Sucesses & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for New York, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in New York.

The Empire State Trail initiative to create 750 miles of trail that cross New York State from east to west and north to south was launched with $200 million in funding and continues to drive improvements throughout the state. This mega trail project is an exciting development and the communities along its route should use the process to build networks that facilitate and maximize trail access.

In contrast to the Empire State Trail initiative which has a clear mandate and funding, the New York State DOT has not had an updated bicycle and pedestrian master plan since 1997. A new plan should be pursued that will provide a mandate and funding for statewide improvements, including training of staff on new design guidance and the development of data systems that will facilitate improved safety for people who bike and walk.

While the Empire State Trail is an incredible initiative, it is not a replacement for dedicated funding and programs that ensure that bicycling and walking improvements are made as part of routine road projects. The bold vision of the Empire State Trail should also be reflected in a vision of the state DOT to leads the state to zero traffic deaths and improved conditions for all road users.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. The League has a white paper that provides examples of how other states have adopted and implemented this type of law: https://bikeleague.org/sites/default/files/BFS_WP-Safe_Passing_law-07_2018.pdf

Adopt a law that allows enhanced penalties for drivers with a repeated pattern of reckless driving. If existing data systems prevent this type of law from being effective, the responsible state agency or agencies should receive the resources that will make the tracking and punishing of repeated reckless drivers possible.

New York has a high number of bicyclist fatalities. Ensure that bicycle safety is a major emphasis in all transportation projects, programs and policies to address this issue.

FHWA’s Bicycle Count Pilot Program found that continuous bicycle counters can save staff time and provide more robust data than manual counts. New York should consider starting a continuous counter program. Find more resources here: http://www.pedbikeinfo.org/topics/countingestimating.cfm

Repeal the state’s mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes and the needs of different types of people who bike.

The New York State Department of Transportation is currently improving pedestrian safety by implementing the state’s Pedestrian Safety Action Plan adopted in 2016 and created in partnership with the Governor’s Traffic Safety Committee and New York State Department of Health. This implementation includes spending $110 million on improvements identified in that plan: https://www.ny.gov/sites/ny.gov/files/atoms/files/pedestriansafetyactionplan.pdf. New York state should consider a similar effort for the safety of people who bike.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.
### NEW YORK

#### Infrastructure & Funding  
**Ranked 6 of 50 States**
- **Design and Existence of Infrastructure**  
  - B
- **State Transportation Funding**  
  - B
- **Use of Federal Transportation Funding**  
  - B
- **Planned and Recently Built Bicycle & Pedestrian Facilities**  
  - A

#### Education & Encouragement  
**Ranked 2 of 50 States**
- **State DOT Education & Encouragement Support**  
  - A
- **Mode Share & Advocacy**  
  - B

#### Legislation & Enforcement  
**Ranked 41 of 50 States**
- **Laws that Regulate Driver Behavior and Methods of Enforcement**  
  - B
- **Laws that Restrict the Behavior of People Who Bike and Walk**  
  - D
- **Laws that Create Protections for People Who Bike and Walk**  
  - D

#### Policies & Programs  
**Ranked 13 of 50 States**
- **Complete Streets**  
  - C+
- **Design and Access Policies**  
  - B-
- **State of Practice Development**  
  - B
- **Sustainable Transportation Policies**  
  - B

#### Evaluation & Planning  
**Ranked 15 of 50 States**
- **State DOT Bicycle & Pedestrian Plans**  
  - B-
- **Bicycle and Pedestrian Safety**  
  - C+
- **Understanding People Who Bike and Walk**  
  - C
- **Formal User Group Engagement**  
  - A

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**Funding & Support**
- **State DOT Education & Encouragement Support**  
  - A
- **Mode Share & Advocacy**  
  - B

**Laws & Regulations**
- **Laws that Regulate Driver Behavior and Methods of Enforcement**  
  - B
- **Laws that Restrict the Behavior of People Who Bike and Walk**  
  - D
- **Laws that Create Protections for People Who Bike and Walk**  
  - D

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**See the Bicycle Friendly State Database Map:**  
[BIKELEAGUE.ORG/BFA/AWARDS]

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