NYS Safe Streets Coalition
SFY 2024-25 NYSDOT Capital Projects Budget - Complete Streets

The NYS Safe Streets Coalition calls on the New York State Senate and Assembly to include $10 million in the the NYSDOT Capital Projects Budget for Complete Streets.

Complete Streets refers to roadways that are thoughtfully designed and constructed to accommodate all users, including people walking, biking, using transit, and driving. While Complete Streets projects are inherently centered in transportation and improving safety, they often bring dynamic and widespread improvements to communities.

- Safety and Public Health - The inclusion of Complete Streets infrastructure improves safety by calming traffic[1] and providing adequate facilities for people traveling by foot and bicycle
- Economic Development - Complete Streets projects are typically followed by increased levels of employment and higher property values following the completion of projects[2]
- Climate Mitigation and Adaptation - Investments in walking, bicycling, and transit are absolutely crucial for New York to meet its climate goals.
- Equity and Justice - Dangerous, car-centric roadway design disproportionately impacts people of color, particularly Native and Black Americans, and the working poor.
- Community - The importance of face to face interactions and connecting with others has never been more clear. Investing in walkable communities is an investment in mental health and building community.

For specific data on how Complete Streets projects impact these areas, see the attached memo from Capital Streets.

The NYS Safe Streets Coalition asks the Senate Finance Committee and the Assembly Ways and Means Committee to restore the Complete Streets appropriation, and increase it from $5M to $10M, to maintain New York's commitment to improving our communities. Please see page 2 for the specific appropriation to be amended.

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[1] U.S. Department of Transportation. (August 12, 2019) *Traffic Calming to Slow Speeds*
https://www.transportation.gov/mission/health/Traffic-Calming-to-Slow-Vehicle-Speeds
[2] Smart Growth America. (2015) *Safer Streets, Stronger Economies*
https://smartgrowthamerica.org/resources/evaluating-complete-streets-projects-a-guide-for-practitioners/

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Appropriation to be amended from SFY 2023-2024:

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                    791                        12554-08-3

              DEPARTMENT OF TRANSPORTATION

              CAPITAL PROJECTS    2023-24


 3  For  the  payment  of  costs,  including the
 4    payment of liabilities incurred  prior  to
 5    April  1,  2023, of complete street trans-
 6    portation  infrastructure   projects   and
 7    complete  street  designs as determined by
 8    the   commissioner   of   transportation,
 9    including  but  not  limited to, state and
10    local roads and  bridges,  including  work
11    appurtenant and ancillary thereto. Project
12    costs  funded  from this appropriation may
13    include but shall not be limited to  engi-
14    neering   services,   including   personal
15    services,  nonpersonal  services,   fringe
16    benefits,  the  contract services provided
17    by private firms,  and  reimbursements  to
18    the  dedicated  highway  and  bridge trust
19    fund  and  capital  projects  funds,   for
20    activities  including  but not limited to,
21    the preparation of designs,  plans,  spec-
22    ifications  and estimates; and appraisals,
23    surveys, testing and environmental  impact
24    statements  for transportation infrastruc-
25    ture projects (17CS2322) ................... 5,000,000
                                                  10,000,000
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This funding could be used to create a DOT grant program, making the funds available to municipalities for Complete Streets implementation projects - standalone complete streets projects or to increase the bike and pedestrian infrastructure component in a broader transportation project. Some examples of Complete Streets projects include:

- Spot pedestrian enhancements, like curb extensions or raised intersections, at key intersections in a downtown where crashes have been documented
- Corridor enhancements, like buffered bike lanes, to increase bicycle ridership and reduce VMT between a trailhead and a school
- Traffic calming measures, like speed cushions, near a retirement home

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