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**Testimony of Ryan Lynch, Associate Director  
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My name is Ryan Lynch, and I am the associate director for the Tri-State Transportation Campaign, a non-profit transportation policy watchdog organization dedicated to creating a more balanced, environmentally friendly and equitable transportation system in New York, New Jersey and Connecticut.

Tri-State is here today, as well as on behalf of advocates who could not be here like AARP, to call for the establishment of a Complete Streets Implementation fund in Suffolk County's proposed 2015-2017 Capital Program.

Suffolk County is home to some of the deadliest roads to pedestrians, cyclists and motorists in the region. According to a Tri-State Transportation Campaign analysis of federal data, 122 pedestrians were killed along roads in Suffolk County from 2010-2012, with the Suffolk County portion of Jericho Turnpike seeing 16 pedestrian fatalities alone. According to Governor Cuomo's Traffic Safety Committee, 278 motorists and passengers, and 22 cyclists were killed during the same time period. 52,000 non-fatal injuries occurred as a result of almost 90,000 crashes from 2010-2012.

In 2012, the County Legislature passed, and Suffolk County Executive Bellone signed, a Complete Streets law that upon implementation will redesign our roadways to calm traffic and provide safer infrastructure to those who walk, bike, take transit and drive on Suffolk County roadways.

Unfortunately, cuts to funding for safe streets programs have hindered implementation of this law. The current federal transportation bill, MAP-21, cut dedicated walking and biking infrastructure investment by 30 percent.

The funding situation in New York is even worse. According to New York State Department of Transportation's 2014-2017 Statewide Transportation Improvement Program (STIP), approved in September of last year, New York plans to spend only 0.98 percent of its transportation dollars, representing a reduction of more than \$100 million—or a 40 percent cut—across the state on pedestrian and bicycling safety projects, as compared to 2011-2014's spending plan. In Region 10 on Long Island, planned spending on walking and biking projects will be cut by 24 percent over the next four years. The result: a paltry 0.57 percent of the regional allocation of transportation dollars will be spent on bicycle and pedestrian projects.

These funding levels persist despite the fact that pedestrians and cyclists make up over 27 percent of all traffic crashes in New York State and the New York Metropolitan Transportation Council (NYMTC), our regional planning organization, estimates that pedestrians and cyclists make up 50 percent of all traffic fatalities on Long Island.

Unfortunately, these cuts at the federal and state level put added pressure on local governments to make up the gap. As a result, Tri-State is calling on the Suffolk County Legislature to amend the proposed Suffolk County Capital Program to include additional funding to establish a Complete Streets Implementation fund.

Investments in infrastructure that force motorists to slow down and go the speed limit, like landscaped medians, road diets, raised crosswalks, pedestrian safety islands and protected bicycle lanes, will go a long way towards creating County roadways that will be safe and accessible for all County residents of all ages and abilities.