



LEVI LITTELL HERBST & CO.
CHICAGO | NEW YORK | LONDON

Honorable Christine Quinn
Speaker, New York City Council
City Hall
New York, New York 10007

Dear Speaker Quinn,

We write to you today as professionals and as cyclists. We are both business people and lawyers and we wish to be bicycle commuters. Many of our peers as well as employees of the companies we own, manage, and work for are discovering the physical, mental, and practical benefits that come with cycling. Yet there is a crucial inequity that separates us from those who commute by car: secure storage. It is not only this imbalance, but the opportunity for a solution, that prompts this letter. **We urge you to continue your championing of sustainable, healthy and cost effective transportation modes by supporting City Council legislation Intro. 871, The Bicycle Access Bill.**

When people drive to work they have several ways to store their cars. They can look for a curbside parking space, they can park in an off-street garage, or they may even have a parking facility in their destination building. Cyclists have to deal with issues of access, inconvenience, and security. Although the DOT and some BIDs have made great strides in providing curbside bike racks, supply has not kept up with demand in midtown and the financial district. Most riders have to chain their bikes to whatever sign, pole, scaffolding, or rack they can find in the vicinity.

A good bike is of value to both its owner and a thief, so many of us are reluctant to leave our bikes on the sidewalk even when racks are available. The better the bike, the more likely a theft. Some 70,000 bikes are stolen every year in New York City and less than 2% are ever recovered. Every time we ride to work, we gamble on whether or not our transportation will be there for the ride home, many of us will not cycle to work if we can't park indoors.

Bicycle commuting is efficient in many ways. Riding to work allows people who are committed to fitness, but who work long hours, to combine transportation and exercise. More bicycle commuters mean fewer private and hired cars on the city's clogged streets and fewer passengers on overcrowded subways and buses. Moreover, people who cycle to work have been shown to be more productive and happier on the job. And, as property owners and managers who permit access to buildings have already discovered, it will not increase operational or insurance costs.

PlaNYC 2030 calls for the promotion of cycling as a sustainable mode of transportation. Because Intro. 871 is an important step in achieving this goal, we urge you to support it.

Sincerely,

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