

## New York City Bicycle Coalition

Bikes Now  
Brooklyn Civic Riders Bicycle Club  
Century Road Club Association  
Fast and Fabulous Cycling  
Five Borough Bicycle Club  
FreeWheels  
Kissena Velodrome Coalition  
New York Bicycle Messenger Association  
New York State Bicycling Coalition  
New York Cycle Club

New York City Pedicab Owners Association  
Recycle-A-Bicycle  
Revolution Rickshaw  
Right Of Way  
Time's Up!  
Transportation Alternatives  
Staten Island Bicycle Association  
The Weekday Cyclists  
Veloprop

March 28, 2007

Deputy Mayor Daniel Doctoroff  
City Hall  
New York, NY 10007

RE: Encouraging Cycling and PLANYC

Dear Deputy Mayor Doctoroff:

The New York City Bicycle Coalition comprises 19 organizations representing over 10,000 cyclists that have come together to advocate for improved cycling conditions in New York City. We applaud your efforts to plan for growth so we can “maintain our quality of life”, “modernize our infrastructure,” and “do our part to fight against climate change.” We wish to remind you that effective promotion of cycling via infrastructure improvements, enhanced enforcement and extensive public outreach is an effective and low-cost way to pursue these goals. As such, the PLANYC documents must include measures to provide traffic relief, safer conditions for cycling and more car-free public space.

As noted on the PLANYC website, “congestion is a multi-billion dollar drain on the economy,” and “we cannot let crowding on our subways, streets and sidewalks grind our economy to a halt.” We appreciate this recognition and recommend the implementation of a congestion pricing plan. The resulting traffic relief will make cycling a more viable form of transportation, helping New York to achieve the cleanest air of any big city, freeing up transit capacity, and allowing for faster bus service. Additional recommendations to encourage cycling are below.

### Infrastructure Improvements

As evidenced by the car-free Hudson River Greenway and the East River bridge bike paths, improved infrastructure translates to more cyclists. To continue this effort:

- Update the existing Bicycle Master Plan with new routes and New York City cycling design standards and set a tight timetable to implement the entire master plan promptly;
- Within the design standards, develop a toolbox of protected bike lanes and intersection-specific safety improvements for cyclists, including colored bike lanes through intersections, green light head starts, and sidewalk bulb-outs;
- Increase the amount of physically separated and protected space for cyclists;
- Implement traffic-calming treatments, such as speed humps, elevated crosswalks, and neck-downs that slow turning traffic;
- Accelerate bike rack installation; mandate and/or incentivize indoor bike parking;
- Minimize the number of places where motorized vehicles cross greenways;

*(Over please)*

### Enhanced Enforcement

Because police attitudes towards routine traffic violations directly affect driver behavior towards cyclists, the New York City Police Department (NYPD) must be an active partner in efforts to encourage cycling. Recommendations include:

- Increase enforcement of routine motor vehicle violations such as speeding, reckless driving, opening doors into moving traffic, driving/parking in bike lanes, unsafe passing, cell phone use, and failure to exercise due care, etc.;
- Normalize NYPD enforcement so that bicyclists and drivers are treated equally. Cyclist arrest and/or bicycle impoundment are not acceptable actions in response to routine bicycle traffic violations;
- Increase training to ensure NYPD officers understand the laws that apply to cyclists and do not issue faulty or low quality tickets;
- Repeal the City's parade permit rule, which places an administrative burden on organizers of formal bike rides and inhibits informal rides.

### Public Outreach

**The City must expedite the release of the planned bike safety public awareness campaign to coincide with the spring riding season.** Because this campaign will emphasize cyclists' right to the road, it's important that less experienced and seasonal cyclists benefit from the increased awareness the campaign will engender. Additional ways to involve the public and to strengthen on-going outreach efforts include:

- Develop a formal process to facilitate public involvement on cycling issues, including, but not limited to, holding quarterly public meetings and hiring public outreach personnel dedicated full-time to cycling issues;
- Increase active City Hall involvement in encouraging cycling and promoting the attitude that cyclists have the right to the road.

Increased bicycling benefits public health, the city's economy and the urban and global environment, addressing the objectives outlined in the initial PLANYC documents. More cycling means safer streets; as the number of cyclists increases, motorists will become more used to looking for bikes and sharing the road, thus preventing crashes and reducing injuries and deaths. In turn, safer conditions will result in more people biking for daily transportation, reducing transit and street congestion as well as contributing to cleaner air, and reduced rates of asthma, obesity and diabetes.

Likewise, any city initiatives that create barriers to bicycling and make it less convenient and more burdensome (e.g., the new parade permit rule, and proposals for mandatory bicycle licensing and mandatory adult helmet legislation), will discourage and decrease riding and make traffic more dangerous for those who continue to ride, which will further discourage cycling.

We feel it may be not be possible to reach the PLANYC goals without a significant increase in bicycle use. Please contact Noah Budnick at 212-629-8080 to arrange a date and time to further discuss the role of cycling in the city's future.

Sincerely,

New York City Bicycle Coalition