

Next Steps



The bicycle has the potential to become an agent of change for New York City. Bicycle-friendly cities, such as Seattle, Portland, Davis, and Madison, are consistently ranked among the nation's most livable places. A long range vision for New York City as a place of increased bicycle use and decreased motorized vehicle use points to quieter streets, enhanced parks and open space, cleaner air and more pedestrian-friendly neighborhoods.

Achieving such a long-range vision in the nation's most dense city is a tremendous challenge. Yet it is not out of reach.

Building on the momentum of increased bicycle use in New York City, the two year old BND Project has made significant inroads toward the goal of increasing cycling. The implementation of on- and off-street routes will now be guided by an identified citywide network. In addition, the Project is scheduled to distribute the *New York Cycling Map*, the City's first bicycle map, in conjunction with the release of the *Plan*. By identifying a network of the most bicycle-friendly streets, with connections to the city's major cultural, recreational and educational institutions and employment centers, the map will encourage cycling for recreation and commuting and instruct cyclists and in-line skaters on regulations and appropriate behavior. In ad-

dition to the efforts of the BND Project, City agencies have received over \$61 million in federal funds to plan, design and construct individual greenway projects, further implementing the BND's city-wide network.

Finally, the institutionalization of cycling, perhaps the most critical measure needed to increase cycling, has made significant progress. Formal organizations of multiple agencies and advocacy groups, such as the Mayor's Bicycle Pedestrian Advisory Committee exist for the exchange of information on the state of cycling in New York City. In addition, the Bikeway/Walkway Working Group is now a formal entity of the New York Metropolitan Transportation Committee, playing a critical role in the development of the region's Long Range Transportation Plan. None of these organizations were formally recognized as little as a year ago.

Much remains to be done, however. While the institutionalization of cycling has made progress, cycling is far from being considered a viable alternative in the city's transportation system. This is most evident in the recent opposition expressed by some of the city's communities to proposals for on-street bicycle lanes. However, with the *New York City Bicycle Master Plan*, the City can now follow a logical, cohesive plan in its efforts to increase cycling. (See Appendix A for a summary list of the *Plan's* recommendations). In addition, The BND Project has received authorization for Phase II, and a number of the Project tasks will implement recommendations from the *Plan*:

Bicycle Facility Capital Planning Process

A capital planning process will be established in BND II to ensure that bicycles are included, where appropriate, in capital projects. The projects include those recommended in the *Bicycle Master Plan*, the *NYC Greenway Plan* and long range transportation plan, *Critical Issues*

- *Critical Choices: A Mobility Plan for the New York Region Through the Year 2015* by the New York Metropolitan Transportation Council (NYMTC). The establishment of a Capital Planning Process will better ensure the institutionalization of cycling.

Route Planning and Development

BND II will define scopes of work for those Greenway projects which have not received separate funding and continue to implement on- and off-street facilities.

Bicycle Parking and Storage

BND II will install additional on-street racks, increase bicycle access and storage in public and private buildings and, working with the MTA Metro North and the Long Island Railroad, install secure storage at major intermodal stations.

Bicycle Data Collection

BND II will develop a comprehensive system to collect and analyze bicycle data throughout New York City. This system will establish a historical record of usage at select locations and provide important information on existing and potential mode share and vehicle emission reductions.

Public Awareness Campaign

BND II will expand its efforts to improve bicycle safety, education and public perception by working with the City's established educational initiatives, such as DOT's Traffic Safety Division. In addition, BND II will emphasize efforts to deter bicycle theft through the expansion of the NYPD's bicycle registration program and promote equitable enforcement of bicycle, pedestrian and motor vehicle laws.