

SPECIAL TRAVEL NEEDS SUBCOMMITTEE'S RATED SOLUTIONS

	Engineering	Very Important	Important	Somewhat Important	Not Important
E1	Create a <u>local</u> network for bicycles and pedestrians near train stations, schools, transportation centers and shopping centers.	18	4	-	-
E2	Create paths for non-motorized travel between <u>local</u> commercial business centers (e.g., shopping center connections, employment centers, schools, recreational facilities, etc.).	8	4	-	-
E3	Increase provisions for bicycle/pedestrian bridges over highways.	7	5	9	-
E4	Maximize nighttime safety for pedestrians, cyclists and those with special needs by installing ample lighting along sidewalks and at crosswalks.	12	6	3	-
E5	Identify important <u>regional</u> destinations and create a regionally linked bicycle network incorporating designated and/or exclusive bicycle routes.	17	5	-	-
E6	Promote safer conditions for cyclists using the following initiatives: i) Create "safe" bicycle lanes, ii) Incorporate bicycle facilities when reviewing the design for roadways and bridge improvements (e.g., if a bikeway is appropriate for a specific location). iii) Make the bicycle lanes more visible to the motorist by adding colored pigment to accentuate the lanes and enhance awareness of different roadway uses, and build a test site for these initiatives to gauge their effectiveness.	17	5	-	-
E7	Narrow the roadway space for motor vehicles in order to add bicycle lanes where appropriate.	3	5	10	3
E8	<i>Install lanes that can accommodate bicycles and wheelchairs and re-designate bicycle lanes as wheelchair/bicycle lanes. In order to implement this solution, the NYS Vehicle and Traffic Law must be changed.</i>	2	9	7	3
E9	Provide bicycle detection at traffic signals on all actuated traffic signal phases.	6	6	-	-
E10	Increase signal timing to accommodate pedestrian crossings on wider roads, where appropriate.	11	6	5	-

Special Travel Needs

Note: Bold Italics denote suggestion rated "Fatally Flawed"

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E11	Separate pedestrians from motor vehicle traffic by installing and maintaining physical buffers (e.g. greenery) between sidewalks and roadways.	2	6	8	4
E12	Install crosswalk warning devices for the vision impaired, where appropriate (e.g., raised strip at edge of sidewalk, audio signals).	8	10	3	-
E13	Implement traffic calming measures on collector/distributor streets and residential streets. Typical measures may include neck downs, chicanes, speed tables, raised crosswalks, traffic circles, roundabouts, and woonerfs.	10	6	2	1
E14	Prioritize sidewalk needs and enforce/monitor sidewalk standards including: I) Inspection of sidewalks, curbs, and bikeways, and ii) Provide for continuous sidewalks, where appropriate (8ft. width in commercial areas, and 5-6 ft. width in residential area)	13	7	1	-
E15	Install mid-block crosswalks, where appropriate.	7	5	8	-
E16	Conduct an origin and destination study to identify important <u>local</u> commercial trip generators.	6	8	8	-
E17	Improve intermodal connections (e.g., bicycle to/on transit), and increase and improve bicycle facilities at railroad stations (e.g., bicycle lockers).	13	9	1	-
E18	Install medians and uniform curbs that are flush with the roadway and create a standard for future installations.	15	5	1	-
E19	Eliminate/reduce dangerous gaps between train platforms and railroad cars.	6	4	8	3
E20	Require that street hardware (i.e., drainage grates, utility covers) is flush with the roadway for smooth traversability. Enforce the replacement of hazardous drainage grates that catch narrow wheels of bicycles, and ensure that they are properly install	16	3	3	-
E21	Create laws, such as NYS roadway design standards, for local municipalities to follow regarding bicycle, pedestrian and special needs	15	3	4	-

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	Programs	Very Important	Important	Somewhat Important	Not Important
P1	Create a funding mechanism for bicycle/pedestrian/special needs advocacy groups to ensure their participation in projects. Develop an outreach group to provide advocacy support early in the planning process.	15	4	1	2
P2	Create a public education agenda that includes the following initiatives: i) Educate cyclists/pedestrians/drivers on rules-of-the-road, safe procedures, and enforcement, and incorporate this program within the State Educational curriculum, ii) A "Safety Town" program should be created in Suffolk County similar to the one in Nassau County (a bi-county regulated consortium could be created to be responsible for this education), iii) Incorporate bicycle/pedestrian coursework within the Engineering and Planning Degree curriculum.	15	4	3	-
P3	Initiate a design competition for bicycle/pedestrian/special needs facilities.	1	4	9	6
P4	Create programs that ensure pedestrian safety and comfort. Initiatives include a clean street program and enforcement of parking regulations (prohibit cars from parking on sidewalks).	5	7	9	1
P5	Improve the Paratransit appointment system in order to provide capacity needed to accommodate the demands of those with special travel needs, according to ADA Guidelines.	8	6	7	-
P6	Create programs that simplify use of the bus and rail systems by the elderly.	6	5	11	-
P7	Improve transit service to assist the elderly and travelers with special needs by installing more wheelchair lifts and tie-downs to buses and adding more kneeling buses to the system.	7	12	3	-
P8	Create programs that promote ferry service and work with communities to ease restrictions.	7	11	4	-

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	Government	Very Important	Important	Somewhat Important	Not Important
G1	The NYSDOT, Nassau County, and Suffolk County should each have a full-time bicycle/pedestrian representative.	18	3	-	1
G2	Create a State agency to oversee facilities related to cyclists, pedestrians, and those with special travel needs (similar to the Federal Environmental Protection Agency). Make regulations associated with these facilities a required part of the SEQRA rev	6	4	6	4
G3	Solidify the review process for NYSDOT and municipalities to consider bicycle/pedestrian/special needs issues on proposed projects.	16	4	1	-
G4	Incorporate bicycle/pedestrian/special needs issues within Site Plan Review processes. Create a model Site Plan Review process (or designs) that follow this recommendation.	16	6	-	-
G5	Require local elected officials (the head of each locality) to be responsible for enforcing policies related to bicycle, pedestrian, and special travel needs.	11	3	5	2

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	Pilot Programs
PP1	Traffic Calming Project for Huntington Village
PP2	Traffic Calming Project Adjacent to the Port Jefferson Ferry Terminal
PP3	Bethpage Bikeway Proposal
PP4	Patchogue Roadway Bicycle Improvements
PP5	Bicycle Lane Designation along the Shoulder Area of Routes 347 and 454
PP6	Central Suffolk Bicycle Route Improvements
PP7	Bikeway Proposal between Freeport and Hempstead
PP8	Brookhaven Bikeway Proposal
PP9	Safer Pedestrian Facilities on Hawkins Road (Ronkonkoma)

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