Bike lane	Broadway, Long Beach	Beech Street, Long Beach	City of Long Beach	0.10
Oceanview	Bike route	New York Avenue	Connecticut Avenue, Long Beach	City of Long Beach	0.60
James Doolittle Boulevard	Bike lane	Hempstead Turnpike, Uniondale	Charles Lindbergh Boulevard	Town of Hempstead	0.40
Prospect Avenue	Bike lane	Wantagh Parkway, New Cassel	Brush Hollow Road, New Cassel	Town of North Hempstead	1.00
Piquets Lane/Southwoods Road (Bethpage Bikeway)	Bike lane	Woodbury Road	Syosset-Woodbury Road	Town of Oyster Bay	1.10
West Harbor Drive	Bike lane	Ludlam Avenue, Bayville	Centre Island Road, Bayville	Village of Bayville	1.00
Eastern Parkway/Vogel Way	Bike route	Secatogue Avenue, Farmingdale	NY 24, Farmingdale	Village of Farmingdale	0.60
Shoreward Drive	Bike lane	Barstow Avenue, Great Neck Plaza	Gilchrist Dt, Great Neck Plaza	Village of Great Neck Plaza	0.20
Broadway	Bike route	Prospect Avenue, Lynbrook	Sunrise Highway, Lynbrook	Village of Lynbrook	0.75

Nassau County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Hempstead Avenue	Bike route	Sunrise Highway, Lynbrook	Hendrickson Avenue	Village of Lynbrook	1.00
Hendrickson Avenue	Bike route	Horton Avenue, Lynbrook	Ocean Avenue, Lynbrook	Village of Lynbrook	1.50
TOTAL MILEAGE					10.90



Table B-6

Nassau County Existing Off-Road Bicycle Facilities

Nassau County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Bethpage Bikeway	Shared-use path	Woodbury Road, Woodbury	Linden Street, North Massapequa	NYSDOT	9.60
Nassau Expwy Shared-Use Path (NY 878)	Shared-use path	Broadway, Lawrence	Atlantic Beach Bridge, Lawrence	NYSDOT	0.90
Nassau Expwy Shared-Use Path (NY 878)	Shared-use path	Rockaway Turnpike, Inwood	Burnside Avenue, Inwood	NYSDOT	0.60
Ocean Parkway Coastal Greenway	Shared-use path	Southern Terminus of Ellen Farrant Memorial Bikeway	Suffolk County Line	NYSDOT	4.80
Wantagh Parkway (Ellen Farrant Memorial Bikeway)	Shared-use path	Cedar Creek Park, Seaford	Jones Beach State Park	NYSDOT	4.30
Wantagh Parkway	Pedestrian walkway	Brush Hollow Road, Westbury	Park Avenue, Wantagh	NYSDOT	7.50
Hempstead Lake State Park	Shared-use path			NYS Parks	2.40
Jones Beach Boardwalk	Boardwalk	Parking Field 2	Parking Field 6	NYS Parks	2.10
Jones Beach West End Shared-Use Path	Shared-use path	Parking Field 1	Parking Field West End 2	NYS Parks	2.50
Valley Stream State Park Shared-Use Path	Shared-use path			NYS Parks	0.80
Bay Park	Shared-use path			Nassau County	1.30
Bethpage Bikeway	Shared-use path	Linden Street, Massapequa	Merrick Road, Massapequa	Nassau County	3.50
Cantiague Park, Hicksville	Shared-use path	Rockland Dr	Kansas Street	Nassau County	0.70
Cedar Creek Park, Seaford	Shared-use path			Nassau County	2.00

Nassau County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Christopher Morley Park, North Hills	Shared-use path			Nassau County	0.30
Cow Meadow Park, Freeport	Shared-use path			Nassau County	0.70
Eisenhower Park Shared-Use Path, East Meadow	Shared-use path			Nassau County	1.60
Hendrickson Park, Valley Stream	Shared-use path			Nassau County	1.25
John J Burns Park, Massapequa Park	Shared-use path			Nassau County	0.60
Halls Pond Park, West Hempstead	Shared-use path			Nassau County	0.30
Long Island Motor Parkway Trail	Shared-use path	Stewart Avenue, Westbury	Old Country Road, Westbury	Nassau County	2.40
Merrick Avenue Shared-Use Path	Shared-use path	Old Country Road, Westbury	Hempstead Turnpike, East Meadow	Nassau County	1.70
Milburn Creek Park, Baldwin	Shared-use path			Nassau County	0.60
Milburn Pond Park, Baldwin	Shared-use path			Nassau County	0.40
Mill Park, Valley Stream	Shared-use path	Old Central Avenue	Forest Road	Nassau County	0.30
Nassau Hub Pathways	Shared-use path	Mitchel Field	Mitchel Field	Nassau County	5.90
North Woodmere Park	Shared-use path			Nassau County	0.50
Wantagh Park Shared-Use Path	Shared-use path			Nassau County	2.50
Whitney Pond Park, Manhasset	Shared-use path			Nassau County	0.20
Long Beach Boardwalk	Boardwalk	New York Avenue	Neptune Avenue	City of Long Beach	2.20
Averill Boulevard, Elmont	Shared-use path			Town of Hempstead	0.30

Nassau County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Baldwin Harbor Park, Baldwin	Shared-use path			Town of Hempstead	1.20
Coes Neck Park, Baldwin	Shared-use path			Town of Hempstead	0.25
Elmont Road Park	Shared-use path			Town of Hempstead	0.30
Lido Beach Town Park	Shared-use path			Town of Hempstead	0.25
Newbridge Park, Bellmore	Shared-use path			Town of Hempstead	0.70
Oceanside Park	Shared-use path			Town of Hempstead	0.80
Seamens Neck Park, Seaford	Shared-use path			Town of Hempstead	1.50
Atlantic Beach Boardwalk	Boardwalk	The Plaza	Yates Avenue	Village of Atlantic Beach	1.25
Greis Park Bike Path and Exercise Trail, Lynbrook	Shared-use path	Wright Avenue	Short Street	Village of Lynbrook	0.40
Sunrise Highway Shared-Use Path, Lynbrook	Shared-use path	Earle Avenue	Ocean Avenue	Village of Lynbrook	0.60
Bayfront Trail	Shared-use path	Mill Road	Stop & Shop Plaza	Village of Port Washington North	0.25
TOTAL MILEAGE					72.60



Table B-7

Suffolk County Existing On-road Bicycle Facilities

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Bike Route 24	Bike lane	Peconic Avenue, Riverhead	Old Riverhead Road, Tiana	NYS DOT	7.00
Bike Route 25	Bike route	NY 25, Smithtown	Woodlawn Avenue, St. James	NYS DOT	1.00
Bike Route 25	Bike route	Lake Avenue, St. James	Brookhaven Town Line	NYS DOT	1.60
Bike Route 25	Bike route	Brookhaven Town Line	Main Street (Stony Brook)	NYS DOT	0.60
Bike Route 25	Bike route, Bike lane	Ridgeway Avenue, Setauket	Main Street, Port Jefferson	NYS DOT	2.60
Bike Route 25	Bike lane	North Country Road, Sound Beach	NY 25, Calverton	NYS DOT	9.60
Bike Route 25	Bike route	NY 25A, Calverton	Manor Road, Riverhead	NYS DOT	2.90
Bike Route 25	Bike route	Edgar Avenue, Aquebogue	Moore's Lane, Greenport	NYS DOT	18.40
Bike Route 25	Bike route	Main Street, Greenport	Orient Point	NYS DOT	7.90
Bike Route 25A	Bike route, Bike lane	Church Street, Kings Park	NY 25, Smithtown	NYS DOT	3.60
Bike Route 27	Bike route, Bike lane	Flying Point Road, Southampton	Montauk Point State Park	NYS DOT	31.00
Bike Route 114	Bike lane	NY 27, East Hampton	Hempstead Street, Sag Harbor	NYS DOT	5.70
Bike Route 114	Bike lane	Bay Street, Sag Harbor	Northhaven	NYS DOT	3.10
Bike Route 114	Bike lane	South Ferry, Shelter Island	NY 25, Third Street Greenport	NYS DOT	4.40
Montauk Highway	Bike lane	Knoll Road, Hampton Bays	Tuckahoe Lane, Southampton	NYS DOT	2.80

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
NY 24 Conklin Street	Bike route	Nassau County Line, Farmingdale	NY 110, East Farmingdale	NYS DOT	0.70
NY 25	Bike lane	CR 97, Selden	CR 83, Selden	NYS DOT	2.40
NY 25A	Bike lane	NY 112, Port Jefferson Station	Crystal Brook Hollow Road, Port Jefferson Station	NYS DOT	0.90
NY 111	Bike lane, Bike route	Suffolk County Route 17, Hauppauge	Southern State Pkwy, Central Islip	NYS DOT	3.50
NY 112	Bike lane	NY 112, Hallock Avenue, Port Jefferson Station	Old Middle Country Road, Coram	NYS DOT	5.00
NY 112	Bike lane	Wincoram Way, Coram	Long Island Expressway, Medford	NYS DOT	3.00
Veterans Memorial Highway	Bike lane	NY 347, Hauppauge	Broadway, Hauppauge	NYS DOT	8.50
Orient Beach State Parkway	Bike lane	NY 25, Orient Point	Parking Area, Orient Point	State Parks	2.20
Bike Route 25A-Suffolk County Route 4 (Town Line Road)	Bike route	Burr Road, Commack	Scholar Lane, Commack	Suffolk County	0.40
Bike Route 25A-Suffolk County Route 9 (Bike Route Cuba Hill Road)	Bike route	Little Plains Road, Elwood	Elwood Road, Elwood	Suffolk County	0.60
Bike Route 25A-Suffolk County Route 11 (Pulaski Road)	Bike route	Old Commack Road, Kings Park	NY 25A	Suffolk County	0.30

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Bike Route 25A-Suffolk County Route 11 (Pulaski Road)	Bike route	NY 108, Cold Spring Harbor	Oakwood Road, Huntington	Suffolk County	1.50
Bike Route 25A-Suffolk County Route 11 (Pulaski Road)	Bike route	Oakwood Road, Huntington	Lenox Road, Huntington Street	Suffolk County	1.50
Suffolk County Route 16 (Portion Road)	Bike lane	Ronkonkoma Avenue, Lake Ronkonkoma	CR 97, Farmingville	Suffolk County	2.90
Suffolk County Route 19 (Patchogue- Holbrook Road)	Bike lane	Portion Road (CR 16), Lake Ronkonkoma	I 495 Long Island Expressway, Holtsville	Suffolk County	1.30
Suffolk County Route 17 (Wheeler Road)	Bike route	NY 111, Central Islip	Suffolk Avenue, Central Islip	Suffolk County	1.40
Suffolk County Route 21	Bike route	Main Street, Yaphank	CR 80, Brookhaven	Suffolk County	4.20
BR 25A- Suffolk County Route 35	Bike route	Maplewood Road, Greenlawn	Little Plains Road, Greenlawn	Suffolk County	0.30
Suffolk County Route 46					
Bike Route	Bike route	Flower Hill Dr., Upton	Brookhaven National Laboratory Entrance, Upton	Suffolk County	0.20
Suffolk County Route 46 Bike Route (Smith Point Bridge)	Bike lane	Robinwood Dr, Shirley	Fairlawn Ct, Shirley	Suffolk County	1.00
Suffolk County Route 46 Bike Route					

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Smith Point Bridge	Bike route	Fairlawn Ct, Shirley	Fire Island Beach Road, Smith Point Park	Suffolk County	1.30
Suffolk County Route 48 (Sound Avenue)	Bike route	Moore's Lane, Greenport	NY 25, Greenport	Suffolk County	0.50
Suffolk County Route 60 (Long Beach Road)	Bike lane	Noyack Road, Noyack	NY 114, Northaven	Suffolk County	1.75
Suffolk County Route 80 (Montauk Highway)	Bike route	CR 21, Southaven	Smith Street, Southaven	Suffolk County	1.60
BR 25A - Suffolk County Route 92	Bike route	Pulaski Road (CR 92), Huntington	W. Rogues Path, Huntington	Suffolk County	0.30
Suffolk County 94 (Nugent Drive)	Bike lane	Long Island Expressway-Exit 71, Calverton	Riverhead Traffic Circle	Suffolk County	4.50
Suffolk County 99 (Woodlawn Avenue)	Bike lane	NY 112, North Patchogue	Station Road, Bellport	Suffolk County	2.90
Suffolk County 100 Suffolk Avenue	Bike route	NY 111, Central Islip	NY 454, Islandia	Suffolk County	2.60
Suffolk County 101 Sills Road	Bike route	Long Island Avenue, Yaphank	Long Island Avenue, Yaphank	Suffolk County	0.40
Conklin Street	Bike route	NY 110, East Farmingdale	Wellwood Avenue, Pinelawn	Town of Babylon	1.25
Herzl Boulevard	Bike lane	Straight Path, West Babylon	Little East Neck Road, West Babylon	Town of Babylon	1.10
Long Island Avenue	Bike route	Wellwood Avenue, Pinelawn	Grand Boulevard, Wyandanch	Town of Babylon	2.25
Grand Boulevard	Bike route	Long Island Avenue, Wyandanch	Industry Court, Deer Park	Town of Babylon	3.30
Industry Court	Bike route	Grand Boulevard, Deer Park	Saxwood Street, Deer Park	Town of Babylon	0.50

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Saxwood Street	Bike route	Industry Ct, Deer Park	Dunton Avenue, Edgewood	Town of Babylon	0.20
Arrowhead	Bike lane	NY 347, Terryville	Fawn Lane, Terryville	Town of Brookhaven	0.30
Belle Mead Road, East Setauket	Bike lane	NY 347, Stony Brook	Upper Sheep Pasture Road, Stony Brook	Town of Brookhaven	1.70
Bike Route 25-Main Street	Bike route	NY 25A, Stony Brook	Christian Avenue, Stony Brook	Town of Brookhaven	0.50
Bike Route 25-Christian Avenue	Bike route	Main Street, Stony Brook	Bailey Hollow Road, Stony Brook	Town of Brookhaven	1.80
Bike Route 25-Bailey Hollow Road	Bike route	Christian Avenue, Stony Brook	Ridgeway Avenue, Setauket	Town of Brookhaven	0.20
Bike Route 25-Ridgeway Avenue	Bike route	Bailey Hollow Road, Stony Brook	NY 25A, Setauket	Town of Brookhaven	1.00
Bike Route 25-North Country Road	Bike route	Belle Terre Road, Port Jefferson	Miller Place Road, Miller Place	Town of Brookhaven	4.50
Bike Route 25-Miller Place Road	Bike route	North Country Road, Miller Place	North Country Road, Miller Place	Town of Brookhaven	0.60
Bike Route 25-North Country Road	Bike route	North Country Road, Miller Place	NY 25A, Sound Beach	Town of Brookhaven	1.70
Bluepoint Road, Farmingville	Bike lane	CR 16, Portion Road, Farmingville	Long Island Avenue, Holtsville	Town of Brookhaven	1.10
Bluepoint Road, Holbrook	Bike lane	Long Island Avenue, Holtsville	Waverly Avenue, North Patchogue	Town of Brookhaven	1.40
Brookhaven Town Bike Route 1-Mill Road Segment A	Bike route	NY 112, Coram	CR 21 Yaphank	Town of Brookhaven	5.70

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Brookhaven Town Bike Route/ 1-Segment B	Bike route, Bike lane	CR 80 and Smith Street, Brookhaven	CR 46 at Robinwood, Mastic Beach	Town of Brookhaven	3.20
Brookhaven Town Bike Route 2 (Selden to Davis Park Ferry-Patchogue)	Bike route	Suffolk Community College, Selden	Davis Park, Fire Island Ferry, Patchogue	Town of Brookhaven	6.00
Brookhaven Town Bike Route 3 (SUNY Stony Brook to NYSDEC Rocky Point Conservation Area)	Bike route, Bike lane	SUNY Stony Brook	Belle Terre Road (4 mi) NYS DEC Rocky Point Conservation Area (10.4 mi)	Town of Brookhaven	4.00
Buckley Road	Bike lane	Bluepoint Road, Holtsville	Waverly Avenue (CR 19), North Patchogue	Town of Brookhaven	1.40
Canal Road	Bike lane	Rose Lane, Port Jefferson Station	Patchogue - Mt Sinai - Coram Road CR 83, Coram	Town of Brookhaven	2.10
Chapman Boulevard	Bike lane	Jerusalem Hollow Road, Manorville	Russell Street, Manorville	Town of Brookhaven	1.00
Coram-Yaphank Road	Bike route	Patchogue-Yaphank, Road	CR 21 Main Street, Yaphank	Town of Brookhaven	0.30
CR 21 Main Street	Bike route	Coram Yaphank Road, Yaphank	Moriches Middle Island Road, Yaphank	Town of Brookhaven	1.80
Echo Avenue	Bike lane	North Country Road, Sound Beach	NY 25A, Sound Beach	Town of Brookhaven	1.20
Everett Drive	Bike route	CR 21 Main Street, Yaphank	Raimond Street, Yaphank	Town of Brookhaven	0.20
Granny Road Bike Route (Sharrows)	Bike route	NY 112, Coram	East Bartlett, Gordon Heights	Town of Brookhaven	2.40

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Holbrook Road	Bike lane	NY 25, Centereach	Portion Road, South Centereach	Town of Brookhaven	1.80
Homestead Drive	Bike lane	NY 25, Coram	Beach Lane, Coram	Town of Brookhaven	0.40
Lakeland Street	Bike route	Johnson Avenue, Ronkonkoma	Railroad Avenue, Ronkonkoma	Town of Brookhaven	0.70
Longwood Road	Bike lane	Wading River Hollow Road, Middle Island	William Floyd Parkway (CR 46), Upton	Town of Brookhaven	1.40
Long Island Avenue	Bike lane	NY 112, Medford	Bellport Road, Yaphank	Town of Brookhaven	2.25
Long Island Avenue	Bike route	Bellport Avenue, Yaphank	CR 101, Sills Road, Yaphank	Town of Brookhaven	1.00
Mastic Road	Bike lane	Mastic Boulevard, Mastic	Meadowmere Avenue, Mastic	Town of Brookhaven	1.00
Mill Road	Bike route	Railroad Avenue, Ronkonkoma	Long Island Avenue, Ronkonkoma	Town of Brookhaven	0.20
Miller Place Road	Bike lane	Echo Avenue, Miller Place	Cypress Court, Miller Place	Town of Brookhaven	1.30
Moriches-Middle Island Road	Bike route	CR 46 William Floyd Parkway, Yaphank	North Street, East Yaphank	Town of Brookhaven	1.10
Mount Sinai - Coram Road	Bike lane	NY 25	Minti Dr	Town of Brookhaven Bike Lane	0.60

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Mount Sinai - Coram Road	Bike lane	Mel Dr	Canal Road	Town of Brookhaven	1.50
Old Town Road	Bike lane	NY 347, Terryville	CR 83, Coram	Town of Brookhaven	3.30
Patchogue-Yaphank Road	Bike route	Sills Road, Yaphank	Coram-Yaphank Road, Yaphank	Town of Brookhaven	0.30
Railroad Avenue	Bike route	Lakeland Street, Ronkonkoma	Mill Road, Ronkonkoma	Town of Brookhaven	0.50
Raimond Street	Bike route	Everett Dr, Yaphank	CR 21 Yaphank-Middle Island Road, Yaphank	Town of Brookhaven	0.10
Revalo Avenue/ Flower Hill Drive	Bike route	Middle Island-Moriches Road	William Floyd Parkway (CR 46)	Town of Brookhaven	0.60
River Road	Bike lane	Middle Island - Moriches Road	Victory Avenue	Town of Brookhaven	2.70
Sills Road	Bike lane	Long Island Avenue, Yaphank	Mill Road, Yaphank	Town of Brookhaven	0.70
Sipp Avenue	Bike lane	Southaven Avenue, South Medford	Woodside Avenue (CR 99)	Town of Brookhaven	0.50
Smith Road	Bike lane	NY 25, Middle Island	Longwood Road, Middle Island	Town of Brookhaven	1.70
Smith Road	Bike lane	LIRR, Shirley	Ranch Dr, Shirley	Town of Brookhaven	1.40
Stony Brook Road	Bike lane	NY 347, Stony Brook	University Heights Dr, Stony Brook	Town of Brookhaven	1.50
Stony Brook Road	Bike route	University Heights Dr, Stony Brook	NY 25A, Stony Brook	Town of Brookhaven	1.50
Union Avenue	Bike lane	Mill Road, Ronkonkoma	Long Island Avenue, Holtsville	Town of Brookhaven	2.20

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Wilson Avenue	Bike lane	NY 25, Gordon Heights	Beach Lane, Gordon Heights	Town of Brookhaven	0.40
Wincoram Way	Bike lane	NY 25, Coram	NY 112, Coram	Town of Brookhaven	0.30
Yaphank Woods Boulevard	Bike lane	William Floyd Parkway	Colonial Woods Dr W.	Town of Brookhaven	0.60
Bike Route 25A-W. Rogues Path/ W. 11th Street/E. 11th Street	Bike route	Oakwood Road - CR 92	Depot Road	Town of Huntington	1.20
Bike Route 25A-Depot Road	Bike route	E. 11th Street, Huntington Street	E. 10th Street, Huntington Street	Town of Huntington	0.10
E. 10th Street	Bike route	Depot Road, Huntington Street	Lenox Road, Huntington Street	Town of Huntington	0.30
E. Rogues Path	Bike route	Lenox Road, Huntington Street	Maplewood Road, Huntington Street	Town of Huntington	1.30
Bike Route 25A-Maplewood Road	Bike route	E. Rogues Path, Huntington Street	CR 35 Park Avenue, Greenlawn	Town of Huntington	0.10
Bike Route 25A-Little Plains Road	Bike route	CR 35 Park Avenue, Greenlawn	CR 9 Cuba Hill Road, Elwood	Town of Huntington	2.00
Bike Route 25A-Burr Road	Bike route	CR 10, Elwood Road	CR 4, Townline Road	Town of Huntington	2.40
Brook Street	Bike lane	Cherry Avenue, Sayville	Greeley Avenue, Sayville	Town of Islip	0.40
Dunton Avenue	Bike route	Saxwood Street, Edgewood	Pine Aire Drive, Edgewood	Town of Islip	0.10

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Pine Aire Drive	Bike route	Dunton Avenue, Edgewood	3rd Avenue, Brentwood	Town of Islip	1.90
3rd Avenue	Bike route	Pine Aire Drive Brentwood	1st Street, Brentwood	Town of Islip	0.40
1st Street	Bike route	3rd Avenue, Brentwood	2nd Avenue, Brentwood	Town of Islip	0.10
2nd Avenue	Bike route	1st Street, Brentwood	Broadway, Brentwood	Town of Islip	1.30
Broadway	Bike route	3rd Avenue, Brentwood	Alkier Street, Central Islip	Town of Islip	0.20
Alkier Street	Bike route	Broadway, Central Islip	NY 111, Central Islip	Town of Islip	0.50
CR 100 (Suffolk Avenue)	Bike route	NY 111, Central Islip	Old Nichols Road, Islandia	Town of Islip	2.70
Old Nichol's Road	Bike route	CR 100 (Suffolk Avenue), Central Islip	Johnson Avenue, Islandia	Town of Islip	0.50
Johnson Avenue	Bike route	Old Nichols Road, Islandia	Lakeland Street, Ronkonkoma	Town of Islip	2.30
Lowell Avenue/ Connetquot Avenue/Great River Road	Bike route	Sunburst Boulevard, Central Islip	Heckscher State Park	Town of Islip	5.50
Bike Route 25-Manor Road	Bike route	NY 25, Riverhead	Middle Road, Riverhead	Town of Riverhead	1.10
Bike Route 25-Middle Road	Bike route	Manor Road, Riverhead	Ostrander Avenue, Riverhead	Town of Riverhead	2.80
Bike Route 25-Ostrander Avenue	Bike route	Middle Road, Riverhead	Elton Street, Riverhead	Town of Riverhead	0.80
Bike Route 25-Elton Street	Bike route	Ostrander Avenue, Riverhead	NY 25, Riverhead	Town of Riverhead	1.00

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Bike Route 25-Fairway Avenue	Bike route	NY 25, Riverhead	Hubbard Avenue, Riverhead	Town of Riverhead	0.30
Bike Route 25-Hubbard Avenue	Bike route	Fairway Avenue, Riverhead	Edgar Avenue, Aquebogue	Town of Riverhead	1.50
Bike Route 25-Edgar Avenue	Bike route	Hubbard Avenue, Aquebogue	NY 25, Aquebogue	Town of Riverhead	0.50
Edwards Avenue	Bike route	NY 25, Calverton	Long Island Expressway, Calverton	Town of Riverhead	1.50
NY 25	Bike route	River Road, Calverton	Mill Road, Riverhead	Town of Riverhead	1.70
Mill Road	Bike route	NY 25, Riverhead	JT Boulevard	Town of Riverhead	0.20
JT Boulevard	Bike route	Mill Road, Riverhead	Pulaski Street, Riverhead	Town of Riverhead	0.40
Pulaski Street	Bike route	JT Boulevard, Riverhead	Columbus Avenue, Riverhead	Town of Riverhead	0.40
Columbus Avenue	Bike route	Pulaski Street, Riverhead	Parkway	Town of Riverhead	0.10
Parkway	Bike route	Columbus Avenue, Riverhead	Hamilton Avenue, Riverhead	Town of Riverhead	0.50
Hamilton Avenue	Bike route	Parkway	Lincoln Avenue, Riverhead	Town of Riverhead	0.30
Lincoln Avenue	Bike route	Hamilton Avenue, Riverhead	Griffing Avenue, Riverhead	Town of Riverhead	0.30
Griffing Avenue	Bike route	Lincoln Avenue, Riverhead	Elton Avenue, Riverhead	Town of Riverhead	0.10
Elton Avenue	Bike route	Griffing Avenue, Riverhead	Meeting House Creek Road, Aquebogue	Town of Riverhead	0.30

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Meeting House Creek Road	Bike route	Elton Avenue, Riverhead	Peconic Bay Boulevard, Aquebogue	Town of Riverhead	0.40
Peconic Bay Boulevard	Bike route	Meeting House Creek Road, Aquebogue	South Jamesport Avenue, Aquebogue	Town of Riverhead	2.30
South Jamesport Avenue	Bike route	Peconic Bay Boulevard, Aquebogue	Herricks Lane, Northville	Town of Riverhead	0.50
Herricks Lane	Bike route	South Jamesport Avenue, Aquebogue	Manor Lane, Northville	Town of Riverhead	2.00
Manor Lane	Bike route	Herricks Lane, Northville	Sound Avenue, Northville	Town of Riverhead	2.30
Sound Avenue	Bike route	Manor Lane, Northville	Pier Avenue, Northville	Town of Riverhead	0.80
Pier Avenue	Bike route	Sound Avenue, Northville	Long Island Sound	Town of Riverhead	0.80
River Road	Bike lane	Edwards Avenue, Calverton	NY 25, Riverhead	Town of Riverhead	3.00
Bike Route 25A-Scholar Lane	Bike route	Suffolk County Route 4 - Town Line Road	Old Commack Road, Commack	Town of Smithtown	0.80
Bike Route 25A-Old Commack Road	Bike route	Scholar Lane, Commack	Suffolk County Route 11-Pulaski Road, Kings Park	Town of Smithtown	2.20
Bike Route 25A-Old Dock Road	Bike route	NY 25A, Kings Park	Church Street, Kings Park	Town of Smithtown	0.20
Bike Route 25A-Church Street	Bike route	Old Dock Road, Kings Park	NY 25A, Kings Park	Town of Smithtown	0.10
Bike Route 25-Woodlawn Avenue	Bike route	NY 25A, St James	Jackson Avenue, St James	Town of Smithtown	0.20

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Bike Route 25-Jackson-Railroad Avenue	Bike route	Woodlawn Avenue, St. James	Lake Avenue, St. James	Town of Smithtown	0.90
Bike Route 25-Lake Avenue	Bike route	Railroad Avenue, St. James	NY 25A, St. James	Town of Smithtown	0.30
Ocean Road	Bike route	NY 27, Bridgehampton	Atlantic Ocean, Bridgehampton	Town of Southampton	2.40
Old Riverhead Road	Bike route	NY 24, Hampton Bays	Squiretown Road, Hampton Bays	Town of Southampton	0.85
Ponquogue Avenue	Bike route	Montauk Highway (CR 80), Hampton Bays	Shinnecock Road, Hampton Bays	Town of Southampton	1.50
South Fork	Bike route	Bridgehampton Train Station	Wainscott Harbor Road, Wainscott	Town of Southampton	2.70
Squiretown Road	Bike route	Old Riverhead Road, Hampton Bays	Montauk Highway, Hampton Bays	Town of Southampton	1.20
Stewart Avenue	Bike route	Old Riverhead Road (CR 31)	Hampton West Park	Town of Southampton	0.90
Mattituck – Cutchogue Loop	Bike route	NY 25, Mattituck	NY 25, Mattituck	Town of Southold	14.00
Orient Loop	Bike route	NY 25, Orient	NY 25, Orient	Town of Southold	5.00
Southold Soundview-Bayview Loop	Bike route	NY 25, Southold	NY 25, Southold	Town of Southold	15.00
Bike Route 25-Moores Lane	Bike route	NY 25, Greenport	CR 48, Sound Avenue, Greenport	Village of Greenport	0.70
Bike Route 25-East Broadway	Bike route	NY 25A-Main Street, Port Jefferson	Belle Terre Road, Port Jefferson	Village of Port Jefferson	0.60
Bike Route 25-Belle Terre Road	Bike route	East Broadway, Port Jefferson	North Country Road, Port Jefferson Street	Village of Port Jefferson	0.90

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Bike Route-114-Hempstead Street	Bike route	Hampton Street, Sag Harbor	Bay Street, Sag Harbor	Village of Sag Harbor	0.30
Main Street (CR 79)	Bike route	Jermain Avenue, Sag Harbor	Spring Street, Sag Harbor	Village of Sag Harbor	0.65
Bike Route 114-Bay Street	Bike route	Hempstead Street, Sag Harbor	Ferry Road, Sag Harbor	Village of Sag Harbor	0.70
Long Island Avenue	Bike route	Main Street, Sag Harbor	Glover Street, Sag Harbor	Village of Sag Harbor	0.50
Spring Street/Glover Street	Bike route	Long Island Avenue, Sag Harbor	Main Street, Sag Harbor	Village of Sag Harbor	0.20
Bridge Street	Bike route	Long Island Avenue, Sag Harbor	Main Street, Sag Harbor	Village of Sag Harbor	0.20
Coopers Neck Lane	Bike route	Meadow Lane, Southampton	Great Plains Road, Southampton	Village of Southampton	0.70
Culver Street	Bike route	First Neck Lane, Southampton	Pond Lane, Southampton	Village of Southampton	0.20
Elm Street	Bike route	Hampton Road, Southampton	Railroad Plaza, Southampton	Village of Southampton	0.50
First Neck Lane	Bike route	Hill Street, Southampton	Meadow Lane, Southampton	Village of Southampton	1.10
Gin Lane	Bike route	First Neck Lane, Southampton	Old Town Road, Southampton	Village of Southampton	1.60
Halsey Neck Lane	Bike route	Meadow Lane, Southampton	Hill Street, Southampton	Village of Southampton	1.50
Hill Street	Bike lane	Tuckahoe Lane, Southampton	Windmill Lane, Southampton	Village of Southampton	1.60
Little Plains Road	Bike route	Gin Lane, Southampton	Hampton Road, Southampton	Village of Southampton	1.00
Meadow Lane	Bike route	First Neck Lane, Southampton	Old Town Road, Southampton	Village of Southampton	0.80

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Old Town Road	Bike route	Gin Lane, Southampton	Wickapogue Road, Southampton	Village of Southampton	0.60
TOTAL MILEAGE					354.5



Table B-8

Suffolk County Existing Off-road Bicycle Facilities

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Connetquot Shared-Use Path	Shared-use path	Connetquot Avenue, East Islip	Oakdale-Bohemia Road, Bohemia	NYSDOT	2.50
NY 347	Shared-use path	Town Line Road, Hauppauge	Gibbs Pond Road, Nesconset	NYSDOT	3.70
NY 347	Shared-use path	Terryville Road, Port Jefferson Station	Davis Avenue, Port Jefferson Station	NYSDOT	0.80
Ocean Parkway Coastal Greenway	Shared-use path	Nassau County Line	Captree State Park	NYSDOT	9.60
Belmont Lake State Park Shared-Use Path	Shared-use path			NYS Parks	1.50
Caumsett State Park Shared-Use Path	Shared-use path			NYS Parks	3.30
Heckscher State Park Shared-Use Path	Shared-use path	Timber Point River Road	Heckscher State Park	NYS Parks	6.00
Sunken Meadow Boardwalk	Boardwalk			NYS Parks	0.75
NYS Parks Sunken Meadow State Park Shared-Use Path	Shared-use path	NY 25A	Sunken Meadow Park	NYS Parks	1.30
Paul Simons Memorial Bike Path	Shared-use path			SUNY Stony Brook	4.70
Setauket-Port Jefferson Greenway	Shared-use path	NY 25A at Limroy Lane, Setauket	Port Jefferson Station Park & Ride at NY 112	Town of Brookhaven	3.30

Suffolk County Facility Name	Facility Type	From	To	Facility Owner	Mileage
Holtsville Ecology Center (Town of Brookhaven)	Shared-use path	Around Holtsville Ecology Center		Town of Brookhaven	1.10
Trustees Road, West Meadow Beach, Terminus of Trustee Road	Shared-use path			Town of Brookhaven	1.10
Greenbelt Trail (North)	Shared-use path	Singingwood Drive	Patchogue Holbrook Road	Town of Islip	1.00
Greenbelt Trail (South)	Shared-use path	Greenbelt Parkway West	Greenbelt Parkway West	Town of Islip	0.60
Kings Park Bike & Hike Trail	Shared-use path	Old Dock Road	St Johnland Road	Town of Smithtown	1.60
Vietnam Veterans Memorial Recreational Path	Shared-use path	Around Calverton Enterprise Park		Town of Riverhead	9.20
TOTAL MILEAGE					52.1

Table B-9

Lower Hudson Valley Region 8 State Bicycle Routes

NYS DOT Region 8 State Bike Route Name	Facility Type	From	To	Counties	Mileage (approx.)
5 (Statewide Route)	Shared roadway	West Lebanon (Columbia/Rensselaer County Line)	New Lebanon (New York/Massachusetts Line)	Columbia	9.00
17 (Statewide Route)	Shared roadway	Port Jervis (New York/Pennsylvania Line)	Wappingers Falls (State Bike Route [SBR] 9)	Dutchess Orange	47.00
9 (Statewide Route)	Shared roadway	Palisades (New York/New Jersey State Line)	Stuyvesant (Columbia/Rensselaer County Line)	Rockland Putnam Dutchess Columbia	122.00
22	Shared roadway	Ancram (Dutchess/Columbia County Line)	New Lebanon (SBR 5)	Columbia	37.00
23	Shared roadway	Hudson (Greene/Columbia County Line)	Hillsdale (New York/Massachusetts Line, SBR 5)	Dutchess	25.00
28	Shared roadway	Pine Hill (Delaware/Ulster County Line)	Kingston (SBR 32)	Ulster	37.00
32	Shared roadway	New Paltz (SBR 208)	Kingston (SBR 199)	Ulster	19.00
199	Shared roadway	Kingston (SBR 32)	Milan (SBR 308)	Dutchess Ulster	11.00
208	Shared roadway	Hamptonburgh (SBR 17)	New Paltz (SBR 32)	Ulster Orange	24.00

NYS DOT Region 8 State Bike Route Name	Facility Type	From	To	Counties	Mileage (approx.)
209	Shared roadway	Port Jervis (New York/Pennsylvania Line, Penn. SBR Y-1)	Port Jervis (SBR 17)	Orange	1.00
308	Shared roadway	Rhinebeck (SBR 9)	Milan (SBR 199)	Dutchess	6.00
TOTAL MILEAGE					338.00



Table B-10

Putnam County Existing Bicycle Facilities

Putnam County Facility Name	Facility Description/ Location	Facility Type	Project Status	Mileage
Brewster Village	ADA sidewalks (4 sections)	On-road	Bid award completed	1.36
Carmel Revitalization II	Sidewalks along Route 6, Seminary Hill Road, Church Street, Stoneleigh Avenue and Old Route 6	On-road	Construction completed	2.26
Kent Revitalization	Sidewalks along Route 52 (Extension of Carmel Revitalization 1)	On-road	Was funded and partly designed; project withdrawn	2.18
Mahopac Falls Trailway	Bikeway from Putnam Bikeway to Mahopac Falls	Off-road	Is funded, but not yet designed or built. Design scheduled for 2021, right-of-way in 2022, and construction in 2023.	1.50
Maybrook Bikeway	Bikeway from Dutchess County line through the town of Patterson in Putnam County to Route 164	Off-road	The final 2.91 miles of the Maybrook Bikeway is currently under construction and will be substantially complete by December 31, 2020. Bridge work over the East Branch Croton River is funded and will be completed in 2021.	13.75
Intermodal Bikeway Fence-Maybrook Bikeway I		Off-road	Completed	3.70
Putnam Trailway	Bike and pedestrian trailway from the Westchester border at Baldwin Place to Brewster Village	Off-road	Essentially complete, last 1/4 mile is currently under construction	11.85
TOTAL MILEAGE				36.60

Table B-11

Rockland County Existing Bicycle Facilities

Rockland County Facility Name	Facility Description/Location	Facility Type	Mileage
Congers Lake Bike	Multi-use path/Town of Clarkstown /Lake Road to railroad right-of-way	Off-road	1.70
Conrad J. Lynn Trail	Multi-use trail/Village of Nyack (Part of the Hudson River Valley Greenway Trail)/Upper Nyack to South Nyack, with various loop and spurs to the river	On-road with sidewalks	1.77
R. G. Esposito Memorial Trail	Multi-use path /Village of South Nyack (Part of the Hudson River Valley Greenway Trail)	Off-road	1.00
Esposito-Gesner Avenue Park Link Trail	Pedestrian (sidewalks) trail/Village of South Nyack (part of the Hudson River Valley Greenway Trail)/ Esposito Trail east to Hudson River	On-road with sidewalks	0.40
Esposito-Hader Link Trail	Multi-use path /Town of Orangetown (part of the Hudson River Valley Greenway Trail)/ connects with the Esposito Memorial Trail in South Nyack to the Hader Park Trail in Grand View-on-Hudson	Off-road	0.30
Hader Park Trail	Multi-use path (part of the Hudson River Greenway Trail)/ Village of Grand View-on-Hudson/South Nyack to Piermont	Off-road	2.50
Gateway to Peck's Pond Connector Trail	Designated trail that follows W. Railroad Avenue to Samsondale Avenue, connecting to the Peck's Pond Trail and is an on-road trail with sidewalks for pedestrians	On-road with sidewalks	1.75
Harriman/Bear Mountain State Park Trail (Appalachian Trail, Cornell Trail and Wood Road)	Multi-use path (part of the Hudson River Greenway Trail)/ 9W to Bear Mountain Bridge and within Bear Mountain-Harriman State Parks	Off-road	2.80
Jones Point Greenway Trail	Multi-use path (part of the Hudson River Greenway Trail)/ within Bear Mountain State Park	Off-road	1.30
Long Path	Pedestrian path NY-NJ Trail to Orange County	Hiking trail	35.00

Rockland County Facility Name	Facility Description/Location	Facility Type	Mileage
Nyack Beach-Hook Mountain Greenway	Multi-use path (part of the Hudson River Greenway Trail)/ Upper Nyack to Haverstraw	Off-road	6.00
Joseph B. Clarke Rail Trail	Multi-use path/Town of Orangetown Oak Tree Road to Sparkill; Sparkill to Piermont or Sparkill to Blauvelt	Off-road	4.00
Peck's Pond Park Loop Trail	Paved multi-use path/loop/Village of West Haverstraw (part of the Hudson River Valley Greenway Trail)/trail within Peck's Pond Park	Both on- and off-road	0.70
Piermont Trail	Multi-use path/Village of Piermont (part of the Hudson River Valley Greenway Trail)/ Town of Orangetown (Joseph B. Clark Rail-Trail) to Village of Grand View-on-Hudson (Hader Park Trail); connects with the Long Path	Mostly on-road	4.60
Rockland Lake State Park Loop Trail	Paved multi-use path/loop trail within Rockland Lake State Park	Off-road	4.91
Stony Point Battlefield Historic Site Trail	Multi-use path (part of the Hudson River Greenway Trail)/Loop trail within Stony Point Battlefield Park	Off-road	0.50
Suffern-Bear Mountain Trail	Multi-use trail/located in Harriman and Bear Mountain State Parks	Off-road	7.50
Tallman Mountain State Park Trail	Multi-use path (part of the Hudson River Greenway Trail)/Route 9W to Ferdon Avenue	Off-road	2.10
Upper Nyack Greenway Trail	Pedestrian trail/Village of Upper Nyack (part of the Hudson River Greenway Trail)/Nyack Beach State Park to Village of Nyack boundary	Off-road	1.40
North Broadway Bike	Nyack to Nyack Beach/Hook Mountain State Parks—same route as the Upper Nyack Greenway Trail	Off-road	1.40

Rockland County Facility Name	Facility Description/Location	Facility Type	Mileage
Route 9 Bike Route	Bicycle route along Route 9W Corridor/New Jersey to Bear Mt. Bridge traverses along Route 9W and off the highway in various locations, including the Villages of Haverstraw, West Haverstraw, Upper Nyack, and Nyack	Off-road	29.00
Mario Cuomo Bridge Shared-Use Path	Shared-use path	Shared-use path on-road	3.10
Rockland	Lower Hudson Transit Link-Route 59 Safety Improvements 2018	Pedestrian/ bike facilities	
Village of Haverstraw Trail	Designated trail in the Village of Haverstraw that comprises both on-road and off-road trails and generally follows the Route 9 Bicycle trail	Both on and off-Road	2.25
TOTAL MILEAGE			115.98



Table B-12

Westchester County Existing On- and Off-road Bicycle Facilities

Westchester County Facility Name	Facility Description/ Location	Facility Type	Municipality	Project Status	Mileage
North County Trailway	Paved, multi-use trail on the right-of-way of the former Putnam Division Railroad between Eastview in the Town of Mt. Pleasant and Putnam County	Off-road	MTP, BRM, OST, NWC, YTN, SOM	22.1 miles complete, widening and resurfacing on older sections to 8 to 10 feet as required.	22.10
South County Trailway	Paved, multi-use trail following the course of the former Putnam Railroad right-of-way from Eastview south to the Bronx	Off-road	GRB, ELM, IRV, DBF, ARD, HAS, YON	Facility is complete.	14.25
Old Croton Aqueduct Trailway	Historic, unpaved trail following the route of the original Croton Aqueduct between Croton Dam and New York City, connecting to the Bronx; several areas of detour in which road alignments are used	Off-road	CTD, OST, OSV, BRM, MTP, SLH, TTN, IRV, DBF, HAS, YON	Facility is complete.	24.00
Briarcliff-Peekskill Trailway	Trail following the right-of-way lands of the Briarcliff-Peekskill Parkway linking county and local parks	Off-road	CTD, YTN, NWC, OST	Primarily for hiking; however, the use of bikes is being considered between Blue Mountain and Colingsgate	5.60

Westchester County Facility Name	Facility Description/ Location	Facility Type	Municipality	Project Status	Mileage
Tarrytown-Kensico Trailway	East-west trail linking the Bronx River, North County and Croton Aqueduct Trailway; uses both on-road (Route 100C, Virginia and local roads) and off-road alignments	On- and off-road	MTP, GRB, TTN	1.1 miles built as path. Remaining section is under design	4.90
Bronx River Pathway	Path on the Bronx River Parkway Reservation between Kensico Dam Plaza and New York City	Off-road	NOC, MTP, WHP, SCD, EAS, BRX, MTV, TUC, YON	10.1 miles built in three sections. Section between Midland Avenue and Oak Street in Yonkers in design.	12.80
Playland Pathway	Pathway situated on parkway lands between U.S. Route 1 and Playland Amusement Park. Pathway is parallel to Playland Parkway	Off-road	RYC	Route extension to Rye train station in design.	1.00
Hutchinson River Pathway	Multi-use trail for walking or equestrian use only from Maplemoor County Golf Course to Nature Study Woods	Off-road	HAR, WHP, SCD, NRO, ECH	Facility is complete. Expansion of trailway north of Maple Moor Golf Course is being considered for trail alignment for the East Coast Greenway. Between Wilson Woods Park and Sanford Boulevard. Pathway is being maintained by the City of Mount Vernon.	12.00

Westchester County Facility Name	Facility Description/ Location	Facility Type	Municipality	Project Status	Mileage
Westchester RiverWalk	Trail facility to run along the entire length of the Hudson River waterfront in Westchester County; portions will be multi-use, while other areas may be pedestrian only	Off-road	CTD, PKS, BUC, CRO, OST, OSV, BRM, MTP, SLH, TTN, IRV, DBF, HAS, YON	32.9 miles completed, 2.7 miles in design or planning stages.	51.90
Leatherstocking Trail	Walking-only trail between the City of New Rochelle and Village of Mamaroneck. Links into Saxon Woods County Park	Off-road	NRO, MMT, MMV	Part of the Colonial Greenway Trail loop.	2.00
Colonial Greenway	Unpaved trail loop system incorporating portions of the existing Hutchinson River Pathway and Leatherstocking Trail. Project involves making improvements to close small gaps to complete trail loop.	Off-Road	ECH, MMT, MMV, NRO, SCD	Mostly complete completion of gaps and trail improvements proposed.	14.50
City of White Plains Bike Lanes	One-way pair of on-street bike lanes on Martin Luther King Boulevard and South Lexington Avenue to MNR station; additional lanes in downtown	On-street bike lanes	WHP	Complete	1.60

Westchester County Facility Name	Facility Description/ Location	Facility Type	Municipality	Project Status	Mileage
Bike Route 1 East Coast Greenway	This is part of a larger effort to create a 2,900-mile bike route from Maine to Florida. Alignment in Westchester spans the entire Route 1 corridor from New York City to Connecticut.	On-road	PEM, LAR, MMT, RYE, POC	The entire on-street route between Pelham Manor and Port Chester is complete with MUTCD-compliant signs	13.30
Martine Avenue Bike Lane, White Plains	On-street, dedicated protected bike lane, crosswalks, and "bike corral" parking	On-street bike lanes	WHP	Completed	0.25
TOTAL FACILITIES					180.20

Westchester County - Municipalities are abbreviated as follows:

ARD	Ardsley	LAR	Larchmont	PEM	Pelham Manor
BED	Bedford	LEW	Lewisboro	PKS	Peekskill
BRM	Briarcliff Manor	MMT	Mamaroneck Town	PLV	Pleasantville
BUC	Buchanan	MMV	Mamaroneck Village	POC	Port Chester
CTD	Cortlandt	MTK	Mount Kisco	RYC	Rye City
CRO	Croton-on-Hudson	MTP	Mount Pleasant	RYK	Rye Brook
DBF	Dobbs Ferry	NWC	New Castle	SCD	Scarsdale
ECH	Eastchester	NRO	New Rochelle	SLH	Sleepy Hollow
ELM	Elmsford	NOC	North Castle	SOM	Somers
GRB	Greenburgh	NSM	North Salem	TTN	Tarrytown
HAR	Harrison	OST	Ossining Town	TUC	Tuckahoe
HAS	Hastings-on-Hudson	OSV	Ossining Village	WHP	White Plains
IRV	Irvington	PDG	Pound Ridge	YON	Yonkers
		PEL	Pelham	YTN	Yorktown

ACRONYMS AND ABBREVIATIONS

ACS	American Community Survey
ADA	Americans with Disabilities Act
COVID-19	Novel Coronavirus
e-bike	Electric Bicycle
e-scooter	Electric Scooter
EST	Empire State Trailway
GPS	Global Positioning System
MTA	Metropolitan Transportation Authority
NYC DOT	New York City Department of Transportation
NYMTC	New York Metropolitan Transportation Council
NYS DOT	New York State Department of Transportation
Port Authority	Port Authority of New York and New Jersey
TAP	(NYS DOT) Transportation Alternatives Program

ENDNOTES

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