

Volume 7, No. 2

Spring 2001

Transportation **ALTERNATIVES**

**The Advocates
for Bicyclists &
Pedestrians**

www.transalt.org



Manhattan Bridge Set To Open
Ferrer, Hevesi, Vallone Back Car-Free Trials for Parks

Suburbanator

THE KOREAN WAR VETERAN STARES OUT FROM THE TELEVISION screen, an American flag waving behind him. “Environmentalists are telling us how to live our lives...preventing us from driving cars, and forcing us to live downtown,” he says. “In America, these are still personal choices. “Tyranny didn’t win in South Korea,” he concludes. “Don’t let it get a foothold here.”

The message, brought to you by the Georgia Highway Contractors Association, began airing on metro Atlanta television stations last week. Similar messages have been airing for months across the country, as cities turn their attention to building mass transit to comply with the federal Clean Air Act, frustrating road builders, who have seen a decline in demand for their services. In metro Atlanta, as in other cities, the focus of the attacks is environmental groups, such as the Sierra Club, which have sued to prevent road-building plans from moving forward.

“We just want to try to wake up the citizens of Georgia to let them know certain groups are influencing public policy that affects their lives,” said Therol Brown, executive director of the Georgia Highway Contractors Association. “If people don’t want to drive automobiles, fine – but that’s a people choice. Don’t let it be forced on people by public policy.”

The situation is not unique to Georgia. The American Road & Transportation Builders Association has formed a legal advocacy group, the Advocates for Safe & Efficient Transportation, to address the proliferation of lawsuits filed by environmental groups against cities and states over air quality issues. The role of the group is to present the views of the road builders to the courts when the cases are heard. The demand for advertisements like those that are running in Atlanta has soared, said David Finley, executive vice president of TRIAD Inc., the Columbus, Ohio, company that produced them.

TRIAD Inc. has also created a cartoon character that it sells to organizations to use in their ads. “America’s Lifestyle Police,” the Suburbanator, goes into suburban communities taking away residents’ cars and making them

move into the city. An ad for the Tennessee Smart Growth Alliance shows the Suburbanator, in his state police-style hat, holding a tiny car and pointing. “I want YOU out of your car,” the ad reads. In one cartoon strip, he confiscates

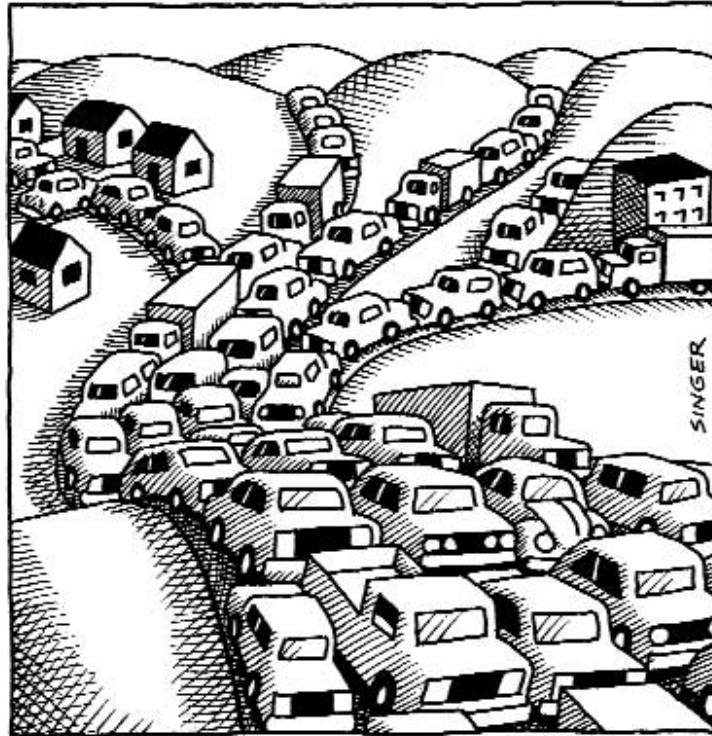
a family’s car, forces them to move into a downtown high-rise and converts their former suburban home into a goat farm.

“We have an industry that has never done much at all to promote itself,” Finley said. “Now there are forces out there that are forcing the industry to (advertise).” It is the first time in Georgia that the contractors - idled in metro Atlanta when the worsening state of the city’s air prompted a ban on federal roadbuilding money three years ago – have publicly denounced the environmental groups’ action. Brown said it’s something the group talked about doing -

and should have done - more than a year ago, when regional planners were putting together a transportation plan that got the federal money flowing again by focusing heavily on transit instead of roads. “We think very, very strongly that additional highways are a part of congestion mitigation,” Brown said. “Additional cars on the road dictate you have additional capacity.”

The heavy emphasis on mass transit was prompted in part by the environmental groups, which twice filed suits against federal and state government officials to stop road projects from moving forward. They still believe the transportation plan puts too much emphasis on roads, and filed a third suit in February.

*By Kelly Simmons, Atlanta Journal-Constitution Staff Writer
Article “Pro-road TV ads tar environmentalists as tyrants” from
www.accessatlanta.com/partners/ajc/newsatlanta/ads0318.html
The Atlanta Journal-Constitution, March 18th, 2001*



Wesley Woolf, an attorney with the Southern Environmental Law Center said “I think that these tactics can fairly be characterized as McCarthyism revisited.”

PROVOCATEUR is an exploration of ideas related to cycling, walking, or the impact of car culture on how we live. It is intended to provoke indignation, reflection and just plain thought. Provocateur does not reflect the official position of TRANSPORTATION ALTERNATIVES.

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On the cover: Manhattan Bridge by Gregory Cross

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Nobler Visions

I AM PROUD TO BE A BUREAUCRAT. I am a career civil servant working to make sure the government works for the people. It's our job to make sure the public gets the most from its tax dollars." Who said this?:

(a) Gregor Samsa in Kafka's *Metamorphosis*.

(b) Fictional character in a good government textbook.

(c) Iris Weinshall, new Commissioner of the New York City Department of Transportation (DOT).

The answer is (c). Commissioner Weinshall really did say this at the onset of a March meeting with Transportation Alternatives. This is inspiring language at a time when the word "bureaucrat" is used as an insult, and "civil servants" are often imperious and high handed. The DOT has suffered badly from a revolving door of five commissioners in seven years. T.A. cares about the DOT's health and effectiveness because the agency plays a central role in determining how motorists, bicyclists and pedestrians are treated.

The last four DOT commissioners spent their tenures scrambling to figure out how to master their agency. Because of this, the DOT had no leader settled enough to rein in the traffic engineers. These talented technicians regularly make political judgments which profoundly effect the character and health of the city. Since the engineers put the movement of motor vehicles first, pedestrians and cyclists have suffered.

After the commissioner's initial civic lesson, she took T.A. to task for our many jabs at the DOT. During her first few weeks in office, T.A. criticized DOT in the media for the absence of markings on the Brooklyn Bridge, and pedestrian deaths on Queens Boulevard. The commissioner felt this unfair, given her recent arrival, and used salty and humorous

language to drive home this and other points. T.A. emphasized that pushing and prodding government agencies, as well as thanking them for a job well done, is part of our job. For example, DOT recently earned our praise for increasing pedestrian crossing times on Queens Boulevard, installing pedestrian improvements at Herald and Times Square, and re-opening the Manhattan Bridge bicycle/pedestrian path.

Ultimately, the meeting proved fruitful. The commissioner gained a better understanding of what T.A. does and why we do it. In turn, T.A. learned more about the commissioner's perspectives and goals. With a new spirit of cooperation, T.A. and DOT have worked together more in the last two months than in the previous two years.

Commissioner Weinshall is not a transportation expert. But she is a quick study and strong manager. She knows how information should flow, and who should be making policy judgments for the agency - the commissioner. The bad news is that Weinshall, and her excellent top staff, will likely be swept out of office when the new mayor takes office in January. Clearly, new mayors deserve their own team of loyal commissioners, but the next administration would be wise to keep Commissioner Weinshall. She has the skills and gumption to rejuvenate the DOT, and advance T.A.'s sensible transportation goals.

"Hopes and dreams are being accomplished in the most commodified city in the nation. There is hope for us yet."

*Mark H. Van Hollebeke,
philosopher referring to T.A.*



John Kaehny
Executive Director

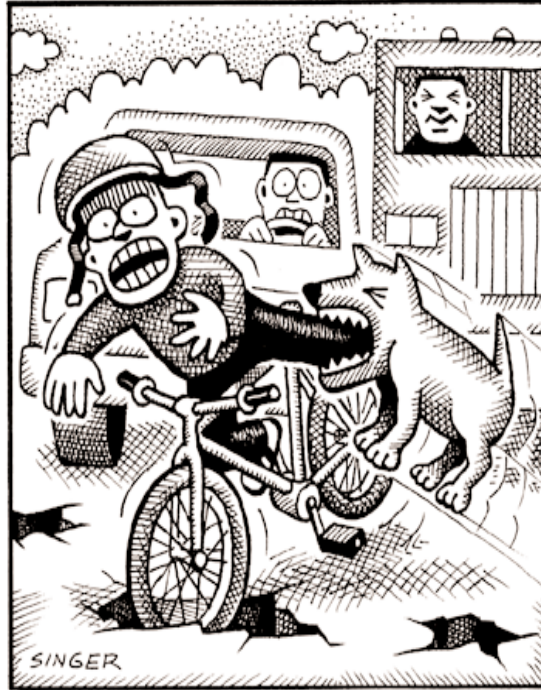
Fewer Potholes Just A Call Away

SPRING IS HERE AND New York City's streets are once again riddled with potholes and hazards. Don't despair; there is something you can do to improve the conditions of our streets. Report potholes and street defects to the DOT and help make streets safer for cyclists and pedestrians. Point out specific potholes from your commute and make your mornings safer and more enjoyable. When potholes are reported to the DOT they are obligated to send an inspector to the site. Your reports will not be ignored.

To report a street defect by phone:

Call: (212) 225-5368 (CALL-DOT)
Dial 2 then Dial 1

A DOT call manager will answer, and take your complaint. They will give you a claim number to check on the progress of the repair but will not give you a completion date.



To report a street hazard online:

Go to:
www.transalt.org/hazard

When filing a complaint online you will receive a claim number in the mail.

Bike Parking Possibilities Abound At Metro Tech

TA'S BROOKLYN COMMITTEE IS reaching out to developers in downtown Brooklyn requesting bicycle parking be included in the planned new buildings. There are several new buildings planned for the Metro Tech building complex, which is near the Brooklyn and Manhattan bridges. The largest of the new buildings is being built by Forest City Ratner and will accommodate hundreds of employees at 9 Metro Tech South, located on the Metro Tech plaza, off of Jay Street.

Because of Metro Tech's proximity to the bridges it is exceptionally accessible by bicycle. The nearby Brooklyn Bridge is the most popular route for cyclists traveling between Manhattan and Brooklyn. Additionally, in June the Manhattan Bridge is opening to cyclists and undoubtedly will attract even more people to cycle to and from the Metro Tech area. This is a great opportunity to get well thought out, secure, bicycle parking at one of the City's premier work sites.

Ask Forest City Ratner to install secure bicycle parking at their new Metro Tech building. Write to:

Bruce Ratner
Forest City Ratner
1 Metrotech Ctr.
Brooklyn, NY 11201
www.9metrotechsouth.com

Bike and Ride On Staten Island

STATEN ISLAND CYCLISTS ARE getting closer to having secure bicycle parking at SI Railroad and express bus stops. In February T.A. presented the New York State DOT with recommendations for bicycle parking on Staten Island. This precedent-setting project sponsored by the State DOT is the only bike-to-transit program in the city.

Currently there is no bicycle parking at Staten Island transit stops. However, every Staten Island Rail Road (SIRR) station and express bus stop could use it. In some cases, installing bicycle racks would work, in less secure locations bicycle lockers or enclosed



areas are needed. T.A. visited Staten Island and ranked locations using these criteria: transit connections, location, existing vehicle and bicycle parking, security, accessibility and demand. Eight SIRR and express bus stops were identified: St. George Ferry Terminal; Great Kills station; Huguenot station; Dongan Hills station; Arthur Kill and Huguenot Ave; Clifton station; Nassau station; and Hylan Blvd. and Buffalo St. express bus connections. Using these recommendations as a guide, the State DOT can begin to install secure bicycle parking on Staten Island. You can see the complete reports at www.sibikepark.com.

Monumental Move on Manhattan Bridge

THE LONG-AWAITED opening of the Manhattan Bridge's once bustling bicycling and walking path is set for June. This momentous event marks the first time in 40 years all of the East River bridges that connect to Manhattan will be open to bicyclists and pedestrians. The path's resurrection will attract riders from the Brooklyn Bridge who are looking for a more direct route and to avoid throngs of tourists.

At noon on Wednesday, May 16, T.A. is co-sponsoring a grand opening ceremony with the DOT to celebrate this welcome happening. DOT Commissioner Iris Weinshall is expected to attend as are other cyclists and pedestrians who wish to partake in this historic

event. See www.BikeWeekNYC.org for more details.

In Manhattan, cyclists and pedestrians can enter the new path at the south east corner of Canal St. and Bowery. On the Brooklyn side, the path is at the north east corner of Jay

The stairs on the Brooklyn side of the bridge need ramping (left). Wide, smooth and fully ramped the Manhattan side approach is a model to follow (right).

and Sands Streets. The path on the south side of the bridge is designed for pedestrians, but will temporarily serve cyclists. The final design calls for a path on the north side of the bridge which will be designed for cyclists. It is scheduled to be completed in 2004. T.A. anticipates that the path on the south side will be fully ramped, accommodating all potential users including wheelchairs and cyclists not able to lift their bicycles up the stairs.













The Manhattan Bridge is an architectural masterpiece that has long been off-limits to cyclists and pedestrians. The bridge was opened in 1909 with bike and pedestrian paths on the north and south sides. The paths were well maintained into the 1940's and then fell into disrepair and were closed in the mid-1960's. Since 1985 the Manhattan bridge has undergone extensive rehabilitation and repair including replacing the south upper roadway, the addition of a truss stiffening system and re-framing the B,D and Q subway lines that cross the bridge. The opening of the path is a tremendous step toward the completion of this seemingly never-ending reconstruction project.



SUE BOYNE (2)



Bridge by numbers

	FULL TRANSPORTATION OPENING	PEAK YEAR	1998
BROOKLYN BRIDGE 1883	 341,000 (1900)	 426,000 (1907)	 144,000
MANHATTAN BRIDGE 1909	 229,000 (1917)	 703,000 (1939)	 330,000
WILLIAMSBURG BRIDGE 1903	 227,000 (1910)	 505,000 (1924)	 110,000
QUEENSBORO BRIDGE 1909	 44,000 (1910)	 326,000 (1940)	 192,000
TOTAL	841,000	1,960,000	776,000

New construction—whether of roadways, water mains, or sewage treatment plants—is not always the most efficient way to upgrade infrastructure. “Improvements” on New York’s East River bridges have actually brought declines in the number of people crossing annually

Penn Parking Progress

REPRESENTATIVES FROM T.A., Amtrak, Madison Square Garden and the 34th Street Partnership toured Penn Station in March to assess opportunities for secure bicycle parking. The organizations are enthusiastic about the project and recognize the benefit of putting unused space to good use.

The proposed bike parking at Penn Station has also attracted the support of State Senator Tom Duane, State Senator Eric Schniederman, and Council

member Christine Quinn. The Pennsylvania Station Redevelopment Corporation showed their support for the project as well, stating “secure bicycle parking would help guarantee that the entire Penn Station complex becomes a truly intermodal facility for the 500,000 passengers who pass through each day.”

Amtrak, Madison Square Garden, the 34th St Partnership and DOT want to convert unused space into bicycle parking.



SUE BOYDE

Tell DOT Where To Put It

RIGHT NOW IS A PRIME OPPORTUNITY TO GET A BIKE RACK at your favorite cycling destination. The DOT CityRacks team is set to install 800 racks by June. By September a total of 2,292 racks will be on the street. But the DOT needs cyclists like you to help recommend locations. CityRacks can be installed on city-owned sidewalks or in a private garages with 24 hour public access. Whether you ride to work, the store or to the movies — if your favorite destination is missing bike parking, survey the location and submit it to DOT. Be certain the location fits the following criteria:

1. On city-owned property (includes basically all sidewalks).
2. On wide sidewalks (minimum sidewalk width 12 feet).
3. Removed from the natural flow of pedestrians, usually at the curb and always away from crosswalks.
4. A minimum of 6 feet from other street furniture (e.g., street signs, mailboxes, benches, telephones).
5. Greater distances from certain features (e.g., up to 13 feet from fire hydrants, and 15 feet from bus stop shelters and newsstands).

With your help we can see a huge boost in on-street bike parking and improve cycling conditions in NYC. Submit your location(s) online at www.transalt.org/cityracks or fax it to 212-442-7790.

Or mail it to:
 CITYRACKS
 NYC DOT
 40 Worth Street
 Room 1035
 New York, NY 10013

Park Your Bike In My Building

SPACE FOR BIKES: A RESOURCE FOR INSTALLING INDOOR Bicycle Parking” is hot off the presses. The booklet is produced by T.A. and funded by the New York Metropolitan Transportation Committee (NYMTC). It targets building owners and managers who are interested in providing indoor bicycle parking, and can be used as a tool for tenants

who want to show their landlords the benefits of bicycle parking.

The booklet explains why buildings should have bicycle parking and how to install it. It also describes how indoor bicycle parking:

- Is a cost-effective way for building owners and managers to satisfy their tenants.
- Attracts tenants to live or work in a building because the environment and tenants’ health are being considered.
- Requires minimal space. An area of 14 feet by 6 feet can store 10-12 bicycles.
- Is already in many buildings throughout NYC. We list a dozen examples with descriptions of the parking and building contacts.
- Can be provided in many forms including as a bike area or room, access to tenants’ space, in the parking garage, as well as outside with bike lockers or locked fenced-in areas.
- Follows NYC Rules and Regulations without creating fire hazards or liability concerns.

To order a booklet e-mail, bike@transalt.org or call 212-629-8080. View it on-line at www.transalt.org/bikeparking



SUE BOYDE

A great example of bicycle at a parking garage on 10th St.

Next Generation of Bike Lanes

THERE ARE CURRENTLY 107.5 MILES OF ON-STREET BICYCLE lanes in NYC. This is a good start, but often stretches of bike lane stop several blocks short of making logical connections—be it to popular destinations or other lengths of bike lanes or greenways.

Below are T.A.'s recommendations to DOT for new bicycle lanes. T.A.'s lane suggestions are based on three criteria: T.A values quality over quantity. We would rather see

short stretches of strategically placed and well designed lanes than tens of miles of lanes on low traffic streets. The installation of these on-street lanes will make the existing bike route network more meaningful and effective.

1. They connect locations with heavy bicycle traffic.
2. They fill gaps in the existing lane network.
3. It is realistic to see them installed in the next two years.



City and State Say Don't Phone and Drive



BOTH THE STATE LEGISLATURE AND the NYC city council are poised to pass bills that would outlaw the use of handheld cell phones while behind the wheel. Assembly Speaker Sheldon Silver, Senate Majority Leader Joseph Bruno, and Governor Pataki are said to view the statewide ban favorably, and it's likely to pass this session. And despite heavy industry lobbying, City Council Transportation Committee chair Noach Dear has vowed to outlaw the use of handheld phones while driving citywide if the state does not act this year. A recent Quinnipiac University study found that an overwhelming 87% of NY voters and 85% of cell phone users favor a ban on the use of handheld phones while driving.

T.A. called on the City Council and state legislature to make these bills only a first step by expanding the prohibition to include handheld and hand-free phones. Expert studies clearly conclude that using a hand-free cell phone while driving is just as dangerous as using a handheld phone - the problem is the distraction of the conversation itself, not the act of dialing

Expert studies clearly conclude that using a hand-free cell phone while driving is just as dangerous as using a handheld phone - the problem is the distraction of the conversation itself, not the act of dialing or holding a phone.

or holding a phone. As detailed in the last issue of the magazine, a 1997 New England Journal of Medicine study found that talking on any type

of cell phone while driving quadruples the risk of an accident and is equivalent to the risk of driving drunk.

According to the Journal of Medical Decision Making, phoning and driving accounts for 1,729 collisions, 317 injuries, \$1 million in health care costs, and \$4 million in property damage each day in the U.S. Japan, Israel, Portugal,

and Singapore have already banned the use of all cellular phones while driving. It's time for NYC and New York State to do the same.

Downtown Brooklyn Calming Collapses

THERE'S STILL NO SIGN OF the Downtown Brooklyn Traffic Calming pilot projects - originally scheduled to be in the ground last December. According to sources within the DOT, administrative hurdles and negotiations with individual contractors have continued to push back the pilot construction. However, the wait has been exceedingly long - the project is almost a year behind schedule. Write to Department of Transportation Borough Commissioner Kathy Keegan and Council Member Kenneth Fisher and let them know that the community has waited long enough.



Two years after the kickoff of the Downtown Brooklyn Traffic Calming project, residents are still waiting to see the first of the pilot projects.

Kathy Keegan, Brooklyn Borough Commissioner
 NYC Department of Transportation
 44 Court St., Rm 207
 Brooklyn, NY 11201

Council Member Kenneth Fisher
 16 Court St. Rm. 1009
 Brooklyn, NY 11201

Get Off The Sidewalk!

PARKING ON SIDEWALKS IS RAMPANT IN NYC. THE POLICE and fire departments, rental car agencies, and parking garages are some of the worst offenders. All over the city, motorists, businesses, and government workers feel that they have the right to take away already scant walking space and force pedestrians into the street.

NYC traffic rules section 4-08 states that "No person shall stop, stand or park a vehicle on a sidewalk, unless otherwise indicated by posted signs, markings or other traffic control devices, or at the discretion of a law enforcement officer." The fine is \$50, and it is a tow-able offense.

T.A. is taking a stand against this dangerous and illegal activity and is asking the City to crack down on sidewalk parking all around the city. Parking on sidewalks should be treated just like those offenses that comparably inconvenience motorists, such as "blocking the box" or double parking.

Write Commissioner Kerik and let him know that the police need to get cars off of the sidewalks.



Cars take scarce sidewalk space away from pedestrians.

Commissioner Bernard Kerik, NYPD
 1 Police Plaza
 New York, NY 10038
<http://www.ci.nyc.ny.us/html/mail/html/mailnypd.html>

Snow Calming

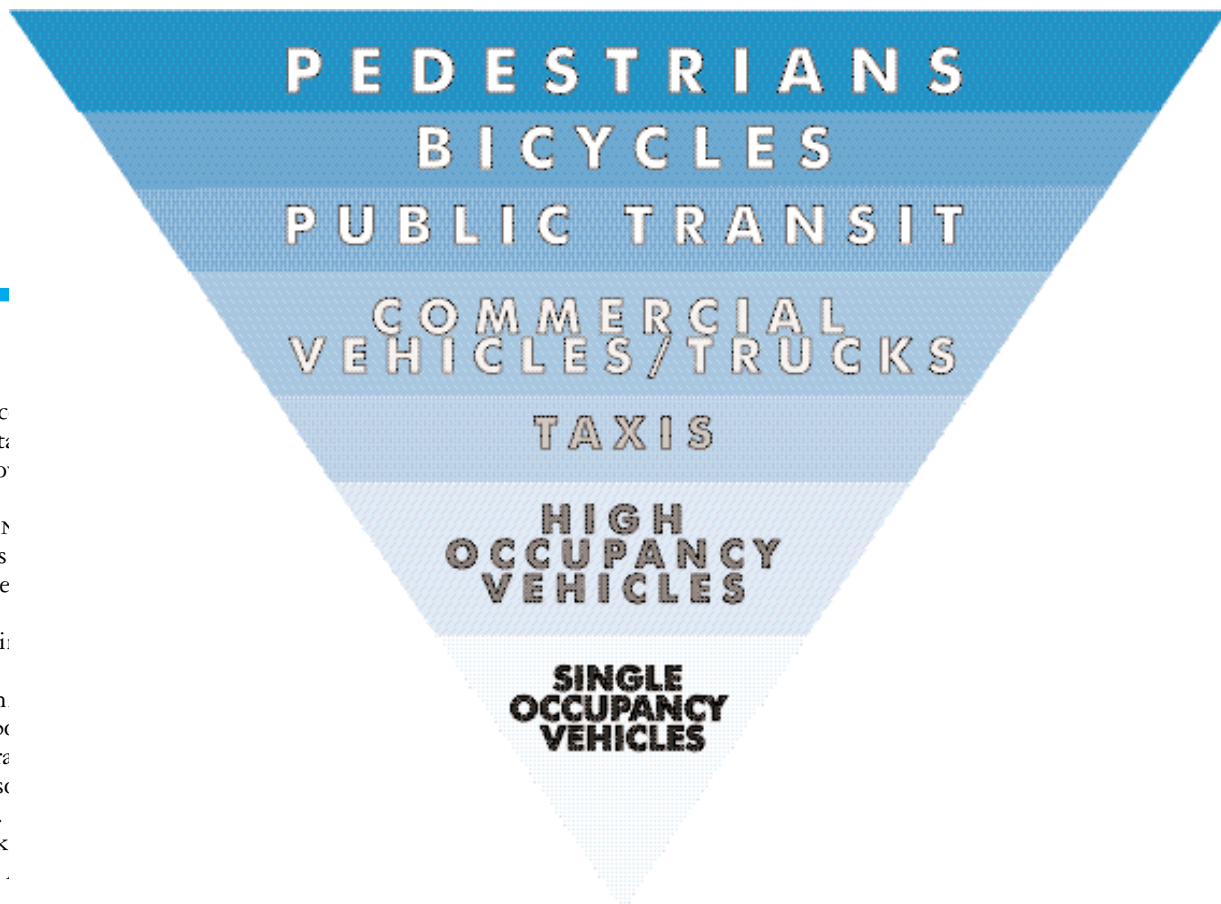
ONE BENEFIT OF SNOWSTORMS is their traffic calming effect. Children and families get to enjoy peaceful streets free of speeding and intimidating cars. With every big snowstorm, NYC streets are narrowed and sidewalks extended at corners. The areas where snow remains untouched on the sides of streets shows where neckdowns could and should be installed. The remaining street space is all that cars and trucks need to negotiate the intersection. So the next time someone tells you that you can't have a neckdown on that corner or this corner because there's not enough room, show them what happens every year when it snows.



JOHN KAERNY (3)



The Green Transportation Hierarchy



Tchy conc port: all o ing TERN puts pede low envi: not com imp hiera pers ing. park 6th .

ideal portion- on of oject rces ;reen rchy. way jects ks at new rards ng. flect ition on- 96th ition om-

T.A. Coalition Tackles Neighborhood Traffic

THE NEIGHBORHOOD Streets Network (NSN) is a citywide coalition of 100+ block associations and civic and business groups working for quiet, safe, traffic calmed streets. The Network represents a remarkable cross-section of groups, large and small, from all over the city—from Brooklyn Heights to eastern Queens, and from the South Bronx to lower Manhattan.

The Network was formed in 1994 by T.A., inspired in part by the campaign to calm traffic in Downtown Brooklyn. The Network's goal is to unite local groups that are working to calm traffic into a potent coalition pushing for citywide policy changes. Among the Network's victories were the passage in 1999 of the NYC Traffic Calming Law, the installation of 500 speed humps around the city, and the development of traffic calmed 'safe routes to schools' around almost 40 Bronx elementary schools from 1997-2000.



A traffic calming scheme prepared for a NSN member. This design uses neckdowns, a raised crosswalk, and speed humps to create a "slow street" where neighborhood residents, not speeding cars, come first. The NSN is pushing for this kind of streetscape all over the city.

The Network has four goals:

Slow and reduce traffic on neighborhood streets.

Traffic calming tools such as speed humps, neckdowns, raised crosswalks and medians slow speeds, save lives, and make streets more pedestrian and neighborhood friendly. The NYC Traffic Calming Law, passed in October 1999, allows for speeds as low as 15 mph when used in conjunction with traffic calming. This law, if implemented widely and effectively, could place NYC at the forefront of U.S. traffic calming and pedestrian safety.

Create "Safe Routes To School" programs at schools citywide.

Getting hit by a car is the number one cause of death and injury for NYC children ages 5-14. The Safe Routes to School program works to create safe walking conditions around NYC elementary schools. From 1997 to 2000, the program worked with parents, faculty, and students to create safe walking corridors at 36 Bronx elementary schools.

Increase pedestrian safety on major thoroughfares and dangerous intersections.

Big streets like Queens Boulevard, and the Grand Concourse should be thriving, pedestrian-friendly retail centers. Instead, they serve as speedways that are intimidating and dangerous to cross, and divide and isolate neighborhoods. These streets and intersections need comprehensive pedestrian improvements, including increased 'walk' cycles, pedestrian-only walk phases, red-light cameras, speed cameras, and traffic calming.

Increase funding for pedestrian, bicycle and traffic calming projects.

A study by the Network shows that current government spending is severely skewed toward motorists. Quadrupling the money spent on pedestrian safety would result in dramatically safer streets for pedestrians.

For more information on the Neighborhood Streets Network, call 212-629-8080, or email ped@transalt.org.

NSN MEMBERS

- Atlantic Avenue Betterment Association*
- Auburndale Improvement Association*
- Banana Kelly Community Association*
- Bronx Shepherds Restoration*
- Care About the Slope*
- Boerum Hill Association*
- Brooklyn Heights Association*
- Bronx Shepherds Restoration*
- Carroll Gardens Association*
- Chambers-Canal Civic Association*
- Charles St. Block Association*
- Cherry Tree Association*
- Clinton Hill Society*
- Dean St. Block Association*
- Ditmas Park Association*
- DUMBO Neighborhood Alliance*
- Eden Wald Gun Hill Neighborhood Center*
- First Street Resident's Association*
- Fort Greene Coalition for Clean Air*
- Fulton Ferry Landing Association*
- Grand Avenue Block Association*
- Greenpoint/Williamsburg Environmental Watchperson Project*
- Harlem Environmental Impact Project*
- Highbriidge Advisory Council*
- Holland Street Neighborhood Association*
- Institute of Public Administration*
- Jane Street Association*
- Jefferson Avenue Block Association*
- Juniper Park Civic Association*
- Kingsbridge Heights Neighborhood Improvement*
- Linden Blvd. Improvement Association*
- Monroe, Nostrand, Marcy Block Association*
- Monroe, Patchen, and Reid Block Association*
- Mothers on the Move*
- Neighbors in Highbriidge*
- Nos Quedamos*
- NYC Environmental Justice Alliance*
- Our Lady of Refuge PTA*
- Park Slope Action for the Environment*
- Project for Public Spaces*
- Richmond Town and Clark Ave. Civic Association*
- Riverton Tenants Association*
- Seventeenth St. '200' Block Association*
- Sierra Club—NYC Chapter*
- SoHo Partnership*
- South Bronx Community Coalition*
- St. Francis de Chantal PTA*
- St. James/Full/Gates Block Association*
- Sunset Park Restoration*
- Tenth St. 5th/6th Block Association*
- Town Hall Civic Association*
- Transportation Alternatives*
- Trees Not Trucks*
- Tri-State Transportation Campaign*
- University West Burnside*
- Neighborhood Association*
- Wakefield Tax Payers and Civic League*
- Walk NY*
- Watkins Street Block Association*
- West 9th Street Block Association*
- West Village Houses Tenants Association*
- University-West Burnside*
- Neighborhood Association*
- Bronx PTAs 5, 6, 14, 20, 23, 27, 41, 48, 36, 54, 55, 62, 66, 71, 73, 79, 81, 83, 95, 96, 103, 105, 106, 112, 119, 126, 130, 132, 156, 161, 214, 226, 246, 306, 360*
- Queens PTAs 66 and 166*

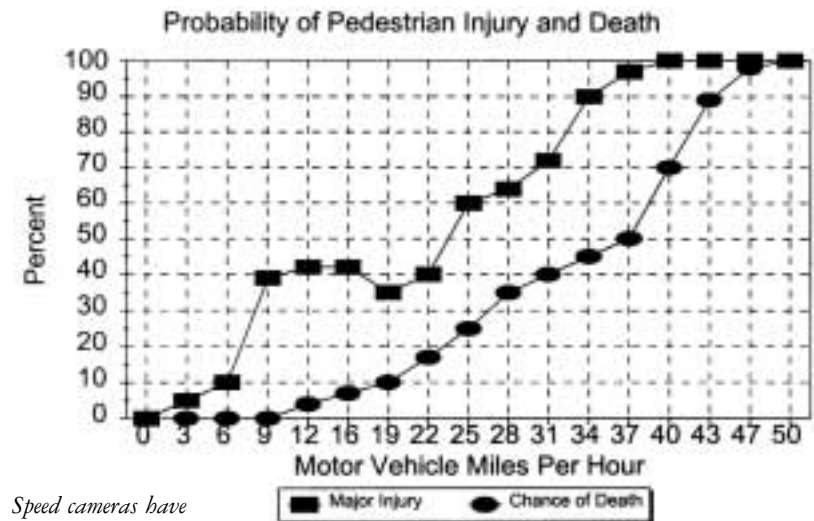
Speed Camera Legislation Surges

IN LATE MARCH, STATE SENATOR FRANK Padavan and Assembly Member Deborah Glick introduced state legislation that would authorize the use of 20 automated speed cameras in NYC. State Senator Marchi and Assembly Members Gottfried, Lavelle, Mayersohn, Millman and Seddio, are co-sponsors of the bill.

Assembly bill A07355 and Senate bill S03799 provide for a three-year program allowing for the City DOT to install 20 automated speed cameras. The speed cameras use technology similar to NYC's successful red-light camera program. Speeders who trigger the cameras have their license plates photographed and subsequently receive citations with a \$50 fine, but with no points assessed to the driver's license.

This is an extremely important and timely piece of legislation. It was spurred by T.A.'s report on speed cameras that was sent to area lawmakers late in February. Speed cameras have been proven to significantly slow speeds and save lives. London has over 300 speed cameras. On the M25 motorway, one of the city's busiest roads, speed cameras reduced deaths by 60%.

The speed camera legislation seems to have the support of DOT and the Giuliani administration, but still needs a home rule message from the NYC City Council before it can make its way through the Assembly and Senate. Write



Speed cameras have proven to slow speeds and reduce deaths and injuries

City Council Speaker Peter Vallone and let him know that speed cameras will save lives and that the City Council should pass home rule legislation in support of bill number A07355/S03799.

Honorable Peter Vallone
22-45 31st St.
Astoria, NY 11105
vallone@council.nyc.ny.us

SAFE ROUTES TO SCHOOL

Rutas Seguras Para Ir a la Escuela

A Project of Transportation Alternatives, Sponsored by The Office of The Bronx Borough President and the Governor's Traffic Safety Committee



All Things to All People

IT'S MOM, APPLE PIE AND SAFE ROUTES TO SCHOOL. Like "traffic calming" a few years ago, "Safe Routes to School" is now the nation's favorite cycling and pedestrian concept. In March, Transportation Alternatives and the Surface Transportation Policy Project (STPP) released a draft report on all sixteen Safe Routes to School programs across the United States. STPP, a national transportation reform group headquartered in Washington D.C., funded the document and is distributing it to key elected officials and advocates. In the United States, Safe Routes to School is defined as any initiative intended to reduce crashes involving children cycling and walking around schools, and/or promoting cycling and walking to school.

T.A. found that Safe Routes to School projects in the Unit-

ed States follow four broad, sometimes overlapping, approaches:

- 1. Traffic Calming.** This includes T.A.'s The Bronx Safe Routes to School, which focuses on changing street design.
- 2. Statewide Funding Programs.** STPP won legislation in California that sets aside \$17 million a year in federal safety funds for local safe routes projects.
- 3. Encouragement.** Events and marketing to persuade kids and parents to get kids out of cars and walking or biking. The "walking school bus" falls into this category.
- 4. Enforcement.** Enhanced police traffic enforcement around schools.

View the entire report at www.transalt.org/saferoutes

Mayoral Contenders Endorse Car-Free Parks

Hevesi, Vallone & Ferrer Support 3-Month Car-Free Tests In Central and Prospect Parks

THE CAR-FREE CENTRAL PARK CAMPAIGN received a huge boost this spring when mayoral candidates Alan Hevesi, Fernando Ferrer, and Peter Vallone declared their support for a three-month tests of both Central and Prospect Parks to traffic.

Hevesi and Vallone announced their backing of the car-free periods at separate Mayoral Brunches hosted by the Sierra Club. They were responding to questions posed by campaign members Frank Todisco and Ken Coughlin. Ferrer announced his support for a car-free trial in response to a query from T.A. As we went to press, Mark Green was formulating a position on the car-free issue.

Meanwhile, the Car-Free Central Park Campaign continues to push hard for a car-free park in meetings with elected officials and agency staff. Unfortunately, many officials still seem reluctant to take the lead in the fight for a car-free park, despite the 10,000 petition signatures that the campaign gathered. T.A. is hoping that additional signatures from this summer's petition drive will help to convince elected officials and the new mayor – whoever that may be - of the tremendous support for a car-free park.

Campaign members recently met with the Central Park police precinct regarding speeding and dangerous driving in the park and the timely closing of park entrances during car-free hours. The precinct commander pledged to work with



T.A. to ensure that entrances are closed on time, and to crack down on speeding and aggressive driving in the park. T.A. will be working this spring to identify speeding 'hot spots' to pass on to the precinct

If you've ever thought about helping to make a car-free Central Park a reality, now is the time. Contact the T.A. office at (212) 629-8080, by email at CentralPark@transalt.org, or visit www.Car-FreeCentralPark.org. If you'd like to sign up for the Car-Free Central Park e-mail listserve send an e-mail to centralpark-request@ebikes.org.

Brooklyn Committee Renews Campaign for More Car-Free Time

AS ANYONE WHO'S RECENTLY tried to take a peaceful weekday stroll through Prospect Park has been rudely reminded, there are no weekday car-free hours in Prospect Park from the last week in October through the first week in April. Currently, weekday car-free hours in Prospect Park — when the park is closed to cars from 9am to 5pm and 7pm to 10pm — are only in effect from April through October. This ill-informed and arbitrary policy has discouraged many a winter park user, while encouraging motorists to use the park as a traffic valve.

T.A. has sent letters to DOT Com-

missioner Iris Weinshall and Parks Commissioner Henry Stern requesting that weekday summer hours be extended to all year-round. These additional hours are supported by the Prospect Park Alliance Community Committee and the Prospect Park police precinct, and would expand total yearly car-free hours in the park. Not only would park users have six more months of weekday car-free hours, but the change would generate even more momentum toward a fully car-free park. T.A. is



ALAN MUKAMAL

This bruised and battered barrier testifies to the need for a car-free Prospect Park.

holding a press conference in late April to highlight the return of weekday summer hours and to demand these key hours all year.

Write Commissioner Stern and let him know that you want

car-free summer hours year-round in Prospect Park.

Commissioner Henry "StarQuest" Stern
 NYC Department of Parks and Recreation
 The Arsenal, Central Park
 New York, NY 10021

A Gowanus Tunnel in Our Future?

ADVOCATES FOR REPLACING the elevated Gowanus Expressway in Brooklyn with a tunnel celebrated a major milestone this January when a group of plaintiffs, including T.A., settled a four-year lawsuit against the New York State Department of Transportation (NYSDOT) and Federal Highway Administration (FHWA). The lawsuit alleged that the agencies had violated the Intermodal Surface Transportation Act of 1991. This law requires that the agencies perform a Major Investment Study before a significant transportation expenditure—in this case, the planned reconstruction of the Gowanus Expressway. The settlement calls for an enhanced environmental impact statement (EIS) which will look at alternatives to the reconstruction of the Gowanus, including replacement of the elevated highway with a tunnel. The agreement also provides for the establishment of a consensus-building process centered around a stakeholder committee, including community groups, State DOT and local elected officials. The settlement also provides for \$375,000 in state money to fund a community technical advisor to assist the stakeholder group in the continuous review of the study.

There are several options for the reconstruction of the Gowanus that will be considered in the process. Reconstructing the elevated Gowanus is perhaps the least desirable option — this would perpetuate this urban blight for another half century, and would divert as many as 4000 cars a day onto local streets. A surface-level boulevard similar to the West Side Highway would bring more congestion and pollution than the existing road, and would further cut off the waterfront from the neighborhood. An underwater tunnel would cause the least amount of disruption during construction but would allow little or no



CRAIG BARNES [2]

The Gowanus rears its ugly head. The community and State DOT are looking for an alternative to this inefficient, and noisy thoroughfare.

access between the Brooklyn-Battery Tunnel and Bay Ridge. A “cut-and-cover” tunnel, in which a trench is dug under the existing expressway and then roofed over, is also an alternative, as is a bored tunnel (one cut through the earth, mostly out of sight) along the same route.

Transportation Alternatives and the community groups in the Stakeholders Group favor the replacement of the highway with a tunnel, and have worked to make sure that NYSDOT gives this option equal consideration. Any alternative will be expensive, running into many billions of dollars, and will take as long as ten years to complete. And all of the options under consideration will disrupt the life of the surrounding communities to some extent.

But at the end of the project, a Gowanus Tunnel would provide a modern, safe out-of-sight highway, direct neighborhood access to a re-born waterfront, and an end to the air and noise pollution that have crippled the area.

In addition, Hamilton Avenue and Third Avenue should be reborn as traffic-calmed boulevards that would include bike and pedestrian paths and parkland. As a result, communities could emerge from the shadows of a half-century of the elevated highway to sane and livable neighborhood streets — a priceless boon for Brooklyn and all of NYC.

In the upcoming months, T.A. will need lots of help with mailings, phone banking, and participation in the stakeholder process. To find out what you can do to help, or to get more information on this project, call T.A., or send an e-mail to Gowanus@transalt.org.

Michael Cairl is T.A.'s Gowanus Project coordinator and has been nominated to be one of two Vice-Chairs of the Gowanus Project Stakeholders Group.

Transportation Blueprint For The Next Mayor

FEATURED BELOW ARE T.A.'S RECOMMENDATIONS FOR THE next mayor. We encourage you to attend one of the mayoral forums and find out where the candidates stand. Bring your T.A. magazine with you and ask the mayoral aspirants to embrace the 5-Point Sensible Transportation Plan below.

Please vote in the Democratic Primary, September 11 (all the candidates are Democrats) and in the general election on November 6. If you need to register to vote contact the NYC Board of Elections:

Phone: 1-866-VOTE-NYC

Mail: Board of Elections, in the City of New York
32 Broadway, 7 Fl. NY, NY 10004-1609

Web: www.vote.nyc.ny.us

In November, New Yorkers will elect a new mayor for the first time in eight years. It's an exciting time for T.A. All of the leading candidates — Fernando Ferrer, Mark Green, Alan Hevesi and Peter Vallone — are far more interested in the city's transportation woes and opportunities than recent mayors. Judging from the questions asked in mayoral forums, transportation is already being treated as a

major issue along with more traditional topics like crime, schools, the economy and social services.

The 5-point transportation plan below was launched in April by a wide range of transit and business groups working under the auspices of the Empire State Transportation Alliance (ESTA). Some of these groups include: Transportation Alternatives, the Straphangers Campaign, the Tri-State Transportation Campaign, the Regional Plan Association, the Real Estate Board, and the General Contractors Associations. Additionally, former DOT Commissioners Elliot Sander, Lou Riccio, Sam Schwartz and Connie Eristoff have also expressed public support for the consensus blueprint for sensible transportation.

T.A. members take note of the third point: Make our streets and neighborhoods safer and more livable. This includes a call for car-free Central and Prospect Parks as well as cycling, pedestrian and traffic calming improvements that are the core of the agenda. Take another look at the groups and officials endorsing this plan. All of them endorse car-free parks! Build on T.A.'s momentum, speak out and vote for the candidate who supports sensible and city friendly transportation.

5-POINT PROGRAM FOR BETTER CITY TRANSPORTATION

GETTING AROUND NEW YORK CITY IS A DAILY CHALLENGE. OUR streets are clogged and noisy; driving nerve wrenching and unpredictable. Many of us are in fear of dangerous motorists. Rush hour in the jam-packed subways can often be an ordeal. Our buses are often slow and irregular. Trips to our airports can take as long as the flights themselves.

Many New Yorkers are resigned to a lifetime of commuting woes. Perhaps even more are very skeptical that much can be done. But the next mayor and City Council can make can dramatically increase our mobility and enhance the quality of our daily lives.

Below is a five-point program for better transportation. Many of the steps require help from different levels of government. All will require mayoral leadership. Our groups—a wide array of business, labor and civic interests—calls on the next mayor and City Council to:

1 Press for much more transit service, less crowding, and faster and more reliable trips.

The city should demand there be no more than a four-minute scheduled rush-hour wait on any of the city's 20 subway lines—and that every rider be able to get a seat in the off-hours. More service for both subways and buses is desperately needed. Transit officials have added 11% more subway service and 27% bus service since 1996. But this had not kept up with the 29% increase in subway ridership and 47% increase in bus ridership at the same time. New York City has the slowest buses in America. As a matter of civic pride, the next mayor should end our last place finish and give buses the priority they deserve on city streets by expanding exclusive bus lanes and redesigning bus lanes and stops to discourage cars from blocking them. The city should also keep pressing the MTA to reduce diesel bus emissions and to have the commuter lines provide more service at lower cost to city riders.



CRAIG BARNES

2 Win real progress on major transit projects essential to the city's future—and press for a “fix it first” policy for bridges and roads.

Transit: In the last few years, state and regional officials have pledged to move ahead on a host of vital new transit projects. The next mayor should demand they keep their promises, including a Second Avenue Subway; linking the Long Island Rail Road to Grand Central Terminal and Metro North to Penn Station; rail access to our airports; and a rail freight harbor tunnel to reduce area truck traffic. Many of these promised advances face an uncertain future because of shaky financing. The next mayor should get a real commitment from the state by challenging them with matching city funds—and fighting for new sources of funding, like reinstating the commuter tax on those who work in and commute to the city.



Roads and bridges: Bridge conditions in the city are far worse than the rest of the state. In 1998, 63% of state-owned bridges within the city rate structurally deficient, compared to 25% elsewhere in New York. Action must be taken soon, or costs will skyrocket and a new mayor should prod the state to make a concerted push to fix highways and bridges now.

3 Make our streets and neighborhoods safer and more livable.

Calm traffic. Widen sidewalks in Midtown Manhattan and other places where pedestrians spill into streets. Make greater use of the city's authority to lower speeds on side streets using traffic calming measures like speed humps. Expand the “Safe Routes to Schools” pedestrian safety program and make walking in the city safer for everyone. Establish car-free Central and Prospect Parks, along with other pedestrian zones. Strictly enforce the city's truck routes to protect neighborhood streets. Reduce double parking and congestion by charging parking fees for what is now free commercial loading space. Dramatically expand and link a comprehensive citywide network of bike lanes and bicycle boulevards.

Crack down on speeders and other dangerous drivers, install more enforcement cameras and rebuild the city's pedestrian “killing zones” like Queens Boulevard and the Grand Concourse.



4 Lead by example to reduce congestion and improve transportation decision-making.

Require top city officials to take transit regularly—and cut thousands of unnecessary parking permits for government employees, especially in Manhattan.

Promote “TransitChek,” which gives tax breaks to commuters. Only 250,000 area employees are enrolled in this cost-savings program out of a pool of more than five million. Urge city businesses to sign up—and provide all city employees with a range of fare options.

Make transportation a priority. Appoint the commissioner of the city's Department of Transportation to the MTA board of directors. And coordinate all related transportation and planning efforts through a “sub-cabinet” chaired by the head of city DOT.

Increase public confidence in the city's Department of Transportation by improving the basic services the agency provides, from speeding installation of safety signals to fixing potholes to improving service provided by private local and express bus companies overseen by the city.

5 Make bridge and tunnel tolls much fairer than they are now—and reduce congestion.

Our tolls don't make sense. Some area bridges and tunnels are free; some cost \$7 round-trip. Some “free” bridges exact huge tolls in congestion, lost time and frayed nerves. A smarter and fairer system would equalize tolls: by lowering tolls where they exist and tolling free bridges and tunnels. A fairer system would also charge no tolls late at night when there's a less traffic-and encourage off-peak driving with lower off-peak period tolls. Congestion-inducing toll plazas should be replaced with barrier-free high-speed EZ Pass col-

lection systems. These steps would help reduce congestion in peak, create revenues for maintenance and for new projects and build on the value price initiative recently adopted by the Port Authority.

HOBOKEN, NEW JERSEY

Mayor Attempts Ban on Non-Residents' Cars

LIKE MANY TOWNS IN NORTHERN NEW JERSEY, HOBOKEN is clogged with cars. In April, Mayor Anthony Russo planned to solve the problem by re-routing southbound drivers around Hoboken between 7 am and 9 am. Only vehicles owned by residents or employed in town would be allowed in. County lawyers labeled the plan unconstitutional. Additionally, surrounding towns and the mayor's political opponents suggested the restriction was irrational and a publicity stunt. However, some local residents praised the plan as welcome traffic relief.



JOHN KAHEHY

HUDSON RIVER CROSSINGS NJ/NY

Big Time "Road Pricing" Comes to the Metro Area

IN MARCH, THE PORT AUTHORITY RAISED RUSH HOUR TOLLS, and lowered off-peak tolls, at the Holland and Lincoln Tunnels, and the George Washington Bridge. The Port's action creates the largest "Road" or "Congestion" pricing system in the United States. Tolls will increase for cash-payers from \$4 to \$6 during the peak, but drivers using E-Z Pass will enjoy a significant discount. Environmental and transportation reform groups welcome the measure as a step towards a more rational transportation system that would not require regular road widenings.

The new toll structure creates an incentive for all drivers to begin paying tolls electronically and will encourage drivers with flexible schedules to use the crossings during off-peak hours. These shifts will lead to less congestion during rush hour, allowing those who must drive then to get where they need to go faster. Studies by the Port Authority and other agencies around the country have found that 8-10% of drivers during rush hours are not headed to work or school. If even half of these motorists switched their trips out of rush hour, it would significantly reduce congestion at the river crossings.

NASSAU COUNTY, LONG ISLAND

Nassau Bus Woes Continue

LONG ISLAND BUS SERVES 110,000 PASSENGERS PER DAY IN Nassau County, and ridership has been rising for five years. Surveys show that even more people would ride the bus if service improved. This is good news for transit advocates, but bad news for bus riders who face overcrowding. Nassau's 2000 budget meltdown resulted in a crushing one-third reduction in the county's \$20 million in annual support for buses. With less money, LI Bus was forced to cut service 35%. The news for local bus riders gets even worse. Nassau budgeted \$7 million for bus service this year, and is slated

to eliminate all support for the bus system by 2003. The county seems to be engaged in a high-stakes political game to get the state and MTA to assume its bus funding obligations. So far, the governor has provided emergency funding to keep the buses moving. But it's extremely unlikely that Nassau will be able to fob off its transit funding responsibilities to the state.

HUDSON VALLEY, NY

Sustainable Development Studies Score

TOWNS NORTH OF NYC ARE GIVING A BIG THUMBS-UP TO the New York Metropolitan Transportation Council's (NYMTC's) "Sustainable Development" studies. NYMTC's goal is to help Mid-Hudson towns and counties escape from the destructive and expensive cycle of "More Roads-More Cars-More Roads." The studies focused on changing zoning rules and creating appropriate road networks that work, but do not encourage more traffic. State Department of State Transportation Commissioner Joseph Boardman said the DOT's involvement in the studies was one of the agencies efforts to fulfill Governor Pataki's "Quality Communities" smart growth agenda.

Read *Mobilizing The Region* contact the Tri-State Transportation Campaign www.tstc.org or 212-268-7474

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Hey MTA, Here's How to End the Transit Crush

IN LATE MARCH, T.A. JOINED TRANSIT AND ENVIRONMENTAL advocates calling for more subway service. Following the lead of the Straphangers Campaign, the various groups urged the Metropolitan Transportation Authority (MTA) to adopt a practical plan of service improvements.

Following are excerpts from the plea for better service, and a list of the public interest groups joining the Straphangers Campaign call for action:

March 30, 2001

Peter Kalikow
Chair, Metropolitan Transportation Authority

Dear Chairman Kalikow:

We write to add our voices to those of riders in the powerful "Subway Squeeze" series noted in the New York Daily News, and to call on you to relieve intolerable levels of subway crowding.

NYC's growing population, MTA fare discounts and system improvements, and a strong economy— have created an explosion of ridership and crowding. Currently, there are one million more riders on an average weekday than four years ago. This is an increase from 3.8 million riders (in 1997), to 4.8 million, per day.

We applaud steps taken by MTA New York City Transit. These include: adding 11% more subway service; the proposed V line; a modest planned increase in the subway fleet; and other initiatives to ease delays, such as emergency medical technicians to help sick passengers. We also acknowledge the serious challenges to reducing crowding. Several lines are running at capacity, and there is a shortage of subway cars.

But much more needs to be done given the 29% increase in subway ridership between 1996 and 2001. Below are some suggestions to ease the subway squeeze:

- **Add more service where currently possible.**

This is especially necessary in the periods around rush hours. Many trains are packed around the clock and on weekends. Transit guidelines guarantee riders a seat except during rush hour. People would be shocked to learn this based on their daily experiences.

- **Expand the number of the subway car fleet.**

More subway cars are needed to run more service. On 10 lines—the 1/9, 6, A, C, G, J, L, M, N and R— more rush hour service is possible, with the addition of more subway cars. The MTA plans to buy 1,130 new subway cars in the next five years. However, these cars will replace old cars, not expand the overall fleet. In total, the system will

**Committee For Better Transit
Environmental Defense
New York City Transit Riders Council
Straphangers Campaign
Transportation Alternatives
Tri-State Transportation Campaign**



only gain 200 additional cars. You need to: (1) Buy more subway cars; (2) Delay the retirement of still good cars; (3) Speed up delivery of 660 subway cars scheduled to arrive in 2005.

- **Increase the level of service standards.** Official "loading guidelines" give riders only three-square-feet of standing room during rush hours. On most of the subway lines, scheduled rush hour waits are six minutes or more. Some trains—the B, C, G, M and branches of the A—come eight to ten minutes apart during rush hour. If one train goes out of service, riders can easily wait 20 minutes. In other world cities, such as Paris and Tokyo, there is no more than a four-minute scheduled wait during rush hour on all lines.

- **Make delays and re-routing less painful.** Crowding is made worse by disruptions caused by needed repairs. But there's much the MTA could do to lessen the blow. Take the repairs to the Manhattan Bridge, which will cause the virtual closing of the Grand Street subway station in Chinatown for more than three years. Community leaders are right to ask for beefing up nearby M train service and providing more shuttle bus service. For lesser fix-up projects, the MTA needs to do a better job of letting riders know what's going on through better written notices, clearer announcements and e-mail alerts.

*Support the Straphangers Campaign,
www.straphangers.org or 212-349-6460*

Auto-Free WORLD

CDC Investigates Four-Wheeled Pathogen

THE CENTERS FOR DISEASE CONTROL AND PREVENTION IS launching a major study to examine the connection between urban sprawl and the dramatic increase in obesity among Americans. "We are coming to the conclusion that land use, urban design, and the built environment are much larger factors in public health than people have really appreciated," said Richard J. Jackson, director of the CDC's National Center for Environmental Health. "When we were kids, most kids walked or biked to school. Now it's 10%. How do we deal with the obesity epidemic when our kids don't get even that fundamental level of exercise?" Research has shown that residents of communities built before 1947 traveled on foot or by bike more than three times every two days. People living in areas developed after 1977 got out of the car barely once.

—*The Washington Post and Scripps Howard News Service*

Mayors for Rails

MORE THAN 300 MAYORS URGED PRESIDENT BUSH AND THE Congress to make passenger rail service a top priority in the nation's transportation agenda. The mayors released the results of a new nationwide poll that shows strong support by residents of center-city and suburban neighborhoods for passenger rail investment. The poll, conducted in 10 large cities, found that 80% of respondents supported the idea of building light rail and commuter rail systems to give them an alternative to driving. In addition, 66% of respondents do not think that traffic congestion will ease if more roads are built.

—*Carfree Times*

Britain Testing High-Tech Traffic Calming

THE BRITISH GOVERNMENT HAS COMMISSIONED A TRIAL OF computer-control speed governors in cars that would make it physically impossible for vehicles to exceed posted speed limits. Twenty trial vehicles will be fitted with the system, which automatically limits a car's speed to the relevant posted limit using a computerized navigator linked to the car's electronic controls and a geographical positioning system. The tests could lead to the devices becoming standard equipment within five years.

—*The Guardian*

Will Texans Be Forced To Walk in the Street?

THE TEXAS LEGISLATURE'S TRANSPORTATION COMMITTEE HAS unanimously approved a bill that would allow drivers to park a car or light truck on a sidewalk. Under current law, vehicles are prohibited from parking on a sidewalk. But some houses are so close to the street that there is not enough room for a vehicle to park in the driveway without blocking the sidewalk. HB 674, introduced by Rep. Gary Elkins (R-District 135), shifts the problem to pedestrians, who would be forced to walk in the street.

—*The Gulf Coast Growth News and the Texas Legislature*

A Blueprint for Car-Free Cities

ADVOCATES FOR ALTERNATIVE TRANSPORTATION OFTEN CASUALLY remark that most major cities could be totally independent of cars. Author J.H. Crawford has thought through the details and he presents them in his book, *CarFree Cities* (International Books, 2000). The 320-page, richly illustrated volume is a thorough and convincing analysis of how a city could be planned to be completely car-free. Crawford, who runs the Web site *Carfree.com*, begins with a comparison of different city types, with Los Angeles as the extreme auto-centered metropolis and Venice as the human



centered and virtually car-free model. The book's centerpiece is a "master plan" for building the ideal car-free city, complete with high-density neighborhoods whose residents are never more than a five-minute walk from a transportation node. Order at www.modfirsts.com

—*CarBusters*

The High Cost of Car Ownership in NYC

THE ANNUAL COST OF OWNING AN AVERAGE MID-SIZE vehicle in New York City now stands at \$8,066, according to Runzheimer International. Surprisingly, New York isn't the priciest city in which to keep four wheels at one's disposal. Topping the list is Los Angeles at \$9,254 a year, followed by Philadelphia (\$8,715), Providence, RI (\$8,633), and Bridgeport, CT (\$8,543). New York is ninth on the list.

—*Crains New York Business*

LA County Considers SUV Land Grab . . .

LOS ANGELES COUNTY'S BOARD OF SUPERVISORS IS CONSIDERING an ordinance to widen "compact" parking spaces by half a foot to accommodate the growing number of sport utility vehicles. In so doing the county has joined the parade started by several small California cities to widen parking spaces to accommodate hulking, space-hogging SUVs. So far, the city of Los Angeles has no plans to consider a similar move.

—*The Daily News (Los Angeles edition)*

Hong Kong Plans Car-Free Zones

HONG KONG PLANS TO TURN PARTS OF ITS CENTRAL commercial district into traffic-free zones in an effort to improve air quality. Several major roads would be closed to vehicles. Two popular nighttime districts plus part of Central's busy Queen's Road may be pedestrianized.

—*Carfree Times*

T.A. "Crash Help" Project Helps Cyclists and Pedestrians Struck by Cars

EVERY YEAR IN NEW YORK CITY, approximately 3,500 cyclists and 12,000 pedestrians are injured by cars. Of these, approximately 700 cyclists, and 3,000 pedestrians require a hospital stay. Transportation Alternatives is establishing a pilot "Crash Help" project to provide information and help to these victims. The group is headed by Robert Miller, a T.A. member, and an avid cyclist and walker who sustained life-threatening injuries after being struck by a car while biking. After being discharged from the hospital, Robert, found himself confounded by what to do next. The project grew out of his experience, and T.A.'s awareness that car victims and their families need information about the options they have to address legal, medical, emotional,

therapeutic, and financial problems. If you need help or would like to provide us with hints and tips learned after your crash, contact us.

Please help get the "Crash Help" project get off the ground as a volunteer or contributor. Contact: Robert Miller at crashhelp@transalt.org or by calling (212) 629-8080.

T.A. Pedestrian Advocate Departs for Hollywood Career

NEEL SCOTT, T.A.'S CAMPAIGN COORDINATOR, is leaving T.A. in May to pursue a career in film. Neel's genial presence, and sharp intelligence will be missed by the many community and civic groups he worked with as coordinator of the Neighborhood Streets Network, and staff liaison for T.A.'s volunteer advocacy committees. T.A. congratu-

lates Neel for taking the first step towards realizing his lifelong dream of making movies. Neel reports he is looking forward to creating future icons of American culture like Lethal Weapon IX, Mummy 7, and Scream 5. Good luck Neel, from all of your friends and colleagues at T.A.

Cavanagh Steps up to Fill Campaign Coordinator Position

ELEN CAVANAGH, THE FORMER HEAD of T.A.'s Safe Routes to School program, will step up to fill the Campaign Coordinator position in September. Ellen is an expert in pedestrian and traffic calming issues and community based planning. In March, Ellen completed the first report summarizing Safe Routes to School programs in United States.

T.A. Advocacy Committees

T.A.'S VOLUNTEER COMMITTEES PROVIDE an opportunity for T.A. members across the city to advocate for bicyclists and pedestrians. This is a description of what the committees do, and how you can get involved.

Brooklyn Committee

T.A.'s Brooklyn Committee works to improve bicycling and pedestrian conditions in New York's most populous borough. Carroll Gardens resident and Bike Show producer Clarence Eckerson heads the Brooklyn Committee. The committee is currently working on the Downtown Brooklyn Traffic Calming project, the Car-Free Prospect Park campaign, East River bridge access and safety, bike rack installation, and cycling hazard identification. The committee meets the third Monday of each month at 6:30 at Eco Books, 192 5th Ave. in Park Slope. To get on the Brooklyn Committee email list, send an email to Brooklyn@transalt.org.

Car-Free Central Park Campaign

The Car-Free Central Park Committee is a group of T.A. activists working to liberate the nation's premier park from the automobile. Long-time car-free park crusader Ken Coughlin is the committee chair. Last summer, the campaign collected over 10,000 signatures for a petition for the next mayor, and



expects to collect many thousand more this summer. For more information or to sign up for the Car-Free Central Park email list visit www.Car-FreeCentralPark.org.

Bronx Committee

The Bronx Committee, headed by Norwood resident Rich Gans, advocates for the expansion of the greenway network and the Safe Routes to School program, and organizes the popular Tour de Bronx ride each October. For more information on the Bronx committee and upcoming meetings, send an email to Bronx@transalt.org.

Gowanus Project

Michael Cairl, Brooklyn resident and transit consultant, will be T.A.'s main representative in the upcoming Gowanus Expressway stakeholder process (for more information, see page 13). This state-funded project will explore the possibility of replacing the elevated Gowanus with a tunnel, and was a big win for T.A. and the community. This will be an intensive, multi-year project, and we could use your help. For more information send an email to Gowanus@transalt.org.

For more information on all of our committees, check out T.A.'s web site at <http://www.transalt.org>, or call the office at (212) 629-8080.

Bicycle Cherry

Names, neighborhood, and bicycle (pictured left to right):

Pit (Bedford Stuyvesant) GT track bike, *Cherry Bomb* (Bushwick) Bianchi track bike, *Cherry Sprite* (Greenpoint) a Centurian...the Ultimate Commuting Machine, *Cherry Crush* (Greenpoint) red JC Higgins cruiser, *Cherry Pie* (Flatbush) Nishiki Prestige, *Taliab* (Williamsburg) Duracycle Moth, Not pictured: *Jade, Mel, Cherry Pop Tart, Cherry Rock, Cherry Hot Rod*

What is Bicycle Cherry?:

Girls on bikes having fun. It's a group of women who give each other support in the bicycle world. We race at the Kissena track and encourage women to come try out track racing. If enough women show up, then Kissena will give the ladies their own division. We are planning a cherry



CRAIG BARNES

grove group ride for this summer, along with rides to Coney Island.

What T.A. issue concerns you most?:

Cherry Sprite: Bridge safety and access.
Cherry Crush: Enforcement of automobile and truck traffic laws.

Pit: I want people to be more educated about cyclists' rights.

Cherry Bomb: Driver education.

Taliab: Dooring. I have written letters to the Taxi and Limousine Commission saying they should put a "watch for bikes" notice on the recording or on stickers in all taxis. Taxis are a good chance to educate people about the dangers of opening car doors into traffic.

Describe your commute:

Cherry Sprite: Greenpoint to Williamsburg Bridge then up to 17th St. I take different routes. It is great when you are late for work cause you stop and chat with too many people.

Taliab: No one really knows for sure which way she'll go until she strikes!

When I go shopping, I race my friend Dave home from the grocery store on cruiser bikes. One time I opened up this gap on him and he could not close it. I rounded a corner and he still

could not catch up. I got home first, won the race, and then he wiped out! The rule is that you have to carry the week's worth of groceries if you lose.

Anyone have indoor bike parking at work?:

Cherry Pie: Yes I do, in a small office building on 28th street. I park my bike in my office and since the building does not have a doorman, no one stops me from bringing the bike into the building! It is excellent.

How can people contact Bicycle Cherry?:

Visit our website www.bikecult.com/cherry or join our e-mail list by writing to BicycleCherry@yahoo.com. We have a line of Bicycle Cherry apparel.

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Frank Todisco

Name: Frank Todisco

Neighborhood: Upper East Side

Occupation: Actuary

T.A. member since: Since 1991

Volunteer activities: Car-Free Central Park Campaign; and tabling at festivals.

How did you get involved with T.A.

I met Ken Coughlin (CFCP organizer) on a bike ride a few years ago and he told me about the Car-Free Central Park (CFCP) campaign. Several months later I gave him a call to get involved.

Why are you so interested in the CFCP campaign?

I live near the park and use the park a lot. I run, bike, walk, and sit in the park and find it mind-boggling to be there and have cars whizzing by.

So you decided to do something about it

Yes. I started by contacting recreational clubs I belong to, such as the New York Flyers (a running club) to try and get them to endorse the CFCP campaign and spread information

about it to club members. I also help get names for the CFCP petition in the park. Last summer we collected 10000 signatures.

What does CFCP plan to do with the signatures?

Our goal is to present the petitions to the next mayor of New York. It is an election year in NYC, and we are very excited about injecting this issue into the mayoral campaign. It has become clear that we do not have an opportunity under the current mayor to advance this issue any further. So we have been working hard on the CFCP campaign to present a proposal to the next mayor. I recently posed the question of car-free Central and Prospect Parks to Alan Hevesi at a mayoral forum and he responded that he would support a 3-month trial

period for both parks. I will be posing the question to the other mayor candidates at upcoming forums.

Any other CFCP pressure points?

Yes, the campaign recently met with the police Central Park Precinct to discuss speed enforcement, and more timely closing of the entrance gates which prevent cars entering the park during car-free hours. We have also met with elected and appointed officials to try and win their support. The CFCP campaign is looking for more volunteers to help, especially now in the city-wide election year.



How do they get in touch?

Interested people can call the T.A. office 212-629-8080 or e-mail CentralPark@transalt.org. Visit www.Car-FreeCentralPark.org for more information on the campaign and join our e-mail announcement listserve.

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Sat. May 12 Midnight Skate Skate as the city sleeps. Wear bright reflective clothing and have blinking red lights. This street skate is the second Sat. of every month. Meet at midnight at Columbus Circle. Empire Skate Club.

Sat. May 12 Century Training Ride: Lloyd Neck Head to Caumsett State Park, Target Rock Wildlife Refuge and the Sound. Not for beginners. Please bring your MTA bike permit just in case 85 hilly mi. 8:30am, Cunningham Park. 5BBC. Helmets required.

Sat. May 12 Metric Century Training Ride: Piermont Hudson Valley sojourn. Take in the "Pier" landing. We might visit State Line Lookout. 50 hilly mi. 9am, Plaza Hotel, 59th St. & 5th Ave. 5BBC. Helmets required.

Sun. May 13 Off-Road Vistas: Kensico Dam Follow the Bronx River Parkway bike path up to the dam and back. 35 mi. 9am, Wakefield (end of #2 subway at 241st St. & White Plains). Recommended: MTA bike permit. 5BBC. Helmets required.

Tues. May 15 Tuesday Night Skate Weekly world renowned skate for high intermediate and advanced skaters. Meet at 8 pm at Krispy Kreme Doughnuts (141 West 72nd Street). Empire Skate Club.

Thurs. May 17 Thursday Evening Roll Weekly skate that meets every Thurs. at 6:45 pm at Columbus Circle. For beginner and intermediate skaters. Empire Skate Club.

Fri. May 25 Critical Mass A fun, leisurely paced, group ride in Manhattan. We are not blocking traffic, we are traffic. Bicycle culture at it's finest. Meet at 7 pm, Union Sq. South. Times Up!

Sat. May 26 Riverside Ride Meet at 10 pm at Columbus Circle for a totally safe, magical, evening ride in Central Park and on the west-side greenway in Manhattan. Time's Up!

Sun. May 27 Tibetan Trek To Staten Island Visit the Jacques Marchais Center of Tibetan Art. The timeless pieces command respect & compassion. 25 miles, mostly flat. 12:15 am, South Ferry. 5BBC. Helmets required.

Mon. May 28 West Side Story Tour NYC's national landmarks, from Grant's Tomb to Castle Clinton. Lunch @ the South St. Seaport. 20 mi., mostly flat. 12:45pm, AYH, 103rd & Amsterdam. 5BBC. Helmets required.

June 1-3, 2001: Liberty Skate Weekend 3 days of free events for skaters of all skill levels, including group skates, braking lessons, slalom course and roller-dance demos and lessons, speed skating clinics. Empire Skate Club.

Fri. June 1 Central Park Moonlight Ride A quiet, auto-free night ride off the beaten paths in Central Park. Meet at 10 pm at Columbus Circle. Times Up!

Sat. June 2 NYC-NJ Hudson Greenway Explore the Manhattan/Jersey greenways, you'll be in for a unique treat. Bring a camera, sunscreen, snacks (required), and \$3 for ferry. 23-35 mi. 8am, Rockefeller Park. 5BBC. Helmets required.

Sat. June 2 Prospect Park Moonlight Ride Brooklyn's version of the amazing and auto-free Central Park Moonlight Ride. Meet at 9 pm at Grand Army Plaza. Time's Up!

Sun. June 3 Borough Perimeter Ride: Staten Island Glide past wetlands, a chocolate factory, boardwalks & a historic fort. Bring sunscreen and snacks (required). Approx. 45 miles, mostly flat. 8:15 am, South Ferry. 5BBC. Helmets required.

Fri. June 8 Central Park Traffic Calming Ride This is a peaceful ride to slow down car traffic during the hours the park is open to cars. Meet 6 pm at 59th St. and 6th Ave. Time's Up!

Sat. June 9 Croton Aqueduct Off-Road Adventure Ride the scenic and historic trail that follows NYC's first water supply, along the Hudson, thru forests, parkland, nature

preserves. Return is via Metro-North, so bring \$7 and your MTA bike permit. Fat-tire or hybrid bikes only. 35-40 mi. mostly off-road trails. 9 am, Van Cortlandt Park. 5BBC. Helmets required.

Sun. June 10 Brooklyn / Queens Mosaic Tour interesting communities along the East River. Rides ends w/ lunch @ the future site of Bklyn Bridge Park. 25 mi. 12:45 pm, Food Emporium (East 60th St. & 1st Ave.). 5BBC. Helmets required.

Sun. June 17 Father's Day Annual Coney Island & Bust Fun ride to the Cyclone for ride of your life. Go to the Fun House & walk on the boardwalk. Bring bike lock & \$15 for lunch & admission. 30 mi. 10am, City Hall. 5BBC. Helmets required.

Sun. June 24 Borough Perimeter Ride: Brooklyn Ride extensively through the borough of churches! Approx. 45-50 miles. Bring sunscreen and snacks (required). 8:30am, Brooklyn Borough Hall. 5BBC. Helmets required.

Sat. June 30 Ride To The Mermaid Day Parade Floats! Performers! Wacky Costumes, Mermaids and Mermen! Approximately 35-40 easy miles, mostly flat. 10am, City Hall. 5BBC. Helmets required.

Sat. June 30 Riverside Ride See description from May 26.

Sun. July 1 Above & Over The Hudson Catch the ferry to Staten Island, go over the Bayonne Bridge to NJ. Then head north on flat and hilly Jersey roads. Bring a lock. 30 mi. 9am, City Hall. 5BBC. Helmets required.

Wed. July 4 Great Brooklyn-Manhattan Historical Explore hallowed sites of Prospect Park, Bklyn Heights, Bklyn Bridge, the African Burial Ground, Trinity Church, the Vietnam War Veteran's Memorial, etc. 25 mi. 9am, Soldiers & Sailors Monument @ Grand Army Plaza. 5BBC. Helmets required.

Fri. July 6 Central Park Moonlight Ride See description from June 1.

Sat. July 7 Prospect Park Moonlight Ride See description from June 2.

Fri. July 13 Central Park Traffic Calming Ride See description from June 8.

Sun. July 15 Borough Perimeter Ride: Bronx Ride to the home of the Yankees, Hunts Point, City Island, Orchard Beach, Pelham Bay. 8:30am, Van Cortlandt Park. 5BBC. Helmets required.

Sat. July 28 Riverside Ride See description from May 26.

RESOURCES

CYCLING

FIVE BORO BICYCLE CLUB

212-932-2300 x115/5bbc.org
This is only a sample of 5BBC's many rides: helmets must be worn on all rides!

TIME'S UP!

212-802-8222/times-up.org

NEW YORK CYCLE CLUB

212-828-5711 / nycc.org

FAST & FABULOUS CYCLING CLUB

212-567-7160 / fastfab.org
Lesbian and gay bike club

THE WEEKDAY CYCLISTS

e-mail: twcinyc@aol.com

L & M TOURERS

718-601-5332

NORTH JERSEY MTN BIKE CLUB

201-291-2332

PAUMONOK BICYCLE CLUB

516-942-2084/bicyclelongisland.org

BICYCLE TOURING CLUB OF NORTHERN N.J.

201-225-1525

BICYCLE HABITAT-HAL RUZAL.

212-431-3315

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WALKING

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www.ci.nyc.ny.us/html/dpr/html/tourschedule.html

SHOREWALKERS

212-330-7686
www.shorewalkers.org
Box 20748, Cathedral Stn, NYC 10025

OUTDOORS CLUB

www.wso.net/outdoorsclub
Box 227, Lenox Hill Stn, NYC 10021

SIERRA CLUB-ATLANTIC CHAPTER OUTINGS

718-370-2096 /
www.sierraclub.org/chapters/ny/OUTINGS/hikes.htm

SKATING

EMPIRE SKATE CLUB

212-774-1774/empire skate.org

CYCLE MAPS

BICYCLE NETWORK DEVELOPMENT / DCP

212-442-4640/www.ci.nyc.ny.us

What Is TIME'S UP!?

ACTIVE FOR MORE THAN A DECADE, TIME'S UP! is an all-volunteer direct-action environmental group. Its work for non-polluting transportation is one of its most visible campaigns, and has done much to increase bicycling and environmental awareness in NYC. TIME'S UP! specializes in off-beat rides that are simultaneously social, educational, healthy, and fun. Upcoming events include: Moonlight Rides through Central, and Prospect Parks; late-night rolls along the Hudson, through Riverside Park; environmentally themed tours; after dark, history-minded explorations of Lower Manhattan; and festive monthly Critical Mass rides that assert cyclists' right to the road. All events seek to make people more active protectors of their environment and are institutions of bicycle culture in NYC. Participation in Critical Mass, for instance, has grown tremendously since TIME'S UP! began promoting and supporting the ride. The Central Park Moonlight Rides are very popular and happening upon a string of cyclists with "red blinky lights" on their bicycles snaking through the dark park is truly an amazing sight.

In addition to rides, TIME'S UP! hosts educational events and performances, including film screenings, video presentations, photo exhibitions, and performance art, frequently in conjunction with other activist organizations.



SUE BOYIE

Collaborating with local groups is valuable in that it links different kinds of environmental work, making cyclists out of environmentalists and environmentalists out of cyclists. Its joint efforts include helping with the stencil memorial campaign, support of community gardens, and staging anti-nuclear weapons protests at the United Nations.

TIME'S UP! provides a New York base for international movements. Whether that means helping to launch local Reclaim the Streets events, organizing an outlet for puppet-makers creating flamboyant costumes to communicate their message at protests, or traveling to other cities to attend events. Our members have participated in San Francisco's Bike Summer, World Trade Organization protests in Seattle and Prague, as well as numerous other global-level happenings.

TIME'S UP! invites everyone to participate in its fun free events. The group's event calendar, "Moving for a Better Environment," is mailed to all members. TIME'S UP! is non-profit and receives all its funding through membership dues, grants, and private donations. We would be grateful for any contribution you could make.

Visit www.Times-Up.org or call 212-802-2222 for a full event calendar, descriptions of environmental campaigns, and details on becoming a member or making a tax-deductible donation.

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Amtrak—800-872-7245, www.amtrak.com; bicycles travel only in baggage cars. Not all trains offer baggage service/have baggage cars. You may put your bike on an earlier train and pick it up when you arrive. Bicycles must be boxed, \$5 fee each way. Roll-on service (no box needed) at most stops on “Vermonter” and “Adirondack” trains — call for reservations.

Long Island Rail Road—718-558-8228 or www.mta.nyc.ny.us; need permit: pick one up at Penn or Grand Central Stations. \$5 one-time fee. Collapsible bikes ok without permit. Same rules as Metro-North, except summer season weekend trains have serious restrictions—see permit for details.

Metro North—212-532-4900; need permit, pick one up at Grand Central Station, window #27. \$5 one-time fee. No bikes during rush hours and on several holidays. Limit 2 bikes per car, 8 per train, except special bike trains. Groups of 4 or more must call ahead. Bikes ok all weekends. Port Jervis line get NJ Transit pass. Check web for special summer “Bike Train” schedules.

New Jersey Transit—973-762-5100; No permit needed for train, no bikes on buses. Collapsible bikes always permitted. No regular bikes during am rush hours to NY and pm rush hours to NJ. No bikes on some holidays. Bring two bungee cords to secure bike.

NY Transit (Subway)—Bikes permitted at all times; be considerate and use ends of train cars. A few stations’ gates limit bike exit/entry at times.

PATH—800-234-PATH/201-216-6247; permit not required. Rush hour (into NYC) restrictions. No restrictions weekends and Holidays.

SEPTA—(Philadelphia)—215-580-7800; Bikes permitted on regional rail, Norristown, Market-Frankford, Broad St. lines. Off peak travel only.

BUSES

Academy—212-971-9054, 212-962-1122; serves Jersey Shore. No charge.

Adirondack/Pine Hill Trailways—800-858-8555; No fee, travels in luggage bay if space available, must be boxed or bagged (supply your own) and cannot exceed 8”x32”x60”. No guarantee that a connecting carrier will accept it.

Asbury Park—212-971-9054; no charge, call for restrictions.

Bonanza—212-947-1766; national; \$3 per bicycle, travels in luggage bay.

Carey Transport—No bikes.

Greyhound—800-231-2222; national service. Within NE Corridor same rules as Peter Pan. Elsewhere: provide your own box, (or \$10), plus \$15 fee.

Hampton Jitney—800-936-0440; serves the Hamptons. \$10 per bicycle, travels in luggage bay.

Liberty Lines—No bikes.

LI Bus—No bikes.

MTA—718-445-3100; Seasonal on QBx 1 over Whitestone Bridge.

Martz Trailways—800-233-8604; serves Philadelphia, Poconos. No fee, but provide your own box.

Miami Express—212-781-7954; serves Jacksonville, Orlando, Miami. Collapsible or boxed bikes only, \$0.50 per pound.

Olympia Trails—212-964-6233; No fee, call for details.

Peter Pan—800-343-9999; No fee, travels in luggage bay, take off front wheel. However, be prepared to box your bike and pay, esp. during holidays.

Red & Tan Lines—No bikes.

Short Line—800-631-8405; Hudson River Valley. No fee, but now requires bikes to be in canvas bag or box.

Sunrise Coach Lines—516-477-1200; \$10 per bike, travels in luggage bay.

Trailways—800-858-8555; no fee, must provide your own box or bag.

FERRIES

Delta Water Shuttle—800-933-5935; to LaGuardia Airport.

Seastreak—800-262-8743; \$3 fee: Pier 11: Manhattan to Highlands, NJ; Atlantic Highland, NJ; and Bay Ridge Brooklyn.

Harbor Shuttle—888-254-RIDE; Bikes OK always, no fee.

Fire Island Ferries—No bikes on ferries, must use infrequent cargo boat.

New York Waterways—800-533-3779; Bikes OK always, \$1 fee, limit 2 bikes on most runs. No bikes on Port Imperial- Weehawken and Wall Street.

New York Fast Ferry—800-NYF-NYFF; Bikes OK always, no fee.

NY Water Taxi—no bikes allowed.

Staten Island Ferry—718-815-BOAT; no extra charge, enter on Lower Level.

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 Canal St Metro ***10% ACPR** 417 Canal
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 City Bicycles ***10% ACPRB** 508 9th Av
 C n' C Bicycle Works **8% ABCPRS** 1101 1 Av
 Conrad's Bike Shop **8% ACRP** 25 Tudor City Pl
 Emey's Bike Shop **10% ABS** 141 E 17 St
 Enoch's Bike Shop ***10% ACPR** 756 10th Ave
 Frank's Bike Shop **10% APR** 553 Grand St
 Gotham Bike Shop **10% ACPR** 116 W Broadway
 Larry & Jeff's ***10% ACPR** 1690 2nd Av
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 Manhattan Bicycles ***10% ABCPR** 791 9th Av
 Metro Bicycle Store ***10% ACPR** 1311 Lexington Av
 14 St Metro Bikes ***10% ACPR** 332 E 14 St
 Midtown Bicycle ***10% ACPR** 360 W 47 St
 96 St Metro Bikes ***10% ACPR** 231 W 96 St
 Scandinavian Ski and Sport ***10% ACP** 40 W 57 St
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 Sixth Ave Bicycles ***10% ACPR** 546 6 Av
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 The Bike Shop **10% ACPR** 240 Smith St
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 Eddie's Cycle **5% A 10% P** 2035 Grand Concourse
 Neighborhood Cycle **10% ABCPR** 571 Courtlandt Av
 Sid's Bike Shop **8% ACPRS** 215 W 230 St
 Westchester Bike **10% ABCPRS** 2611 Westchester

QUEENS

Arc De Triumph **10% ABCP** 114-01 Jamaica Av
 Astoria Bicycle **8% ABCPR** 35-01 23 Av
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 Bill's Cycles **10% C** 63-24 Roosevelt Av
 Bill's Ozone Park **15% AP 10% B** 108th St & Liberty
 Buddy's **10% ACPR** 79-30 Parsons Blvd
 Cigi Bicycle Shop **10% C** 42-20 111 St
 Cigi II **10% C** 91-07 37 Av
 Grand Bicycle Center **10% BR** 70-13 Grand Av
 Gray's Bicycles **8% ABCPR** 82-34 Lefferts Blvd
 Labeer Bicycles **10% ABP** 159-01 Northern Blvd.
 Queens Discount Bike ***10% ACPR** 92-64 Queens Blvd

LONG ISLAND

Bicycle Planet ***10% ACP** 540 Jericho Tpke, Syosset
 Bikehampton ***10% AP** 36 Main St., Sag Harbor
 Long Beach Bicycle & Fitness
***10% ACP** 755 E. Park Av
 South Shore Bicycles ***10% ACP** 1065-67 B'way, Woodmere
 Valley Stream Bike **10% ACPR** 95 E Merrick Rd

WESTCHESTER

High Caliper Bicycle ***10% ACPR** (White Plains)
 169 Mamaroneck Av
 Central Danny's Cycles ***10% ACPX** (Scarsdale)
 644 Central Av
 Pelham Bicycle Center **15% APC** 109 Wolfs Ln
 Yorktown Cycling Center **10% ACP** 1899 Commerce St

NEW JERSEY

Academy **10% ABCPS** (Palisades Park) 54 Grand Av
 Amber Cyclery **10% ACPR** (Teaneck) 764 Palisade Av
 Bikemasters **10% ABCPR** (Engelwood) 11 Bennett Rd
 Bike Shop **10% ACP** (Saddlebrook) 108 Rt 46
 Bikeworks ***10% ACP** (Rochelle Park) 383 Rochelle Av
 Clifton Speed **10% ABCPRS** (Clifton) 1074 Main Av
 Cranford Bike ***10% ABCPRS** (Cranford) 103 N Union
 Marty Reliable **10% ACP** (Morristown) 173 Speedwell
 RG's Bicycle **10% CP** (Bayonne) 890 Busay
 Rte 15 Bike **10% ABCPRS** (L. Hopatcong) State Hwy 15
 Somerville Cyclery ***15% ACP** (Somerville) 34 E Main St
 Strictly Bicycles **10% ACPR** (Fort Lee) 521 Main St
 S.D.S. Bicycle Shops ***10% ABCPR** (Jersey City)
 351 Palisade Ave & (Cliffside Park)
 674 Anderson Ave
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Car-Free Park Comes First

Dear T.A. and AAA,

As a driver and bicyclist, I am a member of both AAA and T.A. I read both periodicals, and sometimes feel pulled in two directions. But not now.

I live near Prospect Park and am a mother of two young children who love to ride their tricycles, bicycles, and scooters in the park after school. I love my kids to get fresh air and the natural release of exercise. But when cars are in the park Mommy won't let them, because my heart jumps every time a pack of cars whiz around the bend, even at "only 30 mph." It is hard to explain to a 3 or 7 year old that suddenly the park roads have become a highway, and are no longer safe for children. "Why did they let all the cars in, Mommy?" Beats me.

Since the park is successfully car-free during off-peak times from Apr. to Oct. without negative traffic impacts, the DOT could easily extend car-free hours year-round.

MARY MOST,
Brooklyn

Speed Cameras A Good Thing

Dear Mr. Peter Vallone,

As you probably know, legislation has been introduced in Albany to pilot 20 "speed cameras" in NYC to catch speeders. NYC is plagued with road hogs who think the streets are their own private speedways. They recklessly place children, the elderly and others at risk of being mowed down. These cameras will help put a stop to the carnage. Accordingly, I urge you to pass a "home rule message" that will allow Albany to enact the legislation and get the speed cameras installed as soon as possible.

ZEV STERN
Brooklyn

"Dead Right"

Dear Officer Farrell:

On Feb. 24, near the George Washington Bridge you stopped me when I executed what I believe to be a legal, safe maneuver for a cyclist in traffic: turning left from the inside lane. You said that since bikes are not a part of the traffic flow, I was to stay to the far right side of the road and cross the lanes all at once. You said my aim should be: "not to be seen, but to stay out of the way." If cyclists are subject to the rules of the road, and are part of traffic, is this not what I should have done? Turning left from the far right side of the road onto the bridge is not the safest alternative. Perhaps you should ride a bike on the road sometime. It would be an enlightening experience.

ELIZABETH RENAUD
Manhattan

CLASSIFIEDS

For Sale: 1996 LeMond Alp-d'Huez steel road frame. 55cm (center to center) with fork \$175 o.b.o. Contact Jesse at 718-596-7246.

For Sale: Used Winchester double child carrier trailer in good condition. \$125 (originally \$300). Contact Michael at 718-981-8254 or mschur24@aol.com.

For Sale: Women/Girls Trek 820 mountain bike size 14". Green, 24 speed with Avid brakes. Like new. \$250. Contact Howard at 212-243-5483.

For Sale: Race ready Redline aluminum cyclocross bike (55cm) Shimano Ultegra components, tubular cross tires, Time pedals, spare front wheel, \$750. Tack Rollers, \$50. Gary 718-543-2089 or glinga@bway.net.

And the response...

Here are some highlights from a longer letter:

Dear Elizabeth,

"...P.O. Farrell has seen the results of collisions occurring between bicyclists and vehicles. Bicyclists, rarely win the confrontation. His non-issuance of a summons for his observance of what he believed to be an unsafe act is evidence of his concern."

"While training prospective motorcycle officers I always include a comment. You must drive even more defensively than the law allows. The other drivers with whom you are sharing the road do not perceive you as a physical threat. The way motorists drive shows what they think of sharing the road."

"In other words, you could become what we accident reconstructionists refer to as 'dead right.'"

OFFICER KEVIN MAHON
New Jersey

Biking In The City

Dear T.A.,

I bike a lot in NYC, to work and everywhere else. I appreciate the work you do in order to make NYC more bike-friendly. Thanks.

BILL CURRAN
Manhattan

Ed. note: Bill, thanks for your generous donation

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Photo by Andrea Hancock

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Taming the 'Boulevard of Death'

SINCE THE DAILY NEWS QUEENS Boulevard crusade began in late December, the Department of Transportation has made several key pedestrian improvements to the 'Boulevard of Death.' The DOT has installed two red light cameras, lowered the speed limit to 30 mph along the entire boulevard, and most importantly, added a crucial twenty seconds more of crossing time during peak hours at two dozen intersections. The Police Department has also instituted several zero-tolerance traffic crackdown weeks, issuing over 22,000 traffic summonses since December.

These are good, important first steps towards improving safety on Queens Boulevard. However, the Boulevard is still far from safe. DOT's own spokesman called it a "New Jersey Turnpike with crosswalks." In February, 83 year-old Eugene Eisenberg, who survived Nazi concentration camps and two heart bypass surgeries, was the Boulevard's 73rd fatality since 1993. And in March, a family of three struck by a car joined the 1000+ others injured on the Boulevard in the same time period. There's much more that needs to be done before Queens Boulevard will cease to be a menacing, dangerous highway that divides Queens. The following are needed next steps to follow up on the DOT's recent improvements.

Next Six Months

1. **Give all pedestrians enough time to cross** all day, at every intersection.
2. **Widen the service road medians** by 12 feet to narrow the service roads to one 14-foot lane, using inexpensive,



JOHN KAHN

YES: This traffic calming treatment at Yeshiva University in Northern Manhattan shows how streets can be easily and cost-effectively narrowed using temporary curbs, planters, and thermoplastic bollards.



BOB PREVIDI

NO: A pedestrian gets caught halfway crossing Queens Blvd. Some medians provide walkers with only 6 feet of safe space.

appealing techniques such as temporary curbs, planters, bollards, and asphalt fill.

3. **Install Leading Pedestrian Intervals (LPIs)** at all intersections. LPIs give pedestrians a three second head start before motorists get a green.
4. **Set the signal progression speed** (which is currently 38 mph during rush hour) **at or below the speed limit** at all hours.

Next 18 Months

1. **Use raised crosswalks** at intersections along the service road.
2. **Widen the center median** to a minimum of 12 feet all along the boulevard. Use the same techniques as on the service road. Currently, some of the medians are only six feet wide—not wide enough for a parent and a stroller.
3. **Install curb extensions** with steel bollards at additional intersections.
4. **Add 10-15 more signalized mid-block crossings** so that area residents don't have to walk further than 400 feet to get to the next crossing.

Next Two Years

1. **Begin a study for the fundamental redesign** of the boulevard similar to the \$9 million federally funded study planned for the Grand Concourse.

Next Five Years

1. **Rebuild Queens Boulevard from the ground up**, significantly widening medians, narrowing the roadway, and integrating the street with the surrounding street grid. Add more traffic calming, trees and landscaped medians, and on-street bicycle lanes.

Transportation Alternatives
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