



Complete Streets – The Way Forward

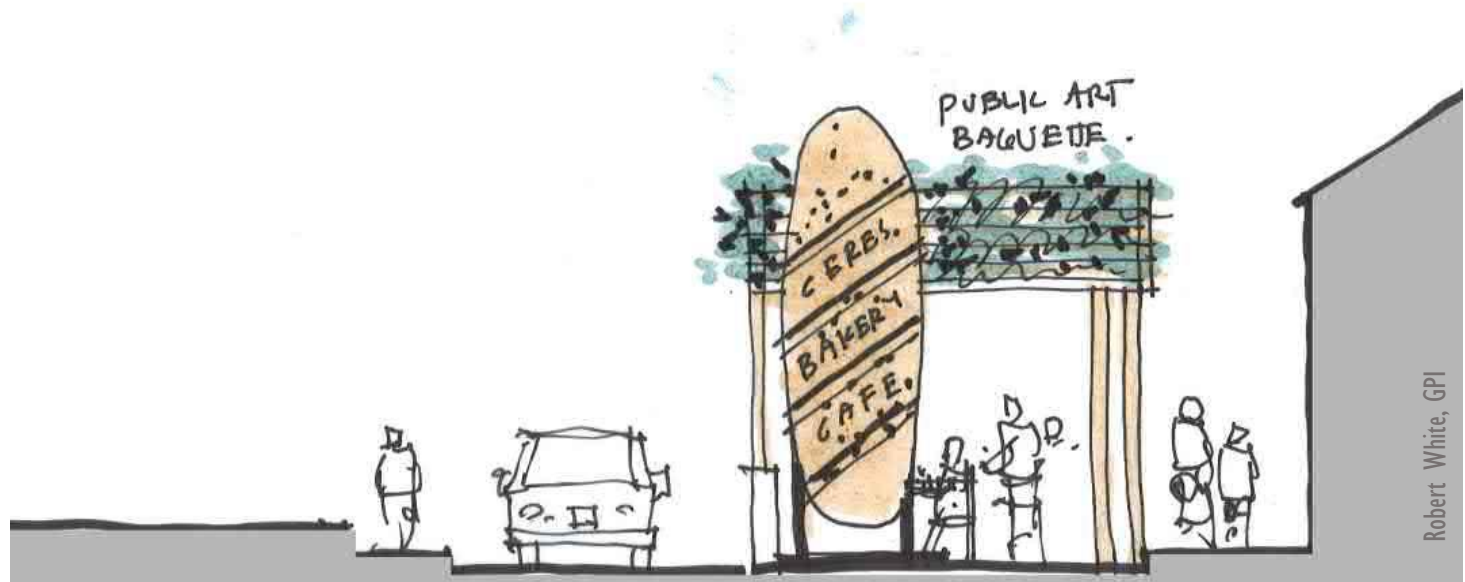
FRANK WEFERING, GREENMAN-PEDERSEN, INC.

LONG ISLAND COMPLETE STREETS SUMMIT, MARCH 25-26, 2021

GPI

Outline

- What a year – from temporary to permanent streetscape changes?
- Safety progress – a look at the Dangerous by Design Report 2021
- Policy changes – the anticipated Complete Streets Act
- Do we need a new approach to promote Complete Streets?



Outdoor dining
Street closure
Socially distanced
Active
Health
Supporting businesses and restaurants
Cycling
Communicating
Parklets
Meeting people
Fresh Air
Going for a walk
Calming traffic
Being outside





Nicole Reddington, GPI

Are the temporary changes to facilitate outdoor activities and socially-distanced gatherings here to stay?

Coronavirus

Community groups urge Mayor de Blasio to continue improving Open Streets program

By Mark Hallum

0 comments Posted on March 22, 2021



FILE PHOTO: People walk by restaurant's outdoor patios after New York City Mayor Bill de Blasio announced 21 more locations for outdoor dining options as part of a city initiative that combines the Open Streets and Open Restaurants programs in place to fight the spread of the coronavirus disease (COVID-19) in Manhattan, New York City, U.S., August 14, 2020.

REUTERS/Andrew Kelly/File Photo

amny.com

03.22.2021 FEATURED STORY

Survey says public wants parklets to return in Greenport this summer

By Tara Smith



A table is served in a parklet outside Anker on Front Street in Greenport last August. (Credit: Tim Gannon)

Greenport, NY – March 2021

Of the 900 respondents, 778, or 86% of respondents, said the parklets created a lively and vibrant atmosphere in the heart of the village and 497 people — 71% of those surveyed — reported having no difficulty finding parking.

The parklets converted 51 curbside parking spaces with seating and greenery at a time where demand for outdoor public spaces was at an all-time high.

Newsday, February 23rd, 2021 - Next LI Survey

92% CONCERNED OVER DOWNTOWNS

Survey finds support from Long Islanders

BY CRAIG SCHNEIDER
craig.schneider@newsday.com

Long Islanders love their downtowns, and, having visited them less often during the COVID-19 pandemic, are eager to return to them, according to a nextLI survey.

The survey found that three out of four Islanders had visited their downtown at least once a month before the pandemic, and 96% said having vibrant downtowns is important to the quality of life here.

"Downtown has a lot of support . . . near universal," said Don Levy, lead researcher with the Siena College Research Institute, which performed the survey for nextLI.

The nextLI project is a Newsday initiative funded by a grant from the Rauch Foundation, with a goal of stimulating islandwide discussion on public policy questions.

Long Island's downtowns have taken a tremendous economic hit during the pan-



Downtown eateries in Farmingdale set up tables and tents

outside last summer during the pandemic.

NEXTLI SURVEY SAYS . . .

Siena College Research Institute surveyed Long Islanders for nextLI, from Jan. 20 to Feb. 1, asking them about their downtowns.

- 96%: Said having vibrant downtowns is important to quality of life.
- 92%: Worry whether local businesses can survive the pandemic.
- 61%: Would like more outdoor restaurant space.
- 60%: Would like more landscaping and green space.
- 57%: Would like more local artists and vendors in small stall-like displays.

going to restaurants and theaters.

"It gives people a sense of community. They chat with the local store owner. They frequent the restaurants where their name is known or their face is recognized," Law said.

Returning to downtown will help people return to a sense of normalcy, Law said. But that new normal will vary from the old ways, he said. People may still have to abide by some virus precautions, such as masking and social distancing, he said. He also believes the outdoor dining that has been main-

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Pandemic-Trapped New Yorkers Heading In Record Numbers To State Parks

By Jennifer McLogan March 12, 2021 at 6:02 pm Filed Under: Jennifer McLogan, jones beach, Local TV, Long Island, New York, New York State Parks



Ocean Parkway bike path's 10-mile extension is open three months early

Posted March 11, 2021



The long-awaited extension of the Ocean Parkway Coastal Greenway Shared Use Path is now complete, three months ahead of schedule.

Safety Progress



Throughout the US, between 2010 and 2019, drivers struck and **killed 53,435 people** while walking – **more than 14 people per day** on average.

In 2019, the **6,237** people killed is the equivalent of **17 people dying per day**.

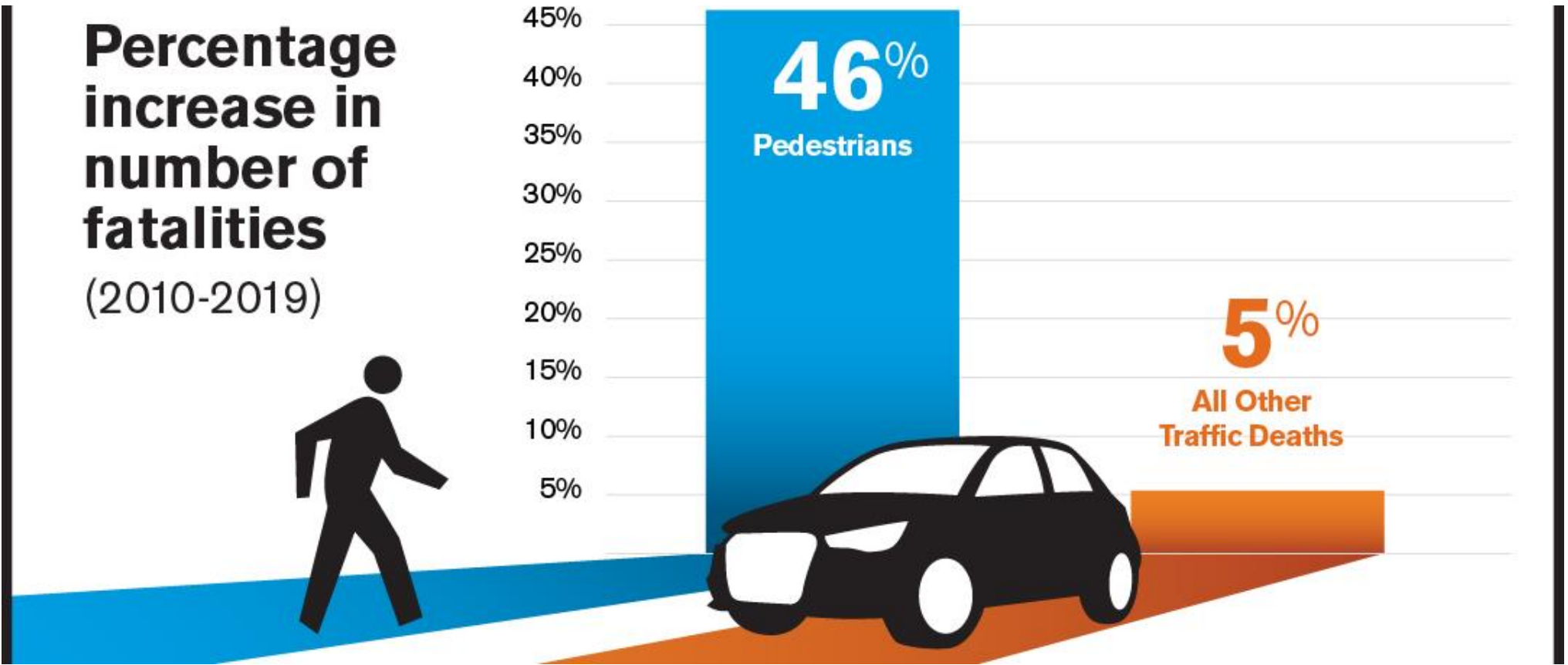
Safety Progress



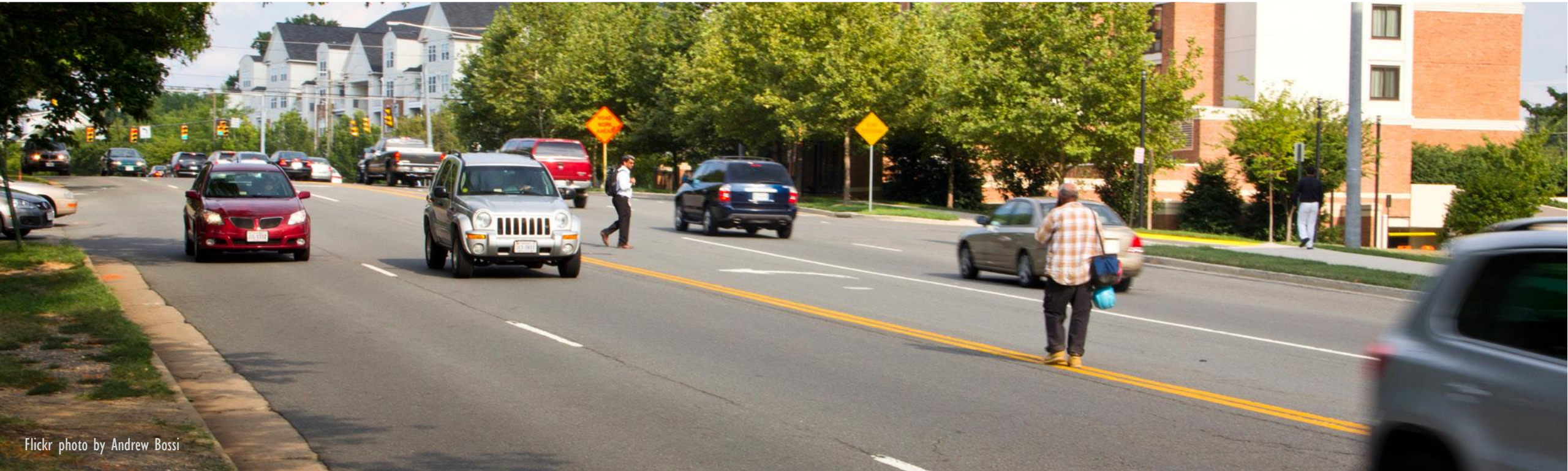
The problem continues to get worse. 49 states and 84 of the 100 largest metro areas have become more dangerous compared to the decade of data covered in *Dangerous by Design 2019*.

Our Pedestrian Safety Crisis

Percentage increase in number of fatalities (2010-2019)



As mentioned in the last four reports,
the time to act is now.



Flickr photo by Andrew Bossi



Photo courtesy of Andy Boenau

Failing to act is
consenting to
more preventable
deaths.

Smart Growth America and its
National Complete Streets
Coalition are calling on Congress
to pass the **Complete Streets Act**.

It's impossible to prioritize both...

Speed

AND

Safety

Under the Complete Streets Act:

- States would be required to set aside five percent of their federal highway money to create a “Complete Streets” program.
- Eligible entities would need to adopt a Complete Streets policy, participate in technical assistance, and create a prioritized plan for Complete Streets projects in their jurisdictions to access the funding.
- States and Metropolitan Planning Organizations (MPOs) would be responsible for certifying that Complete Streets policies meet minimum requirements set out by the United States Secretary of Transportation.
- The U.S. Secretary of Transportation, States, and MPOs would be required to adopt design standards for federal surface transportation projects that provide for the safe and adequate accommodation of all users of the surface transportation network, including motorized and non-motorized users, in all phases of project planning, development, and operation.

Winds of Change



Secretary Pete Buttigieg ✓ @SecretaryPete · Mar 22
American communities could be as good as or better than any other place in the world when it comes to mobility options—we just have to make that choice.

Brent Toderian ✓ @BrentToderian · Aug 11, 2020

The most important thing about this amazing Paris transformation is how fast it happened — how fast people on bikes “appeared” — once streets were transformed. You can’t write this off as “Paris was always this way,” because it wasn’t. It took leadership.

[Show this thread](#)



1.8M views 0:08 / 0:29 192 1.6K 10.3K



Secretary Pete Buttigieg ✓ @SecretaryPete · Mar 21
The purpose of cars is to serve the needs of people, not the other way around. Our policies should reflect that [#SXSU](#)



Ed Markey ✓ @SenMarkey

Replying to @SenMarkey

A complete street is designed to be safe and accessible for pedestrians, bicyclists, and transit riders, and for people of all ages and abilities.

Our bill makes states set aside highway funding to build more sidewalks, bike lanes, crosswalks, and bus stops. 🚶 🚲 🦽 🚶 🚧 🚲 🚌

11:07 AM · Feb 24, 2021 · Twitter Web App



Ed Markey ✓ @SenMarkey · Feb 24

Year after year of increasing pedestrian and bicyclist deaths demand that we take bold action to ensure the safety of all road users.

Winds of Change



Secretary Pete Buttigieg  @SecretaryPete · Feb 26

Bike Twitter says my seat was too low. Can confirm.



Michael Stratford  @mstratford · Feb 25

Cabinet secretaries @bikeshare home from work, too. A person who appears to be @SecretaryPete rolling through Navy Yard just now:

[Show this thread](#)



What are the best arguments to give 'complete streets' the push it deserves, change our communities and the way we move around for the better?

- Saving lives and improving health?
- Reducing air pollution, noise, and greenhouse gases?
- Reducing transportation poverty and providing access for all to meet fundamental needs?
- Supporting economic development, downtown revitalization, and realizing excellent return on investment?



Do we need a new approach to promote Complete Streets?

Thank you for
your attention!

Frank Wefering

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