



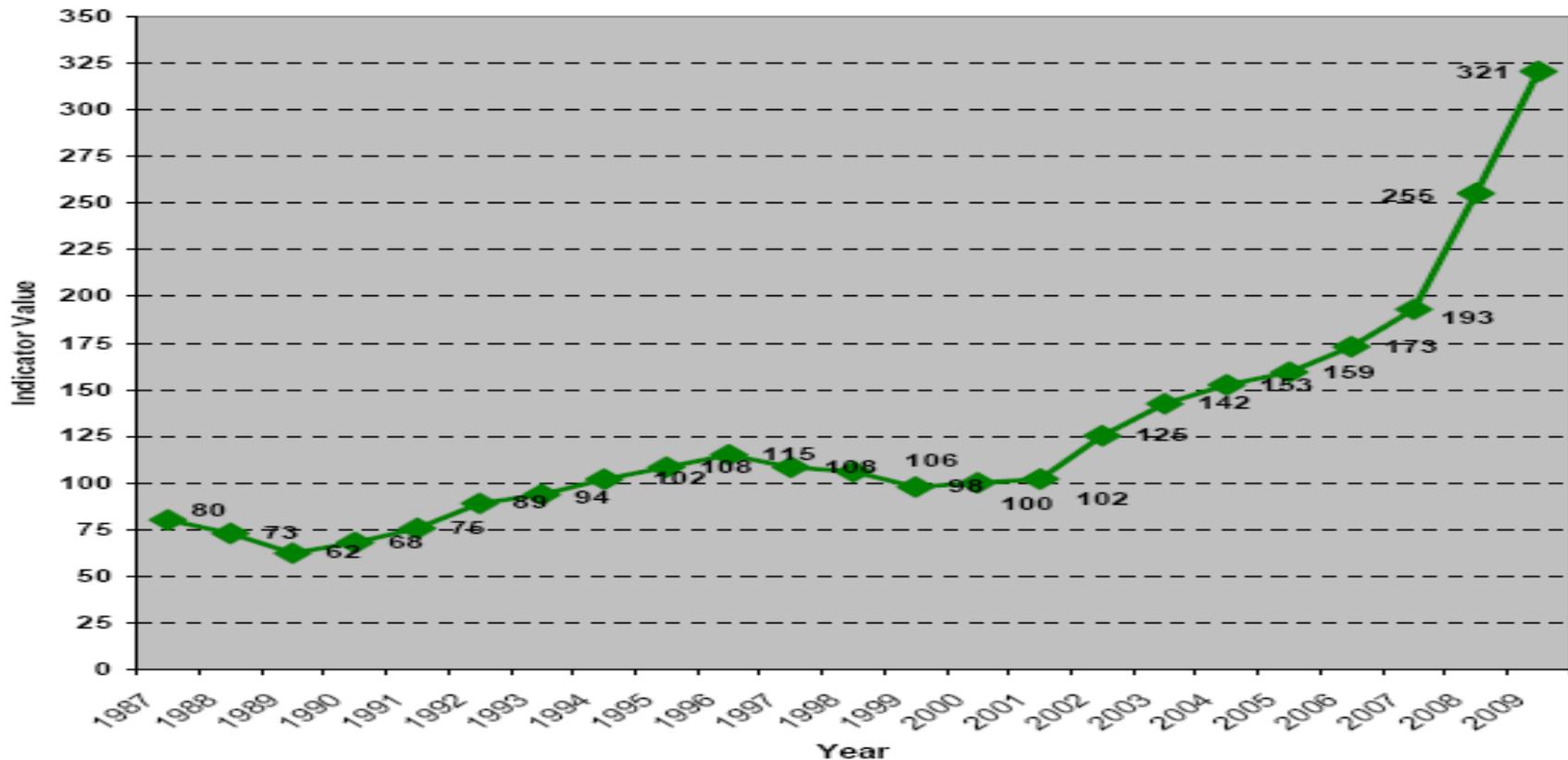
bikes in buildings

New York City Department of Transportation  
New York City Department of Buildings  
November 2009



# Cycling Trends in NYC

Cycling in New York City is at its highest recorded levels, and continues to increase.





# Cycling Trends in NYC



July 1st, 2006 - June 30th, 2009

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This intersection marks the historic completion of 200 miles of new on-street bicycle lanes for NYC within three years.

An unequalled accomplishment.



DOT is making strides in creating safe bicycle lanes for cyclists throughout the five boroughs.

50 miles of bicycle lanes will be installed annually in the coming years.



# A Priority for Sustainability and Health

- Increasing cycling is a Mayoral priority – PlaNYC commits the City to pursuing strategies to grow commuter cycling.
- Sustainable Streets – DOT's strategic plan – builds on PlaNYC and calls for doubling 2007 bike commuting levels by 2012 and tripling them by 2017.





# Cycling Trends in NYC

Studies conducted by the Department of City Planning in 1999 and 2007 identified lack of a safe place to park as the most common reason would-be cyclists choose not to commute to work by bicycle.



# What is Bicycle Access?

The Bicycle Access Law aims to increase bicycle commuting by providing cyclists with the opportunity to securely park their bikes in their workplace or other designated areas.



# Who is affected?

Office Buildings with freight elevators  
and tenants who want bicycle access





# Designing A Bicycle Access Plan:

*Buildings have flexibility*

- There is no “one size fits all” solution.
- Plans can be designed to address the unique characteristics of individual buildings while still complying with the requirements of the law.



# Alternate Parking Exception

- Alternate Bicycle Parking must be:
  - Sufficient to accommodate bikes requested by the tenant;
  - Secure (must have a locked entry/exit or restricted access);
  - No-cost;
  - Nearby (lesser of 3 blocks or 750 feet from the building);
  - Indoor or covered;
  - Guaranteed access for tenants.



# Ideas for Indoor Parking

*Sufficient, secure, no-cost, and  
nearby*

- Alternate indoor parking could be provided in:
  - Bike parking room or area
  - Loading dock
  - Building garage
  - Indoor space in a nearby building
- Building must be able to provide proof of availability or ownership of indoor parking



# Ideas for Indoor Parking



TO WHOM IT MAY CONCERN,  
STORAGE OF BICYCLES IS PROHIBITED  
THE FINE SHOULD BE FOR TOWNSHIP  
USE WHILE WORKING ONLY.  
ANY BICYCLES FOUND STORED IN THIS AREA  
FOR REASONED REASONS OF THE  
WILL HAVE THE LOCKS CUT  
AND THE BIKES REMOVED.  
MANAGEMENT

BICYCLES PARKED  
AT YOUR OWN RISK.  
MANAGEMENT  
IS NOT RESPONSIBLE  
FOR ANY DAMAGE  
OR ANY LOSS.



# Ideas for Off-Street Parking

*Covered, sufficient, secure, no-cost, and nearby*

- Bike shed
- Fenced in area (bike cage) with a roof or cover or under overhang
- Bike lockers





# Ideas for Off-Street Parking

*Covered, sufficient, secure, no-cost, and nearby*





# Bike Access Your Way

- Numerous options and methods for compliance
- Conversations with tenants can start now to ensure compliance
- Bicycle Commuting Task Force: Efforts to encourage bicycle parking partnerships are underway.



# Resources

[www.nyc.gov/bikesinbuildings](http://www.nyc.gov/bikesinbuildings)