

Volume 8, No. 4

Fall 2002

Transportation ALTERNATIVES

transalt.org

MAGAZINE

INSIDE:

- Five Bike Goals for Gov't
- Safer Taxis
- Streets in Shambles



Time for Tolls

East River bridge tolls are the way forward for NYC

Transportation
ALTERNATIVES

The Advocates for Bicyclists and Pedestrians

Protecting the Commons

FROM THE NOISE POLLUTION CLEARINGHOUSE. VISIT NONOISE.ORG

Read this while keeping in mind the way motorists monopolize public street space, threaten, injure and kill other road users, and pollute and disrupt neighborhoods.

OUR EFFORT TO CONTROL second-hand noise is part of a greater effort to protect that which is held in common by the public from exploitation, abuse and degradation. Other efforts to protect the commons are concerned with protecting our public lands and parks; air, airways, water and waterways; habitat, species and bio-diversity. What these efforts share is **the recognition that our well-being is enhanced when the commons is used to maximize opportunities for everyone, and degraded when the commons is used to maximize profits or opportunities for a few, or to maximize only a few opportunities.**

Some individuals and businesses feel that they have a right or the freedom to use a common resource in any way they see fit. Perhaps these people are mistakenly extending their own private property rights to that which is publicly owned or cared for and not exclusively their own. Perhaps they do not realize what most of us learned on the school yard years ago: **“that my right to swing my fist ends at your nose.”** Or, perhaps they do not recognize the soundness of our parallel claim “that my right to create noise ends at your ear.” **In any case, these people are acting as bullies, claiming rights and freedoms that are not theirs while degrading resources that are ours.**

Polluting the commons is not a right. Our effort to reduce noise pollution is similar to other efforts to reduce pollution and reassert our collective stewardship over the commons. Whether the issue is second-hand smoke elevated

mercury levels or ground level ozone, the strategy is to protect the environment and our health and well-being by creating an ethic of the commons.

In seeking to advance an ethic of the commons, we first need to recognize that competing uses that exclude other uses of the commons or damaging uses that detract from other uses are not wise uses of a public good. The commons should be used in as many non-competing, non-damaging ways as possible. Noise, like many other pollutants, precludes many enjoyable uses of the commons and is not a wise use of the com-



mons: loud late night parties, early morning garbage pick-up, or aircraft take-offs trump sleeping, reading, working, or listening to music.

We are seeking to improve human well-being by establishing an ethic for the commons that allows for as many non-consumptive and non-rival uses of the commons as possible. Human well-being is enhanced when individuals or groups such as the Noise Pollution Clearinghouse succeed in two ways: first, by minimizing damaging uses of the commons, and second, by maximizing the opportunities for non-competing uses. With respect to noise, help us by spreading the message that good neighbors keep their noise to themselves.



NYC needs tolls on East River bridges.

- Provocateur** 2
An exploration of ideas related to cycling, walking or the impact of car culture on how we live.
- Publisher’s Letter** 3
- Cycling News**..... 4
T.A.’s cycling advocacy.
- Reclaiming the Streets** 8
T.A.’s pedestrian advocacy.
- Sensible Transportation** 11
T.A.’s work to reduce dependence on automobiles.
- Safe Streets**..... 12
Traffic safety and enforcement.
- Metropolitan** 13
Transportation policy issues from around the tri-state region.
- Tolls** 14
East River bridge tolls are the future for NYC.
- Parks** 16
Car-Free Central and Prospect Parks are two of T.A.’s most popular campaigns.
- Auto Free World** 18
The latest from the world-wide movement to decrease dependency on autos.
- NYC Century Bike Tour** 20
Highlights from T.A.’s NYC Century Bike Tour 2002.
- Volunteer Profile** 21
T.A.’s latest super volunteer!
- Shops**..... 22
Listing of bike shops that give discounts to T.A. members.
- Commuter Profile** 23
Meet a real live NYC bike commuter!
- Committee News** 24
Updates from T.A.’s volunteer committees.
- Bike to Transit** 25
Listing of bike access policies to trains, buses and ferries.
- Calendar**..... 26
Upcoming T.A. events. Get involved!
- Letters** 27

These people are acting as bullies, claiming rights and freedoms that are not theirs while degrading resources that are ours.

There's Trouble in River City

IT'S 8:50 AM ON A DAMP THURSDAY in September, and I'm lying flat on my back in the intersection of 7th Avenue and 42nd Streets, looking at the pearl gray sky. Wow, it seems that steel plate wasn't just slippery; it was frictionless. My helmet makes a comfortable pillow, my bike is securely within arms reach and it feels good not to move. Suddenly, a curious hard hat leans over and bellows, "Hey buddy! Are you dead?" A straight line that deserves a witty response. But all of a sudden my shoulder hurts, and the novelty of lying in 42nd Street during rush hour wears off.

A month later, my hand is still broken, shoulder not quite right and the

falling down. City spending cuts also result in more homeless people, deteriorating schools and jam-packed classrooms.

The budget crunch also does damage in other, less obvious ways. Ironically, this will keep the Department of Transportation from hiring street inspectors who can raise money by issuing fines and save the City many million in legal settlements. The freeze will also keep the DOT from hiring talented new bicycle and pedestrian planners, which will slow spending on federally-funded bike/ped projects.

But there are some silver linings to these budget clouds. Mayor Bloomberg proposes closing some of the budget gap

River bridges are a sacred entitlement of the motoring classes and their elected representatives in Queens and Brooklyn. But the Mayor wants them badly and even ardent tolling foes in City Council fear the political consequences of huge cuts in city services. The time is right for tolls, and they will be in place by 2005.

There is big, big budget trouble ahead. But the Mayor's support for tolls, and the Department of Transportation's willingness to take risks on initiatives like "Thru Streets" in Midtown suggest there are also big opportunities. The Mayor seems to agree. He has convinced the MTA to take over the City's franchise bus fleet, which serves Queens and Brooklyn (savings \$170 million a year). Along with imposing tolls, the City should charge much more for metered parking. It is astounding that it costs only \$1 per hour to store a car on NYC streets—which is among the most valuable real estate in the world. Raising parking fees, like bridge tolls, would be controversial. But, it would raise hundreds of millions and reduce traffic.

The City's budget may be as busted as my hand, but this could be the perfect time to start fixing its irrational transportation system. Watch out for those plates.

JOHN KAEHNY,
Executive Director

Suddenly, a curious hard hat leans over and bellows, "Hey buddy! Are you dead?"

same illegal steel plates are still there. City regulations require that all steel plates used to cover street cuts be coated with a non-skid surface, and that the plates be flush with each other and securely affixed to the street. But with 55,000 intersections and 6,400 miles of streets to monitor, the Department of Transportation doesn't have enough street inspectors to track street contractors and enforce safety rules.

But it's not me I'm worried about. It's New York City. Not only is the City flat—broke—on its back, it's being run over by a steam roller. The City can only come up with \$10 billion of the \$15 billion it spends on core services like police, fire, sanitation, parks and transportation. Old time New Yorkers remember the last time the City was broke. The physical city fell apart. Streets were rarely repaved or cleaned, garbage wasn't picked-up, parks decayed and bridges—literally—started

by tolling East River bridges, which can raise \$1 billion and sharply reduce traffic congestion and air pollution. And, according to at least two polls, tolls on the East River bridges are something that New Yorkers strongly support as the best way to close the budget gap. Legal research commissioned by T.A. and the Straphangers Campaign found that the City Council has the authority to toll the bridges—a political shocker in a city where almost everything must be approved by the state legislature.

Tolling the bridges has been a dream of transportation reformers for decades. The free bridges cost city tax payers \$65 million a year to maintain and hundreds of millions more in annual rebuilding costs. Additionally, keeping them "free" causes traffic jams as motorists divert from the tolls at the Midtown Tunnel to the Queensboro Bridge and from the Battery Tunnel to the Brooklyn. Free East

STOP PRESS

Greenpeace Says NYC Drowns by 2080

Climate scientists at the environmental group Greenpeace say that unless carbon dioxide emissions, including those from cars, are sharply reduced, massive climate changes will take place. Consequences include higher sea levels which will submerge coastal cities, including New York. greenpeace.org

U.S. Gas Guzzling Worst in 15 Years

The EPA reports that the average gas mileage of U.S. passenger vehicles has declined to 20.8 miles per gallon. In 1987, the average was 22.1 mpg. The best modern gasoline/electric hybrids now average 64 mpg. However, the biggest, and most popular sports utility vehicles average a miserable 12 mpg. The more gasoline consumed, the more carbon dioxide is released.

Transportation Alternatives

FALL 2002 VOL. 8 NO. 4

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.

PUBLISHER: John Kaehny

MANAGING EDITOR: Kit Hodge

DESIGNER: Gary Lingard

CONTRIBUTORS: Masami Adachi, Noah Budnick, Ken Coughlin, Clarence Eckerson, Jr., Matt Hayworth, Kit Hodge, John Kaehny, Frederick Kaimann, Gary Lingard, Aaron Naperstek

MESSENGER SERVICES: Thunderball, 212-675-1700

T.A. BOARD OF DIRECTORS:

Robert Kotch, *President*; Ken Coughlin, Laurie Falk Davidowitz, John Eustice, Walter Hook, John Kaehny, Richard Kassel, Steve McMaster, Neysa Pranger, Jeff Prant

T.A. STAFF: John Kaehny, *Executive*

Director; Noah Budnick, *Projects Coordinator*; Aaron Naperstek, *Project Coordinator*; Matt Hayworth, *Operations Manager*; Kit Hodge, *Events & Membership Director*; Cristina Natividad, *Database Manager*.

ON THE COVERS: Photographs by Masami Adachi

MAIL: 115 W 30 St, Ste 1207, NY NY 10001-4010

PHONE: 212-629-8080 Fax: 629-8334

E-MAIL: info@transalt.org

WEB: transalt.org

Port Authority Eyes Bike Improvements on Both Ends of GWB

(NYCDOT Take Note)

RECENTLY, THE BICYCLE-FRIENDLY Port Authority asked T.A. to recommend ways to make cycling to and from the Manhattan side of the George Washington Bridge safer. As part of its major repairs to the bridge, the agency has already pledged to improve cycling on the NJ side by constructing a path linking the bridge to Henry Hudson Drive (aka River Road) in Palisades Park. On the Manhattan side, T.A. recommends that the Port Authority build a direct link from the bridge to the Hudson River Greenway.

At 178th Street & Cabrini Boulevard, cyclists and pedestrians must negotiate a narrow, cracked sidewalk and a constricted hairpin ramp to cross the GWB. Additionally, there is no direct access from the GWB to the Hudson River greenway. T.A. and NYS-DOT engineers agree that there is ample space to build a wider ramp with a more

gradual curve that would deliver cyclists and pedestrians safely to the Hudson River Greenway and Manhattan streets. Its limited width and site lines and poor surface makes the existing ramp particularly dangerous. On top of that, petty criminals frequent the trash-strewn area under the ramp and compromise cyclist safety.

For the short term, the City DOT must put up trailblazer signs and stripe bike lanes that lead cyclists safely between the bridge and the 181st Street ramp and other access points to the greenway. The City DOT should also note the Port Authority's active interest in soliciting T.A.'s input to improve bicycle and pedestrian access to the world's busiest bridge.

On the New Jersey side, T.A. and a coalition of New Jersey's largest cycling groups asked the Port Authority to build a half-mile stretch of greenway to



Proposed off-street paths on both sides of the GWB.

safely connect the bridge with the Palisades Interstate Park. This off-street path would eliminate dangerous conflicts between drivers and cyclists on the congested surface streets of Fort Lee.

The Port Authority just named Robert Durando new general manager of the bridge. Write him and urge the Port Authority to include cycling in GWB service improvements.

Robert Durando
General Manager
George Washington Bridge
220 Bridge Plaza Sout
Fort Lee, NJ 07024
rdurando@panynj.gov

DOT Waiting for Cyclist to Be Killed on Brooklyn Side of Manhattan Bridge



NOAH BUDNICK

Official DOT policy: Ignore reality and pretend cyclists will take 1/4 mile detour and dismount.

IN A CITY OF MONSTER POTHOLES and crazed cabbies, it takes a lot to rattle veteran cyclists. But even the most seasoned riders agree that the Brooklyn side of the Manhattan Bridge is frightening and unsafe. The 200 cyclists and pedestrians exiting the bridge path each evening during rush hour brave on-rushing traffic on Jay Street. Rather than improving conditions on Jay Street, the DOT erected signs guiding path users on a circuitous, quarter mile long route, which requires

bicyclists to dismount for a block. Not surprisingly, this route is ignored by 99% of path users. T.A. has implored the DOT to make Jay Street safer—a traffic light is one option—in correspondence dating back to 1992. When it comes to the Brooklyn side of the Manhattan Bridge, the DOT is clearly putting the flow of motor traffic before the safety and well-being of bicyclists and pedestrians.

The DOT's position makes no sense. Jay Street is the most logical route to the Manhattan Bridge. The official NYC Cycling Map shows Jay Street as the "Recommended on-street route" to the bridge path. In the summer of 2001, the DOT installed a crosswalk, a blinking red light, stop signs and a stop line at the Manhattan entrance to the bridge. These signs and markings have made a noticeable difference in the safety of cyclists and pedestrians crossing the bridge. Now, the DOT must make similar

Huh?

Cyclists who asked the DOT to make the Bridge's Brooklyn side safer received this dismaying e-mail answer:

Dear Client,

Last year our Director of Traffic Operations looked into the issues you have addressed regarding the safety of bicycle riders exiting onto Jay Street from the Manhattan Bridge. It was determined that the current bicycle route was the safest route. Suggestions for a mid-street crosswalk, traffic light, stop signs and curb cuts have been investigated and it has been determined that they would not be appropriate. The final bike path across the Manhattan Bridge will be ready in 2004, and it will be handicapped accessible.

Sincerely,

Customer Service, NYCDOT

improvements on the Brooklyn side of the Manhattan Bridge.

DOT Commissioner Iris Weinshall
40 Worth Street
NYC 10013

Five Easy Things Gov't Should Do to Better Bicycling in 2003

THERE ARE MANY, MANY THINGS THAT GOVERNMENT should do to make cycling better in NYC. Indeed, we have identified hundreds in *T.A. Magazine* and the Bicycle Blueprint. Here are just five that should be accomplished in 2003. Listed next to the goals are the responsible agencies.



1 Make Brooklyn Side of the Manhattan Bridge Safe (DOT)

The DOT must make it safe to walk and ride to the Brooklyn side of the Manhattan Bridge. It is surprising that no cyclist or pedestrian has been killed there since the new path opened on June 25, 2001. Now, more than 500 days since its opening, a thousand people walk and bike over the bridge every day—and it is still scary and unacceptably dangerous to get to the bridge. Motorists speed and illegally turn off the bridge's blind curve exit ramp onto Jay Street. It has been more than 3,800 days since T.A. first expressed concerns to the DOT (in 1992) about dangerous traffic on Jay Street. But the DOT's response has simply been to create a nonsensical quarter mile route to the path that requires cyclists to dismount.

Commissioner Iris Weinshall,
NYC DOT, 40 Worth Street, NYC 10013
nyc.gov/html/mail/html/mailedot.html

2 Remove the Stop Signs on the Hudson River Greenway (State DOT)

The illegal stop signs that pock the Hudson River Greenway below 59th Street must go! They give the false impression that turning traffic—not greenway users—have the right-of-way. Each weekday this puts 5,000 people at risk of being hit by a vehicle turning

across the greenway. Greenway users always have the right-of-way over other traffic. The stop signs are dangerous and send a conflicting message to greenway users and motor vehicles. State DOT, end the confusion and remove the stop signs.

Douglas Currey, Director,
NYS DOT Region 11 47-40 21st Street
Long Island City, NY 11101

3 Fix All Disappearing Bike Lanes (DOT)

The DOT should survey every bike lane and repair and remark them as needed.



Endangered: 6th Ave bike lane.

For example, parts of bike lanes on Broadway, 5th Avenue and 6th Avenue are now gone. In their place, contractors have left blocks of metal "skid" plates, unfilled utility cuts, asphalt ramping, holes and patches of blacktop with no bike lane striping or symbols. The DOT needs to repair these hazardous street conditions and replace bike lane striping and symbols where they have disappeared. NYC's streets take a beating, but never have bike lanes been in such dire shape. They are not safe and must be restored.

Commissioner Iris Weinshall,
NYC DOT, 40 Worth Street, NYC 10013
nyc.gov/html/mail/html/mailedot.html



Confused? Illegal stop sign contradicts green light.

4 Provide Bike Access to All City-Owned Buildings (Department of Citywide Administrative Services)

New Yorkers need secure places to park their bikes while they work; lack of secure parking is the number one reason why people do not bike to work. The City should lead by example and allow anyone who works in any of its 81 buildings to bring his or her bicycle inside and safely park it while at work.

It is up to the Department of Citywide Administrative Services to mandate that employees can bring their bicycles into all city-owned buildings.



Bikes are allowed inside the Municipal Building.

Commissioner Martha Hirst,
NYC Department of Citywide Administrative Services, 1 Centre Street, NYC 10007
nyc.gov/html/mail/html/mailedcas.html

5 Track Different Types of Summonses Issued to Cyclists (NYPD)



The NYPD breaks down statistics for motor vehicle summonses such as speeding and failure to yield. This helps the police develop effective enforcement strategies.

The NYPD must also break down and track summonses issued to cyclists (e.g. red light running, riding on the sidewalk, riding the wrong way). This will help the NYPD develop sensible bike enforcement strategies, respond to public safety concerns and reduce meaningless quota-filling ticket traps.

Commissioner Raymond Kelly,
NYPD, One Police Plaza, NYC 10038
nyc.gov/html/mail/html/mailnypd.html

New High Security “Chicago” CityRack Hits the Sidewalks

THIS SUMMER THE DOT’S CITYRACKS program installed 216 new “Chicago” style bicycle racks. Accolades to the DOT for testing the new racks, which are sturdier, easier to lock to and better looking—especially those sporting an attractive black paint job. The DOT is awaiting NYC Art Commission approval of the new rack design. T.A. urges the Art Commission to approve the new rack.

The DOT has installed over 2,000 CityRacks since 1996 and it intends to install 1,000 “Chicago” racks in 2003 alone. The CityRacks program should install racks at strategic sites, such as the



Bike racks at subway stations link cycling to transit and encourage both. Good work DOT.

unused space on the sidewalk behind subway station entrances. The Department of City Planning’s 1999 Bicycle Survey

Report ranked transit stations as the second most requested location for bicycle parking in the city (first was parks). In particular, the 1,2,3,9 line subway stations from 66th to 116th Street are perfect locations to install bike racks; the neighborhoods are conducive to bike-to-transit trips and the sidewalks are wide.

Write to the Art Commission and urge it to approve the DOT’s new bike rack.

Deborah Bershad
Executive Director, NYC Art Commission
New York, NY 10007
nyc.gov/html/mail/html/mailartcom.html

Bike Shorts

Deputy Mayor Doctoroff Rides to Work

City Hall sources report that Dan Doctoroff, Deputy Mayor For Economic Development and



Rebuilding, bicycles to work down the Hudson River Greenway from his apartment on the West Side. Doctoroff’s bio lists cycling as one of his hobbies and at least one of member of his staff bike commutes from Brooklyn. This bodes well for NYC cyclists

since the Deputy Mayor is taking the lead on the Manhattan Waterfront Greenway project.

T.A./NYMTC Indoor Bike Parking Guide is in the House

In October, T.A. and the New York Metropolitan Transportation Council released *Bicycle Parking Solutions: A Guide for Installing Indoor Bicycle Parking*. The fifteen-page, full-color guide focuses on the two main



issues surrounding indoor bicycle parking: legal and physical requirements. The guide will help cyclists and building owners and managers create workplace bike parking. Building owners and managers who offer indoor bicycle parking provide their tenants with the high level of service their tenants expect. At the same time, employers benefit because their workers arrive to work

energized. Employees are assured that their bicycles are safe. See www.transalt.org/campaigns/bike/indoor.html

DOT HQ Needs More Indoor Bike Parking

How do the City’s transportation professionals get to work? By bike. The NYCDOT sets a great example for other employers by providing secure indoor bike parking for its employees at 40 Worth Street. Indoor bike parking encourages bike commuting, and the DOT’s indoor parking has encouraged so many bike commuters that it now needs more space! If anyone in the city knows how bad traffic is, it is these folks—and they choose to ride. Now they need more space to accommodate their growing ranks of bike commuters.



areas but did not have enough money or the proper equipment to do the banked turns. Despite the bumpy areas and rough spots, dedicated racers continue to train there in good weather and hold races from May to August. See kissena.org for more information.

New York City Cycling Championships Draw a Huge Crowd



On Sunday, August 4th, New York City hosted its first professional cycling race in eight years. Mayor Bloomberg and over 100,000 other cycling enthusiasts turned out to see Tour de France champion Lance Armstrong, twelve-time Junior National Champion Sarah Uhl and amateur teams from the NYPD and FDNY compete on a grueling downtown course laden with cobblestones and hairpin turns. Though “Lance!” was the crowd’s mantra, Ivan Dominguez, a Cuban, took first in the men’s race, followed by Vassili Davidenko and Gord Fraser. Sarah Uhl proved why she has won twelve national titles by taking the women’s race. She was followed by Nicole Freedman and Rebecca Canzelman. See nycbikerace.com for more information.

Reclaiming the Streets

From Broadway to Skid Row: Streets are in Shambles

Shattered, Dangerous Streets Bad for Everyone

BEEN IN THE 6TH AVENUE BIKE lane lately? One veteran messenger has taken to calling it “The Trenchway.” The 5th Avenue lane? “The Plateway.” Veteran cyclists agree that city streets are more pocked with potholes, criss-crossed with partially-filled street cuts and strewn with slick metal plates than at anytime in recent memory.

Of the multitude of hazards cyclists face, perhaps the most preventable are the hundreds of seemingly abandoned strips of sloppily- or incompletely-filled two-foot wide trenches left by Con Edison, Empire City Subway, Verizon, RCI and other phone, electric and water contractors and government agencies. Theoretically, this group of highly-regulated street slaughterers should be the most accountable and easiest for the Department of Transportation to police. But for reasons we can only speculate—malfunctioning databases, inept inspectors, dysfunctional management—the DOT has lost control of contractors and the streets.

According to the Fund for the City of New York’s study “How Smooth are



Misaligned and slick plates like these are illegal—and everywhere in NYC.

New York City Streets?” 55% of Manhattan streets have an “unacceptable” number of holes and hazards. Insurance industry sources claim that NYC’s poor street conditions cause \$185 a year to the average car. The human cost is far higher. In recent years, the City has annually paid \$10 million to settle personal injury lawsuits related to poor street conditions.

With seven million cars, trucks and buses rumbling around the city everyday, street wear and tear is nothing new. Utility companies dig up the street and leave egregious hazards such as metal plates and partially filled “street cuts” for weeks or even months after their work is finished. These hazards restrict cyclists’ movement, can catch their wheels and cause crashes. Even for skilled cyclists, riding in traffic for blocks next to a sharp, two inch lip is dangerous. If these utility companies finished their work properly the first time, there would be fewer crashes and the City would face fewer injury claims.

Commissioner Iris Weinshall told T.A. early on that reining in street contractors was one of her top goals. But

whether the problem is not enough inspectors or poorly trained inspectors and weak regulations, she clearly has a long way to go.

The DOT Must Crack Down on Street Contractors

- Cuts should be filled to street level within 24 hours of the completion of sub-surface work; this should be the completion date on the construction permit.
- The duration of a street cut permit should be based on a table of comparable work.
- Contractor identification must be displayed at work site until a cut is completely filled.*
- Signage should be easily visible from the sidewalk and street.*
- Street surfaces must be completely cleared of asphalt ramping material after plates are removed.
- On multi-lane streets, street cuts in lanes adjacent to the parking lanes should be subject to additional scrutiny and inspection; these lanes carry most cyclists.

**If signage is impractical because barricades are gone, contractors should be required to affix a small, tough, plastic disk to the pavement every 20 feet, with their contact information written on it.*

Operation Hazard I.D.



T.A.’s Operation Hazard ID surveys, marks, records and reports road hazards with the goal of improving street safety. In 2002, T.A. volunteers reported 400 hazards in need of repair to the DOT. For more information on how to volunteer or report a hazard, go to transalt.org/campaigns/bike/streethazards.html.

Reclaiming the Streets

Shirking on Potholes

In May, the City Council introduced Bill Intro 192 which, if passed into law, would make pothole reporting nearly impossible and would result in more dangerous, hazard-riddled streets. T.A. opposes Intro 192. The proposed law will deter people from reporting potholes and other street hazards because it mandates that reporters file a long list of details for each hazard. Reporters must provide the length, width and depth or height, the nearest street address, the distance from the curb or building line and the distance and direction from an easily identifiable landmark to the hazard.

Reporters would also need to provide a photograph or diagram of the hazard. This makes reporting potholes



CHARLIE KOMANOFF

In 1991, there was waiting list to be a DOT bike borne street inspector. Where have they all gone?

and other hazards to the DOT's CALL-DOT telephone hotline impossible.

The proposed law also mandates that each hazard must be reported to the city separately, which makes compiling and reporting a list of hazards impossible. This would put an end to public advocacy programs like T.A.'s Operation Hazard ID and the Big Apple Pothole and Sidewalk Protection Committee, both of which compile and submit lists of hazards to the DOT.

The goal of the new law is to reduce liability suits filed against the City, but



NOAH BUDNICK

Cyclists will not ride in bike lanes rendered dangerous by partially-filled street cuts.

it will only result in more dangerous roads. If you suffer an injury due to a street hazard, then you can only file suit if the hazard was previously and properly reported to the DOT and the hazard was not fixed within fifteen days. More restrictive hazard reporting laws will reduce both the total number of hazards reported and the number of hazards properly reported to the DOT, thus reducing the ability of people to file claims against the City.

Sidewalks in Shambles

Irrational laws make it difficult to figure out who is responsible for keeping the sidewalks in walking order. Like the roads, the City owns the sidewalks. But landowners are responsible for maintaining the sidewalk in front of their property. If the sidewalk is not maintained, then the landowner is fined by the City, but if someone suffers an injury due to a poorly-maintained sidewalk then it is the City that is sued. This patchwork policy is illogical. The City owns and regulates the sidewalks and needs to take full responsibility for them. If they are damaged, then the City, not landowners, should fix them.

Expand Bicycle Borne Street Cut Inspectors

The DOT should increase the number of bicycle borne street inspectors. This

program was very successful in the early 1990s, but its ranks have dwindled since. Giving inspectors a bicyclist's perspective would help improve safety. The DOT needs to get more street inspectors out on bikes to experience the shattered streets first hand.

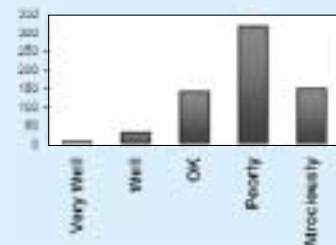
DOT Commissioner Iris Weinsall
40 Worth Street
NYC 10013

T.A. POLL

NYC Bikers & Walkers: "Conditions Stink"

In September, T.A. polled E-Bulletin readers on biking and walking conditions. They blasted the way NYC treats cyclists and pedestrians.

670 respondents to the question: "In your experience, how does NYC treat bicyclists and pedestrians?"



You can still vote at transalt.org/press/askta/020909.html#p. Results are still being tallied.

Reclaiming the Streets

DOT's Midtown No-Turn Initiative is Pedestrian Boon

PEDESTRIANS OUTNUMBER VEHICLES 20 to 1 on cross-town streets in Midtown Manhattan. Yet this walking majority must contend with suffocating, crowded sidewalks, many of which have been narrowed to move motor vehicle traffic faster.

In early October, the Department of Transportation announced its new "Thru Streets" initiative, in which turns off of 36th, 37th, 45th, 46th, 49th, 50th, 53rd, 54th, 59th and 60th streets will be prohibited between Third and Sixth Avenues on weekdays between 10 am and 6 pm from October 15 to January 15. And, while the DOT pitched the plan as a way to move cross-town traffic, the greatest beneficiaries will actually be the tens of thousands of pedestrians who will no longer have to contend with turning cars. Kudos to the DOT and Mayor Bloomberg for "Thru Streets," a worthwhile experiment that helps pedestrians and moves traffic. If it works, it

will help make Giuliani's ill-conceived pedestrian barricades a distant memory.

DOT Midtown Ped Boon II— Ped Priority at 37 More Intersections

Along with eliminating turns on 10 streets, the DOT is using traffic signals to give pedestrians priority over turning vehicles at 37 additional intersections between 42nd and 60th Streets. Signals will be timed so that motorists intending to turn will be stopped by a red turn arrow while pedestrians cross. Then pedestrians will be stopped while motorists turn. This is called a "split phase" signal. Overall, pedestrians will get two-thirds of the crossing time and turning cars one-third. While overall pedestrian crossing times will be reduced by a third from their current length, pedestrians will not have to face turning motor vehicles, which are a



The DOT's new "Thru Streets" initiative makes walking in Midtown safer.

major safety problem and cause of delay for pedestrians.

For more information, including a map and diagram of "Thru Streets" and the Split Phasing Project, see www.ci.nyc.ny.us/html/dot/html/get_around/streetprog.html.

Heralding the New Herald Square

T.A. Calls for Bike Improvements and More Pedestrian Space

THE DOT IS FINALIZING ITS PLANS for reconstructing Herald Square. The DOT's past pedestrian and bicycle improvements in the Square have been a huge success. Pedestrian crashes have been reduced sharply, the massive intersection is easier to cross and the Square is generally less chaotic. In the DOT's new plans, pedestrians can look forward to permanently extended sidewalks at the striped out areas on Broadway, 6th Avenue and around Herald and Greeley Squares. T.A. asked the DOT to incorporate three important safety improvements to the final design on the 6th Avenue bike lane:

- **Move the 6th Avenue bike lane** between 32nd and 33rd Streets to the East, or outboard, of the left turn lane. This will eliminate the conflict between cyclists and drivers turning across the bike lane onto 33rd Street. The Broadway bike lane between 33rd and 32nd Streets already uses this very effective design.



The Herald Sq bike lane needs bollards.

- **Use dashed "pegga" tracked lines** to maintain the 6th Avenue bike lane's continuity from 33rd Street, across Broadway and 34th Street, to Herald Square. When the bike lane disappears, motorists squeeze cyclists off the road and end up driving in the bike lane when it restarts north of 34th Street.

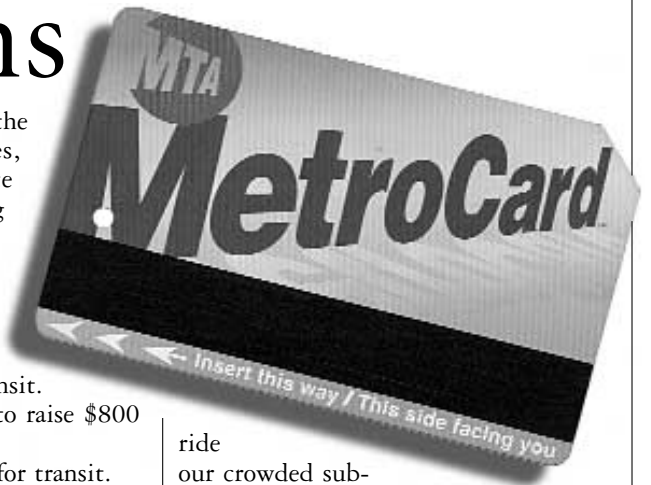
Physically separate the 6th Avenue bike lane on the East side of Herald Square (34th-35th Streets) using bollards or curbs. Bollards protect the southbound Broadway bike lane on the west side of

the island. Police cars and taxis frequently park in the unprotected lane. Bollards physically define and keep vehicles from driving or parking in the bike lane.

- **The DOT should also extend the sidewalks at non-turning corners** (e.g. the north corner of 33rd Street and 6th Avenue) as far into the street as possible and install steel bollards on every corner. Extending sidewalks will increase pedestrian safety by shortening crossing distances and improving visibility. Steel bollards, which the DOT is using throughout the city, will protect innocent walkers from the all-too-common occurrence of drivers mounting the sidewalk. Last December, a van jumped the curb in Herald Square and killed seven people. Steel bollards would have stopped the van and prevented this massacre.

DOT Commissioner Iris Weinsall
40 Worth Street,
NYC 10013

Damaging Transit Fare Hike Looms



EXCERPTED FROM THE STRAPHANGERS CAMPAIGN AT STRAPHANGERS.ORG

SIGNS POINT TO A MAJOR TRANSIT fare hike early next year. The MTA claims to be running a \$600 million deficit—though this has not been independently verified—and some experts believe that, immediately following the gubernatorial election, fares will soar to \$2. This is bad news for transit riders, employers and environmentalists who want more transit and less driving. Transit riders should be subsidized. They do not pollute the air, maim and kill pedestrians and bicyclists, clog streets and delay emergency services and vital services, or degrade the quality of life with honking, tire noise and speeding. In short, transit riders—unlike motorists—are not inflicting huge “externality” or “indirect” costs on the city and its neighborhoods.

Before Raising Fares

Before considering raising fares, Gover-

nor Pataki, who controls the MTA board and fares, should end unfair state transit aid funding inequities and consider new revenue sources for transit, including:

- Reinstating the commuter tax and dedicating it to city and suburban transit.
- Toll East River bridges to raise \$800 million a year.
- Payroll taxes earmarked for transit.

Transit Service Needs Improvement

Ridership on city subways and buses is at its highest level since 1953, with a million more riders on an average day than just five years ago. But service lags badly. Since 1996, annual subway ridership has risen 29%, but service has only increased about 11%. Bus ridership has soared 50% in five years—from 435 million in 1996 to 722 million in 2001, but service has increased only 27%.

The result is crowding and often slow and unreliable service.

The Average Fare Has Gone Down, and That Is Good

Many riders are now taking advantage of MetroCard, like unlimited-ride passes and free transfers between subways and buses. Average fares are between \$1.06 and \$1.07. These discounts have dramatically increased ridership and improved mobility for many. But these discounts have not reduced fare revenues for the transit system. The fare box has generated about the same amount—between \$2 billion and \$2.1 billion a year—since 1997, when the discounts started.

Riders Deserve More Service and Less Crowding

It takes longer to go by bus from East Harlem to downtown than from New York to Philadelphia.

Riders know from bitter daily experience how jammed and stressful is to

ride our crowded subways and buses. There should be a major increase in service, including guaranteeing no more than a four-minute wait anywhere in the subways during rush hours.

Faster and More Reliable Service

New York City has the slowest buses in America. It takes longer to go from East Harlem to downtown than to go from New York to Philadelphia! Buses should given greater priority on city streets. And subway travel times have slowed on some lines due to safety concerns. We also need modern subway signals to allow faster speeds, more frequent service and greater safety.

Better Discounts

The MTA should look at ways to make fare discounts more affordable and attractive, including offering deeper discounts, selling bi-weekly passes, and giving 10% off for purchases of \$10 or less. And city families should get what suburbanites already do: discounts when traveling with children.

Real Progress on Building New Subway Lines and Modernizing Old Ones

A Second Avenue subway is vital to relieve crowding on the Lexington line. Improvements are needed all over town, from rebuilding stations to buying many more new buses and subway cars to increase service.

An Unfair Fare Burden

Percentage of operating costs covered by fares, 2000*

- 58% New York City Transit/Subways and Buses
- 54% MetroNorth
- 48% New Jersey Transit
- 44% Chicago
- 44% Long Island Railroad
- 41% Philadelphia
- 37% PATH
- 32% Los Angeles
- 32% Miami-Dade
- 29% Boston

*SOURCE: FEDERAL TRANSIT ADMINISTRATION

Shortchanging Subway and Bus Riders

- 84% Percentage of transit riders in NY State carried by NYC Transit
- 63% Percentage of state aid going to NYC Transit
- \$325 million Cost of this inequity to NYC Transit

*SOURCE: NYS DEPARTMENT OF TRANSPORTATION, 2001 ANNUAL REPORT ON TRANSIT ASSISTANCE PROGRAMS

T.A. and Taxi Industry Hold Safety Talks



IN SEPTEMBER, T.A. AND TAXICAB industry representatives met to discuss working together to make cabbies safer drivers. The meeting was long overdue, and it emphasized that the highly regulated taxi industry shares many safety concerns with T.A. The Taxi and Limousine Commission—the city agency that regulates everything from taxi fares to cab drivers to taxi design to safety measures like dooring awareness stickers—will hopefully heed the combined call of taxi company owners and street safety advocates.

Currently, the taxi industry would like to see a host of Taxi Commission measures that would result in better cab drivers and safer vehicles. Currently, prospective taxi drivers must wait six to eight weeks before they receive a hack license from the Taxi and Limousine Commission. Cab industry experts, including those with no financial interest

in the industry, think that this discourages qualified drivers who are able to get their licenses to work before they can receive their licenses. T.A. agrees that extending the waiting period would attract safety-conscious drivers.

This fall, the Taxi Commission is testing TaxiTV—a flat screen video system that provides cab passengers with news and entertainment. One message being tested includes a prominent advertisement for passengers to check for cyclists before opening their doors. Once in widespread service, the screens will be a valuable safety education tool. In the meantime, the Taxi Commission should approve T.A.'s proposed "Check for Cyclists!" and "The speed limit in NYC is 30 mph. Obey it!" passenger education stickers.

the proposals and are ready to implement them. But, the Taxi Commission has been slow to approve them.

Cooperation with the taxicab industry has barely begun and we look forward to creating the safest possible taxi drivers and cabs in New York City.

Write Taxi and Limousine Commissioner Matthew Daus and urge the Taxi Commission to adopt the "Check for Cyclists!" and "The speed limit in NYC is 30 mph. Obey it!" stickers, 40 Rector Street, 5th Floor, NYC 10006.

T.A. Questions on Taxi Test

The city's 12,000 cabs set the pace on NYC's streets. In August, the Taxi and Limousine Commission (TLC) adopted bicycle and pedestrian safety points and questions that T.A. recommended for the Taxi Driver Training School and the taxi driver test. Though all cabbies must have a New York State driver's license, the state Driver's Manual devotes only three of its 104 pages to pedestrian and bicycle safety. The taxi exam is the only time cab drivers are questioned specifically about bicycle and pedestrian safety.

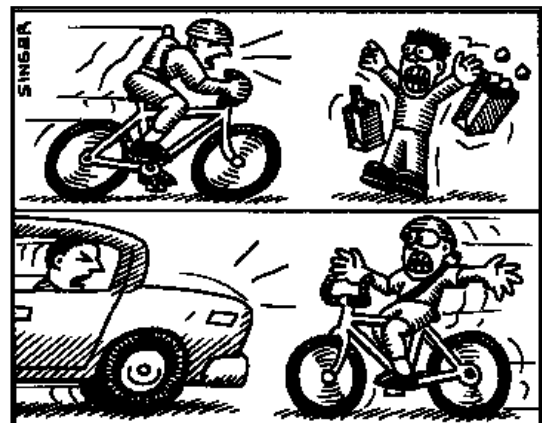
TLC's new safety points for taxicab drivers:

- The speed limit on New York City's streets and avenues is 30 mph.
- Pedestrians and cyclists always have the right-of-way.
- Always yield to pedestrians and cyclists.
- Never discharge passengers in the travel lane.
- Discharge passengers on the curb side only.
- Always pull to within 12" of the curb when picking up and dropping off passengers.
- Always use the turn signal.
- If a passenger injures a passing cyclist or pedestrian by opening or closing the cab door, then the driver must give his or her name, insurance and contact information to the injured person.

Sidewalks Are For Walking—Not Cycling

DO NOT RIDE YOUR BIKE on the sidewalk. Period. Bicyclists on sidewalks are an intrusive and frightening presence to many pedestrians and pose a real danger to the elderly and small children.

There is no excuse for riding on sidewalks. If you are afraid of traffic, walk your bike. If you are too impatient to walk, do not care if you hit a little kid or knock over an old man and do not mind spreading ill will towards cyclists, consider the \$100 fine and potential confiscation of your bike. Still don't give a damn? Did you know that even city councilmembers who strongly support cycling say that sidewalk cyclists are the number one quality of life complaint that they receive? What goes around comes around. **When some**



cyclists act like jerks, all cyclists get treated like jerks. Not surprisingly, this makes generating community support for tougher traffic enforcement, bike lanes, bike racks, secure parking and greenways much tougher.

Don't be a jerk, don't ride on the sidewalk.

metropolitan

NEW JERSEY

Car Possessed by Devil Mounts Sidewalk and Injures 14

FOUR PEOPLE REMAINED HOSPITALIZED IN FAIR CONDITION Sunday after a car *{where was the driver?}* went out of control and crashed into a block party in Ocean City on Saturday, injuring 14 people. Injuries were mostly cuts and broken bones and were not life-threatening. No charges were filed and police were trying to determine what caused the vehicle *{Where was the driver?}* to lurch through a fence and onto a crowded sidewalk. The car *{Where was the driver?}* hit a street-light before stopping. *{OK, the Devil had nothing to do with this, but you would not know the driver had any responsibility given the way this and other crashes are reported.}*

- October 13, 2002, Associated Press

NJ Gov Talks Tough on Sprawl

IN LATE OCTOBER, NEW JERSEY GOVERNOR JAMES McGreevey gathered opinion makers at a smart growth summit to spread the message that "State government will stop subsidizing sprawl."



The governor noted that 40% of new houses were being given state permits despite being built in areas that the state land-use plan had reserved as open space, farmland or forest. He added, "The state can't

be part of the solution if it's part of the problem." McGreevey's transportation commissioner, James Fox said, "We must break the boom and bust cycle of growth and congestion before it consumes our budget and quality of life." He added that new highway interchanges and access points were "Fertilizer for sprawl." McGreevey says he will back this powerful rhetoric by reducing spending on new highways from 20% of the NJDOT's budget to 4%, and spend the state's road money fixing crumbling bridges and roads.

NEW YORK

Groups Urge City to Continue Rail Freight Effort

IN LATE OCTOBER, A GROUP OF 21 NEW YORK CITY-BASED community and transportation groups, including TRANSPORTATION ALTERNATIVES and the Tri-State Transportation Campaign, sent a letter to Mayor Bloomberg that emphasized the benefits of a cross-harbor rail freight tunnel and the many problems caused by over-reliance on trucks. The letter followed reports that the mayor considers the freight project a "back burner" issue (MTR #379).

The letter summarized the need for a direct rail link across

the Hudson, citing truck impacts and worsening traffic congestion. It compared new projects that have improved rail freight systems in the Los Angeles and Chicago areas to New York's isolation from the U.S. rail network.

Although little has been heard about the project in recent months, there was a brief report in Crain's NY Business in late October that Deputy Mayor Daniel Doctoroff has asked Congress for \$5 million to complete the environmental impact statement. The tunnel is estimated to cost between \$2 billion and \$7 billion. Recently, Congressman Jerrold Nadler said construction of the rail freight tunnel should be the City's most important project priority during next year's federal transportation authorization.

NEW YORK CITY



Queens Boulevard Kills High School

CHALK UP ANOTHER VICTIM TO THE MURDEROUSLY DANGEROUS traffic conditions on Queens Boulevard. A three-year-old plan to build a high school on the site of a former appliance store was abandoned because of pedestrian safety concerns about Queens Boulevard, the Department of Education reported in late October. Agency officials note that Queens has the most overcrowded schools in the city, but that space is so scarce that constructing new schools has been difficult.

The recent decision to back out of the plans, which is supported by Queens Borough President Helen Marshall, clears the way for PC Richard, the electronics giant to build a new store, including a large parking lot. The parking lot will add additional traffic to Queens Boulevard. The store's parking lot will feature driveways that cross the sidewalk along the boulevard, thus making conditions for pedestrians even more dangerous. Dan Andrews, a spokesman for Marshall, said the borough president withdrew support for the school after it was determined that the cost of making the site safer for students would be too prohibitive. "Everybody was concerned about the safety and certainly the factor of Queens Boulevard was an issue," Andrews said.

Read Mobilizing the Region at tstc.org for more regional transportation news.

East River Bridge Tolls Move to Center Stage

HERE IS AN OLD SAYING, “MONEY TALKS, BALONEY walks.” When it comes to East River bridges, the money is talking loud and clear. According to the Mayor and City Council speaker, New York City faces years of \$5 billion deficits and the worst fiscal crisis in its modern history. These desperate times call for (politically) desperate measures, and the Mayor’s budget includes East River Bridge tolls starting in 2004 as “Out-Year Gap Closing Measures.” The Mayor projects toll revenue of \$100 million in 2004, \$500 million in 2005 and \$800 million in 2006. T.A.’s best bet is that the City or MTA will install tolls on the East River bridges by 2005.

New Yorkers have been talking about tolling the East River bridges for decades. One New Yorker, William Vickrey, even won a Nobel Prize in economics for describing how peak-period tolls reduce traffic. But politicians do not care about rational transportation policy if it means challenging a beloved entitlement of their most affluent constituents.

There are Five Reasons Why East River Bridge Tolls are Coming Soon:

- 1 The Mayor and City Council desperately need them.
- 2 The City Council has the authority to enact them—without the approval of the state legislature or governor. For years it was assumed otherwise, but legal research commissioned by T.A. and the Straphangers Campaign found that

Myths and Malarkey

lected officials in Brooklyn and Queens, Borough Presidents Marty Markowitz and Helen Marshall prominent among them, claim that East River Bridge tolls are bad for New York. Among their claims are that motorists will jam already crowded subway lines, giant toll plazas will destroy “renaissance” areas like Queensboro Plaza and toll-related traffic jams will pollute the air and poor motorists (an oxymoron in NYC)

will suffer. Any truth to these concerns? Not really.

? **Claim:** East River Bridge tolls will create congestion and air pollution.

! **Fact:** The opposite is true. Tolls will reduce traffic and air pollution by reducing the number of cars crossing the bridges at all times. Peak hour pricing will reduce traffic even further; eliminating just 10% of the traffic at

the City has the clear authority to impose tolls. (See transalt.org.)

3 People think they are the best option in tough times. A Quinnipiac University poll in July found that New Yorkers prefer bridge tolls two to one to higher taxes or transit fares. In fact, tolls were the top choice in every borough.

4 Non-stop tolling technology like EZ-Pass does not require elaborate toll plazas and is relatively quick and easy to install.

5 Public sympathy for protesting motorists is going to be very low because transit fares (and MTA tolls) are going up, and city services are being cut.

Why T.A. Supports East River Bridge Tolls

Bridge tolls have a distinct advantage over other traffic and tax proposals: they stand to benefit nearly every New Yorker. Not only will the tolls generate big money for the city—up to \$800 million

congested times reduces travel delays for motorists by 50%. Additionally, if tolled, the East River bridges will carry less traffic because fewer motorists will detour to them to avoid existing tolls—a substantial cause of traffic on neighborhood streets near the Brooklyn and Queensboro bridges. Lastly, traffic at the Queens and Brooklyn entrances to the East River bridges is already atrocious. Queensboro Plaza is a huge traffic

sewer, and the entrances to the three Brooklyn Bridges are barely less appalling. The neighborhoods near these urban disaster zones suffer mightily from bridge traffic. The idea that they will suffer even more from tolls is perverse.

? **Claim:** East River bridge tolls are an unfair imposition on Brooklyn and Queens motorists.

! **Fact:** Subway and bus riders pay \$3 round-trip to use the



each year—they will also work wonders by reducing the number of cars entering Manhattan, and lessen traffic congestion and its assorted ills, which now cost New Yorkers billions. Bridge tolls will encourage many drivers to eliminate a few car trips each week, which will add up to faster trips for all the other drivers. Eliminating just 10% of the traffic at congested times reduces travel delays for motorists by 50%. Plumbers, electricians and other commercial drivers will reap huge benefits; their time is money and it is extremely costly for them to sit in bridge traffic for half an hour a day.

• **Fewer Cars.** To avoid paying a toll every day, some drivers will switch some trips to carpooling or transit, resulting in fewer cars on the bridges and connecting highways. Only about a quarter

of car trips are work related, and many of these trips can be shifted to the subways or commuter rail, or consolidated into fewer trips.

● **Less Traffic and Cleaner Air on Streets Surrounding Bridges and in Manhattan.**

The biggest beneficiaries of tolls, contrary to popular belief, will be residents of Brooklyn and Queens neighborhoods who live on the traffic-clogged streets approaching the bridges. Currently, they live with horrendous traffic jams, air pollution and honking. Tolls will reduce—not increase—traffic on their streets, especially if peak hour tolls are high. Clearly, Manhattan will also benefit. It is estimated that every mile driven in Manhattan results in \$1.50 in costs from air pollution, crash-related deaths and injuries, delayed emergency services and buses, vibration and noise. The motorists entering Manhattan over the East River bridges currently pay nothing towards the enormous costs that they are imposing on the general public.

● **In NYC, Free Bridges Fall Apart.** An often overlooked, but powerful reason for new tolls is that tolled bridges are kept in good condition. At one time during the early 1990s, about half of the 35-some traffic lanes on the Brooklyn, Manhattan, Williamsburg and Queensboro Bridge were closed for emergency repairs. In contrast, not once has a lane on the MTA's tolled bridges been closed



JAKE DONHAM

One Possibility: City Deals Bridges to MTA

Many insiders believe that the City should sell the East River bridges to the MTA in exchange for a big one-time payout or hefty annual lease and the assumption of some of the City's transit-related costs. Among these costs are student transit passes, bridge maintenance, the annual transit subsidy and subsidies for the DOT franchise bus fleet in Brooklyn and Queens. The argument is that the MTA is in the business of providing and paying for public transit and that the City is not; in addition, the MTA does not do a particularly good job of maintaining its bridges, running buses or finding money for transit. Transit advocates come down on both sides of the issue. Some fear that upstate Republicans will siphon off too much toll money and observe that city government is much more open and democratic than the secretive MTA. However, there is a compelling logic to giving the transit agency control over a potential transit funding source.

because it was about to fall into the river. Bridges are expensive to maintain, and maintenance is one of the first things cut during a fiscal crisis. Lack of maintenance funding led to the reconstruction of the Williamsburg Bridge and shut down J and M line service for years. Likewise, since the late 1980s, emergency closures on the Manhattan Bridge have disrupted service on the N,R,B,D,Q subway lines. All told, millions of subway riders have had their subway service ended or slowed.

● **Some Toll Money Should Go to Bridge Maintenance and Transit.** Pro-transit groups like T.A. would like to see the bulk of East River bridge tolls go to keeping the bridges in good condition and improving the transit system. But unless the MTA takes over the bridges, this is not likely. By far the biggest reason new tolls are a realistic possibility is

The NY Times reported in a prominent article that East River bridge talks between the City and the MTA were underway.

What the City Would Want for Giving East River Bridges to the MTA

MTA Would Take Over the Following NYC Costs
(All numbers are approximate):

- \$150 million/yr: State mandated transit subsidies.
- \$140 million/yr: Cost of subsidizing franchise bus fleet in Brooklyn and Queens.
- \$130 million/yr: Student transit passes.
- \$65 million/yr: Bridge maintenance.
- \$60 million/yr: State-mandated subsidy of LIRR stations in NYC.
- **\$545 million/yr: Total**
Plus: Some billions in future rebuilding costs.

What the MTA would get:

- **\$800 million in annual revenue.**

that the Mayor and City Council believe that the political pain they suffer from imposing the tolls will be less than that of cutting \$800 million in vital city services. Thus, it is a good bet that toll revenue will be used only to pay for existing city services. This said, one possible scenario is that the City will lease the East River Bridges to the MTA. The MTA has experience running big tolling operations, will be much more likely to keep the East River Bridges in good condition and can relieve the City of \$545 million annual transit and bridge related costs.

RESOURCES

bridgetolls.org
tollroads.org
transalt.org

ED NOTE: Thank you to Steven M. O'Neill of Bridgetolls.org for his contribution to this piece.

bridges, and they do not contribute to traffic problems or air pollution. Additionally, many motorists from these boroughs already pay at tolled crossings.

● **Claim:** East River bridge tolls sever the boroughs from each other.

! **Fact:** Only 5% of commuters from Brooklyn and Queens into Manhattan drive. The three bridge crossings between The

Bronx and Queens have been tolled for decades.

● **Claim:** East River Bridge tolls will hurt poor people.

Fact: Car ownership and use in New York City is directly related to household income. On the whole, poor people do not have cars or drive; they take transit. Additionally, poor people cannot afford steep Manhattan parking costs. Census figures show that in the poorest

parts of the city, fewer than 15% of households have a car.

● **Claim:** Giant toll plazas will sprout at bridge entrances.

! **Fact:** Overhead EZ-Pass readers will make big toll plazas unnecessary and allow for non-stop tolling. New EZ Cash Passes, which can be purchased for cash, are under development and will be easily available at places like bodegas, drug stores and token

booths. Not only will they be easy to get, but they will also preserve a motorist's anonymity. Motorists without an EZ-Pass will have their licenses photographed and be sent a bill—a system already in use in Toronto, Singapore and other cities in the developing world.

(NOTE: A greatest hits collection of idiotic anti-toll comments can be found at: queenscourier.com/archives/2002/lead022802b.htm).

T.A. Calls for Car-Free Summer in Prospect Park in '03

Massive Outpouring of Popular Support at Summer Rally

TRANSPORTATION ALTERNATIVES is fighting hard for a car-free summer—Memorial Day to Labor Day—in Prospect Park.

On July 17, more than 600 car-free Prospect Park supporters showed up for T.A.'s enormous town hall meeting at the sweltering Union Temple at Grand Army Plaza. Along with the cheering throngs were City Councilmembers Yvette Clarke, James Davis, Bill DeBlasio, Angel Rodriguez and David Yassky and State Senator Carl Andrews. All of the electeds gave rousing speeches in support of a three month car-free trial period. Additionally, three former DOT commissioners, Lee Sander, Lou Riccio and Sam Schwartz, went one step further and supplied statements endorsing a completely car-free Prospect Park. The people power carried over to a July 30th car-free rally in Prospect Park that drew



Over 600 enthusiastic car-free park supporters rallied at Brooklyn's Union Temple in July.

GREG GROSS

120 cheering people holding placards. The political power generated by T.A.'s Brooklyn Committee led to a summit meeting between the City Councilmembers supporting a three

month trial closing, DOT Commissioner Iris Weinshall and opponents of a trial closing, including Borough President Marty Markowitz and Councilmembers Nelson and Felder.

Marty Markowitz: Meeting No-Show, Opposes Car-free Parks and East River Tolls

T.A. carefully planned the Union Temple meeting around Brooklyn Borough President Marty Markowitz's schedule and confirmed the engagement repeatedly during numerous phone calls with his staff. But Marty—the day's featured keynote speaker—decided at the last minute not to attend. Markowitz built his reputation as a populist by attending children's birthday parties, little league games and block parties. In subsequent meetings, Markowitz has voiced vociferous opposition to a car-free park. (He also adamantly opposes tolls on East River Bridges.)

Marty Markowitz,
Brooklyn Borough President
209 Joralemon Street
Brooklyn, New York 11201
718-802-3700

DOT's Study Quagmire

THE GOOD NEWS FOR SUPPORTERS of a car-free summer is that three former DOT Commissioners say that it is easily doable. Also, the 78th Precinct says it is easier to police the park when it is closed to cars. The bad news is that the DOT is convinced that a car-free summer would require a \$250,000 study during which it would collect extensive before, during and after traffic counts. This is all academic anyway, since neither the DOT nor the City Council say that they are able to find the money for such a study. Plus, the DOT

bers Yassky and DeBlasio are committed to championing a "Car-Free Summer." As we go to press, the Prospect Park City Council Delegation is putting the finishing touches on a letter to DOT Commissioner Weinshall calling for a car-free trial, with or without a traffic study.

Widespread Support for Year-Round Weekday Car-Free Hours

Meanwhile, the Prospect Park Community Committee ("Comm Comm") has voted to endorse year-round weekday

Prospect Park Community Committee endorses year-round weekday car-free hours.

reports that its traffic planning staff has been diminished by retirement buy-outs and does not have the capability of managing a Prospect Park study.

Fortunately, bolstered by constituent support—thank you T.A. Brooklyn Committee, Councilmem-

car-free hours. Currently, the weekday hours (Monday to Friday, 9 am to 5 pm) extend from January to mid-November. The Comm Comm includes representatives from park athletic clubs, neighborhood organizations and other park user groups.

New Yorkers Want 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.

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*

American Lung Association
 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 David Yassky
 State Senator Velmanette Montgomery
 Assemblymember James Brennan
 Assemblymember Rhoda Jacobs

CENTRAL PARK

Give us a car-free Central Park!

American Lung Association
 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 Cycle Club
 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 Road Runners Club
 New Yorkers for Parks

Masses Flock to Support Car-Free Central Park

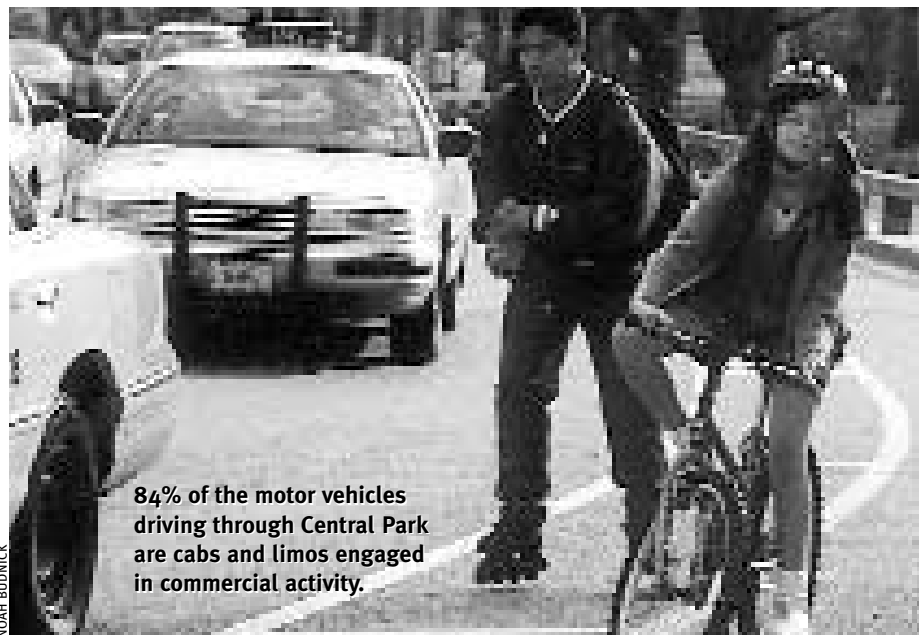
IN MANHATTAN, T.A.’S CAR-FREE Central Park Committee is also reaching unprecedented milestones. On October 6, volunteers collected 1,360 signatures at the largest New York City anti-war protest since Vietnam, breaking the committee’s previous one-day signature collecting record by more than 500. The Committee has now collected more than 43,000 signatures in support of a car-free Central Park, which brings it nearly halfway to its ambitious goal of 100,000.

Joining the roster of individuals and groups supporting a car-free Central Park are both the prestigious American Lung Association and the long-time

park users at the New York Cycle Club. Also, the committee has won support for a three month car-free trial in Central Park from Council Speaker Gifford Miller and Councilmembers Brewer, Moskowitz and Reed.

The message to T.A. members is clear: Our voices, our letters and our volunteer labor is making a difference. The car-free park issue is working its way up the civic agenda to unprecedented levels.

T.A. E-bulletin
transalt.org/ebulletin
 **SIGN UP!!**



84% of the motor vehicles driving through Central Park are cabs and limos engaged in commercial activity.

“There are many public needs in a park. We serve one, and to us, it is sacred. The park is a retreat from the tumult of the city, not an extension of commercial activity.”

— **JACK LINN, Assistant Commissioner of the Department of Parks and Recreation,** referring to vendors selling curios on the sidewalks surrounding Central Park, as quoted in the 9/4/02 *NY Times*.

Auto-Free WORLD

Car Crashes Make Suburbs More Dangerous Than Cities

It is commonly assumed that suburbs are safer places to live and raise children than cities. But a new study reveals that people who live in the suburbs run a greater combined risk of being killed, either by a stranger or in a car crash, than those in center cities. The study, by University of Virginia urban and environmental planning professor William Lucy, examined homicide and traffic fatality rates in eight metropolitan areas from 1997 to 2000. While many of the central cities had higher rates of homicides by strangers than suburban counties, the relatively low homicide rates in the suburbs were overwhelmed by much higher rates of traffic fatalities. "I think the basic reason [suburbs are more dangerous] is that the people who live farther out are driving farther, they are going faster and they are driving on roads that are more dangerous," said Lucy.

CarFree Times

Court Says Road Builders May Ignore Bicyclists

When the city of Houston and the local transportation authority decided to use federal highway funds to turn a portion of Louisiana Street into five one-way



Houston can legally ignore the interests of cyclists.

lanes with no provision for bicycles, Texas cyclist Dan Lundeen thought he had a case. After all, the federal "Transportation Equity Act for the 21st Century" (TEA-21) states that all transportation projects "shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians" and that "bicycle transportation facilities . . . shall be considered, where appropriate, in conjunction

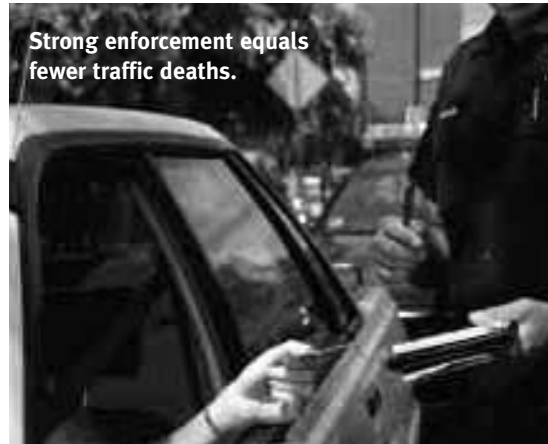
with all . . . reconstruction of transportation facilities." Lundeen sued the U.S. Secretary of Transportation, the local transportation authority and the City, asking the court to declare the project ineligible for federal transportation funding. He also sought to bar Houston—recently named the nation's "Worst Cycling City" by *Bicycling Magazine*—from enforcing its ordinance against bikes in bus lanes. (One of the proposed lanes would be for buses only.) Lundeen argued that, as a bicyclist, his personal safety on and enjoyment of Louisiana Street were threatened by the city's project. Unfortunately, the courts have not agreed. The U.S. Court of Appeals for the Fifth Circuit, which heard Lundeen's appeal, has affirmed the lower court, ruling that Houston may legally ignore the needs of cyclists in its road building projects. The court basically said that, while the law provides that highway projects should consider the needs of bicyclists, cyclists do not have standing to sue if those needs are ignored. The court did concede that the TEA-21 law was somewhat less than clear on this issue, so courts in other jurisdictions could rule differently.

For the court's decision, go to: www.ca5.uscourts.gov/opinions/pub/01/01-20605-cv0.htm

Traffic Laws Reduce Crash Deaths

A study reported in the May 2002 issue of the *British Medical Journal* concludes that driver education and training programs have no effect on road safety. Instead, the researchers found that what really works in reducing road deaths is rigorously enforced traffic safety laws.

In their study, "Reducing Motor Vehicle Crash Deaths and Injuries in Newly Motorising Coun-



Strong enforcement equals fewer traffic deaths.

tries," Brian O'Neill, president of the Insurance Institute for Highway Safety, and Dinesh Mohan, professor of transportation safety at the Indian Institute of Technology, state that "virtually all" educational and training programs aimed at adult drivers show no evidence of effectiveness. Despite this, such efforts are still widely advocated as essential. Motorists agree that there are many "bad" drivers, but virtually all believe that the "bad" drivers are someone else. However, they stress that laws by themselves often are not sufficient: the key factor is drivers' perception that they run a high risk of being detected and punished for violating the law.

British Medical Journal

Cow Falls on Car, Driver Injured

Drivers in farming regions in Austria know to be on the lookout for animals that stray onto the road, but even the most cautious seldom scan the heavens for livestock.

A 36-year-old woman should have been doing that in June when a cow strayed from a hillside pasture to the top of a tunnel entrance and then fell onto her car.

The woman was hospitalized with minor chest and foot injuries. Her husband, in the passenger seat, was unharmed. The cow died after being hit when it fell 15 feet just as the car was leaving the tunnel.

Associated Press

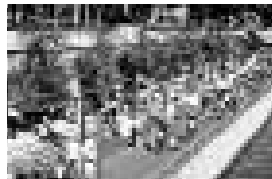
A Tale of Two Cities: The Mayors of Paris and London Say “Enough” to Cars

IF MAYOR BLOOMBERG NEEDS INSPIRATION AND IDEAS FOR reducing traffic in the city, he should look to his counterparts in London and Paris. Abandoning the car-centric policies of their predecessors, the popular mayors of both capitals have taken gutsy steps to promote public transport and bicycle use at the expense of private cars.

Creating Civilized Space in Paris

The mayor of Paris, Bertrand Delanoë, was elected in 2001 on a platform of creating more “civilized space” in the French capital, where traffic has grown steadily in the past decade and pollution has soared. Delanoë promised voters that he would “fight, with all the means at my disposal, against the harmful, ever-increasing and unacceptable hegemony of the automobile.”

Fighting the car, he said, is “a duty, but it also reflects the aspirations of a majority of Parisians,” pointing out that “private motorists, who make up a quarter of road users, use up 94 percent of Paris’s road surfaces.”



Expressways, Paris style.

Delanoë’s daring strategy has been to drastically reduce the amount of road space available to cars, in the process intentionally creating such gridlock that no one in their right mind would want to drive in the City of Light. “It’s only by making life hell for motorists that we will force them to give up their cars,” said his deputy mayor, Yves Contassot.

Delanoë began last year by setting aside lanes along major avenues for buses, taxis and bicycles only, and squeezing private cars into one or two lanes. Drivers were outraged, accusing him of harboring an anti-car fixation.

“I’m not obsessed by cars,” the mayor replied. “I’m obsessed with the health of Parisians. Is it my fault that the automobile is the city’s major source of pollution and that it takes up two-thirds of the road surface? Things have to be brought back into balance.”

The policy proceeded as Delanoë turned over 2.5 miles of a busy road on the Left Bank of the River Seine to cyclists and skaters for one month last summer.

Then, in a move that made headlines around the world, Delanoë ordered the closing of two-miles of the city’s busiest traffic artery, the Right Bank’s Pompidou expressway. The city then spent \$1.5 million to turn the area into a public beach.

The experiment proved an overnight success and Delanoë became a local hero. Delanoë views this as the first stage of a plan to reconquer both banks of the Seine and eliminate cars entirely in favor of what he calls gentle traffic—“anything without an engine.”

Unsnarling London

London mayor Ken Livingstone was also elected on a promise to get tough with motorists. London traffic averages less than 10 miles an hour. “The city has been pretty unlivable in many

areas because of pollution, congestion and noise,” Livingstone observed.

In an early symbolic move, Livingstone stripped senior managers at London Transport of their company cars. He has also added more bicycle and bus lanes, made part of Trafalgar Square a pedestrian-only zone, and re-timed many traffic lights to favor pedestrians over drivers.



London has extensive traffic calming.

But the centerpiece of Livingstone’s strategy is to make motorists pay through the nose. This past February he set in motion a plan to charge drivers about \$7.80 each time they enter the “congestion zone,” an eight-square-mile chunk of central London, between 7 am and 6:30 pm on weekdays. Those who fail to pay could be fined up to \$188.

The scheme, which will be introduced in February 2003, is projected to reduce congestion by 15% and raise more than \$200 million a year. Livingstone has vowed that “every penny will be used to improve transport for London.”

Livingstone views bicycling as “an integral and valuable part of London’s transport system,” and this spring his office published a series of free guides to cycling in the city.

DISCOVER HUNDREDS OF CITY CYCLING SECRETS IN

URBAN BIKERS' TRICKS & TIPS

By DAVID LEE DIAMOND

LEARN TO BEAT THIEVES, TRAFFIC, AND EVEN HELMET HEAD WITH OVER 700 PICTURES ON 200 PAGES

INTERBACK, IN COLOR—ONLY \$4.95

AT BOOK STORES & THESE BIKE SHOPS

MANHATTAN

- Bicycle Renaissance 430 Columbus Ave
- Bicycle Habitat 244 Lafayette St
- Cat C Bicycle Works 1101 First Avenue
- Different Spokes 240 Seventh Ave
- Eddie's Bike Shop 490 Amsterdam Ave
- Frank's Bicycles 605 Grand St
- Getham Bike Shop 116 W Broadway
- Tread Bike Shop 220 Doyers St
- Village Whistle 60 E Eighth St

BROOKLYN

- Brooklyn Bike Bikes 170 Atlantic Ave
- On the Move 400 Seventh Ave
- East & Road 150 E Eighth Ave

WWW.ASKMEBIKE.COM

200/265-4761 PHONE ORDERS (CONSUMER & BULK)

COMBINED BY NY PUBLIC LIBR.

NYC Century Bike Tour 2002

September 8, 2002

New York City on Two Wheels

T.A.'S 13TH ANNUAL NYC Century Bike Tour brought together 4,000 riders from New York City and far beyond for a sunny, fun day of exploring Manhattan, Brooklyn, Queens and The Bronx from the best vantage point—their bicycles. This was T.A.'s largest NYC Century yet, and we owe our success in large part to the help of our incredible volunteers. From planning and preparing the route to phone banking to helping at rest stops to marshaling to providing medical support to setting up the Central Park Start at 2:30 am



Riders in Brooklyn near Canarsie Pier

GARY LINGARD



The all-star volunteer team at Pelham Bay Park.

NOAH BUDNICK

and so much more, volunteers made the NYC Century happen. Thanks to all of you!

T.A. stages the NYC Century Bike Tour to encourage daily cycling in New York City, raise money to support our advocacy work for cyclists and pedestrians and attract new members. And it works. We raise a significant percentage of our yearly budget and bring in a flood of new members while having the pleasure of sharing our vision of a truly bicycle-friendly city.

The NYC Century is also a great way to further our advocacy goals of improving the bicycling and pedestrian environment. We work with the Parks Department, the Department of Transportation, the Department of Sanitation, the Triboro Bridge Authority and other city agencies to fix street, greenway and bridge hazards.

For those of you who were able to join us on September 8th, we hope you had a great time and look forward to rid-

ing with you again. For those of you who were unable to join us, we hope to see you next year at the NYC Century 2003.

Thank you!

All the great volunteers—we couldn't do it without you!

Route Assistance: The City of New York Parks Department, NYC Department of Transportation, New York Police Department, Triboro Bridge Authority and Bob Adamenko.

Rest Stop Hosts: The NYC Department of Parks and Recreation, Gateway National Recreation Area, Central Park Conservancy and Prospect Park Alliance.

Sponsors: Robert Fader, Esq., Bicycle Habitat and Adam White, Esq.

Food Donors: Ben & Jerry's, Clif Bar, Kontos, Tom Cat Bakery, Nutella, Terra Chips, Chiquita Banana, Tribe of Two Sheik's Hummus/Rite Foods and Krispy Kreme.

Let's Get This Party Started!

Volunteering at the NYC Century Bike Tour 2002 Start

T.A. depends on over 100 volunteers to help stage the NYC Century Bike Tour. The Central Park Start crew is a particularly crucial volunteer position. This year, we were lucky enough to have one volunteer all the way from France.

Claire Leisink, 21

NYC – Hell's Kitchen.

France – Grenoble, in the Alps.

Student in political sciences in France

T.A member? In spirit. I'm a member of a bicycling advocacy organization in France.

Why did you volunteer for the NYC Century Bike Tour?

Because I liked being a part of T.A. While I was in town, working in New York City for the summer, I went to a Mailing Party hoping to meet interesting people, learn how and where to ride around New York City and improve my spoken English. As I discovered, the people were awesome. Meeting such great people made me really want to help. Plus, I share your conception of what a city or town should look like: fewer cars and more bikes or other alternative transportation. Minimizing car use is a growing movement where I come from in France and it's exciting and inspiring to see New Yorkers



KIT HODGE

Claire hard at work at the NYC Century 2002 Central Park Finish.

(including T.A.) taking on the issue on an even larger scale. Kit Hodge, the Events and Membership Director, suggested that I help out at the Century and there I was at Central Park at 5 am.

What was your role at the Century?

I was part of the illustrious Central Park Start and Finish crew. At the Start, I had lots of fun explaining the different flavors of Clif Bars to bleary-eyed and ravenous riders streaming

through at 5 am. After the Start, I was part of the muscle crew who converted the area to the Finish set-up. I went home for a quick nap and returned in time to staff one of the T.A. tables at the Finish, effectively serving as a sun absorption unit.

Did you enjoy the event?

It was great! I didn't expect it to be so big, so it was sort of a shock. I especially enjoyed the fact that

there were many happy people at the beginning of the ride and even more at the end. That's something that's different between the United States and France. People here thank you a lot and act interested in what you're doing. It was also a real treat to be a part of a great group of volunteers at the Start/Finish. Oh, and the weather was great.

Anything else you want to say?

Thanks T.A. for a great time! Keep up the good work. I'm off to France and my bicycle.



KIT HODGE

The rambunctious Welcome Committee.

Supply and Service Donors: Martin Grillo and Emergency Medical Rescue of NYC, Central Park Medical Unit, Lenox Hill Bike Medics, Flatlands VAC, Glendale VAC, Glen Oaks VAC, Park Slope VAC, Throggs Neck VAC, Jamaica Estates VAC, Queens Village VAC, Sherwin-Williams/Krylon, Seth Asher Massage, Rebecca Elish Massage and Recycle-A-Bicycle.

NYC Century Bike Tour 2002 Fun Facts

312,000 Miles bicycled by participants:

12 Greenways on route

8 On street bike lanes on route

8 Bridges on route

19 Parks on route

6,480-7,296 Calories burned riding the 100 mile route

5,184-5,837 Calories burned riding the 75 mile route

2,673-3,010 Calories burned riding the 55 mile route

972-1,094 Calories burned riding the 35 mile route

194 Calories of peanut butter consumed per rider

4,122 Bags of Terra Chips

200 Pounds of hummus

40,000 Orange slices

Robert Most popular rider name

Canada, Germany, France and the U.K.

Foreign countries represented

1 Number of dogs volunteering

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.

A—ACCESSORIES, **B**—BICYCLES, **C**—CLOTHING,
P—PARTS, **R**—REPAIRS, **S**—SKATES,
X—BIKE RENTALS, *—NO DISCOUNT ON SALE ITEMS

MANHATTAN

A BICYCLE SHOP 349 W 14 St	10% ACRP
A NEWGEN BIKES 832 9 Av	*10% ABCR
BICYCLE HABITAT 244 Lafayette	8¼% ACR
BICYCLE RENAISSANCE 430 Columbus	8% ACRP
BIKE WORKS 106 Ridge St	*10% PBX
CANAL ST METRO 417 Canal	*10% ACRP
CHELSEA BICYCLES 156 W 26th St	8% ACP
CITY BICYCLES 508 9th Av	*10% ACRPB
C N° C BICYCLE WORKS 1101 1 Av	8% ABCPRS
CONRAD'S BIKE SHOP 25 Tudor City Pl	8% ACRP
EMEY'S BIKE SHOP 141 E 17 St	10% ABS
ENOCH'S BIKE SHOP 756 10th Ave	*10% ACRP
FRANK'S BIKE SHOP 553 Grand St	10% APR
GOTHAM BIKE SHOP 116 W Broadway	10% ACRP
LARRY & JEFF'S 1690 2nd Av	*10% ACRP
LARRY & JEFF'S 1400 3rd Av	*10% ACRP
MANHATTAN BICYCLES 791 9th Av	*10% ABCPR
METRO BICYCLE STORE 1311 Lexngtn Av	*10% ACRP
14 ST METRO BIKES 332 E 14 St	*10% ACRP
MIDTOWN BICYCLE 360 W 47 St	*10% ACRP
96 ST METRO BIKES 231 W 96 St	*10% ACRP
SCANDINAVIAN SKI & SPORT 40 W 57 St	*10% ACP
SID'S BIKE SHOP 235 E 34 St	*8% ABCP
SIXTH AVE BICYCLES 546 6 Av	*10% ACRP
TOGA BIKE SHOP 110 West End Av	10% ACRP
TREAD BIKE SHOP 225 Dyckman St	*10% ACRP
VICTOR'S BIKE REPAIR 4125 Broadway	8% ABR

BROOKLYN

ACE CYCLES 1116 Coretelyou Rd	10% ABCPR
ARNOLD'S BICYCLES 4220 8 Av	10% ACRP
BATH BEACH CYCLES 2156 Bath Av	10% ABCPR
BAY RIDGE BIKE 8916 3 Av	10% ACPRS
BICYCLE DOCTOR 133 Grand St	10% ABCPR
BICYCLE LAND 424 Coney Island Av	10% ACR
BICYCLE STATION 560 Vanderbilt Av	*10% AR
THE BIKE SHOP 240 Smith St	10% ACRP
BROOKLYN BICYCLE CENTER	
715 Coney Isl. Av	10% ABCPR
BROOKLYN CYCLERY 557 Manhattan Av	10% R
BROOKLYN HEIGHTS BIKE 278 Atlantic Av	10% ACRP

DIXON'S 792 Union St	*8% ABCPR
LARRY'S CYCLE SHOP 1854 Flatbush Av	5% ABCPRS
ON THE MOVE 400 7 Av	10% ACP
P & H BIKE 1819 Coney Island Av	10% ABCPRS
R & A CYCLES 105 5 Av	10% ACP
ROY'S SHEEPSHEAD 2679 Coney Island Av	10% ACP
SIZZLING BICYCLES 3100 Ocean Pkwy	8% ACP
SPOKES & STRINGS 184 Havermeyer St	10% B
VERRAZANO BICYCLE SHOP 8717 3rd Av	10% ACRP

BRONX

BRONX BICYCLE DISCOUNT	
912 E Gun Hill Rd	*10% ACRP
EDDIE'S CYCLE 2035 Grand Concourse	5% A 10% P
NEIGHBORHOOD CYCLE 571 Courtlandt Av	10% ABCPRS
SID'S BIKE SHOP 215 W 230 St	8% ACP
WESTCHESTER BIKE 2611 Westchester	10% ABCPRS

QUEENS

ARC DE TRIUMPH 114-01 Jamaica Av	10% ABCP
ASTORIA BICYCLE 35-01 23 Av	8% ABCPR
BELLITTE BICYCLE 169-20 Jamaica Av	*10% ABCPR
BICYCLE BARN 107-34 Springfield Blvd	8% R
BIKE STOP 37-19 28 Av	8% ACP
BILL'S CYCLES 63-24 Roosevelt Av	10%
BILL'S OZONE PARK 108th St & Liberty	15% AP 10% B
BUDDY'S 79-30 Parsons Blvd	10% ACP
CIGI BICYCLE SHOP 42-20 111 St	10% C
CIGI II 91-07 37 Av	10% C
GRAND BICYCLE CENTER 70-13 Grand Av	10% BR
GRAY'S BICYCLES 82-34 Lefferts Blvd	8% ABCPR
LABEE BICYCLES 159-01 Northern Blvd	10% ABP
QUEENS DISCOUNT BIKE 92-64 Queens Blvd	*10% ACP
SPIN CITY CYCLE 110-50 Queens Blvd	*10% ACP

LONG ISLAND

BICYCLE PLANET (Syosset) 540 Jericho Tpke	*10% ACP
BIKEHAMPTON (Sag Harbor) 36 Main St	*10% AP
BRANDS CYCLE & FITNESS (Wantagh) 1966 Wantagh Av	*10% ACP
LONG BEACH BICYCLE & FITNESS (Long Beach) 755 E Park Av	*10%
SOUTH SHORE BICYCLES (Woodmere) 1065-67 Bway	*10%
VALLEY STREAM BIKE (Valley Stream) 95 E Merrick Rd	10% ACP

WESTCHESTER

BRONX RIVER BICYCLE WORKS (Mt. Vernon) 6 N Bond St	15% ABPR
CENTRAL DANNY'S CYCLES (Scarsdale) 644 Central Av	*10% ACP
HIGH CALIPER BICYCLE (White Plains) 169 Mamaronack Av	*10% ACP
PELHAM BICYCLE CENTER (Pelham) 109 Wolfs Ln	15% ACP
SLEEPY HOLLOW BICYCLE CENTER (Sleepy Hollow) 95 Beekman Ave	10% ACP

YORKTOWN CYCLING CENTER (Yorktown) 1899 Commerce St	10% ACP
---	---------

NEW JERSEY

ACADEMY (Palisades Park) 54 Grand Av	10% ABCPS
AMBER CYCLERY (Teaneck) 764 Palisade Av	10% ACP
BIKEMASTERS (Engelwood) 11 Bennett Rd	10% ABCPR
BIKE SHOP (Saddlebrook) 108 Rt 46	10% ACP
BIKEWORKS (Rochelle Park) 383 Rochelle Av	*10% ACP
CLIFTON SPEED (Clifton) 1074 Main Av	10% ABCPRS
CRANFORD BIKE (Cranford) 103 N Union	*10% ABCPRS
JAY'S CYCLE CENTER (Westfield) 227 North Ave East	15% ACP
MARTY'S RELIABLE (Morristown) 173 Speedwell	10% ACP
RG'S BICYCLE (Bayonne) 890 Bway	10% CP
RTE 15 BIKE (L Hopatcong) State Hwy 15	10% ABCPRS
SOMERVILLE CYCLERY (Somerville) 34 E Main St	*15% ACP
STRICTLY BICYCLES (Fort Lee) 521 Main St	10% ARCP
S.D.S. BICYCLE SHOPS (Jersey City) 351 Palisade Ave & (Cliffside Park) 674 Anderson Ave	*10% ABCPR
TENAFLY BIKE WORKSHOP 175 Country Rd	10% ACP

OTHER

ELECTRIK MOTION-ELECTRIC POWERED SCOOTERS & BIKES 7 Tamarac Ave, New City (Rockland County) 866-372-6687	*5% ABP
KRONAN CYCLE NORTH AMERICA kronancycle.com 866-465-7662	*10% B
MERCURY SKATE SHOP AT HUB STATION 81 E. 3rd	*8% ACP
SHANKPRO.COM \$3 OFF 2003 CALENDAR, USE DISCOUNT #115	
STRIDA BICYCLE strida.com 800-787-4322	
T.A. MEMBERS FREE RACK AND FENDERS WITH EACH STRIDA	

Shops interested in joining the program should contact Kit at 212-629-8080

T.A. E-bulletin
transalt.org/ebulletin
SIGN UP!!



Simply the world's best folding bike!



Priced from \$850.

BROMPTON
from England

1.800.783.3447 bromptonbike.com

the swift folder

a very practical city bike



Made to order in New York, by New Yorkers, for New Yorkers

Now available through Recycle-a-Bike, built by R&B grade. New frames, used parts, and a more economical price.

from 21-28 lbs. and \$420-\$900

www.swiftfolders.com

718-875-3090

Zester and Nayah Harper

Name: Zester Harper, 50 and Nayah Nicholson, 11 (mother and daughter)

Occupation: Zester is a former long-time restaurant owner and now current college student. Nayah is a 7th grader.

Commute: Nayah commutes by scooter to school and we both run all of our errands by bicycle from our home in Clinton Hill, Brooklyn.

Route: Nayah scoots one block to the Classon G train stop, takes it four stops and scoots three more blocks to her school in Park Slope. It's about 30 minutes, 10 minutes of which are on the scooter. To get to Park Slope from Lafayette Street to run errands, we bike West on Greene to Franklin where we head south to Eastern Parkway and West to the Park. It takes about 10 minutes.

Bikes: I have a 15-year old, 18-speed and Nayah has a new, 12-speed.

How long commuting? We've both bicycled our whole lives.

Why started? It's always been a part of my life. When I was growing up in Georgia, my father worked and, if we would put two of the bike with him for me. So, when in 1972, the first bicycle. Even when I had to go to meetings in Manhattan drive in and park where out of the uptown and then downtown to my meeting and back just enjoyed getting the air and relieving tension. always felt good when I got to my meeting.

As for Nayah, I put her in a bike seat at about a year—as soon as

she could sit. At three, she was riding a three wheeler all by herself. When she went to dance class one day I asked me why she had a seat on her bike; Nayah said she didn't need it. I was scared to let her ride a three wheeler alone at that age so she started to ride by herself. Nayah started screaming and yelling and I took my hand away so she could do what she could do was stop, I took my hand over my mouth and hope that she didn't hurt herself. She's never had a problem since then! Nayah's gotten to the point where she's even really good at tightening her screws and fixing and patching her own flats. Neither of us has ever gotten into an accident.



PHOTOGRAPH BY NOAH BUDNICK

CYCLING ACCIDENT CLAIMS

**Legal Counsel,
Representation and Litigation**

"Twenty years of cycling experience has made me painfully aware of the injuries caused by road accidents."

My office represents fellow cyclists who have been injured by careless motorists...There is no charge to discuss your legal rights in any situation where you have suffered injury or damage.

A fee is charged when compensation is obtained from the motorist's insurance company.

For further information and complimentary consultation contact:

Barton L. Slavin, Esq.
(212) 233-1010

STRIDA
A WHOLE NEW WAY TO MOVE

**60 DAY TRIAL
NEW LOW PRICE**





- Slow anywhere
- Greaseless
- Fits on subway
- Only 22 lbs.

T.A. members: FREE rack & fenders with each Strida!

www.strida.com • 800 787-4322

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:

Third Monday of the month at 6:30 pm at a location TBD. See Calendar, p. 26. Send us ideas for meeting spots.

CONTACT:

WEB SITE: transalt.org/Brooklyn and carfreeprospectpark.org

E-MAIL: Brooklyn@transalt.org

LIST SERVE: Brooklyn-list-subscribe@topica.com

ADVOCACY CAMPAIGNS:

- **CAR-FREE PROSPECT PARK:** Cars do not belong in Prospect Park. carfreeprospectpark.org
- **DOWNTOWN BROOKLYN TRAFFIC CALMING:** Your neighborhood is not a BQE service road. Help win real pedestrian, bicycle and traffic calming improvements. gowanus@transalt.org
- **BROOKLYN HAZARD ID:** Identify dangerous street conditions in Brooklyn. HazardID@transalt.org
- **EAST RIVER BRIDGE BICYCLE COUNTS:** Document the number of cyclists to make a stronger case for cycling improvements. Bridgecounts@transalt.org

UPDATES:

- **CAR-FREE PROSPECT PARK:** Brooklyn T.A. staged a successful Halloween rally in Prospect Park. Members marched for a three month car-free trial and an extension of the Summer Hours to year round.

CYCLING ACCIDENT CASES

All Personal Injury and Accidents

Trial Attorney/Cyclist

"...a bike-savvy lawyer"

- *Mountain Bike* magazine, May 1998

*Protecting the Rights
of Injured Cyclists*

**Law Offices of
Robert S. Fader**

1-800-796-5657 cyclelaw@aol.com

- **BROOKLYN HAZARD ID:** The crack squad is now checking up on how many potholes and road hazards have been fixed and will report its findings to the DOT.

OTHER:

Contact the committee if you are interested in being a part of a sub-committee participating in the South Brooklyn Transportation Study.

Bronx Committee

COMMITTEE CHAIR: Rich Gans

MEETS:

Once every two or three months. See T.A. Calendar, p. 26.

CONTACT:

E-MAIL: 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.**

Car-Free Central Park Committee

COMMITTEE CHAIR: Ken Coughlin

MEETS:

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

CONTACT:

WEB SITE: car-freecentralpark.org

E-MAIL: CentralPark@transalt.org

LIST SERVE: 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 October, the **PETITION DRIVE** passed 43,000-signatures.
- The **CAR-FREE CENTRAL PARK CAMPAIGN'S PETITION EFFORT** will continue over the fall and winter as weather and scheduling permit. If you know of an upcoming special event where we should petition, e-mail us at centralpark@transalt.org
- We had a presence at a panel discussion on **"AN INVESTIGATION INTO NEW YORK'S PARKS POLITICS,"** Tuesday Nov. 12 at the New York Public Library. Panelists included Parks Commissioner Adrian Benepe.

Gowanus Expressway Task Force

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

CONTACT:

Gowanus@transalt.org

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.**

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. Wkends: no restrictions. Holidays: See permit.

New Jersey Transit 973-762-5100, NJTRANSIT.COM. No permit. 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. Wknd: 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. Wkdy 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.

Bieber 610-683-7333, BIEBERTOURWAYS.COM. \$5/bike. Remove wheel.

Bonanza 800-age bay.

Capitol 717-233-7673, CAPITOLTRAILWAYS.COM. No fee. Box required.

CT Limo 203-878-6867, CTLIMO.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 division.

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, SUSQUEHANABUS.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.

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

NY Fast Ferry 732-291-2210, NYFF.COM. No fee.

NY Water Taxi 212-742-1969 NYWATERTAXI.COM

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.

BREAKAWAY COURIER SYSTEMS, INC.

CLEAN AIR



QUIET STREETS

212-219-8500

ACCIDENTS ONLY

- Bicycle Accidents
- Pedestrian Knockdowns
- Infant Injuries

NO fee charged for all consultations
OVER 35 years experience in accident cases
STAFF of over 20 employees

Chelli & Bush
Attorneys At Law

1-888-839-5383 (TOLL FREE)

BICYCLE HABITAT

Get Your Wheels Done by Habo's Expert Wheel Builders!

Buy 1 tire,
get 1 free tube.

Open only to T.A. Members
with valid T.A. membership
card and this ad - no copies!



244 Lafayette Street
b/w Spring & Prince NYC
212-431-3315

"NEW YORK'S BEST BIKE SHOP" - NEW YORK MAGAZINE
WWW.BICYCLEHABITAT.COM

Calendar

The T.A. Calendar is designed to keep you abreast of T.A. member activities. For information about civic events, please see transalt.org/calendar.

NOVEMBER

Mon. 18 6:30 pm. BROOKLYN VOLUNTEER ADVOCACY

MEETING. Location TBA. 212-629-8080; Brooklyn@transalt.org.

Tu. 26 6-8 pm. AUTO-FREE NEW YORK. "CAMPAIGN TO SAVE THE TRANSIT FARE." Conf. Rm, Dwntrwn Police Center 104 Washington Street. 212-475-3394; geohaikalis@juno.com.

Wed. 27 6-9 pm. MAILING PARTY T.A. Office. Give thanks for the zen-like experience of preparing mounds of mail. 212-629-8080; events@transalt.org

DECEMBER

Wed. 4 6 pm. T.A. HOLIDAY PARTY. The Puffin Room Gallery (435 Broome Street, just east of Broadway).

Rock out to live music. Celebrate T.A., cycling, walking and good cheer. Meet and greet T.A. staff and members, win a raffle, drink, use our valet bike parking. Free. 212-629-8080; events@transalt.org.

Wed. 11 6-9 pm. MAILING PARTY. T.A. Office. December is National Noodle Ring Day. If you know what this means, please come explain to us over a hearty helping of mail. 212-629-8080; events@transalt.org.

Tu. 17 6-8 pm. AUTO-FREE NEW YORK. "De-constructing the Sheridan Expressway." Conf. Rm, Dwntrwn Police Center 104 Washington Street. 212-475-3394; geohaikalis@juno.com.

Mon. 23 - Jan. 6. T.A. office closed.

JANUARY

Wed. 8 6-9 pm. MAILING PARTY. T.A. Office. This year, resolve to fold with feeling, stuff with sensitivity and seal with sass ... and drink with abandon. 212-629-8080; events@transalt.org.

Mon. 20 6:30 pm. BROOKLYN VOLUNTEER ADVOCACY

MEETING. Location TBA. 212-629-8080; Brooklyn@transalt.org.

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

Rides and Walks are at transalt.org/info/ridesandwalks and on the T.A. E-Bulletin at transalt.org/ebulletin.

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.



MANHATTAN RICKSHAW COMPANY

Reservations accepted for weekend and weekday evening pedicab service

- Sensible
- Affordable
- Magical

Please call (212) 604-4729

www.manhattanrickshaw.com

CONTACT LENS SPECIALIST • EYES EXAMINED

WESTSIDE VISION ASSOCIATES

Dr. Eric Koperwas
OPTOMETRIST

101 WEST 30TH STREET
NEW YORK, N Y 10001

TEL: (212) 244-5536
FAX: (212) 244-5318

LAW OFFICE OF ADAM D. WHITE, ESQ.

305 Broadway, Suite 1101
(BETWEEN DUANE AND THOMAS)

New York, NY 10007

212-577-9710

adamlaw@earthlink.net

**HANDLING
CYCLING ACCIDENTS
AND YOUR
OTHER LEGAL PROBLEMS**

- Free Consultation -

*No Recovery No Fee
Affordable Rates*

Fellow Cyclist & City Resident

shop online at
www.shankpro.com

great gifts for cyclists!



2003 calendar **SHANK PRODUCTIONS**

Prospect Park

DEAR BOROUGH PRESIDENT MARKOWITZ, You strike me as a progressive, intelligent guy. As such, I would hope that you'd have the foresight to support a Prospect Park free of automobiles. As an EMS worker I've had the misfortune to respond to several calls inside the park where cyclists or pedestrians tangled with autos. It's crazy! While a few hundred drivers may shave off two minutes from their commute, the risk is too great that people will be injured or killed in exchange for this convenience. It's just not worth it. I support a Car-Free Prospect Park! You should too!

SHANE MACDOUGALL

Manhattan Bridge

DEAR COMMISSIONER WEINSHALL, I was recently hit by a car coming off the Manhattan Bridge, on the Brooklyn side. The driver blindsided me, driving in the wrong lane to avoid traffic as I was crossing on my bike. The bike path exit off the Manhattan Bridge on the Brooklyn side has no crossing point, light or signs. And I know many, many bike riders find it extremely dangerous considering the high traffic volume of both riders and cars. If the City installed a flashing red or some path to cross safely like it did on the Manhattan side, many accidents, like mine, could be avoided.

JEE KIM

DEAR COMMISSIONER WEINSHALL, As a bicycle commuter, I was thrilled when the Manhattan Bridge was opened to foot traffic. This is now my preferred route. I am concerned, though, about the entrance/exit on the Brooklyn side of the bridge. Have you seen it? It's pretty scary! Cars don't stop at all, and with the curved road they have a difficult time even seeing me until it's nearly too late to stop. I bike a lot in Manhattan and Brooklyn, and this is probably the most dangerous spot I've seen. Help!!!

JOHN HOCEVAR

Car-Free Central Park

DEAR CENTRAL PARK CONSERVANCY, You are probably tired of all the yammering about trying to eliminate automobile

traffic in Central Park. At least, that is what I am assuming, what with the campaign to remove cars from the park having been a constant nattering presence ever since I moved to this great city almost twenty years ago. But your silence on the issue—or more precisely, your unwillingness to commit to the stance—plays a not-insignificant role in creating that annoying

I'm a New York City cab driver ... competition on the streets is so cut-throat, it's almost impossible to drive the speed limit and not run red lights

yammering. I can understand some interest groups, such as taxi fleet owners, taking a position in support of automobiles in Central Park. But why would you, who have the welfare and well-being of the park in mind, continue to endure, if not support, the presence of loud, dangerous, dirty and unnecessary traffic in this urban oasis? What benefits do you draw from not endorsing a Car-Free Central Park?

S. MICHAEL WALSH

Taxis

DEAR T.A., I'm a New York City cab driver. Cab drivers earn so little, and the competition on the streets is so cut-throat, that it is almost impossible to drive the speed limit, not run red lights, and still be able to go home, look your wife in the eye and say, "Honey, here is my share of the rent." You basically earn \$10 an hour, before taxes, even if you've been driving for 30 years.

BARRY BLISS

ED: T.A. would like to see higher taxi fares and better paid, safer drivers.

West Street

TRANSPORTATION ALTERNATIVES IS AN excellent organization and I strongly support the majority of its transportation policy platform, but on the question of whether to bury West Street as part of the redevelopment of the WTC site I sharply differ. First, as a participant in the terrific "Listening to the City" meeting that they held earlier this year I can tell you that burying West Street to create a park leading down to Battery Park was nearly unanimously approved by the partici-

pants. Burying the road is absolutely essential to reunifying Battery Park City with the rest of Lower Manhattan. Furthermore, by completely separating car traffic from cyclists and pedestrians it is the most people-friendly of all the alternatives; frankly, I am quite surprised to hear TA falling on the side of cars in this matter, even given its stated reasons.

As to the question of "diverting money from more important transportation priorities," it was explained to us that the money earmarked for redevelopment of the WTC site is for that site, not a lump sum that the city can, say, redistribute to repainting bike lanes in Queens or allocate to a 2nd Avenue subway. So scratching the plan for West Street will not suddenly free up \$200 million for other "important transportation priorities." Rather, it will simply deprive the city of a once in a lifetime chance to reverse some of Robert Moses's destructive legacy.

SCOTT POWELL

ED: T.A. Says Transit over Tunnel. Who wouldn't want a park where a highway had been? If West Street could be buried for a few hundred million, we'd work fanatically to help make it happen. But the most recent cost estimates for burying West Street are \$3 billion to \$5 billion. And, contrary to what was said at "Listening to the City," that money will come from the same pot of Federal funding from which the new subway/PATH transit center, new South Ferry station and other potential transit improvements come. It's T.A.'s position that "Reunifying" Battery Park City with Lower Manhattan is not as important to the future of the city as enormous transit improvements which would cut travel times for more than a million people a day. (Note that Battery Park was built on landfill west of the already existing W. Side Highway. So, the sought-after re-unification has never existed.)



Member-Funded Transportation Alternatives Is Your Advocate

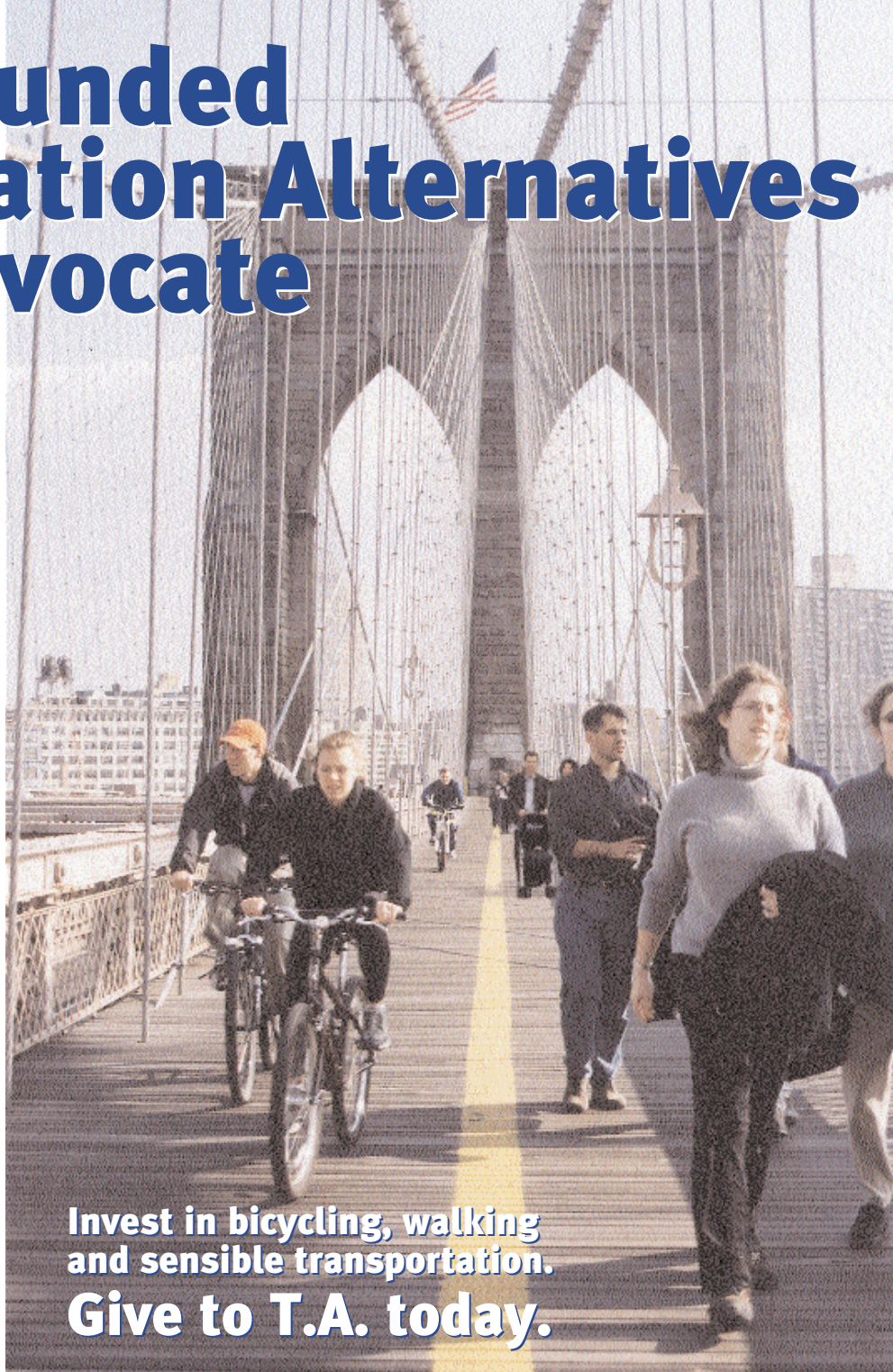
We fight for

- Better Bicycling and Walking
- A Car-Free Central Park and Car-Free Prospect Park
- Improved Bus Service and Sensible Transportation
- Respect for bicyclists and pedestrians

We need your support!

In the days ahead you will receive a letter from Transportation Alternatives asking you for a special year-end contribution. Read that letter and **give generously**. Your contribution is tax-deductible and will make a difference.

Better yet, call T.A. today at **212-629-8080** and give over the phone or go to **transalt.org** and make an on-line contribution.



Invest in bicycling, walking
and sensible transportation.
Give to T.A. today.

Transportation Alternatives
115 W 30th St Ste 1207
New York NY 10001-4010

Non-Profit Org
US Postage Paid
New York, NY
Permit No. 1098