



Parks & Trails
NEW YORK

Board of Directors

David F. Shaffer, *Chair*
James C. Dawson, *Vice Chair*
Robert J. Kafin, *Vice Chair*
Judith C. Mower, *Secretary*
A. Joseph Scott III, *Treasurer*

Kent L. Barwick
David Bronston
Jane Clark Chermayeff
Mary L. Cotter
Edward Doherty
Charles E. Dorkey III
David Grome
Thomas Holmes
John G. Hunter
Seymour H. Knox IV
Kevin M. Lanahan
Doug Logan
Douglas R. McCuen
Richard P. Morse
Kristen Mucitelli-Heath
Timothy J. Nelson
Arthur V. Savage
Michael Tannen
Alan N. Vincent
Stephanie H. Wacholder

Advisory Council

Edward A. Ames
Anne Perkins Cabot
Joan K. Davidson
Henry L. Diamond
Douglas Durst
John Hanna, Jr.
Joseph J. Martens
Barnabas McHenry
Lynden B. Miller
Peter L. Rhulen
Larry Rockefeller
Anne Sidamon-Eristoff
Constantine Sidamon-Eristoff
David Sive
Diana L. Taylor

Robin Dropkin
Executive Director

29 Elk Street
Albany, NY 12207
P 518.434.1583
F 518.427.0067
www.ptny.org
ptny@ptny.org

MEMORANDUM IN SUPPORT

BILL NUMBER: S. 5411 (Fuschillo)

TITLE OF BILL: An Act to amend the highway law, in relation to enabling safe access to public roads for all users by utilizing complete street design principles

PURPOSE OR GENERAL IDEA OF BILL: The purpose of the bill is to design more complete streets that enable safe access for all users: bicyclists, public transportation vehicles and passengers, motorists, and pedestrians of all ages and abilities. The legislation also recognizes that bicycle and pedestrian travel 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, curb cuts and ramps.

STATEMENT OF SUPPORT: A growing number of New Yorkers of all ages are looking for alternatives to the automobile, either because they have stopped driving, want to reduce their driving, or because they want to be more physically active. Walking is an important travel option for all New Yorkers, and under the proper conditions it can provide a safe, healthy transportation alternative for carrying out daily activities.

While trails are growing in popularity as a form of alternative transportation, the use of roadways is often necessary to complete a journey or negotiate trail gaps. Therefore, safe and accessible roadways and sidewalks are a critical component of a fully functioning and universally accessible transportation system.

The importance of livable communities that promote independence and mobility is an important factor when persons are deciding whether to remain in or move to New York State. This legislation would bring positive change to state, county, and local transportation facilities, plans, and programs by also requiring consideration of all non-auto forms of travel as a routine part of project development. This will bring more of a balance to our roads and make our communities safer and more livable for everyone.

Parks & Trails New York strongly supports this bill .

