

BPAC Request for Curb to Curb Plowing of Streets With Bicycle Lanes

Whereas the City of Ithaca has demonstrated its commitment to promoting bicycling as a safe and sustainable mode of transportation in its initial implementation of its Bicycle Plan with the marking of Bike Lanes on some of its streets and,

Whereas the Bike Lanes will be used year-round by commuters and recreational cyclists who should have full use of the Bike Lanes during any season and,

Whereas there is a concern that snow removed from the motor vehicle travel lane will be deposited in the Bike Lane and,

Whereas there is a concern that snow removed from public and private walkways and parked cars proximate to the Bike Lanes will be deposited in the Bike Lane and,

Whereas snow left in the Bike Lane will quickly harden and compact creating an icy recalcitrant mass; now, therefore, be it

Resolved that BPAC requests the City of Ithaca to clear the Bike Lanes any time the motor vehicle lanes are cleared during snow events and, be it further

Resolved that BPAC requests the City of Ithaca to clear the Bike Lanes of snow deposited in the Bike Lanes as a result of car cleaning or the clearing of walkways.

BPAC Statement Regarding the Bike Lanes in the City of Ithaca

Whereas the City of Ithaca has demonstrated its intention to promote safe and legal bicycling through the adoption of the Ithaca Bicycle Plan and,

Whereas the Bike Lanes on Green, East State, and Hudson Streets represent the first implementations of Phase One of the Ithaca Bicycle Plan and,

Whereas the Bike Lanes are located where cyclists are exposed to high levels of traffic stress due to volume of motor vehicle traffic and/or diminished rate of travel relative to motor vehicles due to road grade and,

Whereas the Bike Lanes benefit a significant number of cyclists traveling in the City of Ithaca by demarcating a place in the road where they are the exclusive users and,

Whereas road markings such as Bike Lanes increase motorist's awareness of cyclists and thereby improve cyclist's safety on the road and,

Whereas road markings such as Bike Lanes encourage riding on the right hand side of the road and diminish illegal and unsafe cycling practices and,

Whereas road markings such as Bike Lanes encourage safe distances between cyclists and motorists when cyclists are overtaken by motorists and,

Whereas the BPAC acknowledges that the reduction of vehicle travel lane width on Green Street may present uncomfortable riding conditions for some users and,

Whereas after careful consideration of the impact of the Green Street Bike Lane for all users the BPAC concluded that the Bike Lane is a significant improvement for cyclists and,

Whereas it is the duty of the BPAC to advocate for the implementation of city plans for bicycle travel and to encourage safe and legal bicycle travel and,

Whereas it is the duty of the BPAC to review ongoing and upcoming city projects that impact travel by bicycle; now, therefore, be it

Resolved that BPAC supports the existing Bike Lanes and their monitoring and be it further

Resolved that BPAC supports the continued implementation and monitoring of the Ithaca Bicycle Plan.

BPAC Request for Enforcement of Parking Regulations Proximate to Bike Lanes

Whereas motor vehicles are not infrequently found to be illegally parked more than one foot from the curb in areas adjacent to the Green/East State Street Bike Lane causing partial or complete obstruction of the lane and,

Whereas obstruction of the Bike Lane causes cyclists to operate erratically and/or merge with the motor vehicle lane rapidly and unpredictably and,

Whereas along this section of Bike Lane traffic volumes are quite high and of a competitive nature and,

Whereas the utility of Bike Lanes and the safety of their users are severely compromised by illegally parked cars and,

Whereas the duration of time a vehicle is allowed to remain illegally parked has a negative correlation with cyclist safety and,

Whereas the consistent ticketing and towing of illegally parked cars will have the effect of reducing the incidence of illegal parking practices; now, therefore be it

Resolved that BPAC requests the [City of Ithaca and the] Ithaca Police Department to increase its vigilance in enforcing parking regulations in areas proximate to existing and future Bike Lanes and be it further

Resolved that BPAC requests the Ithaca Police Department make every effort to remove offending vehicles by tow truck swiftly.

BPAC Request for Pedestrian Protection at Intersections in Ithaca's West End

Whereas the City of Ithaca wants to encourage safe legal travel by pedestrians, for improved quality of life, health, economy, and reduced motor vehicle travel and greenhouse gas emissions, and

Whereas there are many commercial destinations in Ithaca's West End, as well as numerous bus stops and the bus station, and

Whereas Ithaca's West Hill Neighborhood is predominantly residential, including low income residents less likely to own cars, and

Whereas the Lehman Alternative Community School is located on West Hill, and many of its students walk through the West End on a daily basis, and

Whereas the Flood Control Channel and Cayuga Inlet force all travelers between West Hill and the rest of Ithaca onto a few major streets in the West End, and

Whereas motor traffic volumes in the West End are very high, and development beyond the City of Ithaca continues to increase the traffic volumes on these few streets, and

Whereas most 'walk' signals at West End intersections conflict with turning motor vehicle traffic such that there is no legal pedestrian crossing time when motor vehicles may not drive through the crosswalk, and

Whereas many West End destinations require pedestrians to negotiate multiple intersections, and

Whereas the compromised crossing conditions in the West End are intimidating to many pedestrians and potential pedestrians, and

Whereas the traffic signals in Ithaca's West End are controlled by NYSDOT; now, therefore be it

Resolved that the City of Ithaca Bicycle and Pedestrian Advisory Council asks the City of Ithaca to request NYSDOT to include a pedestrian walk signal lead time before turning traffic is allowed through crosswalks whenever walk signal is requested by

pedestrians pushing a button at all signalized intersections on Meadow Street, Fulton Street and Taughannock Boulevard.