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Fall 2001

Transportation **ALTERNATIVES**

The Advocates
for Bicyclists &
Pedestrians
www.atransalt.org



VOICE YOUR SUPPORT FOR CYCLING AND WALKING TO NYC'S NEW MAYOR

Inside this issue

- Post WTC: Bicycle Use Soars
- Plan For Building A Better City
- NYC Century A Success

Mayor Breaks the Ice with Carpool Rule

Obviously, these aren't ordinary times in New York City. Among the highest profile issues in post-disaster media coverage is the City's requirement that private cars must have two or more passengers while entering Manhattan on the bridges and tunnels south of 63rd street between 6am and 11am. The "Carpool Rule" stemmed from the need to reduce traffic jams caused by police searches. For all of the hoopla, the rule only directly effected 3% of the morning commuters. That it took a wildly popular mayor in the midst of the city's worst disaster to proclaim the rule is a good reminder that car culture is still very strong in New York City. But maybe things are starting to change.

Daily News

DAILY NEWS

Excerpted from Transit Will
Keep the Masses Moving
September 20, 2001

Past proposals to curtail automobile traffic in Manhattan — from restricting cars in midtown to instituting tolls on East River bridges — have been unpopular. But we dare to speak the unspeakable: These ideas may have to be revisited as downtown is rebuilt and time-consuming security checkpoints become the norm.

Improved transit will keep workers here and attract visitors. Commuters have a new mindset. More than ever, more of them are willing to consider alternatives to their cars. Attractive alternatives must be offered. This is mass transit's moment. Seize it...

...Manhattan was in lockdown from massive traffic jams. The lesson: We've got to change the way we travel. Now and forever. Keeping New York moving — and, by extension, working, functioning and surviving — will require strong immediate action, as well as long-term, comprehensive planning. The idea is to get more people to use mass transit on a daily basis. Expansion of train, bus and ferry service is a must.

- Commuter trains must run more frequently after rush hour. This has not been a 9-to-5 society for years.
- Bus service must be expanded — on both private suburban and city express routes.
- NY Waterway should continue to expand its routes. Other ferry operators should test the waters.
- More New York companies must offer employees TransitChek and consider staggered work hours.
- The NJTransit's Montclair Connection must remain on track, and the linking of the LIRR to Grand Central Terminal expedited. Large-scale infrastructure projects — the Second Ave. subway, a new passenger rail tunnel under the Hudson, a New Jersey-to-Brooklyn freight tunnel — must be funded and work commenced in earnest.

Daily News

DAILY NEWS

Don't Drive Alone—Tough times
demand tough measures.
September 27, 2001

Carpooling is an alien concept for many New Yorkers. But for the time being, there is little alternative. No public official will win a popularity contest for proposing what was considered political poison in years past. But the world has changed. And we must all change with it. For anyone who can train, bus or ferry their way into town, consider it your civic duty to do so.

For those who believe they have no choice but to drive, get accustomed to more inconvenience and more expense. That's because now that the ice has been broken on restricting car traffic in Manhattan, other ideas previously off the table are back on — most notably the possibility of tolling the four East River bridges. This would reduce city traffic and generate some of the funding for the improved transportation infrastructure that New York needs. As the mayor says, it's time for out-of-the-box thinking.

Bergen Record

The Record

Think long term on transit
October 2, 2001

The new (police) inspections won't end anytime soon, and lifting the ban on single-occupancy cars would make matters worse. The best immediate hope lies with the ferries. The largest ferry service has increased to 50,000 passenger trips a day, up from 34,000. NJ Transit, to its credit, has already begun adjusting bus routes to deliver commuters to a ferry stations. Medium-range steps include: building a temporary station near the World Trade Center, improving the signal system to squeeze more trains through the tunnel and accelerating acquisition of double-decker trains.

But this is a time to think about the long term. The links between New Jersey and Manhattan were overloaded before the attack, and that makes doing business here expensive and inconvenient. It is past time to begin building a new commuter tunnel under the Hudson River. The need is clearer than ever. And because federal taxes paid by New Jersey and New York far outweigh money received, our claim to aid from Washington is strong.

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The View from 30th Street

It's been a month of glancing south, and there is still nothing but rooftop water tanks. Some called them "banal", but from here the towers that used to stand there were a giant, sparkingly presence. During some summer sunsets they glowed a liquid gold and red. In winter, their office lights lit up in random patterns, or occasionally a giant "Z" or "M."

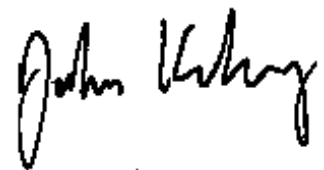
Of course, that and much more changed September 11. This issue we devote special coverage to some of those changes and the new opportunities raised by the changes in mindset stirred by the cataclysms. By the time you read this we'll have a new mayor. Either Mike Bloomberg or Mark Green will face a heap of problems and some chances to make the city a better place. But the challenges are huge. According to a comptroller's report, NYC took a \$120 billion hit from the terror attack. To date, only \$20 billion is slated to be covered by Federal aid, and maybe another \$50 billion from insurers. Worse yet, the city faces a \$4 billion budget shortfall in 2002 and in every subsequent year. Simultaneously, the police officers, firemen, teachers and municipal unions expect major raises — which are not included in the budget projection. Lastly, because of term limits, the new mayor has a new, inexperienced, City Council to work with. All of this adds up to some very tough times. T.A. will keep these challenges in mind, and work hard to help Bloomberg or Green. Fortunately, many of our goals are very inexpensive; take car-free Central and Prospect Parks for example.

And what of Mayor Giuliani? He did a tremendous service to NYC when he knocked crime down so far that people were once again comfortable walking about their neighborhoods, taking the subway and doing business in the city. Indeed, despite the mayor's authoritarian instincts, the reduction in crime produced a flowering of civic activism in neighborhoods like the south Bronx and Bed-Stuyvesant. There, and in high crime neighborhoods across the city, people felt safe getting together for night meetings for the first time in a decade or more.

Giuliani's crime fighting also allowed New Yorkers more time to think and work on other pressing issues. In the 1980's high crime rates dominated the public debate and crushed discussions about the use of public space, the role of the car in the city, and the importance of cycling and walking to a better city.

Unfortunately, for all of Mayor Giuliani's strengths — his strong will and single mindedness among them — he was never a great urbanist. His only vision of the future seemed to be new stadiums. Indeed, the great tragedy of his administration is that he squandered a long period of tremendous prosperity — due in part to the biggest stock market boom in history — and low crime. In an era of budget surpluses the city built nothing of note. This failure is to act is especially glaring when it comes to the city's overburdened transportation system. No new subway lines were built, no light rail added and no transportation reforms undertaken. Truly, a golden moment that was lost. There is much talk about making Mayor Giuliani a "Reconstruction Czar." This would be a huge mistake. Rebuilding the city will require a vision about a better future and the ability to bring together experts from transportation, urban planning and architecture to meld ideas and perspectives. This creative collaboration is not the mayor's strength.

The view will never be the same out of my window on 30th street. Nor will New York City. The pace of change has accelerated many fold, and new ideas are springing forth in the circles of power. Our work is to ensure that these new ideas include a vision of New York City as a greener place, rooted in cycling, walking and public transit.



Thank you Tri-State Transportation Campaign (www.tstc.org) for contributing to this issue.

T.A. Develops Plan for New York's Transportation Future

1. Increase Security, Create New Public Places and Encourage Walking and Cycling

- **Increase security and create impressive plazas and public spaces.** London's financial district permanently restricted vehicle access after a costly car-bombing a decade ago. There and in hundreds of Western European cities, essential motor vehicles have electronic passes which briefly lower barriers. NYC should follow London's lead and restrict vehicles in the Wall St. area, near Grand Central and create new pedestrian areas at Times, Herald and Union Squares.
- **Improve foot and bicycle access to transit.** Widen crowded sidewalks near Penn Station and Port Authority and create secure bike parking and lanes near subway and train stations.



2. Expand Transit Quickly and Cheaply

- **Immediately increase service on existing subway and bus routes, sustain the increase with commuter and gas taxes.** Immediately, and permanently, convert all HOV lanes at area bridges, tunnels and highways into bus only lanes. Launch regional high speed bus network. This has halved trip times for buses using the The Goethals, SIE, Verazano, Gowanus, Battery, FDR route, LIE to Midtown Tunnel and Queensboro Bridge
- **Create "Super Bus Transit" network within the City — Install physically separated, bus only lanes and loading stations to move very large numbers of passengers quickly.** Install in Manhattan: First and Second Avenues, West Side Highway; and critical cross town connectors on 57th, 42nd, 34th 23rd, 14th, Houston and Canal.
- **Clear transitways, bike lanes and emergency routes.** Equip buses and bus stops with enforcement cameras that can issue tickets for blocking bus stops and lanes. (London just installed 800.) Double the fine for bus and bike lanes and fire zones. Provide fire engines and express buses with traffic signal overrides as is done in many other cities.
- **Start Building the Second Avenue subway and push for completion of LIRR connection to Grand Central.**



3. Raise Money and Reduce Congestion

- **Toll East River Bridges.** Yes, this means approval from City Council, the State Legislature and Congress, but it is essential. EZ Pass and non-stop tolling technology means no toll plaza and no jams. Flexible tolls, reduce rush hour traffic and are already used by the MTA and Port Authority. At \$3.50 a trip, tolling the bridges would generate \$550 million a year. Of this, \$100 million would go straight to maintaining and rebuilding crumbling streets and bridges around the city.
- **Raise the NYC gas tax by 20 cents a gallon.** Devote funds to street and bridge repair to increased transit service.
- **Restore the commuter tax and devote it to increasing subway and bus service.**
- **Use scarce curb space smartly:** Charge variable fees for all on-street parking south of 60th street in Manhattan and all commercial parking in NYC. This will sharply reduce double parking and ensure critical vehicles access to the curb.
- **Reserve corner parking spots in Midtown for taxi pick-up drop-off.**



4. Freight

- **Accelerate the Trans-Hudson Freight Tunnel for completion in 2007.**
- **Substantially Increase funding for Cross-Harbor "Float Bridge" container barges.**

5. Roads and Bridges

- **Replace the Gowanus Expressway with a tunnel.**
- **Fix it First:** Spend \$300 million in commuter and gas tax revenue every year to maintain and repair bridges and streets. Also, increase the repaving schedule and the use of new methods and incentive contracts for paving.



Bicycle Use Soars in Aftermath of WTC Attack

Bikes were everywhere in the days and weeks following 9/11. Veteran cyclists continue to be wide eyed at the streams of bike commuters flowing over bridges and up avenues. Just released counts by the Department of Transportation show that bicycle traffic on the East River Bridges soared by 30% in the weeks following the terror attack. And, despite a big citywide slump in retail activity, major bike shops report substantially higher sales. The increase in bike use probably stems from crowded and delayed subways, and brutal traffic at entrances to Manhattan. Hopefully, one enduring aspect of the big jump in cycling will be employers and building managers allowing bikes into their buildings permanently instead of on an emergency basis. It is also likely that more people are walking, but year-to-year statistics on pedestrian traffic are not kept by city agencies.

Disaster Results in Big Car-Free Experiment

The weeks long, post disaster ban on motor vehicles south of Canal Street and the closure of all streets in front of the 100 or so police precincts in New York City, was the largest sustained experiment in reducing motor vehicle routes ever conducted in New York City. On many Manhattan streets the result was substantial reductions in traffic congestion, and a vastly improved pedestrian environment. On West 30th Street (which is still closed to motor vehicles between 6th and 7th Aves.), T.A. measured a reduction in noise from 60 to 53 decibels at 12 floors above street level. Additionally, eastbound fire trucks on emergency calls are able to traverse 30th St. between 7th Ave. and 5th Ave. in 40 seconds versus five minutes previously.



Pedicabs are everywhere in Lower Manhattan. People are using them for transportation and for moving their offices.

Motorists Given Five Lanes of W. Side Hwy While Adjacent Hudson Greenway Blocked

The Hudson River Greenway has been blocked between 58th and 40th Streets at a time when it could provide critical transportation relief for the stricken downtown area. Before 9/11, the newly built path was one of the busiest bicycle routes in the United States and was carrying 600 plus cyclists an hour during peak periods. While the path's closure was understandable during the few hectic weeks after the attack, it is no longer necessary. The path is closed because the city chose to place the center for victims' families at Pier 94 (53rd St. to 56th St.), and erected a security checkpoint and entrance tent on top of the path. Additionally, the Mayor's Office of Emergency Management (OEM) located its command center at Pier 92

(52nd St.). Further south, where the closure makes complete sense, part of a brand new section of path stretching south of Chambers was destroyed when the towers collapsed. The southern end of the path will likely be closed for at least a year.

Given the huge importance of the path — especially now in the midst of a transportation crisis and cycling boom — T.A. has made repeated and urgent requests to both the police and DOT to either reopen the path or provide cyclists and pedestrians with the western most curb lane on the West Side Highway / Route 9A. This lane is already coned off for now very infrequent southbound emergency vehicles. According to police officials, the OEM has rejected a police request to open

the path citing concerns about bike-mounted terrorists. One police official, bemused by the response, pointed out that a car-bomb on the West Side Highway / Route 9A could be detonated just a few feet from the edge of the greenway path, and questioned the logic of OEM's position. He lost the argument and for the time being so did people hoping to use the path.

Write to Mayor Giuliani and tell him how important the Hudson River Greenway path is to cyclists.

Write to:
Mayor Giuliani
City Hall, NY, NY 10007

Carpools Rule

Within a day of the attack on the World Trade Center the police began searching all trucks entering Manhattan. Huge traffic jams started immediately as motorists backed up behind trucks. One jam at the Brooklyn Bridge extended for more than five miles onto residential streets. At the Queensboro Bridge, there were traffic delays of two to three hours (rarely noted in the press

was that thousands of bicyclists and pedestrians moved along unhampered on bridge paths). In response to the jams, the mayor imposed an emergency rule requiring private cars entering Manhattan on the bridges south of 62nd street to have two or more passengers per vehicle (a similar rule was imposed during the 1980 transit strike, but three people per car were required). The rule worked extremely well and traffic delays plunged immediately as motorists carpooled and switched to public transit. The public reception to the carpool rule has been favorable and it has the backing of newspapers and business leaders. To assure the continuation of the carpool requirement, T.A. helped organize a press conference to release a statement of support from five former

DOT Commissioners and leading transit and environmental groups including:

ELLIOT SANDER
NYC DOT Commissioner, Mayor Giuliani,

LUCIUS RICCIO
NYC DOT Commissioner, Mayor Dinkins

ROSS SANDLER
NYC DOT Commissioner, Mayor Koch

CONSTANTINE SIDAMON-ERISTOFF
NYC DOT Commissioner, Mayor Lindsay

SAM SCHWARTZ,
NYC DOT Deputy Commissioner, Mayor Koch

REGIONAL PLAN ASSOCIATION

STRAPHANGERS CAMPAIGN

TRANSPORTATION ALTERNATIVES

TRI-STATE TRANSPORTATION CAMPAIGN

NATURAL RESOURCES DEFENSE COUNCIL



Few Affected by Mandatory Carpooling

According to Konheim and Ketcham, NYMTC, NYC DOT study, 2000:

Small Number of Commuters Use Single Occupancy Vehicles

- Between 6 am and 11 am, 3.3% of all commuters entering Manhattan (by trains, buses, cars, etc.) on bridges and tunnels south of 63rd St. were in single occupant vehicles.

Single Occupancy Vehicles Account For Most Traffic Congestion

- Between 6 am and 11 am, 53% of all vehicles (commercial or private) entering Manhattan south of 63rd Street were single occupant vehicles.

STATEMENT IN SUPPORT OF THE MAYOR'S PLAN TO REQUIRE CARPOOLING SOUTH OF 62ND STREET

We strongly support Mayor Giuliani's plan to require non-commercial motorists to carpool if they want to travel into Manhattan south of 62nd Streets from 6am to noon on weekday mornings.

We need to keep our city moving in this time of crisis. New York simply cannot afford the massive gridlock that has been plaguing our area. The city must free up street space for activities essential to our security and economy, including the efficient and safe movement of emergency vehicles, police, fire and other security officers, and deliveries. Fewer cars attempting to enter the city means less delays for everyone.

Many thousands of metropolitan-area motorists have put

flags on their cars to show their concern for the future of our city and nation. Now they must do their part by putting passengers in their cars as a way to reduce traffic, enhance our safety, and support our economic stability.

We encourage New Yorkers to take public transportation, bicycle and walk where they can. We appreciate that a significant number of area residents need to drive, but where that's the case, it's fair to ask them to take other vehicles off the road by carpooling.

We stand ready to work with the Mayor, the Port Authority, MTA and other transportation officials to consider and implement a range of other measures to keep New York moving.

Hard Hit Transit System Saves New York City

Despite losing eleven downtown subway stations, and full use of at least four subway lines and the PATH train, New York City's transit system saved the city from economic collapse. A heroic effort by the Transit Authority kept trains running despite the extensive damage to the system caused by the collapse of the towers. One month after the WTC attack, the subways were back at capacity. Without the subways, NYC would have ground to a halt and suffered crippling economic damage from the paralyzed workforce. As it was, more than 300,000 transit riders had their subway stations destroyed. Especially hard hit were the #1 and #2 trains serving The Bronx and West Side of Manhattan.

NY Pleads with Feds For Emergency Transit Aid

In early October, Governor Pataki, Senators Schumer and Clinton, and the New York State congressional delegation joined to request \$54 billion in emergency federal disaster aid. This includes \$9 billion in transportation rebuilding and expansion projects and public transit operating costs. The Regional Plan Association and Empire State Transportation Alliance created the transportation requests at the governor's request. Given the emergency at hand, the proposals were assembled under a tight deadline and no doubt will be elaborated on over the coming months. The key question is how much congress is willing to provide for a roster of expensive new rail and subway projects, which were listed without price tags. New York's proposal for \$5.4 billion would pay for transportation infrastructure and operating costs that break down as follows:

- \$3.5 billion in MTA capital costs for infrastructure damage and enhanced security.
- \$850 million: PATH subway station reconstruction.
- \$250 million: NYC road, water mains, sewers and road reconstruction.
- \$245 million: MTA toll and fare revenue loss.
- \$163 million: MTA reduction of tax subsidies due to economic disruption.
- \$159 million: Port Authority revenue losses directly attributable to disaster.
- \$123 million: MTA disaster-related operating costs.
- \$100 million: Port Authority ferry service restoration and commuter substation.



The #1 Train in happier times. One thousand feet of tunnel and the WTC stop on the line were destroyed. Two other stations will be closed for one to two years of rebuilding.

Fare Hike Needed to Pay for Attack?

Because of reduced toll income on MTA bridges and tunnels and the temporary plunge in transit ridership, the MTA may finish the year \$500 million in the red. The agency's total 2001 budget is \$7.3 billion of which NYC Transit operating costs are \$4.7 billion. Even before 9/11 it was thought the fare would rise by a quarter after next years gubernatorial election. Now the fare hike may be sooner and larger than predicted.

NJ Transit Ridership Soars

In another testament to the flexibility of public transit during a crisis, NJ Transit says the number of passengers it's carrying into Penn Station increased 44% since 9/11. Prior to the disaster, 34,000 riders took NJ Transit trains into Penn Station everyday. As of mid-October, that number soared to 49,000. The increase is due to the destruction of the WTC branch of the PATH train, closure of the Holland Tunnel and the car-pooling requirement at the Lincoln Tunnel. LIRR ridership has remained steady.

One Bridge, Two Stories

For four months the re-opened Manhattan Bridge bicycle and pedestrian path has been dutifully serving East River commuters and sightseers. Initial concerns about how the new path would connect to the existing on street bicycle network are being met on a point by point basis by the City DOT. Their timely response and Manhattan side improvements are much appreciated, but there are still seriously dangerous conditions in Brooklyn.

Two Sides

It is a story of two sides of the East River. In Manhattan cyclists and pedestrians can follow clear signage along a safe and direct route to the path. In response to Transportation Alternatives, the City DOT tamed the motorized assault that storms up the Bowery and across the bridge by



NOAH BUDNICK

installing two stop signs, a blinking red light, and a new crosswalk at the bridge path entrance.

The situation on the Brooklyn side has yet to be dealt with. Traffic still careens off the bridge onto Jay St. without any indication of bicycle or pedestrian presence. This is a dangerous situation and needs a crosswalk to ensure safe access to the bridge path. The final plan for the walkway calls for a crosswalk and Transportation Alternatives urges the DOT to install this crosswalk now. Bridge users deserve a safe crossing in Brooklyn that would compliment the crosswalk on the Manhattan side.

Signage

The majority of cyclists going to and from the Manhattan Bridge in Brooklyn use Jay St. as a quick and simple way to get to the path. In fact, the official City Cycling Map indicates Jay St. as the recommended on street route. Despite this, the DOT installed “way finding” signs that direct cyclists a dozen blocks out of the way. Instead of directing cyclists on a confusing route they will never take, a simple traffic control device, crosswalk, or sign could be installed on Jay St. that would alert motorists to the presence of cyclists and pedestrians going to and from the path. This would make the preferred route (Jay St.) safer for everyone using Manhattan Bridge.

Cyclists climbing the Manhattan Bridge's 23 stairs in Brooklyn got a hand from the City DOT's Bicycle Program. Cyclists can now simply roll bikes up or down the small ramp the DOT installed.

Hudson River Greenway: Shared

The overwhelming popularity of the Riverside Park section of the Hudson River Greenway has led to crowding and conflict between its multiplicity of different users. Cyclists, walkers, joggers, dog walkers, kids, old, young, fast and slow have a tough time sharing the narrow greenway.

To make life on the greenway safer and more pleasant, T.A. is working with the NYC Parks Department to develop bilingual “Shared Path” signs. These signs, along with a proposed series of inexpensive informational kiosks would encourage path users to be aware and respectful, especially in yielding the right of way to slower path users. The kiosks would explain that the Hudson River Greenway is a through travel route that connects the Hudson Valley and Manhattan. They would also feature the popular “you are here” symbols, and cross-sections of the greenway showing where path users should walk and ride.



GREGORY CROSS

It is important to keep in mind that the Hudson River Greenway is funded through a Federal program charged with reducing congestion and improving air quality. In order to get people out of their cars and onto bicycles, greenways must be maintained as viable transportation routes that allow cyclists to ride at reasonable speeds. Both uptown and downtown, T.A. reminds all cyclists to ride with respect.

State DOT Launches NYC Bike/Ped Program

Kudos to Doug Currey and New York State Department of Transportation's Region 11 (NYC office) for launching a Non-Motorized Program. The program is headed by Roger Weld (an engineer and bike commuter) whose five person team has been in place since late summer. Cyclists may know Region 11 Non-Motorized Program's work from such bikeways as the 9A Multiuse Path (Battery Park to 59th St.), and the Rockaway Boulevard multiuse path in Queens. Other Non-Motorized Program projects include the Bronx River Greenway, Hutchinson River Parkway, and FDR Drive Path from 24th St. to 42nd St.

The State DOT owns the highways that run through NYC and oversees Federal transportation aid used by the City. Thus it must work closely with the City DOT. State DOT's robust bicycle and pedestrian program compliments the City's, bolstering political support for cycling and pedestrian projects.

Before the World Trade Center tragedy, Region 11's Non-Motorized Program responded well to T.A.'s concerns developing a new set of larger, simpler signage for the greenway. (see T.A. Summer 2001 issue, "Serious Safety Flaws Mar Hudson Path) This new series includes yield to pedestrian, driveway ahead, and signal ahead signs.

Though building on the Hudson River Greenway is on hold due to the WTC disaster, Region 11 continues to design improvements. An innovative speed table design (see

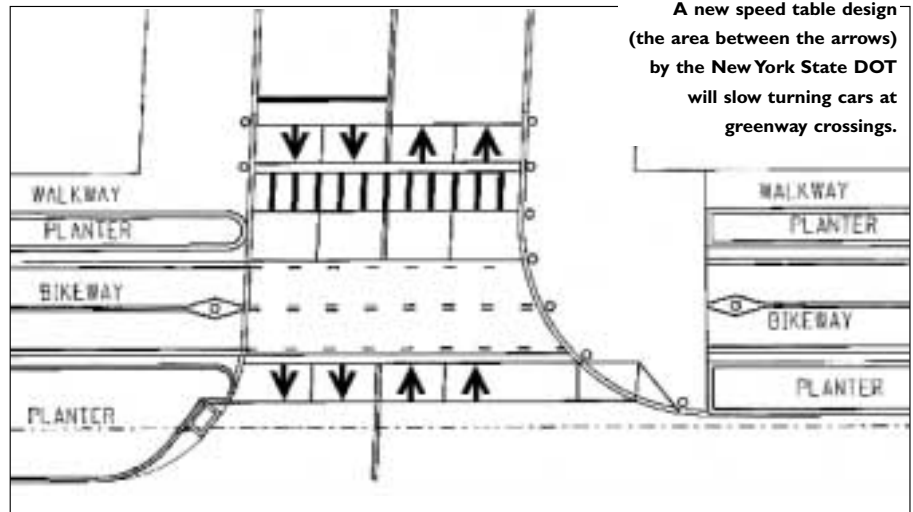


diagram) is slated to be built in the next year at the intersection of the greenway and West Houston St. This raised crossing clearly gives path users the right of way while requiring turning motorists to slow down as they cross the greenway.

For additional questions or comments please contact (please cc T.A. at info@transalt.org):

Write to:
 Roger Weld
 Non-Motorized Program Coordinator
 New York State Department of Transportation Region 11
 47-40 21st Street
 Long Island City, NY 11101

Washington Crossing the Hudson

One of the busiest bicycle intersections in New Jersey is also one of the state's most dangerous. The danger zone is Main Street and Hudson Terrace in Fort Lee, New Jersey, a narrow, twisting stretch of road that climbs the Palisades just south of the George Washington Bridge. It's a route thousands of cyclists use each week to travel between the GWB's bicycle and pedestrian lane and the Palisades Interstate Park.

Fortunately, there is an inexpensive and attractive solution that would increase safety and encourage cycling in one of the NJ's most scenic places. Transportation Alternatives proposes a

3/4-mile multi-use path to provide safe passage for cyclists along this busy roadway that is flooded with speeding motorists. The connector would be on the east side of Hudson Terrace and Main Street, between the GWB and the entrance to the park. The land on that route is owned by the Port Authority of New York and New Jersey and the Palisades Interstate Parkway Commission.

At T.A.'s request, the New Jersey Department of Transportation has launched a crash study on Main Street and Hudson Terrace. T.A. urges officials to take the first important step of establishing jurisdiction over the land

so that a plan can be produced and implemented to solve one of cycling's biggest problems in the Garden State.



FRED KAIMAN

Keep Cars Off the East River Greenway

A six-block section of the East River Greenway, from Rutgers to Jackson Street, is being used as a parking lot. As a result, cyclists and pedestrians are being forced off the path onto busy South Street. Since September 11th, the Eastside Greenway has been used as a key commuting corridor, connecting east-side commuters with the Financial District, and bringing ferry commuters uptown. The blocked path is a reminder that it is crucial to keep cycling infrastructure clear to encourage bicycle commuting, and help alleviate the City's traffic and transit crunch.

It is illogical that this vital bicycle and pedestrian route is being used as automobile storage considering that there are several empty parking lots beside the greenway. Some of the construction equipment parked on the path is being used for the World Trade Center clean-up efforts. However, Transportation Alternatives urges the Department of Sanitation to park its equipment in the DSNY yard. Also T.A. is asking that motorists use the available parking lots (the space allotted for car parking), and not park on the greenway (the space

allotted for bicycles and pedestrians).

The greenway currently extends from the South Street Seaport to 18th Street. Ground has been broken just north of 18th Street to extend the path up to 23rd Street. Rotten pilings are still keeping the riverside esplanade in East River

Park closed from Grand to 12th Street, but the path that runs alongside the FDR remains open for cyclists and pedestrians. Partial funding was set-up to repair the promenade and construction is waiting to start. However, the City's impending budget crisis has direct bearing on this project, so further repairs have not yet been determined.

Please write to DOT Commissioner Weinshall requesting that cars no longer be allowed to park on the East Side Greenway (please cc T.A. at info@transalt.org).



Locked out. Park users have indefinitely lost the riverside path at East River Park.

NOAH BUDNICK

Write to:

Commissioner Iris Weinshall
NYC Department of Transportation
40 Worth Street
New York, NY 10013

Let's Get Moving on Penn Station Bike Parking

Since September 11th commuting throughout the NYC region has been severely disrupted. Driving times in and out of the City have tripled, and more people are opting to sit on the commuter train over sitting in traffic. Wouldn't it be wonderful to get off of that commuter train and have your bicycle waiting? Or maybe you take the train

out of the City and wish you could lock-up your bicycle and be assured that it will be waiting for you upon your return? This is all still a dream, but for how much longer?

Since Transportation Alternatives made a presentation to the 34th Street Business Improvement District 10 months ago nothing has been done with the space below Penn Station. Multiple jurisdictions over the space have confused who the leading partner should be in the project. Amtrak, the MTA, Madison Square Garden, and Vornado Realty Trust (who owns Penn Plaza) are interested in the idea but are not about to take on the responsibility of the entire project.

Officials at the City Department of Transportation have expressed interest and enthusiasm in the bicycle parking project. Transportation Alternatives urges the City to get more involved and move the discussion forward. It is time to get going, design the facility, and determine how it will be managed.

A T.A. rendering showing there is room for 70 bicycles below the underpass between 7th and 8th Avenues.



SUSAN BOYLE



NYC DOT Bike Program Speaks

The New York City Department of Transportation's Bicycle Program is responsible for constructing and maintaining New York City's cycling network, and is there to serve New York's cycling community. Transportation Alternatives actively prods and praises the DOT to improve the cycling environment. Below is a list of current and future projects that the DOT Bike Program is working on. If you have an idea for a bike lane, a request for bike parking, or other suggestions, please share your ideas with them (and cc T.A. on your correspondence at info@transalt.org).

Recently Completed Bicycle Improvements

The following is an update on New York City Department of Transportation (DOT) projects of interest to bicyclists. To request maps or to contact the bicycle program at DOT, phone CALL-DOT (or 212-442-7816) or visit our website, www.nyc.gov/calldot.

Hudson River Connector/Riverbank State Park Bypass—The Department of Parks and Recreation, the Department of Environmental Protection, and DOT opened an on street segment to bypass Riverbank State Park. During daylight hours, one may bike or walk along a DEP service road (between 145th Street and 135th Street). Bicyclists and pedestrians may use city streets between the service road and Cherry Walk (which runs south of St. Clair Place). The route has been marked with greenway and standard bike route signage.

George Washington Bridge/Hudson River Greenway—DOT wanted to make it easier for pedestrians and bicyclists to get from the George Washington Bridge to the Hudson River greenway, and visa versa. Greenway and standard bike route signage have been installed in Washington Heights to clarify the on-street route between these two destinations. The chosen access point for the Hudson River greenway is the pedestrian bridge just north of 181st Street/Lafayette Plaza.

Manhattan Bridge—This summer, DOT added signage at both ends of the bridge to clarify how pedestrians and bicyclists could get to it. Stop signs were also added on the Manhattan side where a motor vehicle entrance ramp crosses the pedestrian crosswalk to the bridge path. A narrow metal ramp was added to the stairs on the Brooklyn side to make rolling a bicycle up to and down from the path possible.

Bicycle Improvements Happening This Fall and Winter

Sunset Park Connector—The long awaited improvements to the route between Prospect Park, Sunset Park, and the north end of the Shore Parkway path, in Brooklyn, will be started this fall. Along most segments of the route, this will include greenway and standard bike route signage and bike lane

striping. An unanticipated upgrade to prior plans, with cooperation from DPR, is a multi-use path within Leif Ericson Park.

New Bike Lanes—Piggy-backing on some of this season's planned Manhattan street repavings, several bike routes will become streets with bike lanes. Central Park West (north of 62nd Street) will have a bike lane in the northbound direction, complementing the southbound lane within Central Park. Fort Washington Avenue, Haven Avenue, and a portion of Avenue C will also be striped with bike lanes. Other boroughs' planned street repavings are being evaluated for the possibility of adding lanes outside Manhattan.

EVENTS DIRECTOR WANTED



Crazy Canuck Departs

Craig Barnes, T.A.'s Director of Events and Membership is returning to Toronto to ride his bike, play hockey and promote everyday cycling in new and exciting ways. As a cycling organizer extraordinaire he helped lead T.A.'s best ever NYC Century and Bike Week with a calm and inspiring enthusiasm. Craig also forged new links between T.A. and the bike messenger community. We wish him luck.

T.A. needs someone to organize events (NYC Century and NYC Bike Week) and manage membership. This is a fun and rewarding position that generates about 40 percent of T.A.'s budget. Good leadership skills, ability to meet many deadlines, and a flexible schedule are some of the requirements of this position. Please visit www.transalt.org/jobs for a full job posting and details on how to apply.

Downtown Brooklyn Awaits New Mayor

A visitor to Downtown Brooklyn might not associate the new blue bike lane on Henry south of Atlantic with the newly widened median on Tillary St. and Adams St, but there is a connection. They are both traffic calming measures being tested by The Department of Transportation as part of the Downtown Brooklyn Traffic Calming Project's pilot program. The project's consultants, Ove Arup, expect to begin community outreach on the Area Wide Strategy, which will expand on the pilot, in mid November. In some ways, it is gratifying to see anything in the ground. When they were first announced, T.A. and the community criticized the pilot measures as ineffectual. In the ground a year later, they still are. We would love to say something nice about this project in which so many good people have poured so much effort, time, and political capital. But we can't. DOT's engineers over seeing the project continue to be committed to moving cars, beyond all other considerations. Sadly, they have evaded, misrepresented and even lied to the community about the effectiveness of traffic calming devices and their traffic impacts. Without clear instruc-

tion from City Hall, they worked to undermine the project and in doing so have done a great disservice to the public and the DOT.

At the start of project, Downtown Brooklyn had the tools, the money and the overwhelming community, local political, and mayoral support (temporary though it turned out to be) it needed to become a landmark of responsive and pro-active governance. Unfortunately, the DOT resisted and opposed it from day one. At no point in the process did they embrace the opportunity to innovate and expand the city's traffic calming toolbox that was extended to them.

If the Downtown Brooklyn Traffic Calming project is to succeed, the new mayor must step in and take the project away from the engineers who have been derailing the project from the start. The DOT must have a clear directive from city hall of the goals of the program: reduce the amount of through traffic in residential neighborhoods and improve conditions for non-motorized street users. Likewise, the new Councilmember David Yassky should take the lead in City Council on this issue, as his predecessor.

The City doesn't need to spend a



CRAIG BARNES

lot of money to accomplish these goals. The Downtown Brooklyn Traffic Calming project pilots were released last year into a different world of growth and surplus. Times have changed, suddenly. The City's fiscal outlook is bleak. Money that seemed assured on the horizon is being redirected to more urgently needed projects. There will likely not be enough money in the coming months and years for capital projects like Downtown Brooklyn Traffic Calming. The money is disappearing, but traffic still courses through residential streets in Downtown Brooklyn.

Street reversals, diversions and semi diversions are inexpensive and do the job of taming traffic on neighborhood streets. They've worked well for decades for neighborhoods in Chelsea and the Upper West Side.

We're back to square one, with a new mayor and a new city council. We'll need to show them what stopping through traffic and improving conditions for pedestrians in downtown Brooklyn means to the residents (and workers and guests) of Downtown Brooklyn.

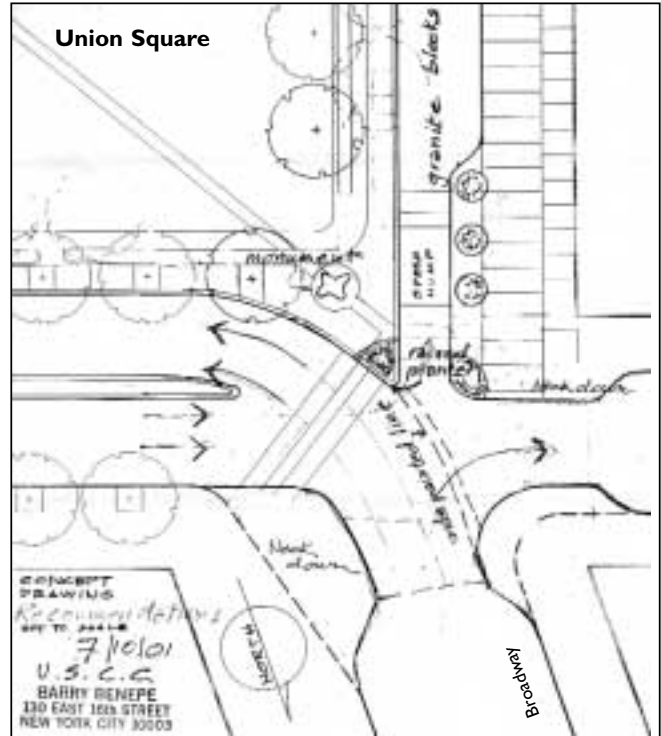
Brooklyn residents demanding relief from traffic overrunning their neighborhoods. (1997)



Calming Union Square West

Union Square West, teeming with tourists, residents, green-market vendors, shoppers and park users is a prime candidate for traffic calming. The Union Square Community Coalition met this summer to discuss the final steps in the reconstruction of Union Square West. Representatives from the Department of Transportation, the Parks Department, restaurant owners, the 14th St./Union Sq. Business Improvement District and T.A. attended the meeting. With the Union Square West underground projects drawing to a close, the meetings' participants hoped to use reconstruction as an opportunity to create a pedestrian friendly space and link the parks to businesses on the other side. The group agreed that through traffic on Broadway should continue to be routed across the north side of the park. Related to this, the Union Square Community Coalition developed a list of recommended actions including:

- Adjusting traffic signals on Union Sq. West to maximize east-west pedestrian crossing time and reduce north/south vehicular capacity and speed.
- Installing a neckdown at 17th St. and Broadway designed to turn Broadway traffic to the east.
- Installing raised crosswalks along Union Sq. West and 17th St. (part of an earlier plan put forward by T.A.).



Operation Move That Dumpster

Beleaguered NYC pedestrians have found a new ally in New York's Strongest. The New York City Department of Sanitation (DOS) began a sidewalk clearing pilot program this September in Manhattan



Pedestrians in NYC contend daily with obstacles that block sidewalks and blind sightlines.

Community Boards 2 and 12, and Queens Community Board 2. The program, dubbed "Operation Dumpster," specifically targets commercial dumpsters. Businesses that crowd the sidewalk with garbage containers and bags during non-collection days and weekends will be ticketed.

Credit the DOS for tackling the problem strategically and reclaiming valuable pedestrian space. The Department of Transportation could follow their lead and establish a sidewalk clearing program of its own. Such a program would help keep payphones, mailboxes, and newsboxes from encroaching on scarce sidewalk space.

Write to the Department of Sanitation and thank them for taking back the sidewalks (please cc T.A. at info@transalt.org):

Write to:
 Peter Montalbano
 First Deputy Commissioner
 Department of Sanitation
 125 Worth St.
 New York NY 10013

Mixed Message

First, thousands of New York drivers put flags on their cars to show their patriotism. Then they took to carpooling to help ease the congestion that was draining scarce police resources and crippling the city. The message was lost on this illegal billboard truck clogging already terrible traffic on the Bowery. If the bad citizens running the company were trying to sway public opinion in its favor by covering its illegal trucks in the stars and stripes, it wasn't working.



ELLEN CAVANAUGH

DOT: Clear up confusion on Pedestrian Safety.

Bollards, the 3 foot tall metal posts that stand sentry on sidewalks in front of every phone booth and fire hydrant in the city, are not coming to protect a pedestrian space near you any time soon. The humble bollard, innocuous in the US, ubiquitous in Europe, is keeping engineers at the NYC Department of Transportation awake at night. Their fear: speeding cars might crash into them. Elsewhere in the world, cities make standard practice of using bollards to narrow turning radii, reduce speeds, widen sidewalks, prevent parking on sidewalks, and secure areas from terrorists' truck bombs. In NYC, bollards are looked at as dangerous. According to the DOT, bollards present two main hazards. The first danger is known as the "projectile bollard effect," in which the bollard is struck, flies through the air and spears a passerby. The second danger is when a motorist is injured after crashing into a bollard. In the second scenario, no thought has been given by DOT to the safety of the pedestrians who would have been killed or injured by that crashing car. These perceived dangers contrast decades worth of data which support the use of bollards to make streets safer. Commissioner Weinshall needs to issue a clear policy on bollards based on best practice standards from decades of proven success in the UK, Germany, Holland, France, Canada,



and Australia. Further, the DOT should encourage their use as an inexpensive and effective way to improve conditions for pedestrians.

The inconsistency in the DOT's use of bollards and the reasons they offer when they are not used are nonsensical. Even so, this lack of consistency has a very real effect on the design and safety of the pedestrian environment in New York City. In Times Square, a combined effort of temporary bollards, planters and paint were planned to test

curb line changes on the corner of 42nd and Broadway. Then at the 11th hour, the project's engineers moved the planter off the corner where the new painted curb line is. They again cited their fear that injuries that would result if a speeding car (in Times Square?) hit it. Again, no consideration was given to the pedestrians that a crashing car would hit without the planter in place. Now, instead of a painted sidewalk extension, reinforced physically by highly visible planters, pedestrians wait alone on an imaginary sidewalk.



(left) Here, but not there. Planters and bollards like these in Herald Square make streets safer for pedestrians and cyclists. A few blocks away, in Times Square, engineers moved them to allow faster speeds for turning cars.

(right) Bollards protects pedestrians by keeping cars off sidewalks

City's Dummy Red-Light Camera Plan a Smart Move

In August, the New York Post announced the DOT was adding 200 decoy red-light cameras to complement its existing battery of 50 real ones. Earlier in the summer, State lawmakers turned down the City's request to increase the number of real red light cameras to 100. The proposal to add decoy cameras seemed like a logical response to this setback in their efforts to contain the problem of red light running. Unfortunately, officials at DOT later denied that the proposal was ever on the table.

The use of decoy cameras to multiply the effectiveness of real red-light cameras is standard practice in cities with photo-enforcement programs. Toronto's red-light program deploys three dummy cameras for every ticket-issuing camera. Ten real cameras are rotated among 40 intersections, so drivers never know which are the real cameras and which are not. In London, signs prominently mark the areas where traffic is monitored by photo-radar.

Since 1994, NYC red-light cameras have reduced crashes by as much as 70% and issued over a million tickets.

Write to Governor Pataki and tell him that you support an expanded red-light camera for NYC. Don't forget to send copies to your local elected officials and T.A.

Write to:

Governor George Pataki
Executive Chamber
Albany, New York 12224
gov.pataki@chamber.state.ny.us

SI Right Turn on Red Waits Governor's Signature

The dangerous bill that would allow right turns on red lights on Staten Island passed both the Assembly and the State Senate this summer. It is now waiting for a signature from the Governor. Both the mayor and the City DOT oppose the bill, which would make crossing the street even more dangerous for pedestrians. According to national studies, 50% of motorists do not stop before turning right on red. Most pedestrian crashes at New York City intersections are the result of motorists failing to yield right of way to pedestrians in a crosswalk when turning. This problem will only be aggravated as motorists turning right, look left for on-coming traffic, and turn blindly into the path of pedestrians.

The Mayor's office has asked Transportation Alternatives to help stop this seriously flawed legislation. Write Governor Pataki and tell him that this legislation endangers the public safety and well being of pedestrians and bicyclists in Staten Island and the rest of New York City. Don't forget to send copies to your state elected officials and cc T.A. at info@transalt.org.

The Bronx Safe Routes to School Passes Torch to DOT

Since 1997, The Bronx Safe Routes to School has been working with communities all over The Bronx to improve walking conditions around schools. Now, thanks to T.A.'s pioneering work in The Bronx, walking to school is about to become safer for kids in all five boroughs. This fall, the Department of Transportation began its own \$2.5 million School Safety Engineering program to improve safety around schools in all parts of the city. The program includes the traffic calming plans already developed and supported by the 38 schools in The Bronx Safe Routes to School Program. The new School Safety Engineering Program will look at traffic calming measures, which T.A. has been championing for years, such as raised crosswalks and mini traffic circles.

With the City taking on the mantle of Safe Routes to School, it's time to say goodbye to The Bronx Safe Routes to School program. Transportation Alternatives is proud of our partnership with The Bronx Borough President, Fernando Ferrer and The Governor's Traffic Safety Committee, and of the many pedestrian safety innovations established in The Bronx through the Safe Routes to

School program. The parents, elected representatives and teachers who have worked for these improvements share equally in these accomplishments.

New Program

The city has hired RBA Group, an engineering firm with experience in traffic calming, to run its new school safety initiative. Here's an overview of the School Safety Engineering program:

- All 1359 NYC schools, public and private will be involved in the project. The project will study traffic conditions around each of the schools.
- 135 (10% of NYC schools) will be targeted for "priority treatment" based on crash numbers and rates, making sure that priority treatment schools are evenly distributed around the city, and among school types. Dangerous locations at these schools will be identified.
- 32 schools will be "capital improvement" schools. Traffic calming engineering improvements will be built on the streets around these schools.
- The project will work with schools, parents and community, as well as other agencies.
- DOT's School Safety Engineering will use this project to create a "toolbox" of measures the City can use to improve safety at all schools.



Earlene Wilkerson was volunteer of the month before working for T.A. Her favorite part of the job was visiting schools and neighborhoods.

Auto-Free



London On \$7 A Day

Starting in 2003, drivers will have to pay \$7 a day to bring their cars into congested central London as part of a plan aimed at reducing weekday traffic by 15 percent. Mayor Ken Livingstone said the \$282 million in anticipated annual revenue will be used to revamp the city's ailing public transport system. Car owners will have to submit their vehicle registration numbers to London's transit agency and pay the fee to be eligible to enter Central London. A network of cameras will be used to check license plates to make sure that those driving between 7 a.m. and 7 p.m. Monday through Friday have paid. Violators could be ticketed as much as \$112. Singapore and several Norwegian cities have also imposed charges on drivers entering the city center. Other British cities and counties are too considering congestion charges.

—*The San Francisco Chronicle*

Traffic Noise Poses Health Risk for Kids

Continuous, low-level traffic noise is a pollutant that can cause health and motivational problems in children, researchers have found. A study published in *Journal of the Acoustical Society of America* found that low but continuous noise of everyday local traffic can cause stress in children and raise blood pressure, heart rates, and levels of stress hormones. The study is the first to examine the non-auditory health effects of typical ambient community noise. The researchers analyzed data on 115 fourth graders in Austria. Half the children lived in quiet areas—below 50 decibels, the sound level of a clothes dryer or a quiet office—while half lived in a noisier residential area—above 60 decibels, about the intensity of an average dishwasher or raised voices.

—*Environmental News Network (www.enn.com)*

Fossil Fuels Are Bigger Killer than Car Crashes

More people are being killed by pollution from cars, trucks and other sources than by traffic crashes, researchers estimate in a report published in the journal *Science*. The study found that cutting greenhouse gases in just four major cities—Sao Paulo, Brazil; Mexico City; Santiago, Chile; and New York City—could save 64,000 lives over the next 20 years. The study's lead author, Professor Devra Lee Davis, said that ozone, particulate matter, carbon dioxide and other pollutants from the burning of fossil fuels are causing people, particularly in cities, to die prematurely from asthma, breathing disorders and heart disease. "There are more than a thousand studies from 20 countries all showing that you can predict a certain death rate based on the amount of pollution," she said. The data are consistent with a World Health Organization study estimating that air pollution will cause about 8 million deaths worldwide by 2020, she said.

—*The Associated Press*

Atlanta Shows Asthma-Driving Link

When Atlanta put strict driving rules into effect for the 1996 Summer Olympics, not just air pollution went down: so did the number of children seeking treatment for acute asthma. Atlanta took some extraordinary steps to reduce traffic during the 17-day event, including closing downtown to private traffic, creating a 24-hour mass transit system, and encouraging businesses to stagger hours and allow telecommuting. According to a study published in the *Journal of the American Medical Association*, asthma-related emergency care visits in the city dropped 40 percent for Medicaid patients and 44 percent for HMO members. "Our findings suggest that by decreasing automobile emissions through city-wide changes in transportation and commuting practices," the study's authors wrote, "a substantial number of asthma exacerbations requiring medical attention can be prevented."

—*The New York Times*

Canadians Support Driving Restrictions

A majority of Canadians are willing to restrict car use on poor-air-quality days, according to a recent poll. Although 58 percent of Canadians supported driving reductions on smoggy days, only 37 percent were willing to pay more taxes for better public transport. The pollsters, however, neglected to ask respondents if they wanted funds diverted to public transit from other programs or from Canada's large budget surplus. Recent studies indicate that poor air quality leads to approximately 1,000 premature deaths a year in Toronto alone.

—*The Globe and Mail*

The True Cost of "Free" Parking

Americans end more than 90 percent of their car trips in free parking spaces. But these spaces aren't really free. 50 percent of the cost of parking is paid by employers, by the businesses drivers patronize, and by taxpayers. Another 40 percent is paid through rent and mortgages for off-street parking at home. This means that only about 10 percent of the nation's parking bill is pay-per-use at meters, lots, or garages. Pay parking is rare because antiquated provisions in zoning and tax codes—along with expansive street designs—bloat the parking supply and glut the market. Most zoning codes require a surplus of parking spaces. In the Pacific Northwest, for example, office buildings are required to provide up to four spaces per 1,000 square feet of floor space. Retail developers devote more space to cars than to merchandise.

—*Michigan Land Use Institute*

Bike Lanes: Quality over Quantity

While the Department of Transportation's Bicycle Program is energized these days, debate is stirring around their policy of "opportunistic bike lane striping." Currently the DOT Bike Program intends to install bike lanes wherever and whenever it can. DOT bike planners watch the agency's repaving schedule and look for chances to squeeze in a new bike lane.

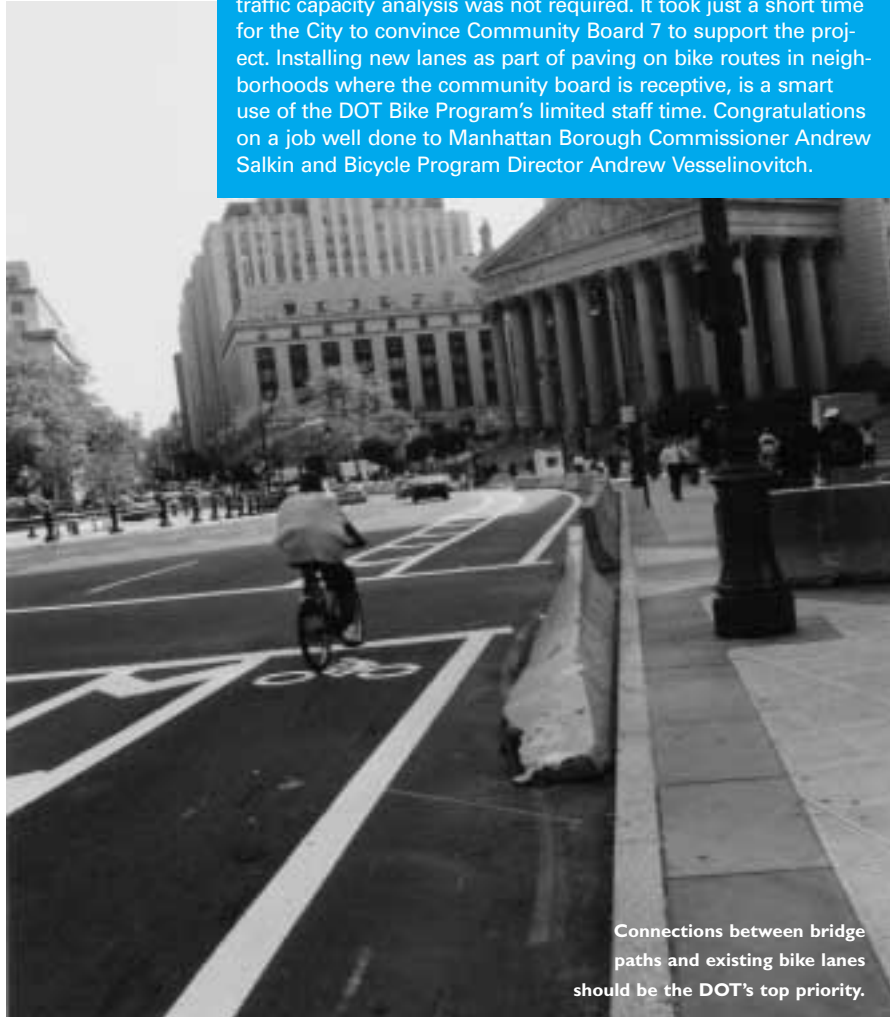
While this sounds good on the surface, the reality is that the opportunity costs (i.e. the time, energy, and political capital) of this approach are very high. Getting a bike lane installed requires extensive community outreach and is enormously time consuming. For instance the St. Nicholas bike lane required seventeen Community Board meetings. Realistically, the DOT has the staff to install only a few bike lanes a year. It would be better if new lanes were planned to connect with the existing network of bike routes, lanes, greenways, and bridge crossings.

T.A. recommends DOT Bike Program's top priorities be:

- To create safe congenial bicycle connections between the Harlem and East River Bridges and nearby city streets. This includes both sides of the Brooklyn, Manhattan, Williamsburg, Queensboro, Willis Ave, 3rd Ave, Madison Ave, 145th St, Macombs Dam, Washington, W. 207th University Heights, and Broadway bridges. The bike lane on Centre St. in Manhattan is a good example of a short, key connection, as it leads cyclists safely away from the Brooklyn Bridge and towards the lane on Lafayette St.
- To connect New York City's greenway system to local streets and bike lanes.
- To synchronize parking regulations with new bicycle lanes to avoid double parking conflicts in bike lanes.

Now That's Smart! New Bike Lane on Central Park West

As we went to press, the City Department of Transportation announced that they are striping a new 5' wide bike lane northbound on Central Park West from 62nd St. to 109th St. CPW is being restriped, but no motor vehicle lanes will be removed, so traffic capacity analysis was not required. It took just a short time for the City to convince Community Board 7 to support the project. Installing new lanes as part of paving on bike routes in neighborhoods where the community board is receptive, is a smart use of the DOT Bike Program's limited staff time. Congratulations on a job well done to Manhattan Borough Commissioner Andrew Salkin and Bicycle Program Director Andrew Vesselinovitch.



Connections between bridge paths and existing bike lanes should be the DOT's top priority.

New Paths

DOT must make sure its' bike planners have an important say in how new bridge paths and their approaches are built. The opening of the Manhattan Bridge path demonstrated that it takes time and energy to make proper traffic improvements like those now in place on the Manhattan side. DOT Bicycle planners should be involved at every stage of Williamsburg and Manhattan Bridge bike paths construction to ensure that cyclists can easily get to and from them when the paths open.

Write to the DOT's Bicycle Program and tell them that connecting the

planned north side bicycle lanes on the Williamsburg and Manhattan Bridges to the street network is an essential part of improving the cycling environment of New York City. Please also cc T.A. at infor@transalt.org.

Write to:

Andrew Vesselinovitch
Bicycle Program Director, NYC DOT
40 Worth St., Room 1035
New York, NY 10013

NYC CENTURY BIKE

September 9, 2001

Photography by GREGORY CROSS

September 9th was the perfect day for the 12th annual NYC Century. The weather was warm, the sun was shining, and over 3200 cyclists rode NYC's streets and greenways on a fun and well-designed route. The Central Park start was oh so smooth and everyone returned to the finish with a smile and a craving for Ben and Jerry's ice cream. Thanks to all the event participants and the dedicated T.A. staff and volunteers. See you September 8, 2002!

T.A. organizes the NYC Century each year to:

- Raise money to support T.A.'s year-round advocacy work for cyclists and pedestrians.
- Encourage everyday cycling on New York's greenways, bike lanes, bike routes and streets.
 - **Get new T.A. members.**
The annual NYC Century Bike Tour is a 100-mile ride



with 35, 55, and 75-mile routes looping off the 100-mile route. The tour takes riders along greenways, streets, and bike routes in Brooklyn, Queens, The Bronx, and Manhattan. Staten Island is not included because it is not directly accessible by bicycle.

Bicycle Advocacy

T.A. staff and volunteers design a route that will be enjoyable for all cyclists. In the weeks leading up to the event T.A. and various agencies work together to clean up park paths, fill potholes, and identify potentially hazardous situations along the route. The DOT, DOS, Parks and Recreation, MTA Bridges, and Gateway National Recreation Area all help clean up and repair the streets, bridges, and paths on the route. The DOT does an excellent job filling potholes, while Parks, DOS,

and the MTA help sweep away glass and gravel. On ride day, the Police help direct traffic at a few key intersections and volunteer EMT's patrol the route helping riders along the way.

Good Bike Routes

During the first years of the tour New York had few greenways and bike lanes. Over the course of the last twelve years, the NYC greenway system has expanded, and each year the ride showcases this growing network. One of the challenges New York City faces is providing safe routes between park paths and greenways. New York's cycling maps show recommended routes and bike lanes that lead to greenway paths. The NYC Century takes people along these, and other, recommended bike routes showing people how to get to the greenways. Safe routes to greenways are essential in increasing the number of cyclists in New York. More cyclists will use off-road paths if there are safe, clearly marked routes that lead to the paths.

THANK YOU'S:

Alicia Freeman
 Ruth and Michael Rosenthal
 Bob Adamenko at DOT Special Events
 Ann Donegan at DOS Special Events
 Gideon Davis and Jim Fortunato at MTA Bridges, NYC Parks and Recreation
The Route Committee: Clarence Eckerson, Richard Gans, John Henderson, Danny Lieberman, Ed Ravin
Rest Stop Table Captains: Matt Corey, Ken Coughlin, Mike Dowd, Jeff Prant, Stephen Tibbets,
 All the volunteers at the early (3 am!) Central Park start and then at the finish
 All hard working food and water providing rest

stop volunteers
 Martin Grillo and the volunteer EMT crew
 Lenox Hill Bike Medics
 John Wright
 Robert Eberwein
 Glen Goldstein
 Chris Dunn at NYCLU
Sponsors: Ben and Jerry's, Robert Fader, Esq., Fresh Samantha, Law Office of Adam White, Tom Cat Bakery, Bicycle Habitat, Clif Bar, Kontos Pita, Krispy Kreme, Chiquita Banana, Dutch Mill, Brooklyn Brewery, Smuckers.
Mechanics: Richard Aguilar from Spokes and Strings bike shop, Gregory Cross, Steve Bauman, Dionis Hernadez from Bronx River Bicycle Works.

TOUR

(top) A marshal watches over the Brooklyn Bridge.

(bottom left) Five happy cyclists at the Forest Park rest stop.

(bottom right) Beautiful Brooklyn brownstones.

(opposite page) An early morning snack at Prospect Park



Katharine Clark

Name: Katharine Clark

Neighborhood: Astoria

Occupation: Theatre Artist

T.A. member since: 1999

Bike: It's a Raleigh. A mountain-trail-thing.

T.A. member since: Not yet a member!



CRAIG BARNES

You have been commuting by bike for less than a month. Why did you start?

I had my folks bring my bike to me and assumed I would ride it on week-

ends around Astoria and maybe ride it into the city to avoid slow weekend trains. The WTC disaster on top of train changes from Manhattan Bridge re-construction made getting around by public transit difficult. So I started riding everyday everywhere and I don't want to go back to using the subway.

Where do you ride?

I am a temp worker so I spend a lot of time in East Midtown. I also rehearse in Chelsea and on the Upper West Side. I bike everywhere really. My typical day takes me over the Queensboro Bridge then to the Grand Central area. If I am going to rehearsal I go straight to the studio on 22nd St. or the Upper West Side.

How do you park your bike?

I park on the street to a traffic sign or parking meter. When parking outside it helps if in the back of your mind you know something could happen to your bike. But if you are going to ride, you just have to let those feelings go. I use two locks – a Kryptonite chain, and a cable lock for the back wheel. I try to park where other bikes are and at night, my bike is in my apartment.

What has the bike commuting experience been like so far?

It's been amazingly liberating for someone that is impatient with traffic, and who has to move around the city a lot very quickly. I am surprised that more people haven't figured this commuting by bike thing out. You get to zip by limos stuck in traffic and feel like a queen! It would be nice to see more bike lanes and paths. The first time I saw the bike lanes on Broadway and 6th Ave., I thought it was a miracle! I have also learned to decipher different types of car honking. The polite "I'm coming, move over honk", and the "you don't deserve to be on the road honk."

Any special gear or clothing?

I don't look like a cyclist. No special shoes or clothes. I roll up my pants so they don't get caught in the chain. I have started to layer my clothes though. If you have 45-minute trip it is nice to be able to adjust along the way.

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John Wright

Name: John Wright

Age: 66

Neighborhood: Flatbush, Brooklyn

Occupation: Social Worker, retired

T.A. member since: 1994

Volunteer activities: NYC Century route clean up, marking, and marshaling; volunteer night mailing parties; T.A. office shelf building.

Explain your involvement with the NYC Century?

I rode my first NYC Century in 1994. I saw the flyer in my local bike shop and felt I was ready for the 55-mile route. When I got to the start I left with the 100-milers instead. That ride took me 13 hours! Riding the tour gave me a great amount of (cycling) confidence and showed me places in the city I had never seen before. I was hooked and decided to join T.A. and get more involved with cycling in NYC.

How do you feel about the ride now (so many years later)?

The purpose of the Century intrigues me. The ride uses open streets, park paths, and bike lanes and shows people that the outdoors is accessible and safe to cycle in.

Tell us about your trail clean-up efforts.

Last year I got together with T.A. volunteer Robert Eberwein to clear the sand and shells off the Shore Park-



way path to get ready for the tour (from Plumb Beach to Canarsie Pier, about 3 miles). This year I wanted to involve Gateway National Recreation Area to enlist and sustain their help in maintaining this path. I visited the site manager for the area and asked for their help. They were delighted to help us and gave us brooms, bags, and shovels to use. I followed the same model in Forest Park. On a NYC Century pre-ride we discovered a black pole in a dark tunnel. I got in touch with the site manager and explained that this pole needed to be painted yellow so it would be visible. Once again they were glad to help and thankful that we had put so much thought into the well being of the trail users. I am hoping that this idea of working with various agencies can

grow so that the trails can be properly maintained. Clean paths will encourage cycling, and make the parks more accessible. Our willingness to help (as volunteers) shows that there is interest in keeping these trails clean and inspires these agencies to make it a normal activity.

You have been a T.A. member for long time. What is your favorite T.A. component?

T.A. has a wonderful and effective magazine. People are surprised at how influential T.A. is given that we only have 5000 members. It is nice to see T.A. quoted so often in the mass media with respect to traffic issues. Direct member participation in various elements helps maintain this strong voice.

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Sun. Nov. 11 X County, X Country Lower Westchester at 15mph pace for a quick bite & quick shop at Cross Country Centre. Bring Metro North bike permit. Ice, rain, or snow cancels. 30-35 mi, flat. 8:30 am, AYH (103rd St. & Amsterdam). 5BBC. Helmets required.

Tues. Nov. 13 Central Park Weekly Ride The Weekday Cyclists meet each Tues. morning at 10 am at the Loeb Boathouse in Central Park for 2 or 3 laps around the park. Extreme cold or bad weather cancels the ride. Weekday Cyclists.

Sat. Nov. 17 The Bicycle Takes Off See an exhibit of bicycles from 1860 - 1890. The bike was a means to greater freedom of mobility before the car. Bring lunch or \$, a lock, and \$7.50 admission. Check website <http://www.nyhallsci.org> for info. 25 mi, mostly flat. 9:30 am, AYH (103rd St. & Amsterdam). 5BBC. Helmets required.

Sun. Nov. 18 Piermont Do a short ride to a long pier via the DeFreitas method. Will observe traffic laws that require us to ride single file. Bring lock, and lunch or \$. 45-50 mi, rolling terrain. 10 am, Plaza Hotel. 5BBC. Helmets required.

Tues. Nov. 20 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. Nov. 22 Thanksgiving Near Brooklyn Enjoy some timeless holiday riding via a 19th Century bridge into the Borough of Churches. Bring lock, and snack or \$ and have some fun. 25-30 mi, mostly flat. 10 am, City Hall. 5BBC. Helmets required.

Sat. Nov. 24 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!

Sat. Nov. 24 NJ Bike Shop Tour: Bergen & Hudson Counties Want a bike or accessory? Jersey riding from Tenafly to possibly Bayonne. Bring current T.A. card for discounts. Lunch at Mitsuwa Marketplace. Ends with refreshing \$6 ferry back to Manhattan. 30-50 mi, rolling terrain, hills. 9 am, GWB Bus Station. 5BBC. Helmets required.

Sun. Nov. 25 City To City Tour the Bronx for fine seafood and City Island, a world unto itself. Savor flavorful choices. Explore greenways, side streets, etc. 15 mph riding pace on flat terrain. 25-30 mi, rolling terrain. 8:30 am, AYH (103rd St. & Amsterdam). 5BBC. Helmets required.

Fri. Nov. 30 Critical Mass A fun, leisurely paced, group ride in Manhattan. We are not blocking traffic, we are traffic. Full moon tonight! Meet at 7 pm, Union Sq. South. Times Up!

Sun. Dec. 2 Frostbite Series #1: World's Greatest Pancakes Take a

ferry to Staten Island & cross to Bayonne, for delicious hotcakes. We'll visit Liberty State Park. Return via NY Waterway or PATH from Hoboken. 25 mi, mostly flat. 10 am, City Hall, for 10:30 am ferry. 5BBC. Helmets required.

Fri. Dec. 7 Central Park Moonlight Ride A quiet, auto-free night ride off the beaten paths in Central Park. Meet the first Fri. of every month at 10 pm at Columbus Circle. Times Up!

Sun. Dec. 9 Frostbite Series #2: Flat Rock Brook Nature Preserve Bike-hike-bike trip to NJ natural environ. Bring lock, \$ for lunch & park contribution. 30 mi, mostly flat, with hills. 10 am, City Hall. 5BBC. Helmets required.

Fri. Dec. 14 Lights In The Heights Ride Join us for a fun and leisurely ride to see the "miracle mile" of Christmas Lights and decorations in Dyker Heights, Brooklyn. Come prepared with warm clothing and bicycle bells ringing to the tune of Jingle Bells. We also plan to stop off for hot chocolate/food on the way back to Manhattan. It's fun to ride in cold weather. Remember, there is no such thing as bad weather - only bad clothing. Meet at 7 pm at City Hall across from the Brooklyn Bridge or at 7:45 pm at 3rd St. and Prospect Park in Brooklyn. Time's Up!

Sat. Dec. 15 Around The World Easy flat ride through Queens. Circle the globe. Eat a great lunch at Millard Fillmore's in a pub-like setting. Join us on this warm winter journey for a non-jet setting trip. Bring \$10-\$15 for lunch, bike lock and a good attitude. 30-35 mi, mostly flat. 9:30 am, AYH

(103rd St. & Amsterdam). 5BBC. Helmets required.

Sun. Dec. 16 Frostbite Series #3: A Medieval Christmas Go to Cloisters, a monastery brought brick-by-brick, from Europe. See the awesome Hudson. Lunch at Ft. Tryon Park Restaurant. Bring lock, \$ for food & museum contribution. Might see Hal, Bike Habitat mechanic! 25 mi, mostly flat. 10 am, City Hall. 5BBC. Helmets required.

Sat. Dec. 22 Bike Chocolate Life can be gooey, baby. Buy some last minute chocolate gifts. May skip lunch for hasty Manhattan return. Bring \$ for chocolate & pannier. 23 mi. 9:15 am, South Ferry. Check out www.superiorconfections.com. 5BBC. Helmets required.

Sun. Dec. 23 Frost Bite #4: Xmas Lights in Dyker Heights and Dim Sum. Travel to Bklyn & see bigger-than-life holiday statues. Feast on Chinese cuisine. Bring lock and \$ for lunch. 25 mi, mostly flat. 10 am, City Hall. 5BBC. Helmets required.

Sun. Dec. 23 Lights In The Heights Ride See description from Dec. 14. Meet at 4 pm at City Hall across from the Brooklyn Bridge or at 4:45 pm at 3rd St. and Prospect Park in Brooklyn. Time's Up!

Fri. Dec. 28 Critical Mass See description from Nov. 30.

Sat. Dec. 29 Riverside Ride See description from Nov. 24.

Sun. Dec. 30 Frostbite #5: Sheepshead Bay and Beyond Final ride of the year. Ramble to nice parts of Bklyn and a Sheepshead Bay lunch. Pedal to Floyd Bennett greenway for a lovely time. 25 mi. 10 am, City Hall. 5BBC. Helmets required.

Fri. Jan. 4 Central Park Moonlight Ride See description from Dec. 7.

Sun. Jan. 6 Frost Bite #6: New York Botanical Garden. See trees, flowers and other plants before Spring. Visit renowned Haupt Conservatory. Bring lock, admission (\$6.50 for grounds/conservatory; \$3 grounds), lunch, maybe gifts. Check <http://www.nybg.org>. 25 mi., mostly flat. 10am, Plaza Hotel. 5BBC. Helmets required.

Fri. Jan. 25 Critical Mass See description from Nov. 30.

Sat. Jan. 26 Riverside Ride See description from Nov. 24.

R E S O U R C E S

C Y C L I N G

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212-932-2300 x115 / 5bbc.org
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THE WEEKDAY CYCLISTS
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516-942-2084 / bicyclongisland.org

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W A L K I N G

NYC PARKS DEPT.— URBAN RANGERS
www.ci.nyc.ny.us/html/dpr/html/tourschedule.html

SHOREWALKERS
212-330-7686
www.shorewalkers.org

OUTDOORS CLUB
www.wso.net/outdoorsclub

SIERRA CLUB-ATLANTIC CHAPTER OUTINGS
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www.sierraclub.org/chapters/ny/OUTINGS/hikes.htm

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Gowanus Expressway Tunnel Project

T.A. is at the forefront of the campaign to replace Brooklyn's elevated Gowanus Expressway with a tunnel. The Gowanus Community Stakeholder Group (GCSG) held a public meeting on September 24th to discuss and provide critical expertise on traffic, environmental and public health issues. The GCSG expects to have the technical advisor selected and working by early November.

T.A. urges members, especially those living in the Gowanus Corridor, to get involved with this important project. Please contact T.A.'s Gowanus Project coordinator, Michael Cairl, GCSG Vice-Chair, at gowanus@transalt.org.

Brooklyn Committee News

This past election season the Brooklyn Committee met with many City Council candidates to educate them on issues like traffic calming and car-free Prospect Park. Two candidates who looked favorably upon T.A. issues won their districts: David Yassky (33rd Dist., formerly Ken Fisher) and Bill DiBlasio (39th formerly Steven DiBrienza). The Committee also contributed tens of volunteer hours to designing and marking the NYC Century Route.

Please come to the next meeting at 6:30pm, Monday, November 19th at Eco Books, second floor of 837 Union Street. There will be no meeting in December. January 2002's meeting will be on the 21st.

There are many opportunities to get involved, including:

- Downtown Brooklyn Traffic Calming Project
- Campaign for a Car-Free Prospect Park.
- Outreach to new elected representatives.
- Campaign for better access to the Brooklyn Bridges.

Join our list serve: brooklyn-list-subscribe@topica.com. Visit transalt.org/brooklyn for more info on our campaigns or e-mail Clarence Eckerson at Brooklyn@transalt.org

The Bronx

The Bronx Chapter is looking forward to working with new Borough President apparent, Adolfo Carrion. As a council member, Mr. Carrion worked with T.A. on many issues including car-free Sundays on the Grand Concourse, and bicycle access to buildings with freight elevators. He is an avid bicyclist and has pledged to continue implementation of the Bronx Greenway plan, and is working for a Harlem River Greenway.

Other Bronx Committee projects:

- Participating in the planning process for the Major Investment Study that State DOT is doing on the Major Deegan/Cross Bronx Expressway corridor.
- Advocating for a Metro-North station at Yankee Stadium.
- Sponsoring the 2001 Tour de Bronx.
- Representing T.A. in the Bronx Parks Coalition.

For information on how you can get involved in the Bronx Committee, contact Rich Gans: (718) 653-2203 or bronx@transalt.org.

A Good Year for the Car-Free Central Park Campaign

The Car Free Central Park Committee was very busy this summer, securing support from candidates and petitioning park users. As of this writing, the two remaining Democratic mayoral contenders, Fernando Ferrer and Mark Green, have expressed unequivocal support for a permanent closing of the parks to traffic. Republican candidate Michael Bloomberg had not responded to inquiries. Gale Brewer, the new City Council member from Manhattan's Upper West Side, favors a three-month trial car-free park. Two other council members, with districts on the park, Gifford Miller and Eva Moskowitz, have already signed T.A.'s petition calling for a permanent car-free park.

The Petition Campaign: 20,000 and Counting

Much of the credit goes to one super-volunteer, Mary Barknecht. She collected 7,500 signatures by working the mammoth lines of people waiting for Shakespeare in the Park, six days a week for 2 seasons.

To help win a Car-Free Central Park contact: centralpark-subscribe@topica.com. For more information, visit transalt.org/centralpark.

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TRAINS

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 “Vermont” 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-gest 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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A Bicycle Shop 10% ACRP 349 W 14 St
 A NewGen Bikes *10% ABCR 832 9 Av
 Bicycle Habitat 8 1/4% ACR 244 Lafayette
 Bicycle Renaissance 8% ACRP 430 Columbus
 Bike Works *10% PBX 106 Ridge St.
 Canal St Metro *10% ACRP 417 Canal
 Chelsea Bicycles 8% ACP 156 W 26th St.
 City Bicycles *10% ACRPB 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% ACRP 756 10th Ave
 Frank's Bike Shop 10% APR 553 Grand St
 Gotham Bike Shop 10% ACRP 116 W Broadway
 Larry & Jeff's *10% ACRP 1690 2nd Av
 Larry & Jeff's *10% ACRP 3rd Av b/w 79th & 80th
 Manhattan Bicycles *10% ABCPR 791 9th Av
 Metro Bicycle Store *10% ACRP 1311 Lexngtn Av
 14 St Metro Bikes *10% ACRP 332 E 14 St
 Midtown Bicycle *10% ACRP 360 W 47 St
 96 St Metro Bikes *10% ACRP 231 W 96 St
 Scandinavian Ski & Sport *10% ACP 40 W 57 St
 Sid's Bike Shop *8% ABCPR 235 E 34 St
 Sixth Ave Bicycles *10% ACRP 546 6 Av
 Toga Bike Shop 10% ACRP 110 West End Av
 Tread Bike Shop *10% ACRP 225 Dyckman St.
 Victor's Bike Repair 8% ABR 4125 Broadway

BROOKLYN

Ace Cycles 10% ABCPR 1116 Coratelyou Rd
 Arnold's Bicycles 10% ACRP 4220 8 Av
 Bath Beach Cycles 10% ABCPR 2156 Bath Av
 Bay Ridge Bike 10% ACRPS 8916 3 Av
 Bicycle Land 10% ACR 424 Coney Island Av
 Bicycle Station *10% AR 560 Vanderbilt Av
 The Bike Shop 10% ACRP 240 Smith St
 Brooklyn Bicycle Center 10% ABCPR 715 Coney Isl. Av

Brooklyn Cyclery 10% APR 557 Manhattan Av
 Brooklyn Heights Bike 10% ACRP 278 Atlantic Av
 Dixon's *8% ABCPR 792 Union St
 Larry's Cycle Shop 5% ABCPRS 1854 Flatbush Av
 On The Move 10% ACP 400 7 Av
 P & H Bike 10% ABCPRS 1819 Coney Island Av
 R & A Cycles 10% ACP 105 5 Av
 Roy's Sheephead 10% ACP 2679 Coney Island Av
 Sizzling Bicycles 8% ACP 3100 Ocean Pkwy
 Spokes & Strings 10% B 184 Havermeyer St
 Verrazano Bicycle Shop 10% ACRP 8717 3rd Ave

BRONX

Bronx Bicycle Discount *10% ACRP 912 E. Gun Hill Rd
 Eddie's Cycle 5% A 10% P 2035 Grand Concourse
 Neighborhood Cycle 10% ABCPR 571 Courtlandt Av
 Sid's Bike Shop 8% ACP 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
 Bellitite Bicycle *10% ABCPR 169-20 Jamaica Av
 Bicycle Barn 8% R 107-34 Springfield Blvd
 Bike Stop 8% ACP 37-19 28 Av
 Bill's Cycles 10% 63-24 Roosevelt Av
 Bill's Ozone Park 15% AP 10% B 108th St & Liberty
 Buddy's 10% ACP 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
 Labee Bicycles 10% ABP 159-01 Northern Blvd.
 Queens Discount Bike *10% ACRP 92-64 Queens Blvd

LONG ISLAND

Bicycle Planet *10% ACP 540 Jericho Tpke, Syosset
 Bikehampton *10% AP 36 Main St., Sag Harbor

Brands Cycle & Fitness 10% ACP 1966 Wantagh Av., Wantagh
 Long Beach Bicycle & Fitness *10% ACP 755 E. Park Av
 South Shore Bicycles *10% ACP 1065-67 B'way, Woodmere
 Valley Stream Bike 10% ACRP 95 E Merrick Rd

WESTCHESTER

bronx River Bicycle Works 15% ABPR (Mt. Vernon) 6 N. Bond St
 Central Danny's Cycles *10% ACPX (Scarsdale) 644 Central Av
 High Caliper Bicycle *10% ACRP (White Plains) 169 Mamaronack Av
 Pelham Bicycle Center 15% APC 109 Wolfs Ln
 Yorktown Cycling Center 10% ACP 1899 Commerce St

NEW JERSEY

Academy 10% ABCP (Palisades Park) 54 Grand Av
 Amber Cyclery 10% ACRP (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 Bway
 Rte 15 Bike 10% ABCPRS (L. Hopatcong) State Hwy 15
 Somerville Cyclery *15% ACP (Somerville) 34 E Main St
 Strictly Bicycles 10% ARCP (Fort Lee) 521 Main St
 S.D.S. Bicycle Shops *10% ABCPR (Jersey City) 351 Palisade Ave & (Cliffside Park) 674 Anderson Ave
 Tenafly Bike Workshop 10% ACRP 175 Country Rd

Shops interested in joining the program should contact Craig at T.A.: 212-629-8080.

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Rebuilding Rail

Dear Long Island Newsday Editor,
 In the middle of the twentieth century, our nation moved away from loving good public transportation and became a car-based culture. As a daily commuter to New York City, I now see how poor most public transportation really is.

The events of the past two weeks have resulted in massive layoffs in the airline industry, including the furloughing of up to 30,000 workers at Boeing. Why not put these marvelously educated and incredibly skilled and talented folks to work rebuilding our national railway system and creating rail-based local systems? Amtrak would significantly benefit from such an arrangement. So would commuters who could trade in crowded, stressful drives for comfortable, swift commutes during which they could work, read, or even sleep.

Sincerely,

FRED M. GOLDFARB,
 Malverne, NY

Don't Close The Booths

Dear Governor Pataki,
 We urge you not to allow the transit authority to close any subway token booth. After many years of unsafe subways, crime is down and riders feel safe. Manned token booths provide safety and security (as well as service) for riders and are a small price to pay for such a great benefit. It would be a grave mistake to close even one subway token booth. Revenue should be achieved through increased ridership, not through diminished service. This will occur naturally when safety, efficiency and cleanliness are maintained.

Sincerely yours,

ELLEN AND JAY BITKOWER,
 New York, NY

Keep The Greenway Clear

Dear T.A.,
 I agree totally with T.A. on the senseless and inconsistent policies in place on the Hudson River greenway. I used that route as a pleasant commute on my bike before the WTC disaster but now find it too difficult to navigate all the closures and barricades that have arisen. There is plenty of space by the Hudson River off the path that could be used to store vehicles and barricades. The city should relocate things there to preserve the greenway. With a little forethought for the quality of life for those who do not drive, a much more effective solution could have been found.

Thanks,

GREGORY CROSS,
 Brooklyn, NY

Carpooling Good For NYC

Dear T.A.,
 I wanted to express my support for the recent carpool traffic initiative. I commute by bike into work from Fort Greene, Brooklyn to Lower Chelsea. The reduced traffic improves everybody's commute in at least three measurable ways:

- 1) Drivers are less prone to honk, less frustrated, more considerate, and thereby safer drivers.

- 2) The traffic reduction is an immediate move towards cleaner air and a cleaner city.
- 3) The intersections that were not policed this morning were running smoothly and drivers were not blocking the right of way (as is usual without police/traffic guard intervention). It is a much more efficient use of officials within the city.

I enjoy my daily bike ride, and the carpool initiative is a brilliant maneuver to lessen the congestion and increase citizen morale. I am behind it 100%.

Thank you for your time,

HILDA COHEN,
 Brooklyn, NY

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NOVEMBER

Wed. 14 Volunteer Night. T.A. Off ice 6-8:30 pm. Keep the mail machine churning. Free drinks and snacks. For more info contact Craig Barnes at 212-629-8080 or events@transalt.org.

Mon. 19 6:30 pm. T.A. Brooklyn Committee Monthly Meeting. Eco Books, 837 Union St., above Ecomat, near 7th Ave. Take the #2/3 to Bergen St., then walk along 7th Ave. For more info contact Clarence Eckerson at Brooklyn@transalt.org.

Wed. 28 Volunteer Night. T.A. Off ice 6-8:30 pm. Hope you had a fun Thanksgiving. Now it is time to thank new T.A. members. For more info contact Craig Barnes at 212-629-8080 or events@transalt.org.

Thurs. 29 T.A. Holiday Party. The Puffin Room Gallery (435 Broome St., just east of Broadway). This will be fun! Meet and greet T.A. staff and members, refreshments, a raffle, and valet bike parking. Free for T.A. members and guests. To volunteer or for more information contact Craig Barnes at 212-629-8080 or events@transalt.org

DECEMBER

Wed. 12 Volunteer Night. T.A. Office 6-8:30 pm. 2001 has come and gone. What a year. Let's send some mail to celebrate. For more info contact Craig Barnes at 212-629-8080 or events@transalt.org.

JANUARY

Wed. 9 Volunteer Night. T.A. Off ice 6-8:30 pm. Help make the first mailing party of 2002 a success. For more info contact Craig Barnes at 212-629-8080 or events@transalt.org.

Mon. 21 6:30 pm. T.A. Brooklyn Committee Monthly Meeting. Eco Books, 837 Union St., above Ecomat, near 7th Ave. Take the #2/3 to Bergen St., then walk along 7th Ave. For more info contact Clarence Eckerson at Brooklyn@transalt.org.

Wed. 30 Magazine Mailing Party. T.A. Office 6-9 pm. It is time to mail the winter issue of T.A. magazine. This is T.A.'s most popular volunteer night. For more info contact Craig Barnes at 212-629-8080 or events@transalt.org.

For updated event information and last minute changes, see T.A.'s web calendar at www.transalt.org/calendar

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Peace on Earth

Good Will Towards Bicyclists

See you at the T.A. holiday party Nov. 29th.

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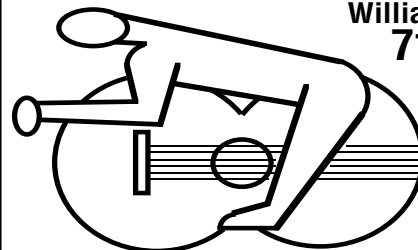
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T.A. joins all New Yorkers in mourning the victims of the World Trade Center attack. Our hearts are heavy, but we continue to champion a more livable New York City and world. We encourage our members to work hard to help renew our city. We urge you to be even more active in the city's civic life and help our new mayor and city council do their jobs with vigor, vision and intelligence.

T.A.'s office looks due south from 30th street, a little over three miles from the World Trade Center. The twin towers were a spectacular icon framed by our windows, and a place we often visited for meetings with the New York Metropolitan Transportation Council and the Port Authority. Like many other New Yorkers, we stood and watched in horror as the Twin Towers burned and collapsed. Like many, we feared for our friends, families and professional colleagues. Amid the great sorrow and anguish of these days since 9/11, we are glad to report that our friends at those agencies made it out okay.

Since the WTC catastrophe, T.A. has been at the forefront of the debate over the future of the city. We are advocating furiously for bicyclists, pedestrians and increases in public transit — particularly new express bus service.

T.A. played a key role organizing political support for the Mayor's ban on single occupant vehicles on bridges and tunnels entering Manhattan south of 63rd Street.

In the weeks and months ahead, T.A. will push the City to be bold and creative as it rebuilds lower Manhattan. For instance, there is an opportunity to improve security, transportation and quality of life by maintaining a restricted zone for motor vehicles south of Canal Street — much as

London's financial district has successfully had in place since a disastrous bombing in the late 1980's. T.A. has helped organize a coalition of business, labor and environmental leaders around a five point plan to keep New York moving. T.A.'s more aggressive version of that plan is inside.

For T.A. to continue to be a leader in deciding the future of the city, we need your help.

This is an important time to make sure that the voice of bicyclists and pedestrians — your voice — is heard during the critical days ahead. Rarely have New York's cyclists and pedestrians faced such great opportunities — and risk. Opponents of the city's car pooling plan are already threatening lawsuits and demanding a return to a city dominated by the car.

We can't let that happen. We urge you to invest in a city of cyclists and pedestrians by giving generously to T.A. today. Give now. Go to www.transalt.org or use the envelope inside.



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