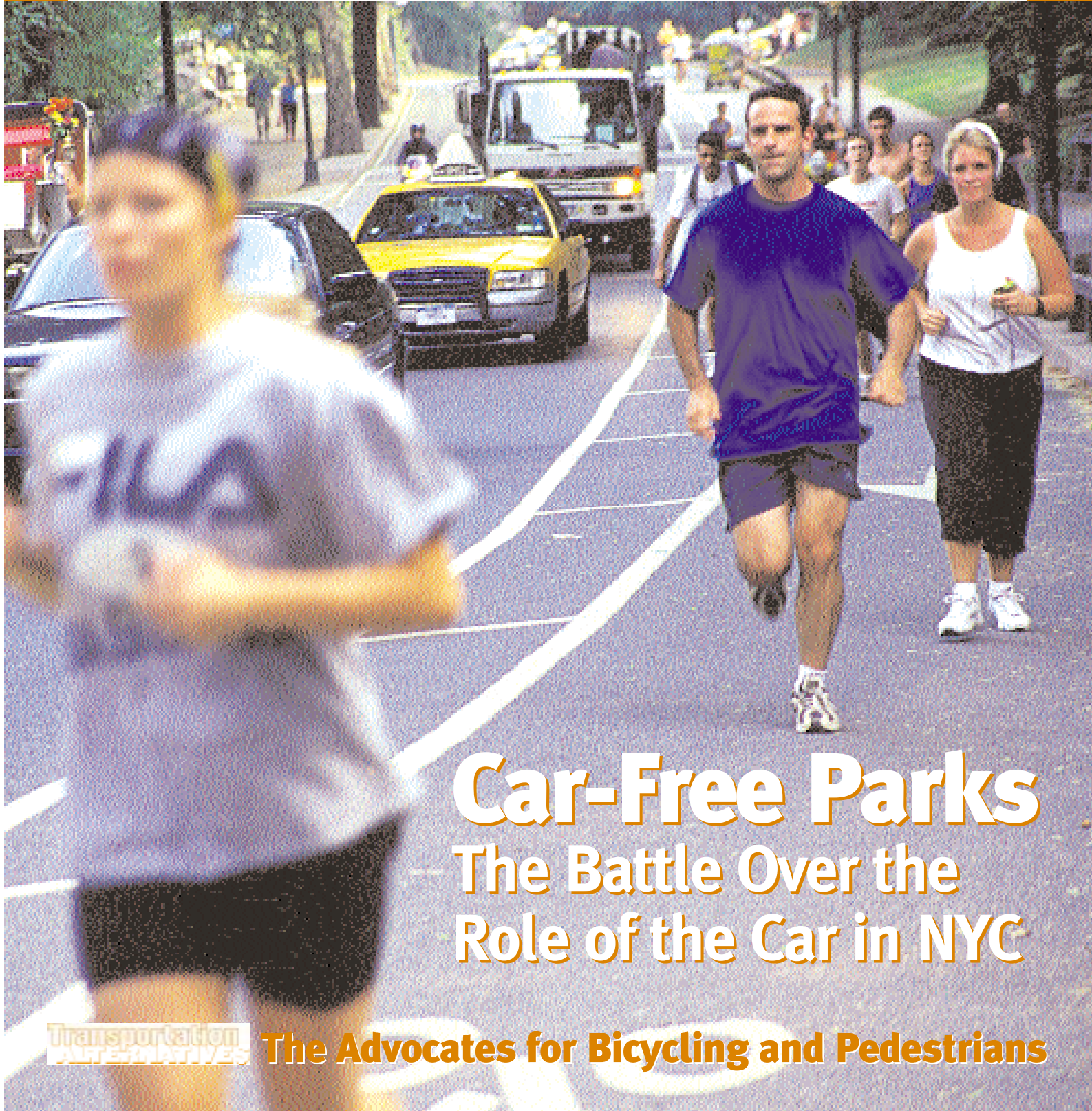


# Transportation ALTERNATIVES

transalt.org

MAGAZINE



## Car-Free Parks The Battle Over the Role of the Car in NYC

Transportation  
ALTERNATIVES

The Advocates for Bicycling and Pedestrians

## Provocateur

# “The automobile is ugly, noisy and foul-smelling”

### **FREDERICK LAW OLNSTEAD, Co-Designer of Central and Prospect Parks**

“Crowded thoroughfares have nothing in common with the park proper, but everything at variance with those agreeable sentiments which we should wish the park to inspire.”

### **EGBERT L. VIELE, Chief Engineer of Central and Prospect Parks, 1861**

“The primary objective of the park is as a rural resort where the people of all classes, escaping from the glare, and glitter, and turmoil of the city might find relief for the mind, and physical recreation.”

### **EDWARD ABBEY, Naturalist**

“We have agreed not to drive our automobiles into cathedrals, concert halls, art museums, private bedrooms and the other sanctums of our culture; we should treat our parks with the same deference.”

### **JANE JACOBS, Famous Urbanist**

“I enthusiastically endorse the campaign to close Central Park’s loop drive to regular automobile traffic. We had the same sort of fight in Washington Square Park in the late 1950s and in my neighborhood here in Toronto a couple of years ago: same prediction of traffic chaos, same result of no chaos, diminished traffic counts and no counts increased elsewhere in consequence.”

### **JAMES HOWARD KUNSTLER, Famous Urbanist**

“Central Park was intended to be a landscape of tranquility set apart from the dynamism of the great city around it. Introducing motor cars to its original carriage drives, and then altering the road geometries to suit them, was one of the great blunders of civic design in the 20th century.”

### **JANE HOLTZ KAY, Architecture and Planning Critic for *The Nation***

“In this period of evolving environmental consciousness, in an era in which cities become more and more

attractive as recreation centers, and an epoch when sprawl and global warming require us to enhance our greenery and livability, it is worse than myopic of city officials to allow New York’s great public space to become a brutalized race track.”

### **WITOLD RYBCZYNSKI, Professor of Urbanism**

“Olmstead and Vaux went to great lengths to ensure that commercial traffic could cross the park with the least visual impact, by sinking the four transverse roads. Today, the presence of cars on what were intended to be leisurely carriage drives within the park seriously compromises their vision of a place to escape the bustle of the city. Cars are simply too large, too noisy, and too fast.”

### **CITY OF NEW YORK Parks and Recreation Rules and Regulations, 1996**

“Parks are special places where people can enjoy a sense of peace and freedom difficult to find elsewhere in the city. It is the purpose of these updated Park Rules to preserve that right for everyone. Rules were first established for New York parks in 1850. Since then the city has changed in many ways, making the preservation and protection of our vital green spaces more important than ever.”

### **NYC PARKS DEPARTMENT, *A Guide for Sharing the Drive in Central Park*, 1998**

“Skating in the recreation lane is unsafe when there are cars in the Park. Therefore, skating is not recommended. Young children should not use the Drive when there are cars.”

### **CENTRAL PARK CONSERVANCY, *Central Park 2000 Master Plan*, 1995**

“[T]he Drive is the major destination in the Park for recreational use. When the Drive is closed to automobile traffic, recreational use mushrooms, proving that there is a huge demand for space to



### **New Yorkers advocating for a car-free Central Park in 1992.**

bike, rollerblade and run ... The carrying capacity of the Drive is tested each rush hour when joggers, cyclists and pedestrian commuters vie with cars for space.”

### **Letter to the Editor of *The New York Times*, 1906**

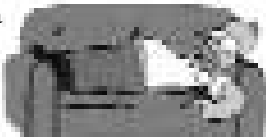
“... the automobiles [in Central Park] are ugly, noisy and foul-smelling ... and have no right to interfere with the health and comfort of the public. The Board of Health say they have no power; the park officials, while they regret the condition, have no power to change it. Where can one look for a remedy?”

NOTE: “Provocateur” is intended to provoke thought and does not reflect the official position of T.A.

# Eat Less, Exercise More

## My pants are shrinking

**Y**ESTERDAY MORNING THE BUTTONS popped off of two pairs. The third pair is tight around the waist, but still holding. The problem has got to be the washer and dryer in my building. They're probably too hot or too cold or alternate in a way that contracts the fabric and weakens the threads on the buttons.



My wife doesn't think so. She recommends that I lose some weight or take a trip downtown to a store named "The Infinite Belt."

H'mm, I really hope this button holds until after this meeting... Man, the subway is really crowded today... What is this meeting about anyway? Oh yeah, traffic, my favorite topic...

Which reminds me, losing weight is a lot like reducing motor vehicle traffic. Hundreds of books are written but in the end, they both boil down to a handful of basic things: Losing weight requires the willpower to eat less and exercise more. Reducing traffic requires the (political) willpower to reduce driving and provide good transit, cycling and walking alternatives.

Normally it takes a crisis like exploding buttons or traffic jams to get people to try to reduce poundage or traffic. Both goals are tough to achieve because they require changing deeply ingrained habits.

For instance, motorists in New York City (and nationally) have been on a century-long feeding frenzy—a 100-chocolate-donut-50-zeppoli-20-cheese-cake-orgy of gluttony—that's gobbled up half of the city's public space. Over the years, city streets have gotten wider and wider. Look at the narrow side-

walks on Lexington, Madison and 6th Avenue, and 23rd and Canal Street. They, like the NYC trolley system and Central and Prospect Park, are victims of the automobile's voracious consumption of space.

Interestingly, when T.A. calls for wider sidewalks and bike and bus lanes, apologists for the motoring-first status quo respond by urging us to take a more "balanced" approach. But "balance" in this case is really a code word for maintaining the imbalance that exists between the insatiable collective desire of motorists and the well-being of the city as a whole.

Former Parks Commissioner Henry Stern says in an interview on page eight, "The closer people get to responsibility, the better they understand the problem of balancing of interests." Stern is referring to creating a car-free Central Park—a goal he continues to oppose. Yet, he might as well be explaining why sidewalks in Midtown, where pedestrians outnumber motor vehicles 20 to 1, shouldn't be widened or why, in a space-starved city, cars are allowed in the parks. The reality is that, at least in NYC, transportation priorities reflect political power and influence, not smart decision making, creative ideas or good government. As a result, NYC's transportation status quo is unhealthy. There are too many cars; the result is too much noise, air pollution and the crowding out of cyclists and walkers.

As for me, I'm going to try to eat less and exercise more. New York City needs to do the same.

JOHN KAEHNY,  
Executive Director



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**TRANSPORTATION ALTERNATIVES**

SUMMER 2002 VOL. 8 NO. 3

ISSN #1524-1912, published quarterly by Transportation Alternatives. Subscriptions available for \$30/year, \$40 (outside U.S.). Reprints (except graphics), with T.A. credit, allowed without permission.

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## Parks

# The Vision to Free New York City's Great Parks From the Tyranny of the Automobile

IT TOOK A GRAND VISION TO BUILD CENTRAL AND Prospect Parks. Flooding them with cars required nothing more than persistent myopia and the delusion that the automobile is synonymous with progress.

One hundred years after cars entered the parks, it is obvious to all but the most determinedly obtuse that they degrade the parks, disrupt their tranquility and bring danger and menace to park users. Now, in 2002, the mayor faces a choice between continuing to accommodate too many cars or reclaiming the parks from decades of misuse.

### The Birth of the Parks

In 1853, New York City's most influential citizens set aside 700 acres of swamps, bluffs, rocky outcroppings and tiny potato farms north of the city as the future site of a "great public ground." Four years later, the City selected a revolutionary park plan—the "Greensward" design—by Calvert Vaux and Frederick Law Olmstead for the site. Soon, 20,000 Irish and German laborers set to work literally building Central Park. The back-breaking work paid off. Central Park opened in 1859 and was an instant success. New Yorkers from all walks of life fell in love with the park because it was a natural escape from the noise and stench of dense urban living. Aware of Central

Park's role as an urban oasis, Olmstead and Vaux went out of their way to preserve the park from everyday road traffic by sinking the four transverse roads so that commercial traffic could cross the park with the least impact.

Inspired by the success of Central Park, the City of Brooklyn commissioned Vaux and Olmstead to create Prospect Park, completed in 1877. Olmstead and Vaux called Prospect Park a work of art.

The vistas, which seem so natural, were in fact painstakingly planned to create smooth, undulating spaces.

### Cars Invade the Parks

The profound civic vision of great parks and public spaces was destroyed during the 1930s, '40s and '50s by city-annihilator extraordinaire, Robert Moses. He steamrolled enormous sections of thriving brownstone neighborhoods to girdle the city with horrendous, expensive elevated highways and sprawling parkways, all in the name of making way for the future—or, the car, as he believed. Moses' roster of devastation included the drives in Central and Prospect Park, which he straightened, widened and signed to move cars.

The first backlash against Moses-type auto-mania began under Mayor John Lindsay and Parks Commissioners Thomas Hoving and August Heckscher, who started rolling back car hours in the park. But their spirit has long since faded from officialdom. When it comes to cars in the parks, Mayor Bloomberg and DOT Commissioner Weinsshall have chosen to defend

Moses' destructive legacy. Their small-minded vision is focused on moving cars to the detriment of humans and land.

In the 1850s and '60s, it was the city's elite who had the vision and determination to build Central and Prospect Parks. Things have changed. Today, this group is adamant about protecting its privilege to take limousines and cabs through Central Park. In



Moses, urban annihilator

**It is time to move beyond the legacy of Robert Moses and reclaim the public space he stole out of misguided love for the automobile**

## Car-Free Timeline of New York City's Great Parks

Ever since it let cars into Central and Prospect Parks over 100 years ago, New York City has been slowly pushing them back out. Every victory on these timelines has been the result of persistent public advocacy and political pressure. The next victory, whether it is overnight car-free hours for Central Park or more entrance closings, will improve the quality of life of the hundreds of thousands of New Yorkers who use our great Parks.

### Prospect Park Timeline

- 1867** Completed.
- 1899** Cars probably first allowed on the Park Loop (shortly after Central Park).
- 1930s** Bartel Pritchard Square entrance/exit closed to motor vehicles.
- 1966** Weekends are made car-free, Memorial Day to Labor Day.



Stranahan, park visionary

- 1967** Weekend and Holiday car-free hours extended year round in Central, Prospect and Forest Parks.
- 1974** Closed to motor vehicles on weekends and holidays.
- 1975** Designated a scenic landmark.
- 1978** Innermost traffic lane converted to a recreational path.
- Late 1970s** Cross drives closed to vehicles.



Olmstead, designer

- 1983** Parkside exit closed and landscaped. Made entrance only.
- 1993** Lincoln Road entrance closed. Made exit only.
- 1994** Willink exit closed. Made entrance only.
- 1997** DOT releases *Prospect Park Alternative Use Study*.
- 1999** Car-free weekend period extended by three hours per day from April to October.
- 2002** Summer car-free weekday hours extended to full year.

Brooklyn, the determined motorists are more middle class, but equally selfish. But both groups cling to myths about what would happen if they were no longer allowed to drive through the parks...

## “Take It Away and They’ll Flood Our Streets”

The most persistent myth is that making the parks car-free would create traffic jams and force traffic onto adjoining neighborhood streets. History does not support this notion. For two weeks each year, the Marathon clears Central Park’s drives of cars. The traffic impact is minimal. This is not surprising. When Washington Square Park was closed to cars in 1958 (they used to go under the arch!), the *NY Times* predicted traffic disaster. The paper was wrong—traffic actually declined in the surrounding area. The same dire predictions accompanied the collapse of the West Side Highway in 1973. In fact, traffic on Manhattan’s West Side declined by more than 20% and by 14% south of 60th street. By now, most traffic planners believe that “if you build it, they will come.” In a 1998 report, the British Government proved that “if you take it away, they will go.” Its report, *The Traffic Impacts of Highway Capacity Reductions*, examined 50 major road closures around the world and found “no instance where a road closing resulted in long-term traffic problems.” Motorists are not stupid; within days they adapt and find the swiftest routes, best times and even take transit.

## “Cars Make Park Users Safer”

Bollocks. Police records from Central and Prospect Parks show that on weekdays—when it is possible to make direct comparisons between car-free and car hours—violent crime is higher when cars are *in* the parks. And park users agree that a car-free park is a safer park. A



New York City Road Runner survey of runners, cyclists and skaters using Central Park’s drive found that 75% of respondents were more likely to use the park when it was car-free.

## Get the Cars Out!

Restoring Central and Prospect Park to their car-free original state involves a contest of fundamental values. Clear away the fog of excuses and myths and it is clear that defenders of the status quo put the convenience of motorists before anything else. Using the premise that motorists should come first, status quo defenders ignorantly

**Do cars boat, picnic, read or walk? Then why are they in the park?**

assume that we have a choice to overrun either the parks or the surrounding neighborhoods with traffic. They assume that residents will complain about traffic more than park users, so they decide that it is the parks that must suffer. Lucky them, they get to claim that they are simply defending the neighborhoods surrounding the parks from traffic.

At its core, creating car-free Central and Prospect Parks is about whether the mayor and his commissioners are willing to start reducing the amount of space and privilege given to motorists. Bloomberg has expressed strong support for keeping the Carpool Rule on Manhattan’s river crossings and tolling the free East River bridges, and has expressed little sympathy for carping motorists. He should realize that car-free parks are parts of the same transportation puzzle—tolls and car-free parks fit together to create a picture of a NYC less dependent upon (and overrun with) cars. Instead, he has dismissed the chances of a car-free Central Park saying, “Not in my lifetime.”

Mayors are hampered by budget problems, a bewildering array of state laws and many things beyond their control. But, one thing they can do is make Central and Prospect Parks car-free. Letting in cars in the parks and widening and straightening their drives was a huge mistake, a mistake that is compounded with every passing year. It is time to move beyond the legacy of Robert Moses and reclaim the public space he stole out of misguided love for the automobile.

Mayor Mike Bloomberg, make the park drives car-free as they were intended.



### Central Park Timeline

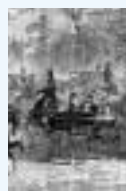
- 1859** First opened to public.
- 1899** Cars first allowed on Park Drives.
- 1955, 1960** Park is without cars for a few days of national bicycle races.
- 1965** Becomes a national historic landmark
- 1966** Weekends are made car-free, Memorial Day to Labor Day.
- 1967** Weekend and Holiday

car-free hours extended year round in Central, Prospect and Forest Parks.

**1968** Loop drives are made car-free on Tuesday and Wednesday evenings, Memorial Day to Labor Day in addition to weekends and holidays.

**1969** Saturdays are made car-free from sunrise to 7 pm. Weekdays unchanged.

**1972** “Parks Week” experi-



**Early park drive**



**Vaux, co-designer**

ment in May establishes weekday car-free hours.

**1975** Weekday no-car hours instituted, June 2 to Labor Day.

**1978** Car-free schedule extended to week-

nights. Car-free summer hours extended to May 1 to October 22.

**1979** Weekends made car-free. Weekday car-free hours reduced. Bike/pedestrian lane

added to loop.

**1981** Cars allowed to intrude on lower loop, 6th Avenue to 72nd Street during weekday car-free period.

**1992** W. 110th Street, W. 106th Street and 5th Avenue entrances closed to cars.

**1994** Summer hours extended to 10 months of the year, January 1 to the first week of November. Columbus Circle entrance closed to cars and landscaped.

## Parks

Who let the cars in?



GARY LINGARD

**1899: 500 cars in New York City**  
**2002: 7,000,000 cars in New York City**

CARS WERE FIRST PERMITTED ON Central Park's then bucolic loop drive in 1899 after car owners in the city (about 500 at the time) lobbied to join the regular afternoon parade of carriages in the park. It is believed that Prospect Park

and evil-smelling," and inquired, "Where can one look for a remedy?" The writer had to wait 60 years; in 1966, Mayor John Lindsay declared car-free weekends in Central Park—6 am to 6 pm, Memorial Day to Labor Day.

The trips that cars make through the

**Taxi and livery cars make up 80% of the traffic on Central Park's Drives and represent trips that are just as easily made by subway.**

was opened to cars soon after. But as the car became increasingly common, drivers came to care less about joining the carriage procession and more about using the park as a quick alternative route to slower main streets.

In a letter to the *New York Times* in 1906, one concerned citizen described automobiles in the park as "ugly, noisy

park today are no more necessary than the afternoon parades of the 1890s. Taxi and livery car trips, trips that are just as easily made by subway or bus, make up 80% of the traffic on Central Park's loop drive. If the mayor can make the switch, the handful of other folks now taking a shortcut through "nature's cathedral in the city" can too.

### Shirley Hayes, Car-Free Washington Square Park Champion, Dies

Advocates for car-free parks lost a guiding spirit when Shirley Hayes died in May at age 89. Hayes was

the feisty mom who spearheaded the struggle for a car-free Washington Square Park in the 1950s. Her fight put her head to head with the "Power Broker" himself, Robert Moses, who proposed carving a four-lane highway through the park. Until 1959, Washington Square Park was crossed by busy roads linking Fifth Avenue with LaGuardia Place and Thompson Street. Mrs. Hayes marshaled children in strollers, including her own four sons, into the park to convince city officials that the park had no business being a traffic thoroughfare. Indeed, the "traffic chaos" that officials had predicted never materialized during a trial closing, and the road was permanently closed in 1959.

## Who Supports Car-Free Parks?

A POWERFUL COALITION OF ELECTED officials, large and small civic groups and tens of thousands of everyday New Yorkers want to make Central and Prospect Park Car-Free. Thirty thousand people have signed the current petition for a Car-Free Central Park, and, in just the last few months, about half that number have sent post-cards supporting a Car-Free Prospect Park. Meanwhile, T.A. has been rapidly acquiring the support of elected officials for a three-month car-free trial period. Among the elected officials is the powerful Gifford Miller, Speaker of the New York City Council, whose district is on the Upper East Side of Manhattan.

### PROSPECT PARK

**Give us a car-free Prospect Park!**

Lucius Riccio, former NYC DOT Commissioner  
"Gridlock" Sam Schwartz, former NYC DOT First Deputy Commissioner  
Elliot "Lee" Sander, former NYC DOT Commissioner

Audubon Society/New York City Chapter  
Environmental Defense  
Green Guerillas  
Municipal Arts Society  
Natural Resources Defense Council  
New York City Environmental Justice Alliance  
New York League of Conservation Voters  
New York Public Interest Research Group  
Regional Plan Association  
Sierra Club/New York City Chapter  
Straphangers Campaign  
Tri-State Transportation Campaign

**Give us a three-month trial car-free period for Prospect Park!**

Councilmember Yvette Clarke  
Councilmember James Davis  
Councilmember Bill De Blasio  
Councilmember Angel Rodriguez  
Councilmember David Yassky  
State Senator Velmanette Montgomery  
Assemblymember James Brennan  
Assemblymember Rhoda Jacobs

### CENTRAL PARK

**Give us a car-free Central Park!**

Audubon Society/New York City Chapter  
Central Park Track Club  
City Club of New York  
Environmental Defense  
Green Guerillas  
Moving Comfort Running Club  
Municipal Arts Society  
Natural Resources Defense Council  
New York City Environmental Justice Alliance  
New York Flyers Running Club  
New York League of Conservation Voters  
New York Public Interest Research Group  
Regional Plan Association  
Sierra Club/New York City Chapter  
Straphangers Campaign  
Tri-State Transportation Campaign  
West Harlem Environmental Action

**Give us a three-month trial car-free period for Central Park!**

Gifford Miller, Speaker, New York City Council and Upper East Side Council Member\*  
Eva Moskowitz, City Council Member, Upper East Side  
Gale Brewer, City Council Member, Upper West Side  
Betsy Gotbaum, Public Advocate  
\*Strongly supports completely car-free park.

### Missing in Action

Central Park Conservancy  
New York Cycle Club  
New York Road Runners Club  
New Yorkers for Parks

# Take Action!

**G**ETTING CARS OUT OF CENTRAL AND PROSPECT PARK requires a fundamental change in New York City's attitude towards motoring and treatment of public space. Unlike the readers of this magazine, most of the city's government decision makers and powerful people get around by car.

## Whose decision is it?

Ultimately, it is up to the mayor to decide whether Prospect and Central Parks will be car-free. Unfortunately, Mayor Bloomberg's only statement on the issue has been, "not in your or my lifetime." Not surprisingly, car-free parks is very low on a mayoral agenda that is packed with school reform, a budget crisis and recovery from the Attack On America. Without the attention of the mayor, winning car-free parks requires a lot of political support from local elected officials and community and user groups.

## Who are the other players?

**CENTRAL PARK CONSERVANCY AND PROSPECT PARK ALLIANCE:** Both Central and Prospect Park are managed by public-private partnerships whose boards are composed mainly of wealthy and powerful real estate financiers. Neither group has taken an official position on the presence of cars in their park, saying that they prefer to let the Parks Department handle such "policy" matters. However, both organizations regularly involve themselves in other policy matters. The Administrator for the Prospect Park Alliance, Tupper Thomas, has softened her view of a car-free park; she no longer claims that cars keep crime down. This summer she led the Prospect Park's Community Committee, a coalition of user groups and neighborhood organizations—including T.A.—who support the Alliance's work, to a vote that extended summer hours year round. Thomas says that this is as far as she is willing to go right now. **COMMUNITY BOARDS:** Community boards have historically opposed to any change to the status quo for the parks, even those minor changes in the length of car-free time supported by the DOT. Un-elected bodies with no real authority or expertise, community boards wield only advisory power. This is good because they have repeatedly proven themselves to be wildly out of touch. In reality, community boards are rarely representative of interests beyond their own. But, though they are not accountable, the political power that community boards yield is very real because councilmembers and borough presidents appoint politically strategic citizens to the boards.



FROM TOP: GARY LINGARD, CLARENCE EKERSON

**You can get cars out! Sign a petition and join the car-free Central Park or Brooklyn committees.**



## How are city agencies involved?

**THE NYC DEPARTMENT OF TRANSPORTATION:** The park drives are the responsibility of the Department of Transportation. The DOT's position is that a full closure is "not feasible." Its decision is based on a 1997 study that predicted that one intersection out of 13 studied would potentially experience a two cycle delay one hour in the afternoon on weekdays. The Department's Commissioner, Iris Weinshall, has lived around the corner from Prospect Park for nearly two decades. She recently told T.A. that, because of growing traffic around the park, a car-free experiment will produce significant traffic diversions into surrounding areas. Weinshall seems unaware of the "shrinkage" that has been shown to occur when traffic capacity is reduced.

**THE PARKS DEPARTMENT:** Though the Parks Department is not in charge of the drives, the DOT can turn over space to Parks. Throughout its history, the Parks Department has been

the missing advocate for car-free parks. After all, cars impose a terrible burden on the Department and provide little in return. The new Parks Commissioner, Adrian Benepe, has not yet taken a public stand on car-free parks. In the hopes of inspiring Benepe to support a three month trial car-free period in Prospect Park, T.A. will deliver 10,000 postcards to him in July. Parks is a fairly weak agency and being subjected to major budget cuts, so it does not have much political weight.

Having the support of these agencies would give the campaigns a huge boost, but Bloomberg does not need their support to make the parks car-free if he receives enough political pressure.

## What is T.A. doing?

Over the past 10 years, TRANSPORTATION ALTERNATIVES' Car-Free Central and Prospect Park Campaigns have worked to build a foundation of support for change. Our strategy has been to engage local

elected officials while building a coalition of groups representing nearby neighborhoods and park users. Every time a new elected official throws her or his weight into the ring or a neighborhood group signs on to a letter to the mayor, New York moves a little closer to winning car-free parks.

**T.A. E-bulletin**  
[transalt.org/ebulletin](http://transalt.org/ebulletin)  
**SIGN UP!!**



## Cars Out!

**Barry Benepe,**  
Greenmarket founder and car-free activist

**BY JOHN HENRY**

IT WAS 1966 WHEN PARKS COMMISSIONER THOMAS HOVING made history by banning cars from Central Park on Sundays. It was also when Barry Benepe, then co-chair of Community Board 7's Parks Committee, began advocating making the park car-free all the time.

To Benepe, a founding member of TRANSPORTATION ALTERNATIVES who later helped establish and direct New York's highly successful Greenmarket program, the car-free concept makes even more sense now than it did 36 years ago. Benepe believes that peace and quiet there have never been more elusive for its non-motorist users.

"You're supposed to leave the city behind in Central Park and get out of the noise and bustle," he says. But when he leaves the busy thoroughfares outside the park and crosses its East and West Drives, Benepe laments, "I'm back on the street. I'm assaulted by traffic."

Benepe, who is now a planning consultant and architect, says that when the park drives were designed in the nineteenth century, they were envisioned as places for horse-drawn carriages to take pleasure excursions. "They were never intended to be commuter routes," he says. "Those were supposed to be the crosstown routes through the park."

Benepe recognizes that the reason why it is so

### They were never intended to be commuter routes

difficult to make the park entirely car-free is both that motorists have a disproportionate influence on public decision making and that politicians themselves are heavily dependent upon cars for travel around town. "They are sympathetic to auto drivers, not pedestrians," he says.



## Cars In!

**Henry Stern,**  
Former NYC Parks Commissioner

**BY JOHN HENRY**

AS PARKS COMMISSIONER FOR 15 YEARS, HENRY STERN OPPOSED making Central and Prospect Parks totally car free. Today, he still opposes the idea.

"No parks commissioner has wanted to totally ban cars, because they realize it's totally irresponsible," says Stern. Eliminating cars from Central Park in particular would "flood surrounding areas with cars. How many more cars can you fit on Fifth Avenue, Central Park West and Columbus?"

Stern, who now heads New York Civic, Inc., a non-profit issues-advocacy organization, adds that "the closer people get to responsibility the better they understand the problem of balancing of interests."

He notes that as parks commissioner he approved the expansion of car-free hours in Prospect Park three years ago despite the opposition of a Brooklyn community board that insisted that the



### I don't believe in creating roadblocks to cars

move would increase traffic in adjacent streets.

Three out of every four Manhattan households do not own cars and it is possible that a substantial portion of drivers using Central Park live in other boroughs or outside the city. Should not those considerations tip the scale in favor of banning autos from the park?

Stern says no. "The park wasn't built for Manhattan residents. It's for the general public."

Asked if he thinks public policy should be tailored to make driving in Manhattan a less attractive option, Stern says, "I don't believe in creating roadblocks to cars. There's this Luddite view that the car is evil—right up there with beer, wine, fur and meat. But I don't mean to deride anyone. People who want cars out of the parks aren't wackos."

# metropolitan

## REGIONAL

### Amtrak is Broke and Dysfunctional—Except Here

After decades of mammoth losses, Amtrak, the national passenger rail carrier, is really, finally, totally broke. To most of the country this does not matter. But to the Northeast, Amtrak is a key part of the regional transportation system; its tracks carry 300,000 commuters in the New York region daily. Many of these passengers travel on New Jersey Transit, which uses Amtrak tracks, electricity, switching and dispatching. Additionally, because of 9/11 airport security delays, NYC to Washington travelers have come to favor rail over air.



Hey D.C.! We want trains, not car lanes!

That the railroad is broken is indisputable. It is the causes about which groups disagree. Amtrak supporters point to Federal under-investment and inadequate operating support. Amtrak critics, though, highlight bad management and restrictive work rules. The one thing that everyone does agree on is that national politics and contradictory directives from congress have crippled Amtrak's attempts to offer more modern and rational service. In 1997, Congress imposed an operating budget "self-sufficiency" rule on the railroad—a goal no other railroad in the world is expected to achieve. Simultaneously, congressional representatives made Amtrak continue offering money-losing routes.

The Bush administration says it wants to end federal operating support for intercity passenger trains. The result would be, that in most of the country, Amtrak would evaporate. But in the Northeast, where intercity rail is critical, operating subsidies would have to come from state governments. This would be a huge burden given that these states are having a hard enough time adequately supporting their existing public transit.

One expert predicts that Congress will "punt" on Amtrak and keep it scraping along from year to year. If so, New York City will suffer as passengers flee the train and further clog area highways and airports.

## NEW JERSEY

### Port Authority Looks to Improve Bike Safety at GW Bridge Approach

One of New Jersey's most popular cycling venues is Hudson Terrace (aka "River Road"), which stretches for seven miles along the Palisades, mainly north of the George Washington Bridge. River Road offers beautiful views of the Hudson and rolling hills. Unfortunately, getting to the road from the bridge is an incredibly frightening challenge. After hearing complaints from T.A. and NJ cycling groups, the Port Authority has taken a look at improving bicycling safety at the NJ end of GW Bridge bike/ped path. Officials from the agency have been extremely helpful and sensitive to the condi-

**The Port Authority is making improvements to access to the GW Bridge.**



tions faced by cyclists and have agreed to review T.A.'s proposal to build a three-quarter mile long off-street path between the bridge and River Road.

## NEW YORK CITY

### Crackdown on Idling Trucks

State Attorney General Elliot Spitzer announced in June a legal settlement with six trucking and bus companies whose diesel vehicles routinely violated state and city idling laws. The companies—Frito-Lay, Greyhound, Community Coach, Grayline City Tours, Leisure Lines and Suburban Trails, operate 1,500 diesel vehicles in NYC. In addition to paying \$103,000 for tree planting, the companies agreed to new training procedures and internal rules, and to pay penalties of \$1,000 to \$5,000 for future idling violations. New York City law prohibits letting a diesel engine idle for longer than three minutes. State law allows up to five minutes. T.A. wonders why it has taken the State Attorney General to do something about this ubiquitous NYC problem? Hello NYC Department of Environmental Protection? Do you exist?

## MID-HUDSON



**Many lower Hudson municipal governments are questioning the Tappan Zee Bridge replacement study.**

### Mid-Hudson Towns Say Tappan Zee Bridge Planning is Sham

Municipal leaders and other concerned Hudson Valley citizens are attempting to pool resources so that they can question and independently verify findings and conclusions from the Tappan Zee Bridge replacement study being conducted by the NY State Thruway and Metro-North Railroad. Many lower Hudson municipal governments have banded together in a coalition called GUARD: Governments United in Action for Responsible Development. They are concerned that the agencies have already identified a "preferred alternative"—a new, bigger bridge with a commuter rail line on it—and are conducting a self-fulfilling study.

## Sensible Transportation

# City Council's Dismal Start

**T**.A.'S ROOTS ARE IN CYCLING AND PEDESTRIAN ADVOCACY, but that is only part of what we do. T.A. was chartered in 1973 to reduce automobile use in New York City by encouraging "alternative" forms of travel as well as to address the environmental, social and economic costs of too much motor vehicle use.

### T.A. and Straphangers Winning Better Bus Service

Thanks to a grant from the JM Kaplan foundation, Transportation Alternatives is working seriously on bus issues for the first time in our history. T.A. has extensive experience dealing with the Department of Transportation and the NYPD, and Straphangers (straphangers.org) is the city's premier transit advocate. Together our groups are ideally suited to taking on the complexities of improving bus service, which requires dealing with traffic, street engineering, policing and transit service. Improving bus service both immediately benefits transit riders and helps reduce car usage in NYC in the long term.



### T.A. Supports MTA Takeover of City's Bus Fleet

**W**ORKERS AT THREE OF THE SEVEN Queens bus companies walked off the job on June 25th, leaving 115,000 Queens bus riders scrambling for options.

The dispute is over health care benefits and the City's financial support of the lines. Long time observers believe the strike will hasten the takeover of the City's "franchise" bus fleet by the MTA, which is a state agency.

Dear Governor Pataki, Mayor Bloomberg and Chairman Kalikow: If the private bus lines in Queens are turned over to the MTA, we urge that:

1. City subsidies be continued at present levels.
2. The City increase its capital funds to the MTA to help the private bus system purchase much needed new buses and equipment.

Given the city's failure to competitively bid the contracts for the private lines, we support their takeover by MTA New York City Transit.

MTA New York City Transit already faces a large deficit in 2003. Asking NYC Transit to take over the private buses—effectively increasing their bus operation by 25%—without maintaining city subsidies will create even further pressure to raise fares and cut service. Replacing city support with new state subsidies would be the wrong way to go since additional state aid will be needed in 2003 to keep fares affordable and maintain service levels.

Transportation Alternatives  
Straphangers Campaign  
Tri-State Transportation Campaign

### New City Council a Disappointment on Transportation and Street Safety

**I**N JANUARY, HOPES WERE high that the City Council, led by long-time friend Gifford Miller, would take a new and insightful look at pedestrian and bicycling safety and big picture issues like the Carpool Rule and tolls on East River bridges. But, instead, John Liu, Chair of the Transportation Committee, championed eliminating the Carpool Rule and dredged up long-time whipping boys like bicyclists riding on sidewalks; indeed, the Committee's record is defined by poorly reasoned legislation. In fact, the ineptness of the Council has even led to the opposition of city agencies to legislation like the newspaper box and mobile billboard bills that the Council has drafted to "help" them.



Council Transpo Chair, John Liu riding on sidewalk.

brought to a public hearing.

- Research an issue *before* drafting legislation.
- Hold hearings to listen to broad panels of experts on major issues of the day such as:
  1. Reducing automobile use and traffic
  2. Pedestrian improvements
  3. Cutting official parking permits
  4. Safe routes to school
  5. Bus rapid transit
  6. Parking permits and fees
  7. Tolling East River bridges
  8. MTA Finances-fares and services

### Recommendations to the Transpo Committee staff:

- Communicate extensively with agencies and stakeholder groups (like T.A.) and discuss legislation *before* a bill is

# First-Ever “Pokeys” Awarded for Slowest Buses in NYC

## M96 Is City’s Pokiest Bus - Penguins Swim and Chickens Run Faster

THE NYPIRG STRAPHANGERS CAMPAIGN and TRANSPORTATION ALTERNATIVES awarded the first-ever “Pokeys” to the 25 slowest bus routes in New York City. The “winners” were chosen from the 202 local city bus routes operated by New York City Transit.

The city’s slowest bus is the M96, averaging 4.3 mph at midday while traveling across 96th Street in Manhattan.

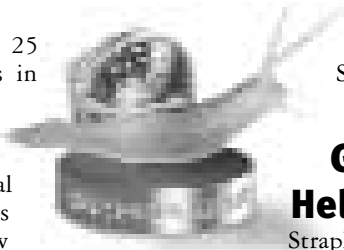
By contrast, the groups noted, a king penguin can swim at 5.3 mph and a chicken can travel at speeds up to 9 mph. The average person walks at 3 mph.

Transit officials have acknowledged that New York City’s buses, averaging 7.5 mph, are the slowest buses in America. And speeds are worsening. The groups noted that average speeds declined 8% in Manhattan between 1996 and 2001 and 4% in the other four boroughs.

According to New York City Transit 2000 bus profiles, the slowest bus in each borough is:

- **Brooklyn:** B63 - 6.0 mph - Bay Ridge to downtown Brooklyn on 5th Avenue
- **The Bronx:** Bx35 - 5.9 mph - West Farms to Washington Heights
- **Manhattan:** M96 - 4.3 mph -

- Crosstown on 96th Street
- **Queens:** Q32 - 5.6 mph - Jackson Heights to Penn Station
- **Staten Island:** S42 - 8.5 mph - New Brighton to the Staten Island Ferry Terminal



The not so illustrious Pokey Award.

### Goodbye Pokey, Hello BRT

Straphangers and T.A. also issued a comprehensive 90-page report that advocates for Bus Rapid Transit (BRT) strategies; BRT has boosted bus speeds in such cities as Los Angeles and Vancouver.

The report stresses that, while traffic congestion is a key factor in slow speeds, other factors are just as important. These include long waits for passengers to board, not enough service leading to crowding on buses, traffic lights out of sync with buses, vehicles blocking bus stops and poor scheduling.

The report offers a variety of strategies for speeding up bus service, including:

- **A sure bet against the Bx35 in The Bronx.**
- Re-designing bus stops to reduce delay from buses maneuvering into and out of bus stops.
- Longer bus stops to eliminate waits for multiple buses to enter the stop.

● Bus lanes with raised lane dividers or other physical means to discourage or prevent other vehicles from violating bus lanes.

● Pre-boarding fare payment at selected high-volume boarding times/locations to reduce dwell time at bus stops.

● Bus priority signals to help late-arriving buses catch up to schedule.

● Scheduling for even spacing while still allowing buses to travel as fast as conditions allow.

T.A. and Straphangers urge city



Not as fast as that chicken—the M96.

transportation officials to conduct pilot Bus Rapid Transit projects as soon as possible. The groups noted that Mayor Michael Bloomberg has expressed strong interest in BRT strategies. His campaign platform called for “subways on the surface” in such places as 1st and 2nd Avenue in Manhattan. And, it has been reported that City Transportation Commissioner Iris Weinshall has been working with transit officials to explore BRT options.

Likely BRT candidates are 1st/2nd Avenue and Broadway/Church Street in Manhattan, Flatbush Avenue in Brooklyn, Jamaica and Archer Avenues and Main Street in Queens, 3rd Avenue in the Bronx and Hylan Boulevard in Staten Island.

A full copy of the report and appendices can be found at schallerconsult

### Spoiled Straphangers?

In Moscow, the subway comes punctually every two minutes, all day long.

In New York City, subway riders are blamed for bad decisions:

“Let’s face it,” he said. “New Yorkers are—how do I say this politely?—New Yorkers are spoiled.

We’re the only system in North America that has regularly scheduled express service, and people are very reluctant to take locals, even when it makes sense.”

MTA Spokesperson, Paul Fleuranges to the New York Times why Queens subway riders hate the V Train.

## Cycling News

# Bridge Access Safety Crisis Continues as the DOT Fails to Fix 6 of 8 Entrances



NOAH BUDNICK

**B**IKING AND WALKING TO AND from the city's four East River bridges can be scary, dangerous and confusing. The big bridges carry an enormous amount of traffic and the Department of Transportation is under tremendous pressure to move cars in and out of Manhattan as quickly as possible. This means that any changes that have the potential to reduce traffic capacity near the bridges are automatically rejected by the DOT traffic engineers. In other words, the safety of cyclists and pedestrians using the bridges is less important to the DOT than moving cars.

This is wrong and the DOT can and should do better. After all, the DOT has already significantly improved cycling and pedestrian access to the Manhattan side of the Brooklyn and Manhattan Bridges using new signage, signal timing, bike lanes, crosswalks and a modestly priced reconstruction of a traffic island. Unfortunately, despite numerous written requests and meetings with

T.A., the DOT has no plans to make improvements to the other six bridge entrances, the worst of which are the Brooklyn side of the Manhattan Bridge and the Manhattan side of the Queensboro Bridge.

The DOT should convene a taskforce of bicycle, pedestrian, bridge and traffic planners and engineers to work on making the popular routes to the bridges safe and easy to use. Some of the entrances to the paths may require capital investments, which is all the more reason that the proposed DOT bridge taskforce should start making plans and funding requests now. Commissioner Weinshall, please do something to help bicyclists and pedestrians get safely to and from the East River bridges—now.

**Write to:**  
**Iris Weinshall**  
**Commissioner, NYC DOT**  
**40 Worth Street**  
**NYC 10013**

## Make Bridge Access Safer!

### Manhattan Bridge (Brooklyn side)

- Install "Caution: Cyclists" signs on the bridge off-ramp and on Jay Street to alert motorists.
- Install bollards as a median between the northbound lane of Jay Street and the lane of traffic exiting the Manhattan Bridge.
- Install a crosswalk across Jay Street from the Manhattan Bridge to High Street.
- Bonus! Investigate closing the Jay Street off-ramp to motor vehicles and using the existing Concord Street exit, which connects with Jay Street.

### Queensboro Bridge (Manhattan side)

- Give cyclists and pedestrians safe access to "No Name" Street and 2nd Avenue, the same convenience offered to motorists exiting the bridge. Bike counts confirm that over 75% of the cyclists and pedestrians using the Queensboro Bridge come from or go to points west of the bridge. Do not force them east to 1st Avenue.
- Install crosswalks from the foot of the bridge path to the northeast corner of 60th and "No Name" Street and along the north side of the 60th Street, across "No Name" Street.
- Install "Caution: Cyclists" signs on the bridge off-ramp and on 60th Street to alert motorists.

### Williamsburg Bridge

- Install crosswalks from the north and south sides of Delancey Street to the median at Clinton, Suffolk and Norfolk Streets (Manhattan side).
- Install "Caution: Cyclists" signs on Delancey Street to alert motorists (Manhattan side).
- Maintain two way bicycle traffic on South 5th Street in Brooklyn between Kent and South 5th Place.

### Brooklyn Bridge

- Convene the Bridge Access Taskforce to study the intersection of Tillary and Adams Streets in Brooklyn and make a request for federal funding to reconstruct the intersection.
- Add additional pedestrian crossing time to allow people to safely cross Tillary and Adams Streets in Brooklyn.
- Create a safe and convenient connection to and from lower Manhattan and the East River Greenway using signage.

*Note: If the DOT does not like these recommendations, then it should use creativity and initiative to develop its own plans for safe bridge access.*



## Shore Park Disaster Averted

In May, T.A. protested the DOT's plan to widen an exit ramp of the Shore Parkway and create a "free" right turn lane, allowing cars going to the Caesar's Bay Bazaar shopping mall to turn continuously across the Bay Parkway entrance to the Shore Parkway Greenway, putting thousands of path users in danger each day. Write to Commissioner Iris Weinshall and urge the DOT to work with the Parks Department to ensure safe human access to the Shore Parkway Greenway at Bay Parkway.

# State DOT NYC Office To Make Big Safety Improvements on Hudson Greenway

**R**OGER WELD, HEAD OF THE NON-MOTORIZED program at the Region 11 (NYC) office of the NY State DOT has begun redesigning eight dangerous intersections along the Hudson River Greenway to improve conditions for cyclists and pedestrians. Backed by the SDOT NYC boss Doug Currey, Weld and his group are reshaping the path to ensure that cyclists and pedestrians clearly have the right of way crossing the greenway.

Earlier this year, T.A. voiced concerns to the SDOT about the danger posed by motor vehicles crossing the greenway path. The SDOT took careful note of our concerns and conducted its own site visits. Based on this research, it closed four motor vehicle crossings on the path between 46th and 57th Streets. Now Weld and team are working on improving seven other dangerous intersections. The SDOT's action carries the important implication that the agency is actively putting pedestrian and cycling safety before the flow of motor vehicle traffic.

Looking forward, T.A. advises the SDOT to redesign the section of the path adjacent to the NYC Sanitation lot on Pier 99 at 59th Street as part of its improvements. The drainage there is very poor, frequently creating dangerous conditions.

And, though T.A. applauds the SDOT's improvement plan, we are disturbed by the Non-Motorized Group's continued refusal to remove the horrendous and illegal stop signs obstructing the greenway. There is simply no excuse for letting these dangerous, counter-productive items remain.

Write to Region 11 Director Doug Currey and thank the SDOT for taking a direct and inclusive approach to making the path safer for cyclists and pedestrians. Remind him to fix the poor drainage at 59th Street and remove the illegal stop signs on the Hudson River Greenway.

**Doug Currey**  
 Director, NYS DOT Region 11  
 Hunters Point Plaza  
 47-20 21st Street  
 Long Island City, NY 11101



NOAH BUDNICK



**ABOVE: The raised pathway at Houston St., which slows cars turning across the path.**

**RIGHT: Eight intersections on the Hudson River Greenway will be redesigned to give cyclists and pedestrians priority.**

[transalt.org/greenways](http://transalt.org/greenways)

## The SDOT Piggybacks Improvements onto High Voltage Cable Project

The State DOT is taking advantage of an upcoming NJ power company construction project to reconstruct dangerous segments of the greenway near the Passenger Ship Terminal. The company is tearing up portions of Route 9A and the Hudson River Greenway to connect a generating station in Ridgefield, New Jersey with a ConEd substation on West 49th Street. The greenway will remain open throughout the construction. In exchange for disrupting the traveling public, the company will build SDOT's redesigns. After the company project is finished, the path near the Passenger Ship Terminal will be reconstructed to have smoother transitions to the segments to the north and south. The walkways and bikeways will be wider and have improved signage. The ugly chainlink fence surrounding the Passenger Ship Terminal will be replaced with a permanent iron fence.

## State DOT's Citywide Bike Effort

The SDOT owns the highways in NYC, but traditionally has had nothing to do with bicyclists and pedestrians. However, since the creation of its four member, NYC Non-Motorized Group in 2000, the agency has taken the initiative to routinely incorporate bicyclists and pedestrians into its work. Thanks to Region 11 Director Doug Currey and his predecessor Richard Maitino for setting the SDOT on the right path. Following are Region

11's Non-Motorized projects:

- **The Bronx River Greenway**, from Westchester to Sound View Park, will be built as part of the Bronx River Parkway highway project. The seven-mile long multi-use path will pass four MetroNorth Railroad stations, the New York Botanical Garden and the Bronx Zoo. Construction is slated to start in 2005.
- **The Jamaica Bay Greenway** will be a 28-mile loop around the Gateway National Recreation Area in Brooklyn and Queens. The SDOT will build new greenway segments around JFK Airport, through Nas-

sau Country and the Rockaways and connect them with the existing Shore Parkway Greenway. Current proposals set the construction date to 2005. The Hudson River Greenway between The Battery and 59th Street in Manhattan was built by SDOT. The agency has kept a close eye on the path and will be doing extensive improvements on it over the next three years.

- The SDOT continues to move **T.A.'s Ride-And-Ride** bike parking at transit model in Staten Island forward, pursuing covered bike racks at suburban rail and bike parking at express bus stops.



MICHAEL MCKOVECK

## Alphabet Soup of Bike Agencies Needs Chef

**T**HIRTEEN NEW YORK CITY AND State agencies are involved in building or managing the Hudson River Greenway. Of these, seven city agencies make and enforce rules on the path. Yet, there is no coordinating body. As a result, these agencies issue a mish-mash of bicycling rules and policies, some contradictory.

The Hudson path is just one example how the City's many bicycle efforts exist in isolation from each other and other city agencies. Do these agencies know that there is an official NYC Bicycle Master Plan, which codifies the City's cycling goals? The Plan, produced by City Planning and DOT in 1997 and approved by Mayor Giuliani says on page one:

"New York City is committed to making cycling part of the City's transportation system and encourages individuals and communities to help implement this plan."

There are innumerable examples of this mandate being ignored. For example, as we write, the DOT is attempting to build a highway off-ramp across a major access way to the Shore Parkway greenway. Likewise, for years, EDC supported a plan which blocked the Hudson Greenway Path at 130th Street.

### Secure Parking's 2nd Chance At Grand Central

According to the DOT, there is space available under the Park Avenue viaduct at 41st Street to build enclosed secure bicycle parking. The DOT's Bicycle Program should seize this opportunity immediately before the space is claimed. T.A. is asking the city to concentrate its efforts on creating public secure bicycle parking at transit hubs, such as Grand Central Station and Whitehall Ferry Terminal, and at cultural destinations and universities where there is a big public demand.

Write to DOT Commissioner Iris Weinsall and tell the DOT to take advantage of these secure bike parking opportunities.

Iris Weinsall, Commissioner, NYC DOT, 40 Worth Street, NYC 10007



NOAH BUDNICK

Given the huge growth in cycling, the City's big investment in bike paths and bike lanes, and Mayor Bloomberg's call for a 'round Manhattan Greenway, now would be a very good time to end the confusion over where the City's cycling programs are going.

What is needed is for City Hall—probably Deputy Mayor Doctoroff—to convene a working group of agencies and stakeholder groups (like T.A.) to establish uniform policies that encourage bicycling. The Giuliani, Dinkins

and Kotch administrations all had bicycle advisory groups, and so should Bloomberg's.

Write Deputy Mayor Dan Doctoroff and ask him to convene a Mayor's Bicycle Advisory Committee consisting of representatives from government agencies and public stakeholder groups like T.A. who work to advance bicycling in NYC.

Deputy Mayor Dan Doctoroff  
City Hall  
New York, NY 10007

# Council Ups Penalties for Riding on Sidewalk—Again

FOR THE THIRD TIME IN eight years, the NYC City Council passed legislation in late June increasing the penalties for cycling on the sidewalk. The Council's vote is a direct result of the failure of the police to enforce existing laws. The political impetus for the new law is the rampant sidewalk cycling on Manhattan's Upper West and East Sides—primarily by restaurant delivery cyclists. Councilmembers representing these areas, including powerful City Council Speaker Gifford Miller, have been deluged with complaints, especially from the elderly.

Some cyclists downplay complaints about riding on sidewalks and point to the tremendous menace that motor vehicles pose. They are right that, objectively, cars are by far the bigger problem. However, it is a big mistake to think that cycling on the sidewalks is a trivial issue. In fact, politically, bikes on sidewalks are a far bigger issue than dangerous drivers. The pervasiveness of sidewalk cycling has irritated just about everyone, including T.A. In fact, in some neighborhoods, the public frustration over bikes on sidewalks is so high that issues like traffic safety,



MASAMI ADACHI

Sidewalk cyclist at 30th and 6th.

**T.A. knows that cycling in NYC can be scary, which is why we are working hard to make streets safer. But we also know that sidewalks are for pedestrians—only. Do not ride on the sidewalk. Ever. Remember, when you ride on the sidewalk, you both threaten pedestrians and jeopardize the fight for respect for cyclists in NYC.**

traffic calming, bridge tolls and encouraging cycling—cannot compete. People who are afraid of being hit by a bike will not support increased cycling.

Unfortunately, public anger and the consternation of city councilmembers have not translated into intelligent edu-

cation and enforcement efforts. Instead of gathering the facts and holding the police department accountable for enforcement, the Council continues to create ever more punitive laws. Currently, bike on sidewalk laws are not enforced by the police and when they are, fines are not paid. (The Environmental Control Board, which is supposed to collect cycling fines, is owed \$650 million.) But there are ways to substantially reduce sidewalk cycling. One is improved education. Later this year, T.A. will conduct a Give Respect/Get Respect event with State Senator Liz Krueger from the Upper East Side and Councilmember Gail Brewer from the Upper West Side. Indeed, education combined with increased enforcement of existing commercial cycling laws, especially those holding restaurant owners accountable, is the best way to stop sidewalk cycling on the Upper East and West Sides. Write to Police Commissioner Kelly and urge the NYPD to increase its enforcement of penalizing sidewalk cyclists.

**Raymond Kelly**  
Commissioner, NYPD  
One Police Plaza  
NYC 10038

## Sidewalk Crash Scorecard

From April 25, 2002 to June 26, 2002 ...



- City Council Transportation Committee held two hearings on sidewalk cycling.
- City Council voted unanimously in favor of the new sidewalk cycling law.
- There were zero crashes on the sidewalk between cyclists and pedestrians.

**SIX CARS CRASHED ONTO NYC'S SIDEWALKS, KILLING THREE PEOPLE AND SEVERELY INJURING 23:**

- May 4** Car jumps curb in Richmond Hill, Queens: **4-year-old boy killed.**
- June 9** Police cruiser jumps curb in Bay Ridge, Brooklyn: **3 pedestrians injured.**
- June 11** SUV jumps curb on Park Avenue in Midtown: **pedestrian loses leg.**
- June 13** Car crashes into scaffolding on East 47th Street: **3 pedestrians injured.**
- June 22** SUV jumps curb in Brownsville, Brooklyn: **grandma 46, granddaughter 13 killed; second granddaughter critically injured.**
- June 23** Cab jumps curb at 60th Street and Lexington: **15 pedestrians injured, 2 critically.**

PRESENTLY, IF YOU RIDE YOUR BICYCLE ON THE SIDEWALK NEAR A PEDESTRIAN, YOU COULD

- BE FINED \$300
- BE SUMMONSED WITH A CRIMINAL MISDEMEANOR (AND BE ARRESTED IF YOU ARE ON PAROLE)
- HAVE YOUR BICYCLE IMPOUNDED

OF THESE SIX CRASHES, NOT ONE DRIVER WAS

- FINED
- SUMMONSED OR ARRESTED
- NOR WAS ANY VEHICLE IMPOUNDED

## Reclaiming the Streets

# High 5 for The Bronx 5

### T.A.'s Plan to Tame Worst Intersections Embraced by B.P.

**T**HE INTERSECTION OF 181st AND University in The Bronx is a broad expanse of asphalt where cars speed, pedestrians cannot make the light and everyone is confused as to who has the right of way. Indeed, the librarian at the Francis Martin Branch of The New York Public Library, located on one corner of the intersection, says that she “has seen so many near misses” of cars hitting her patrons—especially children—that she “has stopped counting.” But, thanks to the help of the former and current Bronx Borough President and the DOT, she may soon be able to stop counting near accidents altogether.

During his last year in office, former Bronx Borough President Fernando Ferrer commissioned T.A. to study the five most dangerous and difficult intersections for children. Dubbed The Bronx 5, the study builds on the momentum and success of The Bronx Safe Routes to School program, a comprehensive school-based traffic-calming program. T.A. and The Bronx BP's office adapted



ELLEN CAVANAGH

**181st and University—one of The Bronx 5.**

the site selection, consensus building and design techniques developed during the Safe Routes to School program to tackle some of the Bronx's most dangerous intersections:

- University Avenue & West 181st Street
- Pelham Parkway South & Wilson Avenue
- Webster Avenue & East Fordham Road
- Third Avenue & East 169th Street
- Castle Hill Avenue & Westchester Avenue

For many of these intersections, overly wide and complicated intersections designed to allow cars to turn at high speeds conspire to make crossing difficult and dangerous for pedestrians. In order to make these intersections more pedestrian-friendly, the City needs to use long-term solutions like

reclaiming the extra road space for wider sidewalks and planted medians. More immediately, the City should retime the lights to allow pedestrians to begin their crossing ahead of turning traffic. For example, on 181st and University Avenue, The Bronx 5 recommends that the City considerably narrow the travel lanes; it can use paint and bollards until the street is due for reconstruction.

The Bronx 5 project has been championed by Bronx Borough President Adolfo Carrion, who supported the Safe Routes to School program as a councilmember. Indeed, one of the first things that he did when he took office as the new Bronx BP was to take on the first of these most dangerous intersections—181st and University Avenue. The DOT responded quickly to BP Carrion's request for help with this dangerous intersection, agreeing to meet and sending out a team to study the traffic patterns and propose changes. The result of that study is due out soon.

To view the full Bronx 5 report, visit [transalt.org/campaigns/reclaiming/bronx5/](http://transalt.org/campaigns/reclaiming/bronx5/)

## Winners of T.A.'s first Neighborhood Streets Network Traffic Calming Grants

### Flatbush and Juniper Park groups win professional consulting time

**T**HE JUNIPER PARK ASSOCIATION IN QUEENS AND THE EAST 23rd Street Block Association in Flatbush, Brooklyn have a new ally in their battle for calmer streets. They are the winners of T.A.'s first-ever Traffic Calming Grant program (see T.A. Magazine, Spring 2002). Each group will receive \$2,000 in consulting time, \$500 for printing and materials related to the project and an NSN Traffic Buster Tool Kit with a noise meter, measuring wheel and counter.

Traffic Calming expert Michael King will work with the neighborhood groups to develop plans to slow speeding cars, improve pedestrian safety and reduce traffic. The East 23rd Street Block Association began its work with a study tour of their neighborhood along with King and representatives from Assemblymember Rhoda Jacobs' office. Jacobs is very concerned about the safety problems facing the block association and is interested in dedicating her multimodal funds to a neighborhood traffic calming project. The study tour assessed the conditions that pedestrians—especially



ELLEN CAVANAGH

**Members of 23rd Street Block Association in Flatbush, Brooklyn discuss traffic calming with T.A. consultant, Michael King.**

children from the local public school—face every day. These include speeding along Farragut and Foster Avenue and the intersection of Ocean and Foster, where cars routinely crash onto the sidewalks trying to beat the light for red turns. The block association is surveying speeding and the number of crashes in the area while T.A. and the consultant draw up recommendations.

# Speed Humps Quiet Streets

### Studies in New York and UK show speed humps reduce car noise

**T**HE NEW YORK CITY DOT HAS A backlog of more than 1,000 speed hump requests. This means hundreds of community groups, churches and block associations are waiting in vain for the City to do something about their speeding and traffic safety problems.

DOT will not install anymore speed humps because of complaints from a handful of angry motorists (some of whom are on community boards). Of the 572 speed humps already in place, only a handful were installed in the last three years.

Make no mistake, speed humps work. They are by far the most effective device the city has to slow traffic and reduce crashes on neighborhood streets. Indeed, their very effectiveness is why short-cutting motorists do not like them.

Motorists' favorite complaint is that speed humps increase traffic noise. However, all of the research on the subject shows the opposite.

**The New York City Department of Transportation's Speed Hump Noise Impact Survey measured overall noise and maximum level noise on 21 streets with speed humps and 19 adjacent control streets. The DOT found that the loudest noises decreased substantially after humps were installed, while background, or "ambient" traffic noise, remained unchanged.**

A much larger British government study of speed humps and noise found that humps reduce both the maximum and average traffic noise. However, the study also found that installing humps on streets carrying 20% or more truck traffic creates more noise. The British study also found that, while speed humps do help reduce traffic noise, they should be installed in pairs and no more than 100 yards apart. The DOT's recent practice of installing single speed humps at long distances between humps encourages drivers to accelerate, creating noise.

• The DOT is currently revising its speed hump policy and T.A. recommends the following noise guidelines:

• Limit speed humps to streets with less than 20% truck traffic.

• If a neighborhood street, which is not a designated truck route, has a higher than normal percentage of truck traffic, address the truck problem with enforcement, education and engineering and revisit the site to see if the ratio has been altered.

• In the event of noise complaints, the DOT should conduct a noise survey.



**Well-placed speed humps are one of NYC's best weapons against aggravating traffic noise.**

## Put Ped Safety First on Queens Boulevard

### "Maintain Boulevard Traffic At Current Levels" Or Save Pedestrians?

**T**HE PEDESTRIAN CARNAGE ON THE "BOULEVARD OF DEATH" and the tabloid war that brought it to the public's attention in late 2000 are now fading memories. The Department of Transportation and Police Department have made big strides. The police have sharply increased traffic enforcement and the DOT has installed extensive pedestrian safety engineering. As a result, pedestrian deaths have dropped from an average of nine a year to three in 2001.



**Wouldn't it be nice to feel safe crossing Queens Blvd?**

The DOT hopes to build on its pedestrian safety success and is conducting traffic studies on the 4.2 mile section of Queens Boulevard from Van Dam Street in Long Island City to the eastbound service road of the LIE in Elmhurst. The agency is also looking at the stretch of the Boulevard between Union Turnpike in Kew Gardens to Hillside Avenue in Jamaica.

Unfortunately, the project's stated goals raise concerns that the DOT may not be doing all that it can to keep pedestrians safe on Queens Boulevard. According to the DOT, the study has two goals:

- To improve pedestrian safety
- To maintain traffic operations at current levels

One of the big lessons of the disaster on Queens Boulevard is that improving conditions for pedestrians can require reducing traffic capacity. In early 2001, responding to unflattering publicity and a wave of pedestrian deaths, Commissioner Iris Weinshall changed traffic signals to give walkers more time to cross the boulevard. Her choice to put the well-being of walkers over maximizing traffic capacity was bitterly opposed by traffic engineers, who predicted horrendous traffic jams. No such jams were created and lives were saved.

Weinshall needs to keep an eye on Queens Boulevard to make sure that her traffic engineers are not taking the DOT back into the bad old days on Queens Boulevard.

Queens Boulevard should not be just a major arterial for cars, where pedestrians are just an afterthought. Now is the time to start figuring out how Queens Boulevard will look, feel and function in 10 to 20 years.

## Reclaiming the Streets

# Curb Cut Cave In

## City Planning Commission Approves “Trojan Horse” Garage Permit

**T**HERE GOES THE NEIGHBORHOOD. DESPITE TREMENDOUS community opposition, the City Planning Commission voted unanimously in June to approve Leonard Litwin/Glenwood Management’s application for a spe-

cial zoning permit to build a 150-space parking garage at 1926 Broadway between 64th and 65th Streets. The commissioners congratulated themselves on striking what they felt was a “reasonable” compromise—monthly instead of daily parking and 30 fewer spaces than requested by the garage owners. TRANSPORTATION ALTERNATIVES and Landmark West, a local civic group, mounted a strong campaign against the special zoning permit, pointing out that running cars across a sidewalk that carries 1,000 plus pedestrians an hour is inherently dangerous, and adding more cars into a traffic morass is foolish.

### Who Defends Pedestrians in City Government?

Nobody. This fight is for more than just a few curb cuts on the Upper West Side. For pedestrians, faced with an onslaught of curb cuts and other invasions of the sidewalk, the most frightening thing is that there is no advocate for pedestrians within city government. During this very public process, the Department of Transportation has been conspicu-



The City has irresponsibly approved a zone exemption, allowing a dangerous curb cut at Lincoln Center.

ously missing in action. Further, the City Planning Commission seems oblivious of the stupidity of adding more parking space and taking away sidewalk space in one of NYC’s densest neighborhoods. The Department of Transportation needs a pedestrian ombudsman who can serve as the watchdog for the innumerable projects and policies throughout the city that impact pedestrians.

The “compromise” plan the Commission approved does not address the groups’ main concerns about the proliferation of sidewalk driveway curb cuts and parking space. The garage will have the same dangerously-placed curb cuts and will be exactly the same size as the originally proposed 180-space transient garage. Make no mistake—the monthly parking provision is a Trojan horse. The developer has every intention of converting the garage to a more profitable hourly and daily parking operation in the near future.

### Not Over ‘Til It’s Over

Councilmember Gale Brewer has called this item up for review by City Council. Councilmembers on the Zoning and Land Use Committee must take note: the problem with the garage at 1926 Broadway is not an isolated issue. The rubber-stamping of special zoning privileges for garages happens all the time. Communities across the city face the same steamroller—unchecked traffic growth and the loss of protected sidewalk space. The City should be at the forefront of progressive transportation policy; meaning, it should explore strategies to reduce automobile use and improve the walking environment for its millions of walking residents. Instead, it is putting increased parking for luxury rentals ahead of basic pedestrian safety and basic mobility.

**T.A. E-bulletin**  
[transalt.org/ebulletin](http://transalt.org/ebulletin)  
**SIGN UP!!**

## Put the DOT in Charge of Sidewalks

**N**EW YORKERS NEED SAFE, CLEAR sidewalks. But that is not what they have. Sidewalks are clogged with aging scaffolding, mushrooming huddles of distribution boxes, parked cars, barricades and illegal and legal vendors.

So, who do you call to deal with this chaos? Take your pick. A whopping 13 city agencies are responsible for permitting, regulating and enforcing sidewalk activity. Plus, hundreds of thousands of property owners are required to maintain the sidewalk surfaces in front of their buildings.



Who is going to take responsibility for this?

No wonder things are such a mess.

T.A. believes that the Department of Transportation is the most logical choice because it sends the message that pedes-

trians are a legitimate part of the transportation mix and that sidewalks are first and foremost transportation routes. But, to be effective, it needs new legislation to give it the authority and funding.

T.A. calls upon the mayor to convene an interagency Sidewalk Safety and Mobility task force lead by the DOT. Several agencies, including the Department of Consumer Affairs, the DOT and the Police Department are already collaborating on problems with sidewalk vendors and distribution boxes.

# T.A. Seeks Safer Cabs

**W**ITH ENCOURAGEMENT from T.A., this Spring the NYC Taxi and Limousine Commission rolled out 44 minivan taxicabs that feature sliding passenger doors and rear lights that illuminate when the passenger door slides open. These sliding passenger doors are a welcome sight for crash-wary cyclists; “dooring” crashes are the most common cause of cycling injuries in NYC.



**Above:** The sticker that T.A. would like TLC to put in the back of cabs.

**Left:** TLC’s new caution lights warn cyclists when passengers exit.

Since the vast majority of taxicabs (approximately 12,000 vehicles) are still sedans with traditional doors that swing open, though, T.A. urges the Taxi and Limousine Commission to adopt a package of safety improvements, including a passenger education campaign aimed at reducing the number of “dooring” crashes.

## T.A. Cab Safety Recommendations

- A prominent message on the passenger information sticker or a separate decal advising passengers to look for cyclists before opening the door.
- A recorded message by Lance Armstrong urging passengers to “Please exit on the curb side and watch for cyclists before opening the door.”
- An interior light prompting passengers to exit curbside.
- A recorded message that reminds passengers at the beginning of their rides that: “The speed limit in New York City is 30mph. Remind your driver you tip for safety.”
- A prominent exterior light that illuminates when the cab exceeds 30 mph.

The “Caution: Passenger Exiting” lights on the back of the new minivan taxis show that the Taxi Commission is thinking about cycling safety. Unfortunately, the lights do not prevent

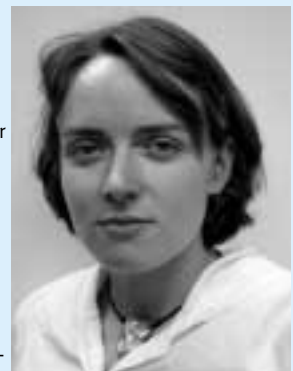
crashes effectively. Cyclists can avoid slow opening doors, but they cannot respond fast enough to avoid the quick opening doors, something for which the “Exiting” lights do not give adequate warning. Still, T.A. applauds TLC’s continued effort to make cyclists safer.

Write to TLC Commissioner Matthew Daus to urge the TLC to use a prominent graphic message to educate passengers to look for cyclists before opening the door.

**Write to:**  
**Matthew Daus**  
**Commissioner, TLC**  
**40 Rector Street, 5th Floor**  
**NYC 10006**

## Ace Advocate Ellen Cavanagh Launches New Career

T.A.’s Campaign Coordinator Ellen Cavanagh is leaving the lime light of public interest work to pursue the workish delights of transportation planning at Urbitran. Ellen started her T.A. career in 1995 as a green-haired student volunteer. By ’98 Ellen was coordinating the Century Ride. Impressed, T.A. hired Ellen her as the project manager of The Bronx Safe Routes to School. There, Ellen developed new computerized mapping, crash data collection, community outreach and consensus building methods. National groups took note. In 2001, Ellen returned from a cross-country bike tour to become Campaign Coordinator. In that senior post, she became familiar to T.A.’s volunteer advocates, civic groups and government officials across the city. Her colleagues will especially miss her good humor and wit. Good luck Ellen!



KIT RODGE

POSITION OPENING

## Campaign Coordinator

Experienced public interest advocate needed for T.A.’s cutting-edge NYC environmental transportation campaigning. Will manage pedestrian, traffic calming and car-free parks advocacy. Must have excellent writing skills, post-graduate political and/or advocacy experience and the ability to work both on policy issues and community coalition building. E-mail and postal mail only. No phone calls please. Send cover letter (important) and resumé to Transportation Alternatives, 115 West 30th Street, Rm. 1207 NYC 10001 or [info@transalt.org](mailto:info@transalt.org). Please do not attach Word documents—plain text or pdf only.

## Volunteer Profile

# I Go To Work

## The Bike Week Commuter Challenge

ON MONDAY MAY 13, THREE VICTORY-HUNGRY T.A. VOLUNTEERS—A CYCLIST, A straphanger and a motorist—traveled from Junior's in Downtown Brooklyn to Columbus Circle to kick off Bike Week 2002. Despite the rain, the cyclist came in first, the train rider second and the motorist last.

T.A. asked them what it was like to give it their all for their chosen means of transportation.

### WINNER! Cyclist – 31 Minutes

Nicole Dyer, 29

Editor

Park Slope

**Did you think you were going to win?** Yes.

**Route:** Jay Street to the Manhattan Bridge to the Bowery, left onto 13th Street and right onto 8th Avenue to Columbus Circle.

**Why race?** I'm a regular bike commuter and T.A. supporter and I wanted to use the opportunity put the NYC car commuting world to shame.

**Commuting Philosophy:** Bike commuting is the secret to a happy urban life.

**What would you do as Mayor for the day?** 1. Ban cars from Manhattan 2. Create an uninterrupted greenway around Manhattan 3. Enforce bike lane laws 4. Make annual bike tune-ups tax deductible.

**Training for next year yet?** Yes!

### RUNNER UP Straphanger – 34 Minutes

Amanda DeZutter, 23

Analyst for Merrill Lynch

Ft. Greene, Brooklyn

**Did you think you were going to win?** Yes!

**Route:** Q from DeKalb to 42nd where I switched to the 1 to 59th.

**Why race?** I take the (horribly slow and infrequent) C train and then a bus to work everyday, so I know how important quality transit is for New Yorkers. By racing in the train and supporting T.A., I'm doing my part both to promote a better transit system and to increase transit use. Plus, it makes up for having to miss T.A. mailing parties.

**Commuting Philosophy:** There is nothing

pedestrian about being a pedestrian.

**Training for next year yet?** Oh yes—I have the swiftest swipe in the city!



GREGORY CROSS

From left: The straphanger, the cyclist and the motorist.

### LAST PLACE Motorist – 45 Minutes

Tom Kamber, 35

Director of the New York Digital Community for One Economy Corporation (a nonprofit that helps low-income people connect to the Internet)

Park Slope

**Did you think you were going to win?** I thought I had a good chance.

**Route:** Across the Manhattan bridge and Canal Street, north on Greenwich and up 10th Avenue. I parked on 58th and 8th.

**Why Race?** I'm a regular volunteer for the T.A. Brooklyn Committee and believe strongly in T.A.'s vision of a more bike-friendly New York City!

**Commuting Philosophy:** I usually ride the N/R and do a lot of work on my laptop while listening to salsa.

**Training for next year yet?** I changed my oil already!



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# Bike Week 2002, May 12-19

# NYC On The Roll

**T**.A.'S 11TH ANNUAL BIKE WEEK NYC 2002 brought together T.A., the City, elected officials and city cyclists for a celebration of bicycling in New York City. From The Bronx to City Hall to Staten Island, cyclists enjoyed a wide variety of fun events coordinated by Transportation Alternatives and a myriad of city agencies and biking groups.

Recognition is due to the DOT's

Bicycle Program led by Chief of Alternative Modes Traffic Planning, Dan Orlando and Bicycle Program Director, Andrew Vesselinovitch for promoting Bike Week. Special thanks to the DOT for installing enormous Bike Week posters at 75 bus shelters around the city. Both the DOT and the Department of City Planning helped T.A. staff tables hand out magazines, cycling maps, bells, lights and reflective leg

straps, and field questions from enthusiastic cyclists. T.A. looks forward to continued and increased participation of these cities agencies in 2003.

A big thank you also goes to Borough Presidents Adolfo Carrion, C. Virginia Fields, Marty Markowitz, Helen Marshall and James Molinaro for sponsoring breakfasts and after-work snacks in their respective boroughs for appreciative cyclists.

## Highlights of Bike Week 2002:

- T.A.'s heated **Commuter Race** covered extensively in the NYC press.

- **Breakfasts/After-work snacks** sponsored by the Borough Presidents.

- NYC Department of City Planning's innovative **"Virtual Ride Around the Manhattan Waterfront."**

- **Seasonal opening of the Hudson River Greenway** sponsored by the Hudson River Park Trust.

- NYC cyclists also enjoyed the **Bicycle Film Festival**— including one night at Pier 54, rides presented by local bike clubs, park tours led by the Urban Park Rangers, a bikeTV marathon, a special edition of Operation Hazard ID, a Traffic-Jam and the NYC Bike Show. Sadly, the Bike Rodeo was rained out.



ABOVE: Both Brooklyn BP Marty Markowitz and Bronx BP Adolfo Carrion led cyclists to hearty breakfasts. BPs C. Virginia Fields, Helen Marshall and James Molinaro

sponsored fun morning and after-work events for cyclists. T.A. presented all borough presidents with our "Friend of City Cyclist" award.



LEFT: Cyclists got tons of free stuff—thousands of magazines; 500 lights, 200 bells and 600 reflectors; hundreds of the new cycling map; heaps of baked goods and fruit; and gallons of juice and water.

RIGHT: NYC Parks Commissioner Adrian Benepe, NYSDOT Regional Director for NYC Douglas Currey, Hudson River Park Trust President Robert Balachandran and T.A.'s Executive Director John Kaehny officially opened the Hudson River Greenway. Recycle-A-Bicycle donated reconditioned bikes.



## Thank you!

Thanks to: NYCDOT, NYCDOP, Bronx BP Adolpho Carrion, Brooklyn BP Marty Markowitz, Manhattan BP C. Virginia Fields, Queens BP Helen Marshall, Staten Island BP James Molinaro, Brooklyn DOT Commissioner Kathy Keegan, NYPD, Urban Park Ranger Explorer Program, Kerri Martin, bikeTV, Hudson River Park Alliance, Hal Ruzal, Diana Gavales, Taliah Lempert, 5BBC, Recycle-A-Bicycle, NYCC, Weekday Cyclists, Anthology Film Archives, the Bicycle Film Festival, Krispy Kreme, 57th Street Pick-A-Bagel, Bike New York, The NYC Bicycle Show, Ruth and Michael Rosenthal, Gary Lingard and T.A. volunteers.

CLOCKWISE FROM TOP LEFT: JEFF JONES, NOAH BUDNICK, GREGORY CROSS, NOAH BUDNICK (2), GREGORY CROSS (2)

# Shops

Thanks to all the shops below that support T.A. by offering our members discounts. Letters following store names indicate which items are discounted. Be sure to bring your T.A. membership card. Maps to the shops are at [transalt.org/bikeshop](http://transalt.org/bikeshop).

## MANHATTAN

A Bicycle Shop 10% ACRP 349 W 14 St  
 A NewGen Bikes \*10% ABCR 832 9 Av  
 Bicycle Habitat 8 3/4% ACR 244 Lafayette  
 Bicycle Renaissance 8% ACRP 430 Columbus  
 Bike Works \*10% PBX 106 Ridge St  
 Canal St Metro \*10% ACRP 417 Canal  
 Chelsea Bicycles 8% ACP 156 W 26th St  
 City Bicycles \*10% ACRPB 508 9th Av  
 C n' C Bicycle Works 8% ABCPRS 1101 1 Av  
 Conrad's Bike Shop 8% ACRP 25 Tudor City Pl  
 Emey's Bike Shop 10% ABS 141 E 17 St  
 Enoch's Bike Shop \*10% ACRP 756 10th Ave  
 Frank's Bike Shop 10% APR 553 Grand St  
 Gotham Bike Shop 10% ACRP 116 W Broadway  
 Larry & Jeff's \*10% ACRP 1690 2nd Av  
 Larry & Jeff's \*10% ACRP 1400 3rd Av  
 Manhattan Bicycles \*10% ABCPR 791 9th Av  
 Metro Bicycle Store \*10% ACRP 1311 Lexington Av  
 14 St Metro Bikes \*10% ACRP 332 E 14 St  
 Midtown Bicycle \*10% ACRP 360 W 47 St  
 96 St Metro Bikes \*10% ACRP 231 W 96 St  
 Scandinavian Ski & Sport \*10% ACP 40 W 57 St  
 Sid's Bike Shop \*8% ABCP 235 E 34 St  
 Sixth Ave Bicycles \*10% ACRP 546 6 Av  
 Toga Bike Shop 10% ACRP 110 West End Av  
 Tread Bike Shop \*10% ACRP 225 Dyckeman St  
 Victor's Bike Repair 8% ABR 4125 Broadway

## BROOKLYN

Ace Cycles 10% ABCPR 1116 Coretaylor Rd  
 Arnold's Bicycles 10% ACRP 4220 8 Av  
 Bath Beach Cycles 10% ABCPR 2156 Bath Av  
 Bay Ridge Bike 10% ACRPS 8916 3 Av  
 Bicycle 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% ACRP 240 Smith St  
 Brooklyn Bicycle Center 10% ABCPR 715 Coney Isl. Av  
 Brooklyn Cyclery 10% R 557 Manhattan Av  
 Brooklyn Heights Bike 10% ACRP 278 Atlantic Av  
 Dixon's \*8% ABCPR 792 Union St  
 Larry's Cycle Shop 5% ABCPRS 1854 Flatbush Av  
 On The Move 10% ACP 400 7 Av  
 P & H Bike 10% ABCPRS 1819 Coney Island Av  
 R & A Cycles 10% ACP 105 5 Av  
 Roy's Sheephead 10% ACP 2679 Coney Island Av  
 Sizzling Bicycles 8% ACP 3100 Ocean Pkwy  
 Spokes & Strings 10% B 184 Havermeyer St  
 Verrazano Bicycle Shop 10% ACRP 8717 3rd Ave

## BRONX

Bronx Bicycle Discount \*10% ACRP 912 E Gun Hill Rd  
 Eddie's Cycle 5% A 10% P 2035 Grand Concourse  
 Neighborhood Cycle 10% ABCPRS 571 Courtlandt Av  
 Sid's Bike Shop 8% ACRPS 215 W 230 St  
 Westchester Bike 10% ABCPRS 2611 Westchester

## QUEENS

Arc De Triumph 10% ABCP 114-01 Jamaica Av  
 Astoria Bicycle 8% ABCPR 355-01 23 Av  
 Bellitte Bicycle \*10% ABCPR 169-20 Jamaica Av  
 Bicycle Barn 8% R 107-34 Springfield Blvd  
 Bike Stop 8% ACRPS 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% ACRP 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 Bway, Woodmere  
 Valley Stream Bike 10% ACRP 95 E Merrick Rd

## WESTCHESTER

Bronx River Bicycle Works 15% ABPR (Mt Vernon)  
 6 N Bond St  
 Central Danny's Cycles \*10% ACPX (Scarsdale)  
 644 Central Av  
 High Caliper Bicycle \*10% ACRP (White Plains)  
 169 Mamaroneck 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 Commerç St

## NEW JERSEY

Academy 10% ABCPS (Palisades Park) 54 Grand Av  
 Amber Cyclery 10% ACRP (Teaneck) 764 Palisade Av  
 Bikemasters 10% ABCPR (Engelwood) 11 Bennett Rd  
 Bike Shop 10% ACP (Saddlebrook) 108 Rt 46  
 Bikeworks \*10% ACP (Rochelle Park) 383 Rochelle Av  
 Clifton Speed 10% ABCPRS (Clifton) 1074 Main Av  
 Cranford Bike \*10% ABCPRS (Cranford) 103 N Union  
 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 Bway  
 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% ACRP 175 Country Rd

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 Kronan Cycle North America \*10% B [kronanycycle.com](http://kronanycycle.com)  
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# Jeff Jenkins

**Name:** Jeff Jenkins

**Age:** 40

**Occupation:** Technician for Verizon

**T.A. member?** Not yet

**Neighborhood:** Huegenot, Staten Island

**Commute:** Huegenot and Arthur Kill Road to north on Richmond Avenue/Richmond Terrace to the ferry. Water/Pearl street to the Verizon building. A total of 13 miles/85 minutes.

**Bike:** Specialized mountain bike.

**Gear:** A rack for my school books, a knapsack, a water bottle and my helmet.

**How long commuting:** 14 years. Really my whole life (my parents can't believe I still do it), but, to my current job, my 14th anniversary was on June 28.

**Why started?** When I started at NY Telephone (now Verizon) I saw that they had an indoor bike rack so I decided to start riding. I love the freedom; I always have a seat.

**Attire:** I don't wear any special clothing except for cleats. Verizon provides lockers and a locker room to change in, though no showers.

**Weather:** I bike year round but I try to avoid inclement weather because it's dangerous in Staten Island.

**Response from co-workers:** I have slowly but steadily been trying to convert co-workers, but there are still only three or four bike commuters out of all of the hundreds of people who work in this building.

**Memorable experiences:** Six years ago, I went into a bike shop and saw a bent wheel hanging on the wall. The manager turned to me and said, "now imagine if you didn't have a helmet." I bought one on the spot.

**Worst experience/commute:** I once got doored and had to get stitches.



NOAH BLUDNICK

**Advice to would-be SI commuters:** Try it one day at a time. Also, make sure that you do it for the fun, not for the exercise, that way you'll stick with it longer.

**Lock:** I use both a Kryptonite U-lock and a cable lock.

**Parking:** There is a bike rack inside the building next to a booth with guards, so I don't have to worry much about theft. But I can't always take my bike on site visits because I can never be certain that there will be bike parking.

**Riding style:** Hard and fast because I'm usually on someone/something's schedule, like the ferry. That's the biggest difference between riding in Staten Island and the other boroughs. But, I'm extremely cautious of pedestrians—it's easier and safer to give them the right of way.

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## Committee News

Work with T.A.'s professional staff to make a difference in your part of the city. Whether you are a good talker, artist, letter-writer or just a concerned citizen, T.A.'s advocacy committees need you.

### Brooklyn Committee

**COMMITTEE CHAIR:** Clarence Eckerson, Jr.

**MEETS:** The third Monday of the month at 6:30 pm at a location TBD. See T.A. Calendar, p. 26. Goodbye to Eco Books! Thanks to Rachel Treichler for letting us use her space for two years. Please send us ideas for new meeting spots.

**CONTACT:**

Web site – [transalt.org/Brooklyn](http://transalt.org/Brooklyn) and [carfreeprospectpark.org](http://carfreeprospectpark.org)

E-mail – [Brooklyn@transalt.org](mailto:Brooklyn@transalt.org)

List Serve – [Brooklyn-list-subscribe@topica.com](mailto:Brooklyn-list-subscribe@topica.com)

**ADVOCACY CAMPAIGNS:**

**Car-Free Prospect Park** – Cars do not belong in Prospect Park. [car-freeprospectpark.org](http://car-freeprospectpark.org)

**Downtown Brooklyn Traffic Calming** – Your neighborhood is not a BQE service road. Help win real pedestrian, bicycle and traffic calming improvements. [govanus@transalt.org](mailto:govanus@transalt.org)

**Brooklyn Hazard ID** – Identify dangerous street conditions in Brooklyn. [HazardID@transalt.org](mailto:HazardID@transalt.org)

**East River Bridge Bicycle Counts** – Document the number of cyclists to make a stronger case for cycling improvements. [Bridgecounts@transalt.org](mailto:Bridgecounts@transalt.org)

### The Bronx Committee

**COMMITTEE CHAIR:** Rich Gans

**MEETS:** Once every two or three months. See T.A. Calendar, p. X.

**CONTACT:**

E-mail – [Bronx@transalt.org](mailto:Bronx@transalt.org)

Call – 718-653-2203

**GOALS:**

**Re-open the Highbridge Bridge**, a pedestrian and bicycle bridge across the Harlem River.

**Reinstate car-free Sundays on the Grand Concourse.**

**Win a new segment of the Hudson River Greenway** in Riverdale Park.

Pedestrian and cycling safety improvements.

**UPDATES:**

At our June meeting, Bronx Borough Parks Commissioner Lewandowski discussed upcoming capital projects to rehabilitate parts of the Bronx Greenway, including portions of Mosholu-Pelham Greenway.

### Car-Free Central Park Committee

**COMMITTEE CHAIR:** Ken Coughlin

**MEETS:** Regular petitioning in park, occasional meetings.

Check [car-freecentralpark.org](http://car-freecentralpark.org).

**CONTACT:**

Web site – [car-freecentralpark.org](http://car-freecentralpark.org)

E-mail – [CentralPark@transalt.org](mailto:CentralPark@transalt.org)

List Serve – [Centralpark-subscribe@topica.com](mailto:Centralpark-subscribe@topica.com)

**GOALS:**

**Collect 100,000 signatures** on our petition to City Hall.

**Win a three month trial closing** of the park to traffic.

**Reach out** to community groups.

**UPDATES:** In mid-June, the petition drive passed the 30,000-signature mark.

Upper West Side Councilmember Gale Brewer endorsed a three-month trial closing of the park to traffic.

The campaign awaits a requested a meeting with the Central Park Precinct Captain to address the repeated complaints we have received about the Central Park Precinct's continued failure to close entrances to cars on time and to enforce traffic laws in the park.

### Gowanus Expressway Task Force

**COMMITTEE CHAIR:** Michael Cairl, Gowanus Community Stakeholder Group Vice-President

**Contact:** [Govanus@transalt.org](mailto:Govanus@transalt.org), [transalt.org/govanus](http://transalt.org/govanus)

**Goal:** 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.

[transalt.org/volunteer/advocacy](http://transalt.org/volunteer/advocacy)

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## Bike to Transit

### Trains

**Amtrak** 800-872-7245, Amtrak.com. No permit. Bicycles travel only in baggage cars. You may put your bike on an earlier train and pick it up when you arrive (no tandems). Bicycles usually must be boxed. \$5 fee each way. Roll-on service at most stops on "Vermont" and "Adirondack" trains. Call for reservations.

**Long Island Railroad** 718-558-8228, mta.info. Need permit; pick up from Penn or Grand Central Stations. \$5 one-time fee. Limit two bikes per car, four bikes per train. Wkdy OB: departing Penn Station 9 am-3 pm and 8 pm-7 am. Wkdy IB: arriving 10 am-4 pm and 7 pm-6 am. Wkends and Holidays: see permit.

**Metro North** 212-532-4900, mta.info. Need permit; pick up from Grand Central, window #27. \$5 one-time fee. Limit two bikes per car, four bikes per train. Port Jarvis line—get NJ Transit pass. Wkdy OB: departing Grand Central 9 am-3 pm and 8:15 pm-6 am. Wkdy IB: arriving 10 am-4 pm and 7 pm-6 am. Wkend: no restrictions. Holidays: See permit.

**New Jersey Transit** 973-762-5100, njtransit.com. No permit. No bikes on buses. Wkdy OB: departing Penn Station 9:30 am-4 pm and 7 pm-5 am. Wkdy IB: arriving 9:30 am-4 pm and 7 pm-5 am. Wkend: no restrictions. Holidays: see permit.

**NY Transit (subway)**. mta.info. No permit. Be considerate and use ends of train cars. A few stations' gates limit bike entry/exit at times.

**PATH** 800-234-PATH/201-216-6247, panynj.gov. No permit. Wkdy OB/IB: 9:30 am-3:30 pm and 6:30 pm-6:30 am.

**SEPTA** 215-580-7800, septa.org. Bikes permitted on regional rail, Norristown, Market-Frankford, Broad St.

lines. Off-peak travel only.

**Staten Island Railroad** 718-966-SIRT, mta.info. No permit. Wkdays OB/IB: departing 9 am-3 pm and 7 pm-4 am.

### Buses

**Academy** 212-962-1122, academybus.com. No fee.

**Adirondack/Pine Hill Trailways** 800-225-6815, trailways.com. No fee. Travels in luggage bay if space available. Box required.

**Asbury Park** 212-971-9054, njtransit.com. No fee.

**Bieber** 610-683-7333, biebertourways.com. \$5/bike. Remove wheel.

**Bonanza** 800-556-3815, bonanzabus.com. \$3/bike. Travels in luggage bay.

**Capitol** 717-233-7673, capitoltrailways.com. No fee. Box required.

**CT Limo** 203-878-6867, ctilimo.com. No fee. Box required.

**DeCamp** 973-783-7500, decamp.com. No bikes.

**Greyhound** 800-231-2222, greyhound.com. \$15/bike. Provide your own box or \$10.

**Hampton Jitney** 800-936-0440, hamptonjitney.com. \$10/bike. Travels in luggage bay.

**Lakeland** 973-366-0600, lakelandbus.com. No bikes.

**Liberty Lines** 914-813-7777, libertylines.com. No bikes.

**LI Bus** 516-542-0100, mta.nyc.ny.gov. No bikes.

**MTA** 718-445-3100, mta.nyc.ny.gov. Seasonal on QBx1 over Whitestone Bridge.

**Martz Trailways** 800-233-8604, martztrailways.com. No fee. Provide your own box.

**NJ Transit** 800-777-3606/973-491-9400, njtransit.com.

No fee. Luggage bays on Northern Jersey line.

**Olympia Trails** 212-964-6233, olympiabus.com. No fee.

**Peter Pan** 800-343-9999, peterpanbus.com. No fee. Travels in luggage bay. Box required.

**Red & Tan Lines** 201-384-2400, redandtanlines.com. No bikes.

**Shortline** 800-631-8405, shortlinebus.com. No fee. Box required.

**Suburban** 800-222-0492, suburbantransit.com. No fee.

**Sunrise Coach Lines** 800-527-7709, sunrisecoach.com. \$10/bike. Travels in luggage bay.

**Susquehanna** 800-692-6314, susquehannabus.com. No fee. Box required.

**Trailway Affiliate** 800-858-8555. No fee. Box required.

**VT Transit** 802-862-9671, vermonttransit.com. No fee. Box required.

### Ferries

**Brooklyn 58th St. Ferry** 718-815-BOAT. No fee.

**Cross Sound Ferry** 631-323-2525, longislandferry.com. No fee.

**Fire Island Ferry** 631-665-3600, pagelinx.com/fiferry/index.shtml. No bikes. Use infrequent cargo boat.

**Fox Navigation** 888-SAILFOX, foxnavigation.com. No bikes.

**Liberty Landing Water Taxi** 201-985-4000. May have to place outside.

**NY Fast Ferry** 732-291-2210, nyff.com. No fee.

**NY Waterway** 800-53-FERRY, nywaterway.com. \$1/bike.

**Seastreak 800-BOATRIDE**, seastreakusa.com. \$3/bike. No weekends.

**Staten Island Ferry** 718-815-BOAT, siferry.com. No fee. Enter at lower level.

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# Calendar

## AUGUST

**Sun. 11 9-11 am.** Operation Hazard ID. Manhattan side of the Manhattan Bridge. Help smooth the roads leading to the Manhattan bridge. Hazards spotted will be fixed by the DOT. HazardID@transalt.org.

**Wed. 14 6-9 pm.** Mailing Party. Sick of the Hamptons? Try Midtown. T.A. Office. 212-629-8080; events@transalt.org.

**Mon. 19 6:30 pm.** Brooklyn Volunteer Advocacy Meeting. Find out how you can help make Brooklyn a cleaner, greener place to bike, walk and breathe. Location TBA. 212-629-8080; Brooklyn@transalt.org.

**Fri. 23 7-10 am.** Bridge Bike Traffic Counts. Sell your favorite bridge to your favorite bike commuter. 212-629-8080; Bridgecounts@transalt.org.

**Sun. 25 9 am.** Bronx Committee Rockaway Beach Bike Ride. Botanical Garden Metro North parking lot. Bronx@transalt.org.

**Tu. 27 6-8 pm.** Auto-Free New York. "Lower Manhattan Rebuilding—Putting Pedestrians First." Conf. Rm., Dwtwn Police Center 104 Washington Street. 212-475-3394; geohaikalis@juno.com.

**Wed. 28 6-9 pm.** Mailing Party. T.A. Office. Wax on, wax off. Fold once, chug twice. Yes! Mailing and drinking will help you train for the Century—just a few days away. 212-629-8080; events@transalt.org.

## SEPTEMBER

**Su. 8 NYC CENTURY BIKE TOUR.** The Ultimate Urban Experience on Two Wheels. Sign up at NYCcentury.org or pick up a brochure in bike shops. We need VOLUNTEERS and MARSHALS!

**Wed. 11 6-9 pm.** Mailing Party. T.A. Office. The Century may be over, but the stories live on—come hear them all! 212-629-8080; events@transalt.org.

**Mon. 16 6:30 pm.** Brooklyn Committee. Location TBA. 212-629-8080; Brooklyn@transalt.org.

**Sat. 21 9-11 am.** Operation Hazard ID. Brooklyn side of the Brooklyn Bridge. Make everyone's bridge commute more fun and safe by documenting street hazards for the DOT. HazardID@transalt.org.

**Tu. 24 6-8 pm.** Auto-Free New York. "Transportation: The Architecture of Place." Conf. Rm., Dwtwn Police Center 104 Washington Street. 212-475-3394; geohaikalis@juno.com.

**Wed. 25 6-9 pm.** Mailing Party. T.A. Office. We've got mad, mad mail, so come get crazy and go postal. Choose your weapon: beer, concussive eyebeams, snacks or The Force. 212-629-8080; events@transalt.org.

**Fri. 27 7-10 am.** Bridge Bike Traffic Counts. What's the 2 train minus the L train minus the V train? Yes, bike commuters! Count em' while they're fresh. 212-629-8080; Bridgecounts@transalt.org.

## OCTOBER

**Wed. 9 6-9 pm.** Mailing Party. T.A. Office. A fall mailku: Summer dwindles now/Firefly glows dull. Why linger?/The mail must move on. 212-629-8080; events@transalt.org.

**Sun. 13.** Tour de Bronx. New York's largest free cycling event! Two beautiful routes touring greenways and neighborhoods in The Bronx. Register online to ride, marshal or volunteer at Tour-

DeBronx.org or call 718-590-BRONX.

**Mon. 21 6:30 pm.** Brooklyn Committee. Location TBA. 212-629-8080; Brooklyn@transalt.org.

**Tu. 22 6-8 pm.** Auto-Free New York. Speaker TBA. Conf. Rm., Dwtwn Police Center 104 Washington Street. 212-475-3394; geohaikalis@juno.com.

**Fri. 25 7-10 am.** Bridge Bike Traffic Counts. Chill on your favorite bridge while counting bikes. 212-629-8080; Bridgecounts@transalt.org.

**Wed. 30 6-9 pm.** Magazine Mailing Party. T.A. Office. Too much Halloween candy makes you sick. Balance your diet with a ...uh ... healthy dose of magazines, pizza and beer in bulk. 212-629-8080; events@transalt.org.

Be sure to check [transalt.org/calendar](http://transalt.org/calendar) for event updates and additions.

Rides and Walks at [transalt.org/info/ridesandwalks](http://transalt.org/info/ridesandwalks) or sign up for the T.A. e-bulletin at [transalt.org](http://transalt.org).



**Tune-in to bikeTV**—a cable access show produced by a cross-section of the NYC bike community!



**Brooklyn** — BCAT, Channel 34-Time Warner, 67-Cablevision. Every Friday @ 10:30 pm

**Manhattan** — MNN, Channel 67-Time Warner, 110-RCN. Every other Tuesday @ 10 pm.

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## Thanks to the hundreds of concerned readers who wrote to us about fences on bridges, bicycling on sidewalks and curb cuts on the Upper West Side!

### Unfair to Target Bicyclists

Councilmember Liu, Although I agree that bicycling on sidewalks is dangerous, it is certainly less so than operating a car on sidewalks, which under your proposal would be punished far less severely. It's time to end this double standard between motorists and cyclists. If there must be a double standard, it actually should tilt toward leniency for cyclists since cycling is one way ordinary citizens can directly improve the overall quality of life in this city. Encouraging, rather than discouraging, bike use will reduce traffic congestion and the accompanying pollution and noise, and therefore your proposal would in its shortsightedness actually invite all the negative factors which go along with increased car traffic. We need to get more people on their bikes. If you're concerned about the small segment of the cycling population who rides on sidewalks, try enforcing the existing laws.

Thank you for your attention.

MATT RETIG

### No to Offensive Bridge Fencing

I read with alarm the article in the Spring 2002 issue of "TRANSPORTATION ALTERNATIVES" magazine about the caging (with chain link fence) of the East River bridges. I am particularly alarmed by the prospect of the addition of chain link fences to the Brooklyn Bridge, and have alerted my fellow Trustees of this matter. It may be on the agenda for our upcoming meeting, and I would like to see us issue letters in opposition to our elected officials, the LPC, etc.

Best regards,

DAVID ALQUIST  
Park Slope Civic Council

I am writing to express my dissatisfaction with the chain link fence on the Manhattan bridge bike path. Absent a demonstrated need for such an obstruction, it is unjustified given the interference and sense of oppression it causes. People who ride their bikes are good for the city—they don't pollute, they take up less street space and they put themselves at risk, rather than others (assuming they stay off sidewalks which they should). Take down the fence and by doing so give bikers the tribute they deserve, or at least provide a reasonable justification for the fence's presence.

RONEN VOLOSHIN

### Safe Sidewalks!

Dear Ms. Burden (Chairperson DCP), Please protect pedestrian safety on our sidewalks by not granting special permits or zoning variances for the construction of new parking garages and/or lots in districts that currently do not allow them. The driveway access required by parking garages and lots erode the functional capacity

of our already overburdened sidewalks and allow for the hostile intrusion of potentially dangerous motor vehicles onto what should be considered a sanctuary for pedestrians. Wide, safe attractive sidewalks on which to walk and gather are one of our most precious public resource and are already in short supply, please help protect them. There are other innovative ways to get people who enter Manhattan in cars to the venues they seek without allowing them to drive right to the very heart of the Island. You have many of the answers right in your own Transportation Division.

JACKSON WANDRES

### Noisy Night Trucks on First Avenue

I've become increasingly concerned about the volume of late night/early morning trucks roaring up First Avenue in Manhattan. Specifically, trucks toting empty shipping containers, which are not secured to the truck frames in the

same manner as standard truck trailers, make loud banging noises when they hit even the smallest of bumps. Each bang is about as loud as a moderate speed head-on car accident. Are there any rules covering the sound damping and fastening of these containers? Can anything be done to reduce the volume of late night trucks?

All my best,

DAVID MONTI

### Sensible Transportation Policy in NYC

Dear Councilmember Liu, For 56 years I have lived in the Manhattan Beach section of Brooklyn. That area, like most neighborhoods in our city, has seen tremendous increases in auto traffic over the years. The congestion, which brings attendant noise, fumes and reckless driving, is dangerous to the health, safety, well-being and lives of New York City residents.

That's why I'm concerned that your committee is not giving proper attention to this matter and to the very serious conditions that pedestrians and bicyclists face every day on the dangerous streets of our communities.

Mr. Liu, I hope you will take the opportunity to change course now and put your committee at the forefront of the movement to drastically remake transportation policy in our city. We must move away from obsolete ideas of enhancing traffic for the benefit of cars and toward policies that put as a priority the safety, well being and comfort of pedestrians and bicyclists. Our city and its citizens will thank you for that progressive approach which will immeasurably enhance the lives of all New Yorkers.

Sincerely,

MATTHEW WEINSTEIN

Dear T.A., Please don't quit now! Please keep leading the fight for sanity.

PATRICK M. DONOVAN



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### CENTRAL PARK START/FINISH CREW

We need your help to set up the Start area beginning at 3 am. Before the start of the Century, we'll need your help with registration and passing out t-shirts and water bottles. In the afternoon, you can help set up the Finish and welcome returning riders.

### MARSHALS

Join our team of experienced riders. You will be responsible for guiding people along the route, making minor repairs and taking care of simple first aid problems. You must sign the attached waiver and do a pre-ride.

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