



A BIKE MAYOR FOR NEW YORK CITY



POLICY RECOMMENDATIONS

The following policy recommendations were developed by the Bike Mayor for New York City Blue Ribbon Panel as a jumping-off point for New York City's future Bike Mayor. This evolving document was developed through a series of discussions hosted by Transportation Alternatives in the spring of 2019:

#1: Maximize Safety for Cyclists

Identify and promote policies that are proven to reduce serious injuries and fatalities on our roads and make cycling safer.

- Advocate for systemic implementation of safe streets redesigns across New York City, including a complete network of protected bike lanes.
- Promote a street safety legislative agenda, including but not limited to:
 - “Dutch Reach” Legislation:
 - Dutch Reach is an anti-dooring maneuver that encourages motorists who are about to exit the car to reach across their body for the door handle with their far or opposite hand. This action forces them to turn toward the side view mirror, out and then back over their shoulder to be sure a bicyclist is not coming from behind. Only then do they slowly open the door. The Dutch Reach is taught in some bike safety classes and professional fleet trainings, and two states — Massachusetts and Illinois — include it in their official driver's manuals.
 - Three Foot Passing Law:
 - Thirty-two states and the District of Columbia have enacted passing laws that require the motorist to leave at least 3-feet or more when passing a bicyclist. Additionally, three states, Delaware, Kentucky and Nevada, require a motorist to completely change lanes when passing a bicyclist if there is more than one lane proceeding in the same direction.
 - Bike Lane Enforcement Cameras:
 - According to a database compiled by traffic enthusiasts Jonathan Melby and Angela Buffington, there are over 4,000 traffic cameras in the United States: most of these only record cars that run through red lights, but some also capture speed infractions. These should be adapted to capture vehicles illegally using bus and bike lanes.
 - Identify fair rules regulating the use of small vehicles on the streets of NYC.
 - Advocate for a citywide signage and wayfinding initiative to make navigation easier and more intuitive.
 - Elevate enforcement against oversized trucks and other disproportionately hazardous vehicles as an issue.

- Oversize trucks are three times more deadly than cars to pedestrians, bicyclists, and motorists alike, because their size and weight make the impact on blood, flesh, and bone worse.
- While trucks over 55 feet require a special permit to operate on New York City streets, this requirement is enforced sporadically.

#2: Ensure Inter-Agency Coordination

Ensure smooth communication and implementation of cycling projects and related policies across various levels of government.

- Sanitation:
 - Advocate for citywide roll out of smaller vehicles for snow and debris clearance that are suitable for bike and pedestrian infrastructure.
 - Prioritize snow removal of bike lanes and sidewalks.
 - Promote the transition to local trash, recycling, and compost pick-up via cargo bikes.
- NYPD:
 - Promote enforcement on double and illegally parked vehicles, including automated enforcement cameras.
 - Promote data driven enforcement, and work to stop the crack down on e-bikes.
 - Elevate enforcement against oversized trucks and other disproportionately hazardous vehicles.
- DOT:
 - Advocate for more bike specific signals.
 - Advocate for completed networks of protected bike lanes.
 - Watchdog DOT designs as they rollout, ensure they utilize the Vision Zero Design Standard.
 - Ensure the DOT maintains bike infrastructure in a state of good repair.
 - Advocate for a better system of coordinating milling and repaving.
 - Promote widespread adoption of protected intersections.
 - Advocate for “bike highways.”
- Department of Health:
 - Work with the Department of Health to elevate them as partners in ensuring greater adoption of healthy, active transportation through better bike infrastructure across New York City.
- Parks Department:
 - Push to reduce fleet size and replace their big vehicles with smaller mobility options, ie cargo bikes, whenever possible.
 - Advocate for robust bike programing and bike infrastructure in parks, include in budget.
- Department of Design and Construction:

- Work with the DDC to ensure that, when construction projects take place in, or regularly utilize, bike lane space, that adequate, protected bike space is adapted around the project, and bikers are not dangerously forced into traffic.
- Economic Development Corporation
 - Ensure that bike infrastructure, including secure bike parking, is seamlessly integrated into new large-scale development projects.
 - Use the Battery Park City Authority (BPCA) state agency, and their insufficient engagement with the community around bicycling changes and improvements to the lower West Side Greenway, as an **example of a model that does not work**. Work with government and NGO community organizations to commit to engaging and gathering broad-based public input to help inform the decisions they make about bicycles on city area.

#3: Stand for Advocacy and Outreach

Work with advocates and community stakeholders to educate and promote pro-biking policies.

- With consultation with activist community, create a Bike Mayor “legislative agenda.”
- Create and manage an online digital hub including information about all major bike organizations.
 - Ensure language accessibility.
- Host a yearly “State of the Bicycling Union”.
- Host annual trainings on bike related issues at every community board/borough boards.
- Advocate for a true five-borough bikeshare program.

#4: Ensure Equity in Bicycling Policy

Watchdog and ensure that all bike policy is conceived and implemented with a strong eye toward equity, including -- but not limited to -- the following: racial equity, gender equity, neighborhood equity, age equity, and ability equity.

- Help promote existing bicycle groups:
 - WEbike
 - Outcycles
 - Intandem
 - Black Girls Do Bike
 - Get Women Cycling
 - Biking Public Project

- Neighborhood Equity:
 - Study distribution of cyclists across New York City.
 - Study cyclists routes.
 - Study distribution of bike infrastructure and amenities.
 - Facilitate intercept surveys about people's interests and concerns with cycling on a neighborhood-by-neighborhood basis.
- Gender Equity:
 - Ensure of all bike paths are well lit, since women and gender variant people report feeling safer in well lit public spaces like greenways.
 - Build more parking protected bike lanes to encourage women to bike more:
 - According to the Women's Cycling Project, adequate, visible bike lanes, separated off-road cycling paths, wider lanes on roads, good connectivity and more direct routes encourage greater numbers of women bicyclists.
 - Either through legislation or through other incentives, encourage workplaces/new office space developments to provide places to shower.
 - Fight street harassment of women and gender variant people while they're cycling.
 - Work with groups like anti-street harassment Hollaback to combat the catcalls, vulgar commentary, and related activity that many women contend with simply by virtue of their presence in the public sphere, through legal and non-legal means.
- Racial Equity:
 - Ensure that governmental response to concerns and infrastructure needs are equitable and sound, in opposition to historical trends whereby government agencies respond to concerns about pedestrian and cyclist safety with infrastructure in wealthy, predominantly white areas, and enforcement in poorer areas with more people of color.
- Age Equity:
 - Advocate for tricycle/recumbent bikes be part of all bike share systems.
 - Encourage the adoption of e-bikes, which [according to the AARP](#) has been shown to increase cycling among older adults.
 - Advocate for bike-share to systems develop bikes with child seats.
- Disability Equity:
 - Advocate for handcycles, tricycles, and other bicycles designed for people with disabilities as part of all bike share systems.
 - Help recruit volunteer riders to pair with folks with visual disabilities with InTandem.

#5: Focus on Climate and Sustainability

Advance the adoption of low-emission transportation policies through the promotion of cycling to help the city achieve its “80 by 50” goal, and meet the Paris Accord goal of preventing warming exceeding 2 degrees Celsius.

- Watchdog New York City’s “80 by 50” goals.
- Build out a policy platform to dramatically increase bike mode share.
 - Per research by ITDP, cities that make a strong, sustained commitment to promoting bicycle travel (wherein 14 percent of travel is by bike or e-bike by 2050) can help cut carbon emissions from urban transportation 11 percent.
 - Explore city/state subsidization schemes for encouraging mode shift from motor vehicles to bikes or e-bikes.

#6: Enhance Youth Engagement

Promote independence and mobility in school children through the integration of cycling education in schools, parks, and the Public School Athletic League.

- Create a bike riding curriculum to be shared with all schools.
- Host kid/children led bike tours.
- Promote and expand “I Challenge Myself” program.
- Organize borough based “kids rides” (like the 5 Boro Bike Tour or NYC Century) but targeted with routes for kids and young families.

#7: Advocate for Bike Tourism

Work closely with groups like *NYC and Company* and *I Love NY* to develop materials highlighting the best opportunities to bike in NYC, and fight to integrate NYC with the regional trail networks.

- Create advocacy agenda based on protecting and expanding the bike-based tourism:
 - Support pedicabs in/around Central Park.
 - Codify a system designed to mitigate territory conflict between various vendors.
- Coordinate with regional trails initiatives.
- Work with NYC&CO.
- Coordinate bike policies with regional rail (LIRR, AMTRAK, Metro North, MTA).

#8: Support Pro-Biking Business Policies

Help the business community foster environments that benefit and promote cycling, which includes ensuring there is enough parking for bikes near business hubs, and that there are economic incentives and curbside preferences in effect designed to move as many freight and delivery services as possible to cargo and e-cargo bikes.

- Advocate for freight reform designed to move as many delivery services to e-bike and e-cargo bike as possible.
 - Identify policies that would create many more local distribution centers for delivery goods, that could then be taken the “last mile” via cargo bike, and not truck.
- Advocate for adequate secure bike parking citywide.
 - Push for a uniform (and expeditious) process for bike rack and bike corral requests.
- Push legislation that provides more economic incentives for business to use bikes.
- Maintain a citywide “Bike Friendly Business” program.
- Help promote “buyers co-op” model for small bike shops.

#9: Be a Champion for Working Cyclists

Be a voice for the working cyclist community, and ensure that human rights, fair labor, and fair policing practices are followed across the city, as well as be able to articulate and pursue a clear pro-working cyclist legislative and regulatory agenda.

- Watchdog human rights, labor, wages issues.
 - Maintain a NYC’s worst offender of wage theft list for restaurant owners who fail to pay working cyclists.
- Work with restaurants, apps, and other stakeholders to ensure a level-playing field for workers.
- Provide information and resources for working cyclists.
 - Ensure language access for a wide variety of stakeholders.
 - Promote and create spaces for workers to congregate.
- Fight for living wage laws.
- Advocate for a regulatory framework that views pedicabs as a vehicle for general transportation, not just tourism.
- Articulate and promote a legislative agenda dedicate to uplifting working cyclists.
- Advocate for a bike delivery worker fuel tax credit.

#10: Advocate for Better Research and Greater Data Accessibility

Work closely with Sidewalk Labs, LinkNYC, BetaNYC, DOT, DCP, NYPD and other relevant private and city agencies to ensure that data related to cycling in New York City is accurate, up-to-date, open and being used to inform and drive policy.

- Tap into current infrastructure (i.e. LinkNY) to see how many cyclists there are, what routes they are using etc.
- Work with NACTO to stay on the cutting edge of street design innovations.
- Organize experts from around the world to come to New York City to share best practices with relevant agencies and political bodies.

- Organize trips for relevant New York City government officials to visit other countries to learn best practices.
- Promote better measurement of biking as a whole in New York City
- Promote the use of open data platforms for datasets currently only available to NYCDOT, Department of City Planning, and other agencies.
- Advocate that private companies working in the transportation sector have open API.

#11: Advocate for Bike Share

Watchdog the roll out of bike share programs, ensure they are equitably deployed, accessible for all, and that anyone who wants to can use them.

- Ensure bike share systems are high quality and accessible to all New Yorkers.
- Ensure bike share systems are placing docks where they are needed most, not simply where the local community board deems least intrusive.
- Ensure, via policy and/or regulation, that parking for docked/dockless bikes and other small vehicles use car parking spaces on the street, and not the sidewalk.
- If *public financing* is the only way to ensure any/all of the above, then the bike mayor should be prepared to advocate for it.

#12: Advocate for the Racing Cyclist Community

Advocate for, help grow, and maintain safe access of cycling in all of its forms, including as a beginner and advanced form of competition.

- Watchdog city efforts to control or limit space and time for competitive pursuits, including land-use (Velodrome, Floyd Bennett Field, GW Bridge).
- Ensure that all rules for and regulations of bicycling, in all competitive and non-competitive forms, are developed and deployed equitably.