

Price Tags

Issue 108 August, 2009

Cycling NYC 2



A photograph of a city street scene. In the foreground, a green-painted bike lane runs along the left side of the road. A yellow taxi is driving away from the camera in the middle of the road. To the right, a dark gray pickup truck is also driving away. The background features multi-story brick buildings, some with fire escapes, and a clear sky. The text 'Brick Red' is overlaid at the top, 'Taxi Yellow' in the middle, 'Asphalt Gray' on the right, and 'Bikeway Green' at the bottom left.

Brick Red

Taxi Yellow

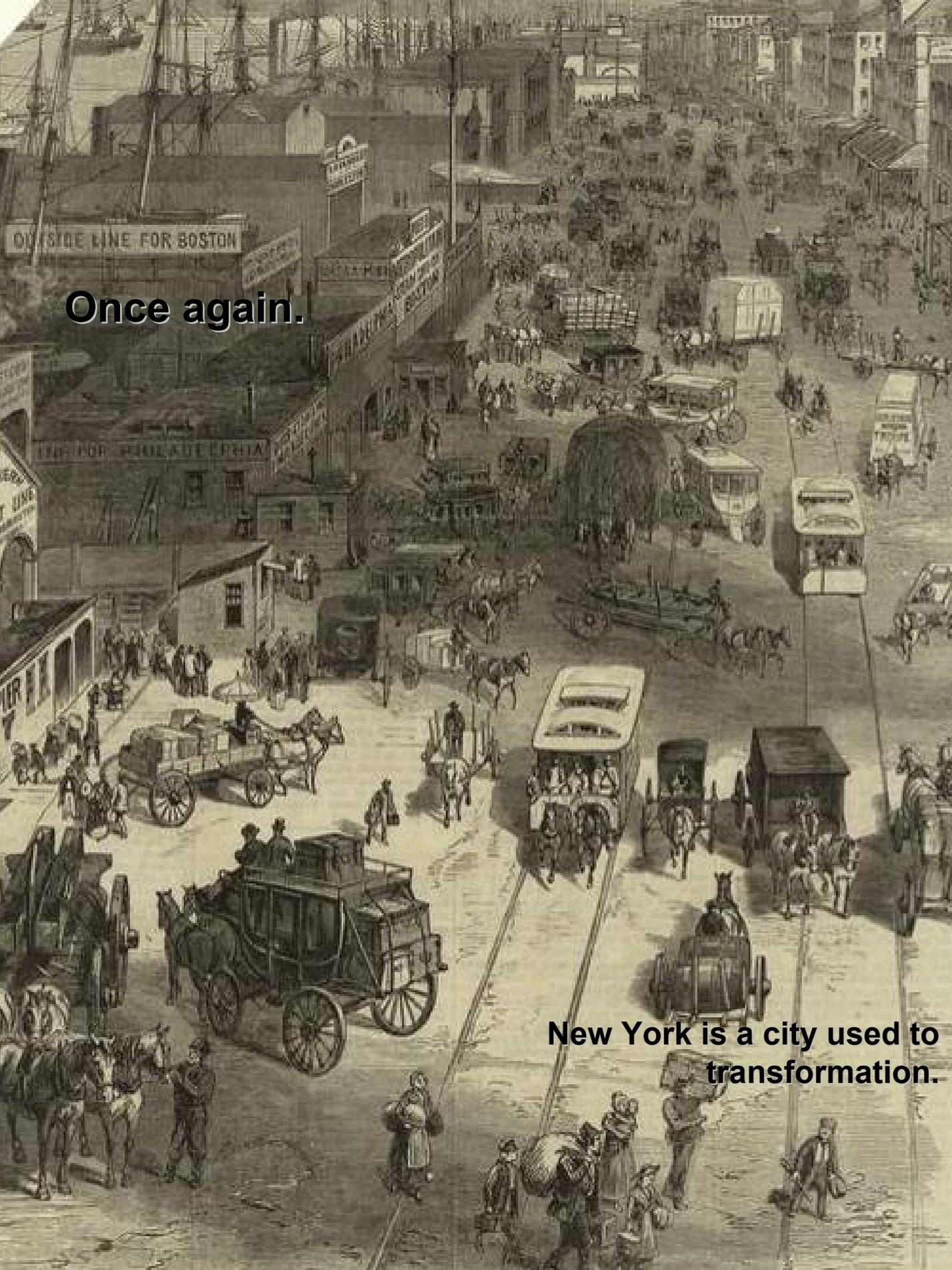
**Asphalt
Gray**

There's a new colour
in the New York palette:

Bikeway Green



In Manhattan, as in [Paris](#),
this is a transformative time.



Once again.

New York is a city used to transformation.

The Manhattan waterfront was once a working port.



The shoreline was devoted to road and rail.



FDR Drive



Henry Hudson Parkway

Now these riverfronts are being transformed into greenways.

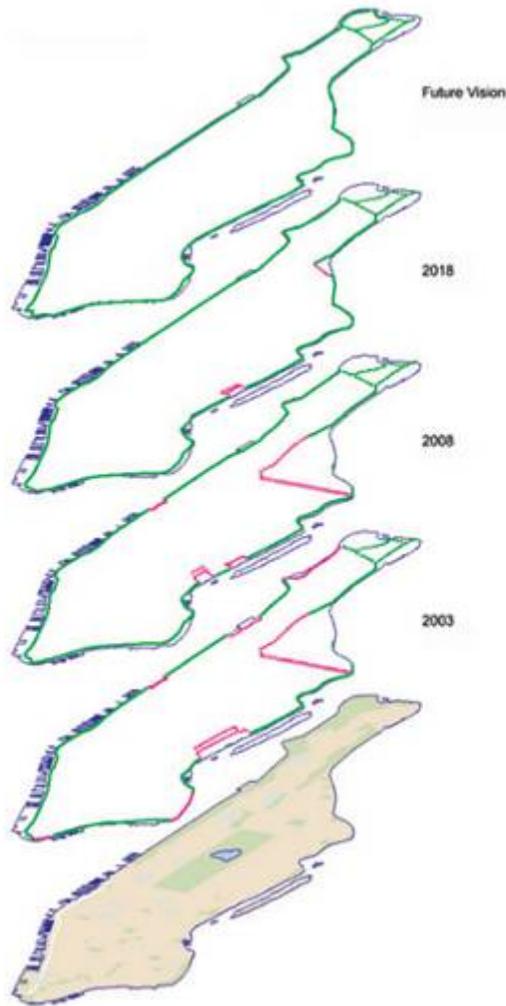




Since the mid-1990s, the State and City have been developing the [Hudson River Park](#) – five miles, 550 acres.



The vision:
a complete
connected
Manhattan
Greenway



More than 20 of the 32 miles of the Manhattan Waterfront Greenway are on the water or otherwise complete.

Twelve miles to go.





Future plans have the greenway cantilevered over the river from the existing shoreline ...



... as underway at the East River Park below the Williamsburg Bridge.

For the first time in Manhattan's history, the neighbourhoods between Midtown and Downtown Manhattan will have access to the waterfront for active transportation.

These neighbourhoods - the East and West Villages, Loisaída, SoHo, Tribeca, the Lower East Side, NYU and Cooper Union - all have a high percentage of students and residents inclined to adopt cycling.

The maximum distance across the island is about three miles on flat terrain – comfortable for cycling. Depending, that is, on whether there is a connected grid of safe routes.





That's the intent of the City's concentration of bike paths, lanes and cycle tracks within one mile of Cooper Union at Astor Place.

Go here for interactive [NYC Bike Maps](#).

New York City's bike map is [here](#).



The network (the blue routes) consists mostly of painted lanes.





Even in the tight,
congested grid of New
York, they find room
to build separated
cycle paths.

(Though not everyone is a fan.)



Cars are shifted away from the curb to the other side of a buffer zone so that cyclists are protected from sudden 'dooring.'

In one of the most ambitious projects in North America, New York has constructed **cycle tracks** (the green routes) on its major west-side avenues.

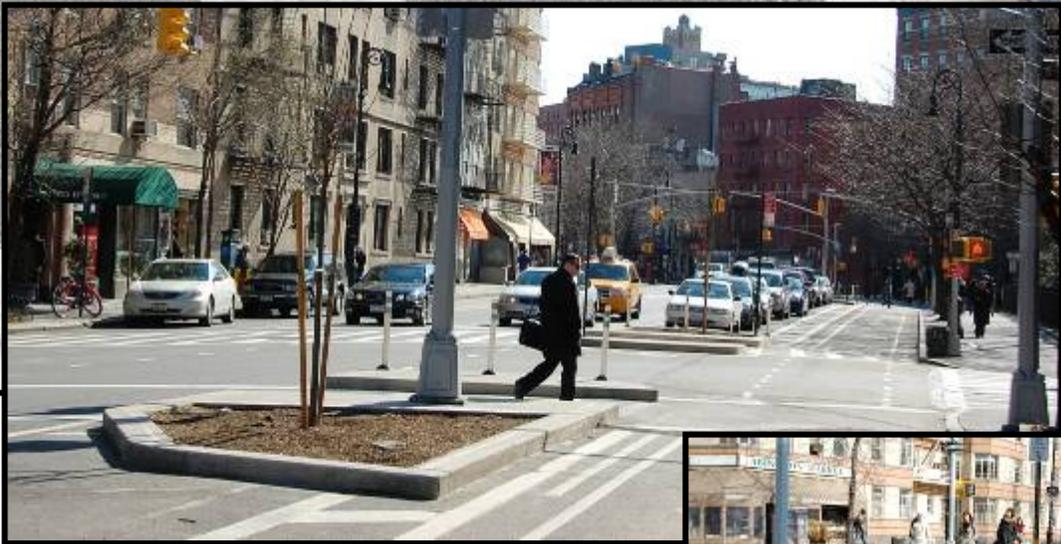


These are the new streets of New York.

[Here's](#) a guide to their design.

Cyclists get the curb lane, away from the moving vehicular traffic.





Pedestrians have sanctuaries and shorter crossing distances.

Intersection movements are controlled by traffic signals, to accommodate cyclists going straight and drivers turning left.

Note the green signal for cyclists and the red stoplight for motorists. Each waits a turn.



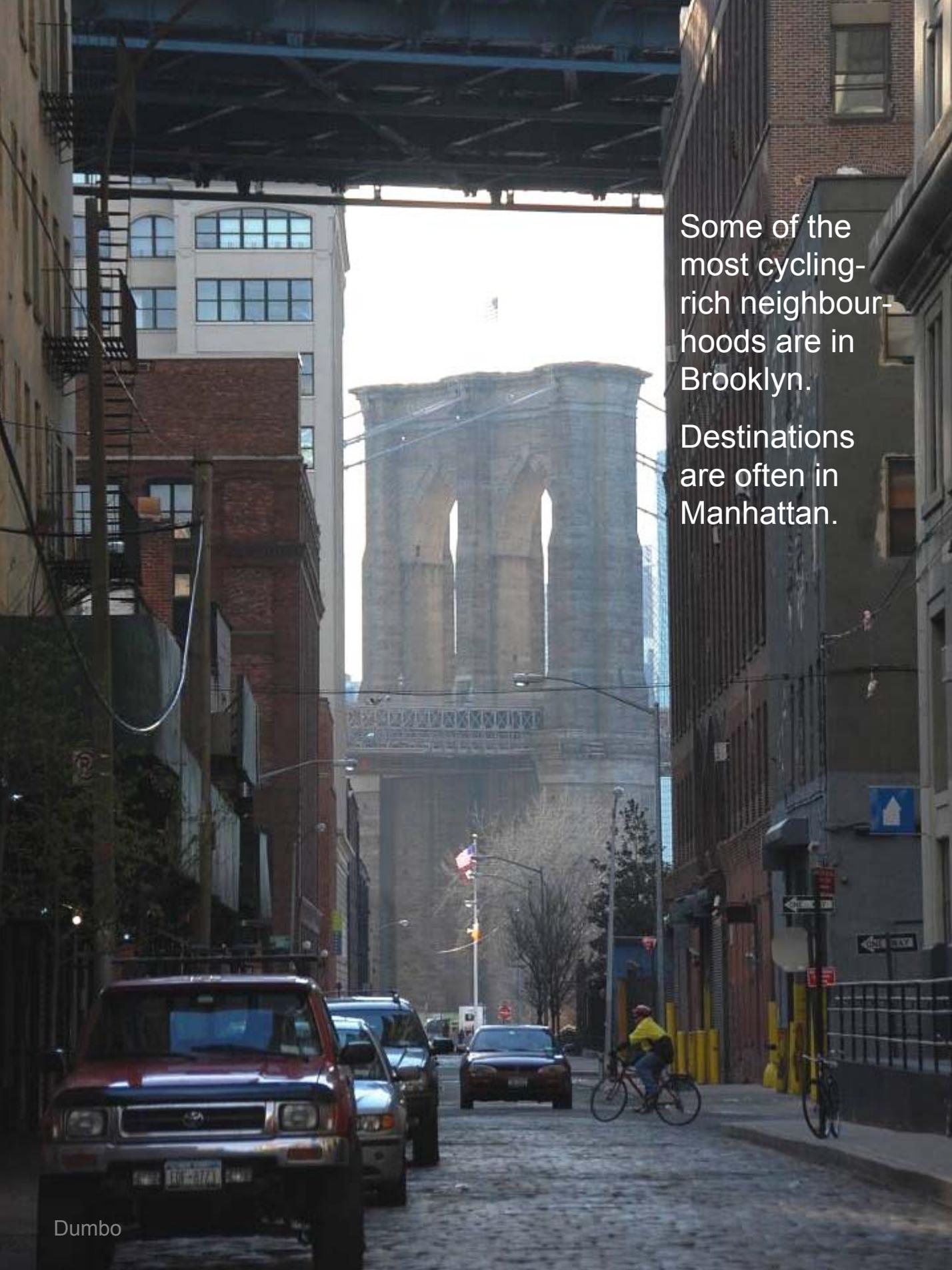


Problem: [Bike salmon](#).

The cycle tracks are one-way. But bike salmon swim upstream against the flow.

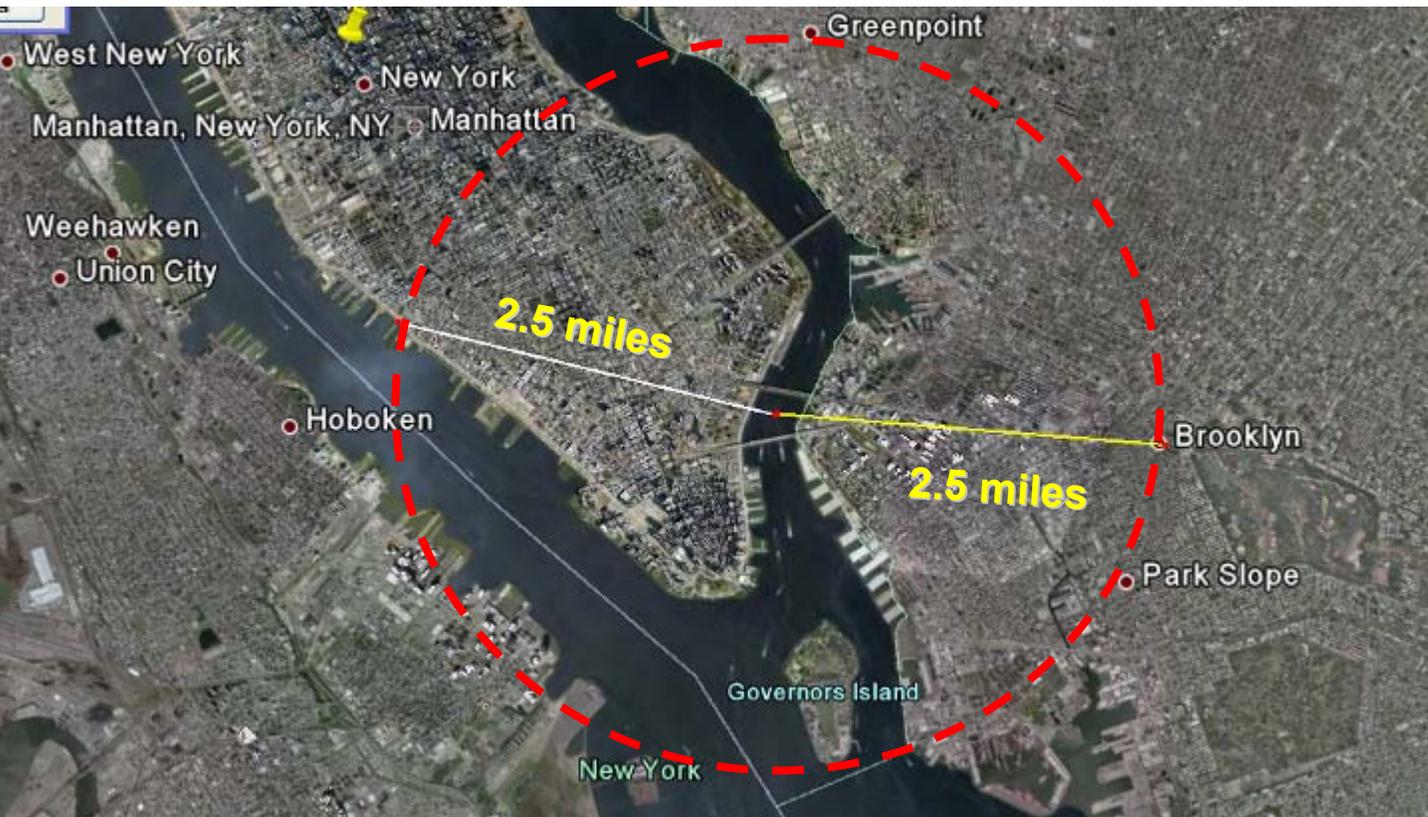
But because they can't see the downstream signals, they don't know when the traffic will turn.





Some of the most cycling-rich neighbourhoods are in Brooklyn.

Destinations are often in Manhattan.



Within a diameter of five miles, a cyclist living in Park Slope, Brooklyn, can reach every destination in Manhattan south of 14th Street. And a bicycle, depending on the traffic and the subway connections, can be the fastest way to go.

More [here](#) on Streetfilms

Friday, May 15, 2009

Commuting with the Commissioner on NYC's Bike to Work Day
by Elizabeth Pezza on May 15, 2009



Time: 5:25 | Plays: 2,211 | Embed: [subject,width=580,height=315,ipsw=application/javascript](#)



The East River
Bridges provide the
connections.



The Williamsburg Bridge

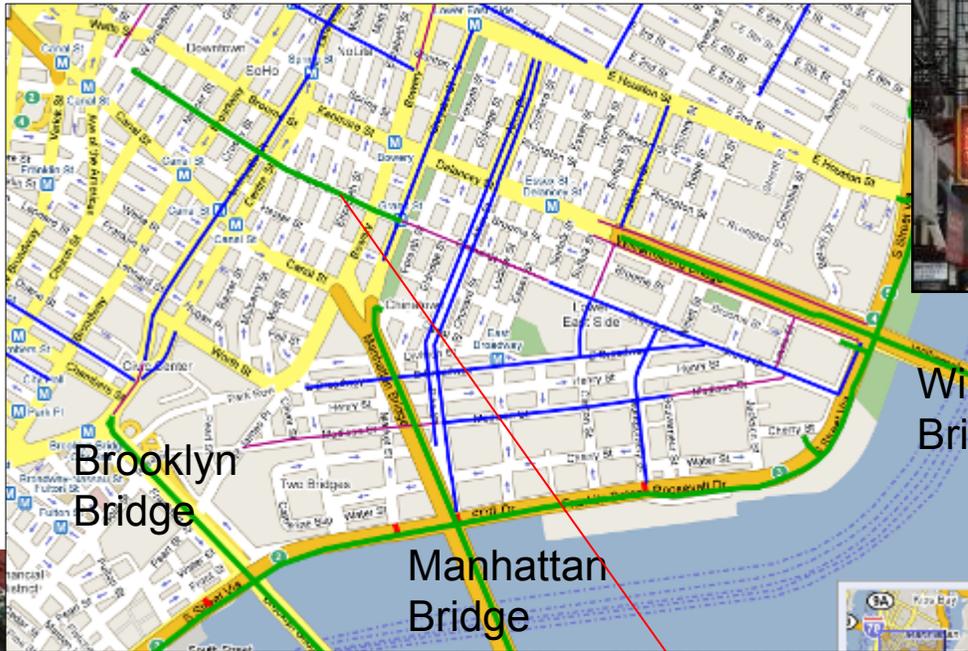
has a ped/bike route above the traffic that is accessible, safe and spacious - a real-life New York stage set for every one who walks, runs, bikes, blades, skates or strolls.

No experience of New York is complete without crossing an East River bridge.



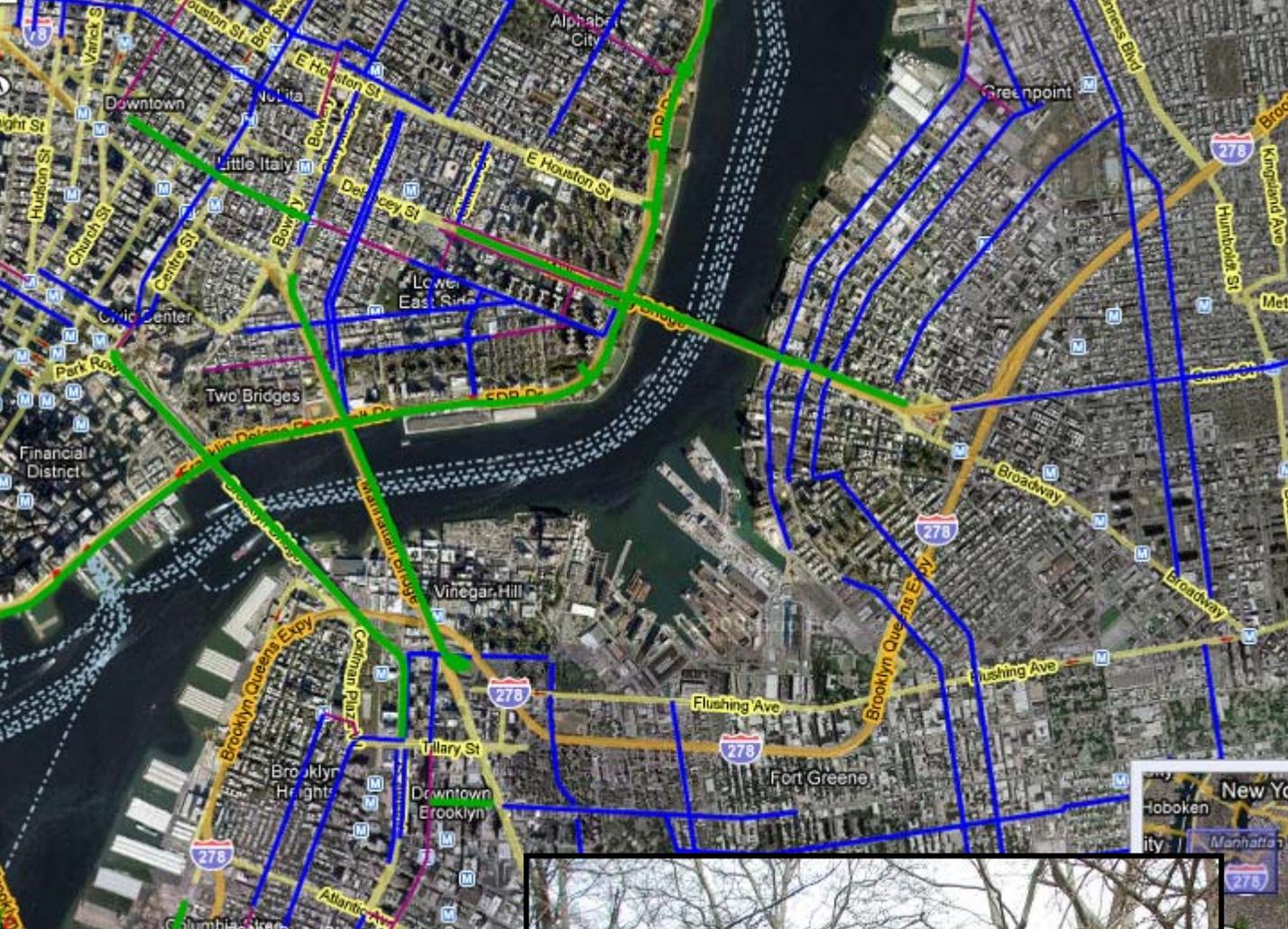
In July 2008, 2,257 bike riders used the Williamsburg Bridge every day. The Brooklyn and Manhattan Bridges had 2,939 riders combined.

Overall, the Manhattan Central Business District got 12,500 commuter cyclists daily in 2008 - up 35 percent.



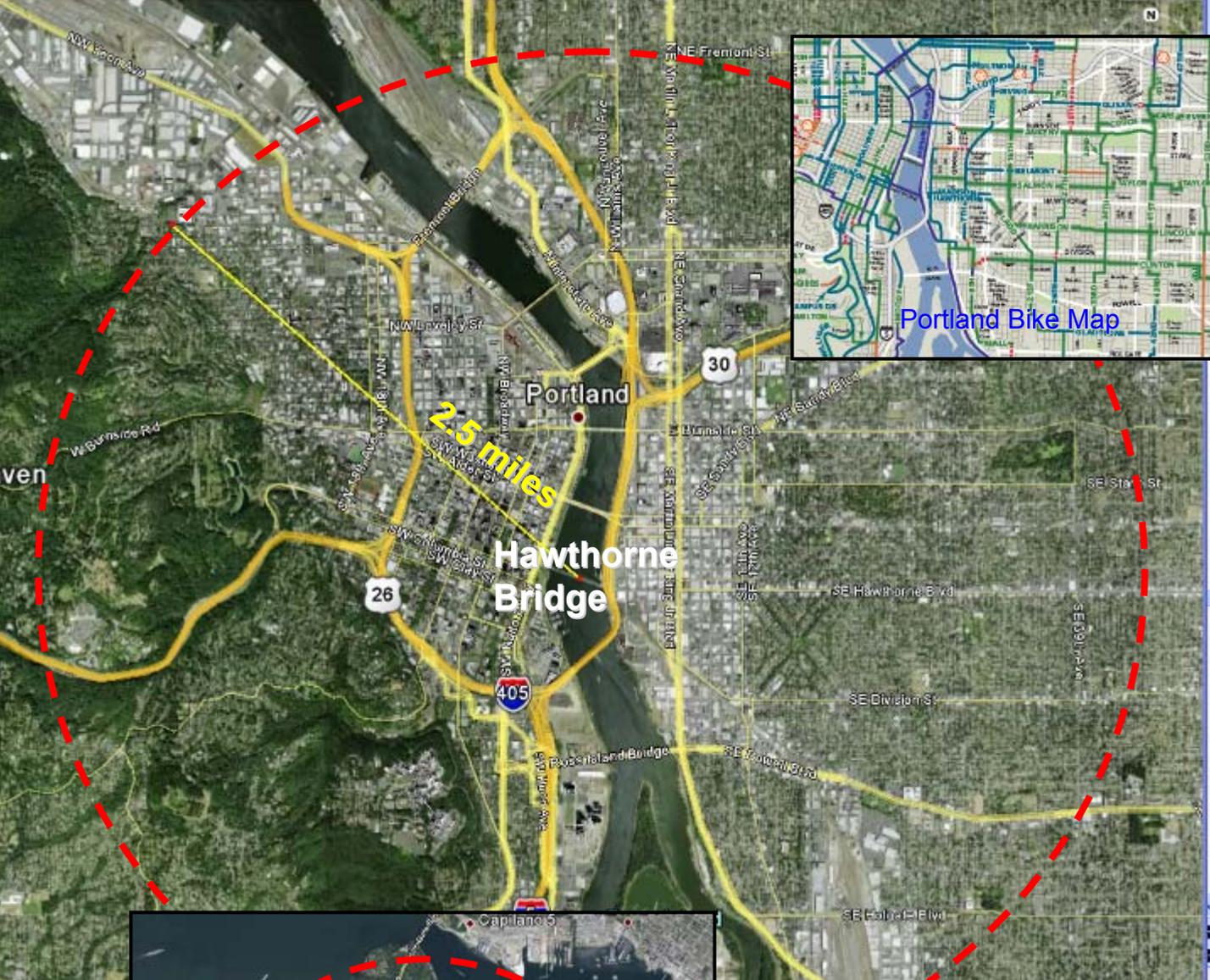
Williamsburg Bridge.





The eastern neighbourhoods of Brooklyn each have their own bridge connections, route networks and bike cultures - rather like Portland and Vancouver.



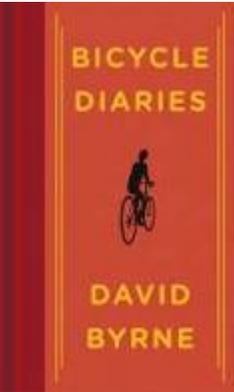
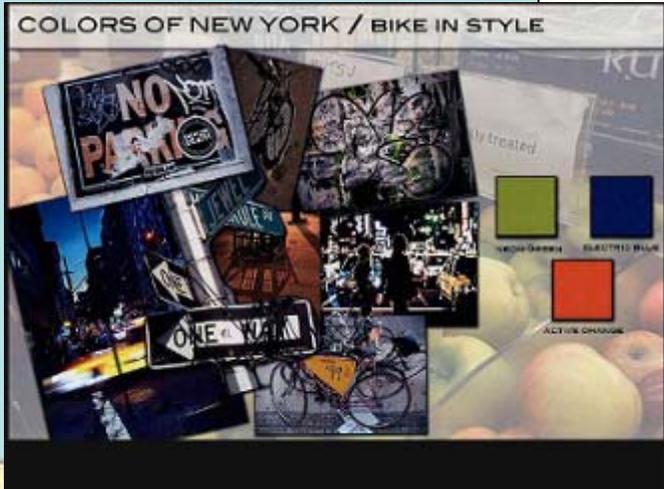


Portland's Hawthorne Bridge carries 7,200 cyclists a day.

Vancouver's Burrard Bridge carries 5,250 riders daily.

The modal split in cycle-rich neighbourhoods can reach 10 percent.

From fixies to fashion, bike culture is becoming synonymous with New York style.



David Byrne's bike racks



Biking Rules from Transportation Alternatives



Bill Cunningham's On The Street fashion



[Transportation Alternatives](#), NYC advocates for cycling, walking and public transit, sums it up:

In the last two years:

- Bike parking in indoor garages
- The installation of thousands of bike racks
- The Hudson River Greenway
- Bicycle paths on all of the East River bridges
- A doubling of the bike network since 2006 to 200 lanes
- Physically separated bike lanes
- A new street code for city cyclists

Its leaders on are onside.



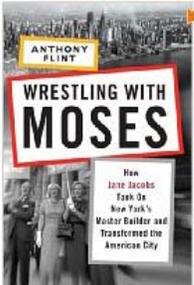
From ***The New Yorker***
August 24, 2009

[Taking on the Mayor](#)

As the economy recovered, (Mayor Michael) Bloomberg set about trying to transform the city, on a scale not seen since the days of Robert Moses.

“You know, Moses did some things that turned out not to be great: cutting us off from the waterfront, putting roads all along the water.”

The Bloomberg model ... was based to a large extent on undoing the Moses legacy.

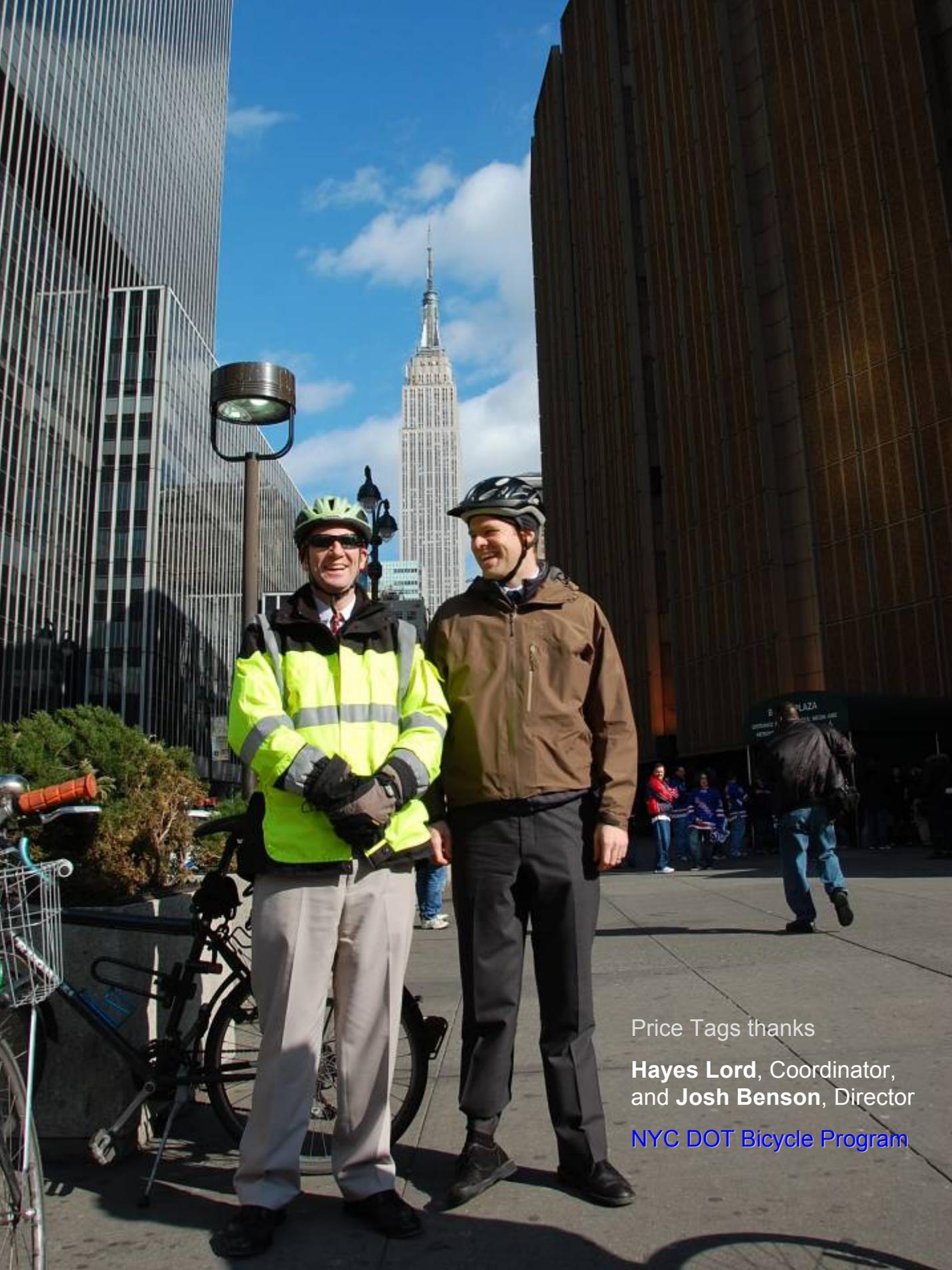


In the ongoing tension between the visions of [Robert Moses](#) and [Jane Jacobs](#), New York, which tried so hard to accommodate itself to [Motordom](#), is now leading the world in [Sustainable Streets](#).

Jane, it seems, is winning.

So New York – the place you might least expect - has been become a continental leader in the move to the post-Motordom city. Transforming itself yet again. As always.





Price Tags thanks

Hayes Lord, Coordinator,
and **Josh Benson**, Director

[NYC DOT Bicycle Program](#)

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