



Presentation of Proposed Bikeway Network

February 8, 2018



What is the Orangetown Bike Study?

The Orangetown bike study aims to create a shared, community vision for the local cycling network.



Goals

- Engage Orangetown residents and visitors in the planning process
- Provide facilities recommendations at various levels, price points, and timelines
- Make programming and evaluation recommendations to help grow the network over the long term
- Increase safety and connectivity within Orangetown, and in routes to neighboring communities and destinations



Coming in 2018

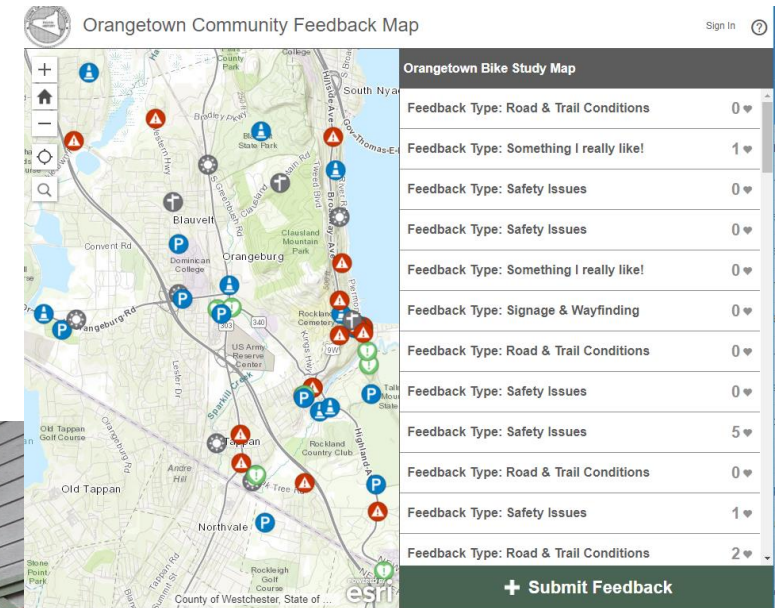
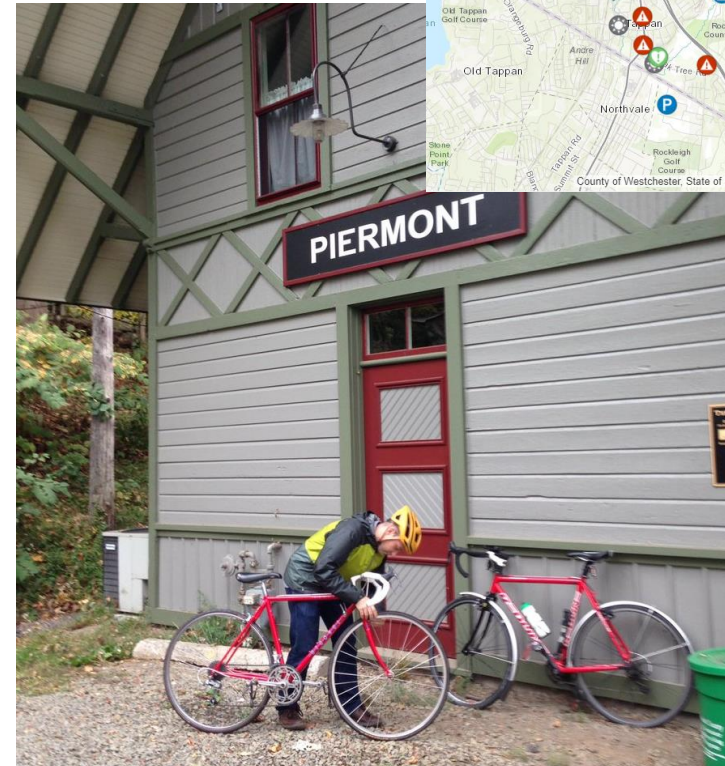


- Mario M. Cuomo bridge Shared Use Path (SUP)
- More recreational cyclists
- Also provides link to MTA
- Landing zone will link with Esposito RT in South Nyack
- County Complete Streets framework



Outreach

- Survey and interactive map on Orangetown.com/bikestudy
- Stakeholder interviews
- Events
- Outreach to local businesses, schools, bike clubs & bike shops
- September bike counts
- Site visits
- Social media
#OrangetownBikeStudy



Feedback

- Top destinations include villages, parks, multi-use trails
- Safety!
- Management of cycling groups also a concern
- Many comments regarding cycling with kids, family

"We have to load bikes on the car and drive to a park. I would like to bike from my house to downtown or just along local roads for exercise."

Pearl River resident

"I would love to ride more with my children, but it's just too dangerous."

Orangeburg resident

TOP BIKING CONCERNS FROM COMMUNITY SURVEY

Availability of bike lanes and trails
75%

Availability of bike parking
41%

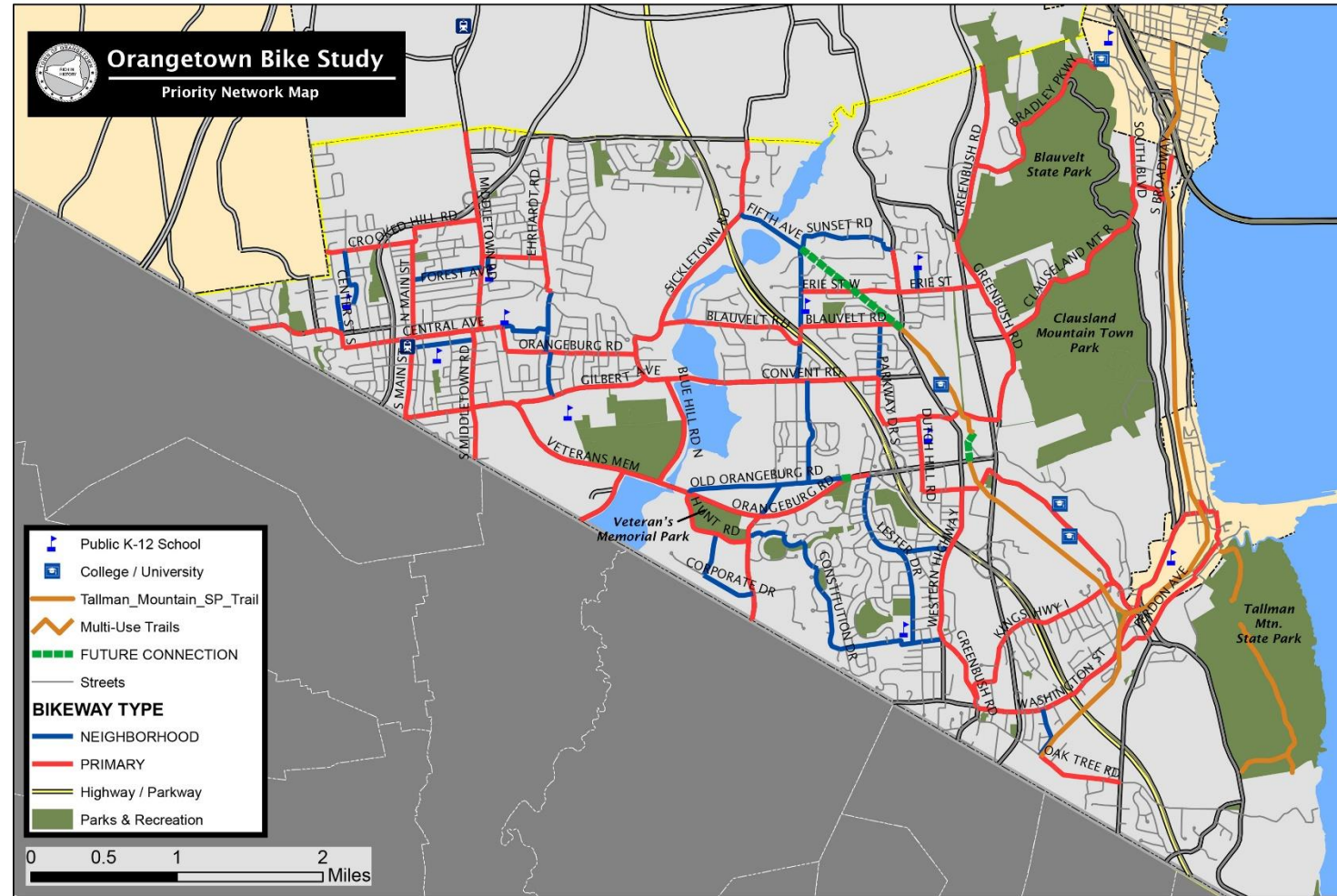
Management of groups of cyclists
83%

Motorists not sharing the road
70%

Signage/Wayfinding
43%

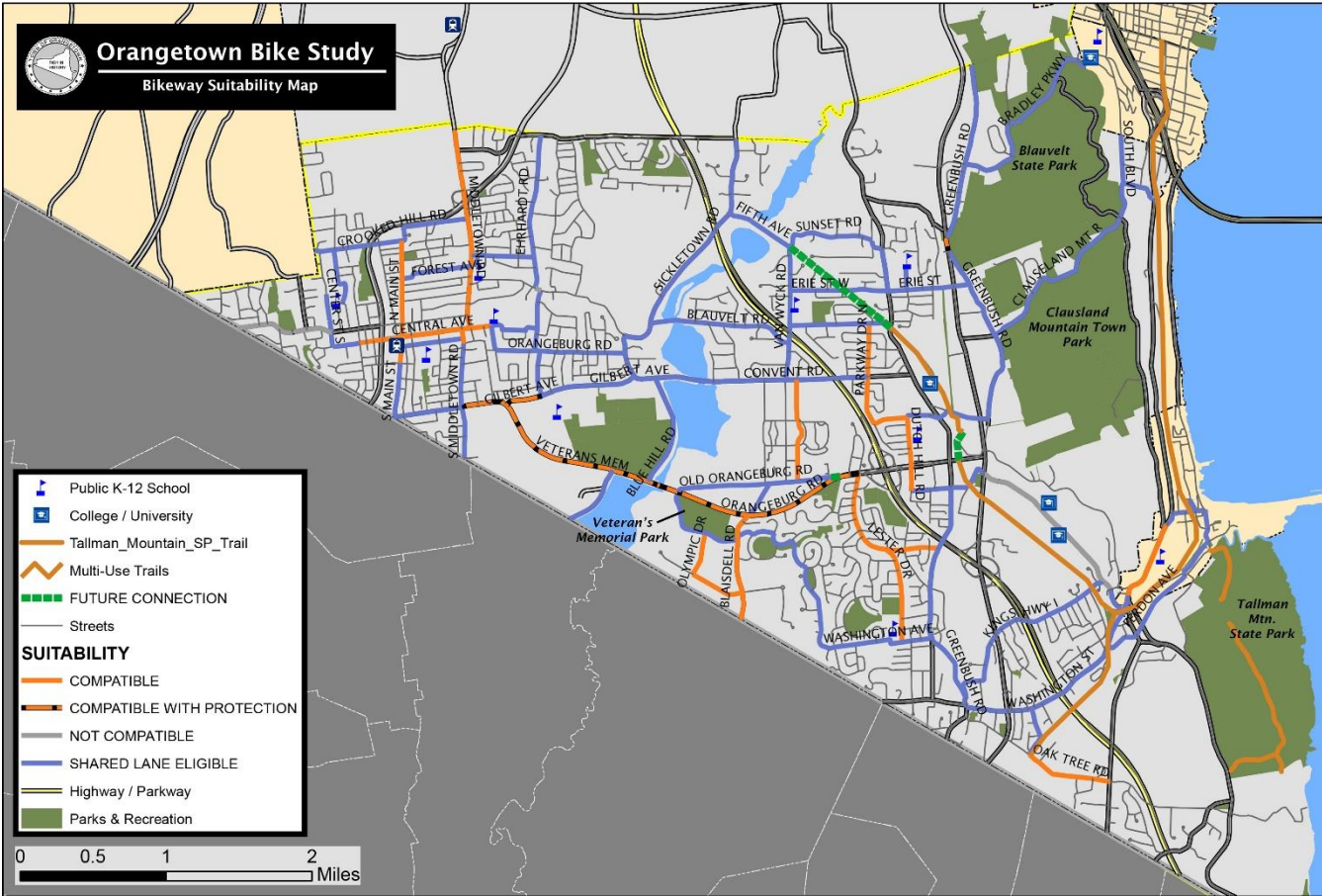
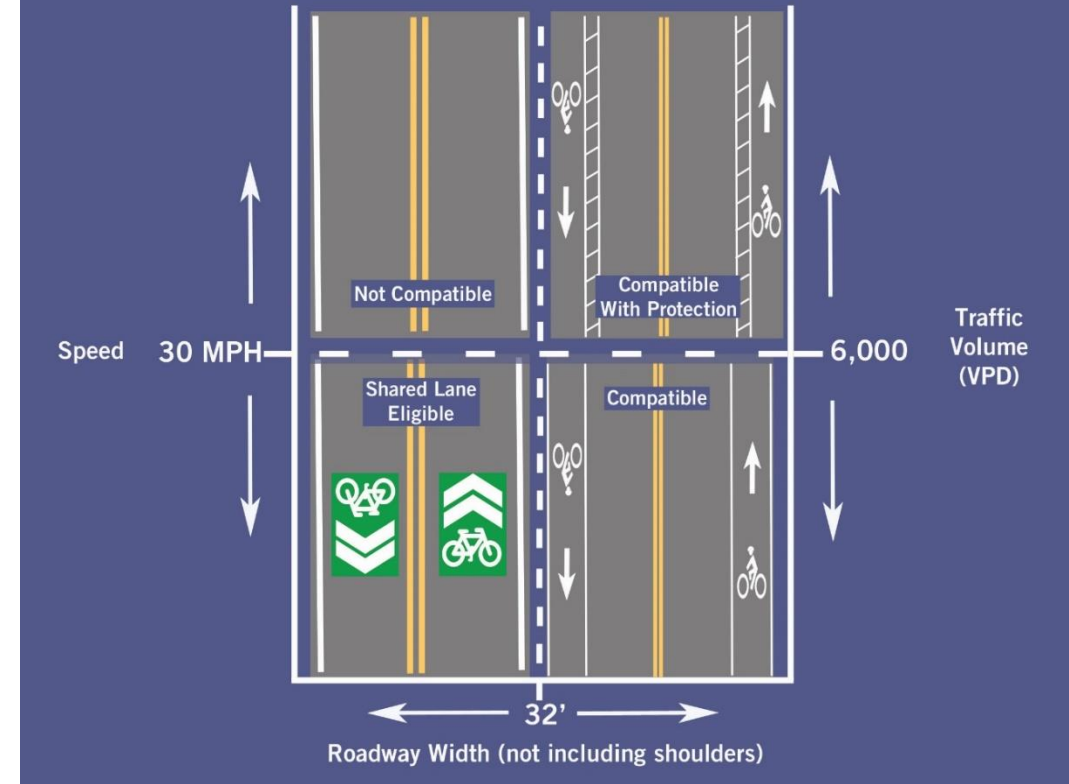
Creating the Priority Network

- Based on initial project scope
- Some obvious north-south and east west routes
- Connectivity to:
 - Villages
 - Parks & schools
 - Existing multi-use trails
- Primary and Neighborhood routes



Kicking the Tires

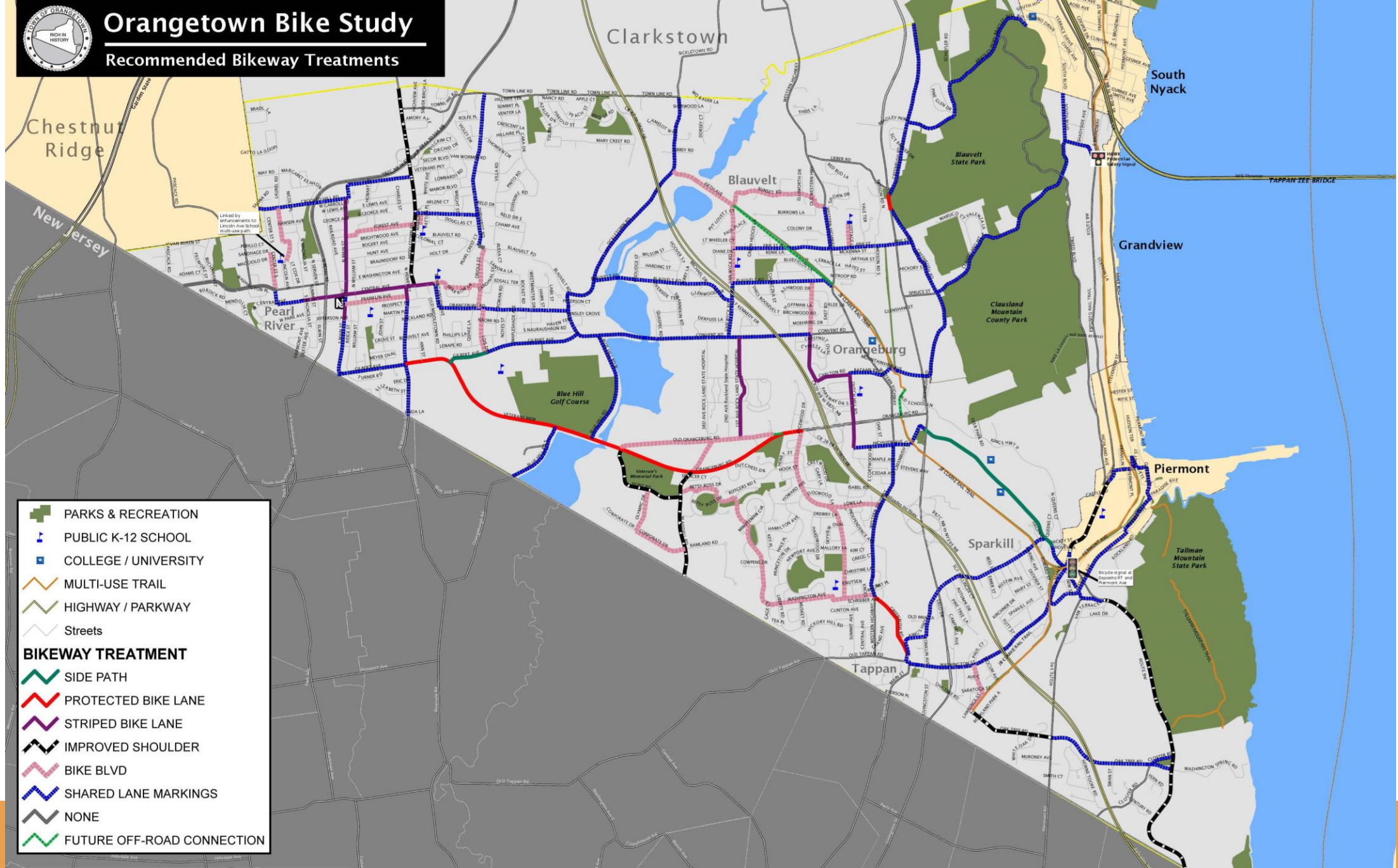
Orangetown Bikeway Suitability





Orangetown Bike Study

Recommended Bikeway Treatments



	PARKS & RECREATION
	PUBLIC K-12 SCHOOL
	COLLEGE / UNIVERSITY
	MULTI-USE TRAIL
	HIGHWAY / PARKWAY
	Streets
BIKEWAY TREATMENT	
	SIDE PATH
	PROTECTED BIKE LANE
	STRIPED BIKE LANE
	IMPROVED SHOULDER
	BIKE BLVD
	SHARED LANE MARKINGS
	NONE
	FUTURE OFF-ROAD CONNECTION



Orangetown's Bikeway Network

Bike Lanes



Shared Lanes



Neighborhood Bikeways



Improved Shoulders



Multi-use Trails



Orangetown Bike Study

Recommended Bikeway Treatments

Pearl River Inset



- PARKS & RECREATION
- NJT Station
- PUBLIC K-12 SCHOOL
- HIGHWAY / PARKWAY
- Streets

BIKEWAY TREATMENT

- SIDE PATH
- PROTECTED BIKE LANE
- STRIPED BIKE LANE
- IMPROVED SHOULDER
- BIKE BLVD
- SHARED LANE MARKINGS
- NONE



Orangetown's Bikeway Network

Bike Lanes



Shared Lanes



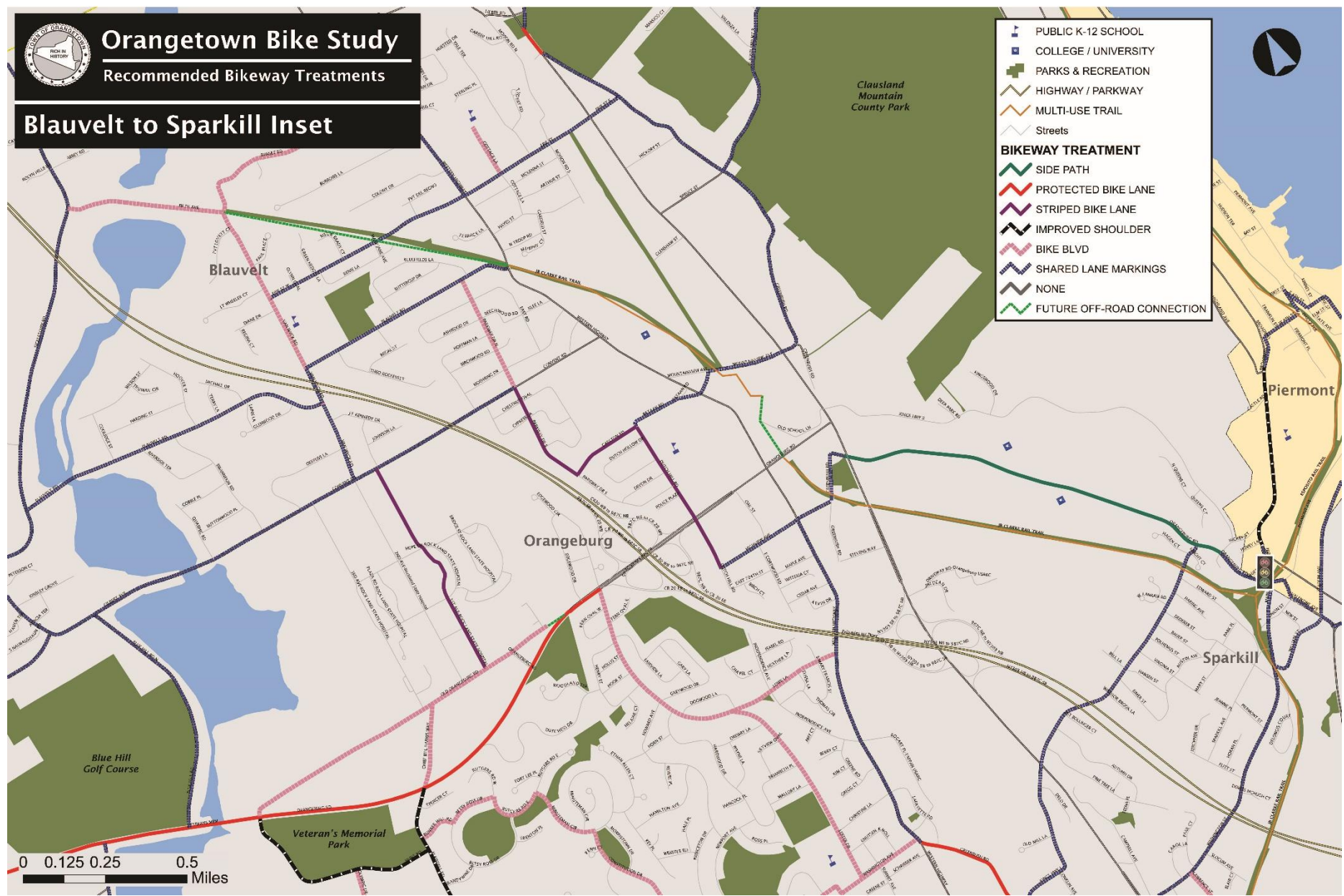
Neighborhood Bikeways







Improved Shoulders










Multi-use Trails

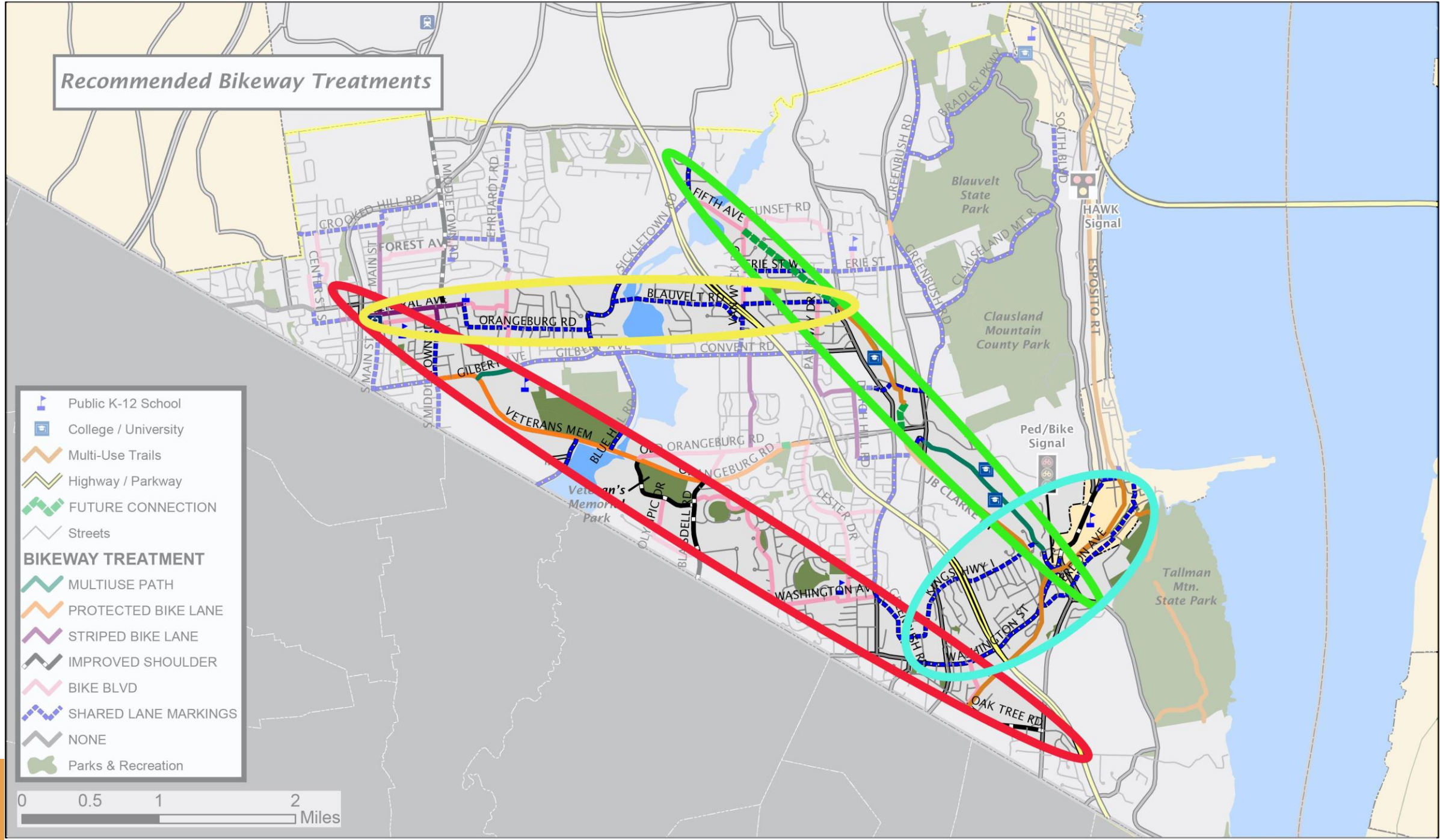


Recommended Bikeway Treatments

-  Public K-12 School
-  College / University
-  Multi-Use Trails
-  Highway / Parkway
-  FUTURE CONNECTION
-  Streets

BIKEWAY TREATMENT

-  MULTIUSE PATH
-  PROTECTED BIKE LANE
-  STRIPED BIKE LANE
-  IMPROVED SHOULDER
-  BIKE BLVD
-  SHARED LANE MARKINGS
-  NONE
-  Parks & Recreation

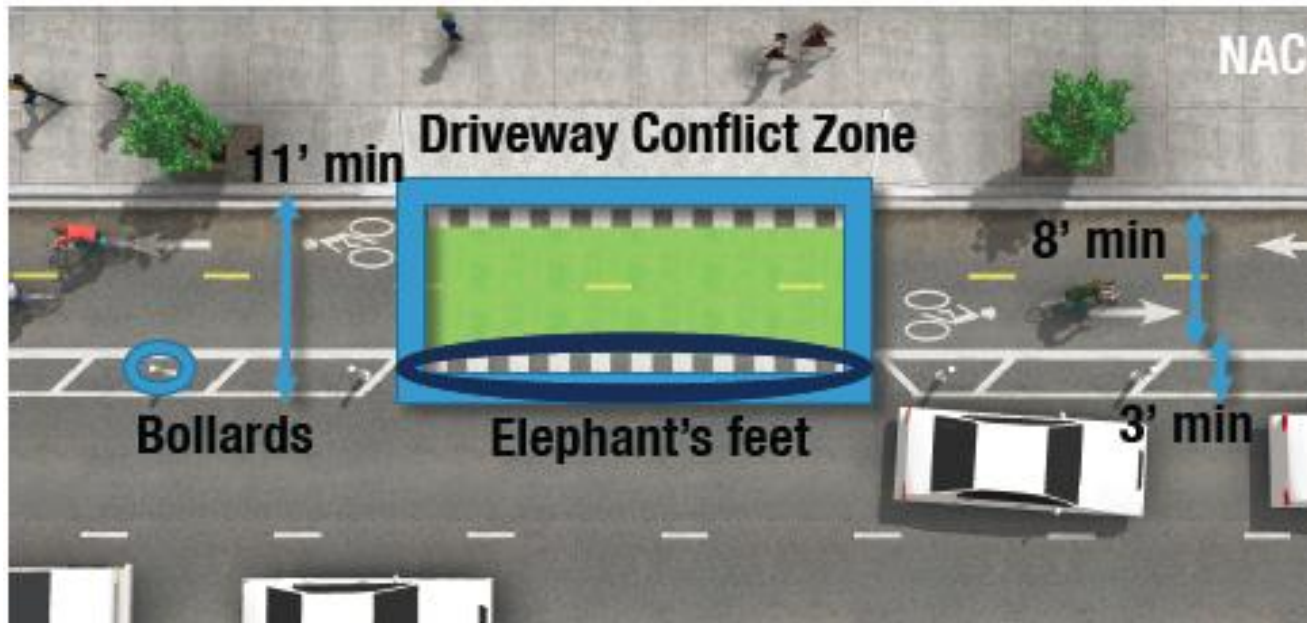


Bike Lanes

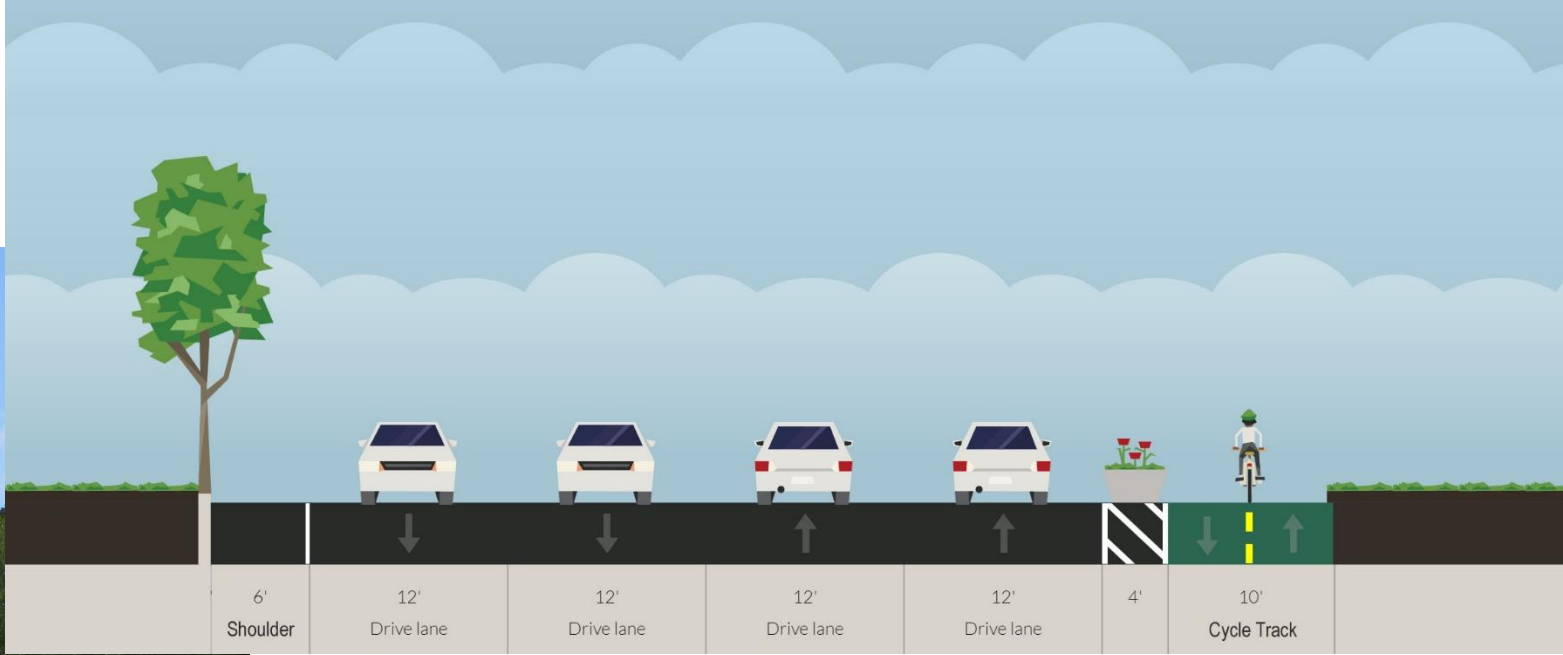
Proposed Treatments



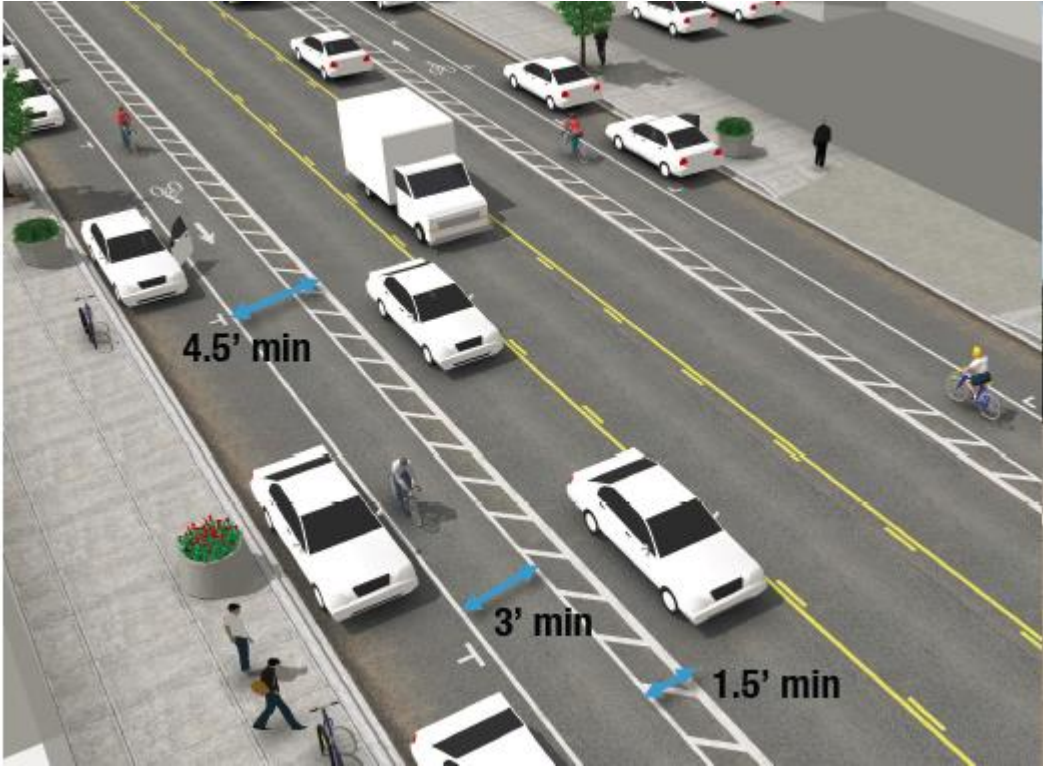
Cycle Tracks



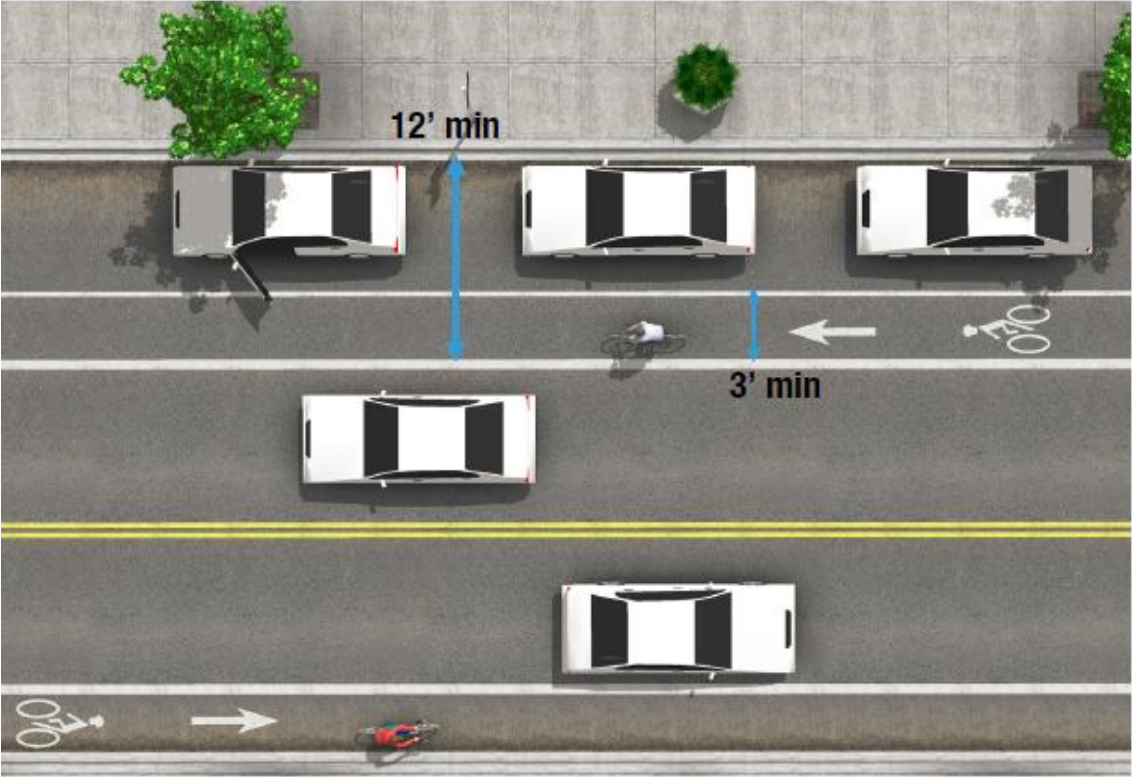
Cycle Track



Buffered Bike Lanes



Striped Bike Lanes



Central Ave
Pearl River

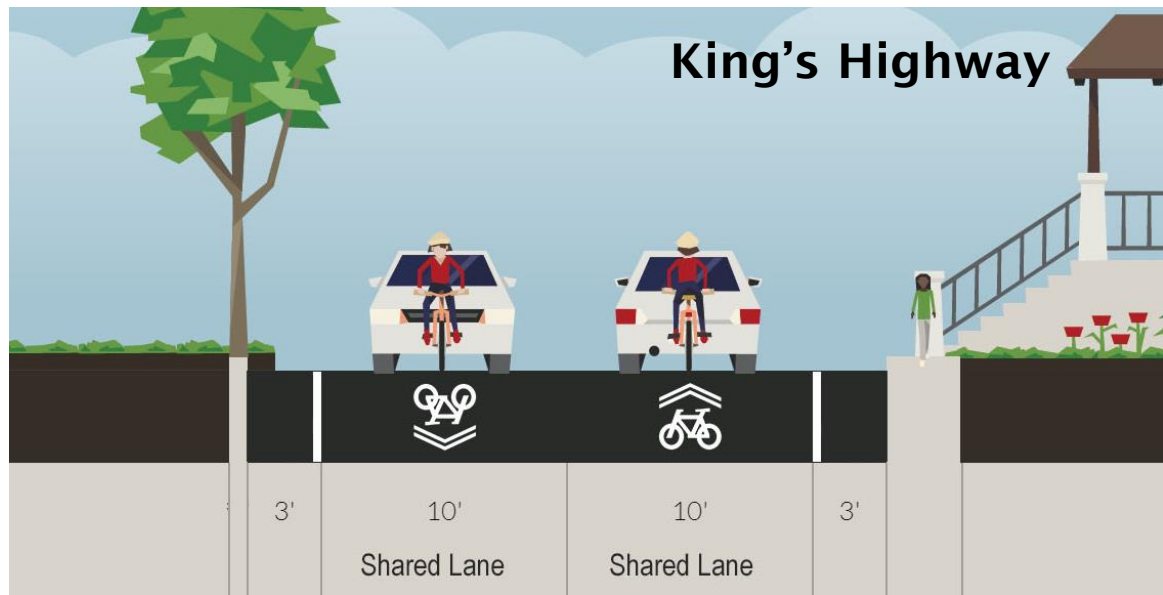


Shared Roadways



Shared Lanes

- Adds comfort & aids navigation on narrow roads
- Enhanced shared lane markings
- Signage & intersection treatments
- Many proposed shared lanes have low daily traffic volume



Improved Shoulders



- Improve comfort where traffic speed and/or volume are high
- 4 ft minimum, 5 ft preferred
- Can add bike lane markings
- Signage important



Neighborhood Bikeways



Neighborhood Bikeways



- Residential streets
- Important connections to schools and parks
- Many already offer high comfort
- Signage, pavement markings, speed & volume management techniques



Bicycle-friendly Speed & Volume Management



Intersection Treatments



Pavement Markings



Signage



Multi-use Trails

Proposed Improvements



J.B. Clarke Rail Trail

- Extension of the trail on corridor currently zoned Local Park/Open Space
- Adds accessibility to residential neighborhoods
- Allows increased connections to road network



Esposito RT/Old Erie Path



- Paving Sparkill to Piermont hill section would improve accessibility, safety & comfort



- Addressing key intersection with bike signal, treatments
- HAWK signal at Old Mountain Rd to provide northern access

East Orangeburg Rd

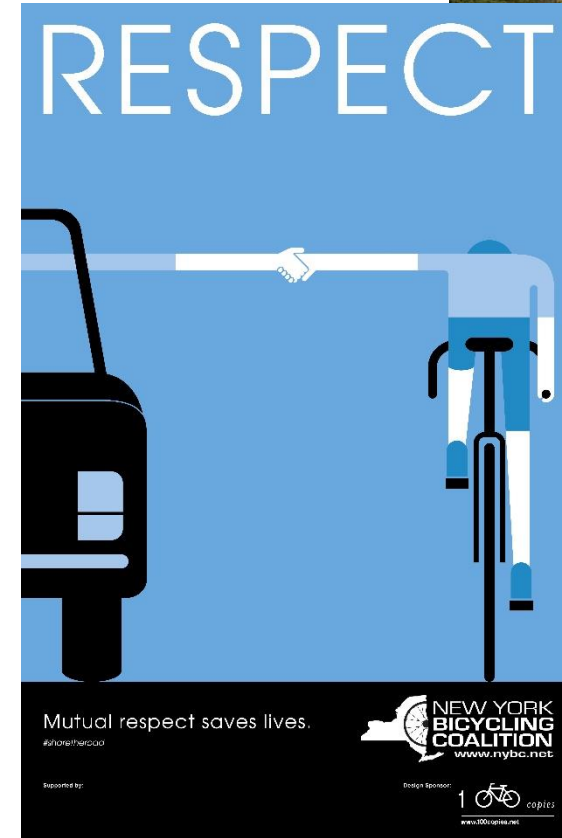


- Investigate possibility of converting existing sidewalk to multi-use trail
- High connectivity to local universities
- Key on-road link between Sparkill and Orangeburg
- Short term: look into additional connections to rail trail



Other recommendations

- Bike parking & bikeway maintenance
- Ongoing evaluation of the cycling network through counts
- Events, programming
- Address issue of large groups of cyclists using examples and ideas from other cities
- Tools to help Town secure funding and design future enhancements



Next Steps

- March – April
 - Revise Plan based on feedback
 - Prioritized proposed improvements
 - Provide other policies and recommendations
- May
 - Final presentation to Town Board
 - Pop-up facilities demonstration (Ideas?)



Questions? Comments?

www.Orangetown.com/bikestudy

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