

Volume 2

OUR STREETS, OUR RECOVERY: LET'S GET ALL NEW YORKERS MOVING

A 17-point plan for a safe, affordable, reliable, and equitable transportation system

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EXECUTIVE SUMMARY

New York City became America's economic engine and a beacon of opportunity on the strength of its expansive transportation network. Today, as we grapple with the COVID-19 pandemic and strive to build a better city in the years ahead, transportation must be central to this mission. Equity, opportunity, sustainability, environmental justice, public health, economic development — each of these bedrock principles and goals are inextricably linked to our streetscapes, our community spaces, and public transit.

New York City needs a transportation system and street network that works for all New Yorkers — one that connects us to jobs, resources, and loved ones; that serves the young, the old and everyone in between; that supports frontline workers who cannot work from home and who commute outside of the nine-to-five work day; and one that provides fast, frequent, reliable, affordable, and sustainable transit in every zip code of every borough.

Right now our transit system, so much of which was laid out in the last century, is failing to serve New Yorkers in the 21st century. Instead, our communities of color and non-Manhattan residents suffer the longest commutes, the highest asthma rates, the worst access to parks and community space, the highest rates of

pedestrian and cycling injuries, the fewest protected bike lanes and subway stops, and too many working people can't get where they need to go, when they need to go there. To counteract these disparities, we must fundamentally rethink how we move around our city — providing more space to local communities, prioritizing our bus system and sustainable transportation, and expanding our five borough transit network.

Scott Stringer has a comprehensive plan for a safer, stronger transportation system that is more affordable, equitable, sustainable, accessible, and convenient for all New Yorkers — a plan that will get our great city back to work and back in business. His core principles can be broken down into three discrete parts:

Part I: Scott will redesign local streets to build stronger neighborhoods and better serve bus riders, pedestrians, families, and small businesses.

One of the enduring lessons of the COVID-19 pandemic is the importance of reimagining our streetscapes in ways that improve neighborhood vitality, that help people get around safely while riding a bike or using a sidewalk, and that keep buses moving. Scott Stringer plans to turn those design lessons into active fixtures of New York's future streets. To help communities reach that future, Scott proposes to:

- 1. Permanently open up street space to support local communities and businesses.** We need to reimagine our streetscapes to support local restaurants, retailers, and communities by making the city more pedestrian-friendly. Widening sidewalks and pedestrianizing streets will allow us to introduce more space for seating, bus shelters, bike parking, public restrooms, improved garbage collection, playstreets and playgrounds, plazas, public performances, and much more. Redesigning our streets will also make our city safer, helping to reduce the risk of injury to pedestrians and bikers alike.

- 2. Invest massively in safe cycling infrastructure to expand access to jobs, schools, stores, and neighborhood amenities.** It is past time to fundamentally overhaul how we design, enforce, maintain, and connect our bike lane network, ensuring that it is safe enough, wide enough, integrated enough, and fully separated from traffic so that New Yorkers of all ages and experience feel comfortable riding. We also need to create hundreds of miles of truly protected and separated bike lanes, implement a first-of-its-kind “bike-to-school” plan,¹ expand Citi Bike to all five boroughs, upgrade the maintenance of bike lanes, subsidize e-bike purchases, and dramatically improve bike parking – including secure parking facilities near transit stations, schools, and major corridors.
- 3. Upgrade our bus network to connect more workers to jobs.** Making wholesale bus system improvements to reduce wait times and speed up travel times is a must. That includes more dedicated bus lanes and busways, improved enforcement, more bus shelters, better designed curbs, more transit signal priority, all-door boarding, and more frequent off-peak service.
- 4. Rationalize parking in New York City.** Parking in the city has become a hodge-podge of archaic rules that are not only hard to understand but do immense environmental damage to our city every day as drivers circle around in search of legal on-street parking. We need to meter parking on commercial corridors and reinvest the revenue into local business corridors, tackle placard abuse, and eliminate off-street parking minimums for new housing development.
- 5. Improve commercial delivery.** We need to designate sufficient curb space for commercial loading and unloading and encourage the use of sustainable alternatives, like cargo bikes, to reduce emissions, and speed up delivery.
- 6. Streamline DOT planning and development of street projects and improve community engagement.** Too often, street projects get mired in planning and design and become a never-ending nightmare for communities. We need to get projects up and running by setting clear benchmarks for each neighborhood and working with local residents and businesses to realize these goals.

- 7. Fill ground-floor vacancies to promote walkable communities and neighborhood vitality.** Part of what makes New York City great is the ability in many neighborhoods to find everything you need within walking distance. By focusing on ground floor vacancies, the City can take a more active approach to realizing the vision of true “15-minute” neighborhoods where all essentials are just a walk away.

Part II: Scott will refocus mass transit to jumpstart the economic recovery and better serve the needs of today’s working people.

Our transit system needs a champion to make sure it comes back faster, safer, and more equitable than ever. Scott Stringer is that champion, with a record of proposals built on his belief that our transit must do a better job serving the needs of all New Yorkers and supporting the demands of a changing economy. To make sure our transit system is ready not only for New York’s near-term recovery but also its future, as mayor, Scott will work to:

- 8. Open up commuter rail lines for in-city MetroCard use to expand affordable transit.** The 41 Metro-North and LIRR commuter stations located across the five boroughs are locked behind a high-cost paywall with fares running up to four times as high as a MetroCard swipe – well out of reach for most New Yorkers. Commuter lines often serve neighborhoods that don’t have direct access to the subway system. Making commuter trains accessible with the swipe of a MetroCard for all in-city trips would effectively add several new subway lines overnight, bringing affordable transit to more New Yorkers who need better ways of getting around.
- 9. Trains and buses should arrive at least every 6 minutes, all day every day.** Fifty-seven percent of all job growth in the last decade has been in healthcare, hospitality, retail, restaurant, and entertainment – all industries that don’t operate according to the standard 9-to-5 work day. These are rarely jobs that can be done “remotely” and, to ensure that these industries recover from the

pandemic, their employees and customers need transit service that meets their needs. To support these frontline workers, we need to realize true around-the-clock service and cut wait times at night and on weekends. As Mayor, Scott will work with the MTA to implement his “NYC in 6” plan, ensuring that New Yorkers never wait more than 6 minutes for the next ride, even if they’re traveling outside of rush hour.

- 10. Build more affordable housing near transit.** Access to transit is essential for reaching jobs, resources, friends, and family. We should be encouraging the development of affordable housing options for lower-income New Yorkers around the dozens of subway stations and commuter rail stations across the city that are relatively underutilized and have the capacity to serve more people.
- 11. Work with the MTA to make our subways accessible to all.** Seventy six percent of our subway stations currently fail to meet accessibility standards, a clear violation of federal law.² We need to reopen closed subway entrances and improve station accessibility for mobility-impaired residents, seniors, and young families, providing them with service and access that is rightfully theirs.
- 12. Restore 24-Hour Subway Service.** Twenty four hour subway service is non-negotiable. It is a bedrock covenant between the MTA and the residents of New York City. It must be restored. No more excuses.

Part III: Scott will reinvest in essential infrastructure to strengthen New York’s future, sustainably.

Beyond improvements to our local mass transit system and to our local streets, Scott firmly supports deep investments in our city’s physical infrastructure — especially at a time when so many people are out of work. Scott will partner with President Biden to clear a path for congestion pricing to become a reality in NYC, raising a sustainable revenue stream for transformative projects that cannot afford to wait. Moreover, to ensure investment in the city’s future, as mayor Scott would:

- 13. Unlock capital infrastructure spending to jumpstart the economy.** We need to unpause pandemic spending to improve our roads and rails while ensuring a more equitable recovery and good paying jobs. Scott will kickstart the City's capital budget while pressing the MTA to fully honor their ambitious five year capital plan.
- 14. Speed up the construction process by removing bureaucratic barriers.** Construction projects in New York are far more expensive and far more time consuming than in our peer, international cities. As Mayor, Scott will streamline the budgeting, design, and contracting process, scale back the inefficient Department of Design and Construction, allow agencies to manage more projects in-house, and create an Office of Public Space to coordinate street work and investments.
- 15. Scale back our highway infrastructure and build out community green spaces.** The legacy of Robert Moses lives on in the many elevated, trenched, and waterfront highways that divide our neighborhoods and pollute our city. By reimagining many of these highways, we can deliver cleaner air and more green spaces to communities most impacted by environmental racism.
- 16. Support the Gateway rail tunnel project to ease regional traffic.** The Gateway tunnel project would double rail capacity under the Hudson and allow for much needed repairs to existing tunnels, while also securing the City's economic future. Getting this critical infrastructure project done will be a top priority for Scott.
- 17. Build out a five borough bikeway.** New York City needs an expansive, five borough greenway, and Scott has a plan to deliver this bike superhighway — connecting and completing existing greenways to ease travel between neighborhoods and throughout the city.

Safe, convenient, affordable transportation is a fundamental right of all New Yorkers, regardless of where you live or work, when or how you commute, or your background. It is also key to the city's economic recovery and our ability to combat climate change. As mayor, Scott Stringer will work hard to get all New Yorkers moving.

You can read more about Scott's transportation and infrastructure plans in the following pages, or by visiting www.stringerformayor.com.

PART I

REDESIGN OUR STREETS FOR SAFETY, SUSTAINABILITY, COMMUNITY, AND ECONOMIC OPPORTUNITY.

High-quality transportation and strong, healthy neighborhoods are inseparable. Every New Yorker should have easy access to work, school, stores, parks, and libraries and all of these spaces and resources should be readily available in every neighborhood. As we look to build a better, more equitable New York City, we must start at the community level.

Moving forward, our city streets should be redesigned to prioritize both sustainable transit and community uses. This will include a robust network of protected lanes for buses and bikes as well as wider sidewalks for pedestrians, wheelchairs, and strollers. It will also include more space for plazas and playgrounds, outdoor seating, bus shelters, public restrooms, Citi Bike docks and bike parking, and corrals to get garbage bags off of our sidewalks.

Better street design will help all New Yorkers get where they need to go, while also bringing what they want closer by. Better streets deliver for young children running to their playgrounds, for students getting to and from school, for seniors looking for

a place to sit and socialize, for younger adults running errands, commuting to work, or meeting friends, for bus riders waiting in a shelter in the wintertime, and for small business owners looking to expand their footprint and attract local customers. For all of these New Yorkers and everyone in between, better streets, better transportation, and better neighborhoods are vital.

As mayor, Scott Stringer will redesign local streets to better serve neighborhoods and support small businesses, ensuring that New York City’s economic rebound goes hand in hand with stronger communities. Scott’s plan to get there includes the following priorities:

1. Permanently open up street space to support local communities and businesses.

New York’s successful Open Streets program has been a lifeline for small businesses struggling to survive the pandemic and for communities thirsting for more outdoor space. In a time of social distancing, our streets brought communities closer together. As the vaccine arrives and the economy revives, the huge need for more community space cannot be forgotten. Across the five boroughs, competition for curb, street, and sidewalk space is growing more intense and it is time for the City to acknowledge these demands and prioritize sustainable transit and community uses.

In fact, the pandemic showed that entire blocks can be closed off safely and opened to the community (while still allowing access to emergency and delivery vehicles). These types of “shared streets” designs should become permanent fixtures of our communities. And we must go even further, learning from other global innovators, such as Paris’ ambitious Champs-Élysées redesign and Barcelona’s popular Superblocks.

As mayor, Scott will repurpose street and curb space to strengthen communities and support local businesses. Scott will expand outdoor dining and markets, widen sidewalks, and create more “shared streets,” enabling all New Yorkers to weather the pandemic, accelerate the recovery, and make the most of their local communities.

Here are some key aspects of this initiative:

- ➔ **Make the outdoor dining and retail program permanent and renew all permits automatically.** The expansion of curbside access to restaurants and retail has brought some relief to small businesses suffering from the pandemic restrictions. Scott will make these outdoor programs permanent and make it easy to renew permits, giving businesses more space to operate and helping to enliven our streets. He will also streamline permitting for awnings and canopies, making it easier to operate on rainy days and in colder months.
- ➔ **Widen sidewalks to support local street life and improve accessibility.** Nearly 18 percent of New York City sidewalks are less than 6 feet wide, and more than 80 percent are less than 12 feet wide.³ That makes it difficult-to-impossible to practice safe social distancing during the pandemic — and will make it hard for shoppers, strollers, those in wheelchairs, outdoor diners, street vendors, bus riders, and other pedestrians to comfortably share the sidewalk amid the recovery. Scott will widen commercial and residential sidewalks to make room for street seating, bus shelters, garbage bins, bike parking, public bathrooms, and other community uses. These sidewalk expansions can be rapidly and affordably built out by expanding into the roadway with the use of planters and bollards.
- ➔ **Create a “shared streets” network and mid-block playgrounds, dog parks, and skate parks.** Scott will work to create a vast system of “shared streets” in residential neighborhoods and select commercial areas that restrict car access

to local vehicles traveling under 5 miles per hour. This shared street network will expand safe outdoor space for families and children, cyclists, community gatherings, and small business stands – all without worsening local traffic. In residential areas, many of these shared streets should include playgrounds, dog parks, or skate parks mid-block for community use – as is currently the case on St. Marks Avenue in Crown Heights, Brooklyn. Scott is committed to building 200 new playgrounds as Mayor, using both this model, as well as Schoolyards to Playgrounds. This will address gaping disparities in our city neighborhoods and ensure that all children have ample access to play space.

- ➔ **Proactively redesign streets for safety.** New York City must take a more proactive and robust approach to Vision Zero, fundamentally redesigning our streets and our neighborhoods to give space back to communities, reduce the presence of automobiles, and restrict speeding and dangerous driving. In addition to the pedestrian, bicycle, bus, and enforcement reforms detailed throughout, Scott will daylight intersections to improve visibility; introduce at-grade intersections in residential slow zones and curb extensions throughout commercial corridors; accelerate the rollout of speed humps and cushions; convert one-way streets back to two-way; and implement a number of other proven traffic calming measures to reduce car speeds and keep all New Yorkers safe. Scott will also discourage the use of large SUVs on city streets – which are uniquely dangerous to pedestrian safety, due to their weight and blindspots – working with Albany to increase registration fees and congestion pricing charges on these vehicles.
- ➔ **Get garbage bags off of our sidewalks.** As a city, we can no longer tolerate the piles of garbage bags that clutter our sidewalks multiple times per week. These mounds are unsightly, smelly, attract rats, crowd out pedestrians, and degrade our commercial corridors. Moving forward, the City will dramatically accelerate its Clean Curbs program, introducing mid-block garbage containers – modelled after those in Amsterdam, Barcelona, and other international leaders – in

commercial and residential neighborhoods to corral garbage bags and better manage pickup.

2. Invest massively in safe cycling infrastructure to expand access to jobs, schools, and the city.

World-class bike infrastructure is critical both to New York's economic recovery and to its transportation future.

From 2008 to 2018, bike trips rose 116 percent across the city, reaching some 510,000 a day.⁴ New York City remains a global leader in bike-share: our 21 million⁵ annual trips are more than all other U.S. cities combined.⁶ Since 2005, annual bike commute trips have grown in every borough, and cycling soared during the pandemic, as New Yorkers avoided non-essential transit use.

But despite this solid foundation, the City has a lot more to do to support safe, convenient, comfortable cycling trips. There are only 545 miles of protected bike lanes amid the 6,000 miles of citywide roads, and the lanes that do exist are too often poorly designed and blocked by illegally parked vehicles.⁷ The vast majority⁸ of New Yorkers still lack bike-share access, and the membership costs are out of reach for too many low-income New Yorkers.

Students across the city are also in desperate need of safer bike networks. Most high school students currently ride the subway, bus, or drive to school, even though 40 percent⁹ attend a school in their home district. Our students, just like our workers, need more protected bike lanes leading to schools, more bike parking on school campuses, and more affordable bike-share memberships.

As mayor, Scott is committed to increasing bike ridership by 100 percent during his first term in office. To do that, he will push for the City to invest massively in safe bike infrastructure that expands access to jobs and schools.

These investments include more and better designed protected bike lanes, stronger bike-lane enforcement, doubling bike parking, subsidized bike-share membership and e-bike purchases, and free classes to encourage new and young riders. Scott also proposes a first-of-its-kind “bike-to-school” plan that will expand safe bike infrastructure on an accelerated timeline.

Here are 10 specific elements of Scott’s comprehensive bike action plan:

- ➔ **Increase the number of protected bike lanes by 100 miles over 2 years and 350 miles over 5 years.** Bike lane expansion should be focussed at the neighborhood-level, so that every New Yorker has a well-connected network of lanes to safely move around their community, regardless of their borough or zip code.

- ➔ **Keep bike lanes clear.** Redesign streets so that bike lanes are fully separated, install traffic enforcement cameras, create more loading zones to reduce double parking by delivery vehicles, increase fines on delivery vehicles for double parking, increase the number of Traffic Enforcement Agents to boost enforcement capacity, and draft an MOU so that the DOT Commissioner has a greater role in setting the goals, priorities, and deployment patterns of TEAs. These measures will keep cars, delivery trucks, and other obstructions out of bike lanes.

- ➔ **Create a dozen miles of “bike priority” streets with restricted car access and low vehicle speed limits.** Modelled after cyclestreets in the Netherlands and Belgium, cars are only permitted as “invited guests” that must follow slowly behind bikes. These streets will feature significant traffic calming measures and have clear symbols and color-coding to mark that they are dedicated to bikes.

- ➔ **Repurpose traffic lanes on the East River bridges for cycling and ensure that they are sufficiently wide to safely handle growing demand.** Car traffic has fallen for three decades on the East River bridges while bicycle volumes have steadily risen. With the introduction of congestion pricing certain to accelerate these trends, it is time for more space to be ceded to bicycles.
- ➔ **Double the number of bike parking spaces in New York City.** Mandate bike parking for office buildings and schools, and require bike racks, hangars, and pods on all commercial blocks and in close proximity to all transit stations. Ample and secure bike parking in every neighborhood will support increased ridership and deter theft.
- ➔ **Dramatically expand Citi Bike and bike share across the five boroughs.** Every New Yorker should have ready access to a bicycle and e-bikes.
- ➔ **Track and prioritize bike lane maintenance so that they are not pockmarked with potholes, filled with trash, or covered with snow and slush.** The Department of Sanitation will purchase snow plows that are right-sized for bike lanes and the City's Street Conditions Observation Unit will regularly monitor bike lane quality and conditions.
- ➔ **Provide a deep subsidy for bike-share membership for low-income New Yorkers.**
- ➔ **Work with the State to pass [A10974/S9019](#), sponsored by Assemblymember Robert Carroll (AD-44) and State Senator Julia Salazar (SD-18), subsidizing e-bike purchases up to 50 percent. And at the City level, wave sales taxes for bike and e-bike purchases.** E-Bikes have the potential to transform cycling in New York City, enabling riders of all abilities to travel long distances and climb steep hills with relative ease. Albany took a huge step to legalize e-bikes last

year — led by State Senator Jessica Ramos (SD-13) and Assemblymember Nily Rozic (AD-25) — and now it's time for the City and State to help New Yorkers purchase these zero emission vehicles.

- ➔ **Support free bike classes for new and inexperienced riders.** It's true what they say about riding a bike — you never forget. But learning the rules of the road and safe biking strategies is something everyone could use help with, and the City should support these efforts.

In addition, here are eight key parts to Scott's unprecedented "bike-to-school" plan, designed to encourage safe and sustainable biking options for New York City high school students on their commutes to and from school:

- ➔ Build 75 miles of protected bike lanes around 50 high schools across the city within 5 years.
- ➔ Connect school bike lanes with the city's wider network to ensure a safe trip door-to-door and build out extensive wayfinding signage to direct students to the safest route to local schools.
- ➔ Provide free Citi Bike memberships for lower-income students who live in a bike-share service area.
- ➔ Encourage local philanthropy and civic organizations to donate bikes to low-income students.
- ➔ Following the lead of Barcelona's impressive "Protecting Schools" program, pedestrianize blocks in front of more than 100 schools across the city, allowing for safer gathering of students and drop-offs and installing bike racks, benches, planters, and even play equipment.¹⁰
- ➔ Convert under-used space inside and outside schools into secure bike parking.
- ➔ Expand the Bike New York Bike Safety Education Program to serve more than the 21 schools it currently works with.

- ➔ Set up bike maintenance and repair classes for students to learn a trade while caring for their bikes.

3. Prioritize our bus network and connect more workers to jobs.

New York City's bus system is the workhorse of our economy. Prior to the pandemic, our buses served over 2 million daily passengers¹¹ — more than the LIRR, MetroNorth, PATH, and NJ Transit combined. While ridership plunged during the pandemic, it didn't fall as far as subway ridership, showing just how vital strong bus service is to supporting essential services and workers across the city, in good times and bad.

Despite its tremendous importance, we have overlooked and under-invested in our bus system even before the pandemic struck, leading ridership to fall by roughly 100 million passenger trips from 2010 to 2018.

The service is infrequent, with a quarter of the city's local, limited, and Select Bus Service routes having over 10-minute waits between buses during prime travel times. The waits themselves are often unpleasant, as only 22 percent of the city's 15,000-plus bus stops have shelters. And the trip itself is often slow, with the average speeds of 7.5 miles per hour — the slowest of America's 17 largest bus companies.

Separated bus lanes have been a rare bright spot in recent years. The new 14th street busway improved travel times up to 47 percent and boosted ridership 24 percent on weekdays.¹² But such designs are too few and far between — there are only 104 miles of dedicated bus lanes along the City's 6,000 miles of roadway — and the separated lanes that do exist remain woefully under-enforced.

Scott promises to be the “Bus Mayor,” ensuring that the City DOT works in lockstep with New York City Transit Bus and the MTA Bus Company to push for sweeping upgrades across the entire bus network. The streets, traffic lights, curbs, and sidewalks that the City operates will be optimized to give bus riders the fast, reliable, frequent, and accessible service they deserve — creating a system that can both accelerate the recovery and support growth in the future. The result will be shorter commutes, better job access, less crowded roads and subways, and a more equitable transportation system for all New Yorkers.

Scott’s 19-point bus action plan¹³ includes several measures to speed up service and reduce or improve waits, including:

- ➔ **Increase the number of fully protected bus lanes and busways throughout the city by 35 miles each year.** Traffic congestion is the primary cause of slow and unreliable bus service. Moving forward, all high-ridership routes will have fully protected bus lanes and buses will be granted priority to pass through targeted chokepoints. Bus routes connecting to the subway, routes that travel within and between the non-Manhattan boroughs, and east-west Manhattan bus routes will be given priority for protected bus lanes and busways.
- ➔ **Give buses more green lights.** Transit Signal Priority technology — which can extend green or shorten red lights for buses — has significantly increased bus speeds along the handful of corridors where it is currently used. Scott will make sure that NYC DOT and MTA expedite its implementation along dozens of additional bus corridors to keep buses moving on crowded city streets.
- ➔ **Overhaul bus lane enforcement to improve travel times.** Exclusive bus lanes are of little value if they are blocked by a car or delivery truck. To reduce obstructions in bus lanes (as well as bus stops), Scott will improve the design of bus lanes so that they are fully protected, create more loading zones to reduce double parking by delivery vehicles, increase fines on delivery vehicles

for double parking, work with the MTA to bring stationary and bus-mounted cameras to every bus route, and increase the staffing of Traffic Enforcement Agents to increase enforcement.

- ➔ **Build more bus shelters and provide real-time arrival data.** Scott will work with street furniture franchisees to increase bus shelters across the city, creating more comfortable waits, especially for the elderly, riders with disabilities, and parents with children. Scott will also expedite the buildout of digital bus stop signage at every stop, providing real-time information on arrivals and bus crowding for each route.

- ➔ **Speed up buses by reducing time spent at bus stops.** To get buses moving, we need to reduce time spent at the bus stop. As Mayor, Scott will increase the number of bus bulb-outs (which extend the sidewalk to bring the stop closer to the bus), improve curb design and maintenance where necessary, and make sure that Sanitation prioritizes all bus stops for snow removal. Meanwhile, he will put pressure on the MTA to introduce all-door boarding so that riders can enter from the front or back door with tap-and-go fare payment.

- ➔ **Increase off-peak and weekend service.** Far more than the subway, bus riders rely on transit service outside of the morning and evening peak. They generally have longer commutes, have transfers to another bus or subway, travel within the non-Manhattan boroughs, and work in the service industry, where hours do not follow a 9-to-5 schedule. To better serve these riders – both to and from work and for local errands and leisure trips – and reduce automobile usage, our bus system must operate on the schedule of its riders. As Mayor, Scott will use his considerable leverage with the MTA – including its \$570 million direct subsidy to the MTA Bus Company – to deliver more frequent early morning, mid-day, late evening, and weekend bus service for New Yorkers, an idea discussed in more detail later in this agenda.

4. Deliver major parking reforms in New York City.

In New York City, competition for curb space has increased dramatically in recent years. Street parking, on-demand delivery, ride-hail services, bike and bus lanes, bike-share docks, outdoor eateries — all of these uses are vying for valuable space alongside our sidewalks. It is time for the City to take stock and be more deliberate in regulating parking.

- ➔ **Free parking should be eliminated in commercial corridors** to ensure greater turnover, increase customers for local business, and encourage the use of public and sustainable transit. All revenues from this commercial parking should be reinvested back into the district, via business grants, promotions, events, and placemaking improvements.
- ➔ **Eliminate minimum parking requirements for new housing development.** In 2016, New York City began to scale back its parking requirements for new housing development. Under the Zoning for Quality and Affordability amendment, new subsidized and senior housing within the City’s “transit zone” would no longer be required to provide off-street parking for residents. The reform was a big step forward for reducing car dependency and advancing affordable housing. It is now time for the City to move further. As Mayor, Scott will end minimum parking requirements for all new development and instead mandate investments in sustainable transportation in order to mitigate the impacts of new housing and improve the local bike lane network, bike parking, bus service frequencies, bus shelters, and public space.
- ➔ **Take on placard abuse to reduce illegal and semi-legal parking in New York City.** The number of City placards in circulation — many of them counterfeit — and the disruption they cause on our streets needs to be addressed. City agencies will reissue all parking placards, only distributing them to employees

who are not able to a) fulfill their daily duties without a private vehicle or b) commute to work via public transportation.

5. Improve drop-off and delivery with designated loading zones and cargo bikes.

Food and package delivery to consumers and stores has exploded in recent years and these trends have only accelerated through the pandemic. It is time for the City to play a more active role in managing this growth to reduce double parking, idling, and congestion.

- ➔ Scott will add more loading and unloading zones in commercial corridors and dense residential areas. This will be achieved by removing some parking spots and in conjunction with the MTA's efforts to increase bus stop spacing on several routes. These deactivated bus stops will be converted to loading zones—as well as Citi Bike docking stations, bike parking, extended sidewalks for seating, and other community uses.
- ➔ Scott will work with delivery companies, State legislators, and communities to increase the use of cargo bikes in order to reduce emissions and congestion. He will advocate for the **State Senate bill S9004, sponsored by Sen. Jessica Ramos (SD-13)**, allowing cargo bikes to be 55 inches in width and will widen bike lanes throughout the city so that they are more accommodating for delivery bikes and riders of all kinds. Finally, he will work to ensure that cargo bike delivery workers receive good paying wages and benefits. .

6. Streamline DOT planning and development of street projects and improve community engagement.

Promises of new bus lanes, bike lanes, loading zones, or bike parking carry little weight without a plan to get it done. With the passage of the Streets Master Plan in 2019, New York City is not lacking in benchmarks and goals, it is lacking in follow-through — and Scott can deliver.

Moving forward, the DOT should redesign its community engagement process, using the rollout of Citi Bike as the model. The Citi Bike program has been an extraordinary success because of the density of its stations and (with some exceptions) ease of finding a bike when needed. This was achieved because the DOT clearly and successfully communicated its goals and benchmarks, and worked proactively with communities to get input and get things moving.

Following this approach, the DOT should: a) set firm goals and criteria for the number of plazas, bike lanes, bus lanes, slow streets, mid-block playgrounds, and other investments, and empower community boards to help out with the "where" and "how" of achieving these benchmarks, b) crowdsource suggestions and ideas with an interactive website, and c) conduct targeted outreach to those who lack the time and resources to attend community meetings. Meanwhile, with a number of smaller interventions, like benches and bike racks, the DOT should be empowered to install this street furniture unilaterally.

7. Fill ground-floor vacancies to promote walkable communities, neighborhood vitality, and help achieve a "15 Minute City."

Even before COVID-19, commercial vacancies were sweeping across New York with distressing frequency. Over the last decade, vacant retail space more than doubled — from 5.6 million square feet before the Great Recession to 11.8 million square feet in 2017.¹⁴ The pandemic has only made it more difficult for stores to survive, with 40 percent of small businesses temporarily or permanently closed across the five boroughs.¹⁵

Filling ground-floor vacancies is a matter of neighborhood health — critical to strengthening our local streets, sidewalks, and transportation networks.

Retail vacancies create a vicious cycle that pushes people outside their own community. More vacancies mean fewer local workers, making it harder for the neighborhood diner, bodega, sandwich shop, or coffee stand to survive. More vacancies mean more long-distance deliveries, increasing street traffic and truck-related emissions. And more vacancies mean residents are less likely to walk around their own neighborhood for daily goods and services, undermining goals for active lifestyles and exercise.

Together these challenges undermine the goal of making sure that all New Yorkers have access to a “15-minute” neighborhood: a place where all their daily needs are within a short bike trip or walk. Maintaining a safe, vibrant street life through active ground-floor spaces — all connected by a network of accessible sidewalks, streets, and bike lanes — is vital to preserving the local jobs and daily connections that turn a city block into a true community.

As mayor, Scott will aggressively work to fill ground-floor vacancies to promote economic recovery, walkable communities, and neighborhood vitality. Some key aspects of his plan include:

- ➔ **Create a free public inventory of vacant storefronts to help entrepreneurs locate spaces quickly**, including information on square footage, equipment, and other essential business needs.
- ➔ **Provide tax and reopening incentives for entrepreneurs to lease space in high-vacancy retail corridors**, such as credits against their commercial rent or real property taxes and a six-month holiday on all licenses and fees associated with opening up a new business.

- ➔ **Support pop-up retail, flexible or short-term leases, and other creative ways to fill vacancies**, working directly with landlords to make sure these solutions are implemented across the city.
- ➔ **Push vacant spaces to adopt non-retail civic uses**, such as libraries, artist studios, community centers, and childcare centers.
- ➔ **Create a “re-entrepreneurship” database and service**, connecting retiring business owners to aspiring entrepreneurs and supporting business succession.
- ➔ **Subsidize green-tech startups and other entrepreneurs**, kickstarting these growth industries in larger vacant spaces across the five boroughs.

PART II

REFOCUS MASS TRANSIT TO JUMPSTART ECONOMIC RECOVERY AND BETTER SERVE WORKING PEOPLE

New York City cannot thrive and cannot exist without mass transit. Its subways and buses are its lifeblood. And while the pandemic has decimated the MTA’s finances and dramatically reduced ridership, there is no recovery without a robust transit system.

In the years ahead, the City must do everything in its power to maximize public transit ridership. This is the key to improving air quality and asthma rates, combat global warming, reduce congestion and honking, and provide more community space for New Yorkers in every corner of every borough.

To increase ridership, the City and the MTA must focus their energy on those who have been overlooked in recent years and are too often forced to find other modes of transportation. Bus riders, off-peak and weekend commuters, non-commuters who need transit for errands, appointments, and leisure trips, the mobility impaired, those who live outside of Manhattan and beyond the subway's reach – these are the New Yorkers who must be prioritized.

Even before COVID-19 struck, our mass transit service did not keep up with New York's changing economy, which is increasingly anchored by workers who commute outside the core 9-to-5 workday and increasingly are dispersed across job hubs located outside Manhattan. From 2000 to 2018, the number of New Yorkers commuting to work outside of rush hour (7 a.m. to 9 a.m.) rose 33 percent, from 1.42 million to 1.9 million, while the number commuting within the non-Manhattan boroughs rose by 28 percent, from 1.39 million to 1.78 million.

In the years ahead, as more office workers opt to work more days from home, we are likely to see even less emphasis on rush-hour, Manhattan commuting. Now is the time, then, to focus resources on the transit needs of frontline service workers who cannot work remotely, of non-Manhattan residents, of young families and the elderly, of low-income New Yorkers, of people of color, of all 8.5 million residents.

To do so, Scott will use the City's considerable leverage to influence the MTA. He will not shy away from a challenge or shirk responsibility. In addition to the multiple billions of dollars that New Yorkers contribute in fares and taxes, the City provides over \$1 billion in direct subsidies for the MTA Bus Company, Staten Island Railroad, Access-A-Ride, commuter rail station upkeep, and much more. Just as previous mayors have used this leverage to steer capital budget priorities, extend subway lines, and reduce weekend commuter rail fares, Scott will ensure that New York City Transit adequately serves all New York City residents.

We must take this opportunity not just to restore transit but to refocus it in ways that will help all New Yorkers get back to work. In addition to being “The Bus Mayor” and dedicating his administration to street-level improvements, Scott will work to dramatically improve subways and trains and spur ridership growth.

Scott’s plan to get there includes the following priorities:

8. Open up commuter rail lines for in-city use to expand affordable transit.

Over 1.4 million Bronx, Brooklyn, and Queens residents live near a Metro-North or LIRR commuter rail station.¹⁶ Many are in neighborhoods poorly served by subways, like Hollis, St. Albans, and Murray Hill in Queens or Claremont, University Heights, and Spuyten Duyvil in the Bronx.

The trains passing through these 38 stations had plenty of available seats prior to the pandemic and will have even more spare capacity in the years ahead, as many office workers living in Westchester, Long Island, and Connecticut work more days from home.

And yet, New York City residents who want to use this service are blocked in three ways. First, these commuter rail trains skip over local, in-city stations nearly 80 percent of the time during morning rush hour. Second, their service frequencies crater in the afternoon, evening, and weekends. And finally, and most importantly, the one-way fares for these trains range up to \$10.25 – even for “in-city” trips that begin and end within the five boroughs – a cost that far exceeds the \$2.75 of a typical subway or bus trip, rendering this option unaffordable for far too many New Yorkers.

As mayor, Scott will open up commuter lines for in-city use to all New Yorkers by equalizing fares between commuter and subway fares to the price of a MetroCard swipe, with free transfers to the bus or subway. This innovative “one swipe” solution can quickly and effectively expand affordable rail transit for millions of New Yorkers, improving equity and accelerating the City’s recovery.

At the heart of Scott’s “one swipe” plan are the following components:

- ➔ **Make all in-city trips \$2.75 with free transfers.** Scott believes that New Yorkers traveling via bus, subway, or commuter rail within the city should all pay the same fare: \$2.75. He also believes this fare should include free transfers, a perk that will help keep commuting costs low for millions of New Yorkers, including seniors and riders with disabilities who currently pay to transfer even with commuter rail tickets.
- ➔ **Make more local stops and increase off-peak frequency.** Stabilizing fares is only half the battle: commuter rail trains still need to serve in-city trips with their extra capacity. To help expand rail access across New York, Scott believes the LIRR and Metro-North commuter trains should make more local stops in neighborhoods in the Bronx, Brooklyn, and Queens, including St. Albans, Queens Village, Spuyten Duyvil, Tremont, and Williamsbridge. They must also provide more mid-day and weekend service to accommodate the travel patterns of everyday New Yorkers.

9. Build more affordable neighborhoods near transit.

Building new subway lines is not the only method for improving transit access for low-income New Yorkers. In fact, there is a much cheaper and faster way to achieve this critical goal: build more affordable housing near existing, underutilized subway and commuter rail stations.

Following the lead of Chicago and Massachusetts, Scott will ensure that New York City takes full advantage of its rail network, helping more New Yorkers access our subway systems and the vast opportunities that fast, frequent, and reliable transit offers. **As part of a community-based planning process, Scott will work closely with nonprofit affordable housing developers and increase housing options near those subway stations that had fewer than 5,000 weekday riders, pre-pandemic.**

Scott's plan to expand affordable transportation access has several key features:

- ➔ **Rezoning for transit-oriented development.** Even before the pandemic disrupted subway ridership, more than 100 stations across the five boroughs had capacity to spare, carrying fewer than 5,000 daily riders. To take advantage of this spare capacity and increase transit access, residential lots within an eighth of a mile of stations should be rezoned for additional affordable housing to encourage the creation of transit-oriented development (or TOD) within the city's "transit zones."
- ➔ **Increase affordable housing development near transit.** A strong TOD program ensures equitable transit access for lower-income households. All new housing around underutilized subway stations will have a substantial share that is deeply affordable. Additionally, the City will work with the nonprofit development community to purchase buildings to be converted and preserved as affordable housing through an expanded Neighborhood Pillars program.

10. Work with the MTA to reopen closed subway entrances and improve subway station accessibility to help mobility-impaired residents, seniors, and young families.

New York City’s subway system has long been the best in the United States, but there is one area where our subway is a leader in the wrong direction: accessibility. Only 24 percent of our subway’s 472 stations meet Americans with Disabilities Act (ADA) standards – the lowest share among metro rail systems in the U.S.¹⁷

This lamentable distinction deprives too many New Yorkers of their right to get around, and even their ability to participate in the workforce. Nearly 200,000 New Yorkers with mobility impairments live in neighborhoods without an ADA accessible subway station. In part, as a result of these barriers, mobility-impaired residents have much lower employment rates than the general working-age population (23 percent vs. 74 percent), and much higher unemployment rates (16 percent vs. 7 percent).

This disparity hits non-Manhattan residents especially hard. Of the 62 New York City neighborhoods that are served by the subway but lack a single ADA accessible station, the vast majority – 55 neighborhoods – are in the Bronx, Brooklyn, and Queens.

New York’s lack of ADA accessible stations also hinders the mobility options for seniors over 65, or parents of young children under age 5, who rely on elevators, ramps or other ADA-compliant designs to get around safely. All together, a total of 640,000 New Yorkers – mobility-impaired residents, seniors, and young children – lack equitable access to the subway lines running through the neighborhoods they call home.

- ➔ **As Mayor, Scott will use his control of city streets to accommodate and expedite ADA improvements throughout the subway system, streamlining street work permits and closures.**

- ➔ **He will ensure that the City’s contribution to the MTA capital budget supports these upgrades and that the MTA is taking full advantage of new funding streams at the US DOT to boost transit accessibility.**

- ➔ **Moreover, to further improve subway station access and ridership, Scott will push the MTA to reopen the more than 100 subway entrances and exits that have been closed over the years.** Forgoing existing entryways and forcing New Yorkers to walk extra blocks to access the system is bad for New Yorkers and bad for the MTA.

11. Dramatically increase subway and bus service in the off-peak—and fund it by reforming the gas tax.

Scott is committed to rebuilding a faster, safer, and more equitable transit system than New York City had prior to the pandemic — one that works for all New Yorkers. The truth is, our transit system was designed to support the traditional Monday-to-Friday commute into the Manhattan business core. But many New York workers travel to jobs all over the city and commute outside of the standard 9-to-5 workday, when subway and bus service can plummet to wait times of 15 minutes or more.

Prior to the pandemic, the healthcare, hospitality, retail, food services, and entertainment industries — which often work outside normal 9-to-5 hours — accounted for 40 percent of private-sector jobs in New York City. Meanwhile, 57 percent of the 856,356 private-sector jobs added to the economy from 2000 to 2018 were located outside of Manhattan.¹⁸ As a result, during this period, the number of New Yorkers commuting to work outside of rush hour rose 33 percent, and the number commuting within the non-Manhattan boroughs rose by 28 percent.

Unfortunately, many of these industries and their frontline workers have been hit hard by the pandemic. To help them bounce back and to better serve these essential workers, the MTA must redesign its service patterns and recognize that the off-peak riders who cannot work from home or run their errands remotely, are now their primary customer.

As mayor, Scott will fight for more frequent off-peak service – helping workers get where they need to go, when they need to get there. Scott’s “NYC in 6” plan calls for all subway routes and the 100 highest-ridership bus routes to arrive at least every six minutes throughout the day, seven days a week. While six minutes may sound like a long wait time for many rush hour commuters accustomed to waits of no more than two or three minutes – and that level of service would not change – the reality for many workers travelling late at night or early in the morning are wait times of ten, twenty, even thirty minutes. “NYC in Six” would realign service standards to set a maximum wait time of six minutes all day, every day, while still allowing for more frequent service when conditions warrant.

Here’s more on why Scott’s “NYC in 6” plan is so vital to an equitable recovery:

- ➔ **Shorter wait times all day, every day.** Current standards allow for subways to arrive at least 10 minutes apart midday and 12 minutes apart on evenings and weekends, and for high-ridership bus routes to arrive just every 30 minutes in the early morning, afternoon, and weekends. Under “NYC in 6,” subways and buses would maintain rush-hour frequencies and would never run more than 6 minutes apart from 5 a.m. to 9 p.m. on weekdays and 8 a.m. to 10 p.m. on weekends.
- ➔ **Non-Manhattan commuters will benefit.** In several districts of Queens, the Bronx, and Staten Island, more than 30 percent of commuters leave for work in the early morning (4 to 7 a.m.). Yet during these hours, only 43 percent of subways run less than 10 minutes apart, and none run less than five minutes apart. Meanwhile, only 22 percent of bus routes have wait times under 10 minutes in the early morning, and only 4 percent run less than 5 minutes apart.
- ➔ **Lower-income New Yorkers will benefit.** The median income of bus riders (\$30,374) and off-peak subway commuters (\$37,048) is far below that of rush-hour subway (\$50,783) commuters. By reducing waits and travel times for bus

and off-peak riders, “NYC in 6” will improve transportation equity across the city, helping make fast, affordable transit possible for all hard-working New Yorkers.

- ➔ **To fund “NYC in 6,” the State should flip the distribution of the gas tax within the 12-county Metropolitan Commuting Transit District, providing upwards of \$500m for public transit.** In 2018, over \$1.8 billion dollars in revenue from motor fuel taxes, petroleum business taxes, and vehicle registration fees were deposited into New York State’s Dedicated Funds Pool. From this fund, a paltry 34 percent was sent to the MTA while 63 percent was distributed to the state’s Highway and Bridge Trust Fund. Given the ballooning deficits at the MTA, the need for increased off-peak and bus service, and the catastrophic effects of climate change, it is entirely inappropriate to continue to use the bulk of these taxes and fees on GHG producing fuels and vehicles in order to reinvest them in GHG producing highway infrastructure. Now is the time for the State to reform its gas taxes. Moving forward, within the 12-county “metropolitan commuter transportation district,” gas taxes should be rebalanced so that roughly two-thirds of the revenue is devoted to public transit.

12. Restore 24-Hour Subway Service.

Twenty four-hour subway service is non-negotiable. It is a bedrock covenant between the MTA and the residents of New York City. It must be restored. No more excuses.

PART III

REINVEST IN ESSENTIAL INFRASTRUCTURE EXPANSIONS TO STRENGTHEN NEW YORK'S FUTURE, SUSTAINABLY

Even as we make sure that all New Yorkers can get around safely, conveniently, affordably, and equitably today, the City must also prepare for the transportation needs of tomorrow. When it comes to investments in major infrastructure projects – whether roads, rails, tunnels, greenways, or more – it is too easy to pass the buck to the next generation. But every maintenance dollar we defer becomes even more money our children must pay.

There is no question the COVID-19 pandemic has created very real funding constraints. But the economic crisis also presents an opportunity to fund our future at historically low borrowing costs, and New York City's appeal in the municipal bond market is as strong as ever. Now is exactly the time to tackle major infrastructure projects that will create good paying construction jobs, expand commuter options, and revitalize communities.

As mayor, Scott Stringer will reinvest in the infrastructure projects needed to catalyze economic recovery, improve the lives of New Yorkers, and strengthen our City's ability to grow for years to come. These projects include building out a 400-mile, five-borough greenway, scaling back our highway infrastructure and introducing more green space in our communities, and completing the Gateway tunnel for commuters and Amtrak riders.

Scott's plan for the City's future includes the following priorities:

13. Unlock capital infrastructure spending to jumpstart construction jobs.

When COVID-19 hit, the City halted most non-pandemic projects, eliminating some \$4.2 billion in capital work across fiscal years 2020 and 2021. But much of that work cannot afford to wait. As of 2019, up to 142 bridges across New York City were classified as structurally deficient (needing substantial repair), with 67 labeled as at-risk for partial collapse, according to the Center for an Urban Future. Nearly 29 percent of all city street lanes, and 34 percent of all city highway lanes, were deemed to be in fair or poor condition.¹⁹

Pausing these projects not only removes construction jobs critical to the recovery – it creates a safety hazard for all New Yorkers. **As mayor, Scott will unlock capital infrastructure spending halted during the pandemic, taking an immediate step to strengthening New York’s infrastructure and supporting an equitable recovery.**

Reviving construction jobs, which are currently 13 percent below their pre-pandemic levels, is critical to New York’s economic recovery. Every \$1 billion in spending creates nearly 5,000 direct construction jobs, along with hundreds of other service jobs needed to support project work. At those rates, unlocking the \$4.2 billion paused during the pandemic would catalyze some 20,000 jobs.²⁰

This jumpstart is especially important for businesses owned by minorities and women, which have been hit hardest during the crisis. A recent survey found that up to 85 percent of such businesses may not be able to survive another 6 months of the downturn. Resuming the capital program is a direct way to support these essential businesses and help make sure the recovery reaches all New Yorkers.

14. Speed up the construction process by removing bureaucratic barriers.

Construction projects in New York are far more expensive and far more time consuming than in our peer, international cities. Our budgeting, design, and contracting process is a disaster, with projects caught in an endless maze of approvals and amendments and subject to lackluster oversight. This is unacceptable and must change.

It is one thing to promise new parks, plazas, bike lanes, and bus lanes, but if the City does not confront its wasteful capital planning, contracting, design, engineering, and construction process, it cannot deliver on these projects — nor deliver good paying construction jobs for New Yorkers. On Day 1 of his mayoralty, Scott would instruct commissioners at all relevant agencies, the Department of Design and Construction, and the Office of Management and Budget to audit their capital process and provide a concrete plan to streamline construction. He will also consult with international experts, contractors, unions, and others to determine and implement best practices. The City will eliminate redundancies between DDC and OMB, streamline the DDC design review process, and allow agencies to manage more projects in-house.

While the DDC was created, in part, to unify road and utility construction, this Giuliani-era incarnation has failed to deliver. Instead, Scott will begin to return these responsibilities to their respective agencies and create a new Office of Public Space within the Mayor's Office that will be responsible for managing street work permits and ensuring cooperation between these agencies. Instead of waiting in the DDC queue alongside library, hospital, and sanitation projects, the DOT will be empowered to manage on-call contracts, using trusted construction firms for standard, recurring projects.

Moreover, the Office of Public Space will work with private utility, telecom, restaurants, and other companies to streamline interactions with the City and

investments in the public sphere. Whether setting up 5G cell sites, adding a canopy to your storefront, or introducing secure bike parking pods, the City's thicket of regulations and agencies – including DOT, the Department of Buildings, Landmarks Preservation, the Public Design Commission, the Franchise and Concession Review Committee, and numerous other entities – can be intimidating, grinding, and forestall many investments. As Mayor, Scott will task the Office of Public Space with managing this process and coordinating these agencies, cutting red tape, and eliminating bureaucratic morass.

Finally, the Office of Public Space will coordinate these City agencies internally, doing an inventory of needs across neighborhoods and working with Parks, DOT, DEP, Sanitation, and other public realm agencies to coordinate investments and design. Coordinating these agencies will help the City achieve more ambitious projects, like the recently released 14th Street District Vision Plan from the Union Square Partnership. The Office of Public Space will help all neighborhoods in New York City realize these bold community visions – not just areas in Manhattan or those that have BIDs.

15. Scale back New York City highway infrastructure and repurpose space for local communities.

Whether the BQE or the Cross-Bronx Expressway, the Bruckner Expressway, the Major Deegan, or the Jackie Robinson, many of our highways are reaching the end of their useful lives and require extensive and costly rehabilitation work. And yet, rebuilding these highways exactly as they are would cost billions of dollars and punt the problems of traffic congestion, vehicle fatalities, and air pollution to future generations. Instead, we must reimagine these arteries in ways that improve communities living in the shadows of these roads while preserving the vital routes that keep New York's economy moving.

Many of New York’s over-built highways can be scaled back, converted into boulevards or truck-only routes, decked over to create parks and greenways, or even eliminated entirely without substantially impacting traffic congestion. These reimagining projects would expand green space, improve air quality, rehabilitate divided communities, reduce traffic fatalities, and save taxpayers millions—especially with the USDOT proposing a new funding stream for removing urban highways.

As mayor, Scott Stringer will push to convert obsolete highways into community green spaces and other types of positive neighborhood infrastructure — embracing a vision of a healthier, safer, and livelier city, and pursuing environmental justice. Scott will work with State and Federal transportation agencies on a comprehensive audit of the highway network to identify such opportunities across New York.

The aging BQE is a great example of this approach and a natural demonstration project.

The current options for reconstructing the BQE along the Brooklyn waterfront include rebuilding the entire three-level, six-lane road in a way that would keep the neighborhood divided while unleashing noise, pollution, and traffic on residents. That approach would simply repeat the mistakes of the past. But the other extreme — eliminating the highway — is not viable because the BQE carries far too much commercial traffic (14,000 trucks a day) to re-route onto local streets.²¹

Scott’s approach will transform this section of the BQE as a truck-only highway covered by a two-mile linear park stretching from the Brooklyn Bridge in DUMBO to Hamilton Avenue in Carroll Gardens. This plan will support greener, healthier communities while still enabling the truck traffic that New York businesses and consumers need. It will also set a new standard for highway transformations across the rest of the city.

Here's why Scott's approach to the BQE can improve lives without stifling the economy:

- ➔ **Trucks will get more road space than they had before.** Trucks currently represent 9 percent of traffic on the BQE. Scott's plan calls for a two-lane truck-only highway that represents 33 percent of the current road capacity.
- ➔ **Two nearby highways are currently under-utilized.** The Hugh Carey Tunnel and the Belt Parkway can absorb additional car capacity, reducing the traffic impact of this section of the BQE. Congestion Pricing will push more traffic to these routes regardless and will reduce traffic overall.
- ➔ **4 out of 5 existing BQE trips are "in-city" trips.** Over 80 percent of the current trips on the BQE are "in-city" trips – not regional traffic – meaning they can be replaced by subway, bus, or bike travel.

To advance environmental justice and repair the harm of the Robert Moses car and highway legacy, Scott will:

- ➔ **Pair road cuts with transit investments.** The cost savings from any highway reformation plan should be channeled into new transit service, including more bike lanes, bus lanes, and more frequent bus and subway service – providing an alternative option for in-city travelers who currently use the road.
- ➔ **Follow the evidence, not the fears.** The research from cities around the world is abundantly clear: travel patterns naturally adjust in the face of new road closures. Study after study shows that some drivers take another route, some travel at another time, some change to transit, and some cut back on non-essential trips.

- ➔ **Put climate goals first.** Vehicle-related carbon emissions now account for more than a third of greenhouse gases across the state. For New York City to achieve its ambitious climate goals, it must explore ways of swapping driving trips for transit, cycling, or walking trips whenever possible.

16. Support the Gateway tunnel project to ease regional traffic.

Every weekday, the North River rail tunnel under the Hudson carries some 200,000 riders into and out of New York, via NJ Transit or Amtrak. This vital connection — more than a century old — was pummeled by Superstorm Sandy. The aging, damaged tunnel is now the source of regular service delays and is in desperate need of a complete rehabilitation.

The Gateway project has proposed a plan to fix it. Gateway would create a new two-track rail tunnel under the Hudson, enabling the old tunnel to be repaired without disrupting daily commuter and long-distance passenger service. Once completed, the Gateway project would double rail capacity, connecting more workers to jobs and ensuring that New York can grow its economy for years to come.

The importance of Gateway reaches far beyond Hudson rail commuters. If the existing tunnels fail, it will send daily riders onto already crowded roads, increasing commutes by at least 10 minutes for some 245,000 drivers, by at least 30 minutes for some 140,000 drivers, and by more than an hour for about 100,000 drivers, according to an analysis conducted by the Regional Plan Association.²² More time on the road means more GHG emissions and worse air quality for all New Yorkers.

In short, Gateway is critical to the future of all New Yorkers. This investment will jumpstart construction jobs during the economic recovery, improve commutes for hundreds of thousands of workers, and catalyze our city's growth for decades to come.

As mayor, Scott will fight hard to make sure Gateway gets the attention and funding priority it deserves. He will work closely with Senator Schumer and President Biden to secure the extensive federal support needed to cover the cost of Gateway.

17. Build out a five borough bikeway.

New York City needs an expansive, five borough greenway, and Scott has a plan for a bike superhighway connecting New Yorkers to lane networks in every neighborhood. It's a real shot to expand space for exercise, leisure, travel, and waterfront access for families and New Yorkers of all ages — and build new transit connections between the five-boroughs.

Existing greenways in the city — from the Eastern Queens Greenway to the East Harlem, Brooklyn, and Queens waterfront, the Bronx River to Jamaica Bay — are patchy, isolated, or in disrepair. In the years ahead, we must fully integrate these greenways — following the blueprint of the Regional Planning Association's Five Borough Bikeway — and build connections through areas like Sunset Park, Coney Island, the South Bronx, Flushing, Glendale, St. George, and East Harlem.²³ At the same time, a number of parkways and waterfront greenways (and their adjoining seawalls) must be completely reconstructed to address broken pavement, tree roots, and sinkholes.

To complete this build out, areas along waterfronts and at the edges of parks can be fully dedicated for the greenway. And to overcome jurisdictional squabbling between agencies like DOT, DPR, EDC, and the New York State DEC, Scott will ensure that a single entity is responsible for the construction, maintenance, and governance of this vital infrastructure.

As mayor, Scott would complete the Five Borough Greenway and provide residents across the city with the accessible park space and safe bike routes that they and their families need and deserve.

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