This makes me very happy...and gives me hope.

--- On Mon, 11/22/10, Norman Steisel <norman@enesscostrategies.com> wrote:

From: Norman Steisel <norman@enesscostrategies.com>
Subject: Streetsblog New York City » Cyclists Blindsided By City’s Erasure of Father Capodanno Bike Lane
To: "Louise Hainline", "Louise Hainline", "Jasmine Melzer", iris.Weir
Cc: "Norman Steisel",
Date: Monday, November 22, 2010, 9:29 AM
For the second time in 12 months, the Bloomberg administration will remove a link in the bicycle network after lane opponents. The Staten Island Advance reports that the bike lane on Father Capodanno Boulevard will no longer be repaved. The news comes two months after the Advance published an editorial urging the city to remove the section of the Bedford Avenue bike lane in response to opposition from local Hasidic leaders.

The Capodanno bike lane will be erased from Midland Avenue to Drury Avenue, a few blocks south of Lily Pond Avenue.

This time the bike route on Capodanno from Midland Avenue to Drury Avenue will be wiped out. The bike lane will be converted to parking and turning lanes, and, in a measure of compensation for sustainable transportation, the shore will be converted into a bus lane. A portion of the bike lane that crosses Staten Island Expressway to DOT.

Staten Island Borough President James Molinaro and local City Council member James Oddo both applauded the Advance editorial board for being clamoring for the lane to be removed for some time.

Now, without any discernible public process, most of the Capodanno lane will vanish, erasing one of the few bike networks on the island. "Father Capodanno is an integral piece of Staten Island’s meager bike network, connecting bikers to the St. George Ferry Terminal, local cyclists to the Snug Harbor Park and Cultural Center and transportation Alternatives said in a statement released this morning. “The Bloomberg administration has apparition of a few drivers and local political bosses can trump public process and the irrefutable evidence that streets safer for everyone.”
Staten Island cyclists feel blindsided by the change. “None of us saw this coming, from a mile away,” said M Staten Island volunteer committee. “None of us were consulted.” The greenway that runs parallel to Capodan recreational users and doesn’t meet the needs of people biking for transportation.

After dark, the greenway is interrupted due to the nighttime closure of Fort Wadsworth, near the Verrazano B a route that crosses Staten Island Expressway ramps. The bike lane will be preserved on that portion of Capo with Drury Avenue.

Streetsblog has phone calls in with Molinaro and Oddo, the mayor’s office, and Staten Island Community Bo decision was reached.

DOT Commissioner Janette Sadik-Khan told the Advance that the “redesign is tailored to meet Staten Island’ heard from the community and worked closely with local leaders to engineer a solution that works whether ye the wheel.”

While Molinaro and Oddo may have burnished their reputations with local bike lane opponents, Mayor Bloor legacy on street safety and green transportation by allowing these erasures to happen on his watch without so the city makes huge strides in expanding its bike network and introducing innovative designs that are making accessible, it is sending the signal that bikeways are vulnerable to political pressure.

Here is TA’s full statement about the bike lane removal:

Transportation Alternatives is deeply concerned about the City’s abrupt removal of the bike lane on F: Staten Island. Father Capodanno is an integral piece of Staten Island’s meager bike network, connecting Staten Island Railway and the St. George Ferry Terminal, local cyclists to the Snug Harbor Park and C Island Yankees Stadium. In a borough that is frequently denied the bike and pedestrian street safety in administration has installed to make NYC’s other boroughs safer, the removal of Father Capodanno is right to safe cycling for Staten Islanders.

The Father Capodanno Boulevard bike lane removal occurs one year after the Bloomberg Administrat bike lane in Brooklyn, another key Manhattan connection for cyclists. The Bloomberg administration opposition of a few drivers and local political bosses can trump public process and the irrefutable evic make streets safer for everyone. Bike lanes across NYC have proven to decrease crashes for cyclists, p Mayor Bloombergs’s public health efforts like the ban of smoking and trans fats are never the subject of street design should not be either: all are life saving measures. We are working with the Department o understanding of the Bloomberg Administrations’ ostensibly new political criteria for the removal of save lives.

Noah Kazis contributed to this post.

20 Comments
Last comment by StevenF Leave a comment »
Rob Foran

The shameful thing about this is that while Staten Island’s elected officials and the Staten Island Advance are railing against speeding and reckless driving that is common on Father Capodanno Blvd, they have been railing again done to make the streets safer. Like installing bike lanes.

November 18, 2010 at 2:13 pm Link # 1

2. Boris

Just awful. Now, as speeding and crashing gets more severe on Father Cap, will DOT return and say, ‘are ignoring SI’s safety concerns (even expressed in the Advance article!) If they do, then they are pla reason than to annoy a few local officials.

November 18, 2010 at 2:18 pm Link # 2

3. BicyclesOnly

The process point is key. If cyclists don’t rate a “heads up” and an advance opportunity to comment on Bloomberg administration, what can we expect after 2013? It’s great to have installed hundreds of miles period of time, but events like this and the dismount zones that keep cropping up in parks around the ephemeral.

And speaking of lack of notice of bike route modifications ....

November 18, 2010 at 2:32 pm Link # 3

4. Bromwell

Look at the notification process for changing signage in city law. What does it say?

November 18, 2010 at 2:37 pm Link # 4

5. m to the i

DOT says, “This is being done in conjunction with the completion of a unique, two-way protected lan wait, Staten Island, I know I have another excuse up my sleeve somewhere. In the name of safety, um you.”

November 18, 2010 at 2:53 pm Link # 5

6.
To be honest, the lane always seemed a bit redundant. It was almost always entirely vacant, since it is maintained protected lane adjacent to the boardwalk, running all the way from Miller Field (Midland Verrazano Bridge). This is turn connects to Bay Street, which is a sharrow for almost its entire length. However I don’t like how the lane was so quickly removed. In fact, a total repaving a few month some ammunition to simply never re-stripe the lane. Very underhanded.

Father Capodanno needs traffic calming. But an empty bike lane does nothing for the movement. We of traffic calming we get on Father Cap is wintertime. Once the potholes start coming out, the drivers we need some speedbumps, but not an unused bike lane.

November 18, 2010 at 3:37 pm Link #6

7.

chris

Actually VERY happy that they removed the bike land from Fr. Cappodonno boulevard.

That was done with minimal community input (little hypocritical to be bitching about community input) Island will benefit a hell of a lot more from an express bus to the Ferry rather than a bike lane for the is suburban Staten Island.

This is an example of when ideology is correctly displaced by reality – a place a lot of bike advocates from.

November 18, 2010 at 3:40 pm Link #7

8.

Danny G

Any idea if the new bus lane will have enforcement and/or priority signalization?

Will the dawn to dusk restrictions on the parallel greenway be lifted?

November 18, 2010 at 4:19 pm Link #8

9.

Marty Barfowitz

Staten Island wants its automobile dependence, suburban sprawl and soul-crushing traffic congestion. to New Jersey if they want.

November 18, 2010 at 4:24 pm Link #9

10.
I have to say that I’m not entirely outraged at this, especially if there is a parallel greenway. I think we lanes are not an end in themselves. It is access, safety, and mobility that we are after. An empty bike lane is not helping bikers and often galvanize the opposition. If this was heavily used, I’d get out there with everyone. However, it doesn’t seem that way. I’d prefer DOT spending more time a community to create a good network of greenways and protected bike lanes that extend outward from get SIers to get on bikes, and would likely be well used. Maybe some would get their own facebook page.

In short, I say pick your battles, and this doesn’t seem like one worth fighting, especially if bus lanes are useful.

November 18, 2010 at 4:27 pm Link # 10

11.

Danny G

J,

I think you sum it up well. Thanks. And Class I to the ferry sounds worthwhile.

November 18, 2010 at 4:43 pm Link # 11

12.

Jonathan

Thank you, Streetsblog, for turning your attention to New York’s forgotten borough. My personal Stat George ferry terminal, where bicyclists are forced to dismount but DOT workers (and other random people) do directly in front of the ferry slips. I suppose it’s a safety issue, to keep cyclists from speeding through departing ferry, but I wonder how often the men and women who park their cars in that area are tested before being allowed to drive inside. If it’s safety we want, let’s be consistent!

November 18, 2010 at 6:00 pm Link # 12

13.

tom

In the spirit of “I told you so”: SI should have all the highways Robert Moses had planned out for it. Traffic speeding and crashes in a limited-access and controlled manner; and leave the streets safer.

November 18, 2010 at 9:18 pm Link # 13

14.

jsd

J,
Class one to the ferry is definitely doable along Edgewater Street, directly adjacent to the water, Bay S Home Port. That stretch is barely used, and a great route to the ferry even as is.

November 19, 2010 at 7:10 am Link # 14

J

Jonathan,

The city is actually working on the SI Ferry dismount issue as we speak. The reconstruction of the ran grade-separated 2-way bike path up the bus ramp to the front entrance, as well as a new bike parking f stimulus. Check it out here:

Project website:

Presentation (See slide 24):

November 19, 2010 at 8:12 am Link # 15

mcsladek

Ah, but what is the DOT and ferry terminal going to do about the mandatory bag searches for cyclists' dismount, we can’t go aboard the boat unless our bikes and bags are searched by a bomb-sniffing dog, to open our bags and let the guards poke around. Is that going to end with the new design? I hope so.

While I am pleased that there will be a bus lane, it is a bit suspect that it is allegedly only going to be able to wait to ride next to the new strip of parking and see how many doors will fly in my face.

I am also incredibly excited to see the inevitable backlash, right around May or June, from pedestrians the boardwalk saying that there are too many damn bikers on the path, they go too fast, and they endanger words.

It feels like some of you are missing the point. The boardwalk and path are no Kent Ave, and no West bike lanes, and Father Cap, at almost 3 miles, was one of the longest. The rest break off or go in a circle empty, but even if it were, it still contributes to traffic calming. If any of you are still doubtful that this make a difference, I invite you to come riding with me on Amboy Road.

After you get searched for bombs at the ferry, that is.

November 19, 2010 at 10:31 am Link # 16
17.  

**Paul**

People who say that there is a alternative path next to boardwalk should take a ride on it. With all the runners, people rollerblading etc. ) it is almost impossible to ride your bike given the fact that this thir

People already doing 50-60 mpg on that road. Opening another line there is not what anybody wants. road as they have the right to do so. It is just going to be more dangerous for everybody.

November 19, 2010 at 1:00 pm [Link #17](#)

18.  

**Cap'n Transit**

While I am pleased that there will be a bus lane, it is a bit suspect that it is allegedly only going

I agree, Meredith! Similarly suspect is how the bus lanes on the Gowanus, on the LIE and in Union Ci

I understand that the morning rush hour packs people into a shorter time window, but anyone who’s e' outbound lanes knows that those are still necessary. The city, and the Port Authority is going to have t hours if they want to expand transit ridership.

November 19, 2010 at 2:15 pm [Link #18](#)

19.  

**Boris**

jsd,

Just about all Staten Island roads are “almost always entirely vacant”. That’s the nature of suburbia. T pm, and you’ll wonder why the road exists at all.

Or try riding a bike on the supposedly well-maintained lane next to the boardwalk on a summer aftern jammed with valet-parked cars, kids are running amok all over the place, and pedestrians, rollerblader at you for having to get out of your way.

The real problem with Staten Island is the lack of a grid system in many parts of the borough, which f arterials. The older street network is basically made up of small one-way streets that vary in width and least expect it. Attached onto them are Moses-era speedways that can actually get you somewhere if y' boulevards out of the quiet streets is the best overall solution, but that would require a lot of street (re)

November 19, 2010 at 10:58 pm [Link #19](#)

20.  

**StevenF**
Replace the lost bike lane miles on Cappodanno by completing the Verrazano Bridge. VNB bike access and Island transportation than Cappodanno.

The Verrazano Narrows Bridge has never been finished: the bridge was designed for two bicycle/pedestrian paths out in last year of construction, 1963, because he was worried about the negative impact of removing the paths would prevent suicides. So instead of people quietly walking down, they drive up, during rush hour, dump the car, block traffic, and then jump. One poor soul.

Having no path didn’t stop suicides, it just stops cyclists, joggers, walkers and tourists from enjoying the harbor. It stops the 10 percent of VNB traffic that travels only 8 miles door to door from the option of less than 2 miles long, 10,000 feet street to street, and is a 10-15 bike ride. The 8 mile trip is 30-50 minutes when the SI Expressway is backed up.

The path can be installed in the empty space waiting for it – the space under the cables outboard of the roadway lanes away. Costs, documented by a City Planning engineering study, would be about complete.

For a quick and dirty and cheap path, install a steel Jersey Barrier to block off one lower level lane and a couple million dollars and we can be riding the VNB.

Of course, once there is a direct VNB bike route to Brooklyn, there may be a lot more cyclists along these lanes may have to be re-installed.

Side thought about Cappodanno that has not been mentioned, is how it works as a cyclist bypass of Hylan. Miller Field, a cyclist can cross the park and keep riding on the south side along relatively quiet street before Great Kills Park, Hylan traffic is significantly less crazy than north of Miller field. This route can be used.

November 21, 2010 at 11:34 am Link # 20
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- **Today's Headlines**
  13 Comments Latest by: Aaron Naparstek, Today at 11:53 AM

  - Aaron Naparstek said:
    "Hey Doug G, per Streetsblog policy, there are no accidents. Obviously, sometimes car crashes. Streetsblog and others object to is when press and..."

  - TheGuardrail said:
    "Yes, the opinion of these residents is not only selfish but also goes to show how spoiled those transportation are. I bet this plan would also..."

  - Mike said:
    "Ace, it’s absurd to ban people who are using the bridge for transportation — its intended purpose using it as a tourist attraction, and..."

  - Benjamin Kabak said:
    "I’m going to echo Chris. I can’t make it tonight, but please attend if you can. The NIMBYism toward the eastern end of the block..."

  - Ace said:
    "No bicycles from 9-9 or 8-8. It really is a horror show up there for pedestrians. I know the “fix there is not enough room up there.”

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