

# Support the Bicycle Access Bill

## What is the Bicycle Access Bill?

- Councilmember Yassky and Brewer’s Intro. 871, The Bicycle Access Bill, will amend the City’s administrative code to require building owners and managers to provide reasonable ways in which employees may access their building with a bicycle.
- Intro. 871 *does not* require building owners to set aside space for bicycle parking.
- The Bicycle Access Bill will support a more sustainable urban transportation network and yield significant environmental, public health and quality of life benefits for New Yorkers.

## Why in New York? Why now?

- According to the Department of City Planning, the number one barrier cited by potential bicycle commuters is the lack of safe, secure places to store their bikes—some 70,000 bikes are stolen off the street per year.
- Councilmember Yassky and Brewer’s Intro. 871 supports Mayor Bloomberg’s PlaNYC commitment of pursuing “legislation to require that large commercial buildings make provisions for bicycle storage either on site or reasonably nearby.”
- Intro. 871 recognizes that currently, bicycle space set aside by individual building tenants is not being used because buildings owners and managers are prohibiting workers from initially bringing their bikes through front, side and even back doors and freight elevators.
- As the Department of Transportation rapidly builds the City’s on-street bicycle infrastructure—200 new miles of bike lanes by 2009—it is clear that secure, indoor bike parking is a critical component of any holistic plan.
- By focusing on *existing* buildings, accounting for 85% of the city’s inventory by 2030, Intro. 871 is the perfect compliment to the recently passed Bicycle Parking Zoning Text Amendment affecting *new* buildings.



## Buildings Provide Access

Intro. 871 avoids stipulations on how exactly bicycle access is afforded, opting instead to allow landlords the flexibility to develop individual access plans that suit their buildings and their tenants.

## Bike-Friendly Buildings Leading the Way

Only a handful of the 4,000 commercial buildings in the Manhattan Central Business District currently allow bicycles inside. These exceptions to the rule demonstrate successful models for bike access that would satisfy the provisions of Intro. 871.

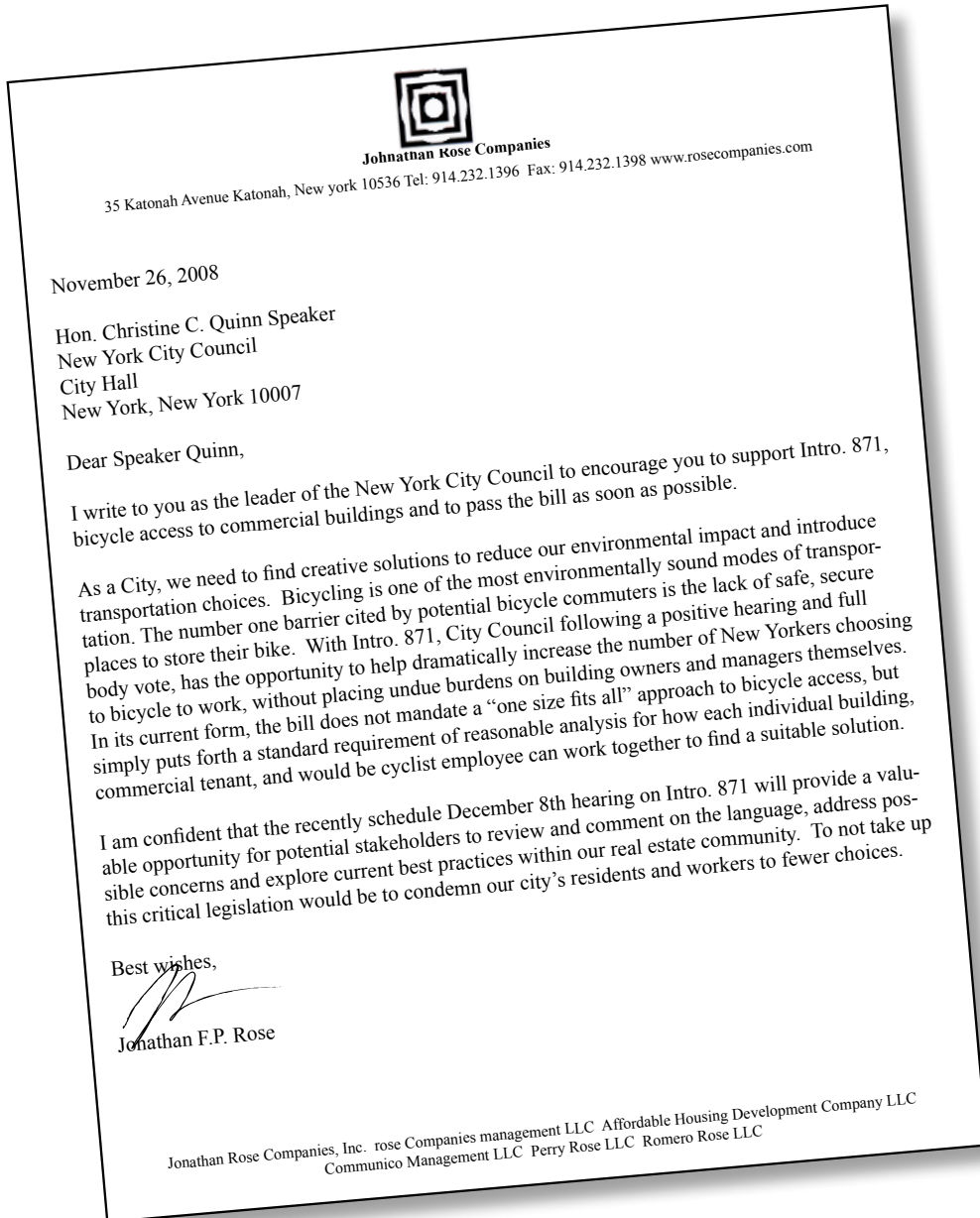
**333 Hudson Street:** Access through main entrance. Employees utilize main elevator bank and store their bikes in their respective offices.

**1 Madison Avenue:** Credit Suisse employees enter the building through the main entrance. Employees park bikes in a dedicated bike room located on the lobby floor.

**11 Penn Plaza:** Access through the back of the building. Employees utilize freight elevator and store their bikes in their respective offices. Post-freight elevator hours, employees exit building via main elevator banks.

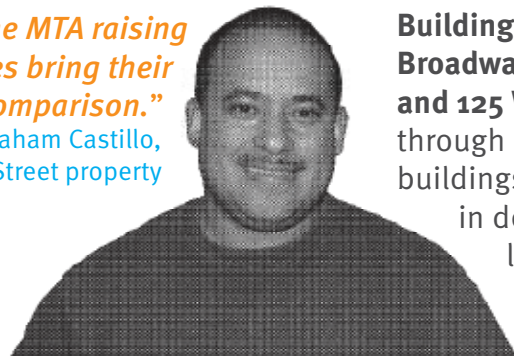
**60 Broad/25 Beaver:** Access through the back of the building. Employees utilize freight elevator and store their bikes in common areas on individual floors or in their personal office space.

**New York City Municipal Buildings including 280 Broadway, 100 Gold Street and 125 Worth Street:** Access through either front or side of the buildings. Employees park bikes in dedicated bike rooms located on the first floor or basement level.



*"I'm worried about the economy, the MTA raising fares, terrorism—letting employees bring their bikes in the building is easy by comparison."*

Superintendent Abraham Castillo,  
115 West 30th Street property



# Tenants Develop Their Own Solution

Today, there are many employers willing to set aside office space in order to accommodate their employees who bike to work. They allow for bikes to be placed next to desks, in the break room or in an out of the way closet. The central challenge to would-be bike commuters is not lack of space, but policies that prohibit bikes from entering commercial buildings.

Intro. 871 does not place any burden on tenants to set aside space for bicycles. Rather, it enables those that do set aside space to guarantee building access for their employees.

Working in cooperation with building management, the tenants below have enabled their employees to bring their bikes into the office. Those fortunate enough to strike arrangements represent a small fraction of the people who would bike to work, were they not impeded by building policies banning bicycles.

## Corgan Associates Architects PC

Empire State Building, 350 Fifth Avenue

Employees enter through the freight entrance, and exit through the main elevator banks and the lobby after freight hours. The employer allows workers to keep bicycles next to their desks.

*"I wouldn't bike to work if it meant leaving my bike out on the street all day."*

Emily Demarest



## Trust for Mutual Understanding

6 West 48th Street

Employees with bicycles make use of the freight elevator. The office sets aside space for bicycles in an out of the way storage area.

*"When our office recently relocated, we specifically sought out a building that permitted us to bring our bikes inside."*

April Greene



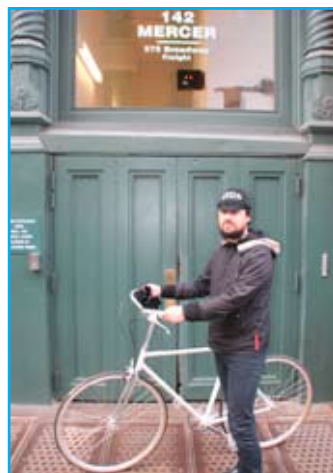
## Bobbi Brown Cosmetics

575 Broadway

Employees enter through the freight entrance. Bikes are kept in each employees cubicle.

*"It doesn't cost our company anything to let me keep a bike near my desk. Actually, it means I get to work earlier than everyone else."*

-Kevin Ley



## Scholastic Incorporated

557 Broadway

Employees enter through the freight entrance. Bicycles are parked in racks placed in the stairwell.

*"We have such an easy arrangement in our building. It never occurred to me that other New Yorkers can't bring their bike through the front, or even back, door."*

-Jill Smith



## Supported by Councilmembers:

Yassky  
Brewer  
James  
Koppell  
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Foster  
Vallone Jr.  
Crowley  
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Palma  
Gonzalez  
White Jr.  
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Mendez  
Garodnick  
Gennaro  
Sanders Jr.  
Sears  
Fiddler

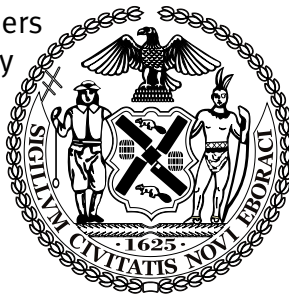
Gentile  
Jackson  
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Seabrook  
Gerson  
Reyna  
Gioia  
Barron  
The Public Advocate  
(Ms. Gotbaum)

## As well as:

Jonathan Rose Companies, Inc.  
Two Trees Management Co.  
American Institute of Architects, New York Chapter  
Tri-State Transportation Campaign  
Straphangers Campaign

Environmental Defense Fund  
New York League of Conservation Voters  
Local Development Corporation of West Bronx  
New York Public Interest Research Group  
The Film Society of Lincoln Center

Office of Councilmembers  
David Yassky  
Gale Brewer



Your advocate for bicycling,  
walking and public transit