



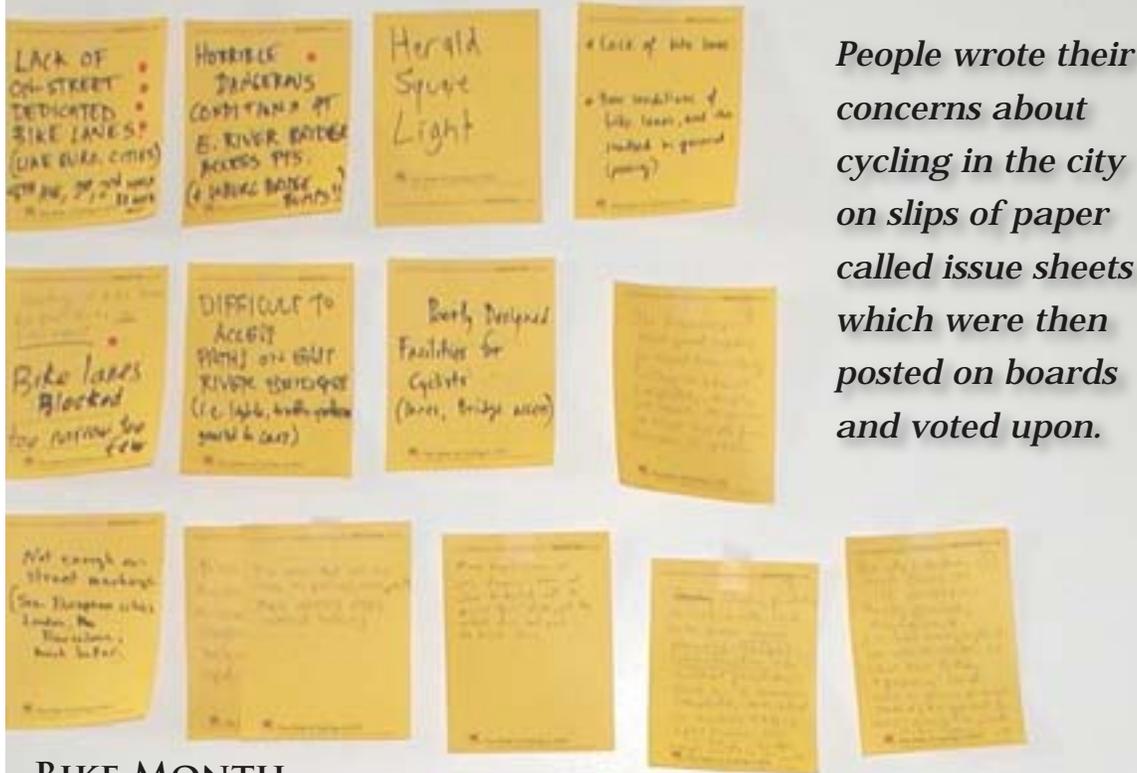
*Participants
writing comments
and suggesting
changes to the
New York City
Cycling Map.*

INTRODUCTION

The Department of City Planning's (DCP) Transportation Division hosted *The State of Cycling in New York City* for BikeMonthNYC 2005. The event, initiated by the Transportation Division's Bicycle, Pedestrian and Greenway Team (BPG Team), was to help celebrate bike month and to promote cycling as a healthy, fun, affordable and viable form of transportation in the city. Held on May 18, 2005, in Spector Hall at DCP's main office in Manhattan at 22 Reade Street, the event emphasized interactivity and communication from and between participants. The goal of the event was to gather information and opinions from city bike riders (an under-represented transportation group) on what they feel is working well in the city cycling environment and what needs improvement. The BPG Team also wanted to connect with local cyclists and cycling organizations, get timely feedback on the present cycling environment in the city, and try to address these concerns through city planning projects. The BPG Team studies and plans various non-motorized transportation projects throughout the city as well as participating in and promoting bike-related activities.



DESIGN



People wrote their concerns about cycling in the city on slips of paper called issue sheets which were then posted on boards and voted upon.

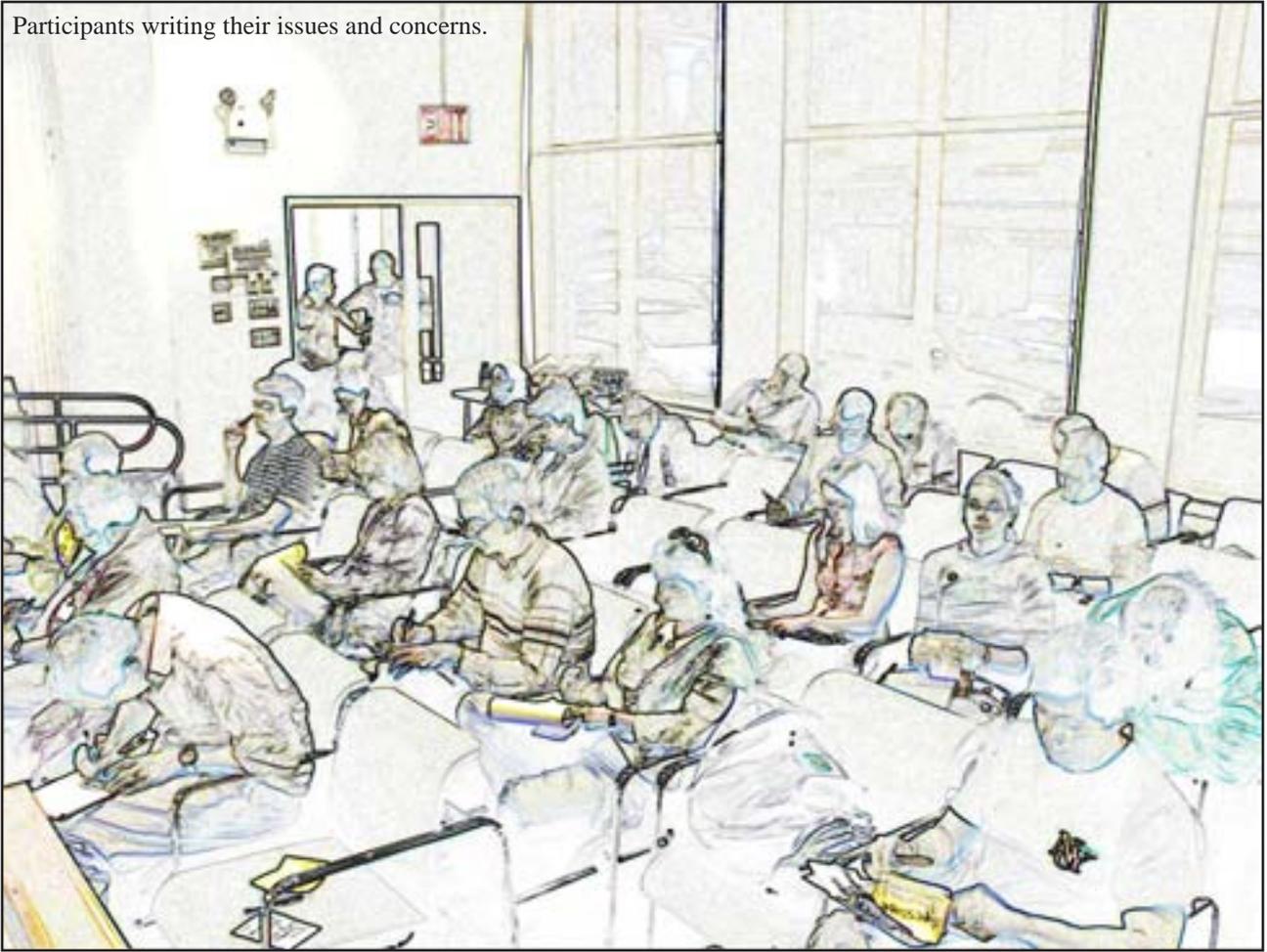
BIKE MONTH

BikeMonthNYC celebrated its fourteenth year in 2005. The annual event held in May continues to grow and expand while attracting more events, organizations, and participants. Some of the featured activities this year were the Five Boro Bike Tour that takes thousands of cyclists around each of the boroughs on a 42-mile ride, Bike to Shea to watch a Mets baseball game, Bike to the Bronx Bombers to see the Yankees play, the NYC Bicycle Show, Tour de Bronx, Tour de Brooklyn, and various rides and events sponsored by groups like the Five Borough Bicycle Club, Time's Up!, Fast & Fabulous, Transportation Alternatives, Recycle-A-Bicycle, and the New York Bicycle Messen-

ger Association. City agencies such as the departments of City Planning (DCP), Parks & Recreation (DPR), and Transportation (DOT), as well as all five Borough President's Offices participated in BikeMonthNYC. *The State of Cycling in New York City* was planned in conjunction with bike month.

Each year at the beginning of May, DCP, along with DOT and DPR, releases a new and updated version of the free *New York City Cycling Map*. The map shows all the city cycling facilities including greenways and bike lanes. The maps are available at the DCP bookstore located at 22 Reade Street in Manhattan (212-720-3667), on the web at www.nyc.gov/html/dcp/home.html and at most bike shops.

Participants writing their issues and concerns.



THE STATE OF CYCLING IN NEW YORK CITY

The evening started with a presentation introducing the BPG Team and highlighting a handful of its projects while outlining some general information concerning the planning of bicycle facilities in the city.

After the presentation, attendees were given three small sheets each of yellow paper and blue paper, referred to as issue sheets, and were asked to write three aspects of the city cycling environment they felt were working well on the blue sheets and three things they felt were not working well on the yellow sheets. The sheets were then gathered and read out loud enabling the author and other participants an opportunity to discuss each issue.

The sheets were then placed on foam boards that were grouped into five general categories: Safety, Government, Design, Bike Facilities, and Miscellaneous. The author of each sheet placed it in one of the categories. While these broad and general themes were important for the event, the BPG Team decided to emphasize the specific issues raised more than the categorization of the issues.

After all of the sheets were read and placed on the boards, each attendee received stickers to place on what they felt were the three most important positive issues and three most important negative issues across all categories. The results of the voting are on pages 6-9.



*“Greenways!!!
Eastside and westside
paths are fabulous.”*

Participants survey the issue sheets placed on the boards.

THE STATE OF CYCLING IN NEW YORK CITY

A total of 141 issue sheets were submitted of which 75 contained negative aspects about cycling in the city compared to 66 positives. Participants placed the most sheets in the categories of biking facilities (46) and government (46) followed by the miscellaneous category (21).

People identified a wide spectrum of issues that exemplified a diverse set of interests and concerns for riders.

All of the positive and negative comments can be found on pages 10-16, ranked according to the number of votes tallied from stickers placed on each sheet. Participants were also asked to write more detailed descriptions of any cycling-related issues or concerns, which can be found on pages 17-22. A small number of comments were illegible and are not included in this report. Participants written comments are represented verbatim in this document.

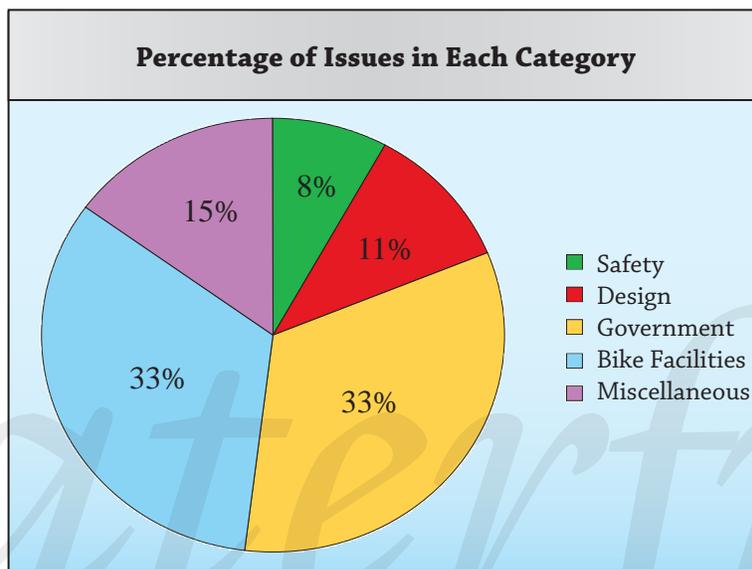
ISSUES PLACED IN FIVE GENERAL CATEGORIES

1. Safety
2. Design
3. Government
4. Bicycle Facilities
5. Miscellaneous



*“Too much
planning for
more and more
cars.”*

Voting on the most significant issues to cyclists by placing stickers on the issue sheets.





VOTING - THE TOP ISSUES

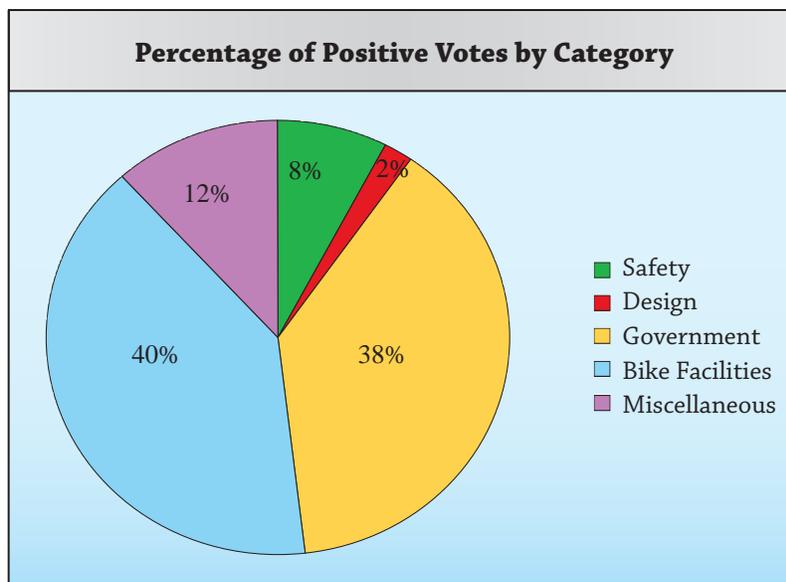
The following is a ranking of the issues that received the most votes by the participants - each person received six stickers to place three stickers on the issue sheets they thought were the most important positive aspects to bicycling in the city and three stickers on what they thought were the most significant negative issues across all categories. This enabled the BGP Team to establish priorities within all of the issues that the participants presented.

The categories of *Bike Facilities* and *Government* received the highest number of both positive and negative votes with *Government* receiving the most negative votes overall, four times as many as *Bike Facilities*. The top positive issues clearly focus on the expansion of bicycling facilities with an emphasis on off-street greenways. Half of the top positive issues are related to greenways with the Hudson River Greenway getting the most votes. The overwhelming support for greenways highlights the need for safe and separated non-motorized facilities and access to the city's waterfront. The second highest number of positive votes went to the recent improvements in Central Park: the reduction in the speed limit from 30 mph to 25 mph, five car entrances closed, and the increase in car-free hours in the park. Tied for third place are the free New York City Cycling Map and the increase in

the number of on-street bike lanes.

The top negative issue - which also received the most votes overall - is the blocking of on-street bike lanes and the lack of enforcement or penalties for people who park or stand vehicles in these areas. With the limited, but increasing number of on-street bike lanes, participants felt that this is also a safety issue because riders are forced to swerve into the adjacent lane to get around vehicles blocking the bike lane.

Three issues tied for second place, with the conflict between the Critical Mass bike rides in Manhattan and the New York Police Department's response receiving a lot of attention during the evening's discussion. In contrast, a few participants mentioned that the Brooklyn Critical Mass bike rides have generally been a positive experience with little or no conflict between the two groups. The lack of indoor bike parking is a long-standing issue for cyclists in the city. Whether they are commuting or riding for recreation, many cyclists do not have a safe and secure place to park their bikes at their destinations. Another issue, bicycle access on the Verrazano Narrows Bridge, is crucial for connections to Staten Island and New Jersey (DCP released a feasibility report in 1997 outlining recommendations to improve access).



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