

BICYCLE FACILITIES AND NETWORK ~ ISSUES

Positives, continued

- Most bridges open to cyclists (except Verrazano Narrows Bridge, Throgs Neck, Outerbridge Crossing and George Washington Bridge midnight to 6am)
- The growing amount of easily accessible recreational riding real estate throughout the five boroughs and metro areas
- Increasing bike lanes
- Increase in the number of bike lanes
- Good progress in bike lane implementation
- The Manhattan Bridge dedicated bicycle lane has knocked 20 minutes off my commute

Negatives

- No connectivity, e.g., U.N. Plaza
- Not enough bike racks (although this is getting better, thank you TA!)
- Lack of enough indoor and outdoor bicycle parking
- No secure parking
- Bridge on/off ramps and integration into traffic
- Entrance and exits to bridges not safe!
- Dangerous transition and access points on important routes, e.g., bridges!
- Road/bike path quality especially on the east side
- Lack of bike parking facilities like park and ride stations at transit hubs a la Europe
- No bike and pedestrian access on Verrazano Narrows Bridge
- No bike access on Verrazano Narrows Bridge
- Some bridges not open to cyclists (Verrazano Narrows, Throgsneck, Outerbridge Crossing and George Washington Bridge from midnight to 6am)
- Not enough racks where they are needed like in the West 30s; Many racks are redundant to existing posts
- Blocking veto by Sutton Place of bikeway

MISCELLANEOUS ~ ISSUES

Positives

- Exercise
- Health exercise if not killed by car
- Sense of connection to city
- Speed in getting around
- Cyclist camaraderie and community
- Clean environment
- Meditation
- There is a very strong cycling community in NYC with strong demand for cycling facilities
- Growing number of cyclists
- Pedi-cab proliferation
- Often faster than train and cheaper too
- Cyclist community and constituency are vocal and proactive
- Group rides safer; community building
- It's possible to bike around NYC!!! (not easy but possible)
- Exercise and \$ saving commute
- Speed, health, fun & efficiency of cycling as transport

Negatives

- Lack of bike culture; aggression
- Too much traffic
- Lack of respect from cab drivers
- Cyclists as second class citizens on the road
- Car and truck drivers lack respect for cyclists – not signaling, cutting bikes off, dooring, and idling in bike lanes



DETAILED COMMENTS

Participants also had the opportunity to write detailed comments. The following is a record of those comments including a few with illustrations.

PLEASE PROVIDE COMMENTS ON THE STATE OF CYCLING IN NEW YORK CITY:

One cyclist drew this intersection of Delancey Street and Allen Street noting a conflict between right turning vehicles and cyclists traveling north in the bike lane.

delancey east

delancey west

Trees

Car Lane

Car Lane

right turn Car Lane

off limit parking shoulder

Allen Street ↑

North

BIKE NYC

The State of Cycling in NYC

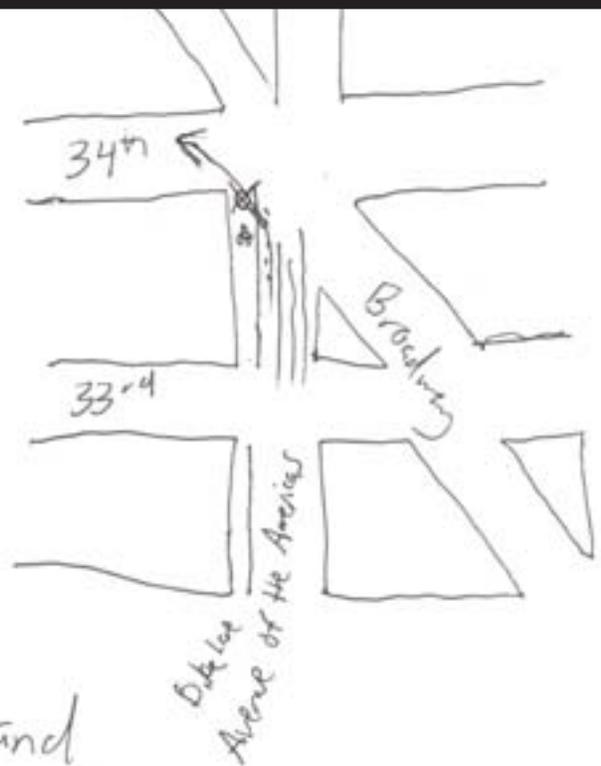
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DETAILED COMMENTS

PLEASE PROVIDE COMMENTS ON THE STATE OF CYCLING IN NEW YORK CITY:

A comment regarding the Herald Square traffic light configuration as it pertains to bicyclists. If cyclists obey the signals & stay in their lane, they put themselves in danger. This is because the cyclists' light is red when the left-turn arrow for autos is green, and the bike lane is to the left of the auto lanes. I have often found that motorists will honk at me to get out of their way so they can turn left. It is frustrating to turn around

The following two-pages were provided by a participant who wrote about a conflict at a busy intersection at Herald Square in Manhattan.



and explain that I am doing what I am supposed to.
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DETAILED COMMENTS

PLEASE PROVIDE COMMENTS ON THE STATE OF CYCLING IN NEW YORK CITY:

The cars turn across the bike lane.

It is much safer to
 get out in the
 second lane ^{from} ~~the~~ the left
 and run the cyclist light.



There is a second
 but related issue. If you proceed forward when
 the cyclist light turns green, the cyclist will
invariably run into a mob of westbound
 pedestrians crossing the Avenue of the Americas.

This makes pedestrians angry.

This comes from a bike commuter who used
 to ride up Sixth from Chinatown to Times Square
 in the late afternoon (around 5:30pm).



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DETAILED COMMENTS

- Please hold a “charette” on improving the NYC bike map. The Five Boro Bike Club & NYCC hold monthly meetings – you could be on the program. Biggest problem is lack of full street names. Need call-out details for River Rd. Why no HH Bridge to Bronx details?
- We need a traffic-calmed central N/S route in Manhattan CBD. Can City Planning do any proposals?
- Why is there no dedicated bike lane featured in the plans for the west side?
- City Planning should reach out to dedicated cyclists & orgs for input, such as Times-up & TA.
- You can construct & dedicate a bike lane on Houston Street.
- Visit Bogota Colombia for a good example of bike lanes, bike culture & positive gov’t involvement in promoting cycling.
- Speeding and red light running should be enforced.
- The cycling map is great - very useful.
- Lack of enforcement of 30mph speed limit for cars.
- Lack of bike education, helmets, safety vests.
- Construct dedicated bike lane Atlantic Ave yards.
- The staff of City Planning should ride bikes as a promotion event.
- Bike lanes on 1-lane east-west streets (e.g. 9th & 10th Streets) are unnecessary at best, and decrease safety at worst. The benefit gained by having a dedicated bike lane on what is essentially a very wide single-lane street is small, and is outweighed by the turning conflict created for right-turning conflicts. I don’t mean to sound like I’m anti-bike lane, they would be better spent on north-south avenues.
- Tell DOT to stop installing “wave” or “ribbon” style racks. They are frequently misused by cyclists, and often lead to damage to rims or derailleurs. It is a terrible design. Two inverted U-racks installed side-by-side provide the same or better capacity, with less chance of incidental damage to bicycles.
- You guys write the zoning code, why don’t you amend it to require some indoor bike parking? And reduce off-street auto-parking requirements while you’re at it!
- Cycling is UNSAFE in NYC. We’ve come a long way, but we have a long way to go too. Bike lanes no good. Greenways need east/west safe access. Car drivers must be trained (DMV) tested (DMV) and ticketed. State laws for hitting/injuring or killing cyclists & peds are woefully inadequate. Rule of 2 MUST be changed. Accident to “INCIDENT”. This is No. 1. Need Manhattan, central protected bike lanes.
- Dogs off the leash in parks is a huge problem. Owners are absent-minded and/or hostile to cyclists. Dogs sometimes chase/startle/attack bikers. Signs say “No Dogs off leash at any time” but this rule is suspended at times only known to a few select people.

*“The state of
cycling is
improving
but we are
nowhere near
where we could.”*