

BIKE THE BRONX

A Report for the Need for Increased On-Street Bicycle Parking in The Bronx



PARKING



*A Report by Bronx Borough President Adolfo Carrion
October 2008*

TABLE OF CONTENTS

	PAGE
Executive Summary	1
1) Introduction	3
2) The Need for More Bicycling in The Bronx	4
3) Bicycling in the Bronx	5
4) The Importance of Bicycle Racks	6
5) Current Initiatives to Increase Bicycle Racks	7
6) Chicago’s Successful Efforts	9
7) Conclusion	10
8) Recommendations	11



EXECUTIVE SUMMARY

Bronx Borough President Adolfo Carrion has set the goal of making the Bronx the most bike-friendly borough in the city. This goal is driven by a desire to reduce the borough's environmental pollution from car traffic, improve the health of Bronxites, and help residents save money on transportation costs. The Borough President will partner with the New York City Department of Transportation (DOT) to install more bicycle parking racks around the Bronx. With other initiatives such as the annual *Bronx Bicycle to Work Day*, *Car Free Days* on the Grand Concourse, *Tour de Bronx*, and The Bronx Greenway; the call for more bicycle parking is the latest part of the Borough President's larger goals of providing a better bicycle transportation network in the borough.

The Bronx faces a serious problem of pollution from gas emissions of cars that travel along major highways and streets in the borough. This pollution has been shown to directly contribute to increasing rates of asthma incidents for children and adults. By encouraging more residents to bicycle to work instead of driving their cars, pollution and asthma rates will be reduced. It is not an unrealistic goal to think that many Bronx residents could switch to bicycling to get to work. After all, there are a huge number of residents that live and work in the Bronx. Similarly, obesity is a major issue for Bronx residents. Many Bronx residents lack nearby access to parks or recreational facilities, and as a result do not get any regular exercise. By bicycling, residents could get more exercise. High transportation costs for Bronx residents who rely on their cars as the primary source of transportation in another area of major concern given today's record high gas prices and car maintenance costs. Bicycles are cheap to maintain compared to cars, and residents could bicycle to work and to other destinations to save money.

To provide an incentive to these potential cyclists, the Borough President aims to ensure that anywhere residents need to go they'll have a place to safely store a bicycle. Although a small percentage of Bronx residents currently bicycle for work or recreation, the number is growing and increased bicycle usage could occur if there are more bicycle racks installed. Bicycle racks are cost effective and can play a key role in making bicycle riding more convenient.

Currently, the Bronx has significantly less bicycle racks than other boroughs. Importantly, the locations of bicycle racks are driven by requests that the New York City Department of Transportation (DOT) receives from residents, community organizations and business. While efforts have been made by DOT to increase the number bicycle racks in The Bronx, people from Brooklyn and Manhattan have submitted many more requests for bicycle racks than in The Bronx. The Bronx can have more bicycle racks if more residents requested them.

To raise awareness about the benefits bicycling, the Borough President has drafted this report entitled, "*Bike The Bronx*," to explore the types of locations where bicycle racks could be installed in the Bronx and who they can benefit the most. The Borough President is also starting the *Bike The Bronx* initiative to urge residents, community organizations and businesses to request more bicycle racks for locations in their neighborhoods. The Borough President will raise awareness about the benefits of bicycling and take requests from Bronx residents for bicycle rack installations. The Bronx Borough President will work closely with DOT to ensure bicycle racks are installed in strategic locations that will encourage the most bicycle riders.

SELECTED FINDINGS

There are serious environmental, health and economic concerns that bicycling can address.

- A study found that schools closest to highways and major roads have asthma rates about 30% to 50% higher than schools farther away from traffic. It has been demonstrated that a short, four-mile round trip by bicycle will keep 15 pounds of pollutants out of the air.
- 1 in 4 adults in the South Bronx is obese, and 2 out of 3 are overweight. One hour of moderate bicycling could burn up 472 calories for a person who weighs 130 lbs.
- Based on gas prices of \$3.60 per gallon, the annual direct cost of operating a passenger car 15,000 miles per year is approximately \$12,500. The annual operating cost of a bicycle is \$200, only 1.5% of the cost of maintaining the average car.

There are many Bronxites that could benefit from increased bicycle parking.

- Daily commuters, recreational riders, short trip riders, and commercial riders.
- There are nearly 1,500 daily bicycle commuters in The Bronx.
- In the 2007 *Tour de Bronx* ride, there were 2,000 recreational riders from The Bronx.

There are many more Bronxites that could bicycle to commute instead of drive a car.

- Over 168,000 residents, 41% of the labor force, live and work within The Bronx
- Almost 32% of Bronx commuters travel less than 30 minutes to work.
- The Bronx has the highest percentage (57%) of auto commuters who drive alone to a job less than 30 minutes away from their home in the city.
- Many Bronx residents travel by bus to get to the nearest subway station to commute to work.

More bicycle racks can encourage more Bronx residents to bike.

- 80% of people willing to commute by bicycle cited safe bicycle parking as a critical issue.
- Studies have found that the installation of bicycle racks can significantly reduce bicycle theft.

There are too few bicycle racks in The Bronx

- The Bronx's current 413 bicycle racks only have capacity for 2,000 bicycles.
- Currently, The Bronx has 413 bicycle racks, compared to 3,077 in Manhattan; 1,389 in Brooklyn; 514 in Queens; and 274 in Staten Island.

SELECTED RECOMMENDATIONS

1. Residents must be made aware of the benefits of bicycling and request more bicycle racks.
2. Bicycle racks should be placed in strategic locations, such as train stations and work destinations, to encourage more commuters to bike to work.
3. Bicycle rack installations should be placed at strategic locations, like parks and major recreational attractions, to increase recreational riding.
4. Bicycle rack installations should make commercial districts more bike friendly along major heavily trafficked business inter-sections and shopping areas.

1. INTRODUCTION

Bicycle riding for commuting, running errands and recreation is an increasingly popular form of transportation in The Bronx and New York City. Bronx Borough President Adolfo Carrion wants to encourage more residents to ride bikes because this will result in a healthier population, a cleaner environment and lower transportation costs. We know that making bicycling more convenient is crucial to making it a viable form of transportation and increasing the number of bicycle riders in The Bronx. Increasing the number of bicycle racks in the borough is a critical step to making bicycle riding more popular because it will provide greater convenience to bicyclists and a safe place to keep their bikes.

The Bronx lags behind other boroughs in the number of bicycle racks installed. Currently, Brooklyn and Manhattan have significantly more bicycle racks than The Bronx. Largely, this is the result of the fact that the most requests for bicycle racks have come from these boroughs and bicycle rack installation is driven by the number of requests from the public and organizations. Therefore, in conjunction with this report, this office is launching the “Bicycle The Bronx” awareness campaign. This office will continue to promote bicycling in the Bronx and encourage residents to request more bicycle racks through this office and the New York City Department of Transportation (DOT).

This report will first discuss the need for bicycling in The Bronx due to environmental, health, and economic concerns and how bicycling can address these issues. The report then explores the important role that bicycle racks play in encouraging more people to ride bikes. To demonstrate the large number of Bronxites that could be riding bikes, the report examines the existing and potential bicycling population in The Bronx. Next, the report examines DOT’s efforts to increase bicycle racks citywide and in The Bronx. To put New York City into context, the report describes Chicago’s successful efforts in increasing bicycle ridership and bicycle racks in all neighborhoods of that city. Next, the report evaluates the populations that can benefit most from increased bicycle rack parking, and recommends the types of sites where expanding bicycle parking makes the most sense in The Bronx. Lastly, this report encourages Bronx residents to “Bike The Bronx” and contact our office or DOT to request a bicycle rack.

As an avid cyclist and an urban planner, Bronx Borough President Adolfo Carrion has for more than a decade sought to champion cycling as a healthy, fun, affordable and viable alternative form of transportation. While a member of the City Council in 1999, Carrion introduced a landmark bill (Int. 584) to require commercial buildings to make reasonable efforts to provide access to safe storage areas for tenants with bicycle s. The goal of the bill was to allow people commuting to work via bicycle and working in commercial buildings to bring their bicycle s on freight elevators or be provided with secure bicycle parking.¹ While this legislation did not succeed, it paved the way for a bill that would follow several years later by Council Member David Yassky who is working to provide more safe storage areas for bikes in the city.²

¹ Carrion, Adolfo. "Int. 0584-1999." *The New York City Council*. 15 July 1999. City Council. 15 Oct 2008 <<http://webdocs.nycouncil.info/textfiles/int%200584-1999.htm?cfid=2434432&cftoken=8723337>>.

² Yassky, David. "Int. 0038-2006." *The New York City Council*. 01 Feb 2006. City Council. 15 Oct 2008 <http://www.nycouncil.info/html/legislation/legislation_details.cfm?id=int%200038-2006&type=all&year=2006&sponsors=yes&reports=yes&history=yes>.

Since becoming Bronx Borough President in 2002, Carrion has continued to support efforts to encourage people to commute to work via biking by sponsoring an annual *Bronx Bicycle to Work Day* with Transportation Alternatives and NYC Department of Transportation as a part of *Bike Month NYC*. In addition, Carrion reintroduced car-free days on the Grand Concourse in 2006, after the program had ended in 1990s, to encourage biking along the boulevard. Under his leadership from 2002 to 2008, Carrion has also continued an annual borough-wide bicycle ride, the *Tour de Bronx*, to expose residents to the attractions of the borough and benefits of bicycle riding. This ride grew to over 6,000 bicycle enthusiasts last year.

This spring, Carrion released the 2008 Bronx Greenway Report (an update of the 1993 Bronx Greenway Plan), which provided an assessment of the borough's greenways and on-street connectors, as well as identifying the most appropriate corridors for expanding a comprehensive greenway network with off-road pathways and on-road connections for bicycling. Greenways serve as both recreation and travel space, connecting the people of The Bronx with quality recreation spaces, greenery, and providing alternative transportation options. A well designed greenway can serve a broad spectrum of the population and function as part of a non-motorized transportation infrastructure. Visitors using these pathways should be able to stop off in a Bronx neighborhood and easily find parking for their bicycles. To that end, this report indicated that bicycle racks are essential to making these pathways useful and convenient for a larger number of people.³

2. THE NEED FOR MORE BICYCLING IN THE BRONX

Bronx residents are facing serious environmental and health problems that could be lessened by making bicycling convenient and safer with more bicycle racks. In addition, with current rising gas prices and high operating costs for a car, bicycling could provide considerable savings for Bronx residents.

If more residents bicycled to work, there would be fewer cars on the highways and less environmental pollution that contributes to incidents of asthma within the borough. The South Bronx has heavy traffic volumes of cars passing through several major highways and streets. For two schools in a study that were closest to these major roads, P.S. 154 and C.S. 152, the amount of elemental carbon that aggravates asthma was about 30% - 50% higher than schools farther away from traffic. On days when traffic was highest, the children's asthma symptoms doubled.⁴ More bicycling by commuters could reduce emissions of harmful gases and particles from cars that are the leading cause of asthma. It has been proven that a four mile round trip by bicycle instead of a car keeps 15 pounds of pollutants out of the air every year.⁵

It has been proven that a four mile round trip by bicycle instead of a car keeps 15 pounds of pollutants out of the air every year.

³ Carrion, Adolfo. 2008 Bronx Greenway Report. Bronx Borough President's Office. Bronx, NY, 2008. 1-35.

⁴ Thurston, Professor George D.. "South Bronx Environmental Health Policy Study." Final Report of NYU School of Medicine Research(Feb. 2007): 1-31.

⁵ World Watch Institute.

In addition to asthma, obesity is a major health concern for Bronx residents. Significantly, if more people bicycled either to work or for recreational purposes, Bronx residents would be healthier and have less weight problems. One in four adults in the South Bronx is obese, and 2 out of 3 are overweight. A study on obesity in the South Bronx has shown that the prevalence of obesity corresponds with a lack of physical activity. Nearly 4 out of 10 adults in the South Bronx reported not getting any regular exercise. Many of these adults also reported not bicycling or walking to work or run errands.⁶ Bicycling has been proven to decrease levels of body fat, which leads to weight loss. In one study done on a diet and exercise program, it was found that an hour of moderate effort bicycling at 12-13.9mph could burn up 472 calories for a person who weighs 130 lbs; 563 calories for a person of 155 lbs; and 690 calories for a person who weighs 190 lbs.⁷

With gas prices rising, the economic benefits of replacing auto trips with bicycle trips—in terms of spending on cars and gas—can be substantial. Based on gas prices of \$3.60 per gallon, the annual direct cost of operating a passenger car 15,000 miles per year is approximately \$12,500.⁸ The annual operating cost of a bicycle is \$200 and represents only 1.5% of the cost of maintaining the average car.⁹

3. BICYCLING IN THE BRONX

Based on an analysis of Bronx residents who drive or take public transportation to work on a daily basis within the borough, there exists a large potential bicycling population who could be enticed to ride with more bicycle racks.

The current bicycling population is very small compared to the rest of New York City. There are four types of people who ride bicycles in The Bronx and they can directly benefit from increased bicycle parking in the borough: daily commuters (full or partial trip); recreational riders; short trip riders (neighborhood errands, small shopping trip riders, etc.) and commercial riders (delivery persons or messengers).

Daily bicycle commuters in the Bronx are a small but growing segment of the New York City commuting population. The 2007 American Community Survey (ACS) counted 1,481 Bronx daily bicycle commuters, or .28% of 522,000 in The Bronx commuting labor force.¹⁰ In the Bronx, bicycles are also used for recreation at all ages. According to a 2007 bicycle survey by the NYC Department of City Planning, two percent of all New York City bicycle commuting trips originate in The Bronx.¹¹

Many residents are commuting to work by car or public transportation when they could be bicycling instead. Over 168,000 residents, 41% of the 522,000 people in the labor force, live and

⁶ NYC Department of Health and Mental Hygiene, "A Neighborhood Report from The Bronx District Public Health Office." *Obesity in the South Bronx: A Look Across Generations* (May 2007).

⁷ Nutristrategy, *Nutrition and Fitness Software* 3 October 2008 <<http://www.nutristrategy.com/index.htm>>

⁸ "Why Bikes Belong." 3 Oct 2008 <<http://www.bikesbelong.org/statistics>>.

⁹ Ibid.

¹⁰ American Fact Finder (U.S. Census Bureau). "Table 08301: Means of Transportation to Work." *2007 American Community Survey 1-Year Estimates*. 2007.

¹¹ Department of City Planning, Transportation Division. "The New York City Bicycle Survey." New York City, 2006.

work within The Bronx.¹² Almost 32% of Bronx commuters travel less than 30 minutes to work, over half of them by car.¹³ Of the 5 boroughs, The Bronx has the highest percentage (56.7%) of auto commuters who drive alone to a job less than 30 minutes away from their home.¹⁴ Of the nearly 100,000 Bronx residents who travel 20 minutes or less to work, over 43% travel alone by car.¹⁵ In several neighborhoods of The Bronx, residents do not have nearby subway stations so commuting by public transportation requires a bus connection to the subway or they have to drive to the subway. These residents travel by bus or car to get to the nearest subway station to commute to work. In addition, residents commute via east and west crossings within the borough on public buses. If more bike racks were installed throughout The Bronx, this population who now commute via car or public transportation could bicycle to their destinations and park their bike near their subway stop.

Current efforts to increase bicycle ridership in The Bronx have demonstrated there are many recreational riders in the borough. In the 2007 *Tour de Bronx* ride, there were approximately 2,000 recreational riders from The Bronx of the 6,000 that participated. In addition, there are several Bronx recreational cycling clubs that hold organized rides; such as Club Dueños de Bicicletas/Classics Bronx Bicycle Club. In shopping districts throughout The Bronx, there are short trip riders who are on their way or returning from shopping and running errands. Commercial riders are also present. Many delivery bicycle riders can be seen along shopping districts in the borough.

Bicycle parking racks bring many benefits to businesses, commuters, shoppers, messengers, deliverers and students who use bicycles and who often do not have a place to park their bikes.

4. THE IMPORTANCE OF BICYCLE RACKS

Bicycle parking racks bring many benefits to businesses, commuters, shoppers, messengers, deliverers and students who use bicycles and who often do not have a place to park their bikes. Bicycle parking racks, when properly situated, also improve pedestrian traffic on city sidewalks by offering an alternative to parking bikes at lamp posts and other sidewalk structures.

However, the most pressing reason that bicycle racks are needed is the beneficial effects that they can have in combating bicycle theft, thus making more people feel safe getting around by bike. Some 70,000 bicycles are stolen in New York City every year.¹⁶ In a recent survey conducted by DOT, 80% of the people willing to commute by bicycle cited safe bicycle parking as a critical issue.¹⁷ A study at the University of California Davis - a school where bicycle theft

¹² U.S. Census Bureau. "County-to-County Worker Flow Files: Residence County to Workplace County Flows for New York." *United States Census 2000*.

¹³ American Fact Finder (U.S. Census Bureau). "Table 08134: Means of Transportation to Work By Travel Time to Work." *2007 American Community Survey 1-Year Estimates*. 2007.

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ <http://www.transalt.org/newsroom/releases/2643>

¹⁷ Department of City Planning, Transportation Division. "The New York City Bicycle Survey." New York City, 2006.

was out of control- found that the installation of bicycle racks contributed to a 73% drop in stolen bicycles from 1994 to 2000.¹⁸

Bicycle racks have an important role in facilitating bicycling to public transportation. Many people drive or take a bus to the train station when they could easily bike. According to the NYC Bicycle Survey, 29% of all commuting bikers ride to stops on other transportation lines.¹⁹ In addition, 67% of people surveyed listed subway stations as an important place to install bicycle racks.²⁰ The benefits of an increase in people biking to subway stops would outweigh the low initial cost of installing bicycle racks.

5. CURRENT INITIATIVES TO INCREASE BICYCLE RACKS

Under the leadership of Commissioner Janette Sadik-Khan, the New York City Department of Transportation (DOT) has implemented a nationally recognized Bicycle Network and continued implementation of a bicycle transportation Master Plan. The mission of DOT is “to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York and to maintain and enhance the transportation infrastructure crucial to the economic vitality and quality of life of our primary customers, City residents.”²¹ DOT manages one of the most complex urban transportation networks in the world, including 5,800 miles of streets, sidewalks, and highways and 789 bridge structures, including six tunnels.²²



Guided by their mission and the City’s environmental sustainability goals, DOT is working to create more environmentally friendly modes of transportation and increasing bicycle ridership is a central part of these goals. The City intends to double bicycle commuting by 2015, in part by expanding bicycle parking and making bicycling more convenient and attractive. Installing bicycle parking racks is a crucial component to increasing bicycle ridership because it provides free and safe locations for people to store their bikes as they commute through the city.²³

The *CITYRACKS* Program

Through the *CITYRACKS* program, DOT is installing bicycle parking racks around the city that anyone can use at no cost. The current standard fixture for bicycle parking consists of variations

¹⁸ Chrismer, Ellen. "Bicycle theft down on campus." *Dateline UC Davis*. 15 June 2001. 7 Oct 2008 <http://www.dateline.ucdavis.edu/061501/DL_biketheftdown.html>.

¹⁹ *The New York City Bicycle Survey*.

²⁰ *Ibid*

²¹ *NYC Department of Transportation*. 2008. Department of Transportation. <<http://www.nyc.gov/html/dot/html/about/dotdoes.shtml>>.

²² "Who We Are & What We Do." *NYC Department of Transportation*. 2008. Department of Transportation. <<http://www.nyc.gov/html/dot/html/about/dotdoes.shtml>>.

²³ "Bicycle Parking." *NYC Department of Transportation*. 2008. Department of Transportation. <<http://www.nyc.gov/html/dot/html/bicyclists/bikeparking.shtml>>.

of a fabricated square steel tube called the "Cityrack" that is mounted on sidewalks. These fixtures occupy little space on the sidewalk and do not obstruct the flow of people or goods. In September, 2008, DOT announced 10 finalists for its bicycle parking rack design competition that will determine the new design for *CITYRACKS*. The competition drew over 200 entrants from 24 states and 26 nations who sought to develop attractive, functional and well-designed sidewalk racks. The city plans to install 1,000 new racks at a cost of \$275 each by July 2009.²⁴

DOT prioritizes the installation of *CITYRACKS* in areas that will benefit from clusters of bicycle parking like commercial strips or major transportation hubs. DOT accepts requests for the installation of *CITYRACKS* from individuals and prioritizes multiple requests and/or "bulk" requests from Community Boards, Business Improvement Districts, civic association or other group community members. Requests can be made online or by mailing in a DOT *CITYRACKS* request form.²⁵

Current and Proposed *CITYRACKS* in The Bronx

Between 1996 and 2008, DOT has installed 5,667 bicycle racks around the city and the annual rate of installation has been increasing. The Bronx has had a total of 413 bicycle racks installed since 1996, with an annual average about 38 new racks a year. During the last two years, the number of racks installed in The Bronx has significantly increased. Fiscal Year (FY) 2007 was a record year for bicycle rack installation in The Bronx with 108 installed. Currently, there are 32 outstanding requests for the bicycle rack installations in The Bronx.²⁶

Despite the recent increase in bicycle rack installations, The Bronx still lags behind other boroughs, particularly Brooklyn and Manhattan.

Between 1996 and 2008: The Bronx has had 413 bicycle racks installed; Manhattan has had 3,077; Brooklyn has had 1,389; Queens has had 514; and Staten Island has had 274 racks installed. On average, Queens and Staten Island have respectively had 47 and 25 bicycle racks installed annually. Until 2007, Brooklyn also had a comparative average as the outer-boroughs but in 2008, the number of bicycle racks increased immensely from 58 in 2005 to 527 in 2008. However, in 2008, The Bronx actually experienced a drop in the number of bicycle racks installed from 108 to 49. In 2008, Brooklyn had 527, Manhattan had 598, Queens had 175 and Staten Island had 28 bicycle racks installed. The Bronx's current 413 bicycle racks, with space for only 2,065 bicycles, are inadequate given our population. In contrast, Manhattan has capacity for over 15,000 bikes and Brooklyn has capacity for nearly 7,000 bikes.²⁷

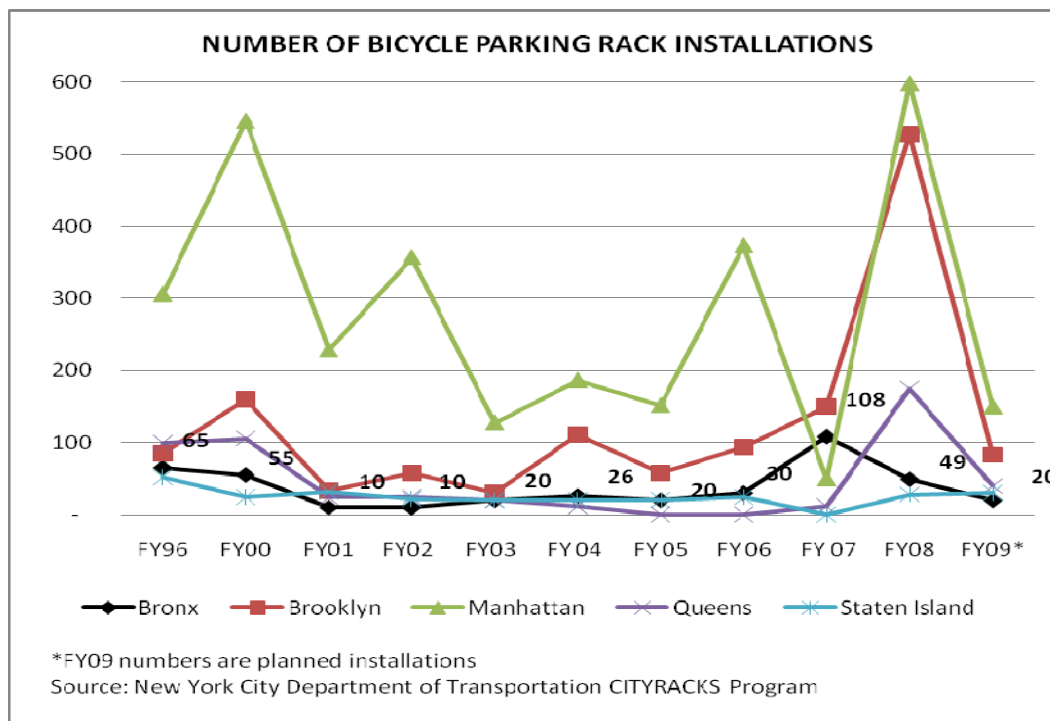
The Bronx's current 413 bicycle racks, with space for only 2,065 bicycles, are inadequate given our population.

²⁴ Magee, Kelly and Bill Sanderson "City Reveals Finalists in Bike-Rack Contest" The New York Post, October 1, 2008.

²⁵ "Bicyclists: CityRacks Program." NYC Department of Transportation. 2008. Department of Transportation. <<http://www.nyc.gov/html/dot/html/bicyclists/bikerack.shtml>>.

²⁶ Accime, Jason. "Bronx Bike Racks." E-mail to 'Noah Franklin'.03 Oct 2008.

²⁷ Accime, Jason. "Bronx Bike Racks." E-mail to 'Noah Franklin'.03 Oct 2008.



The City can do more to increase the number of bicycle rack installations in The Bronx. Since the process to have racks installed is largely driven by requests, residents can play an important role in increasing the number of racks by submitting more requests for DOT. Residents, community boards, representatives from Business Improvement Districts and major institutions in the borough can and should request more bicycle parking racks from DOT through the CITYRACKS program.

6. CHICAGO'S SUCCESSFUL EFFORTS

Another major city similar to New York that has had great success with their bicycle parking campaign is Chicago. There are many lessons that New York City can learn about the implementation of this successful effort to increase bicycle ridership. Last year, the city installed its 8,000th bicycle racks, more than exist in any other U.S. city.²⁸ In addition, there are currently only 0.5 bicycle racks per 1,000 residents in New York City compared to 4.0 per 1,000 residents in Chicago.²⁹ They have been successful in installing 10,000 bicycle racks on public property between 1993 and 2004, more than any other city in the US.³⁰ Chicago has also recently begun construction at 4 transit stations to provide 382 sheltered bicycle parking spots.³¹

Chicago wants to make cycling a safe and integral part of society and continues to ensure the

²⁸ Margolin, Tatyana . "How bike-friendly cities got that way ." *Pittsburgh Post-Gazette*. 18 May 2003. Accessed 17 Oct 2008 <<http://www.post-gazette.com/lifestyle/20030518bikesidelifestyle6p6.asp>>.

²⁹ "Expanding bicycle bicycle parking in New York City." *Appleseed blog*. 21 Jan 2008. 3 Oct 2008 <<http://blog.appleseedinc.com/expanding-bike-parking-in-new-york-city>>.

³⁰ *Ibid*.

³¹ "CTA bike program keeps rolling ahead." *Red Eye*. 29 July 2008. Accessed 17 Oct 2008 <<http://redeye.chicagotribune.com/news/columnists/red-072908-goingpublic,0,4720013.column>>.

successful growth of their bicycle parking program. The city aims to partner with universities, hospitals, and other institutions to establish more bicycle parking in and around Chicago.³² The plan aims to transfer 10% of auto trips under 5 miles to cycling, by constructing a network of 300 miles of bicycle routes, adopting a bicycle parking ordinance and expanding municipal bike-parking facilities, increasing commercial, governmental, and police use of bicycles, and increasing educational programs for cyclists and drivers. In addition to partnering with public institutions, the city will also encourage private organizations to build more parking facilities inside office buildings to encourage biking to work, and provide free consulting services to encourage the installation of indoor bicycle parking at 15-25 buildings per year.³³

One of the largest successful impacts of the Chicago bicycle transportation program is ensuring that bicycling becomes a viable form of transportation in all neighborhoods, regardless of location or wealth.

One of the largest successful impacts of the Chicago bicycle transportation program is ensuring that bicycling becomes a viable form of transportation in all neighborhoods, regardless of location or wealth. The Chicago plan has focused on transportation hubs and popular destinations throughout the city, in addition to encouraging private residences and institutions to provide bicycle parking facilities. This has created a network for bikers throughout the city that all residents can equally enjoy.

7. CONCLUSION

Increasing the number of people who ride bicycles to commute, work and play can dramatically improve the health, environment and economy of the Bronx. New York City and The Bronx are undertaking several innovative initiatives to increase the number of bicycle riders in The Bronx. Unfortunately, too many Bronxites still rely on cars for their daily activities or just don't have a safe and convenient place to park their bicycles. Increasing the number of bicycle racks is an inexpensive, yet effective way to encourage bicycling because it provides a safe and convenient location for riders to park their bikes as they commute to work, run errands or just enjoy recreational activities. This office will work closely with the New York City Department of Transportation to improve their efforts of identifying targeted locations for bicycle rack installations. This office will also encourage more Bronxites to request bicycle racks in their neighborhoods by creating the "Bike The Bronx" initiative. By working together, Bronxites and City government can make The Bronx a great place to bike.

³² Mayor's Bicycle Advisory Council. The Bicycle 2015 Plan. Rep.No. Chicago Department of Transportation, Federal Highway Administration. Chicago, IL: City of Chicago. 2-50.

³³ "Bicycle Planning in North America." Bicycle Blueprint. Transportation Alternatives. <<http://www.transalt.org/files/resources/blueprint/chapter1/chapter1d.html#7>>.

8. RECOMMENDATIONS FOR INSTALLING BICYCLE RACKS

1. Residents must be made aware of the benefits of bicycle riding and request more bicycle racks.

More must be done by DOT and this office to raise awareness about the benefits of bicycle riding and bicycle racks so that they will request more bicycle racks. Many residents find bicycle riding difficult in The Bronx or think bicycle racks will actually block pedestrian and car traffic. By raising awareness about the CITYRACKS program, residents and community organizations will be more likely to want to bike in The Bronx and request more bicycle racks.

2. Bicycle racks should be placed in strategic locations, such as train stations and work destinations, to encourage more commuters to bike to work.

For daily bicycle commuters, all major subway stations, bus transfer stops and commuter line stations should be evaluated for secure bicycle parking. Cycling could provide an alternative to bus, car or taxi trip segments, if there were secure places to park a bicycle at train stations. In some Bronx neighborhoods, the reality of our existing subway and bus systems means that cycling could be the fastest form of transportation. Private institutions should be encouraged to install their own bicycle parking facilities for use by their employees and patrons, and to publicize existing facilities that may be underutilized.

3. Bicycle rack installations should be placed at strategic locations, like parks and major recreational attractions, to increase recreational riding.

Recreational bicycle riders would benefit from racks at all neighborhood and regional parks, playgrounds and other recreational facilities, particular along the Bronx Greenway. Recreational riders in The Bronx should have an expansive transportation network available to them to ride their bikes conveniently and enjoy riding in the borough.

4. Bicycle rack installations should make commercial districts more bike friendly along major heavily trafficked business inter-sections and shopping areas.

Neighborhood commercial strips should be evaluated for bicycle parking locations to accommodate residents carrying out personal errands and delivery people employed at local businesses. Bicycle racks could actually increase the number of customers for businesses.

Recommended Sites for Bicycle Racks:

- Transit Hubs/ Subway stations / Metro North stations
- Municipal and Other Public Buildings (e.g. courthouses, post offices)
- Municipal Parking Garages
- Parks, Playgrounds & Recreation Centers
- Hospitals & Health Clinics
- Community Centers & Senior Centers
- Libraries
- Cultural Institutions (e.g. Bronx Museum, Bronx Zoo, Botanical Gardens)
- Colleges and Schools
- Commercial Corridors & Shopping Centers
- Yankee Stadium & Yankee Garages

OFFICE OF THE BRONX BOROUGH PRESIDENT

Adolfo Carrion, Jr.

PREPARED BY:

Director of Policy
Noah A. Franklin

Deputy Director of Policy
Jessica Colon

Environmental Planner
Laura Stockstill

Policy Interns
Daniel Bianco
Greg Donheiser
Linel Salcedo
Karla Rodriguez

*With special thanks to Transportation Alternatives and the
New York City Department of Transportation*