



# ITHACA, NY

TOTAL POPULATION

30788

TOTAL AREA (sq. miles)

6.1

POPULATION DENSITY

5080.5

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Ithaca
High Speed Roads with Bike Facilities	47%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	43%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	14%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	NO
Bike Program Staff to Population	1 PER 89K	1 PER 103 K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	4 / 10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3 / 10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	3 / 10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	2 / 10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	4 / 10

## KEY OUTCOMES

	Average Silver	Ithaca
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.8%	1.8%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	498	771
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	8	0



## KEY STEPS TO SILVER

- » Adopt a new Bicycle Master Plan. The current bicycle master plan was adopted in 1997. There have been many advances in bicycle planning since that time such as the publication of NACTO Design Guides, the creation of traffic stress methodologies for network planning, the availability of continuous electronic counters, and the proliferation of bike share systems. An update to your Bicycle Master Plan should take advantage of the best practices that have arisen since 1997 and set the stage for continued improvements in Ithaca.
- » The process of adopting a new plan would also be an excellent time to coordinate planning with Cornell University, Ithaca College, local transit agencies, and other entities that have a significant impact on the transportation network in Ithaca.
- » Adopt a Complete Streets policy and offer implementation guidance. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance



on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.

- » Increase the amount of staff time spent on improving conditions for people who bike and walk.
- » Develop outreach methods that specifically target families, women, seniors, and low-income communities in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools.