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Complete Streets S5411/A8366

A New York **State** law to make roadways safe for all users.

Summary

This bill will ensure that New York State roadways are built for all users: bicyclists, public transportation vehicles and passengers, motorists, and pedestrians of all ages and abilities. The legislation recognizes that bicyclists and pedestrians are integral to New York's transportation system.

This legislation would require bicycle and pedestrian accommodations to be included in the planning and development of state, county, and local transportation facilities, plans, and programs. Accommodations would include, but not be limited to, bicycle lanes, lane striping, and paved shoulders suitable for use by bicyclists, share the road signage, crosswalks, pedestrian control signals, sidewalks, curb cuts, and ramps.

Explanation

Saving Lives and Winning Healthy Communities

By providing safe space for all users, a Complete Street saves lives, encourages healthy lifestyles and improves the environment as people replace short car trips with walking or biking. The effects of a Complete Streets policy are well illustrated in Oregon, where similar legislation passed in 1971: Portland and Eugene are now among the most bikable and walkable places in the country.

New York State Pedestrians at Risk

In a recent report, "Dangerous by Design", three of New York State's metropolitan areas were rated the most dangerous for pedestrians in the US: Rochester (30 deaths in '07-'08), Buffalo (23) and New York City region (633). Despite the fact that 1 in 5 traffic deaths are pedestrians in New York State, the state spends less Federal dollars on pedestrian projects than almost every state in the nation. New York ranks 43rd in spending.

Smart Growth, Strong Economy

Complete Streets also offer economic benefits. A 2009 Study by the Toronto Clean Air Partnership found that people who walk and bike often spend more at local retail outlets and a 2009 report by CEOs for Cities found that more walkable communities have higher real estate values. A 2007 study by CAFE in London found that complete street design added an average of 5.2 percent to real estate values and an average of 4.9 percent to retail rents.



T.A. and its 8,000+ members urge the passage of this bill.