

Complete Streets: Building Momentum on Long Island



Tri-State Transportation Campaign, 2012

What are Complete Streets?



Complete Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.

Who wants Complete Streets?

55% of Americans would rather drive less & walk more.

Transit use is growing faster than population or highway travel.

Nearly one-third of Americans don't drive:

- 21% of Americans over 65.
- Children under 16.
- Many low income Americans do not have access to automobiles.



Sources: APTA, 2009; Surface Transportation Policy Project, 2003; <http://urbanpolicy.berkeley.edu/pdf/raphael.pdf>

Americans Want Choices

- 66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go
- 73% currently feel they have no choice but to drive as much as they do
- 57% would like to spend less time in the car

Better Streets Can Help Communities



- Improve Safety
- Spur Economic Growth
- Lower Emissions
- Reduce Costs
- Grow Smarter
- Provide Choices
- Reduce traffic congestion

Why Build Complete Streets?

Residents in highly walkable neighborhoods engage in about

70 more minutes per week

of moderate and vigorous physical activity than residents in low-walkability neighborhoods.

Health, Pocket Book, & Safety

- Transportation is the second-largest expense for most American households – and costs are rising. Complete streets give people the option of getting out of their cars.
- Complete Streets can help to slow cars down, give pedestrians and bicyclists a clear area to move, and give everyone better visibility.
- People who live in neighborhoods with a mix of shops and businesses within easy walking distance have a 35% lower risk of obesity.

*Source: 2010 American Community Survey.
Frank, L.D., Andresen, M.A. & Schmid, T.L. (2004)
Obesity relationships with community design, physical activity
and time spend in cars.
American Journal of Preventive Medicine, 27, 87-96.*

Fewer kids are biking and walking, and more parents are driving them to school



It's not just distance.

Students who live within 1 mile and walk or bike:

1999: 31%

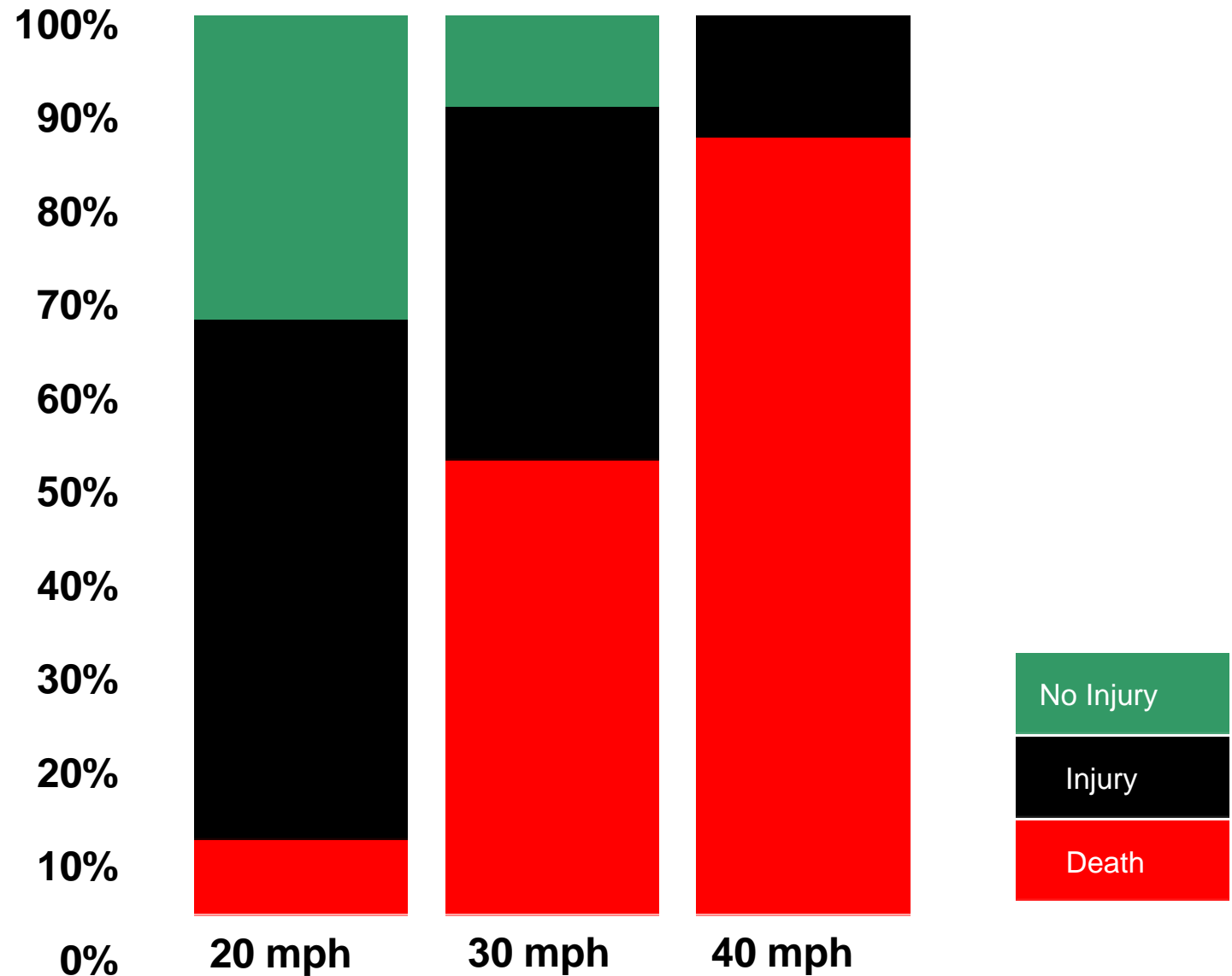
1969: 90%

Arterials Are the Problem

- **Arterial Roads:** Account for 64% of older pedestrian fatalities (arterial roads are wide thoroughfares that prioritize vehicle speed over the safety of all road users).
- **Speed:** At 40 MPH, a pedestrian has a 15% chance of survival.
- **Little infrastructure:** Lack of sidewalks, crosswalks, cross lights, & medians make roads unsafe.

Fatalities based on speed of vehicle

A pedestrian's chance of death if hit by a motor vehicle



Typical Improvement Measures:



- Lengthen the duration of crossing signals
- Increase the visibility of street markings
- Repair broken sidewalks, curbs and curb ramps
- Install pedestrian refuges
- Narrow roadways with traffic calming techniques

And the #'s for Long Island?

Between 2008-2010, 187 pedestrians were killed on Long Island streets (91 in Nassau County; 96 in Suffolk County).

For the fourth year in a row, Nassau County's Hempstead Turnpike is the most dangerous road for pedestrians within the tri-state region.




Pedestrian Fatalities, 2008-2010

Nassau County (91)

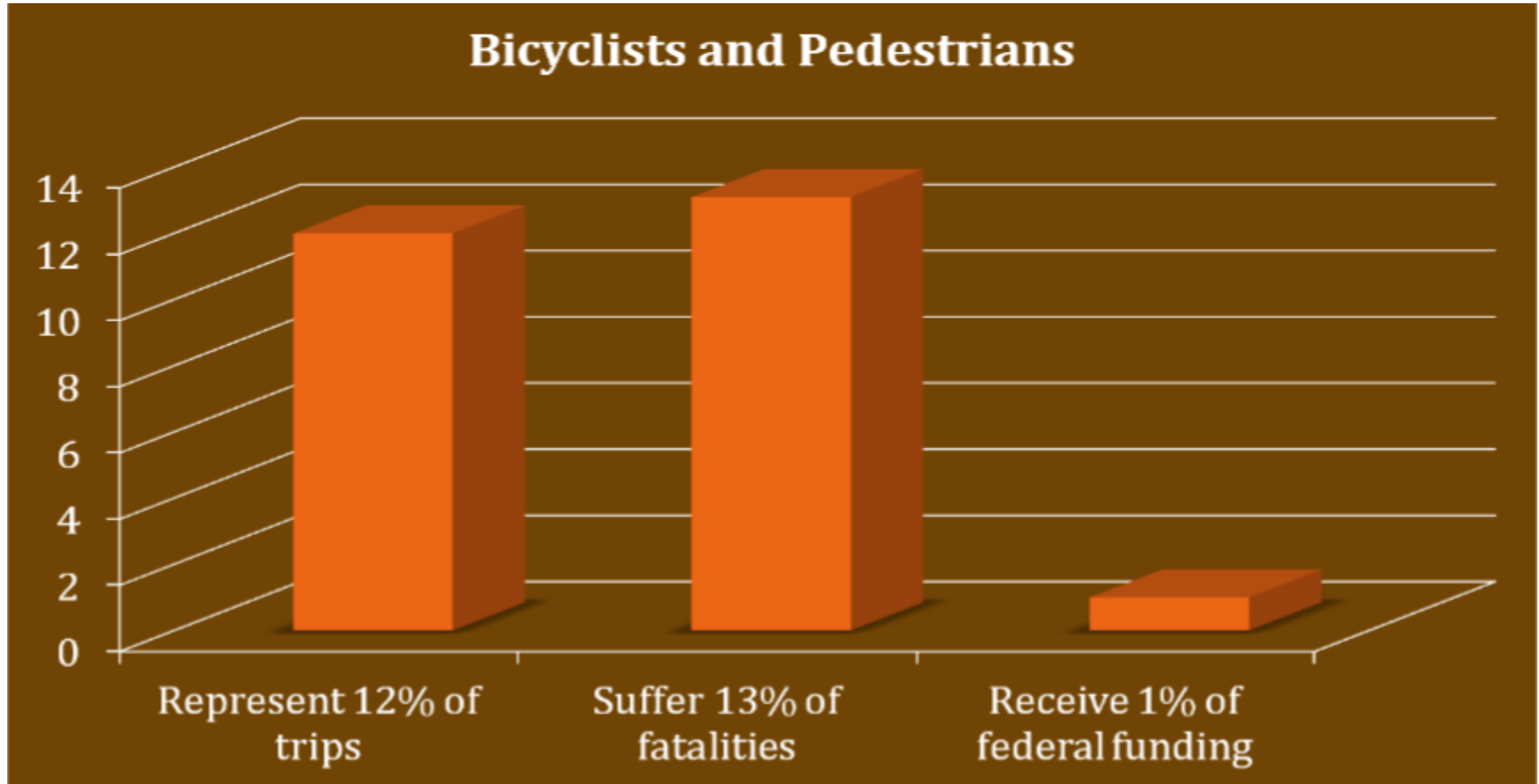


Suffolk County (96)



 Children (≤ 15 yrs)  Adults (16-59 yrs)  Seniors (≥ 60 yrs)

Follow the \$....



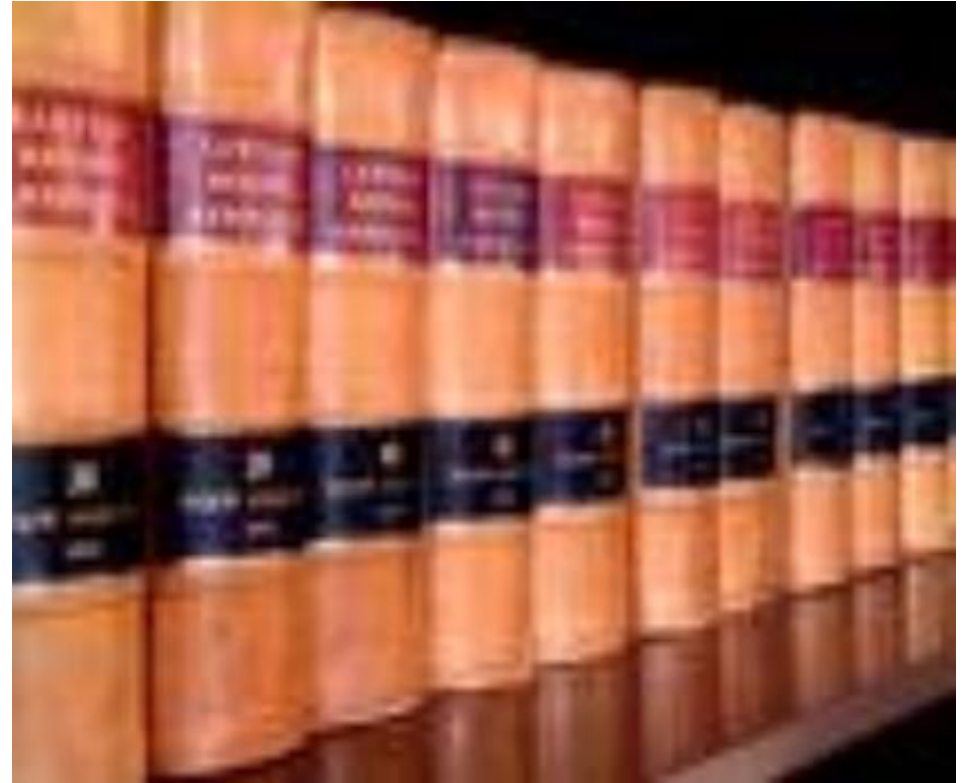
Source: 2008 National Household Travel Survey, National Highway Traffic Safety Administration Fatality Analysis, and FHWA Fiscal Management Information System

Policies at all levels of Government

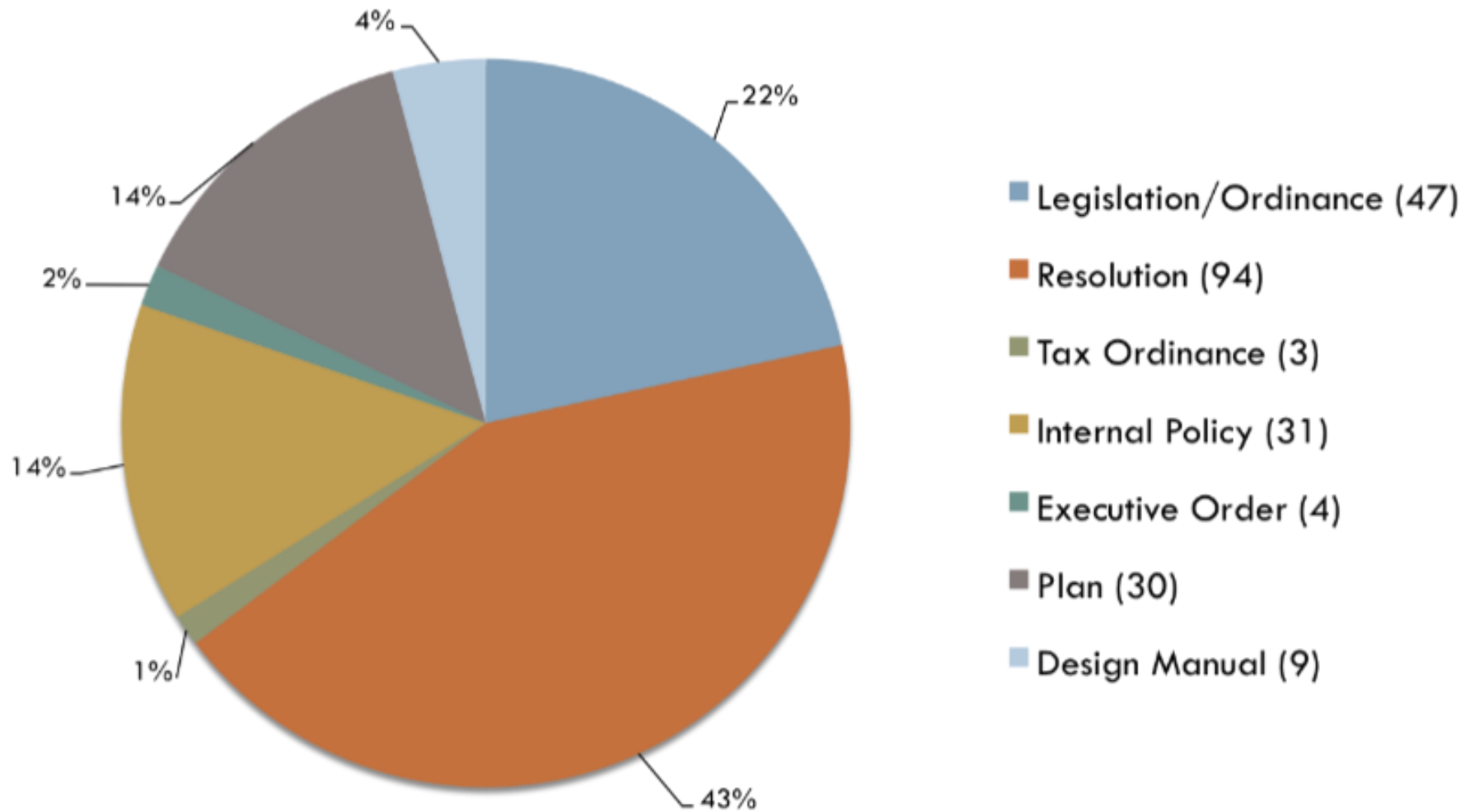
- Village, Town, City
- Regional (Metropolitan Planning Organizations, Counties)
- State
- Federal

Types of Complete Street Policies

- Complete Streets have been enacted in a number of forms:
 - Internal Policies
 - Plans/Design Manuals
 - Resolutions
 - Tax ordinances
 - Legislation

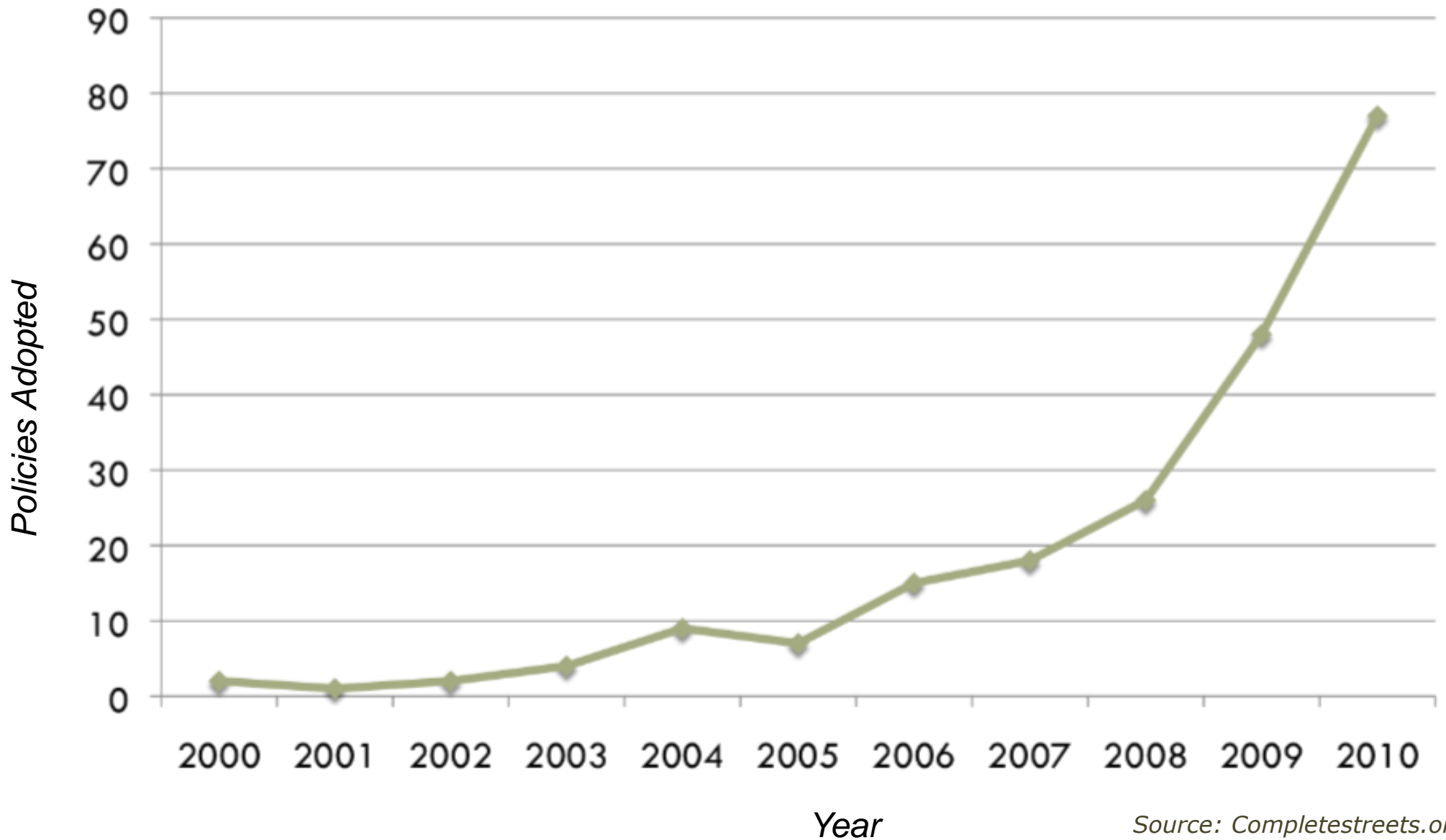


Types of Policy



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The Growing Movement



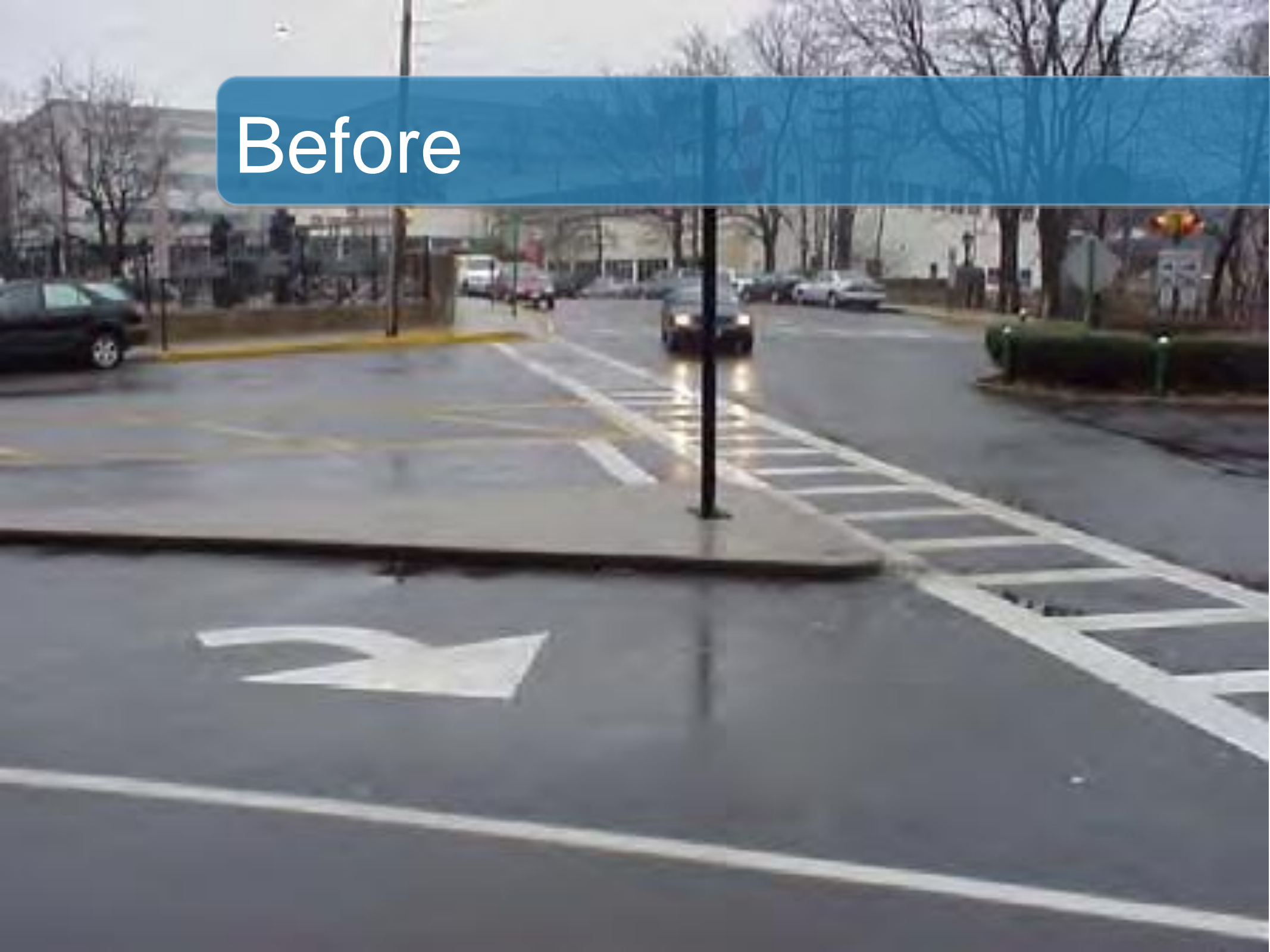
Source: Completestreets.org

Albany is on Board!



- The NYS Assembly and Senate passed a complete streets bill unanimously, and Governor Cuomo has signed it.
- Will affect all projects receiving state and federal funding, but leaves gaps in projects that are only locally funded.
- Laid to rest the concern that Complete Streets will bust budgets.

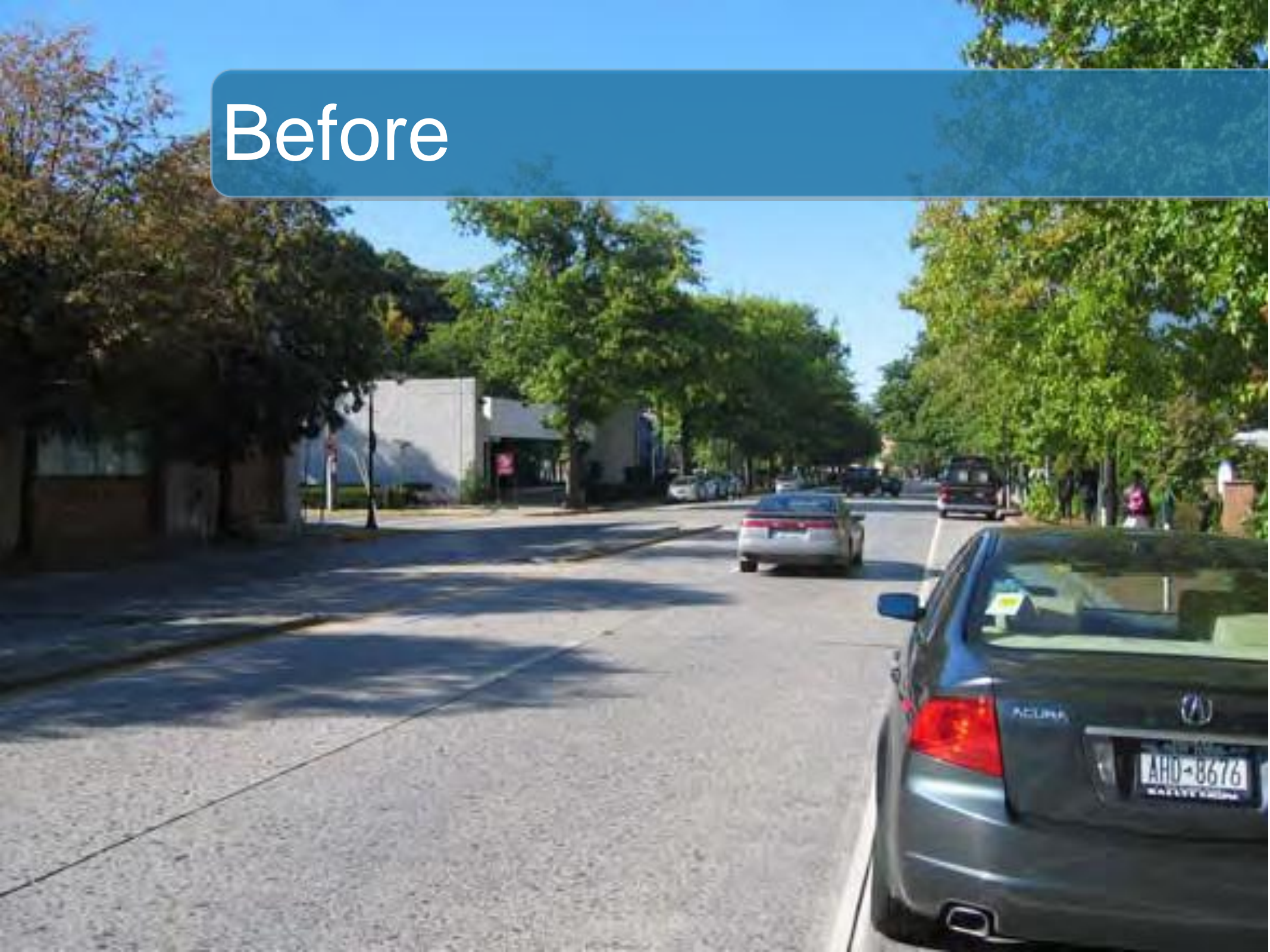
Before



After



Before



After



These improvements were funded through NYSDOT's Local Safe Streets and Traffic Calming Program

Incomplete Crosswalk: Curb Ramps



or this:



Resources

- National Complete Streets Coalition
 - www.completestreets.org
- New York Bicycling Coalition
 - www.nybc.org
- Vision Long Island
 - www.visionlongisland.org
- Alliance for Walking and Biking
 - www.peoplepoweredmovement.org

Thank you!

For more information:

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