Complete Streets

Town of Brookhaven
Established and adopted a “Sustainable Complete Streets Policy,” which:

- “Where context appropriate, provide for the needs of drivers, public transportation, bicyclists, and pedestrians...”
Getting To Yes

- **Roadblock:**

  - Fear of backlash - Some board members believed that many residents would resent bike lanes on their residential streets.

- **Solution:** Add phrase, “Where context appropriate...”
Residential Street

Quasi Public

40 feet
Getting To Yes
Supporting Organizations:

- Tri-State Transportation, Ryan Lynch
- AARP, Will Stoner
- Civic Leaders
Getting to Yes
Stressing Needs of Vulnerable Populations

- “How Does the Older Person Cross the Road in New York? Very Carefully” - AARP
- Pedestrians were 22.5 percent of traffic deaths in New York during 2007-2008.
- New York ranks third highest for pedestrian fatalities among people 65 and older
Getting to Yes
Stressing Needs of Vulnerable Populations

- **Incomplete streets a barrier for children**

- Pedestrian injury is a leading cause of unintentional, injury-related death among children, age 5 to 14.

- Complete Streets provide children with opportunities to walk, bike and play in a safe environment.
Getting to Yes -
Stressing Benefits to all

- Health Benefits:
- Complete Streets encourages healthier, happier communities
- The National Institutes of Medicine (NIM) recommends fighting childhood obesity by establishing ordinances to encourage construction of sidewalks, bikeways, and other places for physical activity.
Healthy Communities

- One study found that 43% of people with safe places to walk within 10 minutes of their home met recommended activity levels.
- Among individuals without a safe place to walk, just 27% were active enough to meet the NIM standards.
Complete Streets TOB

- “All street projects inclusive, but not limited to, design, planning, reconstruction, rehabilitation, maintenance, or operation... shall be guided by the “Best Practice Design Guidelines for Complete Streets and Sustainable Complete Streets...”

- “The Town of Brookhaven shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in the Town and recognizes that bicycle, pedestrian, and transit modes as integral elements of the transportation system....”
Due to passage of complete Streets the addition of bike lanes where feasible becomes part of repaving projects.

Examples of other funding sources:

- **Wilson Avenue**: Sidewalks and curbs between Carr and Route 25. Funded through $150,000 in CDBG funds.

- **Granny Road**: From Mill road to Route 112. Local Safe Streets and traffic calming grant project that we received $629,000.

- **Station Road**: For the installation of sidewalks along Station Road from Beaver Dam Road to Head of the Neck Road, $165,504 of Caithness funds for the project.

- **River Road**: From Victory Avenue to Moriches Middle Island Road. Multi-Use path $1.35 Million of federal funding and a $337,500 town matching funds. It's a Local Safe Streets and Traffic Calming Project (LSSTC).
Complete Streets Transforming Brookhaven Streets

- Examples of Effectiveness:
  - Granny Road
  - Wilson Ave
  - Homestead Drive
Homestead Drive
Granny Road
Creating Networks -
On again/off again bike routes

- Currans Road
- Longwood Road to AVE (LIE)
- CR 21 to Cathedral Pines
- Overton Road
- Whiskey Road