



PATHWAYS TO PROGRESS

A Toolkit for Community Members Taking Action to Improve Pedestrian, Cyclist, and Road Safety on Long Island

Revised June 2026





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WELCOME

Thank you for your interest in improving the safety of our Long Island roads.

Walk Safe Long Island thanks you for your interest in improving the safety of our shared roads, and we thank you in advance for your efforts to make change here on Long Island through the use of our *Pathways to Progress* toolkit.

As you may already know, Long Island is home to some of the deadliest roads in New York State. Data from the New York State Sheriffs' Association County Crash Hubs show that from October 2024 to September 2025, there were 86,659 crashes across Long Island (45,987 crashes in Suffolk and 40,672 crashes in Nassau). 1,530 were pedestrian crashes, and 965 were bike crashes.

180 people were killed in those crashes across both counties. Any number of deaths on our shared roadways is simply unacceptable.

Please feel free to use any or all of the toolkit components to supplement your own efforts. Should you find the toolkit particularly helpful, or find it lacking in any way, please let us know! Provide feedback on the toolkit via email to lihc@nshc.org or call 631-963-4167.

NYS PEDESTRIAN VEHICLE & TRAFFIC LAWS



110. Crosswalk. (a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway between the curbs or, in the absence of curbs, between the edges of the traversable roadway. (b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

130. Pedestrian. Any person afoot or in a wheelchair.

1112. Pedestrian-control signal indications. Whenever pedestrians are controlled by pedestrian-control signals exhibiting the words "WALK" or "DON'T WALK", or exhibiting symbols of a walking person or upraised hand, such signals shall indicate and apply to pedestrians as follows: (a) Steady WALK or walking person. Pedestrians facing such signal may proceed across the roadway in the direction of the signal and shall be given the right of way by other traffic. (b) Flashing DON'T WALK or upraised hand. No pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrians who have partially completed their crossing on the WALK or walking person signal shall proceed to a sidewalk or safety island while the flashing DON'T WALK or upraised hand signal is showing. (c) Steady DON'T WALK or upraised hand. No pedestrians shall start to cross the roadway in the direction of such signal, but any pedestrians who have partially completed their crossing on the WALK or flashing DON'T WALK signal shall proceed to a sidewalk or safety island while the steady DON'T WALK signal is showing.

1142. Vehicle entering stop or yield intersection. (a) Except when directed to proceed by a police officer, every driver of a vehicle approaching a stop sign shall stop as required by section eleven hundred seventy-two and after having stopped shall yield the right of way to any vehicle which has entered the intersection from another highway or which is approaching so closely on said highway as to

constitute an immediate hazard during the time when such driver is moving across or within the intersection. (b) The driver of a vehicle approaching a yield sign shall in obedience to such sign slow down to a speed reasonable for existing conditions, or shall stop if necessary as provided in section eleven hundred seventy-two, and shall yield the right of way to any pedestrian legally crossing the roadway on which he is driving, and to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard during the time such driver is moving across or within the intersection. Provided, however, that if such driver is involved in a collision with a pedestrian in a crosswalk or a vehicle in the intersection after driving past a yield sign without stopping, such collision shall be deemed prima facie evidence of his failure to yield the right of way.

1146. Drivers to exercise due care. (a) Notwithstanding the provisions of any other law to the contrary, every driver of a vehicle shall exercise due care to avoid colliding with any bicyclist, pedestrian or domestic animal upon any roadway and shall give warning by sounding the horn when necessary. For the purposes of this section, the term "domestic animal" shall mean domesticated sheep, cattle, and goats which are under the supervision and control of a pedestrian. (refer to subdivisions (b), (c), (d), (e) of Section 1146 for specific violations)

1150. Pedestrians subject to traffic regulations. Pedestrians shall be subject to traffic-control signals as provided in section eleven hundred eleven of this title, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this article.

NYS PEDESTRIAN VEHICLE & TRAFFIC LAWS



1151. Pedestrians' right of way in crosswalks. (a) When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right of way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk on the roadway upon which the vehicle is traveling except that any pedestrian crossing a roadway at a point where a pedestrian tunnel or overpass has been provided shall yield the right of way to all vehicles. (b) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impractical for the driver to yield. (c) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

1151-a. Pedestrians' right of way on sidewalks. The driver of a vehicle emerging from or entering an alleyway, building, private road or driveway shall yield the right of way to any pedestrian approaching on any sidewalk extending across such alleyway, building entrance, road or driveway.

1152. Crossing at other than crosswalks. (a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right of way to all vehicles upon the roadway. (b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right of way to all vehicles upon the roadway. (c) No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements.

1156. Pedestrians on roadways. (a) Where sidewalks are provided and they may be used with safety it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway. (b) Where sidewalks are not provided any pedestrian walking along and upon a highway shall when practicable walk only on the left side of the roadway or its shoulder facing traffic which may approach from the opposite direction. Upon the approach of any vehicle from the opposite direction, such pedestrian shall move as far to the left as is practicable.

Pedestrian signals consist of the illuminated words WALK and DON'T WALK, or the illuminated symbols of a walking person and an upraised hand. The meanings of the indications are as follows:

- A steady, illuminated WALK display, or a steady illuminated symbol of a walking person, means that a pedestrian may enter the roadway and proceed in the direction of the indication.
- A flashing, illuminated DON'T WALK display, or a flashing illuminated symbol of an upraised hand, means that a pedestrian may not start to cross the roadway in the direction of the indication, but any pedestrian who has partly completed the crossing during the steady WALK indication may continue across.
- A steady, illuminated DON'T WALK display, or a steady illuminated symbol of an upraised hand, means that a pedestrian cannot legally enter the roadway.

*It is important to note that in most locations the WALK indication is not displayed for the entire time required to safely cross the street. When driving, be aware that pedestrians will most likely still legally be in the crosswalk when the DON'T WALK sign is flashing and you should slow down or stop if necessary to give them time to finish crossing the street.

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COMMUNICATING WITH YOUR LEGISLATORS & REGULATORY LEADERS



Know your legislator and their key staff. Refer to the directory contained within this toolkit to familiarize yourself with your local legislator and their key staff. Most of the time, you're dealing with their staff first and for much longer than you'll communicate with the legislator themselves.

Know the issue. Know what you're working for or against, and communicate that in a concise way. This requires understanding the issue, researching ramifications of the issue being addressed—or not being addressed. Most importantly, you must know and illustrate why this issue affects the legislator's constituents. The better you know your issue, its history, and its effects, the easier it will be for you to extract a compelling pitch statement. Gather all of the supporting data you can to make your case.

Primary first-hand data could include counting cars, taking photos of the intersection or problems you see, and compiling anecdotal testimony from fellow residents and others familiar with the issue who are also concerned.

Support your primary data with secondary data from other credible sources. These could include documented injuries and deaths at the location, news clips, and statistics. Refer to the *Resources* section of this toolkit for credible secondary data sources.

Craft your pitch. Communicate your message in the most efficient, succinct way possible. Primarily define the issue/problem you want solved, and explain why this is important to all of the legislators' constituents. Offer solutions if you have them, and offer to help in the efforts to resolve the issue, whether that's drafting legislation, joining the legislator at press events, or other applicable efforts.

Deliver your pitch. Use email, traditional mail, or phone calls to communicate your message. Better yet, utilize all three of those methods. If you send an email or letter, follow up with a phone call several days later. Request follow up meetings, and be persistent.

Hypothetical Situation and Sample Pitch

There's a 4-way intersection up the block from you-- people blow through the stop signs all the time. You've noticed, and there have been pedestrian injuries here. Here is a sample pitch:

Dear Legislator,

All of your constituents deserve to be safe on the road, whether they're walking, biking, or driving. The intersection of A Road and B Street in your district has seen 25 pedestrian injuries and two fatalities in the last year. This is unacceptable to me, and I'm sure it is unacceptable to you.

I have ideas, and I would like to meet with you to discuss steps we can take to improve the safety of this intersection for all. Looking forward to speaking with you.

COMMUNICATING WITH THE MEDIA



Communicating with the media involves the same fundamental steps as communicating with legislators. However, the difference lies in the media's need for timely information that's relevant to the outlet's specific audience. This might require emphasizing one aspect of your issue over another.

Know your media outlet. Research the media outlet you want to reach and educate yourself about their audience. Look at some of their published articles/clips to get a sense of what they cover. In addition to knowing the media outlet, know the specific reporters and editors and which issues they cover so you have the best chance of your issue of concern reaching the correct people.

Know the issue. You need to tailor your pitch to each media outlet for the best chance at coverage. This is what's called finding an angle, and it requires understanding the issue, researching ramifications of the issue being addressed—or not being addressed. Most importantly, illustrate why this issue resonates with and affects the media outlet's audience.

Gather all of the primary and secondary supporting data you can to make your case. Given the same hypothetical example we've used on the previous page, your pitch to the media might look a bit different than your pitch to the legislators.

Craft your pitch. Communicate your message in the most efficient, succinct way possible. Primarily define the issue/problem you want solved, and explain why this is important to the media outlet's audience. Offer solutions if you have them, and offer to provide any further information they might need, whether that's participating in an interview or any other applicable efforts.

Deliver your pitch. Use email, traditional mail, or phone calls to communicate your message. Better yet, utilize all three of those methods. If you send an email or letter, follow up with a phone call several days later. Be persistent.

Hypothetical Situation and Sample Pitch

There's a retirement community down the road from your intersection of concern, and you know that many of the pedestrians being struck or killed have been 65+. You're targeting a weekly newspaper in the community with a majority 65+ readership. Here is a sample pitch:

Dear Editor,

Innocent 65 year-olds are being injured and killed in your backyard. The intersection of A Road and B Street in the local community has seen 25 pedestrian injuries and two fatalities in the last year, the majority of whom were aged 65+. This is unacceptable to me, and I'm sure it is unacceptable to you.

I hope your news outlet agrees that this issue needs coverage. I look forward to speaking with you soon.

If this was a daily paper for readers of all ages, you might not focus on the age of the victims as much as you would for the paper with many 65+ readers.

COMMUNICATING WITH SOCIAL MEDIA



Social media can be a powerful tool for those seeking to amplify a message or call to action. Not to mention, nearly all media outlets and most legislators have a social media presence. However, given its availability and lack of cost to join and post on most platforms, social media is saturated with content which can make it challenging to ensure your posts are reaching the right people.

Make sure your posts gain traction and reach as many people as possible by having other users engage with your post, utilize cross-posting whenever possible, and tag individuals (legislators, media outlets, or other relevant public figures) when applicable.

Relevant hashtags can be a helpful tool when seeking cross-promotion. For example, using the hashtag #pedestriansafety makes your post visible to those who seek out posts that contain that hashtag.

Use some or all of the following hashtags that are relevant to your messaging so WSLI can support your efforts. WSLI will periodically track the use of these hashtags across all social media platforms to report on use of this toolkit.

- #walksafeLI
- #bikesafeLI
- #pedestriansafetyLI
- #bikesafetyLI
- #pathwaystoprogress
- #safestreetsLI

RESOURCES, HELPFUL WEBSITES, & DATA SOURCES



AAA Safety Topics

Website: <https://exchange.aaa.com/safety/>

For more than a century, AAA has worked to foster a safe environment for travelers through education, research and advocacy. Since its founding in 1902, AAA has been a leader in developing and supporting educational and safety programs for motorists, pedestrians, cyclists and children.

DEDICATEDD

Website: <http://www.dedicatodd.org/>

DEDICATEDD aims to stop the criminal acts of drunk, drugged and impaired driving on our roadways, waterways and in our recreation areas, and to advocate for the victims of these tragic offenses and to end underage drinking.

Families for Safe Streets

Website: <https://www.familiesforsafestreets.org/>

Families for Safe Streets was founded in 2014 by the families of loved ones who were killed or injured in crashes in New York City. Together, they transform their grief by telling their personal stories of trauma and loss to bring about policy and legislative change.

Federal Highway Administration (FHWA) Pedestrian & Bicycle Safety

Website: <https://highways.dot.gov/safety/pedestrian-bicyclist>

The FHWA's Office of Safety develops projects, programs and materials for use in reducing pedestrian and bicyclist fatalities. All of these materials can be found here.

Global Alliance of NGOs for Road Safety

Website: <https://www.roadsafetynegos.org/>

Accountability Toolkit: <https://www.roadsafetynegos.org/toolkit/>

The Global Alliance of NGOs for Road Safety (the Alliance) is a collection of nongovernmental organizations (NGOs) that implement programs and lobby for road safety initiatives around the world.

Governors Highway Safety Association (GHSA)

Website: <https://www.ghsa.org/>

GHSA is a 501(c)(3) nonprofit representing the state and territorial highway safety offices that implement federal grant programs to address behavioral highway safety issues.

Governor's Traffic Safety Committee (GTSC)

Website: <https://trafficsafety.ny.gov/>

The New York State Governor's Traffic Safety Committee (GTSC) coordinates traffic safety activities in the state and shares useful, timely information about traffic safety and the state's highway safety grant program. The Committee is comprised of thirteen agencies who have missions related to transportation and safety. The GTSC is chaired by the Commissioner of the Department of Motor Vehicles and acts as the state's official liaison with the National Highway Traffic Safety Administration.

Institute for Traffic Safety Management & Research (ITSMR)

Website: <https://www.itsmr.org/>

NYS Traffic Safety Statistical Repository (TSSR): <https://www.itsmr.org/sas-guest-portal/>

The ITSMR is a not-for-profit, university-based research center dedicated to improving highway safety. The TSSR provides publically available crash and ticket data.

Let's Move LI

Website: <https://letsmoveli.com/>

Let's Move LI is a collaboration among municipalities, schools, businesses and other organizations to promote active transportation across Long Island, overseen by the Long Island chapter of the U.S. Green Building Council (USGBC-LI).

RESOURCES, HELPFUL WEBSITES, & DATA SOURCES



Nassau County Government

Website: <https://www.nassaucountyny.gov/>

My Road & Road Jurisdiction Viewer: <https://www.nassaucountyny.gov/myroads>

Public Works: <https://www.nassaucountyny.gov/1865/Public-Works>

The Nassau County Road Jurisdiction Viewer provides the public with the most current information on road ownership in 2019.

National Center for Safe Routes to School

Website: <https://www.saferoutesinfo.org/>

The National Center for Safe Routes to School (National Center) believes in the importance and joy of safe walking, biking and rolling. They provide ways for communities to get started and offer the best information available to make the future they envision a reality.

National Highway Traffic Safety Administration (NHTSA)

Website: <https://www.nhtsa.gov/>

Pedestrian Safety: <https://www.nhtsa.gov/road-safety/pedestrian-safety>

Share the Road: <https://www.nhtsa.gov/share-road-its-everyones-responsibility>

NHTSA's mission is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement.

New York Bicycling Coalition (NYBC)

Website: <https://nybc.net/>

NYBC advocates for pro-bicycle and pro-pedestrian policies and funding at all levels of government; educates New Yorkers about bicycle safety and the benefits of bicycling; provides technical assistance and support to advocates and government entities; and promotes bicycle tourism across the state.

New York Coalition for Transportation Safety

Website: <https://www.nycts.org/>

Since 1987 the New York Coalition for Transportation Safety has received grants from federal, state, local and private agencies to develop and conduct public information and education campaigns in a variety of localities.

North American Bikeshare & Scootershare Association (NABSA)

Website: <https://nabsa.net/>

Advocacy Toolkit: <https://nabsa.net/advocacytoolkit/>

The North American Bikeshare & Scootershare Association (NABSA) collaborates across sectors to grow shared micromobility and its benefits to communities, creating a more equitable and sustainable transportation ecosystem. NABSA's Advocacy Toolkit serves as a resource and guidance for our members and shared micromobility stakeholders interested in advocating for the expansion of shared micromobility systems in communities.

NYS Board of Elections

Congressional and State Legislative District Finder: <https://www.elections.ny.gov/district-map.html>

NYS Department of Motor Vehicles (DMV)

Website: <https://dmv.ny.gov/>

DMV issues secure identity documents, delivers essential motor vehicle and driver-related services, and administers motor vehicle laws enacted to promote safety and protect consumers.

NYS Department of Transportation (NYSDOT)

Website: <https://www.dot.ny.gov/>

Bicycling in New York: <https://www.dot.ny.gov/bicycle>

Traffic Safety for Kids: <https://www.dot.ny.gov/programs/safetyfirstkids/trafficsafety>

It is the mission of the NYSDOT to ensure our customers - those who live, work and travel in New York State -- have a safe, efficient, balanced and environmentally sound transportation system.

RESOURCES, HELPFUL WEBSITES, & DATA SOURCES



NYS Pedestrian Safety Program

Website: <https://www.ny.gov/programs/pedestrian-safety>

Pedestrian Safety Action Plan (PSAP): <https://www.ny.gov/pedsafety/pedestrian-safety-action-plan>

FAQs and Laws: <https://www.ny.gov/pedestrian-safety/additional-information#faq039s-amp-laws>

Fact Sheets: <https://www.ny.gov/pedestrian-safety/regional-fact-sheets-law-enforcement>

The New York State Departments of Transportation and Health teamed up with the Governor's Traffic Safety Committee on a first-of-its-kind pedestrian safety campaign in New York State. It provided more than \$110 million for enhancing pedestrian safety across Upstate New York and Long Island through the Three Es: Engineering, Enforcement and Education.

NYC Vision Zero

Website: <https://www.nyc.gov/content/visionzero/pages/>

Vision Zero is New York City's initiative to improve street safety.

Parks & Trails NY

Website: <https://www.ptny.org/>

Parks & Trails New York is New York's leading statewide advocate for parks and trails, dedicated since 1985 to improving our health, economy, and quality of life through the use and enjoyment of green space.

Pedestrian and Bicycle Information Center (PBIC)

Website: <https://www.pedbikeinfo.org/>

This site is funded by the U.S. Department of Transportation Federal Highway Administration and National Highway Traffic Safety Administration and maintained by the Pedestrian and Bicycle Information Center within the University of North Carolina Highway Safety Research Center.

Suffolk County Government

Website: <https://www.suffolkcountyny.gov/>

Find My Legislator: <https://gisapps.suffolkcountyny.gov/voterinformation/>

Public Works: <https://www.suffolkcountyny.gov/Departments/Public-Works>

Transit Solutions

Website: <https://transitsolutions.org/>

Car Free Day: <https://transitsolutions.org/car-free-day-long-island/>

Transit Solutions aims to reduce traffic and improve air quality on Long Island by promoting the use of all transit options and the adoption of pre-tax transit benefits.

U.S. Department of Transportation (USDOT)

Website: <https://www.transportation.gov/>

Complete Streets: <https://www.dot.ny.gov/programs/completestreets>

National Roadway Safety Strategy (NRSS): <https://www.transportation.gov/NRSS>

The USDOT aims to deliver the world's leading transportation system, serving the American people and economy through the safe, efficient, sustainable, and equitable movement of people and goods.

VISION Long Island

Website: <https://visionlongisland.multiscreensite.com/>

Vision is a 501(c)3 not-for-profit organization that educates, advocates, plans, designs, and provides technical assistance on Smart Growth projects.

Walk Safe Long Island (WSLI)

Website: <https://www.walksafeli.org/>

Pedestrian Vehicle & Traffic Laws: <https://www.walksafeli.org/vehicle-and-traffic-laws>

A collaborative of health and transportation safety educators from Nassau and Suffolk Counties, WSLI organizations aim to reduce pedestrian injuries and fatalities in the region. By using law-based education, we hope to raise awareness among drivers and pedestrians of how we can stay safe together.

ABOUT WALK SAFE LONG ISLAND



Walk Safe Long Island is a law-based pedestrian and cyclist safety education campaign that aims to educate Long Islanders about the laws in place to protect them when they walk and bike on local roadways. WSLI is a multi-faceted campaign, created and managed by the **Long Island Health Collaborative** on behalf of the **New York Coalition for Transportation Safety**, funded by a grant from the **National Highway Traffic Safety Administration** through a fund from the **NY State Governor's Traffic Safety Committee**.

Website: <https://www.walksafeli.org/>

About the New York Coalition for Transportation Safety (NYCTS)

NYCTS is a non-profit, statewide organization established in 1982. Since becoming incorporated as a non-profit in 1987, NYCTS has received grants from federal, state, local and private agencies to develop and conduct public information and education campaigns in a variety of localities. Our mission is to reduce the number of injuries and fatalities occurring on our roadways through outreach and education programs aimed at pedestrians, bicyclists and motorists.



Website: <https://www.nycts.org/>

Facebook: @NYCTS1 (<https://www.facebook.com/NYCTS1>)

Twitter: @NYCOALITION1 (<https://twitter.com/NYCOALITION1>)

Instagram: @newyorkcoalition (<https://www.instagram.com/newyorkcoalition/>)

About the Long Island Health Collaborative (LIHC)



Overseen by the Nassau-Suffolk Hospital Council, the LIHC is a partnership of Long Island's hospitals, county health departments, health providers, community based social and human service organizations, academic institutions, health plans, local government, and the business sector, all engaged in improving the health of Long Islanders. Collaborative members are committed to improving the health of people living with chronic disease, obesity, and behavioral health conditions in Nassau and Suffolk counties. The LIHC views pedestrian safety as a public health issue, and continues to work with NYCTS to mitigate it.

Website: <https://www.lihealthcollab.org/>

Facebook: @LIHealthCollab (<https://www.facebook.com/LIHealthCollab>)

Twitter: @lihealthcollab (<https://twitter.com/lihealthcollab>)

Instagram: @lihealthcollab (<https://www.instagram.com/lihealthcollab/>)