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TRANSPOrtation ALTERNATIVES

The Association
for Bicyclists &
Pedestrians
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Taxi Safety • Bridge Paths Caged • Ban Car Alarms

To Break With Oil

By Charles Komanoff

SPRING, FINALLY. MORE SUN! LONGER DAYS! AND HALF A year removed from last fall, a time of darkness and suffocation. The city is coming back to what it was before the towers fell. And we still have the carpool rule, which has made getting around town much more pleasant.

There is one thing I personally miss from that time: all the letters in newspapers from people wanting America to use less oil. These were so-called “ordinary people” who wanted to make Sept. 11 a turning point; a point when Americans graduated from notions of entitlement about driving (and flying and snowmobiling and jet-skiing); when they actually chose to give up some of our much-worshipped “mobility” in the name of a higher good.

There was Leila from Manhattan, proclaiming that “most Americans are more than willing to make personal changes in their lifestyles to become independent of Middle Eastern oil.”

There was Dana from Astoria, reminding us that “hanging flags from our militaristic S.U.V.’s will not help. Getting out of these gas-wasting hulks will.”

There was even columnist Arianna Huffington trading in her 12-mpg Lincoln Navigator for a sedan. Every little bit helps.

Change was in the air, a change we have needed to make for a long, long time.

Alright then, how do we do it? What exactly would we have to do to cut U.S. oil use substantially — not sometime down the road, but now?

It turned out that no one knew. Or wanted to know.

The Bushies certainly didn’t. No surprise there. But neither did the professional environmentalists! The big “green groups” were fixated on having Congress tighten automobile mileage (CAFE) standards, and couldn’t be caught urging “behavioral change.” Too un-American.

But the sad fact is that higher CAFE standards wouldn’t start whittling away at gasoline usage for a decade. And even sadder: by ignoring the revulsion at our oil addiction that surfaced after Sept. 11, the enviros let slip the best chance in generations to attack the root cause, Americans’ frenetic mobility.

So, I sat down and calculated how and where America uses petroleum, and I crafted a plan to cut usage 10%

overnight through a co-ordinated, “patriotic” giving-up of our least necessary travel.

Almost half these savings could come from “tithing” our driving, which now consumes more than 40% of U.S. oil use. Commuters could carpool once a week. The kids can bike to soccer practice. Everyone can consolidate today’s drive to the grocery store with tomorrow’s.

Aviation is another big fuel user. Surely we could ask the top echelon of corporate flyers to forego, say, every fourth plane trip, perhaps by teleconferencing instead. The rest of us might consider walking the Appalachian Trail this summer instead of trekking in Nepal.

Virtually every sector, I concluded, could yield oil savings right away. To reinforce

these voluntary steps over the long haul, the U.S. would build a national network of TGV-like trains, abolish the sprawl-subsidizing tax deduction for home mortgages, phase in higher gasoline taxes (and rebate the revenues equally per capita), and, of course, enact “yield to bike” laws in all 50 states.

I put all this into a booklet, *Ending The Oil Age*. The traditional green groups have avoided it like a rattlesnake on the hood of their Volvos. Seems the only folks who like it, and keep ordering copies, are bicyclists!

No surprise there. My booklet doesn’t push the “arm-chair” variety of conservation that delivers oil savings effortlessly, on a CAFE platter (except that the US Senate dropped this particular offering on the Capitol floor last month, smashing the Big Green “inside strategy”).

No, giving the boot to oil demands participatory conservation, like bicycling instead of driving. In this kind of conservation, as Gandhi said, you become the change you want in the world.

In *For Love of the Automobile*, Wolfgang Sachs wrote that “with the bicycle everything depends on the self.”

Saving the world from the oil curse is like that too. Everything depends on the self: yourself, myself, our collective social self.

I invite you to visit www.rightofway.org and read *Ending The Oil Age*. If you’d like to help spread its message, write me at kea@igc.org.

We are the change. Keep on cycling!

Komanoff, T.A. president during 1986-1992, is active with the pedestrian rights group Right Of Way.



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MetroCard Mike Rolls

ON MAYOR BLOOMBERG'S TWO computer monitors are screen savers showing him riding the subway to work. Bloomberg does more than talk the talk, he takes the train. He also vociferously backs the Carpool Rule, East River Bridge tolls and cuts in parking permits for government employees. Unlike the last mayor, Bloomberg clearly understands that New York City is a transit and walking city. Go Mike!

New York City was once known for its innovative government and transportation. And, thanks to smart leaders like Iris Weinshall at DOT, it may soon be again.

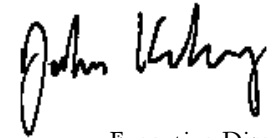
New York City is an extraordinary place in an extraordinary time. We are the only city in United States where a majority of households do not have a car or where the mayor takes public transportation to work most days. The

City's chief transportation planner should reflect this. She or he should be a true urbanist, whose everyday form of travel is on foot, bicycle and transit. New York

City was once known for its innovative government and transportation. And, thanks to smart leaders like Iris Weinshall at DOT, it may soon be again.

Much of the job of translating the mayor's transportation vision into reality falls on Department of Transportation Commissioner Iris Weinshall. Fortunately, she's up to the challenge. Over the last six months she has kept the Carpool Rule in place, all the while shrugging off sniping from irate parking garage owners and ill-informed politicians. She's also used her deep experience as a city manager to keep the DOT and the young mayoral administration focused. In the months ahead, Weinshall faces tremendous challenges as her agency is hit with large budget cuts and increased responsibilities.

So starting soon, Commissioner Weinshall will begin a talent hunt for a Deputy Commissioner for Planning, to run a new Planning Bureau. This person and his or her team will be at the center of the Commissioner's efforts to transform what is now largely a Department of Automobiles into a real transportation agency, one that works to move people and goods safely, while protecting quality of life and the environment. The DOT's new Deputy Commissioner for Planning must have a history of looking to the public and advocates like T.A. for energy and ideas.



Executive Director

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Good Night Bright Star Susie Stephens (1966-2002)



"To know Susie was to know a bright and wonderful star. She was a beautiful, talented and dedicated professional advocate. Her loss will be felt throughout Washington and across the country."

Barb Culp, Bicycle Alliance of Washington

Bicycle and pedestrian advocacy and advocates across the country lost a dear friend when Susie Stephens was killed by a bus on March 21. Susie was one of the founders of the Thunderhead Alliance of State and Local Bicycle Advocacies. Immensely charismatic and likeable, Susie's fabulous singing voice and wonderful tales of bicycling around the world sent spirits soaring.

T.A.'s New "Ride-and-Ride" Bike Parking at SI Transit

WHAT BEGAN AS AN EVALUATION of and proposal to install bicycle parking at stations along the Staten Island Railroad has evolved into a model design for bike parking at transit for the entire New York metro region. In 2000, T.A. was contracted by the NY State Department of Transportation to develop bike parking specifications for New York State's suburban transit stations.

T.A. and the State DOT developed two "Ride-And-Ride" designs. One uses secure bicycle lockers and the other square-tubed inverted U bike racks. The designs are detailed enough for government contracts and can be adapted to any station and parking lot design. This innovative project is a rare collaboration between two monoliths of the New York State bureaucracy: the DOT and the MTA. In addition, the project broadens the DOT-MTA definition of parking at transit.

Most importantly, this new design should make "Ride-and-Ride" bike parking commonplace throughout the New York metro area. At T.A.'s recommenda-



JOHN LINDSAY

Staten Island Railroad's Huguenot Station is an ideal site for a Ride-and-Ride (i.e. bike parking at transit).

tion, the NYSDOT Region 11 is looking at the Huguenot station on the SI Railroad for the first installation of the "Ride-and-Ride" template. We applaud the DOT's enthusiasm for this project and support its work to make bike parking at transit safe, convenient and accessible.

Write to
 Doug Currey
 Director, NYS DOT Region 11
 Hunters Point Plaza
 47-40 21st Street
 Long Island City, NY 11101

"Chicago" Super Rack Is Gangbusters

WHEN IT COMES to bike theft, NYC is the undisputed champion. So, one would imagine that NYC has the most theft-resistant bike racks. Not so. Since 2000, Chicago has installed 2,000 steel, heavy-gauge, square-tubed, super racks that make New York's look flimsy by comparison. Now, thanks to T.A.'s advocacy, the "Chicago Rack" will soon be joining the battle for secure parking on the streets of New York.



CREATIVE PIPE

NYC's new square-tubed rack.

new rack and issued a request for proposals. CityRacks plans to install over 200 of the new racks this spring.

The DOT's City Racks program was started in 1996, and since then it has installed over 2,000 bike racks in New York City. By 2005, CityRacks aims to install 4,000 more. T.A. works with CityRacks to ensure that the Department chooses the most effective

designs available.

To request a rack, call CityRacks at 212-442-7687 or see nyc.gov/html/dot/html/get_around/bike/bikerack.html.

Hot Off The Press! Bicycle Parking Solutions: A Resource For Installing Indoor Bicycle Parking



Use this guide to install indoor bicycle parking in your building.

Tens of thousands of New Yorkers cycle to work every day, and according to the Department of City Planning, thousands more would pedal to work if they just had a safe place to keep their bicycle during the workday.

The long-awaited *Bicycle Parking Solutions: A Resource for Installing Indoor Bicycle Parking* will help building owners and managers create workplace bike parking. T.A. and the New York Metropolitan Transit Council have produced the fifteen-page full-color booklet for building owners and managers who are interested in better serving their tenants and for employees and tenants who want to ride their bikes to work.

Bicycle Parking Solutions focuses on the two main issues surrounding indoor bicycle parking—legal and physical requirements.

Building owners and managers who offer indoor bicycle parking provide their tenants with the high level of service their tenants expect. And, employers benefit from indoor bicycle parking because their workers arrive to work energized and assured that their bicycle is safe.

For more information, contact T.A. at 212-629-8080.

Bridge Paths Caged

For the first time in 40 years, all of the City's East River Bridges are open to cyclists and pedestrians. Unfortunately, the DOT Bureau of Bridges has installed chain link fences on all of the bridges' bicycle and pedestrian paths. The City cites safety concerns over objects being thrown or falling from the bridge paths, but it has not produced any body of evidence showing that this is an ongoing problem. In decades of use, no cyclist or pedestrian has ever accidentally fallen off the bridges. Chain link fences make cyclists feel trapped and thereby discourage them from using the hard-won and beautiful bridge paths. T.A. calls on the DOT to remove the chain link fencing on the Queensboro and Manhattan Bridges and to not install fencing on the Williamsburg Bridge's new twin paths or on the Brooklyn Bridge.

The DOT Bureau of Bridges installed an oppressive seven-foot high chain link fence on the **Queensboro Bridge** earlier this year. The DOT needs to remove the path's jail-like chain link fence in order to restore the dignity of cyclists and pedestrians who use it.

The path on the **Manhattan Bridge** has chain link fencing that hides its handmade four foot fence and obscures the view of its free neighbor, the Brooklyn Bridge. T.A. asks the DOT to remove this chain link.

By the end of this year, the **Williamsburg Bridge** will have new twin bicycle and pedestrian paths. Seven foot high fences on the Williamsburg Bridge's new paths will not only imprison path users, but they will also obscure the line of sight between them, isolating the paths and making it difficult to spot trouble from across the bridge. T.A. urges the City not to install unnecessary fencing on the new paths.

The **Brooklyn Bridge's** bicycle and pedestrian path overlooks its roadway, yet there are no chain link fences on its path. The path's four foot high fence is safe, and makes walking and cycling on the path a breathtaking experience. However, it may not last for long. The City plans to install chain link fences when it rehabilitates the Bridge's promenade.

All of the East River Bridges are official landmarks. The NYC Landmarks Commission protects them from inappropriate changes, and the Commission must approve any alteration, reconstruction or new construction affecting them—including the addition of chain link fences.

Write to:
Sherida E. Paulsen
Chair, Landmarks Preservation Commission
1 Centre Street, 9th Floor North
NYC 10007

What Happen' at the Manhattan?

FOR OVER A DECADE, T.A. successfully advocated for access to all East River Bridges. Now we are focusing on making sure that bridge users have safe access to all East River Bridges—including the Manhattan.

Cyclists and pedestrians crossing the Manhattan Bridge are all too familiar with the dangers they face on the Brooklyn side. There are no stop, yield, bicycle or pedestrian signs or signals to remind drivers to slow down and pay attention.

The Manhattan side of the Bridge is a different story. In the summer of 2001, the DOT installed two stop signs, a blinking red light and a crosswalk at the entrance to the bridge path at Canal and Bowery. Since then, motorists have hit and bent to the ground the stop sign on the pedestrian island several times. The last crash, in mid-March, completely obliterated the sign. It is gone without a trace.



GREGORY CROSS

T.A. asks the DOT to immediately replace the sign and to install protective bollards around the edge of the pedestrian island to protect cyclists, pedestrians and stop signs.

One stop sign is not enough. A van fails to stop for pedestrians at the Manhattan Bridge in Chinatown.

Write to:
DOT Commissioner Iris Weinshall
40 Worth Street
NYC 10013
nyc.gov/html/dot

Can You Say "Kosciuszko"?

SINCE 1995, THE NEW YORK STATE Department of Transportation has considered redesigning the Kosciuszko Bridge. The aging Kosciuszko carries the Brooklyn-Queens Expressway over Newton Creek. Now the State is considering three scenarios for the bridge—rehabilitate the bridge in place, rebuild it and add capacity or replace the bridge altogether.

Whichever option the State pursues, it is required to examine the potential for bicycle and pedestrian access to the bridge. A new bridge path would link vibrant neighborhoods now separated by Newton Creek. T.A. urges the State DOT to build a bicycle and pedestrian path into the Kosciuszko's future.

Write to:
Doug Currey
Director, NYSDOT Region 11
Hunters Point Plaza
47-40 21st Street
Long Island City, NY 11101
dcurrey@gw.dot.state.ny.us

Bloomberg Calls For Completing Manhattan Greenway

AND TODAY, I WANT TO announce that we will complete a multi-use recreational path around the entire edge of Manhattan. The success of the Hudson River Park demonstrates the need to make our entire waterfront accessible to walkers and cyclists.” *Mayor Bloomberg, State of the City Address, January 30, 2002.*

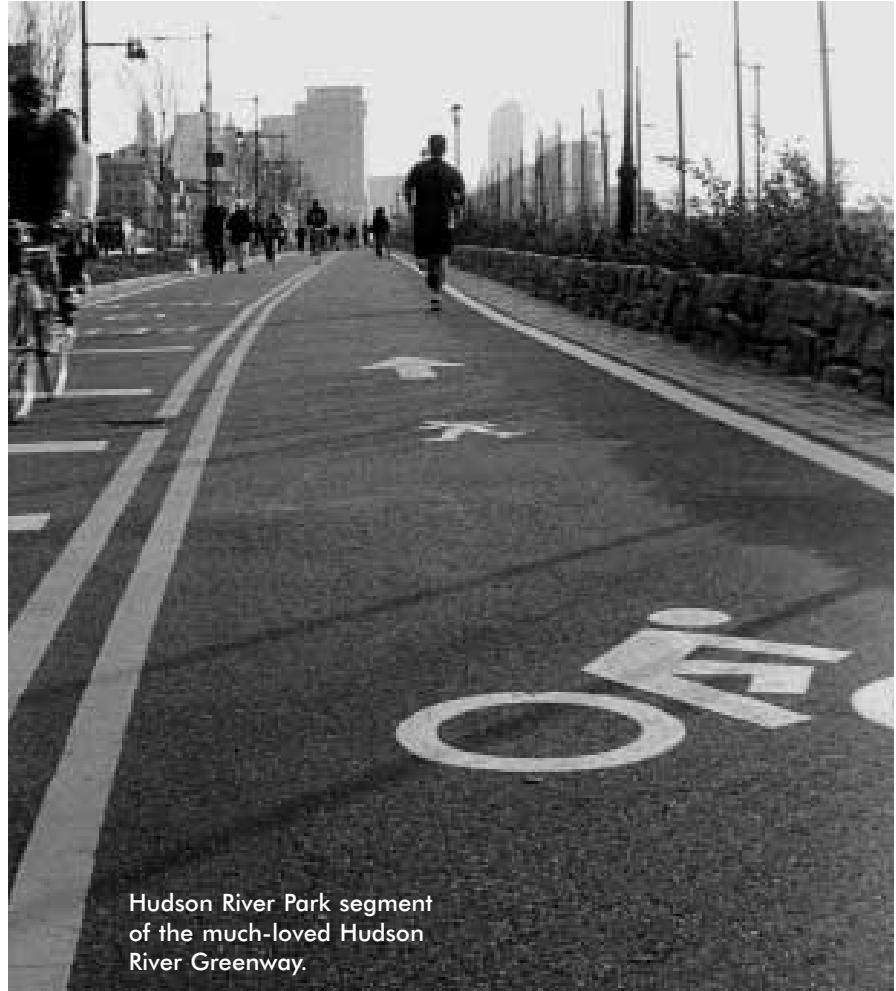
Kudos to Mayor Mike for recognizing that greenways are precious recreational space for New Yorkers and crucial thoroughfares for everyday cyclists. The State Departments of Transportation and Environmental Conservation; the City’s departments of Planning, Parks, Economic Development and Transportation; and private groups like T.A., the Battery Park Conservancy, Hudson River Park Trust and Riverside Park Fund have worked together to develop the City’s existing greenways. T.A. urges Mayor Bloomberg to push his agencies to continue their work to develop a safe and continuous Manhattan Greenway.

T.A.’s Recommendations for the Manhattan Greenway

The Department of City Planning has started work on the Circum-Manhattan Greenway by surveying the state of paths around the island’s 30 mile shoreline. Nearly two-thirds of Manhattan’s waterfront already has some sort of off-street bicycle and pedestrian path.

Redesign the many outdated paths. They must be completely separated from the street and wide enough to safely carry large volumes of people to be considered true greenways.

Keep paths open and maintain them. The four month closure of parts of the Hudson River Greenway forced path users to take dangerous detours around the closed section of the path, and after the path was reopened debris and barriers remained on it. Off-street paths, such as greenways and bridge paths, must be open and passable during city-wide emergencies and alerts.



Hudson River Park segment of the much-loved Hudson River Greenway.

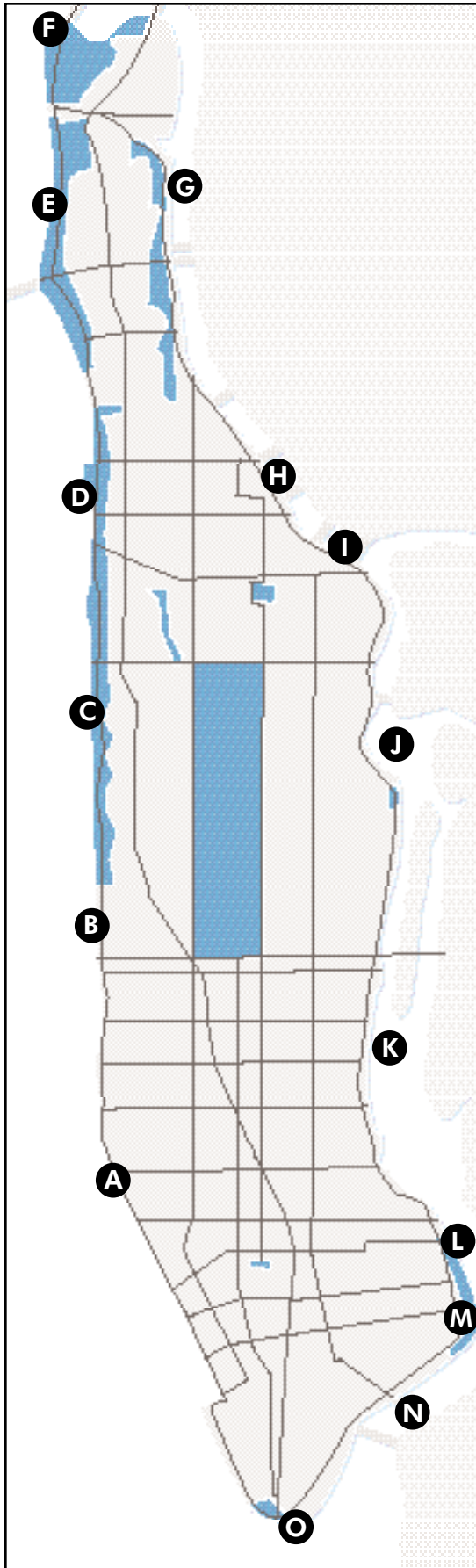
Guarantee safe access between the on- and off-street bike networks. Currently, there is very little signage directing people to New York’s greenways. It is especially dangerous and difficult to find the greenways from the City’s bridges. The Sunset Park Connector is an example of how the on- and off-street cycling networks can be connected. Greenways are useless, and may as well be closed, if pedestrians, cyclists, skaters, families and dog walkers cannot safely reach them. T.A. insists that the City put bicycle and pedestrian

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Mayor Bloomberg, State of the City Address, Jan 30, 2002

safety first in all aspects of greenway design, especially in getting people to and from them.

“green•way” – a multi-use path that is physically separated from on-street vehicular traffic; i.e. not a striped on-street bike lane



(A) — Hudson River Park/Route 9A (Battery Park to 59th Street) — Built by the New York State Department of Transportation and maintained by the Hudson River Park Trust. In final stages of completion.

(B) — Riverside South (59th to 72nd Street) — Built by the State DOT and maintained by the NYC Parks Department. *Completed.*

(C) — Riverside Park (72nd to 125th Street, 145th to 155th Street) — Built by the State DOT and the NYC Parks Department and maintained by the NYC Parks Department. *Completed,* with additional projects funded by the Riverside Park Fund. The cantilevered section from 82nd to 91st Street will be completed by 2003.

(D) — Riverbank State Park (125th to 145th Street) — Built by the NYS Department of Environmental Protection. *Completed.* This is not a through route for cyclists; path users must leave the greenway and follow a signed on-street route from 125th to 135th Street.

(E) — Fort Washington Park (155th to George Washington Bridge) — Built and maintained by the NYC Parks Department. *Completed.*

(F) — George Washington Bridge to Inwood Hill Park There is a dangerous unfinished path along the Henry Hudson Parkway. Amtrak owns the rail right-of-way along the Hudson River, and the NYC Parks Department owns the land between the racks and the highway. The City and the State must clarify who will develop this section.

(G) — Harlem River Greenway (Broadway Bridge to 145th Street) — NYC Department of City Planning is studying the implementation of a greenway that could connect with Inwood Park.

(H) — Harlem River Greenway (145th to 142nd Street) — Built by the NYSDOT. *Completed.*

(I) — Harlem River Greenway (142nd to 125th Street) — NYC Parks and City Planning Departments are collecting data and creating new designs for this segment.

(J) — Bobby Wagner Walk (125th to 63rd Street) — Built by the State DOT and maintained by the NYC Parks Department. *Completed.* Needs widening to accommodate cyclists, pedestrians, skaters, dog walkers, families and other users.

(K) — 63rd to 25th Street There are two major challenges here: the ConEd plant and the United Nations. A cantilevered path may be necessary to connect a through off-street route. The UN has loosened its firm stance against the East River Greenway passing through its property, originally citing concerns with snipers (but not truck bombs on the FDR, which tunnels directly under it).

(L) — Stuyvesant Cove (25th to 14th Street) — Built by the NYC Economic Development Corp. *Completed.*

(M) — East River Park (14th to Montgomery Street) — Built and maintained by the NYC Parks Department. *Completed.* The waterfront esplanade is rotting and needs to be rebuilt.

(N) — East River Bikeway and Esplanade (Montgomery Street to Fulton Fish Market) — Built by the NYC Economic Development Corp. *Completed.*

(O) — Southern Manhattan Connector
Fulton Fish Market to Battery Park City — The keystone of the Circum-Manhattan Greenway, it will link the southern ends of the East and West side paths. Because of the masses of tourists wandering around downtown, the thousands of ferry-born commuters that walk to buses and subways, the crunch for space downtown, the myriad of players (National Park Service, State DOT, City DOT and Parks Depts., T.A., Battery Park Conservancy, the Downtown Alliance—just to name a few), this will be one of the most complicated sections of the greenway to design. Building the off-street path to connect the East and West side paths will complete Mayor Bloomberg's promise.

East River Greenway Grows! And Shrinks ...

First the Good News:

Over the winter, the New York City Economic Development Corp. extended the two-way bike path and promenade along the East River from 19th to 25th Street in Stuyvesant Cove. The attractive new greenway has the potential to become a popular bike commuter route, but it needs to be better connected to the on-street cycling network. There are zero signs directing cyclists to the new path and the traffic conditions around the access points are dangerous—cyclists must negotiate cars racing on and off the FDR. T.A. urges the Economic Development Corp. to work with the DOT and install “way finding” signs along safe and direct routes to and from the new greenway.

The East River Greenway now stretches 3.5 miles from South Street Seaport to 25th Street, but only two miles of it are car-free.

Now the Bad News:

The private cars of police, fire and sanitation workers are parked on the raised off-street greenway path between Jefferson Place and Montgomery Street. Patrons of the Fulton Fish Market park on the path just north of the market. These cars must be moved off of the path and into the ample parking space below the FDR. T.A. urges the Economic Development Corp. to line these sections of the greenway with bollards to prevent motor vehicles from parking on



NOAH BUDNICK

them. Cyclists and pedestrians should not be thrust into the perils of South Street. Parking on the Greenway is not acceptable—by anyone.

Write to:
Michael G. Carey, President
 NYC Economic Development Corp
 110 William Street
 NYC 10038

Greenway or parking lot?

Riverside Park Users Asked to Share

T.A. Stresses Safety and Courtesy, Not Enforcing Speed Limits

The Riverside Park Promenade was once a dead-end for cyclists, skaters, runners and others using the Hudson River Greenway. Now that it is connected with the greenway, the promenade is a popular through route for path users—especially cyclists. The greenway runs continuously from Battery Park to the George Washington Bridge.

However, users new and old are not always sure about who has the right of way, so they compete—sometimes heatedly—or coveted space. In response, the Parks Department has planted temporary “Shared Path” signs in Riverside Park from 66th to 83rd Street in March 2002. T.A. commends the Parks Department for its sign campaign and encourages the Parks bike patrol, which monitors the area, to focus on safety and courtesy.

The Parks Department intended its signs to foster an atmosphere of respect on this busy section of the Hudson River Greenway. Over 7,000 people a day use the greenway during peak periods. The signs reinforce commonsense rules that all path users should follow: bicyclists and skaters must yield to pedestrians, signal when passing and watch for children, and dog walkers must use a short leash.

In addition to the signs, the Parks Department is connecting a separate cyclists’ preferred path from 66th to 83rd Streets to ease crowding on the promenade. The Hudson River Greenway is a multi-use path funded with Federal

clean air funds that are intended to encourage commuter cycling. The preferred path will segregate cyclists from slower path users on the promenade. T.A. suggested the “Shared Path” signs and “Preferred Path” to Riverside Park in the Fall of 2001, and we applaud their efforts to work with path users’ behavior instead of employing unrealistic or draconian rules.

Unfortunately, the Parks Department has included a statement that “Bikes must not exceed 10 mph” on the temporary “Shared Path” signs. T.A. strongly opposes this speed limit and insists that the Parks Department remove the statement. A 10 mph speed limit is hard for cyclists to interpret and difficult to enforce without a radar gun. T.A. recommends that the Parks Department instead base its enforcement on reckless cycling and skating and failure to yield right-of-way to pedestrians. Policy should be focused on courtesy and respect, and be practical. Since path volumes vary from season to season, “Shared Path” signs should be applicable year-round and promote respect in all conditions. T.A. also recommends that the Parks Department work with NYPD bike cops to train Parks’ bike patrols to appropriately identify and stop dangerous cyclists and skaters.



Write to:
Commissioner Adrian Benepe
 NYC Parks Department
 830 5th Ave
 NYC 10021

Mellowing the Yellow

T.A. Makes Safety Recommendations to the TLC

T.A. HAS LONG SOUGHT TO IMPROVE THE SAFETY OF CABS around pedestrians and bicyclists. And, though accident and fatality rates have fallen in the last few years, there is still much room for improvement; in 1999, 1,485 pedestrians and 632 bicyclists were injured in taxi/livery crashes. Moreover, cabs set the tone on the street.

Recently, T.A. met with Matthew Daus, the Commissioner of the Taxi and Limousine Commission (TLC), to propose a number of ideas aimed at making cabs safer around bicyclists and pedestrians. Below are T.A.'s specific recommendations.

Vehicle Design—Anti-Speeding

- Speed Governor triggers prominent lights outside and inside the cab when the driver is speeding. The device must be disengaged to reach speeds higher than 30 mph
- Speed Recorders measures and records speeds on a chip and can be compared with trip logs



MICHAEL MCKOVECK

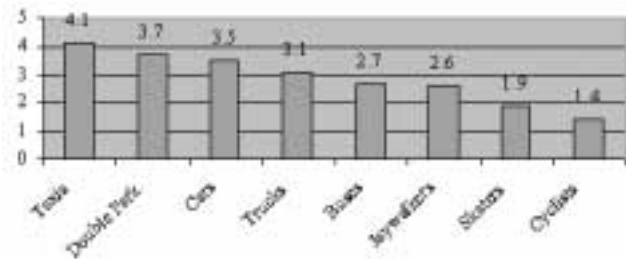
Vehicle Design—Anti-Dooring

- Choose a next-generation cab with sliding doors
- Install automatic locks on street side passenger door
- Install driver-activated illuminated sign inside passenger cabin directing passengers to exit on the curb side

Vehicle Design—Minimize Impact of Collisions

- Ban deadly “bull bars” (a.k.a. “push” or “crash” bars) from the front end of cabs
- Choose a next-generation cab with a low, sloping front-end to minimize the impact to the pedestrian or bicyclist in a crash

Greatest threats to safety when riding in traffic



Education—Passengers

Redesign the Passenger Information Sticker to make safety your top priority. The current sticker places the right to safe driving at the same level as the right to air conditioning. A new sticker should emphasize two important messages:

- The speed limit in NYC is 30 mph. Remind your driver that you tip for safety.
- Exit on curbside—look for bicycles and cars before opening door.

Education—Drivers

Emphasize four basic safety messages to drivers in their training curriculum, written and road tests and on their dashboard sticker.

- The speed limit is 30mph. Obey it!
- Pedestrians and bicyclists always have the right of way.
- Discharge passengers on curb side only. Always pull to curb.
- Always use a turn signal.

Enforcement

- Expand the Critical Driver Program to include crash records so that you will be able to suspend drivers for being involved in crashes that injure cyclists or pedestrians. For example, a driver with two or more crashes involving injury or collisions with bicyclists or pedestrians at any time within a three year period should be suspended for one year. After three or more similar violations, the driver's license should be revoked.
- The police should begin using undercover, safety enforcement agents in periodic crackdowns on speeding, illegal lane changes, reckless driving and failure to pull to the curb to discharge passengers. Though this would require the agents to pay fares, this expense will be regained through deterrence of traffic violations and could be covered by federal and state traffic safety grants.

T.A. looks forward to working with the TLC to implement these important safety measures.

Car-Free Prospect Park Campaign Springs Toward Three Month Car-Free Trial

IT IS SPRING IN PROSPECT PARK AND BROOKLYN HAS A NEW mayor, parks commissioner, city council members and borough president. Spring has also brought new energy to T.A.'s Car-Free Prospect Park Campaign, which is striving for a three month car-free trial period later this year. Led by Mike Dowd and Andrew McConnell, volunteer campaigners are gathering postcards, prodding elected officials and enlisting neighborhood groups. The spring phase of the campaign will culminate in June with a giant town hall meeting and rally. Optimism is high because support for a car-free neighborhood remains very strong.

The last time T.A. made a big push for car-free Prospect Park, supporters wrote 20,000 letters and postcards to city officials. The car-free campaign's previous high-water mark was in 1998, when 500 people appeared at a Borough Hall hearing. Time permitted only 78 people to speak—75 for a car-free park and three against! This go around, T.A. is mounting an even bigger campaign and has the advantage of being able to build upon our previous work.

New Councilmembers Support Car-Free Summer

The three month trial period is already supported by two of the three new councilmembers with districts adjacent to the



park, David Yassky (33) and Bill DeBlasio (39). Incumbent Councilmember Angel Rodriguez continues to back a completely car-free park and T.A. has yet to meet with Yvette Clarke, who inherited the seat of her mother Una, a car-free park supporter. Councilmember DeBlasio is considering a resolution that calls for a three month trial period.

Growing Civic Support for Car-Free Park

In the fall, five former NYC Department of Transportation Commissioners and the Empire State Transportation Alliance, a coalition of business, civic, labor, academic and environmental groups released "Unclogging New York: A Blueprint for Better City Transportation," which recommends making Prospect Park car-free. www.transalt.org/blueprint.

It is tough to understand why the park ever had in cars in it. Who can reasonably argue that Prospect Park should be a dumping ground for menacing, polluting traffic? Indeed, DOT's own traffic study shows a car-free Prospect Park would cause insignificant traffic problems.

Get Active. Show your support for Car-Free Prospect Park. Visit the Car-Free Prospect Park website at www.carfreeprospectpark.org to get the latest information on who to write to, post carding dates, actions, volunteer advocacy meetings and more.

Carpool Rule + East River Bridge Tolls = Car-Free Central Park

MAYOR BLOOMBERG RIDES THE SUBWAY, VEHEMENTLY SUPPORTS the Carpool Rule, wants East River Bridge tolls and is cutting government parking permits. Logically, he should support a car-free Central Park. With the help of T.A.'s Car-Free Central Park Committee, he soon will. A car-free Central Park scored important endorsements this winter from City Council Speaker Gifford Miller (whose district encompasses part of the Upper East Side) and pioneering urbanist Jane Jacobs. In 2001, the Car-Free Central Park Campaign garnered 25,000 petition signatures, well on the way to its goal of 100,000, and is now lining up support from the political districts surrounding the park.

Car-Free Central Park's spring goals:

1. Win overnight car-free hours, from 7 pm to 8 am. Morning car-free hours would bring enormous safety and quality of life benefits to thousands of joggers, walkers and cyclists. But because early morning traffic is light, it would not create traffic congestion.
2. Close to cars and re-landscape (as was done with the entrance at Columbus Circle) the following entrances:

- East 102nd Street
- West 100th Street
- West 90th Street
- West 85th Street
- West 67th Street



The Car-Free Central Park Campaign needs a constant supply of clean, non-polluting volunteer energy. To sign the petition online, get the latest action alert, or volunteer for a turn at signature collecting, traffic counting or other activities, visit car-free-centralpark.org.

Join in the petitioning fun! Get cars out of the parks.

T.A.'s active volunteer advocacy committees give our members the chance to do important work on issues affecting New York. Pick one and join! For more information, send an e-mail to the chapter chair (see pp. 20-21) or call the T.A. office at 212-629-8080.

Ban Car Alarms Now!

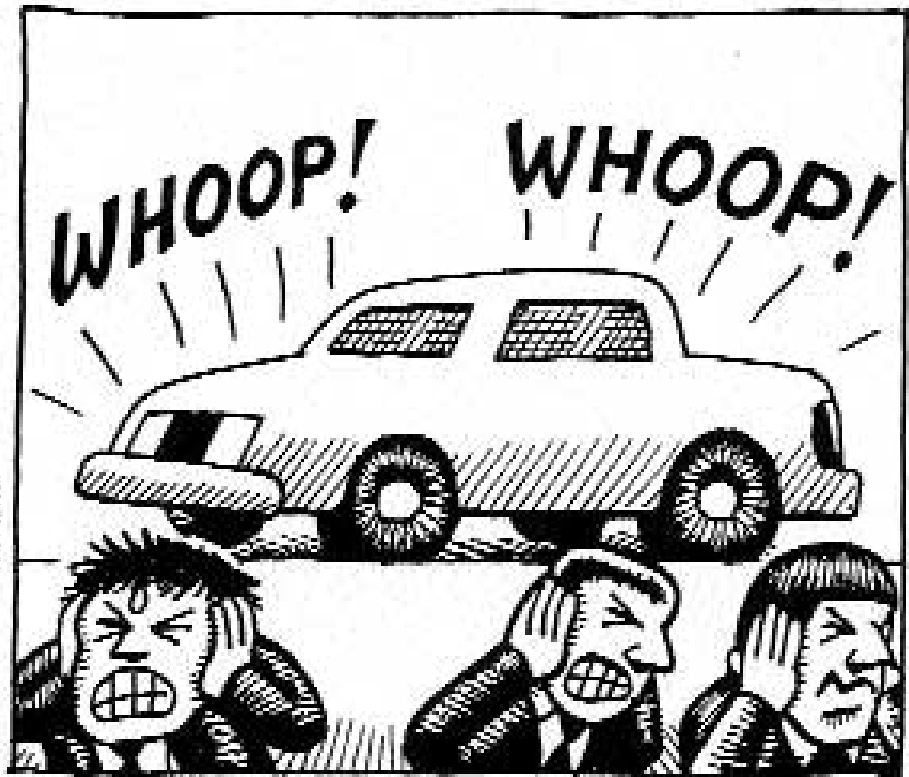
IT IS TIME FOR THE CAR ALARM TO be tossed onto the trash heap of history as one of the most obnoxious and useless things ever devised. Indeed, it should never have been legal in the first place. New Yorkers have suffered long enough from endless alarms screaming out at jet engine levels of 120 decibels or more. Indeed, ruminating on car alarms is as New York as complaining about high rents.

The explosion of car alarms began in the late 1980s when the NY State legislature passed an appalling law requiring insurance companies to offer a 10% discount to motorists equipped with car alarms. The idiotic law, greased through the legislature by alarm industry money, essentially paid motorists to equip their cars with alarms.

But, with a new, more open-minded mayor and City Council and the development of new, computer chip controlled “immobilizers” and noiseless, pager-type alarms, the time is right to permanently ban audible car alarms in New York City.

At a late February meeting, T.A. urged City Council Transportation Chair John Liu to sponsor legislation banning the alarms. Backing our call to action were hundreds of T.A. E-Bulletin readers who e-mailed Liu. Now T.A. is taking the campaign to the next level and asking you to send in the enclosed postcard to City Council Speaker Gifford Miller and to take the time to write and call your City Councilmember. Nothing less than a complete ban is meaningful. Police statistics suggest that laws to limit the time alarms can blare or their volume are not enforced—only 300 summonses a year are issued for car alarm violations.

The big irony is that, despite the massive public irritation, stress, sleep loss and associated health problems imposed by car alarms, the devices do not work. A survey by the Ohio-based Progressive Casualty Insurance Co. found that fewer than one percent of respondents call the police



“But the alarms’ most corrosive effect is on the essential urban virtue of civility. Cities—where millions of people from dramatically different backgrounds live densely packed together—require countless acts of mutual adjustment and reciprocal decency in order to flourish. Car alarms send a message directly counter to such civility. “People who place such alarms in their vehicles show the ultimate in selfishness: a willingness to invade the space of their fellow citizens with a raucous noise that says, ‘I care about my car and couldn’t care less about your ears,’ argues anti-noise activist Dave Pickell.”

(As quoted in *Winter 2001/2002 City Journal*)

upon hearing a car alarm. Other experts agree.

“Noise alarms are basically designed, so far as we can tell, to annoy your neighbors,” judges Kim Hazelbaker, senior vice president of the

Highway Loss Data Institute, the insurance-industry think tank that studies auto-insurance losses. “We’ve looked at the thefts of insured vehicles with and without car alarms and found that they don’t make a difference.” Fordham professor Harold Takooshian, co-author of a forthcoming study on car alarms, has not found a shred of evidence that

they deter theft. “If these alarms were medicines, the makers would find themselves prosecuted for fraud,” he says. “I don’t see how anyone can speak in their favor.” In contrast, says the Highway Loss Data Institute, silent, manufacturer-installed “immobilizers” have shrunk insurance losses for vehicles rigged with them by 50 percent.

(Excerpted from “Let’s Ban Car Alarms” Brian C. Anderson in the *Winter 2001/2002 City Journal*)

Good Moooooove

DOT Requests Two Million in FEMA Emergency Dollars for Bollards

The market may not be bullish right now, but the commute sure is. Every morning and evening, thousands of pedestrians squeeze through the cattle chute that is Wall Street's one remaining open sidewalk. T.A. joins the thousands of frustrated downtown pedestrians in calling upon the City DOT and the Federal Emergency Management Agency (FEMA) to improve the commute by replacing the jersey barriers with bollards.

All around Lower Manhattan, hastily erected security barriers around high profile buildings are blocking sidewalks and delaying, inconveniencing and even endangering pedestrians. Bollards are a better solution. Sturdy bollards (steel posts or pylons, which can be fixed or retractable into the street) can stop trucks in their tracks while keeping sidewalks clear. Equally important, bollards are attractive and enhance the streetscape. They are the best antidote to the siege-like atmosphere that concrete jersey barriers impose upon the neighborhood.

Currently, FEMA is footing the bill for the enormous, ineffective and annoying jersey barriers. Thankfully, the DOT agrees with T.A. and has asked FEMA for \$2 million to replace the barriers with bollards. The DOT is new to the



LEFT: Retractable bollards in Cambridge, UK keep cars out, but let pedestrians, cyclists, emergency vehicles and deliveries in. RIGHT: Fixed bollards off of 5th Ave. in Manhattan widen the sidewalk to relieve crowding and shorten the crossing distance.



business of perimeter security. They must be careful not to make the same mistakes their corporate neighbors have with large-footprint granite bollards and sidewalk-hogging concrete planters. T.A. thanks the DOT its smart decision to bring relief to thousands beleaguered downtown pedestrians by helping to ease sidewalk crowding.

Write to Commissioner Weinsall. Ask her to request FEMA money for space-saving steel security bollards to replace the sidewalk-hogging jersey barriers.

Write to:
Iris Weinsall
NYC DOT Commissioner
40 Worth Street
NYC 10013
nyc.gov/html/dot

It's All About The Bollards:

T.A.'s recently published two-page handout on bollards is a must-have for those working to revive Lower Manhattan. Here are some excerpts:

Establishing Attractive Security and Pedestrian Areas in Lower Manhattan: Specifications

Retractable bollards and transponder pass key system.

Estimated total cost to secure 25 entrance points to existing pedestrian zones in Lower Manhattan: \$750,000

Estimated cost per unit

Pump, bollards, casing and connection: \$28,000 (Delta Industries)

Transponder Reader: \$2,000 (Mark IV Industries)

100 Transponder Tags: \$3,000

Fixed Security Bollards

1. Sidewalk space is at a premium downtown, so perimeter security (vehicle barriers) must be unobtrusive and passable by pedestrians. Fixed, federally crash-rated bollards have much smaller footprints than planters or concrete barriers.

2. Fixed bollards are used in several locations in NYC to widen sidewalks and guide vehicles to the safest path. NYC should also use them to widen sidewalks downtown, where crowding is worst.



GREGORY CROSS

This bollard keeps park users safe at a recently-closed entrance to Central Park.

Estimated cost for fixed security bollards (does not include labor):

Cost per bollard: \$1,500

Cost to secure the face of an average north-south block (50 bollards, 5' apart): \$80,000.

Upper West Siders Win Round for Safer Sidewalks

WITH HELP FROM TRANSPORTATION Alternatives, an Upper West Side community Group, Landmark West, stopped another garage driveway from cutting across the sidewalk on busy 64th Street. The groups persuaded Manhattan's Community Board 7 to vote down a request for a special permit to build a public parking garage on West 64th and Broadway. The garage would send cars driving across a busy sidewalk that carries an average of 1,000 pedestrians during peak hours. T.A., community members and local officials all testified that the development firm's feasibility study did not take into account the impact the garage would have on pedestrians.

But the battle against "creeping clusters of curb cuts" has only just begun. Now Manhattan Borough President C. Virginia Fields must make her recommendation to approve or deny the request before it heads to the City Planning Commission for a final decision. Even if the Borough President stands up to the real estate interests, other sidewalks will fall under the knife soon enough. Unfortunately, the City Planning Commission routinely grants zoning waivers for garages, parking lots and drive through windows, which allow vehicles to cross sidewalks. The Commission must start to consider the danger these curb cuts pose to pedestrians.



GREGORY CROSS

A pedestrian forced onto the street by a car exiting a parking lot via a curb cut. Seem familiar?

Protect Sidewalks Citywide

The destruction of the pedestrian environment and public safety disaster in the making must stop. The City needs new

regulations to prohibit developers from building curb cut entrances across sidewalks with a pedestrian volume of 250 or more per hour for any four hours or 500 or more during any one hour. The new regulation should also prohibit curb cuts from being placed within 40 yards of each other. The City must stop compromising the safety and mobility of pedestrians on the sidewalk with dangerous curb cuts.

Discourteous, Unprofessional, Disrespectful Remove Police Cars from Sidewalks

NEW YORK CITY COPS HAVE TOUGH jobs. They have our tremendous gratitude for handling stressful and difficult tasks everyday.

Unfortunately, though, police officers are undermining our trust and disrespecting their neighbors by parking on the sidewalks. No one, not cops, not firemen, not government officials—no one—should be parking on sidewalks. If the City cannot find parking space for its official vehicles, it should rent garage space or claim more space at the curb. New Yorkers rightfully expect the sidewalk to be the one place of complete refuge from the menace of cars. By parking on the sidewalk, officers alienate the public, destroy good will and create a sense of disorder. T.A. urges the City to remove cop cars from sidewalks—permanently.



Police vehicles completely blocking sidewalk in Manhattan—dangerous, disrespectful and obnoxious.

T.A. has received an increasing number of complaints about police vehicles parked on the sidewalks around police precincts throughout the five boroughs. Individual precincts are generally responsive to written complaints and will remove

the offending vehicles for a little while. But the problem of sidewalk parking is common to almost every neighborhood in the city. And, as such, it demands a citywide solution. T.A. asks Police Commissioner Raymond Kelly to send the message loud and clear that parking on the sidewalk—by anyone—is dangerous, illegal and disrespectful to the surrounding community. Do not do it.

Hundreds of T.A. E-bulletin subscribers sent messages to Police Commissioner Kelly asking him to get police cars off the sidewalks. Now it is your turn.

Write to:
Police Commissioner Raymond Kelly
New York City Police Department
1 Police Plaza
NYC 10038

DOT Rebounds from Last Year's Albany Follies—Renews Push for Enforcement Cams

Savvy Agency to Install 200 Dummy Red Light Cameras as Hedge



THE CITY DEPARTMENT OF TRANSPORTATION (DOT) IS focusing its 2002 legislative energies on winning 100 new red light cameras for a total of 150. The agency is also renewing its request for state authorization to use speed cameras. DOT deserves applause for coming back strong after last year's frustrating legislative session. During that session, the automated traffic enforcement bills were stymied by upstate legislators who criticized the cameras as being both "unfair" and "unforgiving." (Are these not contradictory?) In fact, NYC's 50 red light cameras have achieved dramatic safety improvements, reducing crashes by 40% at intersections where they are posted. Additionally, the motoring public overwhelmingly endorses the cameras.

T.A. applauds the DOT's determination to expand the red light camera program and win permission for speed cameras. Commissioner Iris Weinshall deserves credit for her fortitude and personal effort to pass this important legislation.

The January 10th, 2002 issue of *Car and Travel* reported that 89% of NY State AAA members polled supported red light cams.

No question, the safety problem is real. A 2000 report by then Comptroller Alan Hevesi determined that

motorists ran one million red lights a day in New York City. Fortunately, this session, the legislators sponsoring the bills, Assemblymember Ivan Lafayette and State Senator Frank Padavan (who T.A. honored in 1998 for sponsoring the NYC Traffic Calming Law), are not only effective, but also deeply invested in this legislation and pedestrian safety. T.A. worked hard to pass those bills and will once again team with the legislative sponsors and the City to win expanded authorization for the cameras. One piece of good news is that the City's ace Albany lobbyist Andra Horsch has moved over

from the Mayor's Office and been appointed head of Government Relations at DOT. There she will quarterback the legislative campaign.

While battling in Albany, the DOT is installing 200 dummy red light cameras to keep dangerous drivers guessing—and stopping at red lights.

Let Assembly Speaker Sheldon Silver know you support legislation to allow the number of red light cameras in New York to be expanded from 50 to 75. E-mail Silver at speaker@assembly.state.ny.us. Please cc T.A. at info@transalt.org. Be sure to include your name and address so that your e-mail will be treated as official correspondence.

To read more about T.A.'s work to win more red light cameras, visit transalt.org/redlight.

DOT Needs New Speed Hump Policy

ST. ADALBERT CHURCH IN ELMHURST, Queens will not be getting the speed hump it requested last summer—and it is not because the Department of Transportation (DOT) cannot do it. A recent letter from the DOT to the church and Assembly-member Margaret Markey (who requested the humps on the church's behalf) cited Community Board 4's opposition as the reason it was denying the request. Says the DOT, "Our investigation determined that it is feasible to install two speed humps at this location." However, it concludes that, since the community is not in full agreement, the DOT is "unable to accommodate the request."

This is wrong. Community board votes are advisory. Board members are appointed to voluntary posts and should not have veto power over requests for improved pedestrian safety.

T.A. agrees that finding a community consensus on traffic calming and other changes in the traffic status quo is tough. We also recognize that many DOT officials try hard to navigate divergent community interests. But, clearly, a new, fairer, process needs to be implemented. We urge the DOT to adopt a process similar to the following:



Model Review Process for Speed Hump Requests

- Person or institution makes request using DOT form, which is posted on Web site or can be mailed. The form requires a detailed description of the problem the hump is intended to address as well as the location.
- DOT makes determination that hump is feasible and appropriate or inappropriate for problem and location.
- If hump is not the right device for the location and problem, DOT recommends engineering changes to address the problem described by the applicant.
- If the hump is declared by DOT to have merit on technical grounds, the request is forwarded with DOT's

endorsement to the community board and the city councilmember for review. (A number of hump proposals would be forwarded simultaneously to save time.)

- The community board endorses or opposes installation. If opposed, the community board must provide a technical reason for its opposition which can be substantiated.
- DOT assesses validity of community board opposition.

T.A. believes that this new process will bring speed humps to those communities that need them in a fair and efficient manner.



✦ neighborhood streets network

T.A. Offering Mini-Grants for Neighborhood Streets Network Groups

WHETHER IT IS RAT-RUNNING, SPEEDING OR ILLEGAL trucks, neighborhoods across the city are battling destructive traffic. Transportation Alternatives formed the Neighborhood Streets Network (NSN) to help communities fight traffic that endangers their children and local quality of life. Since 1994, NSN has grown to over 100 groups strong, representing communities across the five boroughs. Now, T.A. is launching a new mini-grant program to direct NSN's resources to community organizations that are ready to take their campaigns for safer, saner neighborhood streets to the next level. The grants will help neighborhoods focus on their specific problems and give them the resources to win results.

Each winning organization will **receive** up to:

- \$2,000 of consulting time from a pedestrian safety and traffic calming expert who can help with project planning, site visits, training and interpreting data and jargon.
- \$500 for printing and materials related to the project
- Neighborhood Streets Network Tool Kit with a noise meter, measuring wheel and counter.

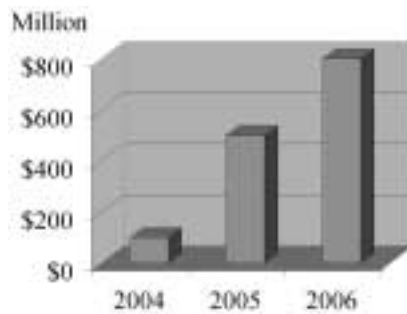
The **deadline** for applications is June 15th. NSN will announce the winners by July 1st.

For information and an application visit our website at NeighborhoodStreets.org or call the T.A. office at 212-629-8080.

Mayor Calls for East River Bridge Tolls: Gores Motoring's Sacred Cow

BURIED WITHIN THE FINANCIAL PLAN FOR THE CITY OF New York, 2002-2006 at the bottom of the page labeled "Out-Year Gap Closing Plan," is a box labeled "Congestion Pricing and EZ-Pass Initiatives." T.A. unearthed this point and reported to the *Daily News* and *The New York Times* that this plan is a very quiet way of saying that the Mayor is seeking to toll the four East River Bridges.

The Mayor's plan estimates that, by 2004, tolls on the free crossings would generate \$100 million; by 2005, \$500 million; and, by 2006, \$800 million. However, tolls will require state legislature approval—a significant political feat, given the fanatical sense of entitlement of NYC and NY State motorists. Yet the City and State's desperate fiscal condition means that politicians are



“Entitlement” is the appropriate word to describe the mindset of critics of bridge tolls.

under intense pressure to raise money.

The *Daily News* and *Newsday* strongly supported the tolling proposal, opining that “tolling the East River Bridges could [ease congestion and reduce pollution as well as] raise revenue to maintain the spans and expand the City’s transportation infrastructure.”

Not surprisingly, critics came out with a barrage of rotten canned baloney, claiming that such tolls are unfair, cause big back-ups and wreck the economy. Such critics, blinded by their own free rides, seem not to comprehend that hundreds of thousands of transit riders pay \$600 to \$800 a year to travel into and out of Manhattan; new, EZ-Pass-based non-stop tolling technologies make toll plazas unnecessary; and that economic growth seems to have no connection with tolls, since Staten Island—NYC’s fastest growing borough—is surrounded by tolls.

“Entitlement” is the appropriate word to describe the mindset of critics of bridge tolls. Where is their comparable sense of outrage about tolls on all of the crossings linking The Bronx to Queens (Triborough, Whitestone and Throgs Neck)? Where is their hysterical reaction to the tolls on the Queens-to-Queens crossing on the Cross-Bay Bridge? Lastly, where is their answer to choking traffic congestion back-ups at East River bridge approaches and crumbling roads?

Permanent Gowanus Bus Lane: Through Battery Created

THANKS TO THE AGGRESSIVE ENCOURAGEMENT OF THE NYCDOT and the State Department of Transportation, the MTA upgraded the High Occupancy Vehicle Lane on the Gowanus Expressway in April to require three passengers instead of two (HOV-3). Effectively, this means a new bus lane which can carry more people faster from Staten Island and Brooklyn to Lower Manhattan. Demand for express bus service to downtown has been soaring for the last five years, and has really accelerated since 9/11. Speeds on the Gowanus HOV lane have fallen below 20 mph on some days, but are expected to climb back to 45 mph. Praise is due to NYCDOT Commissioner Iris Weinshall for pushing the bus lane, and NYSDOT Region 11 Director Doug Currey for making it happen.

Tri-State Transportation Campaign, Transportation Alternatives and Straphangers Campaign have been advocating for a permanent bus lane on the Gowanus since the late 1990s.

New York Behind the Curve on HOV Lanes

A 1999 NY STATE DOT STUDY FOUND THAT, BY FAR, the greatest number of people in the Gowanus HOV lane are transported by vehicles with three or more passengers. Seventy-nine percent of people traveling in the lane were transported by bus, 9% by three-plus passenger vehicles, 11% by two-person carpools and only 1% by vehicles with one passenger (cheaters).

The bus share of passengers in the lane has very likely increased since the DOT study was carried out because of service increases and robust express bus ridership. Some Staten Island routes posted rider gains of 30% or more from January 1999 to January 2000.

—Tri-State Transportation Campaign press release on January 31, 2001

Anti-Carpool Study by Garage Owners is “False and Misleading”

A RECENT ANTI-CARPOOL RULE STUDY BY PARKING garage owners is “false and misleading,” according to an analysis by Transportation Alternatives and NYPIRG/Straphangers Campaign. Under the rule, “single occupant vehicles” cannot use bridge and tunnel crossings into Manhattan below 62nd Street between 6 and 10 am on weekdays. The flawed garage owner’s study is the basis of wild claims by City Councilmember David Weprin and others that the Carpool Rule has caused significant economic damage. T.A.’s point by point refutation of the parking industry study shows how completely unfounded the claims of Carpool Rule opponents are.

The detailed analysis, performed for T.A. and NYPIRG by Schaller Consulting, shows that the Carpool Rule is responsible for just 6.7% of the post-September 11th decline in the number of people entering the central business district between 6 and 11 am. Additionally, subway ridership has fallen less quickly than auto travel into the Manhattan CBD, suggesting that many auto users have switched to transit.

A recent study by the Metropolitan Parking Association attributed a daily loss of 189,687 people to the Carpool Rule, with great resulting damage to the City’s economy. But T.A.’s analysis shows that only 12,709 of the 189,687 can fairly be attributed to the impact of the rule. The group’s report finds that a significant number of motorists who previously drove alone into Manhattan’s Central Business District are carpooling or have switched to rail, subway or ferry since the rule took effect.

The report by the garage owners contains major false claims about the Car Pool Rule:

False Claim: The rule caused motorists to stop using the Brooklyn Battery Tunnel.

Fact: The tunnel is closed to all motorists between 6 am and 8 pm because it is too close to Ground Zero. (As a result, the garage owners incorrectly include 42,008 people in their 189,687 total—or 22% of those no longer entering the CBD.)

False Claim: The rule kept motorists from entering Manhattan north of 63rd Street.

Fact: Bridges north of 63rd St. are not affected by the rule. (As a result, the garage owners incorrectly include 60,012 people in their 189,687 total—or 32% of those no longer entering CBD.)

Our analysis concludes that “there is no documentation that the Carpool Rule has in any way discouraged people from entering Manhattan.”



False Claim: The rule kept motorists from entering even after the rule officially ended at 10 am, incorrectly including 74,922 people in their 189,687 total—or 39% of those no longer entering CBD.

The analysis released by T.A. and NYPIRG concludes that “there is no documentation that the Carpool Rule has in any way discouraged people from entering Manhattan,” noting:

The vast majority of people coming into Manhattan from 6 to 10 am—when the Carpool Rule is in effect—travel by bus, subway and rail, and are thus unaffected by the rule.

Declines in the number of people entering Manhattan at most East River crossings are lower during the 6 to 10 am time period than at other times, the opposite of what should occur if the Carpool Rule is discouraging people from coming into Manhattan.

Only one East River crossing—the Queens Midtown Tunnel—shows a greater decline in persons entering during 6 to 10 am than at other times. However, this is entirely offset by increases in Long Island Rail Road ridership, suggesting that auto users may have switched to the LIRR.

The Carpool Rule is an effective way of controlling traffic entering Manhattan between 6 and 10 am on weekdays.



Breaking News!

As we went to press, Mayor Bloomberg announced that he will be keeping the Manhattan carpool rule in place until at least June. A recent *Daily News* editorial applauded his decision and the rule for reducing congestion, thereby making New York “more drivable, more walkable, more breathable, more livable.” The editorial highlighted Bloomberg’s comment that the mayor knows “of no independent assessment of economic activity that says it’s down.” The key word is independent.

T.A. commends the Mayor for his objective and far-sighted decision and agrees with the editorial’s call to extend the rule even longer: “it’s still working, if the streets remain freer of horn-tooting, exhaust-belching vehicles.” Go Mayor Mike!

Auto-Free WORLD

Bogota Celebrates Third Annual Car-Free Day

Millions of Colombians biked, walked, skated or took the bus to work during Bogota's third annual Day Without Cars. Cyclists and people on inline skates wove through the streets of the capital city that were eerily devoid of traffic jams. "I thought I was at Venice Beach or something," said an American oil executive, who is normally chauffeured to work with a bodyguard, but who chose to walk that day. For the first time, two other Colombian cities, Cali and Valledupar, joined the event, which is designed to promote alternative transportation and reduce smog.

—Associated Press

{Editor's Note: Car-Free Day was started by T.A. friend and former-mayor, Enrique Penalosa}

Bike Lane Opens Near Mexico Border

Authorities will open a lane for bicycles at a U.S.-Mexico border crossing at San Diego, steering them away from a vehicle lane they have shared with buses, a U.S. immigration official said Friday. The change takes effect Monday, when U.S. authorities will close an informal bike lane in the vehicle section that became popular after post-Sept. 11 security measures began causing long delays. Cyclists will have to walk their bikes, but they won't have to wait behind pedestrians at the San Ysidro Port of Entry, the world's busiest border crossing. The creation of a dedicated bicycle lane is an interim step while federal and state authorities discuss ways to open a permanent one, said Adele Fasano, director of the San Diego district of the Immigration and Naturalization Service. Cyclists have always been allowed to use the San Diego crossing but relatively few did until the stricter security measures created delays of two hours or more for motorists and pedestrians. Cyclists found they could cross in minutes.

—Associated Press

Web Site Ranks U.S. Cities for Car-Dependence

The alternative transport company Bikes At Work has ranked the nation's major metro areas in terms of car-free commuting behavior. Based on 1990 Census data, the city with the highest percentage of cyclists is Davis, Ca., where more than one in five workers commutes by bike. The most car-free city is Hoboken, N.J., where 70 percent of residents do not own a car. Nearly 70 percent of New York City commuters travel by public transit, putting us atop the list of communities with the highest transit use. Bikes at Work plans to compile the data from the 2000 census when it becomes available this summer or fall. Visit bikesatwork.com/information/carfree/2000msa.html

—CenterLines

A Fate Worse Than Death

A State of Virginia Web site outlining the legal woes that await those who drink and drive is chillingly titled "The Path to Becoming a Pedestrian." In Virginia, drunk drivers reach this nadir after the third offense, at which point the Web site warns, "Unless you're being represented by a brilliant attorney [sic], you are going to be a pedestrian." (No word on whether the governor may grant clemency.) See vasap.state.va.us/vasap/pathto.htm

—CenterLines

British Public Supports Traffic Calming

A recent British government survey found that two-thirds of people think that pedestrians and cyclists should be given priority in towns and cities, even if this makes things difficult for other road users. Only 1 in 7 disagree. Half of respondents could identify issues that would encourage them to cycle more. The factors most likely to promote more cycling are better/safer and more cycle routes, better facilities for parking bicycles and more considerate driver attitudes. Support for traffic calming measures in residential areas ran 68% in favor and 19% against.

—CarFree Times

Time on your hands? Eager to make a difference?

T.A. needs folks who are retired, work part-time or between jobs to help our top-notch advocacy staff make the city a better place for bicyclists, pedestrians and transit riders.

Call 212-629-8080 or e-mail info@transalt.org

Subscribe to the T.A. E-Bulletin and get the inside scoop fresh off the wire!

Already, 1,400 people have used the T.A. E-Bulletin to send letters to people who matter about issues that matter.

Sign up at transalt.org!



Subway & Bus Use Highest in Decades

The popularity of MetroCard fare deals and further decreases in subway crime last year helped push ridership to the highest level in almost a half-century. Buses also were packed, with ridership at a near 30-year high. The gains were made despite commuter skittishness after September 11 and a weaker economy that pushed up city unemployment rates. Subways carried 1.4 billion paying passengers last year, the most since 1953 and 39% more than in 1980, when ridership barely topped 1 billion. Transit officials also said newer trains, fewer breakdowns and fewer fare-beaters have pumped up ridership.

—Daily News



metropolitan

NEW JERSEY

“Context Sensitive Design:” New Thinking or Repackaged Baloney?

The New Jersey Department of Transportation has been harshly criticized by environmental advocates for its infatuation with endlessly building and widening highways. One way it has responded is by creating a “Context Sensitive Design” (CSD) program; the NJDOT sees this program as a way of incorporating community ideas and concerns early—or earlier—in the planning process. An optimist might say that NJDOT’s new program heralds a new way of thinking and planning that will lead to pedestrian-, bicycle- and transit-friendly designs.

A pessimist, however, could point to the past failures of CSD—horrendous highway widening projects like the extension of Route 21 to Route 46 in Nutley and Clifton, north of Newark.

Janine Bauer, Executive Director of the Tri-State Transportation Campaign hopes Context Sensitive Design “will evolve into something positive.” But she also notes that CSD is the hot new thing for DOT’s across the US, and, as such, might be little more than a way to blunt community criticism. NJ Residents should see the New Jersey DOT web page at state.nj.us/dot/csd/index.htm or contact

Jeff Maclin, Director of Communications
 NJDOT
 P.O. Box 600
 Trenton, NJ 08625
 609-530-4280

Garden State Cyclists and Pedestrians Wonder “Where are the Benjamins?”

New Jersey has eight million people, many of whom bicycle and walk. Yet, out of \$150 million in state local aid funding last fiscal year, the state legislature slated a pathetic \$12 million (\$1.50/person) for bicyclists and pedestrians. By comparison, the construction of Route 29 alone cost \$25 million per year for four years.

CONNECTICUT

Showdown with SDOT as Groups Seek 15% of Federal Safety Aid for Bikes/Peds

Led by the Connecticut Bicycle Coalition, a determined group of advocates is close to getting a law passed that would set aside 15% of Federal “Hazard Elimination” money for local bicycle and pedestrian grants. If passed, the law would guarantee an additional \$1.5 million a year for towns and cities to fund traffic calming and cycling improvements. The legislation, #5506, is winding its way through the Byzantine legislative process fueled by strong grassroots support from children safety groups. “Deadly by Design,” a 2000 study by the Bike Coalition found that 16% of CT traffic fatality victims are pedestrians. However, only a tiny bit of the \$60 million in Federal Hazard Elimination aid spent by CTDOT since 1992 has been for pedestrians. Connecticut DOT—like NYSDOT—opposes any laws that restricts its ability to spend money, including safety money, on traditional road widenings. New York advocates are carefully watching the legislation as a possible model for New York State.

REGION

Massive Study Links Diesel Lung Cancer

Prolonged exposure to air tainted with tiny particles of soot significantly raises the risk of dying of lung cancer or other lung and heart diseases, according to a new study of 500,000 people in 116 American cities. The finding adds urgency to efforts to reduce fine-particle pollution, which comes from power plants and motor vehicles. The Environmental Protection Agency has written rules to crack down on pollution, but they have been held up by lawsuits brought by the power industry and by vehicle manufacturers and operators. Now, in the aftermath of a Supreme Court ruling favorable to the agency, the regulations could take effect late next year.

(Editor’s Note: A British study conducted a decade ago demonstrated that the cardiovascular benefits of cycling actually outweigh the harm caused by air pollution. Hopefully, the British research team will weigh in on this recent study.)

Join T.A.'s Advocacy Committees and Chapters

TA.'s advocacy committees are made up of members who are energized to win better cycling, walking and car-free parks in their neighborhoods. They are led by experienced volunteer advocates who know how to use and blend the talent of our members. These volunteer leaders work closely with T.A.'s professional staff, who provide expertise and

additional community organizing experience. Whether you are a good talker, artist, letter-writer or rabble rouser, T.A.'s advocacy committees need you. All across New York City and in New Jersey, our volunteer advocates are making a difference. We believe in the power of our membership—our executive director and president both started as volunteer advocates.

THE MIGHTY BROOKLYN COMMITTEE

Committee Chair: Clarence Eckerson

Meets: The third Monday of the month at EcoBooks in Park Slope. Meetings start at 6:30 pm with a short episode of bikeTV. Eco Books is at 837 Union Street, above the Eco-Mat near 7th Avenue. Upcoming meeting dates are April 15, May 20, June 17 and July 15.

Contact: Join our list serve for updates, information and volunteer opportunities. Brooklyn-list-subscribe@topica.com. Visit transalt.org/brooklyn. For more information on becoming a volunteer advocate, please e-mail Clarence at Brooklyn@transalt.org.

The Brooklyn Committee regularly draws thirty or more people to its entertaining monthly meetings and has grown so explosively that it has spawned four advocacy campaigns. Attend one of the monthly meetings to see what project appeals most to you. The people will make you feel welcome, and Clarence and the other volunteer leaders are happy to answer your questions. The committee is gearing up for an extra big Bike Week and needs your help with a joyride to Long Beach, LI, a family event in Prospect Park, an OpHazard sortie and a bikeTV marathon at Eco Books. As a special treat, ride with new Borough President Marty Markowitz to the Bike Week breakfast on the Brooklyn Bridge on Tuesday May 14.

BROOKLYN COMMITTEE SPECIAL PROJECTS

Car-Free Prospect Park: Join fellow Prospect Park-lovers every weekend and help make Prospect Park car-free. Collect signed postcards in favor of a car-free park and send them in en masse. Collecting signatures is a fun way to spend some time with like-minded Brooklynites. We are usually easy to find (between 11 am-1 pm on weekends near Grand Army Plaza), but call project leaders Andrew at 718-282-5106 or Alan at 718-625-7734 to find out when we will be out next.

Downtown Brooklyn Traffic Calming Project: Traffic in residential Downtown Brooklyn is a mess. If you are fed up with having your neighborhood used as a BQE service road and want to win real pedestrian, bicycle and traffic calming improvements, e-mail project leader Michael Cairl at gowanus@transalt.org.

Brooklyn Hazard ID: Brooklyn's Operation Hazard ID is out identifying potholes and dangerous cycling conditions. Join the team (use spray paint!). E-mail Project Leader Diana Gavales at pitchfork100@yahoo.com.

East River Bridge Bike Counts: T.A. needs to document the number of cyclists to make a stronger case for cycling improvements. Volunteer to do some basic math and help make the case for better cycling conditions on city bridges. E-mail Project Leader Kerri Martin at kerrinm@aol.com.

CAR-FREE CENTRAL PARK COMMITTEE

Committee Chair: Ken Coughlin

Meets: Regular petitioning in park, occasional meetings. Check car-freecentralpark.org

Contact: Ken Coughlin at CentralPark@transalt.org. Join the Central Park e-mailing list Centralpark-subscribe@topica.com and visit car-freecentralpark.org.

Remember: a car-free park will not happen by itself. The Car-Free Central Park Campaign is stepping up its efforts to gather 100,000 signatures. You can help get cars out of Central Park!

- Serve as a liaison. This spring the Campaign will be approaching other sympathetic park user groups to gather their support. Some may be willing to publicize the petition to their memberships. Let us know if you are willing to represent us to a group you belong to.
- Help us collect signatures! The Campaign will continue petitioning in the park and at other events at least one day a week.

THE BRONX CHAPTER

Committee Chair: Rich Gans

Meets: Meets once every two to three months. E-mail bronx@transalt.org to be added to mailing list.

Contact: Rich Gans at 718-653-2203 or bronx@transalt.org.

T.A.'s Bronx T.A. Chapter is looking forward to a busy spring and summer. This Spring we are pushing for:

- Re-opening the Highbridge, a pedestrian and bicycle bridge across the Harlem River.
- Reinstating car-free Sundays on the Grand Concourse.
- Advocating for a new segment of the Hudson River Greenway in Riverdale Park.
- Increasing Parks funding to a fair amount for Bronx parks and greenways. We represent T.A. in the Bronx Parks Coalition.

GOWANUS EXPRESSWAY TUNNEL PROJECT

Committee Coordinator: Michael Cairl, Gowanus Community Stakeholder Group Vice-President

Contact: Michael Cairl at gowanus@transalt.org.

T.A. is a core member of the Gowanus Community Stakeholder Group, which seeks to ensure full environmental review and an unbiased study of what it will take to replace Brooklyn's hulking elevated Gowanus Expressway with a tunnel.

T.A. urges members, especially those living in the Gowanus Corridor, to get involved with this important project.

NEW JERSEY

T.A.'s New Jersey operatives are on the way to winning a major victory for cyclists and pedestrians in the Garden State. At issue is building a link between the Jersey side of the George Washington Bridge and the Palisades Interstate Park below.

In meetings called by T.A. and a coalition of New Jersey bicycling groups, the officials overseeing the two controlling agencies agreed to the principal and pledged their support.

James F. Hall, New Jersey superintendent of the Park, promised the land necessary for building the half-mile, off-street path. When presented an idea for a ten-foot wide bicycle-only path, he rejected it and volunteered a 14-foot right of way, large enough for a four-lane path segregated between bicycles and pedestrians. T.A. is thrilled at the leadership Hall has taken in calling for this wider path.

Steve Napolitano at the Port Authority of New York and New Jersey, the bridge's owner, immediately recognized the value and safety the path would bring to bridge users. He promised to look into funding sources.

The project is so important because the bridge is the only bicycle connection between New Jersey and Manhattan. Addi-

tionally, it is the only Hudson crossing for bicycles for 35 miles. It will connect New York's Hudson River Greenway, the busiest bicycle path in the country, with some of the most beautiful bicycling in New Jersey.

T.A. is joined on this project by Bike New Jersey, the Central Jersey Bicycle Club, the New Jersey Bicycle Advisory Council and, most importantly, the Bicycle Touring Club of North Jersey, led by Ted Semegran, legislative affairs director.

Write to the Park and Port Authority officials and thank them for making bold, visionary steps to fix New Jersey's biggest bicycle "missing link" and urge them to forge the necessary cooperation to get this project built soon.

Write to:
James F. Hall
Superintendent
Palisades Interstate Park
P.O. Box 155
Alpine, NJ 07620
jhall@njpalisades.org



Steve Napolitano
Assistant Director, Operations
Tunnels, Bridges & Terminals
Port Authority of New York and New Jersey
One PATH Plaza, 6th Floor
Jersey City, NJ 07306
snapolitano@panynj.gov

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Rudy Buenafe

Name: Rudy Buenafe

Occupation: Computer Programmer Analyst for the Office of Project Analysis/City Environmental Quality Review at the NYC Department of Transportation

Age: 34

Neighborhood: Bay Ridge, Brooklyn

T.A. member? Not yet

Route: From Colonial Road and 70th Street in Bay Ridge, I take 3rd Avenue (under the Gowanus) to 3rd Street, up to Atlantic Avenue and to the Brooklyn Bridge. Once in Manhattan, I zip down Centre Street to my building at Worth Street. It's almost 10 miles each way, and it usually takes me 35 to 40 minutes.

Bike: Atala road bike

Gear: Standard safety devices—blinking lights, a bell and a helmet (always, always!)

How long commuting? Summer 1998

Wow, you bicycle from Bay Ridge! What inspired you to start?

When I was working in the Bicycling Division of the DOT, John Benfatti, the Bike Program Director at the time, told me that he and other co-workers biked to work (in John's case, sixteen miles one way every day). I thought that this was insane at the time, even though I used to be a racer. But, I fell in love with it right away once I actually decided to give it a shot. Now I do it because it's the easiest and fastest way to get to work. Plus, I get a great workout and see interesting neighborhoods.

My family was initially less than thrilled. But, after they learned that I escaped lower Manhattan on my bike on September 11, they warmed up to the idea. Now I take my seven-year-old son out on a tag-a-long after work, and my wife sometimes joins us on her new bike.

When did you first start bicycling?

I watched the Tour de France in the early 1980s and was really inspired. A friend of mine already raced, so I sort of fell into it. It was tough, but I stuck with it for two years.

What's it like to bike in from Bay Ridge?

Though I usually take 3rd Avenue, biking in Brooklyn in general is less hectic and quieter than Manhattan.

Do you have a special riding outfit?

In the cold weather, I wear insulated bicycling clothing. In the summer, I stick to the spandex shorts and jerseys. I also use toe clips. I get teased a lot by my co-workers but it makes me feel good to wear the right gear.

I bring my work clothes with me in my backpack and shower and change at a nearby New York Sports Club. I see a lot of people doing the same thing and it seems like more people would start commuting if both public and private companies provided better parking and shower facilities. The DOT is doing its best to create more bike lanes—and it's not an easy task!—but the lack of parking and shower facilities is a really big deterrent.

Lock: I use two Kryptonite chain locks.

Parking: There is a special facility with



cameras in the basement of my office building. When I use my bike to do site visits, I lock it on the street.

Do you ride in all weather?

I ride through the winter. I also ride in the rain in the summer, but not in the winter.

Riding style: I ride hard but I'm also very observant, especially of pedestrians. Some people even fault me for being too cautious!

Best commute: I love the whole experience, especially the view of the city and the sky on the Brooklyn Bridge—seeing the sun go up and down. I also feel especially good when I have the opportunity to help other cyclists with flat tires.

Worst commute: Recently, a motorist on 3rd Avenue under the BQE intentionally cut me off in a really dangerous way. I had to slam on my brakes and nearly flew over the handlebars.

Advice: Don't be afraid to try commuting! It's sublimely simple. You're missing out on an incredible daily experience; it's easy and a constant source of delight as you pass through neighborhoods and under skies you'd probably wouldn't ever otherwise see.

Fewer Curb Cuts on the Upper West Side

Dear Borough President Fields:

It does not make much sense that pedestrians on sidewalks or at curb cuts are expected to look for turning cars—it is the responsibility of the motorist. Unfortunately, motorists in NYC are notorious for not yielding to pedestrians: 54% of pedestrians struck in crosswalks are crossing with the light.

Landmark West, a West Side civic group, is opposing a special permit to open a public parking garage that will require adding another curb cut at 1926 Broadway (64th to 65th Streets). The enormous 29-story mixed-use building at that address already has two curb cuts; the developer has proposed adding a third curb cut and a 250-car garage. This is an area with a great deal of foot traffic. Multiply three

curb cuts per building by tens of thousands of buildings and you can see why neighbors are concerned. Creeping clusters of curb cuts crush the city's already threatened pedestrian spaces. This proliferation of parking garages also encourages more motorists to enter Manhattan by car. We need to encourage public transport and don't need to add to vehicular congestion.

Thank you for your time,

SARAH JOHNSON

Thank You T.A.

This is a fan letter—I just want to let all of you at T.A. know how much I appreciate your work. I joined three or four years ago, when I first got a bike and started puttering around. T.A. provided a way to learn about cycling issues and activities, and to support my new-found interest. Over time, as I've biked more and, through involvement in neighborhood issues, seen how hard it is to create and sustain multi-level advocacy, I've become more and more impressed with the job you do. The terrific Winter 2002 magazine was the specific inspiration for this letter—full of concrete, practical ideas T.A. is providing to improve our bicycling (and pedestrian) life, and instructions on how to follow up. I have seen T.A.'s profile rise over the past several years, and I think its because T.A. underpins its advocacy with tangible ideas and actions. T.A.'s voice is more important than ever, and I hope all of you sustain your energy and commitment—you are really important to our quality of life in New York City.

Sincerely,

CAROL S. KOSTIK

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TRAINS

Amtrak-800-872-7245, *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 *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 two bikes per car, eight per train, except special bike trains. Groups of four or more must call ahead. Bikes OK all weekends. Port Jervis line-get NJ Transit pass. Check web for special summer "Bike Train" schedules.

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

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

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

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

BUSES

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

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

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

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

Carey Transport-No bikes.

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

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

Liberty Lines-No bikes.

LI Bus-No bikes.

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

Martz Trailways-800-233-8604; serves Philadelphia, Poconos. No fee, but

provide your own box.

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

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

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

Red & Tan Lines-No bikes.

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

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

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

FERRIES

Brooklyn 58th St. Ferry-718-815-BOAT; 58th St. and 1st Ave., Brooklyn, to Whitehall Terminal, Manhattan; Bikes OK; no fee.

Cross Sound Ferry- 631-323-2525; Orient Point, Long Island to New London, CT; Bikes OK; no fee.

Fire Island Ferry-631-665-3600 No bikes on ferries, must use infrequent cargo boat.

Fox Navigation-888-SAILFOX; Glen Cove to Wall Street; Bikes OK; no fee.

Liberty Landing Water Taxi-201-985-8000; Jersey City to Battery Park; Bikes OK, may have to be placed outside.

NY Fast Ferry-800-NYF-NYFF; Manhattan to Highlands and Keyport, NJ; Bikes OK; no fee.

NY Waterway-800-53FERRY; Bikes OK; \$1 fee

Seastreak-800-BOATRIDE; Manhattan to South Amboy and Highlands, NJ; Bikes OK; \$3 fee.

Staten Island Ferry-718-815-BOAT; Bikes OK; no fee.

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Bike Works *10% PBX 106 Ridge St
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Chelsea Bicycles 8% ACP 156 W 26th St
City Bicycles *10% ACPRB 508 9th Av
C n' C Bicycle Works 8% ABCPRS 1101 1 Av
Conrad's Bike Shop 8% ACRP 25 Tudor City Pl
Emey's Bike Shop 10% ABS 141 E 17 St
Enoch's Bike Shop *10% ACP 756 10th Ave
Frank's Bike Shop 10% APR 553 Grand St
Gotham Bike Shop 10% ACP 116 W Broadway
Larry & Jeff's *10% ACP 1690 2nd Av
Larry & Jeff's *10% ACP 1400 3rd Av
Manhattan Bicycles *10% ABCPR 791 9th Av
Metro Bicycle Store *10% ACP 1311 Lexington Av
14 St Metro Bikes *10% ACP 332 E 14 St
Midtown Bicycle *10% ACP 360 W 47 St
96 St Metro Bikes *10% ACP 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% ACP 546 6 Av
Toga Bike Shop 10% ACP 110 West End Av
Tread Bike Shop *10% ACP 225 Dyckman St
Victor's Bike Repair 8% ABR 4125 Broadway

BROOKLYN

Ace Cycles 10% ABCPR 1116 Coreteyou Rd
Arnold's Bicycles 10% ACP 4220 8 Av

Bath Beach Cycles 10% ABCPR 2156 Bath Av
Bay Ridge Bike 10% ACPRS 8916 3 Av
Bicycle Doctor 10% ABCPR 133 Grand St
Bicycle Land 10% ACR 424 Coney Island Av
Bicycle Station *10% AR 560 Vanderbilt Av
The Bike Shop 10% ACP 240 Smith St
Brooklyn Bicycle Center 10% ABCPR 715 Coney Isl. Av
Brooklyn Cyclery 10% R 557 Manhattan Av
Brooklyn Heights Bike 10% ACP 278 Atlantic Av
Dixon's *8% ABCPR 792 Union St
Larry's Cycle Shop 5% ABCPRS 1854 Flatbush Av
On The Move 10% ABCPS 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% ACP 8717 3rd Ave

BRONX

Bronx Bicycle Discount *10% ACP 912 E. Gun Hill Rd
Eddie's Cycle 5% A 10% P 2035 Grand Concourse
Neighborhood Cycle 10% ABCPRS 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% ACP 92-64 Queens Blvd
Spin City Cycle *10% ACP 110-50 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% 755 E. Park Av
South Shore Bicycles *10% 1065-67 B'way, Woodmere
Valley Stream Bike 10% ACP 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% ACP (White Plains) 169 Mamaronack Av
Pelham Bicycle Center 15% ACP 109 Wolfs Ln
Sleepy Hollow Bicycle Center 10% ACP (Sleepy Hollow) 95 Beekman Ave
Yorktown Cycling Center 10% ACP 1899 Commerce St

NEW JERSEY

Academy 10% ABCPS (Palisades Park) 54 Grand Av
Amber Cyclery 10% ACP (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
Jay's Cycle Center 15% ACP (Westfield) 227 North Ave East
Marty Reliable 10% ACP (Morristown) 173 Speedwell
RG's Bicycle 10% CP (Bayonne) 890 B'way
Rte 15 Bike 10% ABCPRS (L. Hopatcong) State Hwy 15
Somerville Cyclery *15% ACP (Somerville) 34 E Main St
Strictly Bicycles 10% ACP (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% ACP 175 Country Rd

OTHER

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Elektrik Motion-Electric Powered Scooters & Bikes *5% ABP 7 Tamarac Ave, New City (Rockland County) 866-372-6687
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- Gottman Bike Shop 76 W Broadway
- Thread Bike Shop 229 Dyckman St
- Urban Wheels 65 E Eighth St

BROOKLYN

- Brooklyn Bike Shop 270 Atlantic Av
- On The Move 400 Manhattan Av
- Spoke & Road 1204 Eighth Av

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Diana Gavales & Kate Clouse

Name: Diana Gavales & Kate Clouse

Age: 30/26

Neighborhood: Park Slope/East Village

Member since: 1990s/1999

Occupation: Diana, a development associate, and Kate, a special projects coordinator, are co-workers at a labor organization in Brooklyn and loyal T.A. volunteers.



nights, which are always fun. I also enjoy helping out with Bike Week.

Why do you like cycling in the city?

Diana: I like the drama of it and the independence. Also, biking is often the fastest way to get around town.

Kate: I totally agree with the feeling of independence. There's nothing better than talking to someone who has just started cycling in the city and seeing the excitement of

OK, what's your story?

Kate: Our desks are side-by-side, and we realized during my first week at work that we both volunteer for T.A. We stay up-to-date on TA activities and go to them together.

What kinds of volunteering have you done?

Diana: I came to volunteer nights on and off for a few years, then last summer started going to Brooklyn Committee meetings and helped out with route painting for the Century Ride. Now I'm coordinating Operation Hazard ID, where we ride around neighborhoods and record street hazards for the DOT to fix. I'm a big fan of (water-soluble, non-toxic) spray paint.

Kate: Lots of different things through the years: representing T.A. at Bike NY and the Century Ride, taking photos for the magazine, helping with bike counts, plus volunteer

new-found mobility. With cycling, you choose your own route with every turn—it's liberating to be so self-sufficient.

What issues concern you as a T.A. member?

Diana: I'm shocked at the number of people driving cars in the city. New York has an amazing, comprehensive transit system. I grew up here and never drove, and I don't feel hindered in getting around because there are so many options. The pollution and heavy traffic are extreme prices that everyone pays for a few people's perceived convenience. I support bridge tolls, the Carpool Rule and traffic calming designs to address these problems.

Kate: Overall quality of life in the city, as both a cyclist and a pedestrian. Improvements like the Hudson River Greenway are fantastic but there's much more the City can be doing, and I'm glad that T.A. is a force pushing the City in the right direction. Specifically, I'm concerned about the city's tolerance of aggressive driving, the amount of cars commuting into the city and the ineffectiveness of city buses. I'm also a fan of red light cameras, traffic calming and wider sidewalks.

What is your favorite ride in the city?

Diana: I love the Carroll Street Bridge over the Gowanus. Also, Clinton Hill—riding down Vanderbilt to the Navy Yards, there are some amazing wooden houses with porches that I fantasize about living in one day.

Kate: Brooklyn by bike on a gorgeous fall day is sublime. I'm also particularly fond of the little stretch of bike lane on 5th Avenue in Manhattan from 14th Street to Washington Square, and riding down St. Marks Place.

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MAY

Wed. 8 6-9 pm. Volunteer Night. T.A. Office. It's the week before Bike Week and all through the T.A. office ... there's mail! For more info, call Kit or e-mail events@transalt.org.

Sun. 12-19 NYC Bike Week 2002. An annual celebration of bicycling in NYC featuring a Commuter Race, breakfasts with your Borough President, the NYC Bicycle Film Festival, a Bike Rodeo on the Hudson River Greenway and many more fun events. Check out BikeWeekNYC.org or pick up a calendar for a full listing of events. Don't forget to sign up to volunteer at BikeWeekNYC.org or by calling Kit at 212-629-8080!

Tu. 14 7 pm. Bronx Chapter Meeting. 3400 Reservoir Oval East. Bronx@transalt.org.

Th. 16 7 am. Bronx Borough President Ride and Breakfast. Poe Park, Grand Concourse and Kingsbridge Road. Join new Bronx Borough President Adolfo Carrion and ride down the Grand Concourse to the Bike Week free breakfast. Breakfast is at Bronx County Building, 851 Grand Concourse at 161st Street, it runs from 7:30 to 8:30 am. Bronx@transalt.org

Sat. 18 10 am-noon. Operation Hazard ID. Take to the streets with other Brooklynites to map out street hazards for fixing. Spraypainting fun! Ozzie's, 5th Avenue & Garfield. Contact Diana Gavales at dianabelen@earthlink.net or 718-399-9462.

Mon. 20 6:30 pm. Brooklyn Volunteer Advocacy Meeting. Roll up your sleeves and get to work! Find out how you can help make Brooklyn a cleaner, greener place to bike, walk and breathe. Meetings start with a short episode of bikeTV. Eco Books. 837 Union St., 2nd floor, upstairs from Ecomat, near 7th Ave. For more info, call 212-629-8080 or e-mail Brooklyn@transalt.org.

Tu. 28 6-8 pm. Auto-Free New York Meeting. "Implementing Bus Rapid Transit in NYC" Bruce Schaller, Principal, Schaller Consulting. Conference Room, Downtown Police Station. 104 Washington St. just north of Rector St. George Haikalis. 212-475-3394 geobaikalis@juno.com auto-free.org.

Wed. 29 6-9 pm. Volunteer Night. T.A. Office. The flowers are blooming, bees are buzzing, Brooklyn beer brewing and mail is sprouting everywhere. For more info, call Kit or e-mail events@transalt.org.

Fri. 31 7-10 am. Bridge Counts. One bike, two bike, three bike, four ... volunteer to do some basic math and help make the case for better cycling conditions on city bridges. Bridgecounts@transalt.org.

JUNE

Sun. 2 11 am-noon. Join the Peoples Flotilla: A Historic Action to Celebrate Governors Island. 1,000 boats of all sizes! For more information see ReclaimGovernorsIsland.org or call John Doswell at 212-757-1600.

Sun. 9 9 am. Orchard Beach via White Plains. Celebrate Bronx Week with a great ride on Bronx bikepaths, car-free Bronx River Parkway, quiet Westchester streets and a swim at Orchard Beach! Metro-North Botanical Garden Station. Bring your swimsuit. 35 miles, moderate pace. Bronx@transalt.org

Tu. 11 7 pm. Bronx Chapter Meeting. 3400 Reservoir Oval East. Bronx@transalt.org.

Wed. 12 6-9 pm. Volunteer Night. T.A. Office. More fun than shopping for your father. For more info, call Kit or e-mail events@transalt.org.

Mon. 17 6:30 pm. Brooklyn Volunteer Advocacy Meeting. Roll up your sleeves and get to work! Find out how you can help make Brooklyn a cleaner, greener place to bike, walk and breathe. Meetings start with a short episode of bikeTV. Eco Books. 837 Union St., 2nd floor, upstairs from Ecomat, near 7th Ave. For more info, call 212-629-8080 or e-mail Brooklyn@transalt.org.

Tu. 25 6-8 pm. Auto-Free New York Meeting. "Rethinking Amtrak - Can Better Intercity Rail reduce car use?" Anthony Perl, Visiting Professor, CUNY Institute for Urban Systems. Conference Room, Downtown Police Station. 104 Washington St. just north of Rector St. George Haikalis. 212-475-3394 geobaikalis@juno.com auto-free.org.

Wed. 26 6-9 pm. Volunteer Night. T.A. Office. Fireworks, BBQ, dandelions. We don't have any of that—but we do have lots of mail! For more info, call Kit or e-mail events@transalt.org.

Fri. 28 7-10 am. Bridge Counts. If you day-dream about an endless stream of bikes, this volunteer opportunity is for you! Bridgecounts@transalt.org.

JULY

Wed. 10 6-9 pm. Volunteer Night. T.A. Office. The ultimate urban mailing experience on the 12th floor. For more info, call Kit or e-mail events@transalt.org.

Sun. 14 10 am-noon. Operation Hazard ID. If you like to say, "fill 'er up!" then this volunteer opportunity is for you. Join the winning battle against road hazards in Brooklyn. Meeting place TBA. Contact Diana Gavales at dianabelen@earthlink.net or 718-399-9462.

Mon. 15 6:30 pm. Brooklyn Volunteer Advocacy Meeting. Roll up your sleeves and get to work! Find out how you can help make Brooklyn a cleaner, greener place to bike, walk and breathe. Meetings start with a short episode of bikeTV. Eco Books. 837 Union St., 2nd floor, upstairs from Ecomat, near 7th Ave. For more info, call 212-629-8080 or e-mail Brooklyn@transalt.org.

Fri. 26 7-10 am. Bridge Counts. Get your morning dose of salty Schwinn's, juicy Treks and beaters over easy. Bridgecounts@transalt.org.

Sun. 28 noon-5 pm. Fix kids bikes at the Cherry Tree Street Festival. Show support for a Mott Haven free of violence and free of pollution. E. 137th between St. Anne and Cypress. Bronx@transalt.org.

Wed. 31 6-9 pm. Volunteer Magazine Mailing Party. T.A. Office. T.A.'s most popular volunteer night. It's hot, hot, hot. For more info, call Kit or e-mail events@transalt.org.

SEPTEMBER

Sun. 8 NYC Century Bike Tour. The Ultimate Urban Experience on Two Wheels. Sign up at NYCcentury.org or wait until we send out brochures in June. Looking forward to riding with you!

Be sure to check transalt.org/calendar for event updates and additions.

RIDES AND WALKS HAS MOVED! For comprehensive and timely listings, see transalt.org/info/ridesandwalks or sign up for the T.A. e-bulletin at transalt.org

Tune-in to bikeTV—a cable access show produced by a cross-section of the NYC bike community! Watch in May for full coverage of many T.A.-sponsored Bike Week events!!

Brooklyn - BCAT, Channel 34-Time Warner, 67-Cablevision. Fridays @ 10:30 pm, May 3, 10, 17, 24 & 31

Manhattan - MNN, Channel 67-Time Warner, 110-RCN. Tuesday @ 10 pm, May 14 & 28



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