

# LEAGUE OF AMERICAN BICYCLISTS



Bicycle Friendly Community Application

## Name of Community

\* Name of Community

**City of Ithaca**

\* State



**New York**

\* Mayor or top elected official

**Carolyn K. Peterson, Mayor**

\* Phone

**(607) 274-6528**

\* Email

**kjohnson@cityofithaca.org**

\* Address

**108 E. Green St., Ithaca, NY 14850**

\* Website

**www.ci.ithaca.ny.us**

## Applicant Profile

\* Applicant Name

**Kent Johnson**

\* Title

**Junior Transportation Engineer**

\* Employer

**City of Ithaca**

\* Address

**108 E. Green St.**

\* City

**Ithaca**

\* State



**New York**

\* Zip

**14850**

\* Phone

**(607) 274-6528**

\* Email

**kjohnson@cityofithaca.org**

## Community Profile

The data in this section is gathered by the U.S. census. Click [here](#) to find the most recent information on your community.

\* 1. Type of Jurisdiction



**Town/City/Municipality**



**County**



**Metropolitan Planning Organization or Council of Governments**



**Regional Planning Organization**



**Rural Planning Organization**



**Indian Nation**



**Other**

If other, describe

\* 2. Population

**29821**

3. Square milage of community

\* Total area

**6.10**

\* Water area

**0.6**

\* Land area

**5.5**

\* 4. Population Density

**5231.80**

5. Climate

\* Average temperature for January

**23.2**

\* Average temperature for April

**35.5**

\* Average temperature for July

**71.5**

\* Average temperature for October

**51**

\* Average precipitation for January

**1.92**

\* Average precipitation for April

**3.28**

- \* Average precipitation for July  
**3.31**
- \* Average precipitation for October  
**3.2**

\* 6. Median Household Income  
**21441**

7. Age distribution  
\* % under 5

- 2.5**
- \* % age 6-17  
**6.7**
- \* % age 18-64  
**84.5**
- \* % age 65+  
**6.3**

\* Totals  
**100**

8. Race

- \* % White  
**74**
- \* % Black or African American  
**6.7**
- \* % American Indian and Alaskan Native  
**.2**
- \* % Asian  
**13.7**
- \* % Native Hawaiian and Other Pacific Islander  
**.1**
- \* % Some other race  
**1.9**
- \* % One race  
**96.60000000000001**
- \* % Two or more races  
**3.4**
- \* Totals  
**100.00000000000001**
- \* % Hispanic or Latino (of any race)  
**5.3**

\* 9. What is the name of your community's bicycle program manager?  
**Kent Johnson**

\* 10. In which department does your bicycle program manager work?

- Engineering/public works**
- Planning**
- Parks and Recreation**
- Transportation**
- Other**

If other, describe

**The 'bicycle program manager' is not a separate position, rather it is one task of both the City's Transportation Engineer and the Junior Transportation Engineer (who is the primary contact for this Bicycle Friendly Community application) - both work in the Department of Public Works (DPW) Engineering Office.**

\* 11. Are you the Bicycle Program Manager?

- Yes**
- No**

\* Bicycle Program Manager Phone  
**(607) 274-6528**

\* Bicycle Program Manager Email  
**kjohnson@cityofithaca.org**

\* 12. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

- 10% or less**
- 10-25%**
- 25-50%**
- 50-75%**
- 75-100%**

\* 13. How many government employees, expressed in full-time equivalents, work on bicycle issues in your community?  
**1**

\* 14. Do you have a [Bicycle Advisory Committee](#)

- Yes**
- No**

\* 14a. How often does it meet?

- Monthly**
- Every two months**

- Quarterly
- Annually
- Other (describe)

If other, describe

\* 14b. How many members serve on the committee?

**8**

\* 14c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?

- User group
- Law enforcement
- Chamber of commerce
- Public health
- Planning department
- Transportation department
- School board
- Parks department
- Recreation department
- Transit agency
- Other (describe)

If other, describe

**'User group' includes bicyclists, pedestrians, people with disabilities. Other representation: Common Council (city council), Board of Public Works, Planning & Development Board, Traffic Engineer, and Parks Commission. Our Bicycle/Pedestrian Advisory Council (BPAC) is supposed to be composed of 11 voting members and 4 non-voting members ... currently, approximately 8 people are involved in BPAC affairs.**

\* 14d. Name of Bicycle Advisory Committee Chair

**Andy Goodell**

\* Email of Bicycle Advisory Committee Chair

**agoodell@town.ithaca.ny.us**

\* 15. Is there a bicycle advocacy group(s) in your community?

- Yes
- No

15a. What is the name of the advocacy group(s) (if more than one, list them all)

**There are a handful of individual bicycle advocates, but not a cohesive advocacy group. Andrejs Ozolins (mentioned below) has tried to establish an advocacy group (Bike Ithaca) - but this effort has not been able to gain much traction.**

\* 15b. Are any of them working with you on this application?

- Yes
- No

\* 15c. List the name of the primary group:

**none**

\* 15d. Does this group have paid staff?

- Yes
- No

\* 15e. Do you contract with this group for any services or programs?

- Yes
- No

\* 15f. Who is the primary contact for them?

**Andrejs Ozolins**

\* 15g. Email of primary contact of advocacy group

**aazolins@ithaca.edu**

\* 16. What are the primary reasons your community has invested in bicycling?

- Improved quality of life
- Improving public health
- Community connectivity

- Transportation options
- Climate change concerns
- Decrease traffic congestion
- Increase tourism
- Increase property values
- Cooperation with adjacent communities
- Public demand
- Economic development
- Traffic safety
- Other (describe)

If other, describe

**Social equity - everyone should have safe, convenient and attractive travel options regardless of their income or ability.**

17. What was your community's most significant investment for bicycling in the past year?

**Phase 3 of the Cayuga Waterfront Trail was built in 2010 - 2 miles of multi-use path along Cayuga Lake (approx. cost: \$1.3 million). Phase 1 was finished in 2003 and phase 2 is slated for construction in 2012. When all three phases of the Cayuga Waterfront Trail are complete (6 miles total), it will link many of Ithaca's waterfront destinations including Tompkins County Visitor's Center, Stewart Park, the Ithaca Farmer's Market, Inlet Island, Cass Park, Allan H. Treman State Marine Park and the future Black Diamond Trail. The trail will be a 10'-12' wide hard surface trail designed for use by a wide range of users including walkers, joggers, bicyclists, in-line skaters, mobility-impaired users, and persons pushing baby strollers. (see <http://cayugawaterfronttrail.com/>)**

18. What specific improvements do you have planned for bicycling in the following year?

**1.) The City of Ithaca plans to install 2.4 miles of bike lanes: 2.2 miles of newly paved bike lanes along Route 89 and .2 mile uphill bike lane on Mitchell St. 2.) The City is working with stakeholders to develop a plan to pursue the installation of bike boulevards/neighborhood greenways. Though this will mostly be a planning effort in 2011, it looks likely that some construction may occur in 2011. 3.) The City plans to install approximately 100 bike parking spaces (about 50 racks) in 2011. Each year, since 2007, the City invests about \$5,000 in bike racks.**

## Engineering

19. Does your community have

- a [complete streets policy](#)?
- a bicycle accomodation policy (a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing)?
- Neither

19a. When was it adopted

19b. Provide a link or attach a copy of this legislation or policy.

19c. How was it adopted?

- Legislation
- Resolution
- Internal Policy
- Other

If other, describe

19d. What tools are in place to ensure implementation?

- Implementation Guidance
- Design
- Manual
- Training
- Other

If other, describe

20. How do you ensure your engineers and planners accommodate cyclists according to [AASHTO](#) and [MUTCD](#) standards?

- Training
- Offer [FHWA/NHI Training Course](#)
- Hire Outside consultants to train staff

- Send staff to [bicycle-specific conferences/training](#)
- Require project consultants to have bike/ped qualifications
- Internal training or [design manual](#)

20a. Describe each checked  
**There is no formal process.**

\* 21. What percentage of bridges and tunnels in your community are accessible to bicyclists?  
**65**

21a. What are the exceptions?

**There are 51 bridges in the City of Ithaca that are open to the public and one public multi-use trail bridge that is currently closed. Out of these 52 bridges, 34 are currently accessible to bicyclists (and motor vehicles are allowed on 32 of the 52 bridges). Of the 18 that are not accessible, there are 6 reasons why that is the case: 1.) limited access highway (1 location), 2.) too narrow for bicyclists to use (4 locations), 3.) bad surface (bad metal grate bridge - though bicycles are allowed to travel across the bridge, it is not advised) (1 location), 4.) pedestrian-only facility (1 location), 5.) currently closed to public (1 location), 6.) too narrow AND for pedestrians only (10 locations). There are no tunnels.**

\* 22. How do you ensure there are end-of-trip facilities for bicyclists?

- Bike parking ordinance
- Bike parking ordinance for all new developments
- Ordinance requiring showers and lockers
- Building accessibility ordinance
- On street bike parking
- [Ordinance that allows bike parking to substitute for car parking](#)
- Standards for bicycle parking that conform to [APBP guidelines](#)
- Other

If other, describe

**1.) The City of Ithaca has installed about 50 bicycle parking spaces (about 25 bike racks) per year in Ithaca since 2007 (an investment of about \$5,000/yr). Most of the installations have been near the City's downtown area and in the 'Collegetown' urban core near Cornell University. Other locations have included parks, bus stops, community centers, in parking garages, and at multiple municipal facilities. 2.) In 2010, the City adopted a revised Bike Parking Ordinance that requires bike parking at all land uses (except single family and duplex uses) - this was a multi-year effort that amended zoning requirements in the City Code and amended Site Plan Review requirements. Previously, the City DID have a requirement that bicycle parking be appropriately provided for new developments that required Site Plan Review. Unfortunately, the previous requirements did not detail standards for rack design, siting, or quantity of bicycle parking spaces. The revised ordinance does provide such detail which enables the project designer to appropriately include bicycle parking early on in the design process, staff can easily and fairly communicate the requirements to developers, and enforcement of the (now clear) standards has become possible.**

23. How many bike parking spaces are there in your community?

23a. Bike racks

**2500**

23b. Bike lockers

**0**

23c. Bike depot (i.e. [Bikestation](#))

**0**

23d. In-street bike parking

**0**

24. Approximately what percentage of these locations have bike racks or storage units?

24a. Schools

**91-100%**

24b. Libraries

**91-100%**

24c. Transit Stations

**76-90%**

24d. Parks & Recreation Centers

**46-60%**

24e. Government buildings

**91-100%**

24f. Office buildings

**46-60%**

24g. Shops

**46-60%**

24h. Public Housing

**46-60%**

\* 25. Does your community have transit service?

**Yes**

**No**

\* 25a. Are buses equipped with [bike racks](#)?

Yes

No

25b. What percentage?

91-100%

25c. Are bikes allowed inside transit vehicles?

Yes

Sometimes

No

If yes or sometimes, describe

\* 26. What is the mileage of your total road network?

137

\* 27. What is the mileage of your total shared-use path network?

7

28. List your current and planned bicycle accommodations?

a. [Bike lanes](#)

Current Miles

4

Planned Miles

5

b. [Shared lane markings](#)

Current Miles

3

Planned Miles

0

c. [Bike boulevards](#)

Current Miles

0

Planned Miles

0

d. Signed bike routes

Current Miles

0

Planned Miles

0

e. Paved shared use paths

Current Miles

6

Planned Miles

5

f. Natural surface shared use paths

Current Miles

2

Planned Miles

0

g. [Singletrack](#)

Current Miles

2

Planned Miles

0

\* 29. What other innovative ways have you improved on-road conditions for bicyclists?

[Road diets](#)

[Area wide traffic calming](#)

[Cycle tracks](#)

[Contra-flow bike lanes](#)

[Speed limits 20 mph or less on residential streets](#)

[Bike cut thrus](#)

[Way-finding signage with distance and/or time information](#)

None

Other

If other, describe

1.) To improve safety for bicyclists, and others, near schools, 15 mph school speed zones have been installed at most schools in Ithaca. 2.) The City of Ithaca has installed various traffic calming devices such as speed humps, raised intersections, raised crosswalks, a mini-traffic circle, and curb extensions to manage traffic speeds and, to a lesser degree, traffic volumes. Though a number of traffic calming devices have been installed, there is not an 'area wide' traffic calming design/effort. 3.) Most of the City's bike lanes are uphill-direction-only bike lanes. This somewhat unique application of an otherwise standard design has worked very well on a couple of Ithaca's steep streets that carry a relatively high volume of motor vehicle traffic. The uphill bike lanes only takes up a small amount of roadway space, allows the very slow moving bicyclists to travel at their own pace without feeling that they are impeding overtaking traffic, and allows motorists to easily pass without crossing the centerline. In these locations, the downhill-traveling bicyclists can fairly easily keep up with other traffic in a shared lane since the speed limit is only 30 mph. Other uphill bike lanes are in the planning stage. 4.) The City of Ithaca is in the early stages of investigating the feasibility of Bike Boulevards/Neighborhood Greenways. Some public outreach has been performed and a preliminary plan is under development. At this stage, about 9 miles of routes are being considered (4.5 miles of streets x 2 directions of travel = 9 miles of Bike Blvd./Neighborhood Greenways).

\* 30. What percentage of arterial streets have bike lanes or paved shoulders?

8

\* 31. What percentage of natural surface, trails and singletrack are open to bicyclists?

65

31a. What are the exceptions?

Some natural surface trails in Ithaca are akin to woodland hiking trails or thread through some of the City's dramatic rocky gorges and are generally only suitable for pedestrian use, while some other trails are wider and are suitable for bicycle use - like the South Hill Recreation Way which is a natural

surface multi-use trail. In 2002, Bike Magazine listed the Ithaca as one of "America's Five Best Mountain Biking Towns" - likely, the magazine was referring mostly to the numerous mountain biking trails located a short distance outside of the City of Ithaca rather than the trails within the City itself.

32. What maintenance policies or programs ensure *bike lanes* and *shoulders* remain usable and safe?

\* 32a. Street sweeping

- More than other travel lanes
- Same as other travel lanes
- Weekly
- Monthly
- Quarterly
- Annually
- Never
- Other

If other, describe

\* 32b. Snow clearance

- Before other travel lanes
- Same time as other travel lanes
- Within 48 hours of storm
- Never
- Other
- Not applicable

If other, describe

\* 32c. Pothole maintenance

- Within 24 hours of complaint
- Within one week of complaint
- Within one month of complaint
- Never
- Other

If other, describe

**Pothole problems in Ithaca can be addressed in a number of ways - the preferred approach is for individuals to call the City's 'potholes' phone number listed in the phone book. Once a complaint has been received, it will be logged and will be attended to as resources permit.**

32d. Other Maintenance policies or programs for bike lanes and shoulders (describe)

**Beginning in the spring of 2011, bike lanes will be re-striped before any other striping is done. This is a new practice that will be a marked improvement from the previous practice to re-stripe bike lanes in late summer because the markings can be severely damaged during winter plowing - the new practice will ensure maximum visibility of the bike lane markings for the longest period of time possible.**

33. What maintenance policies or programs ensure *shared-use paths* remain safe and usable?

\* 33a. Path sweeping

- Weekly
- Monthly
- Quarterly
- Annually
- Never
- Other

If other, describe

\* 33b. Vegetation maintenance

- Weekly
- Monthly
- Quarterly

Annually

Never

Other

If other, describe

Trimming and pruning is performed on an 'as needed' basis. For simple, yet time-consuming, trimming, the 'citizen pruners' may be enlisted. The Forestry Crew takes care of all larger tree work. The Forestry Technician takes care of most of the 'small stuff.' Most of the trails within the City receive at least some vegetative maintenance each year.

\* 33c. Snow clearance

Before roadways

Same time as roadways

Within 48 hours of storm

Never

Other

Not applicable

If other, describe

The City of Ithaca does not have a policy to maintain multi-use trails in the winter, so snow and ice accumulation may occur. A two-mile long multi-use trail in one of the City's parks (Cass Park) is often cleared of snow by maintenance staff who take a personal initiative to clear the trail. Though the City does not have a policy of maintaining multi-use trails in the winter, the City is willing to consider such maintenance if there adequate public interest - so far, such public interest has not been expressed, so the City focuses snow clearing efforts elsewhere - like clearing sidewalks and streets.

\* 33d. Surface repair

Within 24 hours of complaint

Within one week of complaint

Within one month of complaint

Never

Other

If other, describe

Most of the City's multi-use trails are new enough that surface repairs have not been an issue yet. It is unclear how such repairs may be addressed in the future.

33e. Other Maintenance policies or programs for shared-use paths (describe)

\* 34. How do you accommodate cyclists at intersections in your community?

All /Most signals are timed for bicyclists

All /Most signals are timed

[Loop detector markings](#)

[Video detection](#)

[Advance stop line or Bike Box](#)

[Bicycle signal heads](#)

Other

None of the above

If other, describe

\* 35. Are there other infrastructure improvements in your community to promote bicycling?

Yes

No

If yes, describe

[Education](#)

\* 36. Do schools in your community offer a [Safe Routes to School](#) (or comparable) program that includes bicycling education?

Yes

No

What percentage of schools in your jurisdiction participates?

- a. Elementary (percentage)
- b. Middle School (percentage)
- c. High School (percentage)

\* 37. Outside of schools, how are children taught safe bicycling skills?

- Youth bike clubs
- [Bike clinics or rodeos](#)
- Youth recreation programs
- Helmet fit seminars
- [Safety town](#)
- Trail riding classes
- Other
- None of the above

If other, describe

\* 38. Do you have a [diversion program](#) for cyclists or motorists?

- Yes
- No

If yes, describe

\* 39. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely?

- Public service announcements
- Community newsletter article
- New resident packet
- Utility bill insert
- Bicycle ambassador program
- Newspaper column/blog on bicycling
- Dedicated bike page on community Web site
- Billboards
- Share the Road Signs
- Share the road information in driver's education
- Other
- None of the above

If other, describe

**Public outreach was associated with the City of Ithaca's Shared Lane Marking experiment 2009-2010. In summary, the Engineering Office initiated an effort in 2006 to investigate the feasibility of using Shared Lane Markings on City streets to improve conditions for bicyclists. Based on efforts elsewhere, most notably in San Francisco, the presence of these markings seemed to provide a number of safety and educational benefits. Since these markings were not yet MUTCD approved markings, the City of Ithaca sought and received FHWA approval to experimentally install these markings along one City street. The 78 markings were installed over a 1.3 mile long street segment in 2009 and were studied for one year (1.3 miles of street x 2 directions = 2.6 miles of markings). During this year-long experiment, feedback was sought from the public and informational materials were provided about the experiment - see <http://www.ci.ithaca.ny.us/vertical/Sites/%7B5DC23D-5BF8-4AFF-806D-68E7C14DEB0D%7D/uploads/%7B26E1BD5B-7BCF-4069-88A8-FC6A20375071> In addition to educating the public about this particular project, there were numerous opportunities for discussions about more general topics relating to bicycle use and how bicyclists and motorists should safely share the road.**

40. What of the following options are available on a regular basis to your community?

\* 40a. [Traffic Skills 101](#) (or equivalent) classes -- including classroom and on-bike instruction.

- Weekly
- Monthly
- Quarterly
- Annually
- Never

Other

If other, describe

\* 40b. Cycling Skills classes -- three to four hour classroom training courses

Weekly

Monthly

Quarterly

Annually

Never

Other

If other, describe

\* 40c. Commuter classes - one/two hour classes

Weekly

Monthly

Quarterly

Annually

Never

Other

If other, describe

\* 41. Has your community hosted a [League Cycling Instructor seminar](#) in the past two years?

Yes

No

\* 42. How many [League Cycling Instructors](#) are there in your community?

5

43. List active League Cycling Instructors (active means they have taught at least one class during the past 12 months).

**Lois Chaplin Sue Powell Steve Powell Andrejs Ozolins Mary Bouchard**

44. Does your community have driver training for any of the following professional drivers that include information on sharing the road with cyclists?

City staff

Taxi drivers

Transit operators

School bus operators

Delivery drivers

Other

\* If other, describe

\* 44a. If yes to any of the above, describe the program.

**Bus drivers receive training twice per year. The topics of the training varies so that slightly different topics are addressed during each training - safe practices for driving around bicyclists is one of the topics that is covered, but it is not necessarily covered each time.**

\* 45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations.

**Recycle Ithaca's Bicycles (RIBs) focuses on youths, particularly African-American youths. From the RIBs website (<http://velonet.org/ribs/>): "RIBs is a unique program of the Southside Community Center in Ithaca, NY that seeks to empower people through mechanical skills and access to quality bikes regardless of identity or socioeconomic status. Used bicycles are donated by the community and refurbished by RIBs volunteers. Volunteers and program participants can earn a bicycle with volunteer time. Ithaca youth and adults alike can volunteer at RIBs to learn the ins and outs of bicycle repair, and earn credit hours. Credit hours can be exchanged for bicycles, bicycle parts, or time in the stand (repair your own bike). RIBs provides Ithaca youth and adults with a safe, structured environment, where people of all ages can learn about bike repair and working cooperatively and constructively with others. Each year hundreds of Ithacans utilize our program which has restored well over 2000 bikes since 1991."**

\* 46. Are there other education efforts in your community to promote bicycling?

Yes

No

\* 46a. If yes, describe

**1.) Cornell University is working with Way2Go, a community-based program, sponsored by Cornell Cooperative Extension, which is focused on educating and empowering persons in underserved populations to take advantage of alternative transportation. 2.) The Cornell Department of City and Regional Planning sponsored an inaugural Active Transportation Symposium in November, 2010. 'Moving Forward' was a three-day opportunity to engage with national experts, fellow students, and community members around innovations in bicycle and pedestrian planning, design, research, and advocacy. It was deemed a success with combined attendance of 400 participants from around the state as well as those from the community and the campus. 3.) Other Cornell bicycle education initiatives: a.) Guided lunch rides for campus community members on Fridays weekly (Steve's Easy Lunchtime Bike rides are an easy, social and educational lunchtime bike ride to a nearby lunch spot). b.) Custom campus bike tours for events, such as: A tour by bike of the campus was part of the 75th anniversary celebration for the School of Architecture, Art and Planning (AAAP) this past semester. c.) In April 2010, Cornell Transportation Services staff persons at a central 'Thank You for Biking' station provided donuts and cider for bicycle commuters arriving on campus in the early morning. d.) The Cornell College of Veterinary Medicine 2010 Pedal for Pets junior bike-a-thon is a fun activity tailored for our younger riders. The ride integrates bicycling with games requiring a combination of mental and physical skills, and is organized and staffed by students in support of the Patient's Assistance Fund. 4.) Some education efforts, like bike rodeos, in public primary and secondary schools (see answer to question 66).**

## Encouragement

\* 47. How do you promote [National Bike Month](#)?

- City Proclamation
- Community Ride
- Mayor-led Ride
- Public Service Announcements
- Publish a guide to Bike Month Events
- Bike Month Web site
- Commuter Challenge
- Commuter Breakfasts
- Trail construction or maintenance day
- Other
- No promotion

\* If other, describe

**The City of Ithaca does not promote National Bike Month. Cornell University does organize some events for National Bike Month. In May 2010, Cornell Transportation Services and the Cornell Wellness Program sponsored a Bicycle Commuter Challenge for students and employees. To celebrate National Bike to Work Day, more than 50 students, faculty and staff participated in the first 'Tour de Cornell' bike ride around campus on May 21, 2010, sponsored by Cornell Transportation Services and the Cornell Wellness Program.**

\* 48. How many people participate in [Bike Month](#) events?

**70**

\* 49. How do you promote bicycling outside of [National Bike Month](#)?

- Community Ride
- Mayor-led Ride
- Public Service Announcements
- Trail construction or maintenance day
- [Summer Streets/Ciclovia/Sunday Parkways](#)
- Commuter Challenge
- Commuter Breakfasts
- Other
- No promotion

\* If other, describe

**There are no City-sponsored promotion activities - but there are a small number of community-lead activities ... like club rides, critical mass rides, etc.**

\* 50. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

- Yes
- No

\* 50a. If yes, describe

\* 50b. Approximately what percentage of the community workforce do you reach?

\* 51. List the signature cycling events in your community?

**Southern Tier AIDS Program (STAP) AIDS Ride-for-Life event - annual large bike ride to raise money to support AIDS research. Description from their web site: "For one day in September, in the beautiful Finger Lakes region of New York State, you will buckle your helmet, put your feet to the pedals, and ride 100 miles closer to a world without AIDS. You'll be cheered, fed, and celebrated for a ride you'll never forget. This 12th Annual Ithaca tradition brings together hundreds of riders, volunteers, and sponsors. The Ride has raised almost \$1.5 million for local HIV/AIDS services in its eleven-year history. In 2009, we celebrated the 11th anniversary of the ride and raised over \$250,000. This year, facing major state cuts in STAP's funding, we are hoping to be as successful as we have been in the past." (See [www.aidsrideforlife.org](http://www.aidsrideforlife.org))**

\* 52. Does the municipality sponsor or actively support any of these rides?

- Yes
- No

\* 52a. If yes, how?

\* 53. Does your local tourism board promote bicycling in your area?

- Yes

No

\* 53a. If yes, how?

\* 54. Are there cycling organizations in your area?

Recreational Bike Clubs

Mountain Bike Clubs

Friends of the Trail Groups

National Mountain Bike Patrol

Racing Clubs or Teams

Bicycle Co-ops

Other

None

\* If other, describe.

**Recycle Ithaca's Bicycles (RIBs) - a community-oriented bike work space where youths can learn bike repair. Earn-a-bike program. (see question 45 for more information about RIBs)**

\* 54a. For each type of club checked, list names of the organizations.

**Finger Lakes Cycling Club (FLCC) Recycle Ithaca's Bicycles (RIBs)**

\* 55. How many [specialty bicycle retailers](#) (i.e shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

4

\* 55a. List their names.

**1.) The Bike Rack (dedicated primarily to selling bikes and bike-related equipment). 2.) Swan Cycles (dedicated primarily to selling bikes and bike-related equipment). 3.) Cayuga Ski & Cyclery (approximately 1/2 of store is dedicated to selling bikes and bike-related equipment). 4.) The Outdoor Store (approximately 1/2 of store is dedicated to selling bikes and bike-related equipment)**

\* 56. Which of these bicycling areas or facilities do you have in your community?

BMX track

Velodrome

Cyclocross course

Mountain bike park

Pump Tracks

Other

None

\* If other, describe.

\* 57. Is there a skatepark in your community?

Yes

No

\* 57a. If yes, do bikes have access to the skatepark?

Always

Sometimes

Never

\* 58. Are there opportunities to rent bicycles in your community?

Yes

No

\* 59. Does your community have a bike sharing program?

Yes

No

59a. If yes, of what use is it?

Public use

Private institution

Other

\* If other, describe

\* 60. Do you have any current [Bicycle Friendly Businesses](#) in your community?

Yes

No

\* 60a. If yes, list the names of the businesses.

\* 61. Does your community have youth recreation and/or intervention programs centered around bicycling?

[Recycle a Bicycle](#)

[Trips for Kids chapter](#)

[Earn a Bike program](#)

**Co-op or Community Cycling Center**

Other

None

\* If other, describe

\* 62. What mapping and route finding information is available for your community which has been updated in the last 18 months?

Online route finding service

Online map

Printed on-road bike-routes map

Printed mountain bike trails map

Other

None available

\* If other, describe

\* 63. Does your community have other programs or policies to encourage cycling?

Yes

No

\* 63a. If yes, describe

1.) **Bike Parking Ordinance - all land uses (except single family and duplex) are required to have bike parking facilities.** (see question 22 for additional information). 2.) **Within the City of Ithaca municipal organization, bicycles are available for City staff to use for work-related purposes. There are some shared bicycles that various departments can use, and some departments have their own bikes. The Mayor has a bicycle for her exclusive use, the Building Dept. has one bike, the Water & Sewer Dept. has three bikes, the Engineering Office has one bike, the Ithaca Youth Bureau has a few bikes, and the Waste Water Treatment Plant has a couple of bikes. These bikes are maintained as part of the City's standard vehicle fleet.**

## Enforcement

\* 64. How does your police department interact with the local cycling community?

A police officer is an active member of bicycle advisory committee

Identified law-enforcement point person to interact with cyclists

No current formal interaction

Other

\* If other, describe

\* 65. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?

Basic academy training

[International Police Mountain Bike Association](#) or Law Enforcement Bicycle Association training

[National Highway Traffic Safety Administration Law Enforcement Training](#)

Completion of [Smart Cycling course](#) by Police

Presentation by League Cycling Instructor or local cyclist

Institute for Police Training and Development bicycle training

Other

No training currently offered

\* If other, describe

\* 66. What enforcement campaigns are targeted at improving cyclist safety?

Helmet/light giveaways

Targeting motorist infractions

Targeting cyclist infractions

Share the road campaigns

Other

None of the above

\* If other, describe

**The Ithaca Police Department (IPD) provides assistance in about 3-5 bike rodeos at local elementary schools each year.**

\* 67. Do you have police department employees on bikes?

Yes

No

\* 67a. If yes, what percentage of police department employees is on bike?

17

\* 68. Are there any other public safety (e.g. fire department or EMS) employees on bikes?

Yes

No

\* 68a. If yes, what percentage of safety department employees is on bike?

\* 69. Do your local ordinances treat bicyclists [equitably](#)? (examples can be found on the [BFC resources page](#)).

There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike lane (intersections excepted)

There are penalties for motor vehicle users that 'door' cyclists

There is a ban on cell phone use while driving.

There is a ban on texting while driving.

The community uses photo enforcement for red lights and/or speed

There is a state or local law that requires cyclists to use sidepaths regardless of their usability.

There is a state or local law that requires cyclists to use bike lanes where they are provided.

Cyclists are required to ride as far to the right of the road as practicable without exceptions listed in [Uniform Vehicle Code](#).

There is a general restriction on bicyclists riding on the sidewalk.

There are local or school policies that restrict youths from riding to school.

None of the above

Additional information on any of the above mentioned ordinances as it pertains to your community.

\* If Additional Information, describe

\* 70. Are there any additional prohibitions or restrictions on cyclists in your community?

Yes

No

\* 70a. If yes, describe

\* 71. Does your community have other programs or policies to enforce safe cycling?

Yes

No

\* 71a. If yes, describe

## Evaluation and Planning

\* 72. What is the most current journey-to-work data for your community? (this percentage can be found in the [U.S. Census or the American Community Survey](#))

2.3

\* 73. What additional information do you have on bicycle use for your community?

**1.) According to the Census 2000 and 2010 ACS, commuting bicycle use in the City of Ithaca increased by 34% from 2000 to 2010 (the US average bicycle commuting increase from 2000 to 2010 was 44%) (NOTE: the Census 2000 and the 2010 ACS gathered data in slightly different ways which could account**

for a portion of the ridership number increase). 2.) Ithaca's current bicycle journey-to-work level (2.3%) is over 4 times the national level of .55% (2009 data). 3.) a few limited bicycle counts have been done in Ithaca.

\* 74. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

1

\* 75. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

90

\* 76. Do you have a specific plan or program to reduce these numbers?

Yes

No

\* 76a. If yes, provide the link to the plan or describe.

\* 77. Does your community have a bicycle plan?

Yes

No

\* 77a. When was it passed or most recently updated?

Before 2000

\* 77b. Is there a dedicated funding source for implementation?

Yes

No

\* 77c. If yes, describe.

**The City of Ithaca has an existing Capital Project dedicated solely to creating the Ithaca Bicycle Plan and for implementing measures consistent with the recommendations in the Ithaca Bicycle Plan. The City has spent approximately \$61,000 out of this account and has about \$9,000 remaining available. Of the \$61,000 spent, about \$20,000 went toward the creation of the Ithaca Bicycle Plan and about \$41,000 went toward installing infrastructure improvements.**

\* 77d. What percentage of the plan has been implemented?

25%

\* 77e. Are you meeting annual target goals for implementation?

Yes

No

\* 77f. Provide a link to the plan or describe.

<http://www.ci.ithaca.ny.us/vertical/Sites/%7B5DCEB23D-5BF8-4AFF-806D-68E7C14DEB0D%7D/uploads/%7BE92E1818-1E61-4377-933C-4C028D65011A>

\* 78. Do you have a trails master plan that addresses mountain bike access?

Yes

No

\* 78a. If yes, provide the link to the plan or describe.

\* 79. Is there [formal cooperation](#) between the mountain biking community and the community recreation and planning staff?

Yes

No

\* 79a. If yes, describe.

\* 80. Do you have [trip reduction ordinances, policies or programs](#)?

Yes

No

\* 80a. If yes, describe.

**Cornell University has a program to discourage SOV use on their campus. Their OmniRide program provides employee bike commuters free access to regional transit; all buses have bike racks; low cost subsidized transit access for student multi-modal commuters. Free emergency ride home for bike (and other alternative-to-SOV) commuters. These are available for all campus community members and none are provided specifically for support of bike commuters.**

\* 81. Have you done an [economic impact study](#) on bicycling in your community?

Yes

No

\* 81a. If yes, describe.

\* 82. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?

Yes

No

\* 82a. If yes, describe.

\* 83. Does your community have other programs or policies to evaluate and/or plan bicycling conditions, programs, and facilities in your community?

Yes

No

\* 83a. If yes, describe.

[Final Overview](#)

84. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

\* 84a. **Despite currently having little bicycle-specific infrastructure and few bicycle-specific encouragement programs/policies, the City of Ithaca is overall a pleasant place to ride a bike for bicyclists of all abilities. Paved paths along and nearby the scenic waterfront entice casual bicyclists and families, and a connected network of roads of varying capacities allow easy routes for commuters. Though Ithaca is a small city in terms of population, the dense core invites bicycling since most destinations are within just a few square miles. Traffic speeds within the city are set at 30mph with few exceptions of faster but limited-access highways, making the speed differential while sharing the road minor.**

\* 84b. **Much of the City's bicycle infrastructure has been installed since 2007 - the City has put forth quite a concerted effort lately to improve conditions for bicyclists. In addition to having staff that is supportive of bicycling improvements, elected and appointed officials are mostly supportive of bicycling improvements as well. This overall top-down support is quite different than the rather low-support climate that was present in past years.**

\* 84c. **High bicycle use despite population, weather conditions and terrain - According to the 2010 American Community Survey, the level of bicycling in Ithaca is over 4 times the national average. While the terrain can pose a challenge to novice riders, it also invites many experienced riders, which has made Ithaca a major regional hub for bike touring.**

85. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

\* 85a. **The City of Ithaca needs to continue upgrading and maintaining existing infrastructure and building new infrastructure that improves safety, convenience, directness, comfort and attractiveness of bicycling in the City of Ithaca.**

\* 85b. **The City of Ithaca needs to work with neighboring municipalities to improve bicycling conditions adjacent to the City of Ithaca where the traffic speeds increase and roads are often narrow. By working with these neighboring municipalities it is hoped that bicycling issues can be better coordinated on a more area-wide basis. Additionally, the City of Ithaca and the New York State Dept. of Transportation (NYSDOT) need to forge a better relationship - a closer relationship and a more amenable relationship. NYSDOT owns and regulates many of the main roads bisecting Ithaca and therefore has an influence on what types of bicycle facilities are provided. Both the City of Ithaca and NYSDOT need to work to find shared goals and areas of agreement regarding bicycling issues.**

\* 85c. **The greater Ithaca area community needs to establish a bicycle/pedestrian coalition to better advocate for improvements. Current advocacy efforts are very fragmented, uncoordinated and ineffective.**

\* 86. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

Yes

No

\* 86a. If yes, describe.

**1.) Look into ways to broaden community engagement on bicycling issues, such as holding neighborhood meetings to talk about bicycling issues. 2.) Draft policies to better institutionalize existing City of Ithaca practices that support bicycling, such as: a.) The new practice of re-stripping bike lanes at the beginning of the striping season (rather than near the end of the season). b.) The practice of pro-actively taking advantage of repaving projects as an opportunity to add bike lanes or at least improve the standard lane markings to improve bicycling conditions. c.) The ongoing practice of adding 40-50 bike parking spaces per year. d.) Draft a Complete-Streets policy and a Bicycle & Pedestrian Accommodation policy.**

\* 87. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

Yes

No

\* 87a. If yes, describe.

**The application has provided us with a good checklist detailing what types of infrastructure, policies, education programs, etc. could make Ithaca a friendlier place to bike and could encourage greater ridership. Regardless of whether Ithaca earns recognition as a Bicycle Friendly Community or not, we will refer back to the application to find areas that we can improve upon in the upcoming years. After completing the application, it seems clear that there is much more that could be done to improve the policy-level support for bicycling improvements. Though there currently is a good level of support, there are few 'institutionalized' policies or programs and there is little in the way of dedicated funding or staffing. Also, after completing the application, we have come to the conclusion that general public support is currently not well-organized, though possibly because bicycling in Ithaca is generally not difficult. Though there is some support, the lack of broader community-wide efforts limits the degree to which there is a focused effort on improving bicycling conditions (too few advocates are trying to carry too heavy of a load). Finally, the act of filling out this application has provided us with a good opportunity for reflection and self-assessment. It has also provided us with the opportunity to 'benchmark' current conditions which will make it easier for us to evaluate the degree to which we have improved in future years.**