



University
Transportation
Research Center

October 2025

2025 NYC MAYORAL ELECTION

Transportation Policy Primer & Voter Guide



Candidates'
Positions & Plans



Matthew W. Daus, Esq. Transportation Technology Chair, UTRC
www.utrc2.org

2025NYC MAYORAL CANDIDATES



University Transportation
Research Center



ANDREW CUOMO
Fight and Deliver



ZOHRAN MAMDANI
**Democratic
Working Families**



CURTIS SLIWA
**Republican
Protect Animals**



E-Bikes & Delivery Workers



Make delivery app companies liable for delivery cyclist crashes and tickets. Require all e-bikes to display license plates.

Address delivery cyclist behavior by regulating app companies and empowering workers. Create citywide bike lane network.

Require license plates for e-bikes. Redirect DOT from "bike-first" policies to bring back "common sense."



Congestion Pricing



As Governor, advocated for and enacted congestion pricing. In 2024, advocated for pause in congestion pricing. Supports the program today.

Strong supporter of congestion pricing. Plans to reclaim street space ceded by reduced traffic demand for use by pedestrians.

Opposes congestion pricing. Pledges an up to \$500 commuter rebate for 10 percent of households' congestion pricing tolls.



Free Buses



Supports providing free fares on bus and subway for families under 150% of poverty line.

Supports making MTA buses free for all New Yorkers. Extensive plan to speed bus trips by adding bus lanes.

Would support expanded express bus service for outerborough residents.



Speed & Red Light Cameras



As Governor, prevented a lapse in NYC speed camera program, supported expansion of speed and red light camera programs.

Supports traffic safety camera programs. Would expand their uses to new traffic violations.

Supports evaluating speed camera locations to see if speed bumps or raised crosswalks could address speeding instead.



Subway Crime & Disorder



Pledges to increase police presence, increase mental health response, explore environmental design approaches to prevent farebeating and more.

Pledges to hire mental health outreach workers (non-NYPD), transform vacant commercial space in subways to provide medical service and other care for people in mental distress.

Pledges to expand mental health response teams, reinstate NYPD homeless outreach unit, increase police presence on platforms and trains, not near turnstiles.

For More Information visit www.utrc2.org



Contents

ABOUT THE UTRC, THE AUTHOR & ACKNOWLEDGEMENTS	3
ABOUT THIS REPORT: HISTORY, MISSION & METHODOLOGY	4
INTRODUCTION & REPORT OVERVIEW	5
ACCESSIBILITY	6
AUTONOMOUS VEHICLES	7
BICYCLES AND MICROMOBILITY	8
BUSES.....	10
CONGESTION AND TRAFFIC MANAGEMENT	11
FERRIES	13
FREIGHT AND COMMERCIAL DELIVERIES	14
HORSE CARRIAGES IN CENTRAL PARK	14
PARKING.....	15
PUBLIC REALM: SIDEWALKS, PEDESTRIAN SPACE, AND OUTDOOR DINING	17
TAXI AND FOR-HIRE VEHICLE (FHV) INDUSTRY.....	18
SUBWAY SYSTEM.....	20
VISION ZERO AND STREET SAFETY	22
CONCLUSION	23

2025 NYC Mayoral Candidates Transportation Policy Primer & Voter Guide

ABOUT THE UTRC, THE AUTHOR & ACKNOWLEDGEMENTS

The author of this report is Matthew W. Daus, Esq., who serves as the Transportation Technology Chair at the University Transportation Research Center (“UTRC”) at The City College of New York (CCNY), of City University of New York (CUNY), where he conducts research, and continues to be extensively published as an expert on ground transportation regulation and technology. As a CUNY Distinguished Lecturer from 2010-2018, he taught courses on transportation history, policy, sustainability, for-hire regulation and technology. Mr. Daus is the longest serving Commissioner/Chair/CEO of the New York City Taxi and Limousine Commission (TLC), where he served from 2001-2010. Prior to his tenure as Commissioner, Mr. Daus served in many other executive and counsel positions in NYC government for almost 20 years, including: General Counsel to the TLC and the NYC Community Development Agency; Special Counsel to the TLC and NYC Trade Waste Commission; NYC Human Rights Prosecutor; and Commissioner of the NYC Civil Service Commission. Mr. Daus also continues to serve, since 2009, as President of the International Association of Transportation Regulators (IATR), a non-profit educational peer group of government transportation regulators from around the world promoting best regulatory and innovative practices. Mr. Daus is a partner at the law firm of Windels Marx Lane & Mittendorf, LLP, where he founded and chairs the Transportation Practice Group since 2010.

The Transportation Research Center at CUNY is one of ten original University Transportation Centers established in 1987 by the U.S. Congress. These Centers and their faculty members provide research and expertise that helps resolve national and regional transportation problems, while training the professionals who manage and lead our transportation systems into the future. It represents the U.S. Department of Transportation’s Region II, which includes New York, New Jersey, Puerto Rico and the U.S. Virgin Islands. Functioning as a consortium of nineteen major universities throughout the region, UTRC supports research, education and the transfer of technology in the field of transportation. Please visit UTRC2.org to learn about our other initiatives.

The author would like to thank the Director of the UTRC, Dr. Camille Kamga, whose ongoing support for this report and so many other projects and activities in the region, is key to the development of sound transportation policymaking endeavors. The author and the UTRC would also like to thank the UTRC volunteer research team, including Andriy Blagay for his report artwork and graphic design. We are also grateful to the many stakeholder organizations that peer-reviewed this report, providing information about the candidates’ positions and offering suggestions on the questions and topics highlighted in this report.

ABOUT THIS REPORT: HISTORY, MISSION & METHODOLOGY

Every four years, the University Transportation Research Center (UTRC) releases an independent, non-partisan report analyzing the transportation policy positions of New York City’s mayoral candidates. The report is part of a long-standing effort to help voters understand where candidates stand on key mobility issues, from public transit and street safety to taxi, for-hire vehicle, and freight regulation.

The 2025 edition continues a tradition that began with similar reports published for the 2013¹ and 2021² elections. Each report has been independently peer reviewed and widely used by policymakers, transportation professionals, and members of the ground transportation industry. The summaries, along with a one-page “voter palm card,” have become a valued resource for those seeking a clear, objective view of how City Hall candidates approach transportation.

The research team, led by the author, scoured a plethora of information from many sources, including not just meticulously following the most current statements and plans from the official campaign websites of the candidates and their public events and media pronouncements, but also obtaining secondary information from multi-modal stakeholders who have engaged with the campaigns (some of which held their own candidate events). In addition, this report does not just include the most prominent topics and transportation policy positions being actively debated on the campaign trail, but also statements made and positions taken on prior campaigns, as well as the past public service records of the candidates. Context was also provided in terms of the most recent Mayoral administrations and their transportation accomplishments and challenges, as this is the landscape that the next Mayor will inherit, and the next Mayor will need to decide whether to continue, discontinue or modify a wide- variety of mobility policies. Each campaign has been provided the opportunity to comment on the research for fact checking and clarification of various policy positions mentioned in this report, and was provided with a complete copy of the draft report, as well as detailed surveys with some tailored/specific questions for each candidate. The UTRC is thankful for the active engagement and comments received from the campaigns and the candidates.

Within weeks, New York City will have elected our next Mayor. Whoever New Yorkers select, transportation will be one of the most visible and consequential areas of their administration. The next mayor’s decisions regarding the street network, taxi industry regulations and more will shape how residents, workers, and visitors move through the city. It is our hope that this report will not just guide the decisions of voters who care about transportation issues, but also serve as a roadmap for the next Mayor to reference after the election when campaigning stops, and governance starts.

This report was first published on October 22, 2025. This version of the report was updated on October 31, 2025 to include the latest information regarding the candidates’ transportation policy positions.

¹ <https://www.utrc2.org/sites/default/files/pubs/Revised-Report-Final.pdf>

² [https://www.utrc2.org/sites/default/files/2021%20NYC%20Mayoral%20Report%20-%20Transportation%20Policy%20Primer%20%20%20Voter%20Guide.%20Candidates%E2%80%99%20Positions%20and%20Plans%20\(11935671\).PDF](https://www.utrc2.org/sites/default/files/2021%20NYC%20Mayoral%20Report%20-%20Transportation%20Policy%20Primer%20%20%20Voter%20Guide.%20Candidates%E2%80%99%20Positions%20and%20Plans%20(11935671).PDF)

INTRODUCTION & REPORT OVERVIEW

The next mayor of New York City will wield tremendous influence over the city's streets, and, by extension, its entire transportation network. From the way curb space is managed to how taxis, for-hire vehicles, commuter vans, buses, bikes, and delivery vehicles move through the city, the policies set by City Hall directly shape the daily experience of millions of New Yorkers. Transportation touches many aspects of city life, influencing everything from economic opportunity to public safety and accessibility.

Transportation has featured prominently in the 2025 mayoral campaign, though often through a narrow lens. Topics like congestion pricing, the push for fast and free buses, and addressing safety and efficiency in the subway system, where issues of crime, homelessness, and mental health intersect with broader questions about the city's post-pandemic recovery and equity. These are urgent challenges that resonate widely with voters, and they reveal how transportation remains both a service and a symbol of how well the city is functioning.

Other issues have received less attention during this mayoral campaign. The next administration will face pressing policy questions on autonomous vehicles, the regulation of taxis and for-hire vehicles, the growth of e-commerce and freight deliveries, and the management of curb space. Emerging technologies, micromobility, and environmental initiatives – while central to the city's future – have largely remained on the margins of the campaign. These debates will help determine how effectively New York can balance innovation, safety, and sustainability in the years ahead.

This report reviews the transportation records and positions of the three major candidates for mayor – Andrew Cuomo, Zohran Mamdani, and Curtis Sliwa – and summarizes the legacy of outgoing Mayor Eric Adams, whose administration's initiatives in street safety, micromobility, and accessibility provide the foundation for what comes next. It draws from public records, campaign platforms, press statements, and legislative histories to provide a comprehensive look at where each candidate stands on the key issues shaping the city's transportation future.

ACCESSIBILITY

New Yorkers with disabilities face significant challenges navigating our city. As a result of legal action by disability advocates during the de Blasio administration, the City committed to a \$1.55 billion plan to install or maintain curb ramps, and hundreds of millions on accessible pedestrian signals. During the Adams administration the Taxi and Limousine Commission administration adopted new rules to encourage the deployment of wheelchair accessible vehicles after a federal court ruled the City must adhere to a 2013 agreement with advocates to make 50% of the yellow taxi fleet accessible.³ Over the past few years, the City also has assumed responsibility for 80% of the funding for Access-A-Ride, the MTA's paratransit program. The MTA retains control of the service, but advocates have urged the City to use its leverage to push for improvements in the service, including expanding on-demand service.

In 2017 and 2019, disability advocates sued the MTA over the lack of accessible subway stations and poor maintenance of the elevators already in place, but they also sued the City, which owns but does not operate the subway system. Under Governor Hochul, the MTA and the City agreed to make at least 95% of subway stations accessible by 2055; the maintenance case is ongoing.⁴

Advocates also have raised questions about the removal of bus stops to speed service, since disabled people then have to travel longer distances to get to a stop. This included a lawsuit filed against the 14th Street busway.⁵ The City's Department of Transportation, along with the MTA, plays a major role in placing and maintaining bus stops, benches and shelters.

Andrew Cuomo

As Governor, Cuomo approved the 2020 – 2024 \$54.8 billion MTA capital plan, which allocated \$5.2 billion toward accessibility improvements, the largest investment in the agency's history. This program was funded by revenues from congestion pricing, which Governor Cuomo advocated for and Governor Hochul implemented. The plan aimed to make up to seventy subway stations fully accessible, doubling the pace of accessibility investment of prior capital plans. These investments would ensure enough coverage for subway customers to be no more than two stations from an accessible station. The plan also allocated funds for New York City Transit (NYCT) to purchase and install wider turnstiles and gates for improved access.⁶ Cuomo's MTA did not settle the elevator access cases, however. Cuomo intervened in 2017 to prevent an Access-A-Ride fare hike.⁷

Zohran Mamdani

Mamdani has not released policy positions on accessibility issues.

³ <https://dralegal.org/press/nyc-taxis-ruling/>

⁴ <https://www.governor.ny.gov/news/governor-hochul-announces-mta-and-accessibility-advocates-agree-historic-plan-expanding>

⁵ <https://ny1.com/nyc/all-boroughs/transit/2019/08/14/14th-street-bus-stops-removed-manchattan-disability-advocates-sue-to-bring-them-back-nyc>

⁶ <https://www.mta.info/agency/construction-and-development/2020-capital-program>

⁷ <https://www.nylpi.org/nylpi-and-9-peer-disability-rights-organizations-help-to-halt-mta-fare-hike-that-would-unfairly-burden-people-with-disabilities-who-use-access-a-ride/>

Curtis Sliwa

Sliwa has not released policy positions on accessibility issues.

AUTONOMOUS VEHICLES

Autonomous vehicle (AV) technology has long been a source of both optimism and caution in New York. The city's dense traffic, unpredictable pedestrians, and complex street grid make it a challenging environment for self-driving technology, and at the same time, a critical testing ground.

New York first entered the national AV conversation under Governor Andrew Cuomo, who in 2017 authorized limited pilot testing under a one-year state program.⁸ That pilot allowed automakers like Audi⁹ to conduct controlled demonstrations of Level 3 autonomous vehicles on public roads, provided a human driver kept at least one hand on the wheel – a stipulation rooted in New York's early-20th-century traffic laws. Although this effectively prevented full driverless operation, it established a legal foothold for future testing.¹⁰

New York City has slowly opened the door to controlled AV testing. In 2021, Waymo conducted limited weather testing in the city to assess vehicle performance in dense traffic and adverse conditions.¹¹ Under Eric Adams, in 2025, the NYC Department of Transportation (DOT) approved a new testing permit for Waymo, allowing the company to operate in Manhattan and Downtown Brooklyn with a safety driver behind the wheel.¹²

Andrew Cuomo

Cuomo's 2017 pilot program was the first to explicitly authorize autonomous testing in the state. He described AVs as key to "modernizing transportation and reducing crashes caused by human error."³ As a Mayoral candidate, Cuomo would require an analysis of the impact of autonomous vehicles on professional drivers.¹³

Zohran Mamdani

Mamdani has not issued any formal campaign statements on autonomous vehicles.

⁸ <https://www.nysenate.gov/legislation/bills/2017/S7508>

⁹ <https://www.6sqft.com/cuomo-approves-new-yorks-first-application-to-test-driverless-cars-public-roads/>

¹⁰ <https://www.govtech.com/fs/nys-slow-pace-on-autonomous-vehicle-legislation-could-put-it-at-a-disadvantage-in-years-ahead.html>

¹¹ <https://waymo.com/blog/2021/11/introducing-waymo-driver-to-new-york>

¹² <https://www.nyc.gov/mayors-office/news/2025/08/mayor-adams--dot-announce-approval-of-first-application-to-test->

¹³ <https://www.blackcarnews.com/article/have-your-voice-heard-vote-in-nycs-mayoral-election>

Curtis Sliwa

Sliwa has expressed concerns about the introduction of autonomous vehicles to New York City and the consequences for professional drivers' livelihoods.¹⁴

BICYCLES AND MICROMOBILITY

Bicycles and, more recently, e-bikes and e-scooters have become essential components of New York City's transportation network. The city's modern bike infrastructure dates back to the Bloomberg administration, which oversaw the launch of Citi Bike in 2013¹⁵ and the construction of the first large-scale network of protected bike lanes.¹⁶ Under Mayor Bill de Blasio, cycling infrastructure expanded substantially as part of the city's Vision Zero strategy,¹⁷ and the NYC Department of Transportation (DOT) launched an e-scooter pilot in the East Bronx, covering 18-square-miles and 570,000 residents.¹⁸

The Adams administration continued this trend, framing micromobility as both a sustainability initiative and a labor issue. The DOT expanded the Bronx e-scooter pilot¹⁹ and pursued the Electric Micromobility Action Plan ("Charge Safe, Ride Safe"), which introduced mandatory UL-certified battery standards, battery trade-in programs, and safety education campaigns.²⁰ The DOT also steadily expanded the City's bike lane network,²¹ and released a greenway master plan.²² The City, however, has not reached the legally-required fifty miles of bike lane installation each year laid out in the City's Streets Plan.²³ In 2024, Adams's DOT began piloting public charging and battery-swapping infrastructure to improve safety for delivery workers and reduce the risk of battery fires.²⁴ In 2025, the Adams administration directed Lyft to reduce the maximum pedal assist speed of Citi Bike e-bikes from 18mph to 15mph²⁵, and implemented a speed limit of 15 mph for all e-bike, e-scooter, and pedal assist bicycle riders.²⁶

Andrew Cuomo

As governor, Cuomo played a pivotal role in the legalization of e-bikes and e-scooters statewide. In 2019, he vetoed a bill that would have legalized throttle e-bikes and scooters, citing safety concerns. Two

¹⁴ <http://ny1.com/MayoralDebate25>

¹⁵ https://www.nyc.gov/html/dot/html/pr2012/pr12_42.shtml

¹⁶ <https://www.vox.com/videos/2018/9/12/17832002/nyc-protected-bike-lanes-janette-sadik-khan>

¹⁷ <https://www.citylandnyc.org/mayors-office-announces-record-total-bike-lane-expansion-for-2020/>

¹⁸ <https://www.nyc.gov/html/dot/html/pr2021/pr21-008.shtml>

¹⁹ <https://nycdotscootershare.info/home>

²⁰ <https://www.nyc.gov/html/dot/html/bicyclists/ebikeprograms.shtml>

²¹ <https://www.nyc.gov/html/dot/html/pr2024/connect-core-access-business-district.shtml>

²² <https://www.nyc.gov/html/dot/html/pr2025/new-york-city-releases-major-greenway-plan.shtml>

²³ <https://www.cityandstateny.com/policy/2025/03/nyc-dot-falls-far-short-24-targets-bike-and-bus-lanes-touts-progress/403707/>

²⁴ <https://www.nyc.gov/html/dot/html/bicyclists/ebikeprograms.shtml>

²⁵ <https://citibikenyc.com/blog/ebike-updates>

²⁶ <https://www.nyc.gov/html/dot/html/bicyclists/ebikes.shtml>

years later, he reversed that position and included their legalization in the FY 2021 state budget, establishing safety standards such as helmet requirements, lighting rules, and speed limits.²⁷

Cuomo’s 2025 campaign platform cites growing safety concerns around e-bikes and scooters, citing data showing over 7,000 injuries involving e-bikes and scooters in 2023. He argues that current pay structures in delivery apps incentivize unsafe behavior and supports revising DCWP’s minimum-payment regulations to discourage reckless riding. His plan proposes requiring all e-bikes and scooters operating in New York City to be registered with the DOT, with visible ID plates, and holding app companies financially responsible for damages caused by their workers.²⁸

Zohran Mamdani

Mamdani has been vocal on cycling and delivery-worker issues in the State Assembly. In 2025, he sponsored A.803, which would establish an automated enforcement program to deter vehicle operators from parking in bike lanes.²⁹ The legislation did not pass. His campaign platform emphasizes e-bike affordability, safety, and the rights of delivery workers. In a May 2025 Streetsblog questionnaire, Mamdani described e-bikes as “an important transportation mode” that reduces car dependency, and he pledged to subsidize e-bike purchases while holding app-based delivery companies accountable for unsafe conditions.³⁰

His policy plan, titled *Regulating Delivery Apps & Protecting Delivery Workers*, outlines numerous measures: expanding licensing requirements for delivery platforms, improving enforcement by the NYC Department of Consumer and Worker Protection (DCWP), guaranteeing fair pay and transparent fees, funding worker advocacy, and creating Deliverista Hubs with rest areas and charging stations. The plan also commits to expanding DOT’s e-bike programs—including trade-ins, battery safety education, and the installation of permanent micromobility infrastructure such as wider bike lanes and passing zones.³¹

Curtis Sliwa

Sliwa’s public statements on cycling emphasize enforcement rather than infrastructure. During his 2021 mayoral campaign, he pledged to “end the war on vehicles,” promising to remove “underused” bike lanes³² and to increase police enforcement of traffic laws for cyclists and e-mobility users who ignore signals or ride on sidewalks.³³ In 2025, he has not released any new policy proposals related to bike infrastructure, micromobility, or delivery workers.

²⁷ <https://www.nysenate.gov/legislation/laws/VAT/102-C#>

²⁸ <https://www.andrewcuomo.com/issues>

²⁹ https://nyassembly.gov/leg/?default_fld=&leg_video=&bn=A00803&term=&Summary=Y

³⁰ <https://nyc.streetsblog.org/2025/05/09/decision-2025-mayoral-hopefuls-discuss-e-bikes-with-joy-and-concern>

³¹ <https://www.zohranfornyc.com/platform>

³² <https://nypost.com/2021/10/21/sliwa-would-cancel-nycs-less-used-bike-lanes-end-war-on-vehicles/>

³³ <https://www.cbsnews.com/newyork/news/nyc-mayoral-race-eric-adams-curtis-sliwa-vision-zero-bill-de-blasio/>

BUSES

New York City's bus network is the largest in North America, carrying over 1 million riders on an average weekday in 2023.³⁴ Despite its size, it has been criticized for slow speeds, reliability problems, and overlapping routes that fail to reflect modern commuting patterns.³⁵

Reform efforts accelerated under Governor Andrew Cuomo and MTA Transit President Andy Byford, whose 2018 Fast Forward plan included borough-by-borough bus network redesigns and modernization measures like Select Bus Service (SBS) expansion and transit signal priority. These changes aimed to simplify routes and improve speed and reliability but faced implementation delays.³⁶

The Adams administration has emphasized bus priority as part of its street-management strategy, expanding bus lanes in Manhattan, Brooklyn, and Queens.³⁷ The City, however, has not reached the legally-required mileage of bus lane installation each year laid out in the City's Streets Plan.³⁸

Andrew Cuomo

Cuomo's record on buses is reflected in his oversight of the MTA. As governor, he supported the Fast Forward initiative and funded the borough-level redesigns, which aimed to reorganize routes in the Bronx, Queens, and Brooklyn. He also, in coordination with DOT, expanded Select Bus Service (SBS), which features bus lanes, off-board fare collection and signal priority.³⁹

During the COVID-19 pandemic, Cuomo directed the MTA to suspend bus fares and require rear-door boarding, a move framed as a public-health measure.⁴⁰ His current campaign platform proposes making transportation "more affordable," by providing free bus and subway fares for New York City households with income up to 150% of the poverty line, and exploring new free-bus pilots to reduce commuting costs.⁴¹

Andrew Cuomo opposes Zohran Mamdani's proposal to make buses free, claiming that the initiative would wastefully subsidize wealthy bus riders who could afford to pay the full fare.

³⁴ <https://www.mta.info/agency/new-york-city-transit/subway-bus-ridership-2024>

³⁵ <https://comptroller.nyc.gov/reports/life-in-the-slow-lane/>

³⁶

https://static1.squarespace.com/static/5afef986c3c16a2dc6705929/t/5b072571f950b7a5e621a4ff/1527194994914/Fast+Forward+Plan_05-24-2018_3.15PM.pdf

³⁷ <https://www.nyc.gov/html/dot/html/about/nyc-streets-plan.shtml>

³⁸ <https://www.cityandstateny.com/policy/2025/03/nyc-dot-falls-far-short-24-targets-bike-and-bus-lanes-touts-progress/403707/>

³⁹

https://static1.squarespace.com/static/5afef986c3c16a2dc6705929/t/5b072571f950b7a5e621a4ff/1527194994914/Fast+Forward+Plan_05-24-2018_3.15PM.pdf

⁴⁰ <https://www.twulocal100.org/story/coronavirus-update-rear-door-boarding-only-local-and-select-bus-service-starting-Monday>

⁴¹ <https://www.andrewcuomo.com/issues>

Zohran Mamdani

Mamdani is an advocate for fare-free and faster bus service. As a State Assemblymember, he helped secure funding for the 2023–2024 MTA fare-free bus pilot, which offered free service on five routes (Q4, B60, Bx18, M116, and S46/96).⁴² The pilot led to a 30% increase in weekday ridership before it concluded in 2024.⁴³

Mamdani also co-authored the Fix the MTA platform, calling for sustained state investment and a permanent transition to fast and free buses citywide.⁴⁴ His campaign emphasizes expanding the city’s capacity to plan and build dedicated bus lanes, introducing Bus Rapid Transit (BRT) on major corridors, and restructuring DOT to improve in-house implementation.⁴⁵ In a May 2025 Streetsblog questionnaire, he argued that busways on car-free streets could move up to 25,000 people per hour, describing them as an “essential service for working-class New Yorkers.”⁴⁶

Curtis Sliwa

Sliwa has centered his bus policy commentary around reliability and accountability. He has also called for increasing the hours of operation for express bus service in Queens, Staten Island and the Bronx.⁴⁷ Sliwa pledged that, if elected mayor, he would “remedy” the delays by pressing the MTA for improved service. He has questioned the effectiveness of current bus lanes, arguing that travel times remain poor despite expanded lane designations, and stated he would “consult additional experts” to evaluate where bus lanes are actually effective.⁴⁸

Sliwa opposes Mamdani’s proposal for free bus service, calling it a “gimmick.”⁴⁹

CONGESTION AND TRAFFIC MANAGEMENT

Congestion has defined New York City’s mobility debates for decades. Traffic volumes in Manhattan’s central business district are among the highest in the nation, contributing to lost productivity, air pollution, and transit delays.⁵⁰ After years of study and stalled legislative efforts, New York became the first U.S. city to enact congestion pricing in 2019, requiring drivers entering Manhattan below 60th Street to pay a toll.⁵¹ The policy was intended both to reduce gridlock and to fund MTA capital improvements.

⁴² <https://www.mta.info/press-release/mta-fare-free-bus-pilot-launches-five-routes-sunday-sept-24>

⁴³ <https://www.mta.info/document/177466>

⁴⁴ <https://www.fixthementa.org/>

⁴⁵ <https://www.zohranfornyc.com/platform>

⁴⁶ <https://nyc.streetsblog.org/2025/05/05/decision-2025-mayoral-question-2-seeks-answers-on-slow-buses>

⁴⁷ <https://www.nytimes.com/interactive/2025/10/15/nyregion/nyc-mayor-issues-mamdani-cuomo-sliwa.html>

⁴⁸ <https://www.amny.com/nyc-transit/curtis-sliwa-express-bus-ride-on-staten-island/>

⁴⁹ <https://x.com/CurtisSliwa/status/1975996603543523652>

⁵⁰ <https://rpa.org/news/lab/congestion-has-never-been-worse-the-need-for-congestion-pricing-never-greater>

⁵¹ <https://www.nysenate.gov/legislation/laws/VAT/T8A44-C>

Implementation was delayed through rounds of federal environmental review and political negotiation, legal battles, and delays related to the COVID-19 pandemic.⁵² Under then-Governor Andrew Cuomo, the policy was passed as part of the FY2020 state budget following recommendations from the Fix NYC task force.⁵³ Governor Kathy Hochul continued to support implementation, though the timeline shifted repeatedly.

The Adams administration coordinated with the MTA and State officials to prepare the city's streets and signals for tolling, supporting complementary goals such as bus priority, bike infrastructure expansion, and pedestrian improvements within the congestion zone.⁵⁴ Congestion Pricing officially began in January 2025,⁵⁵ albeit with a 40% lower toll. To date it appears that the program has reduced vehicle travel times in and around Manhattan's Central Business District.⁵⁶

Andrew Cuomo

In 2017, Cuomo convened the Fix NYC task force, which produced the framework that became the basis of the 2019 legislation. He promoted congestion pricing as an essential revenue tool for the MTA and as a measure to "unclog" Midtown and Lower Manhattan streets. The final plan included surcharges on taxis and for-hire vehicles, a separate freight toll, and exemptions for emergency and accessible vehicles. Cuomo left office before implementation.

In 2024, Cuomo publicly urged state leaders to pause the program to assess post-pandemic impacts and subway safety concerns. More recently, Cuomo has since reaffirmed his support for the program, maintaining that he merely wanted the policy's timing re-evaluated rather than reversed. His campaign has said the data now indicate that the program is meeting its intended goals.⁵⁷

Zohran Mamdani

As a NY State Assemblymember, Mamdani has been an outspoken supporter of congestion pricing as both a climate measure and a revenue source for MTA improvements.⁵⁸ He also criticized Governor Hochul's 2024 suspension of the program, arguing that delays undermine the MTA's fiscal stability and climate objectives.⁵⁹

Mamdani supports using congestion-pricing data to inform street redesigns, expanding bike and bus infrastructure in areas where car volumes decline. His broader messaging portrays congestion pricing not merely as a toll but as a tool for reclaiming street space for people.⁶⁰

⁵² <https://www.edf.org/media/federal-court-rules-favor-environmental-assessment-congestion-pricing-program-new-york-city>

⁵³ <https://enotrans.org/article/gov-cuomos-congestion-pricing-proposal-new-york-city/>

⁵⁴ <https://www.nyc.gov/html/dot/html/pr2024/connect-core-access-business-district.shtml>

⁵⁵ <https://www.mta.info/project/CBDTP>

⁵⁶ <https://www.governor.ny.gov/news/six-months-governor-hochul-highlights-success-congestion-pricing-traffic-down-business-and>

⁵⁷ <https://nypost.com/2025/06/03/us-news/cuomo-flip-flops-supports-nyc-congestion-pricing-a-year-after-opposing-it/>

⁵⁸ <https://www.nysenate.gov/legislation/bills/2023/A9415/amendment/A>

⁵⁹ <https://www.instagram.com/p/C77mnRuviiD/?hl=en>

⁶⁰ <https://nyc.streetsblog.org/2025/05/02/decision-2025-our-mayoral-questionnaire-begins-with-a-question-on-traffic>

Curtis Sliwa

Sliwa has consistently opposed congestion pricing, both in his 2021 and 2025 campaigns. He describes the tolls as a “cash grab” punishing working- and middle-class drivers and argues that they will do little to ease traffic congestion.⁶¹ He has promised to advocate for repeal or modification of the program if elected.

Sliwa has proposed offering rebates of up to \$500 for low- and middle-income drivers affected by the toll and has called for the city to focus instead on improving signal timing and reducing construction-related lane closures. He has also expressed skepticism toward the MTA’s management of congestion-pricing revenue, echoing concerns from Staten Island elected officials about fairness for outer-borough commuters.⁶²

FERRIES

Ferry service has long been a critical yet underutilized part of New York City’s transportation network. The system expanded substantially during the de Blasio administration with the launch of NYC Ferry in 2017. Operated by Hornblower Cruises under the supervision of the NYC Economic Development Corporation (EDC), NYC Ferry was designed to connect waterfront neighborhoods underserved by subways and buses, linking routes between the Bronx, Brooklyn, Queens, and Manhattan.⁶³

While the service proved popular in many neighborhoods, with 7.1 million boardings in fiscal year 2024,⁶⁴ it has also been a subject of scrutiny for its high public subsidy costs, estimated at almost \$10 per ride.⁶⁵ Critics have argued that the program primarily benefits higher-income waterfront communities, while supporters contend it enhances connectivity for areas like the Rockaways, Soundview, and Astoria.

Under Mayor Eric Adams, the city introduced reforms aimed at improving NYC Ferry’s fiscal outlook. In 2022, the Adams administration implemented a new fare structure that raised the base fare from \$2.75 to \$4.00 for most riders, while retaining discounted rates for seniors, people with disabilities, and low-income New Yorkers enrolled in the Fair Fares program.⁶⁶

Ferries remain central to New York’s resiliency and mobility planning, offering redundancy during subway disruptions and serving as part of the city’s coastal climate-adaptation strategy. New York City’s Comprehensive Waterfront Plan reaffirmed ferries’ role in emergency response and last-mile connectivity, though funding constraints and ridership volatility continue to challenge system growth.⁶⁷

None of the candidates have made statements or announced formal policy positions related to ferry service, operations, or expansion.

⁶¹ <https://nypost.com/2025/09/27/us-news/nyc-gop-mayoral-candidate-curtis-sliwa-promising-500-rebates-on-congestion-tolls-other-money-givebacks-if-elected/>

⁶² <https://www.ferry.nyc/about/>

⁶³ <https://images.ferry.nyc/wp-content/uploads/2025/04/10110846/NYCFAnnualReport-FY24.pdf>

⁶⁴ <https://edc.nyc/sites/default/files/2022-07/NYCEDC-NYC-Ferry-Cost-Subsidy-Comparisons.pdf>

⁶⁵ <https://edc.nyc/sites/default/files/2022-07/NYCEDC-NYC-Ferry-Forward-Vision-July-2022.pdf>

⁶⁶ <https://www.waterfrontplan.nyc/ferries>

FREIGHT AND COMMERCIAL DELIVERIES

More than 90% of goods that enter the City arrive by truck.⁶⁸ The number of deliveries to businesses, and to our homes, is increasing dramatically, which leads to more trucks on our roads, which in turn creates environmental and safety risks. The city's freight strategy has been constrained by limited curb space, aging infrastructure, and community concerns about truck traffic.

Under Mayor Bill de Blasio, the Department of Transportation introduced the Smart Truck Management Plan,⁶⁹ aimed at optimizing truck routes and reducing emissions. The Adams administration released its Curb Management Action Plan,⁷⁰ outlining curb management strategies, urban freight solutions, and an expanded set of programs designed to address the surge in e-commerce deliveries, including a cargo-bike pilot program, waterway-based freight movement, sidewalk package lockers, delivery microhubs, and off-hour deliveries.⁷¹

Andrew Cuomo

Cuomo has not released any freight management or commercial delivery specific policies or statements.

Zohran Mamdani

Mamdani has not released any freight management or commercial delivery specific policies or statements.

Curtis Sliwa

Sliwa has not released any freight management or commercial delivery specific policies or statements.

HORSE CARRIAGES IN CENTRAL PARK

For over 150 years, Central Park has featured horse carriage rides for tourists to see the Park. In recent years concerns about animal welfare have called the practice into question. Advocates, led by the group New Yorkers for Clean, Livable and Safe Streets (NYCLASS), argue that the carriages are inhumane and outdated, citing multiple recent accidents and horse deaths, while opponents of a ban—mainly the Transport Workers Union Local 100, which represents carriage drivers—warn that it would displace workers and harm tourism revenue.

⁶⁸ <https://www.nyc.gov/html/dot/html/motorist/deliveries.shtml>

⁶⁹ <https://www.nyc.gov/html/dot/downloads/pdf/smart-truck-management-plan.pdf>

⁷⁰ <https://www.nyc.gov/content/dam/nycgov/mayors-office/downloads/pdf/press-releases/2022/curb-management-action-plan.pdf>

⁷¹ <https://www.nyc.gov/html/dot/html/motorist/deliveries.shtml>

Mayor de Blasio pledged to ban the horse carriage from Central Park on his first day in office, but did not accomplish that goal. The City Council has proposed Ryder’s Law, would phase out the industry and retrain drivers for other jobs. Mayor Eric Adams announced in September 2025 that he supports the enactment of Ryder’s law.

Andrew Cuomo

Cuomo considers the industry to be “outdated, unsafe and potentially inhumane” and pledges to seek a ban on horse drawn carriages in Central Park.

Zohran Mamdani

Mamdani has committed to visit the stables, to obtain a direct impression of the horses’ living conditions. In addition, Mamdani would convene a panel of medical experts to assess the health of the horses, and that he would work to achieve a “just resolution” for the horses and the workers.⁷²

Curtis Sliwa

Sliwa has made animal rights a focus of his campaign, and supports the enactment of Ryder’s law.⁷³

PARKING

Parking has long been among the most politically sensitive transportation issues in New York City, shaping debates over land use, traffic, and public space. For decades, zoning regulations required new residential and commercial developments to include off-street parking – an approach that critics say has encouraged car dependency and driven up housing costs.

In recent years, however, the city has moved toward reform. The de Blasio administration eliminated parking minimums for affordable and senior housing developments within transit-accessible areas⁷⁴ and began exploring curb-space management as part of broader Vision Zero and climate goals.⁷⁵

The Adams administration has continued this trajectory. In 2023, the administration announced plans to eliminate citywide parking minimums for most new residential and commercial projects under the City of Yes for Housing Opportunity proposal, citing goals to lower development costs and reduce car reliance.⁷⁶ The final version passed by the City Council eliminated parking mandates in much of the city, but not completely. At the curb level, DOT has launched several pilots to optimize parking management,

⁷² <https://gothamist.com/news/a-mares-mayor-zohran-mamdani-plays-both-sides-in-nycs-carriage-horse-fight>

⁷³ <https://x.com/CurtisSliw/status/1948093710870384887>

⁷⁴ <https://council.nyc.gov/land-use/plans/mih-zqa/>

⁷⁵ <https://ny.curbed.com/2017/10/23/16519902/nyc-traffic-congestion-de-blasio-plan>

⁷⁶ <https://thenyh.org/2024/12/06/city-council-approves-city-of-yes-with-modifications/>

including expanded commercial loading zones.⁷⁷ The city also continues to explore how curb space can be reallocated to support commercial deliveries, bike corrals, and electric-vehicle charging.⁷⁸

A source of complication for parking management is the Government Agency Parking program, usually known as “placard parking,” which provides some government employees permits to park on-street when conducting official business. The program has relied on enforcement by the Police Department, and that enforcement is complicated by the placards’ susceptibility to counterfeiting. The Adams administration has sought to prevent the abuse that stems from the program, with limited success.⁷⁹

The next Mayor must balance the needs of car owners, commercial delivery enterprises, and active transportation users through curb management, planning and parking enforcement.

Andrew Cuomo

Cuomo has promised to recall all parking placards to see if they are being appropriately used. He has not released any other proposals or statements on parking minimums, on-street parking policy, or curb management.

Zohran Mamdani

Mamdani supports eliminating parking minimums citywide,⁸⁰ arguing that public space should prioritize pedestrians, cyclists, and transit users rather than vehicle storage.⁸¹ His campaign has called for reallocating curb space to non-car uses and transferring traffic and parking enforcement responsibilities from the NYPD to the Department of Transportation, reflecting his belief that parking enforcement should align with street-design and mobility goals instead of policing.⁸² On municipal placards in particular, Mamdani promises to demand accountability from City employees, in order to restore trust. Mamdani has expressed openness to residential parking permits.⁸³

Curtis Sliwa

Sliwa’s 2025 campaign platform includes a specific “Cracking Down on Illegal Parking & Abandoned Vehicles” subsection. In it, he proposes to expand heavy-tow operations across all five boroughs, crack down on commercial vehicles parked overnight in residential zones, enforce against blocking hydrants, bike lanes, crosswalks, and bus stops, and prioritize removal of abandoned or unregistered vehicles.⁸⁴ Mr. Sliwa’s approach to illegal and misused parking placards would be to increase police enforcement.

⁷⁷ <https://www.nyc.gov/html/dot/html/pr2024/nyc-dot-loading-zones.shtml>

⁷⁸ <https://www.nyc.gov/html/dot/downloads/pdf/curb-management-action-plan.pdf>

⁷⁹ <https://static1.squarespace.com/static/61f0144157232757d9f61378/t/68e034452659d86d95641fb3/1759523909588/Illegal+Parking+Study+%282025%29.pdf>

⁸⁰ <https://www.zohranfornyc.com/policies/housing-by-and-for-new-york>

⁸¹ <https://nyc.streetsblog.org/2025/05/08/decision-2025-mayoral-hopefuls-discuss-the-high-cost-of-free-parking>

⁸²

https://www.reddit.com/r/MicromobilityNYC/comments/1jjuagq/my_name_is_zohran_mamdani_and_im_running_for_nyc/

⁸³ <https://www.youtube.com/watch?v=sB-fNr6XM9M>

⁸⁴ <https://www.sliwafornewyork.com/improvenyc>

PUBLIC REALM: SIDEWALKS, PEDESTRIAN SPACE, AND OUTDOOR DINING

The transformation of New York City’s streets and sidewalks into more flexible public spaces has reflected a significant shift in urban policy. The COVID-19 pandemic accelerated this shift as emergency programs such as Open Streets⁸⁵ and Dining Out NYC⁸⁶ turned streets and parking spaces into extensions of parks and dining areas.

The de Blasio administration initiated these programs in 2020 as temporary recovery measures, but their popularity led to rapid institutionalization. By late 2021, more than 100 miles of streets had participated in the Open Streets program and over 12,000 restaurants had joined Open Restaurants. These changes reframed how curb space was used and ignited citywide debates about equity, noise, and accessibility.⁸⁷

Under Mayor Eric Adams, both programs were made permanent, albeit with significant modifications. The Dining Out NYC program, adopted in 2023, introduced new design standards for sidewalk and roadway cafés, seasonal restrictions for roadway setups, and a more formal application process managed by the Department of Transportation.⁸⁸

Andrew Cuomo

As Governor in 2021, Cuomo signed legislation allowing municipalities statewide to extend pandemic-era outdoor dining beyond temporary emergency orders, giving cities like New York the legal authority to formalize their programs.⁸⁹

His campaign platform outlines a strategy to reform the outdoor dining permit process, including clearing the backlog of applications, and improving resources, interagency coordination, and clear enforcement standards to provide transparency and assistance in navigating the permitting process.⁹⁰ Cuomo has said he would address litter and rats with more frequent trash pickups, sealed containers instead of bags of trash on the sidewalk, and stronger enforcement against illegal dumping.⁹¹

Zohran Mamdani

Mamdani supports making the outdoor dining program year-round and expanding the reach of open streets beyond commercial corridors. He has supported the existing “school streets” program, where

⁸⁵ <https://www.nyc.gov/html/dot/html/pedestrians/openstreets.shtml>

⁸⁶ <https://www.diningoutnyc.info/>

⁸⁷ <https://transalt.org/blog/the-open-streets-story>

⁸⁸ <https://www.diningoutnyc.info/>

⁸⁹ <https://www.governor.ny.gov/news/governor-cuomo-signs-legislation-permitting-use-municipal-space-outdoor-dining>

⁹⁰ <https://www.andrewcuomo.com/issues>

⁹¹ <https://www.nytimes.com/2025/10/16/nyregion/how-the-candidates-would-run-new-york-city-in-their-words.html>

vehicular access on streets adjacent to schools is limited during school hours, and called for the program to be universal. He has also called for greater public investment in neighborhood-level pedestrianization.⁹² He has argued that reallocating street space to people rather than cars improves both safety and community vitality, and that streets can be shared, multi-use public assets rather than primarily as vehicular transportation corridors.⁹³

Curtis Sliwa

Sliwa has not released a detailed platform on outdoor dining or pedestrianization in his 2025 campaign, although he has expressed a need to require restaurants to properly maintain their outdoor dining structures.⁹⁴ In previous remarks, he expressed concern that outdoor-dining structures take space from cars and cyclists, and should be scaled back.⁹⁵ Sliwa has made sidewalk cleanliness a focus of his campaign, and pledges to expand street cleaning, litter basket pickups, and trash pickups.⁹⁶ In addition he has pledged to support community based beautification and mural programs.⁹⁷

TAXI AND FOR-HIRE VEHICLE (FHV) INDUSTRY

The taxi and for-hire vehicle industry has undergone dramatic change in New York City over the past decade, shaped by the rise of app-based ride-hailing, fluctuating medallion values, and evolving labor and insurance frameworks. Once the backbone of the city's regulated transportation system, the yellow taxi sector has faced steep financial decline since 2014, when medallion values plummeted amid competition from companies like Uber and Lyft.⁹⁸

In response, city and state leaders have periodically sought to stabilize the market and support drivers through debt-relief programs,⁹⁹ licensing caps,¹⁰⁰ and fare surcharges.¹⁰¹

Debt relief programs: Mayor de Blasio launched the Medallion Relief Program in 2021, which Mayor Adams continued and expanded, to support debt restructuring agreements brokered between lenders and drivers in partnership with the New York Taxi Workers Alliance (NYTWA). In addition, the TLC under the Adams administration streamlined licensing and insurance compliance processes.¹⁰²

FHV Cap: In 2018, in an effort to protect driver wages and address congestion, the Taxi and Limousine Commission enacted a cap on the number of for-hire vehicles which can operate in the City.

⁹² <https://nyc.streetsblog.org/2025/05/12/decision-2025-mayoral-hopefuls-discuss-the-death-of-outdoor-dining>
⁹³

https://www.reddit.com/r/MicromobilityNYC/comments/1jjuagq/my_name_is_zohran_mamdani_and_im_running_for_nyc/

⁹⁴ <https://www.nytimes.com/interactive/2025/10/15/nyregion/nyc-mayor-issues-mamdani-cuomo-sliwa.html>

⁹⁵ <https://abc7ny.com/post/nyc-mayor-debate-eric-adams-curtis-sliwa-election-2021/11147252/>

⁹⁶ <https://www.sliwafornewyork.com/improvenyc>

⁹⁷ <https://www.sliwafornewyork.com/improvenyc>

⁹⁸ <https://council.nyc.gov/data/wp-content/uploads/sites/73/2020/01/Taxi-Medallion-Task-Force-Report-Final.pdf>

⁹⁹ <https://www.nyc.gov/site/tlc/about/taxi-medallion-owner-relief-program.page>

¹⁰⁰ https://www.nyc.gov/assets/tlc/downloads/pdf/pause_explainer_final.pdf

¹⁰¹ <https://www.nyc.gov/site/tlc/passengers/taxi-fare.page#>

¹⁰² <https://www.nyc.gov/site/tlc/about/taxi-medallion-owner-relief-program.page>

The TLC annually reviews the cap by assessing trip volumes, vehicle supply, traffic congestion levels, driver earnings, license attrition rates, outer borough service, and the availability of charging infrastructure for electric vehicles.¹⁰³ Currently there are approximately 105,000 FHV in operation. Wheelchair accessible vehicles are not subject to the cap and can enter into service immediately.

COVID-19 Livery Vehicle Recovery Act: The number of drivers affiliated with local livery bases dropped from 12,000 to 6,000 due to the economic shutdown caused by the pandemic. Livery vehicle owners whose permits had lapsed during the pandemic were unable to renew their licenses due to the FHV cap. The Legislature and Governor enacted the COVID-19 Livery Vehicle Recovery Act,¹⁰⁴ which enabled TLC to restore those drivers' permits which lapsed during the pandemic.

Electric Vehicle Mandate: In 2023 the TLC set a series of incremental electrification targets for High Volume FHV serves (i.e., Uber, Lyft). Those rules establish that the firms must ensure that 25% of all trips they book are completed by zero emission vehicles or WAVs by 2026. The target is scheduled to increase 20 percent every year until 2030, at which point the policy will reach demand 100 percent of trips be conducted by EV.

Surcharges: In 2019, New York State enacted the Congestion Surcharge, requiring all taxi and FHV trips entering Manhattan below 96th Street to pay surcharges of \$2.50 and \$2.75, respectively, to support the MTA's capital program (note the Congestion Surcharge is separate from, and in addition to, taxi and FHV responsibility under the Congestion Pricing program).¹⁰⁵ The Taxi and Limousine Commission (TLC) has also modernized fleet requirements, introducing wheelchair-accessible¹⁰⁶ and electric vehicle mandates.¹⁰⁷

Mayor Adams supported efforts to stabilize the TLC licensed commuter van sector, which has seen a ninety-percent drop in licensed vans from 2014 to 2024, due to crushing insurance. The Commuter Van Stabilization Program, which launched in 2024 with the support of the New York State government, provides major subsidies for insurance and safety technology measures.

The industry remains a focal point for debates around worker classification, automation, and equitable access to on-demand mobility.

Andrew Cuomo

As governor, Cuomo oversaw and signed a 2017 law which established a statewide regulatory framework for ride-hailing services such as Uber and Lyft.¹⁰⁸ He also enacted the 2019 Congestion Surcharge on taxis and FHV's in Manhattan,¹⁰⁹ a move that generated new funding for the MTA but was controversial among drivers already struggling with lower incomes. Cuomo also won major concessions

¹⁰³ <https://www.nyc.gov/assets/tlc/downloads/pdf/license-pause-report-2025-02.pdf>

¹⁰⁴

https://assembly.state.ny.us/leg/?default_fld=&leg_video=&bn=A10441&term=2021&Summary=Y&Actions=Y&Committee%26nbspVotes=Y&Floor%26nbspVotes=Y&Memo=Y&Text=Y

¹⁰⁵ <https://www.nyc.gov/site/tlc/about/congestion-surcharge.page>

¹⁰⁶ <https://www.thecity.nyc/2025/06/05/yellow-cabs-tlc-wheelchair-accessible/>

¹⁰⁷ <https://www.nyc.gov/site/tlc/about/green-rides.page>

¹⁰⁸ <https://www.nysenate.gov/legislation/laws/VAT/T8A44-B>

¹⁰⁹ <https://www.nysenate.gov/legislation/laws/VAT/T8A44-C>

from the Bloomberg administration towards the introduction of wheelchair-accessible for-hire vehicles, including requiring new medallions to be wheelchair accessible and 20% of the new “green taxi” fleet to be accessible.¹¹⁰

As Mayor, Cuomo would appoint at least one Commissioner to the TLC Board that is a driver.¹¹¹ He would also seek to appoint an “industry advisory committee” to identify inefficient regulations.¹¹² He has also pledged to examine the TLC’s EV mandate, given the potential practical impacts for drivers (i.e., are there enough chargers) and economic impacts (i.e., can the industry bear the cost).¹¹³

Zohran Mamdani

Mamdani has been a vocal supporter of taxi drivers and medallion owners affected by the industry’s financial collapse. In 2021, he joined the New York Taxi Workers Alliance hunger strike, which successfully pressured the City to adopt a debt-relief agreement guaranteeing the refinancing of medallion loans at capped interest rates.¹¹⁴

Mamdani’s 2025 campaign platform does not propose policies specific to the taxi and FHV sector.

Curtis Sliwa

Sliwa’s 2025 campaign platform does not propose policies specific to the taxi and FHV sector.

SUBWAY SYSTEM

The New York City subway is the backbone of the region’s transit network, carrying about 3.4 million riders on an average weekday in 2024.¹¹⁵ The subway is administered by Metropolitan Transportation Authority (MTA), an organization that is led by the Governor that balances the New York City mayor’s influence with regional interest. The mayor does appoint four members to the MTA board, who can play a role in pushing for City priorities at the authority.

In general, though, the City’s role is mostly limited to addressing crime and disorder on the subway. The Adams administration has prioritized coordination with the MTA on subway safety,¹¹⁶ including joint NYPD and MTA Police Department operations to address subway crime and expanded mental-health outreach in stations.¹¹⁷

¹¹⁰ <https://www.politico.com/states/new-york/albany/story/2011/12/kuomo-collects-his-share-of-a-bloomberg-project-and-now-outer-borough-new-york-will-have-taxis-too-001957>

¹¹¹ <https://www.blackcarnews.com/article/have-your-voice-heard-vote-in-nycs-mayoral-election>

¹¹² <https://www.blackcarnews.com/article/have-your-voice-heard-vote-in-nycs-mayoral-election>

¹¹³ <https://www.blackcarnews.com/article/have-your-voice-heard-vote-in-nycs-mayoral-election>

¹¹⁴ <https://www.cityandstateny.com/politics/2021/11/activist-lawmakers-share-taxi-drivers-victory/186641/>

¹¹⁵ <https://www.mta.info/agency/new-york-city-transit/subway-bus-ridership-2024>

¹¹⁶ <https://www.nyc.gov/mayors-office/news/2024/07/mayor-adams-governor-hochul-celebrate-new-subway-safety-milestones-massive-decreases-subway>

¹¹⁷ <https://www.nyc.gov/mayors-office/news/2025/10/mayor-adams-celebrates-one-year-anniversary-of-path-co-response->

Andrew Cuomo

Cuomo's record on the subway is defined by his dual role as both chief executive over the MTA and a vocal critic of its bureaucracy. His 2017 state of emergency declaration¹¹⁸ paved the way for expedited procurement and signal-system upgrades.¹¹⁹ He also launched the "Subway Action Plan," directing nearly \$1 billion toward repairs and maintenance in coordination with Byford's Fast Forward agenda.¹²⁰ Cuomo also frequently deployed MTA police and supported fare evasion crackdowns, framing subway safety as a law-and-order issue.¹²¹

In his 2025 campaign, Cuomo has made subway safety a central focus, emphasizing enforcement, infrastructure, and outreach to restore rider confidence. His plan calls for a stronger and more consistent police presence across the system, upgrades to turnstiles and fare-control areas to reduce evasion, and partnerships with mental-health and housing providers to engage homeless New Yorkers in need of support. Cuomo presents this three-part approach – enhanced enforcement, system improvements, and compassionate outreach – as essential to rebuilding public trust and ensuring safe, reliable service.¹²²

As Mayor, Cuomo would also seek to reallocate responsibility for capital projects from the MTA to a new City-managed team that reports directly to him. The program would focus on upgraded train cars, tracks, signals and other infrastructure; delivering accessibility projects in subway stations; cleaning trains and stations; preparing for climate change and more.¹²³ To implement this plan Cuomo would implement an array of technological and procurement reforms to create new efficiencies.¹²⁴

Zohran Mamdani

Mamdani's Fix the MTA platform, developed with other legislators and advocates, calls for fully funding the MTA's operating budget, increasing subway service and reliability, greater rider representation on the MTA Board and dedicated state funding to reduce the MTA's reliance on farebox revenue. The plan also emphasizes safety through investment in staffing and system maintenance rather than policing, arguing that increased service and station care provide a safer environment than enforcement alone.¹²⁵

Mamdani's 2025 campaign proposes addressing safety and homelessness on the subway through a new Department of Community Safety (DCS), shifting the city's approach from policing to outreach and care. The DCS would deploy teams of peers, mental-health professionals, and EMTs across 100 subway stations to engage individuals in crisis, connect them to treatment and housing, and coordinate with existing advocacy groups. His plan also calls for repurposing vacant commercial spaces in stations for on-site

¹¹⁸ <https://future.mta.info/history>

¹¹⁹

https://static1.squarespace.com/static/5afef986c3c16a2dc6705929/t/5b072571f950b7a5e621a4ff/1527194994914/Fast+Forward+Plan_05-24-2018_3.15PM.pdf

¹²⁰ <https://www.mta.info/document/13951>

¹²¹ <https://www.nytimes.com/2019/06/19/nyregion/newyorktoday/nyc-subway-fare-evasion.html>

¹²² <https://www.andrewcuomo.com/issues>

¹²³ <https://www.andrewcuomo.com/press/cuomo-unveils-comprehensive-plan-have-city-oversee-expedite-mta-capital-projects-deliver>

¹²⁴ <https://www.andrewcuomo.com/press/cuomo-unveils-comprehensive-plan-have-city-oversee-expedite-mta-capital-projects-deliver>

¹²⁵ <https://www.fixthementa.org/>

medical and social services and establishing Transit Ambassadors to assist riders, improve station conditions, and deter disorder through visibility rather than enforcement.¹²⁶

Curtis Sliwa

Sliwa's 2025 campaign centers on restoring safety and order to the subway system through expanded policing and mental-health intervention services. His plan calls for a larger and more visible NYPD Transit Bureau presence, with officers actively patrolling trains and platforms during both peak and off-peak hours. He proposes reinstating and expanding the NYPD Homeless Outreach Unit, pairing specially trained officers with mental-health professionals to engage individuals in crisis, connect them with medical care or shelter, and protect the broader commuting public.

Sliwa also advocates stricter fare-evasion enforcement, the creation of a specialized Subway Crime Task Force targeting repeat offenders, and comprehensive audits of outreach nonprofits to ensure effectiveness. Infrastructure improvements, like better lighting, expanded CCTV coverage, and redesigned station layouts, are central to his strategy, alongside longer-term efforts to address post-pandemic crime trends and oppose reductions in NYPD oversight of the transit system.¹²⁷ Sliwa has questioned the value of the multi-billion dollar extension of the Second Avenue Subway to Harlem.¹²⁸

VISION ZERO AND STREET SAFETY

New York City adopted Vision Zero in 2014, joining a global initiative to eliminate traffic fatalities and serious injuries through safer street design, speed management, and education.¹²⁹ Under the de Blasio administration, the program achieved measurable progress: pedestrian deaths dropped by nearly 40% between 2013 and 2019, and automated speed enforcement and redesigns of high-crash corridors became central tools in the city's approach.¹³⁰ However, progress stalled during the pandemic, as traffic speeds rose and fatalities climbed.¹³¹

The Adams administration has sought to reinvigorate Vision Zero with targeted infrastructure and enforcement initiatives. These include expanding 24/7 speed cameras citywide after state authorization in 2022¹³² and increasing intersection daylighting.¹³³

Andrew Cuomo

As governor, Cuomo supported multiple legislative measures that underpin New York City's Vision Zero framework, including the 2014 adoption of a 25 MPH speed limit and the 2019 expansion of

¹²⁶ <https://docs.google.com/document/d/1a7ejjSZWWIAcxfcWnkYaqvnjihTb0LAOQkj8g10-npg/edit?tab=t.0>

¹²⁷ <https://www.sliwafornewyork.com/safecommute>

¹²⁸ <https://www.youtube.com/live/133Gqfx1Ydg?si=ueR3yUAhjVllcXeF>

¹²⁹ <https://www.nyc.gov/content/visionzero/pages/>

¹³⁰ <https://www.nyc.gov/assets/visionzero/downloads/pdf/vision-zero-year-5-report.pdf>

¹³¹ https://www.nyc.gov/assets/operations/downloads/pdf/pmmr2021/2021_pmmr.pdf

¹³² <https://www.nyc.gov/mayors-office/news/2022/08/mayor-adams-flips-switch-turns-speed-cameras-24-7#>

¹³³ <https://www.nyc.gov/html/dot/html/pr2025/nyc-dot-unveils-new-intersection-design.shtml>

school-zone speed cameras.¹³⁴ In particular, he intervened to avert a potential lapse in the speed camera program during a bruising partisan battle in 2018.¹³⁵

Cuomo has not addressed Vision Zero or street-safety policy in his 2025 campaign materials.

Zohran Mamdani

As an Assemblymember, Mamdani sponsored A.803 (2025), which “establishes in the city of New York a bicycle lane safety program to enforce certain restrictions on the use of bicycle lanes and/or protected bicycle lanes by means of bicycle lane photo devices.”¹³⁶ The legislation did not pass.

Mamdani supports an aggressive expansion of Vision Zero policies, emphasizing street design and automated enforcement over policing. His platform calls for transferring traffic enforcement from the NYPD to the Department of Transportation, arguing that traffic safety should be a civil rather than criminal matter.¹³⁷ He advocates for expanded use of speed and red-light cameras, hardened intersections, and increased funding for pedestrian and cycling infrastructure.¹³⁸ He has specifically supported universal daylighting in New York City.¹³⁹ Mamdani has publicly criticized delays in safety projects and has pledged to fully implement existing DOT redesigns without political interference.

Curtis Sliwa

Sliwa supports City Council legislation that would mandate the study and installation of physical traffic calming measures, such as speed bumps or raised crosswalks, near speed cameras.¹⁴⁰ He would also require a parking and economic impact statement prior to major street redesigns, and intensive tracking of streetlight outage repair times.¹⁴¹

CONCLUSION

The next mayor will have significant influence over how New York City’s streets are designed, managed, and used. Among the many responsibilities of city government, few have such a direct impact on how residents and visitors experience daily life. Decisions about the allocation of street space – between

¹³⁴

https://nyassembly.gov/leg/?default_fld=&leg_video=&bn=A09055&term=2021&Summary=Y&Actions=Y&Committee%26nbspVotes=Y&Memo=Y#

¹³⁵ <https://www.politico.com/states/new-york/albany/story/2018/08/27/state-and-city-join-forces-to-resurrect-speed-camera-program-579523#>

¹³⁶ <https://nyassembly.gov/leg/?term=2025&bn=A00803>

¹³⁷ <https://nyc.streetsblog.org/2025/05/07/decision-2025-mayoral-hopefuls-discuss-saving-us-from-reckless-drivers>

¹³⁸ <https://nyc.streetsblog.org/2025/05/06/decision-2025-mayoral-candidates-answer-question-3>

¹³⁹ <https://nyc.streetsblog.org/2025/10/06/likely-mayor-mamdani-supports-daylighting-as-dot-digs-in-heels>

¹⁴⁰ <https://www.silive.com/transportation/2025/10/speed-bumps-at-nyc-camera-locations-mayoral-candidate-sliwa-backs-safety-proposal.html>

¹⁴¹ <https://www.sliwafornewyork.com/100days>

cars, buses, cyclists, and pedestrians – will play a major role in determining whether the city’s transportation system becomes safer, more efficient, and more sustainable, or whether progress remains uneven and incremental.

While the candidates have laid out priorities on many issues, other areas that shape daily movement like accessibility, ferries, freight, electric vehicle charging and the taxi and for-hire vehicle industry have received limited attention, and we do not necessarily know where the next Mayor stands. In addition, the next Mayor will also shape the future of transportation policy, by either welcoming or resisting innovations like autonomous vehicles, drones, sidewalk delivery robots, and urban air taxis.

Resolving the City’s current mobility challenges, and those that are just over the horizon, will all require clear direction and consistent follow-through from the next administration. The complexity of the city’s transportation system, divided among multiple agencies and overlapping jurisdictions, makes coordination as critical as vision. The ability to sustain long-term programs—across budget cycles, public pressure, and changing political tides—will test the effectiveness of whoever takes office next.

For now, what is clear is the scale of the opportunity. The mayor who takes office in 2026 will inherit a foundation built by years of experimentation and reform, from open streets and outdoor dining to micromobility regulation and congestion pricing readiness. Whether these efforts evolve into a coherent strategy for equitable and efficient mobility will depend on the next mayor’s willingness to use the full reach of their authority to manage the streets as a valuable public resource.