

Transportation ALTERNATIVES

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MEDIA ADVISORY

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NYC BIKES THE STRIKE!

On Tuesday, December 20, New Yorkers donned hats, gloves, scarves and wool socks and biked and walked in droves to get to work, school and around the city. The **four East River bridges and eight Harlem River Bridges** and the George Washington Bridge were packed with **thousands of bikers and walkers**. New Yorkers biked up and down Manhattan in **protected bike lanes** and on the **dozen streets and avenues reserved by the City** for bicyclists and emergency vehicles, buses, commuter vans and motorcycles.

Transportation Alternatives estimates a three-fold increase in bike commuters.

Go to www.transalt.org/bikethestrike for the latest info, including upcoming specific data on the increase in bicycling.

It is imperative that employers and building managers provide **bike parking for employees and tenants**. To accommodate the tremendous number of cyclists in the central business district, Transportation Alternatives is calling on building owners and managers to:

- Allow bicycles on freight elevators and in workplaces.
- Create guarded bike parking in parking lots, garages or storage rooms to ensure security.

The NYC Parks Department is providing **guarded bike parking** from 6am to 10pm at:

- Washington Square Park (Washington Square & 5th Ave)
- Tompkins Square Park (St. Marks Place/East 8th Street & Avenue A)
- Union Square Park (14th Street & Broadway)
- Madison Square Park (23rd Street & 5th Ave)
- Herald Square (8am-7pm) (35th Street & Broadway)
- Bryant Park (8am-7pm) (42nd Street & 6th Ave)

“New Yorkers can, and are, biking the strike,” said Noah Budnick, Projects Director for Transportation Alternatives. “Now we are asking the City to do more to help more New Yorkers take to bicycling and walking.”

The City should dedicate an off-peak travel lane on each bridge for bikers and walkers to ensure sufficient safe space for people on foot and bicycle. Because of the huge increase in bikers and walkers, bridge paths are suffering from “ped-lock” (pedestrian gridlock).

The City should lead by example and provide bike parking at City-owned buildings (like borough halls and court houses) and in Municipal garages.

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