

# ACTIVE TRANSPORTATION

All New Yorkers should be able to safely walk or bike in and around communities rather than rely on personal cars for travel needs. Investing in alternative transportation infrastructure and reducing motor vehicle travel can improve the safety of our road network and reduce greenhouse gas emissions. Both short- and long-term changes are needed to mitigate against the impacts of climate change while creating safer roadways and intersections for all users.

## OUR VISION

- Prioritize transportation mode shifts and quality transportation alternatives as a method of reducing the most significant contributor to greenhouse gas emissions in New York State
- Establish safe connections between communities and disconnected trail networks through the development of on-road bicycle and pedestrian infrastructure
- Support efforts to create a coherent bike culture, and embrace a bike-friendly ethos across New York State, helping attract bicycle tourists and support local economies
- Implement a statewide Vision Zero campaign to eliminate bicycle and pedestrian fatalities and create safer and more accessible cycling for riders of all ages and abilities



# ACTIVE TRANSPORTATION 2021 PRIORITIES

- **Enact a three-foot safe passing requirement**
  - Require motorists to give bicyclists three feet of space when overtaking from behind.
- **Allow municipalities to protect all street users by lowering speed limits**
  - Amend the Vehicle and Traffic Law to enable cities, towns and villages to lower area speed limits below 30 miles per hour without needing State Legislative approval.
- **Close the Complete Streets loophole**
  - Strengthen the New York State Complete Streets Act, passed in 2011, by closing a loophole that exempts maintenance and resurfacing projects, which account for most roadway projects.
- **Commit to a statewide Vision Zero policy**
  - Set a goal and outline specific steps for reducing all roadway fatalities to zero by 2030 or sooner.
- **Support roadway safety demonstration projects by simplifying permitting processes**
  - Streamline state permitting and approval processes for temporary changes to roadway infrastructure designed to demonstrate the feasibility and benefits of bicycle and pedestrian safety projects.
- **Dedicate transportation funding to bicycle and pedestrian projects**
  - Require a certain percentage of state transportation funding go towards bicycle and pedestrian projects and/or establish a dedicated state funding source for active transportation infrastructure.
- **Focus efforts to reduce the carbon impact of the transportation sector on shifting modes from driving to bicycling and walking**
  - Incorporate funding mechanisms for bicycle and pedestrian infrastructure and advance policies that support greater use of non-motorized transportation into climate change resiliency planning.
- **Clarify language in the e-bikes legislation to make requirements and eligibility more explicit**
  - Eliminate provisions within the legislation that effectively prohibit the legal use of e-bikes on many state roads, and consider an “opt-out” model for e-bikes on trails, as opposed to the current “opt-in” model.

